

COUNCIL MEMBERS:

Suzanne Hawkins	Jim Munn	Shawn Barigar	Chris Talkington	Gregory Lanting	Don Hall	Rebecca Mills Sojka
					<i>Mayor</i>	



AGENDA

Meeting of the Twin Falls City Council
 Monday, May 4, 2015 – 5:00 P.M.
 City Council Chambers - 305 3rd Avenue East -Twin Falls, Idaho

PLEDGE OF ALLEGIANCE TO THE FLAG
CONFIRMATION OF QUORUM
CONSIDERATION OF THE AMENDMENTS TO THE AGENDA
PROCLAMATIONS: Youth Appreciation Week - Anna Scholes, Optimist Club
 National Music Week - Bonnie Lamborne, Twin Falls Music Club

GENERAL PUBLIC INPUT

AGENDA ITEMS

I. <u>CONSENT CALENDAR:</u>	<u>Purpose:</u>	<u>By:</u>
1. Consideration of a request to approve the Accounts Payable for April 28 – May 4, 2015.	Action	Sharon Bryan
2. Consideration of a request to approve the Findings of Fact, Conclusions of Law, and Decision for the Vacation for Settler's Ridge, LLC, and Final Plat for Sackett Farms Subdivision No. 2.	Action	Rene'e V. Carraway-Johnson
3. Consideration of a request to approve a Special Event Application for the Annual Mother's Day and Cinco de Mayo event to be held at the Twin Falls City Park on Sunday, May 10, 2015.	Action	Dennis Pullin

II. <u>ITEMS FOR CONSIDERATION:</u>	<u>Purpose:</u>	<u>By:</u>
1. Discussion and possible action on a petition from Xavier Charter School for a bike lane.	Discussion/ Possible Action	John Kapeleris
2. Presentation of the Road Scholar Level I Award to Tom Billman and Road Master Level II Awards to Cody Brown, Victor Cabello, Dale Eldredge, Aaron Hentrup, Dean Littler, Dave McCreery, Bud Stradley, Mark Thomson, Dan Veenstra, Chris Westburg, Terry Williamson.	Presentation	Jon Caton Laila Kral/ LHTAC T2 Center
3. Swearing in ceremony for the Twin Falls Police Department's newest Police Officer, Matthew Gealta. Mayor Don Hall to administer the Oath of Office.	Action	Bryan Krear Don Hall
4. Consideration of a request to approve a Special Event Application for La Fiesta Restaurant's Cinco de Mayo event to be held at 1288 Blue Lakes Boulevard North on Tuesday, May 5, 2015.	Action	Dennis Pullin
5. Consideration of a request to hire a combination building inspector/plans examiner.	Action	Jarrold Bordi
6. Presentation of an update on the Canyon Springs Grade Project.	Presentation	Troy Vitek
7. Presentation of an update on the Southeast Twin Falls Alternate study.	Presentation	Jacqueline Fields
8. Presentation by the Long Term Planning Committee (LTP) on personnel and capital needs to accomplish identified goals and objectives of the City of Twin Falls' Community Strategic Plan 2030.	Presentation	Long Term Planning Committee
9. Public input and/or items from the City Manager and City Council.		

III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:

IV. PUBLIC HEARINGS: 6:00 P.M. - None

V. ADJOURNMENT: Idaho Code Section 67-2345. EXECUTIVE SESSIONS:
 (1)(b) To consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member or individual agent, or public school student; and, (1)(c) To conduct deliberations concerning labor negotiations or to acquire an interest in real property which is not owned by a public agency.

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.

*Office of the Mayor
City of Twin Falls, Idaho*

Proclamation



Youth Appreciation Week 2015

Whereas, the vast majority of youth are concerned, knowledgeable, and responsible citizens, and

Whereas, Optimist International and the Twin Falls Optimist Club have developed and promoted a program entitled Youth Appreciation Week, and

Whereas, the citizens of Twin Falls have indicated a desire to join the Optimists in expressing appreciation and approval for the contributions of youth.

*I, **Don Hall**, therefore proclaim the first week of May as **Youth Appreciation Week** in Twin Falls, Idaho.*

By this action, let it be known that we have faith in the ability of today's youth as they assume responsible roles in the future of mankind.

In witness whereof I have hereunto set my hand and caused this seal to be affixed.

Mayor Don Hall

Attest:

Leila A. Sanchez

Date: May 4, 2015

*Office of the Mayor
City of Twin Falls, Idaho*

Proclamation



National Music Week

WHEREAS, music plays an increasingly important role in our world today, and

WHEREAS, music is one of the most sublime of human pursuits and is subscribed to by all races and creeds, and

WHEREAS, music is the language of all peoples and one of the greatest forces in creating peace and harmony, and

WHEREAS, the National Federation of Music Clubs, dedicated to encouraging young musicians, to increasing musical knowledge, and to advancing American music and its cooperating organizations, join forces to direct attention to the dynamic influence of music in everyday living,

NOW THEREFORE, I Don Hall, Mayor of the City of Twin Falls, Do hereby proclaim the week of May 3–10, 2015 to be

NATIONAL MUSIC WEEK IN TWIN FALLS, IDAHO

and ask that all citizens of this community observe and take part in activities, recognizing the importance of music, musicians, and musical organizations to the cultural life of our City, State, National and World.

In witness whereof I have hereunto set my hand and caused this seal to be affixed.

Mayor Don Hall

Attest: Deputy City Clerk Leila A. Sanchez

Date: April 27, 2015



BEFORE THE CITY COUNCIL OF THE CITY OF TWIN FALLS

In Re:

Vacation Application,

Settler's Ridge, LLC

Applicant(s)

)
) FINDINGS OF FACT,
)
) CONCLUSIONS OF LAW,
)
)
) AND DECISION

This matter having come before the City Council of the City of Twin Falls, Idaho on February 24, 2015 for public hearing pursuant to public notice as required by law for Vacation of the non-vehicular use of a 15' x 128' platted but undeveloped drainage and non-vehicular (pedestrian path) Access Easement located between Lots 41 & 42, Block 1 of Settler's Ridge Subdivision No. 3 and the City Council of the City of Twin Falls having heard testimony from interested parties and being fully advised in the matter, now makes the following

FINDINGS OF FACT

1. Applicant has applied for Vacation of the non-vehicular use of a 15' x 128' platted but undeveloped drainage and non-vehicular (pedestrian path) Access Easement located between Lots 41 & 42, Block 1 of Settler's Ridge Subdivision No. 3
2. All legal requirements for notice of public hearing have been met with advertisement taking place on the following dates: February 5, 2015 & February 12, 2015
3. The property in question is zoned R-2 pursuant to the Zoning Ordinance of the City of Twin Falls. The property is designated as Mixed Use Residential in the duly adopted Comprehensive Plan of the City of Twin Falls.

4. The existing neighboring land uses in the immediate area of this property are: to the north, undeveloped residential; to the south, undeveloped residential; to the east, Canyon Rim Trail; to the west, undeveloped residential.

5. The pedestrian pathway easement subject to this request is the only access to or from the Canyon Rim Trail for a distance of 1,883'. This easement provides the most direct connection from the Canyon Rim Trail to the bathroom facilities located in the Settler's Ridge Park.

Based on the foregoing Findings of Fact, the City Council of the City of Twin Falls hereby makes the following

CONCLUSIONS OF LAW

1. Twin Falls City Code 10-12-3.7 provides that "Right of way for pedestrian walkways in the middle of long blocks may be required where necessary to obtain convenient pedestrian circulation to schools, parks or shopping areas..." This pedestrian walkway is in the middle of a long block, and is necessary to obtain convenient pedestrian circulation between the Settler's Ridge Park and the Canyon Rim Trail.

2. The application for Vacation of the non-vehicular use of a 15' x 128' platted but undeveloped drainage and non-vehicular (pedestrian path) Access Easement located between Lots 41 & 42, Block 1 of Settler's Ridge Subdivision No. 3 should not be granted.

Based on the foregoing Conclusions of Law, the City Council of the City of Twin Falls hereby enters the following

DECISION

1. The application Vacation of the non-vehicular use of a 15' x 128' platted but undeveloped drainage and non-vehicular (pedestrian path) Access Easement located between Lots 41 & 42, Block 1 of Settler's Ridge Subdivision No. 3 is hereby denied.

MAYOR - TWIN FALLS CITY COUNCIL

DATE



BEFORE THE CITY COUNCIL OF THE CITY OF TWIN FALLS

In Re:)
))
Final Plat Application,) FINDINGS OF FACT,
))
Sackett Farms Subdivision No. 2))
c/o EHM Engineers, Inc.) CONCLUSIONS OF LAW,
Applicant(s).))
)) AND DECISION

This matter having come before the City Council of the City of Twin Falls, Idaho on March 30, 2015 for consideration of the final plat of the Sackett Farms Subdivision No. 2, approximately 53.61 (+/-) acres consisting of 4 lots located at the 600 Block of Hankins Road North (aka 3200 East Road), and the City Council having heard testimony from interested parties, having received written Findings from the Planning and Zoning Commission and being fully advised in the matter, now makes the following

FINDINGS OF FACT

1. Applicant has requested approval of the final plat of the Sackett Farms Subdivision No. 2, approximately 53.61 (+/-) acres consisting of 4 lots located at the 600 Block of Hankins Road North (aka 3200 East Road).
2. The property in question is zoned R-2 pursuant to the Zoning Ordinance of the City of Twin Falls. The property is designated as Medium Density in the duly adopted Comprehensive Plan of the City of Twin Falls.
3. The existing neighboring land uses in the immediate area of this property are: to the north, Residential; to the south, Residential; to the east, Agricultural; to the west, Residential.
4. The City Engineering Office has reviewed the final plat and has approved the proposed street accesses and public utility extensions, subject to availability of such services at the time of development. The developer will pay all costs of public improvements, including but not limited to streets, curb gutter and sidewalks,

sewer, water and pressurized irrigation systems. The proposed development includes dedication of additional right-of-way in compliance with the Master Street Plan.

Based on the foregoing Findings of Fact and the regulations and standards set forth below, the City Council hereby makes the following

CONCLUSIONS OF LAW

1. The final plat of the Sackett Farms Subdivision No. 2, approximately 53.61 (+/-) acres consisting of 4 lots located at the 600 Block of Hankins Road North (aka 3200 East Road) is in conformance with the objectives of the zoning ordinance and the policy for developments in Twin Falls City Code §10-1-4. Specifically, the land can be used safely for building purposes without danger to health or peril from fire, flood or other menace, proper provision has been made for drainage, water sewerage and capital improvements including schools, parks, recreation facilities, transportation facilities and improvements, all existing and proposed public improvements conform to the Comprehensive Plan.

2. The final plat is in conformance with the Comprehensive Plan as required by Twin Falls City Code §10-12-2.3(H)(2)(a).

3. Public services are currently available to accommodate the proposed development, as required by Twin Falls City Code §10-12-2.3(H) (2) (b). Public services may not be available at the time of development, depending upon the speed of development of this and other subdivisions and the ability of the City to obtain additional water and/or sewer capacity.

4. The development of streets, sewer, water, irrigation, dedication of park land and other public improvements at the cost of the developer will not adversely affect any capital improvement plan and will integrate with existing public facilities, as required by Twin Falls City Code §10-12-2.3(H)(2)(c).

5. There is sufficient public financial capability of supporting services for the proposed development, as required by Twin Falls City Code §10-12-2.3(H)(2)(d).

6. There are no other health, safety or environmental problems associated with the proposed development that were brought to the City Council's attention, per Twin Falls City Code §10-12- 2.3(H)(2)(e).

7. The final plat is in conformance with the Preliminary Plat. Based on the foregoing Conclusions of Law, the Twin Falls City Council hereby enters the following

DECISION

The request for approval of the final plat of the Sackett Farms Subdivision No. 2, approximately 53.61 (+/-) acres consisting of 4 lots located at the 600 Block of Hankins Road North (aka 3200 East Road) is hereby granted, subject to final technical review by the City Engineer's Office and subject to the conditions which are attached as "Exhibit No. A", and incorporated by reference as though fully set forth herein. The applicant shall comply with all applicable requirements of the Adopted Standard Drawings, the Zoning Ordinance, and the City Code of the City of Twin Falls.

MAYOR - TWIN FALLS CITY COUNCIL

DATE

"EXHIBIT NO. A"

1. Subject to final technical review and amendments as required by Building, Engineering, Fire and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.



Date: Monday, May 4, 2015, Council Meeting

To: Honorable Mayor and City Council

From: Staff Sergeant Dennis Pullin, Twin Falls Police Department

Request:

Consideration of a request by Rosa Paiz to approve the Annual Mother's Day and Cinco de Mayo event to be held at the Twin Falls City Park on Sunday, May 10, 2015, from 12:00 p.m. to 8:00 p.m.

Time Estimate:

In that this is an annual event that typically requires little to no additional Police response, we are requesting that this item be placed on the Consent Calendar.

Background:

On April 23, 2015, Rosa Paiz submitted a Special Event Application for the Annual Mother's Day and Cinco de Mayo celebration. The date of the event will be Sunday, May 10, 2015, commencing at 12:00 p.m. and concluding by 8:00 p.m. All alcoholic beverages will be served and consumed at an established beer garden, identifications will be checked, and bracelets will be required. There will be band music in the shell and DJs participating in the fiesta that are scheduled to start at 1:00 p.m. There will also be vendors offering a variety of foods for purchase.

This event will not require the closure of any streets. The Twin Falls Police Department's Administrative Staff recommends that four (4) sworn law enforcement personnel provide security from 4:00 p.m. until 8:00 p.m. Rosa Paiz has requested that Twin Falls Sheriff's Reserve Deputies provide the security.

While it is possible that the live band and DJs may become a noise disturbance issue for the residential neighborhood near the City Park, we have had very few complaints in past years. Should the amplified sound become an issue, the Patrol Supervisor will be advised to contact Rosa Paiz regarding noise complaints. The Staff recommends that the on-duty Supervisor be given the authority to order event organizers to mitigate the sound of amplified music. If the noise complaints become habitual, the Patrol Supervisor shall be granted the authority to order the music to be terminated.

There were no calls for Police service during the 2014 Mother's Day and Cinco de Mayo event.

Based on the above information, Twin Falls Police Staff and other relevant City Staff have reviewed the application and recommend its approval.

Approval Process:

Consent of the Council

Agenda Item for May 4, 2015
From Staff Sergeant Dennis Pullin
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Budget Impact:

Ms. Paiz has requested that Twin Falls Sheriff's Reserve Deputies provide the security for the event; therefore, there will be no foreseen budgetary issues with the City of Twin Falls.

Regulatory Impact:

Approval of this request will allow the applicant to proceed with the event as scheduled. Given the success of previous years' events, the Staff has approved the use of four (4) Twin Falls County Sheriff's Deputies for security for this event from 4:00 p.m. until 8:00 p.m.

Conclusion:

Based on the information provided, Twin Falls Police Department Staff and several relevant City Staff members have met and approved this Special Event Application.

Attachments:

None

DP:aed



Date: May 4, 2015, City Council Meeting

To: Honorable Mayor and City Council

From: Jon Caton, Public Works Director
Laila Kral/Idaho Technology Transfer Center

Request:

Presentation of the Road Scholar Level I Award to Tom Billman. Presentation of the Road Master Level II Awards to Cody Brown, Victor Cabello, Dale Eldredge, Aaron Hentrup, Dean Littler, Dave McCreery, Bud Stradley, Mark Thomson, Dan Veenstra, Chris Westburg, Terry Williamson.

Time Estimate: The presentation will take approximately 10 minutes.

Background:

The Idaho Technology Transfer Center is the training and educational branch of the Idaho Transportation Dept. The T2 Center provides opportunities for various agencies across the State, like the Street Department to keep up-to-date on the newest technologies and skills required to construct, preserve and maintain various types of roadway systems.

Road Scholar Program

The cities, counties and highway districts are responsible for the majority of roads within the state of Idaho – over 32,000 miles of highways, roads, and streets. These highways, roads and streets are seeing an ever-increasing traffic demand. With the increased demand and new technologies comes the need for more diverse skills and knowledge necessary for maintenance and preservation activities on the roadways. The transportation professionals that are constructing and maintaining these roadways need to be recognized for their efforts at keeping up-to-date on the new technologies and skills required to construct and maintain effective highway systems. (Idaho Technology Transfer Center Brochure)

The Idaho Road Scholar and Road Master Program is a way for local road professionals in our state to be recognized for successfully completing a series of training courses. Level I- Road Scholar consists of seven core classes and four electives totaling 76 hours of training and exams scores of 80% or higher. Level II- Road Master consists of five core classes and five electives totaling 84 hours of training and exam scores of 80% or higher. The program curriculum is designed to provide participants with the fundamentals of safety, management and advanced technologies, as well as exposure to a wide variety of other topics relevant to the transportation field. Through this program, the local agencies will also be provided an opportunity to develop the agencies' greatest asset - its employees.

This program provides consistent, standardized training on good roadway maintenance practices.

Thanks for T2 for continuing to provide good training and Street Department Supervisor, Mark Thomson, for setting up the courses, and a big thanks to the crew members who continually strive to do excellent, cost-efficient work and made the effort to augment good maintenance practices.

Approval Process: N/A

Budget Impact: N/A

Regulatory Impact: N/A

Attachments: Brochure

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Questions?

How much time is allowed to complete the program?

Each person has four years from their sign-up date to complete the course requirements for each of the programs, Level I - Road Scholar and Level II - Road Master.

What about workshops already attended?

All Idaho T2 Center core and elective courses previously taken and passed within a four year period will be considered towards the Road Scholar and Road Master Programs. (For core courses, a score of 80% or better is considered passing.) The specific requirements for core and electives for Level I and Level II are listed inside this brochure.

To receive credit for both the First Aid and CPR courses taken from other agencies, please send in copies of the front and back of each card.

The Basic Math course may be challenged by taking and passing the course exam with a score of 80% or better. Please contact the T2 Center if you are interested in challenging a course and would like more information.

Continued...

Questions Continued...

What obligation is there to complete the program?

None! It is a program for you and there is no cost to enroll. The only fees are for courses. If you enroll in the Road Scholar Program and decide to discontinue your participation, there is no obligation to continue. You have still gained valuable knowledge from each workshop attended.

Can people attend workshops if they are not enrolled in the program?

Of course! There is no obligation to enroll in the Road Scholar Program and you may still register for workshops. Announcements of upcoming workshops are sent to government agencies via email and class schedules will be posted on our website. All Idaho government employees may attend.



Local Highway Technical Assistance Council
3330 Grace Street
Boise, ID 83703

208-344-0565 or 1-800-259-6841
www.lhtac.org

Email: idahot2@lhtac.org



Road Scholar Program

The cities, counties and highway districts are responsible for the majority of roads within the state of Idaho -- over 32,000 miles of highways, roads and streets. These highways, roads and streets are seeing an ever-increasing traffic demand.

With the increased demand and new technologies comes the need for more diverse skills and knowledge necessary for maintenance and preservation activities on the roadways. The transportation professionals that are constructing and maintaining these roadways need to be recognized for their efforts at keeping up-to-date on the new technologies and skills required to construct and maintain effective highway systems.

The Idaho Road Scholar Program is a way for local road professionals in our state to be recognized for successfully completing a series of training courses. The program curriculum is designed to provide participants with the fundamentals of safety, management, and advanced technologies, as well as exposure to a wide variety of other topics relevant to the transportation field. Through this program, the local agencies will also be provided an opportunity to develop the agencies' greatest asset – its employees.

Requirement Update

Requirements Level I—Road Scholar

Level I consists of seven core classes and four electives. The classes include classroom work, field work, an occasional field trip, and a competency exam. Passing exams (80% or greater) on the core classes will qualify the participant to be classified a ROAD SCHOLAR. Successful Road Scholars will be recognized statewide for their accomplishment and will receive a certificate of completion along with an achievement award.

Requirements Level II—Road Master

After completing Level I, Level II consists of five core classes and five electives. The classes will include classroom work, field work, an occasional field trip and a competency exam. Passing exams (80% or greater) on the core classes will qualify the participant to be classified as a ROAD MASTER. Successful Road Masters will be recognized statewide for their accomplishment and will receive a certificate of completion along with an achievement award.

Completion Timeline

Each person has four years to complete the course requirements for each level of the program. Please note that courses expire in four years from the date taken, with the exceptions of Flagging—three years, First Aid—two years, & CPR—two years.

All classes must be current upon completion of the Road Scholar or Road Master program.

How to Enroll

You will be officially enrolled in the program once you have attended your first course. Then you will have four years to complete the course requirements for the Road Scholar Level I. Once you have completed Level I you can choose to participate in the Road Master Level II. You will then have another four years to complete Level II.

ROAD SCHOLAR—LEVEL I

CORE CLASSES

1. First Aid (Outside Course—1/2 Day)
2. CPR (Outside Course—1/2 Day)
3. Basic Math
4. Roadway Materials
5. Pavement Maintenance I (*Prerequisite for Pavement Maintenance II)
6. Effective Communication Skills
7. ATSSA Flagger Certification (Outside Course—1/2 Day) *Evergreen also excepted*

Plus 4 electives

ROAD MASTER—LEVEL II

CORE CLASSES

1. ATSSA Traffic Control Technician (Idaho TCT)
2. Roadway Drainage
3. Pavement Maintenance II*
4. Environmental BMPs (2 Days)
5. Speed Limits & Speed Zones (2 Days)

Plus 5 electives

All classes must be current at the time of completion.

T2 CENTER COURSE FEES

Agency	Early Registration	After Reg. Deadline
Local	\$60	\$70
State & Federal	\$95	\$105
Private	\$190	\$200

EXAMPLES OF OUTSIDE COURSES WE MAY ACCEPT

Advanced Math
Basic Computer Skills
Evergreen Defensive Driving
Highway & Street Standards
MSHA & Personal Safety
OSHA 10 Hour Construction
Welding: Basic & Advanced

ELECTIVES (New Classes Added)

- ADA Compliance
- Asphalt Paving Materials (Formerly Idaho Paving Materials)
- ATSSA Traffic Control Supervisor (2 Days)
- Basic Surveying
- Bike/Pedestrian Training
- Gravel Road Academy
- Gravel Road Maintenance & Design
- Heavy Equipment Courses (1+ Days)
- **iWorQ Pavement & Sign Maintenance**
- Manual of Uniform Traffic Control Devices
- Plantmix Paving Workmanship
- Retroreflectivity for Sign Inspections
- Roads 101
- Road Safety 365
- Road Safety Audits
- **Small Structure Inspection & Maintenance**
- Supervisory Skills
- Winter Maintenance Anti-Icing

SPECIALIZED COURSES

- ⇒ Hot Mix Asphalt Workmanship (1 1/2 Days)
- ⇒ Heavy Equipment Courses (Multiple Days)
- ⇒ Speed Limits & Speed Zones (2 Days)
- ⇒ Environmental BMP (2 Days)
- ⇒ ATSSA Traffic Control Technician
- ⇒ ATSSA Traffic Control Supervisor

Fees for Specialized Courses vary.

ATSSA Certification is an additional \$100 on top of the course fee.



Date: Monday, May 4, 2015, Council Meeting
To: Honorable Mayor and City Council
From: Chief Bryan Krear, Twin Falls Police Department

Request:

Swearing in ceremony for the Twin Falls Police Department's newest Police Officer, **Matthew Gealta**. It is requested that Mayor Don Hall administer the Oath of Office.

Time Estimate:

The presentation will take approximately 10 minutes.

Background:

Matthew Gealta was hired by the Twin Falls Police Department on April 13, 2015, as a full-time Police Officer.

Matt was born in Glendora, California. He was raised in San Dimas, California, and attended high school in both San Dimas and Glendora. Upon graduating from high school, he attended Citrus Community College in Glendora and earned an Associate's Degree in Business Administration.

In January 2011, he left to serve a two-year mission in the countries of El Salvador and Belize, where he became fluent in Spanish. When he returned from his mission, Matt went on to further his education at Brigham Young University Idaho. He is pursuing a Bachelor's Degree in Business Management and is scheduled to graduate in January 2016.

Prior to his employment with the TFPD, Matt worked as a Deputy Sheriff with the Los Angeles County Sheriff's Department from July 2013 until coming to our agency in April 2015. Matt was awarded his California POST Basic Certificate on December 19, 2014.

Matt and his wife Alexa are looking forward to having and raising a family here in Twin Falls. Matt is an avid outdoorsman; he enjoys hunting, shooting, fishing, and riding motocross.

Approval Process:

N/A

Budget Impact:

This will not impact the budget.

Regulatory Impact:

N/A

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From Chief Bryan Krear
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Conclusion:

Chief Bryan Krear would like to have the Twin Falls Police Department's newest Police Officer sworn in before the City Council, with Mayor Don Hall administering the Oath of Office on May 4, 2015.

Attachments:

None

aed



Date: Monday, May 4, 2015, Council Meeting

To: Honorable Mayor and City Council

From: Staff Sergeant Dennis Pullin, Twin Falls Police Department

Request:

Consideration of a request to approve a Special Event Application provided by Chelo Estrada, on behalf of La Fiesta Restaurant, for their Cinco de Mayo event to be held at 1288 Blue Lakes Boulevard North on Tuesday, May 5, 2015, from 11:00 a.m. to 9:00 p.m.

Time Estimate:

This is an annual celebration for La Fiesta; however, La Fiesta has gone through the Special Event Application process for the first time this year because they wish to hold the festivities outdoors. Approximately five (5) minutes will be required to present the application and any additional time needed to answer questions Council members may have.

Background:

I received a Special Event Application from Chelo Estrada, on behalf of La Fiesta Restaurant, to hold their Cinco de Mayo celebration on Tuesday, May 5, 2015. The activities will include amplified music provided by a DJ, an electric bull ride, and alcohol will be served. These activities will take place in their parking lot on the west side of the restaurant.

Only guests 21 years of age and older will be allowed in this area. La Fiesta will provide security to monitor these activities. Identifications will be checked and wristbands will be required for those participating in this area of the festivities. A catering permit will be required to serve alcohol in the beer garden area. The beer garden area will be closed off from their normal parking area.

The amplified music will commence at 11:00 a.m. and will conclude at 8:00 p.m.

The Police Department has not received any calls for service at La Fiesta regarding noise complaints or disturbances since January of 2014.

This event will not require the closure of any streets. Parking will be available in their parking lot, along with additional parking located in the Lowe's parking lot. Mr. Estrada has indicated that they have permission to utilize the Lowe's parking lot when needed.

Approval Process:

Approval by the Council

Budget Impact:

N/A

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From Staff Sergeant Dennis Pullin
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Regulatory Impact:

N/A

Conclusion:

Based on the information provided, several relevant City Staff members have met and approved this application. Staff recommends that the City Council approve the Special Events Application submitted for the Annual Cinco de Mayo event sponsored by La Fiesta, to be held on Tuesday, May 5, 2015.

The Twin Falls Police Department Staff recommends that the on-duty Patrol Supervisor be given the authority to order the event organizers to mitigate the sound of amplified music. If there are continued noise complaints, disturbances by those participating in the event, and non-compliance, the on-duty Patrol Supervisor shall terminate the event.

Attachments:

None

DP:aed



Monday May 4, 2015
To: Mayor and City Council
From: Jarrod Bordi, Building Official

Request:

Request to hire a combination building inspector/plans examiner.

Time Estimate:

The presentation will take approximately 10 minutes. Following the presentation, additional time will be necessary for discussion.

Background:

On January 1, 2007, The City began issuing mechanical, plumbing and electrical permits. That change altered the make-up of the Building Department's personnel. Prior to that, the City had a building official, a plans examiner, and three inspectors focused entirely on building inspections. Since that change, the department has had a building official, a plans examiner, one mechanical inspector, one plumbing inspector, one electrical inspector, and only one building inspector. So, while the department did add one overall inspector, the number of inspectors specializing in building inspections was reduced from three to one.

The City has experienced some ups and downs in building activity since 2007. Generally, building activity has been on the increase since fiscal year 2011, and we have seen a significant increase in building activity this fiscal year. Through March, we have issued 41% more new single family home permits compared to last year. We have also issued 50% more new commercial permits than last year. In addition to those commercial permits issued, as of last week, we had 55 (includes new, addition, and remodel) open commercial permit requests currently in our review process.

We have also seen an increase in commercial activity compared to fiscal year 2006, before the reduction in building inspectors discussed above. We have issued 25% more new commercial permits this year than through March 2006. In April, we issued the building permit for the Clif Bar Baking Facility and the Rock Creek Elementary School. The Pillar Falls Elementary School and the South Hills Middle School permits will be issued soon. These all represent large and complicated projects for our plans examiner and inspectors to stay on top of, and we are attempting to do that with two fewer building inspectors than we had in 2006.

Additionally, The City Strategic Plan includes the following goal in Focus Area 6 – Goal PC1: Revitalize the downtown. The buildings in our downtown area are unique and require more time to come up with creative solutions to meet occupancy requirements. Getting these buildings occupied with a thriving business and/or dwelling units is crucial to making the downtown area successful. The Building Department wants to be a part of that process with our proposed new Downtown Permit Assistance Program.

The City's long term plan committee has reviewed the needs for new personnel city-wide. That committee has recommended that the City add a position to the Building Department in next year's budget. The City's senior staff have reviewed the need for an additional employee and feel that the position is warranted, but should not wait until October. Rather the City should proceed now to hire this position in an attempt to get someone on board before this year's construction season is over.

Therefore, staff requests that the Council authorize the addition of a new combination Building Inspector/Plans Examiner position now.

Approval Process:

Approval of this request will require a simple majority vote of the Council.

Budget Impact:

The Fully burdened cost of an employee in this grade is estimated to be \$62,000 a year. By the time we go through a recruitment process and get someone on board, that person will only be on the payroll for about 4 months.

Therefore, the estimated impact to this fiscal year's budget would be around \$20,000. There will also be some associated costs with bringing on a new inspector. The inspector will need a vehicle, desk, computer, uniform, etc... We estimate the associated costs to be \$26,600, making the total fiscal year 2015 budget impact of this request \$46,600.

Since this request is to add a position mid-budget year, the budget does not include any funds for this purpose. However, the increase in building activity has exceeded the projected building permit revenue that was included in this year's budget. Our finance department has reviewed the current actual revenues collected for building permits and has revised the projected revenue figure through September 2015. That revised revenue figure amounts to \$75,000 more than what was included in this budget. Therefore, staff requests that the Council authorize the expenditure for the additional employee and related costs to be paid for with \$75,000 in unanticipated revenue.

Regulatory Impact:

Approval of this request will allow staff to begin recruitment for the requested position. The additional position will allow the building department to be more responsive to permit and inspection requests and will allow the full implementation of the proposed Downtown Permit Assistance Program.

Conclusion:

Staff requests that the Council approve this request to hire a combination building inspector/plans examiner to be paid for with unanticipated building permit revenue.

Attachment:

None



Date: Monday, May 4, 2015
To: Honorable Mayor and City Council
From: Troy Vitek, Assistant City Engineer

Request:

Presentation of an update on the Canyon Springs Grade Project.

Time Estimate:

The staff presentation will take approximately 5 minutes.

Background:

The City Council has asked Staff to look at the existing Canyon Springs Grade roadway and begin the process of finding a solution to the traffic-pedestrian conflict. Staff would like to update council on its current progress.

Conclusion:

N/A

Attachments:

1. None



Date: Monday, May 4, 2015
To: Honorable Mayor and City Council
From: Jacqueline D Fields, City Engineer

Request:

Presentation of an update on the Southeast Twin Falls Alternate study

Time Estimate:

The staff presentation will take approximately 15 minutes.

Background:

The City is a member of the Greater Twin Falls Area Transportation Committee (GTFATC). This committee discusses regional transportation related issues and provides input to legislators related to transportation needs. It develops a priority list which the Idaho Transportation Department (ITD) uses as a tool when developing and recommending projects for inclusion in the State Transportation Improvement Program. When ITD secured funding to update the Southeast Twin Falls Corridor Study, the GTFATC selected a steering committee: the Chair (Gary Young), the Twin Falls Highway District (Dave Burgess) and the City of Twin Falls (me). The steering committee and ITD worked with Keller Associates to gather traffic data. The steering committee reviewed the draft sections of the study and provided input.

The components addressing localized safety and capacity improvements were presented to the GTFATC for concurrence. These are summarized in the first 2 attachments.

Keller Associates also evaluated different routes for a belt route around the south side of Twin Falls. Keller will present these alternatives to the GTFATC next Tuesday. This presentation is intended to provide an opportunity for Council input before the draft study is completed and to answer questions.

Conclusion:

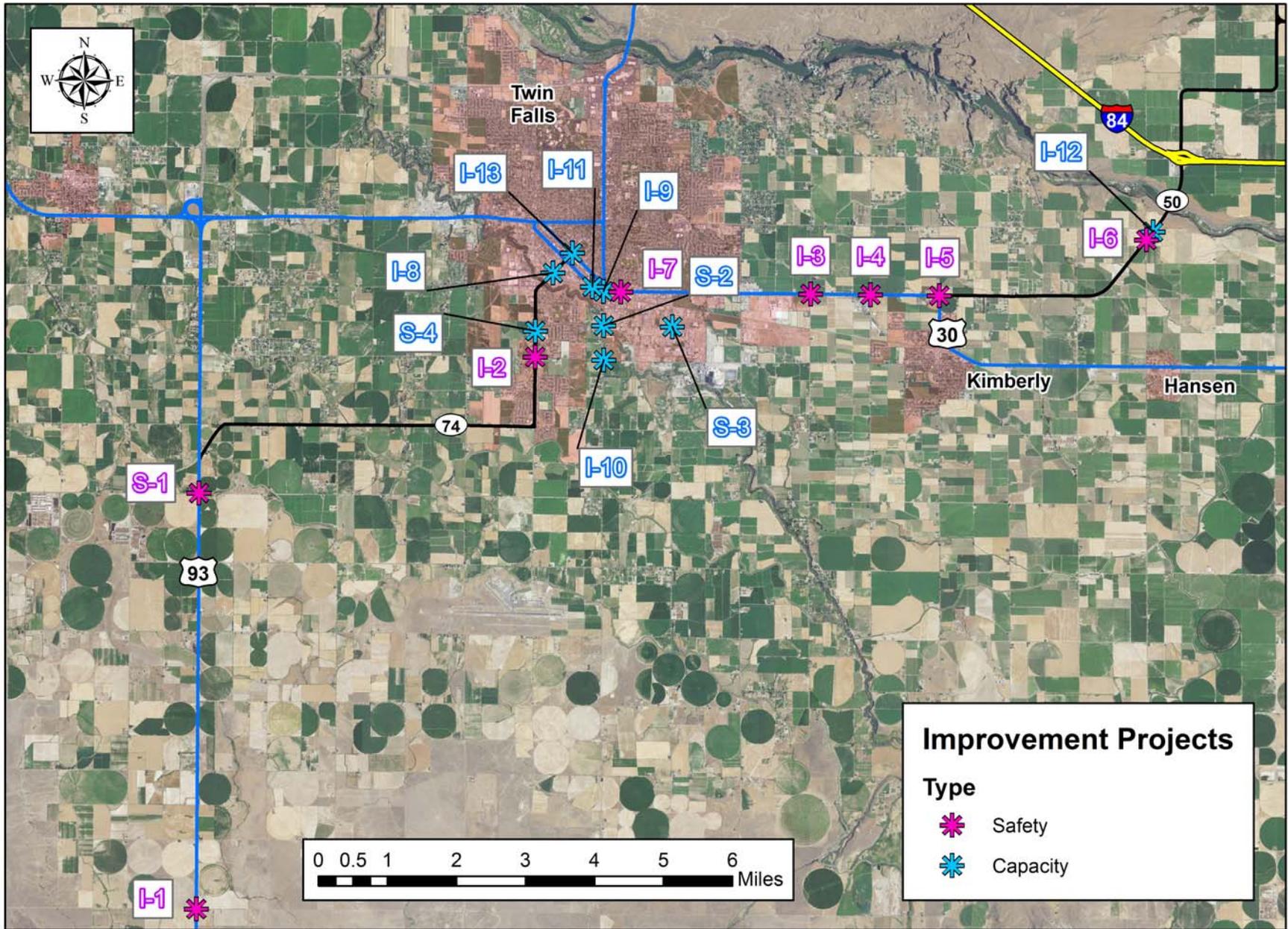
N/A

Attachments:

1. Safety
2. Capacity
3. Route schematic

Safety Project List

Key Number	Location	Project Description	Estimated Cost
I-1	US 93 & 2900 N. (North of Hollister)	Adds northbound and southbound left turn lanes. Increases US 93 shoulder width from 3' to 6'. Installs advanced intersection warning sign with flashing amber beacon on northbound approach.	\$281,000
I-2	SH 74 (Washington) & 3700 N (Orchard)	First traffic signal when approaching Twin Falls from the southwest. Installs a signal coordinated advanced warning beacon on the south leg of the intersection to warn drivers of the signal.	\$26,000
I-7	US 30 (Kimberly Rd) & Locust St	Installs left turn signal heads on all approaches to allow protected left turn phasing.	\$69,000
I-3	US 30 (Kimberly Rd) & 3300 E	Installs eastbound and westbound left turn lanes. Relocates "Stop Ahead" signs and installs flashing amber beacons on northbound and southbound 3300 E.	\$177,000
I-4	US 30 (Kimberly Rd) & 3400 E	Relocates "Stop Ahead" signs and installs flashing amber beacons on northbound and southbound 3400 E.	\$16,000
I-5	US 30 (Kimberly Rd) & 3500 E	Installs signal coordinated advanced warning beacons and signs on the eastbound, westbound, and northbound approaches.	\$36,000
I-6	SH 50 & 3800 E	Closes 3800 E between SH 50 and Addison Ave. Realigns south leg of 3800 E to connect to SH 50 at a 90 degree angle. Installs flashing amber beacons on eastbound and westbound approaches.	\$99,000
S-1	US 93 (MP 0.0 to MP 38.05)	Installs rumble strips on centerline and foglines. Increases shoulder width from 3' to 6'. Improvements should prevent "failure to maintain lane" crashes.	\$11,481,000



Twin Falls

Kimberly

Hansen

S-1

I-1

93

74

S-4

I-2

I-13

I-11

I-9

I-7

S-2

S-3

I-10

I-3

I-4

I-5

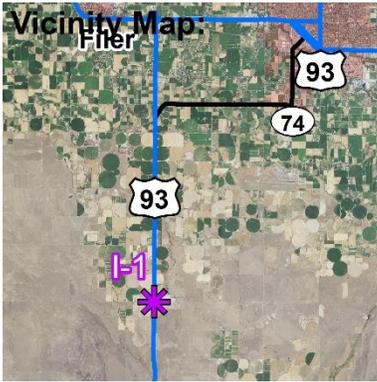
30

I-12

84

50

I-6



Safety Project:			Key No.
US 93 & 2900 N (North of Hollister)			I - 1
Route:	County	City (nearest)	District
US 93	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
31.485		0.1	
Location Notes:			
Intersection of US 93 and 2900 N. north of Hollister			



<p>Safety Issues:</p> <ul style="list-style-type: none"> • Total of two crashes related to intersection. • One fatal head-on crash caused by failure to yield by driver on southbound US 93 turning left. • One Injury B angle crash caused by northbound motorist going straight. No contributing circumstances mentioned. • No intersection warning signs exist in either direction. • High heavy vehicle volume. • 60 mph speed limit. • Narrow 3' shoulders. 	<p>Conclusion:</p> <p>No warning of intersection may have contributed to northbound motorist not expecting on-coming traffic to turn. High commercial vehicle volume and lack of left turn lane may have pressured southbound motorist to fail to yield.</p> <p>Recommended Improvements:</p> <ol style="list-style-type: none"> 1. 14' wide left turn lanes should be added to both northbound and southbound US 93. 2. Shoulder should be increased for the entire corridor from 3' to 6'. 3. Other improvements include installing an advanced intersection warning sign with solar powered flashing amber beacons.
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<p>Traffic Data:</p> <p>5-year Crash Summary</p> <table border="1"> <tr> <td>Total:</td> <td>2</td> </tr> <tr> <td>Fatal & "A":</td> <td>1</td> </tr> </table> <p>US 30 ADT: 3900</p> <p>2900 N. Rd. ADT: low</p>	Total:	2	Fatal & "A":	1	<p>Cost Estimate:</p> <table border="1"> <tr> <td>Preliminary Engineering</td> <td>\$40,000</td> </tr> <tr> <td>Right-of-Way</td> <td>\$23,000</td> </tr> <tr> <td>Construction</td> <td>\$218,000</td> </tr> <tr> <td>Total Estimated Cost</td> <td>\$281,000</td> </tr> </table> <p>Benefit/Cost Ratio: 43.63 (combined)</p>	Preliminary Engineering	\$40,000	Right-of-Way	\$23,000	Construction	\$218,000	Total Estimated Cost	\$281,000
Total:	2												
Fatal & "A":	1												
Preliminary Engineering	\$40,000												
Right-of-Way	\$23,000												
Construction	\$218,000												
Total Estimated Cost	\$281,000												

I-1 US 93 and 2900 N

Project No.

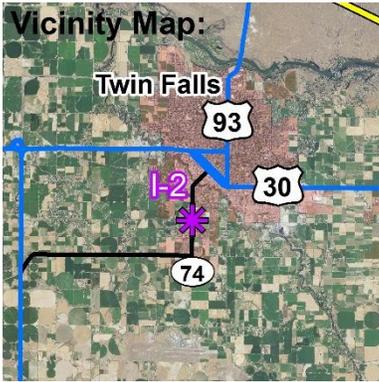
Key No. I-1

September 22, 2014

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Rem of Obstructions	LS	1	\$ 2,000.00	\$2,000
Excavation	CY	750	\$ 8.00	\$6,000
Granular Borrow	CY	2,000	\$ 12.00	\$24,000
Granular Subbase	TON	2,100	\$ 10.00	\$21,000
3/4" Aggr. For Crushed Base	TON	1,100	\$ 20.00	\$22,000
CSS-1 Dil Emul Asph for Tack	Gal.	145	\$ 2.10	\$305
Superpave Plant Mix Pavement	TON	480	\$ 85.00	\$40,800
Sign Ty B	SF	64	\$ 12.00	\$768
Brkawy Wood Sign Post Ty D	MFBM	0.06	\$ 8,000.00	\$475
Flashing Beacons (solar powered)	Each	2.00	\$ 3,500.00	\$7,000
Rent Const Sign Cl B	SF	363	\$ 4.00	\$1,450
Rent Drum Cl B	Each	30	\$ 12.00	\$360
Traffic Control Maintenance	MNHR	50	\$ 48.00	\$2,400
Flagging	MNHR	120	\$ 32.00	\$3,840
Survey	LS	1	\$ 4,000.00	\$4,000
Pavement Markings	FT	5,000	\$ 0.12	\$600
Fiber Wattles	FT	200	\$ 2.50	\$500
Special Pav Marking (Thermo)	SF	116	\$ 9.00	\$1,044
Seal Coat	SY	8,300	\$ 2.00	\$16,600
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$156,000
Mobilization	%	10%	\$ 15,600	\$15,600
Contingency	%	10%	\$ 17,160	\$17,160
Construction Engineering & Inspection	%	15%	\$ 28,314	\$28,314
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$218,000
Design	%	18%	\$ 39,240	\$39,240
Right-of-Way	LS	1	\$ 23,000	\$23,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$281,000



Safety Project:			Key No.
SH 74 (Washington) & 3700 North (Orchard)			I – 2
Route:	County	City (nearest)	District
SH 74	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
6.116		0.1	
Location Notes:			
Newly signalized intersection of Washington St. and Orchard Dr.			



<p>Safety Issues:</p> <ul style="list-style-type: none"> Total of eight crashes related to intersection. All crashes since the signal installation have been in northbound or southbound direction with exception of a westbound alcohol impaired crash. Two of eight crashes occurred before traffic signal installation. Four angle crashes caused by failure to yield, inattention, or failure to obey signal. Rear-end crash in southbound direction on SH 74 involving vehicle following too close and/or inattention. Same direction turning crash caused by southbound motorist turning right. No intersection warning signs exist in either direction on SH 74 that was the major leg of the previous two-way stop controlled intersection. 	<p>Conclusion:</p> <p>New signal installation may surprise motorists that are used to free flow traffic on SH 74 at this location. New traffic signal is the first signal on SH 74 as motorists enter Twin Falls.</p> <p>Recommended Improvements:</p> <ol style="list-style-type: none"> A signal coordinated advanced warning beacon and sign will give approaching motorists early indication that they will be required to stop as the signal is about to change to red.
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Traffic Data:		Cost Estimate:	
5-year Crash Summary		Preliminary Engineering	\$5,000
Total:	8	Right-of-Way	\$00
Fatal & "A":	3	Construction	\$21,000
SH 74 ADT:	10000	Total Estimated Cost	\$26,000
Orchard Dr. ADT	low	Benefit/Cost Ratio:	1.63

I-2 SH 74 and Orchard Dr

Project No.

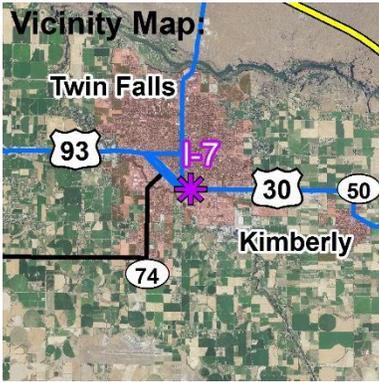
Key No. I-2

September 22, 2014

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Sign Ty B	SF	70	\$ 12.00	\$840
Brkawy Wood Sign Post Ty D	MFBM	0.12	\$ 8,000.00	\$950
Signal Coordinated Flashing Beacons	Each	2.00	\$ 5,000.00	\$10,000
Rent Const Sign Cl B	SF	150	\$ 4.00	\$600
Rent Drum Cl B	Each	10	\$ 12.00	\$120
Traffic Control Maintenance	MNHR	20	\$ 48.00	\$960
Flagging	MNHR	20	\$ 32.00	\$640
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$15,000
Mobilization	%	10%	\$ 1,500	\$1,500
Contingency	%	10%	\$ 1,650	\$1,650
Construction Engineering & Inspection	%	15%	\$ 2,723	\$2,723
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$21,000
Design	%	20%	\$ 4,200	\$4,200
Right-of-Way	LS	0		\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$26,000



Safety Project:			Key No.
US 30 (Kimberly Rd) & Locust Street			I - 7
Route:	County	City (nearest)	District
US 30	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
218.889		0.1	
Location Notes:			
Intersection of US 30 and Locust Street east of Five-points South			



Safety Issues:

- Total of nine crashes related to intersection.
- Three angle crashes caused by failure to obey signal by motorists on eastbound or westbound US 30.
- Two westbound head-on turning crashes by motorists that failed to yield turning left.

Conclusion:

The traffic signal is two-phase without protected left turn phases. Adding a protected left turn phase for eastbound and westbound traffic may reduce head-on crashes. If adding a signal phase is undesirable due to increased congestion, the added signal head with a flashing yellow arrow for the permissive left may give additional information to motorists and reduce crashes.

Recommended Improvements:

1. Install additional traffic signal heads for left turn lanes on all approaches. Signal heads can be used to add protected left turn phases or flashing yellow arrow to remind motorists of permissive movement.

Traffic Data:		Cost Estimate:	
5-year Crash Summary		Preliminary Engineering	\$9,000
Total:	9	Right-of-Way	\$00
Fatal & "A":	0	Construction	\$60,000
US 30 ADT:	20000	Total Estimated Cost	\$69,000
Locust St. ADT	low	Benefit/Cost Ratio:	2.03

I-7 US 30 and Locust St.

Project No.

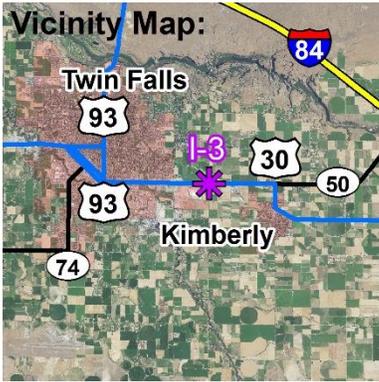
Key No. I-7

September 22, 2014

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Traffic Signal Modification	LS	1	\$ 40,000.00	\$40,000
Rent Const Sign Cl B	SF	150	\$ 4.00	\$600
Rent Drum Cl B	Each	20	\$ 12.00	\$240
Traffic Control Maintenance	MNHR	20	\$ 48.00	\$960
Flagging	MNHR	20	\$ 32.00	\$640
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$43,000
Mobilization	%	10%	\$ 4,300	\$4,300
Contingency	%	10%	\$ 4,730	\$4,730
Construction Engineering & Inspection	%	15%	\$ 7,805	\$7,805
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$60,000
Design	%	15%	\$ 9,000	\$9,000
Right-of-Way	LS	0		\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$69,000



Safety Project:			Key No.
US 30 (Kimberly Rd) & 3300 East			I - 3
Route:	County	City (nearest)	District
US 30	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
221.636		0.1	
Location Notes:			
Just east of Chobani, intersection of US 30 and Champlin Road			



<p>Safety Issues:</p> <ul style="list-style-type: none"> • Total of seven crashes related to intersection. • Four angle crashes caused by failure to yield by motorists on southbound or northbound 3300 E. Rd. • Two rear-end crashes in westbound or eastbound direction of US 30 caused by following too close and slowing to turn. • No intersection warning signs exist in either direction on US 30. • A four foot wide painted median exists between two through lanes in each direction. • No turn lanes providing refuge for left turning traffic. • Slightly elevated high volume four lane highway could be deceiving for traffic judging distances especially when stopped for long periods waiting for a gap. • "Stop Ahead" signs on 3300 E Road may be too far away from intersection. 	<p>Conclusion:</p> <p>It is unknown if angle crash motorists were aware of the need to stop or entered the intersection without stopping. Nevertheless, increased awareness could reduce crashes of motorists approaching the stop condition. Rear-end crashes could be significantly reduced by providing a refuge out of the flow of traffic for turning motorists.</p> <p>Recommended Improvements:</p> <ol style="list-style-type: none"> 1. Construct left turn lanes for both eastbound and westbound traffic on US 30. This intersection is located between a center turn lane section in front of Chobani and a new left turn lane constructed for 3400 E. Road. Consideration should be given to extending the center turn lane through to 3400 E. that would also provide a refuge for traffic turning onto US 30 as well. 2. Relocate "Stop Ahead" advanced warning signs and install solar powered flashing amber beacons on 3300 E.
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Traffic Data:		Cost Estimate:	
5-year Crash Summary		Preliminary Engineering	\$30,000
Total:	7	Right-of-Way	\$00
Fatal & "A":	2	Construction	\$147,000
US 30 ADT:	10500	Total Estimated Cost	\$177,000
3300 E Road	low	Benefit/Cost Ratio:	6.75 (combined)

I-3 US 30 and 3300 E

Project No.

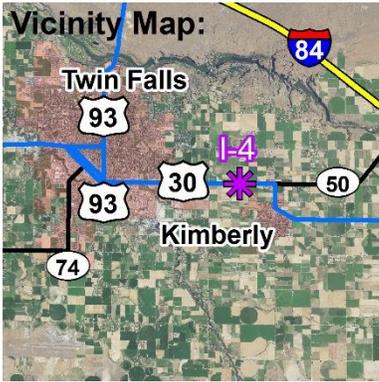
Key No. I-3

September 22, 2014

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Rem of Obstructions	LS	1	\$ 2,000.00	\$2,000
Excavation	CY	2000	\$ 8.00	\$16,000
Granular Borrow	CY	200	\$ 12.00	\$2,400
Granular Subbase	TON	850	\$ 10.00	\$8,500
3/4" Aggr. For Crushed Base	TON	450	\$ 20.00	\$9,000
CSS-1 Dil Emul Asph for Tack	Gal.	60	\$ 2.10	\$126
Superpave Plant Mix Pavement	TON	200	\$ 85.00	\$17,000
Guardrail	FT	50	\$ 20.00	\$1,000
Guardrail Terminal Type 1	Each	1	\$ 900.00	\$900
Guardrail Terminal Type 7	Each	1	\$ 1,800.00	\$1,800
Sign Ty B	SF	64	\$ 12.00	\$768
Brkawy Wood Sign Post Ty D	MFBM	0.06	\$ 8,000.00	\$475
Flashing Beacons (solar powered)	Each	2.00	\$ 3,500.00	\$7,000
Rent Const Sign Cl B	SF	363	\$ 4.00	\$1,450
Rent Drum Cl B	Each	50	\$ 12.00	\$600
Traffic Control Maintenance	MNHR	120	\$ 48.00	\$5,760
Flagging	MNHR	50	\$ 32.00	\$1,600
Survey	LS	1	\$ 4,000.00	\$4,000
Pavement Markings	FT	11,000	\$ 0.12	\$1,320
Fiber Wattles	FT	200	\$ 2.50	\$500
Special Pav Marking (Thermo)	SF	116	\$ 9.00	\$1,044
Seal Coat	SY	10,500	\$ 2.00	\$21,000
SUBTOTAL (Rounded up to the nearest \$1,000)				\$105,000
Mobilization	%	10%	\$ 10,500	\$10,500
Contingency	%	10%	\$ 11,550	\$11,550
Construction Engineering & Inspection	%	15%	\$ 19,058	\$19,058
CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)				\$147,000
Design	%	20%	\$ 29,400	\$29,400
Right-of-Way	LS	0		\$0
TOTAL (Rounded up to the nearest \$1,000)				\$177,000



Safety Project:			Key No.
US 30 (Kimberly Rd) & 3400 East			I - 4
Route:	County	City (nearest)	District
US 30	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
222.505		0.1	
Location Notes:			
Intersection of US 30 and 3400 E. near Layne Pump			



Safety Issues:

- Total of twelve crashes related to intersection.
- All crashes but one occurred prior to new left turn lanes on US 30.
- Six angle crashes caused by failure to yield by motorists on southbound or northbound 3400 E. Rd.
- One rear-end crash in eastbound direction of US 30 involving vehicle following too close.
- Slightly elevated, high volume, high speed four lane highway could be deceiving for traffic judging distances especially when stopped for long periods waiting for a gap.
- "Stop Ahead" signs on 3400 E Road may be too far away from intersection.

Conclusion:

It is unknown if angle crash motorists were aware of the need to stop or entered the intersection without stopping. Nevertheless, increased awareness could reduce crashes of motorists approaching the stop condition.

Recommended Improvements:

1. Relocate "Stop Ahead" advanced warning signs and install solar powered flashing amber beacons on 3400 E. in both northbound and southbound directions.

Traffic Data:		Cost Estimate:	
5-year Crash Summary		Preliminary Engineering	\$3,000
Total:	12	Right-of-Way	\$00
Fatal & "A":	3	Construction	\$13,000
US 30 ADT:	10000	Total Estimated Cost	\$16,000
3400 Rd. ADT	low	Benefit/Cost Ratio:	24.99

I-4 US 30 and 3400 E

Project No.

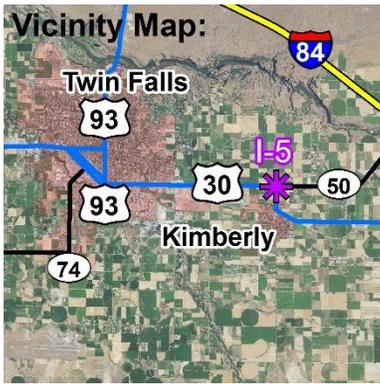
Key No. I-4

September 22, 2014

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Sign Ty B	SF	64	\$ 12.00	\$768
Brkawy Wood Sign Post Ty D	MFBM	0.06	\$ 8,000.00	\$475
Flashing Beacons (solar powered)	Each	2.00	\$ 3,500.00	\$7,000
Rent Const Sign Cl B	SF	32	\$ 4.00	\$128
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$9,000
Mobilization	%	10%	\$ 900	\$900
Contingency	%	10%	\$ 990	\$990
Construction Engineering & Inspection	%	15%	\$ 1,634	\$1,634
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$13,000
Design	%	20%	\$ 2,600	\$2,600
Right-of-Way	LS	0		\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$16,000



Safety Project:			Key No.
US 30 (Kimberly Rd) & 3500 East			I - 5
Route:	County	City (nearest)	District
US 30	Twin Falls	Kimberly	4
Beginning Milepost	Ending Milepost	Length (miles)	
223.505		0.1	
Location Notes:			
Red Cap Corner intersection of 3800 N and 3500 E			



<p>Safety Issues:</p> <ul style="list-style-type: none"> Total of twenty-nine crashes related to intersection. Twenty-six of twenty-nine (26 of 29) crashes occurred prior to traffic signal installation. One C-injury angle crash since signal installed caused by failure to obey signal by motorist on westbound US 30. One C-injury rear-end crash since signal installed in westbound direction of US 30 involving vehicle stopped in traffic. One A-injury head-on crash since signal installed in northbound direction on 3500 E. Rd caused by failure to yield by motorist turning left. No Intersection warning sign exists in eastbound direction on US 30. Westbound intersection warning sign does not have cross street name placard. 	<p>Conclusion:</p> <p>New signal installation may surprise motorists that are used to free flow traffic on 3800 N at this location. Also, motorists may not be expecting a traffic signal so far away from Twin Falls in a rural area. New traffic signal is the first signal on SH 50 for motorists heading to Twin Falls.</p> <p>Recommended Improvements:</p> <ol style="list-style-type: none"> A signal coordinated advanced warning beacon and sign will give approaching motorists early indication that they will be required to stop as the signal is about to change to red. Three beacons and three signs total; one each placed on eastbound, westbound, and northbound legs.
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Traffic Data:		Cost Estimate:	
Crash Summary (after signal installation)		Preliminary Engineering	\$6,000
Total:	3	Right-of-Way	\$00
Fatal & "A":	1	Construction	\$30,000
US 30 ADT:	10000	Total Estimated Cost	\$36,000
3500 E Rd. ADT	moderate	Benefit/Cost Ratio:	0.79

I-5 US 30 and 3500 E

Project No.

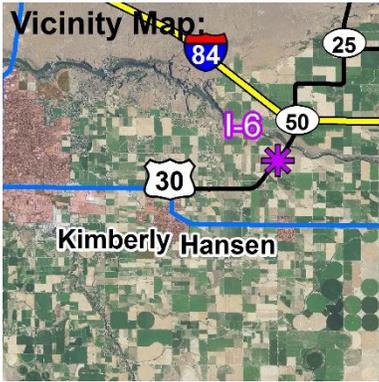
Key No. I-5

September 22, 2014

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Sign Ty B	SF	105	\$ 12.00	\$1,260
Brkawy Wood Sign Post Ty D	MFBM	0.18	\$ 8,000.00	\$1,440
Signal Coordinated Flashing Beacons	Each	3.00	\$ 5,000.00	\$15,000
Rent Const Sign Cl B	SF	150	\$ 4.00	\$600
Rent Drum Cl B	Each	10	\$ 12.00	\$120
Traffic Control Maintenance	MNHR	30	\$ 48.00	\$1,440
Flagging	MNHR	30	\$ 32.00	\$960
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$21,000
Mobilization	%	10%	\$ 2,100	\$2,100
Contingency	%	10%	\$ 2,310	\$2,310
Construction Engineering & Inspection	%	15%	\$ 3,812	\$3,812
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$30,000
Design	%	20%	\$ 6,000	\$6,000
Right-of-Way	LS	0		\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$36,000



Safety Project:			Key No.
SH 50 & 3800 East			I - 6
Route:	County	City (nearest)	District
US 30	Twin Falls	Kimberly	4
Beginning Milepost	Ending Milepost	Length (miles)	
3.382		0.1	
Location Notes:			
South of Hansen Bridge, intersection of SH 50 and 3800 E			



Safety Issues:

- Total of thirteen crashes related to intersection.
- Seven angle crashes caused by failure to yield by motorists on northbound 3800 E. Rd.
- Four angle crashes by eastbound SH 50 motorists.
- One rear-end crash in northbound direction of 3800 E. Rd involving vehicle stopped in traffic.
- One head-on crash by westbound SH 50 motorist turning left cause by failure to yield.
- No intersection warning signs exist in either direction on SH 50.
- Intersection is skewed 50 degrees; AASHTO recommends skew should not exceed 30 degrees.
- A center turn lane exists and an eastbound acceleration lane was recently installed.
- Speed limit is 65 mph.

Conclusion:

Many crashes are associated with northbound through movements. The skewed intersection and high speed on SH 50 may contribute to the safety issues at this location.

Recommended Improvements:

1. The portion of 3800 E. Rd north of SH 50 and south of Addison Ave. should be closed and the connection to SH 50 removed. Right-of-way could be vacated to adjacent property owners for a private access off Addison Ave. Northbound traffic would turn right and then left onto Addison Ave in 1000 ft. The south approach of 3800 E should be curved to tie in at 90 degrees to SH 50.
2. Other improvements include installing advanced intersection warning signs with flashing amber beacons in both eastbound and westbound directions on SH 50.

Traffic Data:		Cost Estimate:	
5-year Crash Summary		Preliminary Engineering	\$15,000
Total:	13	Right-of-Way	\$10,000
Fatal & "A":	4	Construction	\$74,000
US 30 ADT:	5800	Total Estimated Cost	\$99,000
3800 E. Rd. ADT	low	Benefit/Cost Ratio:	26.49 (combined)

I-6 SH 50 and 3800 E

Project No.

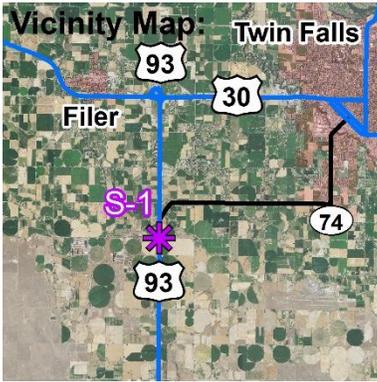
Key No. I-6

September 18, 2014

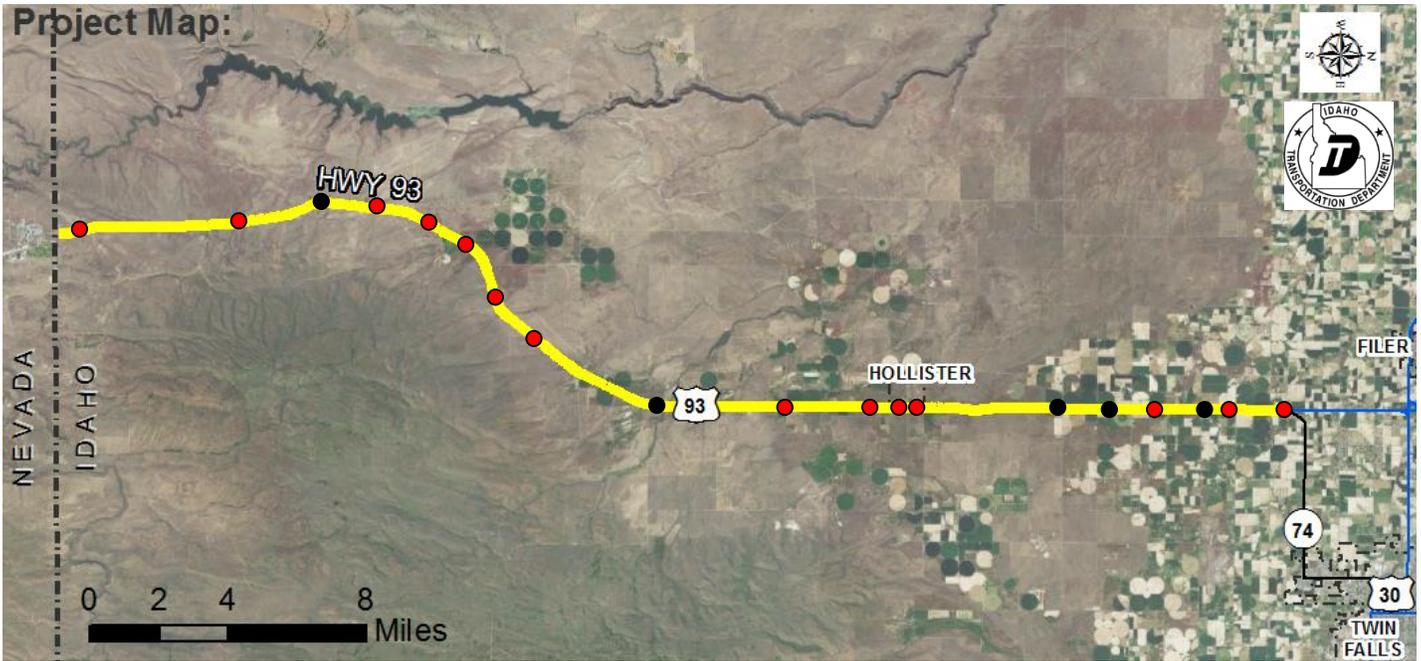
PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Rem of Obstructions	LS	1	\$ 2,000.00	\$2,000
Obliteration of Old Road	FT	300	\$ 5.00	\$1,500
Water for Dust Abatement	MG	50	\$ 20.00	\$1,000
Granular Subbase	TON	650	\$ 10.00	\$6,500
3/4" Aggr. For Crushed Base	TON	350	\$ 20.00	\$7,000
CSS-1 Dil Emul Asph for Tack	Gal.	45	\$ 2.10	\$95
Superpave Plant Mix Pavement	TON	150	\$ 85.00	\$12,750
Sign Ty B	SF	32	\$ 12.00	\$384
Brkawy Wood Sign Post Ty D	MFBM	0.06	\$ 8,000.00	\$475
Flashing Beacons (solar powered)	Each	2.00	\$ 3,500.00	\$7,000
Seed Bed Preparation	Acre	0.50	\$ 300.00	\$150
Seeding	Acre	0.50	\$ 350.00	\$175
Rent Const Sign Cl B	SF	363	\$ 4.00	\$1,450
Rent Drum Cl B	Each	30	\$ 12.00	\$360
Traffic Control Maintenance	MNHR	50	\$ 48.00	\$2,400
Flagging	MNHR	100	\$ 32.00	\$3,200
Survey	LS	1	\$ 4,000.00	\$4,000
Composted Ungulate Manure	Acre	0.5	\$ 2,000.00	\$1,000
Pavement Markings	FT	1,000	\$ 0.12	\$120
Fiber Wattles	FT	200	\$ 2.50	\$500
Special Pav Marking (Thermo)	SF	60	\$ 9.00	\$540
SUBTOTAL (Rounded up to the nearest \$1,000)				\$53,000
Mobilization	%	10%	\$ 5,300	\$5,300
Contingency	%	10%	\$ 5,830	\$5,830
Construction Engineering & Inspection	%	15%	\$ 9,620	\$9,620
CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)				\$74,000
Design	%	20%	\$ 14,800	\$14,800
Right-of-Way	LS	1	\$ 10,000	\$10,000
TOTAL (Rounded up to the nearest \$1,000)				\$99,000



Safety Project:			Key No.
US 93 (MP 0.0 to MP 38.05)			S - 1
Route:	County	City (nearest)	District
US 93	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
0.00	38.05	38.05	
Location Notes:			
Segment of US 93 from MP 0.0 to MP 38.05			



Safety Issues:

- Total of 179 crashes related to this segment.
- Four fatal crashes involving run-off-the-road or crossed left of centerline head-on.
- Twelve injury A crashes, 26 injury B crashes, 22 injury C crashes, and 76 property damage only crashes of similar type as above.
- 60/65 mph speed limit.
- Narrow 3' shoulders.
- No rumble strips
- Many impaired driver related crashes.

Conclusion:

There are a large number of "Failure to maintain lane" type crashes. Many caused by or contributed by impaired drivers going to or coming from Jackpot, NV. The roadway has a fairly narrow shoulder and is characterized by long straight sections between gentle curves. Drivers become inattentive and depart from their lane often resulting in head-on collisions.

Recommended Improvements:

1. Install rumble strips on centerline and on foglines.
2. Increase shoulder width from 3' to 6'.

Traffic Data:		Cost Estimate:	
5-year Crash Summary		Preliminary Engineering	\$961,000
Total:	179	Right-of-Way	\$915,000
Fatal & "A":	20	Construction	\$9,605,000
US 30 ADT:	4300	Total Estimated Cost	\$11,481,000
		Benefit/Cost Ratio:	1.91

S-1 US 93, MP 0 to MP 38.05

Project No.

Key No. S-1

September 22, 2014

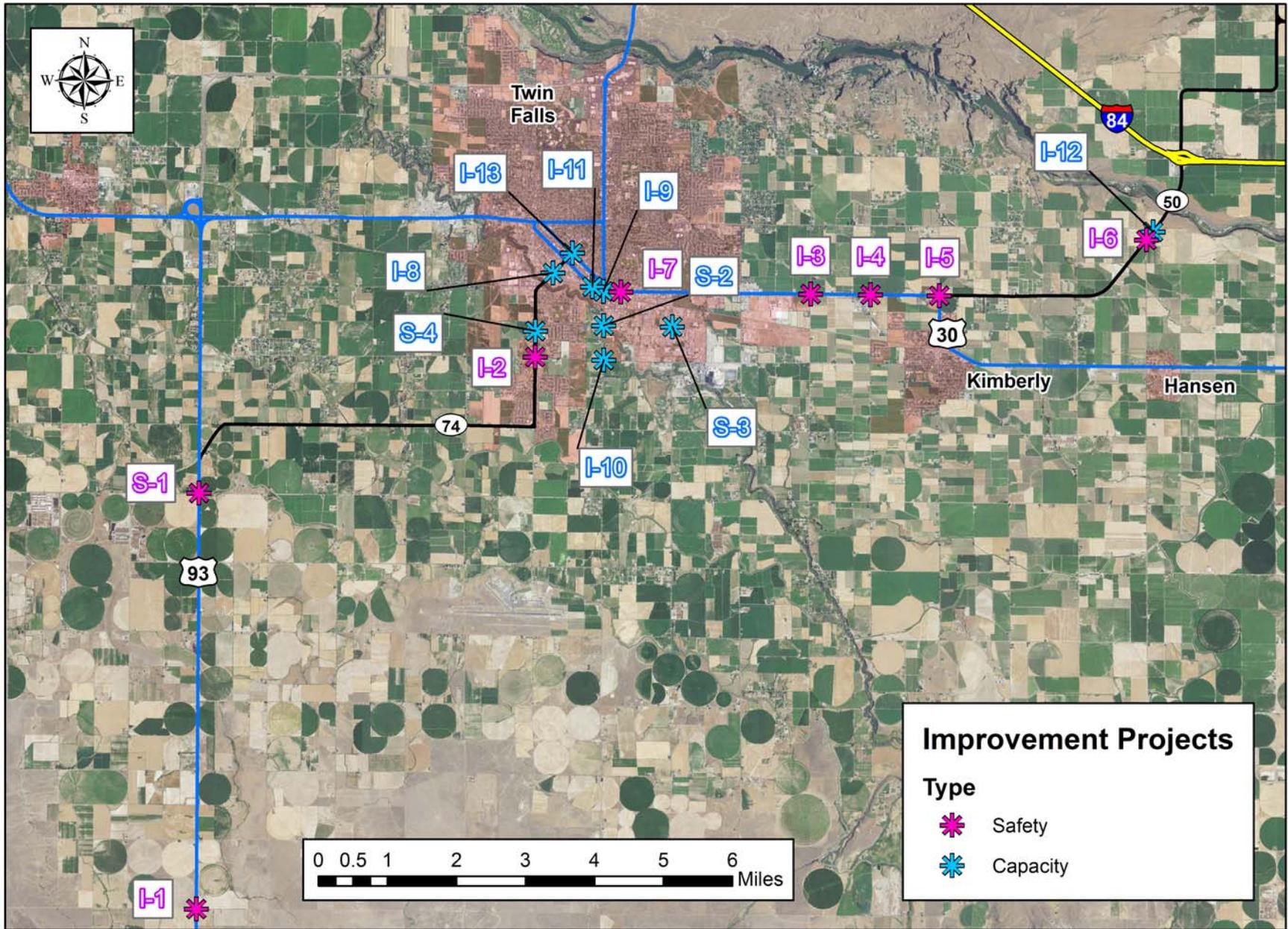
PRE-DESIGN

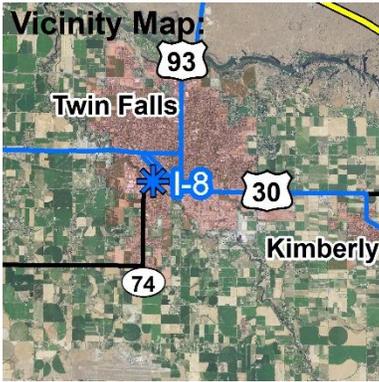
Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Rem of Obstructions	LS	1	\$ 20,000.00	\$20,000
Rem of Fence	FT	300,000	\$ 1.30	\$390,000
Excavation	CY	80,000	\$ 8.00	\$640,000
Granular Borrow	CY	2,000	\$ 12.00	\$24,000
Granular Subbase	TON	98,000	\$ 10.00	\$980,000
3/4" Aggr. For Crushed Base	TON	51,000	\$ 18.00	\$918,000
CSS-1 Dil Emul Asph for Tack	Gal.	6,700	\$ 2.10	\$14,070
Superpave Plant Mix Pavement	TON	22,500	\$ 75.00	\$1,687,500
Guardrail	FT	1,000	\$ 20.00	\$20,000
Guardrail Terminal Type 5	Each	4	\$ 2,000.00	\$8,000
Guardrail Terminal Type 10	Each	4	\$ 2,600.00	\$10,400
24" Culvert	FT	1,520	\$ 50.00	\$76,000
42" Culvert	FT	760	\$ 95.00	\$72,200
24" Tapered End	Each	76	\$ 500.00	\$38,000
42" Tapered End	Each	38	\$ 1,500.00	\$57,000
Sign Ty B	SF	125	\$ 12.00	\$1,500
Brkawy Wood Sign Post Ty D	MFBM	1.29	\$ 8,000.00	\$10,296
Rent Const Sign Cl B	SF	363	\$ 4.00	\$1,450
Rent Drum Cl B	Each	50	\$ 12.00	\$600
Tubular Markers	Each	200	\$ 6.00	\$1,200
Traffic Control Maintenance	MNHR	800	\$ 48.00	\$38,400
Flagging	MNHR	240	\$ 32.00	\$7,680
Survey	LS	1	\$ 80,000.00	\$80,000
Pavement Markings	FT	630,000	\$ 0.12	\$75,600
Special Pav Marking (Thermo)	SF	1,160	\$ 9.00	\$10,440
Delineators	Each	800	\$ 30.00	\$24,000
Fiber Wattles	FT	4,000	\$ 2.50	\$10,000
Fence	FT	400,000	\$ 4.00	\$1,600,000
Rumble Strips on Centerline and Foglines	Mile	114	\$ 750.00	\$85,500
SUBTOTAL (Rounded up to the nearest \$1,000)				\$6,902,000
Mobilization	%	10%	\$ 690,200	\$690,200
Contingency	%	10%	\$ 759,220	\$759,220
Construction Engineering & Inspection	%	15%	\$ 1,252,713	\$1,252,713
CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)				\$9,605,000
Design	%	10%	\$ 960,500	\$960,500
Right-of-Way	LS	1	\$ 915,000	\$915,000
TOTAL (Rounded up to the nearest \$1,000)				\$11,481,000

Capacity Project List

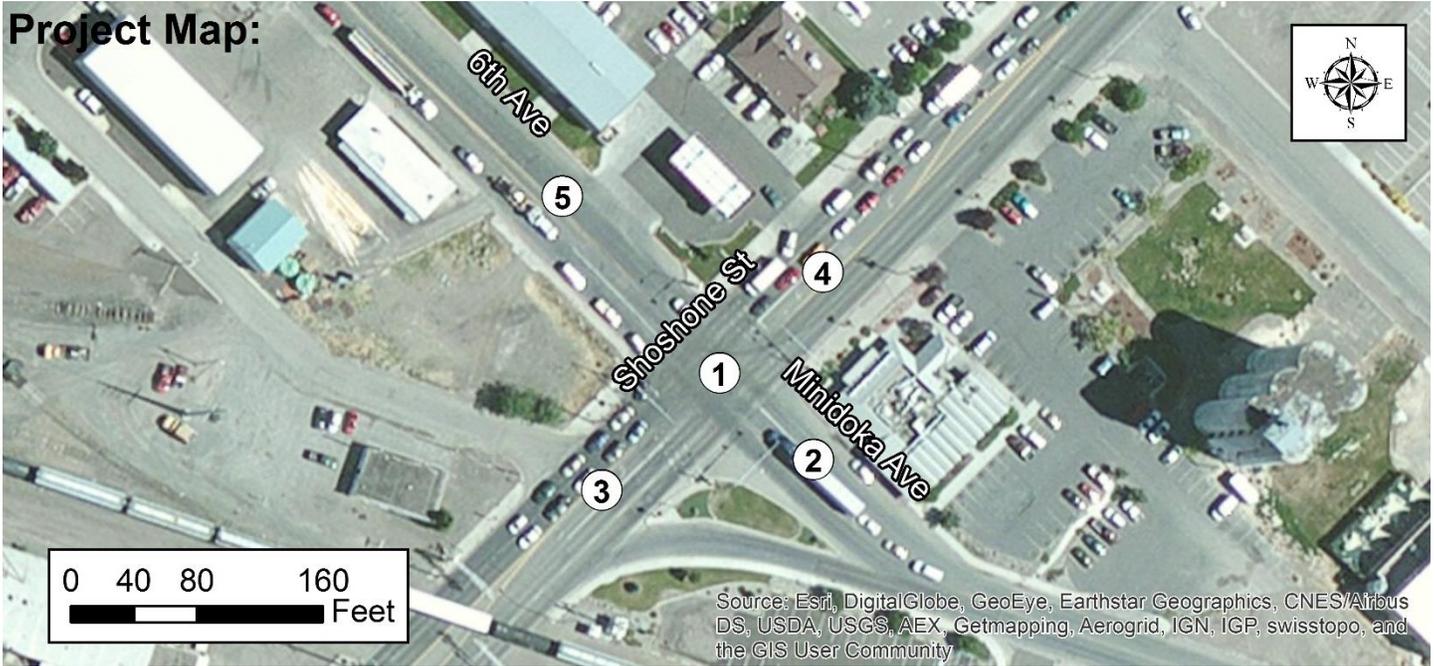
Key Number	Location	Project Description	Estimated Cost
I-8	Shoshone St & 6 th Ave W	Widens Shoshone St at intersection to add a second northbound Shoshone St left turn lane. Widens 6 th Ave northwest of the intersection to accommodate dual left turn lanes. Restripes westbound Minidoka approach to add designated right turn lane.	\$860,000
I-9a	Blue Lakes Blvd & US 30 (Kimberly Rd)	<i>Short-Term:</i> Prohibits northbound left turns and optimizes signal timing.	\$13,000
I-9b	Blue Lakes Blvd & US 30 (Kimberly Rd)	<i>Long-Term:</i> In addition to short-term improvements, adds second westbound left turn lane. Widens Blue Lakes Blvd south of the intersection to accommodate dual left turns. Converts westbound through lane to a shared through/right lane.	\$702,000
I-10	Blue Lakes Blvd & Orchard Dr	Installs traffic signal to reduce delay for eastbound and westbound traffic.	\$656,000
I-11	Murtaugh St & 2 nd Ave S	Recommends traffic analysis of the intersection. Traffic signal recommended if warranted.	\$439,000
I-12	SH 50 & Addison Ave	Installs traffic signal to reduce delay for Addison Ave traffic.	\$595,000
I-13	Shoshone St & 2 nd Ave N	Moves northbound Shoshone St left turn stop bar 8 feet back from the intersection to increase westbound left turning radius for trucks.	\$14,000
S-2	Blue Lakes Blvd (US 30 to Orchard Dr)	Widens segment to 5 lanes (two lanes each direction with two-way left turn lane) from US 30 to Highland Ave, 4 lanes (two lanes each direction) from Highland Ave to Park Ave, and 3 lanes (one lane each direction with two-way left turn lane) from Park Ave to Orchard Dr.	\$3,086,000
S-3	Eastland Dr (US 30 to Orchard Dr)	Reconstructs railroad underpass to provide 17' vertical clearance. Installs 8' paved shoulders along segment where absent.	\$2,766,000
S-4	Washington St (Highland Ave to Orchard Dr)	Widens segment to 5 lanes (two lanes each direction with two-way left turn lanes).	\$3,197,000





Capacity Project:			Key No.
Shoshone St & 6th Ave W			I - 8
Route:	County	City (nearest)	District
SH 74	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
7.5	7.5	n/a	
Location Notes:			
Intersection of Shoshone St and 6th Ave, in south Twin Falls			

Project Map:



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Existing Conditions:

- Intersection is currently signalized
- Coordinated/pre-timed
- Two-phase operation, permitted left turn phasing
- Adequate operation in 2014, with all movements at LOS C or better

Projected Future Conditions:

- Undesirable level of service in 2040
- LOS F on northbound left turn
- LOS E on eastbound left turn

Conclusion:

Lane configurations and permitted left turn phasing do not adequately serve PM peak demands in the future.

Recommended Improvements:

1. Protected/permitted left turn phasing during PM peak hour; permitted phasing only otherwise.
2. Restripe westbound Minidoka Ave approach to add a designated right turn lane.
3. Widen south Shoshone St leg by 6 feet on both sides; add second left turn lane.
4. Widen north Shoshone St leg by 3 feet on both sides; add median island.
5. Widen 6th Ave from Shoshone St to 5th St W to add second northwest-bound lane so that dual northbound left turns may be accommodated.
6. Improvements should be implemented after 2020

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Movement w/Lowest LOS	C	F	C	Preliminary Engineering	\$76,000
Avg. Intersection LOS	B	E	C	Right-of-Way	\$280,000
ADT	17,300	30,100		Construction	\$504,000
				Total Estimated Cost	\$860,000
				Benefit/Cost Ratio:	3.61

I-8 Shoshone St and 6th Ave

Project No.

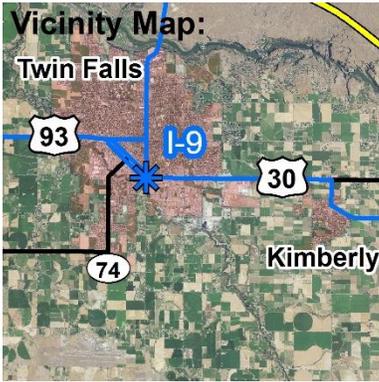
Key No. I-8

January 21, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Clearing and Grubbing	ACRE	0.07	\$ 15,000.00	\$1,002
Removal of Obstructions	LS	1	\$ 2,000.00	\$2,000
Removal of Curb and Gutter	FT	610	\$ 4.00	\$2,440
Removal of Concrete Sidewalk	SY	300	\$ 10.00	\$3,000
Removal of Pavement	SY	270	\$ 5.00	\$1,350
Excavation	CY	3,000	\$ 10.00	\$30,000
Granular Subbase	TON	2,100	\$ 10.00	\$21,000
3/4" Aggregate Type B for Base	TON	1,400	\$ 20.00	\$28,000
Concrete Sidewalk	SY	300	\$ 40.00	\$12,000
Pedestrian Ramps	EACH	7	\$ 1,500.00	\$10,500
Combination Curb & Gutter Type A	FT	2,500	\$ 22.00	\$55,000
Pavement (HMA)	TON	600	\$ 85.00	\$51,000
Pavement Markings - Striping	FT	7,100	\$ 0.20	\$1,420
Pavement Markings - Special	SF	200	\$ 10.00	\$2,000
Seal Coat	SY	5,500	\$ 2.00	\$11,000
Railroad Crossing Improvements	LS	1	\$ 60,000.00	\$60,000
Traffic Signal Modifications	LS	1	\$ 35,000.00	\$35,000
Traffic Control Items	LS	1	\$ 20,000.00	\$20,000
Survey	LS	1	\$ 15,000.00	\$15,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$362,000
Mobilization	%	10%	\$ 36,200	\$36,200
Contingency	%	10%	\$ 39,820	\$39,820
Construction Engineering & Inspection	%	15%	\$ 65,703	\$65,703
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$504,000
Design	%	15%	\$ 75,600	\$75,600
Right-of-Way	LS	1	\$ 280,000	\$280,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$860,000



Capacity Project:			Key No.
Blue Lakes Blvd & US 30 (Kimberly Rd)			I – 9a
Route:	County	City (nearest)	District
US 30	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
218.6	218.6	n/a	
Location Notes:			
Intersection of Blue Lakes Blvd and Kimberly Rd (South 5-Points), in south Twin Falls			



<p>Existing Conditions:</p> <ul style="list-style-type: none"> • Intersection is currently signalized • Split phasing northbound and southbound • Adequate operation in 2014, with one movement (westbound left) at LOS D and the others at LOS C or better. <p>Projected Future Conditions:</p> <ul style="list-style-type: none"> • Undesirable LOS by 2018 (LOS D on at least two movements) • Heavily congested peak hour conditions in 2040 • LOS F on southbound through and northbound left lanes in 2040 • Westbound left turn bay spillover 	<p>Conclusion:</p> <p>Not enough lanes to serve future demand. Split phasing is inefficient and causes more congestion.</p> <p>Option A: Recommended Short-term Improvements</p> <ul style="list-style-type: none"> • Prohibit northbound left turns onto Main St • Optimize signal timing • Improvements can be implemented immediately and maintain acceptable LOS (D on only one movement or better) until 2026
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Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Movement w/Lowest LOS	D	F	F	Preliminary Engineering	\$3,000
Avg. Intersection LOS	C	E	D	Right-of-Way	\$00
ADT	23,400	40,600		Construction	\$10,000
				Total Estimated Cost	\$13,000
				Benefit/Cost Ratio:	74.62

I-9a Blue Lakes Blvd and US 30 (Kimberly Rd)

Project No.

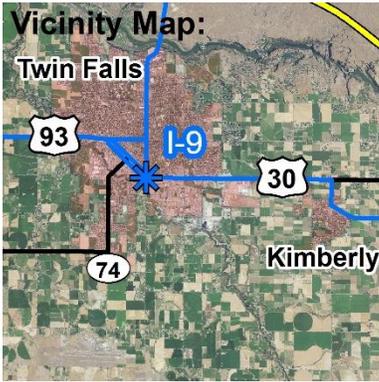
Key No. I-9a

January 21, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Sign - No Left Turn	EACH	1	\$ 200.00	\$200
Traffic Sign and Post	EACH	1	\$ 400.00	\$400
Pavement Markings - Special	SF	56	\$ 10.00	\$560
Traffic Signal Modifications	LS	1	\$ 5,000.00	\$5,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$7,000
Mobilization	%	10%	\$ 700	\$700
Contingency	%	10%	\$ 770	\$770
Construction Engineering & Inspection	%	15%	\$ 1,271	\$1,271
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$10,000
Design	%	30%	\$ 3,000	\$3,000
Right-of-Way	LS	0		\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$13,000



Capacity Project:			Key No.
Blue Lakes Blvd & US 30 (Kimberly Rd)			I – 9b
Route:	County	City (nearest)	District
US 30	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
218.6	218.6	n/a	
Location Notes:			
Intersection of Blue Lakes Blvd and Kimberly Rd (South 5-Points), in south Twin Falls			



<p>Existing Conditions:</p> <ul style="list-style-type: none"> • Intersection is currently signalized • Split phasing northbound and southbound • Adequate operation in 2014, with one movement (westbound left) at LOS D and the others at LOS C or better. <p>Projected Future Conditions:</p> <ul style="list-style-type: none"> • Undesirable LOS by 2018 (LOS D on at least two movements) • Heavily congested peak hour conditions in 2040 • LOS F on southbound through and northbound left lanes in 2040 • Westbound left turn bay spillover 	<p>Conclusion:</p> <p>Not enough lanes to serve future demand. Split phasing is inefficient and causes more congestion.</p> <p>Option B: Recommended Long-term Improvements</p> <ul style="list-style-type: none"> • Prohibit northbound left turns onto Main St • Reconfigure US 30 westbound approach to add a second left turn lane and convert the through lane into a shared through/right lane. • Widen south leg of Blue Lakes Blvd for two receiving lanes. Dual receiving lanes should extend 1000 feet south of the intersection. • Improvements should be completed before 2026 and considered as a companion to project S-2.
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Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Movement w/Lowest LOS	D	F	C	Preliminary Engineering	\$79,000
Avg. Intersection LOS	C	E	C	Right-of-Way	\$97,000
ADT	23,400	40,600		Construction	\$526,000
				Total Estimated Cost	\$702,000
				Benefit/Cost Ratio:	11.54

I-9b Blue Lakes Blvd and US 30 (Kimberly Rd)

Project No.

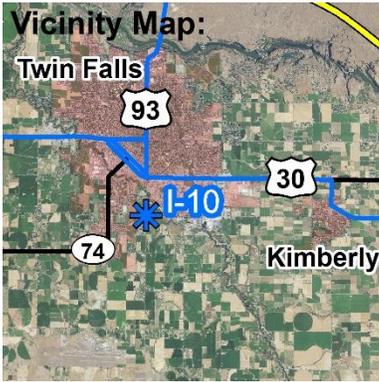
Key No. I-9b

January 21, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Clearing and Grubbing	ACRE	0.10	\$ 15,000.00	\$1,500
Removal of Obstructions	LS	1	\$ 12,000.00	\$12,000
Remove and Reset Fence	FT	320	\$ 10.00	\$3,200
Removal of Curb and Gutter	FT	1,500	\$ 4.00	\$6,000
Removal of Concrete Sidewalk	SY	550	\$ 7.00	\$3,850
Removal of Concrete Pavement	SY	200	\$ 8.00	\$1,600
Removal of Pavement	SY	340	\$ 5.00	\$1,700
Excavation	CY	150	\$ 10.00	\$1,500
Granular Subbase	TON	560	\$ 10.00	\$5,600
3/4" Aggregate Type B for Base	TON	460	\$ 20.00	\$9,200
Concrete Sidewalk	SY	420	\$ 40.00	\$16,800
Pedestrian Ramps	EACH	6	\$ 1,500.00	\$9,000
Urban Approach	EACH	11	\$ 2,000.00	\$22,000
Combination Curb & Gutter Type A	FT	950	\$ 22.00	\$20,900
Pavement (HMA)	TON	200	\$ 85.00	\$17,000
Pavement Markings - Striping	FT	5,000	\$ 0.20	\$1,000
Pavement Markings - Special	SF	500	\$ 10.00	\$5,000
Seal Coat	SY	7,200	\$ 2.00	\$14,400
Railroad Crossing Improvements	LS	1	\$ 60,000.00	\$60,000
Sign Bridge Foundations	LS	1	\$ 10,700.00	\$10,700
Sign Bridge Steel Structure	LS	1	\$ 83,700.00	\$83,700
Relocate Bridge Signs	LS	1	\$ 7,500.00	\$7,500
Sign Bridge Luminaires	LS	1	\$ 28,000.00	\$28,000
Sign - No Left Turn	EACH	1	\$ 200.00	\$200
Sign - No Turn On Red	EACH	1	\$ 200.00	\$200
Traffic Sign and Post	EACH	1	\$ 400.00	\$400
Traffic Signal Modifications	LS	1	\$ 5,000.00	\$5,000
Traffic Control Items	LS	1	\$ 10,000.00	\$10,000
Survey	LS	1	\$ 20,000.00	\$20,000
SUBTOTAL (Rounded up to the nearest \$1,000)				\$378,000
Mobilization	%	10%	\$ 37,800	\$37,800
Contingency	%	10%	\$ 41,580	\$41,580
Construction Engineering & Inspection	%	15%	\$ 68,607	\$68,607
CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)				\$526,000
Design	%	15%	\$ 78,900	\$78,900
Right-of-Way	LS	1	\$ 97,000	\$97,000
TOTAL (Rounded up to the nearest \$1,000)				\$702,000



Capacity Project:			Key No.
Blue Lakes Blvd & Orchard Dr			I – 10
Route:	County	City (nearest)	District
STC 2730	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
18.4	18.4	n/a	
Location Notes:			
Intersection of Blue Lakes Blvd and Orchard Dr, south of Twin Falls			

Project Map:



Existing Conditions:

- The intersection is currently free-flowing northbound and southbound and stop controlled eastbound and westbound.
- Eastbound left turning volume is relatively high.
- Adequate operation in 2014.

Projected Future Conditions:

- LOS F expected on eastbound left turn during PM peak hour in 2040.
- LOS D expected on eastbound through movement and all westbound movements.

Conclusion:

As north and southbound volumes increase in the future, fewer gaps are available for eastbound left turn and other minor approach vehicles, leading to long delays.

Recommended Improvements:

- Install a traffic signal at the intersection with permitted left turn phasing.
- Install signal when warrant is met; projected to meet in approximately 2035.
- Signal reduces delay for east/westbound traffic at the expense of north/southbound traffic.
- Improvement should be planned with consideration to project S-2.

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Movement w/Lowest LOS	C	F	C	Preliminary Engineering	\$85,000
Avg. Intersection LOS	A	C	B	Right-of-Way	\$10,000
ADT	7,400	12,900		Construction	\$561,000
				Total Estimated Cost	\$656,000
				Benefit/Cost Ratio:	n/a

I-10 Blue Lakes Blvd and Orchard Dr

Project No.

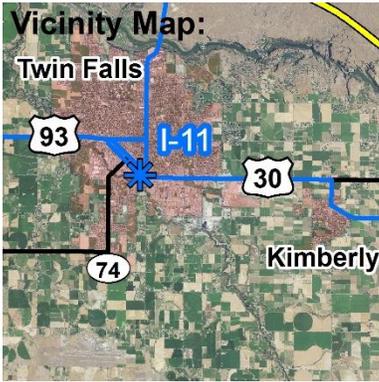
Key No. I-10

January 21, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Existing Signs	EA	3	\$ 50.00	\$150
3/4" Aggregate Type B for Base	TN	390	\$ 20.00	\$7,800
Concrete Sidewalk	SY	130	\$ 40.00	\$5,200
Pedestrian Ramps	EA	8	\$ 1,500.00	\$12,000
Combination Curb & Gutter Type A	FT	250	\$ 22.00	\$5,500
Pavement (HMA)	TON	50	\$ 110.00	\$5,500
Traffic Signal Installation	LS	1	\$ 350,000.00	\$350,000
Pavement Markings - Striping	FT	7,200	\$ 0.20	\$1,440
Pavement Markings - Special	SF	119	\$ 10.00	\$1,194
Reconstruct Irrigation Box	EA	1	\$ 4,000.00	\$4,000
Traffic Items	LS	1	\$ 1,000.00	\$1,000
Traffic Control Items	LS	1	\$ 5,000.00	\$5,000
Survey	LS	1	\$ 4,000.00	\$4,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$403,000
Mobilization	%	10%	\$ 40,300	\$40,300
Contingency	%	10%	\$ 44,330	\$44,330
Construction Engineering & Inspection	%	15%	\$ 73,145	\$73,145
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$561,000
Design	%	15%	\$ 84,150	\$84,150
Right-of-Way	LS	1	\$ 10,000	\$10,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$656,000



Capacity Project:			Key No.
Murtaugh St & 2nd Ave S			I – 11
Route:	County	City (nearest)	District
US 30	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
218.4	218.4	n/a	
Location Notes:			
Intersection of Murtaugh St and 2 nd Ave S, in south Twin Falls			

Project Map:



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Existing Conditions:

- The intersection is currently free-flowing and one-way eastbound on 2nd Ave S and stop-controlled on Murtaugh St.
- Traffic counts were not collected at the intersection, but trucks are known to travel southwest across 2nd Ave S and must wait for a gap in traffic before proceeding to Minidoka.

Projected Future Conditions:

- Trucks will have a more difficult time crossing 2nd Ave S as volumes increase.

Conclusion:

Truck route crosses southwest across 2nd Ave S. Trucks accelerate slowly, making it difficult to find usable gaps across 2nd Ave S traffic.

Recommended Improvements:

- Collect traffic counts at the intersection.
- If a signal is warranted and does not significantly delay 2nd Ave S traffic, install a two-phase traffic signal. Southwest leg should be narrowed to one-way westbound. The signal should rest in green on 2nd Ave S, and the Murtaugh St phase set to call on time delay.
- Improvement serves Murtaugh St truck route at the expense of 2nd Ave S traffic.

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Movement w/Lowest LOS	n/a	n/a	n/a	Preliminary Engineering	\$57,000
Avg. Intersection LOS	n/a	n/a	n/a	Right-of-Way	\$6,000
ADT	n/a	n/a		Construction	\$376,000
				Total Estimated Cost	\$439,000
				Benefit/Cost Ratio:	n/a

I-11 Murtaugh St and 2nd Ave S

Project No.

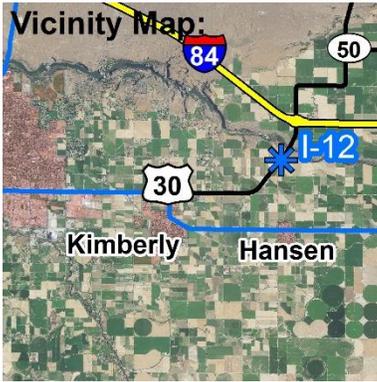
Key No. I-11

January 23, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Existing Signs	EA	2	\$ 50.00	\$100
Removal of Curb and Gutter	FT	80	\$ 6.00	\$480
Removal of Pavement	SY	200	\$ 5.00	\$1,000
Removal of Concrete Sidewalk	SY	41	\$ 10.00	\$410
3/4" Aggregate Type A for Base	TON	100	\$ 25.00	\$2,500
Concrete Sidewalk	SY	40	\$ 40.00	\$1,600
Pedestrian Ramp	EA	3	\$ 1,500.00	\$4,500
Combination Curb & Gutter Type A	FT	135	\$ 20.00	\$2,700
Pavement Markings - Striping	FT	610	\$ 2.00	\$1,220
Traffic Sign and Post	EA	1	\$ 400.00	\$400
Traffic Signal Installation	LS	1	\$ 250,000.00	\$250,000
Survey	LS	1	\$ 2,000.00	\$2,000
Traffic Control Items	LS	1	\$ 3,000.00	\$3,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$270,000
Mobilization	%	10%	\$ 27,000	\$27,000
Contingency	%	10%	\$ 29,700	\$29,700
Construction Engineering & Inspection	%	15%	\$ 49,005	\$49,005
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$376,000
Design	%	15%	\$ 56,400	\$56,400
Right-of-Way	LS	1	\$ 6,000	\$6,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$439,000



Capacity Project:			Key No.
SH 50 & Addison Ave			I - 12
Route:	County	City (nearest)	District
SH 50	Twin Falls	Hansen	4
Beginning Milepost	Ending Milepost	Length (miles)	
3.5	3.5	n/a	
Location Notes:			
Intersection of SH 50 and Addison Ave, east of Twin Falls			



<p>Existing Conditions:</p> <ul style="list-style-type: none"> The intersection is currently free flowing on SH 50 and stop-controlled on the Addison Ave approach. Adequate operation in 2014, with all movements at LOS B or above. <p>Projected Future Conditions:</p> <ul style="list-style-type: none"> LOS D in 2040 on the left turn from Addison Ave to SH 50, which is acceptable. However, the safety project at SH 50 and N 3800 E will lead to LOS F on the Addison Ave left turn. 	<p>Conclusion:</p> <p>The safety project at SH 50 and N 3800 E redirects traffic through the SH 50 and Addison Ave intersection. This leaves fewer gaps for Addison Ave traffic and increases delay.</p> <p>Recommended Improvements:</p> <ul style="list-style-type: none"> Install a two-phase traffic signal at the intersection and coordinated flashing beacons at each approach. The signal should rest in green on SH 50 to minimize delay. Install after the SH 50 and N 3800 E safety project and when signal warrants are met. Signal reduces delay for Addison Ave traffic and increases delay for SH 50 traffic
--	--

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Movement w/Lowest LOS	B	F	C	Preliminary Engineering	\$78,000
Avg. Intersection LOS	A	B	B	Right-of-Way	\$00
ADT	8,300	14,400		Construction	\$517,000
				Total Estimated Cost	\$595,000
				Benefit/Cost Ratio:	n/a

I-12 SH 50 and Addison Ave

Project No.

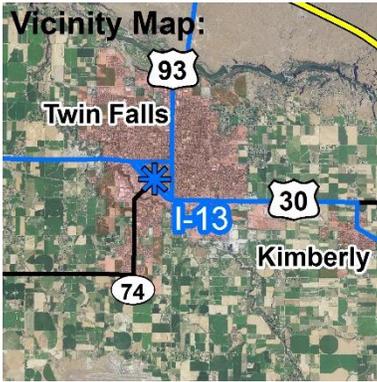
Key No. I-12

January 23, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Existing Signs	EACH	1	\$ 50.00	\$50
Traffic Sign and Post	EACH	3	\$ 400.00	\$1,200
Pavement Markings - Striping	FT	5,100	\$ 0.20	\$1,020
Pavement Markings - Special	SF	176	\$ 10.00	\$1,760
Traffic Signal Installation	LS	1	\$ 350,000.00	\$350,000
Traffic Control Items	LS	1	\$ 4,000.00	\$4,000
Coordinated Flashing Beacons	EACH	3	\$ 4,000.00	\$12,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$371,000
Mobilization	%	10%	\$ 37,100	\$37,100
Contingency	%	10%	\$ 40,810	\$40,810
Construction Engineering & Inspection	%	15%	\$ 67,337	\$67,337
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$517,000
Design	%	15%	\$ 77,550	\$77,550
Right-of-Way	LS	0		\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$595,000



Capacity Project:			Key No.
Shoshone St & 2nd Ave N			I – 13
Route:	County	City (nearest)	District
US 30	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
217.9	217.9	n/a	
Location Notes:			
Intersection of Shoshone St and 2nd Ave N, in south Twin Falls			

Project Map:



Existing Conditions:

- Intersection is currently signalized
- Coordinated/pre-timed
- One-way westbound on 2nd Ave N
- Two-way on Shoshone St
- Adequate operation in 2014
- Northbound left turn stop bar is too close to the intersection and impedes left turning traffic from 2nd Ave N

Projected Future Conditions:

- Adequate capacity in 2040, with LOS C or better on all movements

Conclusion:

The intersection adequately serves demand, but the position of the northbound left turn stop bar crowds left turning truck and vehicle traffic from 2nd Ave N.

Recommended Improvements:

- Move northbound Shoshone St left turn stop bar at least 8 feet southwest of its current position.
- Modify signal detection.
- Improvement increases the available turning radius of trucks and vehicles from 2nd Ave N.

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Movement w/Lowest LOS	C	C	C	Preliminary Engineering	\$4,000
Avg. Intersection LOS	B	C	C	Right-of-Way	\$00
ADT	18,500	32,200		Construction	\$10,000
				Total Estimated Cost	\$14,000
				Benefit/Cost Ratio:	n/a

I-13 Shoshone St and 2nd Ave N

Project No.
Key No. I-13
January 21, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Obliteration of Pavement Markings	SF	30	\$ 15.00	\$450
Modify Signal Detection	LS	1	\$ 4,000.00	\$4,000
Pavement Markings - Special	SF	24	\$ 10.00	\$240
Adjust Signal Timing	LS	1	\$ 200.00	\$200
Traffic Control Items	LS	1	\$ 2,000.00	\$2,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$7,000
Mobilization	%	10%	\$ 700	\$700
Contingency	%	10%	\$ 770	\$770
Construction Engineering & Inspection	%	15%	\$ 1,271	\$1,271
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$10,000
Design	%	35%	\$ 3,500	\$3,500
Right-of-Way	LS	0		\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$14,000



Capacity Project:			Key No.
Blue Lakes Blvd (US 30 to Orchard Dr)			S – 2
Route:	County	City (nearest)	District
STC 7232	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
18.4	19.4	1.0	
Location Notes:			
Segment of Blue Lakes Blvd from US 30 to Orchard Dr, in south Twin Falls			

Project Map:



Existing Conditions:

- Two-lane highway with 13-foot lanes and 6 foot shoulders
- Access density = 42/mile or 1 per every 125 feet (includes both sides of the road)
- No-passing zones on 66% of segment length
- Adequate operation, with LOS C northbound and LOS D southbound during the PM peak hour
- Volumes on the northern end of the segment are 75% higher than volumes on the southern end

Projected Future Conditions:

- Undesirable LOS in 2040
- LOS projected to drop from D to E during the 2040 PM peak hour in the southbound direction

Conclusion:

A combination of high volumes, access density, and no-passing zone percentage contribute to low LOS in the future. Shoulder and lane widths are adequate.

Recommended Improvements:

- Widen to 5 lanes from US 30 to Highland Ave: two lanes each direction with a two-way left turn lane, curb and gutter, and sidewalks.
- Widen to 4 lanes from Highland Ave to Park Ave: two lanes each direction with 6' paved shoulders.
- Widen to 3 lanes from Park Ave to Orchard Dr: one lane in each direction with a two-way left turn lane and curb and gutter.
- Should be completed before 2040 and considered as a companion to project I-9b.

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Northbound LOS	C	D	C	Preliminary Engineering	\$306,000
Southbound LOS	D	E	D	Right-of-Way	\$740,000
ADT	9,400	16,300		Construction	\$2,040,000
				Total Estimated Cost	\$3,086,000
				Benefit/Cost Ratio:	0.78

S-2 Blue Lakes Blvd (US 30 to Orchard)

Project No.

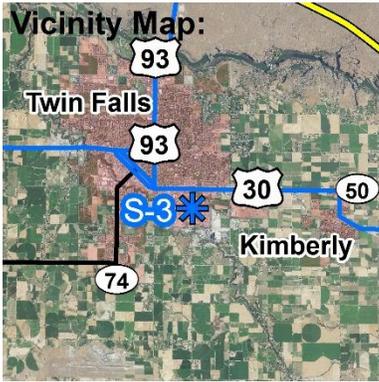
Key No. S-2

January 21, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Clearing and Grubbing	ACRE	4.50	\$ 6,000.00	\$27,019
Removal of Obstructions	LS	1	\$ 15,000.00	\$15,000
Remove and Reset Fence	FT	440	\$ 10.00	\$4,400
Removal of Curb and Gutter	FT	7,300	\$ 3.00	\$21,900
Removal of Concrete Sidewalk	SY	1,200	\$ 8.00	\$9,600
Removal of Pavement	SY	5,600	\$ 3.00	\$16,800
Excavation	CY	4,200	\$ 10.00	\$42,000
Borrow	CY	110,000	\$ 5.00	\$550,000
Granular Subbase	TON	9,000	\$ 10.00	\$90,000
3/4" Aggregate Type B for Base	TON	5,100	\$ 20.00	\$102,000
Concrete Sidewalk	SY	1,200	\$ 40.00	\$48,000
Combination Curb & Gutter Type A	FT	7,300	\$ 22.00	\$160,600
Pavement (HMA)	TON	2,300	\$ 80.00	\$184,000
Pavement Markings - Striping	FT	23,000	\$ 0.20	\$4,600
Pavement Markings - Special	SF	420	\$ 10.00	\$4,200
Urban Approach	EACH	50	\$ 1,500.00	\$75,000
Traffic Control Items	LS	1	\$ 20,000.00	\$20,000
Survey	LS	1	\$ 30,000.00	\$30,000
Railroad Crossing Improvements	LS	1	\$ 60,000.00	\$60,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$1,466,000
Mobilization	%	10%	\$ 146,600	\$146,600
Contingency	%	10%	\$ 161,260	\$161,260
Construction Engineering & Inspection	%	15%	\$ 266,079	\$266,079
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$2,040,000
Design	%	15%	\$ 306,000	\$306,000
Right-of-Way	LS	1	\$ 740,000	\$740,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$3,086,000



Capacity Project:			Key No.
Eastland Dr (US 30 to Orchard Dr)			S – 3
Route:	County	City (nearest)	District
SMA 7272	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
5.7	6.7	1.0	
Location Notes:			
Segment of Eastland Dr from US 30 to Orchard Dr, in southeast Twin Falls			



Existing Conditions:

- Two-lane highway with 12-foot lanes and 1-foot shoulders at the narrowest point
- Narrowest point is the railroad underpass 0.2 miles south of US 30; has low 13'9" clearance and floods occasionally
- Access density = 42/mile or 1 per every 125 feet (includes both sides of the road)
- No-passing zones on 20% of segment length
- Adequate operation, with LOS D northbound and LOS C southbound during the PM peak hour

Projected Future Conditions:

- Projected LOS drops from D to E in both directions in 2040

Conclusion:

High volumes, access density, and narrow shoulders at the railroad underpass and other locations contribute to low LOS in the future. The low underpass clearance prevents some trucks and heavy vehicles from using the segment.

Recommended Improvements:

- Reconstruct railroad underpass to provide 17' clearance. Underpass should be wide enough for 2 lanes in each direction with bike lanes, sidewalks, and a center support pier to accommodate future growth.
- Construct 8 foot paved shoulders south of underpass where lacking.
- Improvements should be implemented in approximately 2040.

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Northbound LOS	D	E	D	Preliminary Engineering	\$333,000
Southbound LOS	C	E	D	Right-of-Way	\$216,000
ADT	9,200	16,000		Construction	\$2,217,000
				Total Estimated Cost	\$2,766,000
				Benefit/Cost Ratio:	0.33

S-3 Eastland Dr (US 30 to Orchard)

Project No.

Key No. S-3

January 21, 2015

PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Clearing and Grubbing	ACRE	0.40	\$ 12,000.00	\$4,800
Removal of Curb and Gutter	FT	2,350	\$ 3.00	\$7,050
Removal of Concrete Sidewalk	SY	1,100	\$ 8.00	\$8,800
Removal of Pavement	SY	9,200	\$ 3.00	\$27,600
Excavation	CY	13,000	\$ 8.00	\$104,000
Utility Relocate*	LS	1	\$ 100,000.00	\$100,000
Retaining Wall	SF	2,000	\$ 60.00	\$120,000
Bridge Structure	SF	1,700	\$ 500.00	\$850,000
Granular Subbase	TON	6,400	\$ 10.00	\$64,000
3/4" Aggregate Type B for Base	TON	3,200	\$ 20.00	\$64,000
Concrete Sidewalk	SY	560	\$ 40.00	\$22,400
Pedestrian Ramps	EACH	2	\$ 1,500.00	\$3,000
Combination Curb & Gutter Type A	FT	2,350	\$ 22.00	\$51,700
Pavement (HMA)	TON	1,500	\$ 80.00	\$120,000
Pavement Markings - Striping	FT	14,200	\$ 0.20	\$2,840
Pavement Markings - Special	SF	30	\$ 10.00	\$300
Urban Approach	EACH	3	\$ 2,500.00	\$7,500
Traffic Control Items	LS	1	\$ 20,000.00	\$20,000
Survey	LS	1	\$ 15,000.00	\$15,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$1,593,000
Mobilization	%	10%	\$ 159,300	\$159,300
Contingency	%	10%	\$ 175,230	\$175,230
Construction Engineering & Inspection	%	15%	\$ 289,130	\$289,130
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$2,217,000
Design	%	15%	\$ 332,550	\$332,550
Right-of-Way	LS	1	\$ 216,000	\$216,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$2,766,000

* Utility relocation is uncertain at this time. Further field investigation is required.



Capacity Project:			Key No.
Washington St (Highland Ave to Orchard Dr)			S – 4
Route:	County	City (nearest)	District
SH 74	Twin Falls	Twin Falls	4
Beginning Milepost	Ending Milepost	Length (miles)	
6.1	6.9	0.8	
Location Notes:			
Segment of Washington St from Highland Ave to Orchard Dr, in southeast Twin Falls			



Existing Conditions:

- Two-lane highway with 12-foot lanes and 6-foot shoulders
- Access density = 61/mile or 1 per every 87 feet (includes both sides of the road)
- No passing zones on 67% of segment length
- Adequate operation, with LOS C in both directions

Projected Future Conditions:

- Northbound LOS drops from D to E in 2026
- Southbound LOS drops from D to E in 2030

Conclusion:

A combination of high volumes, access density, and no-passing zone percentage contribute to low LOS in the future. Lane and shoulder widths are adequate.

Recommended Improvements:

- Widen segment to 5 lanes: two lanes, a bike lane, curb and gutter, and a sidewalk in each direction with a center two-way left turn lane.
- Improvements should be implemented after 2030.

Traffic Data:	2014	2040 w/o improvements	2040 with improvements	Cost Estimate:	
Northbound LOS	C	E	B	Preliminary Engineering	\$319,000
Southbound LOS	C	E	A	Right-of-Way	\$754,000
ADT	11,600	20,100		Construction	\$2,124,000
				Total Estimated Cost	\$3,197,000
				Benefit/Cost Ratio:	3.04

S-4 Washington (Highland to Orchard)

Project No.

Key No. S-4

January 22, 2015

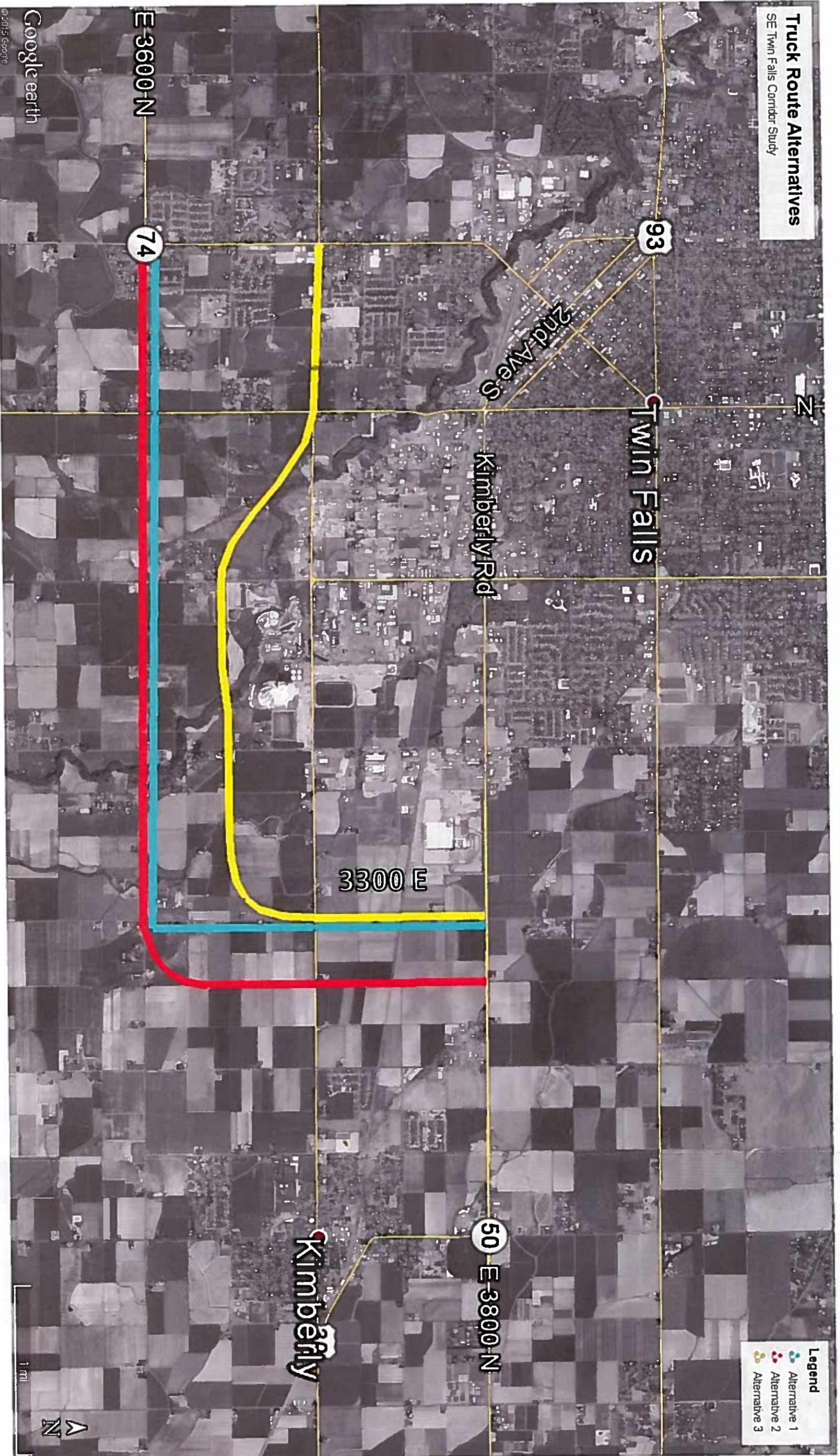
PRE-DESIGN

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Obstructions	LS	1	\$ 50,000.00	\$50,000
Clearing and Grubbing	ACRE	1.75	\$ 6,000.00	\$10,474
Excavation	CY	8,800	\$ 10.00	\$88,000
Granular Subbase	TON	10,000	\$ 10.00	\$100,000
3/4" Aggregate Type B for Base	TON	7,000	\$ 20.00	\$140,000
Pavement (HMA)	TON	2,800	\$ 80.00	\$224,000
Tack Coat	GAL	900	\$ 2.10	\$1,890
Pavement Markings - Striping	FT	23,000	\$ 0.20	\$4,600
Pavement Markings - Arrows	SF	300	\$ 10.00	\$3,000
Concrete Sidewalk	SY	5,100	\$ 40.00	\$204,000
Urban Approach	EA	51	\$ 2,500.00	\$127,500
Combination Curb & Gutter Type A	FT	7,600	\$ 22.00	\$167,200
Pedestrian Ramps	EA	32	\$ 1,500.00	\$48,000
Remove and Reset Fence	LF	3,160	\$ 10.00	\$31,600
Traffic Items	LS	1	\$ 5,000.00	\$5,000
Storm Drain System	LS	1	\$ 250,000.00	\$250,000
Traffic Control Items	LS	1	\$ 30,000.00	\$30,000
Survey	LS	1	\$ 30,000.00	\$30,000
Sediment and Erosion Control	LS	1	\$ 10,000.00	\$10,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$1,526,000
Mobilization	%	10%	\$ 152,600	\$152,600
Contingency	%	10%	\$ 167,860	\$167,860
Construction Engineering & Inspection	%	15%	\$ 276,969	\$276,969
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$2,124,000
Design	%	15%	\$ 318,600	\$318,600
Right-of-Way	LS	1	\$ 754,000	\$754,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$3,197,000

Truck Route Alternatives
SE Twin Falls Corridor Study

- Legend**
- Alternative 1
 - Alternative 2
 - Alternative 3



Google earth
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Date: May 4, 2015 City Council Meeting

To: Honorable Mayor and City Council

From: Long Term Planning Committee

Request: Presentation by the Long Term Planning Committee (LTP) on personnel and capital needs to accomplish identified goals and objectives of the City of Twin Falls' Community Strategic Plan 2030.

Time Estimate: 1 hour for presentation and questions.

Background: Beginning in 2005 a group of young leaders within the organization was tasked with creating a long term plan which would identify growth related trends, service delivery challenges and preparing a priority capital and personnel request list. The formation of the LTP provided young leaders within the organization the opportunity to broaden their view of community needs and city services and develop cross-departmental working relationships that would be of significant benefit to them over their career in city government.

The LTP Committee was reconvened in 2010 and again in 2014 and 2015, both times with a mix of new and old members. The 2015 committee will be presenting a plan which has focused on the resources needed to meet the Strategic Plan 2030 objectives listed as ongoing or with a time frame of 5 years. The long term plan is not a budget document but a planning tool that illustrates the challenges ahead and encourages prioritization of department requests to meet organizational goals with available resources.

Approval Process: None

Budget Impact: None

Regulatory Impact: None

Conclusion: There is no action required by the City Council.

Attachments:

The attached spreadsheet was created to highlight personnel and capital recommendations as they pertain to the eight specific focus areas of the Strategic Plan over the next five years.

Recommendations Long Term Planning

Focus Area 1 - Healthy Community

Personnel

Planner II	\$ 72,550
Recreation Coordinator (Some OT and seasonal salary savings)	\$ 57,190

Capital

Canyon Rim Trail Head Improvements - Jump Site (FY 2018)	\$ 275,000
Frontier Field Tennis Courts (FY2016)	\$ 140,000
First Federal Park field improvements (FY2016)	\$ 50,000
First Federal Park Pavillion (FY 2017)	\$ 50,000
City Park Restroom (FY2017)	\$ 150,000
Harmon Park Restroom and Concession update (FY2017)	\$ 180,000
Cascade/Candy Cane Park Restroom (FY2018)	\$ 120,000

Focus Area 3 - Secure Community

Personnel

<i>Planner II</i> <i>(same position as Focus Area 1)</i>	\$ 72,550
Building Inspector	\$ 60,711
Airport Custodians (offset of \$42,362 in contract services)	\$ 50,000
Street Operator (M&O offset)	\$ 49,487
2 Patrol Officers	\$ 119,844

Capital

1 Additional Police Car (FY2016)	\$ 48,794
Animal Control Truck (FY2016)	\$ 43,700
5 Replacement Patrol Cars (FY2016)	\$ 235,176
RIT Packs (FY2016)	\$ 9,000
Bomb Suit Replacement (FY2016)	\$ 25,000
Vehicle for Building Inspector (FY2016)	\$ 20,000

Recommendations
Long Term Planning

Focus Area 6 - Prosperous Community

Personnel

Building Inspector/Plan Reviewer <i>(same position as Focus Area 3)</i>	\$ 60,700
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Planner II <i>(same as Focus Area 1)</i>	\$ 72,500
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Capital

Aerial Mapping (FY2016)	\$ 30,000
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Airport Utility Plan (FY2016)	\$ 30,000
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Focus Area 8 - Internal Organization

Personnel

3% Increase in Compensation

Capital

University of Virginia LEAD Training