Idaho Transportation Department

GARVEE REPORT

2015

# Annual GARVEE Report

September 2015

# Letter from the Director

It is my pleasure to submit the Idaho Transportation Department's 2015 annual report on the Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program. The GARVEE Program continues to have a positive impact on Idaho's businesses and citizens. It has transformed major routes, improved safety, and reduced congestion for all travelers.

The GARVEE Transportation Program, the largest infrastructure program in Idaho history, has been delivered safely, on-time and under budget. The department, along with its private partners, are pleased to report the following progress:

- All $857.6 million authorized ($840 million with $17.6 million interest earnings) has been bonded
- Debt Service to pay back the bonds is estimated at $57.4 million per year with the last payment due in July 2031
- Refinanced $97.7 million of Series 2006 and $84.5 million of Series 2008
  - Debt service savings of $1.4 million per year, for total present value savings of $12.7 million
  - New 2015 Series interest rate of 2.94 percent
- All 59 projects in six corridors with aggressive delivery schedules have been successfully completed, or will be completed this year
  - Involving more than 300 engineering, supply and construction contracts
  - Over 150 consulting firms, contractors and subcontractors – the vast majority Idaho-based

The design and construction of the GARVEE projects have been accomplished in an effective, transparent, and accountable manner supporting the department's mission: "Your Safety. Your Mobility. Your Economic Opportunity." The department has also been able to complete these much-needed projects while continuing to keep construction going throughout the entire state.

GARVEE has resulted in significant safety improvements on Idaho's highways – overall fatalities on all roadways have decreased and a significant portion of this decrease can be attributed to construction of the GARVEE projects and this greatly supports Idaho's *Toward Zero Deaths* initiative.

We anticipate that construction of all remaining GARVEE projects will be complete by the end of this year. The reaction from citizens continues to be overwhelmingly positive as the department enters the final stages of the GARVEE Program. The GARVEE projects are providing immediate benefits to travelers and commuters, as well as facilitating commerce and stimulating Idaho's economy. I thank the people of Idaho for their continued commitment to maintaining and improving our transportation system. This support is critical in assisting our vision of becoming the best transportation department in the country.

Sincerely,

BRIAN W. NESS
Director

# Report Overview

This report provides an update on the current status of funding authorizations and bond sales supporting the Idaho Transportation Department's (ITD) Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program, and summarizes the program's progress. As the GARVEE Program approaches completion, it has taken aggressive steps to monitor project costs and schedules, identify and mitigate risk, and manage program cash flow.

Further information, including program history and innovative tools and techniques that have contributed to efficient program delivery, is included in Appendix A. Additional information about the GARVEE Program can be accessed online at http://itd.idaho.gov.

# Program Update

The GARVEE Program was originally projected to cost $998 million. Federal funding for transportation has been uncertain due to the fact that receipts into the Federal Highway Trust Fund are less than disbursements. As such the Transportation Board chose to be conservative in its estimate of future federal funding for GARVEE debt service, which limits Idaho's debt service to not more than $60M annually, for a bonded program of $857.6 million ($840 million in bonds plus $17.6 million in interest earnings). Federal formula funds have also been used in the GARVEE Program to take advantage of bargain bid prices, resulting in a total program of $938.5 million.

ITD, in partnership with the Idaho Housing and Finance Association, has issued six bond series with a weighted average interest rate of 4.41 percent. The remaining authority of $82 million was bonded in January 2014, to provide funding for the projects added in 2012.

The GARVEE Program's legislative funding authorizations and federal formula funds, as well as individual bond sales, are summarized in Table 1 below and in Appendix C.

**TABLE 1 - FUNDING AUTHORIZATIONS AND BOND SALE SUMMARY**

| Authorizations | | Cumulative Total | Bond Sale Summary |
|---|---|---|---|
| 2006 Auth. No. 1 (FY07) | $200 million (plus $15 million interest earnings) | $215 million | $214.6 million - Series 2006A |
| 2007 Auth. No. 2 (FY08) | $250 million (plus $2 million interest earnings) | $467 million | $182 million - Series 2008A |
| | | | $24 million – Series 2011A * |
| 2008 Auth. No. 3 (FY09) | $134 million | $601 million | $180.4 million - Series 2009A |
| 2009 Auth. No. 4 (FY10) | $82 million | $683 million | $84.8 million - Series 2010A |
| 2010 Auth. No. 5 (FY11) | $12 million | $695 million | $51.9 million - Series 2011A * |
| 2011 Auth. No. 6 (FY12) | $162 million | $857 million | $38.3 million – Series 2012A |
| | | | $81.6 million – Series 2014A |
| *Federal Formula Funds* | *$81 million* | *$938 million* | |

* 2011A Bond Series totals $75.9 million.

General scope and funding for the corridors are summarized in Appendix B, Project Summaries, and Appendix D, Corridor Maps. The program has also issued numerous consultant services agreements. A full list of service providers is provided in Appendix E.

# Bond Coverage Ratio

Idaho's GARVEE bonds are secured with a pledge of future federal transportation funding. Bonds were sold on an as-needed basis to ensure that funds were available for the duration of the contract while limiting interest costs. $857.6 million ($840 million with $17.6 million interest earnings) has been bonded for authorized program expenditures since the GARVEE Program began.

The original $998 million program estimated approximately $74 million annual debt service payments with a 3.33 times coverage ratio. Current forecasting models show that debt service on the current $857.6 million of bonding authority will be approximately $57.3 million, which is 4.9 times coverage ratio. This amount of debt-service is approximately 20.5 percent of anticipated federal apportionment (based on current federal authorizations), which is less than the 30 percent limit established in Idaho Code.

# Future Federal-Aid Highway Funding

The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation act, was signed by President Obama on July 6, 2012, and was to fund surface transportation programs through September 30, 2014. This legislation provides level funding to Idaho at 2012 levels and provides short-term stability in planning the program. On July 31, 2014, Congress and the President agreed on a Highway Trust Fund that maintains current highway and transit funding and extends MAP-21 through May 31, 2015. On July 30, 2015, Congress and the President agreed on another extension of MAP-21 through October 30, 2015.

# Appendix A: Program History & Innovations

# Program History

The Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program is a debt-financing mechanism that permits states to accelerate highway construction projects by selling bonds. In Idaho's case the bonds are secured solely by future federal funds, however the bonds are paid back with a combination of future federal appropriations and state matching funds. No other state resources are committed for repayment.

ITD is utilizing GARVEE bonds to provide a means to accelerate highway safety improvements and expand commerce throughout the state. The program has proven to be a success story for ITD and the taxpayers of Idaho.

In 2004, Governor Kempthorne asked ITD leadership to provide a list of regionally significant highway improvement priorities that could not be reasonably constructed through the traditional pay-as-you-go approach. The department responded with a list of project priorities in transportation corridors throughout the state of Idaho. In his January 2005 State of the State address, the governor proposed the GARVEE Transportation Program (then called Connecting Idaho) that consisted of projects in 13 corridors throughout the state. These original corridors and projects were eventually passed by the Idaho Legislature and signed into law by Governor Kempthorne in 2005.

During the consideration of the legislation, a number of limitations were introduced. The most significant was a cap on the amount of GARVEE bonds that could be sold. This cap, designed to protect the Capitol Investment Program, limited debt-service on GARVEE bonds to 20 percent of Idaho's annual federal apportionment the first four years and 30 percent in subsequent years. The program was reduced to $998 million to account for the federal apportionment used for debt-service payments and to capitalize on more favorable bond ratings.

The 2006 Legislature approved the first authorization of $200 million to be spent in six of the original 13 corridors. In the fall of 2006, the Idaho Transportation Board approved the initial plan for the GARVEE Transportation Program on the following six corridors:

- U.S. 95, Garwood to Sagle
- U.S. 95, Worley to Setters
- Idaho 16, I-84 to South Emmett
- I-84, Caldwell to Meridian
- I-84, Orchard to Isaacs Canyon
- U.S. 30, McCammon to Soda Springs

A combination of actions taken by the Idaho Legislature and the Idaho Transportation Board resulted in modifications to the GARVEE Transportation Program during the first year, focusing on high-priority areas and safety improvements. Some of the initial corridors were not pursued

further and all remaining corridors were trimmed in scope. Consequently, the limited budget and reduced scope resulted in remaining needs in all 13 authorized corridors.

Despite the many challenges and hurdles overcome by ITD, the GARVEE Transportation Program has implemented projects quickly and delivered them under budget, which in turn allows users to take advantage of the improvements sooner. ITD and the taxpayers of Idaho have realized significant savings in both time and money as a result of these improvements.

Legislative authorizations, plus interest earnings, total $857.6 million. As a result of program efficiencies and competitive construction bids, the scoped project commitments from 2006 were estimated to cost approximately $777 million, resulting in approximately $80 million of savings. In 2012 the Idaho Transportation Board reviewed the unfunded projects in all 13 authorized corridors and reallocated the savings to three interchange projects along I-84, which were rated highest among the projects reviewed. These include the Meridian Interchange, the Broadway Interchange, and the Gowen Interchange. A fourth project to upgrade I-84 between the Broadway and Gowen interchanges was also authorized to complete the improvements to this corridor, as defined in the Environmental Assessment.

The final program funding includes $857.6 million in GARVEE bond proceeds as authorized by the Legislature, and $80.9 million in Federal-aid formula funds, for a total program budget of $938.5 million. The average weighted cost of financing program wide is 4.41%, with a cumulative annual debt service of $58.8 million.

On a program of this magnitude, the GARVEE team recognizes the positive effects of cooperation and partnership with the Federal Highway Administration (FHWA). Partnering with FHWA has contributed greatly to the program's success.

# Innovative Tools and Techniques

The goal of the GARVEE Transportation Program is to deliver economical projects faster, safer, and with less impact to highway users. To achieve this goal, the program has focused on proactively monitoring project schedules and budgets, and on packaging construction projects to produce more efficient delivery while maximizing public convenience.

Following legislative approval of the program, the Idaho Transportation Board and ITD leadership analyzed the amount of extra work required to deliver the GARVEE Program and determined that it was in the best interests of the state to use a private sector program manager to help ITD deliver the program. By selecting Connecting Idaho Partners (CIP)—a joint venture between URS Corporation and CH2M HILL—to provide program management, ITD has delivered long-lasting highway improvements over a short period of time without increasing the size of the department.

The GARVEE Program has demonstrated the department's ability to quickly respond to an increase in funding to deliver projects efficiently, working in partnership with regulatory agencies, the engineering and construction industry, and the public.

As the GARVEE team focused on the timely delivery of the program, federal and department processes and procedures were reviewed, and efficiencies were identified to address plausible modifications to standard ITD project delivery policies or practices. As a result, internal department features, called GARVEE Experimental Projects (GEPs), were developed and implemented to expedite project development and delivery. These experimental features allow projects to proceed quicker through the development process and be advertised for construction sooner than with traditional methods.

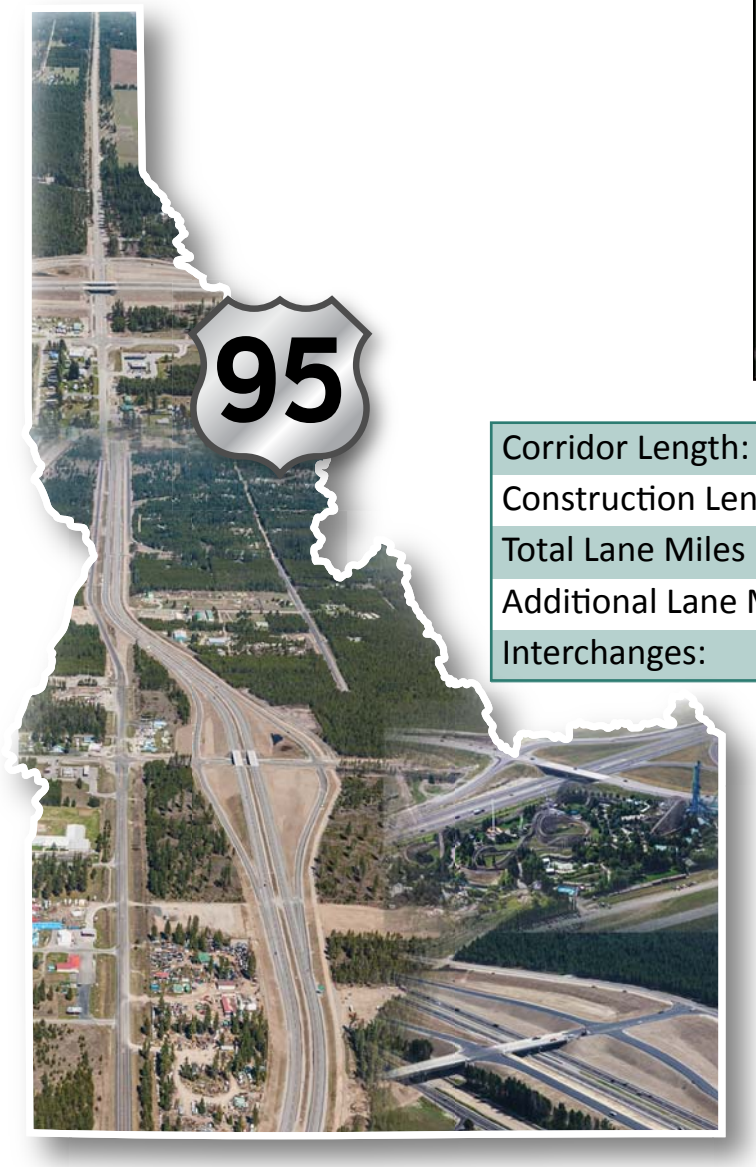
Early in the program, an Accelerated Construction Technology Transfer (ACTT) workshop was held to bring national experts together with local leaders to explore innovative approaches to accelerate construction. As a result of that workshop, program leadership selected the following tools and techniques to accelerate the development phase of the program and to increase competition among contractors, resulting in savings for the taxpayers of Idaho:

- Federal Highway Administration's Special Experimental Project #15 (SEP-15) to advance final design and right-of-way ahead of the environmental decision
- Federal Highway Administration's Special Experimental Project #14 (SEP-14) to experiment with alternate pavement type bidding and no-excuse incentive provisions
- Aggressive contract time and construction schedules
- Pre-purchasing materials to mitigate for long procurement times
- Project packaging and sequencing to optimize construction coordination and schedules
- Accelerated bridge construction techniques
- Completion and milestone incentives and provisions
- Consolidation of public information campaigns for efficiency in communications
- Consolidation of traffic control contracts for consistency and user safety

These collective efforts allowed the GARVEE construction projects to be delivered at an accelerated pace and at lower costs than anticipated. Idaho has benefited from aggressive and competitive bidding, resulting in significant bid savings on recent projects and allowing other projects to be constructed sooner than originally scheduled.

# Appendix B: Corridor Summaries

# U.S. 95, Garwood to Sagle Corridor




| | |
|---|---|
| Corridor Length: | 31.5 miles |
| Construction Length: | 14.8 miles |
| Total Lane Miles Included: | 59.2 miles |
| Additional Lane Miles Included: | 29.6 miles |
| Interchanges: | 3 |

| | |
|---|---|
| Projects: | 6 |
| Design Cost: | $23.9 M |
| Right-of-Way Cost: | $29.5 M |
| Construction Cost: | $98.0 M |
| Total Corridor Cost: | $151.4 M |

## U.S. 95, Garwood to Sagle Corridor

- U.S. 95, Garwood to Sagle Environmental Study
- U.S. 95, Garwood to Sagle, Idaho 53 to Ohio Match Road Project
- U.S. 95, Garwood to Sagle, Boekel Road to Ohio Match Road Frontage Road Project
- U.S. 95, Garwood to Sagle, Chilco to Silverwood Project
- U.S. 95, Garwood to Sagle, Athol to Granite Project
- U.S. 95, Garwood to Sagle, Sagle Area Project

The aging U.S. 95 roadway, between the Garwood and Sagle areas in north Idaho, was redesigned as a four-lane divided highway with access control features to safely accommodate current and projected traffic volumes.

The Environmental Impact Statement (EIS) recommended phased construction. The phasing strategy allowed the projects to be constructed in segments based upon available revenue and need. At full build-out, access will be allowed only at interchanges. Frontage roads will be provided on both sides of U.S. 95 for access to adjacent properties.

## Corridor Accomplishments:

- **U.S. 95 Garwood to Sagle Environmental Study** – Prepared an Environmental Impact Statement (EIS) and performed conceptual design for 31.5 miles of U.S. 95. The Record of Decision was completed in July 2010.
- **U.S. 95 Garwood to Sagle, Idaho 53 to Ohio Match Road Project** – Constructed approximately 3 miles of a four-lane divided highway with at-grade intersections and completed construction of select frontage roads for access management. Construction was completed in September 2009.
- **U.S. 95, Frontage Road, Garwood to Sagle, Boekel Road to Ohio Match Road Project** – Constructed approximately 2.3 miles of two-lane frontage roads. Construction was completed in September 2012.
- **U.S. 95, Garwood to Sagle, Chilco to Silverwood Project** – Constructed approximately 6.8 miles of a four-lane divided highway with limited at-grade intersections, two new interchanges, a wildlife crossing, and frontage and backage roads for access management. Construction was completed in September 2013.
- **U.S. 95, Garwood to Sagle, Sagle Area Project** – Constructed safety and access management improvements. Construction was completed in October 2011.
- **U.S. 95, Garwood to Sagle, Athol to Granite Project** – Construct 5 miles of a four-lane highway, with limited at-grade intersections and selected frontage roads, and one new interchange at Idaho 54, east of the city of Athol. Construction was completed in September of 2015.

## Ongoing Projects:

- **U.S. 95, Garwood to Sagle, Athol to Granite Project** – Construct 5 miles of a four-lane highway, with limited at-grade intersections and selected frontage roads, and one new interchange at Idaho 54, east of the city of Athol. Construction was completed for the mainline in October 2014. The extension of the West Frontage Road is anticipated to be completed in October 2015.

# U.S. 95, Worley to Setters Corridor

| | |
|---|---|
| Corridor Length: | 5.5 miles |
| Construction Length: | 4.2 miles |
| Total Lane Miles Included: | 16.8 miles |
| Additional Lane Miles Included: | 8.4 miles |
| Interchanges: | 1 |
| Bridges: | 4 |

| | |
|---|---|
| Projects: | 1 |
| Design Cost: | $0.2 M |
| Right-of-Way Cost: | $0.3 M |
| Construction Cost: | $54.1 M |
| Total Corridor Cost: | $54.6 M |

## U.S. 95, Worley to Setters Corridor

- U.S. 95, Worley North Project

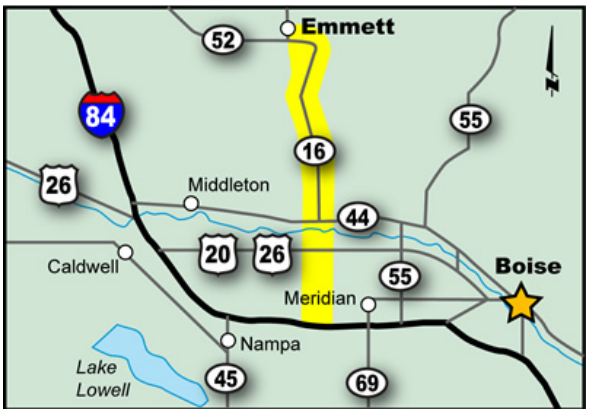
The U.S. 95 Worley to Setters segment is the third phase of the U.S. 95 Worley to Mica Creek Corridor. The corridor improvements, designed to improve safety and alleviate congestion along 21 miles of U.S. 95, began in 1998. This segment was split into two projects for construction. The U.S. 95 Worley North project constructed 4.2 miles of highway improvements immediately north of Worley, and provided an interchange at the Idaho 58 junction, using GARVEE bond funding. Construction of the final 1.3-mile project through Worley is planned for construction using other funding sources.

U.S. 95 provides the primary north-south link for northern Idaho commerce, transportation and tourism. Many previously considered this segment of U.S. 95 to be one of the most dangerous roadways in the state, primarily due in large part to sharp curves and the resulting sight-distance limitations.

## Corridor Accomplishments:

- **U.S. 95, Worley North Project –** Realigned, constructed, and widened 4.2 miles of U.S. 95, which included four bridges, a retaining wall and culvert crossing, and a new interchange at the U.S. 95 and Idaho 58 junction. Construction was completed in September 2009.

# SH-16, I-84 to South Emmett Corridor

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|---|---|
| Corridor Length: | 6.7 miles |
| Construction Length: | 2.2 miles |
| Total Lane Miles Included: | 8.8 miles |
| Additional Lane Miles Included: | 8.8 miles |
| Bridges: | 3 |

| | |
|---|---|
| Projects: | 5 |
| Design Cost: | $21.5 M |
| Right-of-Way Cost: | $41.2 M |
| Construction Cost: | $46.8 M |
| Total Corridor Cost: | $109.5 M |

## SH-16, I-84 to South Emmett Corridor

- SH-16, JCT I-84 to SH-44 Environmental Impact Statement
- SH-16, Chinden Blvd to JCT SH-44 Design
- SH-16, Boise River Bridge and North Stage Project
- SH-16, Phyllis Canal Bridge and South Stage Project
- SH-16, Intersections of SH-44, U.S. 20/26, and Local Roads Project

The study's objective was to identify an alternative for extending SH-16 south from SH-44 to intersect with I-84 between Nampa and Meridian. The study looked at alternatives for a new Boise River crossing, an interchange at I-84 between the Ten Mile Road Interchange and the Garrity Boulevard Interchange.

The corridor is being planned as a four-lane divided highway with access only at future interchanges. The GARVEE Transportation Program funded the construction of the section from SH-44 to U.S. 20/26 and acquired the right-of-way for future interchanges at both SH-44 and U.S. 20/26. The remainder of the corridor from U.S. 20/26 to I-84 is unfunded at this time. Interchanges are planned in the future at SH-44, U.S. 20/26, Ustick Road, Franklin Road and I-84.

## Corridor Accomplishments:

- **SH-16, JCT I-84 to SH-44, Environmental Study** – Prepared an Environmental Impact Statement (EIS), performed preliminary design, and prepared preliminary right-of-way plans for a new north-south connection between I-84 and SH-44. The Final EIS, which began on January 12, 2007, was approved by ITD and FHWA in February 2011 and a Record of Decision was approved on April 14, 2011, just 4 years, 3 months, and 2 days after starting, which is 10 years faster than the national average.

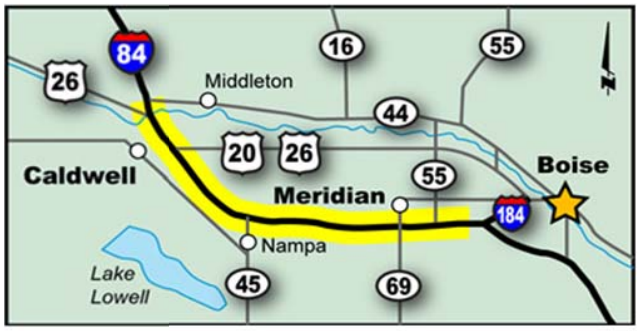
- **SH-16, Chinden Blvd to JCT SH-44 Project** – Performed design and right-of-way acquisition for a new highway and bridges to cross the Boise River and Phyllis Canal extending SH-16 from U.S. 20/26 to SH-44. Construction was separated into three construction packages with the first beginning in 2012 and all were completed in 2014.

- **SH-16, Boise River Bridge and North Stage Project** – Construct a Boise River Bridge crossing and a portion of SH-16 from just south of the intersection of SH-16 and SH-44 as a four lane divided highway to the south side of the Boise River (approximately one mile). Construction was completed in August 2014.

- **SH-16, Phyllis Canal Bridge and South Stage Project** – Construct the Phyllis Canal bridge crossing, the Joplin Court bridge, and that portion of SH-16 from just south of the intersection of U.S. 20/26 (Chinden Blvd.) and SH-16 as a four-lane divided highway to the south side of the Boise River (approximately one mile) where the north stage of SH-16 ends. Construction was completed in August 2014.

- **SH-16, Intersections of SH-44, U.S. 20/26 and Local Roads Project** – Construct new intersections at SH-44 at the north end and at U.S. 20/26 at the south end, plus nearly five miles of local roads required to provide access within the area of the new access controlled SH-16. Construction was completed in September 2014.

# I-84, Caldwell to Meridian Corridor

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|---|---|
| Corridor Length: | 18.0 miles |
| Construction Length: | 9.0 miles |
| Total Lane Miles Included: | 69.3 miles |
| Additional Lane Miles Included: | 33.3 miles |
| Bridges (Mainline) and Overpasses Replaced: | 7 |
| New Interchanges: | 1 |
| Interchanges Rebuilt: | 1 |
| Interchanges Modified: | 4 |

| | |
|---|---|
| Projects: | 14 |
| Design Cost: | $38.7 M |
| Right-of-Way Cost: | $26.3 M |
| Construction Cost: | $217.9 M |
| Total Corridor Cost: | $282.9 M |

## I-84, Caldwell to Meridian Corridor

- I-84, Karcher Interchange to Five Mile Environmental Study
- I-84, Eagle Road Westbound Off-ramp Project
- I-84, Franklin Boulevard Interchange Project
- I-84, Garrity Interchange to Meridian Interchange (4 projects)
- I-84, Robinson Boulevard and Black Cat Road Bridges Project
- I-84, Ten Mile Road Interchange Project
- I-84, Garrity Boulevard Interchange Bridge and Mainline Project
- I-84, Franklin Boulevard to 11th Avenue Project
- I-84, 11th Avenue Bridge Project
- I-84, Ten Mile Drain Crossings
- I-84, Meridian Road Interchange Project

The corridor located just west of Caldwell to the east of Meridian is experiencing pressure from rapid growth. The Community Planning Association of Southwest Idaho projects the population of the Treasure Valley will have reached 1 million people by 2040. The GARVEE Transportation Program projects have improved the roadway and added capacity to ease congestion.

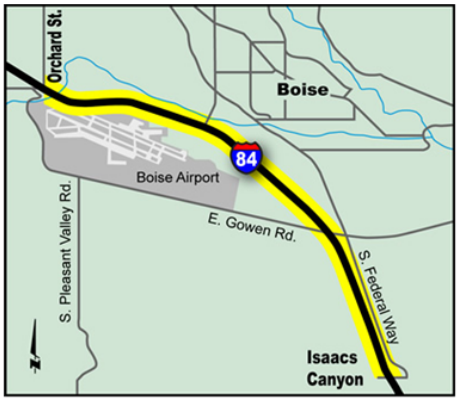
## Corridor Accomplishments:

- **I-84, Karcher Interchange to Five Mile Environmental Study** – The Environmental Assessment (EA) provided the environmental clearance to add additional capacity and improvements to the interstate and interchanges. The EA's Finding of No Significant Impact (FONSI) was completed in April 2009.
- **I-84, Eagle Road Westbound Off-ramp Project** – Lengthened and widened the off-ramp to include dual-left and dual-right turn lanes at Eagle Road, extended the ramp 1,600 feet onto I-84 and reconstructed the island/intersection. Construction was completed in September 2007.
- **I-84, Franklin Boulevard Bridge Nampa Project** – Reconstructed the east half of the overpass to match the newer bridge on the west side and modified Franklin Boulevard approaches to tie into the new overpass structure. Construction was completed in April 2009.
- **I-84, Garrity to Meridian Interchanges Projects (4 Projects)** – Constructed a third and fourth lane on approximately 6.5 miles of I-84, east- and westbound within the existing median between Garrity and Meridian interchanges in four separate construction projects. Construction was completed in July 2009.
- **I-84, Robinson Boulevard and Black Cat Road Bridges Projects** – Replaced the Robinson Boulevard and Black Cat Road bridges. Construction was completed in April 2009.
- **I-84, Ten Mile Road Interchange Project** – Built a new I-84 interchange at Ten Mile Road and reconstructed Ten Mile Road north almost to Franklin Road and south to Overland Road. Construction was completed in July 2011.
- **I-84, Garrity Interchange Bridge Project, 11th Avenue to Garrity Boulevard, Nampa Project** – Reconstructed the Garrity Interchange to allow the addition of a third lane in each direction on I-84 and reconstructed almost one mile of the interstate. Construction was completed in June 2011.
- **I-84, Franklin Boulevard to 11th Avenue Project** – Widened I-84 to three lanes in each direction and replaced the Union Pacific Railroad bridges and the Phyllis Canal bridges. Construction was completed in January 2012.
- **I-84, 11th Avenue Bridge Project** – Realigned and replaced the 11th Avenue Bridge in Nampa. Construction was completed in October 2010.
- **I-84, Ten Mile Drain Crossings Project** – Extend the existing Ten Mile Drain structures under Meridian Road and under the west bound lanes of I-84 ahead of the interchange reconstruction, to accommodate irrigation season construction windows. Construction was completed March 2014.

## Ongoing Projects:

- **I-84, Meridian Road Interchange Project** – Replace the existing Meridian Road Interchange to increase safety and capacity and provide additional lanes on I-84. Also included in this construction is a companioned non-GARVEE project, to replace the outside two travel lanes in both directions with new concrete, and replace the existing median shoulder with concrete as well, from Meridian Road to Five Mile Road. Construction began on both projects in April 2014 and is anticipated to be completed in November 2015.

# I-84, Orchard to Isaacs Canyon Corridor




| | |
|---|---|
| Corridor Length: | 9.0 miles |
| Construction Length: | 9.0 miles |
| Total Lane Miles Included: | 53.1 miles |
| Additional Lane Miles Included: | 16.9 miles |
| Bridges (Mainline) Widened: | 5 |
| Interchanges Rebuilt: | 4 |
| Soundwall Added: | 3.4 miles |

| | |
|---|---|
| Projects: | 10 |
| Design Cost: | $24.1 M |
| Right-of-Way Cost: | $6.9 M |
| Construction Cost: | $180.2 M |
| Total Corridor Cost: | $211.2 M |

## I-84, Orchard to Isaacs Canyon Corridor

- I-84, Broadway to Eisenman Pavement Rehabilitation Project
- I-84, Cole to Broadway Soundwalls Project
- I-84, Orchard Interchange, New York Canal Project
- I-84, Orchard Street Interchange Project
- I-84, Vista Avenue Interchange Project
- I-84, Cole to Broadway Interchange Project
- I-84, Broadway Avenue Interchange Project
- I-84, Gowen Road Interchange Project
- I-84, Broadway to Gowen Mainline Project

The objective for this corridor was to improve the roadway so current and projected traffic volumes can be safely accommodated. Improvements will help maintain the roadway's vital role in the interstate system in an area of rapid growth.

Upgrades began west of the Orchard Street Interchange and continue east to Eisenman Interchange.

## Corridor Accomplishments:

- **I-84, Broadway to Eisenman Interchanges Pavement Improvement Project** – Rehabilitated and resurfaced approximately 5.6 miles of east- and westbound I-84 with asphalt. Construction was completed in May 2008.
- **I-84, Cole to Broadway Soundwalls Project** – Constructed a combination retaining wall and noise barrier along residential areas north of I-84 from just west of Orchard Street to the Broadway Interchange. Construction was completed in January 2009.
- **I-84, Orchard Interchange, New York Canal Project** – Widened the existing three-span structure over the New York Canal and the maintenance tunnel under I-84 to accommodate additional lanes in the median and new ramp lanes for the Orchard Interchange. Construction was completed in April 2009.
- **I-84, Orchard Street Interchange Project** – Replaced the existing Orchard Street Interchange, including realignment of Orchard Street and the intersections with Victory Road and Wright Street. Construction was completed in April 2010.
- **I-84, Vista Avenue Interchange Project** – Replaced the existing Vista Avenue Interchange, which increased safety and vehicle capacity and provided additional lanes on I-84. Construction was completed in September 2010.
- **I-84, Cole to Broadway Interchanges Project** – Completed design and construction on 3.2 miles of east- and westbound I-84 to add a third and fourth lane in each direction. Construction was completed in July 2011.
- **I-84, Broadway Avenue Interchange Project** – Replace the existing Broadway Avenue Interchange to increase safety and capacity and provide additional lanes on I-84. Construction was completed in September 2015.
- **I-84, Gowen Road Interchange Project** – Replace the existing Gowen Road Interchange including widening of Gowen Road to increase safety and capacity. The new I-84 bridges will provide for future lanes on I-84 as well. Construction was completed in September 2015.
- **I-84, Broadway to Gowen Mainline Project** – Widen I-84 to three lanes in each direction and replace the Union Pacific Railroad bridges over the Gowen Spur just east of Broadway Avenue. Construction was completed in September 2015.

# U.S. 30, McCammon to Soda Springs Corridor

| | |
|---|---|
| Corridor Length: | 12.5 miles |
| Construction Length: | 9.5 miles |
| Total Lane Miles Included: | 41.3 miles |
| Additional Lane Miles Included: | 22.3 miles |
| Bridges: | 4 |

| | |
|---|---|
| Projects: | 5 |
| Design Cost: | $6.4 M |
| Right-of-Way Cost: | – |
| Construction Cost: | $79.3 M |
| Total Corridor Cost: | $85.7 M |

## U.S. 30, McCammon to Soda Springs Corridor

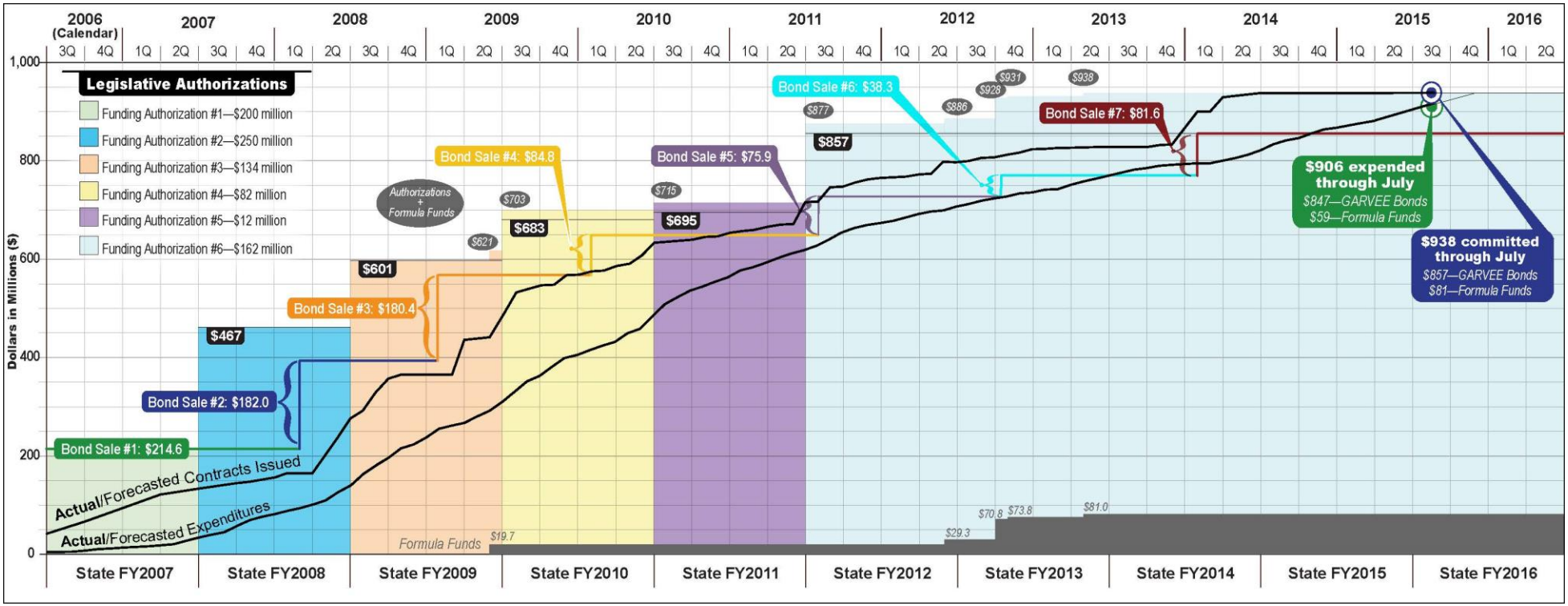
- U.S. 30, Topaz to Lava Hot Springs Project
- U.S. 30, Topaz Bridge Project
- U.S. 30, Portneuf River Bridges Project
- U.S. 30, McCammon to 12th Street Project
- U.S. 30, 12th Street to Crystal Springs Project

The projects in this corridor improved the roadway to safely accommodate current and projected traffic and maintain the vital role of this corridor to the state's commerce and tourism.

## Corridor Accomplishments:

- **U.S. 30, Topaz to Lava Hot Springs Project** – Widened and reconstructed 3.3 miles of U.S. 30 between Interstate 15 and the Lava Hot Springs community. The roadway was widened to four lanes with a center median and the bridge over the Portneuf River was replaced. Construction was completed in August 2008.
- **U.S. 30, Topaz Bridge Project** – Constructed a new bridge to replace the existing Topaz Bridge over the Union Pacific Railroad and the Marsh Valley Canal, widened the highway from two to four lanes with a center median, and completed approximately seven acres of wetland mitigation near milepost 365 on U.S. 30. Construction was completed in November 2011, and the seal coat completed in August 2012.
- **U.S. 30, Portneuf River Bridges Project** – Improved the roadway on U.S. 30 from Crystal Springs Road to Old Oregon Trail Road, constructed two bridges over the Portneuf River on U.S. 30, and widened the highway from two lanes to four lanes. Construction was completed in November 2011, and the seal coat completed in August 2012.
- **U.S. 30, 12th Street to Crystal Springs Road Project** – Reconstructed 2.1 miles of U.S. 30, just west of the Portneuf River Bridges, and widened the highway to four lanes with a center median. Construction was completed in August 2010.
- **U.S. 30, McCammon to 12th Street Project** – Realigned, widened and reconstructed 1.5 miles of U.S. 30, southeast of McCammon to 12th Street, and widened the roadway to four lanes with a center median. Construction was completed in August 2010.

# Appendix C: Funding Summary and Working Plan


2006 (Calendar)
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
Legislative Authorizations
Funding Authorization #1—$200 million
Funding Authorization #2—$250 million
Funding Authorization #3—$134 million
Funding Authorization #4—$82 million
Funding Authorization #5—$12 million
Funding Authorization #6—$162 million
Dollars in Millions ($)
Bond Sale #1: $214.6
Bond Sale #2: $182.0
Bond Sale #3: $180.4
Bond Sale #4: $84.8
Bond Sale #5: $75.9
Bond Sale #6: $38.3
Bond Sale #7: $81.6
Authorizations + Formula Funds
$467
$601
$621
$683
$703
$695
$715
$857
$877
$886
$928
$931
$938
$906 expended through July
$847—GARVEE Bonds
$59—Formula Funds
$938 committed through July
$857—GARVEE Bonds
$81—Formula Funds
Actual/Forecasted Contracts Issued
Actual/Forecasted Expenditures
Formula Funds
$19.7
$29.3
$70.8
$73.8
$81.0
State FY2007
State FY2008
State FY2009
State FY2010
State FY2011
State FY2012
State FY2013
State FY2014
State FY2015
State FY2016

# GARVEE PROGRAM CORRIDOR BUDGETS
## September 2015
(millions of dollars, rounded)

| | | GARVEE FUNDS | | | | | | | FORMULA | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project** | **Phase** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **TOTAL** | **FUNDS** | **FUNDING** |
| **US 95, Garwood to Sagle** | | | | | | | | | | |
| Environmental clearance for the 31.5 | PE & PC | 18.3 | 5.6 | - | - | - | - | 23.9 | - | 23.9 |
| mile corridor. Reconstruct 15.8 miles | ROW | 8.9 | 14.6 | 0.4 | 0.1 | - | - | 24.0 | 5.5 | 29.5 |
| of U.S. 95, from Garwood to Granite | CN | 0.3 | 32.0 | 1.4 | 0.4 | 0.3 | 46.7 | 81.1 | 16.9 | 98.0 |
| with 3 new interchanges and select | | | | | | | | | | |
| **Corridor Total** | | **27.5** | **52.2** | **1.8** | **0.5** | **0.3** | **46.7** | **129.0** | **22.4** | **151.4** |
| **US 95, Worley North** | | | | | | | | | | |
| Reconstruct 4.2 miles of U.S. 95 to 4- | PE & PC | 0.2 | - | - | - | - | - | 0.2 | - | 0.2 |
| lane divided highway with new | ROW | - | - | - | 0.3 | - | - | 0.3 | - | 0.3 |
| interchange at Idaho 58. | CN | 49.5 | 4.1 | 0.5 | - | - | - | 54.1 | - | 54.1 |
| **Corridor Total** | | **49.7** | **4.1** | **0.5** | **0.3** | **-** | **-** | **54.6** | **-** | **54.6** |
| **Idaho 16, JCT I-84 to Emmett** | | | | | | | | | | |
| Environmental clearance of 6.7 miles | PE & PC | 7.4 | 9.0 | 0.2 | 4.9 | - | - | 21.5 | - | 21.5 |
| of new alignment from Jct I-84 to | ROW | 0.8 | 6.0 | 5.0 | 18.6 | 1.9 | 3.2 | 35.5 | 5.7 | 41.2 |
| Idaho 44 of 4-lane highway. Construct | CN | 0.3 | 7.1 | 4.6 | 5.9 | 6.7 | 20.4 | 45.0 | 1.8 | 46.8 |
| new highway from U.S. 20/26 | | | | | | | | | | |
| **Corridor Total** | | **8.5** | **22.1** | **9.8** | **29.4** | **8.6** | **23.6** | **102.0** | **7.5** | **109.5** |
| **I-84, Caldwell to Meridian** | | | | | | | | | | |
| Environmental clearance of 18 miles | PE & PC | 23.9 | 8.2 | 1.5 | - | - | 3.5 | 37.1 | 1.6 | 38.7 |
| of I-84 from Karcher IC to Five Mile | ROW | 4.7 | 18.1 | 0.8 | - | - | 1.5 | 25.1 | 1.2 | 26.3 |
| Road. Reconstruct and widen the | CN | 23.9 | 72.3 | 42.8 | 44.0 | - | 22.9 | 205.9 | 12.0 | 217.9 |
| Interstate | | | | | | | | | | |
| **Corridor Total** | | **52.5** | **98.6** | **45.1** | **44.0** | **-** | **27.9** | **268.1** | **14.8** | **282.9** |
| **I-84, Orchard to Isaacs Canyon** | | | | | | | | | | |
| Rehabilitate pavement between | PE & PC | 8.7 | 4.9 | - | - | 2.6 | 4.1 | 20.3 | 3.8 | 24.1 |
| Broadway and Eisenman. Reconstruct | ROW | 0.6 | 5.2 | 0.7 | - | - | - | 6.5 | 0.4 | 6.9 |
| Interstate from Cole/Overland to | CN | 18.9 | 20.5 | 54.3 | 0.1 | - | 56.8 | 150.6 | 29.6 | 180.2 |
| Broadway. Reconstruct the | | | | | | | | | | |
| **Corridor Total** | | **28.2** | **30.6** | **55.0** | **0.1** | **2.6** | **60.9** | **177.4** | **33.8** | **211.2** |
| **US 30, McCammon to Lava Hot Springs** | | | | | | | | | | |
| Reconstruct nearly 9.5 miles of U.S. | PE & PC | 3.6 | 2.5 | 0.3 | - | - | - | 6.4 | - | 6.4 |
| 30 from McCammon to Lava Hot | ROW | - | - | - | - | - | - | - | - | - |
| Springs, including the Topaz Bridge | CN | 24.2 | 33.8 | 16.1 | 3.8 | - | - | 77.9 | 1.4 | 79.3 |
| **Corridor Total** | | **27.8** | **36.3** | **16.4** | **3.8** | **-** | **-** | **84.3** | **1.4** | **85.7** |
| **Program Management** | | **20.4** | **8.5** | **5.4** | **3.9** | **0.5** | **3.5** | **42.2** | **1.0** | **43.2** |
| **Phase Total** | PE & PC | 82.5 | 38.7 | 7.4 | 8.8 | 3.1 | 11.1 | 151.6 | 6.4 | 158.0 |
| **Phase Total** | ROW | 15.0 | 43.9 | 6.9 | 19.0 | 1.9 | 4.7 | 91.4 | 12.8 | 104.2 |
| **Phase Total** | CN | 117.1 | 169.8 | 119.7 | 54.2 | 7.0 | 146.8 | 614.6 | 61.7 | 676.3 |
| **Total by Fiscal Year** | | **214.6** | **252.4** | **134.0** | **82.0** | **12.0** | **162.6** | **857.6** | **80.9** | **938.5** |

# Appendix D: Corridor Maps

# U.S. 95, Garwood to Sagle

3.5 Miles | 7.0 Miles | 5.0 Miles | 4.7 Miles | 5.3 Miles | 2.3 Miles | 4.5 Miles

Hayden | Garwood | Chilco Area | Silverwood Area | Athol Area | Granite Area | Careywood Area | Cocolalla Area | Westmond Area | Sagle Area

M.P. 437.5 | M.P. 441.0 | M.P. 446.0 | M.P. 448.0 | M.P. 451.3 | M.P. 453.0 | M.P. 457.7 | M.P. 463.0 | M.P. 465.3 | M.P. 468 | M.P. 469.75

Ohio Match Rd. | Chilco Rd. | Bunco Rd. | Silverwood | Parks Rd. | Athol | Kootenai Co / Bonner Co | Trails Ends Rd. | Blacktail Rd. | S. Cocolalla Loop Rd. | Westmond Rd. | Dufort Rd. | N. Gun Club Rd.

US 95 | IDAHO 53 | IDAHO 54 | IDAHO 54

| | |
|---|---|
| Final Design $1.4 M | |
| Construct 4 Lane $13.6 M | |
| Preliminary & Final Design $9.7 M | Prelim. & Final Design $7.7 M |
| Right of Way $17.4 M | Right of Way $6.6 M |
| Right of Way $0.9 M | Right of Way $4.6 M |
| Construct 4 Lane and Select Frontage Roads $46.0 M | Construct. 4 Lane & S.F.R. $21.3 M |
| $3.1 M Fed. Aid | $13.8 M Fed. Aid |
| Preliminary Design & Final Design $0.4 M | |
| Construction: $0.2 M | |
| Complete Environmental Aug '06-Jul '10 $4.7 M | |

CONNECTING IDAHO PARTNERS

IDAHO TRANSPORTATION DEPARTMENT

| Legend | $938 Million | |
|---|---|---|
| Corridor | | |
| Funding Authorization #1-6 (FY 2007-2012) | | $129.0 M |
| Funded with Federal Aid (FY 2012 - 2014) | | $22.4 M |

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# U.S. 95, Worley North

| Legend | $938 Million | |
|---|---|---|
| | Corridor | |
| | Funding Authorization #1-6 (FY 2007-2012) | $54.6 M |
| | Funded with Federal Aid (FY 2012 - 2014) | $0 M |

Bitter Rd.

95

U.P.R.R.

M.P. 408.3 (New)
M.P. 406.6 (Exist)

58
IDAHO

Coeur d' Alene
Tribal Casino

M.P. 407.25 (New)

M.P. 402.8 (Exist)

M.P. 404.2
(New)

Worley

M.P. 401.5

95

**Stage 1, 4.2 Miles 4 Lanes Divided**

Final Design $0.2 M

Right of Way $0.3 M

Construction $54.1 M

**Stage 2**
**1.3 Miles 3 Lanes**

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IDAHO TRANSPORTATION DEPARTMENT

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Idaho Center Rd

Can-Ada Rd

N

84

Robinson Rd

SH 16 Approved Corridor

20

26

Boise River

44

IDAHO

McDermott Rd

Black Cat Rd

Ten Mile Rd

84

Linder Rd

Franklin Rd

Cherry Ln

Ustick Rd

McMillan Rd

Chinden Blvd

Final Design $11.8 M

R/W $35.5 M

R/W $5.7 M

Construction $45.0M

$1.8 M Fed. Aid

Environmental and Preliminary Engineering - $9.7 M

6.7 Miles 4 Lanes Divided

14.0 Miles
4 Lanes Undivided

CONNECTING IDAHO PARTNERS

IDAHO TRANSPORTATION DEPARTMENT

# SH 16, I-84 to SH 44

| Legend | $938 Million | |
|---|---|---|
| | Corridor | |
| | Funding Authorization #1-6 (FY 2007-2012) | $102.0 M |
| | Funded with Federal Aid (FY 2012 - 2014) | $7.5 M |

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# I-84 Caldwell to Meridian

## Franklin to Garrity

- Final Design $8.0 M
- Right of Way $4.4 M
- Construct 3rd Lane, Both Directions, 2 Miles $25.2 M

## Garrity to Meridian 6 Miles

- Environmental, Preliminary Engineering & Final Design $9.4 M
- Right of Way $3.8 M
- Construction of 3rd Lane and of 4th Lane and Replace Overpasses at Black Cat & Robinson $88.3 M

## Meridian IC

- Final Design $3.5 M
- $1.6 M Fed. Aid
- Right of Way $1.5 M
- $0.1 M Fed. Aid
- Reconstruct Interchange $22.7 M
- $12.0 M Fed. Aid

## Ten Mile IC

- Environmental, Preliminary Engineering & Final Design $7.6 M
- Right of Way $15.4 M
- Right of Way $1.0 M
- Construction $41.8 M

## WB Eagle Rd Off Ramp

- Design $0.2 M
- Construction $2.8 M

## Nampa

- Final Design $0.6 M
- Construction of East Bridge $3.5 M

**Franklin Blvd IC**

## Garrity IC

- Final Design $1.5 M
- Widen Mainline Bridges for 3 Lanes $16.9 M

## 11th Ave

- Replace Overpass $4.7 M
- Environmental $6.3 M
- Right of Way $0.1 M

SH 44 · MP 24.9 · 84 · Franklin Rd IC · MP 28.7 · US 20/26 · Caldwell · Caldwell Blvd · Karcher IC · MP 33.0 · Middleton Rd · Ustick Rd · Homedale Rd · SH-55 · Midland Blvd · Nampa Blvd IC · MP 34.9 · Franklin Blvd IC · MP 36.0 · Garrity IC · MP 37.9 · Star Rd · Canyon County · McDermott Rd · Ada County · Black Cat Rd · Ten Mile IC · MP 42.0 · Linder Rd · Meridian · Meridian Rd IC · MP 44.3 · Locust Grove Rd · Eagle Rd IC · MP 46.0 · N Cloverdale Rd · Five Mile Rd · MP 48.0 · N Maple Grove Rd · Fairview Ave · Overland Rd · 184 · 84 · 11th Ave N Exit

| Legend | $938 Million |
|---|---|
| Corridor | |
| Funding Authorization #1-6 (FY 2007-2012) | $268.1 M |
| Funded with Federal Aid (FY 2012 - 2014) | $14.8 M |

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# I-84 Orchard IC to Isaac's Canyon

## Orchard IC
- Final Design $2.6 M
- Construction (N.Y. Canal) $5.8 M
- Right of Way $4.0 M
- Reconstruct Interchange $17.3 M

## Vista IC
- Final Design $4.5 M
- Right of Way $2.5 M
- Right of Way $0.1M
- Reconstruct Interchange ARRA Funds $19.7 M

## Broadway IC
- Final Design $2.7 M
- $1.7 M Fed. Aid
- Reconstruct Interchange $30.0 M
- $3.9 M Fed. Aid

## Gowen IC
- Final Design $4.0 M
- $2.1 M Fed. Aid
- Right of Way $0.3 M
- Reconstruct Interchange $22.6 M
- $3.4 M Fed. Aid

## Isaacs Canyon IC
No Reconstruction Req'd

I-84

Orchard St M.P. 52.0

Vista Ave M.P. 53.5

Broadway Ave M.P. 54.5

Gowen Rd M.P. 56.9

Isaacs Canyon M.P. 59.5

M.P. 60.1

M.P. 51.3

| 1 Mile, 8 Lanes | 1.5 Miles, 8 Lanes | 1 Mile, 8 Lanes | 2.5 Miles, 6 Lanes | 3 Miles, 4 Lanes |
|---|---|---|---|---|
| | Soundwall Final Design $1.3 M | | Final Design (Resurfacing) $0.7 M | |
| | Construct Soundwalls $10.5 M | | Construction - Overlay Existing Pavement $6.2 M | Construction - Overlay Existing Pavement $8.8 M |
| | Mainline Final Design $4.5 M | | | |
| | Construction - Overlay Existing Pavement & Add 3rd/4th Lanes $43.1 M | | Construction - Overlay Existing Pavement & Add 3rd Lane $6.3 M; $2.6 M Fed. Aid | |

| Legend | $938 Million | |
|---|---|---|
| | Corridor | |
| | Funding Authorization #1-6 (FY 2007-2012) | $177.4 M |
| | Funded with Federal Aid (FY 2012 - 2014) | $33.8 M |

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IDAHO TRANSPORTATION DEPARTMENT

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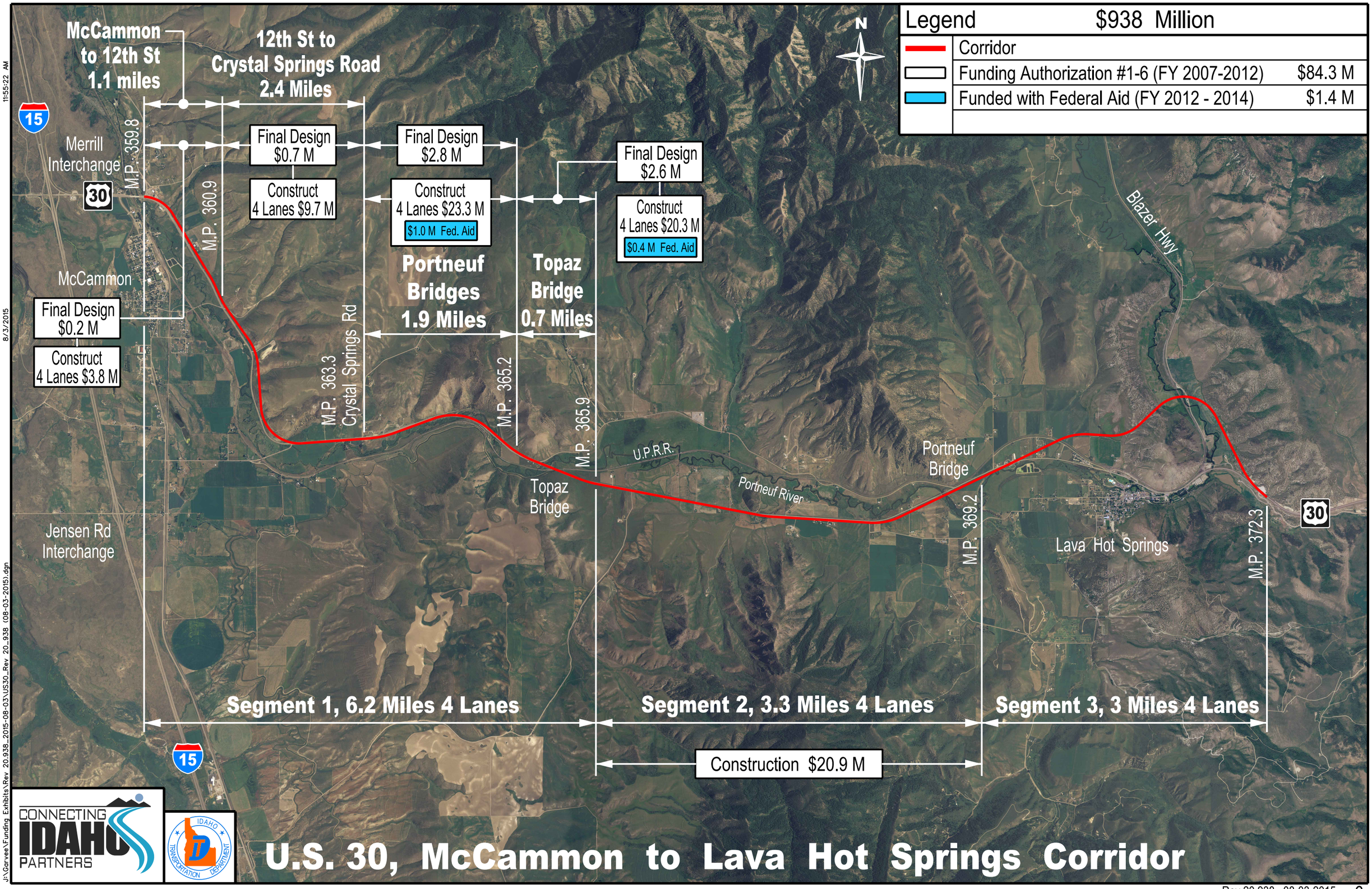
McCammon to 12th St 1.1 miles
12th St to Crystal Springs Road 2.4 Miles
Legend
$938 Million
Corridor
Funding Authorization #1-6 (FY 2007-2012) $84.3 M
Funded with Federal Aid (FY 2012 - 2014) $1.4 M
N
15
Merrill Interchange
30
M.P. 359.8
M.P. 360.9
Final Design $0.7 M
Construct 4 Lanes $9.7 M
Final Design $2.8 M
Construct 4 Lanes $23.3 M
$1.0 M Fed. Aid
Final Design $2.6 M
Construct 4 Lanes $20.3 M
$0.4 M Fed. Aid
Portneuf Bridges 1.9 Miles
Topaz Bridge 0.7 Miles
McCammon
Final Design $0.2 M
Construct 4 Lanes $3.8 M
M.P. 363.3
Crystal Springs Rd
M.P. 365.2
M.P. 365.9
U.P.R.R.
Portneuf River
Topaz Bridge
Portneuf Bridge
Blazer Hwy
Jensen Rd Interchange
M.P. 369.2
Lava Hot Springs
M.P. 372.3
30
Segment 1, 6.2 Miles 4 Lanes
Segment 2, 3.3 Miles 4 Lanes
Segment 3, 3 Miles 4 Lanes
15
Construction $20.9 M
CONNECTING IDAHO PARTNERS
IDAHO TRANSPORTATION DEPARTMENT
U.S. 30, McCammon to Lava Hot Springs Corridor
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# Appendix E: Service Providers

## List of Contractors and Consultants

A-Core of Idaho, Inc.
Ada Sand & Gravel
Advanced Shoring & Underpinning, Inc.
AECOM
All Star Striping, LLC
Alpha Masonry
ALS
American Fence Co. of Idaho, Inc.
American Geotechnics
Amerigo, Inc.
Anderson Environmental Consulting
Robert L. Angle & Associates
Antigo Construction
Apex Curb & Turf
Apply-A-Line
Barnes, Inc.
Bionomics Environmental, Inc.
Butler Engineering & Land Surveying, Inc.
Brown & Caldwell
Brundage Bone
BX2 Rebar & Stressing, LLC
Carpenter Fence
Castle Peak Construction
Central Paving Company, Inc.
Central Washington Asphalt, Inc.
CH2M HILL
Chevron Pipe Line Company (CPL)
C.L. Heilman
Concrete Design Concepts
Concrete Placing Company, Inc.
Coughlin
Curtis Clean Sweep
DH Crosby
David Evans and Associates, Inc. (DEA)
DeAtley Crushing Company, Inc.
Diversified Concrete
Eclipse Traffic Control
Epic Engineering, P.C.
ES Engineering, LLC
Forsgren Associates
G2B
Garden Valley
Glahe & Associates, Inc.
Graham Construction & Management, Inc.
Granite Excavation
Green Velvet Reclamation, Inc.
Ground FX
Frank Gurney
Guard Rail Northwest
Hanson Eagle Precast
Harris Rebar ABCO
Hayward Baker, Inc.
HDR, Inc.
HK Contractors, Inc.
HNTB
Horrocks Engineers, Inc.
Idaho Airships, Inc.
Idaho Construction Company Inc.
Idaho Construction Surveying
Idaho Sand & Gravel Company
Idaho Survey Group
Idaho Traffic Safety, Inc.
Ideal Demolition Services, LLC
Inland Crane, Inc.
IraMac
Iteris, Inc.
JD Steel
Johnson Excavating & Paving
J-U-B ENGINEERS, Inc.
KB Welding
Keller Associates, Inc.
Kleinfelder
Knife River (Hap Taylor & Sons, Inc. DBA)
Kodiak Pacific Construction
L2 Data Collection
Land Solutions
Langdon Group, Inc.
Lawn Company, The
Layton Construction
LeGrand Johnson Construction Co.

H.W. Lochner, Inc.
Lynda Friesz Public Relations, Inc.
M.A. DeAtley Construction, Inc.
Mainstream
MarCon, Inc.
Mason & Stanfield
Materials Testing and Inspection
McAlvain Construction, Inc.
McMillen Engineering
Meckel Engineering & Surveying, Inc.
Mike Pepper
NA Construction
Nampa Paving
National Coatings
Nelson Deppe Inc.
Nilex Construction
North Star Enterprises
Northwest RCI
Pacific Coast Steel
Parametrix, Inc.
Pavement Markings Northwest, Inc.
Pavement Specialties
Peninsula Sawing & Drilling
Pinnacle Consulting Management Group, Inc.
Pipe Inc.
Poe Asphalt
Porter W. Yett Co.
Power Plus
Project Engineering Consultants, Ltd. (PEC)
Promark, Inc.
Qualitree
Quality Electric, Inc.
RAD Construction
Rainier Steel
Randell Concrete
RBCI
Record Steel & Construction, Inc. (RSCI)
Road Products, Inc.
Romar Electric
Safety Corp., Inc.
Scarsella Bros, Inc.
SECO, LLC
Sharp-Line
Skillings Connolly, Inc.
Sidewalks LLC
Snake River Construction
Sommer Construction
Southfork Construction, Inc.
Specialized Pavement Marking
Specialty Construction Supply
Spitzer & Associates
Stanley Consultants, Inc.
STRATA Geotechnical Engineering
SWCA Environmental Consultants
Syman
TA Dibble
TAG Historical Research & Consulting
Terracon Consultants, Inc.
Thomas Grinding
Thorco
Thueson Construction, Inc.
Titanium
T-O Engineers
Transcivil Transportation and Civil Solutions, P.C.
TS Concrete Construction
Universal Field Services, Inc.
URS
Utah State University
Valentine Surfacing
Veasey Seeding
Velocity Steel
Western Construction, Inc.
WF Construction & Sales LLC
Wheeler Electric, Inc.
WHPacific, Inc.
Wildlands
Willowcreek Fencing, LLC
W. M. Winkler
B. Witt Concrete Cutting