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Contact:
Reed Hollinshead
Public Information Specialist
(208) 334-8881

FOR IMMEDIATE RELEASE

Southwest Idaho highway construction report for Sept. 19-26

The following projects in southwest Idaho are now underway:

ADA COUNTY

Meridian, Broadway and Gowen interchange reconstructions (GARVEE)

Three major Treasure Valley interchanges are being reconstructed, 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 fall 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 and serious injuries by 51 percent in corridors after GARVEE projects have been completed, despite nearly 46 million more miles driven.

I-84, Broadway Avenue Interchange

Construction is well underway on the Broadway interchange in east Boise. ITD is adding turn lanes on Broadway Avenue, replacing the bridge and ramps, and adding a third lane to I-84 between the Broadway and Gowen interchanges. The project is expected to be completed by late 2015.

The new east half of the interchange bridge is open to traffic. ITD has re-opened a northbound lane on Broadway Avenue south of the interchange to help reduce traffic congestion. Trucks are encouraged to use the Vista Avenue Interchange to access I-84.

The west half of the interchange bridge is currently under construction. Crews continue working in the median, installing storm-drain systems and building a median retaining wall.

Overnight lane restrictions will be in place over the next several weeks on I-84 east of the interchange from 8 p.m. to 5 a.m. Crews will be preparing for a traffic shift on I-84 and placing concrete in the median. Shoulders will be reduced in some areas of I-84. The work-zone speed limit on I-84 is 55 mph and 25 mph on Broadway Avenue.

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

I-84, Gowen Road Interchange

Major construction is continuing at the Gowen interchange in east Boise. ITD will widen Gowen Road to five lanes, replace the bridge and ramps, improve turn lanes in the area, and add a third lane to I-84 between the Broadway and Gowen interchanges. The project is expected to be completed by late 2015.

Crews are constructing the new eastbound I-84 bridge over Gowen Road. Gowen Road will be reduced to one lane of traffic from 8 p.m. to 5 a.m. during the remainder of September. The restrictions will affect 500 feet of Gowen Road between the I-84 ramps. Flaggers will direct one lane of traffic in alternating directions through the work zone.

While the bridge is under construction, I-84 has been restricted to one lane in both directions from the Eisenman Road Interchange to just west of the Gowen interchange. Width restrictions (12 foot) are in effect on I-84. Detour routes are posted for over-width vehicles.

For the next several months, eastbound traffic must use a dedicated lane to exit I-84 at Gowen Road. The speed limit is 45 mph in the new dedicated eastbound I-84 exit lane and 55 mph on I-84. The speed limit is 25 mph on Gowen Road.

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

I-84, Meridian Road Interchange

Construction is progressing to replace the Meridian Road Interchange and improve Interstate 84 between Meridian and Five Mile roads.

Meridian Road will be widened to three through lanes in each direction between Central Drive and Overland Road with curb, gutter, sidewalks and bicycle lanes. The improved interchange will include dual left-turn lanes for each I-84 on-ramp and a central traffic signal.

On I-84 between Meridian and Five Mile roads, ITD will completely reconstruct the two outside lanes originally built in the 1960s. The inside lanes and storm-drain system in the median will be improved.

On Sunday, Sept. 21 Meridian Road will be reduced to one lane in each direction while crews restripe the roadway and shift all traffic to the east. The closures will occur from 10 p.m. Sunday, Sept. 21 to 5 a.m. on Monday, Sept. 22. The traffic shift will allow crews to build temporary retaining walls along Meridian Road.

Major changes are coming to I-84 between Meridian and Five Mile roads. In late September or early October, a new traffic pattern will be in place until winter, allowing crews to rebuild the outside lanes and shoulders. The traffic pattern includes one eastbound lane being directed onto the westbound side. The lane will be protected with barriers. Motorists wanting to use the eastbound off-ramp to Eagle Road will need to be in the right lane just after the Meridian Interchange.

I-84 will be reduced to two lanes in both directions under the interchange from 10 p.m. to 5 a.m. for the next month. Restrictions will continue until 7 a.m. on weekends. Westbound I-84 will be further reduced to one lane for a few nights later this month. The restrictions are necessary for safety while crews work on the bridge. Traffic will be shifted each night as crews move from one end of the bridge to the other.

The eastbound “loop” on-ramp from southbound Meridian road will be closed intermittently during the work on the bridge. Southbound traffic will still be able to access the other eastbound on-ramp from northbound Meridian Road. Flaggers will direct traffic at the ramp intersection.

Concrete Placing Company, of Boise, is the contractor on the \$50.8 million project.

ADA COUNTY

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

On the Idaho 16 Extension project, paving and striping on Idaho 44, Idaho 16 north of Idaho 44 and U.S. 20/26 is complete. Intermittent traffic shifts are expected on U.S. 20/26 and Idaho 44 while crews complete final work. The 2.5-mile extension of Idaho 16 over the Boise River opened Aug. 15, and remaining work is winding down.

Signs to guide vehicles and flaggers will be used throughout the construction zones to increase awareness and safety. Additionally, concrete barricades separate traffic from most construction activities. The speed limit restrictions on Idaho 44 and Idaho 16 north of Idaho 44 have returned to 55 mph.

The speed limit on U.S. 20/26 will remain reduced until remaining work items are completed. Motorists are strongly encouraged to drive with caution through construction zones. Please review the following to find out what is occurring in the different areas of the project.

South of U.S. 20/26, the new McDermott Road intersection is now open. The new alignment allows for right-in, right-out movements only to/from U.S. 20/26. Westbound U.S. 20/26 traffic cannot access McDermott, and McDermott traffic is not allowed to turn left on U.S. 20/26. Through southbound traffic from the new Idaho 16 alignment cannot continue to McDermott. These measures were implemented to prevent unnecessary and potentially disruptive traffic on McDermott, which is not a through street.

ADA COUNTY

MERIDIAN - Eagle Road between Franklin Road and I-84

Work continues on the new southbound lane on Eagle Road between Franklin Road and Interstate 84. The project is expected to be complete by late September.

In addition to building a third southbound lane, the project will include adding sidewalk, curb and gutter on the west side of Eagle Road from Franklin Road to I-84. New traffic-signal heads and pedestrian-crossing buttons will be installed at the intersections of Franklin Road, E. St. Luke's Road and I-84.

Eagle Road will be restricted to one lane in each direction from 10 p.m. Saturday (Sept. 20) to 7 a.m., Sunday (Sept. 21) and 10 p.m. on Sunday (Sept. 21) to 5 a.m. Monday (Sept. 22). Crews will be paving the third southbound lane of Eagle Road from Franklin Road to I-84.

During the work, flaggers will direct motorist through the intersections of Franklin Road, E. St. Luke's, Magic View Drive and I-84. Access to Autumn Way and Springbrook Drive from Eagle Road will be closed.

The speed limit will be reduced to 40 mph in the work zone when lane closures are in effect.

Idaho Sand & Gravel, of Nampa, is the contractor on this \$1 million project.

ADAMS COUNTY

U.S. 95 Improvements, Alpine Store to New Meadows

A 40-mile pavement preventive-maintenance project on U.S. 95 and Idaho 55 is wrapping up. Work is expected to end in late September.

The work includes an 11.5-mile section of U.S. 95 from Alpine Store to Council, a 24.8-mile stretch of U.S. 95 from Council to New Meadows, and a 3.7-mile stretch of Idaho 55, from the turnoff to Packer John Cabin State Park to New Meadows.

The project involved milling off one-half inch of the old roadway surface in various locations to prepare for a new driving surface, repairing asphalt soft-spots, repairing and installing guardrail and delineation, and installing trench drain in specific areas along the highway.

The contractor is working on paving turnouts, approaches and erosion curbing. Shoulder grading and delineation work also is taking place.

Knife River Corp. Northwest, of Boise, is the contractor on this \$6.7 million project.

BOISE COUNTY

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

A 4.7-mile 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 beginning July 7 and extending into November.

CRABS (Cement Recycled Asphalt Base Stabilization) involves pulverizing the existing roadway down to the gravel base, then adding cement to the pulverized material, and finally, placing a new layer of asphalt pavement over the top.

The work from milepost 17.3-22 also will include repairs to the existing drainage system, culvert cleaning and inspection, and replacement of substandard or damaged guardrail.

Most culvert repairs and cleaning is being conducted on the roadway shoulder with minimal impacts to traffic.

The contractor is milling the northbound lane from milepost 17.3, (High Bridge) north. Crews pulverized, shaped and compacted base followed with the pavement test strip. There will be no further work until Monday (Sept. 15), when milling, pulverizing and CRABS operations continue in the northbound lane with paving conducted at night.

Crews will work from 7 a.m. to 7 p.m. to complete the project, and until noon on Fridays if needed. Traffic will be under flagger / pilot car control.

Idaho Sand & Gravel, of Nampa, is the contractor on this \$1.8 million project.

CANYON COUNTY

NAMPA - I-84, UPRR E. Lateral Canal Bridge & Northside Blvd. Underpass

Temporary traffic shifts in Nampa's Northside Boulevard area (Exit 35) are nearly finished. Normal traffic flows and speed limits have resumed on the impacted stretch of Interstate 84, which includes the Union Pacific Railroad (UPRR) Bridge and Northside Boulevard Overpass. The eastbound Northside on-ramp will close overnight Saturday, Sept. 20 from 9 p.m. to 1 p.m. Sunday, Sept. 21. Crews will place signage in the area directing motorists to use detour routes during the ramp closures.

Intermittent lane closures and nighttime work are still expected in the area. Additionally, the traffic shifts on Northside Boulevard will be completed early next week. Until then, at least one lane in each direction will remain open.

The bridge decks on the westbound UPRR bridge and the eastbound Northside structure were replaced, while decks on the eastbound UPRR bridge and westbound Northside were repaired and sealed.

The Northside Boulevard Interchange is ranked eighth in the state in traffic volume, carrying 80,000 vehicles per day. Both bridges were built in 1966.

Over the past week, the contractor placed an epoxy over half of the bridge decks, and will place epoxy on the remaining portions this week. Work also continues on the underside of the UPRR bridges, repairing girders and painting.

Granite Construction, of Salt Lake City, is the contractor for this \$4 million project.

PAYETTE COUNTY

I-84 resurfacing from Oregon border to Black Canyon

The lanes of Interstate 84 from the Oregon state line to the Black Canyon Interchange at Exit 13 are being resurfaced. The work will result in a smoother driving surface for motorists. The project is expected to last through mid-October.

In this mill-and-inlay pavement rehabilitation on both sides of the freeway — westbound lanes will be done first, followed by the eastbound lanes — crews will mill out about three inches of pavement in the right lanes. It will then be sealed with a fiberglass pavement reinforcing fabric to prevent existing cracks from spreading upward to the new surface.

The entire roadway will be sealed with a SALSA (Stress Absorbing Layer of Straight Asphalt) to help keep the new pavement flexible. Then the entire roadway will receive three inches of new Hot Mixed Asphalt (HMA) pavement. A section of I-84 eastbound from the Snake River Bridge to milepost 0.9 will be reconstructed to repair soft-base conditions under the existing pavement.

The ramps at Exit 3 (Fruitland) and at Exit 9 (New Plymouth) also will be overlaid.

While lane closures are in effect, the speed limit will be reduced to 65 mph.

Western Construction, of Boise, is the contractor on this \$9.6 million project.

VALLEY COUNTY

McCALL – Lardo Bridge Replacement

All six girders for the new Lardo Bridge in McCall on Idaho 55 have now been set — the first three

Sept. 11 and the second set of three Sept. 17.

The 157-foot girders were transported to McCall using Idaho 95, and then Idaho 55 over the Goose Creek pass. Once the girders arrived in McCall, it took approximately three hours each day to complete the operation.

ITD is replacing the 83-year old Lardo Bridge on the southwest shore of Payette Lake. Ralph L. Wadsworth and Lochner used ITD's conceptual design to complete the bridge design and will build a new bridge that will accommodate one lane of traffic in each direction along with bicycle and pedestrian facilities on each side of the bridge.

The new bridge is being constructed north of the existing structure.

By using an accelerated construction technique called a lateral slide, the new bridge will eventually be slid into place after the old bridge is demolished. This will require a full closure, during which traffic will be detoured to Boydstun Street and Deinhard Lane. The Lardo Bridge closure is anticipated later this fall.

The lateral slide, accelerated construction method being used on Lardo Bridge is the first to occur in Idaho. This method reduces a full closure of the bridge by months.

ITD is fully funding this project through the State Highway System Restoration Program, which is reimbursed with a share of Idaho's federal-aid highway funds. The total cost for the project is approximately \$5 million. The construction/design contract is for \$3.64 million and the remaining amount includes project development and administration.

WASHINGTON COUNTY

CAMBRIDGE - Replacement of U.S. 95 Creek Bridge

Work is wrapping up on a project to replace the old short-span Creek Bridge on U.S. 95 about seven miles north of Cambridge. The project is expected to finish by late September.

Paving needs to be removed and redone. Once complete, pavement markings and seeding are required. 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.

Knife River Construction Northwest, of Boise, is the contractor on this \$350,000 project.

WASHINGTON COUNTY

PAYETTE - Idaho 52 railroad overpass replacement

Rehabilitation and resurfacing the railroad overpass on Idaho 52 in Payette is expected to last through mid-November.

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. After the initial set-up of equipment and concrete barriers, one lane of traffic will be open in each direction.

Crews expect to work from 7 a.m. to 6 p.m., Mondays through Saturdays.

The contractor poured concrete for a portion of the bridge deck Wednesday (Sept. 17). It will take about 10 days to cure before traffic can be shifted onto the new concrete. After the traffic shift, the

contractor will remove the next phase of bridge deck.

Braun-Jensen Inc., of Payette, is the contractor on this \$1.3 million project.

Questions? Visit us online at itd.idaho.gov, follow ITD on Twitter (@IdahoITD) or Facebook and check travel conditions at 511.idaho.gov or dial 5-1-1. Please slow down in highway construction zones and pay attention. Safety for drivers and workers is our highest priority.

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