

IDAHO TRANSPORTATION DEPARTMENT

ADDENDUM NO. 2 TO REQUEST FOR PROPOSALS

US-20/26, MIDDLETON RD TO STAR RD
PROJECT NO. A023(337)
KEY NO. 23337

June 30, 2021

Replace the “General Scope of Work” section in its entirety with:

The project will be for the ~~ultimate~~ interim design of US-20/26 with ROW acquisition for the ultimate design as laid out in the US-20/26 Corridor Study.

The scope of work could include all of the work necessary to complete each of these phases. It is anticipated that the following tasks (among others) could be part of this contract:

- ~~Public Involvement~~
- Environmental Re-Evaluation
- Traffic
- Land Survey
- Geotechnical
- Hydraulics, Drainage, Irrigation, and Stormwater Management
- Structures
- ITS Design
- Subsurface Utilities Coordination
- Railroad Design and Coordination
- Roadway and High Capacity Intersection Design
- Right of Way
- GIS Analysis/Geovisualization
- Project Management
- Engineer of Record Services

US-20/26 Middleton Rd to Star Rd is located in Ada and Canyon Counties, approximately from MP 27.254 to MP 33.270. This project includes roadway widening, the replacement of existing canal crossings, high capacity intersections, drainage design and a separated multi-use pathway. The US-20/26 Corridor Study from I-84 to Eagle Rd, completed in 2017, indicated a need for six travel lanes (three in each direction), a 16-ft wide median area with an 8-ft raised island, 4-ft inside shoulders, and 8-ft outside shoulders. Currently, interim improvements have been completed or are underway for the remainder of the segments along this corridor. These improvements typically widened the road to one side, with four travel lanes (two in each direction), a 12-16 foot wide median area, and shoulder and pedestrian improvements.

Analysis on the impacts to traffic will need to be completed comparing the widening of this segment to either the ultimate or interim configurations. Final Design will include ~~one of these two scenarios~~ design for the interim four lane configuration with ROW acquisition for the ultimate design. Some alignment shifts may be necessary to mitigate impacts to utilities and residences, and are described in detail in the Corridor Study. It is intended that this work tie into existing and planned work on either end of these project limits.

This project will also need to incorporate the current design of Phyllis Canal Bridge to SH-16 on US-20/26 (KN 20367) and companion project Phyllis Canal Bridge (KN 20227). This design improves the current configuration of US-20/26 from Phyllis Canal east to SH-16 to the interim four travel lanes (two each direction), a center median, and one eastbound auxiliary lane across the bridge. The Phyllis Canal Bridge will be replaced with a width sufficient enough to accommodate a future full CFI at Star Road, per the EA. This project also widens the legs of Star Road to include a left turn lane, a right turn lane and a through lane on both legs of Star Road. Ultimate ROW is being purchased for this section.

ITD anticipates including signalized intersections at Midland Blvd, Northside Blvd, Franklin Blvd, 11th Ave, and Can-Ada Rd. There may also be traditional signalized intersection improvements added at the unnamed intersection east of Middleton Road. The Environmental Assessment for the corridor called for access control in the form of cul-de-sacs being added at Knott Lane, Madison Rd and Prescott Ln, assuming the supporting local road network has been constructed. This approach will need to be analyzed and vetted. Also, a ½ CFI or full CFI is envisioned at Star Rd. This work may include signal timing adjustments.

It is assumed that the existing bridge crossing Phyllis Canal on Star Road, north of US-20/26 ~~may will~~ require replacement to accommodate the high capacity intersection. The stiff leg structures at Mason Creek, Fifteen Mile Creek and Caldwell Highline Canal crossing will also need to be extended to accommodate the widened roadway. Any structure widening will need to accommodate the ultimate design configurations. Lastly, the culvert at Weymouth Lateral will also need extended. Roadside ditches are anticipated on both sides of the roadway, tying into drainage from adjacent projects.

The railroad track crossing west of Midland Blvd will need to be analyzed and accommodated if it is still active. Estimated current and projected track use will need to be coordinated with the UPRR and recommendations made based on results. This could require a scope ranging between in-ground tracks at an at-grade crossing to a cantilever/bridge structure spanning the ultimate 6-lane roadway section.

TIMELINE:

The Department's goal is to accelerate the services associated with this scope of work in order to proceed to construction as quickly as possible. The consultant shall seek every possible opportunity to expedite the activities and overall delivery of these services. ITD expects right-of-way plans to be accelerated and also design to be complete within 18 months from Notice to Proceed (NTP).

DOCUMENTS BEING PROVIDED:

The following documents are available upon request to support the development of proposals, although this is not a comprehensive list of documents that have been developed.

- Environmental Assessment (approved in 2017)
- Air Quality Analysis (approved in 2016)
- Noise Analysis (approved in 2016)
- Preliminary Jurisdictional Determination of Wetlands for the Corridor (dated 2016)
- Letter of No Effect for Endangered Species (dated 2016)
- Current design CAD files for KN 20367

All other provisions of the request remain unchanged.