

MOUNTAIN HOME HIGHWAY DISTRICT

NORTH SIMCO ROAD REHABILITATION PROJECT

2021 FREIGHT PROGRAM APPLICATION





***Your Safety.
Your Mobility.
Your Economic Opportunity.***

Projects selected for freight formula funds require a minimum of 7.73% match for interstate projects and 7.34% match for projects not on an interstate.

Submit applications via electronic means to scott.luekenga@itd.idaho.gov. When transmitting the application include all supporting maps, letters and other documents, as a pdf. If the file size exceeds e-mail transmittal capabilities (15MB), submit using a thumb drive and send via FedEx/UPS delivery to the following address:

Idaho Transportation Department
Attn: Scott Luekenga
HQ – Highway Planning Service
P.O. Box 7129
Boise, Id. 83707-1129

Applicant Information

Applicant:

Mailing Address: PO Box 756
City: Mountain Home
State: Idaho
Zip Code: 83647

Contact person: Penny Meyers
Title: District Administrator
Phone: (208) 587-3211
Email: pmeyers2@mindspring.com

Co-Applicant (if different from Applicant):

Mailing Address:
City:
State:
Zip Code:

Contact Person:
Title:
Phone:
Email:



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EXHIBIT A

PROJECT DETAILS & VICINITY MAP

Project Details: This project, sponsored by the Mountain Home Highway District, will rehabilitate approximately 3.8 miles of Simco Road (STC-3805) from MP 116.0 to 119.8. The project will include base coarse stabilization, plant mix asphalt paving, and shoulder width and slope improvements. Other improvements will include approach improvements, culvert replacement, and sign and pavement marking updates. All construction will adhere to current ITD and Highway District roadway standards.

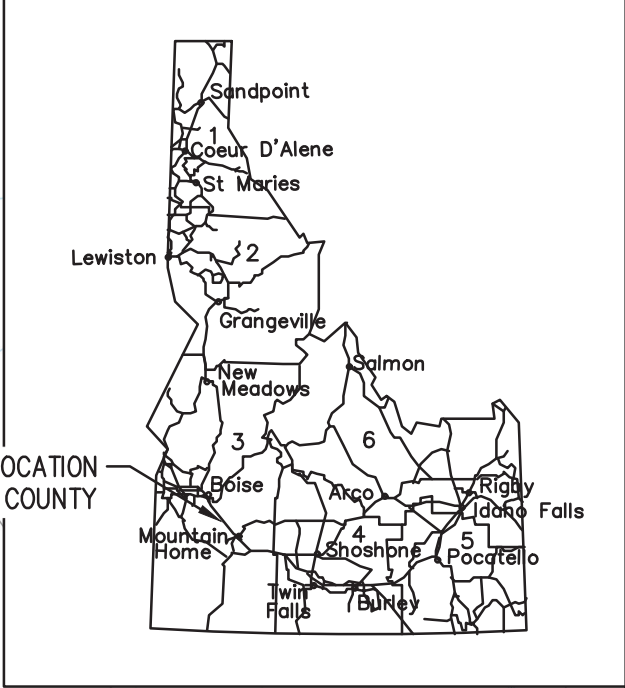
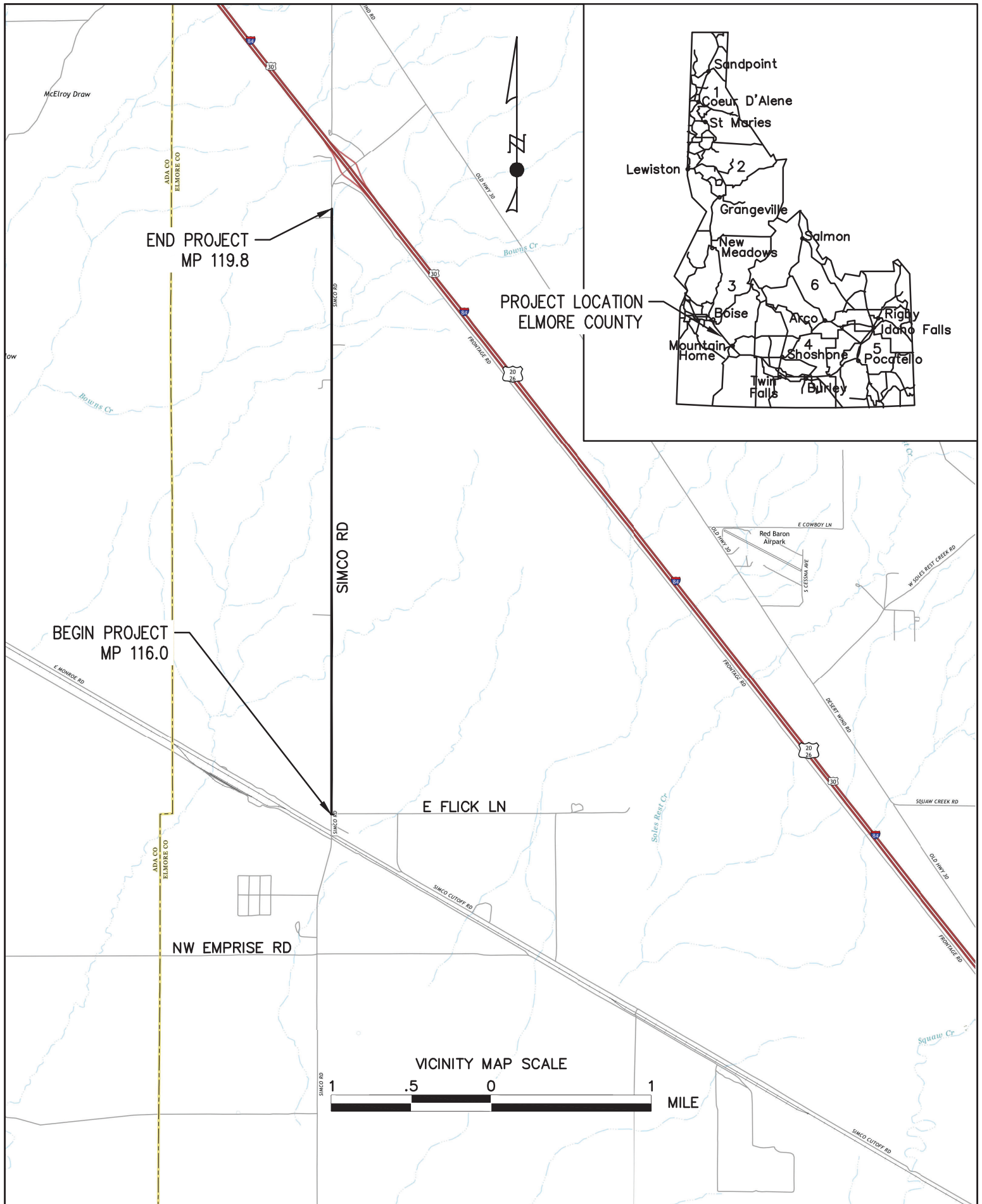
Presently, Simco Road is classified as a Rural Major Collector with direct access to SH-167 to the south and I-84 to the north. The road is a well-traveled route for trucks carrying waste to the regional landfill and recycling center, cattle from the Simplot CAFO near Grandview to the new Simplot beef processing plant near Kuna, and the US Ecology waste site northwest of Grand View. In addition to all the commercial truck traffic, hauls from local farms and dairies contribute to a substantial amount of truck traffic on the roadway. A traffic study done September 2020 showed an ADT of 1,006 vehicles per day, with 191 WB-67 trucks. This proportion of truck traffic is likely to increase in late fall due to sugar beet harvest.

The existing paved surface was designed and constructed in 2004 by US Ecology and Simplot to upgrade the then gravel road to pavement. This redesign included the addition of minimal base course and plant mix asphalt paving to the top of the existing gravel road. This, in combination with increasing heavy truck traffic and higher rates of speed, made possible by the paved surface, have resulted in deteriorating conditions of the paved surface. Simco Road currently has areas of extensive fatigue cracking and rutting in both the northbound and southbound lanes due to base coarse failure. Mountain Home Highway District has worked hard to preserve the roadway by placing maintenance patching as needed.

Rehabilitation of the Simco Road corridor will significantly improve transportation speeds and ride quality, reduce road and vehicle maintenance, and increase safety, while providing mobility for commercial and recreational motorists. Improvements to this section of roadway will require a significant investment, and Mountain Home Highway District is committed to matching \$292,000 to achieve their goal of "safer roadways for travelers and their families".

EXISTING PAVEMENT CONDITIONS





HMH ENGINEERING
680 S. PROGRESS AVE.,
SUITE #2B
MERIDIAN, ID 83642

NORTH SIMCO ROAD
REHABILITATION PROJECT
MOUNTAIN HOME HD, IDAHO

VICINITY MAP

1" = .75 MI
8/9/21
1 OF 1



EXHIBIT B

PROJECT COST ESTIMATE

Project Cost Estimate: The North Simco Road Rehabilitation Project, sponsored by Mountain Home Highway District, is a local road located in western Elmore County. Rehabilitation of this portion of Simco Road will require a project match of 7.34%, as this project is not part of Idaho's interstate system. Project matching will be made by Mountain Home Highway District with funds generated by the District.

The North Simco Road Rehabilitation Project is the latest in a series of projects intended to completely rehabilitate the Simco Road corridor, from SH 167 at its southern intersection, to I-84 at its northern extent. Construction of Simco Road Phase 4 was completed in 2019 from MP 100.0 to 102.3. Design of the Simco Road Rehabilitation project, from MP 102.3 to 115.1, is currently in the PS&E design phase and is scheduled for construction funding in 2026. These projects have successfully integrated funding from the Idaho Freight Program, Local Highway Safety Improvements Program, Local Strategic Investment Program, and the Surface Transportation Program-Rural. Additional funds from the Idaho Freight Program and other sources, will help Mountain Home Highway District completely rehabilitate this crucial shipping corridor.

Providing successful funding, The North Simco Road Rehabilitation project is anticipated for design in 2024, and construction in 2026. The project is not anticipated to require any additional right-of-way and the environmental process for the project has not started, though wetland mitigation is not anticipated. Costs associated with administration and environmental requirements are included in the Design Engineering line item, in the attached project cost estimate. The assumptions used in this estimate indicate a total project cost of approximately \$3,972,000. Mountain Home Highway District anticipates matching 7.34% of the project cost for a total of \$292,000.



Agency: Mountain Home Highway District
 Roadway: Simco Road
 Project: North Simco Road Rehabilitation Project
 Date: August 20, 2021

PARAMETERS

	Total/Ave	Section	Ballast	End Area	Base Width	Volume
Begin Const. MP	116.000	TOTAL Ballast Section	0.71	23.49	ft	cy
End Const. MP	119.800	Surfacing Mix (PMX/CMX)	0.33	8.58	26.00	6376
Length (mi)	3.800	Shoulders	0.33	1.79	6.87	1333
Length (ft)	20,064	PMX & Shoulder			32.87	
Surface Width (ft)	26.00	Base	0.38	13.12	36.17	9748
Shoulder Width (ft)	2.00	Subbase		0.00	36.17	0
Lanes	2.00	Average Ex/Emb Depth		0.00	36.17	0

Crown Slope (%)	2.00%
Foreslope (X:1)	4.0

QUANTITY ESTIMATES

Materials	Estimating Data	Quantity	Units	Unit Cost	Total Cost
PMX	143.0 #/cf	12,309	ton	\$ 90.00	\$ 1,107,779.59
Pulverize	y	57,963	sy	\$ 2.50	\$ 144,906.67
Cement/Asphalt Treatment	2% of base	752.77	ton	\$ 200.00	\$ 150,553.14
Shoulder Material	143.0 #/cf	2,573	ton	\$ 30.00	\$ 77,186.43
3/4"(-) for Base	143.0 #/cf	18,819	ton	\$ 30.00	\$ 564,574.27
Granular SubBase	130.0 #/cf	-	ton	\$ 10.00	\$ -
Excavation/Borrow		-	cy	\$ 5.00	\$ -
CRS-2R for Seal	gal/sy	-	ton	\$ 500.00	\$ -
Cover Coat-CI 4	#/sy	-	ton	\$ 15.00	\$ -
CRABS	y	57,963	sy	\$ 2.50	\$ 144,906.67
CSS-1 for Prime Coat	0.20 gal/sy	49	ton	\$ 600.00	\$ 29,213.18

Surfacing \$ 1,654,545.67

Ballast \$ 564,574.27

Major Items Total \$ 2,219,119.93

Miscellaneous Items	Estimating Data	Quantity	Units	Unit Cost	Total Cost
Dust Abatement Water	40,000 gal/mi	152.00	MG	\$ 100.00	\$ 15,200.00
Shoulder Grading	7.60 mi	7.60	mi	\$ 3,000.00	\$ 22,800.00
Approaches	4 ea/mi	15	ea	\$ 2,500.00	\$ 38,000.00
Soft Spot Repair	1,000 cy	1,000	cy	\$ 40.00	\$ 40,000.00
Metal Guardrail	ft/mi	-	ft	\$ 25.00	\$ -
Terminal End Section	ea/mi	-	ea	\$ 2,000.00	\$ -
Rem of Obstructions	1.00 ls	1.00	ft	\$ 15,000.00	\$ 15,000.00
Flashing Beacon Signs	ea	-	ea	\$ 25,000.00	\$ -
Rent Signs-CI B	sf/mi	-	sf	\$ 40.00	\$ -
Temp Stripe-white	ft/lane-mi	-	ft	\$ 1.00	\$ -
Temp Stripe-yellow	ft/lane-mi	-	ft	\$ 1.00	\$ -
Traffic Control	1 ls	1.00	ls	\$ 115,000.00	\$ 115,000.00
Directed Traffic Control	1 ls	1.00	ls	\$ 10,000.00	\$ 10,000.00
Flagging	hr/mi	-	hr	\$ 45.00	\$ -
Rail Road Crossing	- ea	-	ea	\$ 60,000.00	\$ -
Erosion Control	1 ca	1	ca	\$ 20,000.00	\$ 20,000.00
Permanent Signs	32 sf/mi	121.60	sf	\$ 400.00	\$ 48,640.00
Pavement Markings	100,320 ft	100,320.00	ft	\$ 0.20	\$ 20,064.00
Geotech Fabric	3,000 sy	3,000	sy	\$ 9.00	\$ 27,000.00
Culverts	3 ea/mi	11	ea	\$ 3,000.00	\$ 34,200.00
Seeding	ft/ft	-	ac	\$ 100.00	\$ -
Survey	1 ls	1	ls	\$ 50,000.00	\$ 50,000.00

Misc Items Total \$ 455,904.00

Sub-Total \$ 2,675,023.93

Mobilization @	10%	\$ 267,502.39
Design Engineering @	20%	\$ 588,505.27

Construction Sub-Total \$ 2,942,526.33

Constr. Engr. & Cont. @	15%	\$ 441,378.95
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Cost/Mile \$ 1,045,371.20

Total Project Cost \$ 3,972,410.54



EXHIBIT C

ECONOMIC & MOBILITY IMPROVEMENTS

NORTH SIMCO ROAD REHABILITATION PROJECT

Economic & Mobility Improvements: The North Simco Road Rehabilitation Project sponsored by Mountain Home Highway District is a 3.8-mile section of rural roadway that will be rehabilitated and overlaid with asphalt. Rehabilitation will include much needed base stabilization to address extensive cracking and rutting, as well as shoulder widening and slope improvement, and pavement marking and traffic sign updates. Degrading pavement conditions are increasing maintenance effort and costs and decreasing safe travel speeds. Despite Mountain Home Highway District's maintenance efforts, the road is now in need of rehabilitation to improve safety and ride quality for all roadway users.

Today, Simco Road is a well-traveled route for many reasons. The corridor connects State Highway 167 to Interstate 84, connects Mountain Home Air Force Base to the Treasure Valley, and provides access and mobility for operations that include but are not limited to the regional landfill and recycling center, Simplot Concentrated Animal Feeding Operation, Simplot beef processing plant, and the US Ecology Waste Site. Simco Road is the primary access route for US Ecology and Pacific Recycling rail spurs, as well as the regional landfill. Development in the area has increased Simco Road's importance as a commercial and residential access road. In addition, the route connects the Treasure Valley to CJ Strike Recreation Area and the town of Grandview, ID. As a result, traffic volumes are increasing. A 2020 traffic study showed average daily traffic of 1,006 vehicles per day, 20% of which was heavy truck traffic. This traffic information was collected in September of 2020 and does not reflect an increase in truck traffic due to sugar beet and other commodity harvest in the fall. The traffic study was also taken during the Covid 19 Pandemic, and as such may have given lower than anticipated numbers.

Starting in 1994, Simco Road was updated in phases from dirt to paved road. The last portion of Simco Road was paved in 2004. US Ecology and Simplot were the primary beneficiaries of the initial phases of the project and partnered with Mountain Home Highway District to fund them. These projects have since increased economic opportunity for new businesses created by access to land readily available for new commercial and private development. Once again, the time has come for improvement to be made to Simco Road; however, this time around the improvement will benefit a wider range of users and industries with the hope of continued economic growth for the region, as seen with the last improvements. The roadway rehabilitation project will significantly improve ride quality and driver safety, and in turn decrease travel time, reduce vehicle maintenance, reduce roadway construction and maintenance, and provide better satisfaction to roadway users.



Simco Road Phase 4
Mountain Home Highway District

NORTH SIMCO ROAD REHABILITATION PROJECT

Mountain Home Highway District has made the Simco Road corridor a priority for safety and transportation efficiency. Accident data provided on the Local Highway Technical Assistance Council's website for the last five years of available data has a total of 24 accidents on the Simco Road corridor. The accidents include four fatalities, two A Injury accidents, four B Injury accidents, four C Injury accidents, and ten Property Damage accidents. Most of these were lane departures resulting from failure to negotiate corners. During design these lane departures will be analyzed, and roadway geometry will be evaluated for safety. The current roadway setting is rural desert with long straight of ways in the middle section and curves leading up to the connections with the State Highway System. A portion of the corridor is posted as a 45 MPH speed zone where it crosses the Union Pacific Railroad tracks. Part of the design strategy for the Simco Road corridor is to improve all horizontal and vertical geometry so the regulatory and advisory speed remains constant at 55 MPH for all portions other than their terminating connections at I-84 and SH 167. This will improve both safety and freight travel speeds by providing a more consistent and predictable roadway.

The North Simco Road Rehabilitation Project is the latest in a series of projects intended to completely rehabilitate the Simco Road corridor. Construction of Simco Road Phase 4 was completed in 2019 from MP 100.0 to 102.3. Design of the Simco Road Rehabilitation project, from MP 102.3 to 115.1, is currently in the PS&E design phase and is scheduled for construction funding in 2026. The North Simco Road Rehabilitation project is set to continue the improvement of the corridor from MP 116.0 to 119.8. With Idaho Freight Program funding, design for this project is anticipated in 2024, with construction in 2026. Successful funding of this project, in conjunction with other sources, will see the completion of the corridor from MP 100.0 at its intersection with SH 167, to MP 120.0 at the Interstate 84 Interchange. This strategy will increase savings by allowing the remaining construction projects to be companioned and programmed for the same construction year of 2026. This would allow for economy of scale savings in construction, while reducing administration and mobilization costs.

This project is not located on the National Highway Freight Network, nor is the route currently listed as one of Idaho's critical rural freight corridors. However, Simco Road is highly recommended to be included as one of Idaho's critical rural freight corridors given the range of industries served by the route, the connection provided between SH-167 and I-84, the existing listing as a 129k route, and the connection it provides between the Treasure Valley and Mountain Home Air Force Base.



EXHIBIT D

LETTERS OF SUPPORT



August 23, 2021

To Whom it May Concern:

The JR Simplot Company and Caviness Beef have joined to open CS Beef Packers, a state of the art processing plant in Idaho that has the ability to harvest 1700 head of livestock a day. With the opening of the plant, livestock head count will push the Grand View feedlot close to capacity of 150,000 head. This increase will double feed commodities that will come into the feedlot. Simplot Land & Livestock will be increasing the semi fleet of 30 semi-trucks to 40 that will travel Simco Road daily. Each truck will travel Simco Road at least twice daily to transport cattle, feed products and equipment from all around the Northwest. If Simco Road is not accessible it adds additional miles resulting in an substantial fuel expenses and also adversely affects the livestock that is transported unnecessary extra miles. Simco Road is also traveled daily by several of our employees.

In addition to the JR Simplot Company equipment, other outside companies also use Simco Road to deliver our products. There is four outside companies that travel Simco Road daily. With the meat plant and feed commodities there is an extra 16-20 trips daily and up to 90 trips weekly.

Having partnered with another large company in the Grand View area to have Simco Road developed, it is in our best interest to have this road upgraded so that not only our companies may benefit from it, but also all the community members and a branch of our military may have access to this connecting corridor to the Treasure Valley and Pacific Northwest.

Simplot Land & Livestock has a strong culture of Safety and being able avoid high traffic areas by using Simco Road decreases the chances of motor vehicle accidents involving semi-trucks.

Simplot Land & Livestock is 100% backing the Mountain Home Highway District on the upgrade of Simco Road.

Sincerely,

Tom Basabe
President
Simplot Land & Livestock Company





P.O. Box 400, Grand View, ID 83624
P 800.274.1516 F 208.834.2275

August 25, 2021

To Whom It May Concern:

US Ecology Idaho is a large employer in Owyhee County and annually provides an estimated impact in excess of \$20 million to the local community. The successful operation of the business in Owyhee County is tied to the operation of US Ecology's Rail Transfer Facility located off Simco Road in Elmore County. The two facilities are separated by 35 miles of highway that are used to move large volumes of material and make rail transportation a competitive service offering for US Ecology customers which are located all across North America. A large portion of the route includes the stretch of Simco

Road from the UP Railroad south to Highway 167.

US Ecology and others have invested much time and resources into the development and maintenance of Simco Road including a collaborative effort with the Mountain Home Highway District to upgrade Simco Road, contract and conduct repairs on Simco Road, and sponsor and pass legislation to dedicate a small portion of US Ecology tipping fees to the Mountain Home Highway District and the Idaho Transportation Department for use on the corridor between the US Ecology facilities.

Since the upgrade in 1994, many residential and commercial properties have been developed along Simco Road and the residents of the small community of Grand View enjoy the use of the road as a more efficient access to the services and offerings of the Treasure Valley.

US Ecology obviously has a large interest in the maintenance and condition of the road due to continued business use of the corridor between the facilities. We fully support any and every effort to keep Simco Road a safe and efficient route.

Please direct any inquiry to me at Judy Magers 208.834.2275 Ext 2330.

Thank you for your consideration.

Judy Magers
Office Manager
20400 Lemley Road
Grand View, Idaho 83624

Elmore County Board of Commissioners

Phone (208) 587-2129 Ext. 270

ELMORE COUNTY COURTHOUSE
150 South 4th East Suite #3
Mountain Home, Idaho 83647

Fax (208) 587-2159

Albert Hofer
(208) 599-1620

Crystal Rodgers
(208) 999-2206

Franklin L. Corbus
(208) 599-1294

August 27, 2021

Mountain Home Highway District
PO Box 756
Mountain Home, ID 83647

Re: North Simco Rehabilitation

To Whom it May Concern,

The Elmore County Commissioners fully support the Mountain Home Highway District and the North Simco Rehabilitation project. The improvements to Simco Road will help to ensure the safety of the roads in the City of Mountain Home by keeping large trucks and large amounts of traffic out of the city. Simco Road is utilized by farmers, delivery trucks, cattle truck, construction trucks and personnel traveling to and from the Mountain Home Air Force Base and the National Guard. Improvements to the road will ensure that this large amount of traffic will not have to travel through Mountain Home, thus reducing the risk of traffic tie ups and possible accidents. We strongly support the project and the grant funding that will help to make the project possible. Please let us know if we can be of any further assistance.

Sincerely,

Elmore County Board of Commissioners



Franklin L. Corbus, Chairman

ABSENT

Crystal Rodgers, Commissioner



Albert Hofer, Commissioner

The Elmore Regional Transportation Planning Committee

Luis Lasuen, Chairman
Mountain Home Highway District
208-587-3211

Penny Meyers, Secretary
Mountain Home Highway District
208-587-3211

August 24, 2021

To Whom It May Concern:

The Elmore Regional Transportation Planning Committee is writing to you regarding the Freight Program Project Application for the Mountain Home Highway District.

The Mountain Home Highway Districts Simco Road needs rehabilitation, the volume has increased a significant amount with the commercial properties that have been developed along Simco Road. Safety is The Elmore Regional Transportation Planning Committee main priority; the Committee supports the Simco Road Rehabilitation Project.

Sincerely,



Luis Lasuen, Chairman
The Elmore Regional Transportation Committee