



J.R. SIMPLOT COMPANY ONE CAPITAL CENTER 999 MAIN STREET SUITE 1300  
P.O. BOX 27 BOISE, IDAHO 83707 (208) 336-2110 FAX (208) 389-7515

CORPORATE HEADQUARTERS

August 12, 2011

SENT VIA CERTIFIED MAIL #7009 0080 0001 0391 5245  
RETURN RECEIPT REQUESTED

CHD4 Planning  
15435 Hwy 44  
Caldwell, ID 83607

Re: Canyon County Western Route ("CCWR") Comments.

Dear Sir/Ms:

The J. R. Simplot Company ("Simplot") owns substantial industrial and agricultural operations throughout the state of Idaho and specifically in Canyon County. With the transportation requirements of our facilities, Simplot supports the overall intent and concept of the CCWR to carefully plan a corridor for an expressway. We recently became aware of various routes the Canyon County Highway District No. 4 is contemplating for the future CCWR. We are submitting these comments as early as possible in your planning process to express our deep concerns over several of the preferred routes.

Since the 1940's Simplot has operated a potato/vegetable processing plant about two miles west of Caldwell on Simplot Boulevard (Highway 19). Over the course of more than half a century, Simplot developed these operations into one of the prominent manufacturers of French fried products and hash browns in the nation. The site is the flagship processing plant for Simplot's Food Group and is also home to facilities that serve other Simplot operations nationwide such as the Simplot's Food Group Research, Technical Center, Simplot's Food Group Engineering, Simplot Food Group Field Department and field research buildings including our Biotech Lab and Greenhouse. The site is also home for Simplot Grower Solutions who specialize in fertilizer formulation and sales. Simplot also operates its Land and Livestock maintenance and repair facilities here as well as many ancillary support systems such as a non-transient, non-community potable water system and a contained domestic wastewater treatment system. The site encompasses nearly 3000 acres of contiguous land with very limited public access. At this site we employ over 500 full time workers as well as part-time and temporary employees. With the employment size and the support required from local vendors, Simplot's operations west of Caldwell are a significant contributor to the employment and revenue base for Canyon County.

A critical component of the potato processing operation is the method used by Simplot for treating water discharged from the processing plant. Simplot re-uses the wastewater discharged from the plant for the purpose of irrigating productive crop that further contribute economic benefits to the Canyon County economy. The land application of wastewater required both a renewable permit from the Idaho Department of Environmental Quality ("IDEQ") and approval by the Canyon County land use authority. About 1800 acres of the site are currently permitted for land application. Simplot's investment to properly treat its wastewater by land applying effluent amounts to millions of dollars. Crop management, a critical component of any land application site, is professionally managed through Simplot's Land and Livestock Group where they have successfully and innovatively produced agricultural crops such as corn, alfalfa, triticale and grain for the agricultural marketplace.

Major features contributing to the success of our land application site include the fact that our land application parcels are contiguous and public access into our site is limited. Simplot has worked with Canyon Highway District 4 to vacate two county roads within the Simplot land application site north of Highway 19 and to restricted access along two county roads within the Simplot site south of Highway 19. This has allowed Simplot to maximize the amount of land available for the application of treated wastewater. Simplot relies on every acre of the current 1800 permitted acres in the land application site to operate the potato processing plant and to operate some of the other facilities such as the Research and Technical Center. Shifting to an alternative method of treating wastewater, such as tertiary treatment and discharge to the Boise River, has been estimated to cost upwards of \$30-40 million dollars together with much higher annual operating expenditures. Our existing land application system is a renewable resource resulting in an economic benefit with the production of valuable crops.

Our concern is that several of your proposed routes threaten our land application site, which coincidentally places our entire operations west of Caldwell at risk. Attached to help illustrate our concern are several maps. The first, titled "Simplot Assets" shows the contiguous ownership of Simplot land outlined by the blue, red and yellow lines. The second, titled "WAM Layers" identifies the fields where the wastewater is land applied. The third, titled "Canyon Highway" overlays the land application site fields (red circles and rectangles) over the three CCWR ranked corridors. As can be seen by both the top third (blue shaded) and middle third (yellow shaded) corridors, each has a path through at least half of the land application site. When taking into consideration the amount of land that could be affected directly by the routes for the express way roads and the access roads, together with the set back requirements of the IDEQ, most of the land within each proposed corridor would be rendered unusable for land application purposes. This would have a devastating effect on the potato processing operation.

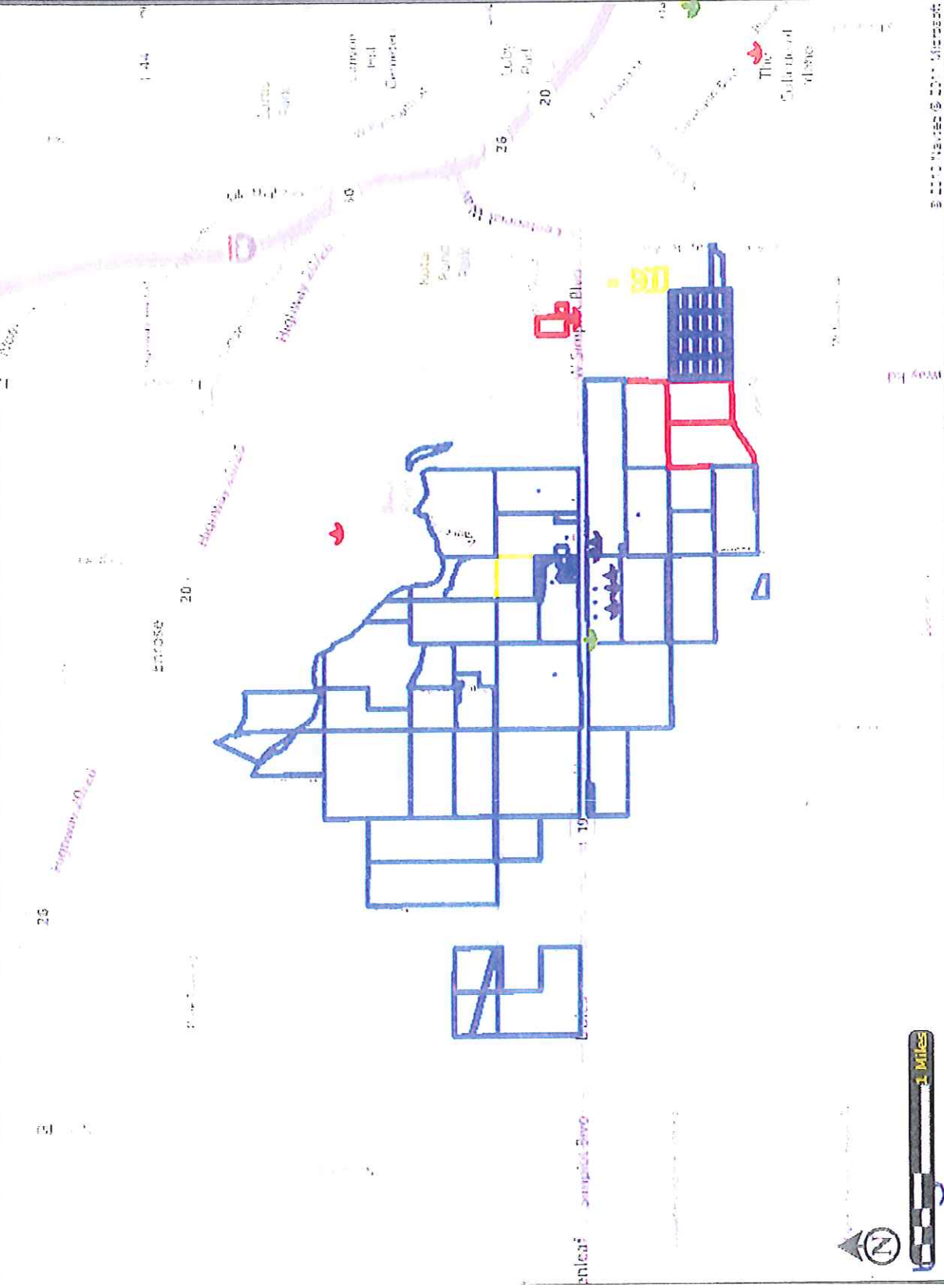
Simplot requests a meeting with the Planning Committee as quickly as possible to discuss the impact of proceeding with the current alternatives. I will follow this letter with a phone call to identify your available dates for this meeting. In the event you would like to discuss this further in advance of our meeting, I can be contacted directly at (208) 389-7375 or by email at [henry.hamanishi@simplot.com](mailto:henry.hamanishi@simplot.com).

We support the planning effort underway to preserve routes for future transportation. However, our wastewater treatment system has been developed over the course of 60+ years. Our operations west of Caldwell depend upon the use of this wastewater treatment system. Simplot needs to be involved in any substantial land use change in this area, such as the CCWR, to avoid disrupting an industrial complex that is a significant contributor to the Canyon County economy.

Sincerely,



Henry Hamanishi, P.E.  
Simplot Corporate Manager of Environmental Engineering



**Legend**

**Simplot Assets**

- Owned Land**
- AB
  - Corp
  - FG
  - LL
- Family**
- Leased Assets**
- AB
  - Corp
  - FG
  - LL
  - SAPL

**Simplot World Locations**

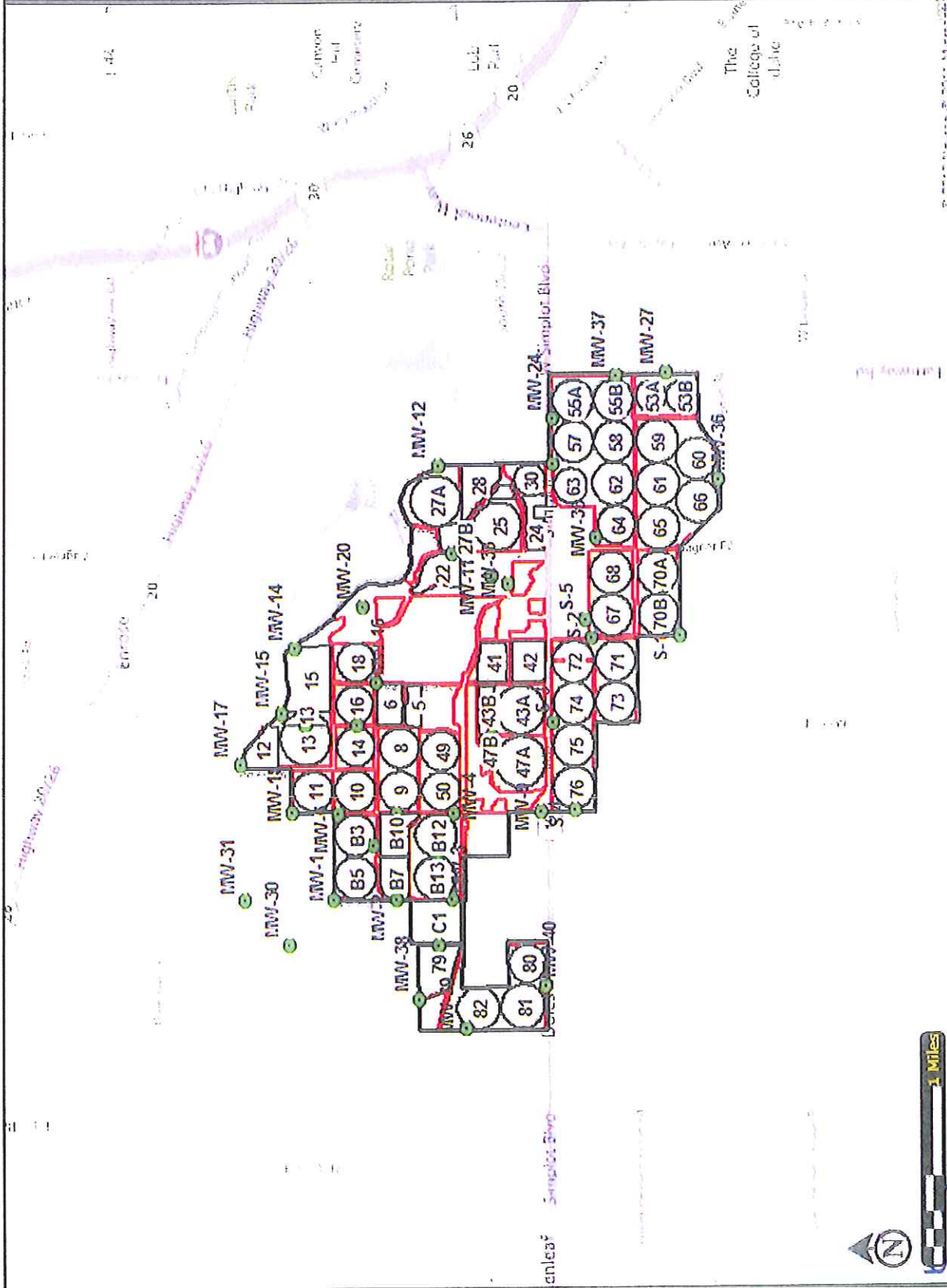
- AB
- Corp
- FG
- LL
- SAPL

**Map Notes:**

**Confidential - Disclaimer:** This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

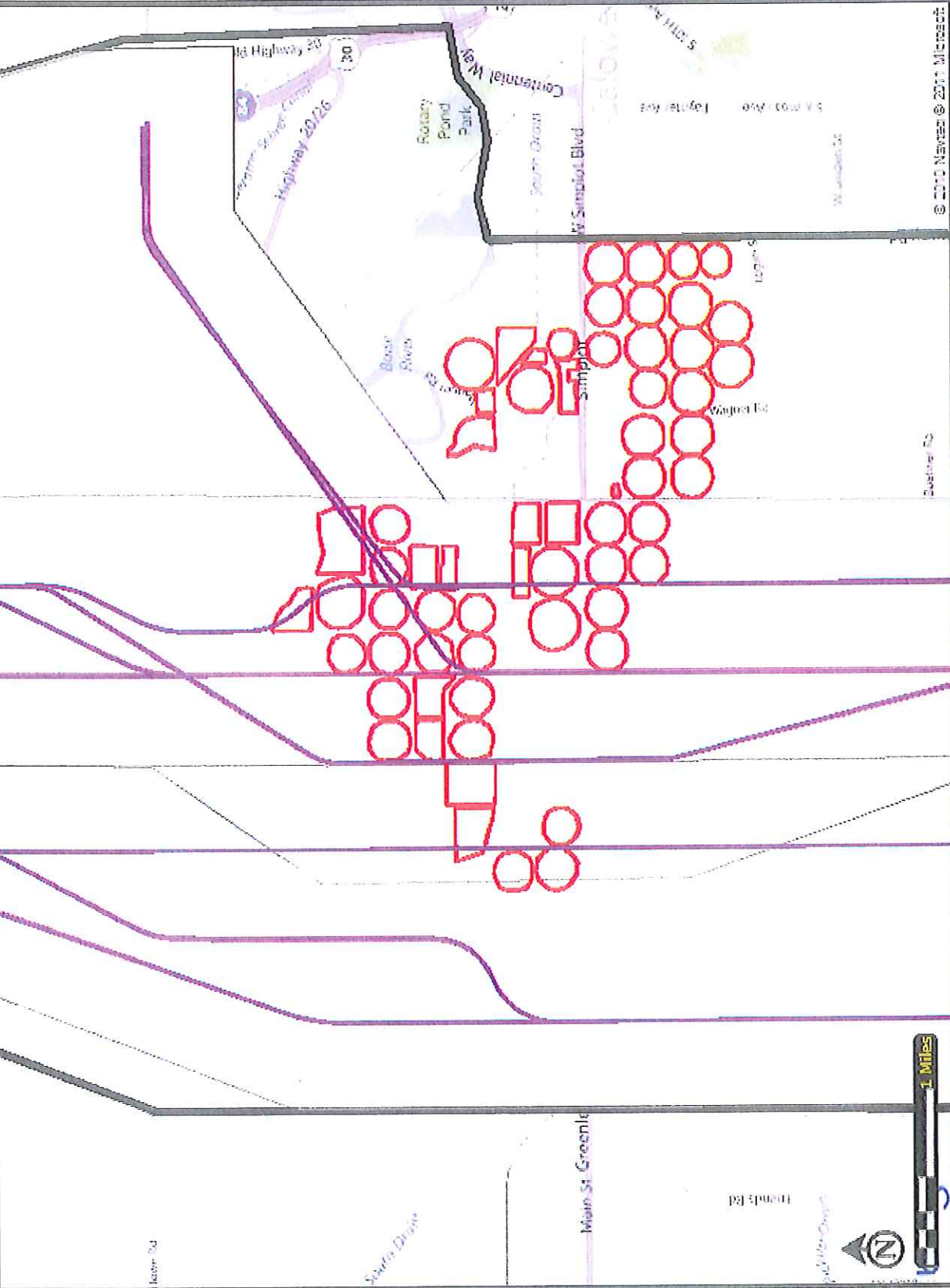


- Legend**
- WAM Layers
  - Monitoring Wells
  - Fields
  - Permit Boundaries
  - Permit Boundaries
  - Management Units
  - Area of Interest
  - Area of Interest



**Map Notes:**

Confidential - Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information source to ascertain the usability of the information.



**Map Notes:**

Confidential - Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

© 2010 Navteq © 2010 Microsoft

# Canyon County Western Route (CCWR) Arterial Corridor Study Comment Form

Open House meeting materials are also available for viewing on the Canyon Highway District website at [www.canyonhd4.org/planning](http://www.canyonhd4.org/planning)

## Meeting Date:

July 14th Open House  July 19th Open House  Mail-in or Internet

### ❖ Should the highway districts consider preserving a corridor for future traffic needs?

Yes \_\_\_\_\_ (yes/no) Why or why not? With the urbanization of Canyon County, careful long range planning is critical for having a well thought out method of transporting vehicles that does not degrade into "stop & go" traffic. Examples not to follow are Eagle Road, Chinden Blvd., Highway 55/Karcher Road where inadequate planning and unlimited access makes these roads dangerous to travel.

### ❖ What are the three most important factors to consider in choosing where a future highway corridor might be located? What else should be considered? (See Decision Criteria display at meeting or on the website for details on which factors have been considered to date)

1. Access to other major roads and arteries (i.e. Interstate 84, Highways 55 and 95), 2. Least disruptive to existing facilities and businesses, 3. Enough room to allow parallel local roads and limit access to the expressway.

### ❖ Corridor Alternatives (see Alternatives displays at meeting or on the website):

Do you agree with the preliminary rankings? No \_\_\_\_\_ (yes/no)

Why or why not? Please see the letter that is part of this response, both the top and middle third ranked proposals profoundly impact J. R. Simplot potato plant operations. The bottom third rank proposal would be acceptable.

What other alternatives should be considered, and why? Continue to build on the Farmway Road access by crossing the river to the north and connecting to Interstate 84. The south end of Farmway Road already meets Highway 55, the corridor already exists for a four lane highway on Farmway Road.

What alternatives should be eliminated, and why? Both the top and middle third ranked proposals should be eliminated based on the impact to Simplot.

See Other Side...

❖ **Access Control (see Access Control display at meeting or on the website):**

**Should the corridor include existing roadways, or avoid them, and why?**

The Farmway Road option would just expand on an existing roadway and minimize creating new infrastructural problems.

**Should the highway districts implement an interim access management plan to allow limited local use of the corridor in the early years of use, or fully restrict access (like I-84) from the start?** No opinion.

❖ **Additional Comments (what have we missed)?** Obviously, not enough stakeholders were involved (i.e. both Simplot and Idaho Department of Environmental Quality, which issued the Reuse Permit for the Simplot land application application system).

Please attach additional sheet for more room...

If you're interested in receiving updates on the CCWR corridor study and notices about future meetings, please provide your contact information:

Name: Henry Hamanishi  
Address: P.O. Box 27, Boise, ID  
83707  
Email: henry.hamanishi@simplot.com

Please leave this form at the sign-in desk, or:

mail *CHD4 Planning* email to: *info@canyonhd4.org*  
or drop off: *15435 Hwy 44* Subject: *CCWR Comments*  
*Caldwell, ID 83607*

*Comments will be received until August 14, 2011*