



Project Team

**Notus Parma
Highway
District No. 2**

William Hartman, Chairman
Tom Sells, Commissioner
Gary Hickman, Commissioner
Lynn Troxel, Director of Highways
Genia Watkins, District Secretary / Treasurer

**J-U-B
Engineers, Inc.**

Timothy Blair, P.E. / Project Manager
Chris Pettigrew, P.E. / Hydraulics
Alan Cukurs, P.E. / Structures
Matt Sipple, P.E. / Project Engineer
Rebecca Coulter, Public Involvement
MarikaLena Panagiotou, Planning Technician

LHTAC
*Local Highway
Technical Assistance
Council*

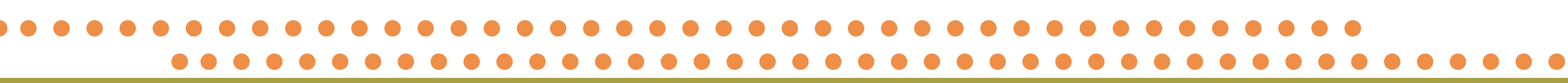
Scott Wood, P.E. / Federal-aid Engineer
Ken Kanownik, AICP Deputy Administrator

Terracon

Greg Taddicken, P.E.

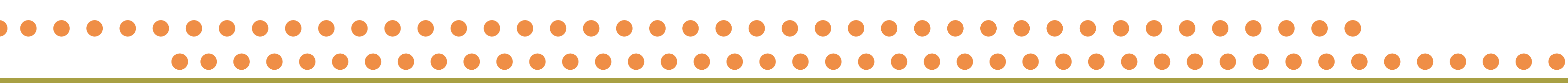
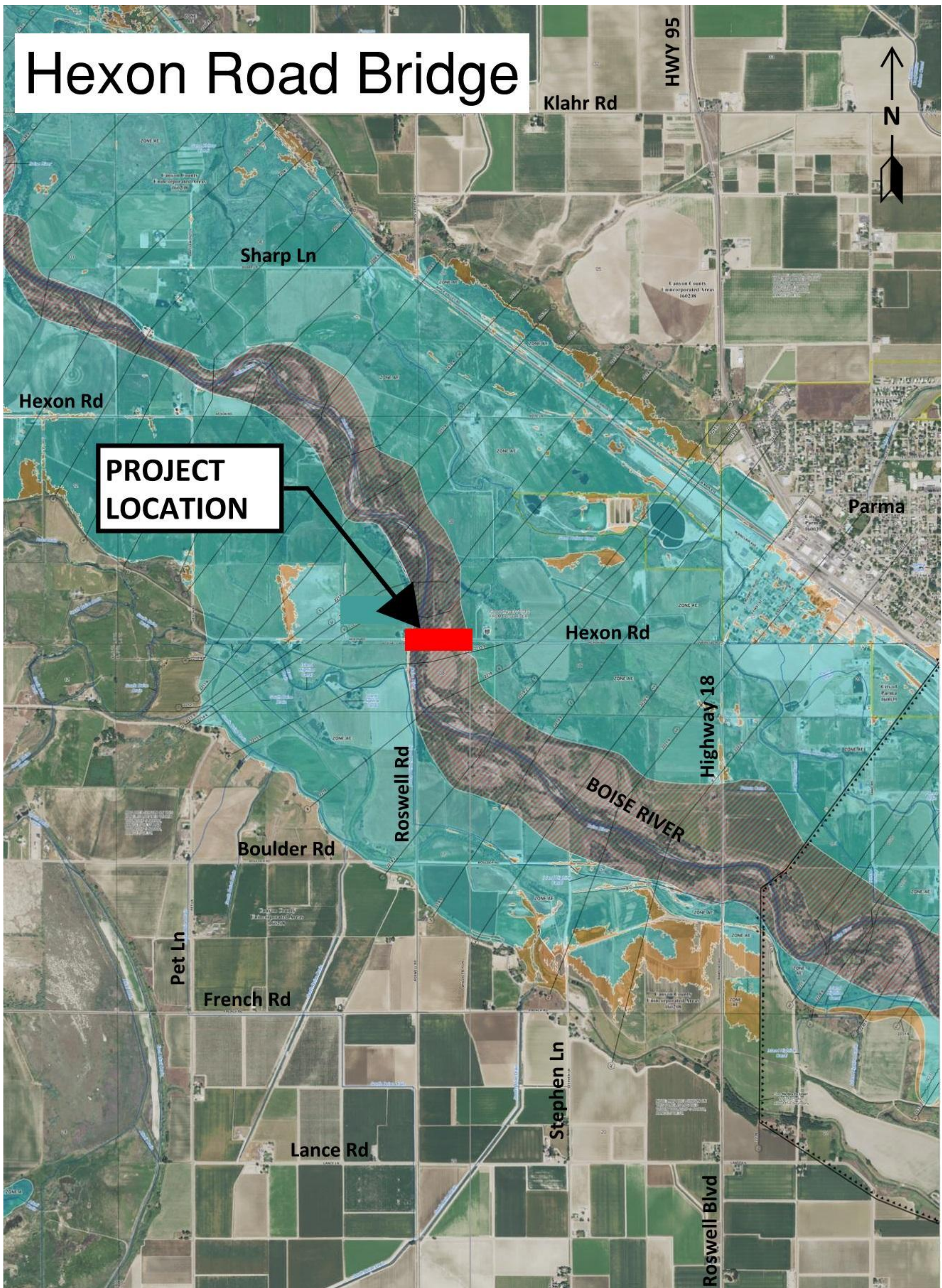
**Wright
Consulting**

Jeanne Wright





Project Location





Project History

Original Construction Year for Hexon Road bridge was 1954

2015

- Hexon Road bridge was classified as “Structurally Deficient” with a Sufficiency Rating of 31.5
- NPHD conducted a feasibility study which indicated the bridge meet all of the eligibility criteria to qualify for federal-aid bridge funding

2016

- NPHD application to receive federal-aid bridge funding for replacement was "Not Successful"

2017

- NPHD application to receive federal-aid bridge funding for replacement was "Not Successful"
- Spring Runoff in the Boise River flow was over 9,000 CFS at the Hexon Road Bridge
- Fall/Winter NPHD facilitated a bridge repair to pier 2

2021

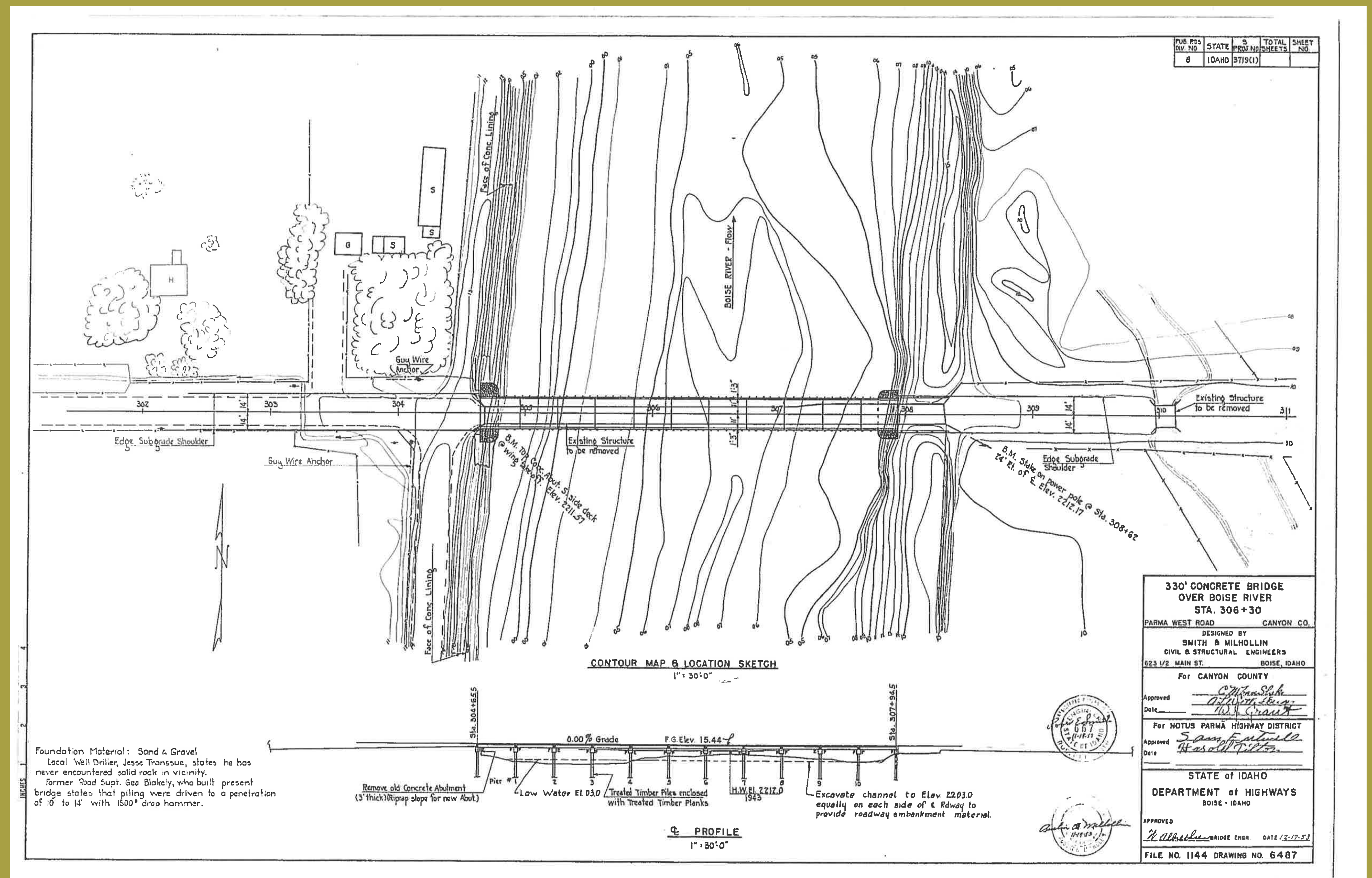
- On 10/19/21 Idaho Transportation Department Under Bridge Inspection Truck inspection performed
- On 12/4/21 the NPHD was notified by Idaho Transportation Department of a critical finding with a three-ton weight limit posting recommendation
- On 12/4/21 Hexon Road bridge closed to all traffic while waiting for weight limit signs
- On 12/10/21 Hexon Road bridge posted at a three-ton weight limit and opened to single lane traffic

2022

- On 6/8/2022 the NPHD applied for the Leading Idaho Local Bridge (LILB) Program for Replacement Funding and was successful
- On 8/16/2022 the NPHD Board of Commissioners approved closure of Hexon Road bridge

Original Bridge

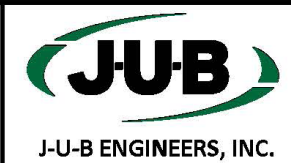
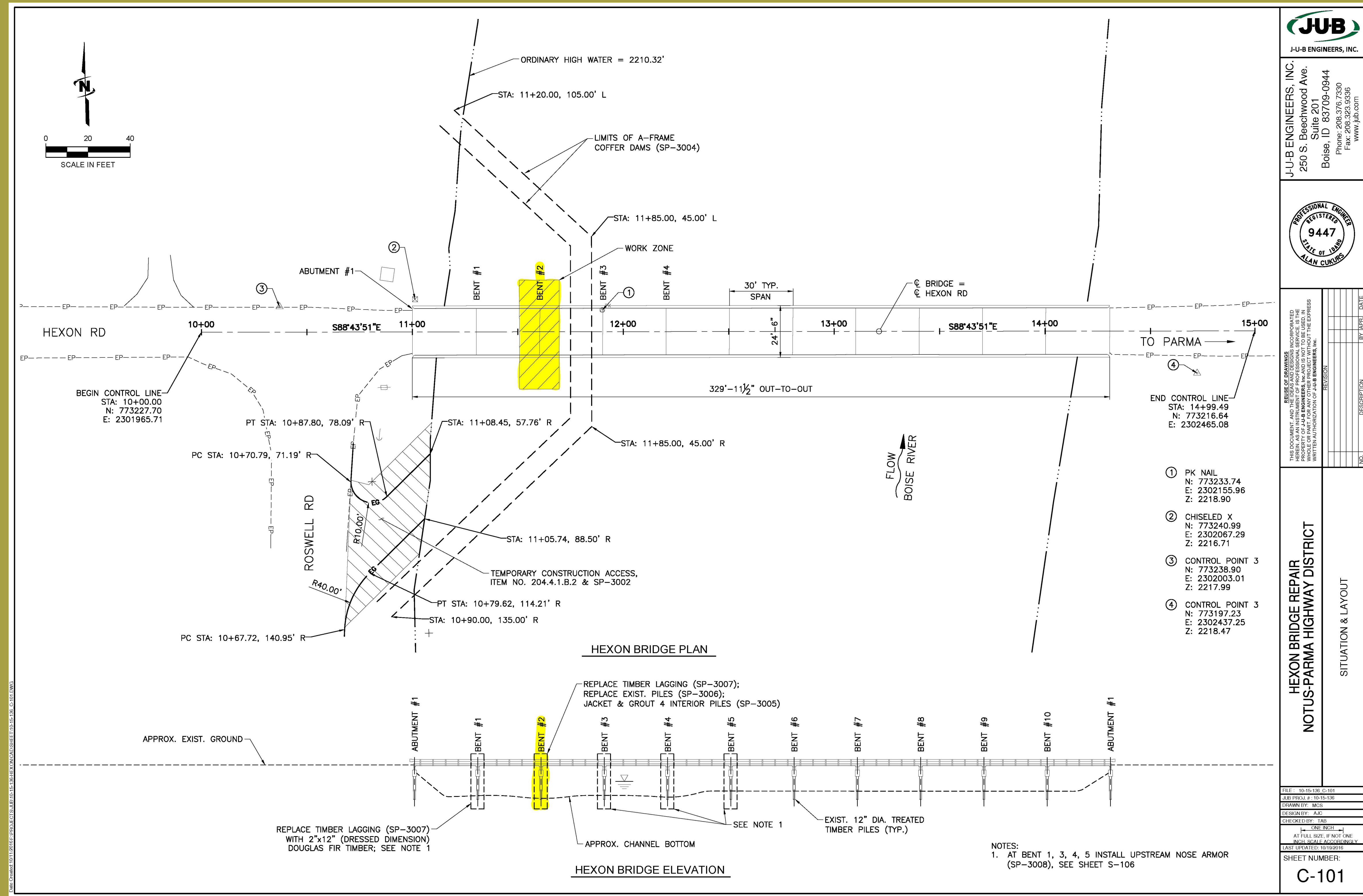
The original construction year for the Hexon Road bridge was 1954. The existing 331 foot concrete bridge spans the Boise River, and is beyond its functional lifespan and needs to be replaced.



ORIGINAL BRIDGE PLANS STAMPED 1953

Pier 2 Replacement

Due to significant decay and section loss to the second existing pier (bridge foundation) the Notus Parma Highway District replaced pier 2 in 2017.



J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7200
 Fax: 208.325.9336
 www.jub.com



THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN ARE THE PROPERTY OF J-U-B ENGINEERS, INC. AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN AUTHORIZATION OF J-U-B ENGINEERS, INC.

NO.	DESCRIPTION	REV.	DATE

HEXON BRIDGE REPAIR
 NOTUS-PARMA HIGHWAY DISTRICT

SITUATION & LAYOUT

FILE: 10-15-136-C-101
 JUB PROJ # 10-15-136
 DRAWN BY: MJS
 CHECKED BY: AJP
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT INDICATED OTHERWISE
 LAST UPDATED: 10/19/2016
 SHEET NUMBER:
C-101

Application for Replacement Funding

In 2022, the Notus Parma Highway District submitted the Leading Idaho Local Bridge Program (LILB) Application for Replacement Funding.

The LILB program focuses on local bridges in poor condition or posted with load restrictions.

The Hexon Road Bridge was identified as an eligible bridge for replacement:

LILB

Leading Idaho Local Bridge Program
2022 Application

Idaho Local Highway Jurisdictions
Submittal Deadline: June 8, 2022



Local Highway Technical Assistance Council
3330 Grace Street
Boise, Idaho 83703
(208) 344-0565
www.LHTAC.org



Leading Idaho Local Bridge Program Application – FY22

LILB

4. Short Answer

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

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

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

- 0-1: Blank, irrelevant, or non-impactful information
- 2-3: Demonstrates minor importance of the bridge
- 4-5: Demonstrates the significant importance of the bridge

Short Answer #1: Safety

Hexon Road bridge is currently load rated at a three ton total capacity. In addition to residents, this bridge is used daily by the agricultural/trucking community, emergency vehicles, mail and school routes, and sportsmen towing overweight vehicles. Considering the average diesel pick-up has a curb weight of 6,133 lbs, an unloaded diesel pick-up can not safely cross the 331' bridge. Hexon Road bridge has been posted and reduced to one lane traffic, the public routinely moves the traffic barriers and trucks grossing 106,000 have been observed crossing the bridge disregarding the load restriction. Canyon County Sheriff has been notified several times. The Sheriff, along with ISP, have increased patrols, but it is not reducing the number of illegal crossings. The concern for public safety is tremendous.

Short Answer #2: Mobility

Hexon Road bridge is an essential route for the agricultural/trucking community. Hexon Road bridge allows local farmers and ranchers to bring approximately six thousand acres of row crop commodities, a 1,250 head dairy farm operation, and hundreds of range cattle access to market. In addition, Hexon Road bridge allows countless sportsman access to the Boise and Snake Rivers. Martin Landing is a recreational destination that is a segment of the Fort Boise Wildlife Management Area and located directly adjacent to the Snake River Water Trail that includes a recently improved campground with 10 oversized RV camp sites, tent camping, and a boat ramp.

Short Answer #3 Economic Benefit

The replacement of the Hexon Bridge is critical to the economic livelihood and sustainability of this region and for the transport of commodities and livestock to the market. Due to the significant inflation and rising fuel costs, maintaining the established route will help to preserve the operational costs for agricultural residents and businesses that reside here.

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

Hexon bridge was constructed in 1954 with a length of 331' and inside curb width of 22'. Notus-Parma Highway District #2 invested \$282,511 in the rehabilitation of bent #2 in November 2017 from their annual budget. Currently, severe decay has been identified in four additional bents and the substructure has a critical rating of 2. Hexon Road bridge is at end of life and we feel it is a project worthy of replacement, thank you for your time and consideration.

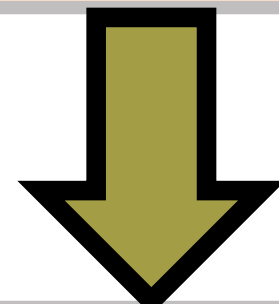
Leading Idaho Local Bridge Program Application – FY22



Project Timeline

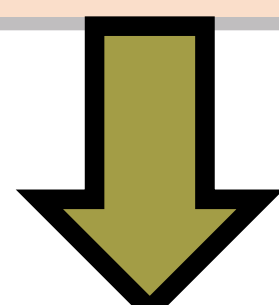
February 2023

Field Survey
Aerial LiDAR



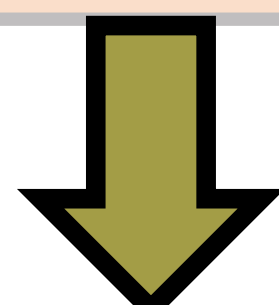
March 2023

Public Open House
WE ARE HERE!



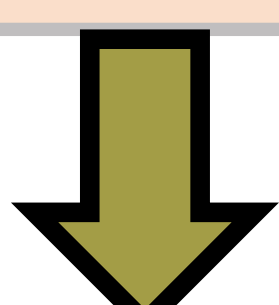
Spring / Summer / Fall 2023

Hydraulic Analysis
Environmental Research
Preliminary Design
Final Design



Spring / Summer 2024

Purchase Property Needed for Project



Fall 2024 - Spring / Summer 2025

Anticipated Construction