



Date: Thursday, February 6, 2025
Time: 10:00 a.m. (Mountain Time)

VIRTUAL COUNCIL MEETING AGENDA

Agenda Items		Presenter
Call to Order		Chair
Leading Idaho Local Bridge Contracts	*Action	Ken Kanownik
Leading Idaho Local Bridge Emergency Application	*Action	Laila Kral
Adjourn		

Disclaimer:

*These items will only be voted on by the Executive Board Members

This agenda is subject to change in accordance with the provisions of the Idaho Open Meeting Law. Items may be addressed in a different order than appear on this agenda. Individual items may be moved from one place on the agenda to another by the Council.

Meeting room is accessible for persons with disabilities. If special accommodations to attend are required, please contact LHTAC.

COUNCIL STAFF REPORT

February 6, 2025

Agenda Item: Leading Idaho Local Bridge Contracts

Bid Justification for Leading Idaho Local Bridge Program Proposal #23346-46

Presenter: Ken Kanownik

Overview:

Leading Idaho Local Bridge Program Proposal 23346-46 was for the removal and replacement of the Parkinson Road over Cub River Bridge in the City of Franklin. Bid opening for this proposal was held on January 30, 2025, at LHTAC's office. A summary of the bid results is below.

Name	Amount
Braun-Jensen, Inc.	\$3,175,000.00
Cannon Builders, Inc.	\$3,227,510.30
Engineer Estimate	\$2,079,913.00

Braun-Jensen, Inc. was the apparent low bidder but is \$1,095,087.00 over Engineer's Estimate, which is equivalent to 52.7% over and requires justification per Leading Idaho Local Bridge Program protocols.

Staff recommends the bid be awarded to Braun-Jensen, Inc. based on the following:

- The prestressed box beam girders accounts for \$624,000.00 (57%) of the overage. The engineer estimate for the girders is \$546,000. Bids for this item were \$1,170,000.00 and \$950,625.00. These girders are unique and were determined to be the best option for this site due to the high creek flows and adjacent railroad overpass. The Engineer's Estimate was based on ITD unit price report but this item has a limited history to get a good estimate. Availability of a girder fabricator was also a limiting factor. The Engineer's Estimate was adjusted for these considerations but was still exceeded.
- The removal of bridge accounts for \$165,000.00 (15%) of the overage. The Engineer's Estimate for the bridge removal is \$85,000. Bids for this item were \$250,000.00 and \$450,000.00.
- The two bids received were consistent (1.7%) with each other.

A project summary is attached to this staff report which provides the details on the proposed bridges and their location.

Recommendation: Award bid to Braun-Jensen, Inc.

COUNCIL STAFF REPORT

February 6, 2025

Project Description

BRIDGE KEY NO. 23346 Parkinson Road over Cub River

This project will remove the existing two-span concrete girder bridge for Parkinson Road over Cub River in the City of Franklin, Idaho. The bridge will be replaced with a new single span, side-by-side, prestressed concrete box girder bridge with pinned abutments on driven steel shell piles. The new 98-foot long, 40-foot wide, single-span prestressed concrete girder bridge will be constructed approximately on the existing alignment. An asphalt wearing surface will serve as the driving surface of the bridge. The new bridge abutments will be supported by steel shell piles. The roadway approaches to the bridge will be reconstructed approximately 63-feet to the west and 87-feet to the east of the new bridge to accommodate the wider structure. The new bridge will provide two lanes of traffic, a standard shoulder, and an oversized shoulder to allow for snow storage. The roadway profile grade will approximately match the existing grade to prevent impacts to an adjacent UPRR crossing. In addition to the bridge replacement, the project widens the existing Cub River channel to the east to improve hydraulic conveyance through the crossing.





LHTAC COUNCIL STAFF REPORT

February 6, 2025

Agenda Item: **Leading Idaho Local Bridge Emergency Application**

Presenter: **Laila Kral**

Overview:

Recently the Eckert Road Bridge over the Boise River located in East Boise was closed by the Ada County Highway District due to safety concerns. A recent inspection showed severe deterioration in the timber piles and the load posting would be 3 tons. This would prevent almost all vehicles larger than small passenger vehicles from safely crossing the bridge which led to ACHD closing the bridge. The Eckert Bridge serves as a connection point between southeast and northeast Boise, is at the entrance of Barber Park, and separates school zones.

This bridge was technically not eligible for the Leading Idaho Local Bridge program in December due to timing of the inspection. The 2022 inspection did not result in posting, closures, or a poor condition rating. The bridge was inspected in October 2024 with follow up pile testing done in November 2024. The inspection report was not finalized until January 2025. This caused the timing issue with LILB eligibility.

ITD is working with the ACHD for temporary repairs to open the bridge.

Attached is a letter from the director, and a new application for the Eckert Road Bridge over the Boise River

Recommendation: For Council to review the application and accept the Eckert Road over the Boise River (Bridge Key 33990) into the Leading Idaho Local Bridge program with immediate funding available to start design.



Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

February 6, 2025

Chair Kari Peterson
Local Highway Technical Assistance Council
3330 W. Grace Street
Boise, ID 83703

RE: Amendment to ACHD's FY25 Leading Idaho Local Bridge Application

Dear Chair Peterson:

I am writing on behalf of the Ada County Highway District (ACHD) to request a formal amendment to ACHD's FY25 Leading Idaho Local Bridge (LILB) Application.

In early December 2024, ACHD submitted a LILB Application for the Healy Bridge in Southeast Ada County. The Healy Bridge (KN 12800) crosses the New York Canal, and is part of a three-bridge complex that also includes an Eckert Rd Bridge (KN 12805) crossing the Ridenbaugh Canal and an Eckert Road Bridge (KN 12810) crossing the Boise River. At the time of submission, the Healy Bridge was the only one to be listed under LHTAC's Map for Eligible Bridges.

ACHD budgeted \$375,000 in FY2025 for a Concept Study to examine these three bridges and develop a strategy for full replacement. Additionally, knowing the Healy Bridge was on the poor condition list, ACHD budgeted \$340,000 in FY25 for the design and construction of an interim project to rehabilitate the bridge deck and piers.

Last week, during the initial review of the Concept Study's Field Condition Assessment, it was discovered that moderate to severe decay had occurred within 22 of the 48 pillars on the Eckert Rd Bridge over the Boise River, impacting the bridge's load capacity. Due to the recommended load capacity limit of 3 tons, on January 31, 2025 the ACHD Commission held a special session and unanimously approved the immediate emergency closure for the safety of the public. Additionally, findings for the Eckert Rd Bridge over the Ridenbaugh Canal also found severe decay in one pillar and the recommendation for repair.

Based on these findings, ACHD requests LHTAC consider an amendment to ACHD's FY25 Leading Idaho Local Bridge Application to include the complete three-bridge complex of KN 12800, KN 12805, and KN 12810.

Sincerely,

Ryan Head
Director
Ada County Highway District

connecting you to more

Leading Idaho Local Bridge Program

2025 Application - Max Two Applications per Eligible Jurisdiction

Idaho Local Highway Jurisdictions Submittal Deadline: December 12, 2024 5:00 PM Mountain Time



Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
www.LHTAC.com



Leading Idaho Local Bridge Program

Application

Fiscal Year 2025

Program Background

On March 16, 2022, Governor Little signed Senate Bill 1359, a landmark funding bill for local transportation in Idaho. The bill provides \$200 million for local bridges and \$10 million for the Children Pedestrian Safety program. The Local Highway Technical Assistance Council (LHTAC) will administer the bridge funds through the Leading Idaho Local Bridge (LILB) Program. Additional allocations have brought program funding to \$567 Million.

Eligible Projects

The LILB Program will focus on local bridges in poor condition or posted with load restrictions. Eligible bridges are identified by LHTAC using bridge inspection reports as of December 12, 2024. LHTAC has provided a map of the eligible bridges at http://gis.lhtac.org/eligible_bridges/. A list of the eligible bridges can be downloaded from the interactive mapping tool. A local agency may apply for up to two bridges.

Application

All applications for the Leading Idaho Local Bridge (LILB) Program are due **Thursday, December 12, at 5:00 MST**. Applications can be completed online at www.lhtac.org/programs/LILB. Applications via phone with LHTAC staff can be scheduled by calling (208) 344-0565 or emailing bridge@lhtac.org. Paper applications can also be made available. Paper applications can be returned via mail to LHTAC at 3330 W. Grace St, Boise ID 83703 and must be post marked by December 12, 2024.

The applications will be scored by LHTAC Council and staff. The applications will be scored by a combination of technical analysis completed by LHTAC staff and information provided by the local agencies.

Technical Analysis – Seventy-five percent (75%) of score

Bridge Condition (deck, superstructure, substructure, age)	25%
Scour	6%
Posted/Load Restriction	10%
Length	10%
Highway information (detour length and AADT)	9%
Constructability (replacement cost and environmental risk)	15%

Local Highway Jurisdiction Information - Twenty five percent (25%) of score

Short Answer (safety, mobility, economic benefit, uncategorized)	5% each
Right of Way	5%

Funding and Project Administration

LHTAC will administer projects in the LILB program. Local agencies do not need to provide local cash match and have no out-of-pocket expenses for the design and construction of approved for funding by LHTAC in this program. In limited circumstances, LHTAC may approve locally funded expanded scope, however if approved, any additional costs will be provided by the local agency upfront at the time of project agreement execution.

Leading Idaho Local Bridge Program Application – Fiscal Year 2025

1. Contact Information

Name of Local Highway Jurisdiction Ada County Highway District	Primary Contact Person Tom Laws
Email Address tlaws@achdidaho.org	Phone Number (208)387-6129
Mailing Address 3775 Adams Street	City, State, ZIP Garden City, Idaho 83714

2. Bridge Information

How to find bridge information

You can search for LILB-eligible bridges at gis.lhtac.org/eligible_bridges/.

Click the "Click to Pan" button at the top left of the map. Zoom and pan to any bridge. When you have isolated the correct bridge, click the "Click to Select" tool. Click and drag over the triangle symbol to select the bridge. When selected, the relevant bridge information will appear at the bottom of the screen.

Bridge Key Number 12800; 12805; 12810	
Route (Carrying) SMA 7643; HEALY RD, ECKERT RD	Route, river or railroad bridge crosses NEW YORK CANAL; RIDENBAUGH CANAL; BOISE RIVER

3. Right of Way

This is worth 5% of the application score. Significant ROW acquisition may impact prioritization for funding.

Does your jurisdiction own or control all right of way for this bridge?

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Unsure	<input type="checkbox"/>
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4. Short Answer

Please provide four short answers that demonstrate the importance of this bridge. There are three specific areas of focus: safety, mobility, and economic benefit. A fourth short answer section may include additional information not captured in the first three answers. Each answer is limited to 100 words.

Examples: Specific business, services, annual events, seasonal access, neighborhood connectivity, safety benefits, fiscal impact, or other activity that is vital to your jurisdiction.

Each answer is worth up to 5% of the total application score:

0-1%: Blank, irrelevant, or non-impactful information

2-3%: Demonstrates minor importance of the bridge

4-5%: Demonstrates the significant importance of the bridge

Short Answer #1: Safety

The Eckert Bridge over the Boise River is currently closed to vehicle traffic due to a January 2025 Field Condition Assessment that found 22 of the 48 pillars experiencing moderate to severe decay. Since 2020 there have been ten crashes in proximity to the Healy Bridge and Eckert Bridges, including 1 injury B and two Injury C. During the active 2024-2025 concept study ACHD is performing at this location we are examining potential realignments to help smooth the curvature of the existing bridge and improve sight distances. Additionally, if selected for the LILB Program ACHD is committed to funding the appropriate bicycle and pedestrian improvements, which will further provide a safe place for users while they access the nearby Barber Park, Bowler Park, Boise River Greenbelt, Boise Foothills, Lucky Peak and future Alta Harris Park.

Short Answer #2: Mobility

The Healy Bridge and Eckert Bridges are one part of only three crossings in Southwest Boise that connects the Barber Valley to the west side of the Boise River, the Boise Bench, and Interstate-84. It also is a key connection for residents in south Boise to access the Greenbelt, Boise Foothills, Lucky Peak and Oregon Trail recreation areas, and Barber Park. At the Eckert Bridge over the Boise River there are permanent counters managed by ITD and COMPASS that saw an average of 511 daily Bike/Ped counts and 7,364 ADT in 2023.

Short Answer #3 Economic Opportunity

With no grocery stores and few commercial amenities within the Barber Valley, residents rely on the Healy Bridge and Eckert Bridges to the shopping and commercial opportunities along Federal Way. There are also strong recreational attractors in the area. For example, Ada County and the City of Boise estimate that in 2024 150,000 people floated the Boise River, starting at the nearby put-in at Barber Park.

Short Answer #4: Additional information you would like to include

ACHD is committed to the repair and replacement of the Healy Bridge and Eckert Bridges. Currently we are finishing the design of an interim project to rehabilitate both the bridge deck and piers of the Healy Bridge in 2025/2026 with an estimates cost of \$340,000. Additionally, with the recent closure of the Eckert Bridge over the Boise River due to safety concerns, this project is the top priority for the District. ACHD appreciates any assistance LHTAC can offer due to the severity of the current situation.

LHTAC must enter into a Memorandum of Understanding (one per agency) with the Local Highway Jurisdiction to execute an agreement for the LILB Program. The MOU is attached to this application packet. Please complete the MOU and submit to LHTAC via e-mail by December 12 or mail (post marked by December 12, 2024). Previous applicants do not need to submit a new MOU.

Mailing Address:

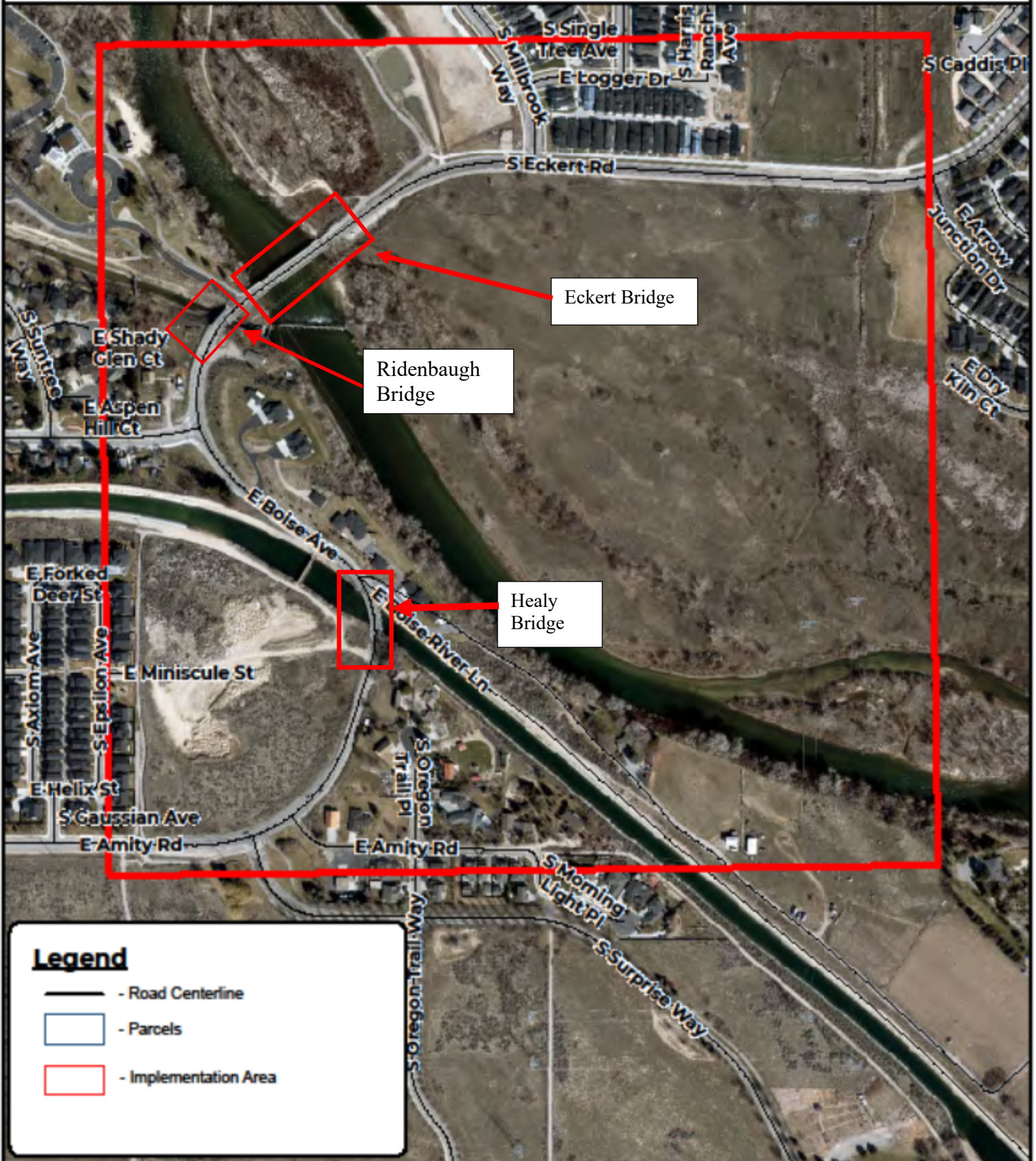
Local Highway Technical Assistance Council
3330 W Grace Street
Boise, ID 83703

Signature: _____

A handwritten signature in black ink, consisting of a large, stylized 'L' followed by a series of loops and a horizontal stroke.

Date: _____

02/03/2025



Memorandum of Understanding - Leading Idaho Local Bridge Program

Between

LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL

And

Ada County Highway District, hereinafter referred to as **LOCAL AGENCY**

Purpose:

The purpose of this memorandum is for the Local Highway Technical Assistance Council (LHTAC) and local agencies with bridges in poor or posted condition to apply for award, manage and track projects in the Leading Idaho Local Bridge (LILB) Program. This program is intended to economically and efficiently fully fund local bridges and not serve for local match or supplemental funding on any federally funded projects.

Legal Authority:

Senate Bill 1359 (2022), an appropriations bill, was signed by the Governor on March 16, 2022 funding the Strategic Initiatives Program (Idaho Code 40-719) with \$200 Million intended for local bridge maintenance. LHTAC has created a Leading Idaho Local Bridge Program from this legislation.

Procedures:

LHTAC will conduct a two month call for applications through December 12, 2024. Local agencies with eligible bridges may apply for a maximum of two (2) eligible bridges. Applications will be scored on technical information (75%) and local knowledge (25%). The technical information is extracted from bridge inspection reports and bridge locations and the right of way status is reported by the **LOCAL AGENCY**. The **LOCAL AGENCY** will also provide four additional points of information on the importance of the bridge. LHTAC staff and Council will score the applications after the application period closes with LHTAC staff presenting the scores and recommendations to Council in an open meeting.

LHTAC Council will award funding to projects as funds become available.

As applications are awarded funding, the responsible **LOCAL AGENCY** will be expected to sign an individual project agreement within thirty (30) days of award by the LHTAC Council. This project agreement will have the details of funding, project roles/responsibilities and reporting milestones used for the project.

Responsibilities:

Under this program LHTAC shall:

Administer the LILB program within the constraints of Idaho Code which includes soliciting for projects, reviewing the merits of applications (scoring), recommending projects and reporting progress at regular intervals.

Specific duties LHTAC will exercise for this program are:

- Overall Administration of projects from advancement of funding to completion of construction;

- Advance projects through a bundling process to increase the number of bridges awarded with the fixed funding level while considering need and use of each bridge;
- Develop a process and select engineering firms for the development of the projects awarded through the LILB program;
- Advertise and award projects through a low-bid process to construction contracting firms.

Specific duties **LOCAL AGENCY** will exercise for this program are:

- Prioritize eligible bridges within jurisdiction and apply for funding;
- Present this memorandum and all attachments to the responsible elected officials at an open meeting in compliance with the Idaho Open Meetings requirements (Idaho Code 74-204);
- Provide a list of all applications under this program (Attachment A to this MOU);
- Provide a resolution from the responsible elected officials (Attachment B to this MOU);
- Enter into project agreements with LHTAC within thirty (30) of award;
- Notify LHTAC in writing, via First Class Mail, Electronic Mail or hand delivered mail, the removal of any application from consideration for program funding or termination of this MOU.

Financial Obligations

LOCAL AGENCY will have no financial obligation or commitment on any project until the project is advanced for funding. The details of financial obligations will be contained in the individual project agreement related to future maintenance, additional scope and project termination.

No advance funds, deposits or local match is required for this program. However, if a local sponsor would like to increase the scope of an individual project, this will be addressed during project agreement execution and the **LOCAL AGENCY** will be responsible for any scope beyond the proposed LHTAC scope. Any additional scope that could encroach on delivery schedules may negatively impact the advancement of the project. LHTAC reserves the authority to accept or deny any additional scope proposed by the local agencies. Funds for additional scope will be collected at the execution of the project agreement.

Limitations

Nothing in the Memorandum of Understanding between LHTAC and **LOCAL AGENCY** shall be construed as limiting or expanding the statutory or regulatory responsibilities or authorities of any involved individual in performing functions granted to them by law; or as requiring either entity to expand any sum in excess of its appropriation. Each and every provision of this memorandum is subject to the laws and regulations of the State of Idaho and the United States.

Nothing in this Memorandum of Understanding shall be construed as expanding liability of either party. In the event of a liability claim, each party shall defend their own interests. Neither party shall be required to provide indemnification of the other party.

Effective Date

This Memorandum shall become effective upon signature of the LHTAC Administrator or delegate and will remain in effect until the termination of this MOU.

Method of Termination

This memorandum may be terminated by **LOCAL AGENCY** at any time prior to the awarding of any project. After awarding of at least one (1) project, this MOU will remain in effect until completion of funded projects.

After awards, **LOCAL AGENCY** may terminate funded projects as outlined in future project agreements and may terminate this MOU if there are no active funded projects listed in Attachment A.

LHTAC may terminate this MOU in the event that all funding has been awarded and no additional funding is authorized by the Idaho Legislature.

This MOU will terminate upon the completion of the LILB program.

Amendments

Amendments to this memorandum shall effective upon mutual agreement and written approval by the LHTAC Administrator or Delegate and the signing authority of **LOCAL AGENCY**

Signatures


LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL

By _____ Date _____

Administrator or Delegate

Local Agency

By

 _____

RYAN HEAD

Date

02/05/2025

Title

DIRECTOR

Attachment A – List of Applications for the Leading Idaho Local Bridge Program

LOCAL AGENCY to provide a list of intended applications including the bridge ID, highway name/number and if applicable bridge name

Bridge Key Number	Carries	Crosses
12800,12805	SMA 7643;HEALY RD, SMA 7643;ECKERT RD	NEW YORK CANAL, RIDENBAUGH CANAL
12810	SMA 7643;ECKERT RD	BOISE RIVER(BARBER BR)



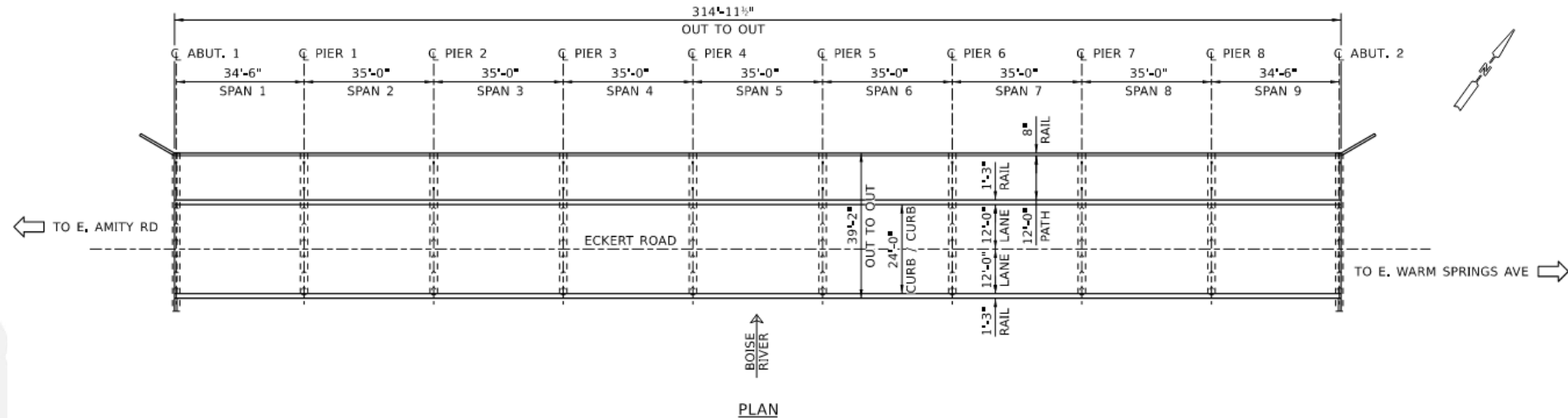
Maintenance Update Eckert Road Bridge Boise River Dan McElhinney, COO Jason Brinkman, DE D3

February 6, 2025



Your Safety • Your Mobility • Your Economic Opportunity

Eckert Road over the Boise River



Your Safety • Your Mobility • Your Economic Opportunity





Field review is complete

1954 Bridge - 70 years service

8 Bents supporting concrete cap
with 6 timber piles each

48 Timber Piles total

Inspection every 2 years

Typical focus on water levels

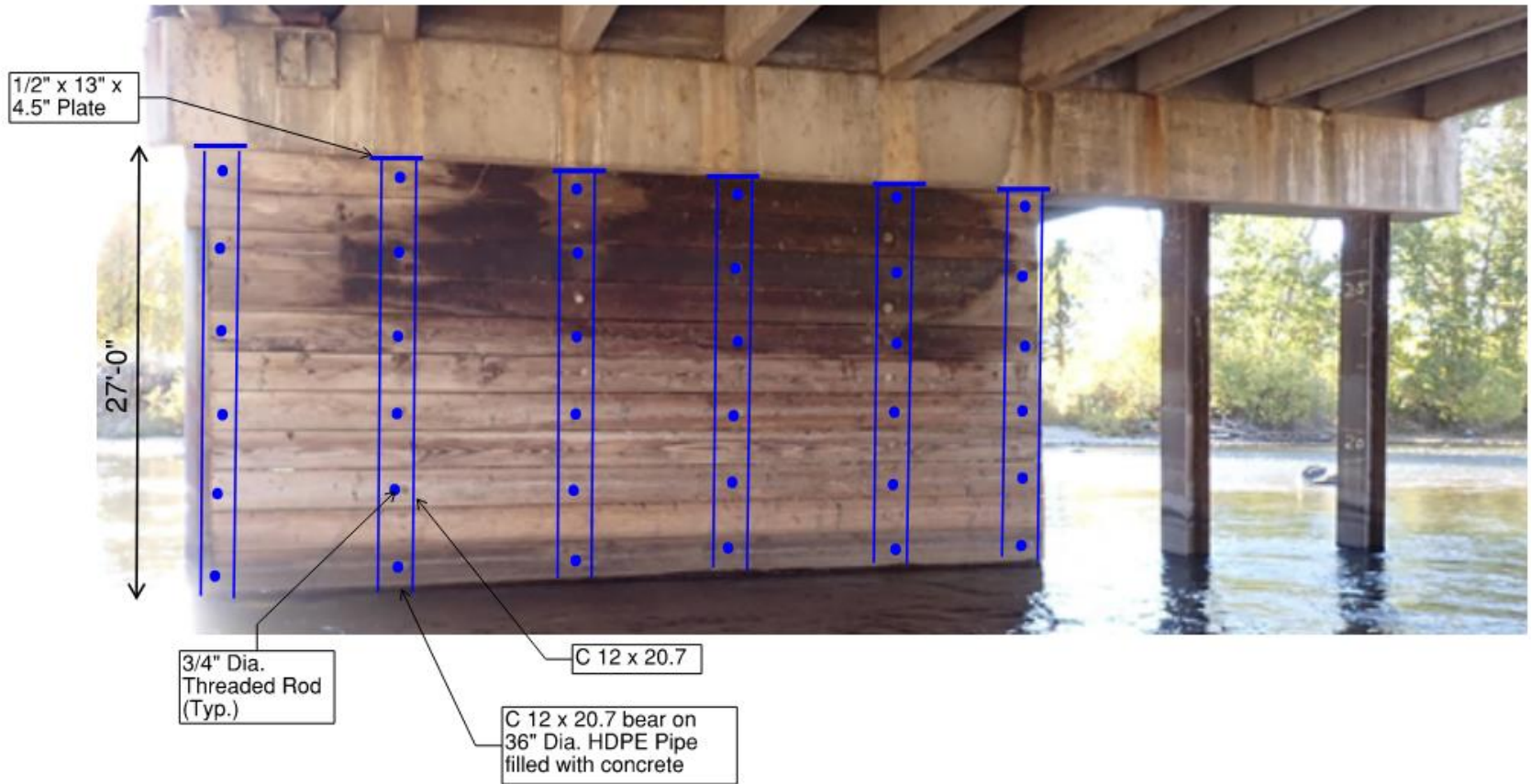
Bridge engineers reviewed

Design underway, timelines TBD

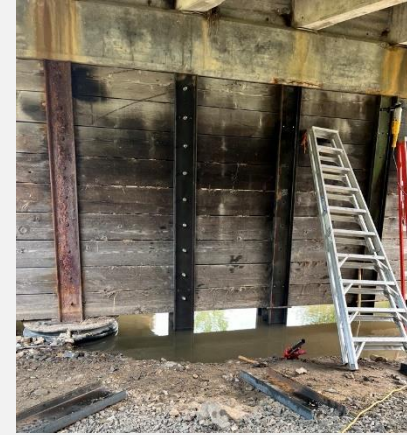
Your Safety • Your Mobility • Your Economic Opportunity



Potential Repair Strategy



SH-3 Similar Bridge Maintenance Repair



Your Safety • Your Mobility • Your Economic Opportunity

