

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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5	NBI structure number(s)

-

Basic Project Information

Project Name

Provide the name of the project in the space below.

145 N Bridge Replacement, Bonneville County, Idaho

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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

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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

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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

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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	https://infobridge.fhwa.dot.gov/Data
2	NBID Raw sheet	#8 NBID Raw'
3	StateSelection Table	#1 Project info'IB18

-	
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	-	#1 Project Info!C69
2	1.1 BIP Funding Request Amount (exact)	\$ 328,000	80%	-	#1 Project Info!C70
3	1.2 Estimated Other Federal Funding (excluding BIP request)	\$ -	\$ -	-	#2 Costs!C19
4	1.3 Estimated Total of Non-Federal Funding	\$ 82,000	\$ 82,000	-	#2 Costs!C35

-

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 accomodate 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).

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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

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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.

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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.

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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

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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.

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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

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

47	Navigation Data	40	Navigation Horizontal Clearance	0
48	Load Rating and Posting	70	Bridge Posting	5
49	Load Rating and Posting	41	Structure Open, Posted, or Closed to Traffic	A
50	Appraisal	113	Scour Critical Bridges	3
51	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