



News Release

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Contact:

Reed Hollinshead
ITD Communication
(208) 334-8881
reed.hollinshead@itd.idaho.gov

Southwest Idaho highway construction report for Aug. 30-Sept. 6

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)

Temporary paving is under way as construction crews are preparing Idaho 44 (State Street) and the new alignment of Idaho 16 for permanent paving, scheduled to begin in mid-September. Additionally, utility crews are working to move or replace their infrastructure outside of the future roadway.

The intersection at the new alignment of Idaho 16 and Idaho 44 will be open in fall 2013. At that time, crews will begin the reconstruction of U.S. 20/26 (Chinden Boulevard). Motorists can expect to utilize the Idaho 16 extension between Idaho 44 and U.S. 20/26 in late summer 2014.

Concrete guardrails separate traffic from construction activities, although motorists are strongly encouraged to drive with caution through construction zones. The speed limit is 45 mph.

The 2.5-mile extension of Idaho 16 over the Boise River, from Idaho 44 to U.S. 20/26, will provide another critical north-south link in western Ada, southern Gem and eastern Canyon counties, serving the communities of Middleton, Star, Eagle, Emmett and Meridian.

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 Construction, of Boise, and Nampa Paving are two of the main subcontractors for this work. The total construction cost is \$38.94 million.

ADA COUNTY

WEST BOISE ? Idaho 44 and U.S. 20/26 micro-seals

About one and one-half miles of Idaho 44 and four miles of U.S. 20/26 will be micro-sealed through early September.

Crews will be finished with the micro-sealing this week. Thermoplastic pavement markings will be installed over the next couple weeks.

The micro-seal is comparable to a seal coat but is premixed and applied as a slurry. The micro-seal is often used in higher-traffic areas in place of a seal coat, intended to protect and extend pavement life and provide improved vehicle traction.

Intermountain Slurry Seal, of Salt Lake City, is the contractor on this \$1.1 million project.

ADA COUNTY

EAST BOISE ? Resurfacing on I-84 from milepost 60 to 70

ITD wants the public to be aware that construction activities on Interstate 84 east of Boise, between the Eisenman and Mayfield exits, have moved traffic over to one side of the interstate for one-lane travel in both directions until late October. The contractor has accelerated work and is ahead of his original schedule, which had the project finishing just before Thanksgiving.

The Blacks Creek Rest Area on the eastbound side is closed until Labor Day, as are the eastbound on-ramps from Eisenman and Blacks Creek. The detour for these closed ramps takes drivers west to the Gowen Road Interchange to put them back on the eastbound freeway.

In addition, the port of entry is closed on the eastbound side, and a 14-foot width restriction is in effect. After Labor Day, the eastbound rest area will reopen, but the westbound Blacks Creek Rest Area and the Eisenman and Blacks Creek off-ramps will be closed until the project finishes.

ITD also reminds drivers of ongoing blasting in the I-84 median in the same general area. The blasting, which is flattening rock outcroppings to improve driver safety, will conclude by mid-September.

Central Paving Co., of Boise, is the contractor on this \$8.8 million project.

ADA COUNTY

EAGLE - 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. Crews are rebuilding the Idaho 44/Linder Road intersection and widening Idaho 44 to five lanes. The work will improve safety, reduce congestion and allow for smoother traffic flow.

The east- and westbound lanes of Idaho 44 shifted to the north side of the highway in late June so crews began rebuilding the south side. The traffic shift on Idaho 44 will be in place through September. A second layer of pavement is planned in early September, about a week after Labor Day. The contractor also is working on drainage on the south shoulder. The project should be done by the end of October.

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 started 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 mid-September.

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

GARDEN VALLEY - South Fork Payette River Bridge

Crews started work to replace the old bridge over the south fork of the Payette River near Garden Valley. The work is expected to last until December 2013 or January 2014.

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 and a public hearing were held. Property owners, river-rafting companies and emergency responders were also contacted by phone and email.

All girders have been set for the new bridge.

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

This is an LHTAC (Local Highway Technical Assistance Council) project. ITD has oversight responsibility for this work.

CANYON COUNTY

CALDWELL ? I-84 Business Loop

A section of the I-84 Business Loop in Caldwell is being resurfaced. Three segments will be impacted ? Cleveland Boulevard, Centennial Way and Blaine Street. Work is expected to finish later in August.

The project also will address 44 ramps to make them compliant with the Americans with Disabilities Act (ADA).

Crews are planning to work a 7 a.m. to 7 p.m. schedule Monday through Friday. Weekend work is not anticipated, but is not prohibited if necessary.

One lane of traffic will remain open during the work. Flaggers will be used on cross streets during milling and paving operations and to move equipment in and out of the work area.

The contractor continues working on pavement markings and paving near pedestrian ramps.

C & A Paving Co., of Boise, is the contractor on this \$1.2 million project.

OWYHEE COUNTY

Murphy ? Idaho 78, Scorpion Creek Bridge

A project to place a bridge over Scorpion Creek on Idaho 78 in Owyhee County continues. 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.

Crews are hoping to pave late this week. Pavement markings should follow soon. The project is slated for completion in mid-September.

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.

Traffic was switched to the current configuration in early August. Work is expected to continue until the first week of October.

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 formed and poured intermediate diaphragms for Span 2 and the remaining two wing walls this week. Crews also completed the water and sewer work. Next week, they will continue to form the deck as well as forming and pouring the last of the intermediate diaphragms. No work will occur Friday through Tuesday due to the holiday. Work will resume on Wednesday (Sept. 4).

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. Work is expected to wrap up by September.

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 placed concrete for Stage 2 Pier 1 this week and began excavating the cofferdam for Pier 2. Over the next week, the contractor will drive pile, pour the foundation for Pier 2 and place rebar for Abutment 2.

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 as ITD performs annual sign repairs for the next several months. 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.

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.

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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