



## Project Narrative

### 145<sup>th</sup> N Bridge Replacement Project Bonnevill County, Idaho

### Fiscal Year (FY) 2023 Bridge Investment Program, Planning Grant

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## EXECUTIVE SUMMARY

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This project will evaluate replacement structures alternatives for the 145th N Bridge over the Snake River in North Bonneville County, ID. The recommended replacement alternative will be structurally resilient, improve connectivity to I-15, and address safety needs for all users.

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**Notice of Funding Opportunity:**  
693JJ324NF00006

**Program:** Fiscal Year (FY) 2023 through FY 2026 Bridge Investment Program, **Planning** and Bridge Project Grants

**Submittal:** February 19, 2024 via Grants.gov

**Sponsor:** Bonneville County Road and Bridge, Bonneville County, Idaho

**Project Name:** 145<sup>th</sup> N Bridge Replacement, Bonneville County, Idaho

**Area Type:** Rural (Under 200k population)

**BIP Request:** \$328,000

**Non-Federal Match:** \$82,000

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The Bonneville County Road and Bridge Department with support from neighboring Jefferson County is seeking funding for the replacement of the 145th N Bridge over the Snake River. The need for replacement is prompted by structural deficiency, functional obsolescence, and lack of resiliency for this key local freight corridor.



Figure 1: 145th N Bridge over the Snake River



Figure 2: 145th N Bridge over the Snake River

The bridge sits on the county line between Bonneville and Jefferson Counties. It is at the junction of four Census Tracts: 9715, 9602, 9703, and 9601. Census Tract 9601 is categorized as a historically disadvantaged community. Both counties have desired to replace this structure for years but have not had the funding to address this need. Even with recent state-wide funding opportunities to replace local agency poor condition bridges, the bridge was still not competitive because it is too expensive for the program. Additionally, funding is generally limited for rural locals in Idaho, especially bridge funding. Seeking federal funding opportunities is the only avenue to address this scale of structure.

The 145th N Bridge allows access over the Snake River to vital transport routes, such as I-15. The 145th N corridor is located in a remote setting that relies heavily on the agricultural business and generates significant amounts of agricultural freight. The a key generator of that freight is Simplot Growers Solutions (SGS), located a half-mile west of the bridge. SGS is a 90-year-old family run business that supports

farmers across the state. The location on 145th N provides farmers with access to seeds, fertilizers, herbicides, equipment and anything else that farmers need to be successful.

The current structure is in risk of falling into a “poor” status in the FHWA NBI rating system. The existing bridge was built in 1967 and has reached the end of its 50-year serviceable lifespan. The existing structure is hazardous to the surrounding community with narrow lanes, limited offsets to barrier, lack of shoulder and no space for non-motorized users. Additionally, the bridge approach geometry is narrow, and the guardrail is a substandard height and does not meet current MASH requirements and requires full replacement. Furthermore, original design plans from the 1967 bridge reveal that the structure is supported by shallow foundations within the Snake River. Since construction the structure has undergone significant scour. Scour is a recurring issue that resurfaces after every bridge inspection, no matter the mitigation enacted. The shallow foundations of the bridge are at risk of failing as scour continues to occur.

Determining the recommended alternative for replacing this structure is the first step for Bonneville and Jefferson Counties. With this study, a recommended alternative will be determined, construction cost estimates will be developed, and a path forward to construction will be identified. The Counties will understand what will be needed to gain environmental approval, understand the permitting process, and be ready to complete final design and construction.

Study efforts are estimated to take approximately 9 months, with a planning level estimated cost of \$410,000. The

County has a 20% match and is prepared to cover any overages the project might have.

This project will:

- Improve resiliency of the crossing and corridor
- Improve the structural integrity of the bridge by conforming to the current design standards
- Reduce maintenance burden on the county
- Improve driver and pedestrian safety along 145th N
- Improve mobility for non-motorized users
- Develop a recommended alternative for the County to take through design and construction

## I. BASIC PROJECT INFORMATION

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### PROJECT DESCRIPTION

The Bonneville County with the support of Jefferson County is pursuing BIP Planning Grant funding for the 145th N Bridge Replacement. This project will study and recommend a replacement alternative for the 145th N bridge over the Snake River. Improvements to the 1967 design are necessary to improve public safety and address the fair to poor NBI ratings for the structure. These improvements include wider lanes to accommodate traffic (including agriculture equipment, a shoulder, space for non-motorized users, and deep foundations to improve overall structural resiliency.

Up to this point, the County has performed minimum maintenance on the structure since inheriting from the Idaho Transportation Department in circa 1980's. Competing for federal funding to study, design, and construct the replacement of the structure is the only option for the county due to limited funding sources locally and at the state level.

### EXISTING CONDITIONS

The 145th N Bridge is located on the boundary line between Bonneville County and Jefferson County in Eastern Idaho. The structure is a vital link for the community over the Snake River – the only river crossing for almost 10 miles in either direction. The structure allows for access to I-15, which is the largest North-South link in south-east Idaho and undergoing major expansion efforts to accommodate the aggressive growth that eastern Idaho, including Bonneville and Jefferson Counties, are experiencing. As the area continues to grow, more and more people are moving north of Idaho Falls and developing along the 145th N corridor putting more demand on the structure each year. The current structure is on the verge of structural deficiency and requires advanced planning to prevent the structure from being removed from active service.

The 145th N Bridge is a prestressed concrete girder bridge with a length of 546 ft. The structure is comprised of 5 spans that are 109 ft. The out-to-out width of the structure is 33.3 ft, and the curb-to-curb width is 28 ft. From the most recent Inspection report in November 2023, the bridge is rated at a level 5 in "Fair Condition". However, the structure has many deficiencies that if not addressed will move the bridge into "Poor Condition". The 145th N bridge is suffering from failing joints (Figure 3), spalling concrete, rebar/tendon exposure



*Figure 3: Failed Joint with Leaking Moisture above Pier 1*

(Figure 4), rebar/tendon corrosion, restricted movement in bearings (Figure 5), shear cracking in girders, and high scour potential. Fifty percent of the joint seals of the existing structure have lost adhesion, while the other fifty percent have failed entirely, allowing for water leakage onto the substructure. The leakage is causing deterioration to the substructure elements.





*Figure 4: Exposed Prestress Strands at the bottom Girder 5 in Span 2.*



*Figure 5: Large Spall with Exposed Rebar at the end of Girder 1, in Span 3. Also Rusting of Bearing at Pier 2.*

Furthermore, all four of the existing bridge piers were constructed using shallow foundations. The shallow foundations in the high-volume Snake River are highly susceptible to scour. Scour of bridge foundations is the number one cause of bridge collapse in the United States. From the latest inspection report Pier 1 is noted to have approximately 2 ft of vertical footing exposure across 12 ft of footing length due to scour. Looking at the original design plans, the footing is only 2-ft tall. This means that as the scour hole around Pier 1 continues to form, instability of the pier is inevitable, resulting in bridge failure. Due to its current state of repair, the 145th N bridge has no methods to combat possible natural disasters, such as moderate to extreme flooding.

The initial design of the Bridge in 1967 took no seismic activity into account. According to the USGS Idaho is considered the sixth most seismically active state in the United States. The first AASHTO Seismic Design Guidance for Highway Bridges was adopted in 1981, over ten years after the bridge was constructed. The existing structure is outdated, as seismic design was not considered for the bridge. With the current state of the 145th N bridge and its outdated design, it is likely that if seismic activity were to occur, the bridge would fail.

Lastly, the geometric design of the existing structure is noted in the 2023 Inspection Report as “Tolerable”, meaning that it could be improved. The deck geometry allows for a 2-lane, 2-way route that runs east to west. The 28 ft curb-to-curb width ideally allows for two 14-ft lanes, however this is not the case. The geometric constraints of the bridge barely allow the traffic lanes to meet the criteria 12 ft lane. With the presence of significant agricultural equipment and large trucks on the bridge, 12 ft lanes and shoulders are recommended to accommodate the large vehicles and not encroach on the opposing lane. Additionally, the narrow approach width and substandard guardrail create additional hazards for the traveling public. Guardrail is frequently struck in the corridor on the approaches as shown below (Figure 6).



*Figure 4: Broken Guardrail from Vehicular Impact at North-west Corner*

## PREVIOUS STUDIES AND PLANS

The need to replace this structure has been identified in recent long-range plans for the county and local MPO. The recent Bonneville MPO Transportation Master Plan also identifies the funding challenges associated with funding bridges. The current approach for the area is to seek federal funding. Additionally, Bonneville County is in the process of developing a Comprehensive Safety Action with a goal of reducing severe and fatal crashes. The serious crashes within this project's limits are identified in the study.

## PROJECT LOCATION

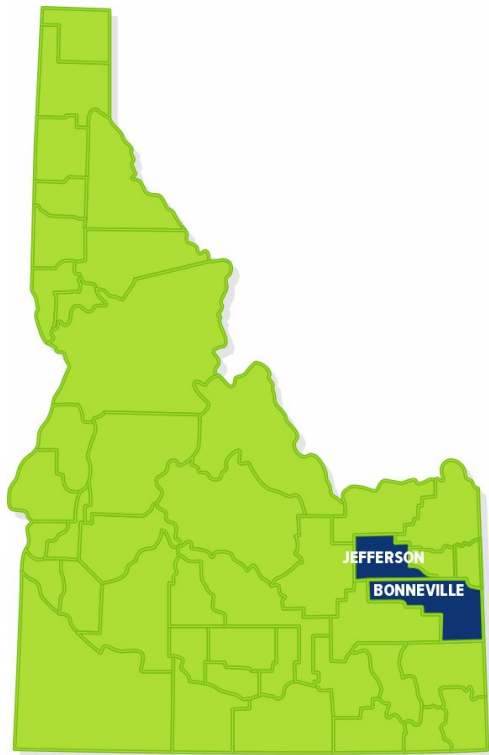


Figure 5: Idaho Vicinity Map

Falls sits along the I-15 corridor connecting to Blackfoot and Pocatello (to the south). Along with I-15, US-20 is another major regional route traveled by freight and everyday motorists, which connects Idaho Falls to the cities of Rigby and Rexburg.

As stated earlier, the project is located on the border of the Bonneville and Jefferson County lines. As shown in Figure 8, the project lies between I-15 and US-20, the two major routes described above. The project location is

Lead application, Bonneville County, is located within the Upper Snake River Region of the State of Idaho; directly bordering the State of Wyoming to the east as shown in Figure 7. Jefferson County is located directly north of Bonneville County. The project is located on the boundary between the two agencies. Bonneville County is the fourth most populous county in Idaho, and the most populous county in eastern Idaho. The area is connected by the I-15 corridor and several regional roadways and highways.

Idaho Falls is the closest urban area to the project. Idaho Falls is the most populated city in Bonneville County with a population of 65,657 in 2020. Idaho



Figure 6: Map of project area and nearby roadways.



at the intersection of four Census Tracts: 9715, 9602, 9703, and 9601. Census Tract 9601 is categorized as a historically disadvantaged community according to the 2020 US Census. The 145th N structure provides a critical river crossing that links the unurbanized western side of the Snake River to the urbanized eastern side of the Snake River.

### **PROJECT PARTNERS**

Bonneville County is the lead applicant for the project and is supported by Jefferson County. Neither county has a history of receipt or expenditure of federal grants. Bonneville will coordinate with the Local Highway Technical Council to ensure appropriate administration of the grant. This will include ensuring a federal aid compliant project procurement process is followed and payments are coordinated/reported correctly to DOT. Bonneville County Road and Bridge will maintain the bridge post replacement.

## **II. NATIONAL BRIDGE INVENTORY DATA**

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A summary of the National Bridge Inventory (NBI) data for the 145th N Bridge in Bonneville, County is shown in the **BIP Planning Template** and included **Bridge Inspection Reports**. Along with the NBI summary, it is important to note that in the last eight years of inspection, Item 75A of the NBI has listed proposed work to improve the structure as code 31. This means that over the last eight years “Replacement of the bridge because of substandard load carrying capacity or substandard bridge geometry” is recommended from inspection.

## **III. PROJECT BUDGET – GRANT FUNDS, SOURCES, AND USES**

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This project is seeking planning level funds to complete a feasibility study for replacement options for the 145th N bridge in Bonneville County. The non-federal match for this project will be provided by Bonneville and Jefferson Counties through their yearly road and bridge budgets. There are no conditions or requirements tied to the match funding.

Table 1 below details the funding breakdown for this project. 10% of the project cost is for grant administration costs by LHTAC. The rest of the funding is targeted at the cost of the field data required and to complete the feasibility study. Field work will be conducted to ensure a feasible alternative is recommended for design from the lenses of hydraulics, geotechnical, and environmental discipline. This will include preliminary site survey, geotechnical evaluation and boring, and an environmental scan. Survey will also be performed to establish the highwater marks, bathometric data, and develop a topographic surface to use in evaluating both preliminary hydraulics and alignment alternatives. Additionally, the feasibility analysis will determine the appropriate alternative by evaluating impacts, costs, and public involvement and feedback.

Table 1: Project Cost Estimate

Grant Element	Cost
Grant Administration	\$40,000.00
Survey	\$70,000.00
Geotechnical analysis	\$100,000.00
Environmental Scan	\$50,000.00
Feasibility Analysis	\$150,000.00
<b>Total Project Estimate</b>	<b>\$410,000.00</b>

Below is the estimated project schedule. It is estimated that it could take up to a year to hear back on grant award, get under contract, and put an RFP out for project procurement. After that, the feasibility study is estimated to take approximately 9 months. The end deliverable will be a completed study with a recommended alternative for replacement and adoption of the project into the TIP so the County can seek construction funding. For simplification purposes, Quarter 1 starts when the grant application is submitted.

Table 2: Estimated Project Schedule

	Year One								Year Two							
	Q1		Q2		Q3		Q4		Q1		Q2		Q3		Q4	
<b>Grant Scoring and Award</b>																
<b>Procurement</b>																
<b>Data Collection</b>																
<b>Feasibility Study</b>																
<b>Tip Adoption</b>																

## IV. MERIT CRITERIA

### STATE OF GOOD REPAIR

This project will evaluate replacement options for the 145th N bridge. The existing bridge is at risk of falling into a poor category for its superstructure NBI ratings. The bridge has cracking/spalling concrete in the deck and girders which has exposed and corroding rebar and prestressing tendons. Maintenance efforts are not able to address the underlying issues with the girders and prestressed tendons. Full replacement is necessary. In addition, the bridge is set on shallow foundations with severe scour issues leading to unstable conditions of the piers. Other maintenance items include failing deck joints, damaged guardrail, and restricted movement of the expansion bearings. The figure below shows the past historical data for the condition of the superstructure, as well as a 20-year forecast of its condition. It demonstrates the need for this replacement, and that the bridge is in danger of falling into poor condition, again, in the next few years. This graph was generated from InfoBridge, an FHWA product utilizing past NBI data available in 2024.

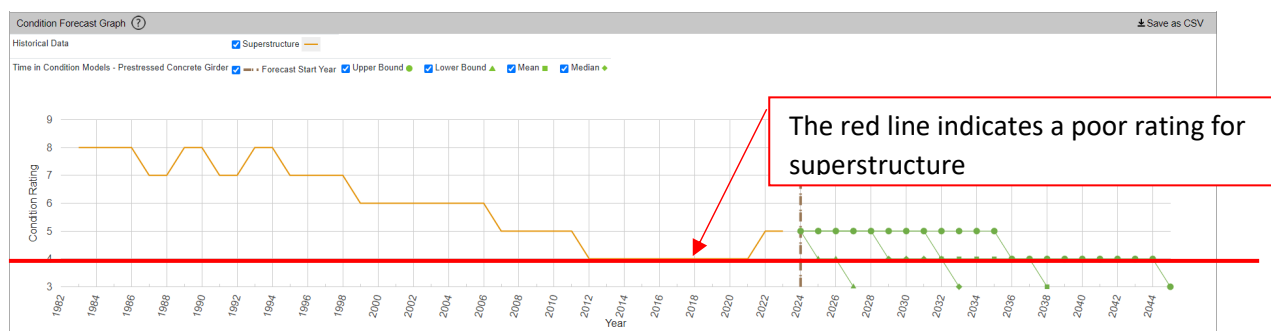


Figure 7: InfoBridge 20-year forecast of the structure condition

The replacement of this structure will address the following factors for the State of Good Repair Criteria:

- The existing structure is at risk of falling into poor condition. This grant will fund the study to determine the best replacement solution. The intent is to then apply for BIP funding for design and construction and replace the structure quickly.
- The bridge doesn't meet current geometric design standards. The replacement will improve geometry of the bridge approaches, replace substandard guardrail, and address the narrow width of the existing structure.
- The County is only able to afford minimal maintenance on the structure. As the structure continues to deteriorate, the County does not anticipate being able to fund significant repairs or the full replacement with local or state funds. Closing this bridge would result in a 16-mile detour for freight and local area residents. As growth continues to expand north from Idaho Falls, this corridor is becoming more heavily traveled and critical each year.
- Replacement of the structure will also address on-going scour concerns and address potential seismic impacts.

Without funding from this program, the County has limited funding options for the replacement of the structure. Once replaced, the bridge will be inspected routinely to monitor for any maintenance needs. Replacement of the structure would remove this structure from the “Fair” category and move it to an “Excellent” standing.

## **SAFETY AND MOBILITY**

The existing structure presents safety and mobility concerns to users in the corridor. The existing bridge has a curb-to-curb width of 28-ft with no shoulders and one narrow lane in each direction. The narrow width has resulted in multiple rail strikes.

The roadway corridor is also high speed at 50mph and narrow with no room for recovery before going off the roadway or impacting guardrail. Since 2019, there have been two severe injury crashes, one moderate injury crash, and one property damage crash. The crashes have mostly been head-on or run-off the road type crashes.

According to the CMF clearing house, implementing two-foot shoulders will result in a 12% reduction in crashes. Other improvements do not have a quantifiable CMF however are expected to reduce crashes or reduce the severity of crashes. Improvements will also be made to the intersection on the east approach to the bridge to address intersection crashes. Widening the structure will help address existing sight distance concerns since the railing can block the driver’s view depending on where they are stopped on the side street.



The existing bridge **limits mobility for non-motorized users**. The current context for the 145th N corridor is rural in nature with limited pedestrian or cyclist activities, however as the area continues to develop that context is beginning to change. Widening the bridge will allow for a roadway cross section that easily accommodates all users from freight to farm equipment to bikes and pedestrians. Additionally, this structure is the only river crossing for 8-miles in either direction. Closing this structure would limit mobility in the area for residents as well as regional freight movements. This structure is used by approximately 2600 vehicles per day. 7% of these are trucks carrying freight. This indicates that this is also a heavy commuter corridor and as the area grows will be an up and coming arterial per Bonneville County’s updated Transportation Master Plan.

Replacement of this structure and addressing the roadway deficiencies aligns with the National Roadway Safety Strategy Plan as well as the goals of the developing Bonneville County Comprehensive Safety Action Plan by reducing the potential for serious and fatal crashes.

## **ECONOMIC COMPETITIVENESS AND OPPORTUNITY**

Replacement of this structure will improve traffic flow of the regional network by addressing geometric deficiencies on the structure and develop a structure that is capable of supporting wider freight loads without impacting other modes of travel as well as the opposing lane of traffic. This structure is the only Snake River crossing within 8 miles in either direction of the structure. Replacement of this structure will ensure maintained or improved travel times for agricultural freight coming in and out of the area. The northern

portion of Bonneville County is continuing to grow and this bridge is an important connection from I-15 across the Snake River to homes and businesses in Bonneville and Jefferson Counties.



Figure 8: Businesses adjacent to project area

Bonneville County is the fourth fastest growing county in Idaho with typical growth around 2% year after year where the national average is approximately 0.6%. Improved and more reliable access will support additional investment in the area. It is expected that more businesses will develop in the area west of the bridge once the bridge is updated and with ITD's congestion mitigation work on I-15.

Additionally, the RFP for this feasibility study will include a DBE percentage to encourage growth in Idaho's small or disadvantaged businesses.

## **CLIMATE CHANGE, SUSTAINABILITY, RESILIENCY AND THE ENVIRONMENT**

The existing 145th N Bridge is an at-risk structure for seismic impacts and scour impacts. The current structure is not up to seismic design code. According to the USGS Idaho is considered the sixth most seismically active state in the United States. The first AASHTO Seismic Design Guidance for Highway Bridges was adopted in 1981, over ten years after the bridge was constructed. According to the Idaho Geological Survey, the project area is located within 30 miles of the Intermountain Seismic Belt<sup>1</sup>. Idaho's seismic zones are susceptible to rare, high magnitude earthquakes. The location of this structure suggests seismic design should be considered to support a more resilient structure in the event of a significant earthquake to the west.

If the structure were to close or become impassable, the impact for closure would not only be seen in the social and economic life of the community but also in the environment. If the

<sup>1</sup> [https://www.idahogeology.org/pub/Other/SE\\_Idaho\\_EQ\\_Fact\\_Sheetv4.pdf](https://www.idahogeology.org/pub/Other/SE_Idaho_EQ_Fact_Sheetv4.pdf)



bridge was impassable, long detours (16+ miles) would have to be devised to continue freight and agricultural movement, which would cause increased harm to the already at risk HDC Census Tract 9601. The HDC ranks in the 91<sup>st</sup> percentile for economic loss to agricultural value resulting from natural hazards. The new 145th N Bridge would be designed in accordance with the AASHTO LRFD Seismic design guide.

Scour has been identified as an on-going concern for the structure. At this structure, scour is not an immediate threat but a long-term concern. In moderate flooding events river debris and materials have been known to snag on piers and require removal. These log jams have a potential to damage piers but also reduce the flow area of the bridge, making velocities higher around piers and increasing the risk of scour affects. Multiple efforts have been made to address this, but it remains a scour risk. Riprap or scour countermeasures are not existing at the pier locations. The only way to address the scour concern is to replace the foundations with deeper foundations.

## **EQUITY AND QUALITY OF LIFE**

As mentioned in the previous section, the 145th N bridge is a vital link connecting a rural and agricultural community over the Snake River. Bridge replacement is crucial to maintain the equity and quality of life of the fast-growing community. If the bridge were allowed to fall into a poor condition and possibly fail, it would further isolate the less developed and underserved west side of the Snake River from the urbanized eastern side. 145th N is the only structure traversing the Snake River within a 10-mile radius. A majority of job opportunities, resources, and medical services lie on the eastern side of the Snake River in the larger towns such as Rigby, Rexburg, and Idaho Falls. Without the 145th N bridge the HDC communities in the area would be isolated away from basic needs and opportunity further deepening the social and economic divide between the communities.

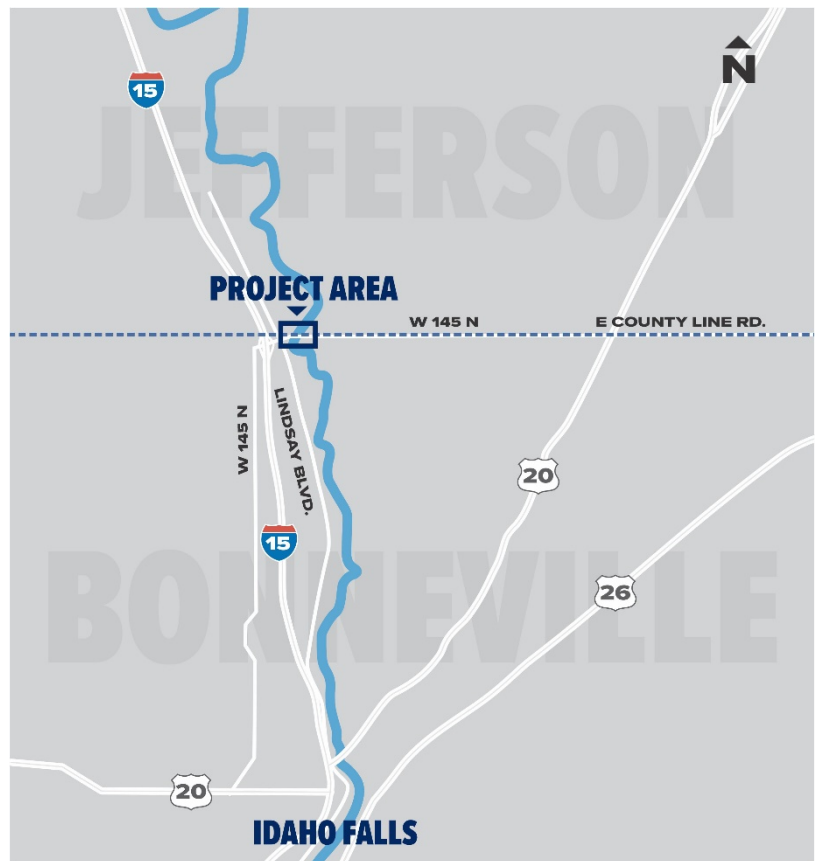


Figure 9: Map of nearest river crossing

Additionally, this project will include an element of public engagement to ensure and equitable solution that meets the needs of all users and residents are heard. The project will also incorporate non-motorized users and expand the transportation options for residents in the area.

## **INNOVATION**

During the feasibility study phase of this project, innovative construction techniques such as Accelerated Bridge Construction (ABC) will be evaluated to avoid long detours that would impact commutes and freight movements in the region. Precast concrete elements can be used throughout the structure to expedite the overall schedule and decrease the down time for the structure, and thus impacts to the traveling public. Alignments will also be evaluated to reduce impact and provide staged construction or a bridge slide to limit durations of impacts to this freight corridor. The feasibility study will also evaluate strategies, materials, and design aspects such as jointless bridge design to reduce maintenance and long-term life cycle costs.

## **V. ADMINISTRATION PRIORITIES AND DEPARTMENTAL STRATEGIC PLAN GOALS**

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This project aligns with the administration's priorities and strategic goals of reducing the number of poor condition structures on our transportation system, improving safety, and addressing resiliency and state of good repair. Additionally, this project will address equity concerns through a public involvement process and improves mobility through the 145<sup>th</sup> N corridor. Funding from this grant will support the planning efforts to determine a recommended alternative for the 145th N Snake River crossing. The new structure will improve safety and mobility for the region and provide funding assistance to an agency with limited other funding sources. Without replacement, this structure will fall further into poor condition.

As we look at the state of Idaho as a whole, the number of bridges listed as poor come in at 5% of the total inventory of 4,588 bridge per the NBI. That means 235 bridges are listed as poor in Idaho. Keeping this structure from falling into that category and adding to the list of repairs would keep the state in a state of good repair. This specific structure sees 2600 vehicles a day – and increasing with about 7% freight traffic.

## **VI. DOT PRIORITY SELECTION CONSIDERATION**

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Bonneville and Jefferson County are seeking BIP funding because there are limited other potential funding sources for rural bridge projects of this size in Idaho. They are not able to leverage local funds to pay for the entire project and Idaho bridge funding only funds a few bridges each year. Replacing this structure has been a priority for both agencies for years. Each year the bridge continues to deteriorate, and the agencies can only afford minimal maintenance at this point.

The intent in submitting for this program is to use planning funds to determine the recommended solution, obtain cost estimates, and understand what the next steps would be for completing the project (including required permits, which NEPA document, etc). The planning phase is expected to take approximately 9 months. Once the planning process is complete, the Counties intend to apply for a Phased BIP grant to fund design and construction. The Counties are committed to funding the match required for this project and have commitment from their commissions.

**Mike Crapo**  
**United States Senator**  
239 Dirksen Senate Office Building  
Washington, DC 20510

**James E. Risch**  
**United States Senator**  
483 Russell Senate Office Building  
Washington, DC 20510



**Mike Simpson**  
**Member of Congress**  
2084 Rayburn House Office Building  
Washington, DC 20515

February 15, 2024

The Honorable Pete Buttigieg  
US Department of Transportation  
Office of the Secretary  
1200 New Jersey Ave SE  
Washington, DC 20003-3660

Dear Secretary Buttigieg:

We write in support of Bonneville County's application for funding through the Department of Transportation's Bridge Investment Program. If awarded, funding will be used to evaluate replacement structures alternatives for the 145th N. Bridge over the Snake River in North Bonneville County, ID, focusing on a replacement alternative that will be structurally resilient, improve connectivity to I-15, and address safety needs for all users.

This bridge sits on the county line between Bonneville and Jefferson Counties, servicing a census tract categorized as a historically disadvantaged community. Both counties have realized the need to replace this structure for years but have not had the funding to address this need. Even with recent statewide funding opportunities to replace local agency poor condition bridges, the bridge was still not competitive because has exceeded the funding requirements for the program. Seeking federal funding opportunities is the only avenue to address the scale of this structure based on the means of the county budgets.

It is worth noting that the existing bridge was built in 1967 and has reached the end of its 50-year serviceable lifespan. The structure is considered hazardous to the surrounding community with narrow lanes, limited offsets to barrier, lack of shoulder, and no space for non-motorized users. The current structure is at risk of falling into a "poor" status in the Federal Highway Administration National Bridge Inventory rating system. The 145th N. Bridge provides access over the Snake River to vital transport routes, including I-15. The 145th N corridor is located in a remote setting that relies heavily on the agricultural business and generates significant amounts of agricultural freight. The key generator of that freight is Simplot Grower Solutions (SGS), located a half-mile west of the bridge. SGS is a 90-year old family run business that supports farmers across the state. The location on 145th N provides farmers with access to seeds,

fertilizers, herbicides, equipment, and other resources that farmers need in order to be successful.

We urge the U.S. Department of Transportation to give full and fair consideration to Bonneville County's request for funding

Sincerely,

A handwritten signature in blue ink that reads "Mike Crapo". The signature is fluid and cursive, with the first name "Mike" being more prominent than the last name "Crapo".

MIKE CRAPO  
United States Senator

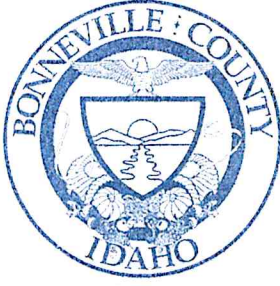
A handwritten signature in blue ink that reads "James E. Risch". The signature is fluid and cursive, with the first name "James" being more prominent than the last name "Risch".

JAMES E. RISCH  
United States Senator

A handwritten signature in blue ink that reads "Mike Simpson". The signature is fluid and cursive, with the first name "Mike" being more prominent than the last name "Simpson".

MIKE SIMPSON  
Member of Congress





# BONNEVILLE COUNTY COMMISSIONERS

ROGER S. CHRISTENSEN, DISTRICT #1  
JONATHAN D. WALKER, DISTRICT #2  
BRYON REED, CHAIRMAN, DISTRICT #3

605 NORTH CAPITAL AVE., SUITE 102  
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Kayla Lawrence, Admin. Asst.  
Ashli P. Anderson, Secretary

Email: [commsec@co.bonneville.id.us](mailto:commsec@co.bonneville.id.us)  
Website: [www.co.bonneville.id.us](http://www.co.bonneville.id.us)

February 15, 2024

The Honorable Peter Buttigieg  
Secretary, US Department of Transportation  
1200 New Jersey Avenue SE  
Washington D.C., 20590

Subject: Bridge Investment Program Planning and Bridge Project Grants (BIP) 2023/24 - 145th N Bridge Replacement, Bonneville County, Idaho

Dear Secretary Buttigieg,

The Bonneville County Commissioners would like to voice our supports of the application for funding the 145th N Bridge Replacement Project. Our commission stands committed to seeing that the funding for matching is made available through our counties funds and other local sources, and we are dedicated to tackle reasonable overaged that may occur in this planning program. We know the significant impact that this project will have, and help in keeping our agricultural sector's vitality, as well as enhance the growth of our historically disadvantaged region. Seeing this project funded would relieve us from a maintenance burden and allow us to leverage these federal funds to replace a bridge we would otherwise not be able to replace.


Additionally, the funds we are requesting through this program are to help us understand better the feasibility of bridge replacement and align our counties (both Bonneville and Jefferson) to a common goal and funding outlook. Through this joint application, we all want to see our region prosper and grow and having a resilient and safe transportation system is at the roots of it.

Approval of this grant will improve safety, economic growth, and livability in our underserved and rural areas of Bonneville and Jefferson Counties. We ask that you seriously consider this BIP Planning Grant application. We look forward to your support.

Sincerely,

BONNEVILLE COUNTY BOARD OF COMMISSIONERS

\_\_\_\_\_  
Roger S. Christensen, Member

  
\_\_\_\_\_  
Jonathan D. Walker, Member

  
\_\_\_\_\_  
Bryon L. Reed, Chairman

# BIP Planning Grant Template

## Basic Project Information

Provide a narrative for the below items on basic details pertinent to the project, including project name, description, location, involved parties, etc. Items in this section will be used to determine grant program eligibility as detailed in Section C of the NOFO.

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-

### Sheet Contents

ID	Click to Navigate to Section:
1	<a href="#">Basic Project Information</a>
2	<a href="#">Eligibility Criteria</a>
3	<a href="#">Additional Project Information</a>
4	<a href="#">Other</a>
5	<a href="#">NBI structure number(s)</a>

-

### Basic Project Information

#### Project Name

Provide the name of the project in the space below.

145 N Bridge Replacement, Bonneville County, Idaho

-

#### State(s) in which project is located

Please select the state(s) and then press Ctrl+Shift+N once to reduce the file size.

NOTE: you must reduce the filesize in order to submit the template to the grants.gov portal.

The term "State" means any of the 50 States, the District of Columbia, or Puerto Rico (23 U.S.C. § 101(a)(28)).

ID	State
1	ID
2	
3	

-

#### Who is the Project Sponsor/Lead Applicant?

Provide the name of the eligible lead applicant that will be responsible for administration of BIP funds if application is selected. The applicant that will be responsible for financial administration of the project and the recipient of a BIP award must be an eligible applicant.

Bonneville County

-

#### Lead Applicant Contact Information

Provide point of contact for the lead applicant.

ID	Info Type	Input
1	Point of Contact Full Name	Lance Bates
2	Email	lbates@co.bonneville.id.us
3	Phone	2085291290
4	Address (Optional)	2700 Manwill Road, Idaho Falls, ID 83402

-

#### Project Co-Applicants

List all project co-applicants with a description of the roles and responsibilities of each applicant, or enter "N/A" if there are none. Joint applications should be signed or include a letter of support by each applicant. See Section C.1.b of the NOFO.

Jefferson County

-

### Eligibility Criteria

#### Project Description

The applicant should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously incurred costs. The applicant should describe the activities (planning, feasibility analysis, and revenue forecasting) that the grant funding would be used to support in the project's development. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor. See Section D.2.c.I of the NOFO for more details.

*This structure carries 145 N over the Snake River. 145 N is a two lane route which runs east to west connecting Interstate 15 and State Highway 20. 145 N also is the boundary line for Jefferson/Bonneville County in South East Idaho. The structure was originally built in 1967. The structure is a prestressed concrete girder bridge which is 546 ft created using 5, 109ft spans. The bridge is currently categorized in the NBI ratings as "5 - Fair". The structure is currently supported by shallow foundations which are highly susceptible to scour in the Snake River. The structure is also very narrow which impacts the safety of the general public, due to inadequate lane widths. The bridge does not allow for pedestrian passage, as there are no sidewalks. The curb-to-curb width of the roadway is 28 ft. The structure is also suffering from failing joints, spalling, and exposed rebar.*

#### Project Activities

Select which of the following activities the grant funding would be used to support. Select all that apply.

ID	Project Activity	Yes or No
1	Planning	Yes
2	Feasibility Analysis	Yes
3	Revenue Forecasting	Yes

#### Bridge Bundling

If the project will include more than one bridge, will the project activities be bundled into a single project, per 23 U.S.C. 144(j)?

N/A

Is each bridge that is part of the project in the National Bridge Inventory under 23 U.S.C. 144(b)?

Bridges included in the Planning grant application, including each of the bridges in a bundle of projects, should be in the National Bridge Inventory.

Yes

#### Project Costs

Please enter the exact BIP Funding Request Amount, the estimated Total Planning Project Cost, and the Total Estimated Project Cost for the ultimate construction project in the below table. Confirm that the requested amount is less than or equal to 80% of the Total Planning Project Cost.

NOTE: these inputs will automatically populate in the tab, 2 Costs.

ID	Item	Year-of-expenditure dollars	Warning
1	Total Planning Project Cost (estimate in year-of-expenditure dollars)		-
	NOTE: Do not include previously incurred costs in this item.	\$ 410,000	
2	BIP Funding Request Amount (exact value in year-of-expenditure dollars)	\$ 328,000	For BIP Planning grants, there is no minimum or maximum BIP award amount size; however, no more than a total of \$20 million will be awarded to Planning grants from any one FY of funding. In addition, the cost of the ultimate construction project (the project that will apply for a Bridge Project or a Large Bridge Project grant) must be no less than \$3.125 million. See Section B.2 of the NOFO. Entering a character string or a value greater than \$20,000,000 will result in the following error: "This value doesn't match the data validation restrictions defined for this cell."
3	Funding Request as Percent of Total Eligible Project Cost	80.0%	-
4	Total Estimated Project Cost for the ultimate construction project (the project that will apply for a Bridge Project or a Large Bridge Project grant) (estimate in year-of-expenditure dollars)	\$ 10,000,000	

#### Project Sponsor's Eligible Applicant Category

Identify which eligible applicant category applies. Select from the below statutory eligible applicant category:

3. A unit of local government or a group of local governments

#### Additional Project Information

Was an application for USDOT discretionary grant funding, including BIP grant funding, for this project previously submitted?

No

If yes, please provide details including project title, applicable grant programs, and year. Otherwise, enter "N/A".

ID	Item	Response
1	Project Title(s)	145 N Bridge Replacement, Bonneville County, Idaho
2	Applicable Grant Program(s)	BIP Planning Grant Application
3	Year(s)	2023-2026

#### Project Location

Describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. Attachments can be included for maps or any other geospatial data in a separate document.

Structure 96731A is located in rural Idaho Falls, Idaho on the east side of Interstate 15. The structure carries 145 N, which separates Bonneville and Jefferson County. The structure provides transport over the Snake River along 145 N at milepost 0.752. The structure runs east to west allowing connection along 145 N between two major north/south routes: Interstate 15 and State Highway 20.

#### Does the project serve an urban or rural community?

State whether the project serves an urban or rural community, or combination for projects with multiple bridges in both communities. In determining, FHWA will rely on the digital maps and geographic shapefiles for the 2020 Census urban areas depicted on the FHWA HEPGIS maps of MPO and 2020 Census Urban Areas - FHWA HEPGIS Maps (dot.gov) (refer to the "MPO and Air Quality Tab" and then scroll to "MPO and 2020 Census Urban Areas") which correlates the definitions of "urban" and "rural areas" under title 23, U.S.C. and Bureau of the Census data. See link below.

<https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=MPO+Boundaries%7CMPO+and+2020+Census+Urban+Areas>

A list of 2020 census designated urban areas is available in the Census Bureau's December 29, 2022 Federal Register Notice (87 FR 80114). See link below.

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.federalregister.gov%2Fdocuments%2F2022%2F12%2F29%2F2022-28286%2F2020-census-qualifying-urban-areas-and-final->

For the purposes of the BIP program, FHWA will consider communities that are within urbanized areas (i.e., areas with a population of 50,000 or more) to be urban communities and all other areas to be rural communities. See Section D.2 of the NOFO.

NOTE: Please select a value from the dropdown list. Entering any other value will result in the following error: "This value doesn't match the data validation restrictions defined for this cell."

Rural Community

#### Area of Persistent Poverty

Identify whether the project is located in an Area of Persistent Poverty, including the relevant County and/or census tract(s). See Section D.2 of the NOFO. Otherwise, enter "N/A".

N/A

#### Historically Disadvantaged Community

Identify whether the project is located in a Historically Disadvantaged Community, including the relevant census tract(s). See Section D.2 of the NOFO. Otherwise, enter "N/A".

This project addresses a structure in a HDC within Census Tract 9601.

#### Other Public and Private Parties

Describe in detail all other public and private parties who are involved in delivering the project, including a specific description of the role of each entity in delivering the project. Otherwise, enter "N/A".

Burgess & Niple is the acting consultant for this Project. Burgess & Niple is to provide Design Services for the project including project information and budgeting.

State whether or not a private or non-private entity will receive a direct and predictable financial benefit if the project is selected for award. This includes, but is not limited to, private and non-private entities directly benefitting from completion of the proposed project. Otherwise, enter "N/A".

N/A

If this project directly involves or benefits a specific private corporation, a non-public entity, or a public entity, please identify the full name of each entity, separated by a comma. See Section D.2.c.I of the NOFO. Otherwise, enter "N/A".

N/A

#### Other

Please use this space to respond to any questions that could not be accommodated by the previous input spaces or their formats. Otherwise, enter "N/A".

N/A

#### NBI structure number(s)

Enter the NBI structure number for all bridges in the application. If the application includes more than 150 bridges, please use a separate copy of the application template to enter the structures numbers for remainder of the bridges.



NOTE: If you see the following error: "This value doesn't match the data validation restrictions defined for this cell", follow the below steps:

1. Confirm the structure number exists in the NBID Raw sheet or in the FHWA InfoBridge website (see links below).
2. Filter for the structure number in the NBID Raw sheet, column B.
3. Select the cell of the structure number and press Ctrl+C to copy.
4. Select the Structure Number input cell below and press Ctrl+V to paste, then press Ctrl, and lastly select the first option under "Paste Values".

ID	Source	Link
1	FHWA InfoBridge	<a href="https://infobridge.fhwa.dot.gov/Data">https://infobridge.fhwa.dot.gov/Data</a>
2	NBID Raw sheet	<a href="#">#8 NBID Raw'</a>
3	StateSelection Table	<a href="#">#1 Project info'IB18</a>

-	
ID	Structure Numbers
1	000000000020875
2	
3	
4	
5	

## Project Costs

Provide information detailing the costs associated with the planning project activities.

These costs will be used to determine eligible award amount, how the project supports financial goals of the program, and other factors.

Future cost data should be based on estimates for the planning project. Future costs for construction of a Large Bridge Project or Bridge Project are not necessary for the DOT's evaluation of a BIP Planning grant and should be excluded from this section.

More information on this section can be found in Sections C.3.d and D.2.c.III of the NOFO.

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-

### Summary

NOTE: Please enter all values in Year-of-expenditure values (YOE)

NOTE: Before proceeding, please ensure values are entered for Future Eligible Project Cost and BIP Funding Request Amount in the Project Costs table in the tab 1 Project Info. They will automatically populate items 1 and 1.1 in the table below. Follow links provided in the "Follow Link" column to enter or adjust those values.

ID	Category	Estimate (YOE)	Calculated Check	Message	Follow Link
1	1 Total Planning Project Cost (Items 1.1 + 1.2 + 1.3) (Sum of BIP request, Other Federal Funds, and Non-Federal Funds)	\$ 410,000	\$ 410,000	-	<a href="#">#1 Project Info!C69</a>
2	1.1 BIP Funding Request Amount (exact)	\$ 328,000	80%	-	<a href="#">#1 Project Info!C70</a>
3	1.2 Estimated Other Federal Funding (excluding BIP request)	\$ -	\$ -	-	<a href="#">#2 Costs!C19</a>
4	1.3 Estimated Total of Non-Federal Funding	\$ 82,000	\$ 82,000	-	<a href="#">#2 Costs!C35</a>

-

### Estimated Total of Other Federal Funding (excluding BIP Request)

List each Federal Program and identify Formula or Discretionary and the amount for each Federal Program. Otherwise, enter "N/A" for Program and "0" for Amount in the first row.

ID	Program	Amount	Discretionary or Formula
1	N/A	\$ -	N/A
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

-

### Estimated Non-Federal Funding

List each Non-Federal Program and the amount for each Federal Program. Otherwise, enter "N/A" for Program and "0" for Amount in the first row.

ID	Program	Amount
1	Local Funds	\$ 82,000
2		
3		

4	
5	
6	
7	
8	
9	
10	
11	
12	

-

#### Matching Funds

Are matching funds provided for by the project?

NOTE: Matching funds are required for BIP Planning grants.  
See Section C.2 of the NOFO for more details on non-Federal Matching Requirements and total Federal contributions.  
Select "Yes" or "No".

Yes

-

#### Share Requirements

Is the requested BIP and Other Federal Funding amount equal to or less than the share requirements in 23 U.S.C. 120 of total eligible project cost?

The total Federal contributions for Planning cannot exceed the share requirements in 23 U.S.C. 120, except for off-system bridges for which the total Federal assistance shall not exceed 90 percent of the total eligible project costs. See Section C.2 of the NOFO for more details on non-Federal Matching Requirements and total Federal contributions. Select "Yes" or "No".

Yes

-

#### Bridge Bundling

Each of the bridges in a bundle of projects, should be on the National Bridge Inventory. And all the bundled bridges should be let on the same bridge project contract. In addition, each bridge in the bundle should meet the project eligibility criteria for the bundled project to be eligible for BIP funding. See Section C.3.a of the NOFO for more information on bundling.

The applicant previously indicated (see 1 Project Info tab) that bridge bundling WILL NOT be used to deliver the project. If this is incorrect, please adjust the information in Project Info tab.

[Click to go to Project Info tab bundling question.](#)

Given that the project does not bundle bridges, no further details are required. Please enter "N/A" and proceed to the next prompt.

N/A

-

#### Other

Please use this space to respond to any questions that could not be accommodated by the previous input spaces or their formats. Otherwise, enter "N/A".

N/A

## Merit Criteria

Provide narrative responses for how the project responds to the merit criteria in Section E.1.b of the NOFO.

See Section A.1 of the NOFO for detailed description of three BIP program goals. This section should elaborate on previously provided information to address the project selection criteria in more detail. If the response is N/A, please include a narrative why the response is not applicable.

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-

### Criterion 1: BIP Program Goals

Please indicate which BIP program goals the proposed project will support? If the response is "N/A" please include a narrative why the response is not applicable.

-

#### Goal 1:

How does this Planning project improve the safety, efficiency, and reliability of the movement of people and freight over bridge?

*Replacement of the structure would improve safety by widening the lanes of the existing roadway,*

-

#### Goal 2:

Does this Planning project improve the condition of bridges in the United States by:

ID	BIP Goal	Narrative Response
2a	reducing the number of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years?	<i>The structure currently falls in the category of "Fair", with a NBI rating of 5. Replacement of this structure would allow for an increase in the NBI rating and remove the structure from the list of bridges currently in Fair/Poor condition.</i>
2b	reducing the total person miles traveled over bridges in poor condition, or in fair condition and at risk of falling into poor condition within the next 3 years?	<i>The ADT for this structure is 2,600 as of 2022. Replacement of this structure would reduce the total persons crossing of a structure in Fair/Poor condition.</i>
2c	reducing the number of bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network?	<i>The curb-to-curb width is 28 ft. The structure was designed to carry a 14 ft traffic lane in each direction, however the geometric constraints lead to a narrower travel lane barely achieving the 12 ft standard. Replacement would allow widening of the structure to safely accommodate the standard lane size of 12ft, as well as safe pedestrian crossing.</i>
2d	reducing the total person miles traveled over bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network?	<i>The ADT for this structure is 2,600 as of 2022. Replacement of this structure would reduce the total persons crossing of a structure with substandard geometric design.</i>

-

#### Goal 3:

How does this Planning project provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects. Otherwise, enter "N/A".

*This structure is massive for a local agency alone to fund a full replacement, let alone a study of feasible bridge options. This project will allow the county to leverage the funds they have, to make forward progress and forecast future funding scenarios that will allow them to replace this structure before it fails.*

-

### Criterion 2: Project Description

Provide a description of the Bridge Project or Large Bridge Project the planning process will evaluate. This should include a discussion about the condition of the bridge(s) supported by documented information available at the time of submission of the application.

*As of the 2023 Inspection Report, Bridge 20875 is considered to be in "Fair" condition. The bridge is currently supported by shallow foundations which leads to a high scour potential. The Pier 1 footing has up to 2 ft of vertical exposure which signifies supports the high scour potential. Furthermore, the structure has failing joints which are allowing leakage to the substructure. The leakage expidites corrosion in the exposed rebar and prestressed tendons. Lastly, Deck geometry is noted in the inspection report as "Tolerable", meaning that the traffic lanes meet the minimum requirement of 12 ft lanes, however the deck geometry could be improved to allow safer passage over the structure.*

-

The application should demonstrate how the proposed project would meet the six Merit Criteria for a Bridge Project or Large Bridge Project as noted in Section E.1.b of the NOFO. Provide details how the planning project will evaluate a bridge project that would meet these six criteria:

ID	Criterion	Narrative Response
1	State of Good Repair	<i>The 145 N bridge over the Snake River is at risk of becoming structurally deficient in the near future. The Project will replace the Bridge, construct a new 2-lane bridge to improve operations of vehicular traffic and bring the Project into a state of Good Repair (SOGR). Replacing the existing bridge will modernize the infrastructure to meet current design standards, reduce maintenance costs over time and strengthen the resiliency of the structure. Resiliency is to be improved through the application of deep foundations for the new structure, which will mitigate the high scour potential of the current shallow foundations. Through replacement the 145N crossing will improve from fair to excellent. The newly constructed bridge will have an estimated life span of 75-100 years.</i>
2	Safety and Mobility	<i>The Project will contribute to improved safety by removing the dangerous features associated with the bridge, such as narrow traffic lanes, cracks, joint failure, spalling concrete, scour, and rebar/tendon exposure/corrosion. The 145N Bridge and approaches have had two severe injury crashes, one moderate injury crash and one property damage crash since 2019. Widening the structure will lower risk for collision for motorists utilizing the structure.</i>
3	Economic Competitiveness and Opportunity	<i>Replacement of the structure aids economic competitiveness by promoting safe and efficient passage over the Snake River in a crucial agricultural corridor. The 145N route sees large amounts of agricultural traffic which is the economic base of the surrounding community. Furthermore, the structure is a vital link for the surrounding community to I-15 which is the only major interstate within the region.</i>
4	Climate Change, Sustainability, Resiliency, and the Environment	<i>The current structure does not meet the standards of its environment. The structure relies on shallow foundations within the Snake River to transmit dead and live loads to ground. These shallow foundations are susceptible to natural disaster, if flooding or seismic activity is to occur, as scour continues to be an issue with the structure. The current structure has little to no resiliency to withstand a large scale event.</i>
5	Equity and Quality of Life	<i>Replacement of the 145N Bridge will contribute to Equity and Quality of Life by improving regional mobility for a Historically Disadvantaged Community (HDC) by aiding with access across the Snake River to Rigby or Idaho Falls, Idaho which have job opportunity, medical centers, and other resources and opportunities.</i>
6	Innovation	<i>During the feasibility study phase of this project, innovative construction techniques such as Accelerated Bridge Construction (ABC) will be evaluated to avoid long detours that would impact commutes and freight movements in the region. Precast concrete elements can be used throughout the structure to expedite the overall schedule and decrease the down time for the structure, and thus impacts to the traveling public. Alignments will also be evaluated to reduce impact and provide staged construction or a bridge slide to limit durations of impacts to this freight corridor. The feasibility study will also evaluate strategies, materials, and design aspects such as jointless bridge design to reduce maintenance and long term life cycle costs.</i>

**Criterion 3: Project Schedule**

Provide a detailed description of the current status of the planning process, including all activities either completed or underway at the time of the submission of the BIP Planning grant application. All major activities intended to be funded under a BIP Planning grant should be described in detail with anticipated start and end dates for each activity. Applications should also include a post-Planning grant schedule, with the planned start and end dates of all major activities that will need to be completed from the end of the BIP Planning grant through the completion of a BIP Bridge Project or Large Bridge Project, including but not limited to environmental review, design, and construction.

*The project has had no work done at this point other than bridge inspection data review. The project Schedule included, 6 mo. for award, 6 mo. for selections/procurement of services, 3 mo. For field data collection, 6 mo. for feasibility study including public involvement, and 1 mo for review and finalization.*

**Criterion 4: Project Budget**

Provide a detailed project budget with the total project cost. The budget should identify all funding sources and amounts, including an estimated BIP grant request amount. Other funding sources, as appropriate, include Other Federal funds; State funds; Tribal funds; Local funds; and other funds such as private funds. Applications should include information about all sources of Federal funds that have been requested for the project, information about the amount requested, and whether or not the requested funding was received. If the funding request was not granted, please include a discussion of any documented basis for the denial of the funding. If the funding was received, please provide the date of award and how the funds have been or are expected to be used on the project.

*The project is requesting \$328,000 in federal funds for the planning grant and the county will be matching with \$82,000 in local, non-federal funds.*

**Other**

Please use this space to respond to any questions that could not be accommodated by the previous input spaces or their formats. Otherwise, enter "N/A".

N/A



### DOT Planning Priority Considerations

Does the application support any of the DOT Planning Priority Considerations listed in Section E.1.h of the NOFO? If the application supports one or more of the DOT Priority Considerations, describe which consideration(s) it supports and how. In the discussion below, reference previous sections in which additional information was detailed to support the consideration(s).

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ID	Description	Yes or No	If Yes, provide details how it supports the priority consideration. If No, provide a reason as applicable.
1	The application demonstrates that in the absence of a BIP Planning grant the project sponsor(s) will be unable to begin or complete the planning process for a BIP Large Bridge Project, and	Yes	<i>The BIP grant is vital to replacement of the bridge as it is a longer structure and the local government/counties do not have sufficient funding. The BIP Planning grant would be crucial instrument in maintaining the agricultural corridor.</i>
2	The application is for one of the following:  A. To complete the planning process for a Large Bridge Project that will replace, rehabilitate, preserve, or protect a bridge in poor condition on the National Bridge Inventory and an anticipated construction start date within two years of completion of the planning process; or  B. To begin and complete the planning process for a Large Bridge Project that will replace, rehabilitate, preserve, or protect a bridge in poor condition on the National Bridge Inventory.	No	<i>This application is not pursuing replacement, rehabilitation, or preservation of a Large bridge Project.</i>

#### Other

Please use this space to respond to any questions that could not be accommodated by the previous input spaces or their formats. Otherwise, enter "N/A".

N/A

## Administration Priorities and Departmental Strategic Plan Goals

Does the application support any of the Administration Priorities and Departmental Strategic Plan Goals listed in Sections D.2.c.VII and A.1.c of the NOFO? If the application supports one or more of the Administration Priorities and Departmental Strategic Plan Goals, describe which consideration(s) it supports and how. In the discussion below, reference previous sections in which additional information was detailed to support the priority(s) and goal(s).

[Click to return to the Table of Contents](#)

-

Please indicate which goals the project fulfills. If yes, provide details. If no, provide reason as applicable.

### Summary

ID	Goal	Question	Yes or No
1	Safety	Does the project provide substantial safety benefits?	Yes
2	Climate Change and Sustainability	Will the project consider climate change and environmental justice in the planning stage and in project delivery?	Yes
3	Equity	Will the project include an equity assessment which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area?	Yes
4	Workforce Development, Job Quality, and Wealth Creation	Does the project support Workforce Development, Job Quality, and Wealth Creation?	Yes

-

#### 1. Safety

Applicants must address how their project provides substantial safety benefits. Prior to receiving funds, all projects are expected to, at a minimum, identify and mitigate to the extent practicable any significant safety risks that could result after the project completion. Applicants should include how their project will not negatively impact the overall safety of the traveling public.

*The Project will contribute to improved safety by removing the dangerous features associated with the bridge, such as narrow traffic lanes, cracks, joint failure, spalling concrete, scour, and rebar/tendon exposure/corrosion. The 145N Bridge and approaches have had two severe injury crashes, one moderate injury crash and one property damage crash since 2019 (Figure 4). Widening the structure will lower risk for collision for motorists utilizing the structure.*

-

#### 2. Climate Change and Sustainability

Applicants must address how the project will consider climate change and environmental justice in the planning stage and in project delivery. In particular, applicants must address how the project reduces greenhouse gas emissions in the transportation sector, incorporates evidence-based climate resilience measures and features, and reduces the lifecycle greenhouse gas emissions from the project materials. Applicants also must address the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, as well as address disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery.

*This Project will take climate change and sustainability into account by using innovative methods to allow the structure to remain open during construction. Allowing the structure to maintain travelable will limit greenhouse gas emission by eliminating the need for long detours for the corridor.*

-

### 3. Equity

Applicants must address how their project will include an equity assessment which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area. Applicants should demonstrate how meaningful public engagement will occur throughout a project's life cycle. Applicants should address how project benefits will increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and/or improve access to resources and quality of life.

*This Project will maintain equity by providing a safe and efficient travel for the local communities over the Snake River. Replacement of the current structure will improve safety along the route by widening the structure. Improving safety will guarantee that a historically disadvantaged community will continue to have access to economic opportunity and mobility.*

### 4. Workforce Development, Job Quality, and Wealth Creation

Applicants must address how their project will create good-paying jobs with free and fair choice to join a union; promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); and change hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. Applicants should address how the project promotes local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

*As Bonneville County and Jefferson County grow, the need for more workers and laborers will as well. Specialized contractors for building quality homes and retail will be required. This project will restore and widen a vital access point for these workers to be able to find affordable housing outside the major city centers of Idaho falls and Rigby. These affordable houses will allow opportunities for all citizens to be able to work and live between the two counties.*

### Other

Please use this space to respond to any questions that could not be accommodated by the previous input spaces or their formats. Otherwise, enter "N/A".

N/A

## National Bridge Inventory Data

[Click to return to the Table of Contents](#)

For each bridge included in the preceding project description, you may check that the following NBI data are current and correct.

Data are in metric units of measurement.

Please note any relevant exceptions and the basis for change to each NBI data item value on sheet 7, NBI Data Exceptions

These data uses the 2023 NBI data.

These data are used to support and verify statements made about the project in other sections in this application template, as noted in Section D.2.d.II of the NOFO.

Data, format, and coding information can be downloaded from:

[Download NBI ASCII files - National Bridge Inventory - Bridge Inspection - Safety Inspection - Bridges &](#)

NOTE: structure number(s) in sheet 1 Project Info will automatically populate this sheet with the latest NBI data.

NOTE: Press Ctrl+Shift+Y to create accessible versions of Sheets 6 and 7. Press Ctrl+Shift+Y again and click on "Cancel" to revert back to the initial sheets.

-

ID	Category	No	Item	Record 1
1	Identification	1	State Code & Name	ID
2	Identification	8	Structure Number	000000000020875
3	Identification	5A	Record Type	1
4	Identification	3	County Code	019
5	Identification	6A	Feature Intersected	'SNAKE RIVER'
6	Identification	7	Facility Carried	'STC6731;W 145 N'
7	Identification	16	Latitude	43373490
8	Identification	17	Longitude	112040570
9	Identification	98A	Border Bridge	0
10	Identification	99	Border Bridge Structure Number	
11	Classification	20	Toll	3
12	Classification	21	Maintenance Responsibility	02
13	Classification	22	Owner	02
14	Classification	26	Functional Classification	07

<b>15</b> Classification	104	Highway System of Inventory	0
<b>16</b> Classification	110	Designated National Network	0
<b>17</b> Classification	112	NBIS Bridge Length	Y
<b>18</b> Age and Service	27	Year Built	1967
<b>19</b> Age and Service	106	Year Reconstructed	0
<b>20</b> Age and Service	42A	Type of Service	1
<b>21</b> Age and Service	28A	Lanes on the Structure	2
<b>22</b> Age and Service	29	Average Daily Traffic	3200
<b>23</b> Age and Service	109	Average Daily Truck Traffic	6
<b>24</b> Age and Service	19	Bypass, Detour Length	24
<b>25</b> Structure Type and Material	43A	Structure Type, Main	5
<b>26</b> Condition	CON DITIO N	Bridge Condition	F
<b>27</b> Condition	58	Deck Condition	5
<b>28</b> Condition	59	Superstructure Condition	5
<b>29</b> Condition	60	Substructure Condition	6
<b>30</b> Condition	61	Channel and Channel Protection	5
<b>31</b> Condition	62	Culverts	N
<b>32</b> Geometric Data	49	Structure Length	166.4
<b>33</b> Geometric Data	50A	Curb of Sidewalk Widths, Left curb or sidewalk width	0.5
<b>34</b> Geometric Data	50B	Curb of Sidewalk Widths, Right curb or sidewalk width	0.5
<b>35</b> Geometric Data	51	Bridge Roadway Width, curb-to- curb	8.5
<b>36</b> Geometric Data	52	Deck Width, out-to-out	10.1
<b>37</b> Geometric Data	32	Approach Roadway Width	9.1
<b>38</b> Geometric Data	47	Inventory Route, Total Horizontal Clearance	8.5
<b>39</b> Geometric Data	53	Minimum Vertical Clearance over Bridge Roadway	99.99
<b>40</b> Geometric Data	54A	Minimum Vertical Underclearance, Reference Feature	N
<b>41</b> Geometric Data	54B	Minimum Vertical Underclearance	0
<b>42</b> Geometric Data	55A	Minimum Lateral Underclearance on Right, Reference Feature	N
<b>43</b> Geometric Data	55B	Minimum Lateral Underclearance on Right	0
<b>44</b> Geometric Data	56	Minimum Lateral Underclearance on Left	0
<b>45</b> Navigation Data	111	Pier or Abutment Protection	0
<b>46</b> Navigation Data	39	Navigation Vertical Clearance	0

<b>47</b>	Navigation Data	40	Navigation Horizontal Clearance	0
<b>48</b>	Load Rating and Posting	70	Bridge Posting	5
<b>49</b>	Load Rating and Posting	41	Structure Open, Posted, or Closed to Traffic	A
<b>50</b>	Appraisal	113	Scour Critical Bridges	3
<b>51</b>	Inspections	90	Inspection Date	1121



## National Bridge Inventory Exceptions

[Click to return to the Table of Contents](#)

Please provide NBI data updates for each bridge that is different from the NBI Data on Sheet 6 with a reason for the difference.

For example: updated inspection after the NBI data was submitted, data error in NBI, etc.

NOTE: Press Ctrl+Shift+Y to create accessible versions of Sheets 6 and 7. Press Ctrl+Shift+Y again and click on "Cancel" to revert back to the initial sheets.

ID	Category	No	Item
1	Identification	1	State Code & Name
2	Identification	8	Structure Number
3	Identification	5A	Record Type
4	Identification	3	County Code
5	Identification	6A	Feature Intersected
6	Identification	7	Facility Carried
7	Identification	16	Latitude
8	Identification	17	Longitude
9	Identification	98A	Border Bridge
10	Identification	99	Border Bridge Structure Number
11	Classification	20	Toll
12	Classification	21	Maintenance Responsibility
13	Classification	22	Owner
14	Classification	26	Functional Classification
15	Classification	104	Highway System of Inventory
16	Classification	110	Designated National Network
17	Classification	112	NBIS Bridge Length
18	Age and Service	27	Year Built
19	Age and Service	106	Year Reconstructed
20	Age and Service	42A	Type of Service
21	Age and Service	28A	Lanes on the Structure
22	Age and Service	29	Average Daily Traffic
23	Age and Service	109	Average Daily Truck Traffic
24	Age and Service	19	Bypass, Detour Length
25	Structure Type and Material	43A	Structure Type, Main
26	Condition	CONDITION	Bridge Condition
27	Condition	58	Deck Condition
28	Condition	59	Superstructure Condition
29	Condition	60	Substructure Condition
30	Condition	61	Channel and Channel Protection
31	Condition	62	Culverts
32	Geometric Data	49	Structure Length
33	Geometric Data	50A	Curb of Sidewalk Widths, Left curb or sidewalk width
34	Geometric Data	50B	Curb of Sidewalk Widths, Right curb or sidewalk width
35	Geometric Data	51	Bridge Roadway Width, curb-to-curb
36	Geometric Data	52	Deck Width, out-to-out

37 Geometric Data	32	Approach Roadway Width
38 Geometric Data	47	Inventory Route, Total Horizontal Clearance
39 Geometric Data	53	Minimum Vertical Clearance over Bridge Roadway
40 Geometric Data	54A	Minimum Vertical Underclearance, Reference Feature
41 Geometric Data	54B	Minimum Vertical Underclearance
42 Geometric Data	55A	Minimum Lateral Underclearance on Right, Reference Feature
43 Geometric Data	55B	Minimum Lateral Underclearance on Right
44 Geometric Data	56	Minimum Lateral Underclearance on Left
45 Navigation Data	111	Pier or Abutment Protection
46 Navigation Data	39	Navigation Vertical Clearance
47 Navigation Data	40	Navigation Horizontal Clearance
48 Load Rating and Posting	70	Bridge Posting
49 Load Rating and Posting	41	Structure Open, Posted, or Closed to Traffic
50 Appraisal	113	Scour Critical Bridges
51 Inspections	90	Inspection Date
52 Exception	N/A	Explain basis for the exception/change

# BIP Planning Grant Supporting Documentation



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
12/3	<b>Reinforced Concrete Deck</b>	18236	sq.ft	9976	8260	0	0
<p>The bare concrete, cast-in-place deck is in satisfactory condition. The (5) spans are numbered from west to east.</p> <p>The deck has isolated small popout spalls. There are multiple lines of hairline longitudinal cracking, mainly in the wheel lines, especially heavy in Span 4. The wheel lines also have full-length, light to moderate abrasion. Some areas have hairline pattern cracking, up to 2 to 3-inch-on-center in both spans near Pier 2.</p> <p>Surface, Span 1, north lane: a 3 x 14-inch spall.</p> <p>Joints: the deck spalling adjacent to the joint was epoxy patched as part of a joint repair project.</p>							
1130/3	<i>Cracking (RC and Other)</i>	3400	sq.ft	600	2800	0	0
<p><i>The deck has multiple lines of hairline longitudinal cracking, mainly in the wheel lines, especially heavy in Span 4. Some areas have hairline pattern cracking, up to 2 to 3-inch-on-center in both spans near Pier 2.</i></p>							
1190/3	<i>Abrasion/Wear(PSC/RC)</i>	5460	sq.ft	0	5460	0	0
<p><i>The wheel lines have full-length, light to moderate abrasion.</i></p>							
109/2	<b>Prestressed Concrete Open Girder/Beam</b>	2726	ft	2663	32	31	0
<p>The prestressed concrete AASHTO girders are in fair condition; five girders in each of five spans. Girders are numbered from north to south; spans are numbered west to east.</p> <p>The deck drains used to have only short extensions, so water fell onto the bottom flanges of the exterior girders.</p> <p>(CS3):</p> <p>Several of the exterior girders, at the drain locations (at or near midspan), have spalls with exposed prestressing strands with corrosion and initial section loss. PVC drain extensions have been added to keep road runoff off those locations.</p> <p>Girder 1: exposed 5-feet-long at Span 2.</p> <p>Girder 5: exposed 4-feet-long at Span 2, 5-feet-long at Span 3, 1-foot-long at Span 4.</p> <p>AT THE PIERS:</p> <p>The poor condition of the deck expansion joints over the piers allow water leakage through the joints which is causing deterioration of the concrete at the girder ends. Adjacent to the embedded bearing plate in the bottom flange, all the girders have delaminations or spalls, some with hairline cracking.</p> <p>Exterior girders, exterior faces: some isolated hairline shear cracking.</p> <p>(CS3):</p> <p>(16) Girder end locations, the area adjacent of the bearing plate is spalling with a few having exposures of non-prestress flange rebar. The spalling girder end locations are as follows:</p> <p>Pier 1: Span 1, girders 2, 4, 5. Span 2, girder 1.</p> <p>Pier 2: Span 2, girder 4. Span 3, girders 1, 2, 3, 4, 5.</p> <p>Pier 3: Span 4, girder 5.</p> <p>Pier 4: Span 4, girder 5. Span 5, girders 2, 3, 4, 5.</p>							
1080/2	<i>Delamination/Spall/Patched Area</i>	40	ft	0	24	16	0



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

*At the piers, adjacent to the embedded bearing plate in the bottom flange, all the girders have delaminations or spalls, some with hairline cracking.*

*(CS3):*

*(16) Girder end locations, the area adjacent of the bearing plate is spalling with a few having exposures of non-prestress flange rebar. The spalling girder end locations are as follows:*

*Pier 1: Span 1, girders 2, 4, 5. Span 2, girder 1.*

*Pier 2: Span 2, girder 4. Span 3, girders 1, 2, 3, 4, 5.*

*Pier 3: Span 4, girder 5.*

*Pier 4: Span 4, girder 5. Span 5, girders 2, 3, 4, 5.*

1100/2	<b>Exposed Prestressing</b>	15	ft	0	0	15	0
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*(CS3):*

*Several of the exterior girders, at the drain locations (at or near midspan), have spalls with exposed prestressing strands with corrosion and initial section loss. PVC drain extensions have been added to keep road runoff off those locations.*

*Girder 1: exposed 5-feet-long at Span 2.*

*Girder 5: exposed 4-feet-long at Span 2, 5-feet-long at Span 3, 1-foot-long at Span 4.*

1110/2	<b>Cracking (PSC)</b>	8	ft	0	8	0	0
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*At the piers, exterior girder, exterior faces: some isolated hairline shear cracking.*

210/3	<b>Reinforced Concrete Pier Wall</b>	128	ft	123	5	0	0
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The (4) cast-in-place concrete pier walls have footings and caps. Piers are in satisfactory condition.

All four pier walls have hairline to 1/16-inch vertical cracks, near the centerline and in other isolated areas. Some of the cracks have light efflorescence.

1130/3	<b>Cracking (RC and Other)</b>	5	ft	0	5	0	0
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*All four pier walls have hairline to 1/16-inch vertical cracks, near the centerline and in other isolated areas, some with light efflorescence.*

215/3	<b>Reinforced Concrete Abutment</b>	106	ft	102	4	0	0
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The cast-in-place concrete caps on steel H-piles abutments are in good condition. Wingwalls are 90-degree returns parallel with the roadway.

The caps have isolated vertical and diagonal cracking, from hairline to 1/32-inch-wide. The backwalls have minor hairline cracking.

The 2017 report noted: Scour at the south end of the west abutment has exposed the bottom of the abutment cap behind the riprap in a small area. This scour filled in; 2018-2023.

1130/3	<b>Cracking (RC and Other)</b>	4	ft	0	4	0	0
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*The caps have isolated vertical and diagonal cracking, from hairline to 1/32-inch-wide.*

*The backwalls have minor hairline cracking.*

220/3	<b>Reinforced Concrete Pile Cap/Footing</b>	33	ft	0	33	0	0
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Piers on 2-feet-deep concrete spread footings.

Quoted from the 2020 UW Report: Pier 1 footing exposed around entire pier with up to 2.0 feet of vertical footing exposure. The top of the bedrock was exposed along the west upstream 12 feet of the pier.



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

6000/3 **Scour** 33 ft 0 33 0 0

*Quoted from the 2020 UW Report: Pier 1 footing exposed around entire pier with up to 2.0 feet of vertical footing exposure. The top of the bedrock was exposed along the west upstream 12 feet of the pier.*

234/2 **Reinforced Concrete Pier Cap** 131 ft 116 15 0 0

The (4) piers have concrete caps. There is an accumulation of road debris on the pier caps from failed expansion joint seals.

The caps have minor hairline to 1/32-inch vertical cracking; some of the cracks have efflorescence.

1130/2 **Cracking (RC and Other)** 30 ft 15 15 0 0

*The caps have minor hairline to 1/32-inch vertical cracking; some of the cracks have efflorescence.*

301/3 **Pourable Joint Seal** 200 ft 0 0 100 100

Joint seals replaced in 2015 are in poor condition.

(CS3) 50% of the seals have lost adhesion and are allowing water to leak through onto substructure below.

(CS4) 50% of the seals have failed and are missing entirely allowing water to leak through onto substructure below.

2320/3 **Seal Adhesion** 200 ft 0 0 100 100

*(CS3) 50% of the seals have lost adhesion and are allowing water to leak through onto substructure below.*

*(CS4) 50% of the seals have failed and are missing entirely allowing water to leak through onto substructure below.*

311/2 **Movable Bearing** 25 each 0 25 0 0

Bronze plates between painted steel plates bolted to abutments and pier caps and embedded steel plates in girder bottoms; the bronze plates are slightly convex on top.

The steel components have freckled light rust and small areas of light to moderate rust. The retaining plate and main bearing plate have several locations with pack rust forming. Dirt and gravel has built-up around the bearings; some bearings may have minor restriction.

Pier 3, Span 4, Girder 2: the slider has excessive wear.

515/2 **Steel Protective Coating** 60 sq.ft 60 0 0 0

*Paint has failure with freckled light rust and small areas of light to moderate rust.*

1000/2 **Corrosion** 20 each 0 20 0 0

*The steel components have freckled light rust and small areas of light to moderate rust. The retaining plate and main bearing plate have several locations with pack rust forming.*

2210/2 **Movement** 5 each 0 5 0 0

*Dirt and gravel has built-up around the bearings; some bearings may have minor restriction.*

313/2 **Fixed Bearing** 25 each 0 25 0 0





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

Fixed (pinned) bearings consist of painted steel plates on abutment and pier caps, convex painted steel bearing plates welded to embedded steel plates in girders, and anchor bolts through both plates.

The steel components have freckled light rust with small areas of light to moderate rust. Dirt and gravel build-up around bearings is accumulating between the convex girder plates and the flat substructure plates; the build-up may be impacting the ability of the bearings to function as pinned bearings.

515/2	Steel Protective Coating	60	sq.ft	0	0	0	60
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*Paint is failed with freckled light rust on steel with small areas of light to moderate rust.*

1000/2	Corrosion	22	each	0	22	0	0
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*The steel components have freckled light rust with small areas of light to moderate rust.*

2210/2	Movement	3	each	0	3	0	0
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*Dirt and gravel build-up around bearings is accumulating between the convex girder plates and the flat substructure plates; the build-up may be impacting the ability of the bearings to function as pinned bearings.*

330/3	Metal Bridge Railing	1092	ft	0	1092	0	0
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Painted tube steel rails on painted wide-flange posts cast into the cast-in-place concrete curbs.

The paint on the rails and posts has failed throughout with light rust on the metal.

North rail, top tube row: impact damage with cracks near Span 3, east-1/3-span-point and near Pier 2; the cracks are at weld locations.

The curb has minor spalls/chips and has cracking along some expansion joints.

South curb, at Pier 2: a 5 x 16-inch delamination/spall.

515/3	Steel Protective Coating	3640	sq.ft	0	0	0	3640
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*The paint on the rails has failed throughout with light rust on the metal.*

1000/3	Corrosion	1090	ft	0	1090	0	0
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*The paint on the rails has failed throughout with light rust on the metal.*

1010/3	Cracking	2	ft	0	2	0	0
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*North rail, top tube row: impact damage with cracks near Span 3, east-1/3-span-point and near Pier 2; the cracks are at weld locations.*

7000/3	Damage	2	ft	0	2	0	0
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*North rail, top tube row: impact damage with cracks near Span 3, east-1/3-span-point and near Pier 2; the cracks are at weld locations.*



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

### Additional Information

ROADWAY APPROACHES: Curve west of bridge; straight to the east. New asphalt approaches are in excellent condition.

CURBS: Rail attached to curb. Concrete curbs are in satisfactory condition.

DRAINS: Through deck drains extend beyond the exterior girders with PVC extension pipes; clear.

EMBANKMENT: Stable. Vegetated banks. Erosion at all four corners, at the curb ends.

CHANNEL: Natural river channel in earth and gravel; riprapped under the bridge. Channel bottom material at Piers 1, 3 and 4 consisted of gravel and stones up to 12 inches in diameter with no probe rod penetration. Channel bottom material at Pier 2 consisted of sandy silt with up to 6 inches of probe rod penetration. The piers have timber debris accumulation, visible above the waterline at Piers 3 and 4. Cross section is included with the UW report.

SIGNS: Hazard markers at the (4) guardrail ends are in good condition; SW leans slightly. 50 mph posted speed limit.

GUARDRAIL: 6-feet-long cast-in-place parapets on the wingwalls have a few small impact spalls and isolated hairline cracking; the curb below the NW parapet has a spall with minor rebar exposure.

Beyond the parapets are galvanized steel w-rail on treated wood posts; the ends of the NE and SW approach rail are buried, but not flared. NE guardrail is loose from the posts. NW guardrail has an end post broken off, torn W-beam, and damaged terminal. SW guardrail has significant collision damage with broken posts over 25 feet.

UTILITIES: 4-inch conduit outside the north curb on the bridge rail posts; broken NW and NE. Overhead power north.

NOTES: Structure is located on county line road between Bonneville County and Jefferson County. Both counties share maintenance responsibility for this structure per memo of understanding agreement. Send copy of this report to Rob Cromwell, Jefferson County Public Works Administrator, [rcromwell@co.jefferson.id.us](mailto:rcromwell@co.jefferson.id.us) Exposed reinforcing is only about 0.6% of girder totals.

OTHER INSPECTIONS PERFORMED: Indepth inspection performed 11/28/23 by Dave Hughes, Michael Corkish, Seth Crawford and Victor Babychuk. Access to deck underside, girders, and piers (all spans) completed with UBIT.

SCOUR REVIEW:

INSPECTION INTERVAL: UBIT frequency is 24 months due to the exposed girder P/S strands. Routine inspection set to 24 months.

WORK ACCOMPLISHED: New asphalt approaches. Embankment erosion repaired.

LOAD RATING:



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

### Maintenance Recommendations

Recommendation	Priority	Suggested Work Assignment
Remove timber debris at Piers 3 and 4.	Medium	Local Agency
Remove dirt and gravel from around girder bearings at piers and abutments.	Medium	Local Agency
Seal all cracks in deck by applying a high molecular weight methacrylate to entire deck surface.	Low	Local Agency
Remove loose concrete and clean and patch or epoxy paint all exposed reinforcing at girder spalls.	Medium	Local Agency
Add scour protection to Pier 1. Cover exposed footing.	Medium	Local Agency
Repair areas of damaged guardrail.	Low	Local Agency
Rehab joint seals.	High	Local Agency
Clean, epoxy paint, and patch all exposed prestressed strands.	High	Local Agency

Inspector's Signature: \_\_\_\_\_ 11/28/2023

Inspector Number and Name: 130 - Dave Hughes, Hughes Engineering



## Idaho Transportation Department Bridge Inspection Report

Bridge Key: 20875  
(6)Features Intersected: SNAKE RIVER  
Facility Carried(Route): STC6731;W 145 N  
Xref Structure Name:

Structure Name: 96731A 0.76  
(9)Location: 9.3 N. 1.4 W. IDAHO FALLS  
Admin Jurisdiction: 1900 Bonneville County  
District: 06

### IDENTIFICATION

(1)State: 16 Idaho  
(2)District: District 6  
(3)County: 019 Bonneville  
(4)Place Code: Not within City/Town  
(5)Inventory Route: 141067310  
(7)Facility Carried: STC6731;W 145 N  
(11)Milepoint: 0.752611 Agency Milepost: 000.752  
(12)Base Hwy Network: Not on Base Network  
(13a)LRS Inventory Route:  
(13b)LRS Sub Route:  
(16)Latitude: 43° 37' 34.9"  
(17)Longitude: 112° 04' 05.7"  
(98)Border Bridge Code:  
(99)Border Bridge ID:  
Segment Code: 003900  
Segment Under Rte:  
Segment Other Rte:  
Drawing Number: 11832  
Project Key Number: 1470  
Inspection Area: 962  
MPO: N/A

### CLASSIFICATION

(112)NBIS Length: Long Enough  
(104)Highway System: 0 Not on NHS  
(26)Functional Class: 07 Rural Mjr Collector  
(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: County Hwy Agency  
(22)Owner: County Hwy Agency  
(37)Historical Significance: 4 Hist sign not determin

### GEOMETRIC DATA

(48)Maximum Span Length: 109.0 ft  
(49)Structure Length: 546 ft  
Total Length: 546 ft  
(50a)Curb/Sidewalk Width Lt: 1.5 ft  
(50b)Curb/Sidewalk Width Rt: 1.5 ft  
(51)Width Curb to Curb: 28.0 ft  
(52)Width Out to Out: 33.3 ft  
(32)App Roadway Width: 30 ft  
(33)Median: 0 No median  
(34)Skew: 0°  
(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

### STRUCTURE TYPE AND MATERIALS

(43a/b)Main Span Material/Design:  
5 Prestressed Concrete 2 Stringer/Girder  
(44a/b)Approach Span Material/Design:  
  
(45)No. of Spans Main Unit: 5  
(46)No. of Approach Spans: 0  
(107)Deck Type: 1 Concrete-Cast-in-Place  
(108a)Wearing Surface: 1 Monolithic Concrete  
(108b)Membrane: 0 None  
(108c)Deck Protection: None

### Deck Applications

### LRS

Route ID: 03900AOH000  
Measure: 0.752611396  
Route ID Under Rte:  
Measure Under Rte:  
Route ID 2nd Rte Under:  
Measure 2nd Rte Under:



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

### LOAD RATING

(31)Design Load:	4 M 18 (H 20)
(64)Operating Rating:	88 tons / HS48.9
(66)Inventory Rating:	46 tons / HS25.6
(70)Posting:	5 At/Above Legal Loads
(41)Posting Status:	A Open, no restriction

### CONDITION

(58)Deck:	6 Satisfactory
(59)Superstructure:	5 Fair
(60)Substructure:	6 Satisfactory
(61)Channel/Protection:	5 Bank Prot Eroded
(62)Culvert:	N N/A (NBI)

### AGE AND SERVICE

(27)Year Built:	1967
(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:	2600
(30)Year of ADT:	2022
(109)Truck ADT:	7%
(19)Detour Length:	14 miles
Speed Limit:	50 MPH

### APPRAISAL

(67)Structure Condition:	5 Above Min Tolerable
(68)Deck Geometry:	4 Tolerable
(69)Undrclear,Vert and Horiz:	N Not applicable (NBI)
(71)Waterway Adequacy:	9 Above Desirable
(72)Approach Alignment:	8 Equal Desirable Crit
(36)Traffic Safety Features:	
(a)Bridge Rail:	0 Substandard
(b)Transition:	0 Substandard
(c)Approach Rail:	1 Meets Standards
(d)Approach Rail Ends:	0 Substandard
(113)Scour Critical:	3 SC - Unstable

### PROPOSED IMPROVEMENTS

(75a)Type of Work:	31 Repl-Load Capacity
(75b)Work Done By:	1 Contract
(76)Length of Improvement:	570 ft
(94)Bridge Improvement Cost:	\$4,138,000
(95)Rdwy Improvement Cost:	\$414,000
(96)Total Project Cost:	\$6,207,000
(97)Year of Cost Estimate:	2017
(114)Future ADT:	3900
(115)Year of Future ADT:	2042
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: 11/28/2023	(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: 60 months	(b)UW Inspection Date: 10/21/2020
(c)Fatigue Detail (OS) Inspection: NA	(c)Fatigue Detail (OS) Date:
(d)In-Depth Inspection: 24 months	(d)In-Depth Date: 11/28/2023
(e)Confined Space Inspection: NA	(e)Confined Space Date:

Channel Cross Section Year:  
Equipment Needed: UBIT



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06

### WEARING SURFACE and DEAD LOAD INFORMATION

Asphalt:	0.0 inches	Concrete:	0.0 inches
Granular:	0.0 inches	Timber:	0.0 inches

### POSTING INFORMATION

#### WEIGHT

Load Analysis Date:	05/20/2013	Bridge Factor:	1153
Load Analysis Required:	N Analysis Complete	Route Color:	Interstate

#### Load Rating Analysis

	IR (tons)	OR (tons)	Recommended Posting(tons)	Actual Posting(tons)
H Truck	30	57		
HS Truck	46	88		
Type3	41	68	Type3	
Type 3S2	52	88	Type 3S2	
Type 3-3	52	92	Type 3-3	
			Axle Limit	

#### HEIGHT

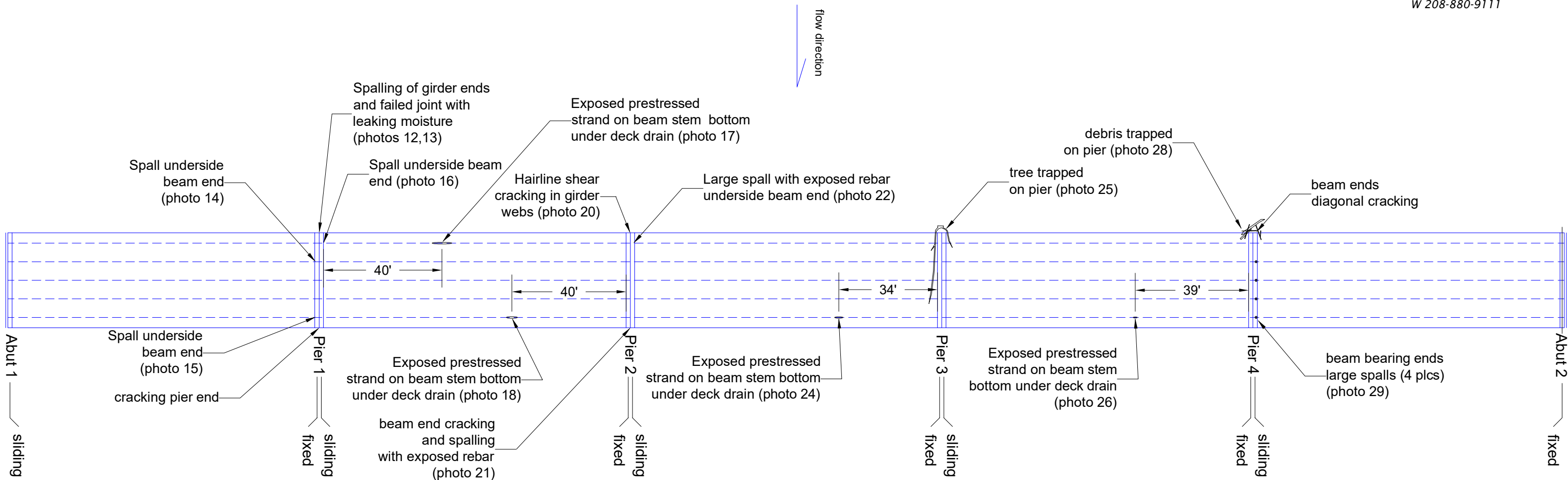
	Recommended	Actual
Height Posting:		

#### ACTUAL WIDTH POSTING

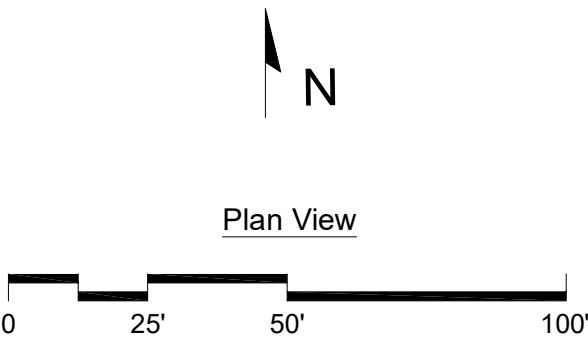
Single Lane All Vehicles:	N
Single Lane Trucks/Buses:	N



BK 20875  
BRIDGE INSPECTION FIELD SKETCH  
11/28/23 - M. Corkish



- Notes:
- 1 - All joints are failing - leakage causing deterioration on beam ends
  - 2 - Majority of beam ends have delamination and spalling next to steel bearing plate.
  - 3 - Pier caps have some hairline vertical cracking
  - 4 - PVC drain extensions are keeping roadway water off of exposed prestressed strands on exterior girders.



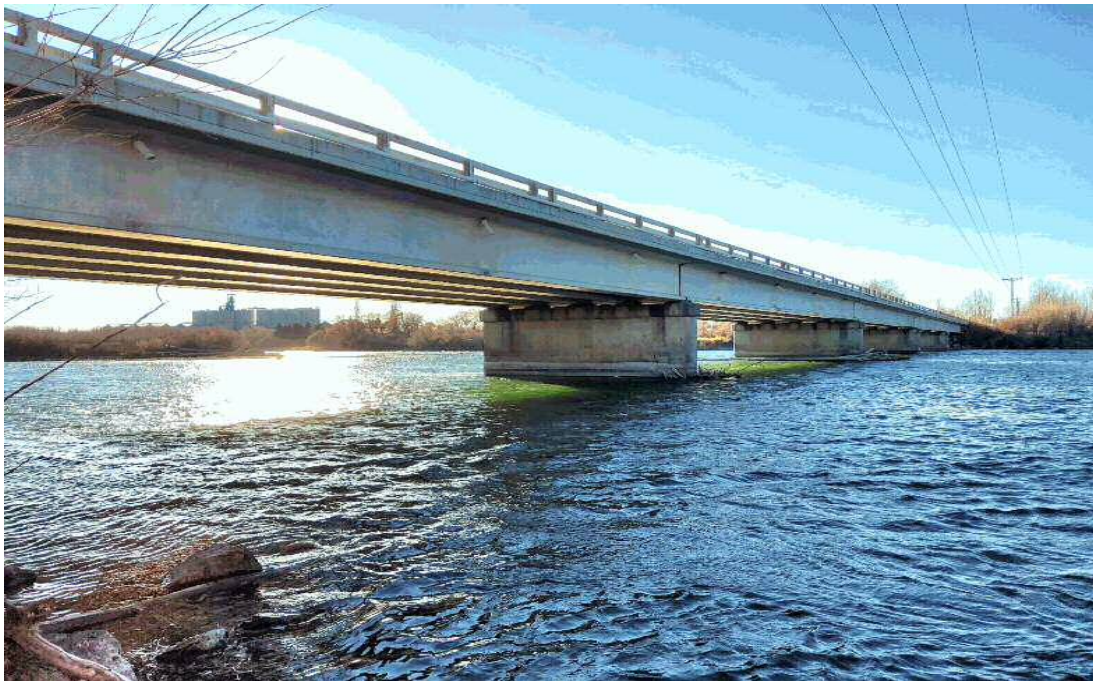


## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Looking East



Looking South





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Looking North upstream



Looking South downstream





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Damaged guardrail with broken posts at SW corner



Broken guardrail end post at NW corner





## Idaho Transportation Department Bridge Inspection Report

Bridge Key: 20875  
(6)Features Intersected: SNAKE RIVER  
Facility Carried(Route): STC6731;W 145 N  
Xref Structure Name:

Structure Name: 96731A 0.76  
(9)Location: 9.3 N. 1.4 W. IDAHO FALLS  
Admin Jurisdiction: 1900 Bonneville County  
District: 06



(CS3/CS4) Deteriorated joint at West end



(CS3/CS4) Deteriorated joint over pier (typical)





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Failed paint on bridge rail



Typical cracking on deck surface





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Underside view looking East-span 1



Spalling of girder ends and moisture accumulation from failed seal-girder 1 at pier 1



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



(CS4) Failed joint with leaking moisture above pier 1



(CS3) Spall at girder 2 end-span 1 pier 1



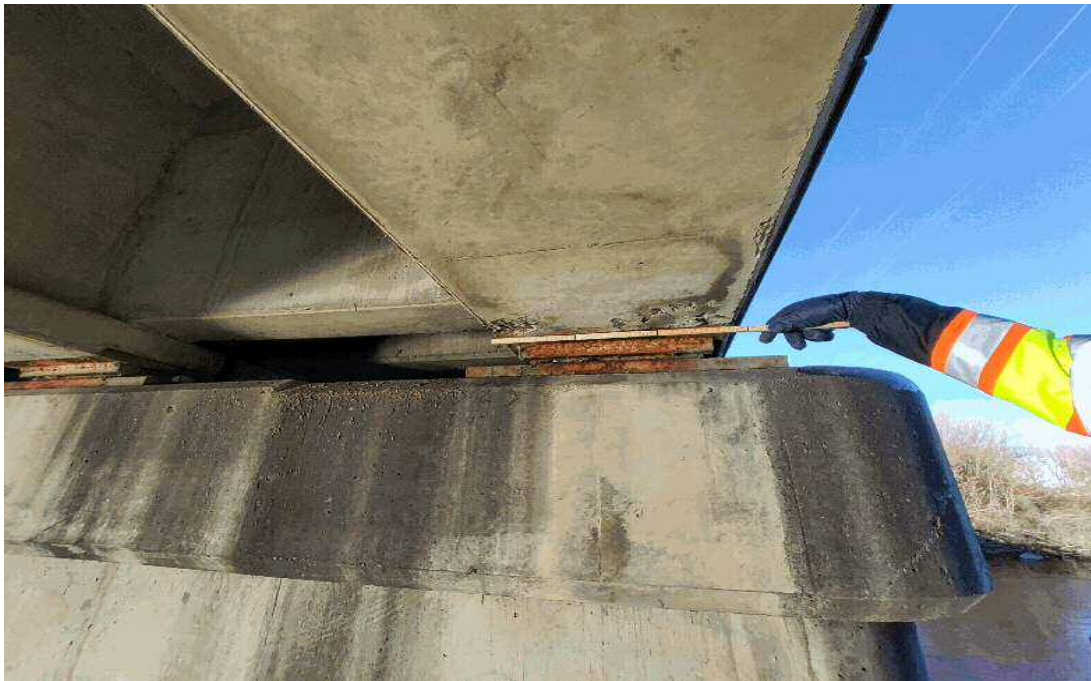


## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



(CS3) Spalling with exposed rebar at girder 5 end-span 1 pier 1



(CS3) Spalling at girder 1 end, span 1 pier 1



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



(CS3) Exposed prestress strands at girder 1 bottom-span 2



(CS3) Exposed prestress strands at girder 5 bottom-span 2





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Underside view looking East-span 2



Spalling of girder ends and hairline shear cracking in girder 1 web-pier 2





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



(CS3) Spalling with exposed rebar at girder 5 end-span 3 pier 2



(CS3) Large spall with exposed rebar at girder 1 end-span 3 pier 2-rusting of bearing



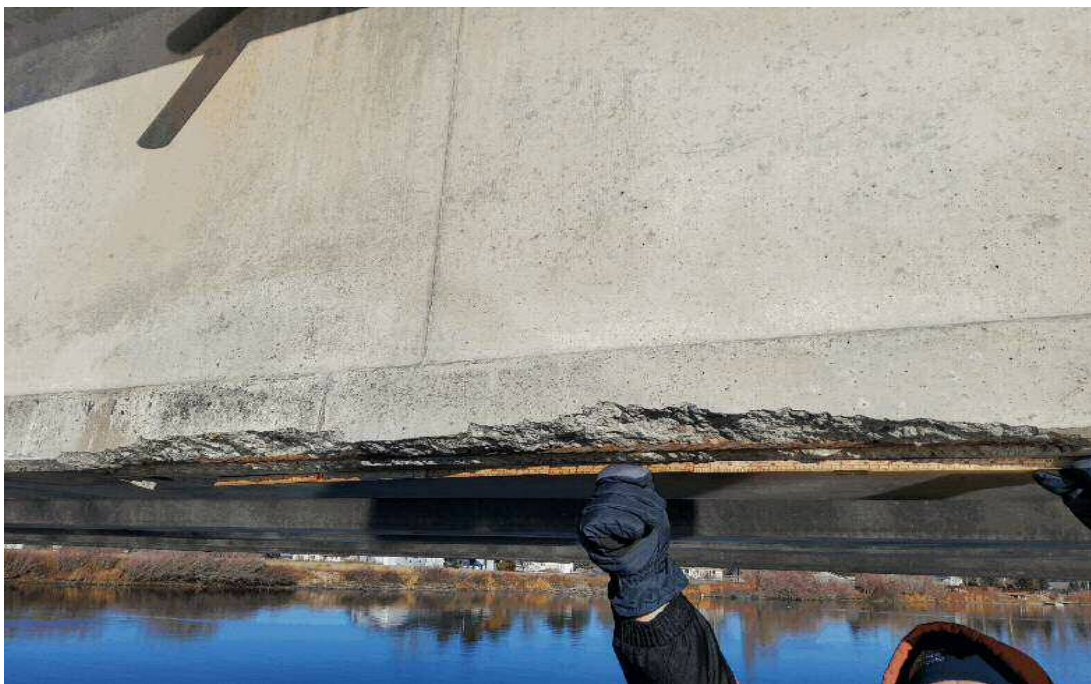


## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Underside view looking East-span 3



(CS3) Exposed prestress strand at girder 5 bottom-span 3



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Tree and trapped debris at pier 3 nose



(CS3) Exposed prestress strand at girder 5 bottom-span 4





## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



Underside view looking East-span 4



Trapped debris at pier 4 nose



## Idaho Transportation Department Bridge Inspection Report

Bridge Key:	20875	Structure Name:	96731A 0.76
(6)Features Intersected:	SNAKE RIVER	(9)Location:	9.3 N. 1.4 W. IDAHO FALLS
Facility Carried(Route):	STC6731;W 145 N	Admin Jurisdiction:	1900 Bonneville County
Xref Structure Name:		District:	06



(CS3) Spalling at girder ends-span 5 pier 4



Underside view looking East-span 5



Hand-drawn plan view of a bridge structure. The drawing shows a series of spans and piers. Key features include:

- Top Labels:**
  - 109'-0" In of Abut at Top to E Pier
  - 109'-0" E to E of Piers (TYP)
  - 546'-6" Out to Out
  - 109'-0"
  - 109'-0"
  - 109'-0"
- Stationing (Sta):**
  - Sta 41+77.5
  - Sta 42+86.5
  - Sta 43+95.5
  - Sta 45+05.5
  - Sta 46+13.5
  - Sta 47+22.5
- Span Dimensions:**
  - 107'-6"
  - 107'-6"
  - 107'-6"
  - 107'-6"
  - 107'-6"
- Bridge Components:**
  - E Brg
  - Brg to Brg
  - Brg to Brg
  - Brg to Brg
  - Brg to Brg
  - Brg to Brg
  - Brg to Brg
- Bottom Labels:**
  - 1/4"
  - 1/4"
  - 1/4"
  - 1/4"
  - 1/4"
- Left Side Notes:**
  - Brg to Sta 41+77.5
  - 765.00
  - ABUT 1
- Right Side Notes:**
  - End Brg Sta 47+22.5
  - E FG 476
  - ABUT 2

DESIGN NOTES

Wing Walls & Abut. Backwall designed for a 3' live load surcharge.  
Unit Stresses:

Great Western & Idaho Canal Bridges: Class "A" Concrete  
 $f_c = 5000$  psi in 28 days  $f_c = 2000$  psi

Prestressing Steel-Min. Ultimate Strength: All  
High tensile strength wire f<sub>ps</sub> = 220,000 psi

Cable Strand:  $f_s = 200,000 \text{ psi}$  \* cable strand (Gr 270K)  $f_s = 270,000 \text{ psi}$

Prestress working force per beam = 533,000 lbs for Idaho Canal  
533,000 lbs for Great Western Canal Bridge and 751,000 lbs for  
the Snake River Bridge.

Great Western Canal Bridge Steel piles

\* The use of 1/4" dia Type 270K Prestressing Strand will be permitted on this specific project.

Use Idaho Department of Highways Standard Specifications, 1961 Edition and Current Supplemental Specs.

All steel reinforcing bars shall have a 2" covering outside of bars unless otherwise noted. Dimensions refer to centerline of bars.

at the time of prestressing of 4000 psi for Canal Bridges & 4800 psi for Snake River Bridge.

A grillage of #2 bars @ 2' or #3 @ 3" shall be placed 1/2" from post tensioning anchors. Cost of furnishing and placing grillage shall be included in the Lump Sum bid for Item 521-A, Prestressing, Reinforce

The Contractor shall provide an approved method of supporting deck slab forms on prestressed strainers.

Item 506-A "Concrete Class A" shall include the furnishing and installing neoprene bearing plates & joint filler.

Item 508-A "Structural Steel" shall include galvanized anchor bolts, joint angles, bearing plate guide angles, Bearing Plates & Pipe Drains.

Prestressed stringers shall be handled in such a manner that the points of support and the directions of reactions are approximately the same as the beam will have in its final position.

The plans are for Pretensioned stringers. However, the Contractor will be permitted to prestress by Post tensioning methods.

All welding shall conform to the current Specifications for Welded Highway and Railway Bridges, design, construction and repair of the American Welding Society.

One test pile shall be driven at Abutment No. 1 and Abutment No. 2 for each structure in such location that they may be an

Attachment to each structure in such location that they may be an integral part of the final structure.

Neoprene pads shall be individually cast and shall have a durometer hardness of 60.

Beam handrail 509-D shall include Posts and End Caps.  
 Spreadfootings shall have a uniform bearing on basalt or Class "C" concrete.  
 If Pier elevations do not place footings on basalt boulders, excavate  
 to boulders and backfill with Class "C" conc. on clean basalt boulders  
 to footing elevation.


Gap plates, Splicing etc to be included in item 510-0.  
Abutment backfill quantities shall be included in Roadway Drawings.  
Contractor will remove existing bridge over Idaho Canal  
and remove from site.  
Existing Abutments will be broken up and used as loose riprap

<u>Drawing</u>	No
Title Sheet	11832
Slab Plan	11833
Roadway Crosssection	11834
Stringers	11835
Bearing Details	11836
Railing	11837
Abutment No. 1 & No. 2	11838
Piers	11839
Rebar Schedule	11840
Contour Map	11841

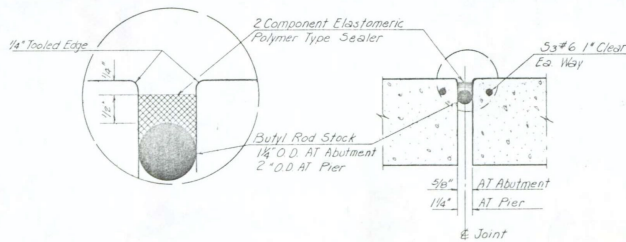
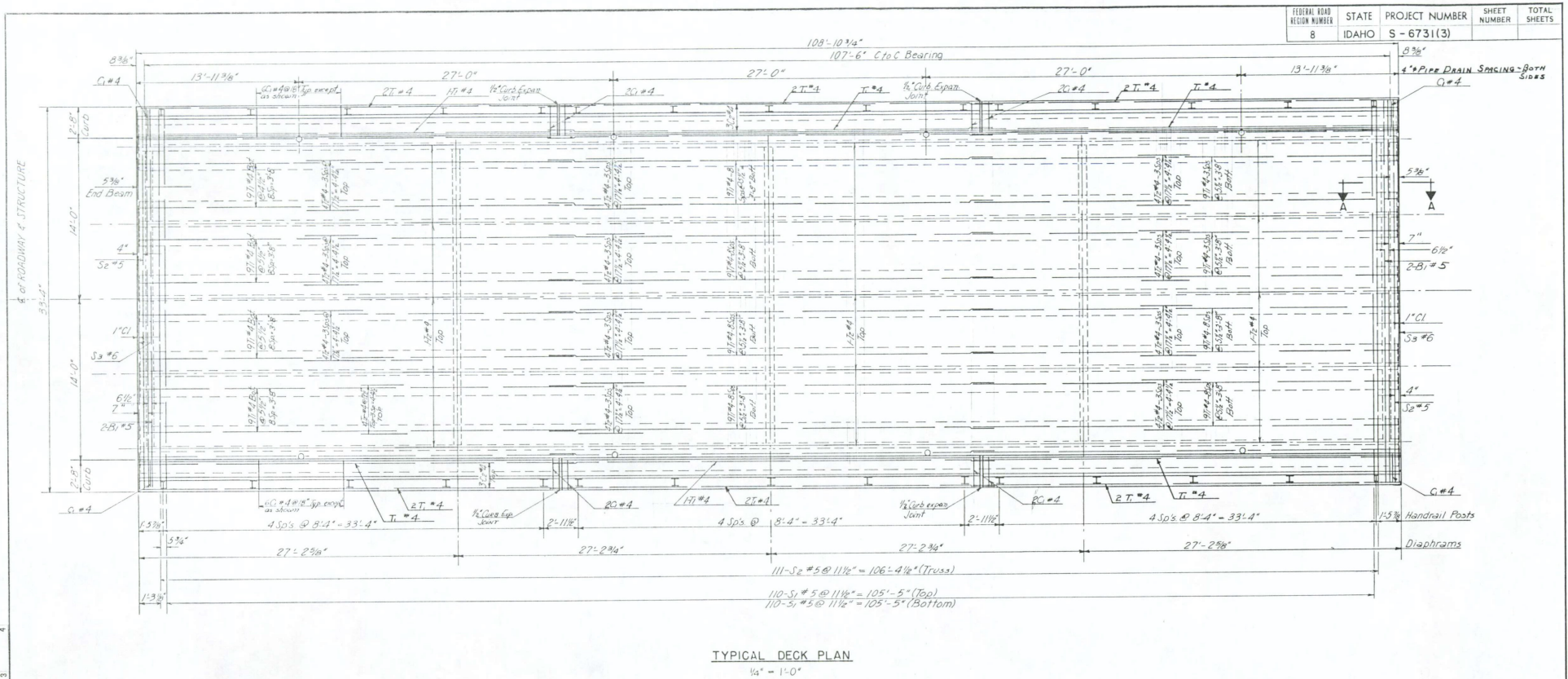
*Bid Item SP-1 Unwater foundation shall consist of all the necessary designing, pumping, bailing, sheeting, shoring, stream diversion, etc., and the construction of cribs and cofferdams and their subsequent removal in accordance with the applicable provisions of section 101.06 of the Standard Specifications for the construction of the contract. A lump sum price for "Unwater Foundation", which shall include all necessary designing, bailing, sheeting, shoring, cribs, cofferdams and stream diversion required for the construction of the Bridge complete in place.*

206-B	Exc. for Str. Sch. No 1	384	CY
213	Mech. Tamp.	85	CY
506-A1	Concrete C14" Sch No1	86	CY
506-A2	Concrete C14" Sch No2	461	CY
506-A4	Concrete C14"	413	CY
506-C	Concrete C12"	20	CY
507-A	Metal Rein. Sch No 1	41,007	Lbs
507-B	Metal Rein. Sch No 2	70,260	Lbs
508-A	Structural Steel	15,079	Lbs
509-D	Str. Steel/Handrail for Conc. Str.	10,90	LF
510-A	Furnish Pile Driving Equip.	16	LS
510-D	Furnish Steel Piles	4,95	LF
510-H	Driving Steel Piles	440	LF
510-J	Driving Test Piles	55	LF
511-J	Self Lubricating Bronze Bearing Plates.	1	LS
521-A2	Posttension Reinforcement.	1	LS
601	Loose Riprap	99	CY
SR1	Unwater Foundations	1	LS

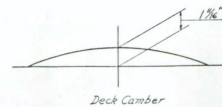


AT COUNTY LINE ROAD EXT		BONNEVILLE & JEFFERSON COUNTIES	
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS		STATE OF IDAHO DEPARTMENT OF HIGHWAYS	
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES CONSULTING ENGINEERS		BOISE  APPROVED BRIDGE ENGINEER DATE 4-16-66	
602 MAIN STREET	BOISE, IDAHO	FILE 1470 DRAWING NO. 11832	

PROJECT NO.	20878
DATE	2/6/25
ROLL NO.	26
FRAME NO.	25
METRIC	2 3 4 5 6 7 8 9 10
INCHES	1 2 3 4



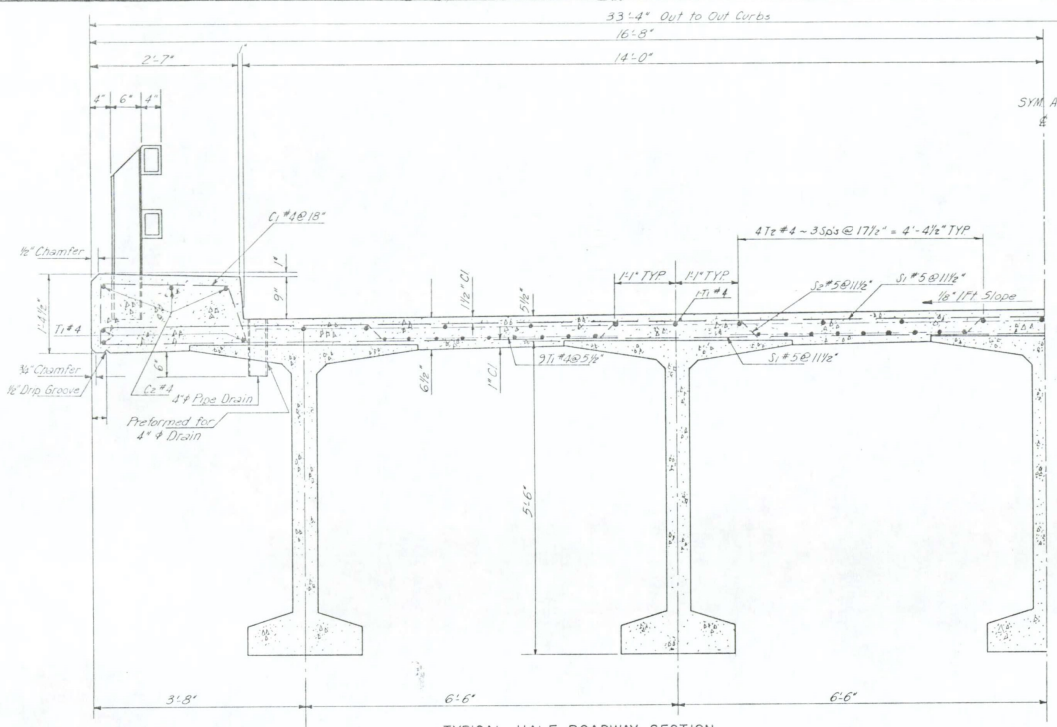
SECTION A-A  
TYPICAL JOINT DETAIL



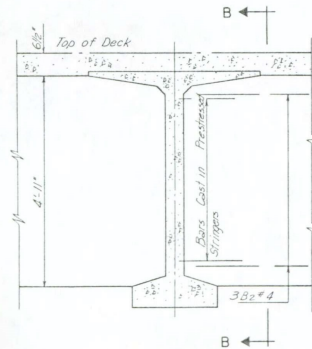
546' CONCRETE BRIDGE OVER SNAKE RIVER	
STA. 44+50	
AT COUNTY LINE ROAD EXT.	BONNEVILLE & JEFFERSON COUNTIES
DESIGNED FOR	STATE OF IDAHO
IDAHO DEPARTMENT OF HIGHWAYS	DEPARTMENT OF HIGHWAYS
DESIGNED BY	APPROVED
MURRAY V. JOHNSON & ASSOCIATES	BRIDGE ENGINEER
CONSULTING ENGINEERS	DATE: 4-11-62
402 MAIN STREET	BOISE, IDAHO
FILE 1470 DRAWING NO. 11833	



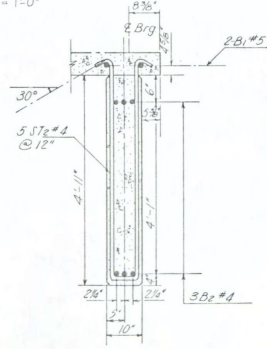
FEDERAL ROAD REGION NUMBER	STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8	IDAHO	S-6731(3)		



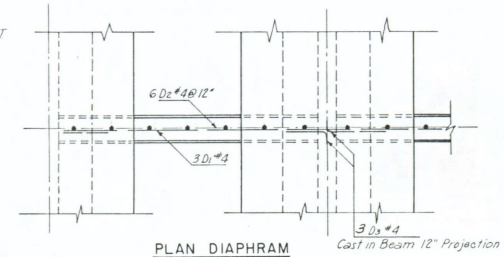
TYPICAL HALF ROADWAY SECTION  
1" = 1'-0"



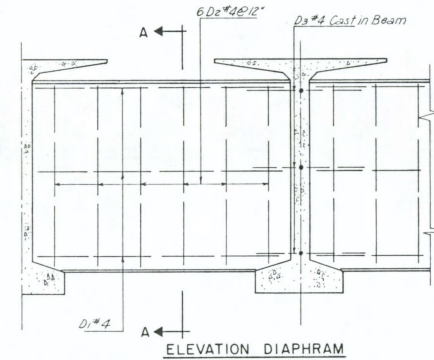
END BEAM  
3/4" = 1'-0"



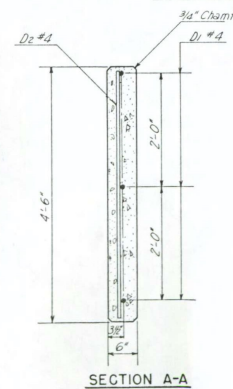
SECTION B-B



PLAN DIAPHRAM



ELEVATION DIAPHRAM



SECTION A-A



546' CONCRETE BRIDGE OVER SNAKE RIVER  
STA. 44 + 50

AT COUNTY LINE ROAD EXT.	BONNEVILLE & JEFFERSON COUNTIES
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS	STATE OF IDAHO DEPARTMENT OF HIGHWAYS
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES	APPROVED BRIDGE ENGINEER C. J. Johnson
CONSULTING ENGINEERS	DATE: 4-11-66
502 MAIN STREET BOISE, IDAHO	FILE 1470 DRAWING NO. 11834

MICROFILM RECORD	DATE	ROLL NO.	AP CARD #	FRAME NO.
	2-28-78	25	205	
METRIC	2	3	4	5
INCHES	1	2	3	4

Hand-drawn cross-section diagram of a bridge deck. The diagram shows a deck with a total width of 4'-0" and a height of 2'-0". The deck is divided into three main sections: a 2'-0" wide section on the left, a 107'-6" wide central section, and a 27'-2 1/4" wide section on the right. The left section contains reinforcement bars labeled B3 #4 (Dowels for Interior End Beam) and B4 #4 (Dowels for Interior side of Exterior Stringer). The central section contains reinforcement bars labeled D3 #4 (Dowels). The right section contains reinforcement bars labeled D4 #4 (Dowels). The diagram also shows a 108'-10" dimension from the center of the bearing to the center of the deck, and a 54'-5" dimension from the center of the bearing to the center of the deck. The deck is supported by a 107'-6" wide bearing. The deck is reinforced with 1.83% reinforcement bars.

4'-0"

2'-0"

1.83% For Dowels

108'-10" Out to Out

54'-5"

Bearing

107'-6" C to C of Bearing

27'-2 1/4"

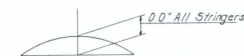
B3 #4 (Dowels for Interior End Beam)  
Use B4 #4 (Dowels for Interior side of Exterior Stringer)

D3 #4 (Dowels)

Omit from Exterior side of Exterior Stringer

HALF PLAN

SYMM. ABT



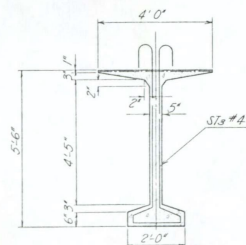
STRINGER CAMBER DIAGRAM

Half Elevation

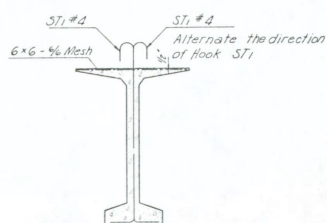
Dimensions:

- Total Width: 54'-5"
- Stringer Spacing:
  - ST #4 18 Sp's @ 6" = 9'-0"
  - ST #4 31 Sp's @ 10" = 25'-10"
  - ST #4 9 Sp's @ 1'-8" = 15'-0"
- Reinforcement:
  - B3 #3 2 Sp's @ 2'-1/4"
  - B3 #4
  - D3 (Dowels) for Diaphragms
  - 3 D3 #4 (Dowels)
- Other Dimensions:
  - Top Flange Thickness: 3"
  - Deck Thickness: 10"
  - Center of Gravity of Prestress Strands: 1'-4 1/2"
  - Line of Center of Gravity: 5'
  - Bottom Chord Depth: 12'-0"
  - Diaphragm Spacing: 9 1/2'

HALF ELEVATION



SECTION A-A



SECTION B-B

STRINGER (108'-10") TYPICAL  
25 REQ'D.  
 $1/2" = 1'-0"$

NOTE: REINFORCING STEEL SHOWN ON THIS DRAWING IS NOT INCLUDED IN QUANTITIES OF BID ITEM 507B METAL REINFORCEMENT SCHEDULE No. 2.



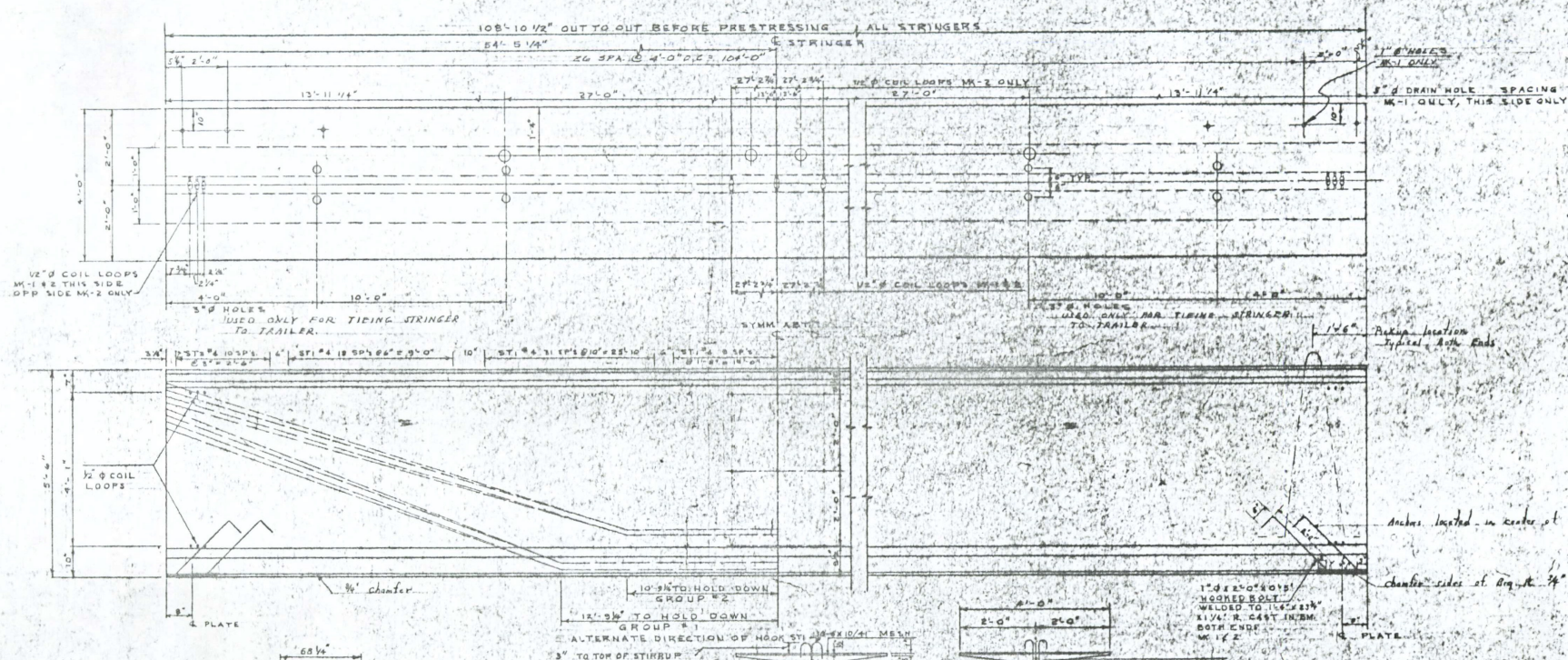
AT COUNTY LINE ROAD EXT		BONNEVILLE & JEFFERSON COUNTIES	
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS		STATE OF IDAHO DEPARTMENT OF HIGHWAYS	
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES CONSULTING ENGINEERS		ISSUE <span style="float: right;">1 IDAHO</span> APPROVED <span style="float: right;"><i>[Signature]</i></span> BRIDGE ENGINEER <span style="float: right;">DATE 11-26-66</span>	
302 MAIN STREET	BOISE, IDAHO	FILE 1470 DRAWING NO. 11835	



# STRINGER LAYOUT

MK-1	MK-1	MK-1	MK-1	MK-1
MK-2	MK-2	MK-2	MK-2	MK-2
MK-2	MK-2	MK-2	MK-2	MK-2
MK-2	MK-2	MK-2	MK-2	MK-2
MK-1	MK-1	MK-1	MK-1	MK-1

STA 44+50

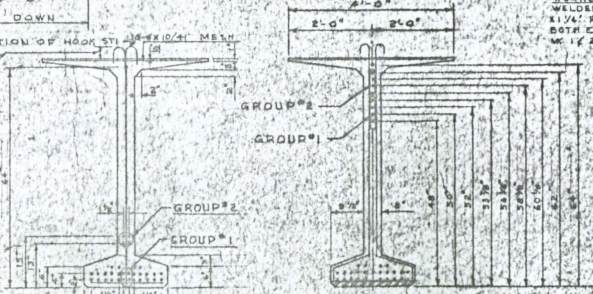


MEASUREMENT RECORD

DATE	ROLL NO.	APPROVED BY
3-28-82	26	045
METER	2	3
INCHES	1	2

TYPE 1	TYPE 2	TYPE 3	TYPE 4
TOTAL NO. REQ. REBAR PER BEAM	MARK SIZE NO.	TOTAL SEND LENGTH	TYPE
5028	#4	ST. 7'-0"	1
1000	#4	ST. 8'-5"	4
840	#6	THREADED ROD	2'-0"
840	#6	COIL LOOPS	STR.

Notes:  
1. Wt. 6.67 lbs.  
2. Release strength 1850 psi.  
3. 28 day strength 4500 psi.



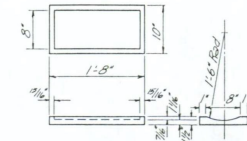
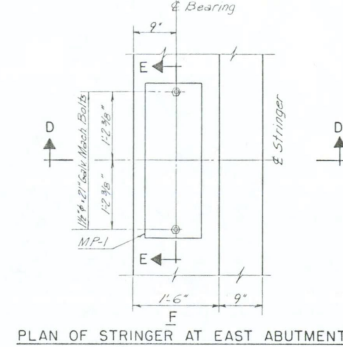
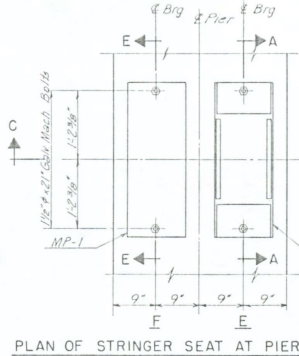
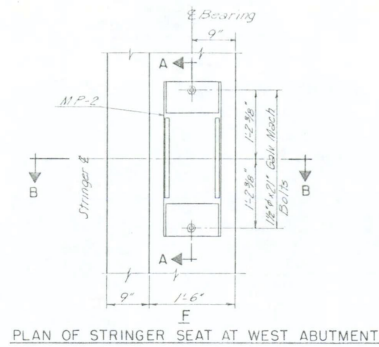
SECTION AT CENTER SECTION AT END

IDAHO PROJECT NO. 9-6731 (3)  
STA 44+50 SPANS 123.4'±  
NEILSEN & MILLER CONST. CO.  
108'-10" STRINGER

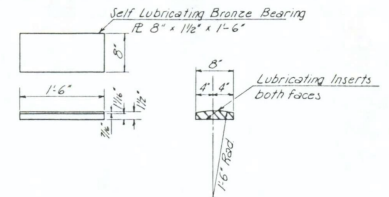
READY-TO-POUR CONCRETE CO.  
2164-138



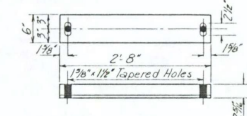
FEDERAL ROAD REGION NUMBER	STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8	IDAHO	S-6731(3)		



MARK SP-2 25 REQ'D.

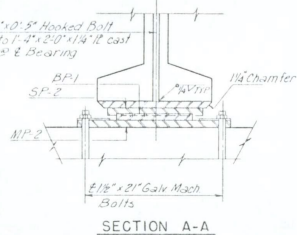


MARK BP-1 25 REQ'D.

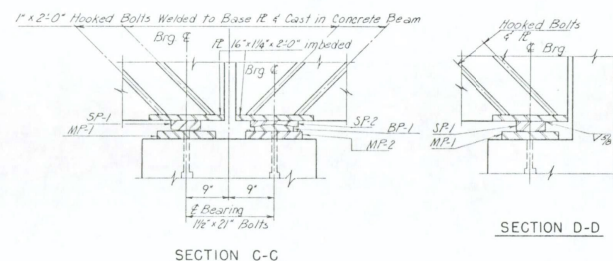


MARK SP-1 25 REQ'D.

BEARING DETAILS  
1" = 1'-0"

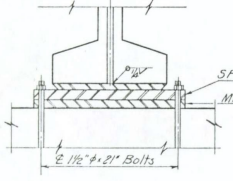


SECTION A-A

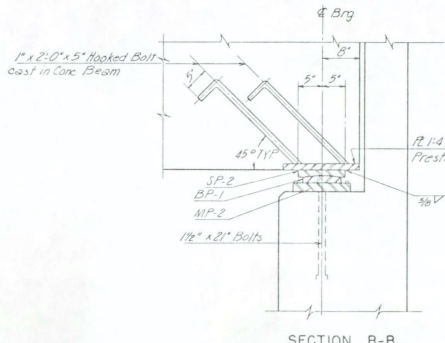


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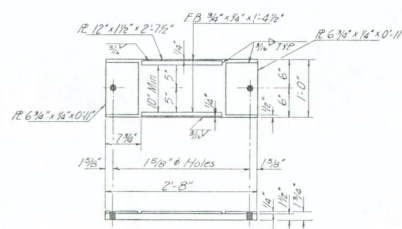
SECTION D-D



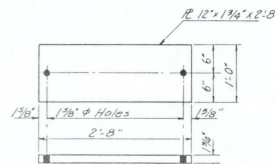
SECTION E-E



SECTION B-B



MARK MP-2 25 REQ'D.

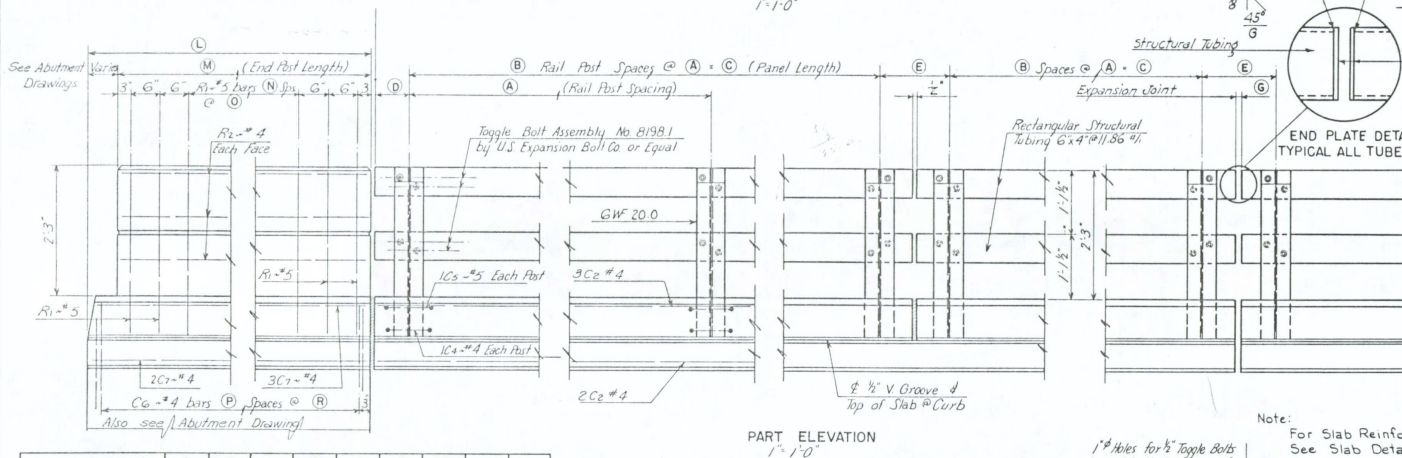
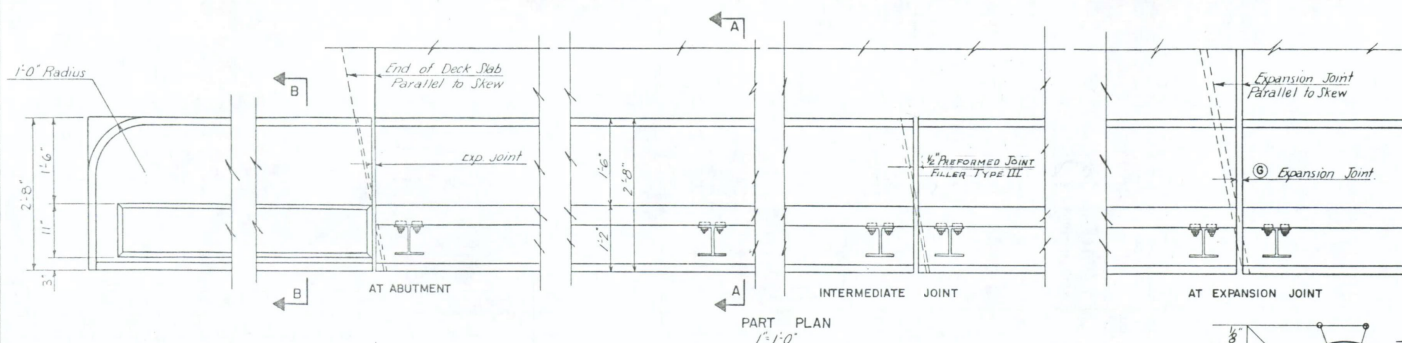


MARK MP-1 25 REQ'D.

546' CONCRETE BRIDGE OVER SNAKE RIVER  
STA. 44 + 50

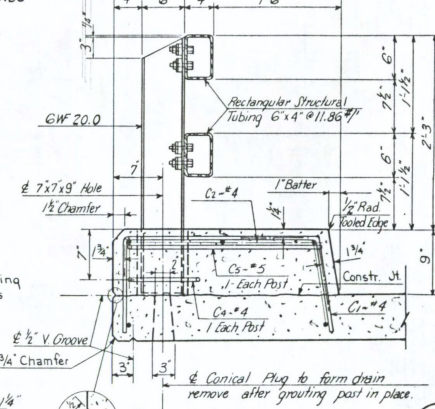
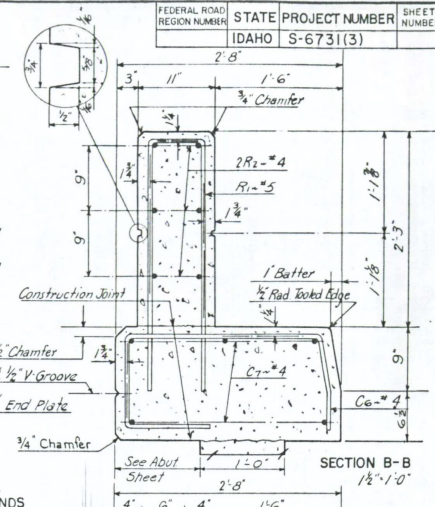
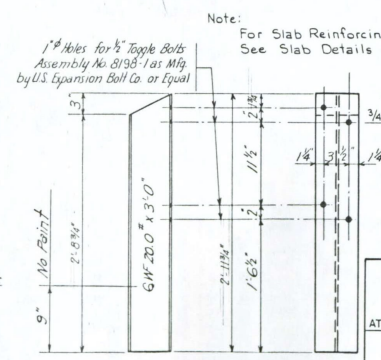
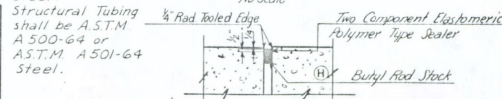
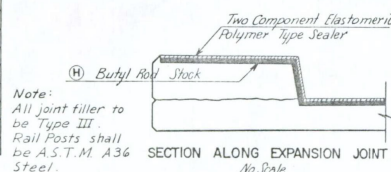
AT COUNTY LINE ROAD EXT.	BONNEVILLE & JEFFERSON COUNTIES
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS	STATE OF IDAHO DEPARTMENT OF HIGHWAYS
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES	APPROVED BRIDGE ENGINEER DATE 4-11-66
CONSULTING ENGINEERS 402 MAIN STREET	BOISE, IDAHO FILE 1470 DRAWING NO. 11836

MICROFILM RECORD										
DATE		ROLL NO.		AP-CARD or FRAME NO.						
2-28-78		26		240						
METRIC 2		3	4	5	6	7	8	9	10	
INCHES		1	2	3	4	5	6	7	8	9



LOCATION	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(J)
Idaho Canal	8'-0"	4	32'-0"	1'-5 1/2"	2'-10 1/2"		3/4"	1 1/4"	
Great Western Canal	8'-0"	4	32'-0"	1'-5"	2'-8 1/2"		3/4"	1 1/4"	
Snake River	8'-4"	4	33'-4"	1'-5 1/2"	2'-11 1/2"		*	*	

LOCATION	(K)	(L)	(M)	(N)	(O)	(P)	(R)	NO OF PANELS BOTH SIDES
Idaho Canal	6'-0"	5'-6"	3	12	6	11"	4	
Great Western Canal	6'-0"	5'-6"	3	12	6	11"	4	
Snake River	6'-9"	6'-3"	5	9	6	12"	6	



546' CONCRETE BRIDGE OVER SNAKE RIVER  
71'-0" CONCRETE BRIDGE OVER GREAT WESTERN CANAL  
71'-0" CONCRETE BRIDGE OVER IDAHO CANAL  
AT COUNTY LINE ROAD EXT. BONNEVILLE & JEFFERSON COUNTIES

DESIGNED FOR  
IDAHO DEPARTMENT OF HIGHWAYS

DESIGNED BY  
MURRAY V. JOHNSON & ASSOCIATES  
CONSULTING ENGINEERS  
502 MAIN STREET BOISE, IDAHO

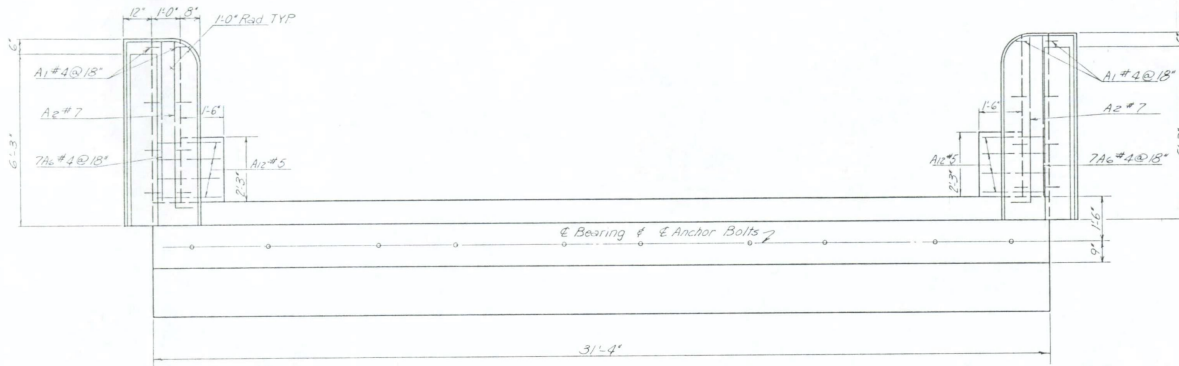
STATE OF IDAHO  
DEPARTMENT OF HIGHWAYS  
BOISE IDAHO

APPROVED  
BRIDGE ENGINEER  
DATE 11/1/66

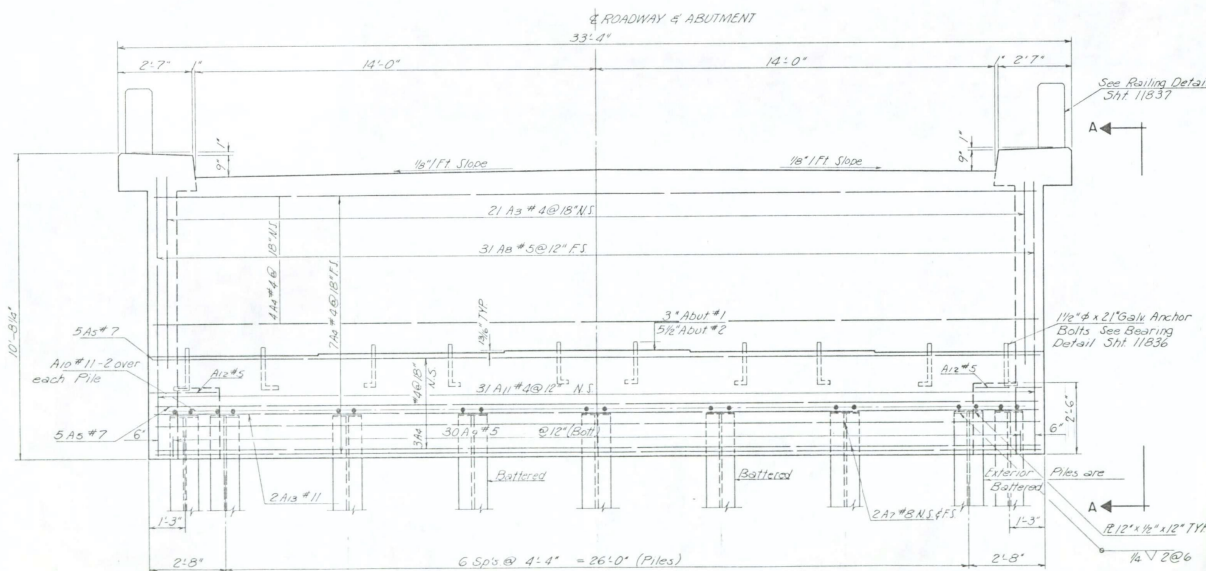
FILE 1470 DRAWING NO. 11837



FEDERAL ROAD REGION NUMBER	STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8	IDAHO	S - 6731(3)		

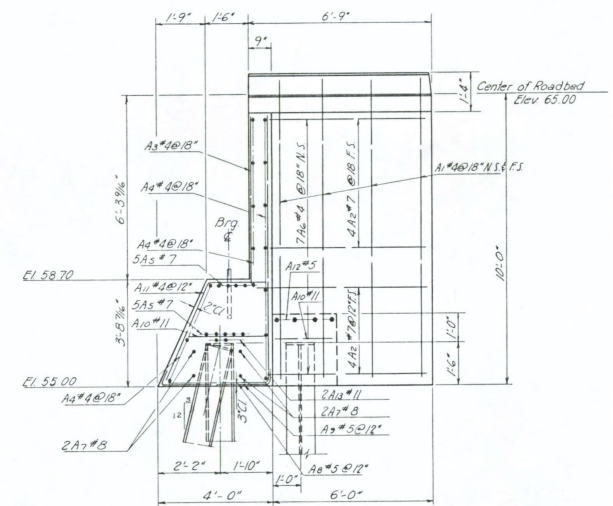


PLAN ABUTMENT NO. 1 & 2



ELEVATION ABUTMENT NO. 1 & 2

1/2" = 1'-0"



VIEW A-A



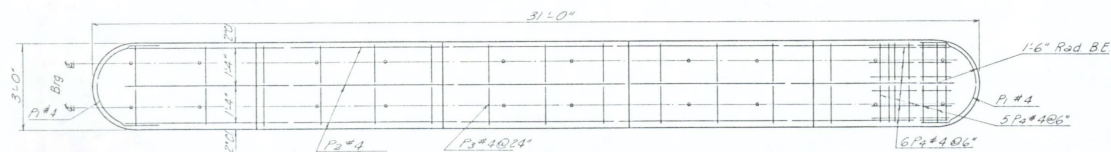
546' CONCRETE BRIDGE OVER SNAKE RIVER  
STA. 44+50

AT COUNTY LINE ROAD EXT.	BONNEVILLE & JEFFERSON COUNTIES
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS	STATE OF IDAHO DEPARTMENT OF HIGHWAYS
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES	APPROVED BRIDGE ENGINEER C. T. Johnson
CONSULTING ENGINEERS 602 MAIN STREET BOISE, IDAHO	DATE 4-11-66 FILE 1470 DRAWING NO. 11838

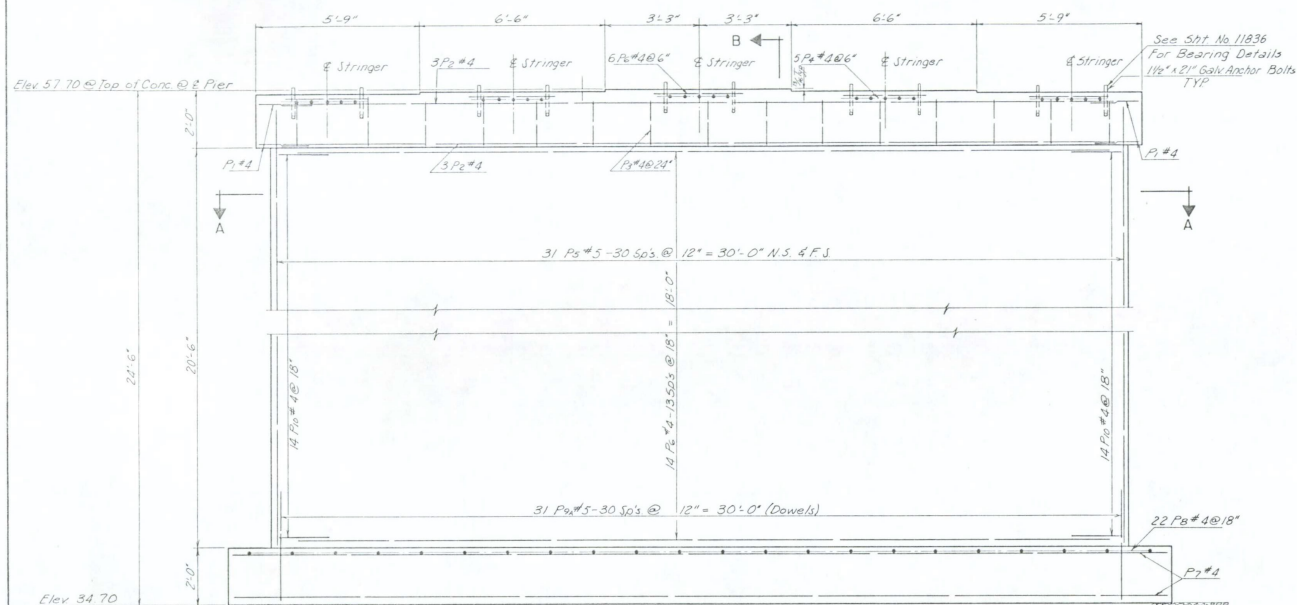
MICROFILM RECORDED	DATE	ROLL NO.	AP-CARD #	FRAME NO.
	2-28-76	26	248	
METRIC	2	3	4	5
INCHES	1	2	3	4



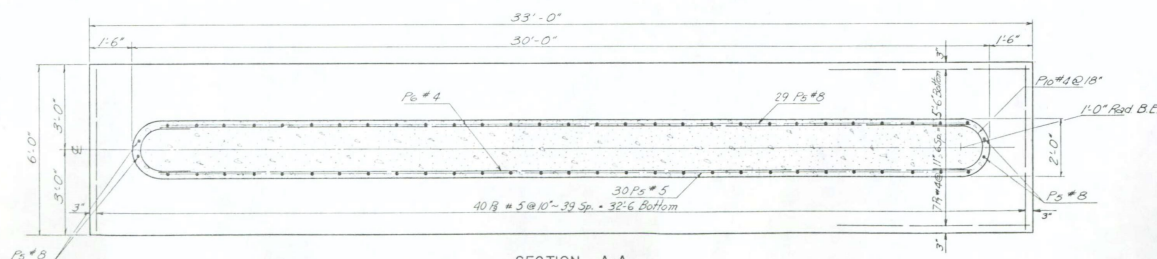
FEDERAL ROAD REGION NUMBER	STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8	IDAHO	S - 6731(3)		



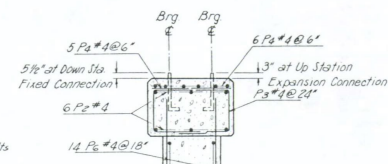
PIER CAP PLAN



PARTIAL ELEVATION

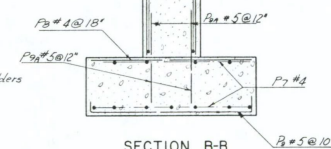


SECTION A-A  
Scale 1/8" = 1'-0"



TYPICAL PIER DETAILS

1/2" = 1'-0"



SECTION B-B



546' CONCRETE BRIDGE OVER SNAKE RIVER  
STA. 44+50

AT COUNTY LINE ROAD EXT.	BONNEVILLE & JEFFERSON COUNTIES
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS	STATE OF IDAHO DEPARTMENT OF HIGHWAYS
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES	APPROVED BRIDGE ENGINEER C. Talbot
CONSULTING ENGINEERS	DATE: 4-11-66
602 MAIN STREET BOISE, IDAHO	FILE I470 DRAWING NO. 11839

MICROFILM RECORDED	DATE	ROLL NO.	APPROVED BY
	2-28-78	26	24
METERS	2	3	4
INCHES	1	2	3

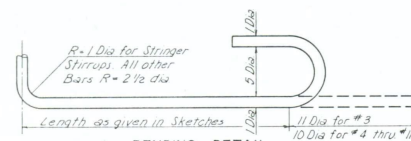
FEDERAL ROAD REGION NUMBER	STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8	IDAHO	S-6731(3)		

MARK	LOCATION	NO	TOTAL LENGTH	NO	SKETCH
A1	Abut 1 & 2	4	10'-8"	32	6" 10'-3"
A2	"	7	6'-10"	32	1'-0" 6'-0"
A3	"	4	6'-0"	32	
A4	"	4	3'-0"	28	
A5	"	7	3'-0"	20	
A6	"	4	3'-0"	28	
A7	"	8	3'-0"	8	
A8	"	5	13'-0"	62	9'-7" 3'-6"
A9	"	5	4'-4"	60	6'-1/2" 3'-6" 6"
A10	"	11	2'-9"	30	
A11	"	4	5'-8"	62	10' 1/2" 2'-0" 3'-9"
A12	"	5	2'-0"	16	
A13	"	11	3'-0"	4	
B1	Slab	5	33'-0"	20	
B2	End Beam	4	5'-7"	280	
B3	Stringers	4	3'-5"	180	
B4	"	4	2'-2"	60	6" 1'-9"
C1	Slab	4	4'-1"	780	2'-3" 1'-0" 11' 1/2"
C2	"	4	37'-5"	90	
C4	"	4	2'-8"	150	8" 6" 6" 8"
C5	"	5	4'-11"	150	8" 2'-3"
D1	Diaphragms	4	6'-2"	180	
D2	"	4	4'-2"	360	
D3	Stringers	4	2'-2"	360	6" 1'-9"
P1	Pier	4	5'-11"	16	1'-0" 1'-0" 1'-3" Rod
P2	"	4	28'-6"	24	
P3	"	4	9'-1"	60	2'-8" 1'-0" 1'-0" 1'-6"
P4	"	4	2'-8"	220	
P5	"	5	21'-6"	248	
P6	"	4	28'-6"	112	
P7	"	4	32'-8"	44	
P8	"	4	5'-8"	88	
P9	"	5	6'-6"	160	6" 5'-8" C
P9A	"	5	4'-0"	248	4'-0"
P10	"	4	4'-8"	112	1'-0" 10" Rod 1'-0"
S1	Slab	5	33'-0"	1200	
S2	"	5	32'-11"	555	4'-7" 2'-2" 1'-1" 2'-9" 1'-0" 3'-9"
T1	"	4	37'-5"	660	
T2	"	4	37'-5"	315	

MARK	LOCATION	NO	TOTAL LENGTH	NO	SKETCH
ST1	Stringers	4	7'-0"	3000	3" Hook 4" 5'-9"
ST2	End Beam	4	11'-4"	200	3" 3" 30" 5'-2" 5'-2" 6"
ST3	Stringers	3	14'-7"	550	3" Hook 4" 3" 3" 5'-2" 5'-2" 3" 3" 8" 1'-6" 5"
C6	Wing Curb	4	4'-4"	28	12" 2'-3" 1/2" 4" 4"
C7	"	4	6'-5"	20	
R1	"	5	5'-4"	24	2'-4" 7" 2'-4"
R2	"	4	5'-11"	24	

\* Note: Stringer Rebar is not included in Quantity Bid Item 507-B Metal Reinforcement Schedule No. 2.

## ROD HOOKS & BENDS



## BENDING DETAIL

## ROD NOTES

When hooks are called for, the lengths given in the "Total Length" column include allowance for hooks and bends as shown in detail above. Lengths given in sketches are center to center of bend points and to outside of hooks.

Stringer stirrup bars shown with square bends to be bent on a radius of one bar diameter. All other bars to be bent on a radius of 2 1/2 bar diameters.

Dimensions refer to rod centers.

## ROD WEIGHTS

Size No	Linear Ft	Wt / Ft	Weight
4	60 228	0.668	40.200
5	64 427	1.043	62.197
6	330	1.502	496
7	238	2.044	1713
8	248	2.670	662
11	207	5.313	1099
		Total Wt	111,367

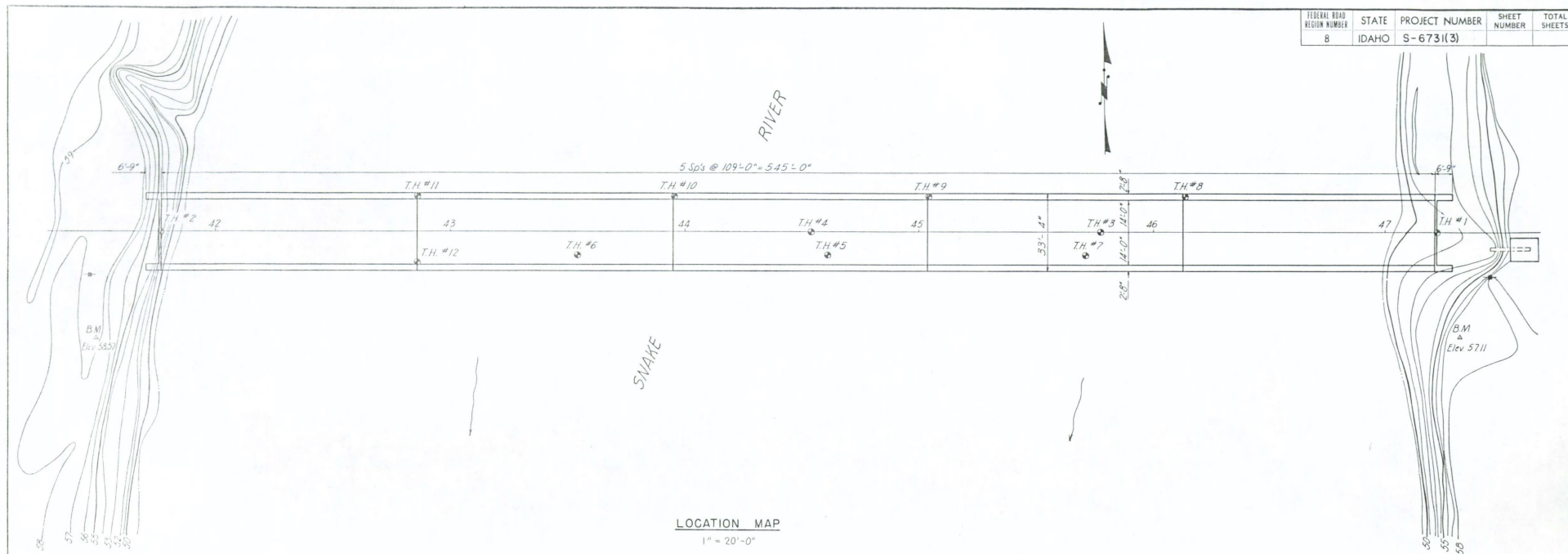


546' CONCRETE BRIDGE OVER SNAKE RIVER  
STA. 44+50

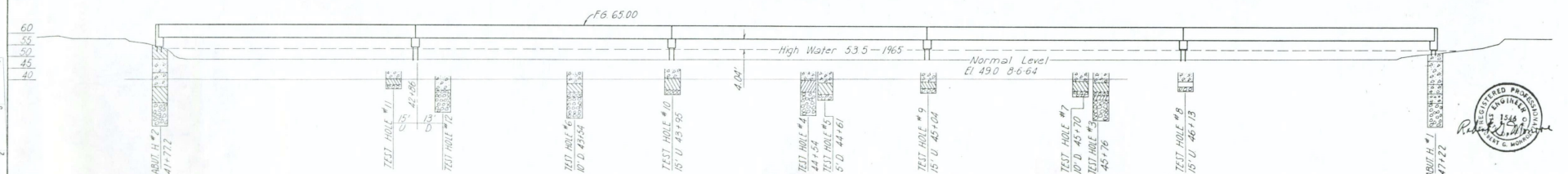
AT COUNTY LINE ROAD EXT.	BONNEVILLE & JEFFERSON COUNTIES
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS	STATE OF IDAHO DEPARTMENT OF HIGHWAYS
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES CONSULTING ENGINEERS	APPROVED BRIDGE ENGINEER DATE: 11-11-66
802 MAIN STREET BOISE, IDAHO	FILE 1470 DRAWING NO. 11840

MICROFILM RECORD  
DATE: 2-28-78  
ROLL NO. JAP-CARD # FRAME NO. 250  
METRIC 2 3 4 5 6 7 8 9 10  
INCHES 1 2 3 4 5 6 7 8 9 10

FEDERAL ROAD REGION NUMBER	STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8	IDAHO	S-673(3)		



LOCATION MAP  
1" = 20'-0"



C PROFILE

LEGEND

- Residue & Silt
- Silty Sand
- Sand & Gravel
- Basalt Boulders

U = Up  
D = Down

546' CONCRETE BRIDGE OVER SNAKE RIVER  
STA. 44+50

AT COUNTY LINE ROAD EXT.	BONNEVILLE & JEFFERSON COUNTIES
DESIGNED FOR IDAHO DEPARTMENT OF HIGHWAYS	STATE OF IDAHO DEPARTMENT OF HIGHWAYS
DESIGNED BY MURRAY V. JOHNSON & ASSOCIATES CONSULTING ENGINEERS	APPROVED BRIDGE ENGINEER DATE 4-17-66
602 MAIN STREET BOISE, IDAHO	FILE 1470 DRAWING NO. 11841

MICROFILM RECORD	
ROLL NO. IN CASE # FRAME NO.	
DATE	3-28-76
BY	231
WTRG	2 3 4 5 6 7 8 9 10
INCHES	1 2 3 4



# PHOTOS COVER SHEET

BRIDGE KEY 20875

STRUCTURE NUMBER 96731A 0.76

Idaho Transportation Department  
Bridge Field Inspection Report Photos  
District No. 06

Bridge Key: 20875  
Structure Name: 96731A 0.76  
Features: SNAKE RIVER

Date: 11/23/04  
Administrative Jurisdiction: Jefferson County



Bridge from north



Bridge from west



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE FIELD INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: I.T.D.  
MASTER KEY NO: 20875  
STRUCTURE NO: 96731 0.76  
FEATURE: SNAKE RIVER

ADMIN NO: 0006

DATE: 11-15-02

Photo # 1-36



APPROACH VIEW LOOKING WEST.

Photo # 2-37



LT. SIDE VIEW LOOKING WEST.



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE FIELD INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: I.T.D.  
MASTER KEY NO: 20875  
STRUCTURE NO: 96731A 0.76  
FEATURE: SNAKE RIVER

ADMIN NO: 0006

DATE: 10/02

Photo # 6 LEFT UPSTREAM SIDE OF THE PIER. NOTE THE LARGE AMOUNT OF LOGS AND LIMBS ON PIERS 1 & 2.



Photo # 2 EROSION HOLE BEHIND ABUTMENT #1 LEFT SIDE.





IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE FIELD INSPECTION REPORT PHOTOS  
DISTRICT NO. 06

ADMINISTRATIVE JURISDICTION: JEFFERSON  
Bonneville County ADMIN NO: 1900  
MASTER KEY NUMBER: 20875 DATE: 9/26/02  
STRUCTURE NUMBER: 96731A 0.76  
FEATURES: 9.3 N. 1.4 W. Idaho Falls



PHOTO # 47  
DESCRIPTION: \_\_\_\_\_  
Bridge from North  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



PHOTO # 48  
DESCRIPTION: \_\_\_\_\_  
Bridge from West  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE FIELD INSPECTION REPORT PHOTOS  
DISTRICT NO. 06

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: 1900

MASTER KEY NUMBER: 20875 DATE: 9/27/00

STRUCTURE NUMBER: 96731A 0.76

FEATURES: Snake River: 9.3 N., 1.4 W. Idaho Falls



PHOTO # 5

DESCRIPTION: \_\_\_\_\_

Bridge from East

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

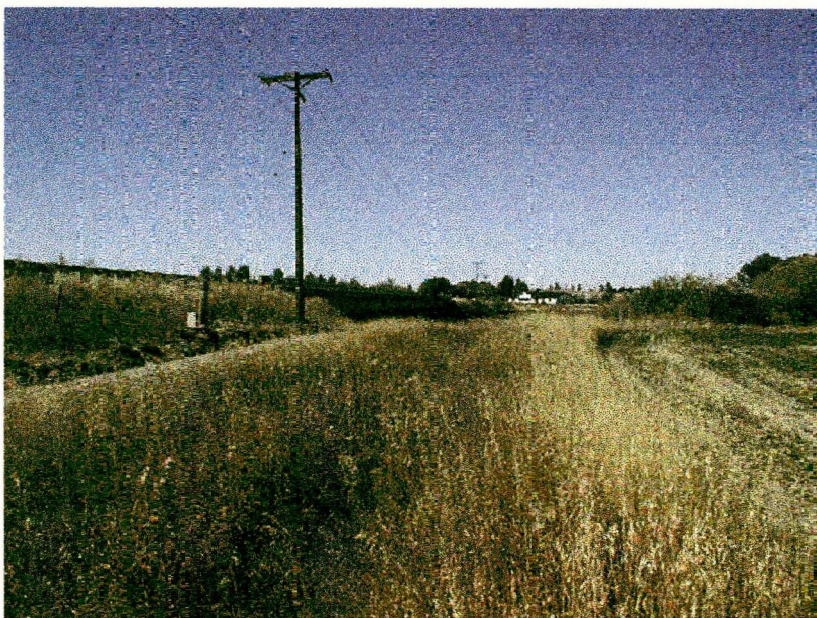


PHOTO # 6

DESCRIPTION: \_\_\_\_\_

Bridge from North

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE FIELD INSPECTION REPORT PHOTOS  
DISTRICT NO. \_\_\_\_\_

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: \_\_\_\_\_

MASTER KEY NUMBER: 20875 DATE: 11/98

STRUCTURE NUMBER: 96731A 0.76

FEATURES: \_\_\_\_\_



PHOTO # 1

DESCRIPTION: \_\_\_\_\_

Looking North

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE FIELD INSPECTION REPORT PHOTOS  
DISTRICT NO. \_\_\_\_\_

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: \_\_\_\_\_

MASTER KEY NUMBER: 20875 DATE: 11/98

STRUCTURE NUMBER: 96731A 0.76

FEATURES: \_\_\_\_\_



PHOTO # 2

DESCRIPTION: \_\_\_\_\_

Looking East

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



IDAHO TRANSPORTATION DEPARTMENT

BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County

ADMIN NO: 961

MASTER KEY NUMBER: 20875

DATE: November 1996



PHOTO # 1

DESCRIPTION

Looking  
East

PHOTO # 2

DESCRIPTION

Looking  
Southeast





ILLINOIS TRANSPORTATION DEPARTMENT

BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: 961

MASTER KEY NUMBER: 20875 DATE: November 1996

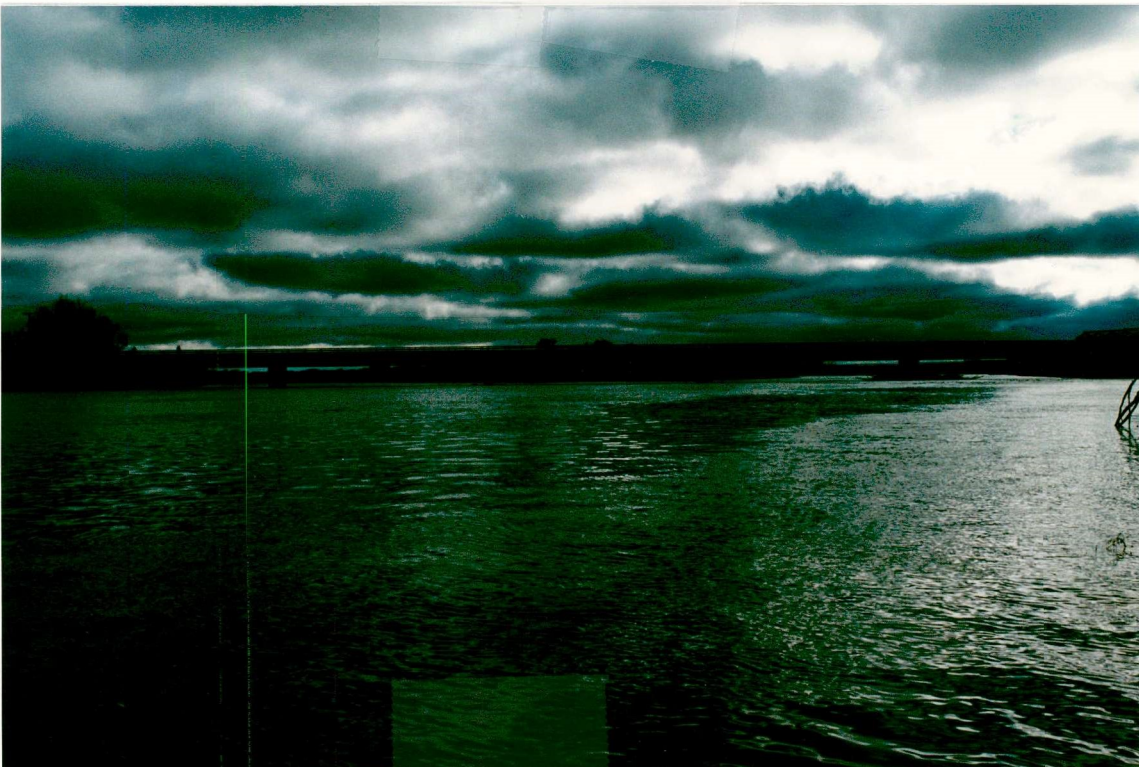


PHOTO # 3  
DESCRIPTION

Missing  
Concrete  
at Joint  
Note: exposed  
Rebar

PHOTO # 4  
DESCRIPTION

Looking  
South





I-----O TRANSPORTATION DEPARTMENT...

BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County

ADMIN NO: 961

MASTER KEY NUMBER: 20875

DATE: November 1996



PHOTO # 5  
DESCRIPTION

Corrosion  
and Peck  
Rust at  
Pile - west  
Abutment

PHOTO # 6  
DESCRIPTION

Debris  
on Beam  
Seat and  
Bearing  
at west  
Abutment





IDAHO TRANSPORTATION DEPARTMENT

BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: 961

MASTER KEY NUMBER: 20875 DATE: November 1996

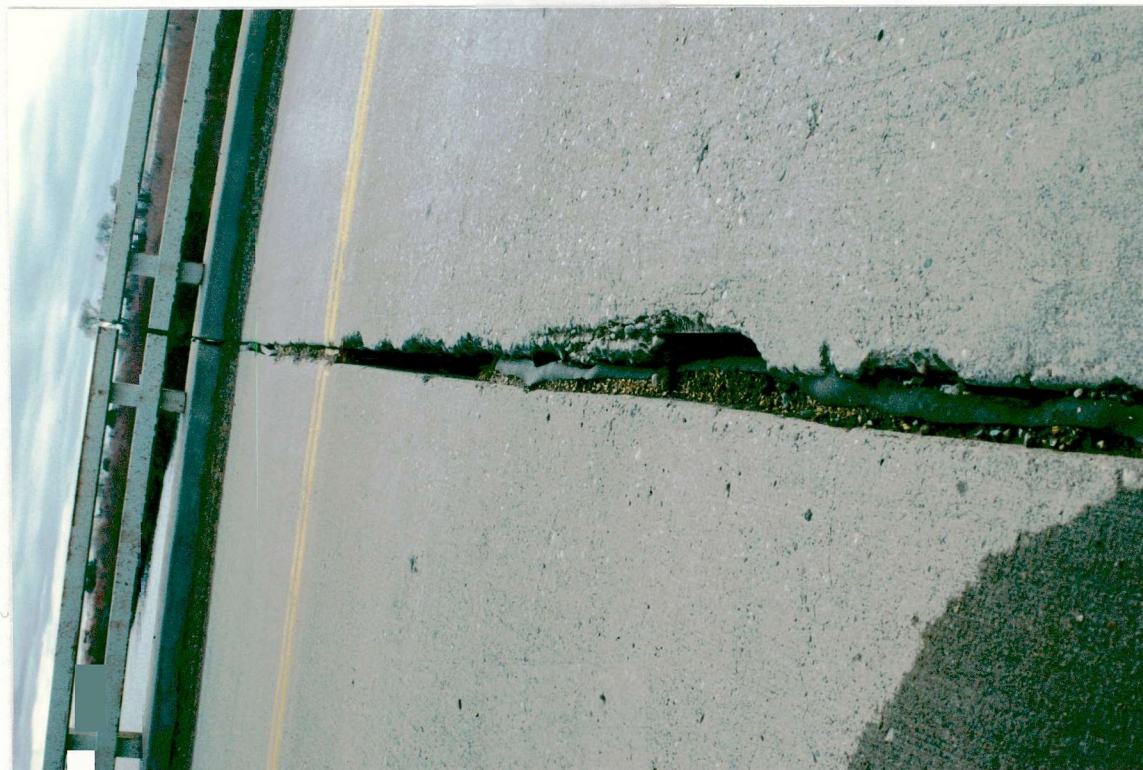


PHOTO # 7  
DESCRIPTION

Debris  
snagged  
on west  
Pier

PHOTO # 8  
DESCRIPTION

Typical  
condition  
of deck  
joints





PHOTO# \_\_\_\_\_  
SUBJECT: \_\_\_\_\_



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: 019

MASTER KEY NUMBER: 20875 DATE: November 15, 1994



PHOTO # 1  
DESCRIPTION

Looking East  
on West  
Approach



PHOTO # 2  
DESCRIPTION

Looking West  
standing on  
East Bank  
North Side  
of Bridge.  
Note Debris  
swagged on  
Pier



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: 019

MASTER KEY NUMBER: 20875 DATE: November 15



PHOTO # 3  
DESCRIPTION

Exposed Piling  
and erosion  
at West Abut-  
ment



PHOTO # 4  
DESCRIPTION

Debris Snagged  
on West Pier



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: 019

MASTER KEY NUMBER: 20875 DATE: November 15



PHOTO # 5  
DESCRIPTION  
Bridge Joint  
Note rebar  
edge exposed  
by Spalling  
off Concrete.



PHOTO # 6  
DESCRIPTION  
Deck Joint  
Note: erosion  
and Loss of  
Joint seal.



IDAHO TRANSPORTATION DEPARTMENT  
BRIDGE INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: Bonneville County ADMIN NO: 019

MASTER KEY NUMBER: 20875 DATE: November 15



PHOTO # 7  
DESCRIPTION

North Looking  
North Toward  
West end of  
Bridge.  
East Two  
span Visible  
above Island.

PHOTO # \_\_\_\_\_  
DESCRIPTION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

11/90 IDAHO TRANSPORTATION DEPARTMENT:DIVISION OF HIGHWAYS  
BRIDGE FIELD INSPECTION REPORT PHOTOS  
DISTRICT NO. 6

ADMINISTRATIVE JURISDICTION: BONNEVILLE COUNTY ADMIN NO. 01900

MASTER KEY NUMBER: 2 0 8 78 5

DATE: 11/16/92

STRUCTURE NO: 96731A 0.76

X-REFERENCE:

FEATURE INT.: SNAKE RIVER

SUBJECT:

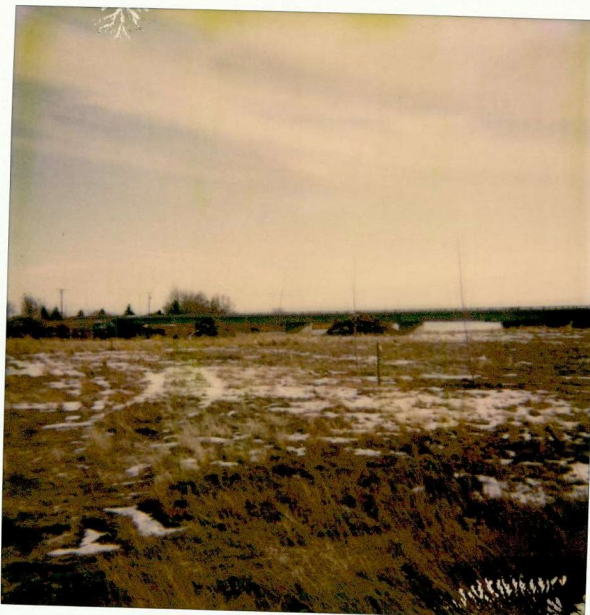


ITEM:

PHOTO#: 1

DESCRIPTION:

LOOKING  
ACROSS  
BRIDGE  
FROM EAST  
TO WEST



ITEM:

PHOTO # 2

DESCRIPTION:

L O O K I N G  
DOWNSTREAM  
AT SIDE OF  
BRIDGE FROM  
NORTH TO SOUTH



BONNEVILLE COUNTY

BRIDGE NO. 96731A  
MILE POST 000.83

Description: 546' Bridge over Snake River



ROADWAY VIEW



UP STREAM ELEVATION