Annual GARVEE Report

September 30, 2008






IDAHO TRANSPORTATION DEPARTMENT

GARVEE Transportation Program

Letter from the Director

The Idaho Transportation Department introduced an innovative concept in 2005 that would allow much needed highway expansion projects to be expedited through a bonding process already used successfully in other states. Legislative approval of the GARVEE Program and the bond authorizations are improving the quality of Idaho's highways.

We are pleased to report the following progress:

- The Legislature has authorized $597 million in GARVEE funding.
- ITD has bonded $392 million.
- Of the total bonded, $357 million has been contracted.
- Expenditures through September 2008 are $197 million.
- ITD is administering more than 80 consultant agreements with 55 individual consultants.
- 21 construction contracts, including three material pre-purchases, have been issued.
- There are active construction projects in five of the six GARVEE corridors.

It has been gratifying to watch the great progress develop this year, as was predicted last fall. Many major achievements have unfolded that we hope you will have an opportunity to observe.

We continue to move forward with diligence, while also exercising appropriate caution. The Idaho Transportation Board is aware that these are uncertain and challenging times for transportation funding. We are on the threshold of transition between presidential administrations and a transition from one six-year federal transportation bill to another. We are navigating turbulent economic currents.

As a result, the board and transportation department have taken a fiscally conservative approach. Our priority is to maintain the momentum on projects that are within our immediate capabilities and continue preparing for those that can be achieved in the near future. It is a challenging balance.

The board remains committed to the initial GARVEE Program and intends to move toward completion of the projects under way in all six corridors. The expedited construction program is literally paving the way for Idaho's future – improving safety, stimulating job growth and expanding the economy while reducing congestion and protecting the environment.

We believe the best is yet to come.

Pamela K. Lowe

Pamela Lowe
Director, Idaho Transportation Department

Report Overview

The *Annual GARVEE Report – September 2008* updates the Idaho Legislature on the current status of the Idaho Transportation Department's (ITD) GARVEE Transportation Program. Two years after the Idaho Legislature approved a program to use Grant Anticipation Revenue Vehicle (GARVEE) bonds to fund expedited transportation improvements, 3 supply contracts have been issued and 18 construction projects are either completed, under construction, or advertised for the bid process. The program's goal is to adopt ITD's efficiency initiatives to maximize resources while maintaining the highest standards.

The report begins with an update of the GARVEE bonds that have been authorized to date. A discussion of the FY2010 bond authorization request is also presented.

The report continues with discussions about inflation trends in relation to construction costs, federal highway funding, and the economic stimulus related to Idaho's GARVEE Transportation Program.

Next, the report looks at program integration and accountability. Oversight by ITD's GARVEE Office ensures that ITD has adequate involvement in critical activities related to program management work performed by Connecting Idaho Partners (CIP) to ensure compliance with state, federal, and ITD statutes, rules, and policies.

The report examines steps ITD has taken to ensure that the GARVEE Transportation Program produces the highest-quality work efficiently to ensure greatest return on investment to Idaho's citizens. Further discussion focuses on specific methods the GARVEE Transportation Program has adopted to accelerate project development and construction techniques. Also discussed are program innovations that streamline processes, and Value Engineering studies that have been performed to ensure project efficiencies and to achieve cost savings accomplishing the necessary and essential functions of projects.

The report concludes with the status of each project that is currently funded or will ultimately be funded under the Idaho Transportation Board's $998 million GARVEE Program. Projects are organized according to delivery progress, beginning with projects that are complete or nearly complete through projects that require funding to be completed. More detailed project descriptions including a short summary of the project, its location, its phase of development (preliminary engineering, right-of-way acquisition, and construction), its schedule, and its funding status are included in the appendixes.

Information about the GARVEE Transportation Program can be found online at www.connectingidaho.gov.

Annual Report

Purpose

This report is intended to fulfill the Idaho Transportation Board's requirement under Idaho House Bill 657, which was passed in the Second Regulatory Session of the 59th Idaho Legislature in 2008, to submit an annual report to the Idaho Legislature concerning highway transportation projects that are financed with Grant Anticipation Revenue Vehicle (GARVEE) bonds.

Bonding Update

The Idaho Transportation Board is following the legislative intent of House Bill 657, which states that it is the intent of the Legislature that bonds authorized by this act are to be issued on an "as needed" basis as determined by the Idaho Transportation Board. The purpose of the intent is to delay debt service on additional bonding until funds need to be obligated by project-related costs.

To date, the Idaho Legislature has authorized the Idaho Transportation Department (ITD) to sell a total of $584 million in GARVEE bonds. The Idaho Transportation Board approved an additional $13 million in funding to the GARVEE Transportation Program from anticipated interest earnings on bond proceeds. Total authorized funding for the program is $597 million.

The first authorization of $200 million in GARVEE bonds was sold in May 2006. The Idaho Legislature approved the second authorization of $250 million in 2007. Bonds in the amount of $179 million were sold in March 2008. The remaining $71 million of the second authorization will be sold in late 2008. These bonds may be sold in combination with a portion of Funding Authorization 3, which was approved in March 2008 in the amount of $134 million. Bonds for Funding Authorization 3 (or the remaining portion not previously sold) are expected to be sold in spring 2009 or as projects become ready for construction.

A graph depicting each funding authorization approved by the Legislature, projected future bond requests, actual/planned contract costs and actual/planned expenditures through September 30, 2008 is included as Appendix A.

FY2010 Bond Authorization Request

This fall, the Idaho Transportation Board and ITD will evaluate project delivery schedules to determine the exact bond amount to bring before the Idaho Legislature. Based upon the Idaho Transportation Board's currently approved $998 million GARVEE bonding plan, it is expected that ITD will request approximately $125 million in GARVEE bonds for FY 2010. The bond authorization request will cover $4 million for project development, $116 million for construction, and $5 million for program management services. Planned highway transportation projects to be financed with GARVEE bonds in FY 2010 include the Idaho 16, I-84 to Emmett Corridor ($4 million); the I-84, Caldwell to Meridian Corridor ($11 million); and the I-84, Orchard to Isaacs Canyon Corridor ($105 million).

Inflation Trends

ITD and other transportation agencies, both local and state, have experienced high inflation since calendar year 2000 in the highway and street construction portion of the Producer Price Index (PPI). The cumulative inflation of 62% over this time period has eroded the purchasing power of limited funding. No one knows what inflation will do over the next year; however, ITD has planned for some inflation in the projects included in the GARVEE program.

Future Federal-Aid Highway Funding

The federal funding highway act, SAFETEA-LU, from which ITD receives funding, expires September 30, 2009. SAFETEA-LU was designed to spend down the surplus in the federal Highway Trust Fund. This spend down in conjunction with the change in driving habits of Americans has drawn the Trust Fund down sooner than anticipated. In order to complete the funding for highway projects nationwide promised under SAFETEA-LU, Congress passed and the President signed a transfer into the Trust Fund of $8 billion in September 2008.

ITD has reviewed various scenarios of potential federal funding beyond SAFETEA-LU to ensure that the amount of bonding and the corresponding debt service will be possible within the potential funding. Based on this analysis, even in the worst case scenario, ITD will stay within the Idaho Code limitations with an additional $125 million in additional bonding authority. ITD is using a flat federal funding (as of the end of SAFETEA-LU) in its budgetary documents including the five year capital investment program.

Economic Stimulus

ITD will use nearly $1 billion in GARVEE bonds to expedite critical highway improvement projects throughout the state, creating an important boost to Idaho's economy. According to the Idaho Department of Labor, the $998 million in GARVEE bonds would generate at least 19,000 jobs (Federal Highway Administration [FHWA] model) and possibly as many as 25,000 jobs (Oregon Department of Transportation [DOT] model) over the program's term. The range is the result of different approaches used by the FHWA and the Oregon DOT in allocating jobs among those directly involved in construction, jobs indirectly involved through manufacturing equipment or other materials used in the projects, and jobs induced in the overall economy by consumer spending resulting from wages generated from the direct and indirect jobs.

William Buechner, the chief economist for the American Road and Transportation Builders Association and the former senior economist for the Joint Congressional Economic Committee, said that Idaho's situation would be more reflective of the Oregon DOT model since both are in the same region and of similar topography.

According to the Idaho Department of Labor, economists have estimated that improved highways reduce production costs for businesses along improved routes by 10 to 15 percent. In addition, the department reports that economists have estimated that economic activity through new or expanded businesses or increased tourism increases the value of road improvements by 1.5 to 2.3 times in the years after the projects are completed.

Currently, the GARVEE Transportation Program has contracts with 55 consulting companies and is involved in more than 80 consultant agreements. A total of 17 prime construction

contracts, 3 supply contracts, and one Intelligent Transportation Systems (ITS) contract that was developed with GARVEE funds and being constructed with Congestion Mitigation and Air Quality (CMAQ) formula funds have been issued. Through September 2008, $357 million in contracts have been issued, and a total of $197 million has been spent. The calculation of what has been spent is based upon the accrual method of accounting rather than a cash basis method of accounting. Accruals are often used in project accounting to provide a more current reporting of project costs. For example, an invoice from a contractor may take weeks to be reviewed, approved, and paid in a typical accounting system. If the project accounting system records the contractor invoice as an expense only in the period in which it is paid, there will be a substantial delay between the expense being incurred and reported in the accounting system. Thus, accruals are a more contemporaneous way of capturing costs in the month in which project work actually occurred.

A list of prime contractors and consultants is included in Appendix B.

Program Integration and Accountability

The successful delivery of the GARVEE Transportation Program requires accelerated project development and construction techniques, streamlined processes, and Value Engineering to deliver the highest quality projects faster, safer, more cost effectively, and with less impact to highway users. ITD has adopted an integrated work model to exchange ideas and create methods to provide quality design and construction while ensuring the greatest return on investment to Idaho's citizens.

ITD established an in-house four-person GARVEE Office to facilitate the GARVEE Transportation Program and to provide oversight of the program management work being performed by Connecting Idaho Partners (CIP). In addition to ensuring the most efficient use of consultant resources, oversight by the GARVEE Office allows ITD adequate involvement in critical activities to comply with state, federal, and ITD statutes, rules, and policies.

CIP participates directly in project activities in all three districts where GARVEE projects are funded. Additionally, personnel from District 2 and District 4 are assisting with District 1 and District 3 projects, respectively. Project elements which ITD is managing directly are shown in the following table.

Project	ITD Project Management (as of September 2008)			
	Construction Engineering & Inspection (CE&I)	Contract Administration	Design	ROW
U.S. 95, Garwood to Sagle Corridor				
U.S. 95, Garwood to Sagle Corridor Environmental Study		✓		
U.S. 95, Idaho 53 to Ohio Match Road	✓	✓		
U.S. 95, Garwood to Sagle, Chilco and Athol Areas			✓	
U.S. 95, Worley to Setters Corridor				
U.S. 95, Worley North Project	✓	✓		

Project	ITD Project Management (as of September 2008)			
	Construction Engineering & Inspection (CE&I)	Contract Administration	Design	ROW
I-84, Caldwell to Meridian Corridor				
I-84, Ten Mile IC to Meridian IC Project	✓	✓		
I-84, Garrity IC to Ten Mile IC (Median Work) Project	✓	✓		
I-84, Garrity IC to Ten Mile IC Reconstruction Project	✓	✓		
I-84, Garrity IC to Meridian IC Traffic Control Project	✓	✓		
I-84, Ten Mile Road IC Project		✓		✓
I-84, Franklin Boulevard IC Bridge, Nampa Project	✓	✓	✓	
I-84, Robinson Blvd. and Black Cat Road Bridges Project	✓	✓		
I-84, Orchard to Isaacs Canyon Corridor				
I-84, Cole IC to Broadway IC Soundwalls Project	✓	✓		✓
I-84, Orchard IC, New York Canal Project	✓	✓		
I-84, Orchard IC Project	✓	✓		✓
I-84, Vista Avenue Interchange				✓
U.S. 30, McCammon to Soda Springs Corridor				
U.S. 30, Topaz to Lava Hot Springs Project	✓	✓		
U.S. 30, 12th Street to Crystal Springs Road			✓	
U.S. 30, Portneuf River Bridges	✓	✓		

CIP Management Contract

CIP's contract extension for Funding Authorization 2 was approved by the Idaho Transportation Board in June 2008. This contract extension covers the first two legislative authorizations of $200 million (+$13 million in interest earnings) and $250 million. Negotiations for the program management contract related to Funding Authorization 3, which was approved by the Legislature in March 2008, will begin soon.

Accelerated Project Development and Construction Techniques

The GARVEE Transportation Program has been charged with the responsibility to improve the quality of Idaho's highways, to increase safety and mobility, and to deliver the projects sooner, more cost effectively, and with less impact on highway users. Additionally, when construction contractors can get in and get out quickly, the traveling public benefits from reduced impact of traffic interruption. Accelerated construction techniques also contribute to Idaho's economic

development by encouraging local participation and bids. Accelerated construction practices save taxpayer dollars by increasing competition and averting escalating costs.

Accelerated Project Development

Idaho's citizens have benefited from the GARVEE Program's acceleration of final design on projects that impact overall corridor construction sequencing. Advancing the designs allows construction bidding to align with construction seasons, which minimizes overall construction duration. Accelerating design also increases cost savings because the earlier a project bids, the greater the opportunity to avoid construction inflation. For example, ITD's design manual standard for a typical complex project would require 73 months. The final design phase of the I-84, Garrity Interchange to Meridian Interchange project and the I-84, Robinson Boulevard and Black Cat Road Bridges project was completed in 26 months.

Phased Construction Contracting

Phased contracting has been adopted for road construction on the six-mile I-84, Garrity Interchange to Meridian Interchange Project. Under the phased contracting approach, the construction has advanced six to eight months ahead of the planned schedule by issuing multiple contracts and accelerating work on early phases of the project.

No-Excuse Incentive Bonus

The GARVEE Transportation Program is using no-excuse incentive bonuses to accelerate construction projects. For example, this incentive bonus was used on the 6.1 mile I-84, Broadway Interchange to Eisenman Interchange Pavement Rehabilitation project. As a result, the construction necessary to achieve the incentive bonus accelerated the project by seven months, resulting in savings of approximately $469,000 in scheduled interstate repairs. In addition, due to large increases in the price of asphalt in 2008, it is estimated that approximately $584,000 was saved on this one bid item by placing asphalt in 2007 rather than 2008. These savings have been applied to other critical highway projects.

Accelerated Construction

Construction of the Robinson Blvd. and Black Cat Road Bridges project is being accelerated by building the substructure (footings, piers, and foundations) and superstructure (girders and deck) simultaneously. The girders and deck will be constructed offsite. Then, using Self-Propelled Modular Transporter (SPMT) technology and equipment, the girders and deck will be moved onto the substructure during a few overnight closures of I-84. The overpass bridges will be reconstructed concurrently in approximately four months, while normal construction methods would require approximately ten months for each bridge to be rebuilt. This process also significantly increases the potential for building a higher-quality structure than by using traditional bridge replacement methods because this process uses precast elements that are constructed in a controlled environment rather than having those elements constructed over live traffic. Additional benefits of accelerated construction include an increase in worker safety and elimination of long-term, inconvenient alternate routes for emergency response vehicles, school buses, and construction suppliers.

Consolidation of I-84 West Traffic Control

The GARVEE Transportation Program has combined traffic control services for the phased construction projects that make up the I-84, Garrity Interchange to Meridian Interchange project into one contract. This provides efficiency and cost savings by avoiding the necessity to coordinate individual subcontractors for each of the construction projects and by providing consistency among the projects.

Consolidation of Public Information Efforts

The GARVEE Transportation Program is increasing efficiency and facilitating significant cost savings by consolidating the public information effort for each of the construction projects in the two I-84 corridors. By contracting one firm to coordinate public information for construction activities on the I-84 Corridor, potential duplication of effort is avoided, and the general public will receive a unified and consistent message.

Pre-Purchase of Materials

The construction schedules of the I-84, Robinson Blvd. and Black Cat Road Bridges project and the I-84, Orchard Street Interchange projects were accelerated by pre-purchasing such major materials as girders, steel shell pipe piles, and H-piles for bridge foundations. Materials suppliers were contacted to determine the lead time required for material delivery. By pre-purchasing these materials, construction is accelerated two to four months, avoiding wait time required for material delivery if ordered by the contractor after contract award. This feature also contributes to cost savings by avoiding potential inflation or cost escalation.

Streamlined Processes

The successful delivery of the GARVEE Transportation Program requires streamlined processes that allow projects to be delivered sooner, more cost effectively, and with less impact on highway users. Both federal and state processes have been examined to assess innovative project delivery techniques.

Federal Processes: Special Experimental Project Program

FHWA utilizes a series of programs called Special Experimental Projects (SEPs) that encourage the use of innovative methodologies. The SEP-14 and SEP-15 programs allow the use of experimental features to test innovative project delivery techniques prohibited by current provisions of Title 23 of the United States Code or FHWA regulations, policies, or practices, while maintaining the fundamental objectives of Title 23. These features are coordinated and approved by FHWA.

One example is the SEP-15 feature, Acquisition of Right-of-Way Prior to Completion of the National Environmental Policy Act (NEPA). Several GARVEE Transportation Program projects will benefit from SEP-15 because the process allows for land purchase prior to final NEPA approval. This is a rare allowance that may be used only when there is a single design alternative or when specific parcels are affected under all design alternatives being considered. This feature allows ITD to buy needed land for highway projects ahead of typical project scheduling once the public hearing has been held on the environmental document. This feature achieves cost savings related to increasing land prices and an expedited acquisition and

construction schedule. Additional information about specific SEP features is included in Appendix C.

State Level Processes: GARVEE Experimental Project Program

ITD and CIP have developed the GARVEE Experimental Project (GEP) program to provide a means to improve the delivery of the highway program in Idaho. The GEP program tests experimental features and provides the opportunity to integrate successful features into standard ITD regulations, policies, and practices. There are currently two main categories of GEPs—GEPs that can be used in ITD standard business practices and GEPs that are beneficial to project managers.

One example of a GEP related to ITD standard business practices is GEP-11, Right of Way Offer Incentive Payment Program, which expedites the right of way acquisition process after an offer has been extended to a landowner on a GARVEE project. This permits an acquisition offer incentive payment program that facilitates timely clearance of right of way, and may reduce the risk of costly condemnation cases. FHWA and ITD approved this process in June 2007.

One example of a project management GEP is GEP-15, Plans, Specifications, and Estimates (PS&E) Review Process. This feature expedites the review process for PS&E packages. GEP-15 authorizes CIP to review and confirm that PS&E packages, as assembled by the Designer and CIP for GARVEE projects, are complete and accurate. ITD retains formal PS&E approval action. Duties and responsibilities are clearly outlined in GEP-15. These innovations clarified available streamlining processes to the level allowable while retaining the ITD/FHWA required approvals. FHWA and ITD approved this process in June 2007.

Information about additional GEPs is included in Appendix D.

Value Engineering

Value Engineering (VE) studies are commissioned during a project's development phase, when there is opportunity to incorporate VE ideas into the design. The VE team strives to offer alternative ideas that will reduce cost without compromising basic project functions, or to enhance project functions within the same budget. ITD policies require a VE analysis be performed on projects with an estimated total cost of $25 million or more, in accordance with FHWA requirements.

VE studies review and verify the key functional elements of the project. They offer recommendations for functional enhancement, and cost-saving proposals (both on an initial cost and life-cycle cost basis) for consideration.

The VE process is a systematic evaluation of a project's essential functions to provide options to accomplish those functions at reduced cost. VE studies can also explore ways to stage-construct projects to make the best use of available funding and to minimize disruption to traffic during construction. Value Engineering can be performed at any phase of project development. However, VE studies performed during the concept development phase or preliminary design phase typically provide the greatest benefit because VE recommendations can often be considered and implemented without delaying project progress.

VE studies are typically conducted by a multi-discipline team of experienced professionals not involved in the design of the project. This creates an atmosphere that encourages greater creativity in brainstorming ideas. Following the VE study, the Owner and the Engineer review the proposals generated from the study and accept those proposals that appear to have merit.

VE studies were recently conducted on the U.S. 95, Garwood to Sagle Corridor and the Idaho 16, I-84 to Idaho 44 Corridor. Two VE studies have been conducted on the I-84, Caldwell to Meridian Corridor. The first VE study, conducted in June 2007, focused on the segment between the Garrity Interchange and the Meridian Interchange, including the Ten Mile Road Interchange. A second VE study, conducted in August 2008, concentrated on the Karcher Interchange to Five Mile Road segment. VE analyses were conducted on three projects under development on the U.S. 30 corridor between McCammon and Topaz, in lieu of a formal VE study.

Additional detail regarding VE studies and analyses is included in Appendix E.

GARVEE Projects

Construction for the GARVEE Transportation Program continues to aggressively move forward. Currently, 3 supply contracts have been issued and 18 construction projects are either completed, under construction, or will have completed the bid process by the end of the year. Six construction projects are scheduled or programmed to begin in 2009, three projects are programmed for construction in 2010, and one project is programmed for construction in 2011. In addition to these construction projects, three environmental studies that were funded under Funding Authorization 1 are currently in the project development phase.

The following table indicates project delivery progress of GARVEE Transportation Program projects.

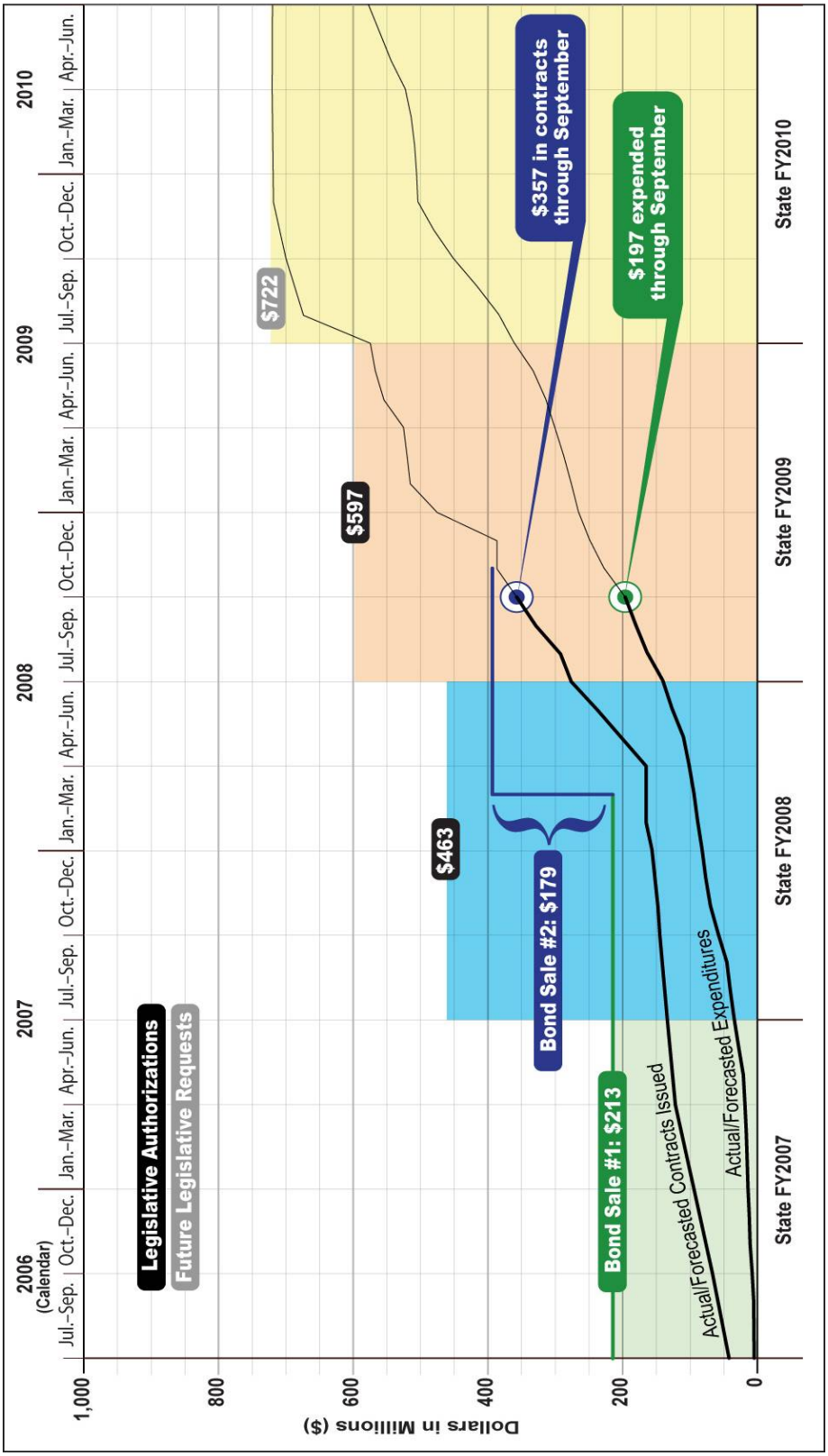
	Projects Completed or Nearing Completion Detailed project descriptions are included in Appendix F.	**Construction Bid**
	U.S. 95, Worley North	$39,690,300
	I-84, Eagle Westbound Off-Ramp	$2,406,365
	I-84, Garrity to Meridian Milling and Temporary Widening	$1,147,754
	I-84, Ten Mile Creek Crossing	$376,998
	I-84, Garrity to Ten Mile Median	$6,338,164
	I-84, Broadway Interchange to Eisenman Interchange	$11,959,346
	U.S. 30, Topaz to Lava Hot Springs	$18,336,908
	Projects and Supply Contracts Started Since March 2008 Detailed project descriptions are included in Appendix G.	**Construction Bid**
	U.S. 95, Garwood to Sagle, Idaho 53 to Ohio Match Road	$12,197,902
	I-84, Garrity to Meridian Traffic Control	$5,066,081
	I-84, Ten Mile Interchange to Meridian Interchange Reconstruction	$29,611,140
	I-84, Robinson Blvd. and Black Cat Rd. Bridges	$8,517,644
	Pre-purchase Girder	$454,186
	Pre-purchase Steel Shell Pipe Piles	$370,707
	I-84, Garrity Interchange to Ten Mile Interchange Reconstruction	$28,654,777
	I-84, Franklin Interchange Blvd. Bridge, Nampa	$3,099,218
	I-84, Cole to Broadway Soundwalls	$9,535,846
	I-84, Orchard Interchange, New York Canal	$4,638,555
	I-84, Orchard Street Interchange	
	Pre-purchase H-Piles	$215,309

Projects Going to Bid by End of 2008 Detailed project descriptions are included in Appendix H.	
	I-84, Orchard Street Interchange
	U.S. 30, Topaz Bridge
	U.S. 30, Portneuf River Bridges
	U.S. 30, 12th Street to Crystal Springs Rd.
Projects Scheduled for Construction in 2009 Detailed project description is included in Appendix I.	
	I-84, Ten Mile Road Interchange
Projects Programmed* for Construction in 2009 Detailed project descriptions are included in Appendix J.	
	I-84, Garrity Interchange Bridges
	I-84, Franklin Blvd. Interchange to Garrity Blvd. Interchange
	I-84, Vista Avenue Interchange
	I-84, Cole Interchange to Vista Interchange
	I-84, Vista Interchange to Broadway Interchange
Projects Programmed* for Construction in 2010 Detailed project descriptions are included in Appendix K.	
	U.S. 95, Garwood to Sagle, Sagle Area
	U.S. 95, Garwood to Sagle, Chilco Area
	U.S. 95, Garwood to Sagle, Athol Area
Projects Programmed* for Construction in 2011 Detailed project description is included in Appendix L.	
	Idaho 16, U.S. 20/26 to Idaho 44
Environmental Studies Detailed project descriptions are included in Appendix M.	
	U.S. 95, Garwood to Sagle Environmental Study
	Idaho 16, I-84 to Idaho 44 Environmental Study
	I-84, Karcher Interchange to Five Mile Environmental Study

* “Programmed” indicates that future funding is required.

Appendix A

Program Bonding



Appendix B

List of Prime Contractors and Consultants

American Geotechnics

Bionomics Environmental, Inc.

Central Paving, Inc.

Central Washington Asphalt, Inc.

CH2M HILL

Chevron Pipe Line Company (CPL)

Concrete Placing Company, Inc.

David Evans and Associates, Inc.

ES Engineering, LLC

Forsgren Associates

Glahe & Associates, Inc.

Graham Construction & Management, Inc.

Hanson Eagle Precast

Hap Taylor & Sons, Inc. DBA Knife River

HDR, Inc.

Horrocks Engineers, Inc.

H.W. Lochner

Idaho Sand & Gravel Company

Iteris, Inc.

J-U-B ENGINEERS, Inc.

Keller Associates, Inc.

Kleinfelder

L2 Data Collection

Langdon Group, Inc.

Lynda Friesz Public Relations, Inc.

M.A. DeAtley Construction, Inc.

Materials Testing and Inspection

McAlvain Group of Companies, Inc.

McMillen Engineering

Meckel Engineering & Surveying, Inc.

Mike Pepper

Parametrix, Inc.

Pinnacle Consulting Management Group, Inc.

Project Engineering Consultants, Ltd. (PEC)

Record Steel & Construction, Inc. (RSCI)

Rosemary Brennan Curtin, Inc. (RBCI)

Skillings Connolly, Inc.

Specialty Construction Supply

Spitzer & Associates

Stanley Consultants, Inc.

SWCA Environmental Consultants

TAG Historical Research & Consulting

Terracon Consultants, Inc.

Thueson Construction, Inc.

Toothman-Orton Engineering Company

Transcivil Transportation and Civil Solutions, P.C.

Universal Field Services, Inc.

Washington Group Int.

Western Construction, Inc.

WF Construction & Sales LLC

WHPacific, Inc.

Appendix C

Special Experimental Project (SEP) Program

Experimental Feature	Title	Description	Approval Date
SEP-15	Procurement of Final Design Services, and Advancement of Final Design Activities prior to completion of the National Environmental Policy Act (NEPA)	For projects where only one "build" alternative is under consideration following public hearing.	September 2007
SEP-15	Acquisition of Right-of-Way (ROW) prior to completion of NEPA	For projects where only one "build" alternative is under consideration following public hearing, or when properties are common to all alternatives being considered.	September 2007
SEP-14	No-Excuse Incentive	Provides incentives for acceleration of construction and maximization of amount of work completed.	July 2007
SEP-14	Alternate Pavement Type Incentive	Allows contractors to bid on alternative pavement types with bid adjustment based on life cycle cost analysis.	July 2008

Appendix D

GARVEE Experimental Project (GEP) Program

Experimental Feature	Title	Description	Current Status / Approval Date
GEP-1	Concept Report Review and Approval Process	Expedites review and approval process; CIP reviews and GARVEE program manager approves.	June 2007
GEP-2	Materials Phase Reports Review and Approval	Expedites review and approval process for materials phase reports; CIP reviews and ITD maintains audit responsibility.	April 2007
GEP-3	Bridge Design Review and Approval	Expedites review and approval process for bridges; CIP reviews and approves and ITD maintains audit responsibility.	July 2007
GEP-4	Hydraulics Reports Review and Approval	Expedites review and approval process for hydraulics reports; CIP reviews and approves.	May 2007
GEP-5	Utility Relocation Process	Expedites utility relocation process; CIP prepares utility agreements and reviews/approves submittals; ITD maintains audit responsibility.	June 2007
GEP-6	ROW Review and Approval	Expedites ROW review and approval process; CIP reviews and approves ROW tasks and deliverables; ITD maintains audit responsibility.	May 2007
GEP-7	Combined Phase II and Phase III Reports	Expedites preparation, review, and approval process by allowing Phase II and Phase III reports to be combined.	May 2007

Experimental Feature	Title	Description	Current Status / Approval Date
GEP-8	Phase V Report Elimination		Not adopted
GEP-9	Phase II Report for Preferred Alternative	Allows Phase II geotechnical investigation report to be delayed until a preferred alternative is selected.	Under consideration
GEP-10	Phase II Report – Dust Abatement	Allows details of dust abatement methods and quantities to be delayed until final design.	May 2007
GEP-11	ROW Offer Incentive Payment Program	Allows implementation of an acquisition incentive payment after an offer has been made to a landowner.	June 2007
GEP-12	Preliminary and Final Design Review Process	Expedites review and approval process of preliminary and final design; CIP reviews; ITD maintains audit responsibility.	May 2007
GEP-13	Final Design Review Process		Combined with GEP-12
GEP-14	Design Study Report Review and Approval	Expedites review and approval of design study reports; CIP reviews and approves; ITD maintains audit responsibility.	June 2007
GEP-15	Plans, Specifications, and Estimates (PS&E) Review Process	Expedites review and approval process for PS&Es; CIP reviews and confirms; ITD provides final approval.	June 2007
GEP-16	ROW Acquisition Sketch Map Process	Expedites ROW acquisition and adds benefit to SEP-15 feature; allows parcel sketches to be used for appraisal and early acquisition when final ROW plans are not complete.	November 2007

Experimental Feature	Title	Description	Current Status / Approval Date
GEP-17	Pre-Notice to Proceed	Expedites contracting process by allowing CIP to determine and ITD to verify that prime- and sub-consultants have met specific screening requirements.	March 2008
GEP-18	ConstructWare Construction Change Order Process	Provides an electronic means of processing construction change orders; minimizes potential of non-participating changes.	Requires resubmittal after reconfiguration of information input form in Constructware
GEP-19	Materials Acceptance Plan (MAP)	Provides comprehensive list of all materials for QA and QC testing, inspection, verification testing, and certification requirements and delineates responsible parties for each.	Pending ITD approval
GEP-20	Expedited Construction Contract Close-Out Process		In development

Appendix E

Value Engineering Corridor Study

U.S. 95, Garwood to Sagle Corridor

In August, ITD staff presented to the Transportation Board their findings on a recent Value Engineering Corridor Study of the U.S. 95, Garwood to Sagle Corridor. A number of recommendations were made based upon that review to ensure the most practical and efficient use of the funds, to ensure that safety improvements and congestion reduction were optimized, and to maximize the amount of funding being used for construction.

The most notable changes include construction of an additional 3 miles of highway (for 16 miles total) and construction of 3 interchanges rather than the 3 signalized intersections previously planned in the initial phase.

As a result of the reprioritization within the corridor, purchase of some of the ROW for the ultimate build-out of the corridor will be deferred until a future phase.

A newsletter to inform stakeholders about the changes is forthcoming, and a public meeting to inform the public of the changes is anticipated in fall 2008.

Recommendations for the initial phase of construction will be discussed in the Final EIS, and there will be opportunity to comment prior to issuance of the Record of Decision.

I-84, Karcher Interchange to Five Mile Road Corridor

Two Value Engineering studies have been conducted on the I-84, Caldwell to Meridian Corridor. The first VE study was conducted in June 2007, and focused on the segment between the Garrity Interchange and the Meridian Interchange, including the Ten Mile Road Interchange. Several proposals from this study were implemented that resulted in more efficient delivery of the design and construction of improvements along this segment of I-84. Proposals included:

- Innovative accelerated construction techniques for the bridges at Robinson Road and Black Cat Road that utilize self propelled modular transports (SPMTs)
- Modification of bridge abutment designs at Robinson Blvd. and Black Cat Road to reduce construction cost and improve ease of construction
- Use of one comprehensive traffic control bid package to provide more efficient coordination of construction activities by multiple contractors
- Implement the single point urban interchange (SPUI) configuration at the Ten Mile Road Interchange

A second VE study was conducted in August 2008 to address the Karcher Interchange to Five Mile Road segment of the corridor. Significant proposals accepted from this study include:

- Maintain a diamond interchange configuration at the Garrity Interchange, and replace the existing I-84 bridge structures, rather than widen the existing bridges

- Implement widening of I-84 into the median to maintain consistency with the improvements east of the Garrity Interchange
- Implement various geometric improvements to reduce cost by eliminating some proposed auxiliary lanes that are not needed to accommodate projected traffic

Idaho 16, I-84 to Idaho 44 Corridor

A concept level Value Engineering study was conducted in August 2008 to address the Idaho 16, I-84 to Idaho 44 corridor. Significant proposals accepted from this study include:

- Modifications to the configuration of the proposed Franklin Road interchange that would significantly reduce the required number of structures, while maintaining all necessary functions at this interchange. These changes would reduce construction costs by about $26 million, based on current construction cost estimates
- Consider modifications to the proposed expressway cross section to provide an urban freeway section, with consideration for future potential widening to the outside.
- Reviewed options for stage construction of improvements, and confirmed that the initial stage should focus on the segment from U.S. 20/26 to Idaho 44

U.S. 30, McCammon to Crystal Springs Road, Portneuf Bridges, and Topaz Bridge Projects

Value Engineering analyses were conducted on three projects under development on the U.S. 30 corridor between McCammon and Topaz, in lieu of a formal Value Engineering study. These analyses were conducted to address specific issues relevant to these projects using value engineering principles. Significant results from these analyses include:

- Reduction of median width from 12 feet to 4 feet
- Elimination of some retaining walls due to design modifications
- Evaluation of constructability issues related to soft soils resulted in the selection of stone columns as the most cost effective method to improve soil stability
- Evaluation of potential embankment settlement issues resulted in the selection of an innovative lightweight fill solution involving the use of geofoam

Appendix F

Projects Completed or Nearing Completion

U.S. 95, Worley North

Project Description	Project Status	Funding Status	% Complete
Realign, reconstruct and widen 4.2 miles (including three bridges) of U.S. 95 beginning north of Worley and ending one mile north of the Idaho 58/U.S. 95 interchange; build a retaining wall and a culvert crossing; construct an interchange at the junction of U.S. 95 and Idaho 58; and complete such roadside improvements as building a storm drain, erecting guardrails, and improving lighting, signage, and road striping.	Design: Completed by ITD with Formula Funds. Right-of-Way: Completed by ITD with Formula Funds. Construction: Began in May 2007 with completion scheduled for August 2009.	Funding Authorizations 1 and 2	87.9%

I-84, Eagle Road Westbound Off-Ramp

Project Description	Project Status	Funding Status	% Complete*
Reconstruct approximately 0.7 miles of I-84. Lengthen and widen the off-ramp to include dual left and dual right turn lanes at Eagle Road, extend the ramp 1,600 feet onto I-84 to begin at Ridenbaugh Canal, and reconstruct the island/intersection.	Design: Completed by ITD with Formula Funds. Right-of-Way: N/A Construction: Construction began in March 2007 and was completed in September 2007.	Funding Authorization 1	86.1%

*Project is substantially complete and fully open to traffic. The reason it is less than 100% is because it was finished under budget and/or there are some minor close out tasks to complete.

I-84, Milling and Temporary Widening Project

Project Description	Project Status	Funding Status	% Complete*
Mill the roadway to remove deep ruts in the existing surface between Garrity and Meridian, prepare for construction-related traffic shifts, and widen the eastbound outside shoulder with the mill tailings from the roadway.	Design: Completed October 2007. Right-of-Way: N/A Construction: Construction began in February 2008 and was completed in April 2008.	Funding Authorizations 1 and 2	97.8%

I-84, Ten Mile Creek Widening Project

Project Description	Project Status	Funding Status	% Complete*
Build a new structure in the median over Ten Mile Creek to facilitate I-84 widening from Garrity to Meridian.	Design: Completed November 2007. Right-of-Way: N/A Construction: Commenced in January 2008 and was completed in April 2008.	Funding Authorizations 1 and 2	93.3%

I-84, Garrity Interchange to Ten Mile Interchange (Median Work)

Project Description	Project Status	Funding Status	% Complete*
Build up the grade to prepare the median for the construction of new lanes, which will result in four lanes each direction. The project includes drainage system, retaining wall, split base barrier, and granular sub-base construction.	Design: Completed April 2008. Right-of-Way: N/A Construction: Construction began in June 2008 and was completed in September 2008.	Funding Authorizations 1 and 2	83.0%

*Project is substantially complete and fully open to traffic. The reason it is less than 100% is because it was finished under budget and/or there are some minor close out tasks to complete.

I-84, Broadway Interchange to Eisenman Interchange

Project Description	Project Status	Funding Status	% Complete*
Rehabilitate and resurface approximately six miles of I-84 between the Broadway Avenue and Eisenman Road (Isaacs Canyon) interchanges.	Design: Final design was completed in July 2007. Right-of-Way: N/A Construction: Commenced in September 2007 and was completed in May 2008. The No-Excuse Incentive contract, a SEP-14 feature, was utilized for this project.	Funding Authorizations 1 and 2	91.2%

U.S. 30, Topaz to Lava Hot Springs

Project Description	Project Status	Funding Status	% Complete*
Reconstruct 3.3 miles of U.S. 30 between I-15 and the Lava Hot Springs community, and widen the highway to four lanes.	Design: Completed with ITD Formula Funds. Right-of-Way: Acquired by ITD with Formula Funds. Construction: Construction began in August 2006 and substantial completion was reached in August 2008. The ribbon-cutting for the project was held September 18, 2008.	Funding Authorization 1	92.7%

*Project is substantially complete and fully open to traffic. The reason it is less than 100% is because it was finished under budget and/or there are some minor close out tasks to complete.

Appendix G

Projects Started Since March 2008

U.S. 95, Garwood to Sagle, Idaho 53 to Ohio Match Road

Project Description	Project Status	Funding Status	% Complete
Reconstruct and realign approximately 2.91 miles of divided highway to include drainage modifi-cations, construction of traffic signals at ID 53 and Garwood Road, realign-ment of shared use path (pedestrian/bike), and traffic counter relocation.	Design: FHWA granted environmental clearance through Categorical Exclusion obtained in September 2007. Final design completed in May 2008. Right-of-Way: Completed in May 2008. Construction: Started in August 2008 and is scheduled for completion in August 2009.	Funding Authorization 2	17.5%

I-84, Garrity Interchange to Meridian Interchange, Traffic Control

Project Description	Project Status	Funding Status	% Complete
Provide a consistent message to the traveling public and coordinate traffic control for all projects between Garrity Interchange and Meridian Interchange.	Design: Completed January 2008. Right-of-Way: N/A Construction: Services began June 2008.	Funding Authorizations 1 and 2	13.6%

I-84, Ten Mile Interchange to Meridian Interchange

Project Description	Project Status	Funding Status	% Complete
Reconstruct and widen the main line, ultimately resulting in four lanes in each direction.	Design: Completed April 2008. Right-of-Way: N/A Construction: Construction began in June 2008 and is expected to be completed in June 2009.	Funding Authorizations 1 and 2	33.9%

I-84, Robinson Boulevard and Black Cat Road Bridges

Project Description	Project Status	Funding Status	% Complete
Reconstruct Robinson Boulevard and Black Cat Road overpasses to allow for additional lanes on I-84 between the Garrity and Meridian interchanges.	Design: Final design was completed in July 2008. Right-of-Way: ROW acquisition was completed in July 2008. Construction: Construction commenced in September 2008 and is scheduled to be completed in May 2009.	Funding Authorizations 1 and 2	18.7%

I-84, Garrity Interchange to Ten Mile Interchange (Reconstruction)

Project Description	Project Status	Funding Status	% Complete
Construct new westbound and eastbound lanes, ultimately resulting in four lanes in each direction, between the Garrity Interchange and the Ten Mile Interchange.	Design: Final design was completed July 2008. Right-of-Way: N/A Construction: Construction began in September 2008 and is scheduled to be completed in October 2009.	Funding Authorizations 1 and 2	1.6%

I-84, Franklin Blvd. Interchange Bridge, Nampa

Project Description	Project Status	Funding Status	% Complete
Reconstruct the east half of the overpass at Franklin Boulevard to match the newer bridge on the west side; modify Franklin Boulevard to tie into the new overpass structure.	Design: Preliminary design for the bridge was completed under a previous project. Final design was completed in June 2008. Right-of-Way: N/A Construction: Construction began in August 2008. Substantial completion is expected in June 2009.	Funding Authorizations 1 and 2	21.9%

I-84, Cole Interchange to Broadway Interchange Soundwalls

Project Description	Project Status	Funding Status	% Complete
Construct noise barriers (soundwalls) on the north side of I-84 between the Cole Road and Broadway Avenue interchanges.	Design: Final design was completed in February 2008. Right-of-Way: Completed in January 2008. Construction: Construction began in April 2008 and is scheduled for completion in January 2009.	Funding Authorizations 1 and 2	42.5%

I-84, Orchard Street Interchange, New York Canal

Project Description	Project Status	Funding Status	% Complete
Widen the existing three-span structure over the New York Canal and the maintenance tunnel under I-84, both to the median and outsides, to accommodate additional lanes in the median and new ramp lanes for the Orchard Interchange.	Design: Final design was completed in May 2008. Right-of-Way: Conditional ROW certificate was received and final contracts were mailed. Construction: Construction began in August 2008. The majority of the work will occur during winter shutdown of the canal, from mid-October 2008 to early April 2009.	Funding Authorizations 1 and 2	5.8%

Appendix H

Projects Going to Bid by End of 2008

I-84, Orchard Street Interchange

Project Description	Project Status	Funding Status	% Complete
Design a new interchange to replace the current interchange; relocate the new interchange west of the existing interchange; improvements to the intersection of Victory Road and Orchard Street.	Design: Preliminary design was completed in February 2008. Final design is underway. Right-of-Way: ROW acquisition is pending final possession agreement and was completed in September 2008. Construction: Construction is scheduled to begin in November 2008, with substantial completion scheduled for November 2009.	Funding Authorizations 1, 2, and 3	11.6%

U.S. 30, Topaz Bridge

Project Description	Project Status	Funding Status	% Complete
Provide final design and construct a new bridge to replace the existing Topaz Bridge.	Design: Completed in August 2008, pending Union Pacific Railroad agreement. Right-of-Way: Acquired by ITD with Formula Funds. Construction: Construction is scheduled to begin in May 2009.	Funding Authorizations 2 and 3	7.3%

U.S. 30, Portneuf River Bridges

Project Description	Project Status	Funding Status	% Complete
Final design of roadway improvements for Crystal Springs Road to Old Oregon Trail, final design of two U.S. 30 bridges over the Portneuf River, and associated road work.	Design: Completed in July 2008. Right-of-Way: Acquired by ITD with Formula Funds. Construction: Construction is scheduled to begin in November 2008. Completion of construction is anticipated in October 2010.	Funding Authorization 2	7.9%

U.S. 30, 12th Street to Crystal Springs Road

Project Description	Project Status	Funding Status	% Complete
Develop final design plans to improve a section of U.S. 30 between 12th Street and Crystal Springs Road; reconstruct 3.5 miles of highway west of the Portneuf River Bridges; expand the highway section to four lanes with a median.	Design: Final design was completed by ITD District 5 in July 2008. Right-of-Way: Acquired by ITD with Formula Funds. Construction: Construction for this project is currently programmed to begin in July 2009; additional funding is needed.	Funding Authorizations 2 and 3	3.9%

Appendix I

Projects Scheduled for Construction in 2009

I-84, Ten Mile Road Interchange

Project Description	Project Status	Funding Status	% Complete
Acquire necessary ROW and design and construct a new interchange that will provide additional access to I-84 and relieve congestion at the existing I-84 Meridian Road Interchange.	Design: The Finding of No Significant Impact was approved by FHWA in February 2008. Preliminary design was completed in March 2008; final design is scheduled for completion in February 2009. Right-of-Way: ROW acquisition is funded and offers are being sent to property owners. ROW certification is scheduled to be complete in January 2009. Construction: Construction is scheduled to begin in April 2009. Substantial completion is scheduled for April 2011.	Funding Authorizations 1, 2, and 3	17.4%

Appendix J

Projects Programmed for Construction in 2009

Note: "Programmed" indicates that future funding is required.

I-84, Garrity Interchange Bridges

Project Description	Project Status	Funding Status	% Complete
Widen and reconfigure two bridges at the Garrity Interchange in Nampa to allow ITD to build a third lane in the median of I-84.	Design: Preliminary and final design is funded; preliminary design commenced April 2008. Right-of-Way: N/A Construction: Construction is programmed to begin in August 2009 and will depend on future funding.	Funding Authorizations 1 and 2	3.7%

I-84, Franklin Blvd. Interchange to Garrity Blvd. Interchange

Project Description	Project Status	Funding Status	% Complete
Widen a two-mile section of I-84 by adding a third lane in the median; replace 11th Avenue Overpass to allow for additional lanes to be built on I-84.	Design: Preliminary design commenced April 2008. Final design is expected to begin in January 2009. Right-of-Way: ROW acquisition is funded and is scheduled to begin in May 2009. Construction: Construction is programmed to start in October 2009 and will depend on future funding.	Funding Authorizations 1 and 2	9.9%

I-84, Vista Avenue Interchange

Project Description	Project Status	Funding Status	% Complete
Replace current interchange at Vista Avenue.	Design: FHWA granted environmental approval for this project in November 2007. Final design of the Vista Avenue Interchange began in January 2008 and is anticipated to be completed in November 2008. Right-of-Way: ROW acquisition began in August 2008. Preliminary services are funded by cost savings from the I-84, Cole IC to Broadway IC Soundwalls Project. Construction: Programmed for January 2009 pending future funding.	Funding Authorizations 1, 2 and 3	9.0%

I-84, Cole Interchange to Vista Interchange

Project Description	Project Status	Funding Status	% Complete
Widen 2.3 miles of eastbound and westbound I-84 for future third and fourth lanes in each direction (between Cole Road and Vista Avenue.	Design: Final design for the additional lanes began in July 2007. FHWA granted environmental approval for this project in November 2007. Right-of-Way: N/A Construction: Additional funding is required for construction, which is anticipated to begin in July 2009.	Funding Authorizations 1 and 2	5.8%

I-84, Vista Interchange to Broadway Interchange

Project Description	Project Status	Funding Status	% Complete
Design and add a third and fourth lane to 1 mile of eastbound and westbound I-84.	Design: Project design began in August 2007. FHWA granted environmental approval in November 2007. Right-of-Way: N/A Construction: Construction is scheduled to begin July 2009. Future funding will be required for project completion.	Funding Authorizations 1 and 2	4.7%

Appendix K

Projects Programmed for Construction in 2010

Note: "Programmed" indicates that future funding is required.

U.S. 95, Garwood to Sagle, Chilco Area

Project Description	Project Status	Funding Status	% Complete
Build 3.7 miles of a four-lane divided highway with at-grade intersections at the southern end of the Garwood to Sagle Corridor, from Ohio Match Road to Corbin Hill Road.	Design: Preliminary design has been completed, and final design is expected to be completed in March 2010. Final design completion is contingent on issuance of the Record of Decision. Right-of-Way: Funding is committed for ROW purchases, which started in March 2008 under the SEP-15 process. ROW acquisition is under way for SEP-15 parcels. Construction: Future funding will be required for construction, which is programmed to begin in May 2010.	Funding Authorizations 1 and 2	13.5%

U.S. 95, Garwood to Sagle, Athol Area

Project Description	Project Status	Funding Status	% Complete
Build 6.3 miles of a four-lane divided highway with at-grade intersections from Corbin Hill Road to the Bonner/Kootenai county line.	Design: Preliminary design is complete, and final design is expected to be complete in June 2010. Completion of the final design is contingent on issuance of the ROD. Right-of-Way: Funding is in place for ROW purchases. The only parcel that is eligible for early acquisition has been purchases. The ROD is required for completion of ROW acquisition for non-SEP-15 parcels. Construction: Future funding will be required for construction, which is programmed to begin in August 2010.	Funding Authorizations 1 and 2	6.0%

U.S. 95, Garwood to Sagle, Sagle Area

Project Description	Project Status	Funding Status	% Complete
Construct safety and access improvements on the northern 4.5 miles of the Garwood to Sagle Corridor from Westwood Bridge to north of Sagle.	Design: Funding is in place for preliminary and final design to prepare plans for construction of safety improvements. Right-of-Way: ROW is not expected for this project. Construction: Future funding will be required for construction, which is programmed to begin in April 2010 per the revised corridor scope.	Funding Authorizations 1 and 2	3.9%

Appendix L

Projects Programmed for Construction in 2011

Note: "Programmed" indicates that future funding is required.

Idaho 16, U.S. 20/26 to Idaho 44

Project Description	Project Status	Funding Status	% Complete
Perform design and construction for a new highway extending Idaho 16 from Idaho 44 (State Street) to U.S. 20/26 (Chinden Blvd.) and for bridges to cross the Boise River and Phyllis Canal.	Design: Per SEP-15, preliminary design will include only those design components common to all of the alternatives being considered for this segment of Highway 16 as part of the Idaho 16, I-84 to Idaho 44 Environmental Study. Right-of-Way: Common parcels are being identified in order to obtain title reports. Construction: Future funding will be required for construction, which is programmed to begin in August 2010.	Funding Authorization 2	0.1%

Appendix M
Environmental Studies

U.S. 95, Garwood to Sagle Environmental Study

Project Description	Project Status	Funding Status	% Complete
Prepare an Environmental Impact Statement and perform conceptual design to widen and improve 31.5 miles of U.S. 95 between the areas of Garwood and Sagle.	The NEPA process has been completed through the Draft Environmental Impact Statement and hearing. It is anticipated that the Federal Highway Administration will grant the Record of Decision in May 2009.	Funding Authorizations 1 and 2	72.8%

Idaho 16, I-84 to Idaho 44 Environmental Study

Project Description	Project Status	Funding Status	% Complete
Develop alternatives, prepare an EIS, perform preliminary design and prepare ROW plans for a new north-south connection between I-84 and the current south terminus of Idaho 16 at Idaho 44.	Design: The study is under way and expected to be completed in late 2009. The Draft Environmental Impact Statement is scheduled to be completed in December 2008. A public hearing is scheduled for February 2009, and it is anticipated that the Record of Decision will be issued in January 2010. Right-of-Way: ROW acquisition is an element of the Idaho 16, U.S. 20/26 to Idaho 44 Project. Construction: Construction is an element of the Idaho 16, U.S. 20/26 to Idaho 44 Project.	Funding Authorizations 1 and 2	54.0%

I-84, Karcher Interchange to Five Mile Environmental Study

Project Description	Project Status	Funding Status	% Complete
Define and provide environmental clearance for future improvements to I-84.	Design: The Environmental Study is underway, the traffic study is nearing completion, and modeling of various alternatives has begun as a first step in determining impacts. The initial screening phase of the Environmental Assessment process is complete. The Federal Highway Administration reviewed and concurred with the screening report, and the Draft Concept Report was submitted to ITD in spring 2008. A Finding of No Significant Impact is anticipated in March 2009. Right-of-Way: N/A Construction: N/A	Funding Authorizations 1 and 2	76.5%