

IDAHO FREIGHT PROGRAM

FREIGHT PROGRAM PROJECT
APPLICATION

100 WEST
FROM
135 SOUTH
TO
300 SOUTH

BURLEY
HIGHWAY
DISTRICT



 **PARAGON**
Consulting, Inc.



***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: **Burley Highway District**

Mailing Address: **19E 200S**
City: **Burley**
State: **Idaho**
Zip Code: **83318**

Contact person: **Rob Carson**
Title: **Director of Highways**
Phone: **(208)678-5322**
Email: **rob10.bhd@gmail.com**

Co-Applicant (if different from Applicant):

Mailing Address:
City:
State:
Zip Code:

Contact Person:
Title:
Phone:
Email:

Table of Contents

Exhibit one – Project Cost Estimate-----Page 4

Exhibit two – Project Details-----Page 7

Exhibit three – Safety, Economic & Mobility Details-----Page 13

Exhibit four – Letters of Support-----Page 16

Project Cost Estimate

EXHIBIT ONE

Burley Highway District



Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		29-Nov-21
Location		District
BHD: 100W; City Limits (135S) to 300S		4
Segment Code	Begin Mile Post	End Mile Post
14040	102.045	103.695
		Length in Miles
		1.65

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$130,000
1b. Preliminary Engineering by Consultant (PEC)		\$518,000
2. Right-of-Way: Number of Parcels Number of Relocations		\$131,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$392,000
5. Drainage and Minor Structures		\$31,000
6. Pavement and Base		\$1,926,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$22,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$31,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		\$19,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$172,000
15. Cost of Constructions (Items 3 through 14)		\$2,593,000
16. Mobilization 8 % of Item 15		\$207,000
17. Construction Engineer and Contingencies 25 % of Items 15 and 16		\$700,000
18. Total Construction Cost (15 + 16 + 17)		\$3,500,000
19. Total Project Cost (1 + 2 + 18)		\$4,279,000
20. Project Cost Per Mile	\$1,000	\$2,593,000
Prepared By:		
Stephen F. Freiburger, PE		
Sponsor has budgeted 7.34% (\$314,000) match for this project with anticipated construction in FY-24.		

Agency: Burley Highway District
 Roadway: 100W; 135S to 300S
 Project: Freight Route-Reconstruction
 Date: 22-Nov-21
 Prepared By: Stephen F. Freiburger, PE

PARAMETERS		Ballast Depth		Area	Base Width	Volume
	Total/Ave	Section	in	ft		
Begin Const. MP	-	TOTAL Ballast Section	29.0	2.42	97.89	cy
End Const. MP	1.650	Surfacing (PMX/CMX/SRF)	5.0	0.42	12.50	4,033
Length (mi)	1.650	Shoulders	5.0	0.42	0.75	244
Length (ft)	8,712	Surfacing & Shoulder			33.62	
Surface Width (ft)	30.00	RAP		-	33.62	-
Shoulder Width (ft)	-	Base	9.0	0.75	27.66	8,926
Lanes	2.00	Subbase	15.0	1.25	56.97	18,384
		Average Ex/Emb Depth	24.0	2.00	119.42	38,533
Crown Slope (%)	2.00%					
Foreslope (X:1)	4.0					

QUANTITY ESTIMATES

Materials	Estimating Data	Quantity	Units	Unit Cost	Total Cost		
PMX/CMX/Surface Mix	145 #/cf	7,895	ton	\$ 95.00	\$ 750,048.75		
Rotomilling/Reclaiming	n y/n	-	sy		\$ -		
Cement/Asphalt Treatment	of base	-	ton		\$ -		
Tack Coat	gal/sy	-	ton		\$ -		
BST AC-1st Lift		-	ton		\$ -		
BST Cover Coat-1st Lift	#/sy	-	ton		\$ -		
BST AC-2nd Lift	gal/sy	-	ton		\$ -		
BST Cover Coat-2nd Lift	#/sy	-	ton		\$ -		
BST AC-3rd Lift	gal/sy	-	ton		\$ -		
BST Cover Coat-3rd Lift	#/sy	-	ton		\$ -		
Slope Shoe	150 #/cf	493	ton	\$ 95.00	\$ 46,854.62		
Geotextile Fabric	70 ft/ft	67,760	sy	\$ 1.00	\$ 67,760.00		
RAP		-			\$ -		
3/4"(-) for Base	140 #/cf	16,870	ton	\$ 23.00	\$ 388,010.70	Surfacing	\$ 796,903.37
Granular SubBase	135 #/cf	33,505	ton	\$ 15.00	\$ 502,567.58		
Excavation/Borrow		38,533	cy	\$ 7.50	\$ 288,997.10	Ballast	\$ 1,247,335.38
CRS-2R for Seal	0.45 gal/sy	55	ton	\$ 550.00	\$ 30,187.08		
Cover Coat-CI 4	30.00 #/sy	436	ton	\$ 25.00	\$ 10,890.00	Seal Coat	\$ 53,143.20
Rejects for Maint.	5.00 #/sy	73	ton	\$ 15.00	\$ 1,089.00		
CSS-1 for fog	0.20 gal/sy	24	ton	\$ 450.00	\$ 10,977.12		
Major Items Total					\$ 2,097,381.95	\$ 2,097,381.95	

Miscellaneous Items	Estimating Data	Quantity	Units	Unit Cost	Total Cost		
Dust Abatement Water	10,000 gal/mi	16.50	MG	\$ 165.00	\$ 2,722.50		
Brooming	1 mi/mi	1.65	mi	\$ 1,300.00	\$ 2,145.00		
Approaches	12 ea/mi	20	ea	\$ 1,000.00	\$ 20,000.00		
Irrigation Modifications	1 ls	1.00	ls	\$ 50,000.00	\$ 50,000.00		
Metal Guardrail	ft/mi	-	ft	\$ 25.00	\$ -		
Terminal End Section	ea/mi	-	ea	\$ 2,500.00	\$ -		
Fence	0.25 mi/mi	2,178.00	ft	\$ 25.00	\$ 54,450.00		
Rent Signs-CI A	150 sf/mi	247.50	sf	\$ 8.50	\$ 2,103.75		
Rent Signs-CI B	250 sf/mi	412.50	sf	\$ 8.50	\$ 3,506.25		
Temp stripe-white	ft/lane-mi	-	ft		\$ -		
Temp stripe-yellow	ft/lane-mi	-	ft		\$ -		
Traffic Control Maintenance	100 hr/mi	165.00	hr	\$ 45.00	\$ 7,425.00		
Temp Raised Markers	52 ea/lane-mi	171.60	ea		\$ -		
Flagging	200 hr/mi	330.00	hr	\$ 45.00	\$ 14,850.00		
Pilot Car	100 hr/mi	165.00	hr		\$ -		
Erosion Control	10,000 \$ per/mile	1	ls	\$ 16,500.00	\$ 16,500.00		
Permanent Signs	100 sf/mi	165.00	sf	\$ 15.00	\$ 2,475.00		
Pavement Markings	3,500 sf/mi	5,775.00	sf	\$ 3.00	\$ 17,325.00		
Bridge/Culvert Extension	1 ls	1	ls	\$ 50,000.00	\$ 50,000.00		
Culverts & Canal Crossing ext.	5 ea/mi	8	ea	\$ 3,500.00	\$ 28,000.00		
Seeding	10 ft/ft	4.00	ac	\$ 600.00	\$ 2,400.00		
Misc Items Total					\$ 273,902.50		

					Sub-Total	\$ 2,371,284.45
R/W	30	ft/ft=	Design Engineering @ 25%		\$ 593,000.00	
			6.00	ac @ \$/ac	\$ 20,000.00	\$ 120,000.00
			Mobilization @ 8%		\$ 190,000.00	
			Constr. Engr. & Cont. @ 25%		\$ 640,000.00	
					Total Project Cost	\$ 3,914,284.45

This estimate is based on 2021 Pricing which was increased by 3%/year on the ITD 1150 Form to account for inflation for projected construction in 2024.

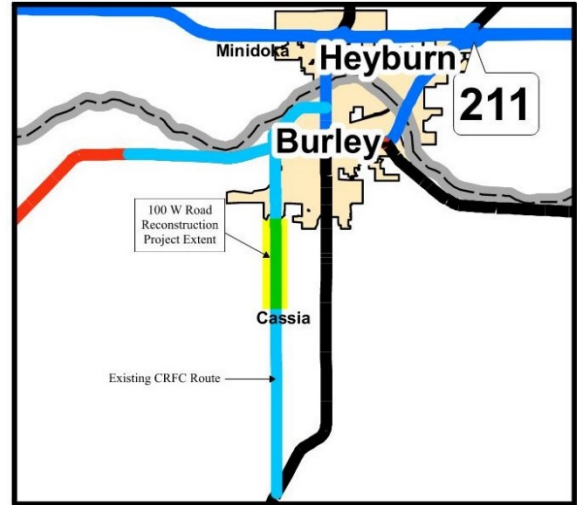
Project Details

EXHIBIT TWO

Burley Highway District

Project Details:

The 100W Freight Route Reconstruction Project will widen and realign approximately 1.650 miles of an existing CRFC roadway, 100W from the Burley City Limits to a point 500-ft past the 300S intersection. The purpose of the project is to improve this portion of the route to be approved for 129,000 lbs. vehicle use in accordance with Idaho Code, NIATT Guidelines, and Cassia County/BHD Policy. This project is also the first phase of a multi-phase project to provide an alternate route to SH-27 through the City of Burley. It will enable commercial and agricultural haulers for southern Cassia County to avoid congestion through the city while accessing the processing and distribution centers along the US-30 corridor on the west side of Burley. This route also connects with Bedke Boulevard, the truck route around the northwest side of Burley, facilitating access for products from the southern portion of the County to I-84 and the Paul Sugar Factory.



The planned reconstruction will consist of widening and reconstructing the existing roadway to accommodate the freight traffic along this route. Due to the soft soils associated with the Goose Creek Drainage Area, it is anticipated that the roadway will need to be reconstructed to include a section consisting of approximately 0.42' (5-in) Superpave PG64-34 Plantmix material, 0.75' (9-in) of crushed aggregate base, and 1.25' (15-in) of granular borrow to support the anticipated truck traffic along this route. The new asphalt will then be chip sealed, along with completing the other work associated with reconstructing the project (i.e. culvert extension at 238S, realignment of the roadway from approximately 250S to 265S to provide additional clearance from the existing canal, and relocating some of the private irrigation facilities adjacent to the roadway). The exact roadway section and alignment will be finalized/specified during the design phase of the project.



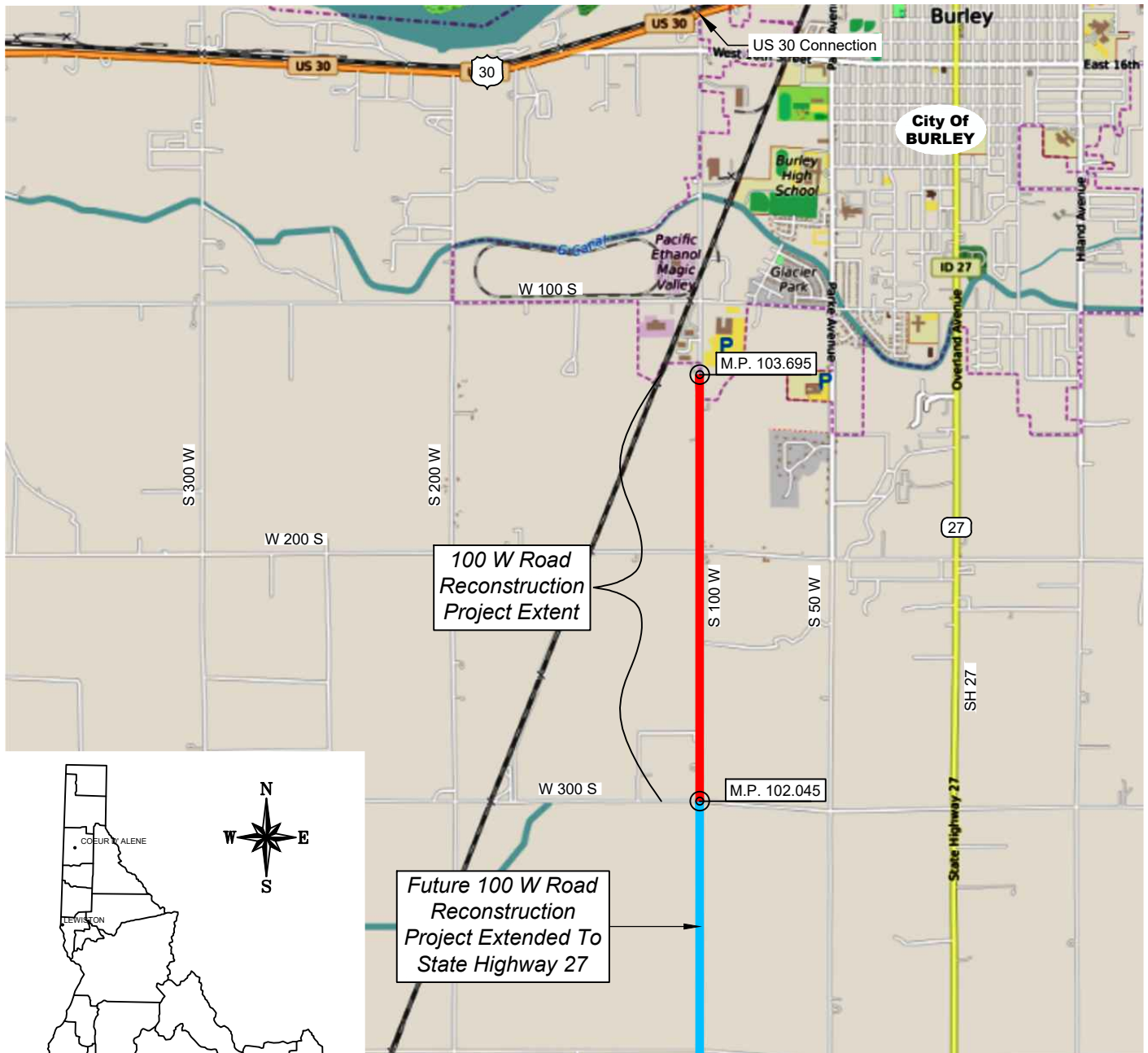
The existing wearing surface along this segment of 100W is experiencing an array of asphalt failures, including; rutting, transverse cracking, alligator cracking, and raveling. Several locations along the route have significant blade patching to hold the cracked pavement together and will not be able to hold the roadway together for much longer.

The existing asphalt width is ± 24 -ft, which will be widened to 26-ft (two 11-ft Lanes and 2-ft paved shoulders on each side of the roadway) in conformance with AASHTO requirements and the Cassia County Highway Standards. This width is consistent with the roadway sections in the remainder of the 100W Corridor.



BURLEY HIGHWAY DISTRICT 100 W ROAD FREIGHT FUNDING APPLICATION

Vicinity Map



BURLEY HIGHWAY DISTRICT 100 W ROAD FREIGHT FUNDING APPLICATION



157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138

Scale: N.T.S.	Date: 12/1/2021	Project Number:
Drawing: P:\Projects\Burley HD 023-21\Freight Application\CADD\8.5X11 Vicinity Template-100W.dwg		

The existing right-of-way is 50-ft total and will be widened to 80-ft in accordance with Cassia County Highway Standards, resulting in approximately six acres of acquisition for this project. It also appears that the project will qualify for a Categorical Exclusion. However, a noise study will likely be required as part of the project development.

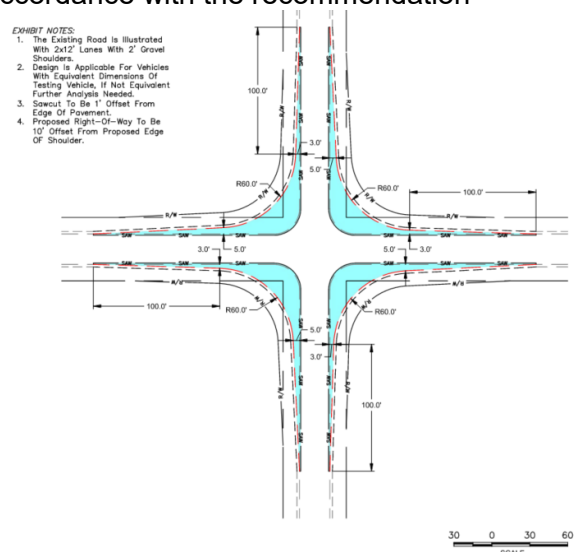
There is also an existing BPA transmission powerline along the west side of the roadway. Since this powerline is within the existing right-of-way through a permit issued by BHD, it will need to be relocated at the utilities expense. Therefore, as soon as BHD has confirmation of the funding for this project, they will start working with the Utility to start the process of relocating the transmission line.

This project is a portion of a major effort led by the local highway jurisdictions in Cassia County to upgrade the Freight Corridors within the County. It will provide improved mobility of agricultural products throughout the County and implement a county-wide 129,000 lbs. roadway network for the County. This corridor serves the agricultural and commercial entities that utilize the route (see Corridor Map on the next page).

Burley Highway District will be pursuing STP-R Funds and future Freight Program funding to complete the ultimate connection to 1000S (Golden Valley Road) as soon as they can secure the matching funds for the future phases of the project. This connection with 1000S combines this route with the next major link in the Freight/129K county network.

One property damage crash has been reported along this corridor segment associated with running a stop sign. Project-specific mitigation for this crash includes improving the awareness of the stop condition through a combination of potential measures (i.e. flashing warnings and rumble strips at the stop approaches).

In addition to the project safety items previously listed, this project will also upgrade all the intersections in the project area to allow safe turning movement for 129,000 lbs. vehicles according to NIATT Guidelines, the Cassia County Highway Standards, and BHD Policy. Specifically, the approach radii at 200S and 300S will be upgraded in accordance with the recommendation contained in the 129,000 lbs. Route Study being prepared by Paragon Consulting, Inc. This report identifies necessary 129K intersection improvements for all the Local Highway Jurisdictions in Cassia County as well as BHD, as typified in the diagram to the right.

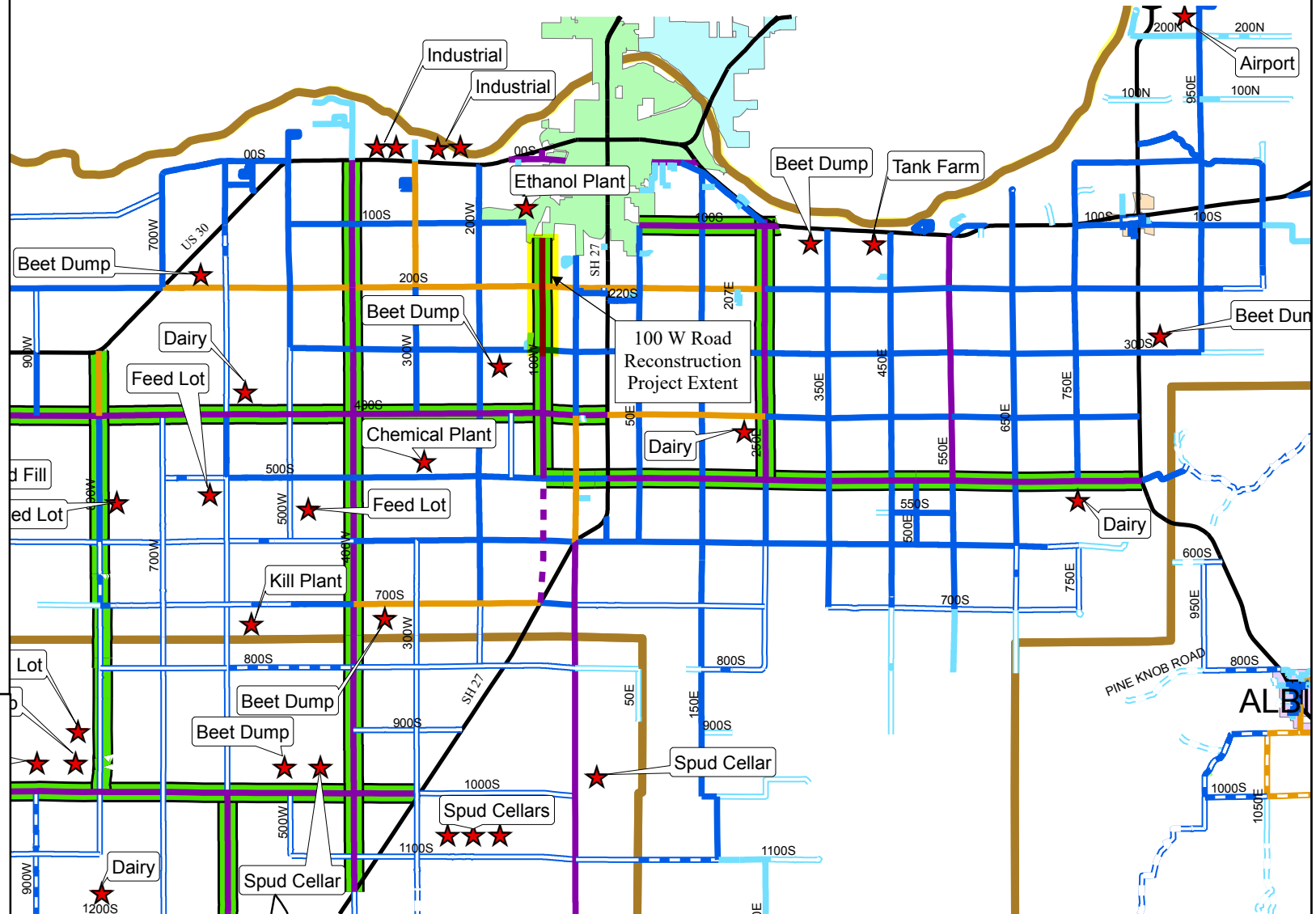


Legend

- All Other Values
- Asphalt, Major Collector
- - Proposed Major Collector
- - BST/Treated Gravel, Major Collector
- Gravel, Major Collector
- Asphalt, Minor Collector
- - BST/Treated Gravel, Minor Collector
- Gravel, Minor Collector
- Asphalt, Major Access
- - BST/Treated Gravel, Major Access
- Gravel, Major Access
- - Graded & Drained, Major Access
- Asphalt, Minor Access
- - BST/Treated Gravel, Minor Access
- Gravel, Minor Access
- - Graded & Drained, Minor Access
- Gravel, Recreational
- - Graded & Drained, Recreational
- Murtaugh Local Road
- ITD State Roads System
- █ Freight Corridor
- █ Pedestrian Path
- █ City of Albion
- █ City of Burley
- █ City of Declo
- █ City of Heyburn
- █ City of Malta
- █ City of Oakley
- █ Highway District Boundary
- █ County Boundary

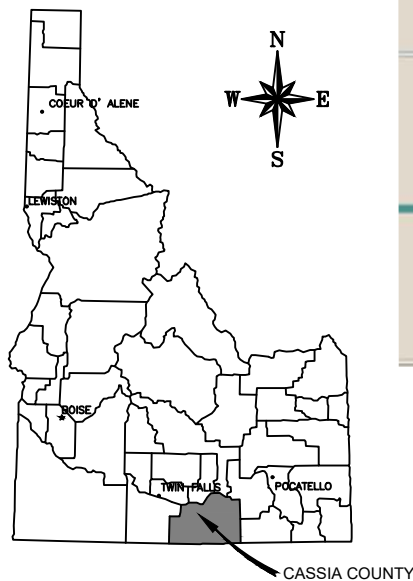
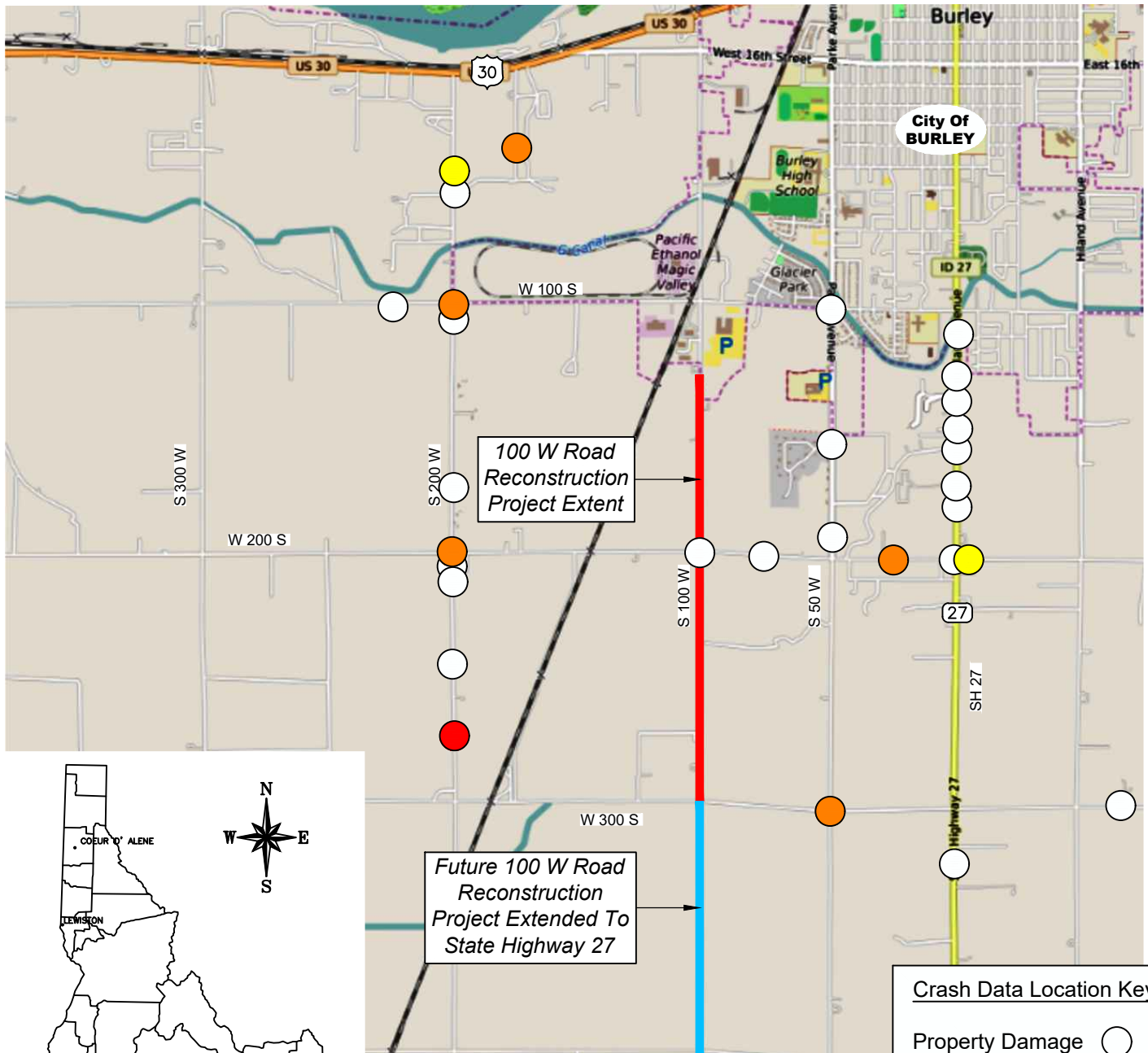


Cassia County Functional Class and Surface Type Map & Traffic Generators



BURLEY HIGHWAY DISTRICT 100 W ROAD FREIGHT FUNDING APPLICATION

Crash Map



BURLEY HIGHWAY DISTRICT 100 W ROAD FREIGHT FUNDING APPLICATION



157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138

Scale: N.T.S. Date: 12/1/2021 Project Number:
Drawing: P:\Projects\Burley HD 023-21\Freight Application\CADD\8.5X11 Vicinity Template-100W.dwg

Safety, Economic & Mobility Details

EXHIBIT THREE

Burley Highway District

Safety, Economic and Mobility Details:

As noted in the Project Details section of this application, this project will address and mitigate the safety issues related to the crash history of the route as well as improvement to the turning movement-related safety issues associated with approving the route for use by 129,000 lbs. vehicles.

This route's (100W from SH-27 to US-30) economic and mobility importance is demonstrated by its previous inclusion as a CRFC by the ITD Freight Advisory Council and its identification as a critical freight route for Cassia County as part of the 2019 Cassia County Transportation Plan Update. In addition, this project provides for alternative access for agricultural products from the southern portion of Cassia County and southeastern Twin Falls County to the processing and distribution facilities on the US-30 corridor west of Burley. This alternate access will allow traffic to avoid congestion and numerous stoplights through the City of Burley (see photo to the right). Furthermore, this route connects with Bedke Boulevard, the truck route around the northwest side of Burley. It provides additional access to I-84 and the processing facilities north of the Snake River.

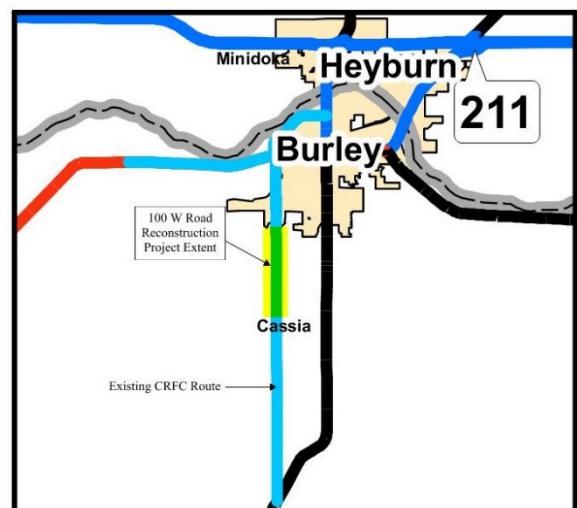


This corridor serves well over 40 agricultural and commercial facilities in southern Cassia County. It directly connects the processing and distribution centers along US-30 such as McCains, New Cold, High Desert Milk, and a host of other facilities. In addition, there are several trucking companies located along the corridor, including Handy Truck Lines and the Idaho Division of DOT, among others.

This corridor serves the entirety of southern Cassia County and a significant portion of southeastern Twin Falls County, prompting both the Mini-Cassia Transportation Committee and Cassia Transportation Advisory Committee to designate this route as the highest priority freight route in the County (see the priority lists on the subsequent pages).

BHD understands the importance of maintaining the functionality of this corridor for their local constituents and the agricultural and commercial industry that utilizes the route to access the regional markets for their goods. They have expressed this concern by vigorously applying for all possible funding options and partnering with other local jurisdictions and entities as needed to complete this economically vital corridor.


In conclusion, the completion of the 100W Road Reconstruction Project will correct existing asphalt deficiencies, prepare this section of the corridor for 129k truck traffic, emphasize the district's support to its thriving agriculture industry and assure local residents of safe, reliable access to their jobs and supplies in Burley, Rupert, and other small towns in between. In addition, this route will provide better access to other regional markets such as Twin Falls, Boise, Pocatello, and Salt Lake. This better access will be due to the improved connection to Bedke Boulevard, which enhances access to I-84 and the national highway system.



MINI-CASSIA TRANSPORTATION COMMITTEE - LPA UNFUNDED PRIORITY LIST FY-22

The following list of district projects does not include all the projects included in the ITIP report and by not including them, it does not mean they should be changed. Those that have been budgeted should remain. The following itemization is only an update. The ranking is subject to availability of funds, safety issues, etc.

Rank	PRIORITY ITEM	Agency	STATUS	DESCRIPTION	CURRENT STATUS
Critical Freight Urban					
1	100 S 600 W	Paul	Apply in FY-21	Freight Access	
2	Truck bypass	Burley	Apply in FY-22	Freight Access	continue Bedke Blvd to the east and eventually tie onto Highway 30 at the Highway 81 intersection
Freight Program					
1	100W; US-30 to SH-27	BHD	Apply in FY-22	Freight Access-7mi Maintain Exiting CUFC	Apply in FY-22
2	1500W; 1000S to US-30	MHD	Apply in FY-22	Freight Access-7 miles serves SW Cassia and SE TF Counties	coord w-2900N in TF County/GTF Committee & 1000S in OHD
3	400 W.; 1000S to District Line	OHD	TBD	Freight Access	confirm eligibility
4	Interstate Feeders	RRHD	TBD	Freight Access	
5	Lynn Road Freight Route Improvements-STG 1	CCRB	TBD	Freight Access	
6	Idahome Rd. Freeway to Hwy 81	RRHD	Apply in FY-22	Freight Access	
7	300 W Intersection	BHD	TBD	Freight Access	
8	Old Hwy 81 S Rehabilitation Construction (MP 10.5 - MP 12.5)	RRHD	TBD	Freight Access	
9	Truck Route-Cooley & 3rd	Declo	TBD	Freight Access	

	Cassia Transportation Advisory Committee 2022 Project Priority List-By Funding Source & Rank 26-Oct-21
--	--

FY-22 Ranking	Project	Agency	Program	App Yr	Remarks
Freight Program					
1	100W SH-27 to US-30	BHD	Freight	FY-22	
2	Golden Valley Rd. & 1500 W	MHD	Freight	FY-22	
4	400 W. from Golden Valley Road to District Boundary	OHD	Freight	FY-22	
5	Interstate Feeders	RRHD	Freight	FY-22	
9	Lynn Road Freight Route Improvements-STG 1	CCRB	Freight	TBD	upgrade to MC
3	Idahome Rd. Freeway to Hwy 81	RRHD	Freight	FY-22	
6	300 W Intersection North of Hwy 30	BHD	Freight	FY-22	upgrade to MC
7	Old Hwy 81 S Rehabilitation Construction (MP 10.5 -MP 12.5)	RRHD	Freight	TBD	Pending completion of 129K route study
8	Truck Route-Cooley & 3rd	Declo	Freight	TBD	upgrade to MC

Greater Twin Falls Area Transportation Committee: 2022 Priority List (as of November 9, 2021)

Local Agency Projects:

Freight Routes

Rank	Priority Item	Funding Status	Comments
1	Filer/Buhl Hwy 3700 N: 1800E to 2300E	Not Funded	Submitting freight application.
2	MHD: 4900E, 800S to US-30	Not Funded	
3	MHD: 2900N, 4200E to 4900E	Not Funded	
4	MHD: 4500E, 2900N to US-30	Not Funded	

Letters of Support

EXHIBIT FOUR

Burley Highway District

Mini-Cassia Transportation Committee Inc.

Garth Baker Chairman

P.O. Box 242
Paul, ID 83347
(208) 431-6653
gbake39@pmt.org

Rob Carson, Vice-Chairman

19 E 200 S
Burley, ID 83318
(208) 312-0516
rob10.bhd@gmail.com

Brenda Bailey, Sec

356 Birch Dr.
Heyburn, ID 83336
(208) 260-0009
brenda.bailey.1@hotmail.com

Jon Anderson, Treasurer

2330 Burton Ave.
Burley, ID 83318
(208) 678-0332
jranderson@pmt.org

November 29, 2021

Mr. Scott Luekenga
Idaho Transportation Department
Freight Program Manager

RE: Letter of Support for 100 W Road, 135 S to 300 S for Burley Highway District's Road Freight Grant Project

Dear Mr. Scott Luekenga and Freight Advisory Committee:

This letter is to confirm that the Mini-Cassia Transportation Committee (MCTC) consisting of the 17 Local Road Jurisdictions in Cassia and Minidoka Counties, as well as the County Commissioners and Sheriffs from both Counties, ITD, and Transportation Stakeholders such as the Eastern Idaho Railroad and representatives for the trucking industry, supports the Burley Highway District's Freight Route Project on 100 W Road, 135 S to 300 S.

Burley Highway District's Road Freight Project was listed as the #1 Freight Route Project by MCTC as shown on our priority list approved at our annual prioritization meeting held on October 13, 2021, based on roadway condition, safety, traffic volume, and regional significance.

Please accept this letter of support for assisting Burley Highway District in the rebuilding of the 100 W Road. The 100 West Road is an older narrow and rough road. It has been patched and repaired many times over the past years. This road would be used by many more trucking companies if it were to be improved as a truck route. The 100 West Road would keep trucks out of downtown Burley as it ties into Hwy 30 and Hwy 27.

The Mini Cassia Transportation Committee has long recognized the functional safety needs for making improvements to our roadway system. The MCTC and its members are in full support of this project, and we would like to thank you and the advisory committee for their consideration in funding this project.

Sincerely,



Garth Baker
Mini-Cassia Transportation Committee Chairman

CASSIA COUNTY TRANSPORTATION ADVISORY COMMITTEE

December 1, 2021

Mr. Scott Luekenga
Idaho Transportation Department
Freight Program Manager

RE: Critical Rural Freight Routes Letter of Support
Burley Highway District - 100W Road

Dear Mr. Scott Luekenga and Freight Advisory Committee:

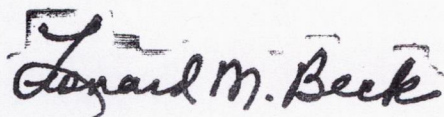
This letter is to confirm that the Cassia County Transportation Advisory Committee (CTAC), consisting of Cassia County Road & Bridge, Albion, Burley, Murtaugh, Oakley and Raft River Highway Districts and the Cities of Albion, Declo, Malta, and Oakley; along with the Transportation Plan Update proposed by Cassia County, supports the Burley Highway District Freight Route Project on 100W from US-30 to SH-27.

This Project consists of 100W from the Burley City Limits to 300S. It will provide an alternate route for commercial and agricultural vehicles that travel from the county's southern portion to access the processing facilities located along US-30 west of the City of Burley. The vehicles will not have to travel through the congested city traffic SH-27/Overland Ave through the City of Burley. This Freight Project was listed as the # 1 Freight Route Project by CTAC, as shown on our priority list, approved at our annual prioritization meeting held on September 1, 2021. The approval process significance taken into consideration by the CTAC members was based on roadway condition, safety, traffic volume, and regional

This roadway section requires significant improvements due to the soft underlying soils associated with the Goose Creek Drainage. In addition, the route requires significant widening to support the existing and future traffic resulting from the expansion of the intermodal, commercial, and processing facilities in the area.

The CTAC Board and its members fully support this Project. We want to thank the LHTAC rating committee for their consideration in funding this Project.

Sincerely,

A handwritten signature in black ink that reads "Leonard M. Beck". The signature is written in a cursive, slightly stylized font.

Leonard Beck, Chairman



PO BOX 300 - PAUL, IDAHO 83347
Idaho, Utah, Montana, Wyoming, Nevada, Oregon
Paul Meridian Salt Lake City
208-438-5071 208-888-1080 801-433-1172

December 1, 2021

Mr. Scott Luekenga
Idaho Transportation Department

RE: Letter of Support for 100 West Road, 135 South to 300 South for Burley Highway
Districts Road Freight Grant Project

Dear Mr. Luekenga and Freight Advisory Committee:

The section of road under consideration is a perfect project for the Freight Funds made available to Idaho. Having served on the advisory committee for some time and knowing our needs in Burley, I am excited to have this project ready for consideration.

We have a warehouse and parking area on this route. We have close to 20 trucks servicing Packaging Corporation of America at 200 South. We ship year around an average of 30 loads a day from the plant. We are thrilled with the stop light at the intersection of Hwy 30 and 100 West. Ideally the 100 west road will continue to attract more of the north - south traffic to the truck route. This would get most of the truck traffic out of down town Burley.

I stop every morning and get mail in downtown Burley. There is way too much truck traffic on Overland ave. The completion of the truck route to the south some day would be the dream come true. All the traffic from Oakley could be sent to 100 West and the truck route to get to the Freeway.

I also serve on the BDA (Burley Development Association). We continue to have requests for companies wanting to come to Burley. The BDA has purchased two large parcels of land along this corridor. We presently have multiple inquiries and soon expect to see a couple of announcements for new business in the area. The infrastructure is there and we control the land so we are confident that we will be successful in locating more industry in the 100 West 200 South area.

Thank you for your consideration.

A handwritten signature in cursive script, appearing to read "Clay Handy".

Clay Handy
Handy Truck Line, Inc.



November 29, 2021

Burley Highway District
Phone (208) 312-0516
Fax (208)
Email – rob10.bhd@gmail.com

To Whom it May Concern,

It has been brought to my attention that the 100 West roadway, traveling south of the City of Burley limits is being considered for rebuild as a major transportation route which connects to the truck route to the north. I am writing this letter to lend support with this decision as it will allow for an alternate route for many trucks in the area along with many of our gravel trucks. We are a Concrete Ready Mix and Asphalt Paving Company and most of our gravel pits are located south of the roadway being considered. This alternate route will provide relief from the 400 west road which carries the majority of the trucks coming from the south. I look forward to the relieved pressure that this would provide as well as other transportation routes as our area continues to grow. Thanks for your consideration.

Sincerely,

John F. Kloepper
Vice President

Ready
Mixed
Concrete

Asphalt
Paving

Sand &
Gravel

Excavation

Laser
& GPS
Grading

Sitework

Chip
Sealing

Rock
Crushing

Material
Testing



271 Hwy 30 W
Burley, ID 83318
208-878-2817

Memorandum

11/29/2021

From: Operations Desk, Anderson Farms/Jones Commodities, PO Box 398, Burley, Idaho 83318

To: Mr. Scott Leukenga, Freight Program Manager, Idaho Transportation Department

Subject: 100 West Road Rebuild, Burley, Idaho 83318

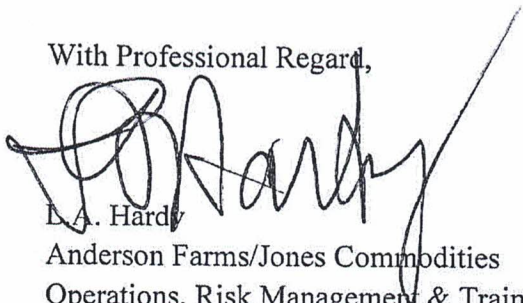
Mr. Leukenga, this memorandum confirms the Anderson Farms/Jones Commodities (AF/JC) support for the 100 West Road Rebuild for the Burley Highway district.

The 100 West Road Rebuild project is critical to the safe movement of freight and heavy equipment along the western approaches to the Burley area. Based on current traffic patterns and heavy manufacturing, which occupies a long stretch of this route, it is in the community's best interest to make this project a high priority. While AF/JC moves not less than sixty trucks along this route per week; there are several hundreds of trucks from the Dow Chemical plant, Fabri-Kal Pure, Link One, Packaging Corporation of America, Alto Ingredients, Handy Truck Line, DOT Foods, Streamline Precision Truck, Hy Line—North America using this route to conduct daily operations. Now add to congestion as farmers and ranchers in the area move hundreds of farm implements per week along this secondary road.

While one of the detrimental factors is several narrow points along the route, the route becomes unstable and unusable during times of inclement weather and, in recent history, was closed due to frost heaves and asphalt decay. The closures impacted the safety of citizens who live on the route as well as freight haulers. This route is a primary artery from the Burley truck route south into the massive agricultural complex, which stretches down into the Oakley Valley and supports tens of thousands of acres, not to mention homes and businesses.

This route is failing due to the amount of traffic using the road. Anderson Farm/Jones Commodities wholeheartedly endorses the efforts made by the Burley Transportation District to improve the 100 West Road.

With Professional Regard,



D.A. Hardy

Anderson Farms/Jones Commodities
Operations, Risk Management & Training
208-878-2817 or 208-312-8699
Operations@AndersonFarms.org

GIBBY GROUP

S I N C E 1 9 4 4

872 East Pebble Drive Burley Idaho 83318 ❖ phone 208-654-2733 ❖ email office@gibbygroup.com ❖ fax 1-866-917-2553

November 23, 2021

Burley Highway District
19 E 200 S
Burley, ID 83318

To whom it may concern,

I write on behalf of Liberty Basin in support of Burley Highway District's proposal to improve the 100 West Road from 135 South to 400 South.

This improvement will benefit the community in many ways. As a feed distributor, our company loads over 100 trucks a day. Many of these trucks will be traveling on that road to get to local dairy farms. With the improved road these trucks can get to the dairies faster and safer. It will also be safer for other drivers who are sharing the road with our feed trucks.

We love our community and are looking forward to seeing improvements in the years to come.

Sincerely,



Reed Gibby

