

8 CONSTRUCTION PHASING AND FUNDING

This chapter describes how an Action Alternative, if selected, would be funded and constructed in its entirety. It describes any physical or fiscal constraints associated with implementing an Action Alternative should one be selected.

8.1 Regulatory Framework and Policies

FHWA is required to identify physical and funding limitations associated with constructing an entire project at one time, including phasing and fiscal constraints. NEPA also requires that construction effects be evaluated and disclosed to the public.

8.2 Methodology

The project phasing for this project is consistent with FHWA's objective of analyzing and selecting transportation solutions on a broad enough scale to provide meaningful analysis. Construction phasing was evaluated by considering construction effects of each alternative as applicable. Funding effects were determined by evaluating if the project would need to be phased due to funding or logical construction constraints.

8.3 Construction Phasing

The US-95 Thorncreek Road to Moscow alternatives vary in length from 5.85 miles (E-2) to 6.65 miles (W-4) which are feasible to construct in one construction package. It is the intent of ITD and FHWA to implement the selected alternative in its entirety in one construction phase. However, this section also describes construction phasing should the funding become available in phases.

The following timeline is anticipated but is contingent on completion and approval of the EIS process and funding availability. Construction for any of the Action Alternatives is anticipated to take two full seasons and would begin in the spring of 2016. See Table 70. Project Milestones.

Table 70. Project Milestones

Phase	Year
ROD issued	2015
Preliminary Design begins	2015
Right-of-way Acquisition begins	2015
Final Design begins	2016
Construction begins	2016
Construction completed	2017

Sequencing of the construction activities for this project would largely be dependent on the locations of areas requiring large cuts or excavation of native material and areas requiring large amounts of fill material for the roadway.

While the construction phasing would be determined based on funding, it is expected that the selected alternative would be constructed in one phase in its entirety. Construction of any of the Action Alternatives would most likely begin with the bridge structure and the areas where the road is realigned. In areas where the existing roadway will be widened, building one side of the highway would allow it to operate during construction.

All of the Action Alternatives would utilize commercial material sources. Staging areas, stockpile sites and waste sites would be determined by the contractor. Waste sites and haul roads may be off-site but would be approved by ITD. All construction activities would be completed according to the ITD Standard Specifications (c) with amendments and would comply with applicable laws, regulations, and the environmental commitments listed in Chapter 9, Environmental Commitments.

All transitions and connections to the existing highways, public and private roadways would be designed to AASHTO standards.

8.4 Project Funding

The estimated total project cost for any of the Action Alternatives would range between \$55 and \$62 million. Engineering is estimated at approximately \$1.6 million for any of the Action Alternatives. See Table 71. Cost Estimate for Alternatives.

Table 71. Cost Estimate for Alternatives

Alternative	Construction Cost (million \$)*	Total Project Cost (million \$)
No Action	Minimal	Minimal
Modified W-4	52	62
C-3	43	58
E-2	46	55

*Note: The estimated cost includes excavation, rock ballast, plant mix, structures, traffic control and illumination. It excludes engineering, construction engineering, mitigation and right-of-way. Land values may be variable between corridors due to land use (agricultural, commercial, and residential)

Funding for construction is currently scheduled for 2016 and 2017 in the amount of \$39,929,000.

ITD District 2 has applied for early development grants, and plans to utilize advance construction funds, which may be used at the discretion of ITD District 2.

US-95, Thorncreek Road to Moscow is an Idaho State priority for the remaining funding required for construction. ITD District 2 would continue to apply advance construction funding using the District budgeted amount. ITD District 2 would continue to include funds for this project in future ITIPs. See Table 72. Project Funding.

Table 72. Project Funding

Funding Source or Planning Description	Funding Program	Amount (\$)	Funded Activity
ITIP	TEA 21-National Highway (1998-2005)-Federal Aid funds	18,425,490	Construction; Widen Genesee to Moscow
ITIP	Safetea-LU (high priority funds) (2005-present)	1,112,901	Engineering
ITIP	Section 129 Funds	490,000	Construction
ITIP	Transportation Community & Systems Preservation funds (TCSP)	432,000	Engineering
ITIP	MAP-21 National Highway System (NHS) funds	21,016,000	Construction
Total Allocated		41,172,391	

Past Funding

Table 73. Federal Highway Funding for the State of Idaho for the State of Idaho shows the history of funding bill allocations. It demonstrates a consistent increase in funding.

Table 73. Federal Highway Funding for the State of Idaho

Federal Funding Bill	Year	Idaho Allocation (\$)
TEA-21	1998	174,073,000
	1999	203,441,000
	2000	208,483,000
	2001	209,982,000
	2002	213,867,000
	2003	217,849,000
SAFETEA-LU	2005	260,868,000
	2006	264,199,000
	2007	278,589,000
	2008	288,460,000
	2009	291,823,000

Based on the following evidence it is reasonable to assume that the US-95 Thorncreek Road to Moscow Project would be funded and constructed in its entirety:

- \$39,928,000 is designated for project construction in 2017.
- \$4,428,321 is designated for project design.
- \$1,112,901 is allocated for right-of-way and engineering.
- The cost of right-of-way has been funded in its entirety.
- The project is the highest priority project for ITD District 2 and the District would continue to apply advance construction funding to the project.
- ITD District 2 would continue to include funds for this project in future ITIPs.
- The history of federal and state funding for highways in Idaho has been increasing with each transportation bill.