

**100 West Road Rehabilitation
City of Rupert
Minidoka County**



**Idaho Transportation Department
Freight Program Project Application 2021
December 1, 2021**



***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: 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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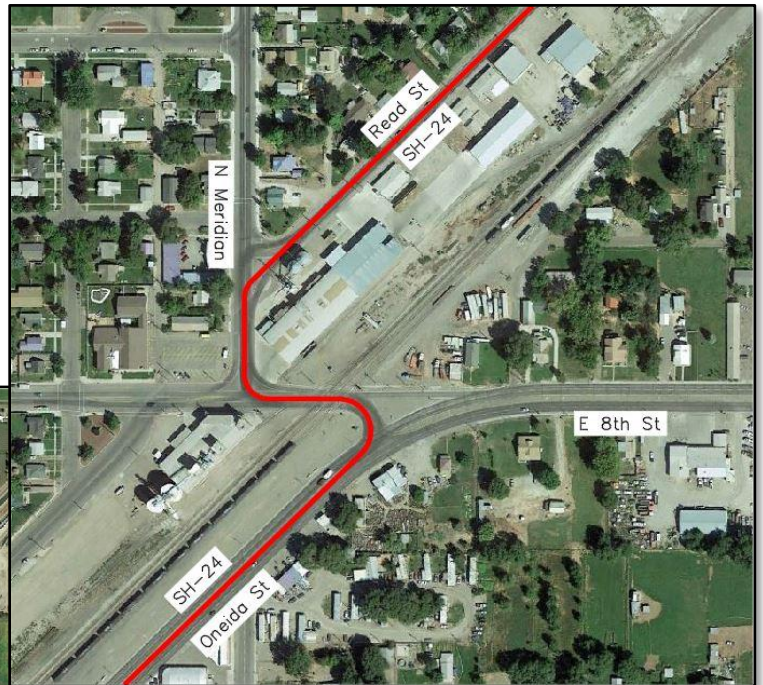
PROJECT SPECIFICS 1 – PROJECT DETAILS

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 Rail Road 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

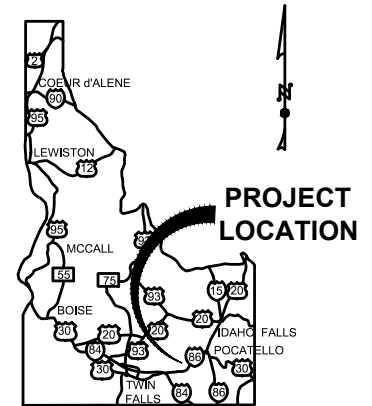
DECK	7 GOOD
SUPERSTRUCTURE	6 SATISFACTORY
SUBSTRUCTURE	6 SATISFACTORY

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.

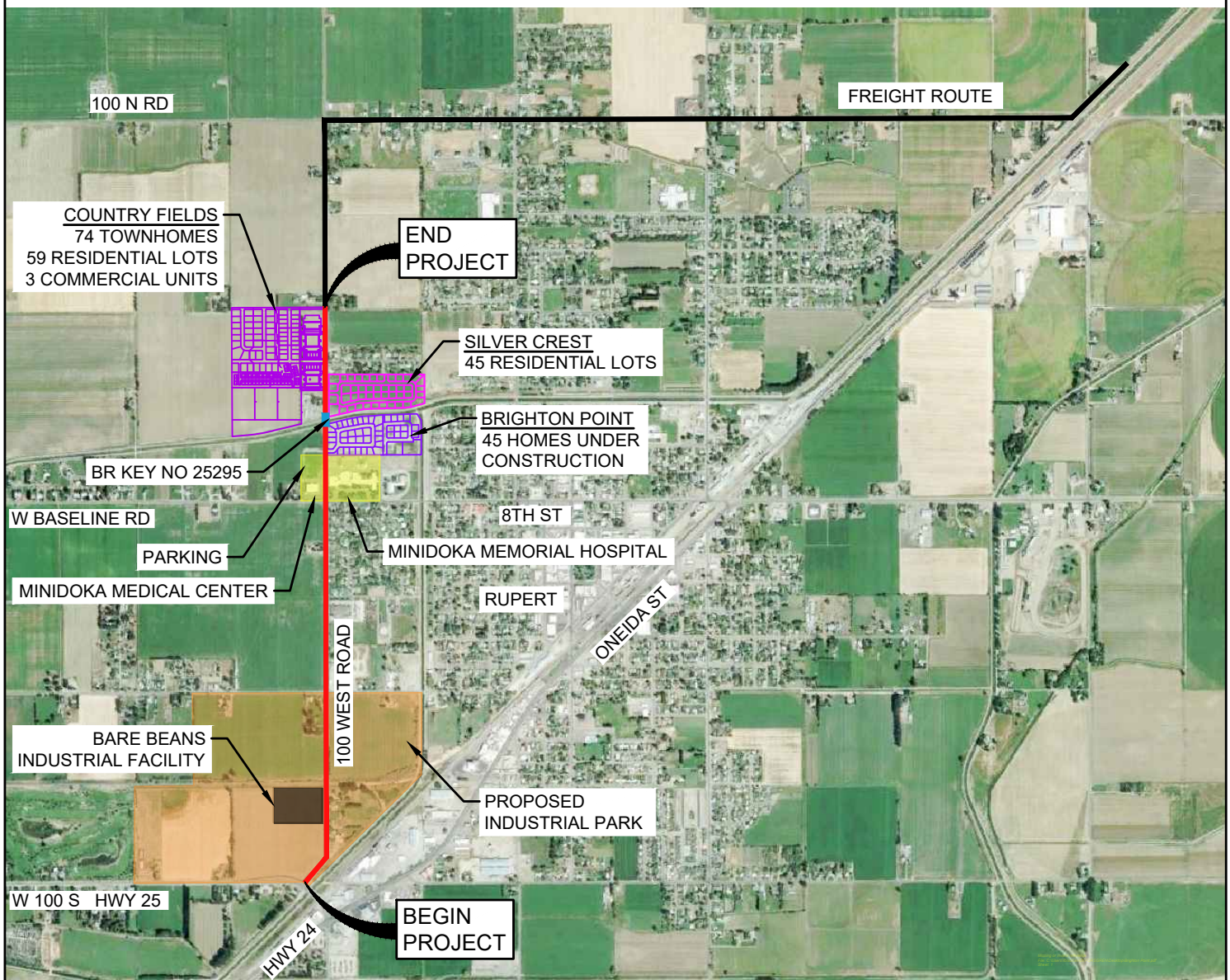
100 West Road needs repair to promote safety and to prolong the life of this corridor. The rehabilitation and bridge replacement of this section of roadway will require a significant financial investment and federal funds would be a great support to the City of Rupert. Rehabilitation costs of this magnitude 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



CITY OF RUPERT

VICINITY MAP



Idaho Transportation Department Bridge Inspection Report

Bridge Key: 25295
(6)Features Intersected: 'C' CANAL
Facility Carried(Route): SMA7822;100 WEST R
Xref Structure Name:

Structure Name: 97822A 6.23
(9)Location: 0.3 N. 1.0 W. RUPERT
Admin Jurisdiction: 6724 City of Rupert
District: 04

IDENTIFICATION

(1)State: 16 Idaho
(2)District: District 4
(3)County: 067 Minidoka
(4)Place Code: Rupert
(5)Inventory Route: 151078220
(7)Facility Carried: SMA7822;100 WEST R
(11)Milepoint: 006.218
(12)Base Hwy Network: Not on Base Network
(13a)LRS Inventory Route:
(13b)LRS Sub Route:
(16)Latitude: 42° 37' 21.4"
(17)Longitude: 113° 41' 15.5"
(98)Border Bridge Code:
(99)Border Bridge ID:
Segment Code: 000102
Segment Under Rte:
Segment Other Rte:
Drawing Number: 16753
Project Key Number:
Inspection Area: 941
MPO: N/A

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

CLASSIFICATION

(112)NBIS Length: Long Enough
(104)Highway System: 0 Not on NHS
(26)Functional Class: 16 Urban Minor Arterial
(100)Defense Highway: 0 Not a STRAHNET 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 Underclr Ref: N Feature not hwy or RR
(54b)Min Vert Underclr: 0.00 ft
(55a)Min Lat Underclr Ref Rt: N Feature not hwy or RR
(55b)Min Lat Underclr Rt: 0.0 ft
(56)Min Lat Underclr Lt: 0.0 ft

LRS

Route ID: 00001AOH000
Measure: 1.229664384
Route ID Under Rte:
Measure Under Rte:
Route ID 2nd Rte Under:
Measure 2nd Rte Under:



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	25295	Structure Name:	97822A 6.23
(6)Features Intersected:	'C' CANAL	(9)Location:	0.3 N. 1.0 W. RUPERT
Facility Carried(Route):	SMA7822;100 WEST R	Admin Jurisdiction:	6724 City of Rupert
Xref Structure Name:		District:	04

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)Posting:	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 N/A (NBI)

AGE AND SERVICE

(27)Year Built:	1971
(106)Year Reconstructed:	
(42a)Type of Service On:	1 Highway
(42b)Type of Service Under:	5 Waterway
(28a)Lanes On: 2	(28b)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)Undrclear,Vert and Horiz:	N Not applicable (NBI)
(71)Waterway Adequacy:	8 Equal Desirable
(72)Approach Alignment:	7 Above Min Criteria
(36)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:	67 ft
(94)Bridge Improvement Cost:	\$641,000
(95)Rdwy Improvement Cost:	\$64,000
(96)Total Project Cost:	\$962,000
(97)Year of Cost Estimate:	2018
(114)Future ADT:	3300
(115)Year of Future ADT:	2038
YEAR PROGRAMMED:	

NAVIGATION DATA

(38)Navigation Control:	Permit Not Required
(39)Vertical Clearance:	
(40)Horizontal Clearance:	
(111)Pier Protection:	
(116)Lift Bridge Vert Clr:	

ENVIRONMENTAL

Environmental Concerns: Yes
Swallows

INSPECTION

(90)Inspection Date:	4/2/2020	(91)Inspection Frequency:	24 months
(92)Supplemental Inspections Frequency:		(93)Date of Inspections:	
(a)Fracture Critical Detail:	NA	(a)FC Inspection Date:	
(b)Underwater Inspection:	NA	(b)UW Inspection Date:	
(c)Fatigue Detail (OS) Inspection:	NA	(c)Fatigue Detail (OS) Date:	
(d)UBIT Inspection:	NA	(d)UBIT Date:	
(e)Confined Space Inspection:	NA	(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** **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**

Item #	Item	Quantity	Units	Unit Price	Estimated Price
205-005A	EXCAVATION	1,300.00	CY	\$ 15.00	\$ 19,500.00
212-011A	FIBER WATTLE	500.00	FT	\$ 3.00	\$ 1,500.00
212-095A	INLET PROTECTION	10.00	EACH	\$ 110.00	\$ 1,100.00
303-021A	3/4" AGGR TY B FOR BASE	3,500.00	TON	\$ 18.00	\$ 63,000.00
308-005A	CEM RECYCLED ASPH BASE STAB	25,000.00	SY	\$ 4.00	\$ 100,000.00
308-010A	PORTLAND CEM	275.00	TON	\$ 195.00	\$ 53,625.00
308-015A	PULVERIZE EXISTING SURF	25,000.00	SY	\$ 2.50	\$ 62,500.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	2,000.00	GAL	\$ 4.00	\$ 8,000.00
402-020A	EMUL ASPH FOR PRIME COAT	26.00	TON	\$ 800.00	\$ 20,800.00
402-030A	BLOTTER	150.00	TON	\$ 17.50	\$ 2,625.00
405-245A	APPROACH	30.00	EACH	\$ 1,200.00	\$ 36,000.00
405-325A	SUPERPAVE HMA PAV INCL ASHP&ADD CL SP-	5,500.00	TON	\$ 90.00	\$ 495,000.00
431-005A	COLD MILLING	25,000.00	SY	\$ 4.00	\$ 100,000.00
	BRIDGE 45 L X 42 WICE	1,890.00	SF	\$ 500.00	\$ 945,000.00
612-005A	GUARDRAIL	100.00	FT	\$ 24.00	\$ 2,400.00
612-075A	GUARDRAIL TERMINAL TY 5	4.00	EACH	\$ 2,000.00	\$ 8,000.00
618-025A	STREET MONUMENT	10.00	EACH	\$ 1,200.00	\$ 12,000.00
621-005A	SEED BED PREPARATION	1.00	ACRE	\$ 500.00	\$ 500.00
621-010A	SEEDING	1.00	ACRE	\$ 1,000.00	\$ 1,000.00
621-035A	FERTILIZING	1.00	ACRE	\$ 500.00	\$ 500.00
621-060A	MULCH PLUS TACKIFIER	1.00	ACRE	\$ 700.00	\$ 700.00
626-010A	TEMPORARY TRAFFIC CONTROL SIGNS	1,500.00	SF	\$ 15.00	\$ 22,500.00
626-040A	CONST BARR CL B TY 3	15.00	EACH	\$ 350.00	\$ 5,250.00
626-100A	MISCELLANEOUS TEMPORARY TRAFFIC CONTROL ITEMS	1.00	LS	\$ 7,500.00	\$ 7,500.00
626-105A	TRAFFIC CONTROL MAINTENANCE	80.00	MNHR	\$ 60.00	\$ 4,800.00
626-120A	FLAGGER CONTROL	80.00	HR	\$ 60.00	\$ 4,800.00
626-135A	WEIGHTED BASE TUBULAR MARKERS	200.00	EACH	\$ 25.00	\$ 5,000.00
626-115B	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)	60.00	DAY	\$ 600.00	\$ 36,000.00
630-025A	LONGITUDINAL PAV MKG-WATERBORNE	89,000.00	FT	\$ 0.25	\$ 22,250.00
634-005A	MAILBOX	15.00	EACH	\$ 500.00	\$ 7,500.00
675-005A	SURVEY	1.00	LS	\$ 35,000.00	\$ 35,000.00
675-010A	DIRECTED SURVEYING OFFICE COMPUTATIONS	6,000.00	CA	\$ 1.00	\$ 6,000.00
675-015A	DIRECTED SURVEYING CREW	8,000.00	CA	\$ 1.00	\$ 8,000.00
677-005A	RECORD DRAWINGS	1.00	LS	\$ 4,500.00	\$ 4,500.00
S900-50A	CONTINGENCY AMOUNT - MISCELLANEOUS SWPPP ITEMS	5,000.00	CA	\$ 1.00	\$ 5,000.00
S900-50B	CONTINGENCY AMOUNT - MISCELLANEOUS WORK	5,000.00	CA	\$ 1.00	\$ 5,000.00
S900-50C	CONTINGENCY AMOUNT - RAILROAD TRAFFIC CONTROL	10,000.00	CA	\$ 1.00	\$ 10,000.00
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
Contengincy (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. Overturn 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 sight 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 recommend 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 of 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



ADMINISTRATION

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,

A handwritten signature in blue ink, appearing to read 'Tom Murphy', with a large, stylized loop at the end.

Tom Murphy



PO BOX 150
RUPERT, ID 83350
(208) 343-2450

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

A handwritten signature in black ink, appearing to read 'Jerod Williams', is written over a horizontal line.

Jerod Williams, Vice president, WillTran Inc.



P.O. BOX 495 • RUPERT, ID 83350 • (208) 436-3191 • FAX (208) 436-3194

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.

A handwritten signature in black ink, appearing to read "Mike Child", with a stylized flourish at the end.

Mike Child

Pioneer Equipment Co.

Rupert Branch Manager

From: Michelle Huff <michelle@barebeans.com>

Sent: Friday, January 8, 2021 8:47 AM

To: Roger Davis <roger.davis@rupert.id.us>

Subject: Letter of Support

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