ㅍ․ Paragon

## IDAHO FREIGHT PROGRAM

Freight Program Project Application 1500W/ 4900E From US-30 to 800
South/2900 North

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 email transmittal capabilities (15MB), submit using a thumb drive and send via FedEx/UPS delivery to the following address:

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

## Applicant Information

| Applicant: | Murtaugh Highway District |
| :--- | :--- |
| Mailing Address: | Po Box 147/108 Archer St. |
| City: | Murtaugh <br> State: |
| Idaho |  |
| Zip Code: | 83344 |
| Contact person: | Chancey Perkins <br> Title: |
| Director of Highways <br> Phone: | (208)731-3515 <br> Emartaughhwydistrictforeman@gmail.com |

Co-Applicant (if different from Applicant):
Mailing Address:
City:
State:
Zip Code:
Contact Person:
Title:
Phone:
Email:

## Table of Contents

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## Project <br> Cost

Estimate
Exhibit

## One

Round Estimates to Nearest $\$ 1,000$

| Key Number | Project Number |  |  | Date |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 29-Nov-21 |
| LocationMHD: $1500 \mathrm{~W} / 4900 \mathrm{E}$; 800S/2900N to US-30 |  |  |  | District |
|  |  |  |  |  |
| Segment Code | Begin Mile Post | End Mile Post | Length in Miles |  |
| 5060 | zero | 4.09 | 4.09 |  |


|  | Previous ITD 1150 | Initial or Revise To |
| :---: | :---: | :---: |
| 1a. Preliminary Engineering (PE) |  | \$125,000 |
| 1b. Preliminary Engineering by Consultant (PEC) |  | \$498,000 |
| 2. Right-of-Way: Number of Parcels Number of Relocations |  | \$81,000 |
| 3. Utility Adjustments: $\square$ Work $\square$ Materials $\square$ By State $\square$ By Others |  |  |
| 4. Earthwork |  | \$129,000 |
| 5. Drainage and Minor Structures |  | \$31,000 |
| 6. Pavement and Base |  | \$2,236,000 |
|  |  |  |
| Grade/Separation Structure <br> At-Grade Signals Yes <br> No |  |  |
| Bridges/Grade Separation |  |  |
| $\square$ New Structure Length/Width |  |  |
| Location |  |  |
| $\square$ 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) |  | \$46,000 |
| 11. Detours |  |  |
| 12. Landscaping |  |  |
| 13. Mitigation Measures <br> 14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items) |  | \$22,000 |
|  |  | \$7,000 |
| 15. Cost of Constructions (Items 3 through 14) |  | \$2,493,000 |
| 16. Mobilization 8 \% of Item 15 |  | \$199,000 |
| 17. Construction Engineer and Contingencies 25 \% of Items 15 and 16 |  | \$673,000 |
| 18. Total Construction Cost ( $15+16+17)$ |  | \$3,365,000 |
| 19. Total Project Cost ( $1+2+18$ ) |  | \$4,069,000 |
| 20. Project Cost Per Mile | \$1,000 | \$995,000 |
| Prepared By: Sponsor has budgeted 7. <br> project with anticipate <br> Stephen F. Freiburger, PE  | Sponsor has budgeted 7.34\% ( $\$ 300,000$ ) match for this project with anticipated construction in FY-24. |  |


| Agency: | Murtaugh Highway District |
| :--- | :--- |
| Roadway: | 1500W/4900E: 800S/2900N to US-30 |
| Project: | Freight Route-Rehabilitation |
| Date: | 29-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 | 12.5 | 1.04 | 31.80 | ft | cy |
| End Const. MP | 4.090 | Surfacing (PMX/CMX/SRF) | 4.5 | 0.38 | 9.75 | 26.00 | 7,798 |
| Length (mi) | 4.090 | Shoulders | 4.5 | 0.38 | 0.61 | 3.26 | 489 |
| Length (ft) | 21,595 | Surfacing \& Shoulder |  |  |  | 29.26 |  |
| Surface Width (ft) | 26.00 | RAP | 4.0 | 0.33 | 10.24 | 32.16 | 2 |
| Shoulder Width (ft) | - | Base | 4.0 | 0.33 | 11.20 | 35.06 | 8,960 |
| Lanes | 2.00 | Subbase |  | - | - | 35.06 | - |
|  |  | Average Ex/Emb Depth | 6.0 | 0.50 | 18.62 | 39.41 | 14,889 |


| 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 | 15,265 | ton | \$ | 90.00 | \$ | 1,373,859.63 |  |  |
| Rotomilling/Reclaiming | y | $y / n$ | 62,386 | sy | \$ | 1.50 | \$ | 93,579.20 |  |  |
| Cement/Asphalt Treatment | 0.50\% | of base | 85 | ton | \$ | 180.00 | \$ | 15,241.52 |  |  |
| 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 | 990 | ton | \$ | 90.00 | \$ | 89,124.21 |  |  |
| Geotextile Fabric |  | $\mathrm{ft} / \mathrm{ft}$ | - | sy |  |  | \$ | - |  |  |
| RAP |  |  | - |  |  |  | \$ | - |  |  |
| 3/4"(-) for Base | 140 | \#/cf | 16,935 | ton | \$ | 20.00 | \$ | 338,700.37 | Surfacing | \$ 1,571,804.56 |
| Granular SubBase | 135 | \#/cf | - | ton | \$ | 15.00 | \$ | - |  |  |
| Excavation/Borrow |  |  | 14,889 | cy | \$ | 7.50 | \$ | 111,670.83 | Ballast | \$ 450,371.20 |
| CRS-2R for Seal | 0.45 | gal/sy | 118 | ton | \$ | 550.00 | \$ | 64,850.39 |  |  |
| Cover Coat-Cl 4 | 30.00 | \#/sy | 936 | ton | \$ | 25.00 | \$ | 23,394.80 | Seal Coat | \$ 114,166.62 |
| Rejects for Maint. | 5.00 | \#/sy | 156 | ton | \$ | 15.00 | \$ | 2,339.48 |  |  |
| CSS-1 for fog | 0.20 | gal/sy | 52 | ton | \$ | 450.00 | \$ | 23,581.96 |  |  |
|  |  |  |  |  |  |  |  | or Items Total | \$ 2,136,342.38 | \$ 2,136,342.38 |


| Miscellaneous Items | Estimating Data |  | Quantity | Units | Unit Cost |  | Total Cost |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Dust Abatement Water | 10,000 | $\mathrm{gal} / \mathrm{mi}$ | 40.90 | MG | \$ | 165.00 | \$ | 6,748.50 |  |  |
| Brooming | 1 | $\mathrm{mi} / \mathrm{mi}$ | 4.09 | mi | \$ | 1,300.00 | \$ | 5,317.00 |  |  |
| Approaches | 4 | $\mathrm{ea} / \mathrm{mi}$ | 16 | ea | \$ | 1,000.00 | \$ | 16,000.00 |  |  |
|  |  | $\mathrm{ft} / \mathrm{mi}$ | - | ac |  |  | \$ | - |  |  |
| Metal Guardrail |  | $\mathrm{ft} / \mathrm{mi}$ | - | ft | \$ | 25.00 | \$ | - |  |  |
| Terminal End Section |  | $\mathrm{ea} / \mathrm{mi}$ | - | ea | \$ | 2,500.00 | \$ | - |  |  |
| Fence | - | mi/mi | - | ft | \$ | 25.00 | \$ | - |  |  |
| Rent Signs-CI A | 150 | sf/mi | 613.50 | sf | \$ | 8.50 | \$ | 5,214.75 |  |  |
| Rent Signs-Cl B | 250 | sf/mi | 1,022.50 | sf | \$ | 8.50 | \$ | 8,691.25 |  |  |
| Temp stripe-white |  | ft/lane-mi | - | ft |  |  | \$ | - |  |  |
| Temp stripe-yellow |  | ft/lane-mi | - | ft |  |  | \$ | - |  |  |
| Traffic Control Maintenance | 50 | hr/mi | 204.50 | hr | \$ | 45.00 | \$ | 9,202.50 |  |  |
| Temp Raised Markers | 52 | ea/lane-mi | 425.36 | ea |  |  | \$ | - |  |  |
| Flagging | 100 | hr/mi | 409.00 | hr | \$ | 45.00 | \$ | 18,405.00 |  |  |
| Pilot Car | 100 | hr/mi | 409.00 | hr |  |  | \$ | - |  |  |
| Erosion Control | 5,000 | \$ per/mile | 1 | Is | \$ | 20,450.00 | \$ | 20,450.00 |  |  |
| Permanent Signs | 100 | sf/mi | 409.00 | sf | \$ | 15.00 | \$ | 6,135.00 |  |  |
| Pavement Markings | 3,500 | sf/mi | 14,315.00 | sf | \$ | 1.00 | \$ | 14,315.00 |  |  |
| Bridge |  |  |  | ea |  |  | \$ | - |  |  |
| Culverts | 2 | $\mathrm{ea} / \mathrm{mi}$ | 8 | ea | \$ | 3,500.00 | \$ | 28,000.00 |  |  |
| Seeding | 10 | $\mathrm{ft} / \mathrm{ft}$ | 9.92 | ac | \$ | 600.00 | \$ | 5,949.09 |  |  |
|  |  |  |  |  |  |  |  | Misc Items Total |  | 144,428.09 |


|  |  |  |  |  | Sub-Total | \$ | 2,280,770.47 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Desi | Engineering @ | 25\% | \$ | 570,000.00 |
| R/W | 10 | $\mathrm{ft} / \mathrm{ft}=$ | 4.96 | ac @ \$/ac | \$ 15,000.00 | \$ | 74,000.00 |
|  |  |  |  | Mobilization @ | 8\% | \$ | 182,000.00 |
|  |  |  | Constr. Engr. \& Cont. @ |  | 25\% | \$ | 616,000.00 |
|  |  |  | Total Project Cost | \$ | 3,722,770.47 |

This estimate is based on 2021 Pricing which was increased by $3 \% / y e a r$ on the ITD 1150 Form to account for inflation for projected construction in 2024.

## Project

 DetailsExhibit
Two
Murtaughi~
Highway District

## Project Details:

The 1500W/4900E Freight Route Rehabilitation Project will rehabilitate approximately 4.090 miles of roadway from US-30 (MP 0.0) to a point 500-ft past the $800 \mathrm{~S} / 2900 \mathrm{~N}$ intersection (MP 4.090). 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/MHD Policy.
The planned rehabilitation will consist of Cement Recycled Asphalt Base Stabilization (CRABS) operation, which will begin with pulverizing the existing asphalt section, blending $\pm 4$ " aggregate base along with Portland Cement to the pulverized tailings.
This asphalt tailing/aggregate/cement blend will be moisture conditioned and properly compacted in preparation for a new 0.375 ' (4.5-in) Superpave PG64-34 Plantmix mat. The new asphalt will then be chip sealed, along with completing the other rehabilitation work for this project. Exact aggregate base and cement quantities will be finalized/specified in the required materials report during the design phase of the project.

The existing wearing surface along this segment of $1500 \mathrm{~W} / 4900 \mathrm{E}$ is experiencing an array of asphalt failures including; rutting, potholes, longitudinal cracking, transverse cracking, alligator cracking, rutting, raveling, and shoving. These failures resulted in a Pavement Condition Index ( PCl ) of 48 determined by the Murtaugh Highway District (MHD) Pavement Management System. This level of PCI places this section of roadway in the Rehabilitation places this section of roadway in the Rehabilitation
category according to the Cassia County Master Plan PCI Maintenance Guidelines.

The existing asphalt width is $\pm 24$ - ft , which will be
 widened to 26 -ft (two 11-ft Lanes and 2 -ft shoulders
 on each side of the roadway) in conformance with AASHTO requirements and the Cassia County Highway Standards. This proposed width is consistent with the roadway sections in the remainder of the 1000S/1500W Corridor.

This project is a portion of a major effort led by the local highway jurisdictions in Cassia County to upgrade the 1000S/1500W Freight Corridor. This corridor serves the agricultural and commercial entities that utilize the route (see Corridor Map on the next page).

Recent projects include the Oakley Highway District's LSI Project between 900W \& 1100W and MHD's LSI Project between 1400W \& 1500W. Currently, MHD \& OHD have a joint STP-R Project scheduled in FY22 for the segments between 1100 W and 1400 W and 800 W and 950 W , and includes realigning the curve at 1500 W and 1000 S to eliminate the sharp, dangerous curve at this location.
MHD is also pursuing STP-R Funds to complete the connection between 1000S and 800S; which injunction with this project will complete the immediately needed improvements for the 1000S/1500W Corridor.


## MURTAUGH HIGHWAY DISTRICT 1500W/4900E FREIGHT ROUTE REHABILITATION



Three crashes have occurred within the project limits of this project. A "B" injury accident was associated with running a stop sign and two "Property Damage" accidents; one associated with animals in the road and the other related to the vehicle not being able to stay in its lane. Project-specific mitigation for these crashes includes: improving the roadway surface rideability and adding rumble strips to enable the traveling public to more easily stay in their traveled lane; improving the awareness of the stop condition through a combination of potential measures (i.e. flashing warnings and rumble strips at the stop approaches); and increasing public awareness of the
 potential for animal conflicts by installing frequent W11-4 (Cow) signs in conformance with the current edition of the MUTCD.
According to a study conducted in April 2017 and published in the Journal of Safety Research, "State routes with a higher average number of signs experienced a lower number of AVC's per mile." Therefore, mitigating AVC's with the proper warning signing is an acceptable countermeasure for animal conflict safety concerns.
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 $129,000 \mathrm{lbs}$. vehicles according to NIATT Guidelines, the Cassia County Highway Standards, and MHD Policy. Specifically, the approach radii at $800 \mathrm{~S} / 2900 \mathrm{~N}, 3000 \mathrm{~N}, 3100 \mathrm{~N}$, and 3200 N will be upgraded in accordance with the recommendation contained in the $129,000 \mathrm{lbs}$. 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 MHD, as typified in the diagram below:

1. The Existing Road is lllustrated With $2 \times 12^{\prime}$ Lanes With $2^{\prime}$ Grovel Shoulders.
2. Design Is Applicable For Vehicles With Equivalent Dimensions Of Testing Vehicle, If Not Equivalent Further Analysis Needed.
3. Sawcut $\mathrm{To} \mathrm{Be} 1^{\prime}$ Offset From Edge Of Pavement.
4. Proposed Right-Of-Way To Be 10
OF Shoulder. OF Shoulder.


## MURTAUGH HIGHWAY DISTRICT 1500 W/4900 E FREIGHT ROUTE REHABILITATION



## Safety,

 Economic \& Mobility Details Exhibit
## Three

pan
Fighway District

## Safety, Economic and Mobility Details:

As noted in the Project Details section of this application, this project will address and mitigate several 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 $129,000 \mathrm{lbs}$. vehicles.

This route's (1000S-Golden Valley Road and 1500W) economic and mobility importance is demonstrated by 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 the northwest connection to the US Highway/Freight Network for the corridor at US-30. This route is the most significant remaining portion required to complete the Cassia County/MHD 1000S/1500W Freight Corridor connecting agricultural, industrial and local traffic to the respective arterials. The other major project requiring completion is the two-mile segment of 1500 W between 800 S and 1000 S (Golden Valley Road), which will be pursued via an STP-R or future Freight Project once MHD secures the matching funds needed for this remaining segment as noted in the Project Details Section of this application.
This corridor serves over 30 agricultural and commercial facilities in Southwest Cassia County and Southeast Twin Falls County, making MHD unique in that such a small district in terms of miles of roadway and population has so much transitory freight traffic between generators in one county and processing and distribution facilities in another county. MHD only has 115 miles of roadway, and 19 of these are collector routes designated as freight corridors. This roadway provides vital transitory connections from the agricultural and commercial enterprises in southern Cassia and Twin Falls Counties to the processing
 and distribution centers in the Burley-Rupert and Twin Falls-Jerome areas.

Since this corridor serves the entirety of southwestern 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 second-highest priority route. In the Mini-Cassia Area, this is second only to the Burley Highway District Project, which serves the processing and distribution facilities along the US-30 Corridor in and around the City of Burley. In addition, the Greater Twin Falls Area Transportation Committee has listed this project as one of the highest freight route priorities in their service area (see the priority lists on the subsequent pages).

MHD 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 1500W/4900E Road Rehabilitation 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, Twin Falls, and other small towns in between.
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 CRFC | 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 <br> 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 <br> 12.5) | RRHD | Freight | TBD | Pending completion of 129K route <br> 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 <br> Status | Comments |
| :---: | :--- | :---: | :--- |
| 1 | Filer/Buhl Hwy 3700 N: 1800E to 2300E | Not <br> Funded | Submitting freight application. |
| 2 | MHD: 4900E, 800S to US-30 | Not <br> Funded |  |
| 3 | MHD: 2900N, 4200E to 4900E | Not <br> Funded |  |
| 4 | MHD: 4500E, 2900N to US-30 | Not <br> Funded |  |

## Letters Of

Support Exhibit

## Four

namer
Highway District

## Mini-Cassia Transportation Committee Inc.

| Garth Baker Chairman | Rob Carson, Vice-Chairm |
| :---: | :---: |
| P.O. Box 242 | 19 E 200 S |
| Paul, ID 83347 | Burley, ID 83318 |
| (208) 431-6653 | (208) 312-0516 |
| gbake39@pmt.org | 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

December 1, 2021
Mr. Scott Luekenga
Idaho Transportation Department
Freight Program Manager

## RE: Critical Rural Freight Routes Letter of Support Murtaugh Highway District 1500 West/4900 East

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 Murtaugh Highway District Freight Route Project 1500 West/4900 East.

The 1500W/4900E Freight Route Rehabilitation Project for Murtaugh Highway District was listed as the \#2 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.

This project is part of a major effort to upgrade the SH-27 and US-30 corridor within Cassia County that serves the agricultural and commercial entities and improves this portion of the route for approval for use by $129,000 \mathrm{lbs}$. vehicles. The project will rehabilitate approximately 4.090 miles of roadway from US-30 to a point $500-\mathrm{ft}$ past the $800 \mathrm{~S} / 2900 \mathrm{~N}$ intersection.

The Mini-Cassia Transportation Committee understands that the base of this road is failing due to the amount of truck traffic (upwards of $46 \%$ trucks)that this road receives. The MCTC and its members fully support this project. We want to thank you and the advisory committee for their consideration in funding this project.

Sincerely,

[^0]
## CASSIA COUNTY TRANSPORTATION ADVISORY COMMITTEE

December 1, 2021

Mr. Scott Luekenga<br>Idaho Transportation Department<br>Freight Program Manager

RE: Critical Rural Freight Routes Letter of Support
Murtaugh Highway District 1500 West/4900 East
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 Murtaugh Highway District Freight Route Project 1500 West/4900 East.

Based on roadway condition, safety, traffic volume, and regional significance, CTAC listed the 1500W/4900E Freight Route Rehabilitation Project for Murtaugh Highway District as the \#2 Freight Route Project. This ranking is shown on our priority list approved at our annual prioritization meeting held on September 1, 2021,

This project is a portion of a major effort by the local highway jurisdictions in Cassia County and Murtaugh Highway District to upgrade the SH-27 to US-30 corridor which serves the agricultural and commercial entities along the route. This route serves agricultural and commercial entities. It improves the portion of the route for which will approve it for use by $129,000 \mathrm{lbs}$. vehicles. The project will rehabilitate approximately 4.090 miles of roadway from US-30 to a point 500-ft past the 800S/2900N intersection.

This Transportation Committee understands that the base of this road is failing due to the amount of truck traffic it receives. This traffic can be upwards of $46 \%$ trucks. CTAC and its members fully support this project. We want to thank you and the advisory committee for their consideration in funding this project.


## Greater Twin Falls Area Transportation Committee

Members:

| Twin Falls County | Buhl Highway District | Filer Highway District | Murtaugh Highway Dist. |
| :--- | :--- | :--- | :--- |
| Twin Falls Highway Dist. | Three Creek Highway Dist. | City of Buhl | City of Filer |
| City of Kimberly | City of Twin Falls | Twin Falls County Sherriff | Trucking Industry |

Chamber of Commerce

November 30, 2021

Idaho Transportation Department
Attn: Scott Luekenga
HQ - Highway Planning Service
P.O. Box 7129

Boise, ID 83707-1129

## RE: Murtaugh Highway District's Project for the Freight Program Project Application

Dear Mr. Luekenga:
The Greater Twin Falls Area Transportation Committee supports the following freight routes within the Murtaugh Highway District's jurisdiction: 4900E, 800 S to US-30; 2900N, 4200E to 4900E; and 4500E, 2900N to US-30.

The Greater Twin Falls Area Transportation Committee represents municipalities, highway districts, legislators, industry, commerce, and others in Twin Falls and Owyhee Counties. We are charged with supporting local efforts to maintain and improve the transportation infrastructure which provides vital connectivity throughout the county for the health, safety, and economic benefit of all users.

We thank you for your consideration in this matter.


CC: Chancey Perkins

To Whom It May Concern,
We, dairymen of eastern Twin Falls County and western Cassia County, support the addition of six miles of 4900 East and seven miles of 2900 North, Murtaugh, to Idaho's Critical Rural Freight Routes. There are several reasons for our support.

We believe that once these miles are designated as 129 route miles, there will be more opportunities for growth and agricultural support. The milk plants that purchase our product have been requesting, and are putting increasing pressure toward approved 129 milk routes, in order to service our dairies. This pressure is increasing year after year.

Our ability to survive the economic conditions that are present and to thrive in this everchanging business environment are currently limited by narrow roads and unsafe conditions. In addition to the several dairies along this route that utilize these roads daily, there are also laborers and harvest equipment sharing this route. Harvesting equipment continues to get bigger, and the roads can't handle this change safely.

Due to increased traffic, limited access to the highway because of Murtaugh Lake and Pickett's Desert, and because there is not currently a through road linking the Oakley Valley to Twin Falls County that enables farm goods to be brought to market efficiently from that area, we see the need for an improved route in this vicinity. It would save fuel, reduce unnecessary extra miles, and improve safety for our employees, community members, and neighboring communities and their businesses.

This route is good for our dairies and good for our Magic Valley economy. We fully support the Murtaugh Highway District's efforts to designate these 13 miles of road as Critical Rural Freight Routes in the State of Idaho.


Signature


Name


208-731-0867
Contact Information


Signature

-801-389-2628
Contact Information


Signature


Name
$\qquad$
Dairy
$\qquad$
Contact Information


Signature


Southside Dairy
Dairy
$\qquad$
Contact Information


Signature


South Ridge Milk
Dairy
208-312-4800
Contact Information


Signature
Jordan Funk
Name
Eagle View Dairy LLC


Contact Information

September 30, 2021

To Whom It May Concern

We have enjoyed our strong partnership with the Murtaugh Highway District. We appreciate your willingness to be an active partner in improving the transportation process and the desire to make Amalgamated's beet hauling operation as safe as possible for the public.

Currently, there is a discussion for designating to six miles 4900 East and another seven miles of 2900 North as Idaho Critical Rural Freight Routes. Due to the location of a beet pile, these are roads and routes we must utilize each year. Our trucks are on these roads nearly every day during the campaign and we want to be able to make their operation as safe as possible for the people we share the road with. We understand that funds are limited, but the improvement/designation of those stretches of road would pay immediate dividends to the safe operation of our beet project, as well as the folks we share the road with.

Thank you for your support of our company.

Sincerely


President


[^0]:    Garth Baker
    Mini-Cassia Transportation Committee Chairman

