

3700 N. ROAD
TWIN FALLS COUNTY, IDAHO
BUHL & FILER HIGHWAY DISTRICTS

MP 14.88 TO MP 19.88

2021 FREIGHT PROGRAM PROJECT APPLICATION



lhtact2

3700 N. ROAD, MP 14.88 TO MP 19.88 TWIN FALLS COUNTY, IDAHO

APPLICATION INFORMATION

Applicant: Buhl Highway District
Mailing Address: P.O. Box 386
City: Buhl
State: Idaho
Zip Code: 83316

Contact Person: John Zamora
Title: Road Foreman
Phone: office: (208) 543-4298 or cell: (208) 420-4312
Email: buhlhighwaydistrict@filertel.com

Applicant: Filer Highway District
Mailing Address: P.O. Box 29
City: Filer
State: Idaho
Zip Code: 83328

Contact Person: Travis Brewer
Title: Road Foreman
Phone: office: (208) 326-4415 or cell: (208) 308-4915
Email: fhdclerk@filertel.com

3700 N. ROAD, MP 14.88 TO MP 19.88 TWIN FALLS COUNTY, IDAHO

PROJECT DETAILS

This project is jointly sponsored by Buhl and Filer highway districts and consists of overlay and reconstruction of 3700 N. Road in Twin Falls County, Idaho, south of Buhl and Filer Idaho (see Figure 1: Vicinity Map). The proposed project includes 2 ½ miles of mill and overlay and 2 ½ miles of complete roadway reconstruction and shoulder widening utilizing cement recycled asphalt base stabilization CRABS. The project begins at milepost 14.88 and ends at milepost 19.88.



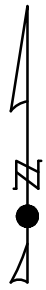
Currently, 3700 N. Road is classified as a Rural Major Collector and provides a route that connects to US-30 on the west side and connects directly to US-93 on the east side. Both US-30 and US-93 connect to I-84 which is part of the National Highway Freight Network (NHFP). This roadway is heavily relied on to transport agricultural goods from the field or farm to processing plants. 3700 N. Road provides direct access to the rural farms and many large dairy operations. It also provides as a collector for accessing economically important recreation and tourist opportunities access to Balance Rock, Balanced Rock County Park and the Owyhee desert and the Snake River to the north-east. 3700 N. Road provides access to hunting and fishing opportunities.

Traffic counts documents Average Daily Traffic of 1,625 vehicles with 31% truck traffic. 3700 N. Road presents extensive rutting, as much as 1 to 2 inches along most of the project designated for reconstruction. This surface distress presents significant safety issues including hydroplaning and unanticipated lane departures. In addition, significant surface distress including potholes and cracking is present along the project length. Surface distress or pavement cracking including alligator, longitudinal, transverse, block, and edge cracking are serious. The intensity of cracking varies from 0-2.5 according to the ITD Pavement Rating Manual.

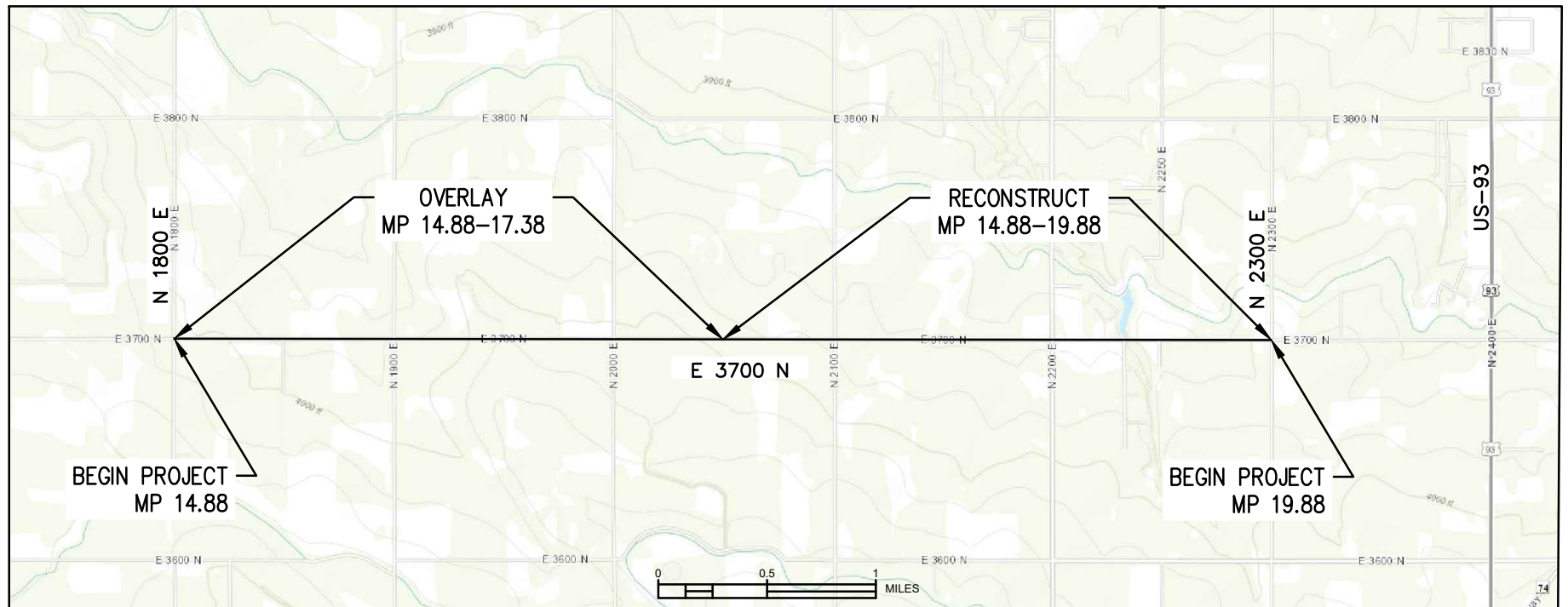
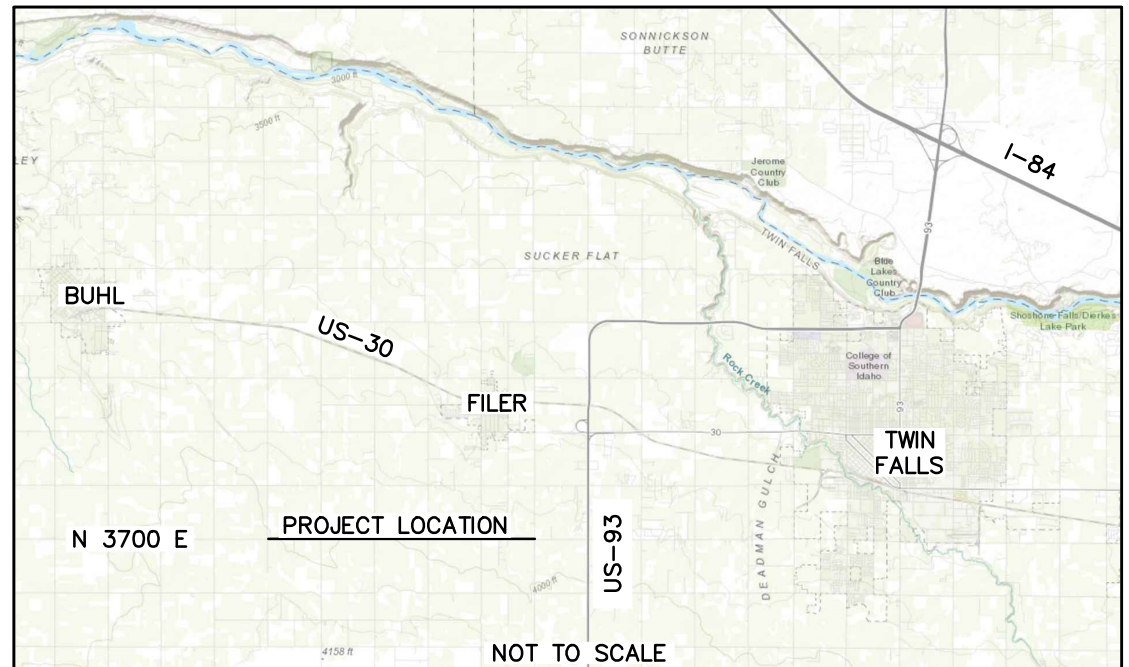
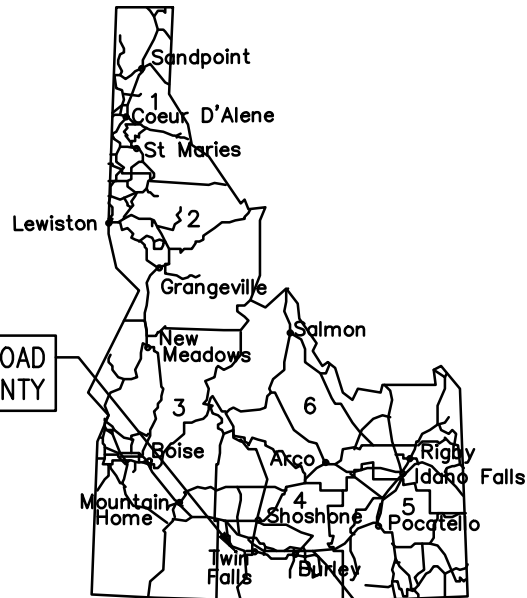
A 36-mile route to connect farmland and dairies to both Highway 93 and Highway 30 has been established as seen in Figure 2. The most degraded section of roadway has been selected for this initial project with the commitment of the highway districts to continue repairing and rehabilitating other sections as needed.

Rehabilitation and reconstruction are critical for the transportation of agricultural products southwest of Twin Falls. The cost of project is significant and greater than the highway districts can bare.





E 3700 N ROAD
TWIN FALLS COUNTY

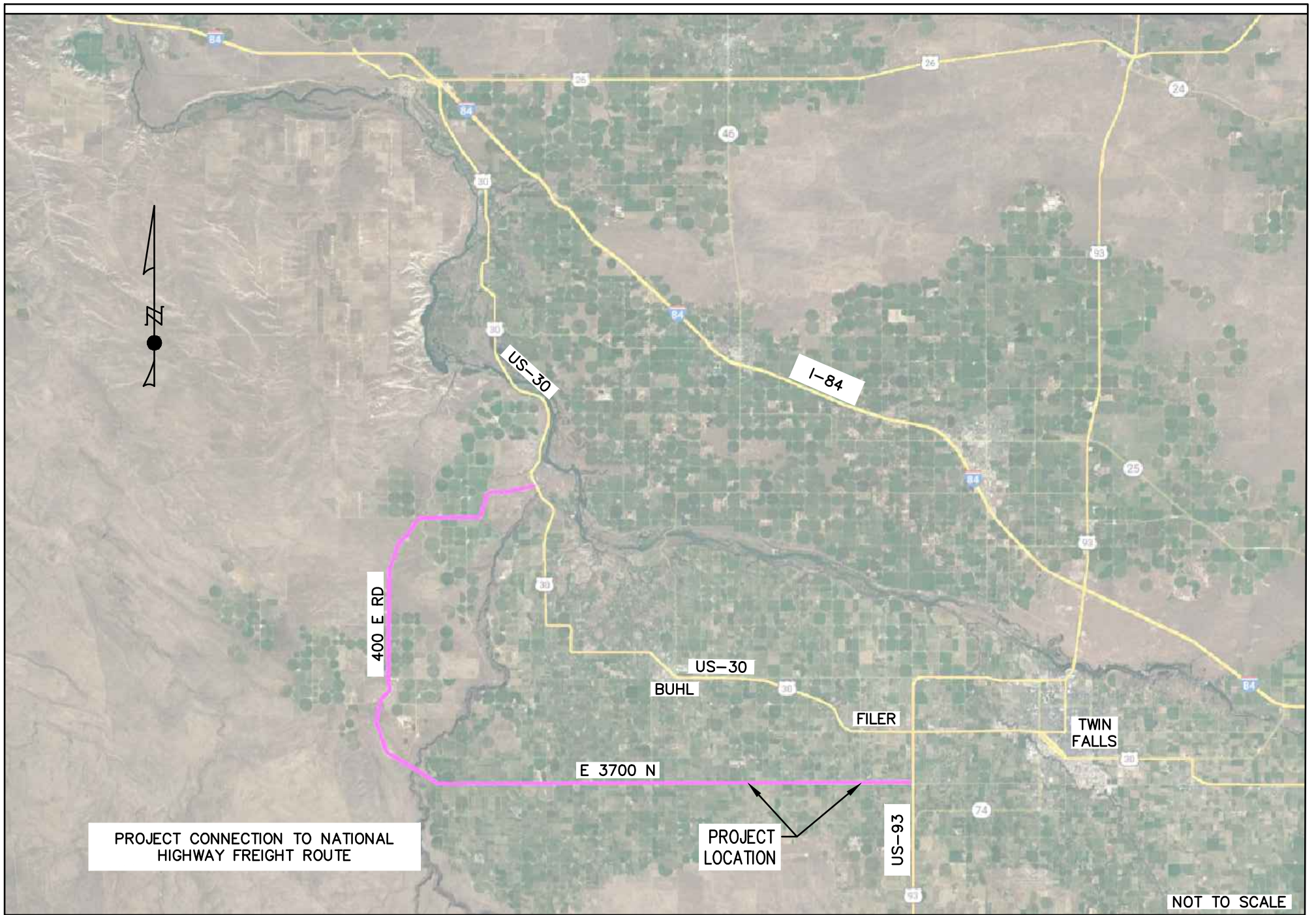


HMH ENGINEERING
112 E. SHOSHONE FALLS STREET, SUITE 4
TWIN FALLS, ID 83301

3700 N. ROAD
MP 14.88 TO 19.88
BUHL HD & FILER HD, IDAHO

VICINITY MAP

FIGURE
1



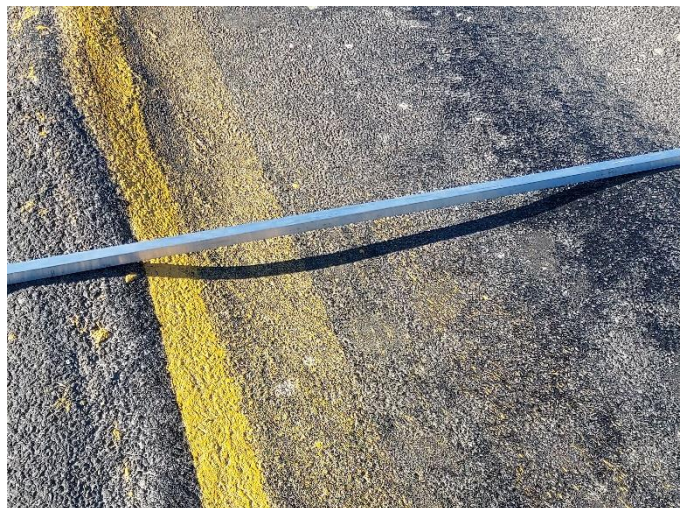
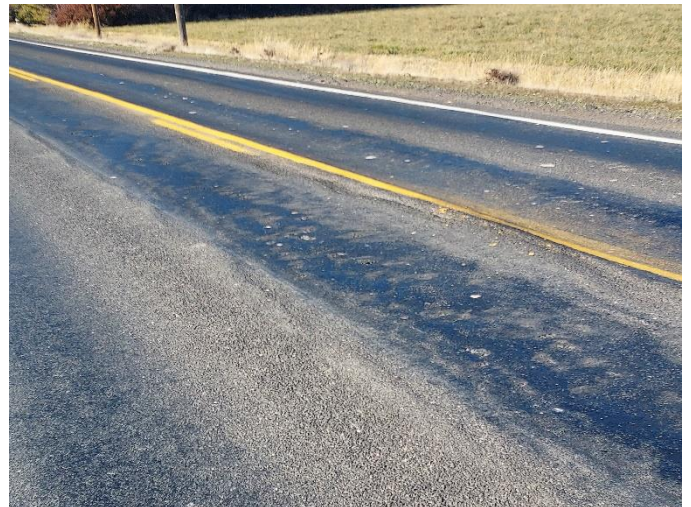
3700 N. ROAD, MP 14.88 TO MP 19.88 TWIN FALLS COUNTY, IDAHO

Cost Estimate

This project is jointly sponsored by Buhl and Filer highway districts. Projects selected for freight funds require a minimum of a 7.34% match. Buhl and Filer highway districts have agreed to split the match proportionally based on which portions of the roadway are within their districts. Each highway district will pay their share with general highway district funds.

This project will not require additional right-of-way. The environmental process has not been started but is anticipated to be minor since there will not any construction in previously undisturbed areas. Cost for environmental requirements is included in the cost estimate under the Design Engineering line item.

With the assumptions made for the project, the cost estimate is just over \$4.1-million, and the highway districts match will be \$303,462. The highway districts have agreed to split the match proportionally based on which portions of the roadway are within their districts. Filer Highway Districts portion of the match is estimated to be \$254,841 and Buhl Highway Districts portion will be \$48,621.



3700 N. ROAD, MP 14.88 TO MP 19.88

TWIN FALLS COUNTY, IDAHO

Date:	December 1, 2021
Agency:	Buhl & Filer Highway District
Roadway:	3700 N. Road
1800 To ≈ 2050	
	Total/Ave
Begin Const. MP	14.88
End Const. MP	17.38
Length (mi)	2.50
Length (ft)	13200.00
Surface Width (ft)	28.00
Shoulder Width (ft)	2.00
Lanes	2.00
Crown Slope (%)	2.00%
Foreslope (X:1)	4.00

QUANTITY ESTIMATES - OVERLAY

Materials	Estimating Data	Quantity	Units	Unit Cost	Total Cost	
Hot Mix Asphalt Pavement - 3"	152.0 lb/cf	7,022	TON	\$ 100.00	\$ 702,240.00	
Rotomilling/Reclaiming (y/n)	sy	41,067	SY	\$ 1.00	\$ 41,066.67	
Traffic Control	EST	1	LS	\$ 4,000.00	\$ 4,000.00	
Stripping - Centerline	1/2 skip	6,600	LF	\$ 1.00	\$ 6,600.00	
Miscellaneous	EST	1	LS	\$ 5,000.00	\$ 5,000.00	Roadway \$ 743,306.67
Mobilization @ 10%	EST	1	LS	\$ 75,890.67	\$ 75,890.67	Misc \$ 91,490.67
						Sub-Total \$ 834,797.33

Design Engineering @ 15%	\$ 125,220
Construction Sub-Total	\$ 960,016.93
Constr. Engr. & Cont. @ 15%	\$ 144,002.54

Roadway	\$ 743,306.67
Misc	\$ 91,490.67
Contingency	\$ 144,002.54
Engineeirng	\$ 125,219.60
Total Project Cost	\$ 1,104,019.47
Cost/Mile	\$ 441,607.79

≈2050 to 2300

	Total/Ave
Begin Const. MP	17.38
End Const. MP	19.88
Length (mi)	2.50
Length (ft)	13200.00
Surface Width (ft)	25.00
Shoulder Width (ft)	2.00
Lanes	2.00
Crown Slope (%)	2.00%
Foreslope (X:1)	4.00

QUANTITY ESTIMATES - RECONSTRUCTION

Materials	Estimating Data	Quantity	Units	Unit Cost	Total Cost	
Hot Mix Asphalt Pavement - 4"	152.0 lb/cf	8,360	TON	\$ 100.00	\$ 836,000.00	
Excavation and Haul	sy	36,667	SY	\$ 10.00	\$ 366,666.67	
Portland Cement	3% of base	997.00	TON	\$ 190.00	\$ 189,430.00	
Shoulder Material	135.0 lb/cf	2,000	TON	\$ 25.00	\$ 50,000.00	
3/4"(-) for Base	135.0 lb/cf	24,057	TON	\$ 25.00	\$ 601,425.00	
Excavation/Borrow	EST	5,000	CY	\$ 8.00	\$ 40,000.00	
Traffic Control	EST	1	LS	\$ 4,000.00	\$ 4,000.00	
Striping - centerline	1/2 skip	6,600	LF	\$ 1.00	\$ 6,600.00	
Miscellaneous	EST	1	LS	\$ 25,000.00	\$ 25,000.00	Roadway \$ 2,083,521.67
Mobilization @ 10%	EST	1	LS	\$ 211,912.17	\$ 211,912.17	Misc \$ 247,512.17
						Sub-Total \$ 2,331,033.83

Design Engineering @ 15%	\$ 349,655.08
Construction Sub-Total	\$ 2,680,688.91
Constr. Engr. & Cont. @ 15%	\$ 349,655.08

Roadway	\$ 2,083,521.67
Misc	\$ 247,512.17
Contingency	\$ 349,655.08
Engineeirng	\$ 349,655.08
Total Project Cost	\$ 3,030,343.98
Cost/Mile	\$ 1,212,137.59

Total Project Cost	\$ 4,134,363.46
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3700 N. ROAD, MP 14.88 TO MP 19.88 TWIN FALLS COUNTY, IDAHO

Economic & Mobility Improvement

This project will reconstruct, rehabilitate and overlay 5 miles of critical roadway in Twin Falls County. The roadway is in very poor condition with extensive cracking and rutting to the point that it has become dangerous to travel for both agricultural purpose and for the general public. The local highway districts have given their best efforts to maintain the roadway, however current funding has not been adequate to abate the distress currently observed. Subsequently, routine maintenance will not address these issues and rehabilitation including subgrade improvement is necessary along most of the project length.

3700 N. Road is a heavily traveled roadway that connects to US-30 and US-93. It provides vital connectivity from local farms, dairies and other businesses to I-84 which is part of the National Highway Freight Network. This critical route facilitates transportation of agricultural goods from their point of origin to processing plants and distribution centers.

Twin Falls County was ranked 13th in the nation for the number of cows in their county. The Census of Agriculture reports there are roughly 89,876 dairy cows and a total of 199,003 cattle and cows in Twin Falls County. Many of these dairies are located near the Buhl and Filer area of Twin Falls County. One dairy cow produces approximately ½ of a semi-truck load of milk, they eat ½ of a semi-truck load of hay and/or silage and ¼ semi-truck load of grain annually. This industry alone produces an estimated 185,000 truck trips annually in Twin Falls County to and from these dairies. These trucks are delivering commodities to the dairies and raw milk to the processing plants. 3700 N. Road is one of the critical Rural Collector road that carries this load. In 2017 Idaho's market value from milk was \$23.3 billion with a large percentage (72.9% in 2015) of the cows producing the raw product from the Magic Valley. 3700 N. Road is a crucial roadway in the transportation of commodities and raw product. This roadway is critical infrastructure supporting this multibillion-dollar industry.

The 2017 Census of Agriculture states that there are 1,200 farms in Twin Falls County which produces over \$17 -million of income from farm-related sources. Twin Falls County is ranked number 3 in the state for market value of agricultural products sold. Aside from dairy farms, Twin Falls County is home to farming of beef cows, hogs, sheep, chicken, grain, and produce. Grain farming in Twin Falls County outputs millions of bushels of grain and other produce:

Corn for Grain	3,604,042 bushels
Corn for Silage	1,223,879 tons
Wheat	2,254,387 bushels
Oats	13,151 bushels
Barley	2,983,684 bushels
Dry Beans	54,530,000 lbs
Sugarbeets	290,101 tons
Vegetables	11,595 acres farmed

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3700 N. Road is not only used by dairies it is a main route within the area for passenger and commercial vehicles heading north-east to US-30, US-90, I-84 and Twin Falls businesses, recreational opportunities listed above, and by a commercial trucking company. Vehicle traffic on the route is considerable based on the area's population. In 2015, the Average Annual Daily Traffic (AADT) was 1625 vehicle trips with up to 31% being truck traffic.

Safety Benefit

This project will also improve the safety of 3700 N. Road by:

- Remove pavement rutting
- Increased friction of driving surface
- Improve ride quality by removing abrupt deformities

Rehabilitating the asphalt surface will reduce the potential for slide offs due to water and ice build-up within ruts and accidents in general by creating an improved driving surface.

Safety of the 3700 N. Road corridor is addressed for this project by improving the roadway surface. The new pavement of the overlay and the roadway reconstruction will provide a roadway surface that improves safety.

The most important safety need elimination of the extreme rutting. The rutting produces a number of unsafe driving conditions. In winter months, it is difficult for snowplows to remove snow from within ruts leading to icy and slippery conditions. During heavy rainstorms the ruts can lead to hydroplaning and an unsafe driving surface. In both cases the tire and road surface lose friction causing vehicles to leave the road.

During the winter of many potholes developed from existing fatigue cracking that required patching. Until patching by the Highway District, these potholes were a safety risk to drivers. After the overlay and reconstruction, potholes are not anticipated to form which will increase the safety of the corridor. From 2016 to 2020, within the 5-mile project area there have been 19 accidents, including four injury accidents. 10 of the accidents were intersection related and the other 9 accidents that occurred were not.

The overlay and roadway reconstruction will allow the roadway to drain freely and reduce the risk of ice forming, therefore the road will be less icy and have improved friction during winter driving conditions

The existing roadway surface damage may be discouraging use, despite its status as a major collector and importance as a truck route. This route is heavily relied upon by trucks and passenger vehicles. School busses use the road at a minimum of twice a day during the weekdays. The mobility of trucks, school busses, passenger vehicles and advanced cyclist users will benefit from the improved driving surface. The free flow level of service that the roadway currently experiences for each of these modes of travel may not change when calculated, however, the level of services will slightly increase because of the decreased delay from the new smoother surface. The improved driving surface proposed by the project will encourage use and an increase in overall mobility within the Buhl and Filer Highway District roadway systems.

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TWIN FALLS COUNTY, IDAHO

2015-2020 Accident Data Within Project Limits					
Year	Severity	Intersection Related	Intersection Type	Impaired Driver	Lane Departure
2016	C Injury Accident	TRUE	Four-way Intersection	FALSE	FALSE
2016	C Injury Accident	FALSE	Not at intersection	FALSE	TRUE
2016	Property Dmg Report	TRUE	Four-way Intersection	FALSE	FALSE
2016	Property Dmg Report	TRUE	Four-way Intersection	TRUE	FALSE
2017	Property Dmg Report	TRUE	Four-way Intersection	FALSE	FALSE
2017	Property Dmg Report	FALSE	Not at intersection	FALSE	TRUE
2017	Property Dmg Report	TRUE	Four-way Intersection	FALSE	FALSE
2017	Property Dmg Report	FALSE	Not at intersection	FALSE	FALSE
2017	Property Dmg Report	TRUE	Four-way Intersection	FALSE	TRUE
2018	B Injury Accident	FALSE	Not at intersection	FALSE	TRUE
2018	Property Dmg Report	FALSE	Not at intersection	FALSE	TRUE
2018	Property Dmg Report	FALSE	Not at intersection	FALSE	TRUE
2018	Property Dmg Report	TRUE	Four-way Intersection	FALSE	TRUE
2019	B Injury Accident	TRUE	Four-way Intersection	FALSE	FALSE
2019	Property Dmg Report	FALSE	Not at intersection	FALSE	FALSE
2020	Property Dmg Report	FALSE	Not at intersection	FALSE	FALSE
2020	Property Dmg Report	FALSE	Not at intersection	FALSE	TRUE
2020	Property Dmg Report	TRUE	Four-way Intersection	FALSE	FALSE
2020	Property Dmg Report	TRUE	Four-way Intersection	FALSE	FALSE

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: Buhl and Filer Highway District's Project for the Freight Program Project Application

Dear Mr. Luekenga:

The Greater Twin Falls Area Transportation Committee supports the freight route within the Buhl and Filer Highway District's jurisdiction on 3700N between 1800E and 2300E.

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: Travis Brewer, John Zamora