100 West Road Rehabilitation
City of Rupert
Minidoka County

Idaho Transportation Department
Freight Program Project Application 2021
December 1, 2021
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:** City of Rupert  
Mailing Address: P.O. Box 426  
City: Rupert  
State: Idaho  
Zip Code: 83350  
Contact person: Roger Davis  
Title: Road Superintendent  
Phone: (208) 436-9600  
Email: roger.davis@rupert.id.us

**Co-Applicant (if different from Applicant):**

Mailing Address:  
City:  
State:  
Zip Code: 

Contact Person:  
Title:  
Phone:  
Email:
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100 WEST ROAD  
CITY OF RUPERT  
PROJECT DETAILS

This project, sponsored by the City of Rupert, will rehabilitate 1.5 miles of 100 West Road (STC-7822) from MP 5.00 to 6.50 and replace the Canal C Bridge (Bridge Key 25295). This roadway is functionally classified as a Rural Minor Arterial. The rehabilitation of the project consists of widening the roadway from 24’ to 26’, pulverizing the existing pavement, performing Cement Recycled Asphalt Base Stabilization (CRABS) to strengthen the base layer, and paving with 4.0 inches of new Plant Mix Pavement.

100 West Road has evolved from a rural county road to a heavily used freight road and a designated truck route. As shown in the vicinity map, the freight route starts at State Highway 25 (SH 25) at 100 West Road and continues north to 100 North where it continues east connecting to State Highway 24 (SH 24). Trucks that are hauling freight from Minidoka and Acequia drive southwest on SH 24 towards Rupert. Historically, the freight route has been on SH 24 through Rupert. Trucks now use 100 West Road as a bypass because SH 24 is difficult for trucks to navigate through Rupert.

The specific reason that drivers are using the bypass is the intersection of SH 24, Meridian Road, 8th Street, and the Railroad crossing within Rupert City limits. Southbound drivers on SH 24 are required to make a left turn across traffic onto Meridian Road with limited truck turning radii; then make another left turn in approximately 300 feet onto 8th Street where there is a railroad crossing 160 feet later and continue around another turn/corner before the final right turn that continues with SH 24 through Rupert. See figure with red line showing drive path.
All of these unprotected turns, short lengths between intersections, and the railroad crossing make this area difficult for trucks. The established designated freight route allows heavy trucks easier intersection turns, less city traffic, and a more economical bypass than driving through downtown Rupert.

100 West Road was originally developed as a farm road. The problems that come with establishing a freight route on farm roads is that they were not designed nor built to handle the increased freight loading. With the increase in heavy traffic the roadway has deteriorated and now has fatigue cracking, longitudinal cracking, and rutting along wheel paths.

The Canal C bridge is a 42-foot single span, two lane bridge that has limited sight distance for drivers approaching the bridge. Pedestrians can only cross the bridge in the vehicle travel lanes and the bridge approaches have limited sight distance for drivers making this an unsafe pedestrian crossing. In the 2020 Bridge Inspection Report, the bridge rails are rated as substandard, and the protective coating is failing. The east rail has distortion damage at both ends with the rail deflecting outward. See attached sections of this report. By replacing the bridge with a 45-foot-long by 42-foot-wide bridge with sidewalks for bicycle and pedestrian use and adjusting the approach elevations to allow for improved sight distance, the bridge will be safe for both trucks, vehicles, and pedestrians.

**CANAL C BRIDGE (BUILT IN 1971) CONDITION**

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<tr>
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<tr>
<td>SUBSTRUCTURE</td>
<td>6 SATISFACTORY</td>
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Traffic counts provided by the Idaho Transportation Department reported the average annual daily traffic (AADT) on 100 West Road is 4,300 vehicles with an estimated 15-20 percent trucks. The traffic counts show that this is a heavily used road and is critical for residents and commercial trucks transporting goods.

100 West Road needs repair to promote safety and to prolong the life of this corridor. The rehabilitation and bridge replacement of this section of roadway will require a significant financial investment and federal funds would be a great support to the City of Rupert. Rehabilitation costs of this magnitude are burden that the City of Rupert cannot bear on its own.
100 WEST ROAD REHABILITATION
CITY OF RUPERT
FY 2021 ITD FREIGHT APPLICATION

LOCATION MAP

COUNTRY FIELDS
74 TOWNHOMES
59 RESIDENTIAL LOTS
3 COMMERCIAL UNITS

SILVER CREST
45 RESIDENTIAL LOTS

BRIGHTON POINT
45 HOMES UNDER CONSTRUCTION

MINIDOKA MEMORIAL HOSPITAL
RUPERT
ONEIDA ST

PROPOSED
INDUSTRIAL PARK

BARE BEANS
INDUSTRIAL FACILITY

BEGIN PROJECT

MINIDOKA MEDICAL CENTER

PARKING

END PROJECT

W 100 S HWY 25

100 WEST ROAD

W BASELINE RD

100 N RD

CITY OF RUPERT
VICINITY MAP
# Bridge Inspection Report

**Bridgeway:** 25295  
**Structure Name:** 97822A 6.23  
**District:** 04  
**Facility Carried/Route:** SMA7622;100 WEST R  
**Admin Jurisdiction:** 6724 City of Rupert  
**Location:** 0.3 N. 1.0 W. RUPERT

## IDENTIFICATION

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<td>(11) Milepoint:</td>
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## CLASSIFICATION

| (112) NBIS Length: | Long Enough |
| (104) Highway System: | 0 Not on NHS |
| (20) Functional Class: | 16 Urban Minor Arterial |
| (100) Defense Highway: | 0 Not a STRAHTNET hwy |
| (101) Parallel Structure: | No || bridge exists |
| (102) Direction of Traffic: | 2 2-way traffic |
| (103) Temporary Structure: | |
| (105) Federal Lands Highway: | 0 N/A (NBI) |
| (110) Design Natl Network: | 0 Not part of natl netwo |
| (20) Toll Facility: | 3 On free road |
| (21) Custodian: | City/Municipal Hwy Agenc |
| (22) Owner: | City/Municipal Hwy Agenc |
| (37) Historical Significance: | 4 Hist sign not determin |

## GEOMETRIC DATA

| (48) Maximum Span Length: | 42.0 ft |
| (49) Structure Length: | 43 ft |
| Total Length: | 43 ft |
| (50a) Curb/Sidewalk Width Lt: | 1.0 ft |
| (50b) Curb/Sidewalk Width Rt: | 1.0 ft |
| (51) Width Curb to Curb: | 28.0 ft |
| (52) Width Out to Out: | 30.0 ft |
| (32) App Roadway Width: | 28 ft |
| (33) Median: | 0 No median |
| (34) Skew: | 10° |
| (35) Structure Flared: | 0 No flare |
| (10) Vertical Clearance: | 99.99 ft |
| (47) Total Horiz Clearance: | 28.0 ft |
| (53) Min Vert Clr Over Deck: | 99.99 ft |
| (54a) Min Vert Undercr Ref: | N Feature not hwy or RR |
| (54b) Min Vert Undercr: | 0.00 ft |
| (55a) Min Lat Undercr Ref Rt: | N Feature not hwy or RR |
| (55b) Min Lat Undercr: | 0.0 ft |
| (56) Min Lat Undercr Lt: | 0.0 ft |

## STRUCTURE TYPE AND MATERIALS

| (43a/b) Main Span Material/Design: | 5 Prestressed Concrete 4 Tee Beam |
| (44a/b) Approach Span Material/Design: | |
| (45) No. of Spans Main Unit: | 1 |
| (46) No. of Approach Spans: | 0 |
| (107) Deck Type: | 2 Concrete Precast Panel |
| (108a) Wearing Surface: | 6 Bituminous |
| (108b) Membrane: | 0 None |
| (108c) Deck Protection: | None |

## Deck Applications

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<td>Route ID 2nd Rte Under:</td>
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<td>Measure 2nd Rte Under:</td>
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</table>
# Idaho Transportation Department
## Bridge Inspection Report

### Bridge Key:
- Bridge Key: 25295
- Structure Name: 97822A 6.23
- (5) Features Intersected: 'C' CANAL
- Facility Carried/Route: SMA7822;100 WEST R
- Xref Structure Name:

### LOAD RATING
- (31) Design Load: 2 M 13.5 (H 15)
- (64) Operating Rating: 52 tons / HS28.9
- (66) Inventory Rating: 31 tons / HS17.2
- (70) Rating: 5 At/Above Legal Loads
- (41) Posting Status: A Open, no restriction

### CONDITION
- (58) Deck: 7 Good
- (59) Superstructure: 6 Satisfactory
- (60) Substructure: 6 Satisfactory
- (61) Channel/Protection: 7 Minor Damage
- (62) Culvert: N/A (NBI)

### AGE AND SERVICE
- (27) Year Built: 1971
- (103) Year Reconstructed: 1 Highway
- (42a) Type of Service On: 5 Waterway
- (42b) Lanes On: 2
- (28a) Lanes Under: 0
- (29) ADT: 2200
- (30) Year of ADT: 2018
- (109) Truck ADT: 0%
- (19) Detour Length: 2 miles
- Speed Limit: 35 MPH

### APPRAISAL
- (67) Structure Condition: 6 Equal Min Criteria
- (68) Deck Geometry: 4 Tolerable
- (69) Underclear, Vert and Horiz: N Not applicable (NBI)
- (71) Waterway Adequacy: 8 Equal Desirable
- (72) Approach Alignment: 7 Above Min Criteria
- (38) Traffic Safety Features:
  - (a) Bridge Rail: 0 Substandard
  - (b) Transition: 0 Substandard
  - (c) Approach Rail: 0 Substandard
  - (d) Approach Rail Ends: 0 Substandard
  - (113) Scour Critical: 8 Stable Above Footing

### PROPOSED IMPROVEMENTS
- (75a) Type of Work: 31 Repl-Load Capacity
- (75b) Work Done By: 1 Contract
- (76) Length of Improvement: 07 ft
- (94) Bridge Improvement Cost: $641,000
- (95) Rdyw Improvement Cost: $64,000
- (96) Total Project Cost: $620,000
- (97) Year of Cost Estimate: 2018
- (114) Future ADT: 3300
- (115) Year of Future ADT: 2038

### NAVIGATION DATA
- (38) Navigation Control: Permit Not Required
- (39) Vertical Clearance:
- (40) Horizontal Clearance:
- (111) Pier Protection:
- (115) Lift Bridge Vert Clr:

### ENVIRONMENTAL
- Environmental Concerns: Yes
  - Swallows

### INSPECTION
- (90) Inspection Date: 4/2/2020
- (91) Inspection Frequency: 24 months
- (93) Date of Inspections:
  - (a) FC Inspection Date:
  - (b) UW Inspection Date:
  - (c) Fatigue Detail (OS) Date:
  - (d) UBIT Date:
  - (e) Confined Space Date:

- Channel Cross Section Year:
- Equipment Needed for Regular Inspection? None
PROJECT SPECIFICS 2 – PROJECT COST ESTIMATE
100 West Road, City of Rupert, Minidoka County

100 WEST ROAD
CITY OF RUPERT
COST ESTIMATE

The 100 West Road project sponsored by the City of Rupert will have a match of 7.34%, as this project will rehabilitate 1.5 miles of roadway and replace the Canal C Bridge in Minidoka County. The City of Rupert will use general funds for the project match.

100 West Road lies between two high voltage power lines on each side of the roadway. It is anticipated that there will not be any relocation of these power lines with the rehabilitation of this roadway.

This project is not expected to require any additional right-of-way and the environmental process has not been started. Cost associated with preliminary development and environmental requirements are included within the Preliminary Engineering line items in the attached project cost estimate.

The assumptions used in this estimate indicate a project cost $4,402,000. The City of Rupert is requesting a construction year of FY 2025 to allow for the City to save for their match of approximately $324,000.
## 100 West Rd; 100 West to Highway District Boundary Line
### City of Rupert

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Preliminary Engineering (5%) $ 152,000.00
PE by Consultant (20%) $ 607,000.00
Total Construction Cost $ 2,123,000.00
Mobilization (10%) $ 212,000.00
Contingency (30%) $ 701,000.00
CE&I 20% $ 607,000.00

Total Project Cost $ 4,402,000.00
PROJECT SPECIFICS 3 – SAFETY, ECONOMIC AND MOBILITY IMPROVEMENT DETAILS
100 WEST ROAD
CITY OF RUPERT
SAFETY, ECONOMIC & MOBILITY IMPROVEMENT
DETAILS

The 100 West Road project, sponsored by the City of Rupert, is a 1.5-mile section of roadway that will rehabilitate, overlaid with asphalt, and replace a bridge.

DIRECT ECONOMIC IMPACT
The 100 West Road Rehabilitation project is located within the City of Rupert beginning at Highway 25 and continues north for 1.5 miles to the city limit. This section of 100 West Road is just part of the established freight route that provides a great alternative for trucks to bypass the downtown section of Rupert. The extensive longitudinal and transverse cracking as well as rutting has generated a roadway deemed dangerous for freight travelers. With the current road conditions trucks are forced to lower their driving speeds to stay within the driving lanes. One of the goals of this project is to have a road that will allow both freight and non-freight drivers to safely drive the 100 West Road at the posted speed limit.

SAFETY IMPACT - TRAFFIC DATA

Accident data provided on the Local Highway Technical Assistance Council’s website state that within the 100 West Road Project limits 24 reported accidents have occurred between 2016 and 2020 with 4 class B injury accidents, 4 class C injury accident, and 16 property damage accidents. Overtake and failure to obey a stop sign were the causes for the class B accident, with alcohol and animal crossing as the causes for the property damage accidents.

Along with the safety of the roadway, the Canal C Bridge is a safety concern because of limited sight distance, bridge deterioration, and the lack of pedestrian crossing area. Despite the City of Rupert’s maintenance efforts, the road and bridge are now in need of rehabilitation to improve the safety and ride quality for all roadway users.
When approaching the Canal C Bridge from either north or south, it is impossible to see any vehicles or pedestrians on the opposite side of the bridge. As part of the bridge replacement, it is proposed to lower the elevation of the bridge and add fill to the bridge approaches to improve site distance for vehicle drivers. By widening the bridge to accommodate pedestrian traffic from new growth north of the bridge to the Minidoka Memorial Hospital and the Medical Center, the City of Rupert is also supporting multimodal recreation along this corridor which is also important in this community.

Growth and development are flourishing along 100 West Road. The northern end of the proposed project has neighborhoods and commercial development, and the southern end has industrial growth, like Bare Beans, near the railroad.

Traffic counts provided by the Idaho Transportation Department reported the average annual daily traffic (AADT) on 100 West Road is 4,300 vehicles. Assuming 15% to 20% of that total is projected to be trucks, 645 – 860 for the commercial average annual daily traffic (CAADT). These traffic counts show that this is a heavily used road and is critical for residents and commercial trucks transporting goods.

By rehabilitating this section of roadway, heavy trucks as well as non-freight traffic, will be able to increase their speeds to the posted speed limit thus reducing the travel times.

The City of Rupert has made 100 West Road a priority for safety. They have applied and not been successful in securing funding for this project. The road rehabilitation and bridge replacement will improve safety along the entire corridor, support regional and economic growth, and contribute to the social equity, sustainability, and connectivity of this tight-knit community.

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, the City of Rupert would highly recommended 100 West Road to be included as one on the list given the importance of agriculture and industrial freight in Idaho in this rural area. Completing the CRABS along this section or roadway and replacing the bridge will complete 100 West Road Corridor rehabilitation ensuring a safe and smooth driving surface for freight and non-freight drivers.
PROJECT SPECIFICS 4 – LETTERS OF SUPPORT
January 4, 2021

To Whom it May Concern:

Minidoka Memorial Hospital is a Critical Access Hospital located in the City of Rupert, Idaho in Minidoka County. The West end of our Campus is along 100 West. We also have a clinic on the West side of 100 West direct across the street from our hospital campus. As our organization continues to grow to meet the demands of population growth and expanded services hospital related motorized traffic and foot traffic are also increasing greatly.

We understand the City of Rupert is applying for a grant to help fund improvements on 100 West that would include the portion of the roadway along our hospital and clinic property. We would like to put forward our support for the much needed improvements that would help with traffic flow and more importantly safety. There is a canal crossing to the North of our Campus that greatly limits visibility and is a safety issue for our pedestrian crosswalks and traffic coming and going from our campus. The city has our full support for these improvements that would add sidewalks, improved traffic control, and improved visibility with a lower profile crossing over the canal.

Sincerely,

Tom Murphy
12-28-20

To whom it may concern,

I am writing this letter in support of the City of Rupert making some much needed improvements to 100 West road. Over the past several years there have been multiple commercial businesses and developments along 100 West. The road is no longer a rural farm road and is the main artery into several business parks that have been developed.

These parks are already platted and parceled. Many of the lots have utilities, such as sewer, power, water, and fiber optics already installed. With the city of Rupert’s strong utility infrastructure, the last “weak link” for these commercial developments is the roadways.

Any funding made available for these improvements, will help maintain the level of growth that the region has experienced.

Thank you for your consideration.

Best regards

[Signature]

Jerod Williams, Vice president, WillTran Inc.
12-23-2020

Re: 100 west road improvement

Pioneer Equipment Co. and I personally would support the road improvement on 100 west in Rupert. I have traveled that road an average of 4 times a day for the last 22 years and traffic has increased each year. It is a major entry and exit road into Rupert from Paul and points west and has seen significant increases in traffic from new industrial and residential development. It is also a direct route to the hospital and doctor’s offices in Rupert.

At Pioneer Equipment Co. we sell and service large agricultural equipment and 100 west is our preferred route to deliver equipment north of Rupert.

Thank you for your consideration in this matter.

[Signature]

Mike Child

Pioneer Equipment Co.

Rupert Branch Manager
To Whom it May Concern:

I am writing on behalf of the City of Rupert to widen the road of 100 West. As the owner of a new business established on this road, we would greatly benefit from the expansion of it. We require daily semi loads that need to deliver raw product as well as trucking of our finished product. Widening this road would greatly help with traffic flow of this already busy road and allow our trucks to easily access it.

I also feel that the expansion of this road will aid in future development endeavors by the City of Rupert and perspective companies. Please feel free to contact me with any questions or concerns.

Thank you for your consideration in this matter.

Sincerely,
Michelle Huff
CEO Bare Beans Company
PO Box 752
Rupert, ID 83350
208.431.5025
michelle@barebeans.com