

**HAGERMAN HWY AND RITCHIE ROAD
HAGERMAN HIGHWAY DISTRICT
GOODING COUNTY**



**Idaho Transportation Department
Freight Program Project Application 2021
December 1, 2021**



**Your Safety.
Your Mobility.
Your Economic Opportunity.**

Projects selected for freight formula funds require a minimum of 7.73% match for interstate projects and 7.34% match for projects not on an interstate.

Submit applications via electronic means to scott.luekenga@itd.idaho.gov. When transmitting the application include all supporting maps, letters and other documents, as a pdf. If the file size exceeds e-mail transmittal capabilities (15MB), submit using a thumb drive and send via FedEx/UPS delivery to the following address:

Idaho Transportation Department
Attn: Scott Luekenga
HQ – Highway Planning Service
P.O. Box 7129
Boise, Id. 83707-1129

Applicant Information

Applicant: Hagerman Highway District

Mailing Address: P.O. Box 411
City: Hagerman
State: Idaho
Zip Code: 83332

Contact person: Rich Regnier
Title: Road Superintendent
Phone: (208) 539-0898
Email: rregnier@gmail.com

Co-Applicant (if different from Applicant):

Mailing Address:
City:
State:
Zip Code:

Contact Person:
Title:
Phone:
Email:

Hagerman HWY and Ritchie Road, Hagerman Highway District, Gooding County

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Hagerman HWY and Ritchie Road, Hagerman Highway District, Gooding County

PROJECT SPECIFICS 1 – PROJECT DETAILS

HAGERMAN HIGHWAY AND RITCHIE ROAD HAGERMAN HIGHWAY DISTRICT PROJECT DETAILS

The Hagerman Highway and Ritchie Road project, sponsored by the Hagerman Highway District, will rehabilitate a total of 3.1 miles. 2-miles of Hagerman Highway (STC-2775) from MP 2.15 to 4.15 is functionally classified as a Rural Major Collector, and 1.1-miles of Ritchie Road (STC-2776) from MP 0.00 to 1.10 functionally classified as Major Collector. The rehabilitation consists of performing Cement Recycled Asphalt Base Stabilization (CRABS) and then paving with 4.0 inches of new Hot Mix Asphalt.

Ritchie Road is a 5.2-mile corridor running north-south that connects Shoe String Road and Interstate 84 (I-84) with the Hagerman Highway. The 10-mile corridor of Hagerman Highway connects the City of Wendell and I-84 with State Highway 30 that leads to the City of Hagerman. This area of Gooding County is the heart of farm country with dairies and agricultural farmland, where they grow corn, hay, sugar, beets, and onions, directly servicing at least 11,000 acres. Both Ritchie Road and the Hagerman Highway are parts of the bigger Gooding County Freight Corridor used to move silage and hay from the fields in the north, where feed is stored, to the dairies in the south, and manure back to the fields.



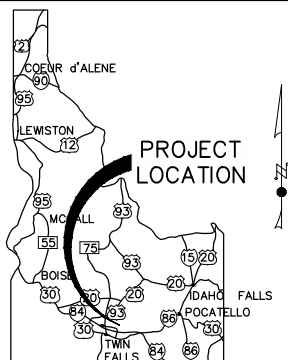
To accomplish the 5.2-mile-long Ritchie Road rehabilitation, Hagerman Highway District broke it into three phases. Phase I was 2.4-miles completed in 2018 beginning at the northern end, Phase II was 1.8-miles completed in 2021 continuing south from Phase I, leaving Phase III as the last 1.0-mile segment at the southern end. In 2015 Hagerman Highway District overlaid the Hagerman Highway from Ritchie Road to SH 30 and in 2019 the West Point Highway District milled and overlaid the Highway from it's district boundary eastward. The project sections of Ritchie Road and Hagerman Highway are the final pieces that need to be rehabilitated within the Hagerman Highway District. See the attached vicinity map.

Hagerman HWY and Ritchie Road, Hagerman Highway District, Gooding County

Both roadways within the project boundary have longitudinal and transverse cracking, potholes, and rutting. These extensive transverse cracking, rutting and potholes are caused by structural deficiencies within the existing aggregate base and asphalt. Hagerman Highway District has continued to attempt to mitigate these problems by chip and crack sealing without success. Traffic counts completed by the Hagerman Highway district report for Hagerman Highway average daily traffic (ADT) is 2444 vehicles and commercial average daily traffic (CADT) is 734 trucks. This shows a truck percentage of 30%. For Ritchie Road, the ADT is 544 vehicles and CADT is 202 trucks. This shows a truck percentage of 37%.

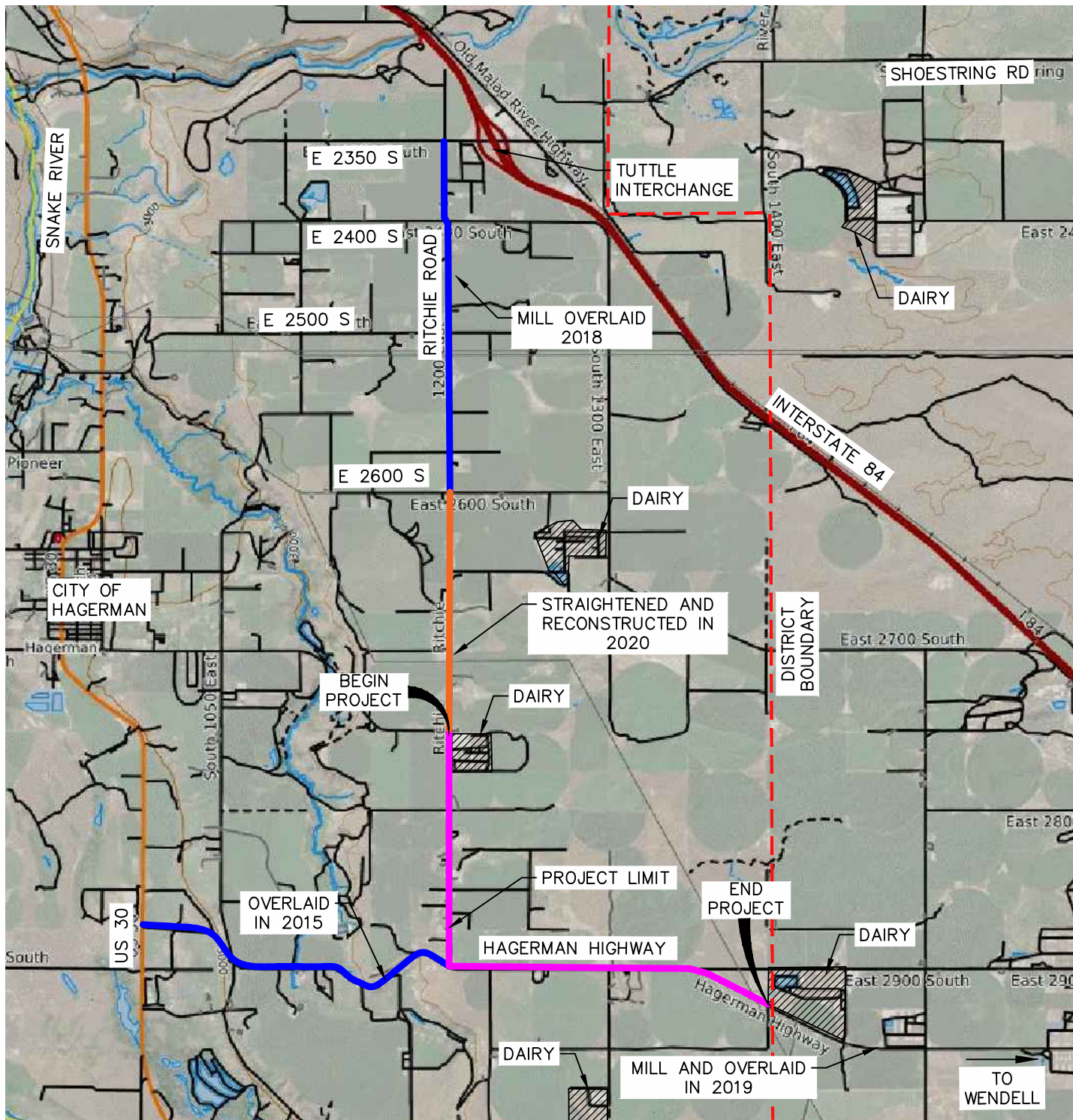
Hagerman Highway District has focused on improving their roadways for both freight and non-freight vehicles. These two sections of roadway are the final pieces to support the major freight route of the Gooding County corridor. Financially, Hagerman Highway District cannot complete this goal alone. Funds from the Freight Program will support Hagerman Highway District in completing the final puzzle pieces of their goal but more importantly, it will show support of the farmers and dairymen in the area.





LOCATION MAP

HAGERMAN HIGHWAY AND RITCHIE ROAD HAGERMAN HIGHWAY DISTRICT FY 2021 ITD FREIGHT APPLICATION



VICINITY MAP

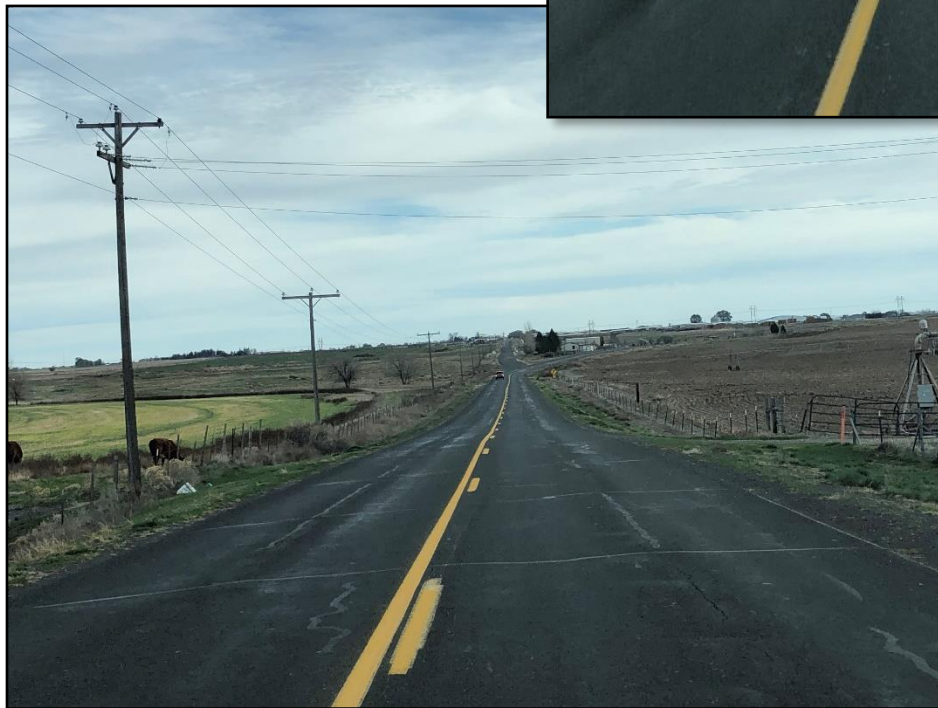
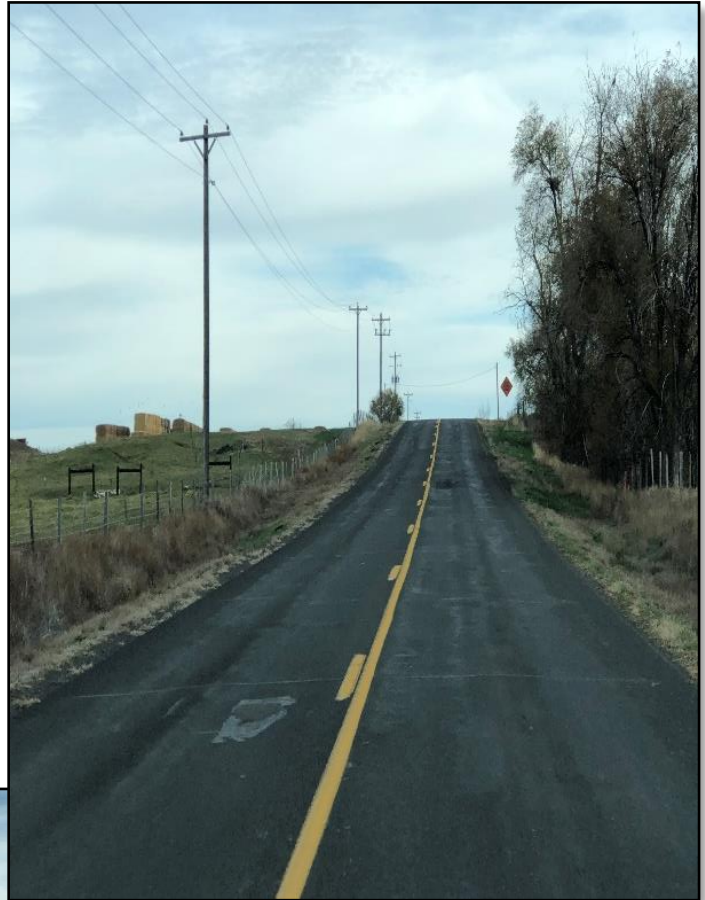
Hagerman HWY and Ritchie Road, Hagerman Highway District, Gooding County

PROJECT SPECIFICS 2 – PROJECT COST ESTIMATE

HAGERMAN HWY AND RITCHIE ROAD HAGERMAN HIGHWAY DISTRICT COST ESTIMATE

Hagerman Highway District is sponsoring the Hagerman Highway and Ritchie Road project to rehabilitate a total of 3.1 miles of roadway with an estimated cost just under \$4.2 Million. Using the assumptions in the cost estimate, Hagerman Highway District will have a 7.34% project match of approximately \$306,000 and is requesting a construction year of FY 2026 or FY 2027.

This project is not expected to require any additional right-of-way and the environmental process has not been started. Cost associated with preliminary development and environmental requirements are included within the Preliminary Engineering line items in the attached project cost estimate.



Hagerman HWY and Richie Road Hagerman Highway District

Item #	Item	Quantity	Units	Unit Price	Estimated Price
205-005A	EXCAVATION	3,000.00	CY	\$ 15.00	\$ 45,000.00
212-011A	FIBER WATTLE	1,100.00	FT	\$ 3.00	\$ 3,300.00
303-021A	3/4" AGGR TY B FOR BASE	6,000.00	TON	\$ 18.00	\$ 108,000.00
308-005A	CEM RECYCLED ASPH BASE STAB	46,000.00	SY	\$ 4.00	\$ 184,000.00
308-010A	PORTLAND CEM	550.00	TON	\$ 195.00	\$ 107,250.00
308-015A	PULVERIZE EXISTING SURF	46,000.00	SY	\$ 2.50	\$ 115,000.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	4,000.00	GAL	\$ 4.00	\$ 16,000.00
402-020A	EMUL ASPH FOR PRIME COAT	54.00	TON	\$ 800.00	\$ 43,200.00
402-030A	BLOTTER	229.00	TON	\$ 17.50	\$ 4,007.50
405-245A	APPROACH	52.00	EACH	\$ 1,200.00	\$ 62,400.00
405-325A	SUPERPAVE HMA PAV INCL ASHP&ADD CL SP-	11,000.00	TON	\$ 90.00	\$ 990,000.00
431-005A	COLD MILLING	46,000.00	SY	\$ 4.00	\$ 184,000.00
618-025A	STREET MONUMENT	10.00	EACH	\$ 1,200.00	\$ 12,000.00
621-005A	SEED BED PREPARATION	1.00	ACRE	\$ 500.00	\$ 500.00
621-010A	SEEDING	1.00	ACRE	\$ 1,000.00	\$ 1,000.00
621-035A	FERTILIZING	1.00	ACRE	\$ 500.00	\$ 500.00
621-060A	MULCH PLUS TACKIFIER	1.00	ACRE	\$ 700.00	\$ 700.00
626-010A	TEMPORARY TRAFFIC CONTROL SIGNS	1,500.00	SF	\$ 15.00	\$ 22,500.00
626-040A	CONST BARR CL B TY 3	15.00	EACH	\$ 350.00	\$ 5,250.00
626-100A	MISCELLANEOUS TEMPORARY TRAFFIC CONTROL ITEMS	1.00	LS	\$ 7,500.00	\$ 7,500.00
626-105A	TRAFFIC CONTROL MAINTENANCE	80.00	MNHR	\$ 60.00	\$ 4,800.00
626-120A	FLAGGER CONTROL	80.00	HR	\$ 60.00	\$ 4,800.00
626-135A	WEIGHTED BASE TUBULAR MARKERS	200.00	EACH	\$ 25.00	\$ 5,000.00
626-115B	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)	60.00	DAY	\$ 600.00	\$ 36,000.00
630-025A	LONGITUDINAL PAV MKG-WATERBORNE	89,000.00	FT	\$ 0.25	\$ 22,250.00
634-005A	MAILBOX	15.00	EACH	\$ 500.00	\$ 7,500.00
675-005A	SURVEY	1.00	LS	\$ 35,000.00	\$ 35,000.00
675-010A	DIRECTED SURVEYING OFFICE COMPUTATIONS	6,000.00	CA	\$ 1.00	\$ 6,000.00
675-015A	DIRECTED SURVEYING CREW	8,000.00	CA	\$ 1.00	\$ 8,000.00
677-005A	RECORD DRAWINGS	1.00	LS	\$ 4,500.00	\$ 4,500.00
S900-50A	CONTINGENCY AMOUNT - MISCELLANEOUS SWPPP ITEMS	5,000.00	CA	\$ 1.00	\$ 5,000.00
S900-50B	CONTINGENCY AMOUNT - MISCELLANEOUS WORK	5,000.00	CA	\$ 1.00	\$ 5,000.00
Preliminary Engineering (5%)					\$ 144,000.00
PE by Consultant (20%)					\$ 575,000.00
Total Construction Cost					\$ 2,011,000.00
Mobilization (10%)					\$ 201,000.00
Contengency (30%)					\$ 664,000.00
CE&I 20%					\$ 575,000.00
Total Project Cost					\$ 4,170,000.00

Hagerman HWY and Ritchie Road, Hagerman Highway District, Gooding County

**PROJECT SPECIFICS 3 – SAFETY, ECONOMIC AND
MOBILITY IMPROVEMENT DETAILS**

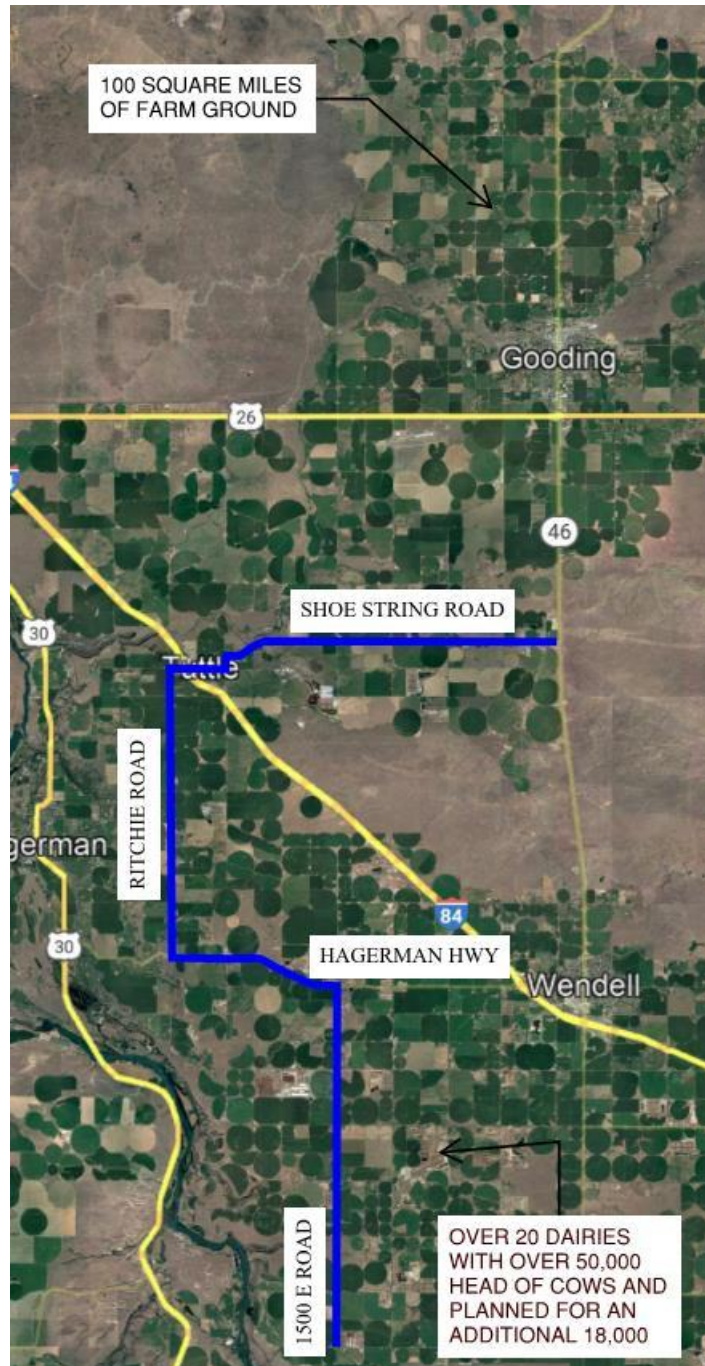
HAGERMAN HIGHWAY AND RITCHIE ROAD HAGERMAN HIGHWAY DISTRICT SAFETY, ECONOMIC & MOBILITY IMPROVEMENT DETAILS

The rehabilitation of Hagerman Highway and Ritchie Road, sponsored by the Hagerman Highway District, will complete their section of the Gooding County Freight Corridor. The deterioration of both roadways is not only a safety concern, but it reduces the efficiency of the freight haulers.

DIRECT ECONOMIC IMPACT

The established Gooding County Freight Route begins at the southern end of 1500 East Road in the West Point Highway District area, continues north to the Hagerman Highway then west to Ritchie Road (this project area), and continues east on Shoe String Road in the Gooding Highway District. This corridor is the most direct route to move feed daily from the fields in the north to provide silage the dairies in the south, and to move manure back to the northern fields. Currently, there are approximately 50,000 to 60,000 dairy cows with an additional 18,000 head of cows planned in the next two years increasing the freight along the Gooding County Corridor. With this increase of dairy cows, this corridor will require even more heavy trucks on Ritchie Road and the Hagerman Highway to support the local dairies with feed and removal of manure.

The volume of freight trucks hauling along Ritchie Road and Hagerman Highway have destroyed the roadways and underlying base. This is evident in the longitudinal cracking, potholes, rutting and transverse cracks. Because of these damaged roadways drivers are



Hagerman HWY and Ritchie Road, Hagerman Highway District, Gooding County

reducing their speeds to maintain control of their vehicles. As this established route is the most direct for freight trucks, the reduction of speed impacts the efficiency of time to haul each load from farm to dairy and back to farm, directly impacting the economic viability of this route. Roads that are in poor condition also impact the freight trucks with additional required maintenance.



By rehabilitating these sections of roadway, heavy trucks as well as non-freight traffic, will be able to increase their speeds to the posted speed limit thus reducing the time required to drive from the southern dairies to the northern fields in the County as well as provide significantly improve the ride quality. By combining the Hagerman Highway and Ritchie Roads into one project, it will complete two networks with one mobilization and administrative cost.

Traffic counts were completed by the Hagerman Highway district. They reported for Hagerman Highway that the ADT is 2444 vehicles and CADT is 734 trucks, which shows a truck percentage of 30%. For Ritchie Road, the ADT is 544 vehicles and CADT is 202 trucks, which shows a truck percentage of 37%. This count was completed by the highway district in a 4-day span. Daily traffic counts are double if not triple during harvest season.



SAFETY IMPACT - TRAFFIC DATA

Hagerman Highway District concentrates on maintaining its roadways and improving safety within the District. Accident data provided on the Local Highway Technical Assistance Council's website reported that within the project limits, 9 reported accidents have occurred between 2016 and 2020 including one class A injury accident, four class C injury accidents, and 4 property damage accidents. Overturn and loss of control were the causes for the class A accident. Overturn, loss of control, alcohol, driver fatigue, and speeding were the causes for the class C injury accidents, with overcorrection due to ice conditions, speeding, loss of control, and animal crossing as the causes for the property damage accidents.

This project is not located on the National Highway Freight Network, nor is the route currently listed as one of Idaho's critical rural freight corridors. As one of the busiest agricultural freight corridors, Hagerman Highway District graciously asks for these sections of Ritchie Road and Hagerman Highway to be included on the freight list.



Hagerman HWY and Ritchie Road, Hagerman Highway District, Gooding County

PROJECT SPECIFICS 4 – LETTERS OF SUPPORT

November 13th, 2019

RE: Hagerman Highway District Richie Road Project Grant Support Letter

To Whom It May Concern,

My name is David Hults and I am the owner of David Hults Farms. I run a ranch and farm that operates in three cities (Hagerman, Wendell, and Gooding) within Gooding County, and a farm in Camas County (Fairfield). This farm operation has roughly five thousand acres, twenty trucks, ten tractors, three harvesters, one combine, and ten company vehicles that use the roads in these rural communities. I am also a fire commissioner and school board vice president and raising a family in Gooding.

Currently, the Hagerman Highway District has a project in place that will update Richie Road. This road is a vital hub in the transportation and functionality of not only our farming business, but also every landowner around us. Many farmers and ranchers use this road because it connects Hagerman, Wendell, and Gooding to each other. As a farmer, it is extremely important for my business to have access to many of the county and city roads that connect each local farm, ranch, and dairy. Having easy commutes between potato cellars, corn dryers, and our working shop headquarters is a must in the ag industry. Convenient utilization of companies that purchase, store, sell, and ship our crops are essential. We use Richie Road to ship 40,000 tons of corn silage, 400,000 of grain corn, and 400,000 CWT of potatoes, and smaller amounts of hay and wheat crops during the harvest season. Every farmer and rancher in Gooding county need this accessibility between crop production areas and working facilities.

This is a project that would also increase safety by updating the current road conditions. Because this road is utilized so much by farmers it can create a lot of wear and tear to the road. It is hard on our farming equipment when we continually hit potholes and get rock chips. It is important to keep this road maintained by milling and updating the overlay for better performance on this road. Keeping local road users safe is a top priority of the Hagerman Highway District, and as a user of these roads, I appreciate that.

Farmers are not the only ones to benefit from updating Richie Road. Connecting local towns is important too. It helps to provide access to all rural towns from Hagerman, Wendell, and Gooding for families and individuals alike. There is only one other road between Wendell and Gooding, and it is used continuously. Having the second option for Gooding residents to use is essential for getting to work, Twin Falls, and Boise. This is especially important in the case of accidents, poor road conditions, or heavy traffic created during harvest by farming operations.

I fully support the Hagerman Highway District's endeavors in creating better utilization within the ag industry, encouraging safer roads for area patrons, and increasing the connectivity between towns for community members. There is value in maintaining good highway systems within Gooding county. Please consider helping make the Richie Road Project happen, and in turn, make Gooding County roads a safer place to work and access. I would appreciate any help you can give the Hagerman Highway District in achieving this goal.

Kind Regards,

David Hults
1572 E 1700 S
Gooding, Idaho 83330

Glanbia Nutritionals, Inc.
1728 South 2300 East
Gooding, ID 83330

ghalverson@glanbiausa.com
(208) 934-8195 ext. 9511
www.glanbianutritionals.com



To whom it may concern,

It is our understanding that Richard Regnier is applying for a grant on behalf of the Hagerman Highway District to have part of Ritchie Road repaved. Glanbia Nutritionals relies heavily on the integrity of the roadways in the Magic Valley as the majority of dairies we transport milk from are located in rural areas using two-lane roads, such as Ritchie Road. Glanbia receives milk from over a dozen dairies located within a ten mile radius of Ritchie Road.

Glanbia transportation is a 40 truck fleet of milk haulers delivering 8.5 million pounds of fresh milk to our plants in Idaho every day. If rural roads are not properly maintained, the weight of the trucks will cause further degradation. Potholes cause excessive tire wear and suspension damage to the tractors and trailers. In winter months, a road that is not maintained will accumulate ice leading to our trucks getting stuck and potentially sliding off the roadway. Towing a truck out of these situations can result in a \$400 tow fee per unit.

As Idaho moves to more 129,000 pound high-efficiency trucks, it is imperative that these roadways be developed with the future of Idaho's dairy transportation in mind.

Thank you,

Glanbia Nutritionals

Glendale Construction
Bellevue, ID
(208) 731- 3554

To Whom It May Concern:

This letter is in support for the grant that the Hagerman Highway District is applying for to complete the road project for the 2900 South (Hagerman/Wendell Highway.) We are very supportive of and appreciate the work that the Hagerman Highway District has completed on our local roads.

We operate a large gravel crushing business; we ship 50-75 loads (15-30 tons) daily. The importance of this road being rebuilt and maintained is vital to the success of our business due to the high cost of repairs to the trucks that are hauling the gravel and the safety of the drivers and the traveling public. The Hagerman/Wendell Highway is the main thoroughfare that connects Hagerman to Interstate 84 as well as to other small towns in our area. This road is very heavily traveled by agricultural trucks as well as commercial haulers. Many commuters rely on this road to travel to their jobs in the Magic Valley. Unfortunately, this road is failing and will have a great impact on many if this road deteriorates any further.

Please consider the Hagerman Highway District for this grant to rebuild the last two miles of the Hagerman/Wendell Highway. The Hagerman Highway District does a fabulous job maintaining our roads. However, this small highway district is unable to fund their rebuilding projects due to budget constraints.

Thank you for your time,



Paul Sluder

Vice- President

Glendale Construction