



Date: Tuesday, April 29, 2025
Time: 10:30 a.m. (Mountain Time)

VIRTUAL COUNCIL MEETING AGENDA

Agenda Items		Presenter
Call to Order		Chair
LRHIP Emergency Application/s	*Action	Sara Gyfteas
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.



LHTAC COUNCIL STAFF REPORT

April 29, 2025

Agenda Item: **LRHIP Emergency Applications**

Presenter: **Sara Gyfteas**

Overview:

There is one application for review from the Shoshone Highway District requesting \$100,000.

A financial snapshot of the LRHIP Emergency balance is below:

*LRHIP Emergency Balance	
2025 Available Funds	\$ 0
Previous Years' Remaining Funds	\$ 171,541.90
Total available	\$ 171,541.90

*LRHIP Emergency fund capped at \$800,000 at the beginning of the Fiscal Year.

- Activity since last meeting:
 - Eastside HD Application Funded - \$100,000
 - North Latah County HD Application Funded - \$100,000
 - Power County HD Application Funded - \$100,000

Recommendation: For Council Review

**SHOSHONE HIGHWAY DISTRICT
LINCOLN COUNTY**

700 WEST ROAD BRIDGE

EMERGENCY GRANT APPLICATION



**LHTAC
FY 25 Local Rural Highway Investment Program (LRHIP)
Cover Sheet**

Local Highway Technical Assistance Council (LHTAC)

3330 Grace St., Boise, ID 83703 Ph: 208.334.0565 Web: LHTAC.org

EMERGENCY FUNDS APPLICATION

Local Rural Highway Investment Program (LRHIP)

Please ensure your application meets the definition of an emergency as established by the LHTAC Council:

An emergency to be considered must be able to clearly identify the external event that caused the emergency situation.

The roadway or bridge must be closed to traffic or be operational in a limited capacity. These funds are not eligible for projects made necessary by lack of local agency maintenance. The urgency and/or need for relief will be determined by, and at the discretion of, the LHTAC Council.

1. Local Highway Jurisdiction Name and Physical Address (no P.O. Box):

Shoshone Highway District #2

27 West 420 North, Shoshone, ID 83352

Contact Person: Raymond Alexander

Phone Number: (208) 886-7515 Email Address: Roadforemanshoshonehwy2@gmail.com

2. Location of Emergency Project: 700 W ROAD OVER MILNER GOODING CANAL

3. Attach description of emergency, including the cause and damage done. Include detour length, and impacts to community.

4. Attach an Engineer's estimated cost of emergency project: \$ 520,000.00

5. Amount of money applying for (\$100,000 max.): \$ 100,000.00

6. Will the work be contracted out to a private contractor? ☒ Yes ☐ No

7. Amount and source(s) of other funds used in this project:

Source	Amount
General Funds	\$ 420,000.00
	\$

8. Did you submit you Annual Road & Street Financial Report? ☒ Yes (attach copy) ☐ No

If you did not submit your Annual Road & Street Financial Report, submit the report to the Controller's Office and have them send a copy to LHTAC.

9. Is the project on a rural public highway outside an urban area with population of 5,000 or greater? ☒ Yes ☐ No

LRHIP Emergency Funds Application

Page 2

Please answer the following questions. Attach any explanations as necessary. Sign and date at bottom.

10. Is this a paving project where an entire section of the roadway is damaged and needs to be reconstructed?

☒ Yes (Attach explanation) ☐ No

11. Is this temporary work essential for traffic safety during an emergency? Ex: Raise roadway grades during a flood or slide

☐ Yes (Attach explanation) ☒ No

12. Is this funding needed for the replacement of culverts or other drainage assets due to an emergency?

☒ Yes (Attach explanation) ☐ No

13. Is this funding needed for detours related to an emergency?

☐ Yes (Attach explanation) ☒ No

14. Is this funding needed for permanent repairs?

☒ Yes (Attach explanation) ☐ No

15. Is this an application to match Federal funds or Emergency Relief funds?

☐ Yes (Attach explanation) ☒ No

16. Is this a multi-jurisdictional project?

☐ Yes (Attach name(s) of other financially participating Jurisdiction(s) and contributing amount) ☒ No

17. Provide amounts shown on your Annual Road & Street Financial Report on the following lines:

Line 64	Closing Balance	\$ 1,249,807
Line 65	Funds on Line 64 obligated for specific future projects	\$ 833,205
Line 66	Funds on line 64 retained for general funds and operations	\$ 416,602
Line 67	Ending Balance	\$ 0

Attach the most recent copy of your Annual Road & Street Financial Report as submitted to the Controller's office. Submit with a signed copy of this application to MKautz@LHTAC.org. All requested attachments are required for the applications to be considered.

Date: 3/14/25

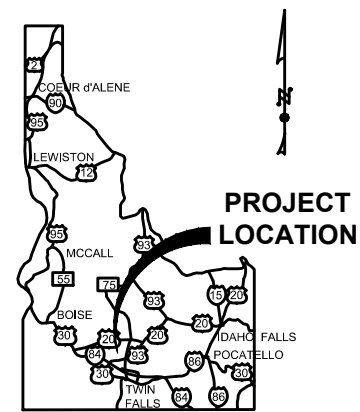
Local Highway Jurisdiction (name)

Signature: 

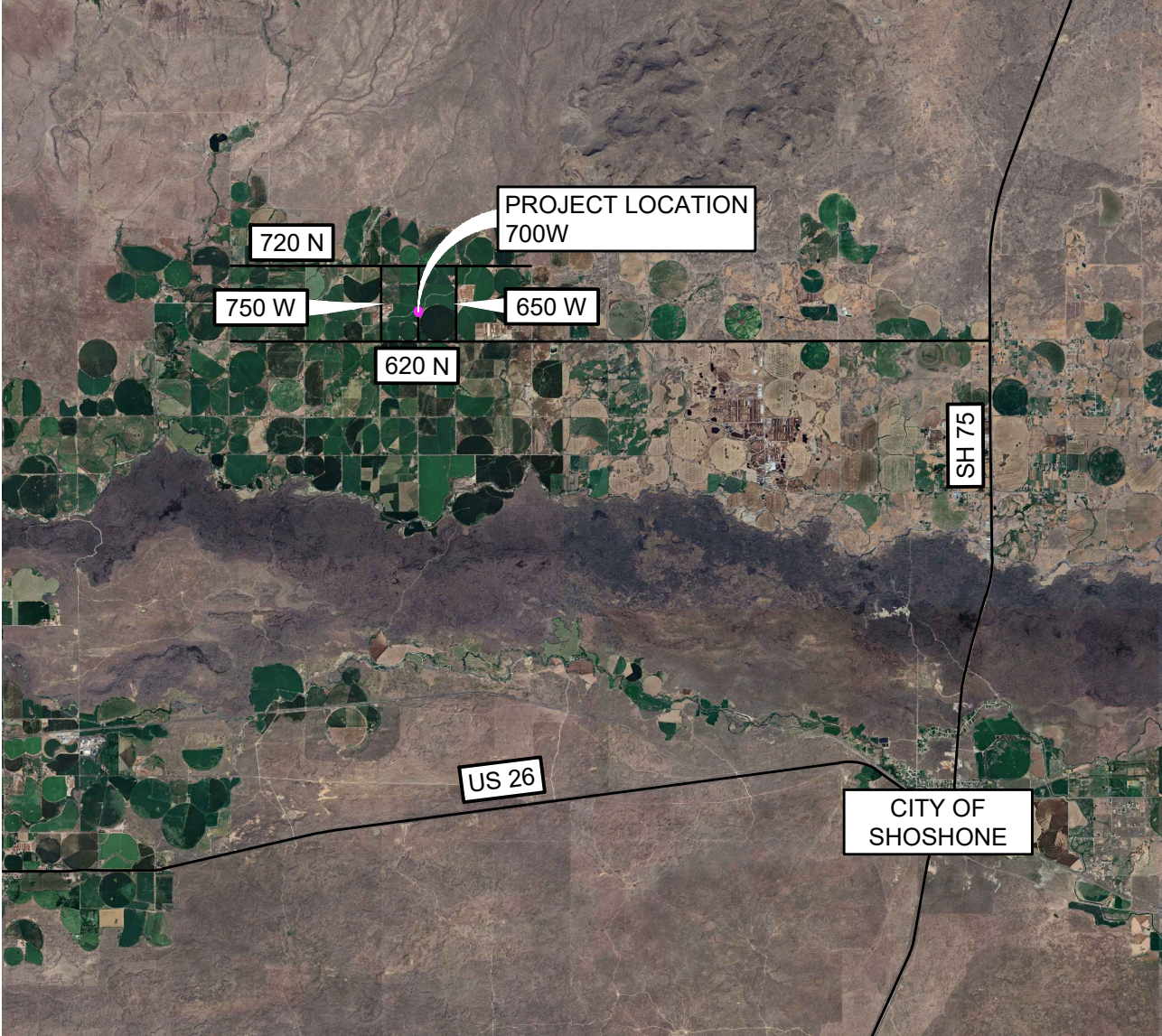
(Mayor or Chairman of the Board for County or Highway District)

Updated 9/28/2023

700 WEST ROAD BRIDGE SHOSHONE HIGHWAY DISTRICT FY 2025 LHRIP EMERGENCY APPLICATION



LOCATION MAP



	700 WEST ROAD BRIDGE	PROJECT NO
	VICINITY MAP	FIGURE

Project Description

Shoshone Highway District is submitting this emergency grant application to request funding to assist in the replacing of the 700 W bridge.

The damage to this bridge was first documented on November 26th, 2024 and is outlined in the attached incident report provided by the Lincoln County Sheriff's Office. Lopes Dairy was moving heavy, overloaded haul trucks across the 700 W bridge (Structure #2434). The equipment that was traversing the bridge is shown in Image 1. This bridge was never meant to withstand the immense weight of this equipment as is evidenced by the extreme damage to the bridge deck, including a hole in the deck measuring approximately 18 inches long. The beams are overstressed, and the entire deck is cracked and appears ready to crumble (Images 2 & 4). The Shoshone Highway District traveled over this bridge two weeks prior and observed no visible damage to the deck.



Image 1

Since this damage was first reported, Shoshone Highway District has been evaluating how best to get 700 W Road open once again. It's critical that 700 W reopens to traffic given how important this bridge is for local farmers – 700 W is lined on both sides with farm fields. The closure of 700 W causes 4 mile detour routes and diverts agricultural traffic onto busier roads that cannot easily accommodate farm traffic. This is not only detrimental to local farmers but also poses a traffic safety hazard.



Image 2

Two processes have delayed the submitting of this application. First, delineating the sources and extents of funding has taken some time to sort out. After much work on this front, an agreement has been reached that Lopes Dairy will be supplying funds to aid in the replacement of the 700 W bridge. These funds do not approach the full cost of the bridge placement but will make the project more affordable. Secondly, the Highway District has done detailed investigation into whether the current bridge abutments can be salvaged. We have determined that the deck was placed onto these abutments in 1973, with no known date being recorded for the construction of the footings. We suspect that the footings may date back as far as the 1930s.

Given this, the Shoshone Highway District sees no other responsible choice besides removing the old deck and abutments and installing a new bridge. As shown in the attached cost estimate, this cost is anticipated to be \$520,000.

Financial Need

Shoshone Highway District entered this fiscal year with \$1,249,807 of funds on the balance sheet. While that number may appear sufficient to fund this project, in reality, much of the capital that is currently on hand has been diligently accumulated to fund upcoming projects, leaving only about one-third of our capital to be used for fixed costs associated with the continued maintenance of our road network. Furthermore, inspection work done this winter of 2025 by Hughes Engineering has identified three more bridges in the Shoshone Highway District that rate as poor or critical condition and in need of immediate replacement (See attached email). Adding these three high-priority bridge replacements is a tremendous blow to our budget. We are in a dire position, having insufficient funds and sacrifices to make as we try and continue to maintain the roads and bridges in our district. See the attached Road and Street Financial Report.

Line 61	TOTAL DISBURSEMENTS (sum lines 29, 34, 41, 46, 47, 60).	3,015,701.00
Line 62	RECEIPTS OVER DISBURSEMENTS (line 24 - line 61).	852,148.00
Line 63	OTHER ADJUSTMENTS (Audit adjustment at opening balance belonged in invest and capital	(444,960.00)
Line 64	CLOSING BALANCE (sum lines 1, 62, 63)	1,249,807
Line 65	Funds on Line 64 obligated for specific future projects & reserves.	833,205.00
Line 66	Funds on Line 64 retained for general funds and operations.	416,602.00
Line 67	ENDING BALANCE (line 64 minus the sum of lines 65, 66)	0



Image 3

Paying for this bridge replacement entirely out of our own capital would create serious problems in our accounting. We would have to forego large amounts of standard maintenance for years to come, which is highly problematic – ignoring small repairs and maintenance now means worse roads and much more severe and costly projects down the road. Our other option is to pull funds from projects that we have steadfastly been saving for and push off projects that are critical to our local community in order to fund this bridge replacement on 700 W. Neither is desirable.

700 W is a critical part of our local road network. It's a serious priority that a new bridge is installed here for the good of local traffic and farmers. We have worked incredibly hard to put together a low cost and effective plan for replacing this bridge, as well as working to find room in our budget and negotiating for funds with Lopes Dairy. We have made great strides in these areas, but our funding still falls short. We are requesting a \$100,000 emergency grant to aid us in taking on this emergency project. A grant of this proportion would mean a great deal in turning this dire situation around and providing our community with a reliable and robust bridge on 700 W.



Image 4

Response to LHTAC Questions

Questions:

- 10 *Is this a paving project where an entire section of the roadway is damaged and needs to be reconstructed?*
No.
- 11 *Is this temporary work essential for traffic safety during an emergency?*
No, the work is all related to the installation of a new bridge, the necessary traffic safety measures have already been taken by the our district.
- 12 *Is this funding needed for the replacement of culverts or other drainage assets due to an emergency?*
No, the existing infrastructure to be replaced is a bridge, there are no culverts associated with the work.
- 13 *Is this funding needed for detours related to an emergency?*
No, the detour route and signage has already been established.
- 14 *Is this funding needed for permanent repairs?*
Yes. The funds we are applying for are to install the new bridge and rebuild the channel and roadway around it.

Annual Road and Street Financial Report

Page 1 of 3

Reporting Entity Name, Mailing Address and Contact Phone Number:		Please return, not later than December 31 , to:
SHOSHONE HGIHWAY DISTRICT #2		BRANDON D. WOOLF IDAHO STATE CONTROLLER ATTN: HIGHWAY USERS STATEHOUSE MAIL BOISE, ID 83720
Address 27 W 420 N		
Shoshone, Idaho 83352		
Kaysi Hubsmith 208-886-2530	kaysi@shoshonehwydistrict2.com	

This certified report of dedicated funds is hereby submitted to the State Controller as required by 40-708, *Idaho code*.

Dated this _____ day of _____, _____.

ATTEST:

Dennis Race Commissioner Signature

Ron Braun Commissioner Signature

Clerk/Treasurer Signature

Tony Owens Mayor or Commissioner Signature

City Clerk/County Clerk/District Secretary **(type or print name & sign)** **AND** Commissioners or Mayor **(type or print name & sign)**

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, _____ **2024**

Line 1	BEGINNING BALANCE AS OF OCTOBER 1 PREVIOUS YEAR	842,619
--------	-------------------------------------------------	---------

RECEIPTS

LOCAL FUNDING SOURCES

Line 2	Property tax levy (for roads, streets and bridges)	357,014
Line 3	Sale of assets	300
Line 4	Interest income	11893
Line 5	Fund transfers from non-highway accounts.	0
Line 6	Proceeds from sale of bonds (include LIDs)	0
Line 7	Proceeds from issue of notes (include loans)	0
Line 8	Local impact fees	0
Line 9	Local option registration fee	0
Line 10	All other LOCAL receipts or transfers in.	401
Line 11	Total Local Funding (sum lines 2 through 10).	369608

STATE FUNDING SOURCES

Line 12	Highway user revenue	1,525,185
Line 13	Sales tax/Inventory replacement tax	119,056
Line 14	Sales tax/Revenue sharing	0
Line 15	State Exchanged funds.	1854000
Line 16	All other STATE receipts or transfers.	0
Line 17	Total State Funding (sum lines 12 through 16).	3498241

FEDERAL FUNDING SOURCES

Line 18a	Secure Rural Schools (Title I Funds)	0
Line 18b	Secure Rural Schools (Title III Funds)	0
Line 19	Federal-aid Bridge.	0
Line 20	Federal-aid Rural.	0
Line 21	Federal-aid Urban.	0
Line 22	Federal Lands Access Funds and All other FEDERAL receipts or transfers	0
Line 23	Total Federal Funding (sum lines 18 through 22)	0

Line 24	TOTAL RECEIPTS (sum lines 11, 17, 23)	3867849
----------------	--------------------------------------------------------	----------------

REPORTING ENTITY NAME:		FISCAL YEAR:
DISBURSEMENTS		Page 2 of 3
NEW CONSTRUCTION (include salary and benefits on each line)		
Line 25	Roads	0
Line 26	Bridges, culverts and storm drainage	0
Line 27	RR Crossing	0
Line 28	Other (signs, signals or traffic control).	0
Line 29	Total New Construction (sum lines 25 through 28).	0
RECONSTRUCTION/REPLACEMENT/REHABILITATION (include salary and benefits on each line)		
Line 30	Roads (rebuilt, realign, or overlay upgrade).	1803262
Line 31	Bridges, culverts and storm drainage	55755
Line 32	RR Crossing.	0
Line 33	Other (signs, signals or traffic control).	0
Line 34	Total Reconstruction/Replacement (sum lines 30 through 33).	1859017
ROUTINE MAINTENANCE (include salary and benefits on each line)		
Line 35	Chip sealing or seal coating.	546473
Line 36	Patching	71394
Line 37	Winter Maintenance	71382
Line 38	Grading/blading	71382
Line 39	Bridge.	0
Line 40	Other (signs, signals or traffic control).	36626
Line 41	Total Routine Maintenance (sum lines 35 through 40)	797257
EQUIPMENT		
Line 42	Equipment purchase - automotive, heavy, other.	-12197
Line 43	Equipment lease/purchase	83008
Line 44	Equipment maintenance.	86204
Line 45	Other (specify). depreciation	75739
Line 46	Total Equipment (sum lines 42 through 45)	232754
ADMINISTRATION		
Line 47	Administrative salaries and expenses.	82800
OTHER EXPENDITURES		
Line 48	Right-of-way and property purchases	0
Line 49	Property leases	0
Line 50	Street lighting	0
Line 51	Professional services - audit, clerical, and legal.	5105
Line 52	Professional services - engineering.	8470
Line 53	Interest - bond (include LIDs).	0
Line 54	Interest - notes (include loans).	0
Line 55	Redemption - bond (include LIDs)	0
Line 56	Redemption - notes (include loans)	0
Line 57	Payments to other local government.	30298
Line 58	Fund transfers to non-highway accounts.	0
Line 59	All other local expenditures	0
Line 60	Total Other (sum lines 48 through 59)	43873
Line 61	TOTAL DISBURSEMENTS (sum lines 29, 34, 41, 46, 47, 60).	3015701
Line 62	RECEIPTS OVER DISBURSEMENTS (line 24 - line 61).	852148
Line 63	OTHER ADJUSTMENTS (Audit adjustment an opening balance belonged in invest and capital	-444960
Line 64	CLOSING BALANCE (sum lines 1, 62, 63)	1,249,807
Line 65	Funds on Line 64 obligated for specific future projects & reserves.	833205
Line 66	Funds on Line 64 retained for general funds and operations.	416602
Line 67	ENDING BALANCE (line 64 minus the sum of lines 65, 66)	0

REPORTING ENTITY NAME:		FISCAL YEAR:	
REPORTING MEASURES		Page 3 of 3	
	NEW CONSTRUCTION		
Line 68	Total lane miles constructed		0
Line 69	Total square feet of bridge deck constructed		0
	RECONSTRUCTION/REPLACEMENT/REHABILITATION		
Line 70	Total lane miles rebuilt, realigned, or overlay		24
Line 71	Total square feet of bridge deck reconstructed or rehabilitated.		3700
	ROUTINE MAINTENANCE		
Line 72	Total lane miles with surface treatments, chip sealed, seal coated etc. on line 35.		20
Line 73	Total lane miles graded or bladed on line 38		350
PROJECTS			
	FUTURE PROJECTS & RESERVE DESCRIPTIONS		
Line 74	Available Funds (From line 65).		833205
	Project List	Start Year	Projected Cost
	520 N Pave 3 Miles520 N Pave 3 Miles	2025	246000
	200 E 1.5 miles200 E 1.5 miles200 E 1.5 miles	2025	302000
	450 W Pave. 2.0 Miles450 W Pave. 2.0 Miles	2025	164000
	150 E. Pave. 2.0 Miles	2026	164000
	30 E Bridge Replace30 E Bridge Replace	2026	1000000
	520 Bridge Replace 520 Bridge Replace	2026	700000
	770 Bridge Replace770 Bridge Replace	2026	400000
	10 year Chipseal Overlay 2024-2034		500000
Line 75	Estimated Cost of future projects.		3476000
Line 76	Available for Other Projects (line 74 minus line 75)		-2,642,795
Line 77	Deferred maintenance costs over the last 5 years (in dollars).		1,077,775

SHOSHONE HIGHWAY DISTRICT
700 W ROAD OVER MILNER GOODING CANAL BRIDGE REPLACEMENT
PRELIMINARY COST ESTIMATE

700 W ROAD OVER MILNER GOODING CANAL BRIDGE REPLACEMENT				
Description	Unit	Estimated Quantity	Unit Price	Price
REMOVAL OF EXISTING BRIDGE	LS	1	\$ 40,000.00	\$ 40,000.00
EXCAVATION	CY	700	\$ 50.00	\$ 35,000.00
NONSTRUCTURAL CONCRETE LEVELING PAD	TON	90	\$ 600.00	\$ 54,000.00
3/4" AGGREGATE BASE FOR ROAD	CY	450	\$ 57.00	\$ 25,650.00
LOOSE RIPRAP	CY	20	\$ 150.00	\$ 3,000.00
RIPRAP/EROSION CONTROL GEOTEXTILE	SY	50	\$ 7.00	\$ 350.00
NEW 20.0' L. X 32.0' W. X 8.0' H. CAST-IN-PLACE CONCRETE STIFFLEG	LS	1	\$ 200,000.00	\$ 200,000.00
STRUCTURAL EXCAVATION	CY	450	\$ 50.00	\$ 22,500.00
COMPACTING BACKFILL	CY	500	\$ 35.00	\$ 17,500.00
GRANULAR SUBBASE	TON	800	\$ 65.00	\$ 52,000.00
CONSTRUCTION TOTAL				\$ 450,000.00
SURVEY	LS	1	\$ 15,000.00	\$ 15,000.00
HYDRAULICS	LS	1	\$ 12,000.00	\$ 12,000.00
DESIGN	LS	1	\$ 38,000.00	\$ 38,000.00
CE & I	LS	1	\$ 5,000.00	\$ 5,000.00
ENGINEERING TOTAL				\$ 70,000.00
PROJECT TOTAL				\$ 520,000.00

Prepared by Steven R. Yearsley, P.E
Forsgren Associates, Inc.



Rene King, Sheriff
115 West A Street
Shoshone, ID 83352

Lincoln County Sheriff's Office

Kammeron Hairston, Chief Deputy
Office (208) 886-2250
Fax (208) 886-2851
www.lincolncountyid.gov

Case Narrative

Printed on November 27, 2024

Primary Report By Kammeron Hairston

Case #LCSO24-0590

Typed By Kammeron Hairston

On November 26th, 2024, at approximately 1319 Hours, I, Chief Deputy Hairston of the Lincoln County Sheriff's Office, responded out to approximately 650 N 700 W in Lincoln County Idaho for a report of a collapsed bridge.

I observed a traffic cone in what appeared to be a hole in the north bound side of the bridge. On closer inspection of the bridge, it was apparent that the concrete pad had given way and there was a hole approximately 18 inches in diameter. When I looked under the bridge, I could see multiple fractures in the concrete, and it appeared as though the entire pad was ready to fall in.

Shoshone Highway district arrived on scene and put up bridge closed, and road closed for through traffic. I took pictures of the bridge and SIRCOMM was notified of the closure.

Currently the damage is suspected to have come from Lopes Dairy who are transporting dirt in the area using large construction trucks. Eric Lopes was contacted and advised that he had just found out about the damage. Eric stated that he will assist with whatever needs to be done and to have the highway district contact him.

This report will serve as an informational at this time. Pictures of the bridge will be added to the case file.

Signed

A handwritten signature in black ink, appearing to read "K. Hairston".

Kammeron Hairston, Chief Deputy

Date 11/27/24



Rene King, Sheriff
115 West A Street
Shoshone, ID 83352

Lincoln County Sheriff's Office

Kammeron Hairston, Chief Deputy
Office (208) 886-2250
Fax (208) 886-2851
www.lincolncountyid.gov

Case Narrative for LCSO24-0598 (11/30/24 03:42)

Printed on December 2, 2024

Primary Report By Katelynn Newell

Case #LCSO24-0598

Typed By Katelynn Newell

On November 29, 2024, at approximately 1900 hours, I was working as a patrol deputy within Lincoln County in the state of Idaho. I was advised of a traffic incident at 720 West 620 North, Shoshone, Idaho 83352. The reporting party, Raymond Alexander, with the Highway District, advised of an excavator crossing through a marked closed roadway.

I arrived to see an excavator and tractor on the north side of 620 North on 700 West. The road is closed, with signs on the north and south sides of a bridge that the excavator previously damaged. The location of the bridge is 650 North 700 West. I asked what side the excavator was on before my arrival, and they said the north side. I identified the driver of the excavator as Magana-Arriaga, Daniel, date of birth 6/9/1965. Daniel spoke very little English because his first language was Spanish. I, male, identified as Steven B. Lopes, identified as the worker's boss, and said his worker didn't know better. Steven said they work for Lopes Dairy, and he would take the citation if one were to be issued due to Daniel going back to Mexico on December 6. I asked Steven if Daniel was asked to bring the excavator back to the dairy, and Steven said no one asked him to.

I went back to speak to Raymond about the situation, and he said he just wanted a report because the dairy disregarded the road closure and got the equipment. The excavator was the original reason the bridge was damaged in the first place, causing the road closure. I asked Raymond to look at the bridge while I was still at the location and advise of any further damage.

Due to six vehicles, including the farm equipment, on the roadway, I asked the tractors to leave. I went to check on the bridge and was told by Raymond that it had not suffered further damage and that the drivers had placed the closer signs back up. In the center of the bridge was a large hole with rebar showing.

End of report.

Signed

Katelynn Newell, Deputy

Date

Steven Yearsley

From: David Hughes <hughesengineer@gmail.com>
Sent: Thursday, April 3, 2025 12:51 AM
To: Steven Yearsley
Subject: Re: Shoshone HD Small Bridge Inspection Reports

EXTERNAL MESSAGE

Hi Steven,

The next email will share a Dropbox link with you for Shoshone Hwy Dist Bridges.

- There is a KML file at the root level that shows the numbering of all of the bridges (some that we didn't inspect) that you can input into Google Earth.
- The Photos folder has a photo log for all of the photos in that directory.
- The Field Edit Reports has all of the field notes. Each bridge has two files (we divide and conquer in the field) that haven't been combined yet. They are not 100% readable, but you should be able to decipher our shorthand.

Things are in rough draft form, and haven't been reviewed, but should give you what you need.

The three bad bridges are:

S2403 - Substructure rating 4 (poor)

S2404 - Substructure rating 4 (poor)

S2414 - Substructure rating 2 (critical) - I advised Ray to close half of the roadway over the partially failed abutment

S2434 - This is the failed bridge. The east side is the one that failed. The west side had substantial cracking, but didn't break through. The deck portions under the wheel paths are not supported (no beam directly underneath)

We'll be driving back tomorrow from Oregon after 1 pm MST (Thursday).

Give me a call if you have any questions.

Dave

On Wed, Apr 2, 2025 at 1:25 PM Steven Yearsley <syearsley@forsgren.com> wrote:

David,

It was good talking with you the other day on the 3 three bridges that are needing to be addressed on the small structures for Shoshone. I know it will take a while to get the final reports done but I am needing a quick email with your findings. Also you looked at the 700 W bridge that has failed. In your review of it was the entire deck failed or is the west side still intact and do you have any photos of this. I am working on applying for a grant on this bridge.

Please let me know if you have any questions.

Thanks

Steven Yearsley, P.E.

Boise Civil Manager



1109 West Myrtle Street, Suite 300

Boise, Idaho 83702

208.342.3144 | 208.859.7153 Cell

208.854.8304 Direct

ENGINEERING STRONGER COMMUNITIES

Grow with us. Make a difference! 

--

David J. Hughes, PE



Hughes Engineering, P.C.
1117 S Camas St – Nampa, ID 83686

208-880-9111 w
dave@hughesengineering.com