



CITY OF TWIN FALLS, IDAHO

AMENDED
Special Meeting Notice
* * * *

On Monday, August 11, 2014, the Twin Falls City Council will meet at **4:00 P.M.**, in the Council Chambers located at 305 Third Avenue East for the purpose of: *67-2345 (1) (f) To communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. The mere presence of legal counsel at an executive session does not satisfy this requirement.*

The regular meeting is scheduled for 5:00 P.M.

Leila A. Sanchez
Deputy City Clerk/Recording Secretary

COUNCIL MEMBERS:

Suzanne Hawkins	Jim Munn	Shawn Barigar	Chris Talkington	Gregory Lanting	Don Hall	Rebecca Mills Sojka
Vice Mayor					Mayor	



AMENDED AGENDA

Meeting of the Twin Falls City Council
Monday, August 11, 2014
 City Council Chambers
 305 3rd Avenue East -Twin Falls, Idaho

4:00 P.M.		
67-2345 (1)(f) To communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. The mere presence of legal counsel at an executive session does not satisfy this requirement.		
5:00 P.M.		
PLEDGE OF ALLEGIANCE TO THE FLAG CONFIRMATION OF QUORUM CONSIDERATION OF THE AMENDMENTS TO THE AGENDA PROCLAMATION: None		
GENERAL PUBLIC INPUT		
AGENDA ITEMS		
I. <u>CONSENT CALENDAR:</u>	<u>Purpose:</u>	<u>By:</u>
1. Request to approve the Accounts Payable for August 5 –11, 2014, total: \$1,745,716.56.	Action	Sharon Bryan
2. Request to approve the Special Events Application for the Perrine Bridge Festival, "Kids Bridge to Success" to be held on Saturday, September 6, 2014.	Action	Dennis Pullin
II. <u>ITEMS FOR CONSIDERATION:</u>	<u>Purpose:</u>	<u>By:</u>
1. Request to present and adopt the 2014 Americans with Disabilities Transition Plan.	Presentation/ Action	Josh Baird
2. Request to award the bid for a Dump/Sander Truck to Rush Truck Centers for an amount not to exceed \$144,000.	Action	Jon Caton
3. Request from the FAA to transfer \$200,000 of Twin Falls Fiscal Year 2014 FAA funding to Idaho Falls Airport to be transferred back to Twin Falls in Fiscal Year 2015.	Action	Bill Carberry
4. Request to adopt an Ordinance for the Twin Falls School District & The City of Twin Falls for the annexation of 53.6 (+/-) acres, currently zoned R-1 VAR, located on the east side of the 500, 600 & 700 blocks of Hankins Road North aka 3200 East Road.	Action	Rene'e V. Carraway
5. Request to adopt an Ordinance for The City of Twin Falls for a Zoning Title Amendment to delete Title 10; Chapter 10; Off Street Parking and Loading and replace with a new Title 10; Chapter 10; Off Street Parking and Loading.	Action	Rene'e V. Carraway
6. Request to adopt an Ordinance for The City of Twin Falls for a Zoning Title Amendment amending City Code sections 10-4-8.3(C) regarding maximum building height in the C-1 District, 10-4-8.3(D)1 regarding side and rear yard setbacks in the C-1 District, 10-4-13.3(C) regarding requests for additional building height in the OT District, and 10-7-3 regarding the approval process for requests for additional building height."	Action	Rene'e V. Carraway
7. Continued discussion of the City of Twin Falls Budget for the 2015 Fiscal Year.	Discussion	Travis Rothweiler/ Lorie Race
8. Public input and/or items from the City Manager and City Council.		
III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u>		
IV. <u>PUBLIC HEARINGS:</u> 6:00 P.M. - None		
V. <u>ADJOURNMENT:</u>		

Any person(s) needing special accommodations to participate in the above noticed meeting could contact Leila Sanchez at (208) 735-7287 at least two working days before the meeting. Si desea esta información en español, llame Leila Sanchez (208)735-7287.

Twin Falls City Council-Public Hearing Procedures for Zoning Requests

1. Prior to opening the first Public Hearing of the session, the Mayor shall review the public hearing procedures.
 2. Individuals wishing to testify or speak before the City Council shall wait to be recognized by the Mayor, approach the microphone/podium, state their name and address, then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the City Clerk. The City Clerk shall make an audio recording of the Public Hearing.
 3. The Applicant, or the spokesperson for the Applicant, will make a presentation on the application/request (request). No changes to the request may be made by the applicant after the publication of the Notice of Public Hearing. The presentation should include the following:
 - A complete explanation and description of the request.
 - Why the request is being made.
 - Location of the Property.
 - Impacts on the surrounding properties and efforts to mitigate those impacts.Applicant is limited to 15 minutes, unless a written request for additional time is received, at least 72 hours prior to the hearing, and granted by the Mayor.
 4. A City Staff Report shall summarize the application and history of the request.
 - The City Council may ask questions of staff or the applicant pertaining to the request.
 5. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor may limit public testimony to no less than two minutes per person.
 - Five or more individuals, having received personal public notice of the application under consideration, may select by written petition, a spokesperson. The written petition must be received at least 72 hours prior to the hearing and must be granted by the mayor. The spokesperson shall be limited to 15 minutes.
 - Written comments, including e-mail, shall be either read into the record or displayed to the public on the overhead projector.
 - Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
 6. Following the Public Testimony and Applicant's response, the hearing shall continue. The City Council, as recognized by the Mayor, shall be allowed to question the Applicant, Staff or anyone who has testified. The Mayor may again establish time limits.
 7. The Mayor shall close the Public Hearing. The City Council shall deliberate on the request. Deliberations and decisions shall be based upon the information and testimony provided during the Public Hearing. Once the Public Hearing is closed, additional testimony from the staff, applicant or public is not allowed. Legal or procedural questions may be directed to the City Attorney.
- * Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor.



Date: Monday, August 11, 2014, Council Meeting

To: Honorable Mayor and City Council

From: Staff Sergeant Dennis Pullin, Twin Falls Police Department

Request:

Consideration of a request to approve the Special Events Application submitted by the Perrine Bridge Festival Committee for the Perrine Bridge Festival, “Kids Bridge to Success,” to be held on Saturday, September 6, 2014, from 7:00 a.m. until 3:00 p.m.

Time Estimate:

This event has a history of positive response from the community and generates no calls for service from the Twin Falls Police Department. Therefore, we are requesting that this item be placed on the Consent Calendar.

Background:

The Perrine Bridge Festival has requested to hold the Perrine Bridge Festival, “Kids Bridge to Success,” fundraiser on Saturday, September 6, 2014, beginning at 7:00 a.m. and concluding at 3:00 p.m. This event will raise money for the “Children With Special Needs Fund.” The event will be held at the Perrine Bridge Overlook, Twin Falls Visitor’s Center.

This event will consist of festivities which will include three to four local dance groups with participants ranging from elementary to high school age, along with a Tae Kwon Do demonstration. There will also be a Distance Run/Walk Race and a Run/Bike/Paddle competition, all to be held in the area of Centennial Park. A children’s Run/Walk Event will be held on the Canyon Rim Trail.

Port-a-potties will be supplied by the event sponsors. Event sponsors will provide volunteers to clean up the area of all trash and garbage at the conclusion of the event. The event organizers have contacted all businesses in the area that will be affected by the event and have obtained their approval. Parking for the event will be around the Visitor’s Center where possible and local business parking lots. The event sponsors have obtained permission from local business owners to utilize their parking lots.

The Kids Super Hero Run will hold registration at 11:00 a.m. The race will begin at 11:30 a.m. at the Visitor’s Center, will go to the Sportsman’s Warehouse area, and back to the Visitor’s Center. There will be approximately ten volunteers assisting with this event.

The 5K Race will begin at the Visitor’s Center with registration at 8:00 a.m. and the race commencing at 8:30 a.m. This race will stay on the walking trail to the area of Elevation 486, where the runners will turn around and go back to the Visitor’s Center. There will be several volunteers assisting with this event; specifically, volunteers will be in the area where the walking trail crosses the Canyon Springs Grade. Event organizers will be responsible for traffic control along this route where needed.

The Run/Bike/Paddle Event will begin at the Centennial Park Pavilion with registration beginning at 7:00 a.m. and the event starting at 7:30 a.m. This event will begin at the Centennial Park Pavilion area, will utilize the roadway from this point to Auger Falls Park

for the run and biking events, and will utilize the Snake River for the paddling event. The event organizers will be responsible for providing volunteers to ensure participants' safety during this event. The organizers will be responsible for obtaining the proper permits from Twin Falls County for the use of the parks and waterway.

The area of the Chamber of Commerce is currently under construction. The event organizers have worked closely with Planning and Zoning regarding the construction in the immediate area. We do not foresee any problems arising, other than parking issues; however, there is a parking plan in place. There will be no Police Officers from the Twin Falls Police Department assisting with this event.

The Twin Falls Police Department have had no calls for service in the past regarding this event.

Approval Process:

Consent of the Council

Budget Impact:

N/A

Regulatory Impact:

N/A

Conclusion:

The Twin Falls Police Department Staff and relevant City Staff members have reviewed this Special Events Application and recommend that the City Council approve the application submitted for the Perrine Bridge Festival to be held on September 6, 2014, based on the information provided.

Attachments:

None

DP:aed



August 11th, 2014, City Council Meeting

To: Honorable Mayor and City Council

From: Josh Baird, Staff Engineer

Request:

Present and adopt the 2014 Americans with Disabilities Transition Plan.

Time Estimate:

The staff presentation will take approximately 5-10 minutes.

Background:

Staff was tasked with preparing an ADA Transition Plan for the City of Twin Falls. The plan was prepared to fulfill a federal mandate. It has been completed and reviewed internally by various departments of the City. In order to keep the public apprised of the process, staff met with local community groups representing persons with disabilities and asked for input. After this meeting, a public meeting was held to request participation from the general public. No comments were received that directly impacted the plan from either meeting. The only comment received was a request for the City to look into a Limited English Proficiency Plan and an Effective Communication Policy. Staff is looking into those items separately from this plan. As such, only minor grammatical changes have been made to the document since it was in draft form.

Approval Process:

Approval of the Transition Plan is requested at this time.

Budget Impact:

Should the plan be adopted, there will be an undetermined budget impact.

Conclusion:

City staff has prepared the ADA Transition Plan as required by the federal government and gone through both a stakeholder and general public information meeting. No pertinent comments were received at either meeting. Minor grammatical changes were completed, but no substantial change has occurred since the Draft plan was presented in May. It is requested the City Council formally adopt the plan.

Attachments:

1. ADA Transition Plan, dated August 2014

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, ADOPTING THE 2014 AMERICANS WITH DISABILITIES TRANSITION PLAN.

WHEREAS, The Americans with Disabilities Act (ADA) requires state and local governments to make their programs and services accessible to persons with disabilities; and,

WHEREAS, The City has drafted a Transition Plan, met with local community groups representing persons with disabilities, and conducted a public hearing for public opinion regarding the draft plan.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

That the 2014 Americans with Disabilities Act Transition Plan, attached hereto, is adopted for the City of Twin Falls.

PASSED BY THE CITY COUNCIL _____, 2014.
SIGNED BY THE MAYOR _____, 2014.

MAYOR

ATTEST:

DEPUTY CITY CLERK

2014

Americans with Disabilities Act Transition Plan

City of Twin Falls, Idaho



CITY OF TWIN FALLS ADA TRANSITION PLAN

August 2014

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Executive Summary

This ADA Transition Plan intends to provide the public with a brief history on the Americans with Disabilities Act, federal requirements resulting from it, and how the City of Twin Falls is meeting those requirements.

It also provides direction on where ADA obstacles and deficiencies exist in the City of Twin Falls and a schedule to evaluate and revamp them for ADA compliancy.

Background, History and Overview

Before discussing the details of this ADA Transition Plan, it may be helpful to briefly review the history of the topic and the eventual formation of the Americans with Disabilities Act and its associated requirements.

Legislative Mandates

The Civil Rights Act of 1964 provided a landmark piece of legislation for civil rights by forbidding discrimination on the basis of race, ethnicity, religion, and gender.

Further civil rights mandates came with Section 504 of the Rehabilitation Act of 1973 which was the first wide-ranging federal legislation which prohibited discrimination on the basis of disability. This Act forbids the federal government, federal contractors, and any entity receiving federal financial assistance from discriminating on the basis of disability.

Nearly two decades later, the Americans with Disabilities Act of 1990 (ADA) expanded and broadened rights and services for disabled persons. The ADA provides comprehensive civil rights protection covering employment, public services, public accommodations, telecommunication and other miscellaneous provisions for those with disabilities. Title II of the ADA legislation specifically applies to state and local governments and is the focus of this ADA Transition Plan.

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation to them because a public entity's facilities are inaccessible or unusable by individuals with disabilities. It also prohibits denying benefits of programs, services, or activities to person with disabilities.

Title II further promulgates the obligation that physical barriers limiting facility accessibility should be removed or an alternative route using "program accessibility" be designated.

ADA Transition Plan

The formal procedures for the ADA Transition Plan are outlined in Title 28 of the Code of Federal Regulations (CFR) Section 35.150. The requirements set therein include:

1. Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
2. Describe in detail the methods that will be used to make the facilities accessible;
3. Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
4. Indicate the official responsible for implementation of the plan.

This plan intends to address those four requirements and thereby begin to satisfy the ADA.

Inventory, Methodology and Evaluation

The two major components that need to be investigated for ADA compliance are 1) public buildings and 2) curb ramps.

Public Buildings

Public buildings owned by the City of Twin Falls have previously been analyzed several times for ADA compliance. An analysis occurs on a regular basis with the most recent being in August 2013. Reviews from 1992 to present are included in Appendix A. Although major public buildings have been reviewed, a more rigorous analysis of all public facilities is recommended. Such analysis would be for facilities such as parks, public restrooms, drinking fountains, public parking lots, etc. This analysis should show the progress that has been made since the initial 1992 review. After the evaluation has been completed, a more accurate compliance schedule needs to be prepared.

Curb Ramps

Whenever streets, roadways, or highways are newly constructed or majorly altered, curb ramps are provided where pedestrian walkways cross curbs or other barriers. This is to ensure pedestrian walkways are accessible and usable for persons who are disabled. A *curb ramp* is defined as a short ramp cutting through a curb or built up to it. However, any location where a pedestrian walkway intersects a driveway, approach, street, or curb requires a ramp to maneuver through the route of the

walkway. While numerous curb ramps already exist in the City of Twin Falls, many are not ADA compliant according to current ADA standards. However, some of the seemingly noncompliant curb ramps may have been compliant with the ADA standards in place at the time of construction.

In order to determine compliance or noncompliance of curb ramps, an inventory of the entire city needs to be evaluated. Inspectors need to evaluate each location based upon standards promulgated by the ADA. The current standard is the 2010 ADA Standards for Accessible Design. An initial curb ramps assessment has been completed and can be seen in Appendix B. However, that initial assessment only gives the condition of each ramp and a visual inspection with regard to ADA compliancy, not complete compliance with the ADA. A more comprehensive assessment following the procedures as outlined in this Transition Plan is recommended. The ultimate question that needs to be answered through the ADA assessment is whether the crossings are accessible as defined by the ADA.

Obstacles to Accessibility

Obstacles can include inadequate ADA parking spaces, service counters that are too high, and restrooms lacking either grab bars or wheelchair turning space. An exhaustive assessment of the original 1992 ADA evaluation should be completed to determine which obstacles still exist and which have been corrected since then.

Typical curb ramp obstacles range in severity from full height curbs without a ramp to ramped locations that may have inadequate landings, too steep of a ramp, or perhaps lack truncated domes. Since there are a variety of ways to have a nonconforming ADA ramp, each ramp needs to be individually inspected for compliance.

Compliance Progress

The City of Twin Falls has been proactive in incorporating ADA compliant ramps on new projects and has been active in pursuing additional funding to continue progress towards a more ADA compliant City. The City has been replacing curb ramps on all major reconstruction projects. In both 2013 and 2014, the City was also awarded a grant by the Idaho Transportation Department to replace curb ramps to make them ADA compliant.

ADA Coordinator

The City of Twin Fall has designated the Community Development Director as the City's ADA Coordinator. The ADA coordinator has responsibility to ensure the City complies with the duties of the ADA. The coordinator is also the primary contact for all grievances and complaints related to ADA.

Grievance Policy and Procedure

The City of Twin Falls adopted a Grievance Policy in 2011. Complainants may file a grievance with the ADA Coordinator in a variety of ways. The procedure along with details of the policy can be found in Appendix C.

Public Involvement / Community Participation

Several methods were utilized in order to provide adequate notice to the public, including those specific groups directly affected by the ADA Transition Plan.

City staff formulated a draft ADA Transition Plan. This plan was then taken to a group of community members thought to be most impacted or representative of a group who is most impacted by the plan. It was anticipated that upon review of the plan, the group would give several comments and suggest various changes to the document. However, no comments were received.

Upon completion of that process, the plan was made available to the public for review and comment. Again, no comments were received specific to the ADA Transition Plan. There was a comment that the City of Twin Falls should look into a Limited Proficiency Plan and an Effective Communication Policy. The City will explore these items but neither has a direct impact upon this ADA Transition Plan and as such, no changes were implemented from the open house comment.

Upon completion of the public open house, the final document is scheduled to be presented to the City of Twin Falls City Council for review and a request will be made for formal adoption of the plan. Appendix F has been set aside for inclusion of a formal resolution should the plan be accepted and signed.

Self-Evaluation of Existing Conditions

The City of Twin Falls has already performed a cursory review at the corners of street crossings within the city. A more rigorous and ADA specific inspection program is suggested to compile a database of existing conditions including sidewalk, curb ramps, driveways and approach crossings.

Curb Ramp Priorities and Scoring Matrix

Given realistic budgets and the vast number of curb ramps requiring modifications in order to fully comply with ADA standards, priorities need to be set as to which ramps are in most need of replacement. In order to assist the City of Twin Falls in making this determination, a simple scoring matrix has been generated. The scoring matrix assigns a priority ranking to locations based upon scoring criteria. The criteria give precedence based upon location, needs, and public requests.

Location

Generally, priority should be given to government facilities, public places, and employers, followed by walkways serving other areas. Priority should also be given to locations where there exist small accessibility gaps amid mainly compliant stretches and at signalized intersections.

Needs

Generally, those locations which are less accessible (i.e. full curb with no ramp) are a higher priority than those locations that are more ADA compliant. Locations with high pedestrian volumes also warrant a higher priority than those with fewer pedestrians.

Public Requests

The public plays an important role in helping choose locations where ramps would make the biggest difference and are needed the most. Public requests for a new ADA ramp will be evaluated individually and a determination will be made whether those locations warrant immediate attention.

The scoring matrix and the priority ranking can be found in Appendix D. After using the scoring matrix for some time, it may need to be refined so as to give results that better match the intent of this ADA Transition Plan.

Priority Ranking

Once a score has been determined for each ramp location, typical priority will be based on the ranking as seen in Appendix D. While this is the recommended standard procedure, there may be instances where a lower priority is constructed before a higher priority. For example, lower ranked ramps may be constructed before higher ranked ramps due to being part of a larger construction project.

Schedule and Budget

The City of Twin Falls will make reasonable efforts to improve accessibility in the public right-of-way. Priorities will be determined annually and will be based upon upcoming projects, funding and the priority rankings as outlined in Appendix D. Generally, the City will improve areas of high priority and practicality where feasible before lower priorities. A planning level cost estimate has been prepared using 2014 dollars and is in Appendix E. The cost estimate may vary greatly since many variables were assumed in preparing the estimate. It should merely be a basis for future planning efforts.

The City of Twin Falls will also follow the concept described in Title II of the ADA known as Program Accessibility. This implies a jurisdiction is not necessarily required to make every existing

facility ADA compliant, as long as the program as a whole is accessible and alternatives exist that require only a marginally longer route.

A schedule for completion of the citywide public facilities evaluation can be found in Appendix E. Also included therein is the schedule of implementation to have curb ramps replaced where necessary and facilities brought up to ADA standards.

ADA in City Standards, Specifications, and Design Details

The current City of Twin Falls Standard Drawings do not comply with the current ADA requirements. As such, current and future projects need to comply with the Standard Drawings from either the Idaho Transportation Department or the Idaho Standards for Public Works Construction until revisions to the City Standard Drawings can be made.

Funding Sources

The City of Twin Falls is designating funds each year from the Street Department to incrementally replace noncompliant ADA ramps. The City also looks for additional funding sources through the Local Highway Technical Assistance Council, Idaho Transportation Department (ITD) and the Federal Highway Administration.

In 2013 and 2014, the City was awarded funds from ITD to replace ADA ramps along the state routes in the City. These ramps are slated to be constructed in 2014 and 2015.

Conclusion

The ADA transition plan has identified physical obstacles that limit accessibility in the City of Twin Falls and has presented a schedule for evaluation and implementation measures to bring the City into compliance with federal ADA regulations. This document should be considered a working document that is updated regularly in order to serve as an accurate inventory of facilities and their compliance with the ADA.

Appendix A - Building Assessments

504 / ADA TRANSITION PLAN UPDATE - AUGUST 2013

CITY OF TWIN FALLS

Previous Updates: 2004, 2008, and 2011

Facility	Modification Required	Estimated Cost	Estimated Completion Date	Explanation of Progress
324 Hansen Street East	1) Designate & stripe accessible space(s)	\$ 14,000 - \$20,000	Dependant up securing easements. City hopes for completion by the end of 2014.	For items 1-3 the City has encountered difficulties in completing the needed parking because of various reasons. For example, the limited parking area available is not located on City property and is being used with the permission of the land owner. Further, parking along Hansen Street East is limited to 20 minute parking and no curb cuts are in the block. In order for the City to achieve the necessary parking, more negotiations with neighboring businesses will need to be completed and/or curb cuts will need to be installed to facilitate the accessible entrance.
	2) Put in parking space sign for "Van Accessible" - enough height so they are not obstructed by cars.			
	3) Add signage to identify where accessible parking is located			
	4) Ramp & handrail needed to main front entry	\$ 15,000 to \$ 20,000	Dependant up securing easements. City hopes for completion by the end of 2014.	Addition of the ramp and handrail to the building entrance has also encountered the same type of difficulties as the parking - the property in which the current ramp is located is not on City property. The City is interested in pursuing an Easement with this individual, but it is not completed at this time.
	5) Replair/replace existing handrail on SW side of main entrance/exit	\$ 1,000.00		
	6) Change door knobs to lever style		Completed in 2011	This item has been completed
	7) Add textile signage to restrooms	\$ 500.00	December 31, 2013	For items 7-9 the City will order the signage, grab bars and stall closures. City crews will install these items. It is anticipated that these items will be completed by December 2013.
	8) Add grab bars to accessilbe stalls in restrooms	\$ 1,000.00		
	9) Add closures to accessible bathroom stalls - operable with a closed fist	\$ 500.00		
119 South Park Avenue	Modify the front portion of the building to house the water department heads and staff members. The remaining of the building and out buildings will not be open for public access.	Over \$50,000	2014	Building was purchased in 2012. Renovations to the building are being bid out for construction beginning in August 2013 and will reflect the needs of the water department. All renovations being completed will follow the current building codes and follow ADA accessible guidelines. The building will be used strictly for the City's water department. It will contain an office for the water department heads and staff. It is anticipated that no public will have access to this building - save and except for the department offices - which will be fully accessible upon completion. The City does not anticipate completion of the renovations until 2014.

Approved on the 5th day of August, 2013.



Greg Lanting, Mayor - City of Twin Falls

City of Twin Falls

History of Facility Reviews

2011 Review

Hansen Street Building

1. Change doorknobs throughout to lever style
2. Signage needed for restrooms & services, including tactile
3. Ramp and handrail needed for front entry
4. Accessible parking needs striping and signage
5. Restrooms need grab bars in stalls
6. Existing handrail on SW side of main exit is loose – needs to be fixed or replaced

Sunway Soccer Complex

1. ADA compliant

Northern Ridge Park

1. ADA compliant

2007 Review

City Council Chambers

1. Need van-accessible parking space
2. Need signage for “Van Accessible”
3. Restrooms
 - a. Adjust door pull on both men’s & women’s
 - b. Women’s handicapped stall does not have 5’x5’ clear of door swing

Vista Bonita Park

1. Re-paint handicapped parking space
2. Add “Van Accessible” sign
3. Men’s restroom needs signage

Thomsen Park

1. Needs “Van Accessible” signage
2. Women’s restroom door warped, not allowing easy door pull
3. Men’s hand dryer has no knob to turn on

1992 - Review

City Hall

1. Backdoor side ramp
2. Accessible parking at back door
3. Automatic door at back

4. Directory signage – large letters and braille
 - a. Both doors
 - b. All doorways
5. Chair accessible drinking fountain
6. Lower counter area at utility payment counter
7. Process for accessing hearing impaired translation/interpretation

Fire Station

1. Automatic front door
2. Signage – large letters and braille
 - a. Front of counter
 - b. At sidewalk
3. Extend handrail on right side

Police Station

1. Lower counters
2. Grind down frost heave on driveway
3. Automatic doors
4. Extend rail on west side of landing
5. Signage improved
6. Drinking fountains
7. Door pull and opening angle
8. Braille on phone & speaker box
9. Better lighting in corridor
10. Handicapped stalls with curtains
11. Need TDY/TDD phone and training for operators

Restrooms - General

1. Automatic door or reduce pull
2. Signage – large letters and braille
3. Lower mirrors
4. Grab bars on sides of stools
5. Higher stools

Restrooms – Men’s

1. Adjust door pull
2. Lower towel holder
3. Lower mirror
4. Widen commode stall
5. Add grab bars
6. Change doors to curtains – widen opening or self-closing door or café style swing either way

Restrooms – Women’s

1. Adjust door pull
2. Lower towel holder
3. Lower mirror
4. Widen commode stall
5. Add grab bars
6. Change door to curtains – widen opening or self-closing door or café style swing either way

General city-wide needs

1. Larger street signs – reflective tape on stop sign posts
2. Lower street signs
3. Braille on posts
4. Lip on curb ramps – ramps too steep and difficult for blind – grooves on ramps
5. Bad sidewalks all over town
6. Arterial approaches are a problem at driveways – hard to differentiate from street intersections
7. Handicap tags (mirror hanger) currently provided, but registered to vehicles instead of individuals
8. Parking on/across sidewalks

Library

1. Signage for handicap access ramp needed
2. Signage for parking spaces (have stripes and stencils)
3. Large print & map near entrance
4. Drinking fountains - need paper cup rack
5. Signage for restroom – lower and make large letters and contrasting colors, incised or raised
6. Signage for elevator

Men's restroom

1. Adjust door pull
2. Towel dispenser too far from wash basin
3. Need grab bars on both sides of stall
4. Reinforce partition to ceiling

Women's restroom

1. Adjust door pull

Downstairs

1. Signage – need incised/raised signs to restrooms and on doors
2. Can't get under sink, soap pumper in wall, better than little button to push (upstairs)
3. Cut off changing table in women's to allow wheel chair access

Elevator

1. Need floor numbers by door
2. Need braille
 - a. by up/down buttons on outside
 - b. for emergency phone
 - c. push plate

City Park

1. Correct rough transition to ramp in front of restroom
2. Smooth concrete/asphalt for chairs
3. Inscribed signs near doors
4. Need grab bars at urinals and in stalls
5. Lever pusher for button
6. Flatten area around drinking fountain and extend ramp out from area
7. Mark phone from car on Chamber of Commerce map
8. Ramp to bandshell – portable?

Note: Russ Morgan, physical therapy at MV Regional Medical Center built playground equipment for disabled

Harmon Park

1. Pave roadway and other paths – keep grades at minimum
2. Sidewalk on Locust St.
3. Pave to restrooms
4. Signage on restrooms and doors - large letters & incised, vandal-proof
5. Access ramp & rails to Rec. Dept. Bldg (2'2" chair width)
6. Landing
7. Door too narrow (currently 2'6", needs to be 3' minimum)
8. Need marked handicapped parking spaces

North restrooms

1. Need paved ramp approach
2. Need to open the railing space (orange possible screening wall too close pipes) to door (39 ½ " clear) 31" door

Note: all restrooms need above

Sunrise Park

1. Sidewalk on Madrona
2. Ramp up to paved path along S. side of park to restroom
3. Need at least 2 handicap parking spaces

Restroom

1. 29 ¾" door frame – 28 1/3" open
2. Need handicap stall with handrail
3. Relocate stall walls
4. Need large incised signs for both men/women
5. Need ramps to doors

Cascade Park

1. Ramp on sidewalk on north side (Granada Dr.)
2. Handicap parking spaces
3. Ramp to restroom instead of step
4. Stool stall too narrow
5. Stool door too narrow
6. Need high stools everywhere
7. Probably have to relocate handrail
8. Adjust door pulls
9. Signage
10. Need paved walk from upper to lower level – minimum slope
11. South side needs to connect sidewalk to north side
12. Need ramps in curb and handicap parking spaces

Frontier Field

1. Ramps needed on south side
2. Need ramps up to concrete path (bleacher-watch slope)
3. Restroom has bad break in front slab
4. Restroom needs signage – large letters, incised, vandal-proof

5. Restroom needs wider stall partition and grab rails (men's 35", women's 40")
6. Slope on trail past tennis courts is marginal
7. No ramp to tennis court
8. No walk or trail on south side to restrooms
9. South side restrooms – door 29 ½", Stall 30 ½"
10. Need wider door and wider stall
11. Need ramps
12. Southside women's 32" stall, outside door 29"
13. Taller stools and grab bars
14. Picnic shelter needs ramps

Harry Barry Park

1. Restrooms
 - a. Need ramps
 - b. Chisel out step at back of room to allow stool access
 - c. Widen partition and shorten
 - d. Signage
2. More handicap parking spaces near curb ramps
3. Curb ramps

South Park

1. Need ramps to restrooms
2. Need signage
3. Restrooms need larger door and door to stall

Harrison Park

1. Need to paint handicap space nearby

Airport

1. Signage for
 - a. 'ring for agent' – large and incised
 - b. Restrooms -- "
2. Drinking fountain too high and chair can't get under
3. Restrooms
 - a. Men's handicap stall too narrow
 - b. Can't get wheelchair to sinks
 - c. Sink too high
 - d. No space under sink for chair
 - e. Towel dispenser too high
 - f. Need one-hand dispensing of towels
 - g. Women's need wider stall
 - h. Need grab bar
 - i. Lower seat protector dispenser
 - j. Lower towel dispenser
 - k. No sink access
 - l. Lower and enlarge signs – use raised or incised letters
4. Wheelchair lift device planned for next fiscal year
5. Need longer and better handrail with grippable surface for ramp at apron

6. Need ramp on emergency exit
7. Lower the threshold at the top of ramp
8. Adjust door pushes
9. Install lower, larger sign at door to restroom corridor from baggage
10. Exit ramp threshold too high
11. Need TDD or TDY at airport
12. Need resource for interpreters

City Pool

1. Need larger/lower men/women signs at entrance to changing room
2. Need laydown area for paralyzed person to dress on
3. One more lift spigot in deck for shallow area
4. Bench at shower for paralyzed

Golf Course

1. Need handicap parking spaces
2. Adjust door pull
3. Drinking fountains don't meet requirements
4. Men's restroom
 - a. Need raised/incised signs
 - b. Lower towel dispenser
 - c. Hand operator on towel
 - d. Dispenser to be on near side
 - e. Adjust door pull
5. Lower pay telephone
6. Make one golf cart with hand controls available for rental
7. Women's restroom
 - a. Lower towel dispenser
 - b. Toilet stall needs additional grab bar

Appendix B - Initial Curb Ramp Assessment

Street	Intersecting Street	Location	Condition
10th Ave E	Blue Lakes Blvd.	SW.	Fair
10th Ave E	Hansen St E	SW./NE.	Good
11th Ave E	Blue Lakes Blvd.	SW./NE./NW.	Excellent
11th Ave E	Keegan Ln.	Driveway approach	Fair
2800 Rd.	Hometowne Rd.	SE./SW.	Excellent
2nd Ave. E.	Hansen St. E.	all 4 corners	Good
2nd Ave. E.	Idaho St. E.	all 4 corners	Good
2nd Ave. E.	Jerome St. E.	all 4 corners	Good
2nd Ave. E.	Ketchum St. E.	all 4 corners	Good
2nd Ave. E.	Liberty St. E.	all 4 corners	Good
2nd Ave. E.	Murtaugh St. E.	all 4 corners	Good
2nd Ave. E.	Nevada St.	NE./NW	Good
2nd Ave. N.	Albion St. N.	all 4 corners	Good
2nd Ave. N.	Buhl St. N.	all 4 corners	Excellent
2nd Ave. N.	Castleford St. N.	all 4 corners	Excellent
2nd Ave. N.	Dierkes St. N.	all 4 corners	Excellent
2nd Ave. N.	Eden St. N.	all 4 corners	Excellent
2nd Ave. N.	Fairfield St. N.	SE.	Fair
2nd Ave. N.	Fairfield St. N.	SE./NE./NW.	Excellent
2nd Ave. N.	Gooding St. N.	all 4 corners	Good
2nd Ave. S.	Hansen St. E.	all 4 corners	Good
2nd Ave. S.	Idaho St. S.	all 4 corners	Good
2nd Ave. S.	Jerome St. S.	all 4 corners	Good
2nd Ave. S.	Ketchum St. S.	all 4 corners	Good
2nd Ave. S.	Liberty St. S.	all 4 corners	Good
2nd Ave. S.	Murtaugh St. S.	NE	Fair
2nd Ave. S.	Murtaugh St. S.	NE./NW	Good
2nd Ave. W.	Albion St. W.	NE.	Excellent
2nd Ave. W.	Albion St. W.	SE./SW.	Good
2nd Ave. W.	Buhl St. N.	all 4 corners	Excellent
2nd Ave. W.	Castleford St. W.	all 4 corners	Excellent
2nd Ave. W.	Dierkes St. W.	all 4 corners	Excellent
2nd Ave. W.	Eden St. W.	all 4 corners	Good
2nd Ave. W.	Fairfield St. W.	all 4 corners	Good
2nd Ave. W.	Gooding St. W.	all 4 corners	Excellent
303 Fairfield St.	Lakecity driveway		Excellent
3600 Rd N.	Cascade Dr.	NW	Good
3rd Ave. E.	Blue Lakes Blvd.	NW.	Excellent
3rd Ave. E.	Elm St.	SE.	Excellent
3rd Ave. E.	Hansen St. E.	NW.	Excellent
3rd Ave. E.	Idaho St. E.	SE./SW./NW.	Excellent
3rd Ave. E.	Jerome St. E.	SW./NW.	Excellent
3rd Ave. E.	Ketchum St. E.	all 4 corners	Excellent

Street	Intersecting Street	Location	Condition
3rd Ave. E.	Liberty St.	SW./NE./NW.	Excellent
3rd Ave. E.	Murtaugh St. E.	SE./SW./NW.	Excellent
3rd Ave. N.	Castleford St. N.	SE./SW.	Good
3rd Ave. N.	Dierkes St. N.	SW./NW.	Excellent
3rd Ave. N.	Eden St. N.	SW.	Good
3rd Ave. N.	Fairfield St. N.	SE./SW.	Good
3rd Ave. N.	Gooding St. W.	NE./NW./SW.	Good
3rd Ave. S.	Hansen St. S.	all 4 corners	Excellent
3rd Ave. S.	Idaho St. S.	SW./NE.	Good
3rd Ave. S.	Jerome St. S.	SE./NW.	Good
3rd Ave. S.	Ketchum St. S.	NE./NW.	Excellent
3rd Ave. W.	Buhl St. W.	NW.	Excellent
3rd Ave. W.	Fairfield St. W.	SW./NW.	Good
3rd Ave. W.	Gooding St. W.	SE./SW.	Good
4th Ave E	Eastland Dr	SW./NW.	Excellent
4th Ave E	Lenore St.	SE./SW.	Excellent
4th Ave E	Locust St	NE.	Fair
4th Ave E	Madrona St.	SE.	Excellent
4th Ave E	Morningside Dr	SE./SW.	Excellent
4th Ave E.	Hansen St. E.	NE.	Good
4th Ave E.	Hansen St. E.	SE./SW./NW.	Excellent
4th Ave E.	Idaho St. E.	SE./SW./NW.	Excellent
4th Ave E.	Jerome St. E.	NE.	Excellent
4th Ave E.	Ketchum St. E.	all 4 corners	Excellent
4th Ave E.	Liberty St. E.	SW./NW.	Good
4th Ave E.	Locust St.	NW.	Good
4th Ave. N.	Dierkes St. N.	SE./NE.-sidewalk comes in at st level	Fair
4th Ave. N.	Eden St. N.	SE.-sidewalk comes in at st level	Fair
4th Ave. N.	Eden St. N.	SW./NE./NW.	Good
4th Ave. N.	Fairfield St. N.	SW./NE.	Good
4th Ave. N.	Gooding St. N.	SE./NE./NW.	Good
4th Ave. S.	Hansen St. S.	all 4 corners	Excellent
4th Ave. W.	Blake St.	NE.	Excellent
4th Ave. W.	Blake St.	NE.	Excellent
4th Ave. W.	Blake St.	SE. driveway	Good
4th Ave. W.	Dierkes St. W.	SE./NE.	Good
4th Ave. W.	Fairfield St. W.	SE./NE./NW.	Good
4th Ave. W.	Gooding St. W.	SE./NE.	Good
4th Ave. W.	Oak St.	SE./SW.	Good
4th Ave. W.	Oak St.	SW./SE.	Good
4th Ave. W.	Russet St.	SE./SW.	Good

Street	Intersecting Street	Location	Condition
4th Ave. W.	Russet St.	SW./SE.	Good
4th Ave. W.	Washington St.	NW.	Excellent
4th Ave. W.	Washington St.	SW.	Good
5th Ave E	Ash St	NE.	Good
5th Ave E	Hansen St E	SE./SW.	Excellent
5th Ave E	Idaho St E	SE./SW.	Excellent
5th Ave E	Jerome St E	SE./SW./NW	Excellent
5th Ave E	Ketchum St E	SW./NW.	Excellent
5th Ave. N.	Eden St. N.	all 4 corners	Good
5th Ave. N.	Fairfield St. N.	NE	Good
5th Ave. N.	Gooding St. N.	NE./NW.	Excellent
5th Ave. N.	Gooding St. N.	SW./NW.	Good
5th Ave. S.	Hansen St. S.	all 4 corners	Good
5th Ave. W.	Dierkes St. W.	SE./SW.	Good
5th Ave. W.	Gooding St. W.	SW.	Excellent
5th Ave. W.	Russet St.	SE.-driveway	Good
5th Ave. W.	Washington St.	SE.	Good
6th Ave E	Ash St	SE./SW./NE./NW	Good
6th Ave E	Blue Lakes Blvd.	NE Very Small	Fair
6th Ave E	Blue Lakes Blvd.	SW Very Small	Fair
6th Ave E	Hansen St E	SE./SW./NE./NW.	Excellent
6th Ave E	Idaho St E	SW./NW.	Excellent
6th Ave E	Jerome St E	SE./SW./NE./NW Small	Good
7th Ave E	Ash St	SE./SW.	Good
7th Ave E	Hansen St	SE./Sw./NE./NW.	Excellent
7th Ave. N.	Castleford St. N.	NW.	Excellent
7th St. N.	Fairfield St. N.	SE./SW.	Good
9th Ave E	Blue Lakes Blvd.	SE./NE.	Good
9th Ave E	Madrona St.	Drive Way	Fair
9th Ave.	Hollyann Ct.	SE. / SW. corners	Excellent
9th Ave.	O'Leary Way	All	Excellent
9th Ave. E.	Aspenwood Dr.	all 4 corners	Good
9th Ave. E.	Cypress Way	all 4 corners	Good
9th Ave. E.	Greentree Way	all 4 corners	Good
9th Ave. E.	Mae Dr.	SE.	Good
Addison Ave.	11th Ave. N.	SE.	Poor
Addison Ave.	11th Ave. N.	SW.	Fair
Addison Ave.	2nd Ave. N.	SE./SW.	Excellent
Addison Ave.	3rd Ave. N.	SE.	Excellent
Addison Ave.	3rd Ave. N.	SW.	Good
Addison Ave.	4th Ave. N.	SE.-has 1" curb lip	Fair
Addison Ave.	4th Ave. N.	SW-has 1" curb lip	Fair
Addison Ave.	5th Ave. N.	SE./SW-curb lip	Fair

Street	Intersecting Street	Location	Condition
Addison Ave.	6th Ave. N.	SE.	Good
Addison Ave.	6th Ave. N.	SW.	Excellent
Addison Ave.	7th Ave. N.	SE.	Excellent
Addison Ave.	7th Ave. N.	SW.	Good
Addison Ave.	8th Ave. N.	SE.-chunk of curb missing	Fair
Addison Ave.	8th Ave. N.	SW.-2" curb lip	Fair
Addison Ave.	9th Ave. N.	SE.-sidwalk to E.	Good
Addison Ave.	Adams St.	NE./NW.	Excellent
Addison Ave.	Albion St. N.	SE./SW.	Excellent
Addison Ave.	Blue Lakes Blvd.	NE./NW.	Excellent
Addison Ave.	Blue Lakes Blvd.	SE.-2 ramps	Good
Addison Ave.	Blue Lakes Blvd.	SW.	Good
Addison Ave.	Buchanan St.	NE.	Fair
Addison Ave.	Buchanan St.	NW.	Good
Addison Ave.	Castleford St.	SE./SW.-curb lip	Fair
Addison Ave.	Dierkes St. N.	SE.	Good
Addison Ave.	Dierkes St. N.	SW.	Excellent
Addison Ave.	Eden St.	SW.	Excellent
Addison Ave.	Elm St.	SE./SW./NE./NW	Excellent
Addison Ave.	Fairfield St.	SE.	Good
Addison Ave.	Fillmore St.	NE./NW.	Excellent
Addison Ave.	Gooding St. N.	SE./SW.	Excellent
Addison Ave.	Harrison St.	NE./NW.-sidwalk enters @ st. level	Good
Addison Ave.	Jackson St.	NW-sidwalk enters @ st. level	Good
Addison Ave.	Jefferson St.	NE./NW.	Excellent
Addison Ave.	Lincoln St.	NE.	Excellent
Addison Ave.	Lincoln St.	NW.	Good
Addison Ave.	Locust St.	SE./SW./NE./NW	Excellent
Addison Ave.	Madison St.	NE./NW.	Good
Addison Ave.	Monroe St.	NW.	Good
Addison Ave.	Pierce St.	NE./NW.	Good
Addison Ave.	Polk St.	NE./NW.-sidwalk enters @ st. level	Good
Addison Ave.	Quincy St.	NE./NW.-sidwalk enters @ st. level	Good
Addison Ave.	Tyler St.	NE./NW.-sidwalk enters @ st. level	Good
Addison Ave.	VanBuren St.	NE./NW.	Good
Addison Ave.	Taylor St.	NE./NW.	Good
Addison Ave. E.	Blair Dr.	NE./NW.	Excellent
Addison Ave. E.	Carriage Ln.	SW.	Excellent

Street	Intersecting Street	Location	Condition
Addison Ave. E.	Carriage Ln. N.	NE./NW.	Excellent
Addison Ave. E.	Eastland Dr.	NE.	Good
Addison Ave. E.	Eastland Dr.	NW.	Excellent
Addison Ave. E.	Eastland Dr.	SE.	Good
Addison Ave. E.	Eastland Dr.	SW.	Excellent
Addison Ave. E.	Hoop St.	SE./SW.	Excellent
Addison Ave. E.	Larkspur Dr.	NE./NW.	Excellent
Addison Ave. E.	Morningside Dr.	SE./SW	Excellent
Addison Ave. E.	Morningside Dr. N.	NE./NW.	Excellent
Addison Ave. E.	Sunrise Blvd.	SE./SW.	Excellent
Addison Ave. E.	Sunrise Blvd. N.	NE./NW.	Excellent
Addison Ave. E.	Sycamore St.	NW.	Excellent
Addison Ave. W.	Blake St.	SW.	Excellent
Addison Ave. W.	Bracken St.	SE./SW.	Excellent
Addison Ave. W.	Grandview Dr.	SE./SW.	Excellent
Addison Ave. W.	Martin St.	NE./NW.	Excellent
Addison Ave. W.	Martin St. E.	NE. entrance	Good
Addison Ave. W.	Martin St. E.	NW.	Fair
Addison Ave. W.	Morrison St.	SE.	Poor
Addison Ave. W.	Morrison St.	SW.	Good
Addison Ave. W.	Ostrander St.	SE.	Good
Addison Ave. W.	Washington St.	NE./NW.	Excellent
Addison Ave. W.	Washington St.	SE.	Good
Addison Ave. W.	Washington St.	SW.	Fair
Albion St. N.	2nd Ave. N.	all 4 corners	Excellent
Albion St. N.	Addison Ave.	SW./SE.	Good
Albion St. W.	2nd Ave. W.	NE.	Excellent
Albion St. W.	2nd Ave. W.	SW./SE.	Good
Albion St. W.	Main Ave. N.	SE./NE.	Excellent
Albion St. W.	Main Ave. W.	SW./NW.	Excellent
Alder Dr.	Lynwood Blvd.	NW. corner	Not accessible
Alderwood Ave.	Carriage Ln.	SW. / NW. corners	Excellent
Alderwood Dr.	Aspenwood Dr.	SE. / NE. corners	Excellent
Arrow St.	Feather Ave.	SE./SW.	Excellent
Arrow St.	Flint St.	SW./NW.	Excellent
Aztec Dr.	Caliente Ave.	SE./SW.	Good
Aztec Dr.	Cordova Ave.	all 4 corners	Good
Aztec Dr.	Coronado Ave.	all 4 corners	Good
Aztec Dr.	Inca Dr.	SW./NW.	Good
Beta St.	Alyssa Ave.	SE./NE.	Excellent
Beta St.	Benjamin Ave.	SE./NE.	Excellent
Bitterroot Dr.	Bitterroot Pl.	SE. / SW. corners	Good
Bitterroot Dr.	Centennial Dr.	NE. / NW. corners	Good

Street	Intersecting Street	Location	Condition
Bitterroot Dr.	Mountainview Dr.	SE.	Fair
Bitterroot Dr.	Mountainview Dr.	SW.	Good
Bitterroot Dr.	Mountainview Dr.	SW. / NW. corners	Good
Bitterroot Dr.	Pahsimeroi Cir.	All	Good
Bitterroot Dr.	Sawtooth Blvd.	NE. / NW. corners	Good
Bitterroot Dr.	Woodriver Dr.	All	Good
Blake St.	2nd Ave. W.	NE.	Fair
Blake St.	DeLong St.	SE.	Excellent
Blake St. N.	Shoup Ave. W.	SE.	Excellent
Borah Ave. W.	Bracken St.	SE./SW.	Good
Borah Ave. W.	Martin St.	SE.	Excellent
Bosero Way	Adria Ln.	NE./NW.	Excellent
Bosero Way	Carter Dr.	NE./NW.	Excellent
Boxwood Dr.	Carriage Ln. N.	SW./NW.	Excellent
Branden St.	Clinton Dr.	SE./NE./NW.	Excellent
Bridge St.	6th Ave. W.	NW.	Excellent
Bridge St.	6th Ave. W.	SE.	Fair
Bridgeview Blvd.	Blue Lakes Blvd. N.	all 4 corners	Excellent
Bristlecone Dr.	Whispering Pine Dr.	SW./NW.	Good
Bristlecone Dr.	White Pine Dr.	SW./NW.	Good
Bristlecone Dr.	Woodland Dr.	SE./SW.	Excellent
Brundage Cir.	Pomerelle Dr.	NE. NW. corners	Excellent
Buckingham Dr.	Ballingrude Dr.	SW./NW.	Good
Buckingham Dr.	Buckingham Ct.	SE./NE.	Excellent
Buckingham Dr.	Hillcrest Dr.	SW./NW.	Good
Buckingham Dr.	Kingsgate Dr.	SW./NW.	Good
Buckingham Dr.	Sherwood Dr.	SW./NW.	Good
Buckingham Dr.	Victorian Ct.	SE./NE.	Excellent
Buhl St. N.	2nd Ave. N.	all 4 corners	Good
Buhl St. N.	3rd Ave. N.	inside walk by school	Excellent
Buhl St. W.	2nd Ave. W.	all 4 corners	Excellent
Buhl St. W.	3rd Ave. W.	NW	Excellent
Buhl St. W.	6th Ave. W.	SW./NW.	Excellent
Buhl St. W.	Main Ave. W.	SW./NW.	Good
Calloway Ct.	Welch Ln.	SE. / SW. corners	Excellent
Camarillo Way	Blake St.	SE./NE.	Fair
Campus Dr.	University Ave.	NE.	Excellent
Candleridge Cir.	Candleridge Dr.	SE. / SW. corners	Excellent
Candleridge Cir.	Candleridge Dr.	SE. / SW. corners	Excellent
Canyon Crest Dr.	Blue Sky Ln.	all 4 corners	Excellent
Canyon Crest Dr.	Hiawatha Way	SE./SW.	Excellent
Canyon Crest Dr.	New Hampshire Way	SE./SW.	Excellent
Canyon Crest Dr.	Northern Sky Dr.	NE./NW.	Excellent

Street	Intersecting Street	Location	Condition
Canyon Crest Dr.	Pole Line Rd.	NE./NW.	Excellent
Canyon Crest Dr.	Talus Loop	all 4 corners	Excellent
Canyon Crest Dr. W.	Canyon Trails Way	all 4 corners	Excellent
Canyon Crest Dr. W.	Sunny Trail Way	all 4 corners	Excellent
Canyon Park	Fillmore St.	NE./NW	Excellent
Canyon Park	Riverview Dr.	all 4 corners	Excellent
Canyon Springs Rd.	Fillmore St.	all 4 corners	Excellent
Canyon St.	Blue Lakes Blvd	NW	Good
Canyon Trails Way	Arrowhead Path	NE./NW.	Excellent
Canyon Trails Way	Settlers Ln.	all 4 corners	Excellent
Carriage Ln. N.	9th Ave. E.	all 4 corners	Good
Carriage Ln. N.	Carrousel Cir.	SW./NW.	Good
Carriage Ln. N.	Gallup Dr.	SE./NE.	Good
Carriage Ln. N.	Indian Trail	all 4 corners	Good
Carriage Ln. N.	Navaho Dr.	SW./NW.	Good
Carriage Ln. N.	Sunglow Cir.	SW./NW.	Excellent
Carriage Ln. N.	Whispering Pine Dr.	all 4 corners	Excellent
Carriage Way	Carriage Ln. N.	all 4 corners	Excellent
Carriage Way	Meadowview Ln. N.	SW./NW.	Excellent
Carter Dr.	Wirsching Ave.	SE./SW.	Good
Castleford St. N.	2nd Ave. N.	all 4 corners	Good
Castleford St. N.	3rd Ave. N.	SW./SE.	Excellent
Castleford St. N.	4th Ave. N.	NW	Excellent
Castleford St. N.	Addison Ave.	SE./SW.	Good
Castleford St. N.	Main Ave. N.	SE./NE.	Good
Castleford St. W.	2nd Ave. W.	all 4 corners	Good
Castleford St. W.	4th Ave. W.	NW	grass
Castleford St. W.	5th Ave. W.	SW.	Excellent
Castleford St. W.	Main Ave. W.	SW./NW.	Excellent
Caswell Ave. W.	Alpha Cir.	NE./NW.	Good
Caswell Ave. W.	Beta St.	NE./NW.	Good
Caswell Ave. W.	Beta St.	SE./SW.	Excellent
Caswell Ave. W.	Bolton Dr.	NE.	Excellent
Caswell Ave. W.	Castlewood Dr.	all 4 corners	Excellent
Caswell Ave. W.	Field Stream Way	all 4 corners	Excellent
Caswell Ave. W.	Paradise Pl.	all 4 corners	Good
Caswell Ave. W.	Rose St. N.	SE./SW.	Good
Caswell Ave. W.	Sparks St.	SW./NW.	Excellent
Caswell Ave. W.	Washington St. N.	NE.	Good
Caswell Ave. W.	Wendell St.	SE./SW./NE.	Excellent
Caswell Ave. W.	Windemere Dr.	SE./SW.	Excellent
Cayuse St.	Lochsa Rd.	NE.	Excellent
Cayuse St.	Lolo Rd.	SW./NW.	Excellent

Street	Intersecting Street	Location	Condition
Cayuse St.	North Fork Rd.	SE./SW.	Excellent
Cayuse St.	Travelers Way	NE./SE.	Excellent
Cedar Ridge Rd.	Carriage Ln. N.	SW./NW.	Excellent
Cedarpark Cir.	Cedarchip Rd.	SE./NE.	Excellent
Centennial Dr.	Julie Ln.	SE. / SW. corners	Excellent
Cheney Dr.	North Pointe Dr.	SE./SW	Excellent
Cheney Dr. W.	Anny Dr. E.	SE./SW.	Excellent
Cheney Dr. W.	Anny Dr. W.	SE./SW.	Excellent
Cheney Dr. W.	Bradley St.	SE./SW.	Excellent
Cheney Dr. W.	Grace Dr. E.	SE./SW.	Excellent
Cheney Dr. W.	Wendell St.	SE./SW.	Excellent
Cherrywood Rd.	Birchwood Rd.	NE./NW.	Excellent
Cherrywood Rd.	Parkwood Dr.	SW./NW.	Excellent
Chuker Way	Partridge Ln.	all 4 corners	Excellent
Clearwater Way	Candleridge Dr.	NE. / NW. corners	Excellent
Clearwater Way	Galena Dr.	SW. / NW. corners	Excellent
Clifton Ave.	Harrison St. S.	SE./NE.	Excellent
Clifton Ave.	Noble St.	SW./NW	Excellent
Clinton Dr.	Birchwood Rd.	SE./SW.	Excellent
Clinton Dr.	Parkwood Dr.	all 4 corners	Excellent
Clinton Dr.	Stanley St.	SE.	Excellent
Cobra Ct.	Welch Ln.	SE. / SW. corners	Excellent
Cochise Cir.	Trotter Dr.	SE. / NE. corners	Good
Concordia Cir.	Concordia Way	SE. / SW. corners	Good
Creekside Way	Caswell Ave. W.	SE./NE.	Excellent
Creekside Way	Wirsching Ave.	SE./NE.	Excellent
Crestview Dr.	Blake St. N.	all 4 corners	Good
Crestview Dr.	Washington St. N.	SW.	Good
Cypress Ct.	Aspenwood Dr.	All	Excellent
Cypress Ct.	Cypress Way	SW. / NW. corners	Good
DeAun Ave.	Garnet St.	NE. / NW. corners	Excellent
DeAun Ave.	Meadowview Ln.	SE. / NE. corners	Excellent
DeLong Ave.	Blake St.	SE.	Excellent
DeLong Ave.	Washington St.	NW.	Good
Denise Ave.	Meadowlark Way	SW. / NW. corners	Excellent
Denise Ave.	Meadowview Ln.	SE. / NE. corners	Excellent
Detters Rd.	Noble St.	all 4 corners	Excellent
Diamond Ave.	Lois St.	all 4 corners	Good
Diamond Ave.	Ramage St.	all 4 corners	Good
Dierkes St. N.	2nd Ave. N.	all 4 corners	Excellent
Dierkes St. N.	3rd Ave. N.	SW.NW.	Excellent
Dierkes St. N.	Addison Ave.	SE./SW.	Good
Dierkes St. N.	Main Ave. N.	NE	Good

Street	Intersecting Street	Location	Condition
Dierkes St. W.	2nd Ave. W.	all 4 corners	Good
Dierkes St. W.	4th Ave. W.	SE./NE.	Good
Dierkes St. W.	5th Ave. W.	NW.	Dirt
Dierkes St. W.	5th Ave. W.	SW./SE.	Good
Dierkes St. W.	6th Ave. W.	SE./NW	Good
Dierkes St. W.	6th Ave. W.	SW./NE.	Dirt
Dierkes St. W.	Main Ave. W.	SW./NW.	Good
Eastbrooke Rd.	Eastglen Way	all 4 corners	Excellent
Eastbrooke Rd.	Eastridge Way	all 4 corners	Excellent
Eastgate Dr.	Carriage Ln.	All	Good
Eastland Dr. N.	Bitterroot Dr.	SW./NW.	Good
Eastland Dr. N.	Candleridge Dr.	NE./SW./NW.	Excellent
Eastland Dr. N.	Cheney Dr.	SW./NW.	Excellent
Eastland Dr. N.	Crest Ave.	SE./NE.	Fair
Eastland Dr. N.	Julie Ln.	all 4 corners	Excellent
Eastland Dr. N.	Kingsgate Dr.	NE	Excellent
Eastland Dr. N.	North Temple Dr.	SW./NW.	Excellent
Eastland Dr. N.	South Temple Rd.	SW./NW.	Excellent
Eastland Dr. N.	Stadium Blvd.	NE.	Excellent
Eastland Dr. N.	Stadium Blvd.	SE./SW.	Excellent
Eastland Dr. S.	9th Ave. E.	SE./NE.	Excellent
Eastland Dr. S.	Elizabeth Blvd	all 4 corners	Excellent
Eastland Dr. S.	Hillcrest Dr.	SE./NE.	Excellent
Eastland Dr. S.	Osterloh Ave.	SW.	Excellent
Eastland Dr. S.	Sherry Ln.	NW./SW.	Fair
Eastland Dr. S.	Sherry Ln.	SE./NE.	Excellent
Eastwood Dr.	Eastridge Way	SW./NW.	Excellent
Eastwood Rd.	Eastglen Way	SE./NE.	Excellent
Eden St. N.	2nd Ave. N.	all 4 corners	Good
Eden St. N.	3rd Ave. N.	SW	Good
Eden St. N.	4th Ave. N.	NE.	Excellent
Eden St. N.	4th Ave. N.	SW./NW.	Good
Eden St. N.	5th Ave. N.	all 4 corners	Excellent
Eden St. N.	Addison Ave.	SW	Excellent
Eden St. W.	2nd Ave. W.	all 4 corners	Fair
Eden St. W.	Main Ave. W.	NW	Excellent
El Camino Ave.	Cortes Loop	SE./SW.	Excellent
El Camino Ave.	Fiesta Way	SE./SW.	Excellent
Elizabeth Blvd	Apache Way	NE./NW.	Excellent
Elizabeth Blvd	Aspenwood Dr.	NE./NW.	Excellent
Elizabeth Blvd	Carriage Ln.	SE./SW.	Excellent
Elizabeth Blvd	Cherokee Ln.	NE./NW.	Good
Elizabeth Blvd	Cypress Way	all 4 corners	Excellent

Street	Intersecting Street	Location	Condition
Elizabeth Blvd	Eastland Dr.	all 4 corners	Excellent
Elizabeth Blvd	Elizabeth Park Dr.	SW.	Good
Elizabeth Blvd	Garnet St.	all 4 corners	Excellent
Elizabeth Blvd	Green Tree Way	NE./NW.	Excellent
Elizabeth Blvd	Hankins Rd.	SW./NW.	Excellent
Elizabeth Blvd	King Circle Dr.	NW.	Good
Elizabeth Blvd	Lenore St.	NE.	Good
Elizabeth Blvd	Locust St.	SE.	Good
Elizabeth Blvd	Madrona St.	SW.	Excellent
Elizabeth Blvd	Meadowview Ln.	SE./SW.	Excellent
Elizabeth Blvd	Navajo Loop	NE./NW.	Excellent
Elizabeth Blvd	O'Leary Way	all 4 corners	Excellent
Elizabeth Blvd	Trotter Dr.	all 4 corners	Excellent
Elizabeth Blvd.	Apache Way	NE. / NW. corners	Good
Elizabeth Blvd.	Aspenwood Dr.	NE. / NW. corners	Good
Elizabeth Blvd.	Carriage Ln.	SE. / SW. corners	Good
Elizabeth Blvd.	Cherokee Ln.	NE. / NW. corners	Good
Elizabeth Blvd.	Cypress Way	All	Good
Elizabeth Blvd.	Garnet St.	All	Excellent
Elizabeth Blvd.	Greentree Way	NE. / NW. corners	Excellent
Elizabeth Blvd.	Navajo Loop	NE. / NW. corners	Good
Elizabeth Blvd.	O'Leary Way	NE. / NW. corners	Excellent
Elizabeth Blvd.	Trotter Dr.	All	Excellent
Elkhorn Dr.	Julie Ln.	SE. / SW. corners	Good
Elm St.	Cheney Dr.	All	Excellent
Elm St.	Elm St. Cir.	NW. corner	Not accessible
Elm St.	Elmwood Cir.	NE. corner	Not accessible
Elm St.	Heyburn Ave.	All	Not accessible
Elm St.	Holly Dr.	SW. / NW. corners	Not accessible
Elm St.	Julie Ln.	NE. / SE. corners	Excellent
Elm St.	Lawndale Dr.	NE. / NW. corners	Excellent
Elm St.	Wilmore Ave.	NE. / NW. corners	Not accessible
Eric's Ct.	Heyburn Ave.	NE. / NW. corners	Excellent
Evergreen Dr.	Holly Dr.	SE. / SW. corners	Not accessible
Evergreen Dr.	Juniper St.	SW. corner	Not accessible
Fairfield St. N.	2nd Ave. N.	NE-raised	Poor
Fairfield St. N.	2nd Ave. N.	SE.NW.	Good
Fairfield St. N.	3rd Ave. N.	SW./SE.	Good
Fairfield St. N.	4th Ave N.	SW./NE.	Good
Fairfield St. N.	6th Ave. N.	NE	Excellent
Fairfield St. N.	7th Ave. N.	SW./SE.	Good
Fairfield St. N.	Addison Ave.	SW.	Good
Fairfield St. W.	2nd St. W.	SE./NE.	Fair

Street	Intersecting Street	Location	Condition
Fairfield St. W.	2nd St. W.	SW./NW.	Good
Fairfield St. W.	3rd St. W.	NW	Good
Fairfield St. W.	3rd St. W.	SW	Fair
Fairfield St. W.	4th St. W.	NE./SE.	Good
Fairfield St. W.	4th St. W.	NW.	Excellent
Falls Ave E	Blue Lakes Blvd.	SE./SW./NE./NW.	Excellent
Falls Ave E	CSI entrance	NE./NW.	Excellent
Falls Ave E	Frontier Dr	NE.-has 2, 1 for crosswalk	Excellent
Falls Ave E	Frontier Dr	NW. no sidewalk to N.	Fair
Falls Ave E	Harrison St.	SE.-small access	Fair
Falls Ave E	Harrison St.	SW.	Excellent
Falls Ave E	Lincoln St.	NE. - 2 - one in grass/one in sidewalk	Fair
Falls Ave E	Lincoln St.	SE./SW.	Excellent
Falls Ave E	Quincy St.	SE./SW.	Excellent
Falls Ave E	Tyler St.	SE.	Excellent
Falls Ave E	Tyler St.	SW-no sidewalk to S	Good
Falls Ave E	Washington St S	SE./SW./NE.	Excellent
FawnBrook Ave.	Fillmore St.	SW./NW.	Excellent
Federation Rd.	Canyon Trails Way	all 4 corners	Excellent
Federation Rd.	Northern Sky Dr.	SE./SW.	Excellent
Federation Rd.	Park View Dr.	SE./NE./NW.	Excellent
Federation Rd.	Tendoy St.	NE./NW.	Excellent
Fieldstream Way	Wirsching Ave.	all 4 corners	Excellent
Filer Ave E	Boxwood Ct.	SE./SW./NE./NW	Excellent
Filer Ave E	Buckingham Dr.	NE.	Excellent
Filer Ave E	Buckingham Dr.	NW.	Excellent
Filer Ave E	Carriage Ln. N.	SW./NW.	Excellent
Filer Ave E	Eastland Dr N.	NE.	Excellent
Filer Ave E	Eastland Dr N.	NW.	Excellent
Filer Ave E	Eastland Dr N.	SE.	Excellent
Filer Ave E	Eastland Dr N.	SW.	Excellent
Filer Ave E	Eastland Dr.	SE./SW./NW.	Excellent
Filer Ave E	Madrona St. N.	NE	Excellent
Filer Ave E	Meadowland N.	SW.	Excellent
Filer Ave E	Mountainview Dr.	NE./NW.	Excellent
Filer Ave E	Stonehedge Loop	NE.	Excellent
Filer Ave E	Stonehedge Loop	NW.	Excellent
Filer Ave E	Wildrose Loop	SE./SW./NE./NW	Excellent
Filer Ave E	Whispering Pine Dr.	SE./SW./NE./NW.	Excellent
Filer Ave E	Woodland Ct.	SE./SW./NE./NW.	Excellent
Filer Ave E	Woodriver	NE./NW.	Excellent
Filer Ave.	Ash St. N.	SE - Driveway	Good

Street	Intersecting Street	Location	Condition
Filer Ave.	Ash St. N.	SW - Driveway	Good
Filer Ave.	Blue Lakes Blvd.	NE.	Fair
Filer Ave.	Blue Lakes Blvd.	NW.	Good
Filer Ave.	Blue Lakes Blvd.	SE.	Good
Filer Ave.	Blue Lakes Blvd.	SW.	Good
Filer Ave.	Buchanan St.	NE-no sidewalk N.	Good
Filer Ave.	Buchanan St.	SE-no sidewalk S.	Good
Filer Ave.	Elm St. N.	SW	Good
Filer Ave.	Harrison St.	SE-no sidewalk E.	Good
Filer Ave.	Jefferson St.	SW./NE.	Excellent
Filer Ave.	Lincoln St.	NE.	Excellent
Filer Ave.	Lincoln St.	NW.	Good
Filer Ave.	Locust St. N.	SE./SW./NE./NW.	Excellent
Filer Ave.	Lynwood Blvd.	NE	Excellent
Filer Ave.	Lynwood Blvd.	NW	Good
Filer Ave.	Madrona St. N.	NE-no sidewalk N.	Good
Filer Ave.	Madrona St. N.	NW	Excellent
Filer Ave.	Pierce St.	SW	Excellent
Filer Ave.	Polk St.	NE	Excellent
Filer Ave.	Polk St.	SE-no sidewalk E.	Good
Filer Ave.	Polk St.	SW	Good
Filer Ave.	Rusty Ln.	SE	Excellent
Filer Ave.	Taylor St.	SE-no sidewalk E.	Good
Filer Ave.	Taylor St.	SW-no sidewalk E.	Good
Filer Ave. W.	Adria Ln.	SE./SW.	Excellent
Filer Ave. W.	Carter Dr.	SE./SW	Excellent
Filer Ave. W.	Creekside Way	NE./NW.	Excellent
Filer Ave. W.	Field Stream Way	NE./NW.	Excellent
Filer Ave. W.	LaHabra	NE	Excellent
Filer Ave. W.	Rose St. N.	NE./NW.	Excellent
Filer Ave. W.	Washington St. N.	NE./NW.	Excellent
Filer Ave. W.	Washington St. N.	SE./SW	Good
Filer Ave. W.	Wendell St.	NE.	Excellent
Fillmore St.	Caswell Ave	SW./NE./NW.	Good
Fillmore St.	Cheney Dr.	SE./NE.	Good
Fillmore St.	Grant Ave.	NW.	Good
Fillmore St.	Riverview Dr.	all 4 corners	Good
Flint St.	Feather Ave.	NE./NW.	Excellent
Forge Ct.	Hometowne Rd.	all 4 corners	Excellent
Galena Dr.	Galena Ct.	NE. / NW. corners	Excellent
Galena Dr.	Pomerelle Dr.	NE. / SE. corners	Good
Galena Dr.	Stoneybrook Cir.	NE. / NW. corners	Excellent
Gardner Ave.	Harrison St. S.	SW.	Good

Street	Intersecting Street	Location	Condition
Gem St.	Blue Lakes Blvd.	SE./NE. corners	Good
Gimlet Rd.	Bellevue Ct.	SE./SW.	Excellent
Gimlet Rd.	Hailee Ave.	NE./NW.	Excellent
Glenn Brook Rd.	Creekside Way	SE./NE.	Excellent
Glenn Brook Rd.	Field Stream Way	SW./NW.	Excellent
Golden Finch Ave.	Blue Grouse Way	SE./SW.	Excellent
Golden Finch Ave.	Blue Jay	SE./SW.	Excellent
Golden Finch Ave.	Golden Pheasant Dr.	SW./NW.	Excellent
Golden Pheasant Dr.	Chukar Way	SW./NE.	Excellent
Golden Pheasant Dr.	Partridge Ln.	all 4 corners	Excellent
Golden Pheasant Dr.	Sage Grouse Path	SE./NE.	Excellent
Gooding St.	Wall Ave.	SE.	Good
Gooding St. N.	2nd Ave. N.	4 corners	S-Fair/N-Good
Gooding St. N.	3rd Ave. N.	NE	Good
Gooding St. N.	3rd Ave. N.	NW	Fair
Gooding St. N.	3rd Ave. N.	SW	Good
Gooding St. N.	4th Ave. N.	SE./NE.	Good
Gooding St. N.	5th Ave. N.	NW.NW.	Good
Gooding St. N.	6th Ave. N.	NW	Excellent
Gooding St. N.	6th Ave. N.	SW	Fair
Gooding St. N.	Addison Ave.	SE./SW.	Good
Gooding St. W.	2nd Ave. W.	all 4 corners	Good
Gooding St. W.	3rd Ave. W.	SW.NW.	Excellent
Gooding St. W.	4th Ave. W.	NE./NW.	Fair
Gooding St. W.	4th Ave. W.	SE.NE.	Excellent
Gooding St. W.	5th Ave. W.	SE	Excellent
Gooding St. W.	5th Ave. W.	SW	Excellent
Gooding St. W.	6th Ave. W.	SE.	grass
Gooding St. W.	Main Ave. W.	4 corners-7 ramps	6 -ex./SW corner on Main - Fair
Gooding St. W.	Wall Ave.	SW.	Excellent
Gooding St. W.	Wall Ave. W.	SW.	Good
Grace Dr. W.	Grace Dr. E.	SW./NW.	Excellent
Grandview Dr.	Welch Ln.	SW. corner	Excellent
Grandview Dr. N.	Arrow Wood Ct.	all 4 corners	Excellent
Grandview Dr. N.	Borah Ave.	SW./NW.	Excellent
Grandview Dr. N.	Bosero Way	SW./NW	Excellent
Grandview Dr. N.	Caswell Ave. W.	all 4 corners	Excellent
Grandview Dr. N.	Cheney Dr. W.	NE.	Excellent
Grandview Dr. N.	Cheney Dr. W.	SE.	Excellent
Grandview Dr. N.	Fieldstone Rd.	SW./NW.	Excellent
Grandview Dr. N.	North College Rd. W.	SW./NW./NE	Excellent
Grandview Dr. N.	Robbins Ave.	SE.	Good

Street	Intersecting Street	Location	Condition
Grandview Dr. N.	Sage Mesa Ct.	NE	Excellent
Grandview Dr. N.	Spring Hollow Ct.	NE./SE.	Excellent
Grandview Dr. N.	White Birch Ave.	SW./NW.	Excellent
Greentree Way	O'Leary Way	All	Excellent
Hankins Rd.	Elizabeth Blvd	SW./NW.	Excellent
Hankins Rd.	Ruby Dr.	SW./NW.	Excellent
Hankins Rd.	Sapphire Dr.	SW./NW.	Excellent
Hankins Rd.	Stadium Blvd.	SW./NW.	Excellent
Harrison St.	Borah Ave.	SW	Fair
Harrison St.	Heyburn Ave.	NW	Excellent
Harrison St.	Wirsching Ave.	NE	Excellent
Harrison St. S.	Blue Bell Ave.	all 4 corners	Excellent
Harrison St. S.	Clinton Dr.	SE./SW.	Excellent
Harrison St. S.	Clover Ave.	all 4 corners	Excellent
Harrison St. S.	El Camino Ave.	SW./NW	Excellent
Harrison St. S.	Feather Ave.	SW./NW.	Excellent
Harrison St. S.	Hailee Ave.	all 4 corners	Excellent
Harrison St. S.	Houston St.	SE./NE.	Excellent
Harrison St. S.	Hunter Ave.	all 4 corners	Excellent
Harrison St. S.	Kanner Ln.	SE./NE.	Excellent
Harrison St. S.	Magnolia Ave.	all 4 corners	Excellent
Harrison St. S.	Orchard Dr.	NE.	Excellent
Hiawatha Way	Trotter Dr.	All	Good
Hidden Trails Ln.	Sunny Trail Way	SE./NE.	Excellent
Highland Ave.	Blue Lakes Blvd.	NE. corner	Excellent
Highland Ave.	Harrison St. S.	SE.	Excellent
Highland Ave.	Lois St.	Se.	Good
Highland Ave.	Noble St.	SE./SW.	Excellent
Highland Ave.	Ramage St.	NE./NW.	Fair
Highland Ave.	Sidney St.	NE./NW.	Fair
Hinkley Dr.	South Temple Rd.	SE. / SW. corners	Excellent
Inca Dr.	Coronado Ave.	SE./NE.	Good
Inca Dr.	Cordova Ave.	SE./NE	Good
Inca Dr.	El Camino Ave.	SE./SW.	Good
Independence St.	Forge St.	SE.	Excellent
Independence St.	Hometowne Rd.	all 4 corners	Excellent
Indian Trails	Apache Ln.	SE. / SW. corners	Good
Indian Trails	Cherokee Ln.	SE. / SW. corners	Good
Indian Trails	Hiawatha Way	SE. / SW. corners	Good
Indian Trails	Trotter Dr.	All	Good
Ironwood Ave.	Aspenwood Dr.	SE. / NE. corners	Excellent
Ironwood Ave.	Carriage Ln.	SW. / NW. corners	Excellent
Jeweler St.	Clifton Ave.	all 4 corners	Excellent

Street	Intersecting Street	Location	Condition
Jeweler St.	Detters Rd.	NE./NW.	Excellent
Jeweler St.	Highland Ave.	SE./SW.	Excellent
JoEllen Dr.	Jeannie Way	NE. / NW. corners	Excellent
JoEllen Dr.	Meadowview Ln.	SE. / NE. corners	Excellent
Joshua Way	Carriage Ln. N.	all 4 corners	Excellent
Joshua Way	Meadowview Ln. N.	SW./NW.	Excellent
Julie Ln.	Eastglen Way	SE./SW.	Excellent
Julie Ln.	Eastridge Cir.	NE./NW	Excellent
Julie Ln.	Eastridge Way	all 4 corners	Excellent
Julie Ln.	Eastridge Ct.	NE./NW	Excellent
Julie Ln.	Juniper St.	NE. / NW. corners	Not accessible
Kenyon Dr.	Partridge Ln.	SE./NE.	Excellent
Kimberly Rd.	Ash St.	NW.	Good
Kimberly Rd.	Aspenwood Dr.	NE./NW.	Excellent
Kimberly Rd.	Eastland Dr.	SE./SW./NE./NW	Excellent
Kimberly Rd.	Eddy St.	SE.-no sidewalk S.	Good
Kimberly Rd.	Eddy St.	SW.-no sidewalk S.	Fair
Kimberly Rd.	Locust St.	NE	Fair
Kimberly Rd.	Locust St.	NW.	Good
Kimberly Rd.	Locust St.	SE.	Excellent
Kimberly Rd.	Locust St.	SW.	Good
Kimberly Rd.	Madrona St. N.	NE.	Excellent
Kimberly Rd.	Madrona St. N.	NW	Good
Kimberly Rd.	Madrona ST. S.	SE	Excellent
Kimberly Rd.	Sunset St.	SE./SW.	Excellent
Knoll Ridge Rd.	Creekside Way	SE./NE.	Excellent
Knoll Ridge Rd.	Field Stream Way	SW./NW.	Excellent
Knottingham Dr.	Hillcrest Dr.	NE./NW.	Good
Leeann Dr.	Meadowlark Way	SW. / NW. corners	Excellent
Leeann Dr.	Meadowview Ln.	SE. / NE. corners	Excellent
Lincoln St.	Evergreen Dr.	SE./SW.	Good
Lincoln St.	Heyburn Ave.	SE./SW.	Good
Linden Ave.	Atlantic St.	NE./NW.	Excellent
Linden Ave.	Saddle St.	all 4 corners	Excellent
Linden Ave.	Sommer St.	all 4 corners	Excellent
Linden Ave.	Sundown Way	SE./SW.	Excellent
Linden Ave.	Wrangler St.	NE./NW.	Excellent
Lochsa Rd.	Selway St.	NW.	Excellent
Locust St.	Bitterroot Dr.	SW. / NW. corners	Excellent
Locust St.	Bridgeview Blvd.	SE. / NE. corners	Excellent
Locust St.	Brookside Loop	All	Excellent
Locust St.	Busch Ct.	SE. / NE. corners	Excellent
Locust St.	Cheney Dr.	All	Excellent

Street	Intersecting Street	Location	Condition
Locust St.	Julie Ln.	SW. / NW. corners	Excellent
Locust St.	Lawndale Dr.	NW. corner	Excellent
Locust St.	Lawndale Dr.	SE. / NE. corners	Excellent
Locust St.	Lawndale Dr.	SW. corner	Fair
Locust St.	Targhee Dr.	SW. / NW. corners	Excellent
Longbow Cir.	Longbow Dr.	NE./NW	Excellent
Longbow Dr.	Carriage Ln. N.	all 4 corners	Excellent
Longbow Dr.	Meadowview Ln. N.	SW./NW.	Excellent
Madrona St.	Bridgeview Blvd.	All	Excellent
Madrona St.	Brookfield Ct.	NW. / SW. corners	Excellent
Madrona St.	Candleridge Dr.	SE. / NE. corners	Excellent
Madrona St.	Cheney Dr.	SW.	Excellent
Madrona St.	Floral Ave.	NE. / NW. corners	Fair
Madrona St.	Galena Dr.	All	Excellent
Madrona St.	Heyburn Ave.	NW. corner	Good
Madrona St.	Pomerelle Dr.	SE. / NE. corners	Excellent
Madrona St.	Stadium Blvd.	SW.	Good
Main Ave. S.	Hansen St. E.	all 4 corners	Excellent
Main Ave. S.	Idaho St. E.	NE./SW.- 2 ramps ea.	Excellent
Main Ave. S.	Jerome St. E.	SW.	Good
Main Ave. S.	Liberty St. E.	all 4 corners	Good
Main St. N.	Addison St.	all 4 corners	Good
Main St. N.	Albion St. W.	all 4 corners	Good
Main St. N.	Buhl St. W.	NW	Fair
Main St. N.	Buhl St. W.	SW.	Good
Main St. N.	Castleford St. W.	all 4 corners	Good
Main St. N.	Dierkes St. W.	SW./NE./NW.	Good
Main St. N.	Eden St. W.	NW.	Good
Main St. N.	Gooding St. W.	NE./NW.	Excellent
Main St. N.	Gooding St. W.	SE./SW.-2 ramps	Excellent
Meadows Dr.	University Ave.	NE.	Fair
Meadowview Ln. N	Morning Sun Dr.	SW./NW.	Excellent
Meadowview Ln. N	Stadium Blvd.	all 4 corners	Excellent
Meadowview Ln. N	Sun Dance Dr.	all 4 corners	Excellent
Meadowview Ln. N	Sun Meadow Dr.	SW./NW.	Excellent
Minidoka Ave.	5th Ave. S.	NE.	Excellent
Minidoka Ave.	Hansen St. S.	NE./SE.	Excellent
Minidoka Ave.	Ketchum St. S.	SE.	Good
Minidoka Ave.	Liberty St. S.	NE./SE.	Excellent
Minidoka Ave.	Murtaugh St. S.	NW.	Excellent
Minidoka Ave.	Shoshone St.	SE.	Good
Minidoka Ave.	Shoshone St.	SW-2 ramsp	Excellent
Misty Meadows Trail	Fieldstone Rd.	all 4 corners	Excellent

Street	Intersecting Street	Location	Condition
Misty Meadows Trail	Misty Meadows Ct.	NE./NW.	Excellent
Misty Meadows Trail	Silver Creek Way	all 4 corners	Excellent
Monroe St.	Meadows Ln.	SE.	Good
Monroe St.	Meadows Ln.	SW./NW./NE	Good
Monroe St.	Monroe Cir.	SE./NE.	Good
Monroe St.	Monroe Pl.	SE./NE.	Good
Monroe St.	Monroe Way	SE./NE.	Good
Monroe St.	Shoup Ave.	SE./NE.	Good
Morning Sun Dr.	Stadium Blvd.	all 4 corners	Excellent
Morning Sun Dr.	Sun Crest Cir.	SE./NE.	Excellent
Morning Sun Dr.	Sun Meadow Dr.	SE./NE.	Excellent
Morning Sun Dr.	Sundance Dr.	SE./NE.	Excellent
Mountainview Dr.	Boulder Cir.	NE. / SE. corners	Good
Mountainview Dr.	Candleridge Dr.	All	Excellent
Mountainview Dr.	Candlewood Ave.	All	Excellent
Mountainview Dr.	Cheney Dr.	SE. / SW. corners	Excellent
Mountainview Dr.	Julie Ln.	All	Good
Mountainview Dr.	Mountainview Cr.	SW. / NW. corners	Good
Mountainview Dr.	North Temple Dr.	SE. / NE. corners	Excellent
Mountainview Dr.	South Temple Rd.	SE. / SW. corners	Excellent
Mountainview Dr.	Sun Valley Cir.	SW. / NW. corners	Excellent
Mountainview Dr.	Trailcreek Cir.	SW. / NW. corners	Excellent
Mountainview Dr.	White Cloud Cir.	NE. / SE. corners	Good
Nisqually St.	Lochsa Rd.	NE./NW.	Excellent
Nisqually St.	Travelers Way	SE./SW.	Excellent
North College Rd. W.	Blake St. N.	SE./SW.-cracked	Fair
North College Rd. W.	Blue Lakes Blvd N.	all 4 corners	Excellent
North College Rd. W.	Bradley St.	NE./NW.	Excellent
North College Rd. W.	Field Stream Way	all 4 corners	Excellent
North College Rd. W.	Fillmore St.	all 4 corners	Excellent
North College Rd. W.	Locust St. N.	SW./NW.	Excellent
North College Rd. W.	Monoco St.	SE./SW.	Good
North College Rd. W.	Northern Pine Dr.	NE./NW.	Excellent
North College Rd. W.	Northern Pine Dr.	SE./SW	Good
North College Rd. W.	Park Meadows	NE./NW.	Excellent
North College Rd. W.	Park Meadows	SE./SW.-missing section of sidewalk	Fair
North College Rd. W.	Park Terrace	SE.	Good
North College Rd. W.	Park Terrace	SW.	Excellent
North College Rd. W.	Park View Dr.	SE.	Good
North College Rd. W.	Park View Dr.	SE./SW.-chipped concrete	Fair
North College Rd. W.	Park View Dr.	SW.-chipped concrete	Fair
North College Rd. W.	Silver Creek Way	all 4 corners	Excellent

Street	Intersecting Street	Location	Condition
North College Rd. W.	Sparks St.	NE./NW.	Excellent
North College Rd. W.	Sparks St.	SE./SW.	Good
North College Rd. W.	Starfire St.	NE./NW.	Excellent
North College Rd. W.	Starfire St.	SE./SW.	Good
North College Rd. W.	Sun Burst St.	SE./SW.-cracked	Good
North College Rd. W.	Twin Parks Dr.	SE.	Fair
North College Rd. W.	Twin Parks Dr.	SW.	Good
North College Rd. W.	Wendell St.	NE./NW.	Excellent
North College Rd. W.	Wendell St.	SE.	Good
North Pointe Dr.	Ashley Dr.	SE./SW.	Excellent
North Pointe Dr.	Bradley St.	all 4 corners	Excellent
North Pointe Dr.	Cody Ct.	SE./SW.	Excellent
North Pointe Dr.	Wendell St.	all 4 corners	Excellent
North Star Ave.	Blake St. N.	all 4 corners	Good
North Star Ave.	Firebird Cir.	SE./SW.	Good
North Star Ave.	Imperial St.	SE./SW.	Good
North Star Ave.	Monaco St.	all 4 corners	Good
North Star Ave.	Starfire St.	all 4 corners	Good
North Star Ave.	Sun Burst St.	all 4 corners	Good
North Star Ave.	Washington St N.	SW./NW.	Good
Northern Pine Dr.	Caitlin Ave.	all 4 corners	Excellent
Northern Pine Dr.	Cheney Dr. W.	SE./SW	Excellent
Northern Pine Dr.	Megan Ct.	SW./NW.	Excellent
Northern Pine Dr.	North Pointe Dr.	all 4 corners	Excellent
Northern Pine Dr.	Northern Pine Ct.	SW./NW.	Excellent
Northern Pine Dr.	Sarah Ave.	SW./NW.	Excellent
Northern Pine Dr.	Twin Parks Dr.	all 4 corners	Good
Orchard Dr.	Bridget St.	NE./NW.	Excellent
Orchard Dr.	Gregory Way	NE./NW.	Excellent
Ostrander St.	2nd Ave. W.	NE./NW.	Fair
Ostrander St. N.	Shoup Ave. W.	NW.	Good
Pahsimeroi Dr.	Julie Ln.	All	Excellent
Pahsimeroi Dr.	Pomerelle Dr.	SE. / SW. corners	Excellent
Pahsimeroi Dr.	Targhee Dr.	SW. / NW. corners	Excellent
Paint Brush Dr.	Carriage Ln.	All	Excellent
Paintbrush Cir.	Paint Brush Dr.	SE. / SW. corners	Excellent
Paintbrush Dr.	Aspenwood Dr.	SE. / NE. corners	Excellent
Park Ave.	Noble St.	NE./NW.	Excellent
Park Meadows	Twin Parks Dr.	all 4 corners	Good
Park View Dr.	Arrowhead Path	SE./NE.	Excellent
Park View Dr.	Canyon Crest Dr. W.	SE./NE.	Excellent
Park View Dr.	Falling Leaf Ln.	SE./NE.	Excellent
Park View Dr.	Hidden Trail Ln.	SE./NE.	Excellent

Street	Intersecting Street	Location	Condition
Park View Dr.	Pioneer Path	SE./NE.	Excellent
Park View Dr.	Shadetree Trail	SE./NE.	Excellent
Parkway Dr.	Twin Parks Dr.	SE./NE.	Good
Parkwood Dr.	Cedarbrook Dr.	SE./NE.	Excellent
Parkwood Dr.	Hailee Ave.	all 4 corners	Excellent
Parkwood Dr.	Park Ave.	SE./SW.	Excellent
Pheasant Rd.	Aztec Dr.	NE./NW.	Good
Pheasant Rd.	Fiesta Way	NE./NW.	Excellent
Pheasant Rd.	Flint St.	SE./SW.	Excellent
Pheasant Rd.	Harrison St. S.	NW./SW.	Excellent
Pheasant Rd. W.	Atlantic St.	SE./SW.	Good
Pheasant Rd. W.	Golden Pheasant Dr.	all 4 corners	Excellent
Pheasant Rd. W.	Kenyon Rd.	SE./NE.	Excellent
Pheasant Rd. W.	Twin Villa Loop	NE./NW.	Good
Picabo Dr.	Bellevue Ct.	SW./NW.	Excellent
Picabo Dr.	Hailee Ave.	NE./NW.	Excellent
Picabo Dr.	Park Ave.	SE./SW.	Excellent
Pierce St.	Shoup Ave.	NE.	Good
Pierce St.	Shoup Ave.	SE.	Excellent
Pillar St.	Galena Dr.	NE. / NW. corners	Excellent
Pillar St.	Riverwood Rd.	SW. / NW. corners	Excellent
Ping Ct.	Welch Ln.	SE. / SW. corners	Excellent
Pioneer Path	Sunny Trail Way	SE./NE.	Excellent
Pole Line Rd. E.	Blue Lakes Blvd. N.	all 4 corners	Excellent
Pole Line Rd. E.	Bridgeview Blvd.	all 4 corners	Excellent
Pole Line Rd. E.	Elm St. N.	NE./NW.	Excellent
Pole Line Rd. E.	Elm St. N.	SE	Excellent
Pole Line Rd. E.	Locust St. N.	all 4 corners	Excellent
Polk St.	Heyburn Ave.	NE./NW	Fair
Polk St.	Wirsching Ave.	NW.	Excellent
Quail St.	Golden Pheasant Dr.	SE./NE.	Excellent
Quail St.	Partridge Ln.	NE./NW.	Excellent
Quincy St.	Meadows Ln.	all 4 corners	Good
Quincy St.	Monroe Pl. E.	NW./SW.	Good
Ramage St.	South Park Ave.	NE./SE.	Good
Ridgeway Dr.	Blake St. N.	all 4 corners	Good
Ridgeway Dr.	Imperial St.	NW./NE.	Good
Ridgeway Dr.	Monaco St.	NW./NE.	Good
Ridgeway Dr.	Sparks St.	SE./NE.	Good
Ridgeway Dr.	Starfire St.	NW./NE.	Good
Ridgeway Dr.	Sun Burst St.	all 4 corners	Good
Ridgeway Dr.	Twin Parks Dr.	NE./NW.	Fair
Ridgeway Dr.	Washington St. N.	SW./NW.	Good

Street	Intersecting Street	Location	Condition
Riverbend Pl.	Riverwood Rd.	NE. / NW. corners	Excellent
Riverridge St.	Galena Dr.	NE. / NW. corners	Excellent
Riverridge St.	Riverwood Rd.	SE. / NE. corners	Excellent
Robbins St.	Bracken St. N.	NE.	Excellent
Robbins St.	Eastwind Dr.	NE.	Fair
Robbins St.	Eastwind Dr.	NW.	Good
Robbins St.	Sparks St.	SW	Excellent
Robbins St.	Wendell St.	SE.	Excellent
Robbins St.	Westwind Dr.	NE.	Excellent
Robbins St.	Westwind Dr.	NW.	Fair
Rose Cir.	Rose St. N.	SW./NW.	Excellent
Ruby Dr.	Garnet St.	SE. / NE. corners	Excellent
Sagebrush Dr.	Carriage Ln.	All	Good
Sapphire Dr.	Garnet St.	All	Excellent
Sarah Ave.	North Pointe Dr.	SE./NE.	Excellent
Sarah Ave.	Wendell St.	SE./NE.	Excellent
Sawtooth Blvd.	Julie Ln.	SE. / SW. corners	Excellent
Scott Ct.	Heyburn Ave.	NE. / NW. corners	Excellent
Settlers Ln.	Coiner Cir.	SE./NE.	Excellent
Settlers Ln.	Settlers Ln.	NE	Excellent
Seven Springs Ave	Atlantic St.	all 4 corners	Excellent
Seven Springs Ave	Saddle St.	all 4 corners	Excellent
Seven Springs Ave	Sommer St.	all 4 corners	Excellent
Seven Springs Ave	Wrangler St.	SE./SW.	Excellent
Shadetree Trail	Blue Sky Ln.	SE./SW.	Excellent
Shadetree Trail	Canyon Trails Way	all 4 corners	Excellent
Shadetree Trail	Northern Sky Dr.	SW./NW.	Excellent
Shadetree Trail	Sunny Trail Way	SE./SW.	Excellent
Shoshone St.	2nd Ave. E.	NE./NW./SE.	Excellent
Shoshone St.	2nd Ave. E.	SW.	Fair
Shoshone St.	2nd Ave. N.	NE.	Excellent
Shoshone St.	2nd Ave. N.	NW.	Excellent
Shoshone St.	2nd Ave. N.	SE.	Fair
Shoshone St.	2nd Ave. N.	SW.	Good
Shoshone St.	6th Ave. W.	NE./NW.	Excellent
Shoshone St. E.	Main Ave. E.	SE-2 arterials	Excellent
Shoshone St. N.	10th Ave. E.	SE.	Good
Shoshone St. N.	10th Ave. E.	SW.	Fair
Shoshone St. N.	11th Ave. E.	SE.	Good
Shoshone St. N.	11th Ave. E.	SW.	Excellent
Shoshone St. N.	11th Ave. N.	NE./NW.	Excellent
Shoshone St. N.	3rd Ave. E.	SW.	Excellent
Shoshone St. N.	3rd Ave. N.	NW.	Excellent

Street	Intersecting Street	Location	Condition
Shoshone St. N.	4th Ave. E.	SE.	Excellent
Shoshone St. N.	4th Ave. N.	NW.	Excellent
Shoshone St. N.	6th Ave. E.	SE./SW.	Excellent
Shoshone St. N.	6th Ave. N.	NE.-2 arterials	Good
Shoshone St. N.	6th Ave. N.	NW.-2 arterials	Good
Shoshone St. N.	7th Ave. E.	SE./SW.	Excellent
Shoshone St. N.	8th Ave. E.	SW./NW.	Excellent
Shoshone St. N.	9th Ave. E.	SW.	Good
Shoshone St. N.	9th Ave. N.	NE./NW.	Excellent
Shoshone St. N.	Main Ave. S.	NW.-2 arterials	Excellent
Shoshone St. S.	Main Ave. W.	SW.-2 arterials	Excellent
Shoshone St. S.	Maxwell Ave	SE./SW	Excellent
Shoshone St. S.	Railroad St	SE	Good
Shoshone St. S.	Railroad St	SW-cracked	Fair
Shoshone St. W.	3rd Ave .W.	NE.	Fair
Shoshone St. W.	3rd Ave .W.	NW.	Good
Shoshone St. W.	3rd. Ave. S.	SE./SW.	Excellent
Shoshone St. W.	4th Ave. S.	SE./SW.	Good
Shoshone St. W.	4th Ave. W.	NE./NW.	Good
Shoshone St. W.	5th Ave. S.	SW./SE.	Fair
Shoshone St. W.	5th Ave. W.	NW./NE.	Good
Shoshone St. W.	Main Ave. S.	NE.-2 arterials	Excellent
Shoshone St. W.	Wall Ave.	NE./NW.	Excellent
Shoup Ave. W.	Blake St. N.	SE.	Excellent
Shoup Ave. W.	Carney St.	NE./NW.	Excellent
Shoup Ave. W.	Halsted ST.	SE.	Excellent
Shoup Ave. W.	Martin St.	SW.	Excellent
Shoup Ave. W.	Ostrander St. N.	NW.	Excellent
Shoup Ave. W.	Washington St. N.	SE.	Good
Shoup Ave. W.	Washington St. N.	SW.	Good
Signey St.	South Park Ave.	SE./SW.	Good
Silver Creek Way	Fieldstone Rd.	SE./NE.	Excellent
Silver Creek Way	Starlight Loop	SE./NE.	Excellent
Silver Creek Way	Sunny Brook Ave.	SW./NW	Excellent
Silver Creek Way	White Birch Ave.	all 4 corners	Excellent
Silver Pheasant	Kenyon Rd.	NE./SE.	Excellent
Silver Pheasant	Sage Grouse Path	SW./NW.	Excellent
Smith Cir.	South Temple Rd.	SE. / SW. corners	Excellent
Somner St.	3600 Rd. N.	NE./NW.	Excellent
Somner St.	Sundown Way	all 4 corners	Excellent
South Park Ave.	Washington St.	NE.	Excellent
South Park Ave.	Washington St.	NW driveway	Fair
Southwood Ave.	Atlantic St.	all 4 corners	Excellent

Street	Intersecting Street	Location	Condition
Southwood Ave.	Dana St.	SE./SW.	Excellent
Southwood Ave.	Ponderosa St.	SE./NE.	Excellent
Southwood Ave.	Saddle St.	all 4 corners	Excellent
Southwood Ave.	Sommer St.	all 4 corners	Excellent
Southwood Ave.	Spurlock Ct.	NE./NW.	Excellent
Southwood Ave.	Valencia St.	all 4 corners	Excellent
Southwood Ave.	Vista Dr.	SE./SW.	Excellent
Southwood Ave.	Wrangler St.	all 4 corners	Excellent
Sparks St.	Crestview Dr.	SE./NE.	Good
Sparks St.	Northstar	SE./NE.	Good
Sparks St.	Park Terrace	NW.	Good
Spruce Ave.	Blue Lakes Blvd.	NE. / SE. corners	Fair
Spruce Ave.	Walnut St.	NE. / NW. corners	Not accessible
Stadium Blvd.	Ballingrude Dr.	SE./SW.	Good
Stadium Blvd.	Ballingrude Dr.		
Stadium Blvd.	Bristlecone Dr.	NE./NW-1/2 in grass 1/2 in sidewalk	Good
Stadium Blvd.	Bristlecone Dr.	SE. / SW. corners	Excellent
Stadium Blvd.	Bristlecone Dr.	SE./SW.	Excellent
Stadium Blvd.	Buckingham Dr.	All	Excellent
Stadium Blvd.	Buckingham Dr.	all 4 corners	Excellent
Stadium Blvd.	Carriage Ln. N.	all 4 corners	Excellent
Stadium Blvd.	Cento Ct.	SE. / SW. corners	Excellent
Stadium Blvd.	Cento Ct.	SE./SW.	Excellent
Stadium Blvd.	Sun Fire Dr.	all 4 corners	Excellent
Stadium Blvd.	Sunshine Dr.	SE./SW.	Excellent
Stadium Blvd.	White Pine Dr.	SE. / SW. corners	Excellent
Stadium Blvd.	White Pine Dr.	SE./SW.	Excellent
Starlight Loop	Field Stream Way	all 4 corners	Excellent
Starlight Loop	Silver Creek Way	all 4 corners	Excellent
Stonecrest Ct.	Brookfield Ct.	NE. / NW. corners	Excellent
Stonehedge Way	Concordia Way	SE. / NW. corners	Excellent
Stonehedge Way	Stonehedge Loop	All	Excellent
Sun Dance Dr.	Sun Fire Dr.	NE./NW.	Excellent
Sun Dance Dr.	Sunshine Dr.	NE./NW.	Excellent
Sunbeam Dr.	Stadium Blvd.	SE./SW.	Excellent
Sunbeam Dr.	Sundance Dr.	NE./NW.	Excellent
Sunglow Cir.	Carriage Ln.	SW. / NW. corners	Excellent
Sunpointe Dr.	Stadium Blvd.	SE./SW.	Excellent
Sunpointe Dr.	Sundance Dr.	NE./NW.	Excellent
Sunrise Blvd.	Carli's Cove	SE. / NE. corners	Excellent
Sunrise Blvd.	Heyburn Ave.	SE. / NE. corners	Excellent
Sunrise Blvd.	Shoup Ave.	NW. corner	Good

Street	Intersecting Street	Location	Condition
Sunset St.	Floral Ave.	NW. corner	Good
Talus Loop	Arrowhead Path	NE./NW.	Excellent
Tamarack Loop	Tamarack Loop	SE. / NE. corners	Excellent
Tara St.	Caitlin Ave.	NW.	Excellent
Tara St.	Sarah Ave.	SW.	Excellent
Tendoy St.	Lochsa Rd.	all 4 corners	Excellent
Tendoy St.	Traveler's Way	SE./SW.	Excellent
Teton Ct.	Teton St.	SW. / NW. corners	Excellent
Teton St.	Heyburn Ave.	SE. / SW. corners	Excellent
Titleist Ct.	Par St.	SW. / NW. corners	Excellent
Titleist Ct.	Welch Ln.	SE. / SW. corners	Excellent
Trail Crest Rd.	Creekside Way	SE./NE.	Excellent
Trail Crest Rd.	Field Stream Way	SW./NW.	Excellent
Trailwood Ave.	Atlantic St.	all 4 corners	Excellent
Trailwood Ave.	Wrangler St.	SE./SW.	Excellent
Travelers Way	Park View Dr.	all 4 corners	Excellent
Travelers Way	Selway St.	SE./SW.	Excellent
Trotter Dr.	9th Ave. E.	SE./SW.	Excellent
Trotter Dr.	Buck Brush Cir.	SE. / NE. corners	Excellent
Trotter Dr.	Chaparral Cir.	SE. / NE. corners	Excellent
Trotter Dr.	Paint Brush Dr.	All	Excellent
Trotter Dr.	Sagebrush Dr.	All	Excellent
Twin Villa Loop	Pheasant Rd. W.	NE./NW.	Good
Valencia St.	Caliente Ave.	SW./NW.	Good
Valencia St.	Coronado Ave.	SW./NW.	Good
Valencia St.	Cordova Ave.	SW./NW.	Good
Valencia St.	El Camino Ave.	all 4 corners	Good
Van Buren St.	Heyburn Ave.	SE.	Fair
Victory Ave.	Washington St.	SE.	Good
Vista Dr.	Dana St.	NE./NW.	Excellent
Vista Dr.	Vista Ct.	SE./SW.	Excellent
Wall Ave.	6th Ave. W.	NE.	grass
Walnut St.	Wilmore Ave.	SE.	Not accessible
Warm Springs Cir.	Julie Ln.	SE. / SW. corners	Excellent
Washington St.	2nd Ave. W.	NW	Fair
Washington St.	2nd Ave. W.	NW.	Good
Washington St.	2nd Ave. W.	SW.	Excellent
Washington St.	Albion St. W.	SE./SW.	Good
Washington St.	Austin Ave. W.	SW.	Excellent
Washington St.	Castleford St.	SW.	Good
Washington St.	3rd Ave. W.	SW.	Excellent
Washington St.	4th Ave.	SW./NW.	Excellent
Washington St.	Albion St. W.	SW.	Good

Street	Intersecting Street	Location	Condition
Washington St.	by RV dump	2 ramps by driveway	Excellent
Washington St.	Delong Ave.	NW	Good
Washington St. N.	Avenida Del Rio	SW./NW.	Excellent
Washington St. N.	Los Lagos	SW./NW.	Excellent
Washington St. S.	3600 Rd. N.	NE	Excellent
Washington St. S.	Diamond Ave.	NE./SE.	Poor
Washington St. S.	El Camino Ave.	NE	Good
Washington St. S.	Orchard Dr.	NW.-2 ramps	Good
Washington St. S.	Orchard Dr.	SE	Excellent
Washington St. S.	Pheasant Rd. W.	NE	Fair
Washington St. S.	Pheasant Rd. W.	SW	Excellent
Washington St. S.	Southpark Ave.	NE./SE.	Good
Washington St. S.	Southwood Ave. W.	SW./NW.	Excellent
Washington St. S.	Victory Ln.	NW.	Excellent
Watchmaker St.	Clifton Ave.	all 4 corners	Excellent
Watchmaker St.	Detters Rd.	SE./NE.	Excellent
Watchmaker St.	Highland Ave.	SE./SW	Excellent
Waterfall Ct.	Brookfield Ct.	NE. / NW. corners	Excellent
Wendell St.	Alyssa Ave.	SW./NW.	Excellent
Wendell St.	Benjamin Ave.	SW./NW.	Excellent
Wendell St.	Hazedel Dr.	SE.	Good
Wendell St.	Ridgeway Dr.	NE. - 2" lip	Fair
Wendell St.	Ridgeway Dr.	SE.	Excellent
Whispering Pine Dr.	Carriage Ln. N.	SW./NW.	Excellent
Whispering Pine Dr.	Cedarchip Rd.	SW./NW.	Excellent
Whispering Pine Dr.	Cedarpark Cir.	SW./NW.	Excellent
Whispering Pine Dr.	Cedarridge Rd.	SE./NE.	Excellent
Whispering Pine Dr.	Longbow Dr.	all 4 corners	Excellent
Wild Rose Loop	Carriage Ln. N.	SW./NW.	Excellent
Wildbrush Cir.	Paintbrush Dr.	SE. / SW. corners	Excellent
Wirsching Ave. W.	Washington St. N.	NW.	Good
Woodriver Dr.	Candlewood Ave.	SE. / SW. corners	Excellent
Woodriver Dr.	Summit Pl.	SW. / NW. corners	Excellent
Woodriver Dr.	Woodriver Cir.	NE. / SE. corners	Good
Yellow Rose Ave	Atlantic St.	NE./NW.	Excellent
Yellow Rose Ave	Wrangler St.	NE./NW.	Excellent
Young Cir.	South Temple Rd.	SE. / SW. corners	Excellent

Appendix C - Grievance Policy and Procedure

GRIEVANCE PROCEDURE

City of Twin Falls, Idaho

2011

The following grievance procedure is established to meet the requirements of Section 504 of the Rehabilitation Act as amended and the Americans With Disabilities Act of 1990 (ADA).

According to these laws, the City of Twin Falls, Idaho, as a recipient of an Idaho Community Development Block Grant (ICDBG) funds, certifies that all citizens shall have the right to submit a grievance on the basis of disability in policies or practices regarding employment, services, activities, facilities, or benefits provided by the City of Twin Falls.

When filing a grievance, citizens must provide detailed information to allow an investigation, including the date, location, and description of the problem. The grievance should be in writing and should include the name, address, and telephone number of the complainant. ***Upon request, alternative means of filing complaints, such as personal interviews or a tape recording, will be made available for individuals with disabilities upon request.*** The complaint should be submitted by the complainant or his/her designee as soon as possible, but no later than 60 days after the alleged violation. Complaints must be signed and sent to:

Mitch Humble, Community Development Director and 504/ADA Coordinator
321 2nd Ave. E
P.O. Box 1907
Twin Falls, ID 83303
Telephone number: (208) 735-7267
TDD: Telephone (Hearing Impaired)
Idaho Relay Service Numbers: Dial 7-1-1, or one of the following:
(800) 377-1363 (Voice)
(800) 377-3529 (TTY/ASCII)
(888) 791-3004 (Speech to Speech)
(866) 252-0684 (Spanish to Spanish)

Within 15 calendar days after receiving the complaint, Mitch Humble will meet with the complainant to discuss the complaint and possible resolution. Within 15 calendar days after the meeting, Mitch will respond in writing. Where appropriate, the response shall be in a format accessible to the complainant (such as large print or audio tape). The response will explain the position of the City of Twin Falls and offer options for resolving the complaint.

If the response by Mitch does not satisfactorily resolve the issue, the complainant or his/her designee may appeal the decision of the ADA coordinator. Appeals must be made within 15 calendar days after the receipt of the response. Appeals must be directed to the chief elected official or his or her designee.

Within 15 calendar days after receiving the appeal, the chief elected official or his or her designee will meet with the complainant to discuss the complaint and to discuss possible resolution. Within 15 calendar days after the meeting, the chief elected official or his or her designee will provide a response in writing. Where appropriate, the response shall be in a format accessible to the complainant. The response shall be accompanied by a final resolution of the complaint. The 504/ADA Coordinator shall

maintain the files and records of the City of Twin Falls pertaining to the complaints filed for a period of three years after the grant is closed out.

Other Complaint Procedures

All individuals have a right to a prompt and equitable resolution. Individuals or classes of individuals who believe they have been subjected to discrimination based on disability have several ways to file a grievance:

- Use the grievance procedure provided by the public entity
- File a complaint with any agency that provides funding to the public entity
- File with one of the eight federal agencies designated in the Title II regulations

Under Title II, filing a grievance with the public entity's ADA coordinator, filing a complaint with a federal agency, or filing a lawsuit may be done independently of the others. **Individuals are not required to file either a grievance or complaint to bring a lawsuit. Lawsuits may be filed at any time.** The following are agencies where a Title I, Title II or Section 504 complaint can be filed:

For Title I Complaints (Employment)

Equal Employment Opportunity Commission
1-800-669-4000
1-800-669-6820 (TTY)

For Title II Complaints

Department of Justice (DOJ)
Civil Rights Division
Disability Rights Section – NYAV
950 Pennsylvania Avenue, NW
Washington, DC 20530
<http://www.usdoj.gov/disabilities.htm>
1-800-514-0301
1-800-514-0383 (TDD)

For Section 504 Complaints

Department of Housing and Urban Development (HUD)
Community Planning and Development
451 7th Street, SW
Washington, DC 20410
<http://www.hud.gov/offices/ftheo/disabilities/sect504complaint.cfm>
1-202-708-1112
1-202-708-1455 (TTY)

Appendix D - Curb Ramp Survey Form, Scoring Matrix, and Ranking

Example Curb Ramp Survey Form

Curb Ramps

Construction/Alteration Date (circle one): Before 1/26/92 After 1/26/92

Facility Name/Address:	Date:
Location:	Surveyors:

Record your measurements in the blanks when they are provided. Do not circle a response for a question you are directed to skip. If your answer to a question is no, but the choices are "Y" and "n/a," circle "n/a" (not applicable).
A circled "N" signifies a violation.

Describe each curb ramp's location:	Curb Ramp D:
Curb Ramp A:	Curb Ramp E:
Curb Ramp B:	Curb Ramp F:
Curb Ramp C:	Curb Ramp G:

Refer to #	Curb Ramp (CR) Questions	Curb Ramp A		Curb Ramp B		Curb Ramp C		Curb Ramp D		Curb Ramp E		Curb Ramp F		Curb Ramp G	
		Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
1	Is ramp of CR at least 36" wide (not including flared sides)?														
2	Does CR have a running slope of 8.33% or less?		%		%		%		%		%		%		%
3	Does CR have a cross slope of 2% or less?		%		%		%		%		%		%		%
4	Does CR have a gutter slope of 5% or less?		%		%		%		%		%		%		%
5	Are transitions on and off CR flush and free of abrupt level changes? <i>Record the height of any level changes.</i>		"		"		"		"		"		"		"
6	Does CR have detectable warnings?		Y		N		Y		N		Y		N		Y
7	Can CR be blocked by legally parked cars?		Y		N		Y		N		Y		N		Y
8	Is the sidewalk at the "top" of CR at least 36" wide?		Y		N		Y		N		Y		N		Y
9	Does CR have flared sides? <i>If yes, answer one of the next two questions. If not, skip to question 10.</i>		Y		n/a		Y		n/a		Y		n/a		Y
9.a	If the sidewalk at the "top" of CR is 48" wide or more, is the slope of the flared sides 10% or less?		%		%		%		%		%		%		%
9.b	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less?		%		%		%		%		%		%		%
10	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? <i>If the CR has flared sides, skip this question.</i>		Y		N		Y		N		Y		N		Y
11	If CR is built-up to the curb, is it outside the path of cars? <i>If CR is not built-up to curb, skip this question.</i>		Y		N		Y		N		Y		N		Y
Answer the last two questions only if the CR is located at a marked crossing:															
12	Is ramp of CR contained in markings?		Y		N		Y		N		Y		N		Y
13	If corner-type CR, is bottom landing at least 48" long and contained in crosswalk? <i>If not corner-type CR, skip this question.</i>		Y		N		Y		N		Y		N		Y

Comments: _____

Proposed Curb Ramp Scoring Matrix

Location	Available Points	Description
Public Facilities	0-2	Distance to government building, parks, schools, hospitals, etc. (1/4 mile or less – 2 points; 1/4 – 1/2 mile – 1 point).
Pedestrian Volume	0-2	High volume (2 points), Medium volume (1 point).
Major Employers	1	Distance to major employers. (1/2 mile or less – 1 point).
Signalized Intersection	1	On the corner of a signalized intersection.
Completes ADA Route	1	Constructing the ramp would complete an ADA route 1/4 mile or longer.
Other	1	
Location Total (max 5 points)		

Needs	Available Points	Description
No Ramp	5	Sidewalk exists but there is a vertical drop off the curb to the roadway.
Insufficient Landing	1	Either there is no existing landing or it is insufficient.
Excessive Slope	1	Excessive slope may be on the landing, the ramp or the curb in front of the ramp.
Lacking Detectable Warnings	1	Either there are no detectable warnings or they are noncompliant.
Poor Surface	1	Severe cracking or degradation of the surface.
Abrupt Vertical Transitions	1	Vertical transitions greater than 1/4” throughout the ramp. Excessive vertical transitions may warrant an additional point in the “other” category.
Other	1	
Needs Total (max 5 points)		
Grand Total		

Curb Ramp Priority

Priority	Score
High	8 – 10
Medium	5 – 7
Low	0 – 4

Appendix E - Planning Level Cost Estimate and Schedule

CONCEPT PLANNING LEVEL COST ESTIMATE

This unit price planning level cost estimate may differ from actual construction costs due to lack of accurate quantities, project timing, and project details. Although it has been intended to be minus (-) 50% to plus (+) 100% of the actual cost in 2014 dollars, it may still vary from those figures given scope change, incorrect assumptions made, and various other circumstances at the time of actual bidding.

Curb Ramps

Estimated Number of Intersections	1621
Assumed Number of Curb Ramps per Corner	4
Estimated Number of Curb Ramps	6484
Percentage of Noncompliant Curb Ramps	85%
New ADA Compliant Curb Ramps Needed	5511

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>ESTD QNTY</u>	<i>Planning Estimate Only</i>	
			<u>BID UNIT PRICE</u>	<u>BID PRICE</u>
New ADA Compliant Curb Ramps	EA	5,511	\$3,500.00	\$19,289,900.00
Contingency		10%		\$1,928,990.00
Engineering and Administration		15%		\$2,893,485.00
Total for Curb Ramps				\$24,112,375.00

Sidewalk

Length of Cumulative Street Centerlines	FT	1,230,240
Assumed Percentage of Sidewalk		50%
Estimated Length of City Sidewalk	FT	615,120
Assumed Sidewalk Width	FT	5

Estimated Quantity of Sidewalk	SY	341,733
Percentage of Noncompliant Sidewalk		30%
 New ADA Compliant Sidewalk Needed	 SY	 102,520

			<i>Planning Estimate Only</i>	
<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>ESTD QNTY</u>	<u>BID UNIT PRICE</u>	<u>BID PRICE</u>
New ADA Compliant Sidewalk	SY	102,520	\$45.00	\$4,613,400.00
Added Incidentals (Removals, Traffic Control, Landscaping, etc.)		300%		\$13,840,200.00
Contingency		10%		\$1,845,360.00
Engineering and Administration		15%		\$2,768,040.00
Total for Sidewalk				\$23,067,000.00

GRAND TOTAL **\$47,179,375.00**

SCHEDULE OF EVALUATIONS AND INVENTORY FOR CURB RAMPS

Preliminary Evaluation	Approximate Percent Complete
January 2015	20%
January 2016	40%
January 2017	60%
January 2018	80%
January 2019	100%

Detailed Evaluation	Approximate Percent Complete
January 2020	20%
January 2021	40%
January 2022	60%
January 2023	80%
January 2024	100%

Implementation

Implementation of the curb ramp program is dependent upon funding allocated towards the program by the City Council of the City of Twin Falls. While this is variable from year to year, it is suggested that upon completion of the detailed evaluation, a number or percentage of deficient curb ramps be targeted to be retrofitted or replaced each year to bring them into current ADA compliance.

Appendix F - City Council Resolution

Insert Signed Resolution Here



August 11th, 2014, City Council Meeting

To: Honorable Mayor and City Council

From: Jon Caton, P.E., Public Works Director

Request:

Award the bid for a Dump/Sander Truck for the Street Department to Rush Truck Centers for an amount not to exceed \$144,000.

Time Estimate:

The staff presentation will take approximately 5 minutes.

Background:

From July 17 through the 24th, a formal bid was advertised for the procurement of a dump/sander truck for the Street Department. On July 31st, one bid was received from:

Rush Equipment	\$144,000.00
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Approval Process:

This agenda item will require Council approval.

Budget Impact:

Budgeted amount was \$130,000; however Streets has had savings from other Capital purchases this year and currently has \$147,000 available specifically for equipment purchasing.

Regulatory Impact: NA

Conclusion: I recommend that Council award this bid to Rush Equipment.

Attachments: Contract

<u>Description</u>	(US DOLLAR)	<u>Price</u>
Net Sales Price:		\$144,000.00

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an International vehicle.

Approved by Seller:

ACCT. MANAGER 7/31/14
Official Title and Date

[Signature]
Authorized Signature

Accepted by Purchaser:

City of Twin Falls, Street Dept.
Firm or Business Name

[Signature] 7-31-2014
Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

Street Superintendent 7-31-2014
Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

CONTRACT DOCUMENTS

FOR A

DUMP/SANDER TRUCK

FOR THE

STREET DEPARTMENT

CITY OF TWIN FALLS, IDAHO

PREPARED BY

CITY PUBLIC WORKS DEPARTMENT

TWIN FALLS, IDAHO

1. INVITATION TO BID

Sealed bids will be received by the City of Twin Falls, Idaho, at the office of the Deputy City Clerk until 10:00 A.M., prevailing local time, on July 31, 2014, at which time they will be opened publicly and read in the Council Chambers of City Hall, 305 3rd Avenue East, Twin Falls, Idaho.

Bids will be received for the purchase of a Dump/Sander Truck.

Bids must be submitted on bid forms provided by the City of Twin Falls. Bid forms are available at the Engineering Department Building, 324 Hansen St. E., Twin Falls, Idaho.

/s/ Sharon M. Bryan

Sharon M. Bryan, Deputy City Clerk
City of Twin Falls
321 Second Avenue East
P.O. Box 1907
Twin Falls, ID 83303-1907

PUBLISH: July 17 and July 24, 2014

OPEN: July 31, 2014

2. SPECIFICATIONS

A. GENERAL CONDITIONS

- YES 1. The equipment shall be of good commercial quality for the intended use of the function shown in the Technical Requirements.
- YES 2. The bidder shall furnish satisfactory evidence to the City that they can furnish the equipment within the allotted time.
- YES 3. The bidder shall submit with their bid the manufacturer's literature and specifications concerning the equipment on which he is bidding and which shall specifically and clearly indicate coverage of all items shown in the Technical Requirements. If manufacturer's literature does not clearly reflect these items, the bidder shall attach certification from the manufacturer justifying items called for in the specifications. Bidder will not be permitted to submit additional specifications and further justification after bids have been opened; neither shall the manufacturer be allowed to submit justification for any item which is contrary to that reflected in their printed literature attached. Failure to submit literature and/or full justification of specification items with bid will result in the bid being classified as irregular and will not be considered.
- YES 4. The bidder shall submit with their bid any warranty on the equipment they propose to furnish. The City expressly reserves any additional warranties provided by the Uniform Commercial Code. Transportation and transportation costs for warranty work shall be the responsibility of the bidder, regardless of the terms of any express warranty. Bidder shall have parts, maintenance and warranty service facilities available within a twenty-five mile radius from the City of Twin Falls.
- YES 5. The use of a proprietary trade name in these documents does not restrict the materials, equipment or processes to the named manufacturer or products. The names are used as a standard of comparison and any bidder may bid the use of other materials or equipment, but the full burden to establish its equivalency to the named materials shall lie with the bidder. A full characteristic comparison list of both - the specified and the proposed substituted equipment or materials - shall be furnished with each bid that is based on a substitute. This sheet shall be labeled "Exception(s) to Bid Conditions and Specifications" and shall be attached to the Bid.
- YES 2-A SPECIFICATIONS - General Conditions, continued
6. The equipment as bid shall be complete, fully assembled and ready for service when delivered F.O.B. to the City of Twin Falls, Idaho.

- YES 7. The City reserves the right to inspect any and all goods delivered pursuant to said contract before acceptance or payment shall take place. The inspection shall take place at a reasonable time and place and in a reasonable manner. If the goods are rejected due to non-conformance, expenses of inspection are to be borne by the seller.
- YES 8. The bidder shall be prepared to provide reasonable demonstration training on the operation and maintenance of the equipment bid and the costs thereof shall be included in the bid price.
- YES 9. The bidder shall be prepared to conform to all City, State and Federal laws concerning public works contracts. He shall provide workman's compensation and general liability insurance to adequately hold the City harmless from any and all claims in connection with this contract.
- YES 10. The City of Twin Falls is exempt from Federal and State taxes and will execute the required certificates furnished by the successful bidder.

2. SPECIFICATION

B. BIDDING REQUIREMENTS

1. GENERAL

YES

Bids must be submitted on forms furnished by the City of Twin Falls and signed by a proper official of the supplier bidding. Telephone, or FAXed bids will not be accepted.

Envelopes containing bids must be sealed, marked and addressed as follows:

BID FOR A DUMP/SANDER TRUCK
CITY OF TWIN FALLS
321 SECOND AVENUE EAST - BOX 1907
TWIN FALLS, IDAHO 83303-1907

Bids may be delivered or mailed but must be received in the office of the Deputy City Clerk by the date and time specified in the Invitation to Bid. Bids received later will not be considered.

Bidders are invited but not required to attend the Bid Opening.

The City of Twin Falls reserves the right to reject any or all bids, to waive any informality or technical defects in the bids and to accept any item or group of items in the bid as may be in the best interest of the City.

Any person contemplating the submission of a proposal and being in doubt as to the meaning or intent of said Contract Documents shall require of the City Engineer, in writing, an interpretation thereof no later than ten (10) days prior to the date of the Bid Opening.

Any interpretation or change in said Contract Documents will be made only in writing and a copy of such interpretation or change mailed or delivered to each person receiving a set of the Documents.

2. THE PROPOSAL

YES

The Proposal is enclosed herewith and is part of the Contract Documents for this bidding. The Bidder shall date the Proposal Agreement, describe his proposed equipment by name, enter his proposed bid amounts and sign as provided.

All blank spaces in the Proposal must be filled in, in both words and figures where required. No changes shall be made in the phraseology of the forms or in the items mentioned therein.

2-B SPECIFICATIONS - Bidding Requirements continued

YES

Any Proposal may be deemed informal which contains omissions, erasures, alterations, or additions of any kind.

Any Proposal may be withdrawn prior to the scheduled time for the opening of proposals either by telegraphic or written request or in person.

YES

3. BID SECURITY

Proposals must be accompanied by cash, certified check or cashier's check drawn on a bank in good standing or a bid bond issued by a surety company authorized to issue such bonds in the State of Idaho in an amount not less than five percent (5%) of the total amount of the Proposal. The checks or bid bonds will be returned within three (3) days after the Contract has been executed.

By submitting a Proposal, it is agreed by the Bidder and the City that if the bidder is awarded the Contract to furnish the equipment herein proposed and shall fail or refuse to execute the Contract within ten (10) days after receipt of notification of acceptance of his Proposal, then, in that case, the bid security in the amount of 5% of his Proposal total amount deposited herewith shall be retained by the City of Twin Falls, Idaho, and it is agreed that the said sum is a fair measure of the amount of damage that the City of Twin Falls, Idaho, will sustain in case the Bidder shall fail or refuse to enter into the Contract for the supplying of the specified equipment.

4. CONTRACT DOCUMENTS

YES

The Contract Documents under which it is proposed to furnish the specified equipment consists of the material bound herewith. Contract Documents are intended to be mutually cooperative and to provide all details reasonably required for the execution of the proposal.

The Contract Documents consist of:

1. Invitation for Bids
2. Specifications
 - A. General Conditions
 - B. Bidding Requirements
 - C. Technical Requirements

2-B SPECIFICATIONS - Bidding Requirements continued

YES

4. CONTRACT DOCUMENTS continued

3. Proposal
4. Bid Schedule

5. Bid Security

6. Contract

JES

5. THE AWARD

After the Bid opening City staff will evaluate all bids. A staff recommendation for award will be presented to the City Council during the next scheduled Council meeting. The City Council meets the first and third Monday of each month.

The basics of bid comparison for equal quality items bid shall be the amount shown on the Proposal Agreement as TOTAL BID.

The award will be made by the City on the basis of the Proposal submitted by the one responsible bidder submitting the lowest acceptable Proposal.

Within thirty (30) calendar days after opening of the Proposals the City will accept one of the Proposals or will reject all bids and re-advertise.

A Notice of Award will be mailed or delivered to the successful bidder at the address shown in the Proposal.

The successful bidder shall, within ten (10) days after issuance of the Notice of Award, sign and execute the Contract with the City.

Within five (5) days after execution of the contract by the successful bidder, the City will issue a Notice to Proceed.

Successful bidder shall, within 14 calendar days after Notice to Proceed, deliver specified Dump/Sander Truck to the Street Department located at 159 Wall St, Twin Falls, Idaho.

2. SPECIFICATIONS

C. TECHNICAL REQUIREMENTS

YES

Bidder must confirm his compliance with each specification by writing "yes" in the column opposite each specification. Specifications which are not met by the equipment bid must be marked "no" in the column opposite the specification. A separate explanation for each deviation must be provided in the list of "Exception(s) to Bid Conditions and Specifications".

YES

Each truck shall be a new, 2012 or newer, model of the manufacturer's current standard production. Though they are not specifically covered herein, all parts necessary to provide a complete and efficient truck shall be furnished with a unit of this type. Such parts shall conform to current engineering practices of the industry relative to design, strength, quality of materials, and workmanship.

Dealer furnishing trucks must be an authorized franchise dealer licensed in Idaho for the type of truck furnished in these specifications.

YES

For the make and model of truck furnished in these specifications, a factory authorized dealer capable of supplying parts and service shall be located within 25 miles of Twin Falls, Idaho, for the duration of any and all warranties.

General Specifications

The truck described in these specifications shall be a construction type, designed specifically for dump truck applications. It shall meet or exceed the following minimum specifications:

SECTION I - DUMP/SANDER TRUCK CHASSIS

A. General

1. CT Dimension - 128" of usable space above frame from back of vertical exhaust pipe to center of rear tandems.
2. BBC Dimension - 113" minimum not including front frame extension.
3. Wheelbase 193"
4. Gross Vehicle Weight Rating -60,000 lbs.
5. Color - Cab & Body - Manufacturer's Standard base coat/clear coat "Winter" White.
 - a. Chassis - Polyurethane black.
 - b. Wheels - Manufacturer's standard powder-coated white.

 YES

 YES

 YES

 YES

 YES

 YES

 YES

B. Cab

1. Cab - Full-width, conventional type with tilt hood.

 YES

- | | | |
|-----|---|-----|
| 2. | Sound Proofing - Shall be equipped with headliner, cab back panel, full height vinyl door panels, and insulated to not exceed 78 dBA sound level in cab. | YES |
| 3. | Assist Handle - Exterior passenger side. | YES |
| 4. | Glass - Tinted safety type | YES |
| 5. | Gauges - All gauges shall be back lighted, visible, and readable from driver's position and include, but not be limited to, the following gauges: | YES |
| a. | Speedometer, coolant temperature, battery charge rate, fuel, air pressure, tachometer, oil pressure, engine oil temperature, air application and hourmeter. | YES |
| 6. | Seats - Shall be a National 2000 high-back with 2-position adjustable front cushions, adjustable rear cushion, 3 chamber air lumbar, adjustable side cushions, right armrest for driver position with switches mounted on the left side of seat. Passenger seat shall be stationary type with under seat storage box. Both seats shall have matching heavy-duty cloth upholstery. | YES |
| 7. | Steering Column - Tilt/telescopic adjustable with 18" steering wheel. | YES |
| 8. | Passenger and Driver Windows - Driver controlled, electric operated. | YES |
| 9. | Record Box - Manufacturer's standard mounted to driver's door. | YES |
| 10. | Door Pouches - Manufacturer's standard in both doors. | YES |
| 11. | Suspension - Manufacturer's standard single or dual air bag type. Shall include shocks to dampen movement and rubber isolators on the front of the cab. | YES |
| 12. | Floor to Roof Dimension - 56" minimum. | YES |
| 13. | Windshield to Back of Cab Dimension - 52" minimum. | YES |
| 14. | Hood - Manufacturer's standard tilting hood with formed fiberglass or plastic inner fenders. Splash guards shall extend down from the inner fenders. | YES |
| a. | Exterior Fender Extensions - Manufacturer's standard. | YES |
| 15. | Grill - Manufacturer's standard stationary type with 3/8" maximum opening radiator rock screen. | YES |
| 16. | Bug Shield - Shall be smoked color and full width of hood and mounted on hood so as not to obstruct access to grab handles. Mounting must include minimum of four (4) attachment points. | YES |
| 17. | Right Side Visibility - Unit shall be equipped with a down view mirror mounted to the passenger door to see objects parked next to the right side of the unit. | YES |
| 18. | Right/Left Side Fender Mounted Mirrors | YES |

19. Overhead Console - Manufacturer's standard with storage compartments of adequate size to store a "Trucker's Wallet." YES
20. Cab Height - Cab shall be mounted such that cab floor is a minimum of 8" above top of frame. YES
- C. Frame
1. Type - Heavy-duty, constant depth, full-channel. YES
2. Resisting Bending Moment - 2,650,000 inch lbs. minimum including front frame extension. YES - 2,654,000
- NOTE: Deep center section type frame is not acceptable. YES
3. Front Frame Ext. - 20 inch minimum integral from grill. Bolt-on extension is not acceptable. YES
4. Bolted Multi-Piece Cross Members - All cross members behind truck cab shall be bolted assemblies consisting of 3-pieces minimum. YES
- a. Requirement - For ease of maintenance, cross member shall be capable of being removed without altering main frame rails, air lines and electrical wiring. YES
- b. Aluminum cross-members or pieces are not acceptable. YES
- D. Suspension
1. Front Springs - Parabolic type rated at 10,000 lbs. each side at the ground. YES
2. Rear Suspension - 40,000 lbs. rated capacity Hendrickson HMX400 with 54" axle spacing and 10.5" ride height. YES
3. Shock Absorbers - Heavy duty on both front and rear axles. YES
- E. Axles
1. Front - Meritor MFS-20A-133A 20,000 lbs. rated capacity with 40° wheel cut angle and equipped with manufacturer's standard dual steering gear power steering. YES
- a. Front Hubs - Manufacturer's standard. YES
2. Rear Tandem - "Meritor" MT-40-14X-4DCR 40,000 lbs. rated capacity with double lockers driver controlled. YES
3. Ratio - 4.88:1 or equal. YES
- F. Wheels and Tires
1. Wheels - "Accuride" 10-bolt hub piloted steel disc type. Shall be 22.5" x 8.25" base width with .472" thick disc for rear and 22.5" x 9.00" base width. YES

2. Tires - Steel radial type, 315/80R22.5 Load Range L, 20-ply rated at 10,000 lbs each at 68 MPH with regular highway tread tubeless type on front (Goodyear G289 WHA) and 11R x 22.5 Load Range G, 14-ply, semi-traction, staggered cross lug, tubeless type on rear (Goodyear G622 RSD). YES - GOODYEAR
3. Wheel Guards - Nylon wheel guards shall be placed between wheels and hubs on all locations and between dual wheels on rear axles to prevent wheels and hubs from rusting. YES
4. Requirement - All tires, front and rear, to be of same manufacture and designed for truck application. YES
- G. Diesel Engine
1. Type - Electronically controlled, liquid cooled, 4-cycle, 6-cylinder, turbocharged, wet sleeve design. YES
2. Fuel Type - Engine shall operate using ultra-low sulfur diesel fuel containing a maximum sulfur level of 15 ppm. Engine must also be able to operate on Bio-Diesel up to 5%. YES
3. Requirement - Engine bid shall be an EPA 2010 Certified engine. YES
4. Model - Manufacturer's standard 2100 RPM. YES
5. Piston Displacement - 750 cu. in. YES
6. Flywheel power - Shall have a minimum peak horsepower rating of 475 horsepower. YES - 475hp
7. Torque - 1,700 ft-lbs. minimum. YES
8. Cooling System - Heavy-duty type protected to -34°F with extended life type antifreeze and designed to keep engine from overheating while operating at maximum output in 110°F weather. YES
9. Hoses - All coolant hoses, radiator and heater, shall be "Gates" Blue Stripe EPDM type hoses. YES
10. Fan Drive - Horton Drivemaster direct drive type. Belt drive mechanical type shall be air-operated type with spring on/air off engagement. YES
11. Exhaust - Manufacturer's standard After Treatment Device (ATD) and system with diesel particulate filter mounted below cab on right side of truck with vertical exhaust pipe and a 90° exhaust turnout.
- a. Vertical Exhaust Pipe - Stainless steel. YES
- b. Heat Shield - Manufacturer's standard constructed of Stainless Steel. YES
12. Air Filter - Under hood mounted with in-cab mounted restriction indicator. Shall have the capability of intaking air outside or inside of engine compartment or be equipped with a snow separator cyclone. YES
13. Oil Filter - Manufacturer's standard. YES
14. Cold Start Assist - Manufacturer's standard for make and model of engine bid if required to start engine in -35°F temperatures. YES
15. Engine Block Heater - 1,500 watt electric with stationary receptacle mounted below driver's door to be compatible with all GFI electrical systems. YES

16. Engine Warning Device - Audible type for high temperature, low coolant level and low oil pressure. YES
17. Engine Brake - Engine manufacturer's standard. Exhaust brake is not acceptable (Jake Brake, or equivalent). YES - 3 position
- a. Engine brake rating shall be equal to or exceed engine horsepower rating. YES
18. Rear Mounts - Rear engine mounts shall allow the removal of the bell housing and transmission without having to support the back of engine. Auxiliary brackets supporting rear of engine with transmission and bell housing removed are acceptable. YES
19. Crankshaft - Shall be equipped with an SAE drilled and tapped adapter plate for attaching a Spicer 1300 series driveline. Radiator and accessories shall provide a clear path forward for the installation of a crankshaft driven hydraulic pump. Front Mount PTO provision. YES
20. Governor - Shall be a full electronic governor capable of controlling or performing the following features:
- a. Road Speed Limiting - Programmable. YES
- a. System Diagnostics - Built-in and display fault codes on dash and log automatically. YES
- b. Data Link - To convert to diagnostic tools for maintenance. YES
- c. Idle Shutdown Timer - To control excessive idle time. YES
- d. PTO Governor - Shall be capable of programming higher idle speed for operation of PTO equipment. YES
- e. Cruise Control - Shall be capable of programming minimum and maximum cruise control limits and equipped with switches to set, resume and accelerate in cruise mode. YES
21. Fuel Filter - Shall consist of the following:
- a. Primary - Shall be a "Davco" model 382 or 482 with return fuel heat, drain valve, and 120-volt electric heater. YES
- b. Secondary - Manufacturer's standard as required. YES
- c. Requirement - All fuel filters must have correct micron rating to protect entire fuel system including fuel injectors. YES
22. Electronic Starter Interlock - To prevent starter activation with engine running. YES
- H. Transmission
1. Type - Automatic type. YES

2. Speeds - 6 speeds forward designed for off-road applications.
 3. Shift Selector - Push button type.
 4. Torque Rating - 1,7000 ft-lbs. minimum.
 5. Compression Brake Pre-Select - Manufacturer's standard to 4th gear.
 6. Prognostics - Manufacturer's standard electronic display of oil level and oil & filter change notification.
 7. Lubrication Fluid - Shall be synthetic type, TES 295.
 8. External Lines - Shall be steel or steel braided or rubber with inner steel braiding
 9. Oil Cooler Lines - Shall be guarded and wrapped
 10. Transmission Control Module - Shall be mounted in truck cab behind driver seat.
 11. Equal Units - Allison 4500 RDS
- I. Drivelines
1. Requirement - Driveline torque rating must exceed engine's maximum torque rating of engine being furnished.
 2. Main Shaft - Spicer 1810 series 2-piece or equal with neither section to exceed 60" in length.
 3. Interaxle Shaft - Spicer 1710 series or equal.
- J. Brakes
1. Requirement - Brake system to conform to ICC regulations.
 2. Service - Anti-lock (ABS) full air-operated. Sensors for rear wheels shall be out-board mounted at wheels.
 3. Compressor - 15.9-CFM capacity.
 4. Type - Shall be Meritor "Q" Plus S-cam brakes on front and rear axles. All wheel end brake components other than slack adjusters shall be Meritor components.
 5. Size - 16.5" x 6" for front axles and 16.5" x 7" for rear axles.
 6. Slack Adjusters - Automatic type for all axles. Haldex
 7. Dust Shields - Manufacturer's standard two-piece design.
 8. Brake Drums - Outboard mounted for all axles.
 9. Air Reservoirs - Shall be steel and placed as far forward or under cab and of sufficient size to operate trailer applications.
 10. Reservoir Drain - Manual cable pull type moisture ejector.
 11. Rear Brake Actuators - Shall be sealed, internally vented Haldex Life Seal 30/30 brake chambers on both rear axles.

YES

- | | | |
|----------------------------------|---|---------------|
| 12. | Brake Valves - Manufacturer's standard with brass fittings. Steel fittings are not acceptable. | YES |
| 13. | Brake Lines - Brake lines shall be color coded or numbered the entire length of truck. | YES |
| 14. | Air Dryer - Heated, "Wabco" System Saver 1200 with removable desiccant filter. | YES |
| 15. | Trailer Brakes - Complete trailer brake package including hand valve, tractor protection valve, etc., with gladhands secured to rear of frame rails for body installer to mount to trailer hitch. Electrical receptacle shall terminate on rear of cab in manufacturer's standard location. | YES |
|
K. Electrical | | |
| 1. | Type - 12-volt. | YES |
| 2. | Batteries - Three (3) 12-volt batteries with a minimum total capacity rating of 2,775 cold cranking amperes at 0°F. Shall be equipped with grease filled battery protectors. | YES |
| 3. | Battery Disconnect Switch - Manufacturer's standard mounted below driver's door, easily accessible while standing on ground. | YES |
| 4. | Alternator - "Bosch" model brush type with a 160 ampere . | YES - 140 AMP |
| 5. | Backup Alarm-Preco 1059 Electronic, 112dBa | YES |
| 6. | Turn Signals and Hazard Warning Lights - Manufacturer's standard with visual and audible indicator. | YES |
| 7. | Lighting Equipment - Must comply with federal standards and Title 49, Idaho Code. | YES |
| 8. | Headlamps - Manufacturer's standard Halogen with daytime running lights. | YES |
| 9. | Two-Way Radio Leads - Shall be provided to top of dash for installation of State of Idaho two-way radio. Circuit must be 20 amp rated. | YES |
|
L. Equipment and Accessories | | |
| 1. | Heater - Heavy-duty fresh air with dual defroster. Shall be equipped with a fresh air filter. | YES |
| 2. | Air Conditioner - Manufacturer's heavy duty designed for operation in 110° ambient temp. Shall be equipped with a diagnostic system such as "APADS" or equal. | YES |
| 3. | Windshield Wipers - Dual snow type heavy-duty intermittent electric. | YES |
| 4. | Windshield Washers - Manufacturer's standard electric with washer nozzle mounted on wiper arms. Preferred reservoir mounting location is on firewall. | YES |
| 5. | Two Sun Visors - Manufacturer's standard. | YES |
| 6. | Outside Rear View Mirrors - 7 x 16 inch, factory-installed, heated west coast type with C-Loop breakaway mountings. Both mirrors shall be motorized. | YES |

- | | | |
|-----|---|-----|
| 7. | Wide Angle Lens - Manufacturer's standard heated round or square bolt on type for both sides. Mirrors shall be a minimum of 28 sq. in. in size. | YES |
| 8. | 12-Volt Accessory Port - One (1) Cigar Type Receptacle | YES |
| 9. | Front Bumper - Manufacturer's standard steel swept back. | YES |
| 10. | Seatbelts - Lap belt with seat-to-floor kit and shoulder belt for both seating positions. | YES |
| 11. | Air Horn - Manufacturer's standard roof mounted equipped with snow shields. | YES |
| 12. | Radio - Manufacturer's standard factory-installed AM/FM/CD/USB Port w/ IPOD Control weather band radio with clock and separate antenna. | YES |
| 13. | Fuel Tank - 100 -gallon minimum capacity. Tank shall be aluminum and mounted on left side. Tank steps must be non-slip, self-cleaning type with stainless steel straps. | YES |
| 14. | DEF Tank - Not Acceptable | YES |
| 15. | Snowplow and Fog Lights - | YES |
| | a. Type - Factory installed switches and wiring integrated into main cab harness at time of assembly to operate lights. | YES |
| | b. Wiring - Shall terminate on the inside of the grill at the headlight/fog light mounting location for the body installer to install the lights. | YES |
| | c. Switches - On/Off for the fog lights. Selector switch for the truck or plow lights must not have an off position and shall automatically turn off headlamps when plow lamps are required and vice-versa. | YES |
| 16. | CB Radio and Antennas - CB Provisional Package | YES |
| 17. | Pre-trip light inspection | YES |
| 18. | Park Brake Alarm | YES |
| 19. | Windshield Wiper Speed Control | YES |
| 20. | Headlights on with Wipers | YES |
| 21. | Battery Disconnect Switch-lever operated cab mounted | YES |

M. Warranty

- | | | |
|----|---|-----|
| 1. | Basic Vehicle - Must be 100% parts and labor for entire unit bid for a period of 1 year. | YES |
| 2. | Requirement - A factory authorized service dealer shall be located within a 25 mile radius of Twin Falls, Idaho to provide full truck service, truck repairs, factory support and warranty repair on all units delivered. | YES |
| 3. | Engine - Two (2) years, 150,000 miles, parts and labor for all components including accessories, fuel injectors and system. | YES |

- a. Major Components - Five (5) years, 500,000 miles parts and labor for the major components.
- b. Emission Control Equipment - Five (5) years, 100,000 miles parts and labor.
- c. All manufacture's standard warranty coverages shall apply.
- 4. Cab & Body - Five (5) years for all structural components and cab corrosion. All other manufacturer's standard warranty coverages shall apply.
- 5. Frame Side Rails - Five (5) years Unlimited miles. All other manufacturer's standard warranty coverages shall apply.
- 6. Drivetrain - Three (3) years, 300,000 miles parts and labor for all components of the transmission, steer axle, and drive axles. All other manufacturer's standard warranty coverages shall apply.

YES

SECTION II--BODY EQUIPMENT

1. Crysteel 15' Heavy Duty Asphalt Body--To include Monroe Load Sense Hydraulic System, Monroe Plow Harness, Plow Lights, Manual Pull Tarp 18" X 18" X 36" Stainless Steel Toolbox YES
2. Monroe Full Electric Hydraulic System, Including I-Grip Single Joy Stick Control Mounted To Seat and Fully Adjustable YES
3. Electric MC-270C Electric In Cab Sander Control YES
4. Six(6) cu. In. Parker Pump, Dump Section, Pup Section, Plow Raise and Angle Raise Sections, Sander and Auger, De-Icer Available YES
5. Supply and Install Remote Mounted Dump Pull-Off Valve YES
6. Supply and Install Premier 370A Air Operated Pintle Hitch, Recessed with Safety Rings and necessary hardware to pull a tandem axle pup trailer YES
7. Four(4) Ecco Model 3760A LED Recessed Direction and Warning Lights YES
8. Four(4) Ecco Model 3860A LED Recessed in the treadplate enclosed steps--Two(2) lights on each side YES
9. Spring White Body to match the chassis cab YES
10. Grab Handles and each side of integrated ladder YES
11. Shovel Holders YES
12. Bed Ladder installed 24" rearward of street side YES

CAUTION
DO NOT REMOVE PAGES
FROM
THIS BOOKLET

SUBMIT THE ENTIRE BOOKLET PLUS YOUR BID BOND WITH YOUR BID

3. PROPOSAL

TO: City of Twin Falls
City Hall
Twin Falls, Idaho

Date: 7/30/14

The undersigned, hereinafter called the Bidder, declares that the only persons or parties interested in this Proposal are those named herein; that this Proposal is in all respects fair and without fraud; that it is made without collusion with any official of the City of Twin Falls, Idaho; and that the Proposal is made without any connection or collusion with any person making any other proposal on this Contract.

The Bidder further declares that he has carefully examined the Contract Documents and that he has satisfied himself as to the conditions of work involved; and that this Proposal is made according to the provisions and under the terms of the Contract Documents, which Documents are hereto attached and are hereby made a part of this Proposal.

The Bidder agrees that if this Proposal is accepted, he will, within ten (10) days after notification of acceptance, execute the Contract with the City of Twin Falls.

The Bidder further agrees to deliver, complete in all respects, the equipment not later than 14 calendar days from the date of the Notice to Proceed.

The Bidder proposes to accept as full payment for the equipment contemplated herein the amount computed under the provisions of the Contract Documents and based on the following price proposals.

RUSH TRUCK CENTERS
Name of Company

770 W. AMITY RD
Address


Signature of Representative

JORDAN PETERSON
Typed Name of Representative

DISTRICT MANAGER
Telephone Number

5. BID SECURITY

It is agreed that if the Bidder is awarded the Contract for the equipment herein proposed and shall fail or refuse to execute the Contract within ten (10) days after receipt of the Notice of Award of his Proposal, then in that case, the bid security in the sum of SEVEN THOUSAND TWO HUNDRED dollars (\$ 7,200.00) deposited herewith according to the conditions of the Bidding Requirements shall be retained by the City of Twin Falls, Idaho, and it is agreed that the said sum is a fair measure of the amount of damage that the City of Twin Falls, Idaho will sustain in case the Bidder shall fail or refuse to enter into the contract.

It is further agreed that the Bidder is aware of the State and Federal laws that pertain to municipal service contracts in the State of Idaho and the foregoing proposal reflects said awareness.

RUSH TRUCK CENTERS
Name of Company

770 W. AMITY RD
Address

Jordan Peterson
Signature of Representative

JORDAN PETERSON
Typed Name of Representative

DISTRICT MANAGER
Title

* COMPLETED UPON AWARDS OF CONTRACT

6. CONTRACT

This contract made and entered into this _____ day of _____, 2014, by and between the City of Twin Falls, hereinafter called the "Owner" and _____, hereinafter called the "Contractor".

W I T N E S S E T H

Said Contractor, in consideration of the sum to be paid him by the said Owner and of the covenants and agreements herein contained, hereby agrees at his own proper cost and expense to do all the work and furnish all the equipment for the City of Twin Falls, Idaho, to the extent of the Proposal made by the Contractor on the _____ day of _____, 2014, all in full compliance with the Contract Documents referred to herein.

The Invitation for Bids, Specifications, Proposal, Bid Schedule, Bid Security and Contract are hereby referred to and by reference made a part of the Contract fully and completely and are mutually cooperative therewith.

In consideration of the faithful performance of the work herein embraced, the Owner agrees to pay to the Contractor the amount bid as adjusted in accordance with the Proposal as determined by the Contract Documents and based on the said Proposal made by the Contractor.

It is agreed that the time limit for the completion of the contracted work shall be no later than the time limit shown by the Bidder on the Bid Schedule.

IN WITNESS WHEREOF, the parties have executed this contract as of the day and year first above written.

CONTRACTOR

CITY OF TWIN FALLS

Name of Person or Firm

Mayor

Signature of Representative

Attest:

Typed Name of Representative

Title: _____

Business Address

Witness



August 18th, 2014 City Council Meeting

To: Honorable Mayor and City Council

From: Bill Carberry, Airport Manager

Request:

Request from the FAA to transfer \$200,000 of Twin Falls Fiscal Year 2014 FAA funding to Idaho Falls Airport to be transferred back to Twin Falls in Fiscal Year 2015.

Time Estimate: Approximately 5 minutes with additional time for questions

Background: Our FAA Project Manager, from the Helena District Office, is requesting that Twin Falls allow Idaho Falls the ability to utilize up to \$200,000 of our un-utilized fiscal year 2014 FAA AIP entitlement funds. Idaho Falls Airport is looking to complete a project which is \$200,000 more than their current fiscal year FAA funding level. We were only planning to utilize approximately \$375,000 of this year's \$1,000,000 of funding to pay for the pending Architects contract and "roll over" the unused portion (\$625,000) to next fiscal year (FY15).

I've spoken to the Director of the Idaho Falls Airport regarding the transfers. He stated that he appreciates the consideration to assist with the transfer of funds this year and that his City Council will execute their agreement August 14th to transfer back the \$200,000 to Twin Falls in Fiscal year 2015 later this fall.

Budget Impact: There is no impact to the airport budget. We will have the ability to accept a grant award in a few weeks for the pending Architect contract for the terminal project.

Regulatory Impact: From the discussion I've had with our FAA project manager, and as described in the attached e-mail, any risk is more about legislative timing and availability of funding which would be a larger issue than the \$200K (we will look at funding authorization status and project timing before we bid the terminal in Dec/Jan).

Conclusion: I've reviewed this transfer request with the Airport Board and they have no objections. Staff recommends the City Council approve the request and authorize the Mayor to sign the transfer agreement.

Attachments: *Transfer request from the FAA

*Transfer authorization forms

*Idaho Falls Director's e-mail acknowledgement to execute the return transfer to Twin Falls

Bill Carberry

From: Steve.Engebrecht@faa.gov
Sent: Tuesday, July 29, 2014 4:22 PM
To: Bill Carberry
Subject: Transfer Agreement Forms - corrected text

Bill-

Attached please find a copy of the Agreement for Transfer of Entitlements from Twin Falls to Idaho Falls. We'd need this form executed by the City of Twin Falls and County of Twin Falls in order to transfer a portion of your entitlement funds to Idaho Falls.

Also attached please find a copy of the Agreement for Transfer of Entitlements from Idaho Falls back to Twin Falls. We'd need this form executed by the City of Idaho Falls in order to transfer the entitlements back to you in FY 2015.

So long as both TWF and IDA are in agreement and execute the forms, I don't see a significant risk to you getting your entitlement funds back next year for your Terminal Project. As soon as funds are available in FY 2015, our office would transfer the funds from IDA to TWF. Based on recent history, the primary risks I see would be that all funding is delayed in FY 2015 or the program is funded in pieces (Part A, Part B, etc.). Either scenario would likely delay construction of your terminal improvements anyway as these scenarios would impact your FY 2015 entitlements and carried over FY 2014 entitlement funds as well.

Please let me know if you have any questions or any concerns.

Steve Engebrecht, P.E.
Civil Engineer
Helena Airports District Office

Phone: (406) 449-5279
Fax: (406) 449-5274
Email: steve.engebrecht@faa.gov

Bill Carberry

From: Craig Davis <chdavis@idahofallsidaho.gov>
Sent: Monday, August 04, 2014 11:36 AM
To: Bill Carberry
Subject: IDA-TWF AIP Entitlement Grant Transfer Agreements
Attachments: FAA-Form-5100-110-Agreement-for-Transfer IDA to TWF.doc; FAA-Form-5100-110-Agreement-for-Transfer TWF to IDA.doc

Hi Bill,

Pursuant to our recent conversation and as recommended by our FAA ADO, a temporary AIP Entitlement transfer of \$200K from TWF to IDA will allow us to fund our current FY AIP 039 project. The project consists of constructing a GA apron, taxilane tie-in and access road to support our current hangar waiting list and future aviation service providers. [The City of Idaho Falls-City Council and Attorney will approve and execute IDA's transfer-back document at the Regular Council Meeting on August 14, 2014.](#)

We appreciate your consideration in this manner. Please advise if you need any further information or documentation.

Best Regards,

Craig H. Davis
Airport Director
Idaho Falls Regional Airport (IDA)
2140 N. Skyline Drive
Idaho Falls, ID 83402
Cell: (208) 390-8744
Office: (208) 612-8224



"A mile of highway will take you a mile, a mile of runway will take you anywhere....."



U.S. Department
of Transportation
Federal Aviation
Administration

AGREEMENT FOR TRANSFER OF ENTITLEMENTS

In accordance with section 47117(c)(2) of Title 49 U.S.C. (hereinafter called the "Act").

Magic Valley Regional Airport, City of Twin Falls and County of Twin Falls, Idaho
(Name of Transferor Sponsor)

Hereby waives receipt of the following amount of funds apportioned to it for each fiscal year specified under section 47114(c)(1) of the Act.

	<u>Amount</u>	<u>Fiscal Year</u>
	\$ 200,000.00	2014
	\$	
	\$	
TOTAL	\$ <u>200,000.00</u>	

On the condition that the Federal Aviation Administration makes the waived amount available to:
Idaho Falls Regional Airport, City of Idaho Falls, Idaho
(Name of Transferee Sponsor)

for eligible projects under section 47104(a) Act. This waiver shall expire on earlier of October 1st, 2014 *(date)* or when the availability of apportioned funds would lapse under section 47117(b) of the Act.

**FOR THE UNITED STATES OF
AMERICA
FEDERAL AVIATION ADMINISTRATION**

FOR City of Twin Falls, Idaho

(Signature)

(Typed Name)

(Title)

(Date)

(Signature)

(Typed Name)

(Title)

(Date)

FOR County of Twin Falls, Idaho

(Signature)

(Typed Name)

(Title)

(Date)

CERTIFICATE OF SPONSOR'S ATTORNEY – City of Twin Falls

I, _____, acting as Attorney for the Sponsor do hereby certify:
That I have examined the foregoing Agreement and find that the Sponsor has been duly authorized to make such transfer and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of _____ and the Act.
Dated at _____ this _____ day of _____, _____.

By: _____
(Signature of Sponsor's Attorney)

CERTIFICATE OF SPONSOR'S ATTORNEY – County of Twin Falls

I, _____, acting as Attorney for the Sponsor do hereby certify:
That I have examined the foregoing Agreement and find that the Sponsor has been duly authorized to make such transfer and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of _____ and the Act.
Dated at _____ this _____ day of _____, _____.

By: _____
(Signature of Sponsor's Attorney)



U.S. Department
of Transportation
Federal Aviation
Administration

AGREEMENT FOR TRANSFER OF ENTITLEMENTS

In accordance with section 47117(c)(2) of Title 49 U.S.C. (hereinafter called the "Act).

Idaho Falls Regional Airport, City of Idaho Falls, Idaho

(Name of Transferor Sponsor)

Hereby waives receipt of the following amount of funds apportioned to it for each fiscal year specified under section 47114(c)(1) of the Act.

	<u>Amount</u>	<u>Fiscal Year</u>
	\$ 200,000.00	2015
	\$	
	\$	
TOTAL	\$ <u>200,000.00</u>	

On the condition that the Federal Aviation Administration makes the waived amount available to:
Magic Valley Regional Airport, City of Twin Falls and County of Twin Falls, Idaho

(Name of Transferee Sponsor)

for eligible projects under section 47104(a) Act. This waiver shall expire on earlier of October 1st, 2015 *(date)* or when the availability of apportioned funds would lapse under section 47117(b) of the Act.

**FOR THE UNITED STATES OF
AMERICA
FEDERAL AVIATION ADMINISTRATION**

FOR City of Idaho Falls, Idaho

(Signature)

(Signature)

(Typed Name)

(Typed Name)

(Title)

(Title)

(Date)

(Date)

CERTIFICATE OF SPONSOR'S ATTORNEY

I, _____, acting as Attorney for the Sponsor do hereby certify:
That I have examined the foregoing Agreement and find that the Sponsor has been duly authorized to make such transfer and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of _____ and the Act.

Dated at _____ this _____ day of _____, _____.

By: _____
(Signature of Sponsor's Attorney)



Date: AUGUST 11, 2014

To: Honorable Mayor Hall and City Council

From: Rene'e V. Carraway, Zoning & Development Manager

Request: For the City Council to consider adoption of an ordinance.

Time Estimate: Staff presentation may be five (5 +/-) minutes. This is not a public hearing item but there may be an additional five (5) minutes for questions by the City Council.

Background: On July 8, 2014 the Commission held a public hearing to hear a request for Annexation of 53.6 (+/-) acres, currently zoned R-1 VAR, located on the east side of the 500, 600 & 700 blocks of Hankins Road North aka 3200 East Road c/o Twin Falls School District & The City of Twin Falls (app. 2650). There was one person who spoke at the public hearing. He stated his property bordered the southern boundary of the property proposed for annexation. His concern was whether he would be required to connect to city services if his well or septic system failed. Troy Vitek, Assistant City Engineer, informed him upon annexation and if the city utilities are within 150' of his property he would be asked to annex his property and connect if his systems failed. Upon conclusion of the public hearing Commissioner Higley made a motion to recommend the current zoning of R-1 VAR as an appropriate zoning designation. Commissioner Boyd seconded the motion. All members present voted in favor of the motion.

Approval Process:

All procedures will follow the process as described in TF City Code 10-15-2: Annexation Regulations:

§10-15-2: Annexation

The Commission shall conduct at least one public hearing in which interested persons shall have an opportunity to be heard. The hearing shall not consider comments on annexation and shall be limited to the proposed plan and zoning changes. (Ord. 2012, 7-6-1981)

(B) At least fifteen (15) days prior to the hearing, notice of time and place, and a description of the proposed zoning changes for the unincorporated area shall be published in the official newspaper or paper of general circulation within the jurisdiction of the City. Additional notice shall be provided by mail to property owners and residents within the land being considered; three hundred feet (300') of the external boundaries of the land being considered; and any additional area that may be impacted by the proposed change as determined by the Zoning Administrator. Notice shall be posted on the premises not less than one week prior to the public hearing.

(D) Concurrently or immediately following the adoption of an ordinance of annexation, the Council shall amend the planning and zoning regulations as shall be found to be necessary. (Ord. 2012, 7-6-1981)

In the event the Council shall approve the request for annexation, the property shall be annexed into the City Limits upon the passage and publication of an ordinance.

Budget Impact:

Approval of this request will have negligible impact on the City budget.

Regulatory Impact: Twin Falls City Code 10-15-2

Conclusion:

Upon approval of the request the City Council directed staff to present an ordinance. That ordinance is in your packet for your review. Staff recommends the City Council adopt the ordinance so it can be published and codified.

Attachments:

1. Ordinance

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, ANNEXING CERTAIN REAL PROPERTY BELOW DESCRIBED, PROVIDING THE ZONING CLASSIFICATION THEREFOR, AND ORDERING THE NECESSARY AREA OF IMPACT AND ZONING DISTRICTS MAP AMENDMENT.

WHEREAS, **Twin Falls School District No 411 and the City of Twin Falls** has made application for annexation of property located East of the 500, 600, and 700 Blocks of Hankins Road North aka 3200 East Road; and,

WHEREAS, the City Planning and Zoning Commission for the City of Twin Falls, Idaho, held a Public Hearing as required by law on the 8th day of July, 2014, to consider the Zoning Designation and necessary Area of Impact and Zoning Districts Map amendment upon annexation of the real property below described; and,

WHEREAS, the City Planning and Zoning Commission has made recommendations known to the City Council for Twin Falls, Idaho; and,

WHEREAS, the City Council for the City of Twin Falls, Idaho, held a Public Hearing as required by law on the 4th day of August, 2014, to consider the Zoning Designation and necessary Area of Impact and Zoning Districts Map amendment upon annexation of the real property below described.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

SECTION 1. The following described real property be and the same is hereby annexed into and declared to be a part of the City of Twin Falls, Idaho:

CONVEYANCE PLAT, SACKETT FARM SUBDIVISION; see attachment

AND all public streets, highways, alleys and public rights-of-way adjacent and within this description.

SECTION 2. The real property described in Section 1 hereof be and the same is hereby zoned R-1 VAR.

SECTION 3. Public services may not be available at the time of development of this property, depending upon the speed of

development of this and other developments, and the ability of the City to obtain additional water and/or sewer capacity. The annexation of this property shall not constitute a commitment by the City to provide water and/or wastewater services.

SECTION 4. The Area of Impact and Zoning Districts Map for the City of Twin Falls, Idaho, be and the same is hereby amended to reflect the newly incorporated real property as hereby zoned.

SECTION 5. The City Clerk shall, within ten (10) days following the passage and publication of this Ordinance, certify copies of the same and file said certified copies with the county auditor, treasurer, assessor, and the Idaho state tax commission. The City Clerk shall cause one (1) copy of the legal description and map prepared in a draftsmanlike manner which shall plainly and clearly designate the boundaries of the City as altered, to be recorded with the county recorder and filed with the county assessor and with the state tax commission within thirty (30) days following the effective date but no later than the tenth day of January of the year following.

PASSED BY THE CITY COUNCIL , 20__

SIGNED BY THE MAYOR , 20__

Mayor

ATTEST:

Deputy City Clerk

PUBLISH:



Date: AUGUST 11, 2014

To: Honorable Mayor Hall and City Council

From: Rene'e V. Carraway, Zoning & Development Manager

Request: For the City Council to consider adoption of an ordinance.

Time Estimate: Staff presentation may be five (5 +/-) minutes. This is not a public hearing item but there may be an additional five (5) minutes for questions by the City Council.

Background: On July 8, 2014 the Commission held a public hearing for a for a Zoning Title Amendment to delete Title 10; Chapter 10; Off Street Parking and Loading and replace with a new Title 10; Chapter 10; Off Street Parking and Loading c/o The City of Twin Falls (app. 2653) No one spoke at the public hearing. Upon conclusion of the public hearing Commissioner Grey made a motion to recommend approval to the City Council of the request, as presented. Commissioner Munoz seconded the motion. All members present voted in favor of the motion.

On August 4, 2014 the City Council held a public hearing on this request whereby by a vote of 6 for and 0 against they granted approval of the request as presented. As directed by the Council, staff has prepared an ordinance for your consideration this evening.

Approval Process:

All procedures will follow the process as described in TF City Code 10-14: Zoning Amendments.

Zoning Title Amendments, which consist of text or map revisions, require a public hearing before the Planning Commission. Following the public hearing, the Commission may forward the amendment with its recommendation to the City Council. Any material change by the Commission from what was presented during the public hearing will require an additional hearing prior to the Commission forwarding its recommendation to the Council.

After the Council receives a recommendation from the Commission, a public hearing shall be scheduled where the Council may grant, grant with changes, or deny the Zoning Title Amendment. In any event the Council shall specify the regulations and standards used in evaluating the Zoning Amendment, and the reasons for approval or denial.

In the event the Council shall approve an amendment, such amendment shall thereafter be made a part of the Title upon the passage and publication of an ordinance.

Budget Impact:

Approval of this request will have negligible impact on the City budget.

Regulatory Impact: Twin Falls City Code 10-14-1 thru 7

Conclusion:

Upon approval of the request the City Council directed staff to present an ordinance. That ordinance is in your packet for your review. Staff recommends the City Council adopt the ordinance so it can be published and codified.

Attachments:

1. Ordinance

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, REPEALING CHAPTER 10 OF TITLE 10 OF THE TWIN FALLS CITY CODE, AND ENACTING A NEW CHAPTER 10 OF TITLE 10 OF THE TWIN FALLS CITY CODE REGULATING OFF-STREET PARKING AND LOADING.

Section 1: That Chapter 10 of Title 10 of the Twin Falls City Code is hereby repealed.

Section 2: That the Twin Falls City Code be amended by the addition of a new Chapter 10 of Title 10 entitled "Off-Street Parking and Loading," as follows:

"Title 10 - Chapter 10
OFF - STREET PARKING AND LOADING

10-10-1 PURPOSE

To secure safety from fire, panic, and other dangers; to lessen congestion on public streets; to facilitate the adequate provisions of transportation; to conserve the value of buildings; and to encourage the most appropriate use of land. Minimum off-street parking and loading shall be provided as set forth in the following schedules and provisions.

10-10-2 RESIDENTIAL PARKING PROVISIONS

- (A) Required parking shall be provided on the same lot as the use it is to serve.
- (B) All required parking spaces shall be concrete, asphalt, or other material approved by the City Engineer prior to construction.
- (C) No required parking space, shall be used for the storage of any vehicle of one and one half (1.5) ton capacity or more, nor a vehicle which has an overall length of more than twenty two feet (22'), nor a trailer of more than one-half (1.5) ton capacity, except while engaging in the actual loading or unloading of passengers or property.
- (D) Direct private residential driveway access to arterial streets creates a traffic hazard. No development plan or plat creating lots which require direct residential driveway access to an arterial street (as shown in current Master Transportation Plan) shall be approved.
- (E) When a property abuts a residential and collector/arterial, the driveway shall be located on the residential street.

10-10-3 NON-RESIDENTIAL & MULTIFAMILY PARKING PROVISIONS

- (A) To prevent nuisance situations, all parking area lighting shall be designed and operated so as not to reflect or shine on adjacent properties.
- (B) All required parking spaces shall be constructed from asphalt, paved concrete, or another similar surface approved by the City Engineer, or designated official, prior to construction. Parking spaces shall be permanently and clearly identified by stripes, buttons, tiles, curbs, barriers, or other approved methods. Non-permanent markings, such as paint, shall be regularly maintained to ensure continuous identification.

- (C) All parking and loading spaces and vehicle sales areas on private property shall have a curb or vehicle stopping device for spaces adjacent to required landscaped areas, public right-of-way line, public sidewalk, or other accessible path, to prevent any parked vehicle from overhanging into these areas. Parking shall not be permitted to encroach upon the public right-of-way in any case. All vehicle maneuvering shall take place on-site. No public right-of-way shall be used for backing or maneuvering into or out of a parking space, except as provided in the Downtown Parking Overlay Districts.
- (D) Required parking and loading spaces shall be used only for these respective purposes and not for the storage or permanent display of boats, trailers, campers, motor vehicles or other goods, materials, products for sale.
- (E) Refuse storage facilities placed in a parking lot shall not be located in a designated parking or loading space. Each refuse facility shall be located so as to facilitate pickup by refuse collection agencies and shall be screened according to provisions in this Title.
- (F) Handicap parking space(s) shall conform to the current ADA Standards for Accessible Design as amended.

10-10-4 MIXED USE OR JOINT USE PARKING PROVISIONS

- (A) Mixed Uses: Total requirements for off-street parking spaces shall be the sum of the requirements for various uses.
- (B) Joint Uses: The joint use of off-street parking facilities is allowed provided:
 - 1. The applicant shows that there is no substantial conflict in the principal operating hours of the building, structure or use for which the joint use of parking facilities is proposed;
 - 2. The parking facility for such proposed joint use is not further than three hundred fifty feet (350') for customers and five hundred feet (500') for employees from the building, structure or use which is being required to provide off-street parking; and
 - 3. The parties concerned in the joint use of off street parking facilities shall submit a written agreement in a form to be recorded for such joint use, approved by the city attorney as to form and content, and such agreement, when approved as conforming to the provisions of this chapter, shall be recorded in the office of the county recorder and shall be filed with the application for a building permit or Certificate of Occupancy (CoO); whichever occurs first.
- (C) Up to fifty (50) percent of the parking spaces required for a theater or other place of evening entertainment (after 6:00 P.M.), or for a church, may be provided and used jointly by banks, offices, and similar uses not normally occupied during evening hours if specifically approved by the Zoning Administrator. Approval may be reviewed upon the determination that a change of use has occurred.

10-10-5 PARKING ACCESS & LAYOUT DRAWING - ALL DISTRICTS & SUB-DISTRICTS

- (A) In all Districts building plans shall provide for entrance/exit drive(s) appropriately designed and located to minimize traffic congestion or conflict within the site and with adjoining public streets as approved by the City Engineer or designated representative.
1. Where projected volumes of traffic entering or leaving the developments is likely to interfere with the projected peak traffic flow volumes on adjoining streets, additional right-of-way and paving in the form of a deceleration lane or turn lane may be required to be furnished by the land owner in order to reduce such interference. Projections of traffic shall be based on analysis performed by the City Engineer or designated official.
 2. Additional right-of-way or paving requirements may be reviewed and determined during the platting and/or development process.
- (B) Backing a vehicle from an off street parking space directly into a public traffic way creates a traffic hazard. Parking layouts requiring this maneuver shall not be approved by the city engineer except for residential uses exiting onto a local traffic way of low traffic volume. (Ord. 2124, 10-15-1984)
- (C) Whenever off street parking is required by this code a parking layout drawing shall be submitted to and approved by the city engineer. The layout shall show a sketch of all parking spaces, access aisles, entrances to the site and exits from the site drawn to scale and the dimensions of each item shown and shall indicate all information necessary to determine the employee and customer parking requirements. The entrances to and/or exits from the parking site shall conform to the requirements of this code for driveway approaches. Parking spaces shall have a minimum size of nine feet by twenty feet (9' x 20'), or if parallel to the access aisle, nine feet by twenty three feet (9' x 23'). (Ord. 2710, 12-3-2001)

10-10-6 PARKING REQUIREMENTS BASED ON USE

In all Zoning Districts and Sub-Districts, at the time any building or structure is constructed, structurally altered, enlarged or increased capacity, or when the use of a building or structure is changed; parking spaces shall be provided in accordance with the following requirements:

ASSEMBLY and EDUCATION
<ul style="list-style-type: none">• Assembly, Convention, Exhibition or Reception Hall without Fixed Seats: One (1) parking space for each two hundred (200) square feet of floor area.
<ul style="list-style-type: none">• Church, rectory, or other place of worship: One (1) parking space for each three (3) fixed seats, or six (6) feet of bench, in all areas that may be simultaneously used for assembly. Where there is no fixed seating or a combination of assembly areas with and without fixed seating, one (1) parking space shall be provided for each thirty five (35) square feet of assembly space.

<ul style="list-style-type: none"> • College or University: One (1) space per four (4) students at maximum capacity.
<ul style="list-style-type: none"> • Community Center, Library, Museum, or Art Gallery: Ten (10) parking spaces plus one (1) additional space for each three hundred (300) square feet of floor area in excess of two thousand (2,000) square feet. If an auditorium is included as a part of the building, its floor area shall be deducted from the floor area and additional parking provided on the basis of one (1) space for each four (4) seats contained therein.
<ul style="list-style-type: none"> • Kindergartens, day schools, and similar child training and care establishments: one and one half (1.5) space per employee anticipated at full capacity plus one (1) paved off-street loading and unloading space.
<ul style="list-style-type: none"> • Recreation Center: One (1) space per one hundred (100) square feet floor area.
<ul style="list-style-type: none"> • School; Elementary, Secondary, or Middle: Two (2) parking spaces per classroom.
<ul style="list-style-type: none"> • School; High School: One (1) space per four (4) people calculated at maximum capacity.
<ul style="list-style-type: none"> • Theater, Sports Arena, Stadium, Gymnasium or Auditorium (except school): One (1) parking space for each three (3) seats or six (6) feet of bench seating.
<p>HEALTH SERVICES</p>
<ul style="list-style-type: none"> • Assisted Living, Nursing Home and Retirement Facilities: One (1) space per two (2) certified beds or two (2) units, whichever is greater.
<ul style="list-style-type: none"> • Hospital: One (1) space per employee on the largest shift, plus one and one-half (1.5) spaces per each bed or examination room, whichever is applicable.
<ul style="list-style-type: none"> • Medical or Dental Office: One (1) space per two hundred and fifty (250) square feet of floor area. Facilities over twenty thousand (20,000) square feet shall use the parking standards set forth for hospitals.
<p>RESIDENTIAL</p>
<ul style="list-style-type: none"> • Dwellings, Single Family and Duplex: Two (2) spaces for each dwelling unit.
<ul style="list-style-type: none"> • Dwellings, Multifamily: Two (2) spaces for units containing one (1) and two (2) bedrooms, each additional bedroom requires one half (0.5) additional space.
<p>RETAIL , COMMERCIAL, INDUSTRIAL</p>
<ul style="list-style-type: none"> • Bank, Savings and Loan, or similar institution: One (1) space per three hundred fifty (350) square feet of gross floor area.
<ul style="list-style-type: none"> • Bar or Club: One (1) parking space for each seventy five (75) square feet of gross floor area.
<ul style="list-style-type: none"> • Beauty Salon: See Personal Service Establishment
<ul style="list-style-type: none"> • Bed and Breakfast facility: One (1) space per guest room in addition to the requirements for a normal residential use.

<ul style="list-style-type: none"> • Bowling alley: Three (3) parking spaces for each alley or lane.
<ul style="list-style-type: none"> • Business or Professional Office (general): One (1) space per two hundred and fifty (250) square feet of gross floor area except as otherwise specified herein.
<ul style="list-style-type: none"> • Commercial Amusement: One (1) space per three (3) guests at maximum designed capacity.
<ul style="list-style-type: none"> • Country Club or Private Golf Club: One (1) parking space for each one hundred fifty (150) square feet of floor area or for every five (5) members, whichever is greater.
<ul style="list-style-type: none"> • Flea Market: One (1) space for each five hundred (500) square feet of site area.
<ul style="list-style-type: none"> • Fraternity, Sorority, or Dormitory: One (1) parking space for each two (2) beds on campus; one and one-half (1.5) spaces for each two (2) beds in off campus projects.
<ul style="list-style-type: none"> • Furniture or Appliance Store, Hardware Store, Wholesale Establishments, Machinery or Equipment Sales and Service, Clothing or Shoe Repair or Service: Two (2) parking spaces, plus one (1) additional parking space for each three hundred (300) square feet of floor area over one thousand (1,000).
<ul style="list-style-type: none"> • Gas Station: See Re-Fueling Station
<ul style="list-style-type: none"> • Golf Course: Five (5) parking spaces per hole.
<ul style="list-style-type: none"> • Health Club or Exercise Gym: One (1) parking space per two hundred fifty (250) square feet of exercise area.
<ul style="list-style-type: none"> • Hotel: One (1) parking space for each sleeping room or suite plus one (1) space for each two hundred (200) square feet of commercial floor area contained therein.
<ul style="list-style-type: none"> • Lodge or Fraternal Organization: One (1) space per two hundred (200) square feet floor area.
<ul style="list-style-type: none"> • Manufacturing or Industrial Establishment, Research or Testing Laboratory, Creamery, Bottling Plant, Warehouse, Printing or Plumbing Shop, or Similar Establishment: One (1) parking space for each employee on the maximum working shift plus space to accommodate all trucks and other vehicles used in connection therewith, but not less than one (1) parking space for each one thousand two hundred fifty (1,250) square feet of floor area.
<ul style="list-style-type: none"> • Mini-Warehouse: Four (4) spaces per complex plus (1) one additional space per three hundred (300) square feet of rental office.
<ul style="list-style-type: none"> • Mobile Home Park: Two (2) spaces for each mobile home plus additional spaces as required herein for accessory uses.
<ul style="list-style-type: none"> • Mortuary or Funeral Home: One (1) parking space for each fifty (50) square feet of floor space in parlors or individual funeral service rooms.
<ul style="list-style-type: none"> • Motel: One (1) parking space for each sleeping room or suite plus one (1) additional space for each two hundred (200) square feet of commercial floor area contained therein.

<ul style="list-style-type: none"> • Motor Vehicle Service and Repair: Three (3) parking spaces PLUS one and one half (1.5) parking spaces per service bay. <i>Adequate storage space for over-night stay of vehicles also required where applicable. Adequate stacking lanes also required where applicable.</i>
<ul style="list-style-type: none"> • Motor-Vehicle Salesroom and Used Car Lots: One (1) parking space for each five hundred (500) square feet of the structure. These required spaces may not be used to store or display automobiles for sale.
<ul style="list-style-type: none"> • Motor Vehicle Wash Station (Car Wash Self-Serve): One (1) parking space per five hundred (500) square feet of gross floor area.
<ul style="list-style-type: none"> • Office: See Business and Professional Office.
<ul style="list-style-type: none"> • Personal Service Establishment, Except as Otherwise Specified Herein: One (1) space per two hundred fifty (250) square feet of gross floor area.
<ul style="list-style-type: none"> • Re-Fueling Station: One (1) space per two hundred fifty (250) square feet of gross floor area. Adequate space shall be provided for waiting, stacking, and maneuvering automobiles for refueling.
<ul style="list-style-type: none"> • Retail Store: One (1) space per two hundred fifty (250) square feet of gross floor area.
<ul style="list-style-type: none"> • Restaurant, Cafe or Similar Dining Establishment: One (1) parking space for each seventy five (75) square feet of gross floor area for standalone buildings without a drive-through, and One (1) parking space for each one hundred (100) square feet of gross floor area for restaurants located within a multi-tenant building and for standalone buildings with a drive-through. <i>Outdoor seating/dining areas will be included in gross floor area calculations.</i>
<ul style="list-style-type: none"> • Rooming or Boarding House: One (1) parking space for each sleeping room.
<ul style="list-style-type: none"> • Truck stops: One (1) truck parking space for each ten thousand (10,000) square feet of site area, plus one (1) vehicle parking space per two hundred (200) square feet of building area.
<ul style="list-style-type: none"> • Warehouse, Wholesale, Mini-Manufacturing and Other Industrial Type Uses: One (1) space per one thousand (1,000) square feet of gross floor area, or one (1) space per maximum number of employees on a shift, whichever is less.

10-10-7 BICYCLE PARKING EXCHANGE

At the owner's discretion, a maximum of one (1) Required Parking Space may be exchanged for ten (10) bicycle spaces. Bicycle Spaces shall be located on a bike rack furnished by the owner.

10-10-8 RULES FOR COMPUTING NUMBER OF PARKING SPACES

In computing the number of parking spaces required for each of the above uses, the following rules shall govern:

(A) "Floor Area" shall mean the gross floor area of the specific use.

(B) Where fractional spaces result, the parking spaces required shall be constructed to be the next whole number.

- (C) The parking space requirements for a use not specifically mentioned herein shall be the same as required for a use of similar nature, as determined by the Zoning Administrator.
- (D) When an existing residential structure is converted to a nonresidential use, the parking requirements may be modified by the Administrator if it can be shown that strict compliance to these development standards is not possible.

10-10-9 LOCATION OF PARKING SPACES

All required parking spaces shall be located on the same lot as the building or use requiring said spaces when at all possible. Exceptions to this requirement are as follows:

- (A) The required off-street parking location shall not be located more than the following distances, measured along the sidewalk or a walkway available for public use, from the primary entrance of the premises to the nearest entrance of the parking lot:
 1. Customer Parking for retail or commercial businesses, as well as medical-dental clinics, churches, restaurants, bars, entertainment facilities and residential uses - three hundred fifty feet (350').
 2. Employee parking - five hundred feet (500').

10-10-10 LOADING SPACE & STACKING REQUIREMENTS

- (A) All non-residential uses having ten thousand (10,000) square feet or more of gross floor area shall provide and maintain an area for the loading and unloading of merchandise and goods, in accordance with this code and the following requirements:
 1. Retail, commercial and Industrial uses with building sizes of ten thousand (10,000) to fifty thousand (50,000) square feet of floor area will provide one (1) loading space minimum. Uses with building sizes fifty thousand (50,000) to one hundred-thousand (100,000) square feet of floor area will provide two (2) loading spaces minimum. Buildings over one hundred-thousand (100,000) square feet of floor area will provide two (2) loading spaces minimum, plus one additional space for each one hundred-thousand (100,000) square feet of floor area.
 2. All hotels, office buildings, restaurants and similar establishments shall have at least one (1) space per one hundred fifty thousand (150,000) square feet of gross floor area up to three hundred thousand (300,000) square feet of gross floor area or fraction thereof.
 3. A loading space shall consist of an unobstructed minimum area of twelve (12) feet wide, forty (40) feet long and fourteen (14) feet tall.
 4. All drives and approaches shall provide adequate space and clearances to allow for the maneuvering of trucks. Each site shall provide a designated maneuvering area for trucks.
- (B) Stacking spaces provide the ability for vehicles to queue on site prior to receiving a service. A stacking space shall be a minimum of nine (9) feet wide and twenty (20) feet long and shall not be located within or interfere with any other circulation driveway, parking space, or maneuvering aisle. Unless otherwise specified, stacking spaces shall be provided behind the vehicle bay door, middle of the service window, or middle of the service island, whichever is applicable. In all Zoning Districts, at the time any building or structure is erected or altered, stacking spaces shall be provided in

the number and manner set forth in the following list of property uses:

- Automated Teller Machine (ATM): Three (3) stacking spaces.
- Automobile Oil Change and Similar Establishments: Three (3) stacking spaces per bay.
- Car Wash (Full Service): Five (5) stacking spaces per bay.
- Car Wash (Self Service - Automated): Three (3) stacking spaces per bay.
- Car Wash (Self Service - Open Bay): Two (2) stacking spaces per bay.
- Dry Cleaning, Pharmacy, or Other Retail Establishments with a Drive-thru: Three (3) stacking spaces from first service window.
- Financial Institution: Three (3) stacking spaces per window or service lane.
- Restaurant with Drive-thru: Five (5) stacking spaces from first window, order board, or other stopping point.

A single stacking space shall be provided after the final window, order board, or stopping points, to allow vehicles to pull clear of the transaction area prior to entering an intersecting on-site driveway or maneuvering aisle. Buildings and other structures shall be setback a minimum of ten (10) feet from the back of the curb of the intersecting driveway or maneuvering aisle to provide adequate visibility and to allow vehicles to safely exit drive-thru lanes and escape lanes prior to merging into intersecting driveways or maneuvering aisles.

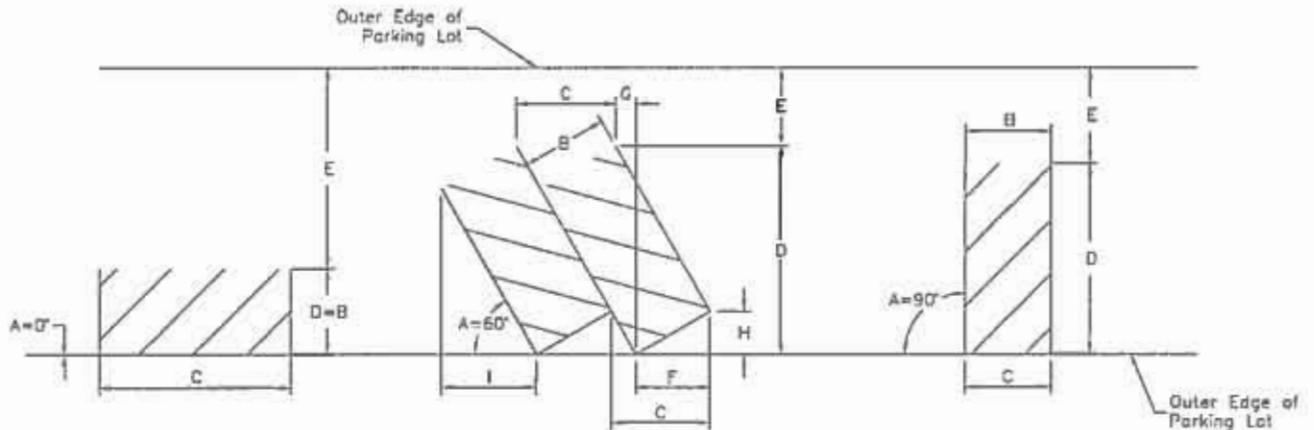
An escape lane shall be provided for any use containing a drive-thru facility. An escape lane shall be nine (9) feet wide and shall provide access around the drive-thru facility. An escape lane may be part of a circulation aisle.

10-10-11 MINIMUM STANDARDS FOR PARKING LOT DESIGN

(A) Design Standards Table and Exhibit

A Parking Angle	B Stall Width	C Curb length	D Stall Depth	E Driveway Width		F Curb Length	G Curb Length	H Curb Length	I Curb Length
				1-Way	2-Way				
0°	9' - 0"	23' - 0"	9' - 0"	12' - 0"	24' - 0"	0' - 0"	20' - 0"	9' - 0"	20' - 0"
20°	9' - 0"	26' - 4"	15' - 3"	11' - 0"	24' - 0"	3' - 1"	15' - 8"	8' - 5"	18' - 10"
30°	9' - 0"	18' - 0"	17' - 9"	11' - 0"	24' - 0"	4' - 6"	12' - 10"	7' - 10"	17' - 4"
40°	9' - 0"	14' - 0"	19' - 9"	12' - 0"	24' - 0"	5' - 9"	9' - 6"	6' - 11"	15' - 4"
45°	9' - 0"	12' - 9"	20' - 6"	13' - 0"	24' - 0"	6' - 4"	7' - 9"	6' - 4"	14' - 2"
50°	9' - 0"	11' - 9"	21' - 1"	14' - 0"	24' - 0"	6' - 11"	6' - 0"	5' - 9"	12' - 10"
60°	9' - 0"	10' - 5"	21' - 10"	16' - 0"	24' - 0"	7' - 10"	2' - 2"	4' - 6"	10' - 0"
70°	9' - 0"	9' - 8"	21' - 10"	18' - 0"	24' - 0"	8' - 5"	1' - 7"	3' - 1"	6' - 10"
80°	9' - 0"	9' - 2"	21' - 4"	20' - 0"	24' - 0"	8' - 10"	5' - 5"	1' - 7"	3' - 6"

90°	9' - 0"	9' - 0"	20' - 0"	24' - 0"	24' - 0"	9' - 0"	9' - 0"	0' - 0"	0' - 0"
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(B) Interior Landscaping Requirements: Any non-residential parking area that contains twenty (20) or more parking spaces shall provide interior parking lot landscaping, in addition to other required landscaping, as follows:

1. Where an existing parking lot area is altered or expanded to increase the number of spaces to twenty (20) or more, interior landscaping shall be provided on the new portion of the lot in accordance with this Section.
2. Landscaped islands shall be located at the terminus of all parking rows. Also, no more than fifteen (15) parking spaces are permitted in a continuous row without being interrupted by a landscaped island.
3. Required landscaped islands shall be a minimum eight (8) feet wide and fifteen (15) feet long and shall contain at least one (1) tree. Trees shall have a height of at least four (4) feet when planted.
4. Required landscape islands may be grouped, subject to approval by the Planning & Zoning Commission.
5. All landscaped areas shall be protected by a raised six (6) inch concrete curb. Pavement shall not be placed closer than four (4) feet from the trunk of a tree unless a root barrier is provided.

10-10-12: REGULATIONS FOR PARKING OVERLAY DISTRICTS:

The purpose of the parking overlay districts is established to accommodate the need for off-street parking ratio alternatives in accordance with traffic patterns, ultimate densities and coordinated use of lands within the City. It is intended that the respective districts with which the parking district is combined shall have requirements particular to the land and uses which warrant off-street parking variables to be applied.

The following regulations of this Chapter shall apply to all land classified as a "Parking District" (P). All uses are permitted in the respective district with which the P District is combined, subject to the provisions of those districts. If any of the regulations specified in this Section differ from corresponding regulations specified for a district with which

the P District is combined, then the regulations of this District shall govern. (Ord. 2124, 10-15-1984)

(A) Parking District 1:

1. The boundary of the P1 District is defined as illustrated on the current Zoning District Map.
2. No off-street parking is required within the P1 District as designated for outright permitted uses, but may be required through the special use permit required by the Commission or Council. This provision does not exempt any use from the requirements for off-street loading. (Ord. 2620, 8-2-1999)

(B) Parking District 2:

1. The boundary of the P2 District is defined as illustrated on the current Zoning District Map.
2. The off-street parking requirement in the P2 District is thirty percent (30%) less than that required outside of the P Districts except that household dwellings of less than five (5) units shall provide two (2) spaces per unit. This provision does not exempt any use from the full requirements for off-street loading.

(C) Parking District 3:

1. The boundary of the P3 District is defined as illustrated on the current Zoning District Map.
2. Due to the desire of the City to retain the character of the P3 District special consideration may be given on a case-by-case basis to the parking requirements, if the standard requirements cannot be applied. Examples of special consideration may be a variance, leased parking, and remote parking."

PASSED BY THE CITY COUNCIL, _____, 2014.

SIGNED BY THE MAYOR _____, 2014.

MAYOR

ATTEST:

DEPUTY CITY CLERK

PUBLISH:



Date: AUGUST 11, 2014

To: Honorable Mayor Hall and City Council

From: Rene'e V. Carraway, Zoning & Development Manager

Request: For the City Council to consider adoption of an ordinance.

Time Estimate: Staff presentation may be five (5 +/-) minutes. This is not a public hearing item but there may be an additional five (5) minutes for questions by the City Council.

Background: On July 8, 2014 the Commission held a public hearing for a for a Zoning Title Amendment to amend City Code sections 10-4-8.3(C) regarding maximum building height in the C-1 District, 10-4-8.3 (D) 1 regarding side and rear yard setbacks in the C-1 District, 10-4-13.3 (C) regarding requests for additional building height in the OT District, and 10-7-3 regarding the approval process for requests for additional building height. c/o The City of Twin Falls (app. 2652) No one spoke at the public hearing. Upon conclusion of the public hearing Commissioner Grey made a motion to recommend approval to the City Council of the request, as presented. Commissioner Munoz seconded the motion. All members present voted in favor of the motion.

On August 4, 2014 the City Council held a public hearing on this request whereby by a vote of 5 for and 0 against they granted approval of the request as presented. As directed by the Council, staff has prepared an ordinance for your consideration this evening.

Approval Process:

All procedures will follow the process as described in TF City Code 10-14: Zoning Amendments.

Zoning Title Amendments, which consist of text or map revisions, require a public hearing before the Planning Commission. Following the public hearing, the Commission may forward the amendment with its recommendation to the City Council. Any material change by the Commission from what was presented during the public hearing will require an additional hearing prior to the Commission forwarding its recommendation to the Council.

After the Council receives a recommendation from the Commission, a public hearing shall be scheduled where the Council may grant, grant with changes, or deny the Zoning Title Amendment. In any event the Council shall specify the regulations and standards used in evaluating the Zoning Amendment, and the reasons for approval or denial.

In the event the Council shall approve an amendment, such amendment shall thereafter be made a part of the Title upon the passage and publication of an ordinance.

Budget Impact:

Approval of this request will have negligible impact on the City budget.

Regulatory Impact: Twin Falls City Code 10-14-1 thru 7

Conclusion:

Upon approval of the request the City Council directed staff to present an ordinance. That ordinance is in your packet for your review. Staff recommends the City Council adopt the ordinance so it can be published and codified.

Attachments:

1. Ordinance

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, AMENDING TWIN FALLS CITY CODE §§10-4-8.3, 10-4-13.3, AND 10-7-3, PERMITTING ADDITIONAL HEIGHT IN THE C1 AND OT ZONING DISTRICTS.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

Section 1: That Twin Falls City Code Subsections 10-4-8.3 (C) and (D) are amended as follows:

“10-4-8: C1, COMMERCIAL HIGHWAY DISTRICT: ...

10-4-8.3: PROPERTY DEVELOPMENT STANDARDS:

The following property development standards shall apply to all land and buildings in the C1 district: ...

(C) Building Height: No building shall exceed ~~fifty~~ ~~thirty-five~~ feet (~~50~~ ~~35~~') in height except as provided by section 10-7-3 of this title.

(D) Yards: Front yards shall conform to the following standards, or section 10-7-6 of this title, whichever is greater:

1. Commercial Uses And Residential Uses With Five Or More Units Per Building:

a. ~~No property line setbacks are required on side yard or rear yard.~~ Front Yards: A setback of thirty five feet (35') shall be maintained on major arterials and fifteen feet (15') on all other streets. In developed areas which have building lines already established, this requirement may be reviewed and adjusted by the commission, subject to the following exceptions:

(1) A gasoline service station pump island, including cashier's booth, and canopy setback may be less than the required thirty five feet (35') property line setback on arterial streets, providing the property line setback is not less than thirty feet (30') for a pump island nor less than twenty feet (20') for the outer edge of a canopy. Gasoline service station pump islands, including cashier's booths, and canopies, shall not be used to adjust setbacks in developed areas which have building lines already established.

(2) Outdoor or patio seating, including associated canopies or coverings, at a food service establishment providing the outdoor seating area including any canopies or coverings does not exceed a property line setback of twenty feet

(20') or the minimum required arterial landscaping is provided, whichever is greater. Any outdoor or patio seating area proposed within a required setback must be approved by the planning and zoning commission.

- b. Side and rear yards: No property line setbacks are required on side yard or rear yards when adjacent to existing commercial uses, existing residential uses with five or more units per building, vacant property that is zoned for non-residential development, or vacant property that is designated on the future land use plan for non-residential development. A property line setback of twenty five (25) feet shall be maintained on the side yard and rear yard for buildings adjacent to existing residential uses with four or fewer units per building, vacant property that is zoned for residential development or vacant property that is designated on the future land use plan for residential development.

2. Residential Uses: Residential uses less than five (5) units and not attached to a commercial use shall conform to the yard standards of the R6 district."

Section 2: That Twin Falls City Code §10-4-13.3(C) is amended as follows:

"10-4-13: OT, OLD TOWN DISTRICT: ...

10-4-13.3: PROPERTY DEVELOPMENT STANDARDS:

The following property development standards shall apply to all land and buildings in the OT district: ...

(C) Building Height: No building shall exceed fifty feet (50') in height except as provided by section 10-7-3 of this title.

Section 3: That Twin Falls City Code §10-7-3 is amended as follows:

"10-7-3: ADDITIONAL HEIGHT IN CB, C1, OT, M1 AND M2 ZONING DISTRICTS AND SUBDISTRICTS:

The council may allow greater than standard building heights with or without extra setback requirements, in the CB, C1, OT, M1 and M2 zoning districts and subdistricts ~~providing all floors have a fire sprinkler system approved by the fire chief and city engineer. The requirement for a fire sprinkler system may be waived by the council, based on recommendations from the fire chief, for a building which is accessory to a farming use and not intended for human occupancy providing the property owner releases the city from all fire protection responsibility and liability. A request for additional height shall follow the public hearing process for Zoning Map Amendments as described in sections 10-14-5(B) and 10-14-7 of this title.~~

PASSED BY THE CITY COUNCIL,

, 2014.

SIGNED BY THE MAYOR

, 2014.

MAYOR

ATTEST:

DEPUTY CITY CLERK

PUBLISH:



Date: Monday, August 11, 2014
To: Honorable Mayor and City Council
From: Travis Rothweiler, City Manager

Request:

Continued discussion of the City of Twin Falls Budget for the 2015 Fiscal Year.

Time Estimate:

City Staff will provide a brief presentation. The staff presentation will take approximately 20 minutes, plus any additional time needed to address questions presented by Council members.

Background:

The purpose of this agenda is to adopt the tentative budget and set the public hearing date. Both of these actions are required by Idaho Code (*see "Regulations Section" of the agenda statement*).

Tonight's action will set the maximum total expenditure for the upcoming 2015 Fiscal Year.

Over the course of the last five weeks, the City Council has been openly discussing the City Manager's Recommended Budget for the upcoming 2015 Fiscal Year.

The budget is balanced and in accordance with the state law and Government Finance Officers' Association (GFOA) best practices. The total net budget for FY 2015 is \$57,082,189 or \$4,144,272 larger than the total net budget of \$52,937,917 in the current fiscal year.

The City's overall, total taxable valuation is expected to increase by approximately 1.45% from \$2,200,305,399 to \$2,228,149,009. If the taxable value used to calculate revenues for FY 2015 remains unchanged, we are projecting the maximum the City's tax rate will be is 0.007926894 or \$7.93 per \$1,000 in taxable value. The tax rate for 2014 was 0.007856543 or \$7.86 per \$1,000 in taxable value.

Additionally, all rate adjustments, which are discussed in great detail in subsequent sections, are lower than the municipal cost index increase of 2.19%.

Budget Overview

Budget concepts and funding strategies grew out of many internal conversations, public informational listening sessions and planning meetings. Six primary focus areas were developed. Those areas are:

- Implement 2030 City of Twin Falls Strategic Planning goals and objectives to realize outcomes.
- Limit Tax Collections and Corresponding Revenues.
- Invest in our employees.
- Continue to Invest in Our Infrastructure Systems
- Invest in our Structures and Facilities
- Continue to Pursue Innovative Strategies and Find More Effective Outcomes.

Five of the six primary focus areas have been addressed in the City Manager's Recommended Budget. "Investing in our Structures and Facilities" has not been included in this budget.

How much more will Twin Falls City Services Cost?

In addition to understanding the levels of services and the amount of improvements programmed into the budget, it is also important that we recognize the impact this proposal has on our citizens and taxpaying shareholders.

The table below illustrates the impact the City Manager's Recommended Budget will have on the taxpayers residing or doing business in Twin Falls.

Specifically, as proposed in the Recommended Budget:

- The annual City property tax increase on a median-value home in Twin Falls is projected to increase \$0.43 per month, or by \$5.08 annually (0.9%)
- The monthly utility bill for the average resident in Twin Falls is expected to increase by \$1.19 per month, or by \$14.28 annually (1.51%)

	FY 2014 Adopted Budget	FY 2015 Recommended Budget	Difference
Property Tax	Tax Rate of: \$7.86/\$1,000 tax value	Tax Rate of: \$7.93/\$1,000 tax value	Tax Rate of: \$0.07/\$1,000 tax value
Median Valued Home of an Owner-Occupied Home: \$144,300	\$566.85 <i>annual</i>	\$571.93 <i>annual</i>	\$5.08 <i>annual</i>
Utility Bills			
Average Residential Customer Consumption of:			
<i>Water - 18,000 gallons</i>	\$37.26	\$38.01	\$0.75
<i>Sewer - 8,000 gallons</i>	\$24.49	\$24.74	\$0.25
<i>Sanitation & Recycling</i>	\$16.99	\$17.18	\$0.19
Monthly Total of Property tax and Utility Bills	\$78.74 <i>monthly</i>	\$79.93 <i>monthly</i>	\$1.19 <i>monthly</i>

It is important to recognize the tax rate does not necessarily indicate an individual's tax burdens. The tax rate is simply a multiplier used to determine a property owner's proportionate share of property tax liability. It is a fraction of a local government's total property tax collections divided by the total taxable value of that local government unit (\$17,662,302/2,228,149,009 = 0.007926894).

**Preliminary and subject to further refinement by the Twin Falls County Assessor. The final value will not be provided to the city until later this fall and after the City Council is required to adopt the budget.*

Public Input and Transparency

The City of Twin Falls strives to communicate, operate, function, and conduct the business of the people in an open and transparent manner. Equally, we recognize the value and importance of honoring and upholding our fiduciary duties and responsibilities. Because openness and transparency are part of our organizational culture and values, we have taken several steps designed to afford our citizens and stakeholders several opportunities to actively participate and contribute to the budgeting process. The Council provided an opportunity for our citizens and stakeholders to communicate their thoughts about specific programs, strategic initiatives and priorities for the upcoming fiscal year prior to the more customary, internal staff conversations.

A summary presentation of the proposed budget has been placed on the City's website. The City Council will hold a public hearing and final adoption scheduled to occur on August 18.

Property Tax Collections

As provided for in the Idaho Code, local government and independent taxing entities have the ability to increase its total tax revenue collections by three percent (3%) each year, in addition to making allowances for new construction, annexation, and foregone revenue.

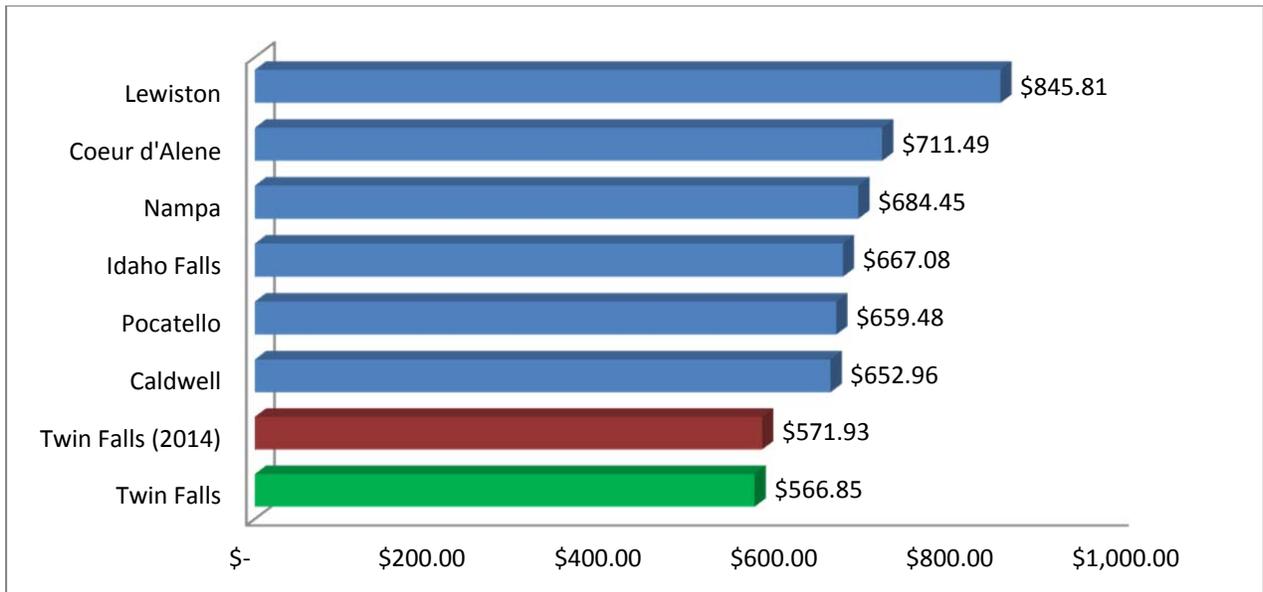
The Recommended Budget is balanced with a .76% increase in revenue in property tax collections and incorporating the growth formula. For FY 2015, the budget requests \$17,662,302 in total property tax collections. In FY 2014, the City budgeted collect \$17,286,791 in total property tax revenue.

As a result of the City not taking the allowed 3% increase, the City's foregone balance is expected to grow by \$387,693 from \$1,478,577 to \$1,866,270 (26.22%) Increasing the City's foregone balance is just one of many examples that can be used to illustrate the City of Twin Falls' conservative approach to using tax dollars. By comparison, no other local government in the Magic Valley has as large of a foregone balance as the City of Twin Falls.

How does the City's Tax Rate compare to the other, large full-service Idaho cities?

We are often asked the question, "how does our tax rate compare?" The table and graph provided below are intended to provide a "ballpark" answer to that question. Although only intended to be a rough illustration, the table and graph below show the amount of property tax paid on a median-valued, owner occupied home owner in each of the larger, full-service cities in Idaho.

	<i>Total Taxes</i>	<i>2012 Median Property Value</i>	<i>FY 2013</i>
<i>Twin Falls</i>	\$ 566.85	\$144,300	0.0078565
<i>Twin Falls (2014)</i>	\$ 571.93	\$144,300	0.0079269
<i>Caldwell</i>	\$ 652.96	\$106,600	0.0122506
<i>Pocatello</i>	\$ 659.48	\$132,700	0.0099393
<i>Idaho Falls</i>	\$ 667.08	\$147,800	0.0090267
<i>Nampa</i>	\$ 684.45	\$124,100	0.0110306
<i>Coeur d'Alene</i>	\$ 711.49	\$186,600	0.0067376
<i>Lewiston</i>	\$ 845.81	\$168,900	0.0096224



For the purposes of this analysis, the Cities of Boise and Meridian were intentionally excluded out of the first comparison because they are not directly responsible for the transportation systems in their communities; that responsibility lies primarily with the Ada County Highway District (ACHD). ACHD is an independent taxing authority specifically created for the purpose of maintaining the transportation system in these communities. In FY 2015, the Street Fund for the City of Twin Falls will be \$4,989,598, or approximately 14.5% of the total Government Fund-type budget.

Use of Cash Reserves in the FY 2015 Recommended Budget

The FY 2015 Recommended Budget calls for a total of \$1,492,425 of "cash reserves" to be used to complete several, critical, one-time capital intensive projects. At this time there are no General Fund or Capital Fund Cash reserves allocated in the City Manager's FY 2015 Recommended Budget.

Water Fund

The Water Fund supports the following water-related activities: water supply, water distribution, pressurized irrigation, and utility billing. To support each of these functions in FY 2015, the City Manager's Recommended Budget recommends expenditures totaling \$9,818,687, an increase of \$32,302 (0.33%) when compared to the total allocation of \$9,786,385 in FY 2014. However, the City is using less cash reserves in the FY 2015 Recommended Budget compared to the FY 2014 Budget. In FY 2014, the City budgeted to spend \$800,000 in cash reserves on one-time capital projects. In FY 2015, the City is recommending the use of \$360,000 of cash reserves, which is a reduction of \$440,000 compared to the prior year.

The FY 2015 budget for the Water Fund calls for a 2% rate increase to the City's adopted water rate. The increase to the average City residential water user – one who uses an average of 18,000 gallons of water per month – will see an increase of \$0.75 per month, causing the water consumption portion of their bill to increase from \$37.26 per month to \$38.01 per month.

The City Manager's Recommended Budget takes a conservative approach to growth and projects the new customer growth rate will be 1%.

Sewer Fund

The Sewer Fund is used to support all waste water services provided by the City of Twin Falls, namely waste water collections and waste water treatment. For FY 2015, the City Manager's Budget recommends expenditure totaling \$9,096,332 in the Sewer Fund. This represents a decrease of \$242,857 when compared to FY 2014 Sewer Fund expenditures of \$9,339,189.

In the FY 2015 Recommended Budget, the City Manager is requesting a rate adjustment of 1% to the assessed rates. This increase equals an average increase of \$0.25 per month to the average residential user, which is defined as one who typically produces 8,000 gallons per month of waste water. All increases are proportionate to the type of use. Like the water fund, we are projecting limited growth in the number of new waste water accounts to 1.0%.

Sanitation Fund

The City's Sanitation Fund supports the City's sanitation and recycling program. The City of Twin Falls is the only City in the Magic Valley to offer its residents a curbside single stream recycling program. The program was started in 2011. Since the creation of the program, the City has diverted over 7,133 tons from entering into the regional landfill. Although we have seen a slight decrease in participation, the City's recycling program continues to meet and/or exceed initial expectations. It remains one of the highest rated services offered by the City.

Overall, the City Manager's Recommended Budget calls for an increase of \$0.19 per month, which equals a 1.11% increase to our sanitation customers. This will cause the monthly bill to increase from \$16.99 per month to \$17.18 per month. The rate adjustment is influenced by the requested price adjustment of 1.7% by the City's contracted service provider (PSI, Inc.) and increases in operational costs.

Approval Process:

Approving the tentative/preliminary budget requires a simple majority (50%+1) of the members in attendance at this meeting.

Budget Impact:

There is no budget impact associated with this Agenda Statement. The City Council is required to set the maximum spending cap for the FY 2015 Budget and set a public hearing date.

Regulatory Impact:

There is one sections of the Idaho Code that govern the actions of the organization.

Section 50-1003 of the Idaho Code states "...the city council of each city shall, prior to the commencement of each fiscal year, pass an ordinance to be termed the annual appropriation ordinance, which in no event shall be greater than the amount of the proposed budget, in which the corporate authorities may appropriate such sum or sums of money as may be deemed necessary to defray all necessary expenses and liabilities of such corporation, not exceeding in the aggregate the amount of tax authorized to be levied during that year in addition to all other anticipated revenues."

Conclusion:

Next week, the City Council will hold a public hearing and will consider the adoption of the FY 2015 budget and Appropriations ordinance.

Attachments:

1. None.