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News Release

3/7/2014

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Southwest Idaho highway construction report for March 7-14

BOISE - The following projects in southwest Idaho are now underway:

ADA COUNTY
Meridian, Broadway and Gowen interchange reconstructions (GARVEE)

Three major Treasure Valley interchanges will be reconstructed starting this spring, as the Meridian, Broadway and Gowen structures get a facelift after nearly five decades, thanks to GARVEE. Work is expected to be complete by late 2015.

The current Broadway interchange was built in 1969 when approximately 8,850 vehicles traveled on Interstate 84 near Broadway Avenue. Today, 74,000 vehicles travel over, under, and on and off the Broadway interchange each day. Gowen interchange, also built in 1969, went from 5,650 vehicles on the interstate to 47,000 daily. Those numbers are expected to reach 149,000 (Broadway) and 127,000 (Gowen) by 2035.

The Meridian interchange has seen the most explosive growth, from a daily intersection total of 10,650 in 1966 (it was built in 1965) to 133,000 today.

In addition to reconstructing the interchanges, work will include widening I-84 under the Meridian interchange and adding a third lane in each direction between the Broadway and Gowen interchanges. Gowen Road also will be widened between S. Eisenman Road and Federal Way. The railroad bridges between Broadway and Gowen will be replaced and widened to make room for additional lanes.

A Single Point Urban Interchange (SPUI) design, similar to the structures at Ten Mile and Vista, will be used in the reconstruction of the Meridian Road Interchange. The new Broadway interchange also will be a SPUI design. A conventional diamond interchange will replace the current interchange at Gowen Road.

Projects were selected based on readiness, pavement condition, congestion and safety.

The work will be funded with savings from GARVEE, as well as regular federal funds.

GARVEE has resulted in significant safety improvements on Idaho's highways - crashes have been reduced by 38 percent, serious injuries by 51 percent and fatalities by 89 percent in corridors after GARVEE projects have been completed, despite nearly 46 million more miles driven.

I-84, Broadway Avenue Interchange
Construction is underway on the Broadway Avenue Interchange over Interstate 84. Crews are beginning the eastern half of the bridge over I-84, installing drainage and bringing in material for the ramps.

Some work at the interchange will be noisy. Crews will drive steel piles underground to support the new structure, and wil use a “pipe jacking” machine to push drainage pipes underground.

Overnight lane restrictions (8:30 p.m. to 5 a.m.) will continue on I-84. Restrictions will continue until 7 a.m. on

weekend mornings. The speed limit is 55 mph on I-84 and 25 mph on Broadway Avenue in the work zone.

Concrete Placing Company, of Boise, is the contractor on the $26.7 million project.

I-84, Gowen Road Interchange
Construction is underway on the Gowen Road Interchange, where crews are beginning to widen the shoulders on Interstate 84.

Overnight lane restrictions (8 p.m. to 5 a.m.) will continue on I-84. Restrictions will continue until 7 a.m. on weekend mornings. The speed limit is 55 mph on I-84 and 25 mph on Gowen Road in the work zone.

Knife River Corporation, of Boise, is the contractor on the $27 million project.

ADA COUNTY
MERIDIAN – Ten Mile Creek bridge work (precursor to Meridian interchange rebuild)

ITD started to widen the bridge over Ten Mile Creek on Meridian Road and Interstate 84 just before Christmas. The work is necessary to prepare for additional lanes on Meridian Road and the westbound on-ramp to I-84 as a part of the new Meridian Interchange project.

This project is expected to finish by the end of the month, and the interchange reconstruction should begin in mid-April.

Most construction will occur during daylight hours; the I-84 westbound on-ramp at Meridian Road will be open at all times. Lanes on Meridian Road will remain open in each direction during the days. Over the next several months, lane restrictions might occur on Meridian Road overnight from 10 p.m. to 5 a.m.

Idaho Power has begun moving power lines and poles for utility work on Meridian Road. The city of Meridian will install a sewer line on the west side of Meridian Road from Overland Road north to Ten Mile Creek. Lanes on Meridian Road will remain open during the utility work.

The I-84 extension is complete. The contractor completed the sewer work on the west side of Meridian this week. The bridge extension west of Meridian is complete and crews are backfilling the structure and removing temporary shoring. They will have this work complete next week.

This week, crews finished pouring the concrete on the East side extension, and will begin backfilling the structure in the middle of next week.

Currently they are scheduled to complete work in the creek by March 17 but there may be opportunity to finish earlier based on concrete breaks.

Granite Excavation, of Cascade, is the contractor on this $1 million project.

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 will be incorporated in the bridge.

Work began in May 2012 and is expected to finish by this fall.

Intermittent traffic shifts will occur between 9 a.m. and 4 p.m. for the next two weeks on U.S. 20/26 to allow for construction. Traffic may be reduced to one lane, in which case flaggers would be positioned to help drivers travel through the area. Crews near the extension of Idaho 16 continue to fill potholes along U.S. 20/26 and sweep the roadway to promote safe conditions for the traveling public. Construction on the north side of the highway continues as weather conditions allow.

Only a few items remain on the southern stage, which will likely resume sometime in April:

- Permanent signage and pavement markings;
- Median guardrail installation;
- Application of anti-graffiti coating on the abutments of the bridge over Joplin Road and the Eureka Canal; and
- Completion of the ITS (Intelligent Traffic System) interconnect between the State and Chinden traffic signals.

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 project is shut down for the winter. Construction on the other half of the bridge will begin in late spring, after crews remove the existing bridge. Work is expected to take most of summer 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.

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.

VALLEY COUNTY
CASCADE – Bridge Replacement

Replacement of the North Fork Payette River Bridge in downtown Cascade is suspended for the winter. Crews will return to plant willows in the spring, likely in mid-April.

The old, narrow, width-restricted bridge was replaced with one more than twice as wide. The earlier bridge was 24 feet wide, and was replaced with a 60-foot wide, 393-foot long, three-span bridge. The new bridge has two 12-foot lanes, two 11-foot shoulders and a 14-foot median.

In addition, a paved extension to the dirt shared-use path under the bridge on the north side of the river was built to provide access from both sides of the bridge to the new riverside park.

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

There are several other projects due to begin this spring or summer:

Idaho 52, Railroad Overpass Replacement, Payette
This project, likely to begin in late June or early July, will rehabilitate and resurface the railroad overpass on Idaho 52 in Payette. The bridge-deck surface is potholed, with worn bridge joints. Crews will rehabilitate the deck of the overpass, built in 1962, to create a better driving surface, remove lead paint and repaint the railing.

U.S. 95, Creek Bridge Replacement, Washington County
The project, likely to begin in July or August, will replace the old short-span Creek Bridge on U.S. 95 about seven miles north of Cambridge. The Creek Bridge, at milepost 120.6, is the oldest structure on the state highway system, built in 1918. The bridge is in poor condition. The existing bridge, which is 14 feet in length and 34 feet wide, will be replaced by a pipe culvert with a 72-inch diameter measuring 56 feet in length.

Idaho 21, Lucky Peak High Bridge to Robie Creek Road resurfacing

A 4.7-mile (milepost 17.3-22) piece of two-lane road from the High Bridge, at the turn to Spring Shores Marina, to the turn at Robie Creek Road, will be resurfaced in a CRABS project. The work also will include repairs to the existing drainage system, some roadway widening, and replacement of substandard guardrail.

Idaho 21, Idaho City to Mores Creek Summit resurfacing
This is a 13.3-mile pavement-rehabilitation project from Idaho City, at the ITD maintenance shed, to the Mores Creek Summit. Crews will conduct pavement repairs, fix frost heaves and improve drainage. They also will mill the surface, trench across and along the road at various locations, seal cracks in the pavement surface and apply a seal coat to the new surface.

I-84, Oregon State Line to Black Canyon Interchange (Exit 13), east- and westbound
Beginning in mid-June, crews will mill out about three inches of pavement in the right lanes and replace it with new asphalt. Both lanes and shoulders will then be overlayed with about two inches of asphalt. The ramps at Exit 3 (Fruitland) and at Exit 9 (New Plymouth) also will be overlayed.

Idaho 55, Eagle Rd., I-84 to Franklin southbound, Meridian
This project will widen Eagle Road to add a third southbound lane from Franklin Road to the I-84 westbound on-ramp, resulting in a lane dedicated to the ramp turn.

I-84, UPRR E. Lateral Canal Bridge & Northside Blvd. Underpass, Nampa
The aging Union Pacific Railroad E. Lateral Canal Bridge and the Northside Boulevard Overpass with Interstate 84 at Exit 35 will be improved in this six-month project beginning in late May or early June. 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.

Idaho 55, Lardo Bridge replacement, Cascade
The 83-year-old Lardo Bridge on Idaho 55 near the McCall City Park on the southwest shore of Payette Lake is scheduled to be replaced starting this fall. When completed, the project will replace roadway approaches to the bridge and provide bicycle and pedestrian facilities on both sides of the bridge. The new bridge will be 200 feet long and 50 feet wide.

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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