



Idaho Transportation Department

Annual GARVEE Report

September 2011



GARVEE REPORT
2011

Letter from the Director

It is my pleasure to submit the Idaho Transportation Department's 2011 annual report on the Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program. The Idaho Legislature took a bold, visionary step in 2005 when it established the GARVEE Program to address the state's growing transportation needs.

The benefits of this vision are being realized in an improved and safer transportation system in each corner of the state. The record investment of the GARVEE program is driving Idaho's economic destiny and committing us to an ambitious future.

The \$855 million GARVEE Transportation Program, the largest infrastructure program in the history of Idaho, is being delivered safely, on-time and on-budget. The department along with its private partners, have successfully led:

- 6 legislative funding authorizations
- 45 projects in six corridors with aggressive schedules
- 188 engineering, supply and construction contracts
- 152 different consulting firms, contractors and subcontractors
- Development and implementation of acceleration and efficiency innovations

The reaction from citizens has been overwhelmingly positive, despite temporarily interrupting traffic on the state's busiest highways. These improvements of the state highway system are providing immediate benefits to travelers and commuters, as well as promoting commerce and stimulating our economy.

If the projects had been built through our traditional "pay-as-you-go" method, they would have taken 10 to 15 years to complete and would have used all of the state's resources. By financing the projects and spreading payments across multiple years, the department has been able to maintain a viable statewide construction program.

I encourage you to read the details of these accomplishments as the program enters its final two years – and about the projects yet to come. I think you will be impressed!

Sincerely,



BRIAN W. NESS
Director

Report Overview

This report provides an update on the current status of funding authorizations and bond sales supporting the GARVEE Transportation Program, and summarizes the program's progress. As the GARVEE Transportation Program approaches completion, the program has taken aggressive steps to manage risk, evaluate project costs and schedules, and manage program cash flow. Program leaders continue to assess risk areas and implement mitigation measures by developing strategies to achieve maximum program benefit, which will pave the way to the successful conclusion of the program. This is essential due to the challenges relating to many variables that could affect the costs of right-of-way acquisition, construction materials, labor and equipment rates.

Further program information, including a history of the program and a discussion of innovative tools and techniques that have contributed to efficient and effective program delivery are included in the appendices. Additional information about the GARVEE Transportation Program can be accessed online at <http://itd.idaho.gov>.

Progress to Date

The GARVEE Transportation Program addresses needs in six high-priority corridors throughout Idaho. General scope and funding for the corridors are summarized on the individual overview maps included as Appendix D.

Through September 2011, 32 prime construction contracts and 11 supply contracts have been issued. Of those issued contracts, six projects are currently under construction and thirty-five projects have been completed. The program has also issued numerous consultant services agreements and a full list of these service providers can be found in Appendix E. Thus far, the program has issued contracts totaling more than \$713 million.

The program recently awarded the Garwood to Sagle, Athol to Granite project that was authorized in the 2011 Legislative session. This is the last project that makes up the GARVEE-funded Garwood to Sagle Corridor. In other corridors, the projects have been progressing very well and the majority of them are complete. As of early August 2011, traffic in the Boise area has been able to benefit from the opening of four lanes in each direction between Garrity and Meridian. Likewise for I-84 traffic traveling between the Cole and Broadway interchanges. This section of the interstate was open to four lanes in each direction in July.

Funding Authorization and Bonding Update

To date the Idaho Transportation Department, in partnership with Idaho Housing and Finance Association, has issued five bond series with a weighted average interest rate of 4.55 percent. The most recent bond series was completed July 28, 2011. This financing has provided \$737 million for authorized program expenditures since GARVEE started. Bonds are sold on an as-needed basis to ensure that funds are available for the duration of the contract while limiting interest costs. The department works closely with its financing

partners on size, timing and structure decisions. One final bond sale is anticipated to complete the financing of the final projects.

Legislative authorizations provide not only the legal authority to secure financing, but just as importantly, the assurances needed to move forward with completion of the associated projects. The department issues bonds during the fiscal year authorized by the Legislature after all project readiness requirements have been met. The Legislative Funding Authorizations and bond sales are summarized in Table 1.

TABLE 1 - FUNDING AUTHORIZATIONS AND BOND SALE SUMMARY

Authorizations		Cumulative Total	Bond Sale Summary
2006 Auth. No. 1 (FY07)	\$200 million (plus \$15 million interest earnings)	\$215 million	\$214.6 million - Series 2006A
2007 Auth. No. 2 (FY08)	\$250 million	\$465 million	\$182 million - Series 2008A
			\$24 million – Series 2011A *
2008 Auth. No. 3 (FY09)	\$134 million	\$599 million	\$180.4 million - Series 2009A
2009 Auth. No. 4 (FY10)	\$82 million	\$681 million	\$84.3 million - Series 2010A
2010 Auth. No. 5 (FY11)	\$12 million	\$693 million	\$51.4 million - Series 2011A *
2011 Auth. No. 6 (FY12)	\$162 million	\$855 million	\$118.3 million (unbonded)

* 2011A Bond Series totals \$75.4 million.

Program Scope

In late 2006, the Idaho Transportation Department Board approved the scope of the program, which included projects in the six high-priority corridors. The initial program capacity of \$998 million was calculated based upon limiting the ultimate debt-service payments to no more than 30 percent of federal-aid apportionments. The associated projects within the six corridors have gained definition over the years, but the scope of work has remained essentially the same.

Fortunately, the program has benefited from a competitive construction environment and has realized substantial savings from projects bidding lower than originally estimated. Furthermore, the Vista Avenue Interchange project was funded for construction through the American Recovery and Reinvestment Act (ARRA), thus reducing the GARVEE Program by \$43 million.

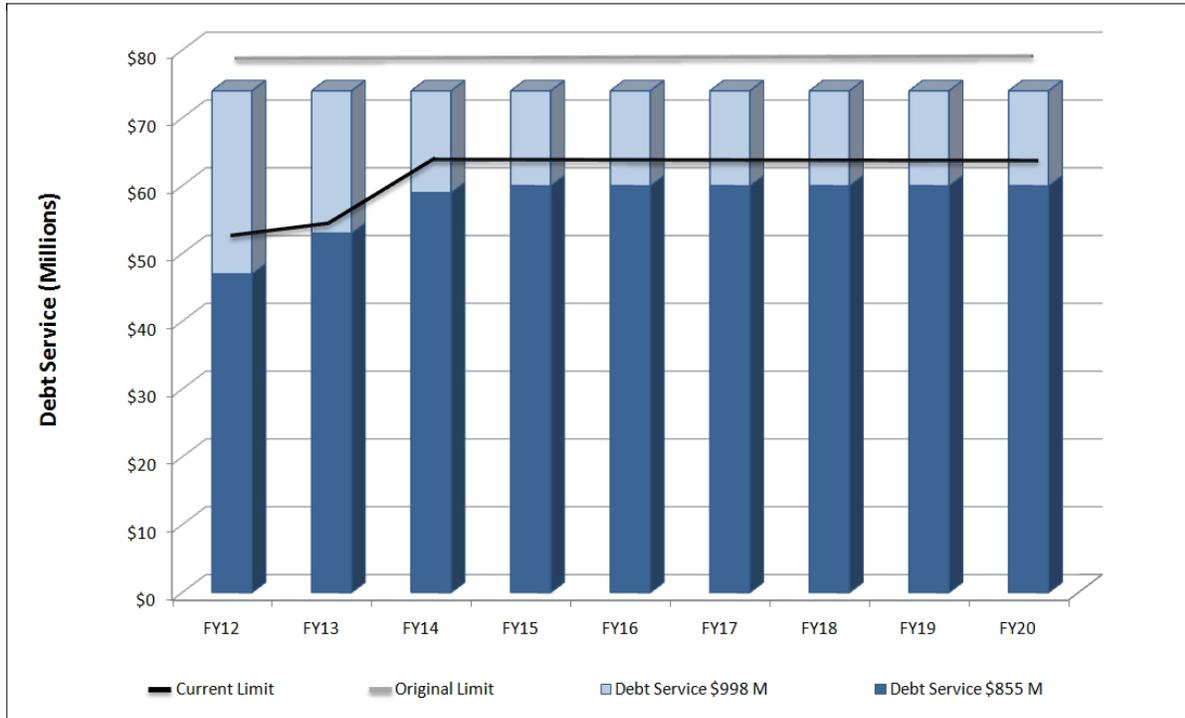
The department has implemented a fiscally responsible strategy for reallocating individual project savings while delivering the original scope of the program. This is achieved by taking into account all prior year savings, advancing projects that were ready ahead of their fiscal year, and actively monitoring current construction projects.

Through diligent administration and management of the GARVEE Program, the total cost is now estimated to be \$855 million. Current revenue and debt-service forecasting models show that a total program budget of \$855 million will still fit within the 30 percent limit of anticipated federal-aid apportionment and meet our 3.33 times coverage ratio for the bonds.

Bond Coverage Ratio

The fixed scope program was estimated to cost \$998 million, which resulted in an estimated annual debt payment of approximately \$74 million. Since that time, and as a result of individual project savings and the shift of one project (I-84 Vista Interchange) to ARRA funding, it is estimated that the total program costs will not exceed \$855 million with annual debt payments of approximately \$60 million. An illustrated comparison of the changes is shown in Figure 1.

FIGURE 1 – GARVEE BOND DEBT-SERVICE COMPARISON



* Actual debt-service extends to State Fiscal Year 2030. The time frame shown is for illustrative purposes only.

Idaho’s GARVEE bonds are secured with a pledge of future federal transportation funding. Uncertainty in the size of Idaho’s future federal funding is a risk that ITD has worked within to be able to complete the Board-approved program and comply with state debt payment limitations. The most recent bond rating agency meetings were focused on Idaho’s sensitivity analysis, showing that even if the federal program is cut to estimated federal receipts, ITD will be in compliance with state law, which limits debt payments to not more than 30 percent of federal funding. This acknowledgment of federal uncertainty and ITD’s plan of finance allowed the rating agencies to reaffirm their ratings of the Idaho GARVEE Transportation Program (Moody’s Aa2, and Fitch: A+).

In summary, ITD is positioned very well to complete the Board-approved program in the six corridors within the authorizations provided by the Governor and Legislature. ITD has also implemented a financing structure to meet the funding requirements of an \$855 million program in a time of uncertain, undefined federal funding.

Future Federal-Aid Highway Funding

The status of federal-aid highway funding affects the amount of funding available to Idaho from the federal government. The Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU), funded by the Highway Trust Fund, expired in September 2009. Congress has yet to enact a new federal transportation bill, but has reauthorized SAFETEA-LU funding with a series of extensions.

On March 18, 2010, President Barack Obama signed the Hiring Incentives to Restore Employment Act, which ensures the trust fund's solvency into 2013. The most recent continuing resolution passed by Congress appropriates funds to the states through September 30, 2011.

The department monitors Congressional progress and anticipated federal funding levels to ensure that necessary funding exists to comply with bonding and debt provisions set forth in Idaho Code.

Inflation Trends

The department routinely monitors inflation trends for constructing, maintaining, and operating highways. Often cited inflation indices like the U.S. Bureau of Labor Statistics' Consumer Price Index (CPI) are useful in assessing changes in the value of household consumer goods and services over time. However, the drivers for inflation trends in highway costs are more diverse, and are influenced by industrial-scale costs of materials, labor, equipment, and contractor availability. The analysis of highway cost inflation is complex, and relies upon a combination of recent bid trends, wage rates, fuel prices, produce price indices for highway materials, and market conditions.

Some cost factors, such as labor and equipment, are depressed based upon the effects of the recession and high unemployment rates. As a result, these components of highway construction costs declined in the last three years. Construction materials have shown steady price increases, with highway materials seeing an average rise in excess of ten percent during FY2011. This trend in material cost inflation is expected to remain steady over the short to medium-term future.

The conclusion is that while current prices are favorable, modest increases are to be expected. Weighing all of the factors that influence highway costs, the GARVEE Transportation Program has calculated a 2.9 percent annual inflation rate through FY2012, which has been applied to the project construction cost estimates for projects yet to be bid in Funding Authorization No. 6 (approved by the Legislature in 2011).

Appendix A: Program History & Innovations

Program History

The Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program is a debt-financing mechanism that permits states to accelerate highway construction projects by selling bonds. In our case, the bonds are paid back with a combination of future federal appropriations and state matching funds. However, other state resources are not committed for repayment.

GARVEE bonds provide a means to accelerate highway safety improvements and expand commerce throughout the state. The program has proven to be a success story for ITD and the taxpayers of Idaho.

In 2004, former Gov. Dirk Kempthorne asked ITD leadership what they would build if they had an additional \$1.6 billion in funding over a five-year period. The governor issued a plan that consisted of multiple projects along 13 corridors throughout the state of Idaho, and announced the GARVEE Transportation Program (then called Connecting Idaho) in January 2005 in his *State of the State* address. These original corridors and projects were eventually passed by the Idaho Legislature and signed into law by Governor Kempthorne in 2005.

During the consideration of the legislation, a number of limitations were introduced. The most significant was a cap on the amount of GARVEE bonds that could be sold. This cap, designed to protect the Capitol Investment Program, limited debt-service of GARVEE bonds to no more than 20 percent of Idaho's annual federal apportionment the first four years and 30 percent in subsequent years. A reduction of the program to \$998 million accounted for the limiting of federal apportionment used for debt-service payments and capitalizing on more favorable bond ratings.

In the fall of 2006, the Idaho Transportation Board approved the initial plan for the GARVEE Transportation Program with six corridors throughout the state of Idaho:

- U.S. 95, Garwood to Sagle
- U.S. 95, Worley to Setters
- Idaho 16, I-84 to South Emmett
- I-84, Caldwell to Meridian
- I-84, Orchard to Isaacs Canyon
- U.S. 30, McCammon to Soda Springs

A combination of actions taken by the Idaho Legislature and the Idaho Transportation Board resulted in modifications to the GARVEE Transportation Program during the first year, focusing on high-priority areas and safety improvements. Some of the initial corridors were not pursued further and all remaining corridors were trimmed in scope. Consequently, the limited budget and reduced scope results in remaining needs in all corridors.

Despite the many challenges and hurdles overcome by ITD, the GARVEE Transportation Program has implemented projects quickly and delivered them under budget, which in turn allows users to take advantage of the improvements sooner. ITD and the taxpayers of Idaho have realized significant savings in both time and money as a result of these improvements.

Design and construction have progressed at an impressive rate. Key milestones include:

- Environmental decisions obtained in all of the six corridors.
- Engineering and design is complete on five of the six corridors.
- Right-of-way activities are complete or underway in all of the corridors.
- Construction is underway in five of the six corridors and is complete in one corridor.

Innovative Tools and Techniques

The goal of the GARVEE Transportation Program is to deliver economical projects faster, safer, and with less impact to highway users. To achieve this goal, the program has focused on monitoring project schedules and budgets, and on packaging construction projects to produce more efficient delivery while maximizing public convenience.

Following legislative approval of the program, the Idaho Transportation Board and ITD leadership analyzed the amount of extra work required to deliver the GARVEE Transportation Program and determined that it was in the best interests of the state to use a private sector program manager to help ITD deliver the program. By selecting Connecting Idaho Partners (CIP)—a joint venture between URS Corporation and CH2M HILL—to provide program management, ITD has been able to deliver long-lasting highway improvements over a short period of time without increasing the size of the department.

On a matter of high importance, the GARVEE Program recognizes the positive cooperation and partnership with the Federal Highway Administration (FHWA). Their participation has been very valuable to the program and has engendered a strong working relationship. With certainty, partnering with FHWA has contributed greatly to the program's success.

As the GARVEE team focused on the timely delivery of the program, both federal and department processes and procedures were reviewed, and efficiencies were identified to address plausible modifications to standard ITD project delivery policies or practices. As a result, internal department features, called GARVEE Experimental Projects (GEPS), were developed and implemented to expedite project development and delivery. These experimental features allow projects to proceed quicker through the development process and advertise for construction sooner than with traditional methods.

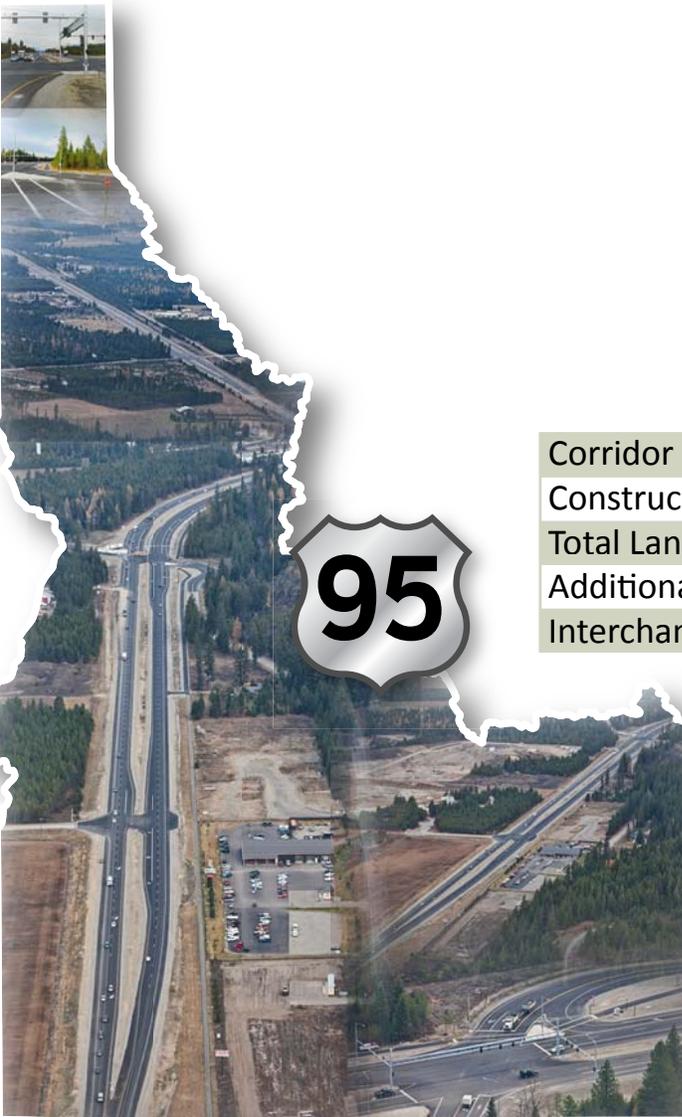
Early in the program, an Accelerated Construction Technology Transfer (ACTT) workshop was held to bring national experts together with local leaders to explore innovative approaches to accelerate construction. As a result of that workshop, program leadership selected the following tools and techniques to accelerate the development phase of the program and to increase competition among contractors, resulting in savings for the taxpayers of Idaho:

- Federal Highway Administration's Special Experimental Project #15 (SEP-15)
- Federal Highway Administration's Special Experimental Project #14 (SEP-14)
- Aggressive contract time and construction schedules
- Use of pre-purchased materials
- Project packaging and sequencing
- Accelerated bridge construction techniques
- Use of completion and milestone incentives
- Consolidation of public information campaigns
- Consolidation of traffic control contracts

These collective efforts have enabled the GARVEE construction projects to be delivered at an accelerated pace and at lower costs than anticipated. Idaho has benefited from aggressive and competitive bidding, resulting in significant bid savings on recent projects and allowing other projects to be constructed sooner than originally scheduled.

Appendix B: Corridor Summaries

U.S. 95, Garwood to Sagle Corridor



Corridor Length:	31.5 miles
Construction Length Proposed:	14.8 miles
Total Lane Miles Included:	59.2 miles
Additional Lane Miles Included:	29.6 miles
Interchanges:	3

Projects:	6
PE & PC Cost:	\$25.3 M
Right-of-Way Cost:	\$31.2 M
Construction Cost:	\$87.2 M
Total Corridor Cost:	\$143.7 M

U.S. 95, Garwood to Sagle Corridor

- U.S. 95 Garwood to Sagle Environmental Study
- U.S. 95 Garwood to Sagle, Idaho 53 to Ohio Match Road Project
- U.S. 95 Garwood to Sagle, Boekel Road to Ohio Match Road Frontage Road Project
- U.S. 95 Garwood to Sagle, Chilco to Silverwood Project
- U.S. 95 Garwood to Sagle, Athol to Granite Project
- U.S. 95 Garwood to Sagle, Sagle Area Project

U.S. 95, Garwood to Sagle Corridor

The aging roadway of U.S. 95, between the Garwood and Sagle areas in north Idaho, will be redesigned as a four-lane divided highway with access control features to safely accommodate current and projected traffic volumes.

The Environmental Impact Statement recommended phasing construction. The phasing strategy allows the projects to be constructed in segments based upon revenue and need. At full build-out, access will be allowed only at interchanges; frontage roads will be provided on both sides of U.S. 95 for access to adjacent properties.

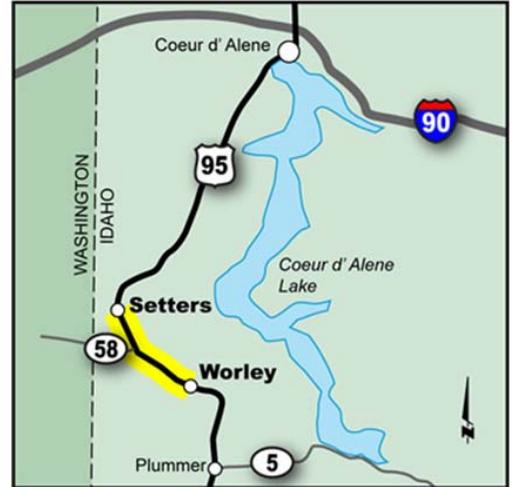
Corridor Accomplishments:

- **U.S. 95 Garwood to Sagle Environmental Study** – Prepared an Environmental Impact Statement (EIS) and performed conceptual design for 31.5 miles of U.S. 95. The Record of Decision was completed in July 2010.
 - **U.S. 95 Garwood to Sagle, Idaho 53 to Ohio Match Road Project** – Built approximately 3 miles of a four-lane divided highway with at-grade intersections and completed construction of select frontage roads for access management. Construction was completed in September 2009.
 - **U.S. 95, Garwood to Sagle, Sagle Area Project** – Construct safety and access management improvements. Anticipated completion is September 2011.
-

Ongoing Projects:

- **U.S. 95, Frontage Road, Garwood to Sagle, Boekel Road to Ohio Match Road Project** – Build approximately 2.3 miles of two-lane frontage roads. Anticipated completion is October 2011.
- **U.S. 95, Garwood to Sagle, Chilco Area Project** – Build approximately 4 miles of a four-lane divided highway with limited at-grade intersections, one new interchange, a wildlife crossing, and frontage and backage roads for access management. This project is companioned with the Silverwood Area Project. Anticipated completion is August 2013.
- **U.S. 95, Garwood to Sagle, Silverwood Area Project** – Build approximately 2.8 miles of a four-lane highway with limited at-grade intersections, one new interchange at Bunco Road and select frontage roads. This project is companioned with the Chilco Area Project. Anticipated completion is August 2013.
- **U.S. 95, Garwood to Sagle, Athol Area Project** – Build 1.8 miles of a four-lane highway, and one new interchange at Idaho 54 east of the city of Athol. This project is companioned with the Granite Area Project. Construction is expected to begin in September 2011 and be completed by July 2013.
- **U.S. 95, Garwood to Sagle, Granite Area Project** – Build 3.2 miles of a four-lane divided highway with limited at-grade intersections. This project is companioned with the Athol Area Project. Construction is expected to begin in September 2011 and be completed in summer 2013.

U.S. 95, Worley to Setters Corridor



Corridor Length:	4.2 miles
Total Lane Miles Included:	16.8 miles
Additional Lane Miles Included:	8.4 miles
Interchanges:	1
Bridges:	4

Projects:	1
PE & PC Cost:	\$0.2 M
Right-of-Way Cost:	\$0.3 M
Construction Cost:	\$54.7 M
Total Corridor Cost:	\$55.2 M

U.S. 95, Worley to Setters Corridor

- U.S. 95, Worley North Project

U.S. 95, Worley to Setters Corridor

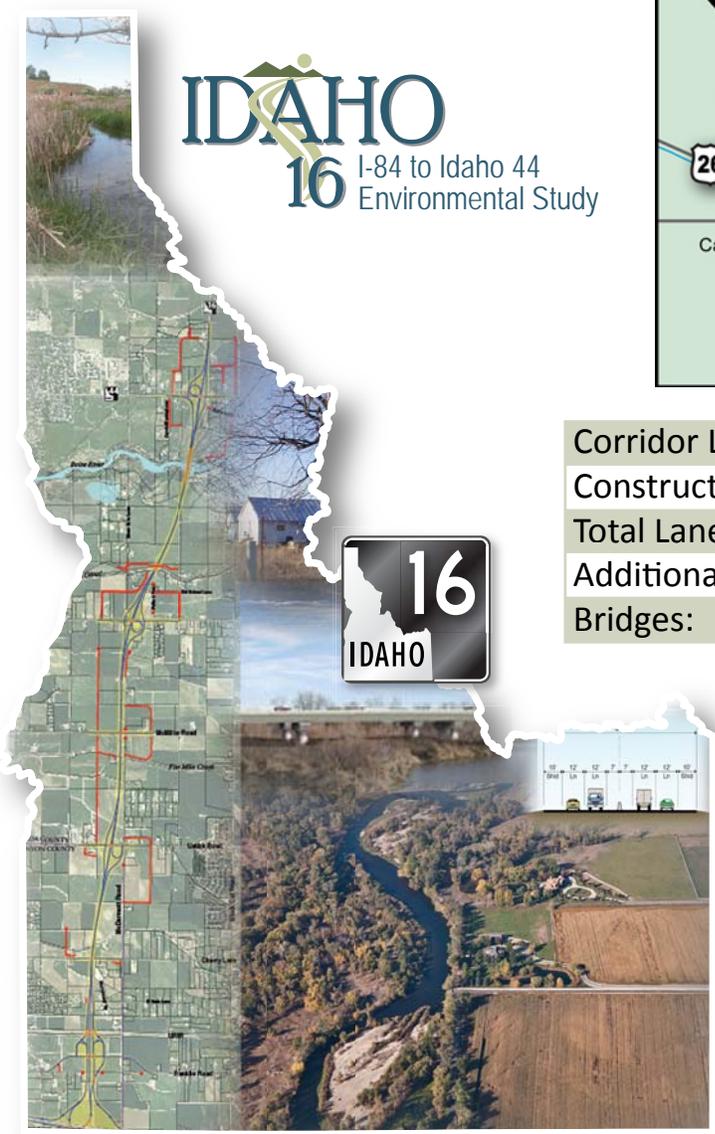
The U.S. 95 Worley to Setters segment was the third and final construction phase of the U.S. 95, Worley to Mica Creek Corridor. The corridor improvements, intended to improve safety and alleviate congestion along 21 miles of U.S. 95, began in 1998 and were completed in fall 2009.

U.S. 95 provides the primary north-south link for northern Idaho commerce, transportation, and tourism. Many previously considered this segment of U.S. 95 to be one of the most dangerous roadways in the state, due in large part to sharp curves and the resulting sight-distance limitations. This third and final phase improved the last 4.2 miles of the 21-mile Worley to Mica Corridor, and provided an interchange at Idaho 58 near the Coeur d'Alene Casino.

Corridor Accomplishments:

- **U.S. 95, Worley North Project** – Realigned, constructed, and widened 4.2 miles of U.S. 95, which includes four bridges, a retaining wall and culvert crossing, and a new interchange at the U.S. 95 and Idaho 58 junction. Construction was completed in September 2009.

Idaho 16, I-84 to South Emmett Corridor



IDAHO
16 I-84 to Idaho 44
 Environmental Study



Corridor Length:	6.7 miles
Construction Length Proposed:	2.2 miles
Total Lane Miles Included:	8.8 miles
Additional Lane Miles Included:	8.8 miles
Bridges:	3

Projects:	4
PE & PC Cost:	\$19.3 M
Right-of-Way Cost:	\$42.7 M
Construction Cost:	\$77.9 M
Total Corridor Cost:	\$139.9 M

- Idaho 16, I-84 to South Emmett Corridor**
- Idaho 16, I-84 to Idaho 44 EIS and U.S. 20/26 to Idaho 44 Design
 - SH-16, Boise River Bridge and North Stage
 - SH-16, Intersect SH-44, U.S. 20/26, and Local Roads Project
 - SH-16, Phyllis Canal Bridge and South Stage

Idaho 16, I-84 to South Emmett Corridor

The objective for work on the corridor was to identify an alternative for extending Idaho 16 south from Idaho 44 to intersect with I-84 between Nampa and Meridian.

The study looked at alternatives for a new Boise River crossing, a connection with U.S. 20/26 near McDermott Road and then on south to an eventual interchange at I-84 between the Ten Mile Road Interchange and the Garrity Boulevard Interchange. The corridor is being planned as a 4-lane divided highway with limited access at future interchanges.

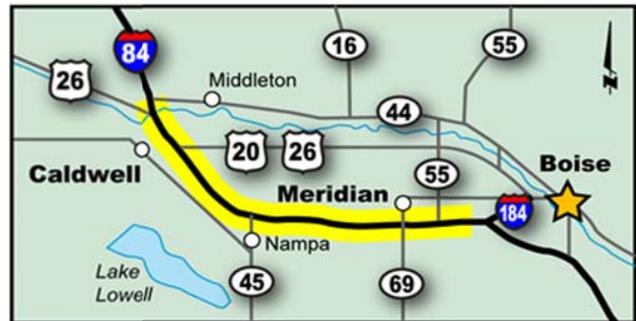
Corridor Accomplishments:

- **Idaho 16, I-84 to Idaho 44 Environmental Study** – Prepared an Environmental Impact Statement (EIS), performed preliminary design, and prepared preliminary right-of-way plans for a new north-south connection between I-84 and Idaho 44. The Final EIS was approved by ITD and FHWA in February 2011 and a Record of Decision was approved in April 2011.
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Ongoing Projects:

- **SH-16, U.S. 20/26 to SH-44 Project** – Perform design and right of way acquisition for a new highway and bridges to cross the Boise River and Phyllis Canal extending SH-16 from U.S. 20/26 to SH-44. Construction will be broken into three construction packages with the first one expected to begin in early 2012 and all to be completed in the Fall 2013. The three construction packages planned are:
- **SH-16, Boise River Bridge and North Stage** – Construct the Boise River Bridge crossing and that portion of SH-16 from just south of the intersection of SH-16 and SH-44 as a four lane divided highway to the south side of the Boise River (approximately 1 mile).
- **SH-16, Intersections of SH-44, U.S. 20/26 and Local Roads** – Construct the new intersections at SH-16/SH-44 at the north end and at SH-16/U.S. 20/26 at the south end, plus nearly five miles of local roads required to provide access within the area of the new access controlled SH-16.
- **SH-16, Phyllis Canal Bridge and South Stage** – Construct the Phyllis Canal Bridge crossing and that portion of SH-16 from just south of the intersection of U.S. 20/26 (Chinden Blvd.) and SH-16 as a four-lane divided highway to the south side of the Boise River (approximately 1 mile) where the North Stage of SH-16 ends.

I-84, Caldwell to Meridian Corridor



Corridor Length:	8.4 miles
Total Lane Miles Included:	64.3 miles
Additional Lane Miles Included:	30.8 miles
Overpasses Replaced:	3
Mainline Bridges Replaced:	4
New Interchanges:	1
Interchanges Modified:	4

Projects:	12
PE & PC Cost:	\$33.7 M
Right-of-Way Cost:	\$26.3 M
Construction Cost:	\$192.1 M
Total Corridor Cost:	\$252.1 M

I-84, Caldwell to Meridian Corridor

- I-84, Karcher Interchange to Five Mile Environmental Study
- I-84, Eagle Road Westbound Off-ramp Project
- I-84, Franklin Boulevard Interchange Project
- I-84, Garrity Interchange to Meridian Interchange (4 projects)
- I-84, Robinson Boulevard and Black Cat Road Bridges Project
- I-84, Ten Mile Road Interchange Project
- I-84, Garrity Boulevard Interchange Bridge and Mainline Project
- I-84, Franklin Boulevard to 11th Avenue Project
- I-84, 11th Avenue Bridge Project

I-84, Caldwell to Meridian Corridor

The corridor located just west of Caldwell to the east of Meridian is experiencing pressure from rapid growth. The GARVEE Transportation Program projects in the corridor have improved the roadway and added capacity to ease congestion.

Corridor Accomplishments:

- **I-84, Karcher Interchange to Five Mile Environmental Study** – The Environmental Assessment (EA) provided the environmental clearance to add additional capacity and improvements to the interstate and interchanges. The EA’s Finding of No Significant Impact (FONSI) was completed in April 2009. The project was completed in April 2009.
- **I-84, Eagle Road Westbound Off-ramp Project** – Lengthened and widened the off-ramp to include dual-left and dual-right turn lanes at Eagle Road, extended the ramp 1,600 feet onto I-84 and reconstructed the island/intersection. Construction was completed in September 2007.
- **I-84, Franklin Boulevard Bridge Nampa Project** – Reconstructed the east half of the overpass to match the newer bridge on the west side and modified Franklin Boulevard approaches to tie into the new overpass structure. Construction was completed in April 2009.
- **I-84, Garrity to Meridian Interchanges Projects** – Designed a third and fourth lane on approximately 6.5 miles of I-84, east- and westbound, paved the median, readjusted roadway profiles and added drainage facilities within the existing median between Garrity and Meridian interchanges. Construction was completed in July 2009.
- **I-84, Robinson Boulevard and Black Cat Road Bridges Projects** – Replaced the Robinson Boulevard and Black Cat Road bridges. Construction was completed in April 2009.
- **I-84, 11th Avenue Bridge Project** – Realigned and replaced the 11th Avenue Bridge in Nampa. Construction was completed in October 2010.
- **I-84, Garrity Interchange Bridge Project, 11th Avenue to Garrity Boulevard, Nampa Project** – Reconstructed the Garrity Interchange to allow the addition of a third lane in each direction on I-84 and reconstructed almost a mile of the interstate. Construction was completed in June 2011.
- **I-84, Ten Mile Road Interchange Project** – Designed a new I-84 interchange at Ten Mile Road and reconstructed Ten Mile Road north almost to Franklin Road and south to Overland Road. Construction was completed July 2011.

Ongoing Projects:

- **I-84, Franklin Boulevard to 11th Avenue Project** – Widen I-84 to three lanes in each direction and replace the UPRR bridges and the Phyllis Canal bridges. Construction is anticipated to be complete in January 2012.

I-84, Orchard to Isaacs Canyon Corridor



Corridor Length:	8.8 miles
Total Lane Miles Included:	48.0 miles
Additional Lane Miles Included:	12.8 miles
Bridges (Mainline) Widened:	2
Interchanges Rebuilt:	2
Soundwall Added:	3.3 miles

Projects:	6
PE & PC Cost:	\$13.6 M
Right-of-Way Cost:	\$7.6 M
Construction Cost:	\$92.3 M
Total Corridor Cost:	\$113.5 M

- I-84, Orchard to Isaacs Canyon Corridor**
- I-84 Broadway to Eisenman Pavement Rehabilitation Project
 - I-84 Cole to Broadway Soundwalls Project
 - I-84, Orchard Interchange, New York Canal Project
 - I-84, Orchard Street Interchange Project
 - I-84 Vista Avenue Interchange Project
 - I-84 Cole to Broadway Project

I-84, Orchard to Isaacs Canyon Corridor

The objective for this corridor was to improve the roadway so that current and projected traffic volumes can be safely accommodated. Improvements will help maintain the roadway's vital role in the interstate system in an area of rapid growth.

Upgrades began west of the Orchard Street Interchange and continue to Eisenman Interchange.

Corridor Accomplishments:

- **I-84, Broadway to Eisenman Interchanges Project** – Rehabilitated and resurfaced approximately 5.6 miles of east- and westbound I-84 with asphalt. Construction was completed in May 2008.
- **I-84, Cole to Broadway Soundwalls Project** – Constructed a combination retaining wall and noise barrier along residential areas north of I-84 from just west of Orchard Street to the Broadway Interchange. Construction was completed in January 2009.
- **I-84, Orchard Interchange, New York Canal Project** – Widened the existing three-span structure over the New York Canal and the maintenance tunnel under I-84 to accommodate additional lanes in the median and new ramp lanes for the Orchard Interchange. Construction was completed in April 2009.
- **I-84, Orchard Street Interchange Project** – Replaced the existing Orchard Street Interchange, including realignment of Orchard Street and the intersections at Orchard Street, Victory Road and Wright Street. Construction was completed in April 2010.
- **I-84, Vista Avenue Interchange Project** – GARVEE bonds funded the design and acquired right-of-way and ARRA stimulus dollars funded the reconstruction of the Vista Avenue Interchange to increase safety and vehicle capacity, and provided additional lanes on I-84. Construction was completed in September 2010.
- **I-84, Cole to Broadway Interchanges Project** – Completed design and construction on 3.2 miles of east- and westbound I-84 to add a third and fourth lane in each direction. Construction was completed in July 2011.

U.S. 30, McCammon to Soda Springs Corridor



Corridor Length:	9.5 miles
Total Lane Miles Included:	41.3 miles
Additional Lane Miles Included:	22.3 miles
Bridges:	4

Projects:	5
PE & PC Cost:	\$6.4 M
Right-of-Way Cost:	–
Construction Cost:	\$81.1 M
Total Corridor Cost:	\$87.5 M

U.S. 30, McCammon to Soda Springs Corridor

- U.S. 30, Topaz to Lava Hot Springs Project
- U.S. 30 Topaz Bridge Project
- U.S. 30 Portneuf River Bridges Project
- U.S. 30 McCammon to 12th Street Project
- U.S. 30 12th Street to Crystal Springs

U.S. 30, McCammon to Soda Springs Corridor

The projects in this corridor will improve the roadway to safely accommodate current and projected traffic and maintain the vital role of this corridor in the state's commerce and tourism.

Corridor Accomplishments:

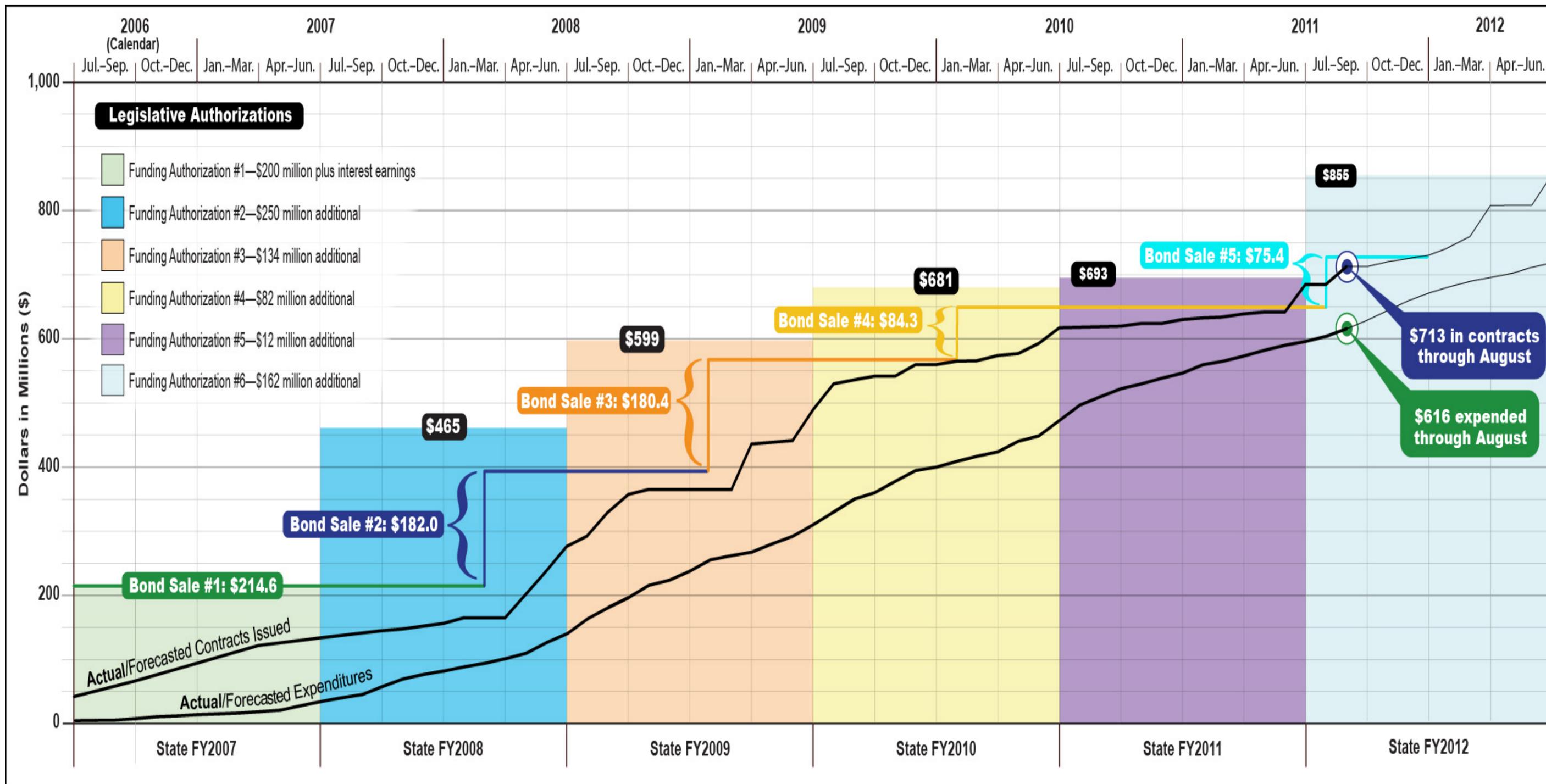
- **U.S. 30, Topaz to Lava Hot Springs Project** – Widened and reconstructed 3.3 miles of U.S. 30 between Interstate 15 and the Lava Hot Springs community. The roadway was expanded to four lanes with a center median and replaced the bridge over the Portneuf River. Construction was completed in August 2008.
 - **U.S. 30, McCammon to 12th Street Project** – Realigned, widened and reconstructed 1.5 miles of U.S. 30, southeast of McCammon to 12th Street, and expanded the roadway to four lanes with a center median. Construction was completed in August 2010.
 - **U.S. 30, 12th Street to Crystal Springs Road Project** – Reconstructed 2.1 miles of U.S. 30, just west of the Portneuf River Bridges, and expanded the highway to four lanes with a center median. Construction was completed in August 2010.
-

Ongoing in 2011:

- **U.S. 30, Portneuf River Bridges Project** – Improve roadway on U.S. 30 from Crystal Springs Road to Old Oregon Trail Road, construct two bridges over the Portneuf River on U.S. 30, and expand the highway from two lanes to four lanes. Anticipated completion by July 2012.
- **U.S. 30, Topaz Bridge Project** – Construct a new bridge to replace the existing Topaz Bridge over the Union Pacific Railroad and the Marsh Valley Canal, expand the highway from two to four lanes with a center median, and complete approximately seven acres of wetland mitigation near milepost 365 on U.S. 30. Anticipated completion by July 2012.

Appendix C: Funding Requests and Bond Sales

GARVEE Program Bonding Graph



Appendix D: Corridor Maps

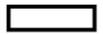


Legend		\$855 Million	
	Corridor		
	Funding Authorization #1-5 (FY 2007-2011)	\$87.1 M	
	Funding Authorization #6 (Fy 2012)	\$56.6 M	
	Total		\$143.7 M

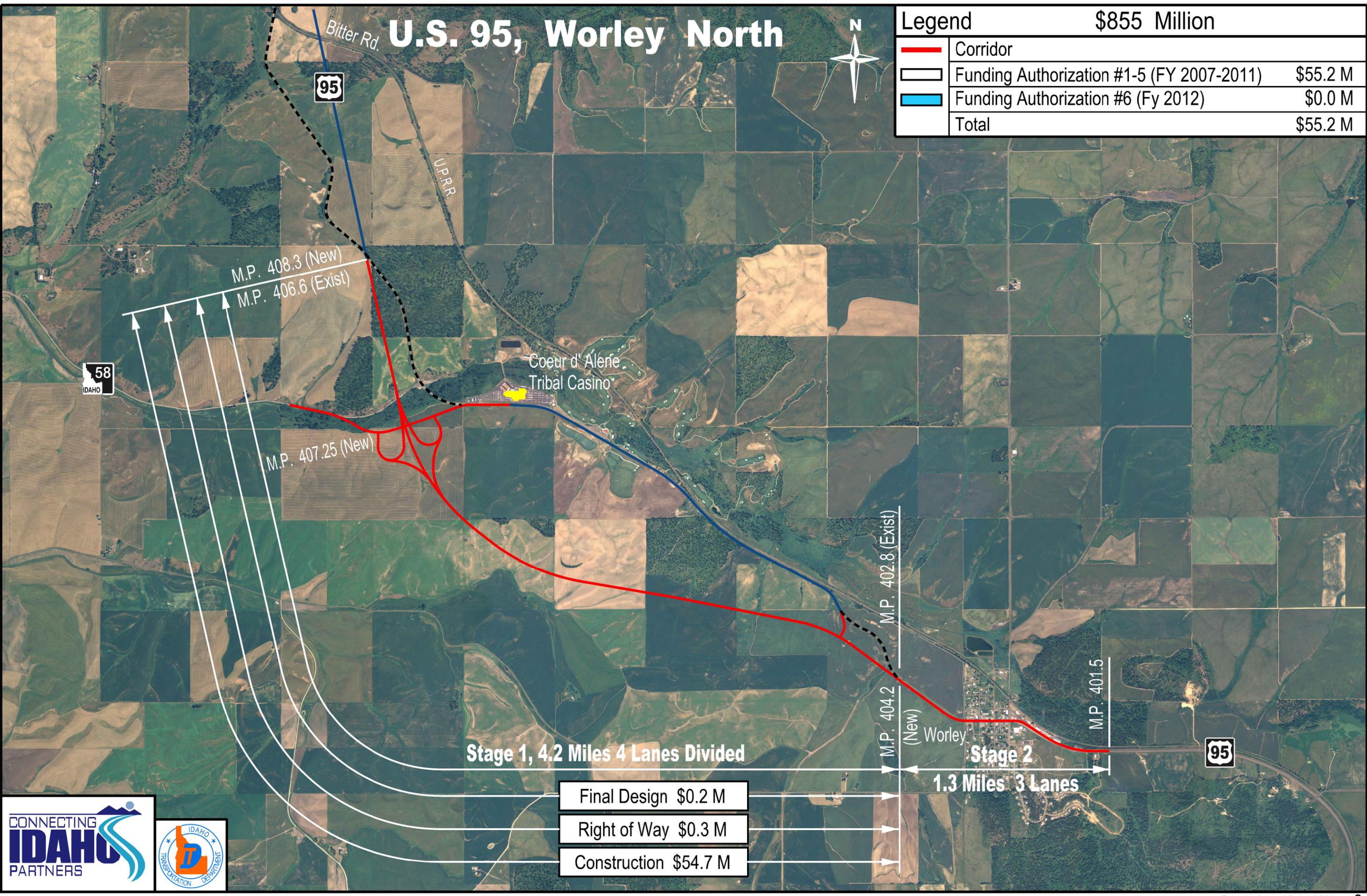


U.S. 95, Garwood to Sagle

U.S. 95, Worley North

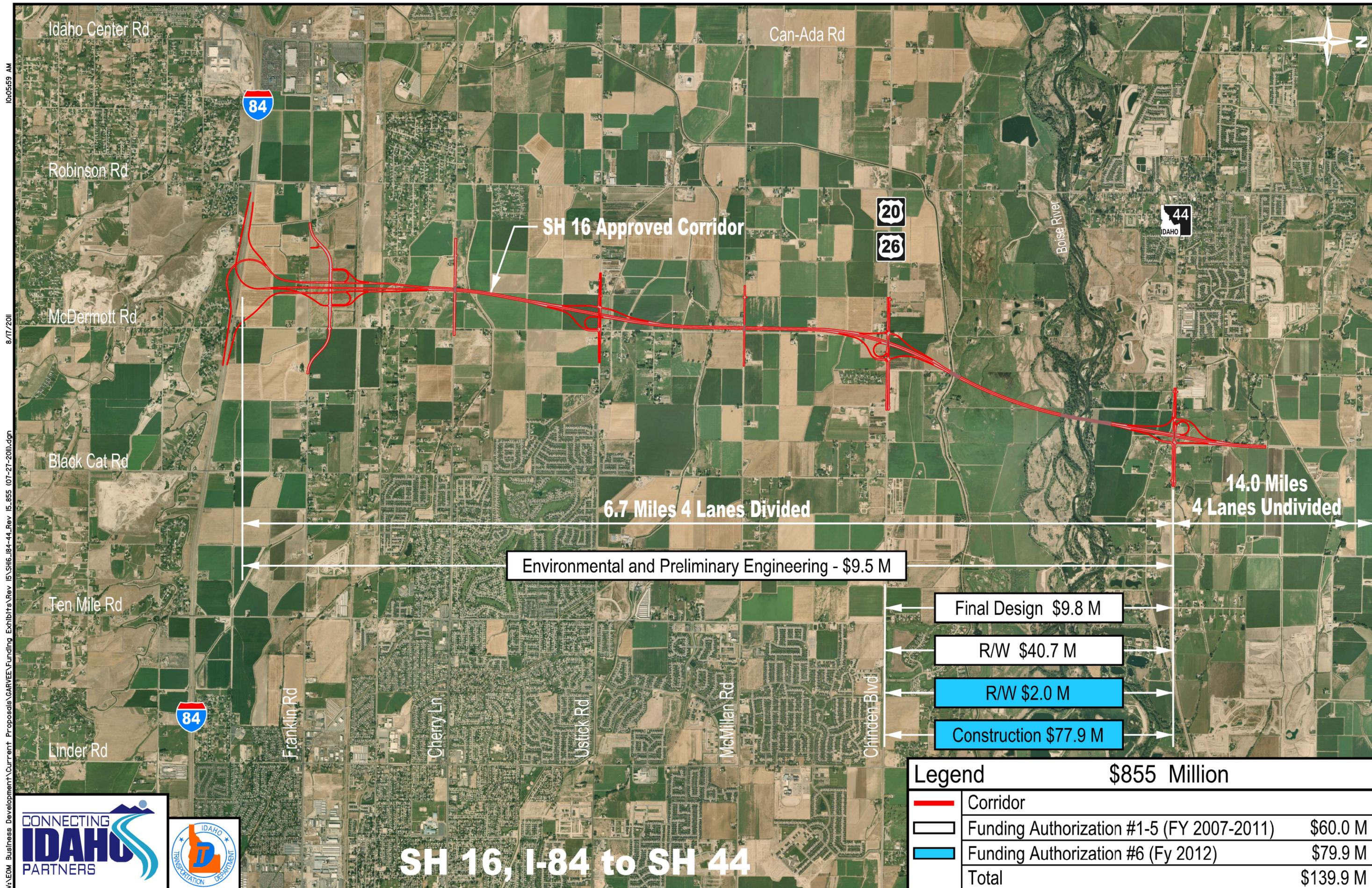
Legend		\$855 Million	
	Corridor		
	Funding Authorization #1-5 (FY 2007-2011)	\$55.2 M	
	Funding Authorization #6 (Fy 2012)	\$0.0 M	
	Total		\$55.2 M

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Final Design	\$0.2 M
Right of Way	\$0.3 M
Construction	\$54.7 M





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Environmental and Preliminary Engineering - \$9.5 M

Final Design \$9.8 M

R/W \$40.7 M

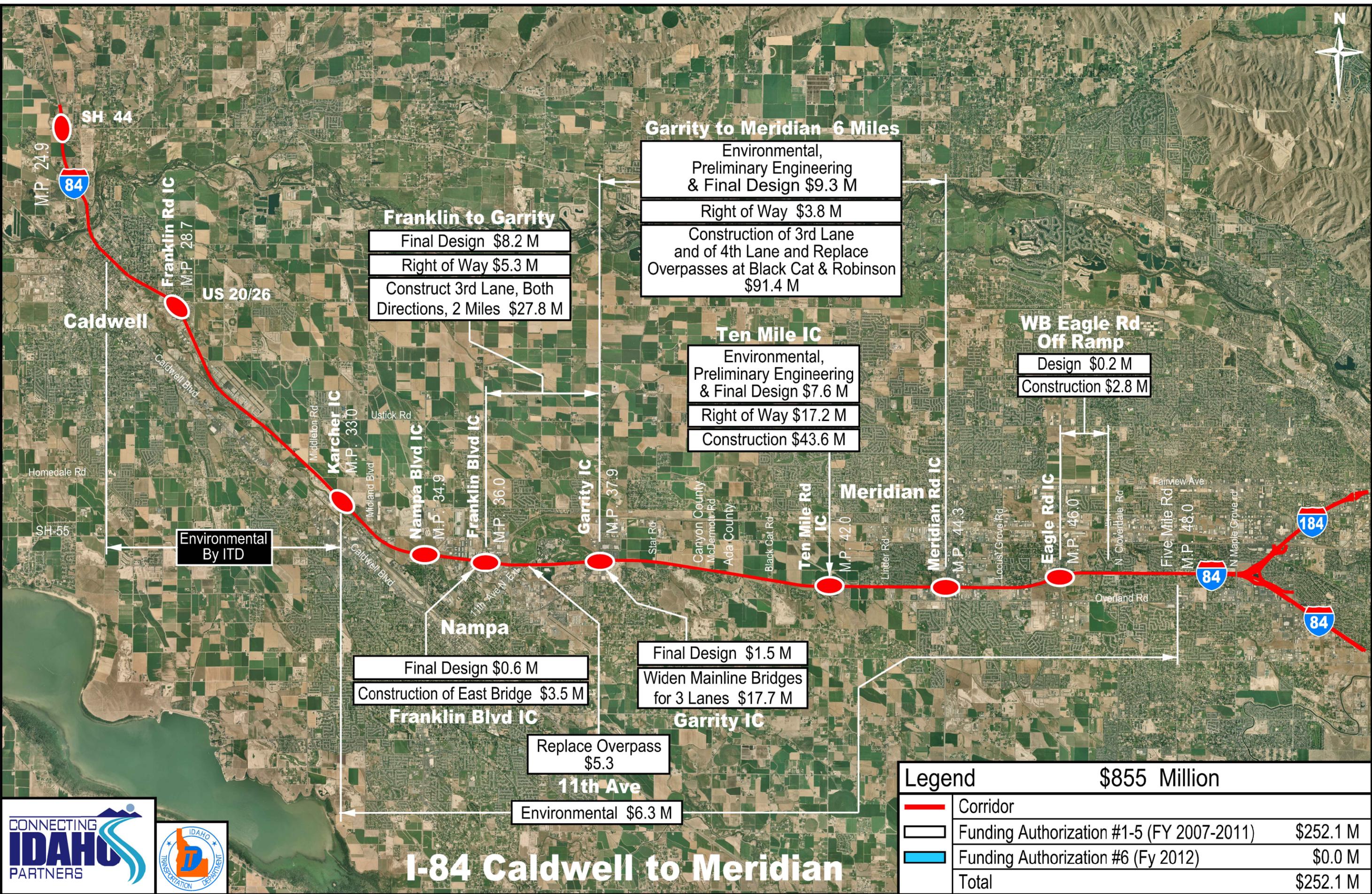
R/W \$2.0 M

Construction \$77.9 M

Legend		\$855 Million
	Corridor	
	Funding Authorization #1-5 (FY 2007-2011)	\$60.0 M
	Funding Authorization #6 (Fy 2012)	\$79.9 M
	Total	\$139.9 M

SH 16, I-84 to SH 44





Franklin to Garry

Final Design \$8.2 M

Right of Way \$5.3 M

Construct 3rd Lane, Both Directions, 2 Miles \$27.8 M

Garry to Meridian 6 Miles

Environmental, Preliminary Engineering & Final Design \$9.3 M

Right of Way \$3.8 M

Construction of 3rd Lane and of 4th Lane and Replace Overpasses at Black Cat & Robinson \$91.4 M

Ten Mile IC

Environmental, Preliminary Engineering & Final Design \$7.6 M

Right of Way \$17.2 M

Construction \$43.6 M

WB Eagle Rd Off Ramp

Design \$0.2 M

Construction \$2.8 M

Franklin Blvd IC

Final Design \$0.6 M

Construction of East Bridge \$3.5 M

Garry IC

Final Design \$1.5 M

Widen Mainline Bridges for 3 Lanes \$17.7 M

11th Ave

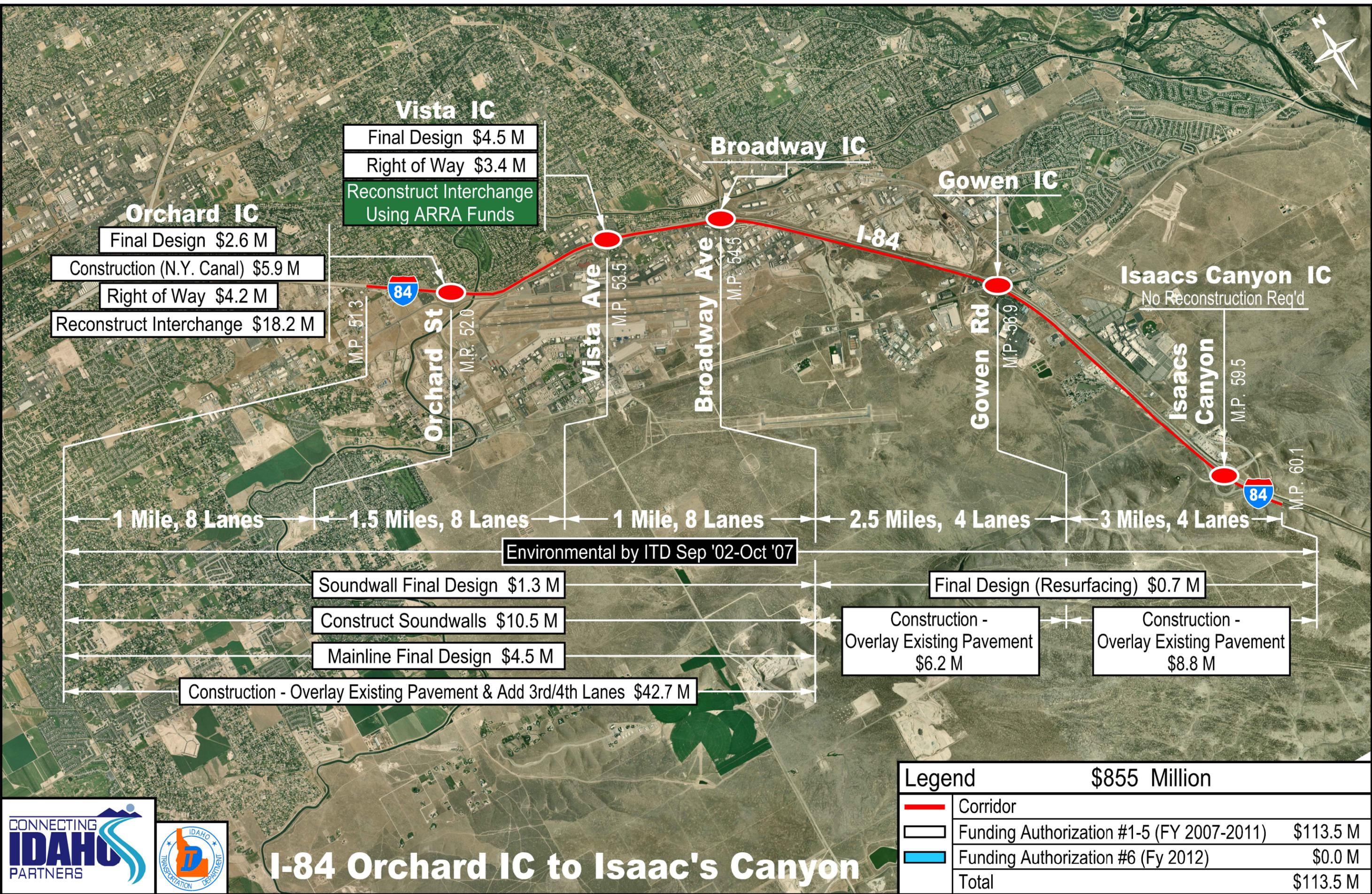
Replace Overpass \$5.3

Environmental \$6.3 M

Legend		\$855 Million
	Corridor	
	Funding Authorization #1-5 (FY 2007-2011)	\$252.1 M
	Funding Authorization #6 (Fy 2012)	\$0.0 M
	Total	\$252.1 M



I-84 Caldwell to Meridian



Vista IC
 Final Design \$4.5 M
 Right of Way \$3.4 M
 Reconstruct Interchange Using ARRA Funds

Broadway IC

Gowen IC

Isaac's Canyon IC
 No Reconstruction Req'd

Orchard IC

Final Design \$2.6 M
 Construction (N.Y. Canal) \$5.9 M
 Right of Way \$4.2 M
 Reconstruct Interchange \$18.2 M

1 Mile, 8 Lanes

1.5 Miles, 8 Lanes

1 Mile, 8 Lanes

2.5 Miles, 4 Lanes

3 Miles, 4 Lanes

Environmental by ITD Sep '02-Oct '07

Soundwall Final Design \$1.3 M

Construct Soundwalls \$10.5 M

Mainline Final Design \$4.5 M

Construction - Overlay Existing Pavement & Add 3rd/4th Lanes \$42.7 M

Final Design (Resurfacing) \$0.7 M

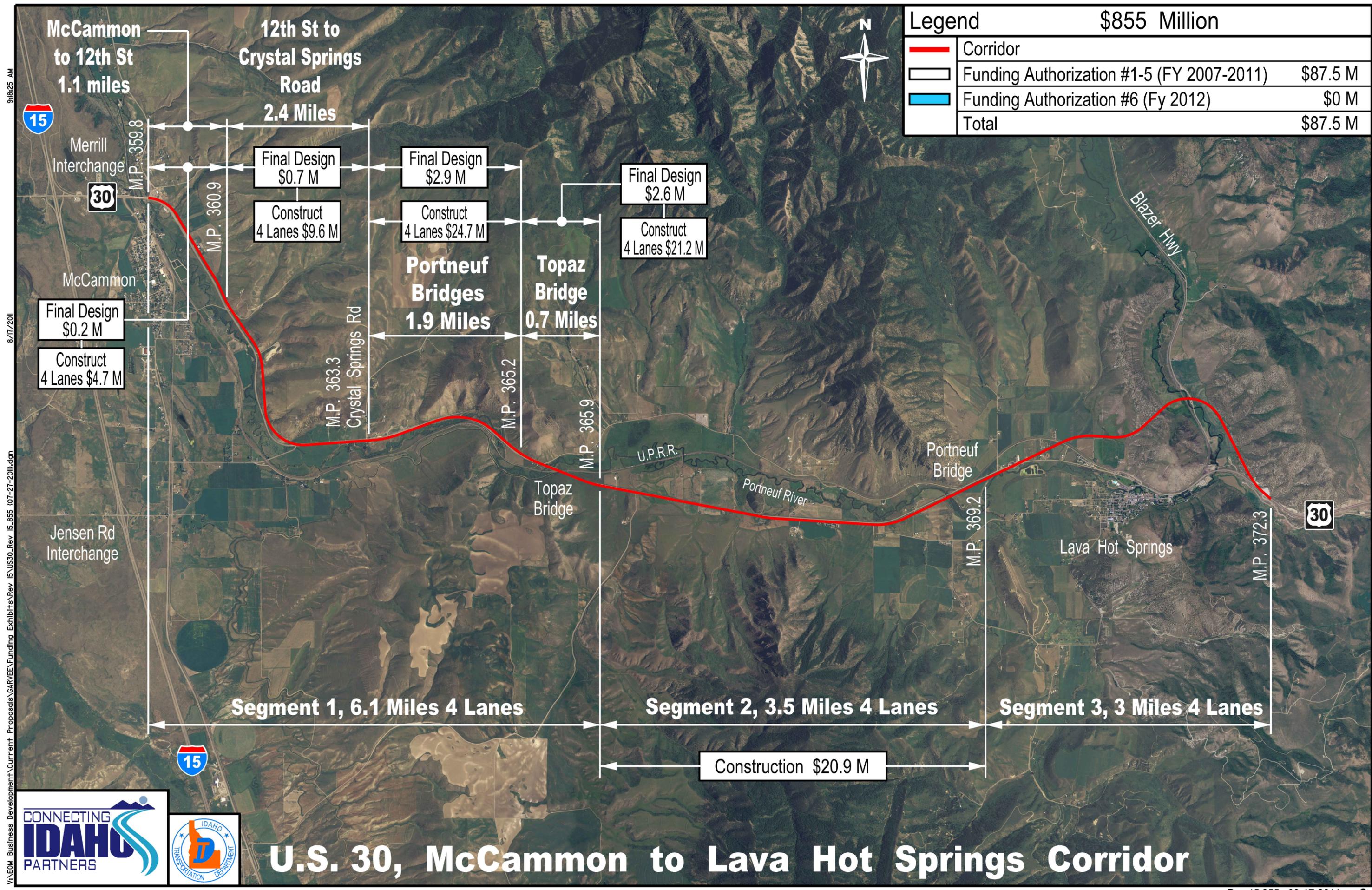
Construction - Overlay Existing Pavement \$6.2 M

Construction - Overlay Existing Pavement \$8.8 M

Legend		\$855 Million
	Corridor	
	Funding Authorization #1-5 (FY 2007-2011)	\$113.5 M
	Funding Authorization #6 (Fy 2012)	\$0.0 M
	Total	\$113.5 M



I-84 Orchard IC to Isaac's Canyon



Legend		\$855 Million	
	Corridor		
	Funding Authorization #1-5 (FY 2007-2011)	\$87.5 M	
	Funding Authorization #6 (Fy 2012)	\$0 M	
	Total	\$87.5 M	

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U.S. 30, McCammon to Lava Hot Springs Corridor

Appendix E: Service Providers

List of Contractors and Consultants

A-Core of Idaho, Inc.	Central Paving Company, Inc.	Green Velvet Reclamation, Inc.
Ada Sand & Gravel	Central Washington Asphalt, Inc.	Ground FX
Advanced Shoring & Underpinning, Inc.	CH2M HILL	Frank Gurney
All Star Striping, LLC	Chevron Pipe Line Company (CPL)	h2 Surveying
Alpha Masonry	Concrete Design Concepts	Hanson Eagle Precast
ALS	Concrete Placing Company, Inc.	Hap Taylor & Sons, Inc.
American Fence Co. of Idaho, Inc.	Coughlin	DBA Knife River
American Geotechnics	Curtis Clean Sweep	Harris Rebar ABCO
Amerigo, Inc.	DH Crosby	Hayward Baker, Inc.
Anderson Environmental Consulting	David Evans and Associates, Inc. (DEA)	HDR, Inc.
Robert L. Angle & Associates	DeAtley Crushing Company, Inc.	HK Contractors, Inc.
Antigo Construction	Diversified Concrete	Horrocks Engineers, Inc.
Apex Curb & Turf	Eclipse Traffic Control	Idaho Construction Company Inc.
Apply-A-Line	Epic Engineering, P.C.	Idaho Construction Surveying
Barnes, Inc.	ES Engineering, LLC	Idaho Sand & Gravel Company
Bionomics Environmental, Inc.	Forsgren Associates	Idaho Survey Group
Butler Engineering & Land Surveying, Inc.	G2B	Idaho Traffic Safety, Inc.
Brundage Bone	Garden Valley	Ideal Demolition Services, LLC
BX2 Rebar & Stressing, LLC	Glahe & Associates, Inc.	Inland Crane, Inc.
Carpenter Fence	Graham Construction & Management, Inc.	
Castle Peak Construction		

IraMac	McAlvain Construction,	Quality Electric, Inc.
Iteris, Inc.	Inc.	RAD Construction
JD Steel	McAlvain Excavation	Rainier Steel
Johnson Excavating & Paving	McMillen Engineering	Randell Concrete
J-U-B ENGINEERS, Inc.	Meckel Engineering & Surveying, Inc.	RBCI
KB Welding	Mike Pepper	Record Steel & Construction, Inc. (RSCI)
Keller Associates, Inc.	NA Construction	Road Products, Inc.
Kleinfelder	National Coatings	Romar Electric
Knife River (Hap Taylor & Sons, Inc. DBA)	Nelson Deppe Inc.	Safety Corp., Inc.
Kodiak Pacific	Nilex Construction	Scarsella Bros, Inc.
Construction	North Star Enterprises	SECO, LLC
L2 Data Collection	Northwest RCI	Sharp-Line
Land Solutions	Pacific Coast Steel	Skills Connolly, Inc.
Langdon Group, Inc.	PARAMETRIX, INC. Pavement Markings	Sidewalks LLC
Lawn Company, The	Northwest, Inc.	Snake River Construction
Layton	Pavement Specialties	Sommer Construction
LeGrand Johnson	Peninsula Sawing & Drilling	Southfork Construction, Inc.
Construction Co.	Pinnacle Consulting	Specialized Pavement Marking
H.W. Lochner, Inc.	Management Group, Inc.	Specialty Construction Supply
Lynda Friesz Public Relations, Inc.	Pipe Inc.	Spitzer & Associates
M.A. DeAtley	Poe Asphalt	
Construction, Inc.	Porter W. Yett Co.	
Mainstream	Power Plus	
MarCon, Inc.	Project Engineering Consultants, Ltd. (PEC)	
Mason & Stanfield	Promark, Inc.	
Materials Testing and Inspection	Qualitree	

Stanley Consultants, Inc.
STRATA Geotechnical
Engineering
SWCA Environmental
Consultants
Syman
TA Dibble
TAG Historical Research &
Consulting
Terracon Consultants, Inc.
Thomas Grinding
Thorco
Thueson Construction, Inc.
Toothman-Orton
Engineering Company
Transcivil Transportation
and Civil Solutions, P.C.
TS Concrete Construction
Universal Field Services,
Inc.
Utah State University
Valentine Surfacing
Veasey Seeding
Velocity Steel
Western Construction, Inc.
WF Construction & Sales
LLC
Wheeler Electric, Inc.
WHPacific, Inc.
Wildlands
Willowcreek Fencing, LLC
W. M. Winkler
B. Witt Concrete Cutting