



News Release

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Southwest Idaho highway construction report for May 31-June 7

BOISE - The following projects in southwest Idaho are now under way or will begin soon.

ADA COUNTY

BOISE - Idaho 16 Extension, river crossing and local road connections (GARVEE)

New local roads between Joplin Road and Chinden Blvd. have been renamed, below. A section of Joplin Road closed and traffic is using the new routes. The closure was necessary to construct the new Idaho 16 alignment from U.S. 20 to the Phyllis Canal Bridge and to the north.

The new routes were created as part of the 2.5-mile extension of Idaho 16 connecting Chinden Boulevard (U.S. 20/26) to State Street (Idaho 44), including construction of a 1,726-foot-long, 38-ton, 88-foot-wide bridge over the Boise River and a new crossing of the Phyllis Canal. Work has been under way since May 2012 and is expected to finish by the fall of 2014.

Four new roads were created that are being used to access Chinden from Joplin and vice versa, including the only public road on the north side of Chinden between McDermott Road and Star Road.

At the request of residents who submitted suggestions to ACHD's committee, the recently named new local roads between Joplin Road and U.S. 20/26 have been renamed:

- ? N. Rufus Avenue is now N. Mystic Creek Avenue
- ? N. Fairbanks Way is now N. Sawtooth Lake Way
- ? W. Hobart Road is now W. Syringa Ridge Drive
- ? W. Old School Drive remains as is

GARVEE (Grant Anticipation Revenue Vehicle) bonds allowed the Idaho Transportation Department to advance critical infrastructure improvements in vital corridors throughout the state.

Concrete Placing Co., of Boise, and Idaho Sand & Gravel, of Nampa, are the prime contractors on these projects. Knife River Const., of Boise and Nampa Paving are two of the main subcontractors for this work.

The total construction cost is \$38.94 million.

ADA COUNTY

MERIDIAN - Eagle Road resurfacing and medians

This project resurfaced Idaho 55 from Fairview Avenue in Meridian to State Street in Eagle, and installed raised medians from Franklin to Oakhampton Drive, one-half mile north of Chinden Boulevard.

A new signal is being installed at Wainwright Street and Eagle Road. The new signal will improve traffic flow and help reduce delays on Eagle Road between Interstate 84 and Idaho 44. It is expected to be in operation by mid-July.

Through early July, crews will work on the road shoulder during the day to prepare for signal installation.

All lanes will remain open during the day. One lane will remain open in each direction during nighttime construction. The nighttime work hours are 9 p.m. to 5 a.m. on weekdays and 9 p.m. to 8 a.m. on weekends.

One of the last tasks will be to re-stripe Eagle Road in the project area.

Idaho Sand & Gravel Co., of Nampa, is the contractor on this \$4.7 million project.

ADA COUNTY

State Street/Linder Road/Ballantyne Lane intersection work

This work is part of the department's Idaho 44 improvement project from Linder Road to Ballantyne Lane. Over the next several months, crews will be rebuilding the Idaho 44/Linder Road intersection and widening Idaho 44 to five lanes.

Flaggers will direct traffic through the construction zone from 7 p.m. to 5 a.m. Traffic will be restricted to one lane at various times during the night. Restrictions will be in place Sunday through Thursday for each of the next three weeks. During the day, construction will be limited to the shoulder and side of the roadway and will not restrict traffic.

From spring through early summer, crews will work on the second phase of improvements, which include widening and rebuilding the north side of Idaho 44 from Linder to Ballantyne and rebuilding the east side of the Linder Road intersection. A traffic switch is planned for July 1.

The project is expected to be complete by this fall.

Central Paving, of Boise, is the contractor on this \$9.23 million project.

ADAMS, WASHINGTON COUNTY

U.S. 95 resurfacing Manns Creek to Alpine Store

Sections of U.S. 95 totaling 31.1 miles, from Manns Creek to Shoepeg Road and Cambridge to the Alpine Store, will be resurfaced in a project this summer to extend the life of the road and improve traction for drivers.

The resurfacing will take place starting June 17, from milepost 87.5 to 108.9, and from 113.7 to 123.4. The route travels through Washington and Adams counties. Work is expected to finish by late August.

The work is part overlay and part CRABS (Cement Recycled Asphalt Base Stabilization). CRABS is an in-depth resurfacing method. The existing roadway is pulverized down to the gravel base, cement is added to the pulverized material, and finally a new layer of asphalt pavement is placed on top.

More than 6,000 feet of guardrail will be replaced to meet current standards. The project also will include some improvements to bridge decks and the current drainage systems at Monroe Creek (milepost 88.3) on the southern end of the project area and 18 miles farther north at Keithly Creek (milepost 106.5).

Knife River Corp. Northwest, of Boise, is the contractor on this \$6 million project.

BOISE COUNTY

Idaho 21 resurfacing to Lowman

A resurfacing project covering 20.4 miles of Idaho 21 in Boise County has wrapped up for this construction season. Work will resume in mid-June, as consistently hot temperatures are required for the remaining resurfacing.

The project runs from Mores Creek Summit to Clear Creek Bridge below Lowman, adding a Stress-Absorbing Fiberglass Layer with Emulsified Asphalt (SAFLEA) on two adjoining sections of Idaho 21 (milepost 52.3 to 60 and 60 to 72.7), conducting slope stabilization, and upgrading guardrail at existing locations.

A SAFLEA treatment, which will be added next summer, is a seal coat with a coating of chopped glass fibers between the oil and gravel aggregates to enhance durability and reduce cracking.

Knife River Corp, of Boise, is the contractor on this \$3.9 million project.

BOISE COUNTY

Idaho 55 resurfacing from Horseshoe Bend north to bridge

A resurfacing project on Idaho 55 from the south city limits of Horseshoe Bend to the Payette River Bridge north of town is expected to start around June 10. The project should take approximately four weeks to finish. Crews also will repair soft spots in the highway before paving.

The resurfacing covers a little more than two-and-one-half miles, from milepost 63.28 to 66.

It is anticipated that two lanes of traffic will remain open throughout daytime hours. A portion of the project, that cannot maintain two open lanes and a work zone, will be completed at night. Those sections are at the north and south ends of the project. The contractor has the option to complete the entire project at night.

C & A Paving, of Boise, is the prime contractor on this \$618,000 project.

BOISE COUNTY

GARDEN VALLEY - South Fork Payette River Bridge

This is a bridge-replacement of the old bridge over the south fork of the Payette River near Garden Valley. The old bridge, located southwest of town, also called the Alder Creek Bridge or Silver Bridge, has a sufficiency rating of less than 50. Boise County is the local sponsor.

The new bridge will be relocated upstream and the existing bridge will serve as a detour during construction.

ITD provided no input on the design phase of this project. Two open houses were held - on April 26, 2007, and March 2, 2011. In May 2011, J-U-B Engineers and Langdon Group staff met on-site with impacted property owners to survey and discuss right-of-way staking.

River rafting companies and emergency responders were also contacted by phone and email in early summer 2011. Twenty-six people signed in at a public hearing on Jan. 9, 2012.

Ralph L. Wadsworth Construction Company Inc., of Draper, Utah, is the contractor on this \$2.3 million project.

Construction is scheduled to begin later this summer. This is an LHTAC (Local Highway Technical Assistance Council) project. ITD has oversight responsibility on this work.

CANYON COUNTY

CALDWELL ? Resurfacing on Middleton Road

A short resurfacing project on Middleton Road from U.S. 20/26 to Ustick Road is wrapping up just east of Caldwell.

This project involves a RABS treatment (Recycled Asphalt Base Stabilization) of the highway surface in the two-mile section. ITD is administering the project for Canyon County Highway District 4.

The job should be complete in early June, if weather allows.

Idaho Sand & Gravel, of Nampa, is the contractor on this \$697,000 project.

CANYON COUNTY

NAMPA ? Bridge deck replacement/repair

Contractors' bids will open on a pair of Nampa bridge-rehabilitation projects in June, with construction likely to begin in mid-summer, after the July Fourth holiday.

The Union Pacific Railroad (UPRR) E. Lateral Canal Bridge and the Northside Boulevard Overpass with I-84 (Exit 35) will be improved in this six-month project, finishing in December. Each of these structures was built in 1966.

The bridge decks on the westbound UPRR bridge and the eastbound Northside structure will be replaced, while decks on the eastbound UPRR bridge and westbound Northside will be repaired and sealed with an epoxy overlay. The paint on the bridges also will be refreshed.

The deck replacements will use an Accelerated Bridge Construction technique involving full-depth, precast concrete deck panels that will be a first for Idaho. By doing this, ITD can reduce the time and impact to the traveling public, and extend the lives of these bridges.

The existing four lanes will remain open during work.

Nighttime and weekend work is anticipated, particularly if needed to finish the job on time. During the later stages of the project, work will be prohibited during daylight hours (4 a.m. to 10 p.m.). Some on- and off-ramps will need to be closed during part of the project.

Speed-limit reductions and vehicle-width restrictions will be in place during the work.

OWYHEE COUNTY

Murphy ? Idaho 78, Scorpion Creek Bridge

A project to place a bridge over Scorpion Creek on Idaho 78 in Owyhee County is under way. The south side of the bridge will be built first, then the north side.

The new concrete slab bridge will replace three corrugated-metal culverts that run under the roadway at milepost 23. One culvert is completely plugged. The other two culverts are more than halfway filled with sediment from the creek. Water runs over the highway at that location during periods of high water, creating a safety hazard.

The new bridge addresses a safety concern with water spilling over the roadway every time Scorpion Creek floods, which is nearly an annual event.

The new bridge, about six miles northwest of Murphy, will accommodate higher water levels. The roadway elevation also will be raised about two feet. The roadway approaches will be reconstructed to match the new height and the wider bridge.

No night or weekend work is anticipated but is not prohibited, if necessary, to finish the project on time. One lane of traffic will be maintained across the bridge during construction, controlled by a temporary traffic signal. Flaggers will be used when needed.

The existing culverts will be removed as needed to build the new bridge while still allowing for water flow.

The contractor is working on forming the abutment and wing walls. Concrete is scheduled to be placed today (Friday, May 31).

The traffic-light operation will be replaced with flaggers for the Murphy Outpost Days, June 1-2, to better accommodate the increased traffic flowing to and from Nampa on those days.

Knife River Corp. Northwest, of Boise, is the contractor on this \$947,000 project.

PAYETTE COUNTY

FRUITLAND - SW 3rd Street; Iowa Avenue to Jct. U.S. 95

This Local Highway Technical Assistance Council (LHTAC) project is a reconstruction of the main street through old downtown. The pavement is old and excessively patched, sidewalks are deficient and there are drainage issues.

Construction began in mid-March. The project should be finished by late September.

The city of Fruitland is the local sponsor.

Irvco Asphalt & Gravel, of Fruitland, is the contractor on this \$2.25 million project.

VALLEY COUNTY

CASCADE ? Bridge Replacement

Replacement of the North Fork Payette River Bridge in downtown Cascade continues. The bridgework will extend into late fall 2013.

This project will replace the old, narrow, width-restricted bridge built in 1933 with one more than twice as wide. The

existing bridge is 24 feet wide, and will be replaced with a 60-foot wide, 393-foot long, three-span bridge. The new bridge will have two 12-foot lanes, two 11-foot shoulders and a 14-foot median.

In addition, a paved extension will be built to the dirt shared-use path under the bridge on the north side of the river that provides access from both sides of the bridge to the new riverside park. The short section under the west half of the new bridge has been graded, but has not yet been paved.

In the first stage, two-thirds of the new bridge will be built to the west of the existing structure. Traffic will be maintained on the existing bridge through this first stage of bridge work, and then will be routed to the new section of bridge for the remaining work as the old bridge is demolished. There will be traffic interruptions while the new roadway section leading to the new bridge is built.

From Monday through Thursday, work that limits drivers to one lane in each direction is only allowed between 9 a.m. and 4 p.m. Two lanes will be maintained between noon Friday and noon Monday. A river safety and navigation plan will be in place for recreationists that use this section of the river.

The contractor returned to work Wednesday (May 29). Crews have finished pouring the parapet on the bridge, backfilled, and poured both concrete approach slabs. The roadway, northwest of the bridge, is paved and traffic is using the newly paved section.

The contractor is cleaning up the bridge deck, preparing to set guardrail, and will finalize the roadway grade in the southwest section of the project to prepare for paving.

Wadsworth Brothers Construction Co. Inc., of Draper, Utah, is the contractor on this \$4.83 million project.

VALLEY COUNTY CASCADE - Lakeshore Drive reconstruction

This upcoming project involves reconstructing and widening 1,400 feet of roadway from old State Highway Road to Caddy Lane utilizing city-owned right of way, as well as replacing sewer and water system utilities and adding a sidewalk on the east side. The total project will cover the area from Dam Road to Duffers Lane, approximately 1.15 miles.

Public Lands Highway Discretionary Program and City of Cascade funds are being used to build this project.

Granite Excavation, of Cascade, is the contractor on this \$633,000 project. Construction is expected to start in late summer 2013.

WASHINGTON COUNTY WEISER ? replacement of bridge over Weiser River

The replacement of a 78-year-old bridge over the Weiser River south of Weiser has begun, with several significant traffic impacts. The work on U.S. 95 is expected to be done by the end of this year.

Traffic is restricted to one lane across the bridge. North- and southbound traffic will alternate across the bridge, controlled by temporary signals at both ends of the structure.

Drivers are reminded to use patience during reconstruction and perhaps consider an alternate route, such as Oregon State Route 201 and the U.S. 95 Spur.

Traffic volume increases on U.S. 95 on weekends, so electronic message boards, both on the side of the highway and overhead on westbound I-84, will be used to alert motorists of bridge restrictions. Crews plan to work Mondays through Fridays, but will be off the highway on weekends and holidays.

The two-lane bridge, one of 99 remaining on the state system built before 1936, will be replaced with a three-lane structure. The existing bridge has 26 feet of drivable width, but the new one will be expanded to 48. An average of 7,300 vehicles use the bridge daily. More than 100 million vehicle trips have been taken across the bridge during its lifetime.

In addition to replacing the aging bridge, crews also will reconstruct more than 500 feet of bridge approaches at the north and south ends.

The existing bridge has a sidewalk and two 13-foot lanes but no shoulders. The new bridge will have two 12-foot lanes and a 12-foot center turn lane. The project features a two-foot buffer next to the decorative bridge railing, a five-foot shoulder and a five-foot sidewalk on the west side. No bike lanes will be included in the project.

The new bridge will be 346 feet long and 55 feet wide, including the parapet.

The contractor has completed the first of three concrete pours for the Stage 1 bridge deck. Over the next week, the contractor will complete the two remaining pours.

Braun-Jensen, of Payette, is the prime contractor on the \$4.8 million project.

DISTRICTWIDE Sign repair/replacement

Nearly 150 highway signs along southwest Idaho roads will be repaired starting in early June in Boise as ITD performs annual sign repairs. ITD is responsible for providing safe roads for Idaho motorists, which includes ensuring clear and understandable information by providing proper signage on roadways.

The signs to be repaired are located on Interstate 84 from the Oregon Border to just east of Mountain Home (milepost 0-121), on the Connector, U.S. 20/26 in Boise and on the U.S. 95 Spur in Fruitland. The signs in Boise will be done first, followed by those at Franklin and then in Fruitland, and then the project will return eastward.

Of the 149 sign locations to be upgraded, 73 sign locations are in need of total replacement of sign faces, posts and foundations. Another 76 will have new sign faces only.

Almost 26,000 square feet of signs will be repaired, with crews replacing damaged posts, replacing old sign bases with new break-safe sign bases, improving brackets and updating the reflectivity on sign panels where the paint has dulled.

Most of the work will be on the shoulder and will not require lane closures. All work that impacts traffic will be conducted overnight. No work will take place on the Connector during the evenings of home Boise State football games. Lane closures will be coordinated with special events if necessary. Work also will not be done during the Fourth of July holiday.

This work will be done under a contract, as the sheer volume of sign repairs would quickly overwhelm ITD's five-man Sign Crew. Most of the signs are the original ones and have begun fading with age.

The project is expected to finish by September.

Pavement Markings Northwest, of Boise, is the contractor on this \$907,000 project.

Highway construction is one of the key forces pushing Idaho toward continued economic vitality by creating jobs, improving safety and reducing traffic congestion.

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