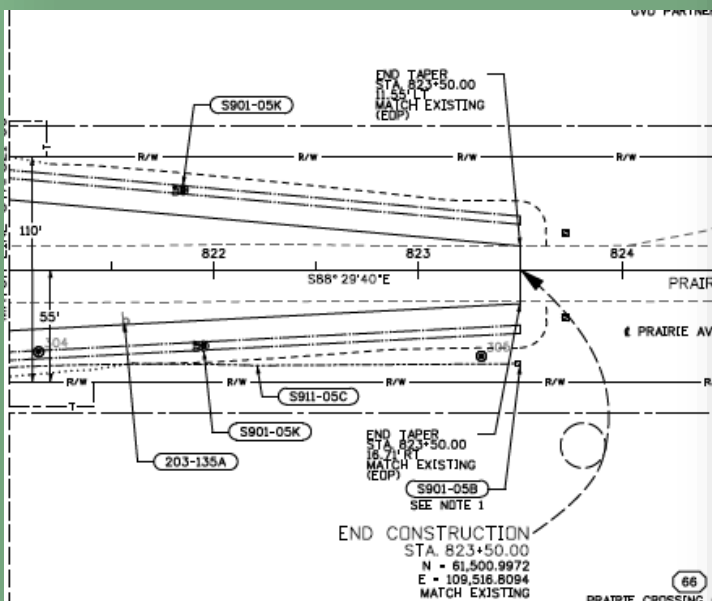




IDAHO FREIGHT PROGRAM PROJECT APPLICATION

Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave - Atlas Rd Intersection Improvements





Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements



*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:

Mailing Address: **5629 E. Seltice Way**
City: **Post Falls**
State: **Idaho**
Zip Code: **83854**

Contact person: **Michael Lenz**
Title: **Director of Highways**
Phone: **(208)765-3717**
Email: **mienz@postfallshd.com**

Co-Applicant (if different from Applicant):

Mailing Address:
City:
State:
Zip Code:

Contact Person:
Title:
Phone:
Email:



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

CONTENTS

Exhibit A - Project Cost Estimate

Exhibit B – Project Details

Exhibit C – Economic & Mobility Improvement Details

Exhibit D – Letters of Support



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Exhibit A - Project Cost Estimate: Prairie Ave Widening, SH-41 to Meyer Rd

The Prairie Ave Widening – SH-41 to Meyer Rd project limits is primarily the Post Falls Highway District (PFHD) Jurisdiction (0.75 mile section), with a 0.25 mile section within the City of Post Falls jurisdiction. This project will have a project match of 7.34%, as this project will widen Prairie Ave, a local road located in Kootenai County. The Project Match will primarily be the PFHD with funds generated by the District. The City of Post Falls has committed their support of this project with the support letter in Exhibit D.

This project includes costs for seven (7) partial parcel acquisitions, however the area is under a significant development pattern and it is anticipated that development progress through this project span may provide right-of-way dedications at developer's expense prior to the completion of final design. The environmental process for the project has not started, but the costs associated were included as part of the Design Costs, already funded through the STBG 2021-2027 Urban Program Fund. However, funding for construction is not yet scheduled for this critical "last mile segment". Construction Engineering & Inspection, mobilization and contingencies have been included in the Construction Cost Estimates. The preliminary construction estimates for construction, right-of-way, mobilization, construction engineering and inspection, and contingencies are \$4,465,000 with a \$327,731 match for the Post Falls Highway District, and \$635,000 with a \$46,609 match for the City of Post Falls.

	Total Cost Estimate ITD Form 1150	Local Match 7.34%
Post Falls Highway District	\$4,465,000	\$327,731
City of Post Falls	\$635,000	\$46,609

Project Cost Summary Sheet

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

Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Date	11/29/2021		
District	NHS-7045, PRAIRIE AVE; MEYER RD TO SH-41		
Location	Prairie Avenue from SH-41 Improvements to City of Post Falls Limits (1/4 m east of SH-41)		
Length in Miles	1	Segment Code	1
	0.25	Begin Mile Post	End Mile Post
		106.011	106.781

				Previous ITD 1150	Initial or Revise To

				1a. Preliminary Engineering (PE)	
				1b. Preliminary Engineering by Consultant (PEC)	

				3. Utility Adjustments: <input type="checkbox"/> Work	
				4. Earthwork	
				5. Drainage and Minor Structures	
				6. Pavement and Base	
				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/W	
				Location	
				<input type="checkbox"/> Repair/Widening/Rehabilitati	
				Location	
				9. Traffic Items (Delineators, Signi	
				10. Temporary Traffic Control (Sign	
				Separation)	
				11. Detours	
				12. Landscaping	
				13. Mitigation Measures	
				14. Other Items (Roadside Develop	
				Cutter, C.S.S. Items)	
				15. Mobilization 10 % of Item	
				16. Contingencies 15 % of Items 15 and 16	
				17. Construction Engineer and C	
				18. Total Construction Cost (15 +	
				19. Total Project Cost (1 + 2 + 1	
				20. Project Cost Per Mile	
				Prepared By	
				A. Hodges	

				15. Mobilization 10 % of Item	
				16. Contingencies 15 % of Items 15 and 16	
				17. Construction Engineer and C	
				18. Total Construction Cost (15 +	
				19. Total Project Cost (1 + 2 + 1	
				20. Project Cost Per Mile	
				Prepared By	
				A. Hodges	



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Exhibit A – Project Cost Estimate: Prairie Ave – Atlas Rd INT Improvements

The Prairie Ave and Atlas Rd Intersection Improvements project is located in the Post Falls Highway District jurisdiction. This project will have a project match of 7.34%, as this project will improve an intersection with local roads located in Kootenai County. The Project Match will be made by the PFHD with funds generated by the District.

This project anticipates a partial parcel acquisition on the southwest quadrant, and costs have been included in the project estimate. The environmental process for the project has not started, but the costs associated with this effort are included as part of the Design Cost Estimate. Construction Engineering & Inspection, mobilization and contingencies have been included in the Construction Cost Estimate. This estimate provides a total project cost of \$417,000 of which the Post Falls Highway District will be responsible for \$30,608.



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

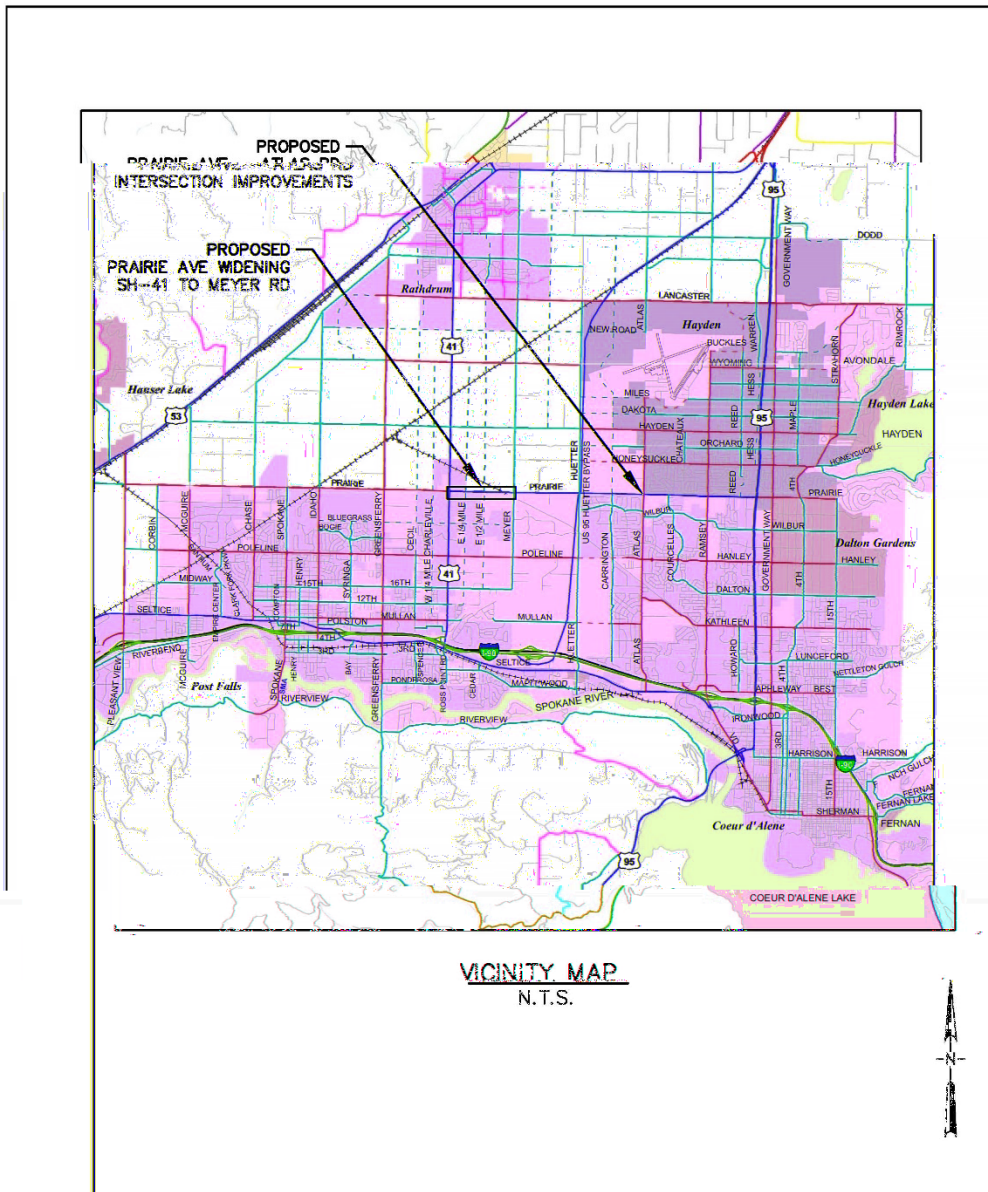
Key Number	Project Number	Date
	PRAIRIE AVE - ATLAS RD INT IMPROVEMENTS	12/1/2021
Location		District
Prairie & Atlas Intersection		1
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles
		Previous ITD 1150
		Initial or Revise To
1a. Preliminary Engineering (PE)		\$33,000
1b. Preliminary Engineering by Consultant (PEC)		\$79,000
2. Right-of-Way: Number of Parcels 1 Number of Relocations		\$23,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		\$40,000
4. Earthwork		\$5,000
5. Drainage and Minor Structures		\$1,000
6. Pavement and Base		\$9,000
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)		\$136,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$12,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$20,000
15. Cost of Constructions (Items 3 through 14)		\$223,000
16. Mobilization 10 % of Item 15		\$22,000
17. Construction Engineer and Contingencies 15 % of Items 15 and 16		\$37,000
18. Total Construction Cost (15 + 16 + 17)		\$282,000
19. Total Project Cost (1 + 2 + 18)		\$417,000
20. Project Cost Per Mile		
Prepared By:		
A. Hodges		




Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Exhibit B – Project Details

This Idaho Freight Program Projects Application is a request for two critical projects on the Prairie Ave, SH-41 to US-95 Critical Urban Freight Route (CUFR), see Vicinity Map below. To the west, this application proposes the completion of the “last-mile segment” improving Prairie Ave from two-lanes to five lanes between SH-41 and Meyer Rd. This project would complete Prairie Ave from SH-41 to US-95 to five lanes, eliminated the “bottle-neck” that currently exists in this stretch. To the east, this application proposes to provide improvements to the Prairie Ave and Atlas Rd intersection, a critical intersection providing access to the Coeur d’Alene Industrial Park and Hern Industrial Park.



VICINITY MAP
N.T.S.

INC. WERS	DRAWN BY: WFG	PLOT DATE: 12/01/2021	IDAHO FREIGHT PROGRAM PROJECTS VICINITY MAP	 RUEN-YEAGER & ASSOCIATES, INC. CONSULTING ENGINEERS - LAND SURVEYORS - PLAI 3201 N. HUETTER, STE. 102 COEUR D'ALENE, IDAHO 83814 (208)282-0820 219 PINE ST. SANDPOINT, IDAHO 83864 (208)285-4629
	PROJECT: P210106	SHEET: 1		
	FILE NAME:			
	P210106_EXHIBITS.DWG			



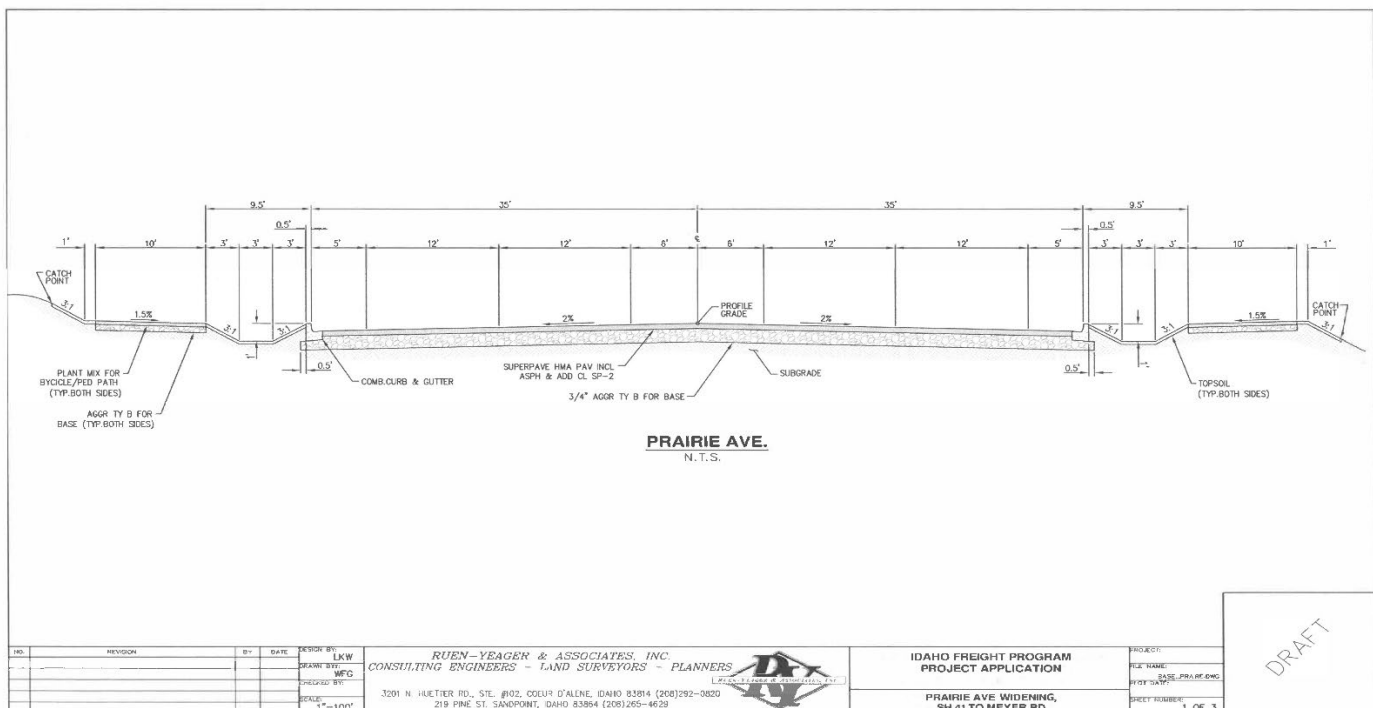
Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Prairie Ave Widening – SH-41 to Meyer Rd

Prairie Ave, between Meyer Rd and SH-41, is currently a two-lane road with 14-foot lanes and 1- to 2-foot shoulders. Prairie Ave, from Meyer Rd east to US-95, has been improved to a five-lane road with curb, gutter and a combination of sidewalk and bicycle/pedestrian pathways. The Prairie Ave at SH-41 intersection is currently under construction as part of the SH-41, Mullan Ave to Prairie Ave project (KN 19682). This project will improve approximately 400 feet of Prairie Ave from SH-41 eastward to a 7-lane roadway (2 left turn lanes, 2-travel lanes in each direction and a right turn lane north onto SH-41), with 500-foot taper eastward to transition from a 7-lane roadway to the existing 2-lane roadway. The purpose of this project is to improve the bottleneck segment between SH-41 and Meyer Rd, thereby completing this critical “last-mile segment” to the five-lane expansion of Prairie Ave from SH-41 to US-95.

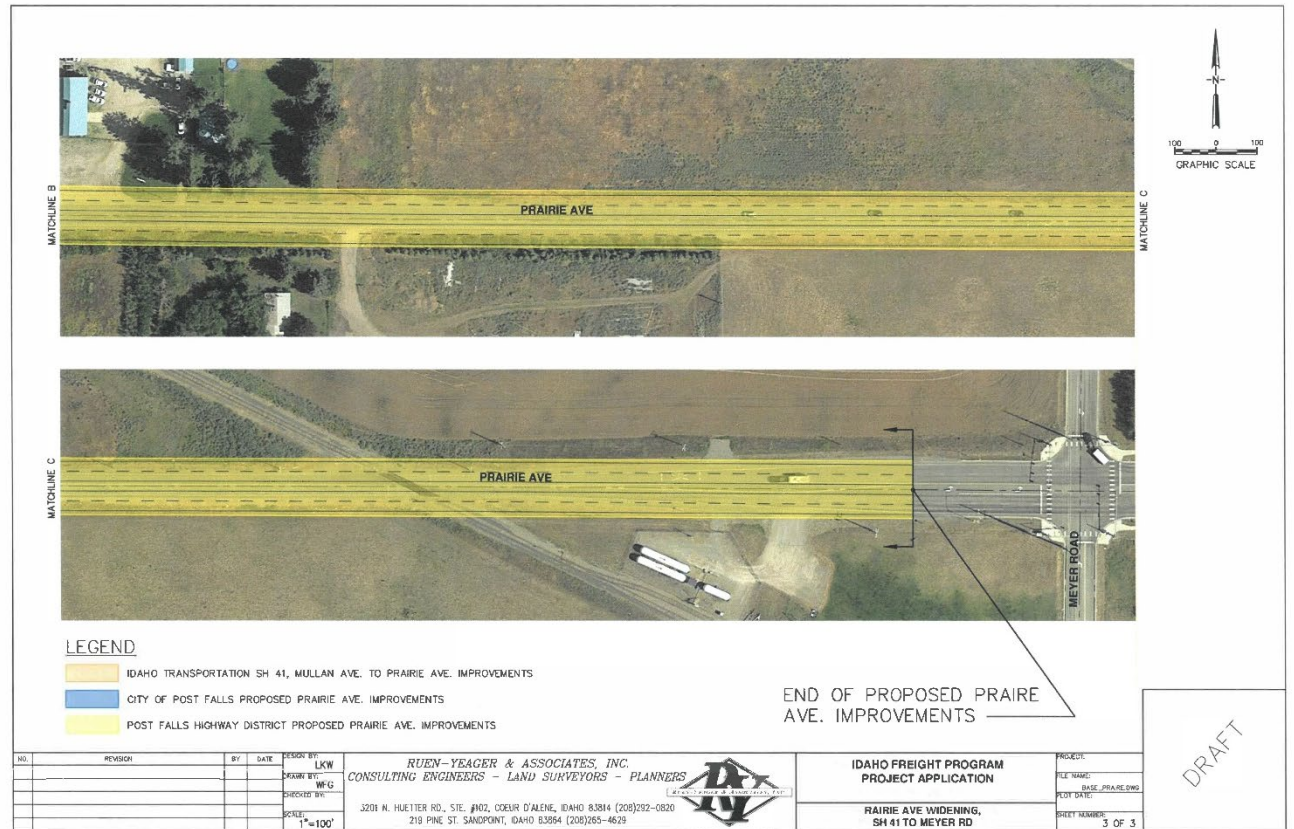
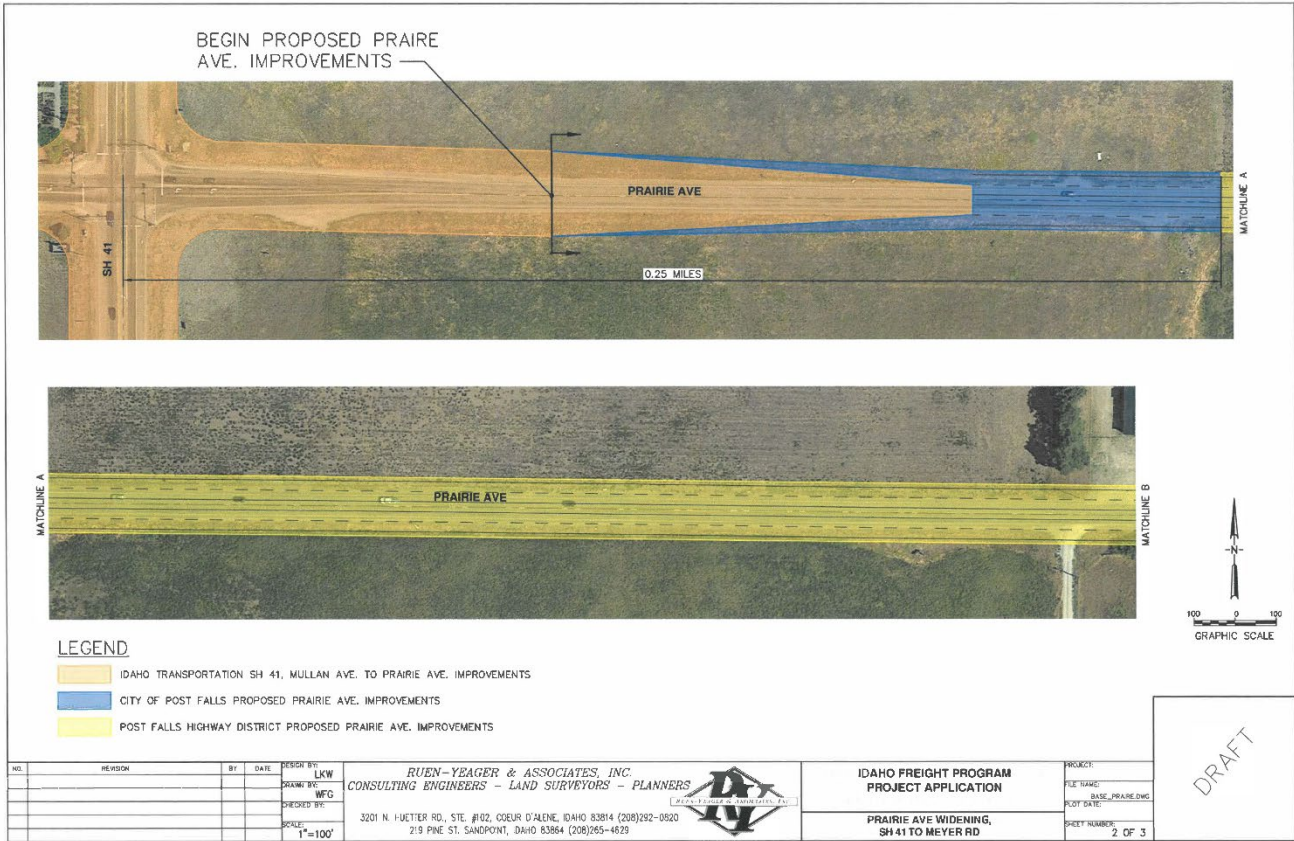
This project proposes to improve Prairie Ave from the limits of improvements from the SH-41, Mullan Ave to Prairie Ave project to Meyer Rd. These improvements span across approximately 0.25 miles of City of Post Falls jurisdiction and 0.75 miles of Post Falls Highway District jurisdiction. The roadway will be five lanes (two 12-foot lanes in each direction and a 12-foot center turn lane, with 5-foot buffers to face of curb) with curb and gutter. The project includes stormwater swales and ten-foot asphalt bicycle/pedestrian paths on both sides to connect the improvements from the SH-41 project to the improvements on Prairie Ave. The project will also include illumination on the section of roadway within the City of Post Falls jurisdiction.

See the following exhibits for Typical Section of proposed improvement section, and an exhibit representing the “last-mile segment” bottleneck between SH-41 and Meyer Rd.





Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements





Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Prairie Ave – Atlas Rd INT Improvements

The Prairie Ave is a Regional Critical Arterial Corridor, with Atlas Rd being a north-south minor arterial. Atlas Rd both northbound and southbound, has two 12-foot through lanes and a 12-foot turn lane. The four corners have a 30-foot radius.

The proposed improvement to this intersection is increasing the radius to 50-feet on the southwest and southeast corners. This will assist in safer passage for heavy truck traffic travelling in and out of the Coeur d'Alene Industrial Park and Hern Industrial Park located off Atlas Rd just south of this intersection. Eastbound trucks along Prairie Ave while making a right turn onto Atlas Rd cannot maintain their lane position and are frequently either jumping the curb or pulling into the left-turn

lane. In order to increase the radius, both signal poles on the southwest and southeast corners will need to be relocated, however it appears the signal controller box can remain in its existing location. The sidewalks, ADA ramps, and crosswalks will need to be retrofitted to provide safe access through the intersection. There is an Avista east-west electric transmission line and a north-south transmission line that both appear to be clear of the proposed improvements. There is a north-south buried Verizon telephone line that may or may not be in conflict, depending on the depth of the facility.

The improvement components will include new pavement, curb and gutter, retrofit the ADA facilities with new sidewalk and ADA ramps, the addition of pedestrian buttons, and the relocation of both the southwest and southeast signal poles with junction boxes, piping, and cabling relocated as required. See Exhibit below of proposed Prairie Ave – Atlas Rd Intersection Improvements.



Prairie Ave and Atlas Intersection



Prairie Ave and Atlas Intersection



**Prairie Ave Widening, SH-41 to Meyer Rd
& Prairie Ave – Atlas Rd INT Improvements**

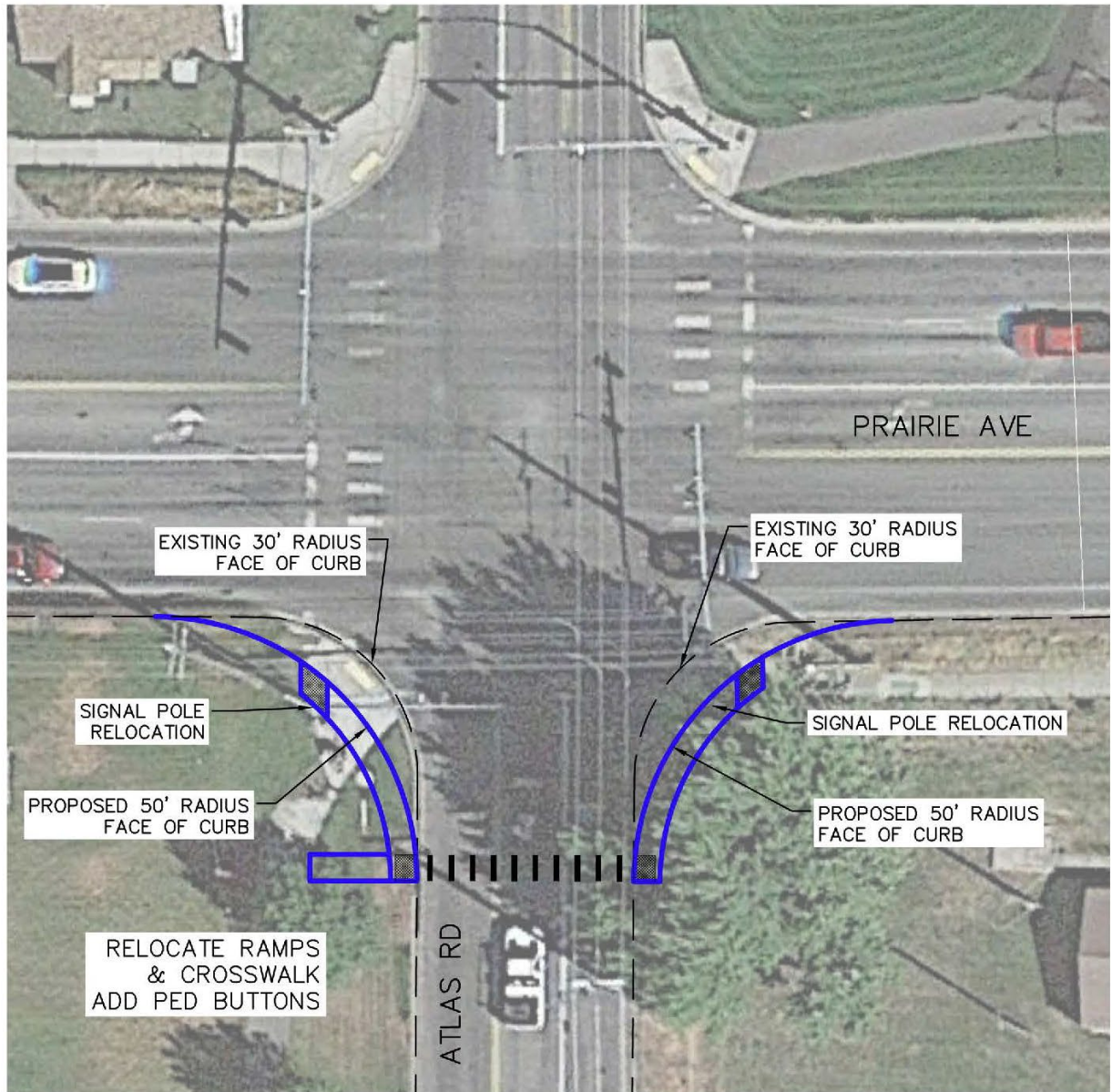
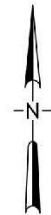


EXHIBIT
N.T.S.



DRAWN BY:	PLOT DATE:
WFG	12/01/2021
PROJECT:	SHEET:
P210106	1
FILE NAME:	
P210106_EXHIBITS.DWG	

**PRAIRIE AVE – ATLAS RD
INTERSECTION IMPROVEMENTS**



RUEN-YEAGER & ASSOCIATES, INC.
CONSULTING ENGINEERS – LAND SURVEYORS – PLANNERS

3201 N. HUETTER, STE. 102
COEUR D'ALENE, IDAHO 83814
(208)292-0820
219 PINE ST.
SANDPOINT, IDAHO 83864
(208)265-4629

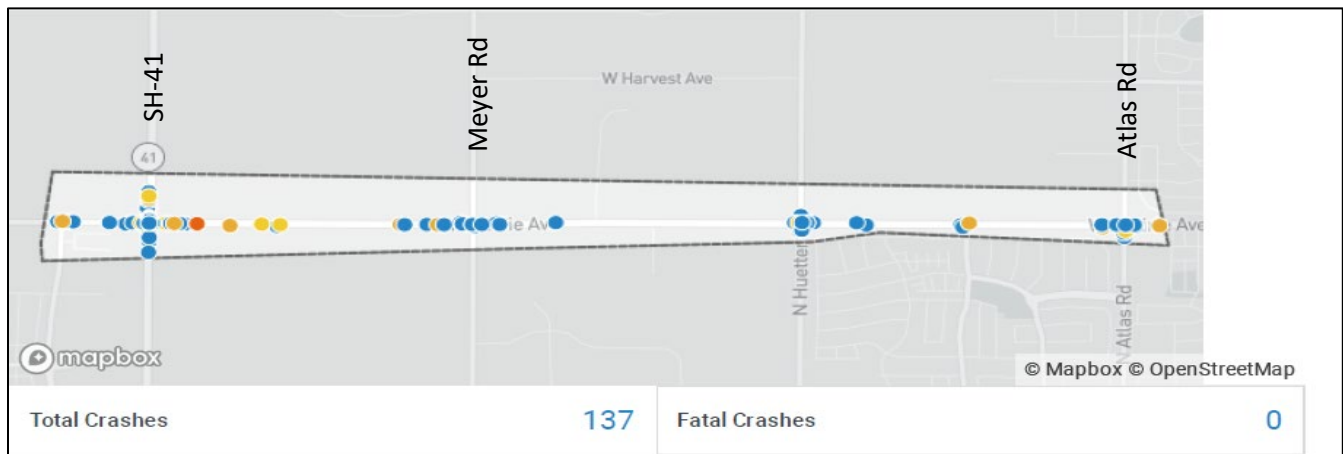


Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Exhibit C – Safety, Economic and Mobility Improvements

Safety Improvements

The Prairie Ave Widening, SH-41 to Meyer Rd is a 1-mile section of Prairie Ave considered a critical need project. Prairie Ave is designated as a Regional Critical Arterial Corridor and supports the largest volume of east-west traffic loads in the area. Making this even more critical are the current improvements to SH-41, which include a seven-lane roadway and 110-foot typical section at Prairie Ave and SH-41. This wide section then bottlenecks down to a two-lane roadway approximately 28-feet wide with varying shoulders from 1 to 2-feet creating a safety hazard for the traveling public. At Meyer Rd, the two-lane roadway then opens up to a five-lane roadway all the way to US-95. The ITD Crash Map below shows the concentration of accidents between SH-41 and Meyer Rd, compared to accident locations in other parts of Prairie Ave that in general are concentrated at intersections.



In the last five years, twenty-six accidents occurred between SH-41 and Meyer Rd, with four of those accidents a direct result of merging, slowing, and rear ending for westbound traffic. In this segment, there have been no fatalities, one (1) Type A injury, six (6) Type B injury, four (4) Type C injury and fifteen (15) property damage accidents.

This project in general will enhance safety by increasing capacity. The roadway will have a continuous center turn lane for left turn movements, reducing rear end and angle crashes. The bicycle/pedestrian facilities provide a safer path separated from the road section. The section of Prairie Ave within the City of Post Falls will have illumination, lighting the approach for westbound traffic to the intersection with SH 41.

At the Prairie Ave and Atlas Rd intersection, in the last five years there have been six (6) Type B injury accidents, one (1) Type C injury accident, and eleven (11) property damage accidents. There are numerous reports of large trucks having difficulty when heading eastbound and turning right on to Atlas Rd traveling to the Coeur d'Alene Industrial Park and Hern Industrial Park located to the south of the intersection. Trucks either jump the curb, swing into the left-turn lane if empty, or take up both lanes of Prairie Ave to make the turn. The situation is similar for trucks leaving the Industrial Parks heading north on Atlas. To travel east on Prairie Ave, they must swing wide to turn right and take up both lanes of Prairie Ave. By increasing to a 50-foot radius, most trucks will be accommodated, making this intersection much safer for the traveling public.



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Economic Improvements

The Prairie Ave Regional Critical Arterial is the most travelled east-west corridor. With the current improvements to SH-41, the tremendous population growth rate of the region, and continued development of the Rathdrum Prairie traffic along Prairie is anticipated to increase significantly. Being a major freight route, the economic impacts of the Prairie Ave Widening, SH-41 to Meyer Rd project just in reduced travel delays will positively impact the freight services that frequent this route. This particular stretch has seen traffic on Prairie Ave backed up from SH-41 all the way through the Meyer Intersection. This route is often used as an alternate east-west route when traffic is impacted on I-90.

The growth and development expected along this corridor has proposed projects in the planning stage that includes a shopping center at SH-41 and Prairie Ave (east), an Inland Northwest Tech Park at SH-41 and Prairie Ave (west), over two-thousand housing units projected to the south of Prairie Ave and a large section of the Jacklin properties listed as Jacklin Future Residential Land. Though some of this development will help with funding roadway improvements and right-of-way dedication, the improvements to Prairie Ave along this stretch will have a direct positive economic impact to the community, increase freight mobility and improve safety.

The Prairie Ave and Atlas Rd Intersection Improvements project will provide an economic impact to the freight traffic that uses Atlas Rd for entrance to the Coeur d'Alene Industrial Park and Hern Industrial Park. Businesses at these industrial parks have voiced frustration in figuring out delivery routes for freight. Many times, height restrictions at the I-90 bridge over Atlas Rd to the south limit the ability to take that route, leaving only the north route through the problematic Prairie Ave and Atlas Rd intersection. By removing this limitation, the economic impact to these industries will be significant, both in time, fuel, and miles.

Mobility and Traffic Counts

As the most traveled east-west corridor in Kootenai County, Prairie Ave connects SH-41 to US-95. Prairie Ave corridor has an AADT of 10,500 (with 820



Prairie Ave and Ramsey Intersection

being commercial vehicles) on the west end from SH-41 to Huetter Rd. Traveling east from Huetter Rd to US-95 the traffic increases to an AADT of 20,500 (with 240 being commercial). The AADT of 20,500 is comparable to SH-41 traffic and much greater than Seltice Way traffic at an AADT of 13,000 already on the CUFR. Prairie Ave Corridor houses ITD District 1 at the east end, the Coeur d'Alene Industrial Park and Hern Industrial Park, both south of Prairie Ave off Atlas Rd, numerous agriculture fields with active farming operations, and The Hugh's

Beef Farm and Jacklin Seed Company between Meyer Rd and SH-41 and provides the route to the Kootenai County Transfer Station located on Prairie Ave west of SH-41.



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Exhibit D – Support Letters

ITD – D1 Support Letter



IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

(208) 772-1200
itd.idaho.gov

November 23, 2021

Glenn F. Miles
Executive Director
Kootenai Metropolitan Planning Organization
250 Northwest Blvd., Suite 209
Coeur d'Alene, ID 83814

Re: Critical Urban Freight Network





Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

KMPO Support Letter



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

November 30, 2021

Scott Luekenga
Freight Program Manager
Highway Development Planning Service
Idaho Transportation Department
3311 West State Street
Boise, ID 83709-1129

Subject: Post Falls Highway District - Prairie Ave., State Highway 41 to U.S. 95. Freight Movement Improvement Project.

Dear Mr. Luekenga,

The Kootenai Metropolitan Planning Organization (KMPO) wholeheartedly supports the Post Falls Highway Districts application for Freight Mobility funding to complete the five-lane section of Prairie Avenue as well as the improvements to the Atlas Road intersection. These two improvements address recognized deficiencies that have an impact on the safe and efficiency delivery of freight and goods to the Atlas Industrial Park as well as light industrial, commercial business on the south side of the Coeur d' Alene Airport.

Prairie Avenue between SH-41 and U.S. 95 is a designated Regional Critical Arterial Corridor and with the upcoming completion of SH-41 widening, KMPO expects greater utilization of both SH-41 and Prairie Avenue. This project would complete the widening of the remaining two-lane section between Meyer Road and ITD's intersection improvements at SH-41, which is a regionally significant transportation issue.

Lastly, this segment of Prairie Avenue also provides an I-90 alternate route to avoid closures and Freight travel time delay associated with stop and go traffic on U.S. 95 from I-90 to Prairie Avenue.

Should you have questions, Please feel free to contact me.
(208) 930-4164 or giles@kmpo.net

Regards,

Glenn F. Miles
Executive Director

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

250 Northwest Blvd, Suite 209 Coeur d' Alene, ID 83814
1-208-930-4164 website: www.kmpo.net



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

City of Post Falls Support Letter



Office of the Mayor

November 30, 2021

Mr. Michael Lenz, Director – Post Falls Highway District
5629 E Seltice Way
Post Falls, Idaho 83854

RE: Prairie Avenue – Critical Freight Corridor Classification and Grant Application

Dear Mr. Lenz,

The City of Post Falls has been made aware of and supports the Post Falls Highway Districts efforts in classifying Prairie Avenue (SH41 to US95) as a Critical Freight Access Corridor. The City further supports the Highway districts efforts to acquire grant funding for the construction of roadway improvements needed to enhance freight mobility within the corridor.

Prairie Avenue is regionally and locally classified as a Principle Arterial Roadway. The City of Post Falls has further identified Prairie Avenue as a primary truck route for all portions located within the City. Within the City's Transportation Master Plan (2018), the City has adopted standards and policies that correspond with the Kootenai Metropolitan Planning Organizations (KMPO) SH41 Corridor Master Plan and Critical Arterials Corridor Policy. All of these documents identify the importance of Prairie Avenue for freight and the need to preserve Prairie Avenue for regional mobility.

In 2020, the City co-applied with the Highway District for funding to construct missing roadway improvements along Prairie Avenue between SH41 and Meyer Rd. With current and planned developments along Prairie Avenue, improvements to the roadway are likely to be needed sooner than current funding mechanisms will allow. Preservation of Prairie Avenue for regional mobility and the construction of roadway improvements that support and enhance the safe and efficient mobility of freight are essential for successful commercial opportunities and economic development. Construction of roadway improvements now would further benefit and support the long-range planning for construction of the Huetter by-pass, which would intersect and cross the project area.

Please let me know what other actions the City of Post Falls can consider to further work with the Post Falls Highway District in making these projects a successful reality.

Regards,

A handwritten signature in blue ink, appearing to read "Ronald G. Jacobson".

Ronald G. Jacobson
Mayor



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Kootenai County Support Letter



KOOTENAI COUNTY

PUBLIC TRANSPORTATION

23 November 2021

Mr. Michael Lenz
Director of Highways
Post Falls Highway District
5629 E. Seltice Way
Post Falls, Idaho 83854

Re: Letter of Support for the Prairie Avenue, Five Lanes from Meyer Road to SH-41/
Atlas Intersection Improvements through the Idaho Freight Program

Dear Mr. Lenz:

Kootenai County Public Transportation (Citylink North) fully supports the Prairie Avenue, Five Lanes from Meyer Road to SH-41 and the Atlas Road Intersection Improvements project through the Idaho Freight Program for multimodal transportation projects 2024-2029.

Citylink North agrees this two-part project will complete a critical link on Prairie Avenue, improving a major arterial and making a safer travel route for future public transportation services and the community as a whole, and provide needed improvements to the Prairie and Atlas intersection resulting in a safer travel way for freight traffic.

We hope you are successful with your grant application.

Sincerely,

A handwritten signature in blue ink that reads "Jody Bieze".

Jody Bieze, Director
Kootenai County Public Transportation



Prairie Ave Widening, SH-41 to Meyer Rd & Prairie Ave – Atlas Rd INT Improvements

Thorco Inc. Support Letter



P.O. Box 2167
4950 N. Manufacturing Way
Coeur d'Alene, ID 83816
(208) 765-0648
Fax (208) 664-6890
Email: info@thorcoeda.com

November 30, 2021

Michael Lenz
Director of Highways

Post Falls Highway District
5502 E. Prince Way
Post Falls, ID 83854

RE: Letter of Support for the widening of the Atlas Rd intersection at Prairie Ave.

Dear Mr. Lenz,

I have to
order for their
for deliveries
Industrial
All also help

Thorco, Inc. fully supports the widening of the intersection at Prairie and Atlas. As of now, we redirect our large truck and semi truck miles away when returning to our headquarters in order to be accommodated safely within the roadway. We also have to reroute a lot of our major via large truck or semi truck due to the road restrictions that are presently surrounding the Park. With this road widening it will not only reduce our costs for travel, labor and fuel, it will expedite deliveries of products and materials.

We appreciate the opportunity to provide support for this improvement.

Sincerely,

Heather Duff
President