



Murtaugh Highway District



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 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: [Murtaugh Highway District](#)

Mailing Address: [PO Box 147/108 Archer St.](#)
City: [Murtaugh](#)
State: [Idaho](#)
Zip Code: [83344](#)

Contact person: [Chancey Perkins](#)
Title: [Director of Highways](#)
Phone: [\(208\)731-3515](#)
Email: murtaughhwydistrictforeman@gmail.com

Co-Applicant (if different from Applicant):

Mailing Address:
City:
State:
Zip Code:

Contact Person:
Title:
Phone:
Email:



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Project Cost Estimate Exhibit One





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
MHD: 1500W/4900E; 800S/2900N to US-30			4
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: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$129,000
5. Drainage and Minor Structures		\$31,000
6. Pavement and Base		\$2,236,000
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)		\$46,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		\$22,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$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:

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	Total/Ave	Section	Ballast Depth		Area	Base Width	Volume
			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		ft/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-CI 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		
Major 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	gal/mi	40.90	MG	\$ 165.00	\$ 6,748.50		
Brooming	1	mi/mi	4.09	mi	\$ 1,300.00	\$ 5,317.00		
Approaches	4	ea/mi	16	ea	\$ 1,000.00	\$ 16,000.00		
		ft/mi	-	ac		\$ -		
Metal Guardrail		ft/mi	-	ft	\$ 25.00	\$ -		
Terminal End Section		ea/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-CI 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	ls	\$ 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	ea/mi	8	ea	\$ 3,500.00	\$ 28,000.00		
Seeding	10	ft/ft	9.92	ac	\$ 600.00	\$ 5,949.09		
Misc Items Total						\$ 144,428.09		

		Sub-Total	\$	2,280,770.47
	Design Engineering @	25%	\$	570,000.00
R/W	10 ft/ft=	4.96 ac @ \$/ac	\$	15,000.00
	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%/year on the ITD 1150 Form to account for inflation for projected construction in 2024.

Project Details Exhibit Two



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 800S/2900N 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 ±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 1500W/4900E 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 (PCI) of 48 determined by the Murtaugh Highway District (MHD) Pavement Management System. This level of PCI places this section of roadway in the Rehabilitation category according to the Cassia County Master Plan PCI Maintenance Guidelines.



The existing asphalt width is ±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).

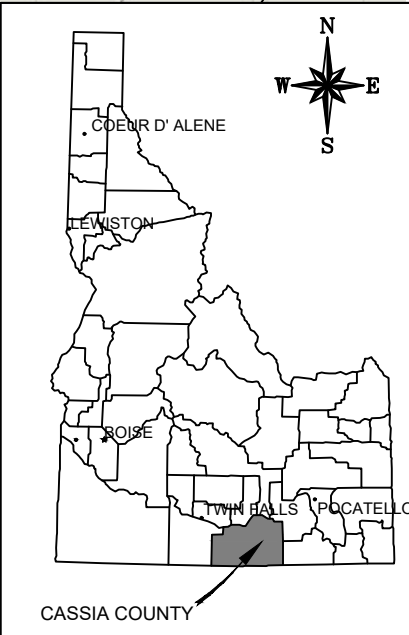
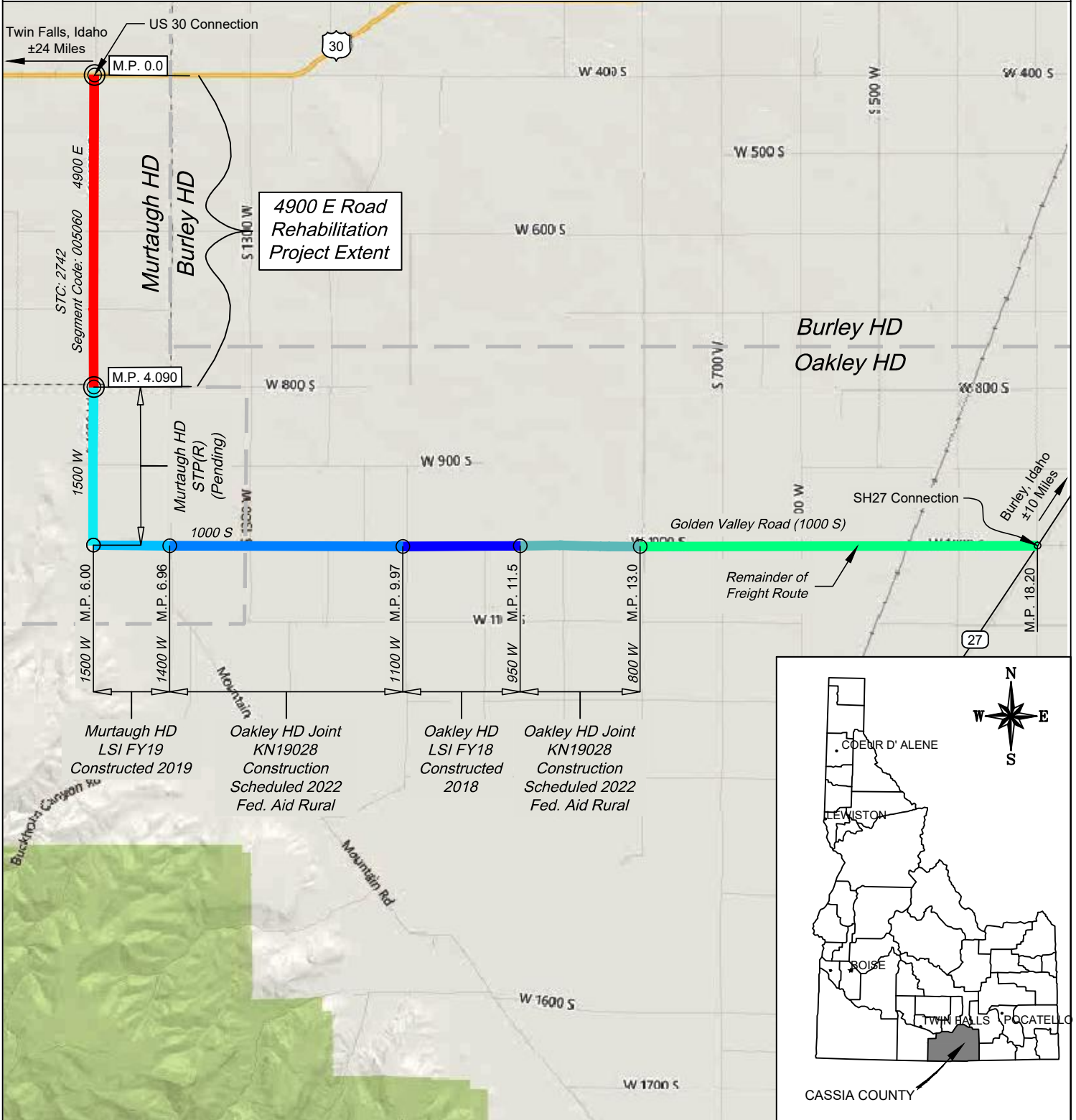
Recent projects include the Oakley Highway District’s LSI Project between 900W & 1100W and MHD’s LSI Project between 1400W & 1500W. Currently, MHD & OHD have a joint STP-R Project scheduled in FY-22 for the segments between 1100W and 1400W and 800W and 950W, and includes realigning the curve at 1500W and 1000S 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 in conjunction with this project will complete the immediately needed improvements for the 1000S/1500W Corridor.

MURTAUGH HIGHWAY DISTRICT 1500W/4900E FREIGHT ROUTE REHABILITATION

Vicinity Map



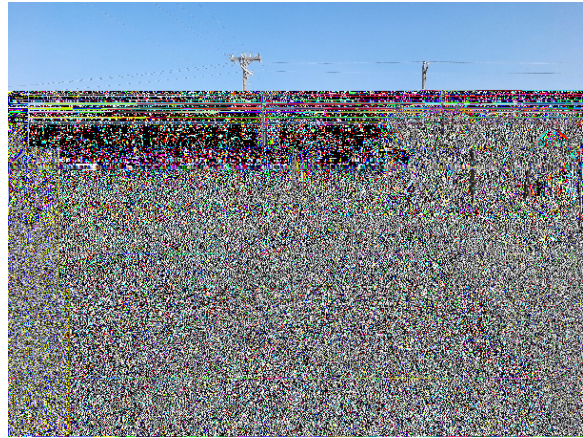
MURTAUGH HIGHWAY DISTRICT 1500W/4900E FREIGHT ROUTE REHABILITATION



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

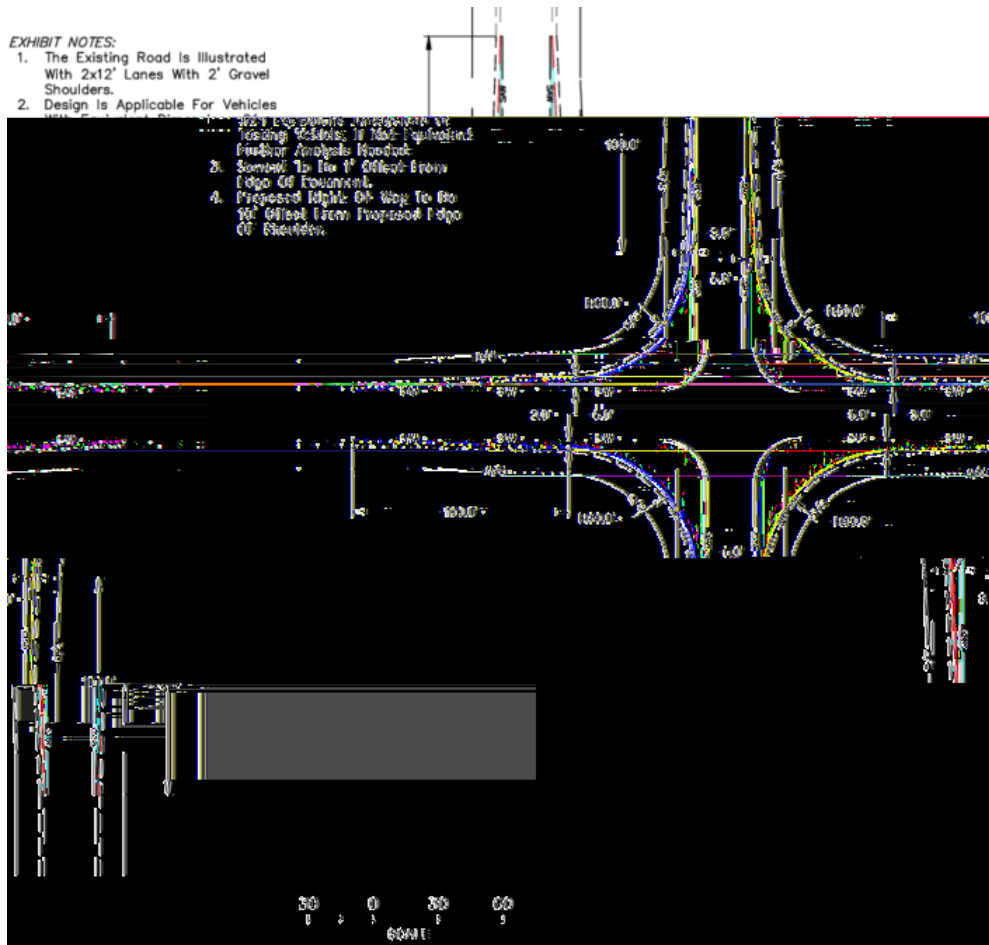
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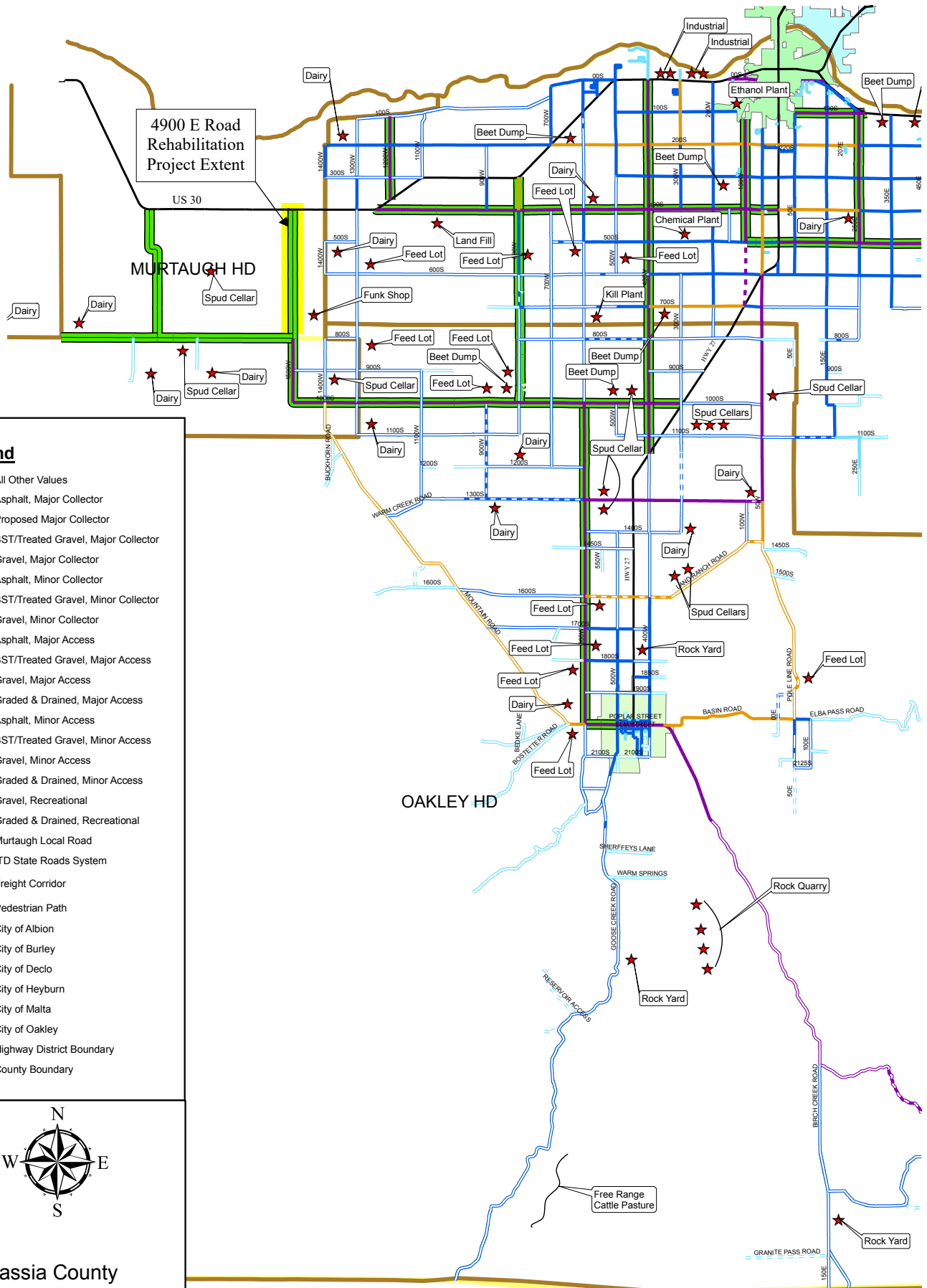
Three crashes have occurred within the project limits of this project. A “B” injury accident was associated with running a stop sign and two “Property Damage” accidents; one associated with animals in the road and the other related to the vehicle not being able to stay in its lane. Project-specific mitigation 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 lbs. vehicles according to NIATT Guidelines, the Cassia County Highway Standards, and MHD Policy. Specifically, the approach radii at 800S/2900N, 3000N, 3100N, and 3200N 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 MHD, as typified in the diagram below:





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

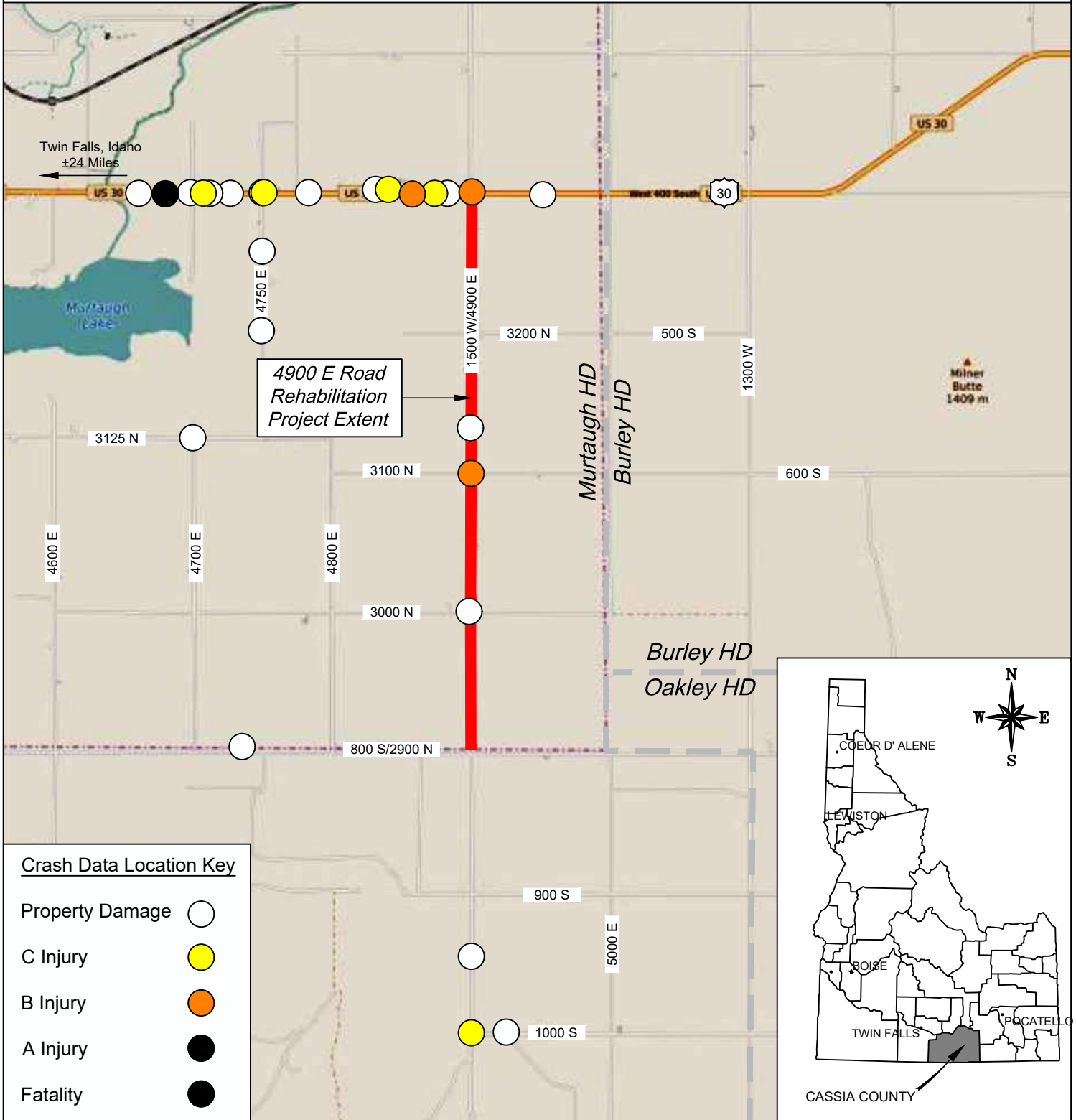


**Cassia County
Functional Class and
Surface Type Map &
Traffic Generators**



MURTAUGH HIGHWAY DISTRICT 1500 W/4900 E FREIGHT ROUTE REHABILITATION

Crash Map



MURTAUGH HIGHWAY DISTRICT 1500 W/4900 E FREIGHT ROUTE REHABILITATION



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

Scale: N.T.S. Date: 12/1/2021 Project Number: -
Drawing: P:\Projects\Murtaugh HD 039-21\Freight Route\CADD\8.5X11 Crash Map.dwg

Safety, Economic & Mobility Details Exhibit Three

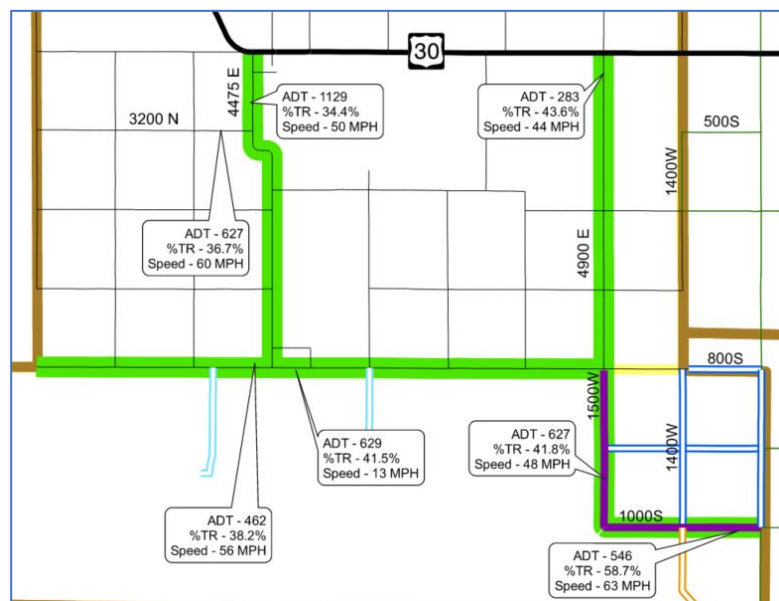


Safety, Economic and Mobility Details:

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 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 1500W between 800S and 1000S (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.

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 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 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



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
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rob10.bhd@gmail.com

Brenda Bailey, Sec

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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 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.

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,



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
Murtaugh Highway District 1500 West/4900 East

Dear Mr. Scott Luekenga and Freight Advisory Committee:

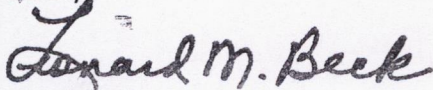
This letter is to confirm that the Cassia County Transportation Advisory Committee (CTAC), consisting of Cassia County Road & Bridge, Albion, Burley, Murtaugh, Oakley and Raft River Highway Districts and the Cities of Albion, Declo, Malta, and Oakley; along with the Transportation Plan Update proposed 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 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.

Sincerely,



Leonard Beck,
Cassia County Transportation Advisory Committee Chairman

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, 800S 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.

Sincerely,


Gerald Martens, Chairman

CC: Chancey Perkins

September 27, 2021

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.

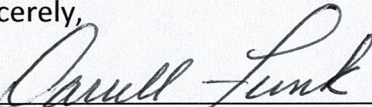
We believe that once these miles are designated as 129 route miles, there will be more opportunities for growth and agricultural support. The milk plants that purchase our product have been requesting, and are putting increasing pressure toward approved 129 milk routes, in order to service our dairies.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

Our ability to survive the economic conditions that are present and to thrive in this ever-changing 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.

Sincerely,




Signature

Darrell Funk
Name

Double Eagle Dairy
Dairy

208-731-0867
Contact Information

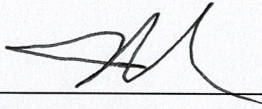


Signature

Mark England (G.M.)
Name

Dry Creek Dairy
Dairy

801-389-2628
Contact Information



Signature

Mark England (b.m)

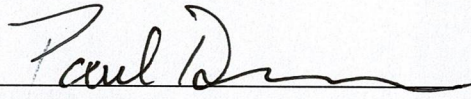
Name

Idaho Magic Milk

Dairy

801-389-2628

Contact Information



Signature

Paul Duncan

Name

South Ridge Milk

Dairy

208-312-4800

Contact Information



Signature

Mark England (b.m)

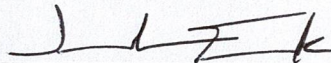
Name

Southside Dairy

Dairy

801-389-2628

Contact Information



Signature

Jordan Funk

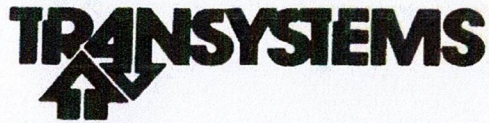
Name

Eagle View Dairy LLC

Dairy

(208) 731-5093

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

Errol Rice

A handwritten signature in black ink, appearing to read "ERROL RICE", written over a horizontal line.

President