Raft River Highway District

Idahome Road
Hwy 81 to I-84

Freight Program
Project Application
FY24-29

Raft River Highway District
320 Main St N.
Malta, ID 83342
(208) 645-2463
Applicant Information

Applicant: Raft River Highway District (RRHD)

Mailing Address: 320 Main St N
City: Malta
State: ID
Zip Code: 83342

Contact Person: Scott Hitt
Title: Superintendent
Phone: (208) 431.2483
Email: rrhwy@atcnet.net

Co-Applicant:
None.
Project Cost Estimate

Instructions:

Project estimate must include all related project costs, including administrative. The minimum match amount for the total project cost is 7.73% for interstate projects and 7.34% for projects not on an interstate. Applicants should include details on match funding to include amounts and contributing agencies. Details should include, but not be limited to the following:

- Preliminary development cost and year required
- Right of way cost and details
- Status of environmental requirements and costs
- Construction costs and year of execution

Matching Funding & Contributing Agencies:

See the attached match letter signed by the RRHD Chairman for matching funds. See the attached letter of support from Millenkamp Cattle.

Preliminary Development Cost & Year Required:

The preliminary development cost is $498,000 and will be completed in 2024. See the attached cost estimate.

Right of Way Cost & Details:

There is no additional right-of-way needed for this project.

Status of Environmental Requirements & Cost:

The environmental for this project has not been started, the anticipated cost is $75,000.

Construction Cost & Year of Execution:

The construction cost in 2021 dollars is $5,056,000 and in 2026 dollars the construction cost will be $6,102,000. This project will be completed in 2026, see the attached cost estimate.

Attachments:

RRHD Match Letter
Support Letter
Cost Estimate

Idahome Road, Hwy 81 to I-84
Raft River Highway District
320 North Main Street
PO Box 636
Malta, Id 83342
Phone: 208-645-2463
Fax: 208-645-2469
Email: rrhwy@atcnet.net

Todd Carpenter
Chairman

Heath Higley
Treasurer/Secretary

Alberto Montoya
Vice Chairman

December 8, 2021

To Whom it may Concern,

Raft River Highway District has approved to match 7.34% for the ITD Freight Program, for the project Raft River Highway District: Idahome Road, Hwy 81 to I-84.

Sincerely,

[Signature]

Todd Carpenter
Board Chairman
Raft River Highway District
November 22, 2021

Mr. Scott Luekenga
Idaho Transportation Department
Freight Program Manager

RE: Letter of Support for Raft River Highway District’s Idahome Road from Highway 81 to I-84.

Dear Mr. Scott Luekenga and Freight Advisory Committee:

Millenkamp Cattle Inc. offers this letter in support of Raft River Highway District’s application for funding to rehabilitate the west end of Idahome Road from Interstate 84 to Highway 81.

Idahome Road is a key roadway in effectuating Cassia County transportation goals in this area. It provides an important transportation for hauling commodities and animals to and from our dairy which holds 50,000 animals, as well as serving other local agricultural interests and traveling needs. The current outdated, paved road is extensively traveled and needs constant maintenance. This is particularly concerning as it continues to be heavily used year-round to serve the dairy and farms and ranches in the local area. With the size of vehicles and machinery moving about on this road, we are concerned that the outdated construction of Idahome Road could be detrimental to public safety and will not hold up under the heavy use. Improving this road will assist in improving the economic health of the county, but more importantly will assist in providing improved safety to those using this road.

The Raft River Highway District has been extremely diligent and effective in providing safe and well-maintained roadways to residents and users. Unfortunately, current funding levels require setting priorities to ensure best use of limited resources. Raft River Highway District has a proven track record of being wise and careful stewards of their roads and resources. Their efforts to improve public safety, service and travel conditions are well worth note and we appreciate your careful consideration of this request for funding the rehabilitation of the Idahome Road. Raft River Highway District’s application for funding to rehabilitate this road is a key step in enhancing the infrastructure, safety and service to county residents.

We strongly urge that you favorably consider their application for this funding to rehabilitate Interstate Feeders Road, to afford Raft River Highway District the opportunity to continue pursuit and accomplishment of their worthwhile goals. Thank you for your attention and consideration of this application.

MILLENKAMP CATTLE INC.

William J Millenkamp
President
### Opinion of Probable Cost - Full Reconstruction

#### Pay Item | Item Description | Unit | Quantity | Unit Price | Bid Price
---|---|---|---|---|---
201-010A | Clearing and Grubbing | LS | 1 | $10,000.00 | $10,000
205-005A | Excavation | CY | 5,250 | $20.00 | $105,000
205-060A | Water for Dust Abatement | MG | 700 | $30.00 | $21,000
205-071A | Soft Spot Excavation and Repair | CY | 250 | $40.00 | $10,000
212-011A | Fiber Wattles | FT | 1,000 | $4.00 | $4,000
212-105A | Water Pollution and Erosion Control | CA | 1 | $5,000.00 | $5,000
301-005A | Granular Subbase | TON | 0 | $18.00 | $0
303-022A | 3/4" Aggregate Type B for Base | TON | 56,960 | $25.00 | $1,424,000
401-020A | CSS-1 Dil Emul Asph for Tack Coat | GAL | 6,125 | $2.50 | $15,313
405-245A | Approaches | EACH | 25 | $1,000.00 | $25,000
405-425A | Pavement (HMA) | TON | 11,910 | $80.00 | $952,800
578-005B | Precast Concrete Culvert | LS | 1 | $200,000.00 | $200,000
616-010A | Signing | EACH | 10 | $400.00 | $4,000
621-005A | Seedbed Preparation | ACRE | 10.00 | $3,000.00 | $30,000
621-010A | Seeding | ACRE | 10.00 | $2,000.00 | $20,000
621-015A | Mulching | ACRE | 10.00 | $6,434.00 | $64,340
621-025A | Mulch Anchoring (Tackifier) | ACRE | 10.00 | $2,500.00 | $25,000
626-100A | Traffic Control Items | LS | 1 | $25,000.00 | $25,000
634-005A | Mailboxes | EACH | 10 | $350.00 | $3,500
640-015A | Subgrade Separation Geotextile | SY | 1 | $1.40 | $0
675-005A | Survey | LS | 1 | $15,000.00 | $15,000
S303-05A | Recycled Asph Base Stab | SY | 61250 | $3.00 | $183,750

#### SUBTOTAL (Rounded up to the nearest $1,000)

| % | 10% | $315,000 | $315,000
| 20% | 692,000 | $692,000

#### CONSTRUCTION SUBTOTAL IN 2021 DOLLARS (Rounded up to the nearest $1,000)

$4,150,000

#### CONSTRUCTION SUBTOTAL IN 2022 DOLLARS (Rounded up to the nearest $1,000)

$4,399,000

#### CONSTRUCTION SUBTOTAL IN 2023 DOLLARS (Rounded up to the nearest $1,000)

$4,618,950

#### CONSTRUCTION SUBTOTAL IN 2024 DOLLARS (Rounded up to the nearest $1,000)

$4,803,708

#### CONSTRUCTION SUBTOTAL IN 2025 DOLLARS (Rounded up to the nearest $1,000)

$4,995,856

#### CONSTRUCTION SUBTOTAL IN 2026 DOLLARS (Rounded up to the nearest $1,000)

$5,195,691

#### TOTAL IN 2021 DOLLARS (Rounded up to the nearest $1,000)

$5,554,000

#### TOTAL IN 2026 DOLLARS (Rounded up to the nearest $1,000)

$6,600,000
Project Details

Instructions:
Applicants should provide details on project design to include maps or diagrams depicting the infrastructure improvements.

Infrastructure Improvements:
The infrastructure improvements for this project include the attached location map, existing condition pictures and typical section for the project.

Attachments:
Project Maps
Project Typical Section
Raft River Highway District
Idahome Road: Hwy 84 to I-84
IDAHOME ROAD - TYPICAL SECTION

- PLANT MIX PAVEMENT (3.5"
- CRUSHED AGGREGATE MIX (12"
- SUBBASE - MILLED EXISTING SURFACE

2' 12' 12' 2'

4:1 4:1

2% 2%
### Safety, Economic and Mobility Improvement Details

**Instructions:**

*For ITD to conduct an accurate benefit cost analysis, ITD needs to fully understand the freight related benefits in terms of economic benefit to the community, improvements to freight mobility and overall safety improvements. Information should include, but not be limited to:*

#### Direct Economic Impact:

*The direct economic impact to the community, freight mobility and overall safety improvements to the state. This should demonstrate improvements over current economic conditions and not reflect economic benefits that would occur without the proposed improvements.*

West Idahome Road is a 4-mile section of roadway that links SH 81 to I-84. It's primary purpose is to connect the two state-owned roadways for farm-to-market traffic to and from the interstate and farmland west of the interstate.

The largest economic impact that would occur is the detour route. This route is approximately 16 miles long and would increase the freight industry fuel cost by about $446,000 per year when using this detour route.

Freight mobility and overall safety concerns of the road can be addressed by the construction of this project. The existing roadway surface is constructed with tailings, there is rutting, alligator cracks and potholes throughout this section. As well as soft spots caused by base materials failing in areas along this section of roadway. A reconstruction would help mitigate the safety concerns as well as maintain freight mobility through this area.

#### Daily Traffic Volumes:

*Current Daily traffic volumes for both freight and non-freight traffic*

These volumes are from September 2021.

- **Freight Traffic Count:** 124 per day
- **Non-freight Traffic Count:** 132 per day

#### Potential Increased Speeds:

*Describe the potential increased speed for freight and non-freight traffic associated with the improvements. This should be in terms of speed increase from current average speeds on the roadway if applicable.*

This project would increase the speed limit from 40 mph to 55 mph.
Increased Volume or Capacity (if applicable):

*If applicable, describe any increased volumes or capacity the project will bring to the state, or if the project will move traffic to other utilized roadways.*

This project may increase the volume along this roadway due to the increased level of service.

Historical Safety Data:

*Provide historical safety data; state how the project improves safety on the roadway. Information should include, but not be limited to, crash data over the last five years to include total accidents, accidents involving commercial motor vehicles, fatalities, and significant injuries.*

Fortunately, in the past five-years there have only been 2 property damage crashes reported along this section of roadway.

One of the main safety concerns for this section of roadway is flooding as this is within the floodplain for Raft River. This project will raise the roadway and includes 2-foot gravel shoulders with recoverable foreslopes. The flooding that occurred in 2017 of Raft River overtopped 1-mile of this section of roadway.

NHFN:

*Identify if the Proposed project is on the NHFN.*

This project is not on the NHFN but the other half of this road on the east side of I-84 is on the NFHN.

Attachments:

None.