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## Idaho Transportation Department

### News Release

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FOR IMMEDIATE RELEASE

#### **Southwest Idaho highway construction report for Oct. 25-Nov. 1**

BOISE - The following projects in southwest Idaho are now under way:

##### **ADA COUNTY**

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

Construction continues on the 2.5-mile extension of Idaho 16 connecting Chinden Boulevard (U.S. 20/26) to State Street (Idaho 44), including a 1,726-foot-long, 11-span, 10-pier, 88-foot-wide bridge over the Boise River and a new crossing of the Phyllis Canal. More than 1.5 million pounds of rebar and over 36.6 million pounds of concrete are used in the bridge.

Work began in May 2012 and is expected to finish by the fall of 2014.

Concrete guardrails separate traffic from construction activities, but motorists are encouraged to drive with caution.

Crews placed concrete parapet (safety structure) this week, removed overhang brackets, stabilized ground that was disturbed by construction, placed the approach slab to the bridge and prepared to pave north of the Boise River.

Paving on the south side of Idaho 44 near Idaho 16 is occurring this week, in preparation for an overnight traffic shift scheduled for Wednesday, Oct. 30. After the shift, all traffic will be on the south side of Idaho 44 through the construction zone as paving occurs on the north side in early November.

All Idaho 44 work is expected to be complete in November 2013, at which time crews will begin U.S. 20/26 (Chinden Boulevard) reconstruction.

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.

##### **BOISE COUNTY**

##### **GARDEN VALLEY - South Fork Payette River Bridge**

Crews are working to replace 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.

Work on the initial phase of the project will continue until the winter shutdown in early December.

Construction on the other half of the bridge will begin next spring after crews remove the existing bridge. Work is expected to take most of the summer.

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, PAYETTE COUNTY U.S. 95, Anderson Corner Road Improvements**

Work is concluding on reconstruction of the U.S. 95 and U.S. 20/26 junction at the Payette and Canyon county line, known as Anderson Corner.

The contractor is finishing the remaining items for the project – re-installing signs and applying new roadway striping.

Crews constructed a new northbound right-turn lane onto Anderson Corner Road and will extend the southbound acceleration lane by one-quarter mile, providing additional space for safer merging onto U.S. 95.

The junction serves local agriculture traffic, major trucking transportation operations and local traffic vehicles.

The project is a cooperative effort involving ITD, Nunhems (part of Bayer CropScience), the Idaho Department of Commerce and the Western Alliance for Economic Development. The work was accelerated several years because of the partnership.

Idaho Sand & Gravel, of Nampa, is the contractor on this \$239,416 project. Nunhems and the Western Alliance will contribute \$75,000 each, with the balance covered by ITD.

### **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 was old and excessively patched, sidewalks were deficient, and there were drainage issues.

The project should be substantially complete by late next week. Crews plan to pave Friday and Saturday (Oct. 25-26), weather permitting.

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 is wrapping up.

The project replaces the old, narrow, width-restricted bridge built in 1933 with one more than twice as wide. The earlier bridge was 24 feet wide, and is being 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 to provide access from both sides of the bridge to the new riverside park.

In the first stage, two-thirds of the new bridge were built to the west of the existing structure. Traffic was maintained on the existing bridge through this first stage of bridge work, and then routed to the new section of bridge for the remaining work as the old bridge was demolished.

Crews finished pouring the bridge parapet this week, finished tying the rebar in the closure pour, backfilled the

abutments and began tying the approach slabs. The contractor hopes to complete the closure pour on the bridge deck and the approach slabs late this week or early next. The shared-use path has been graded and will be paved late this week or early next week, along with the last of the bridge approaches. Flaggers will be used to control traffic intermittently for this work.

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

## **WASHINGTON COUNTY**

### **WEISER – replacement of bridge over Weiser River**

The replacement of a 78-year-old bridge over the Weiser River on U.S. 95 south of Weiser is underway. The work is expected to be done by mid-December.

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 be 346 feet long and 55 feet wide, with 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 contractor is allowing the approach slabs to cure and preparing rebar for the closure and parapet pours on the bridge. Concrete will be poured next week.

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