

**COUNCIL MEMBERS:**

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



**AMENDED AGENDA**

Meeting of the Twin Falls City Council  
 Monday, November 2, 2015  
 City Council Chambers  
 5:00 P.M. - 305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho

**PLEDGE OF ALLEGIANCE TO THE FLAG**  
**CONFIRMATION OF QUORUM**  
**CONSIDERATION OF THE AMENDMENTS TO THE AGENDA**

**PROCLAMATIONS:** National Hospice and Palliative Care Month - *Nora Wells, Volunteer Coordinator, Hospice Visions, Inc.*

**GENERAL PUBLIC INPUT**

**5:00 - AGENDA ITEMS**

|  |  |   |
|--|--|---|
| <p><b>I. CONSENT CALENDAR:</b></p> <ol style="list-style-type: none"> <li>1. Consideration of a request to approve the Accounts Payable for October 27-November 2, 2015.</li> <li>2. Consideration of a request to approve the following City Council Minutes: August 17, 2015, September 21, 2015, October 5, 2015, and October 12, 2015, October 26, 2015.</li> <li>3. Consideration of a request to approve the Findings of Fact, Conclusions of Law, and Decision for a Vacation for Edmunds Group, LLC &amp; Larry Fairbanks.</li> <li>4. Consideration of a request to approve the 25<sup>th</sup> Annual Christmas in the Night Time Sky Event sponsored by Kimberly Nurseries to be held at 2862 Addison Avenue East on November 27, 2015.</li> <li>5. Consideration of a request to approve the Annual Festival of Lights Parade to be held on Friday, December 4, 2015.</li> </ol> | <p><b>Purpose:</b></p> <p>Action</p> <p>Action</p> <p>Action</p> <p>Action</p> <p>Action</p> | <p><b>By:</b></p> <p>Sharon Bryan</p> <p>Sharon Bryan</p> <p>Jonathan Spendlove</p> <p>Ron Fustos</p> <p>Ron Fustos</p> |
| <p><b>II. ITEMS FOR CONSIDERATION:</b></p> <ol style="list-style-type: none"> <li>1. Presentation of Peace Officer Standards and Training Council Certificates to the following individuals: Officer William Jansen, Officer Medina Alajbegovic, and Officer Preston Stephenson.</li> <li>2. Presentation of an update of the Twin Falls Police Department's implementation of body-worn cameras and the Body-Worn Camera Implementation Program Grant.</li> <li>3. Consideration of a request to approve a contract with R.C. Peterson Consulting, LLC., to develop a Transit Development Plan for the City of Twin Falls.</li> <li>4. Public input and/or items from the City Manager and City Council.</li> </ol>   | <p><b>Purpose:</b></p> <p>Presentation</p> <p>Presentation</p> <p>Action</p>                 | <p><b>By:</b></p> <p>Bryan Krear<br/>Terry Thueson</p> <p>Anthony Barnhart</p> <p>Mandi Thompson</p>                    |
| <p><b>III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</b></p>   |  |   |
| <p><b>IV. PUBLIC HEARINGS: 6:00 P.M.</b></p>   |  |   |
| <ol style="list-style-type: none"> <li>1. Consideration of a request to provide input on the Greater Area Twin Falls Transportation Committee's (GTFATC) project priority list.</li> </ol>   | <p>PH/Action</p>   | <p>Jaqueline Fields</p>   |
| <p><b>V. ADJOURNMENT:</b></p>  |  |   |
| <ol style="list-style-type: none"> <li>1. Executive Session § 74-206(1) (f) To communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. The mere presence of legal counsel at an executive session does not satisfy this requirement.</li> </ol>   |  |   |

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

## Twin Falls City Council-Public Hearing Procedures for Zoning Requests

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



*Office of the Mayor  
City of Twin Falls*

# Proclamation

**Whereas**, hospice and palliative care offers the highest quality in professional services and support to patients, families and caregivers facing serious and life-limiting illness; and palliative care providers take extra ordinary measures to ask and listened to what's important to their patients, families and caregivers; and

**Whereas**, skilled compassionate loving hospice and palliative care professionals – including physicians, nurses, social workers, therapists, counselors, health aids, clergy and volunteers – provide comprehensive care focused on the wishes of each individual patient and their families; and

**Whereas**, while 59% of patients pass away in their own homes through pain management and symptom control, caregiver training and assistance, emotional and spiritual support, allowing patients to live life to its fullest until its final moment, surrounded and supported by their loved ones and friends, while hospice and palliative care reaffirms the belief in the essential dignity of every person regardless of health, age or social stature and that every stage of human life deserves to be treated with the utmost respect and care; and

**Whereas**, each year more than 1.7 million Americans along with their families living with life limiting illness receive care from hospice programs throughout the United States and more than 430,000 volunteers contribute 22 million hours of volunteer service to hospice programs annually; and

**Whereas**, hospice and palliative care providers encourage all people to learn more about the options of care and to share their wishes with family, loves ones and their healthcare professionals; and

**Whereas**, the National Hospice and Palliative Care Organization recognizes over 5,800 active programs throughout the U.S. working towards a shared vision of a world where individuals and families facing serious illness, death and grief will experience the best that humankind can offer.

**Now, Therefore**, I, Don Hall, Mayor of the City of Twin Falls, do hereby proclaim **November 2015** as **National Hospice and Palliative Care Month** and encourage citizens to increase their understanding and awareness of care at the end of life and to observe this month with appropriate activities and programs.

In witness whereof, I have hereunto set my hand this 2nd day of November, 2015, and caused this seal to be affixed.

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Mayor Don Hall

Attest:

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Leila A. Sanchez, Deputy City Clerk

**COUNCIL MEMBERS:**

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



**MINUTES**

Meeting of the Twin Falls City Council  
 Monday, August 17, 2015  
 City Council Chambers  
 305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho

|   |  |   |
|---|--|---|
| PLEDGE OF ALLEGIANCE TO THE FLAG<br>CONFIRMATION OF QUORUM<br>CONSIDERATION OF THE AMENDMENTS TO THE AGENDA<br>PROCLAMATIONS: 25th Anniversary of the Americans with Disabilities Act   |  |   |
| <b>GENERAL PUBLIC INPUT</b>   |  |   |
| <b>AGENDA ITEMS</b>   |  |   |
| <b>I. <u>CONSENT CALENDAR:</u></b><br>1. Request to approve the Accounts Payable for August 11 - August 17, 2015.<br>2. Request to approve the City Council Minutes for July 20 and July 27, 2015.<br>3. Request to approve the final plat of the Broadmoor Subdivision located at the northeast corner of Grandview Drive North and Falls Avenue West.<br>4. Request to approve the Final Plat for Golden Eagle Subdivision #6, located at the corner of 3600 N. and Harrison Street South.<br>5. Request to approve the Final Plat for South Hampton Subdivision #2, located approximately 375' east of the 1900 block of Washington Street North.<br>6. Request to approve the Curb, Gutter, Sidewalk and Street Deferral Agreement for Lot 12 Block 1 and Lot 1 Block 2 South Blue Lakes Vista Subdivision  | <b><u>Purpose:</u></b><br>Action<br>Action<br>Action<br>Action<br>Action<br>Action                       | <b><u>By:</u></b><br>Sharon Bryan<br>Leila A. Sanchez<br>Rene'e V. Carraway-Johnson<br>Rene'e V. Carraway-Johnson<br>Rene'e V. Carraway-Johnson<br>Troy Vitek |
| <b>II. <u>ITEMS FOR CONSIDERATION:</u></b><br>1. Request to approve the Savor Southern Idaho Fundraiser, sponsored by the Twin Falls Area Chamber of Commerce, to be held on Friday, August 21, 2015.<br>2. Request to approve the "Cruisin' Magic Valley" Bicycle Ride, sponsored by the Magic Valley Trail Enhancement Committee, to be held on Saturday, August 29, 2015.<br>3. Request to amend City Code 2-12-3 regarding membership of the Improvement Reimbursement Commission.<br>4. Request to remove all members of the Improvement Reimbursement Commission and to appoint the Development Impact Fee Advisory Committee to fulfill the duties of the Improvement Reimbursement Commission.<br>5. Request to award a Contract to ECS Environmental Solutions in the amount of \$98,580.00 for a Biotower System to be located on Canyon Springs Road adjacent to the Perrine Coulee.<br>6. Presentation of an update of the Waste Water Treatment Plant Construction.<br>7. Presentation of the City Manager's Recommended Budget for FY 2016 followed by citizen input.<br>8. Public input and/or items from the City Manager and City Council. | <b><u>Purpose:</u></b><br>Action<br>Action<br>Action<br>Action<br>Action<br>Presentation<br>Presentation | <b><u>By:</u></b><br>Dennis Pullin<br>Ron Fustos<br>Mitchel Humble<br>Mayor Don Hall<br>Troy Vitek<br>Troy Vitek<br>Travis Rothweiler                         |
| <b>III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u></b>  |  |   |
| <b>IV. <u>PUBLIC HEARINGS:</u> 6:00 P.M. - None</b>   |  |   |
| <b>V. <u>ADJOURNMENT:</u> Executive Session 74-206(1)(f) To communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. The mere presence of legal counsel at an executive session does not satisfy this requirement.</b>  |  |   |

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Present: Suzanne Hawkins, Shawn Barigar, Don Hall, Chris Talkington, Rebecca Mills Sojka  
Absent: Jim Munn, Greg Lanting

Staff Present: City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Deputy City Attorney Shayne Nope, Deputy City Manager Mitchel Humble, Deputy City Manager Brian Pike, Staff Sergeant Dennis Pullin, Assistant City Engineer Troy Vitek, , Deputy City Clerk Sharon Bryan

**PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Hall called the meeting to order at 5:00 P.M. He then invited all present, who wished, to recite the pledge of Allegiance to the Flag with him.

**CONFIRMATION OF QUORUM**

A quorum is present.

**CONSIDERATION OF THE AMENDMENTS TO THE AGENDA**

City Manager Rothweiler requested the following amendments to the agenda:

- Consent Calendar Item #2 add corrected minutes July 27, 2015
- Consent Calendar Item #3 be removed.
- Executive Session be removed

**MOTION:**

Councilmember Talkington moved to approve the Amendments to the Consent Calendar. The motion was seconded by Councilmember Mills Sojka. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0

**PROCLAMATIONS: 25th Anniversary of the Americans with Disabilities Act**

Mayor Hall read the proclamation and presented it to Melba Heinrich, Linc.

Ms. Heinrich thanked Council for the recognition.

Tegan Downs, Troop 164 introduced himself.

GENERAL PUBLIC INPUT - None

**AGENDA ITEMS**

**I. CONSENT CALENDAR:**

1. Request to approve the Accounts Payable for August 11 - August 17, 2015.
2. Request to approve the City Council Minutes for July 20 and July 27, 2015.
3. Request to approve the final plat of the Broadmoor Subdivision located at the northeast corner of Grandview Drive North and Falls Avenue West.
4. Request to approve the Final Plat for Golden Eagle Subdivision #6, located at the corner of 3600 N. and Harrison Street South.
5. Request to approve the Final Plat for South Hampton Subdivision #2, located approximately 375' east of the 1900 block of Washington Street North.
6. Request to approve the Curb, Gutter, Sidewalk and Street Deferral Agreement for Lot 12 Block 1 and Lot 1 Block 2 South Blue Lakes Vista Subdivision

**MOTION:**

Councilmember Barigar moved to approve the Amended Consent Calendar. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0

## II. ITEMS FOR CONSIDERATION:

1. Request to approve the Savor Southern Idaho Fundraiser, sponsored by the Twin Falls Area Chamber of Commerce, to be held on Friday, August 21, 2015.

Due to a conflict of interest Councilmember Barigar stepped down.

Staff Sergeant Pullin said the event is to be held at the Twin Falls Visitor Center on Friday, August 21, 2015, from 6:00 PM to 8:00 PM. Funds raised will support the Twin Falls Area Chamber and Southern Idaho Tourism in the effort to market visitation to the Twin Falls Area. The event will include food, beer, wine tasting and a silent and live auction. The public address system will be on the patio adjoining the north side of the Visitor Center Building. They are anticipating up to 300 people in attendance.

Twin Falls Chamber Chair Barigar reviewed the event.

Vice Mayor Hawkins asked what the funds would be used for.

Twin Falls Chamber Chair Barigar said the funds would be split between the Twin Falls Area Chamber and Southern Idaho Tourism in the effort to market visitation to the Twin Falls area.

### MOTION:

Councilmember Talkington moved to approve the Savor Southern Idaho Fundraiser, sponsored by the Twin Falls Area Chamber of Commerce, to be held on Friday, August 21, 2015. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members voted in favor of the motion. Approved 4 to 0. Councilmember Barigar abstained

Mayor Hall asked Boy Scouts from Troop 74, working on the Citizenship of the Community merit badge, to introduce themselves.

2. Request to approve the "Cruisin' Magic Valley" Bicycle Ride, sponsored by the Magic Valley Trail Enhancement Committee, to be held on Saturday, August 29, 2015.

Staff Sergeant Pullin said this is the first year for this event. It includes four heats of substantially different distances: 12, 30, 50 and 100 miles. All routes will start and end at the Twin Falls Visitor Center.

Volunteers will be on hand to help direct riders to the section of the Twin Falls City route and the remainder of the route will be directed by the Twin Falls County Sheriff's Office personnel.

A barbeque will be provided at the conclusion of the ride at the Twin Falls Visitor Center. Magic Valley Brewing Company will be providing beer for sale.

Proceeds raised will benefit the Canyon Rim Trails via the Twin Falls Community Foundation.

Event organizers predict approximately 100 participants for the event.

Event Organizer Denise Alexander reviewed event.

### MOTION:

Councilmember Barigar moved to approve the "Cruisin' Magic Valley" Bicycle Ride, sponsored by the Magic Valley Trail Enhancement Committee, to be held on Saturday, August 29, 2015. The motion was seconded by Councilmember Mills Sojka. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0

3. Request to amend City Code 2-12-3 regarding membership of the Improvement Reimbursement Commission.

Deputy City Manager Humble explained that as development occurs within the City, some developers are required to install public improvements, including water lines, sanitary sewer lines, pressurized irrigation lines, and streets, that have a greater capacity than is needed to serve their own development. This oversizing of public improvements is required to allow other properties in the area to tie into those improvements facilitating further orderly development of the City. As those nearby properties develop and tie into the public improvements installed by the first developer, those subsequent developers and property owners may be required to reimburse the first developer for their share of the public improvement that they're tying in to.

In 2009 the Improvement Reimbursement Commission was created to assist with the administration of the reimbursement rules and regulations. Since its creation, the Commission has only met a few times because there have not been that many requests for reimbursement. It has been almost two years since the Commission last met. Most members of this Commission have had their terms expire. In fact, there is only one currently seated member of this Commission, Tony Hughes. Staff has been approached by some developers recently indicating that they are getting close to submitting for some reimbursement requests. So, the Commission needs to be ready to address these requests when they are made.

Members of the Commission are appointed by the Mayor and confirmed by the Council. Staff has discussed making appointments to this Commission with the Mayor. Due to the infrequent meeting schedule of the Commission, it has been a difficult one to keep fully staffed. In addition, the Commission has some very specific membership requirements since it deals with sometimes complicated development and financing issues. Members of the Commission are made up of a mix of developers, engineers, surveyors, architects, and residents at large. This Commission is very similar to the Development Impact Fee Advisory Committee in those areas. That Committee also meets infrequently (twice a year), has specific development related and at large membership, and it has also been difficult to keep fully staffed. The July Impact Fee Committee meeting was the first in several years that had a full Committee in attendance.

Given the similarities between the two advisory boards' membership requirements, the similar subject matter, and the difficulties in maintaining membership of both boards, staff and the Mayor are supportive of combining the two boards into one. Councilmember Talkington, the Impact Fee Committee liaison, and Deputy City Manager Humble presented this proposal to the Impact Fee Committee at their July meeting. The Committee was also supportive of the proposal.

Staff has prepared the attached ordinance for the Council's consideration. City Code 2-12 is the chapter that established the Improvement Reimbursement Commission, defines its membership, and delineates the duties and purpose of the Commission. The attached ordinance leaves all of that in place and simply adds a statement to the membership section allowing the Mayor and Council to appoint the Impact Fee Committee to fulfill the duties of the Improvement Reimbursement Commission. Staff recommends that the Council adopt the attached ordinance as presented.

**MOTION:**

Councilmember Talkington moved to suspend the rules and place Ordinance 3104 on third and final reading by title only. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0

Deputy City Clerk Bryan read Ordinance 3104 by title only:

**ORDINANCE NO. 3104**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, AMENDING CITY CODE §2-12-3 BY AMENDING THE MEMBERSHIP REQUIREMENTS OF THE IMPROVEMENT REIMBURSEMENT COMMISSION.**

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

**MOTION:**

Vice Mayor Hawkins moved to pass Ordinance 3104 as presented. The motion was seconded by Councilmember Barigar. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0

4. Request to remove all members of the Improvement Reimbursement Commission and to appoint the Development Impact Fee Advisory Committee to fulfill the duties of the Improvement Reimbursement Commission.

Deputy City Manager Humble explained that tonight's agenda dealt with the membership requirements for the Improvement Reimbursement Commission and the ability for the Mayor and Council to appoint the Impact Fee Committee to fulfill the duties of that Commission. There is still one active member of that Commission, Tony Hughes. Tony is also an active member of the Impact Fee Committee. So, if the Council appoints the Impact Fee Committee to fulfill the duties of the Improvement Reimbursement Commission, then Tony, with his experience on that Commission, will still be able to fulfill those duties. However, before the Council can appoint the Impact Fee Committee to act as the Improvement Reimbursement Commission, Tony must be removed from that Commission. His removal from the Commission is in no way a reflection of his performance or attendance. It is a necessary procedural step in order to assign those duties to the Impact Fee Committee. Tony has been a valuable member of the Commission, and the City is fortunate that he is on the Impact Fee Committee so that the City can take advantage of his experience as the Impact Fee Committee assumes those duties.

The second part of this request is to appoint the Impact Fee Committee to fulfill the duties of the Improvement Reimbursement Commission. The Impact Fee Committee has full membership now. The Committee also has similar membership to the Improvement Reimbursement Commission, with a mix of developers, builders, engineers, architects, and at large residents. The Committee members will be able to step into the Reimbursement duties with little effort. The current Impact Fee Committee members include:

|                         |                                      |   |
|-------------------------|--------------------------------------|---|
| Brad Wills – developer  | Gerald Martens – engineer/ developer | Nathan Bishop – builder                   |
| Chad Debie – builder    | Jennifer Jensen – at large           | Susan Petruzzelli – electrical contractor |
| Colby Ricks – architect | John Bonnett – at large              | Tony Hughes – builder                     |

**MOTION:**

Councilmember Barigar moved to remove all members of the Improvement Reimbursement Commission and to appoint the Development Impact Fee Advisory Committee to fulfill the duties of the Improvement Reimbursement Commission. The motion was seconded by Councilmember Talkington. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0

5. Request to award a Contract to ECS Environmental Solutions in the amount of \$98,580.00 for a Biotower System to be located on Canyon Springs Road adjacent to the Perrine Coulee.

Assistant City Engineer Vitek explained that in the design effort to reduce the odors associated with the drop line down Canyon Springs Road, the City has put together a procurement package for a Biotower system to be located adjacent to the concrete box at the bottom of Canyon Springs Road. The City received 4 bids and CH2MHill is recommending the City enter into a contract with the low bidder, ECS Environmental Solutions.

Councilmember Talkington asked when the installation will happen.  
Assistant City Engineer Vitek said the plan is to have it installed in the Spring.  
City Manager Rothweiler said 1½ project is funded partly by Chobani.

**MOTION:**

Councilmember Talkington moved to award a Contract to ECS Environmental Solutions in the amount of \$98,580.00 for a Biotower System to be located on Canyon Springs Road adjacent to the Perrine Coulee. The motion was seconded by Councilmember Mills Sojka. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0

6. Presentation of an update of the Waste Water Treatment Plant Construction.

Assistant City Engineer Vitek gave an update on the Waste Water Treatment Plant Construction using overheads.

Discussion ensued on the following:

- Air Blower testing
- CH2M Hill doing the work
- Tour of the Waste Water Treatment Plant
- Explanation of Headworks

7. Presentation of the City Manager's Recommended Budget for FY 2016 followed by citizen input.

City Manager Rothweiler said this is the seventh consecutive and eleventh overall meeting where the budget has been a topic of discussion at a City Council meeting. No action will be taken tonight. The first action that is scheduled to be taken on August 10, 2015, at which time the City Council will adopt the preliminary budget – or maximum budget – for FY 2016. The official public hearing and final adoption of the FY 2016 is scheduled to occur on August 24.

Tonight is the last of the individual presentations and will focus on how the recommended budget for FY 2016 is connected to the City's 2030 Strategic plan, with special emphasis on Focus Area 6 – Prosperous Community.

Discussion ensued on the following:

- Break down for Police/Fire Center
- Employee medical changes and cost.
- Moving forward on sidewalk improvements.
- Disc Golf Course funding and location for a disc golf course.
- LID's
- Master Plan needs to be included in the different projects.
- Budget Public Hearing at 6:00 P.M, August 24, 2015
- Utility Rate Resolution

Public Input: None

8. Public input and/or items from the City Manager and City Council.

August 31, 2015 – No City Council Meeting.  
Sept 28, 2015 – No City Council Meeting.

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:**

Mayor Hall - First Street Dinner put on by Liyah Babayan was very nice. Money raised for school supplies. City Manager Rothweiler said the treats today are from Liyah Babayan.

**IV. PUBLIC HEARINGS:           6:00 P.M. – None**

**V. ADJOURNMENT:**

MINUTES

Monday, August 17, 2015

Page 7 of 7

Executive Session 74-206(1)(f) To communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. The mere presence of legal counsel at an executive session does not satisfy this requirement. **CANCELLED**

There being no further business the meeting adjourned at: 6:13

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Sharon Bryan, Deputy City Clerk

MINUTES  
 Monday, September 21, 2015

COUNCIL MEMBERS:

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



MINUTES  
 3:30 P.M.

Meeting of the Twin Falls City Council  
 Monday, September 21, 2015  
 City Council Chambers  
 305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho

3:30 P.M.

Tour of the Waste Water Treatment Plant and Auger Falls – Assistant City Engineer Troy Vitek

PLEDGE OF ALLEGIANCE TO THE FLAG  
 CONFIRMATION OF QUORUM  
 CONSIDERATION OF THE AMENDMENTS TO THE AGENDA

PROCLAMATIONS: None.

**GENERAL PUBLIC INPUT**

**AGENDA ITEMS**

**I. CONSENT CALENDAR:**

1. Request to approve the Accounts Payable for September 15 – 21, 2015.
2. Request to approve the special events application for the 2015 Oktoberfest to be held Friday, October 2, 2015, and Saturday, October 3, 2015.

**Purpose:**

Action

Action

**By:**

Sharon Bryan

Ron Fustos

**II. ITEMS FOR CONSIDERATION:**

1. Request to approve the special events application for the "Fill the Bedpan" Alzheimer's Fundraiser event to be held on Wednesday, September 30, 2015, from 12:00 p.m. to 2:00 p.m.
2. Request from Valley House to waive all building permit fees to construct three new attached single family dwellings located on Rose Street and the demolition of the existing structures located on Addison Avenue West.
3. Request to rename Ahsahka Street and Kooskia Street, as platted in Northern Passage Subdivision Number 4, to Kooskia Loop.
4. Request to approve amending the 2015/2016 budget for the Twin Falls Public Library's capital improvement projects in the amount of \$17,184.75 for the purchase of a stage two compressor for current HVAC system.

**Purpose:**

Action

Action

Action

Action

**By:**

Ron Fustos

Sharon Breshears,  
 Valley House and  
 Jarrod Bordi

Jacqueline Fields

Tara Bartley

MINUTES

Monday, September 21, 2015

|  |                  |                         |
|--|------------------|-------------------------|
| <p>5. Consideration of a request for the City of Twin Falls to enter into an Interlocal Cooperation Contract with the State of Texas Information Resources Technologies; and consideration of a request to purchase a NEC SV9300 phone system for the downtown offices from Black Box Communications for a total cost of \$164,294.57.</p> <p>6. Public input and/or items from the City Manager and City Council.</p> | <p>Action</p>    | <p>Kathy Markus</p>     |
| <p><b>III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u></b></p>  |                  |                         |
| <p><b>IV. <u>PUBLIC HEARINGS:</u>            6:00 P.M.</b></p>   |                  |                         |
| <p>1. Request to amend the 2014 – 2015 Budget.</p>   | <p>PH/Action</p> | <p>Patricia Lehmann</p> |
| <p><b>V. <u>ADJOURNMENT:</u></b></p>   |                  |                         |

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

3:30 P.M.

Tour of the Waste Water Treatment Plant Assistant City Engineer Troy Vitek

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**Present:** Suzanne Hawkins, Don Hall, Chris Talkington, Rebecca Mills Sojka

Mayor Hall called the meeting to order at 3:30 p.m. and recessed to Tour the Waste Water Treatment Plant.

**Present:** Suzanne Hawkins, Shawn Barigar, Don Hall, Rebecca Mills Sojka. Chris Talkington, Jim Munn  
**Absent:** Gregory Lanting

**Staff Present:** City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Deputy City Attorney Shayne Nope, Deputy City Manager Mitchel Humble, Deputy City Manager Brian Pike, City Engineer Jacqueline Fields, Assistant City Engineer Troy Vitek,, Captain Matt Hicks, Staff Sergeant Ron Fustos, Information Communications Technology Manager Kathy Markus, Budget Director Pat Lehmann, Building Official Jarrod Bordi, Library DirectorTara Bartley, Deputy City Clerk Sharon Bryan

**PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Hall called the meeting to order at 5:30 P.M. He then invited all present, who wished, to recite the Pledge of Allegiance to the Flag with him.

**CONFIRMATION OF QUORUM .** A quorum is present

**CONSIDERATION OF THE AMENDMENTS TO THE AGENDA**

City Manager Rothweiler asked that we add a Beer and Wine License application for Twin Bean Coffee, on the condition that they get their State License, to the Consent Calendar.

**MOTION:**

Councilmember Talkington moved to add Twin Beans Alcohol License to the Consent Calendar. The motion was seconded by Councilmember Mills Sojka Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

**GENERAL PUBLIC INPUT**

Jim Griggs – 289 Harrison Street, said that on the north side of Heyburn Avenue there is a ditch that is a safety hazard. T ditch needs to be marked or a culvert placed.

City Manager Rothweiler will meet with Mr. Griggs regarding his concern.

**I. CONSENT CALENDAR:**

Request to approve the Accounts Payable for September 15 – 21, 2015.

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2. Request to approve the special events application for the 2015 Oktoberfest to be held Friday, October 2, 2015, and Saturday, October 3, 2015.

Councilmember Barigar asked that Item #2 be removed from the Consent Calendar and placed as a separate item due to a conflict of interest.

**MOTION:**

Vice Mayor Hawkins made a motion to approve the Amended Consent Calendar and removing Consent Calendar Item #2. The motion was seconded by Councilmember Barigar. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

Vice Mayor Hawkins made a motion to approve Consent Calendar Item #2 as presented. The motion was seconded by Councilmember Munn. Roll call vote showed all members present voted in favor of the motion. Councilmember Barigar abstained. Approved 5-0

**II. ITEMS FOR CONSIDERATION:**

1. Request to approve the special events application for the “Fill the Bedpan” Alzheimer’s Fundraiser event to be held on Wednesday, September 30, 2015, from 12:00 p.m. to 2:00 p.m.

Due to a conflict of interest Mayor Hall stepped down.

Vice Mayor Hawkins conducted the meeting.

Staff Sergeant Fustos explained that Michelle Nielson and Grace Hall, on behalf of Idaho Home Health and Hospice, have submitted a Special Event Application requesting approval of their “Fill the Bedpan” Alzheimer’s Fundraiser. The event is scheduled for Wednesday, September 30, 2015, between noon and 2:00 p.m.

Idaho Home Health and Hospice is raising money for the “Walk against Alzheimer’s.” They have modeled this fundraiser after the Twin Falls Fire Department’s “Fill the Boot” fundraiser and request to operate at the intersection of Locust Street and Addison Avenue East. They plan to utilize stopped red light traffic to solicit funds from motorists.

Event organizers plan to use signs near the intersection with information on the event, as well as traffic safety cones on center lines to alert motorists of the people ahead. Solicitors will also be wearing orange or yellow reflective safety vests.

Councilmember Mills Sojka asked about traffic control.

Staff Sergeant Fusto said that staff did not feel that a patrol officer would be needed for traffic control.

**MOTION:**

Councilmember Barigar made a motion to approve the special events application for the “Fill the Bedpan” Alzheimer’s Fundraiser event to be held on Wednesday, September 30, 2015, from 12:00 p.m. to 2:00 p.m. The motion was seconded by Councilmember Munn. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

Mayor Hall resumed presiding over the meeting.

2. Request from Valley House to waive all building permit fees to construct three new attached single family dwellings located on Rose Street and the demolition of the existing structures located on Addison Avenue West.

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Building Official Bordi introduced Sharon Breshears, Executive Director of the Valley House. Sharon Breshears gave history of Valley House and asked Council to waive building permit fees in an effort to reduce the overall cost of the project.

In the past, the City Council has elected to waive building department fees for similar non-profit organizations, such as the Valley House, Jubilee House, Safe Harbor, Disabled Veterans, etc.

The estimated total cost of the building permits (which includes the building, mechanical, electrical, plumbing and demolition permits) is \$1,250

Councilmember Talkington asked for the service numbers. Sharon Breashers said last year they served over 4200 people, and prior to that 12 years ago 117 people were served.

**MOTION:**

Councilmember Mills Sojka made a motion to waive the building permit fees to construct three new attached single family dwellings located on Rose Street and the demolition of the existing structures located on Addison Avenue West for the Valley House. The motion was seconded by Councilmember Barigar. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

3. Request to rename Ahsahka Street and Kooskia Street, as platted in Northern Passage Subdivision Number 4, to Kooskia Loop.

City Engineer Fields gave a brief history of the subdivision.

**MOTION:**

Councilmember Barigar made a motion to rename Ahsahka Street and Kooskia Street, as platted in Northern Passage Subdivision Number 4, to Kooskia Loop. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

4. Request to approve amending the 2015/2016 budget for the Twin Falls Public Library's capital improvement projects in the amount of \$17,184.75 for the purchase of a stage two compressor for current HVAC system.

Twin Falls Public Library Director Bartley explained that the Library's HVAC system that sits on the roof of the 1991 addition of the library holds two separate compressors, that when working properly, use both compressors to cool various areas in the library. In August of 2013 the stage one compressor failed. The library was able to replace the compressor at a price of \$16,983.

In late August of this year, the stage two compressor failed due to electrical issues. Library maintenance have been able to cool the building to a point by bypassing the stage two compressor and running only on the stage one compressor, but this does not address all areas of the library.

The cost to replace the stage two compressor is \$17,184.75. This includes removal of a 20 ton compressor and 49 pounds of refrigerant and installation of the new Trane compressor. This amount also includes the freight, crane,(for removal and installation) labor, liquid line dryer, new Mars contactor, new condenser fan motor, and new refrigerant.

The Library would like to replace the compressor this year due to rising cost of refrigerant. As of January 1, 2016 Terry's Heating and Air Conditioning will need to renegotiate their cost for refrigerant cost to completely replace the unit. It is recommended that since our units are not leaking Freon and need to be replaced the 1st stage compressor in 2013, the Library should proceed with the replacing of the stage two

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compressor. Electrical issues were the underlying reasons for the compressors malfunctions; therefore, the Library is looking into getting a surge protector(s) on the unit to maximize the life of the new compressors.

The Library respectfully request that the City Council consider amending the 2016 Library Capital Improvement Fund to include the purchase of the stage 2 compressor.

Vice Mayor Hawkins asked price does not include the surge protectors?

Library Director Bartley said they will buy surge protectors out of the operating budget

Councilmember Talkington suggested that surge protectors be included in the price.

City Manager Rothweiler said Library will have cash reserves so they need to be included in the total cost

Councilmember Mills Sojka was concerned about the risk of running without surge protectors.

**MOTION:**

Councilmember Barigar made a motion to approve amending the 2015/2016 budget for the Twin Falls Public Library's capital improvement projects in the amount of \$17,184.75 for the purchase of a stage two compressor for current HVAC system plus the cost to include the surge protectors. The motion was seconded by Councilmember Talkington. Roll call vote showed all members present voted in favor of the motion.

Approved 6 to 0

5. Consideration of a request for the City of Twin Falls to enter into an Interlocal Cooperation Contract with the State of Texas Information Resources Technologies; and consideration of a request to purchase a NEC SV9300 phone system for the downtown offices from Black Box Communications for a total cost of \$164,294.57.

Information Communications Technology Manager Markus explained that in in 2010, the Information Services Department began replacing phone systems with NEC systems that would integrate together to form a network. The existing systems were at end of life and the voice mail associated with those systems ran on a Windows 2003 Server. The Windows 2003 Server reached end of life in July of 2015. Over the years, all of the systems except for the one that runs City Hall, the Fire Department, the Police Department, and the Hansen Building (downtown offices) have been replaced with the NEC systems that will integrate with this proposed system.

The proposed system wirewide telephone services to all of the downtown offices, will integrate with the existing phone systems (providing 3 digit dialing between offices), will integrate with Microsoft Lync (providing click to dial capabilities), and will be able to be moved to the Banner building. During the budget process for 2016, it was determined that it would be best to purchase the remaining system from the 2015 contingency funds. It was determined that a considerable amount could be saved by purchasing from the Texas state contract which allowed for a 43% discount. The largest discount on the State of Idaho contract for NEC equipment was 30%. This discount does not include labor or parts that are not itemized on the Texas State Contract. NEC is no longer on the State of Idaho contract. Parts that were on the State of Idaho contract have been discounted. The total discount from the list price is 32%. The City Attorney has reviewed the Interlocal Cooperation Contract with the State of Texas Information Resources Technologies and has determined that, given council approval, the contract is valid. Black Box is a trusted vendor. Their representatives will train Communications Technician yearly. If the installation hours are not all used, the City will not be charged the complete amount.

To have reliable telephone communication for the downtown offices, this purchase is crucial.

Councilmember Talkington – Is there no advantage to wait to install in new building.

Information Services Director Markus – System is mobile so it will be easy to move to new building.

Councilmember Talkington – Microsoft link system will be compatible.

Information Services Director Markus - It is compatible

Council member Mills Sojka –Wanted to make sure she understood the bidding process.

**MOTION:**

Vice Mayor Hawkins made a motion to approve a request for the City of Twin Falls to enter into an Interlocal Cooperation Contract with the State of Texas Information Resources Technologies; and purchase a NEC SV9300 phone system for the downtown offices from Black Box Communications for a total cost of \$164,294.57. The motion was seconded by Councilmember Barigar. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

6. Public input and/or items from the City Manager and City Council.
  - o City Manager Rothweiler said the City has been notified that the City is a recipient of a \$90,000 grant to obtain body cameras.
  - o City Manager Rothweiler said that this will be Pat Lehmann's last presentation of the budget amendment. Her last day is September 25, 2015. He gave her kudos on her work on receiving the GFOA Award.
  - o City Manager Rothweiler said that Information Services Director Mick Turner is also retiring. His last day is September 30, 2015.

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:**

1. Councilmember Talkington asked if the City is going to be forced to construct a drainage system for our run off waters.
2. City Manager Rothweiler said that there are two issues. 1) Who is going to oversee the MPDS permits? This is a work in progress that the State Legislature will be addressing during their session. 2) Storm water Phase II when the city hits the 50,000 population. The City is preparing by being as forward thinking so that we are better prepared for the future in the event that does occur. This is tied to the US Census which will be in 2022.
3. Mayor Hall said there is Mayor's Challenge Fitness Program for the month of October. Area participating Mayors will be equipped with fitbit and the Mayor with the most miles walked/run will receive \$5,000 for Parks and Recreation department for a project. Mayor Hall has accepted the challenge.

**IV. PUBLIC HEARINGS: 6:15 P.M.**

1. Request to amend the 2014 – 2015 Budget.

Budget Director Lehmann explained that this is a formality the City goes through at year end to ensure compliance with the Appropriations Ordinance passed for the current fiscal year. All the expenditures have been previously reviewed and approved by Council. She reviewed the expenditures.

Public input open 6:21p.m.  
Public input closed 6:22p.m.

**MOTION:**

Councilmember Talkington moved to suspend the rules and place Ordinance 3107 on third and final reading by title only. The motion was seconded by Councilmember Mills Sojka. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

Deputy City Clerk Bryan read Amended Ordinance 3107.

ORDINANCE NO. 3107

AN ORDINANCE OF THE CITY OF TWIN FALLS, IDAHO, AMENDING ORDINANCE NO. 3078, THE APPROPRIATION ORDINANCE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2014, AND ENDING SEPTEMBER 30, 2015; APPROPRIATING ADDITIONAL MONIES THAT ARE TO BE RECEIVED BY THE CITY OF TWIN FALLS, IDAHO, IN THE SUM OF \$23,506,264; AND PROVIDING AN EFFECTIVE DATE.

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

**MOTION:**

Vice Mayor Hawkins moved to pass Ordinance 3107 as presented. The motion was seconded by Councilmember Mills Sojka. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

City Manager Rothweiler shared the Cities budget process with those in attendance.

**V. ADJOURNMENT:**

No meeting next week September 28, 2015.

There being no more business the meeting adjourned at 6:25 p.m.

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Sharon Bryan, Deputy City Clerk

**COUNCIL MEMBERS:**

|                 |          |               |                  |                 |          |                     |
|-----------------|----------|---------------|------------------|-----------------|----------|---------------------|
| Suzanne Hawkins | Jim Munn | Shawn Barigar | Chris Talkington | Gregory Lanting | Don Hall | Rebecca Mills Sojka |
|-----------------|----------|---------------|------------------|-----------------|----------|---------------------|

Vice Mayor



**MINUTES**

Meeting of the Twin Falls City Council - Monday, October 5, 2015  
 City Council Chambers  
 3:00 P.M. - 305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho

**3:00 P.M. - Tour of Auger Falls**

PLEDGE OF ALLEGIANCE TO THE FLAG  
 CONFIRMATION OF QUORUM  
 CONSIDERATION OF THE AMENDMENTS TO THE AGENDA  
 PROCLAMATIONS: **Harold Gerber Day**

GENERAL PUBLIC INPUT

**5:00 - AGENDA ITEMS**

**I. CONSENT CALENDAR:**

- |   |                           |                            |
|---|---------------------------|----------------------------|
| 1. Request to approve the Accounts Payable for September 22 through October 5, 2015.                                      | <b>Purpose:</b><br>Action | <b>By:</b><br>Sharon Bryan |
| 2. Request to accept the Improvement Agreement for the purpose of developing Westpark Commercial Subdivision No. 9.       | Action                    | Troy Vitek                 |
| 3. Request to approve the Sidewalk Improvement Deferral Agreement for 153 Wiseman Avenue for Linda Cameron.               | Action                    | Troy Vitek                 |
| 4. Request to approve the Findings of Fact, Conclusions of Law for the Final Plat for Westpark Commercial Subdivision #9. | Action                    | Jonathan Spendlove         |

**II. ITEMS FOR CONSIDERATION:**

- |  |                                 |                             |
|--|---------------------------------|-----------------------------|
| 1. Award presentation for outgoing Airport Board Member Dan Olmstead.  | <b>Purpose:</b><br>Presentation | <b>By:</b><br>Bill Carberry |
| 2. Request to confirm the appointment of Abbie Mashaal to the Airport Advisory Board.  | Action                          | Bill Carberry               |
| 3. Request to approve the renewal of the City & County Intergovernmental Cooperation Agreement for the Operation of Joslin Field, Magic Valley Regional Airport.                                   | Action                          | Bill Carberry               |
| 4. Request to approve the construction timing on infrastructure for Interstate Amusement Subdivision, a Conveyance Plat.   | Action                          | Jonathan Spendlove          |
| 5. Review of the City's leaf collection program and possible action regarding the future of the program.   | Review/<br>Action               | Jon Caton                   |
| 6. Request to provide input on the Greater Area Twin Falls Transportation Committee's (GTFATC) project priority list.  | Action                          | Jacqueline Fields           |
| 7. Request to approve a contract between the City of Twin Falls and Starr Corporation to act as the City's Construction Manager/General Contractor on the City Hall/Public Safety Complex project. | Action                          | Travis Rothweiler           |
| 8. Second Reading: Request to adopt Ordinance 3106, amending Twin Falls City Code, Title 1.  | Action                          | Travis Rothweiler           |
| 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.**

- |  |           |                                   |
|--|-----------|-----------------------------------|
| 1. Request for Vacation of a 15' utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15' utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street c/o The Edmunds Group, LLC & Larry Fairbanks (app. 2747) | PH/Action | Ken Edmunds<br>Jonathan Spendlove |
|--|-----------|-----------------------------------|

**ADJOURNMENT:**

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

**Present:** Suzanne Hawkins, Don Hall, Chris Talkington, Rebecca Mills Sojka, Jim Munn, Greg Lanting.

Mayor Hall called the meeting to order at 3:30 p.m. and recessed to Tour Auger Falls.

**Present:** Suzanne Hawkins, Gregory Lanting, Don Hall, Rebecca Mills Sojka, Chris Talkington. Jim Munn  
**Absent:** Shawn Barigar,

**Staff Present:** City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, , Deputy City Manager Mitchel Humble, Deputy City Manager Brian Pike, City Engineer Jacqueline Fields, Assistant City Engineer Troy Vitek, Airport Manager Bill Carberry, Planner 1 Johnathan Spendlove, Public Works Director Jon Caton, Deputy City Clerk Sharon Bryan

### **PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Hall called the meeting to order at 5:00 P.M. He then invited all present, who wished, to recite the pledge of Allegiance to the Flag with him.

**CONFIRMATION OF QUORUM:** A quorum is present.

**CONSIDERATION OF THE AMENDMENTS TO THE AGENDA - None**

### **PROCLAMATION: HARALD GERBER**

Mayor Hall read a letter from Lance Clow.

Mayor Hall and Vice Mayor Suzanne Hawkins read the Proclamation and presented proclamation to Harold's son Wade Gerber.

Wade Gerber thanked everyone.

Councilmember Talkington gave his appreciation to the Gerber family.

**GENERAL PUBLIC INPUT: none**

### **I. CONSENT CALENDAR:**

1. Request to approve the Accounts Payable for September 22 through October 5, 2015.
2. Request to accept the Improvement Agreement for the purpose of developing Westpark Commercial Subdivision No. 9.
3. Request to approve the Sidewalk Improvement Deferral Agreement for 153 Wiseman Avenue for Linda Cameron.
4. Request to approve the Findings of Fact, Conclusions of Law for the Final Plat for Westpark Commercial Subdivision #9.

### **MOTION:**

Councilmember Lanting made a motion to approve the Consent Calendar as presented. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion.  
Approved 6 to 0

## **I. ITEMS FOR CONSIDERATION:**

1. Award presentation for outgoing Airport Board Member Dan Olmstead.

Airport Manager Carberry said Dan Olmstead has served one partial term and two full terms on the Airport Board including the position of Chairman. Olmstead regularly attended meetings and served on subcommittees when additional time was required.

Dan Olmstead fully understanding what an economic engine the airport is, Dan was instrumental in helping navigate through the Small Community Air Service Grant the City received, ultimately leading to the transition from 30-seat turboprops to 50-seat regional jets that is enjoyed today. Over the years, Dan has helped by joining with other economic development officials to visit with SkyWest at their corporate office in St. George, UT.

Dan is an active private pilot, member of Twin Falls Fliers flight club, and a sought after back country instructor pilot.

Dan's effort, support, and commitment to the airport and our community has been outstanding.

Mayor Hall presented Dan Olmstead a plaque and thanked him for his service with the Airport Board.

Dan Olmstead thanked Council and Airport Staff.

2. Request to confirm the appointment of Abbie Mashaal to the Airport Advisory Board.

Mayor Hall said the City advertised for applicants interested in becoming a City representative on the Airport Board due to the departure of Dan Olmstead, who served his maximum 2 terms. Staff worked with the City PIO in issuing two separate press releases and listing the opening on the City Web page.

An interview committee composed of Mayor Don Hall, Airport Liaison Chris Talkington, pending Airport Board Chairman elect Mark Cutler, and Airport Manager Bill Carberry interviewed 4 candidates earlier this month. The committee was impressed with Mr. Mashaal and unanimously agreed to recommend him. Mr. Mashaal revealed a good understanding of current airport operations and development goals. He formerly operated his skydiving business at the airport and currently maintains an airplane at Joslin Field. He lives in the city limits and continues to operate his skydiving business at a few airports in our region.

### **MOTION:**

Councilmember Talkington made a motion to approve the appointment of Abbie Mashaal to the Airport Advisory Board. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

Abbie Mashaal thanked Council for his appointment.

3. Request to approve the renewal of the City & County Intergovernmental Cooperation Agreement for the Operation of Joslin Field, Magic Valley Regional Airport.

Airport Manager Carberry said that both City and County officials felt it was time to update and renew the original 1968 agreement. A renewal of this agreement continues the partnership and commitment to operate and develop Joslin Field. The new agreement was approved and signed by the County at their Commissioner's meeting September 23<sup>rd</sup>, 2015.

In large part, the new agreement continues with the same underling terms as the existing 1968 agreement:

\*The Airport Advisory Board's representation and operating principles remain unchanged;

\*The partnership relating to the equal funding of the airport remains unchanged;

\*The section relating to the operation of the airport has been revised to clarify that the day to day routine responsibility for the management of the airport is the City's;

\* Both parties remain as co-sponsors in the eyes of the Federal Aviation Administration (FAA) and both will approve and sign-off on FAA applications, grants, and related contracts and agreements;

\*A new section has been added seeking to maintain a cooperative approach between the City and County relating to land use planning and zoning surrounding the airport.

Councilmember Lanting farming done on the airport property.

Airport Manager said that some of the airport land has been leased for farming.

Councilmember Talkington said that the City and County will be reviews this agreement more often.

**MOTION:**

Councilmember Talkington made a motion to approve the renewal of the City & County Intergovernmental Cooperation Agreement for the Operation of Joslin Field, Magic Valley Regional Airport and authorize the Mayor to sign Agreement. The motion was seconded by Councilmember Mills Sojka. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

4. Request to approve the construction timing on infrastructure for Interstate Amusement Subdivision, a Conveyance Plat.

Planner 1 Spendlove reviewed the request by giving the following background: In June 2015, the City passed Ordinance 3098 which modified City Code Section 10-12-2-5: Conveyance Plats. This modification allowed for the City Council to review the construction timing of street and utility improvements for parcels within a conveyance plat.

The City has received an inquiry to develop Lot 2 of the Interstate Amusement Subdivision Conveyance Plat. With that inquiry, the Developer has requested to construct the street and utility infrastructure for Lot 2 exclusively from Lot 1. With the newly passed Ordinance, the Developer has the ability to petition the Council to separate the development of these lots.

Councilmember Mills Sojka asked if there are any negative effects to not develop the back lot.

Planner 1 Spendlove said there are no issues.

Councilmember Lanting asked what the development will be.

Planner 1 Spendlove said City Staff was told office buildings.

Councilmember Talkington asked if this has precedence to any other code joined but separate lot under different platting where we defer the agreement.

Deputy City Manager Humble reviewed the process of a conveyance plat.

**MOTION:**

Councilmember Munn made a motion to approve the construction timing on infrastructure for Interstate Amusement Subdivision, a Conveyance Plat. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

5. Review of the City's leaf collection program and possible action regarding the future of the program.

Public Works Director Caton reviewed the construction of an equipment storage building by the City Parks/Recreation Department on the site previously used for leaf collection. A new site could be constructed adjacent to the old site using Street Dept. crews and equipment. But, before the City goes to the time and expense to construct a new site, I feel that it would be prudent to discuss what the City has done in the past and what the City may need to consider for the future.

This program was initially started to stem the amount of leaves being illegally deposited into the street and curb lines by homeowners by providing a free disposal site. The intent was that the City would “compost” the leaves and the compost would be applied to City Parks/properties. But, as far as us using the leaves the City takes in for compost in City Parks. The Parks Dept. has never really been interested in using any of the leaves we collect. They are concerned about disease issues and the amount of trash in the leaves.

Realistically, nobody wants them and because of that the City currently have about six years’ worth of leaves stockpiled over by the dog pound that city staff does not know what to do with. Without a real composting program and the associated cost and equipment needed to run one, the leaves the City has accumulated so far is of no use to anybody.

Street Department personnel have always been responsible for taking care of the “heavy lifting” involving the leaf disposal site. The Street Department is constantly cleaning up the illegal dumping, the moving and stockpiling of leaves from the collection site to the dog pound and pushing up of the leaves deposited in or outside of the leaf collection area. These activities involving the leaf collection site occurs during one of our most busy times of the year and often times takes away from some other maintenance activity (patching, crack sealing, sweeping).

The City has also had continual incidental expenses incurred by illegal dumping at the leaf collection site.

It has also been the experience of Street Department personnel that local lawn care businesses are probably one of the major users of this free leaf collection program. These companies are charging a fee to their customers for lawn and tree maintenance and then let them dispose of their leaves and tree trimmings for free at our leaf collection site. I’ve even heard of these businesses hauling leaves collected from adjacent communities to our site to avoid disposal fees.

The City is not currently running a composting program that would meet the requirements of the Department of Environmental Quality in accordance with IDAPA 58.01.06, “Solid Waste Management Rules”.

Public Works Director Caton said the options for leaf and rubbish disposal is:

- 1) Curbside pickup
- 2) Transfer station at a cost

Public Works Director Caton said that Code Enforcement Officer Standley came up with the idea to give City residents one five dollar coupon to be put in their water bill to be used to haul leaves, rubbish and Christmas trees to the transfer station.

Councilmember Talkington asked what similar size communities do currently.

Public Works Director Caton said there are no active composting in other cities.

Vice Mayor Hawkins asked what the estimated cost would be for all the \$5.00 coupons.

Public Works Director Caton said he did not have an estimate.

Vice Mayor Hawkins asked what is the cost to continue the composting.

Public Works Director Caton said he didn’t have a figure but it is quite a bit.

Councilmember Mills Sojka said she is in favor of curbside pick.

Councilmember Lanting said he is favor of leaving leaves on curb for pickup.

Mayor Hall- In favor of the coupons.

Councilmember Talkington said he is in favor of the coupons but would like an expiration date and commercial lawn care company not to be included.

**MOTION:**

Councilmember Lanting made a motion to do away with the leaf and Christmas tree recycling program and implement a one time coupon expiring on January 10, 2016. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

6. Request to provide input on the Greater Area Twin Falls Transportation Committee's (GTFATC) project priority list.

City Engineer Fields said that 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, one of the products was a proposal for localized safety and capacity improvements.

There are 3 projects in or near the City that are/should be considered for safety or other highway funds:

- I-2 Advanced Warning Beacon on the south leg of the Washington St. South (SH-74) and Orchard intersection,
- I-7 Addition/replacement of signal heads on Kimberly Rd (US-30) & Locust to allow protected movements,
- I-3 Install left turn bays on Kimberly Rd (US-30) at 3300 E. Also called Champlin Road.

These are all worthy and potentially equal projects. Staff priority is I-3, I-7 then I-2. I-3 is directly related to strategic plan goal "Objective PC2.1B: Review transportation infrastructure, including truck routes, that supports industrial land uses to determine how the City can work with the region to improve the systems." even though 3300 E is not a truck route.

There are numerous capacity projects (9 of the 10) that affect the City directly. Many of these projects included State Highway roads. The funding for these could be state funding or a combination of funds. Shoshone St., Blue Lakes and Washington St. South projects fall into this category.

The strategic plans goals that address capacity in the form of emergency response time vs. congestions and in the form of maintaining our roadways through appropriate maintenance. In addition, there is "Objective PC1.2A: Address the impact of U.S. Highway 30 on downtown and determine how the City can work with partners such as ITD to improve the system. " Projects that support this goal, at least somewhat indirectly, include I-8, I-9, I-11, I-13.

S-4 and S-2 are significant capacity projects. S-4 on Washington St S is a widening of SH-74 and S-2 is a communal jurisdiction project. Sections of that project are under ITD or TF Highway District jurisdiction. Eastland from US-30 to Orchard, specifically the railroad underpass is also a worthy improvement.

Staff suggests prioritizing the downtown related improvement (I-8, 9, 11 & 13) first and placing the north south arterial capacity projects on the list with Washington ST S first, then Blue Lakes and finally Eastland.

Council discussion ensued on the following:

- Placing a 4-way stop condition at the intersection of Orchard and Blue Lakes has been discussed between the TF Highway District and the City as an effective near term solution.

- Lighting concerns
- Safety and capacity concerns
- With new school traffic will be heavier
- What is the purpose of the priority project list.
- Impact on the City's budget
- Downtown Project is a priority.
- Legal issue concerns.
- Prioritize projects.

City Engineer Fields said she will need input on what to suggest from, the Cit, for the priority project meetings in October and November.

Concerns with Greater Area Twin Falls Transportation Committee violating the open meeting law.

Gary Young Chairman of the Greater Area Twin Falls Transportation Committee, reviewed what is being done to meet the open meeting laws. He said that meeting are now being posted at their meeting site and at the Twin Falls County and City of Twin Falls buildings.

Mayor Hall asked if this is a legal posting.

City Attorney Wonderlich said that posting the dates of the meeting, at the meeting place is legal.

City Manager Rothweiler said that the notice is posted on the City Hall bulletin board where all the other entities notices are posted.

- Councilmember Mills Sojka said she is the City Council liaison for this committee and she was not aware that the committee had a set membership and certain members have voting rights. She asked if the committee is aware of who is a voting member and who is not. She asked if the committee needs to realign so they are following with the resolution.
- Greater Area Twin Falls Transportation Committee Chair Young said at the beginning of every meeting they go over who is a voting member and it is listed on the top of the agenda.
- Councilmember Mills Sojka asked who the interested County resident and who the interested City resident.
- Greater Area Twin Falls Transportation Committee Chair Young said Gary Blick is the interested County resident and Gary Young is the interested City resident.
- Councilmember Mills Sojka asked how long they have served on the committee.
- Greater Area Twin Falls Transportation Committee Chair Young said they are on there at the will of their respective agencies.
- Councilmember Mills Sojka would like the committee to review the resolution with the committee and make sure they are in compliance.
- Greater Area Twin Falls Transportation Committee Chair Young will go over the resolution with the committee at their next meeting.
- Mayor Hall wants everyone to know that Gary Young was our former City Engineer.
- Councilmember Mills Sojka would like a better location and time for this meeting.

**MOTION:**

Councilmember Lanting moved to accept the City priority list as presented. The motion was seconded by Vice Mayor Hawkins. MOTION PULLED.

Council discussion on the following:

- Need public comment.
- Open meeting law violation cannot support the priority list.
- Independent firm Keller and Associates involvement.
- Loss of funding.

City Engineer Fields reviewed south east corridor study and the creation of the priority list.

PUBLIC INPUT Open 6:45 p.m.

Frank Westerman, 3597 North 3200 East, said he would like a green light on Hankins Road and Blue Lakes. Fran Florence, 4129 Hidden Lakes, Kimberly, Idaho, said he is concerned with 3200 Road project from the railroad tracks to Kimberly Road. There was a proposal for a right turn lane off of Hankins Road going East on Kimberly Road that has been put on hold and he would like to see that on the priority list.

Tom Skeen, 3300 Road, Kimberly, Idaho, said because of the open meeting law violation that that the priority list should not be considered until the Greater Area Twin Falls Transportation Committee meets when they are in compliance with the law.

Mark Feldhusen, 3300 Road, said he is concerned with the increase of traffic.

Jim Eisenhower, 520 Garnet Drive, Kimberly, Idaho said he appreciates the Councils cautious approach in considering any of the priority list projects.

PUBLIC INPUT Closed 7:04 p.m.

Councilmember Talkington said he agreed with Jim Munn's comments on the open meeting law violation. City Attorney Wonderlich asked that a clarification from City Engineer Fields on where this priority list came from.

City Engineer explained how the priority list was formed.

Councilmember Munn wanted to know if any of the reports were done in a Greater Area Twin Falls Transportation Committee meeting.

City Engineer Fields said the Greater Area Twin Falls Transportation Committee has reviewed the priority list.

Greater Area Twin Falls Transportation Committee Chair Young said that the committee was charged to review the scope and time table of the study done by Keller and Associates.

Councilmember Munn asked if the data was presented to the Greater Area Twin Falls Transportation Committee for analysis.

Greater Area Twin Falls Transportation Committee Chair Young said the Committee did not make decisions or changes to the report.

City Manager Rothweiler suggests that there be no recommendation until the Greater Area Twin Falls Transportation Committee meets on October 13, 2015 and the Greater Area Twin Falls Transportation Committee move through a public process expeditiously so that the committee can bring back to City Council the safety and capacity projects in a timely matter so that the City does not lose funding opportunities.

There are concerns about what could occur with a south east alternate and recommended that there be a robust public process which would include City, County and surrounding areas that are affected.

Greater Area Twin Falls Transportation Committee Chair Young said the committee will have these items on the agenda on October 13, 2015 meeting.

Mayor Hall said that the Council would like to work with the Greater Area Twin Falls Transportation Committee to review the alternate routes at a later date and have some robust public input.

Greater Area Twin Falls Transportation Committee Chair Young said that would be a Twin Falls Highway project.

Councilmember Lanting said he is concerned about the safety issues.

Councilmember Mills Sojka said Greater Area Twin Falls Transportation Committee meeting needs to be in a better location. She would like it moved to Twin Falls County West.

Mayor Hall said the decision to move the Greater Area Twin Falls Transportation Committee meeting is a decision for the County Commissioners. Mayor Hall will talk to County Commissioners regarding moving

Greater Area Twin Falls Transportation Committee meeting.

Vice Mayor Hawkins said she doesn't have a problem with moving forward.

Vice Mayor Hawkins asked if the Committee would be able to incorporate public concerns.

City Engineer Fields said that due to funding issues it would be unlikely that other issues would be incorporated but it is possible to ask for anything on the Greater Area Twin Falls Transportation Committee priority list, just keep in mind that there may not be funding.

Councilmember Lanting asked Fran Florence who was going to fund the turn lane of Hankins Road.

Fran Florences said that he feels that this should be on the City's priority list.

City Manager Rothweiler said the intersection is not in the jurisdiction of the City. The City was doing work outside of the City for the Clif Bar project. Clif Bars advanced funding is only for their infrastructure.

City Manager Rothweiler asked Council which date would work for the next meeting: November 2, 2015 or November 9, 2015.

**MOTION:**

Councilmember Lanting moved to hold the next meeting regarding Greater Area Twin Falls Transportation Committee's (GTFATC) project priority list on November 2, 2015. The motion was seconded by Councilmember Talkington. Those voting Aye: Hawkins, Talkington, Lanting and Hall. Those voting Nay: Munn and Mills Sojka. The motion passed 4 to 2.

7. Request to approve a contract between the City of Twin Falls and Starr Corporation to act as the City's Construction Manager/General Contractor on the City Hall/Public Safety Complex project.

City Manager Rothweiler said the negotiated fee for construction services will be 3.75% of the cost of the work for the project up to \$9 million. Although unlikely, should the project exceed \$9 million the City will pay a fee equal to 3.5% of the actual cost of the work.

In addition, the City will pay for "general condition items" such as project supervision, construction trailers, dumpsters and P&P bonds. The total cost is based the estimated total of 28-man months and will cost of for this is \$490,061: \$291,374 for the City Hall project for an estimated 15 man months and \$198,687 for the public safety complex with an estimated 13-man months. It is important to note that the City will pay for General Conditions as actual cost of the work, there is no profit built into these costs for Starr Corporation.

Vice Mayor Hawkins questioned the amount.

City Manager Rothweiler corrected the amount.

Mike Arrington, Starr Corp, thanked Council.

Councilmember Mills Sojka said she would like Starr Corp to be vigilant to be as close to the budget as possible.

**MOTION:**

Vice Mayor Hawkins made a motion to approve a contract between the City of Twin Falls and Starr Corporation to act as the City's Construction Manager/General Contractor on the City Hall/Public Safety Complex project and to authorize the Mayor to sign contract. The motion was seconded by

Councilmember Talkington. Roll call vote showed all members present voted in favor of the motion.  
Approved 6 to 0

8. Second Reading: Request to adopt Ordinance 3106, amending Twin Falls City Code, Title 1.

City Manager Rothweiler explained that the primary purpose of the proposed Ordinance is to update Title 1 of the Twin Falls Municipal Code. Many of the recommended changes are contained in several sections of the Idaho Code, specifically 50-902, 50-903, 18-101, 50- 811, 50-808, and 34-1801. In addition, the proposed Ordinance removes several outdated sections.

Additionally, the Ordinance defines the term “Department Heads.” Historically, the term has been used to reflect those who are a part of the City’s executive team. As a result of the City’s reorganization, the members of the City’s executive team include the Deputy City Managers, Chief Financial Officer, Police Chief, Fire Chief, City Engineer, Public Works Director, and Human Resource Director. The Ordinance proposes to codify the historical interpretation.

**MOTION:**

Councilmember Talkington moved to suspend the rules and place it on third and final reading by title only. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

Deputy City Clerk Bryan read Ordinance 3106 by title only;

**ORDINANCE NO. 3106**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, REPEALING TITLE 1 OF THE TWIN FALLS CITY CODE, AND REPLACING IT WITH A NEW TITLE 1, PROVIDING FOR A CITY CODE, ADMINISTRATION INCLUDING A MAYOR, VICE MAYOR AND CITY MANAGER, AND GENERAL PENALTIES FOR VIOLATION OF THE CITY CODE.

**MOTION:**

Vice Mayor Hawkins moved to pass Ordinance 3106 as presented. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

9. Public input and/or items from the City Manager and City Council.

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS: None**

**IV. PUBLIC HEARINGS: 6:00 P.M.**

1. Request for Vacation of a 15’ utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15’ utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street c/o The Edmunds Group, LLC & Larry Fairbanks (app. 2747)

Planner 1 Spendlove said this is a request to vacate portions of a utility easement within the Eldridge Commercial Subdivision. During the platting process in 2008, a utility easement was placed on the plat along the exterior boundary of the subdivision. At the time of platting this was a common practice.

Since the recordation of this plat, the common practice has been changed, no longer requiring utility easements along the exterior boundary. As no structure may be built over a recorded easement, it limits the buildable space within a lot. Current platting practices have shifted to requiring easements along street frontages to minimize intrusions to private property owners.

Staff received authorization to vacate the identified easement from each of the required utility companies. The described platted easement is potentially redundant and no longer needed.

The owners of said property are requesting the recorded easement to be vacated in order to pursue building permits that will take place.

The Engineering Department has reviewed this request and is supportive of the vacation. Engineering Department also received letters from all applicable utility companies in support of this vacation.

Public Hearing Open: 7:49 p.m.

There being no one to speak on the vacation the Public Hearing was closed at 7:50 p.m.

**MOTION:**

Councilmember Talkington made a motion for a vacation of a 15' utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15' utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street c/o The Edmunds Group, LLC & Larry Fairbanks and bring back the Ordinance. The motion was seconded by Councilmember Lanting Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

**ADJOURNMENT:**

There being no further business the meeting adjourned at 8:05 p.m.

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Sharon Bryan, Deputy City Clerk

**COUNCIL MEMBERS:**

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



**Minutes**  
**Meeting of the Twin Falls City Council**  
**Monday, October 12, 2015**  
**City Council Chambers**  
**5:00 P.M. - 305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho**

|  |                         |                                   |
|--|-------------------------|-----------------------------------|
| <b>PLEDGE OF ALLEGIANCE TO THE FLAG</b><br><b>CONFIRMATION OF QUORUM</b><br><b>CONSIDERATION OF THE AMENDMENTS TO THE AGENDA</b><br><b>PROCLAMATIONS: None</b>   |                         |                                   |
| <b>GENERAL PUBLIC INPUT</b>  |                         |                                   |
| <b>5:00 - AGENDA ITEMS</b>   |                         |                                   |
| <b>I. <u>CONSENT CALENDAR:</u></b>   | <b><u>Purpose:</u></b>  | <b><u>By:</u></b>                 |
| 1. Request to approve the Accounts Payable for October 6 – 12, 2015.   | Action                  | Sharon Bryan                      |
| <b>II. <u>ITEMS FOR CONSIDERATION:</u></b>   | <b><u>Purpose:</u></b>  | <b><u>By:</u></b>                 |
| 1. Consideration and approval to negotiate a contract with C.R. Peterson Consulting, LLC to develop a Transit Development Plan for the City of Twin Falls.   | Action                  | Mandi Thompson/<br>Mitchel Humble |
| 2. Consideration and approval of an agreement for waste water services between the City of Twin Falls, the Twin Falls Urban Renewal Agency and Chobani Idaho, LLC, with an effective date of September 1, 2015.                        | Action                  | Travis Rothweiler                 |
| 3. Public input and/or items from the City Manager and City Council.   |                         |                                   |
| <b>III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u></b>   |                         |                                   |
| <b>IV. <u>PUBLIC HEARINGS:</u></b>   | <b>6:00 P.M. - None</b> |                                   |
| <b>V. <u>ADJOURNMENT:</u></b>  |                         |                                   |
| 1. Executive Session § 74-206(1): (b) To consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member, individual agent or public school student. |                         |                                   |

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

**Present:** Suzanne Hawkins, Jim Munn, Shawn Barigar, Gregory Lanting, Don Hall, Rebecca Mills Sojka  
**Absent:** Chris Talkington  
**Staff Present:** City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Deputy City Attorney Shayne Nope, Deputy City Manager Mitchel Humble, Deputy City Manager Brian Pike, Grant Writer Mandi Thompson, City Engineer Jacqueline Fields, Deputy City Clerk Sharon Bryan

Mayor Hall asked for a moment of silence for the Harald Gerber Family.

### **PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Hall called the meeting to order at 5:00 P.M. He asked Girl Scout Troop 6 to lead the Pledge of Allegiance. He then invited all present, who wished, to recite the pledge of Allegiance to the Flag.

Girl Scouts Troop 6 introduced themselves.

**CONFIRMATION OF QUORUM-** A quorum is present.

**CONSIDERATION OF THE AMENDMENTS TO THE AGENDA : None**

**PROCLAMATIONS: None**

### **Public Input:**

Max Newlan, 7<sup>th</sup> Ave East, – said that on Saturday October 17, 2015, 6:30 PM at KMVT Television Station he will give a presentation on cross country cycling.

### **I. CONSENT CALENDAR:**

Request to approve the Accounts Payable for October 6 – 12, 2015.

### **MOTION:**

Vice Mayor Hawkins moved to approve the Consent Calendar. The motion was seconded by Councilmember Barigar. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

### **II. ITEMS FOR CONSIDERATION:**

1. Consideration and approval to negotiate a contract with C.R. Peterson Consulting, LLC to develop a Transit Development Plan for the City of Twin Falls.

Grant Writer Thompson explained the City solicited requests for qualifications (RFQ) from qualified consulting firms to provide professional services to the City to develop a Transit Development Plan. Proposals were due on Monday, August 24th, 2015. Staff received two submittals in response to the RFQ.

A Committee consisting of Mandi Thompson (Grant Manager), Greg Lanting (Transportation Council Liaison), Josh Baird (Staff Engineer), Rene'e V. Carraway-Johnson (Zoning & Development Manager) and Mitch Humble (Deputy City Manager) reviewed the two proposals. They ranked the two proposals based on criteria outlined in the RFQ and a Skype interview.

Staff is recommending negotiations with C.R. Peterson.

Council discussion ensued on the following:

- CR Peterson office location and how accessible will they be when the City needs their assistance.

- Communities they have worked with.
- Recommendations from other communities that have worked with C.R. Peterson.

## MOTION:

Councilmember Lanting moved approval to negotiate a contract with C.R. Peterson Consulting, LLC to develop a Transit Development Plan for the City of Twin Falls and staff start the negotiation process. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

2. Consideration and approval of an agreement for waste water services between the City of Twin Falls, the Twin Falls Urban Renewal Agency and Chobani Idaho, LLC, with an effective date of September 1, 2015.

City Manager Rothweiler said that today the Urban Renewal Agency approved the agreement and Chobani approved the agreement.

City Manager Rothweiler explained that on November 3, 2011, the City of Twin Falls, Twin Falls URA and Chobani (formally known as AgroFarma, LLC), entered into a Development Agreement that allowed for the construction of the yogurt facility, which spans nearly 1 million square feet, employs over 800 Magic Valley residents, and has a total taxable value of approximately \$400 million.

As a part of the initial Development Agreement, the City, the URA and Chobani constructed a new pretreatment facility with a discharge capacity of 800,000 gallons per day (GPD) with a one MGD maximum capacity to pretreat Chobani's wastewater flows prior to entering into the City's collection system. The City of Twin Falls used a \$2.75 million of its reserves from the capital fund to fund its share of the pretreatment facility.

As stated in the initial Development Agreement and reiterated in Section 2.2 of this Agreement, Chobani agreed to repay the City the amount it provided toward the initial improvements to the pretreatment facility over time. The amount that was repaid was based on an agreed to amount for each 1,000 gallons of waste water flow that entered into the City's collection and treatment systems. This amount to be repaid was a part of the flat rate for wastewater discharge of \$2.84/1,000 gallons of flow. The balance of the initial pretreatment facility costs was paid for with the initial development bonds and tax increment (property taxes) captured from Chobani's investment.

After reviewing the current tax increment financing available, it was determined that there was more than sufficient TIF funds current available to repay the initial improvements cost in full. As provided for in this Agreement, the Twin Falls URA will provide the City \$2.75 million of TIF to repay the City's share of the initial improvements cost in full. The City will reimburse Chobani the amount that it has contributed toward repayment as of the effective date of September 1st in the amount of \$353,445.

The September 1st billing date aligns with our billing process. Because the city bills all of its industrial users based on the actual flows and loadings sent from their respective facilities to the billing process usually lags about 45 days from the billing period.

As a part of the Agreement, the flat rate will no longer be in effect and Chobani will pay the City's standard industrial rate as provided for the City's recently adopted utility rate Resolution.

Because the pretreatment facility is an important part of their production process and as stated in this Agreement, Chobani will operate the pretreatment facility for as long as it is needed. Additionally, Chobani will maintain the facility and preform all capital replacement of all equipment.

Chobani will purchase and maintain property insurance for the PTF on a replacement cost basis and shall purchase and maintain a commercial general liability insurance policy on a broad form basis with bodily

injury and property damage combined single limits of at least One Million Dollars (\$1,000,000) per occurrence and Two Million Dollars (\$2,000,000) annual aggregate. City and URA shall be additional insureds on such policy.

City Attorney explained the legal issues of the agreement.

**MOTION:**

Councilmember Barigar moved approval of an agreement for waste water services between the City of Twin Falls, the Twin Falls Urban Renewal Agency and Chobani Idaho, LLC, with an effective date of September 1, 2015. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

3. Public input and/or items from the City Manager and City Council.  
City Manager Rothweiler said that Wednesday, October 14, 2015 is the Activate Magic Valley Breakfast, 7:30 a.m. at the Stonehouse.  
Mayor Hall said that he is in 2<sup>nd</sup> place right now in the Walktober Challenge.  
Vice Mayor Hawkins asked the Council to vote on a Representative to the ICRMP Board.  
Council verbally agreed to support Brian Laddin for the ICRMP Board Representative.

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS: None.**

**IV. PUBLIC HEARINGS:                   6:00 P.M. – None**

**V. ADJOURNMENT:**

Executive Session § 74-206(1): (b) To consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member, individual agent or public school student.

**MOTION:**

Councilmember Lanting made the motion to approve to adjourn to Executive Session . § 74-206(1): (b) To consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member, individual agent or public school student. The motion was seconded by Vice Mayor Hawkins and roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

There be no further business the meeting adjourned at 5:24 PM.

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Sharon Bryan,  
Deputy City Clerk

**COUNCIL MEMBERS:**

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



**MINUTES**

Meeting of the Twin Falls City Council  
 Monday, October 26, 2015  
 City Council Chambers  
 5:00 P.M. - 305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho

|  |                                 |  |               |                   |               |                    |                 |                  |   |  |
|--|---------------------------------|--|---------------|-------------------|---------------|--------------------|-----------------|------------------|---|--|
| PLEDGE OF ALLEGIANCE TO THE FLAG<br>CONFIRMATION OF QUORUM<br>CONSIDERATION OF THE AMENDMENTS TO THE AGENDA<br><br>PROCLAMATIONS: <a href="#">No-Shave November - Twin Falls Police Department</a>   |                                 |  |               |                   |               |                    |                 |                  |   |  |
| GENERAL PUBLIC INPUT   |                                 |  |               |                   |               |                    |                 |                  |   |  |
| 5:00 - AGENDA ITEMS  |                                 |  |               |                   |               |                    |                 |                  |   |  |
| I. <b>CONSENT CALENDAR:</b><br>1. Consideration of a request to approve the Accounts Payable for October 20 – 26, 2015.<br>2. Consideration of a request to approve the following City Council Minutes:<br><br><table border="0" style="width: 100%;"> <tr> <td>May 18, 2015</td> <td>August 24, 2015</td> </tr> <tr> <td>June 15, 2015</td> <td>September 8, 2015</td> </tr> <tr> <td>July 13, 2015</td> <td>September 14, 2015</td> </tr> <tr> <td>August 10, 2015</td> <td>October 19, 2015</td> </tr> </table> 3. Consideration of a request to approve the final plat of the Quail Ridge Estates Amended, 13.51 (+/-) acres with 7 lots and 1 Tract, located west of 3400 East and south of the Snake River Canyon Rim. | May 18, 2015                    | August 24, 2015  | June 15, 2015 | September 8, 2015 | July 13, 2015 | September 14, 2015 | August 10, 2015 | October 19, 2015 | <b>Purpose:</b><br>Action<br><br>Action<br><br>Action | <b>By:</b><br>Sharon Bryan<br><br>Sharon Bryan<br><br>Jonathan Spendlove |
| May 18, 2015   | August 24, 2015                 |  |               |                   |               |                    |                 |                  |   |  |
| June 15, 2015  | September 8, 2015               |  |               |                   |               |                    |                 |                  |   |  |
| July 13, 2015  | September 14, 2015              |  |               |                   |               |                    |                 |                  |   |  |
| August 10, 2015  | October 19, 2015                |  |               |                   |               |                    |                 |                  |   |  |
| II. <b>ITEMS FOR CONSIDERATION:</b><br>1. Presentation of information regarding the City's specifications for construction and regarding policy on streets.<br>2. Public input and/or items from the City Manager and City Council.  | <b>Purpose:</b><br>Presentation | <b>By:</b><br>Jacqueline Fields                        |               |                   |               |                    |                 |                  |   |  |
| III. <b>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</b>  |                                 |  |               |                   |               |                    |                 |                  |   |  |
| IV. <b>PUBLIC HEARINGS:</b> 6:00 P.M.<br>1. Consideration of a request to approve a PUD Amendment to the Canyon Park West PUD #264 to allow a Panera Bread Restaurant on Lot 7 Block 1 with a drive through facility c/o Canyon Park Development, LLC on behalf of Canyon Park I (app. 2748).  | PH/Action                       | Gerald Martens,<br>EHM Engineers<br>Jonathan Spendlove |               |                   |               |                    |                 |                  |   |  |
| V. <b>ADJOURNMENT:</b><br>1. Executive Session § 74-206(1) (b) To consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member, individual agent or public school student.  |                                 |  |               |                   |               |                    |                 |                  |   |  |

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

**Present:** Suzanne Hawkins, Shawn Barigar, Gregory Lanting, Don Hall, Rebecca Mills Sojka. Chris Talkington, Jim Munn

**Absent:** None

**Staff Present:** City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Deputy City Manager Mitchel Humble, Deputy City Manager Brian Pike, City Engineer Jackie Fields, Police Officer Ben Hammer, Planner I Jonathan Spendlove, Deputy City Clerk Sharon Bryan

## **PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Hall called the meeting to order at 5:00 P.M. He then invited all present, who wished, to recite the pledge of Allegiance to the Flag with him.

## **CONFIRMATION OF QUORUM**

A quorum is present.

## **CONSIDERATION OF THE AMENDMENTS TO THE AGENDA**

City Manager Rothweiler requested to add Executive Session § 74-206(1) (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective officer or deliberations about staffing needs in general.

### **MOTION:**

Councilmember Talkington made a motion to add § 74-206(1) (a) to the Executive Session. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

## **PROCLAMATIONS: No-Shave November - Twin Falls Police Department**

Mayor Hall read proclamation and presented it to Police Officer Ben Hammer.

Police Officer Hammer explained No-Shave November and thanked the City Council for their support.

Councilman Talkington asked how the citizen reacted to the beards.

Police Officer Hammer said that the citizens have been very positive.

## **GENERAL PUBLIC INPUT - None**

### **5:00 - AGENDA ITEMS**

#### **I. CONSENT CALENDAR:**

1. Consideration of a request to approve the Accounts Payable for October 20 – 26, 2015.
2. Consideration of a request to approve the following City Council Minutes:

May 18, 2015

June 15, 2015

July 13, 2015

August 10, 2015

August 24, 2015

September 8, 2015

September 14, 2015

October 19, 2015

3. Consideration of a request to approve the final plat of the Quail Ridge Estates Amended, 13.51 (+/-) acres with 7 lots and 1 Tract, located west of 3400 East and south of the Snake River Canyon Rim.

Councilmember Mills Sojka spoke on the City Council minutes and clarified she did not attend some of the meetings because she was on maternity leave.

Councilmember Talkington asked if the minutes are current.

City Manager Rothweiler said the minutes should be current by the next meeting.

**MOTION:**

Councilmember Lanting made a motion to approve the Consent Calendar as presented. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

**II. ITEMS FOR CONSIDERATION:**

1. Presentation of information regarding the City's specifications for construction and regarding policy on streets.

City Engineer Fields gave presentation using visuals.

Council discussion ensued on the following:

- Arbitrary changes
- Liability problems
- Developers build roads then City maintains.
- Revamping standards, - Road maps.
- Sidewalks, curb and gutter included in rebuilding of roads.
- CSI corridor project.

2. Public input and/or items from the City Manager and City Council.

1. City Manager Rothweiler said the pool deck might be covered by warranty and if it is the deck will be fixed in the next few months.

2. City Manager Rothweiler gave an update on Hankins Water Tank Project.

- Mayor Hall asked if there is room for a second water tank.
- City Manager Rothweiler said there is room to put in a second water tank.
- Councilmember Lanting asked if the apportionment share of the three entities remain the same.
- City Manager Rothweiler said they remained the same.
- Councilmember Talkington asked if the water flow will be efficient to handle the new school.
- City Manager Rothweiler will get the information on the water flows and bring it back to Council.
- Councilmember Talkington asked if this would affect the fire rating.
- City Manager Rothweiler said it would not affect the fire rating.
- Councilmember Talkington is pleased at the reduction of project cost.
- City Manager Rothweiler said the reason for the reduction cost is from the competitive bidding environment.

3. Councilmember Lanting said that he will be meeting with the Executive Director of the Association of Cities and the Executive Director of Counties on Wednesday, October 28, 2015 to go over Legislative issues. He said that if anyone from the Council had any Legislative issues to let him know.

Break at 6:11 p.m.

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS: None**

**IV. PUBLIC HEARINGS: 6:16 P.M.**

1. Consideration of a request to approve a PUD Amendment to the Canyon Park West PUD #264 to allow a Panera Bread Restaurant on Lot 7 Block 1 with a drive through facility c/o Canyon Park Development, LLC on behalf of Canyon Park I (app. 2748).

Gerald Martens, EHM Engineers explained the request for an Amendment to the Canyon Park Amended Planned Unit Development Agreement to allow a Panera Bread Restaurant with a drive thru.

Planner I Spendlove gave a brief history on the Canyon Park development plat. He explained that this is a request for an Amendment to the Canyon Park Amended Planned Unit Development Agreement to allow a Panera Bread Restaurant on Lot 7 Block 1 with a drive through facility. The property is zoned C-1 CRO PUD. Neither the current PUD Agreement nor the underlying Canyon Rim Overlay Zone, allows for a "Drive-Thru Restaurant" within the Canyon Rim Overlay Zone. PUD process allows an applicant to request variations from underlying code sections for properties listed within the boundaries of the planned development.

Staff recommends City Council approval as presented subject to the following:

1. Subject to operation of a drive-thru window being limited to a Panera Bread Restaurant only.
2. Subject to site plan amendments as required by Building, Engineering, Fire and Zoning Officials to ensure compliance with applicable City Code Requirements and Standards and the Canyon Park PUD Agreement #264.

Council discussion ensued on the following:

Why drive through not allowed  
Vehicle headlights shining on traffic flow.  
Business specific for Panera only.

Public input opened at 6:27 p.m.

Kevin Grey, 601 Sparks Street , said he is not in favor of the request. His concern is the increase of traffic and the building is facing the opposite directions from the other businesses.

Public input closed at 6:31 p.m.

Gerald Martens, EHM Engineers said they have reviewed the staff recommendations and EHM concurs with the staff recommendations. The location is 300' from the trail and observable from the Visitor Center parking area. Panera Bread has worked diligently to meet all the setback requirements and because Panera doesn't have access to Blue Lakes Blvd it makes it difficult to have the front of the building face Blue Lakes Blvd. The architect has addressed all sides of the building to make it as attractive as possible. Headlights have been addressed by setbacks and landscaping.

Councilmember Talkington asked about the visual headlight concerns.

Jeff Stoke, Woodbury Corp. explained there will be shrubs and trees to screen vehicle traffic. Location is 300 feet from the trail and is visible from the Visitor Center parking lot.

Public Hearing closed at 6:30 p.m.

Councilmember Mills Sojka said a lot of people are opposed to the development. She is concerned with traffic congestion and a drive thru.

**MOTION:**

Councilmember Talkington made a motion to approve a PUD Amendment to the Canyon Park West PUD #264 to allow a Panera Bread Restaurant on Lot 7 Block 1 with a drive through facility c/o Canyon Park Development, LLC on behalf of Canyon Park I with the following conditions: 1. Subject to operation of a drive-thru window being limited to a Panera Bread Restaurant only and 2. Subject to site plan amendments as required by Building, Engineering, Fire and Zoning Officials to ensure compliance with applicable City Code Requirements and Standards and the Canyon Park PUD Agreement #264. The motion was seconded by Councilmember Barigar . Roll call vote showed those voting AYE: Barigar, Talkington, Lanting, Hall, Hawkins and Munn. Those voting NAY: Mills Sojka. Approved 6 to 1

## **V. ADJOURNMENT:**

1. Executive Session § 74-206(1) (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective officer or deliberations about staffing needs in general and Executive Session 74-206(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,

### **MOTION:**

Vice Mayor Hawkins made a motion to move in to Executive Session § 74-206(1) (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective officer or deliberations about staffing needs in general; (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. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

There being no further business the meeting adjourned at 6:44 p.m.

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Sharon Bryan, Deputy City Clerk



# BEFORE THE CITY COUNCIL OF THE CITY OF TWIN FALLS

In Re:

Vacation Application,

Edmunds Group, LLC &

Larry Fairbanks

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 October 5, 2015 for public hearing pursuant to public notice as required by law for Vacation of a 15’ utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15’ utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street 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 a 15’ utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15’ utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street.
2. All legal requirements for notice of public hearing have been met with advertisement taking place on the following dates: August 20, 2015 and September 17, 2015
3. The property in question is zoned M-2 pursuant to the Zoning Ordinance of the City of Twin Falls. The property is designated as Commercial/Retail 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, Residential/Madrin Street; to the south, Eldridge Avenue/Commercial; to the east, Commercial Storage to the west, Undeveloped

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

#### CONCLUSIONS OF LAW

1. The application for Vacation of a 15' utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15' utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street is consistent with the purpose of the M-2 Zone, and is not detrimental to any of the outright permitted uses or existing special uses in the area.

2. The proposed use is consistent with the provisions of the Comprehensive Plan and Zoning Ordinance of the City of Twin Falls, and in particular Sections 10-1-4, 10-1-5, 10-16-1 & 2, Twin Falls City Code.

3. The proposed use is proper use in the M-2 Zone, subject to the conditions which are attached as "Exhibit No. A", and incorporated by reference as though fully set forth herein.

4. The application for Vacation of a 15' utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15' utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street should be granted, subject to all applicable requirements of the Zoning Ordinance, Adopted Standard Drawings and City code of the City of Twin Falls.

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 a 15' utility easement along westerly boundary of Lots 1, 2, 3, 4, 5 & 6 Block 1 and a 15' utility easement along easterly boundary of Lots 1, 2, 3, 4 and Tract A Block 2 of the Eldridge Commercial Subdivision located north of the intersection of Eldridge Avenue & Madrin Street is hereby granted.

2. 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.

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MAYOR - TWIN FALLS CITY COUNCIL

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DATE

Exhibit No. A

1. Subject to any and all requirements placed by applicable utility companies being met prior to publication of the Vacation Ordinance.

APPLICATION #: 2747



**Date:** Monday November 2, 2015, Council Meeting  
**To:** Honorable Mayor and City Council  
**From:** Staff Sergeant Ron Fustos, Twin Falls Police Department

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**Request:**

Consideration of a request to approve the 25th Annual Christmas in the Night Time Sky Event, sponsored by Kimberly Nurseries, to be held at 2862 Addison Avenue East on November 27, 2015.

**Time Estimate:**

Staff requests that this item be placed on the Consent Calendar.

**Background:**

Dave and Sherry Wright have submitted a Special Event Application requesting to hold the 25th Annual Christmas in the Night Time Sky Event. The event will be held at the Kimberly Nurseries location of 2862 Addison Avenue East. This is a nonprofit event that will benefit needy children in our community; it is the Valley's largest toy fundraiser. The festivities begin at 5:00 p.m. The hosts will serve a chili/potato dinner beginning at 5:30 p.m. The entry fee is a new unwrapped toy. There will be live amplified music played during the event on the property of Kimberly Nurseries, as well as a bonfire. A choreographed fireworks display will follow at approximately 7:30 p.m. The fireworks show will take place north of Kimberly Nurseries in a vacant field located on the north side of Addison Avenue East. The estimated crowd size for this event is between 1,477 and 4,052 people, based on prior years' attendance and depending on the weather. Event organizers will be responsible for providing advanced notification to all business owners and residents affected by the street closure due to this event. Event organizers will provide transportation by school bus from the K-Mart parking lot to Kimberly Nurseries for the event and will provide transportation back to K-Mart at the conclusion of the event.

In 2014, the Twin Falls Police Department did not receive any calls for service related to the Christmas in the Night Time Sky Event.

Addison Avenue East will be closed from Eastland Drive to Hankins Road from 5:00 p.m. until approximately 9:00 p.m. Carriage Lane and Carriage Lane North will also be closed at the intersections of Addison Avenue East. Road closures will be controlled by traffic cones, barricades, Twin Falls Police Department Officers and employees.

The Twin Falls City Street Department will provide the traffic cones and barricades for the event.

The Twin Falls Fire Department will be on scene for the bonfire and for the fireworks display.

Agenda Item for November 2, 2015  
From Staff Sergeant Ron Fustos  
Page Two

**Approval Process:**

Consent by the City Council.

**Budget Impact:**

This event will require a total of eleven (11) Twin Falls Police Officers and four (4) non-sworn Police Department employees. A briefing will be held at 4:30 p.m. and the street closures will take place at 5:00 p.m. The event is estimated to conclude by 9:00 p.m. Total overtime cost for the Twin Falls Police Department will be \$2,756.00, which has been included in the Twin Falls Police Department's overtime budget.

**Regulatory Impact:**

N/A

**Conclusion:**

This Special Event Application has been approved by several relevant City Staff members and the Twin Falls Police Department Staff. It is recommended that this request be approved by the City Council as presented.

**Attachments:**

None

RF:aed



**Date:** Monday, November 2, 2015

**To:** Honorable Mayor and City Council

**From:** Staff Sergeant Ron Fustos, Twin Falls Police Department

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**Request:**

Consideration of a request for approval of the Annual Festival of Lights Parade to be held on Friday, December 4, 2015. This annual event is sponsored by the Times-News.

**Time Estimate:**

Staff requests that this agenda item be placed on the Consent Calendar.

**Background:**

Michelle Campbell, on behalf of the Times-News, has submitted this Special Event Application for the annual Festival of Lights Parade. This event is to be held on Friday, December 4, 2015, at 6:00 p.m. The parade will begin on Main Avenue in the area of Krengel's True Value Hardware Store and will travel west on Main Avenue to the area of the Magic Valley High School.

There will be an estimated 40 floats that will be decorated with holiday lights, with approximately 200 to 300 people in the parade. It is estimated that 1,000 to 3,000 people will be in attendance to observe the parade, depending on weather conditions. The parade application fee has been paid.

The Twin Falls Police Department did not receive any calls for service related to the Festival of Lights Parade in 2014.

Main Avenue East/South will be closed from Murtaugh Street where the staging area will be located. Main Avenue will be closed from Murtaugh Street to Castleford Street where the parade floats will disperse.

The Twin Falls City Street Department will provide the traffic cones and barricades for the event.

The Twin Falls Fire Department will not be assisting in the parade this year.

A required Certificate of Liability Insurance has been provided for this event naming the City of Twin Falls as the certificate holder.

Agenda Item for November 2, 2015  
From Staff Sergeant Ron Fustos  
Page Two

**Approval Process:**

N/A

**Budget Impact:**

This event will require a total of ten (10) Twin Falls Police Officers and four (4) non-sworn Police Department employees. A briefing will be held at 4:30 p.m.; the street closures will take place at 5:00 p.m. The parade is scheduled to start at 6:00 p.m. and is estimated to conclude by 7:30 p.m. Total overtime cost for the Twin Falls Police Department will be approximately \$1,728.00. This cost has been included in the Twin Falls Police Department's overtime budget.

**Regulatory Impact:**

N/A

**Conclusion:**

Several relevant City Staff members, as well as the Twin Falls Police Department Staff, have met and approved this Parade Application.

**Attachments:**

None

RF:aed



**Date:** Monday, November 2, 2015  
**To:** Honorable Mayor and City Council  
**From:** Chief Bryan Krear and Lieutenant Terry Thueson,  
Twin Falls Police Department

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**Request:**

Presentation of Peace Officer Standards and Training Council Certificates to the following individuals before the Twin Falls City Council: **Officer William Jansen, Officer Medina Alajbegovic, and Officer Preston Stephenson.**

**Time Estimate:**

Staff presentation will take approximately 10 minutes.

**Background:**

On December 22, 2014, and January 27, 2015, **Officers William Jansen and Medina Alajbegovic**, respectively, were awarded their POST Basic Certification. Officer Jansen attended and graduated from the 10-week POST Patrol Academy in 2014. Officer Alajbegovic attended and successfully completed the College of Southern Idaho Law Enforcement Program in 2014. Both Officers have successfully completed the Twin Falls Police Department's Field Training Program and have served as Police Officers in the State of Idaho as required to receive this certification.

On July 15, 2015, **Officer Preston Stephenson** was awarded his Advanced Certification by POST Academy. To receive this certification, Officer Stephenson has received his POST Intermediate Certificate, has served over six years as a Police Officer in the State of Idaho, and has met the training requirements combined with obtaining college credits.

The personal commitment of these Officers to better themselves through training has helped the Twin Falls Police Department in achieving its goal of being the best Police Department in the State of Idaho.

**Approval Process:**

None

**Budget Impact:**

None

**Regulatory Impact:**

None

**Conclusion:**

Chief Krear and Lieutenant Thueson will present POST Certificates to Officers William Jansen, Medina Alajbegovic, and Preston Stephenson before the City Council.

Agenda Item for Monday, November 2, 2015  
From Chief Bryan Krear and Lieutenant Terry Thueson  
Page Two

**Attachments:**

1. Copy of POST Basic Certificate – Officer William Jansen
2. Copy of POST Basic Certificate – Officer Medina Alajbegovic
3. Copy of POST Advanced Certificate – Officer Preston Stephenson

aed

# State of Idaho

The Peace Officer Standards  
& Training Council

hereby awards the

Basic Certificate

to

William A. Jansen  
Twin Falls Police Department

For having fulfilled the requirements of this certificate as set forth by the Idaho Peace  
Officer Standards & Training Council on the 22nd day of December, 2014.

  
Chairman

  
Division Administrator

# State of Idaho

*The Peace Officer Standards  
& Training Council*

*hereby awards the*

*Basic Certificate*

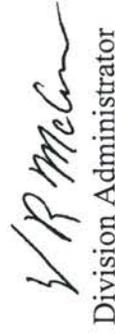
*to*

*Medina Alajbegovic*

*Twin Falls Police Department*

*For having fulfilled the requirements of this certificate as set forth by the Idaho Peace  
Officer Standards & Training Council on the 27th day of January, 2015.*

  
Chairman

  
Division Administrator

# State of Idaho

*The Peace Officer Standards  
& Training Council*

*hereby awards the*

## *Advanced Certificate*

*to*

*Preston R. Stephenson*

*Twin Falls Police Department*

*For having fulfilled the requirements of this certificate as set forth by the Idaho Peace  
Officer Standards & Training Council on the 15th day of July, 2015.*

*SL SL*

Chairman

*V R McLean*

Division Administrator



**Date:** November 2, 2015

**To:** Honorable Mayor and City Council

**From:** Captain Anthony Barnhart, Twin Falls Police Department

---

**Request:**

To present an update of the Twin Falls Police Department's implementation of body-worn cameras and the Body-Worn Camera Pilot Implementation Program Grant.

**Time Estimate:**

The Staff presentation will take approximately five minutes and any additional time needed for questions and answers.

**Background:**

Early on we recognized that body-worn cameras could be an effective law enforcement tool aimed at improving public safety, reducing crime, and improving public trust. In June of this year, we applied for the Body-Worn Camera Pilot Implementation Program Grant through the Department of Justice. This was a twenty (\$20) million dollar grant aimed at responding to the immediate needs of local and tribal law enforcement organizations. Two hundred eighty-five (285) applications from 42 states, the District of Columbia, and tribal governments were processed for the grant. Out of the 285 agencies, the Department of Justice awarded 73 grants. We are the only agency in the State of Idaho to be awarded this grant. The project period is October 1, 2015, through September 30, 2017. We were awarded ninety thousand dollars (\$90,000). Having been successful in the grant process, we will be responsible for a mandatory cash match. The cash match was budgeted for in this year's fiscal budget.

The intent of the grant program is to develop, implement, and evaluate body-worn camera technology in the law enforcement comprehensive problem-solving approach to enhancing public safety, officer interactions with the public, and enhancing community trust. As part of this process, we are mandated to go through a six (6)-month policy development phase where we will engage with Police Department internal and external stakeholders to create promising practices and policies in the use of body-worn cameras. This phase of development has to be accomplished prior to purchasing any body-worn cameras. As part of the grant application, we submitted a tentative time line of the overall project. We are planning to roll out body-worn cameras to officers in an incremental approach beginning in August 2016 at the earliest.

Like other new forms of technology, body-worn cameras have the potential to transform the field of policing. However, because the technology is so new, a large body of research does not yet exist regarding the effects body-worn cameras have on policing. Some preliminary evidence indicates that the presence of body-worn cameras helps strengthen criminal cases, accountability, transparency, and can assist in de-escalating conflicts resulting in more constructive encounters between the Police and members of the community. While we are enthusiastic about the implementation of body-worn cameras, we must also remember that this is one more tool in our comprehensive problem-solving approach to enhancing

Agenda Item for Monday, November 2, 2015  
From Captain Anthony Barnhart  
Page Two

public safety, officer interactions, and enhancing community trust. As cameras quickly become part of every officer's uniform, we must learn how to interpret video as a complex piece of evidence rather than conclusive proof at a first glance.

**Approval Process:**

None. This is for discussion only.

**Budget Impact:**

\$139,620 was included in the Fiscal Year 2015-2016 Budget

**Regulatory Impact:**

None. This is for discussion only.

**Conclusion:**

If implemented correctly, body-worn cameras will help strengthen the policing profession. These cameras will promote evidence preservation, encounters with the public, department accountability, and transparency. It will be critical that we develop policies and practices that address issues that these cameras raise. We must always remember that the ultimate purpose of these cameras should be to help officers protect and serve the people of our community.

**Attachments:**

None

AB:aed



**Date:** Monday, November 2, 2015  
**To:** Honorable Mayor Hall and City Council  
**From:** Mandi Thompson, Grant Manager

---

**Request:**

Consideration of a contract with R.C. Peterson Consulting, LLC to develop a Transit Development Plan for the City of Twin Falls.

**Time Estimate:**

The staff presentation will take approximately five (5) minutes. An additional five to ten (5-10) minutes for council questions.

**Background:**

The City solicited requests for qualifications (RFQ) from qualified consulting firms to provide professional services to the City to develop a Transit Development Plan. Proposals were due on Monday, August 24th, 2015. Staff received two submittals in response to the RFQ.

Mandi Thompson (Grant Manager), Greg Lanting (Transportation Council Liaison), Josh Baird (Staff Engineer), Rene'e V. Carraway-Johnson (Zoning & Development Manager) and Mitch Humble (Deputy City Manager) reviewed the two proposals. This group ranked the two proposals based on criteria outlined in the RFQ. The two firms were C.R. Peterson Consulting, LLC and LSC Transportation Consultants, Inc. All five members of the review committee ranked C.R. Peterson Consulting first. This firm was asked to participate in a Skype interview with the committee members, at which time more detailed questions were asked of the principal, Ross Peterson, and Associate Jeremy Dalton (proposed project manager).

After the interview and some discussion by the group, each person verified their top ranking of C.R. Peterson Consulting based on qualifications and their answers to questions during the interview. Staff recommends the City begin negotiating with this firm to develop a contract and Scope of Work for the Transit Development Plan.

The primary reason the group recommends negotiations with C.R. Peterson is their experience with and understanding of transit development in rural areas. This firm has experience assisting smaller urban and larger rural communities understand public transportation, the requirements of the City, and best practices moving forward.

On October 12, 2015, the Council unanimously voted to proceed with negotiations with R.C. Peterson Consulting, LLC to develop a contract, budget and Scope of Work to bring back to Council for your consideration.

Staff has been negotiating with R.C. Peterson Consulting, LLC to finalize a scope of work and associated contract. The scope of work includes an estimated cost of \$48,730.

**Budget Impact:**

A grant from the Idaho Transportation Department in the amount of \$40,000 was awarded to the City of Twin Falls for the commission of a Transit Development Plan. The City will provide a \$10,000 match from contingency.

**Regulatory Impact:**

Approval of this request will allow City to proceed with the signing of the contract and begin the process of creating a Transit Development Plan.

**Conclusion:**

Staff recommends the Council approve the contract and authorize the mayor to sign the Consultant Agreement for Professional Services as presented.

**Attachments:**

1. Consulting Agreement for Professional Services
  - Exhibit A: Scope of Work
  - Exhibit B: Project Budget

*C.R. Peterson Consulting, LLC*

**CONSULTING AGREEMENT**

This Agreement is made effective as of November 2, 2015 by and between the City of Twin Falls ("CLIENT"), and C.R. Peterson Consulting, LLC, of 610, SW Broadway #308, Portland, Oregon 97205 ("CRPC").

CRPC has a background in community and public transportation planning and design and is willing to provide services to CLIENT based on this background. CLIENT desires to have such services provided by CRPC.

Therefore, the parties agree as follows:

**1. DESCRIPTION OF SERVICES.** Beginning on November 2, 2015, CRPC hereby agrees to provide and perform for CLIENT those services set forth in Exhibit A (collectively, the "Services"). CRPC shall provide at its own expense all support services, including office space and secretarial services, required or appropriate in connection with its performance of the Services.

**2. PAYMENT.** CLIENT will pay CRPC for the Services according to the terms outlined in Exhibit B (the "Project Budget"). Payment shall be made based on an hourly rate for work performed plus any direct costs. CRPC will bill for services in 10-minute increments. Monthly invoices will be submitted outlining the work performed, deliverables prepared, and percent of task completed during the period. Payment is due within 30-days of invoice date.

**3. TASK ORDERS.** Each task outlined in the Services must be approved in writing by CLIENT prior to CRPC's commencement of work.

**4. NEW TASK APPROVAL.** In the event that either party believes that CRPC should perform additional tasks not included in the Services, the parties shall confer on whether such services are needed. If the parties mutually agree that the Services described in Exhibit A should be modified or expanded, the parties will execute a written amendment to this Agreement prior to commencement of a new or modified task.

**5. TERM/TERMINATION.** This Agreement may be terminated by either party immediately upon written notice to the other party.

**6. RELATIONSHIP OF PARTIES.** CRPC is an independent contractor with respect to CLIENT, and not an employee of CLIENT. CLIENT shall not have or exercise any control over the manner and means used by CRPC to perform services under this Agreement. CLIENT will not provide fringe benefits, including health insurance benefits, paid vacation, or any other employee benefit, for the benefit of CRPC. CRPC shall provide and pay all salary, wages, insurance, benefits, and payroll taxes for CRPC and its employees and agents, and will

indemnify and hold harmless CLIENT against any claim or liability (including penalties) resulting from failure of CRPC to pay such taxes or insurance or file any tax returns or employment forms.

**7. EMPLOYEES.** CRPC's employees who perform services for CLIENT under this Agreement shall also be bound by the provisions of this Agreement. CRPC waives any rights to recovery from CLIENT for any injuries that CRPC (and/or CRPC's employees) may sustain while performing services under this Agreement.

**8. INSURANCE.** CRPC shall obtain and maintain during the term of this Agreement workers compensation insurance as prescribed by law, comprehensive general commercial liability insurance covering personal injury and property damage arising out of CRPC's acts or omissions and automobile liability insurance extending to automobiles used in the performance of this Agreement.

**9. NOTICES.** All notices required or permitted under this Agreement shall be in writing and shall be deemed delivered when delivered in person or two business days after deposit in the United States mail, postage prepaid, addressed as follows:

IF for CLIENT:

City of Twin Falls  
Mandi Thompson  
Grant Manager  
321 Second Avenue East  
P.O. Box 1907  
Twin Falls, Idaho 83303-1907

IF for CRPC:

C.R. Peterson Consulting, LLC  
C. Ross Peterson  
Member & Principal  
610 SW Broadway, Suite 308  
Portland, Oregon 97205

Such address may be changed by either party by providing written notice to the other in the manner set forth above.

**10. INCORPORATION OF FEDERALLY MANDATED CLAUSES.** Exhibit C Federally Mandated Terms and Conditions is hereby incorporated into this agreement in its entirety.

**11. ENTIRE AGREEMENT.** This Agreement contains the entire agreement of the parties and there are no other promises or conditions in any other agreement whether oral or written. This Agreement supersedes any prior written or oral agreements between the parties.

**12. NO THIRD PARTY BENEFICIARIES.** The parties do not intend to confer any right or remedy on any third party.

**13. AMENDMENT.** This Agreement may be modified or amended only if the amendment is made in writing and is signed by both parties.

**14. SEVERABILITY.** If any provision of this Agreement shall be held to be invalid or unenforceable for any reason, the remaining provisions shall continue to be valid and enforceable. If a court finds that any provision of this Agreement is invalid or unenforceable, but that by limiting such provision it would become valid and enforceable, then such provision shall be deemed to be written, construed, and enforced as so limited.

**15. WAIVER OF CONTRACTUAL RIGHT.** The failure of either party to enforce any provision of this Agreement shall not be construed as a waiver or limitation of that party's right to subsequently enforce and compel strict compliance with every provision of this Agreement.

**16. APPLICABLE LAW.** This Agreement shall be governed by the laws of the State of Oregon, without regard to choice of law rules. The parties agree that any lawsuit, action or proceeding to enforce or interpret this Agreement shall be brought in the state or federal courts located in Multnomah County, Oregon, and each party irrevocably consents to such jurisdiction. The prevailing party in any lawsuit, action or proceeding shall be entitled to reasonable attorney fees.

**17. INTERRUPTION OF SERVICE.** Either party shall be excused from any delay or failure in performance required hereunder if caused by reason of any occurrence or contingency beyond its reasonable control, including, but not limited to, acts of God, acts of war, fire, insurrection, laws proclamations, ordinances or regulations, strikes, lock-outs or other serious labor disputes, riots, earthquakes, floods, explosions or other acts of nature. The obligations and rights of the party so excused shall be extended on a day-to-day basis for the time period equal to the period of such excusable interruption. When such events have abated, the parties' respective obligations hereunder shall resume, unless the Agreement has been terminated in accordance with Section 5.

**18. ASSIGNMENT.** CRPC's obligations under this Agreement may not be assigned transferred to any other person, firm, or corporation without prior written consent of CLIENT.

**19. LIMITATION OF DAMAGES.** Neither party shall be liable to the other for any incidental, consequential, exemplary or punitive damages, nor for any loss of profits. Further, any damages by CRPC shall be limited to the amount actually paid by CLIENT to CRPC during the six months prior to the event giving rise to such damages.

**20. SIGNATORIES.** This Agreement shall be signed on behalf of CLIENT by Don Hall, Mayor, and on behalf of CRPC by C. Ross Peterson, Member and effective as of the date first above written.

City of Twin Falls

By: \_\_\_\_\_

Name: Don Hall

Title: Mayor, City of Twin Falls

Date: \_\_\_\_\_

C.R. Peterson Consulting, LLC

By: \_\_\_\_\_

C. Ross Peterson

Member

Date: \_\_\_\_\_

## EXHIBIT A - Scope of Work

### Task 1 - Stakeholder Kickoff

Bringing a range of stakeholders together at the beginning of a project helps to ensure their priorities and desired outcomes are woven into the transit development plan. This results in a plan that reflects the community at large, and helps to secure buy-in and ongoing accountability long after the plan is adopted. We will work with Twin Falls to establish a stakeholder group that includes at a minimum transportation providers, human services organizations, regional employers, and advocates for underserved populations.

Once established, we will schedule a kickoff meeting with the stakeholder group. There are two main objectives of the stakeholder kickoff meeting:

- Have an in-depth and open discussion about the various outcomes stakeholders wish to see from the transit development plan. These desired outcomes will continue to be refined throughout the process, but by identifying them early and by maintaining focus on them, we are best able to build buy-in and support for the plan's implementation.
- Identify the most appropriate public engagement strategies for the residents of Twin Falls.

#### *Assumed Responsibilities:*

- *Twin Falls: Identify and invite appropriate representatives for the stakeholder group, attend and participate in kickoff meeting.*
- *CRPC: Schedule kickoff meeting, issue a meeting agenda for advance review, and prepare meeting notes, clearly stating any follow up actions (with due dates) by participant.*

#### *Deliverable:*

- *Stakeholder Kickoff meeting summary*

### Task 2 - Public Engagement Plan

In this task we will develop a public engagement plan based around the strategies identified in the kickoff meeting. The final outreach plan will include multiple activities to engage public feedback throughout the project timeline. Outreach activities to be considered that have been successfully implemented in past projects include:

- Intercept surveys
- Town hall meetings
- Interactive community workshops
- Targeted focus groups
- Key informant interviews

Outreach activities will be conducted at specific points, including Task 5: Options Analysis, and Task 6: Draft Recommendations.

#### *Assumed Responsibilities:*

- *Twin Falls: Provide guidance on outreach activities, opportunities for public engagement.*
- *CRPC: Provide Public Engagement plan.*

*Deliverable:*

- *Public Engagement plan*

### **Task 3 - Existing Conditions**

In this task we will build upon the desired outcomes from the kickoff meeting, providing a clearer picture of where Twin Falls currently is in relation to where it wants to be.

We will perform a high-level inventory and assessment of existing transportation services, including TRANS IV and other human service transportation programs available in the region. We will look at estimated transit demand compared to actual ridership to see how well the current transit system is performing, and look for gaps in service for specific populations or geographic regions.

*Assumed Responsibilities:*

- *Twin Falls: Provide existing transportation inventories, data sources, and necessary contacts.*
- *CRPC: Produce Existing Conditions memo and summarized inventory of transportation resources.*

*Deliverable:*

- *Existing Conditions memo*

### **Task 4 - Peer Cities and Best Practices**

In this task we will look at high-performing transit systems implemented by other comparable cities around the country. This assessment includes variables such as service type (on-demand, fixed-route, dial-a-ride, etc.), governance and operations (public agency in-house, private entity contract, independent non-profit, etc.), system capacity, fare structure, funding, and service standards. The lessons learned would be collected into a series of up to 3 mini case studies.

We will also provide a landscape scan of the externalities influencing transit development today. The landscape scan will include topics such as the current federal funding climate, proliferation of accessible technology, disruptive transportation technology platforms, and the shifting digital divide.

Combined, the case studies and landscape scan provide a set of future-forward best practices that illustrate potential steps towards meeting the desired outcomes for the project.

*Assumed Responsibilities:*

- *CRPC: Produce Best Practices memo, including review of peer cities and landscape scan.*

*Deliverable:*

- *Best Practices memo*

### **Task 5 - Options Analysis**

In this task we will present and contrast different options for providing transit services in Twin Falls. Potential options could differ on a number of factors, including service type (on-demand,

fixed-route dial-a-ride, etc.), governance and operations (public agency in-house, private entity contract, independent non-profit, etc.), capacity, cost, rate structure, funding, and implementation timeline.

We will evaluate each option based on how well each achieves the stated desired outcomes guiding the plan. Each evaluation will include a cost estimate for that option. The options would be presented to the stakeholder group as well as to the public through the public engagement plan. In support of this task we anticipate coming to Twin Falls for three days, including a meeting with the stakeholder group and multiple outreach activities.

*Assumed Responsibilities:*

- *Twin Falls: Assist with implementing outreach activities according to Public Engagement plan.*
- *CRPC: Produce Options Analysis memo, perform outreach activities according to Public Engagement plan.*

*Deliverable:*

- *Options Analysis memo with cost estimates*

## **Task 6 - Draft Recommendations**

In this task we will present the draft recommendations for feedback from the client, the stakeholder group, and the public. This task will include a working session with the stakeholder group, a public hearing, a 30-day public comment period, and a presentation to the city council.

*Assumed Responsibilities:*

- *Twin Falls: Assist with implementing outreach activities according to Public Engagement plan.*
- *CRPC: Produce Draft Recommendations memo, perform outreach activities according to Public Engagement plan.*

*Deliverable:*

- *Draft Recommendations memo*

## **Task 7 - Final Transit Development Plan**

In this task we will present the final transit development plan and submit it for adoption. The final plan will be lean and digestible, but will tell the story of the planning process and provide a detailed implementation roadmap. Certain details about process and findings, like specific results of the public outreach plan, will be separated out into appendices for easy navigation.

*Assumed Responsibilities:*

- *Twin Falls: Distill feedback from stakeholders to provide a single set of comments on draft plan.*
- *CRPC: Produce Final Transit Development Plan*

*Deliverable:*

- *Transit Development Plan*

## EXHIBIT B – Project Budget

Compensation is to be paid based on an hourly rate for work performed. CRPC will bill for services in 10-minute increments. CRPC’s current hourly billing rates are as follows:

- C. Ross Peterson, AICP, MBA, Principal \$170
- Jeremy Dalton, Transportation Planning and Policy Associate \$120
- Ashley Riehl, NEMT Program Administrator \$80
- Transportation Planning and Policy Intern \$50

Direct cost incurred specifically for this project including mileage reimbursement for travel, lodging, meals and photocopying will be billed at our cost.

The following estimate is illustrative and non-binding. Time will only be billed when incurred. This means we may bill more or less for individual tasks. The estimate is used to establish a not-to-exceed budget for the entire project. The not-to-exceed amount may be increased through a mutually agreed written addendum.

| LABOR ESTIMATE                     | C. Ross Peterson (\$170) | Jeremy Dalton (\$120) | Ashley Riehl (\$80) | CRPC Intern (\$50) | Total           |
|------------------------------------|--------------------------|-----------------------|---------------------|--------------------|-----------------|
| <b>Task 1: Kickoff</b>             | 8                        | 24                    | 4                   | 0                  | \$4,560         |
| <b>Task 2: Outreach Plan</b>       | 2                        | 24                    | 0                   | 10                 | \$3,720         |
| <b>Task 3: Existing Conditions</b> | 2                        | 46                    | 0                   | 30                 | \$7,360         |
| <b>Task 4: Best Practices</b>      | 8                        | 32                    | 0                   | 30                 | \$6,700         |
| <b>Task 5: Options Analysis</b>    | 6                        | 36                    | 4                   | 30                 | \$7,160         |
| <b>Task 6: Draft Plan</b>          | 12                       | 44                    | 4                   | 30                 | \$9,140         |
| <b>Task 7: Final Plan</b>          | 8                        | 22                    | 4                   | 30                 | \$5,820         |
| <b>LABOR TOTAL</b>                 | <b>46</b>                | <b>228</b>            | <b>16</b>           | <b>160</b>         | <b>\$44,460</b> |

| DIRECT COSTS ESTIMATE        | Unit Cost | Unit Quantity | Total          |
|------------------------------|-----------|---------------|----------------|
| <b>Airfare</b>               | 250       | 5             | \$1,250        |
| <b>Rental Car</b>            | 150       | 4             | \$600          |
| <b>Gas</b>                   | 65        | 4             | \$260          |
| <b>Lodging</b>               | 125       | 8             | \$1,000        |
| <b>Printing</b>              | 400       | 1             | \$400          |
| <b>Shipping</b>              | 200       | 1             | \$200          |
| <b>Meals</b>                 | 35        | 16            | \$560          |
| <b>DIRECT EXPENSES TOTAL</b> |           |               | <b>\$4,270</b> |

|                      |                 |
|----------------------|-----------------|
| <b>PROJECT TOTAL</b> | <b>\$48,730</b> |
|----------------------|-----------------|

Monthly invoices will include a tally of hours worked, a description of work performed, receipts for direct costs incurred and cumulative billings for the term of the contract. Payment is due within 30-days of invoice date.

## **EXHIBIT C – Federally Mandated Terms and Conditions**

THE FOLLOWING TERMS AND CONDITIONS ARE MANDATED BY THE FEDERAL TRANSPORTATION ADMINISTRATION.

### **1.0 ENERGY CONSERVATION REQUIREMENTS – 49 CFR Part 18**

VENDOR agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

### **2.0 ACCESS TO RECORDS AND REPORTS – 18 CFR 18.36 (i), 49 CFR 633.17**

2.1 Where the Purchaser is not a State but a local government and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 CFR 18.36(i), the VENDOR agrees to provide the Purchase, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the VENDOR which are directly pertinent to this Contract for the purposes of making audits, examinations, excerpts and transcriptions. VENDOR also agrees, pursuant to 49 CFR 633.17 to provide the FTA Administrator or his authorized representatives including any Project Management Oversight Contractor access to VENDOR's records and construction sites pertaining to major capital project, defined at 49 C.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311.

2.2 Where the Purchaser is a State and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 CFR 633.17, VENDOR agrees to provide the Purchase, the FTA Administrator or his authorized representatives, including any PMO Contractor, access to the VENDOR's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311. By definition, a major capital project excludes contracts of less than the simplified acquisition threshold currently set at \$100,000.

2.3 Where the Purchases enters into a negotiated Contract for other than a small purchase or under the simplified acquisition threshold and is an institution of higher education, a hospital or other non-profit organization and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 CFR 19.48, VENDOR agrees to provide the Purchaser, FTA Administrator, the Comptroller General of the United States or any of their duly authorized representatives with access to any books, documents, papers and record of the VENDOR which are directly pertinent to this Contract for the purposes of making audits, examinations, excerpts and transcriptions.

- 2.4 Where any Purchaser which is the FTA Recipient or s subgrantee of the FTA Recipient in accordance with 49 U.S.C. 5325(a) enters into a contract for a capital project or improvement (defined at 49 U.S.C. 5302(a)1 through other than competitive bidding, the VENDOR shall make available records related to the contract to the Purchase, the Secretary of Transportation and the Comptroller General or any authorized officer or employee of any of them for the purposes of conducting an audit and inspection.
- 2.5 VENDOR agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
- 2.6 VENDOR agrees to maintain all books, records, accounts and reports required under this Contract for a period of not less than five years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case VENDOR agrees to maintain same until the Purchaser, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals claims or excerpctions related thereto. Reference 49 CFR 18.39(i)(11).
- 2.7 FTA does not require the inclusion of these requirements in subcontracts.

### 3.0 FEDERAL CHANGES – 49 CFR Part 18

VENDOR shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchase and FTA, as they may be amended or promulgated from time to time during the term of this Contract. VENDOR’s failure to so comply shall constitute a material breach of this Contract.

### 4.0 NO GOVERNMENT OBLIGATION TO THIRD PARTIES

- 4.1 The Purchaser and VENDOR acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Purchaser. VENDOR, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.
- 4.2 VENDOR agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

5.0 PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS – 49 CFR Part 31 18 U.S.C. 1001, 49 U.S.C. 5307

- 5.1 VENDOR acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U. S. C. § § 3801 et seq. and U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the VENDOR certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this Contract work is being performed. In addition to other penalties that may be applicable, the VENDOR further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the VENDOR to the extent the Federal Government deems appropriate.
- 5.2 VENDOR also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with the project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U. S. C. § 5307(n)(1) on the VENDOR, to the extent the Federal Government deems appropriate.
- 5.3 VENDOR agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

6.0 GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT) – 49 CFR Part 29, Executive Order 12549

- 6.1 This Contract is a covered transaction for purpose of 49 CFR Part 29. As such, the VENDOR is required to verify that none of the VENDOR, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.
- 6.2 VENDOR is required to comply with CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.
- 6.3 By signing and submitting its bid or proposal, the bidder or proposer certifies as follows: The certification in this clause is a material representation of fact relied upon by COUNTY. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to COUNTY, the Federal Government may pursue available remedies, including but

not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

7.0 CIVIL RIGHTS – 29 CFR Part 1630, 41 CFR Parts 60 et seq.

7.1 Nondiscrimination - in accordance with Title VI of the Civil Rights Act, as amended, 42 U. S. C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U. S. C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U. S. C. § 12132, and Federal transit law at 49 U. S. C. § 5332, the VENDOR agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the VENDOR agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

7.2 Equal Employment Opportunity – The following equal employment opportunity requirements apply to the underlying contract:

(a) Race, Color, Creed, National Origin, Sex – In accordance with Title VII of the Civil Rights Act, as amended, 42 U. S. C. § 2000e, and Federal transit laws at 49 U. S. C. § 5332, the VENDOR agrees to comply with all applicable equal employment opportunity requirements of U. S. Department of Labor (U.S. DOL) regulations, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor,,” “ 41 CFR Parts 60 et seq., (which implement Executive Order No. 11246, “Equal Employment Opportunity,” as amended by Executive Order No. 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” 42 U. S. C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The VENDOR agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the VENDOR agrees to comply with any implementing requirements FTA may issue.

(b) Age – In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U. S. C. § § 623 and Federal transit law at 49 U. S. C. § 5332, the VENDOR agrees to refrain from

discrimination against present and prospective employees for reason of age. In addition, the VENDOR agrees to comply with any implementing requirements FTA may issue.

- (c) Disabilities – In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U. S. C. § 12112, the VENDOR agrees that it will comply with the requirement of U.S. Equal Employment Opportunity Commission, “Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act,” 29 CFR Part 1630, pertaining to employment of persons with disabilities. In addition, the VENDOR agrees to comply with any implementing requirements FTA may issue.

7.3 The VENDOR also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

#### 8.0 DISADVANTAGE BUSINESS ENTERPRISES – 49 Part 26

8.1 This Contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, Participation by *Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. The agency’s overall goal for DBE participation is 0%. A separate contract goal has not been established for this procurement.

8.2 The VENDOR shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The VENDOR shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the VENDOR to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as COUNTY deems appropriate. Each subcontract the VENDOR signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

8.3 The successful bidder/offeror will be required to report its DBE participation obtained through race-neutral means throughout the period of performance.

8.4 The VENDOR is required to pay its subcontractors performing work related to this Contract for satisfactory performance of that work no later than 30 days after the VENDOR’s receipt of payment for that work from the COUNTY. In addition, the VENDOR may not hold retainage from its subcontractors. The VENDOR must promptly notify COUNTY, whenever a DBE subcontractor performing work related to this Contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The VENDOR may not terminate any DBE subcontractor

and perform that work through its own forces or those of an affiliate without prior written consent of COUNTY.

#### 9.0 INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth FTA Circular 4220.1E are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The VENDOR shall not perform any act, fail to perform any act, or refuse to comply with any COUNTY requests which would cause COUNTY to be in violation of the FTA terms and conditions.

#### 10.0 TERMINATION FOR CONVENIENCE

The County may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the Government's best interest. The Contractor shall be paid its costs, including contract close-out cost, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to the County to be paid the Contractor. If the Contractor has any property in its possession belonging to the County, the Contractor will account for the same, and dispose of it in the manner the County directs.

#### 11.0 TERMINATION FOR DEFAULT (BREACH OR CAUSE)

- 11.1 If the Contractor does not deliver supplies in accordance with the Contract delivery schedule, or, if the Contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the Contract, the County may terminate this Contract for default. Termination shall be effected by serving a notice of termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will only be paid the Contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the Contract.
- 11.2 If it is later determined by the County that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the County, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a termination for convenience.
- 11.3 Opportunity to Cure – The County in its sole discretion may, in the case of a termination for breach or default, allow the Contractor five working days (or such longer period as County may authorize in writing in which to cure the defect. In such case, the notice of termination will state the time period in which cure is

permitted and other appropriate conditions. If the Contractor fails to remedy to the County's satisfaction, the breach or default of any of the terms, covenants, or conditions of this Contract within ten (10) working days,, after receipt by Contractor of written notice from County setting forth the nature of said breach or default, the County shall have the right to terminate the Contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude the County from also pursuing all available remedies against Contractor and its sureties for said breach or default.

11.4 Waiver of Remedies for any Breach in the event that the County elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Contract, such waiver by County shall not limit County's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Contract.

## 12.0 PROVISIONS FOR RESOLUTION OF DISPUTES, BREACHES, OR OTHER LITIGATION - 49 CFR Part 18, FTA Circular 4220.1E

12.1 Disputes – Disputes arising in the performance of this Contract which are not resolved by agreement of the parties shall be decided in writing by the authorized representative of County's Contract Program Manager. This decision shall be final and conclusive unless within ten (10) days from the date of receipt of this copy, the Contractor mails or otherwise furnishes a written appeal to the County Contract Program Manager. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the County Contract Program Manager shall be binding upon the Contractor and the Contractor shall abide by the decision.

12.2 Performance During Dispute – Unless otherwise directed by County, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

12.3 Claims for Damages – Should either party to the Contract suffer injury or damage to person or property because of any act of omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury of damage.

12.4 Remedies – Unless this Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between County and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which County is located.

12.5 Rights and Remedies – The duties and obligations imposed by the Contract documents and the rights and remedies available thereunder shall be in addition to

and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the County or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

### 13.0 LOBBYING

Contractors who apply or bid for an award of \$100,000 or more shall file the certification required by 49 CFR part 20 (Exhibit 1), "New Restrictions on Lobbying". Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contracts on its behalf with non- Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.



**Date:** Monday, November 2, 2015 Public Hearing  
**To:** Honorable Mayor and City Council  
**From:** Jacqueline D Fields, City Engineer

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### **Request:**

Consideration of a request to provide input on the Greater Area Twin Falls Transportation Committee's (GTFATC) project priority list.

**Time Estimate:** The staff presentation will take approximately 15 minutes.

### **Background:**

Staff made a presentation to the City Council on October 5, 2015, requesting input on Council priorities for safety and capacity projects developed during the Southeast Twin Falls Corridor Study (Study). In response to questions and comments, the presentation also discussed the proposal for "next steps" with regard to the southeast alternate route. The Study recommendations are attached. Staff recommended prioritizing safety projects first, then capacity projects related to downtown and then capacity projects on north-south arterials, starting at Washington St South and progressing east.

The focus of the conversation, however, was on the fact that the GTFATC has been out of compliance with open meeting laws. City Council deferred providing input on the GTFATC priority list until the Committee addressed compliance and until a public hearing to receive input could occur.

The Committee is a County committee and has a secretary who takes minutes. The Chair requested and received permission from both the County Commissioners and the owner of the meeting place, Idaho Joe's, to post the list of meetings. This has been done. City of Twin Falls volunteered to post the meetings and agenda on a bulletin board near Utility Services in City Hall. At least 48 hours prior to the meetings, the Chair or his designee, will post the agenda at the County and at Idaho Joe's. This process has been initiated and the meeting of October 13, 2015, was properly noticed.

The public meeting, and any decision making that occurs, requires a quorum. The GTFATC did not have a quorum for at least a few months during the summer. The Chair researched decisions that had been made within the statute of limitations that could be applicable (180 days) and found that only 1 decision had been made. In May, Keller made a presentation to the GTFATC regarding draft conclusions. After discussion, it is determined that the team who should review the Study should be comprised of members of those jurisdictions directly affected: the City of Twin Falls, The City of Kimberly and the Twin Falls Highway District (TFHD). A motion was made to form a review team that included Rob Wright (Kimberly), Dave Burgess (TFHD) and myself. The motion was unanimously approved. Since this was an illegal decision, the GTFATC voted to void the decision at the meeting of October 13, 2015. The concept of a review team and the composition of the team could be addressed at a future meeting.

The GTFATC addressed the priority list of projects. Several projects were recommended for addition. These recommendations were incorporated into the priority list after a vote by the members. The draft minutes are not yet prepared. It has been a common practice to review the approved priority list at the next meeting. It is anticipated that the final list will be reviewed and that GTFATC may be willing to consider amendments at the meeting of November 10, 2015.

**Regulatory Impacts:**

None

**Budget Impacts:**

None

**Conclusion:**

Staff recommends prioritizing safety project first, then capacity projects related to the downtown core and then capacity projects on north-south arterials, starting at Washington St South and progressing east.

**Attachments:**

1. Staff agenda item from October 5, 2015 w/o attachments
2. Safety
3. Capacity
4. 7.6 Next Steps from the Study



**Date:** Monday, October 5, 2015  
**To:** Honorable Mayor and City Council  
**From:** Jacqueline D Fields, City Engineer

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**Request:**

Consideration of a request to provide input on the Greater Area Twin Falls Transportation Committee's (GTFATC) project priority list.

**Time Estimate:**

The staff presentation will take approximately 30 minutes. Gary Young, Chair of the GTFATC, will be available to talk about the Committee's open meeting law compliance and address questions associated with the Southeast Twin Falls Corridor Study.

**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, one of the products was a proposal for localized safety and capacity improvements. These were presented to the GTFAC for concurrence and are summarized in the first 2 attachments.

There are 3 projects in or near the City that should be considered for safety or other highway funds:

- I-2 Advanced Warning Beacon on the south leg of the Washington St. South (SH-74) and Orchard intersection,
- I-7 Addition/replacement of signal heads on Kimberly Rd (US-30) & Locust to allow protected movements,
- I-3 Install left turn bays on Kimberly Rd (US-30) at 3300 E.

These are all worthy and potentially equal projects. Staff priority is I-3, I-7 then I-2. I-3 is directly related to strategic plan goal "Objective PC2.1B: Review transportation infrastructure, including truck routes, that supports industrial land uses to determine how the City can work with the region to improve the systems." even though 3300 E is not a truck route.

There are numerous capacity projects (9 of the 10) that affect the City directly. Many of these projects included State Highway roads. The funding for these could be state funding or a combination of funds. Shoshone St., Blue Lakes and Washington St. South projects fall into this category. Staff believes that

The strategic plans as a couple of goals that address capacity in the form of emergency response time vs. congestions and in the form of maintaining our roadways through appropriate maintenance. In addition, there is "Objective PC1.2A: Address the impact of U.S. Highway 30 on downtown and determine how we can work with partners such as ITD to improve the system. " Projects that support this goal, at least somewhat indirectly, include I-8, I-9, I-11, I-13.

S-4 and S-2 are significant capacity project. S-4 on Washington St S is a widening of SH-74 and S-2 is communal jurisdiction project. Sections of that project are under ITD or TF Highway District jurisdiction. Eastland from US-30 to Orchard, specifically the railroad underpass is also a worthy improvement.

Staff suggests prioritizing the downtown related improvement (I-8, 9, 11 & 13) first and placing the north south arterial capacity projects on the list with Washington ST S first, then Blue Lakes and finally Eastland.

Placing a 4-way stop condition at the intersection of Orchard and Blue Lakes has been discussed between the TF Highway District and the City as an effective near term solution.

**Conclusion:**

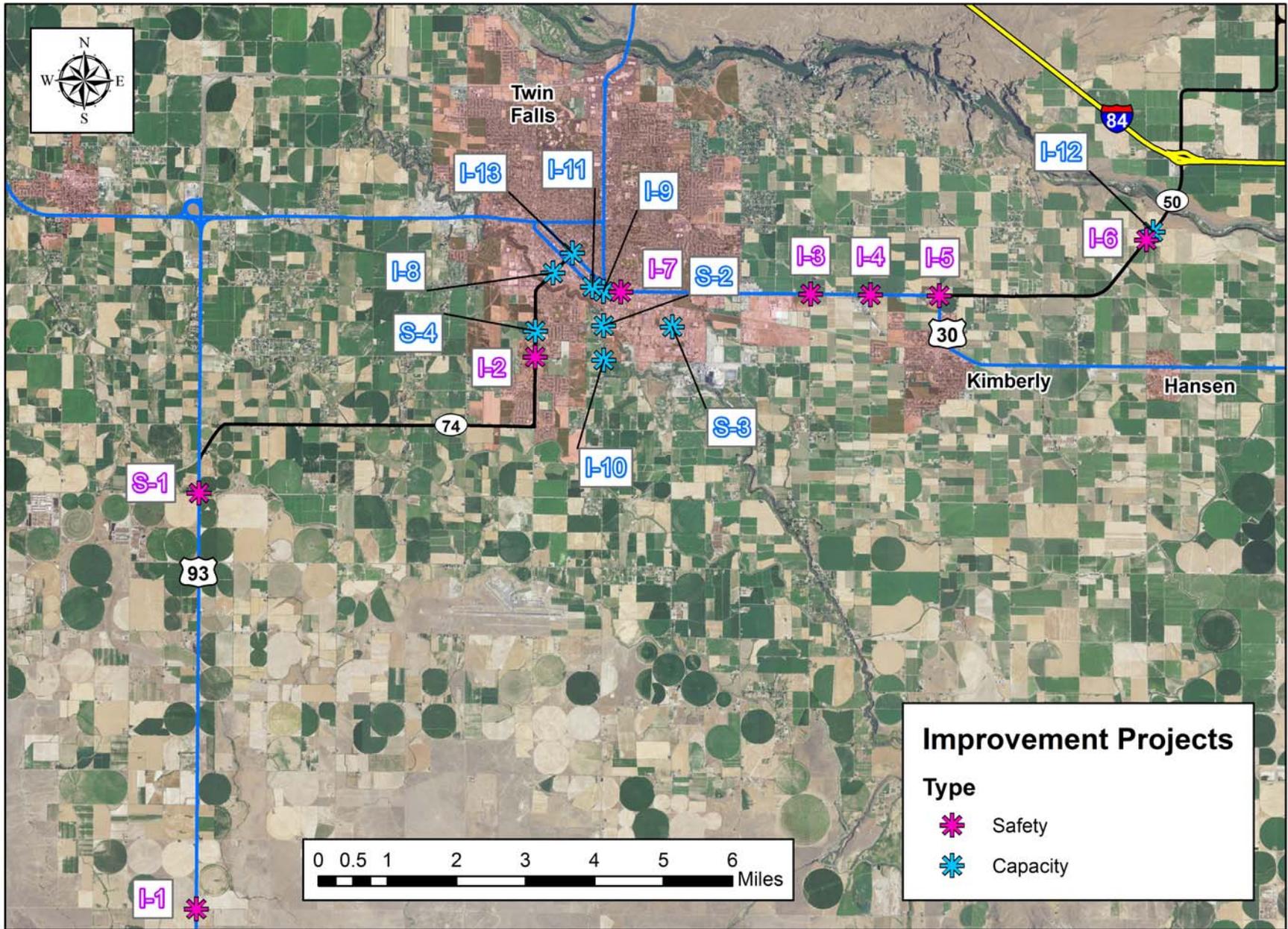
Staff recommends prioritizing safety project first, then capacity projects related to the downtown core and then capacity project on north-south arterials, starting at Washington St South and progressing east.

**Attachments:**

1. Safety
2. Capacity
3. SE TF Alt Route discussion
4. Cleaver email dated 7/31/15

# 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

I-13

I-11

I-9

I-12

I-8

I-7

S-2

I-3

I-4

I-5

I-6

S-4

74

I-2

S-3

30

S-1

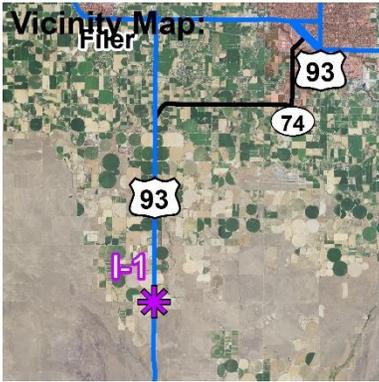
I-10

93

I-1

84

50



|  |                 |                |              |
|--|-----------------|----------------|--------------|
| <b>Safety Project:</b>                               |                 |                | Key No.      |
| <b>US 93 &amp; 2900 N (North of Hollister)</b>       |                 |                | <b>I - 1</b> |
| 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><b>Safety Issues:</b></p> <ul style="list-style-type: none"> <li>• Total of two crashes related to intersection.</li> <li>• One fatal head-on crash caused by failure to yield by driver on southbound US 93 turning left.</li> <li>• One Injury B angle crash caused by northbound motorist going straight. No contributing circumstances mentioned.</li> <li>• No intersection warning signs exist in either direction.</li> <li>• High heavy vehicle volume.</li> <li>• 60 mph speed limit.</li> <li>• Narrow 3' shoulders.</li> </ul> | <p><b>Conclusion:</b></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><b>Recommended Improvements:</b></p> <ol style="list-style-type: none"> <li>1. 14' wide left turn lanes should be added to both northbound and southbound US 93.</li> <li>2. Shoulder should be increased for the entire corridor from 3' to 6'.</li> <li>3. Other improvements include installing an advanced intersection warning sign with solar powered flashing amber beacons.</li> </ol> |
|--|---|

|  |                  |   |              |   |  |                         |          |              |          |              |           |                             |                  |
|--|------------------|---|--------------|---|--|-------------------------|----------|--------------|----------|--------------|-----------|-----------------------------|------------------|
| <p><b>Traffic Data:</b></p> <p>5-year Crash Summary</p> <table border="1"> <tr> <td>Total:</td> <td>2</td> </tr> <tr> <td>Fatal &amp; "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><b>Cost Estimate:</b></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><b>Total Estimated Cost</b></td> <td><b>\$281,000</b></td> </tr> </table> <p><b>Benefit/Cost Ratio:</b> 43.63 (combined)</p> | Preliminary Engineering | \$40,000 | Right-of-Way | \$23,000 | Construction | \$218,000 | <b>Total Estimated Cost</b> | <b>\$281,000</b> |
| Total:   | 2                |   |              |   |  |                         |          |              |          |              |           |                             |                  |
| Fatal & "A":   | 1                |   |              |   |  |                         |          |              |          |              |           |                             |                  |
| Preliminary Engineering  | \$40,000         |   |              |   |  |                         |          |              |          |              |           |                             |                  |
| Right-of-Way   | \$23,000         |   |              |   |  |                         |          |              |          |              |           |                             |                  |
| Construction   | \$218,000        |   |              |   |  |                         |          |              |          |              |           |                             |                  |
| <b>Total Estimated Cost</b>  | <b>\$281,000</b> |   |              |   |  |                         |          |              |          |              |           |                             |                  |

**I-1 US 93 and 2900 N**

Project No.

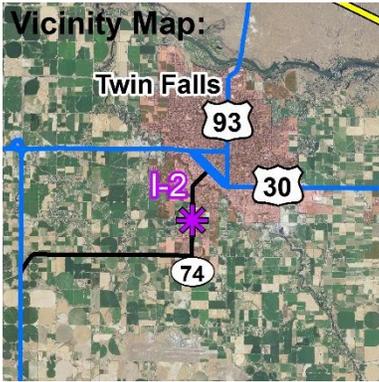
Key No. I-1

September 22, 2014

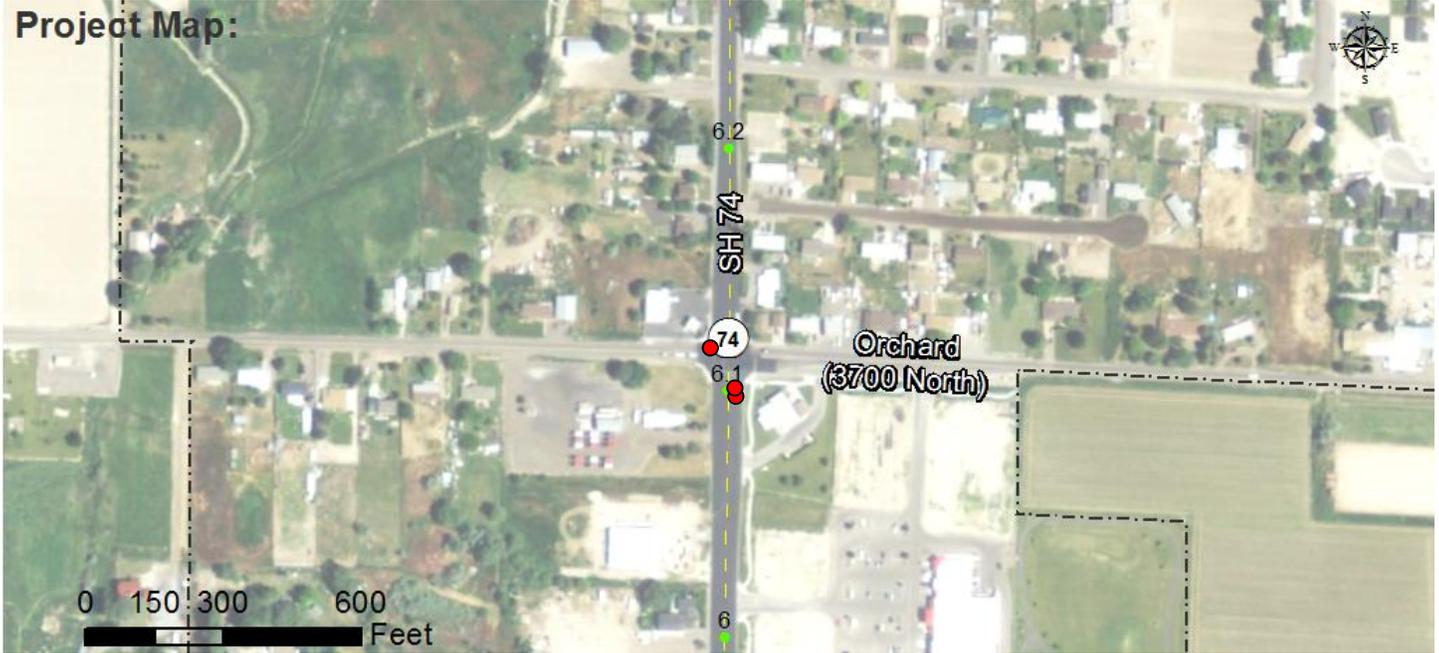
**PRE-DESIGN**

## 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         |
| <b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>              |      |                  |             | <b>\$156,000</b> |
| Mobilization   | %    | 10%              | \$ 15,600   | \$15,600         |
| Contingency  | %    | 10%              | \$ 17,160   | \$17,160         |
| Construction Engineering & Inspection                            | %    | 15%              | \$ 28,314   | \$28,314         |
| <b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b> |      |                  |             | <b>\$218,000</b> |
| Design   | %    | 18%              | \$ 39,240   | \$39,240         |
| Right-of-Way   | LS   | 1                | \$ 23,000   | \$23,000         |
| <b>TOTAL (Rounded up to the nearest \$1,000)</b>                 |      |                  |             | <b>\$281,000</b> |



|   |                 |                |              |
|---|-----------------|----------------|--------------|
| <b>Safety Project:</b>  |                 |                | Key No.      |
| <b>SH 74 (Washington) &amp; 3700 North (Orchard)</b>            |                 |                | <b>I – 2</b> |
| 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><b>Safety Issues:</b></p> <ul style="list-style-type: none"> <li>Total of eight crashes related to intersection.</li> <li>All crashes since the signal installation have been in northbound or southbound direction with exception of a westbound alcohol impaired crash.</li> <li>Two of eight crashes occurred before traffic signal installation.</li> <li>Four angle crashes caused by failure to yield, inattention, or failure to obey signal.</li> <li>Rear-end crash in southbound direction on SH 74 involving vehicle following too close and/or inattention.</li> <li>Same direction turning crash caused by southbound motorist turning right.</li> <li>No intersection warning signs exist in either direction on SH 74 that was the major leg of the previous two-way stop controlled intersection.</li> </ul> | <p><b>Conclusion:</b></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><b>Recommended Improvements:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol> |
|---|---|

|   |                 |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |
|---|-----------------|---|--------------|---|--|-------------------------|---------|--------------|------|--------------|----------|-----------------------------|-----------------|----------------------------|-------------|
| <p><b>Traffic Data:</b></p> <p>5-year Crash Summary</p> <table border="1"> <tr> <td>Total:</td> <td>8</td> </tr> <tr> <td>Fatal &amp; "A":</td> <td>3</td> </tr> </table> <p>SH 74 ADT: 10000</p> <p>Orchard Dr. ADT: low</p> | Total:          | 8 | Fatal & "A": | 3 | <p><b>Cost Estimate:</b></p> <table border="1"> <tr> <td>Preliminary Engineering</td> <td>\$5,000</td> </tr> <tr> <td>Right-of-Way</td> <td>\$00</td> </tr> <tr> <td>Construction</td> <td>\$21,000</td> </tr> <tr> <td><b>Total Estimated Cost</b></td> <td><b>\$26,000</b></td> </tr> <tr> <td><b>Benefit/Cost Ratio:</b></td> <td><b>1.63</b></td> </tr> </table> | Preliminary Engineering | \$5,000 | Right-of-Way | \$00 | Construction | \$21,000 | <b>Total Estimated Cost</b> | <b>\$26,000</b> | <b>Benefit/Cost Ratio:</b> | <b>1.63</b> |
| Total:  | 8               |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |
| Fatal & "A":  | 3               |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |
| Preliminary Engineering   | \$5,000         |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |
| Right-of-Way  | \$00            |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |
| Construction  | \$21,000        |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |
| <b>Total Estimated Cost</b>   | <b>\$26,000</b> |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |
| <b>Benefit/Cost Ratio:</b>  | <b>1.63</b>     |   |              |   |  |                         |         |              |      |              |          |                             |                 |                            |             |

I-2 SH 74 and Orchard Dr

Project No.

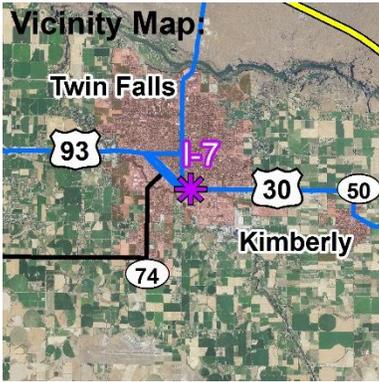
Key No. I-2

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           |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |             | <b>\$15,000</b> |
| Mobilization  | %    | 10%              | \$ 1,500    | \$1,500         |
| Contingency   | %    | 10%              | \$ 1,650    | \$1,650         |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 2,723    | \$2,723         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |             | <b>\$21,000</b> |
| Design  | %    | 20%              | \$ 4,200    | \$4,200         |
| Right-of-Way  | LS   | 0                |             | \$0             |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |             | <b>\$26,000</b> |



|   |                 |                |              |
|---|-----------------|----------------|--------------|
| <b>Safety Project:</b>  |                 |                | Key No.      |
| <b>US 30 (Kimberly Rd) &amp; Locust Street</b>                    |                 |                | <b>I - 7</b> |
| 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.

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

**I-7 US 30 and Locust St.**

Project No.

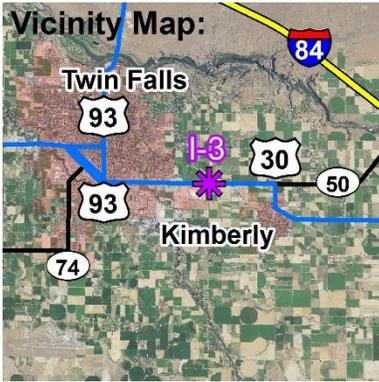
Key No. I-7

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           |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |              | <b>\$43,000</b> |
| Mobilization  | %    | 10%              | \$ 4,300     | \$4,300         |
| Contingency   | %    | 10%              | \$ 4,730     | \$4,730         |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 7,805     | \$7,805         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |              | <b>\$60,000</b> |
| Design  | %    | 15%              | \$ 9,000     | \$9,000         |
| Right-of-Way  | LS   | 0                |              | \$0             |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |              | <b>\$69,000</b> |



|   |                 |                |              |
|---|-----------------|----------------|--------------|
| <b>Safety Project:</b>  |                 |                | Key No.      |
| <b>US 30 (Kimberly Rd) &amp; 3300 East</b>                    |                 |                | <b>I - 3</b> |
| 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><b>Safety Issues:</b></p> <ul style="list-style-type: none"> <li>Total of seven crashes related to intersection.</li> <li>Four angle crashes caused by failure to yield by motorists on southbound or northbound 3300 E. Rd.</li> <li>Two rear-end crashes in westbound or eastbound direction of US 30 caused by following too close and slowing to turn.</li> <li>No intersection warning signs exist in either direction on US 30.</li> <li>A four foot wide painted median exists between two through lanes in each direction.</li> <li>No turn lanes providing refuge for left turning traffic.</li> <li>Slightly elevated high volume four lane highway could be deceiving for traffic judging distances especially when stopped for long periods waiting for a gap.</li> <li>"Stop Ahead" signs on 3300 E Road may be too far away from intersection.</li> </ul> | <p><b>Conclusion:</b></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><b>Recommended Improvements:</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>Relocate "Stop Ahead" advanced warning signs and install solar powered flashing amber beacons on 3300 E.</li> </ol> |
|--|--|

|                      |       |                             |                  |
|----------------------|-------|-----------------------------|------------------|
| <b>Traffic Data:</b> |       | <b>Cost Estimate:</b>       |                  |
| 5-year Crash Summary |       | Preliminary Engineering     | \$30,000         |
| Total:               | 7     | Right-of-Way                | \$00             |
| Fatal & "A":         | 2     | Construction                | \$147,000        |
| US 30 ADT:           | 10500 | <b>Total Estimated Cost</b> | <b>\$177,000</b> |
| 3300 E Road          | low   | <b>Benefit/Cost Ratio:</b>  | 6.75 (combined)  |

**I-3 US 30 and 3300 E**

Project No.

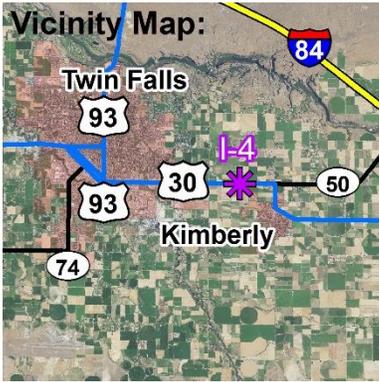
Key No. I-3

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         |
| <b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>              |      |                  |             | <b>\$105,000</b> |
| Mobilization   | %    | 10%              | \$ 10,500   | \$10,500         |
| Contingency  | %    | 10%              | \$ 11,550   | \$11,550         |
| Construction Engineering & Inspection                            | %    | 15%              | \$ 19,058   | \$19,058         |
| <b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b> |      |                  |             | <b>\$147,000</b> |
| Design   | %    | 20%              | \$ 29,400   | \$29,400         |
| Right-of-Way   | LS   | 0                |             | \$0              |
| <b>TOTAL (Rounded up to the nearest \$1,000)</b>                 |      |                  |             | <b>\$177,000</b> |



|   |                 |                |              |
|---|-----------------|----------------|--------------|
| <b>Safety Project:</b>                            |                 |                | Key No.      |
| <b>US 30 (Kimberly Rd) &amp; 3400 East</b>        |                 |                | <b>I - 4</b> |
| 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.

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

**I-4 US 30 and 3400 E**

Project No.

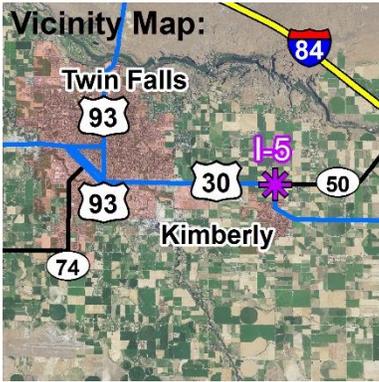
Key No. I-4

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           |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |             | <b>\$9,000</b>  |
| Mobilization  | %    | 10%              | \$ 900      | \$900           |
| Contingency   | %    | 10%              | \$ 990      | \$990           |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 1,634    | \$1,634         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |             | <b>\$13,000</b> |
| Design  | %    | 20%              | \$ 2,600    | \$2,600         |
| Right-of-Way  | LS   | 0                |             | \$0             |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |             | <b>\$16,000</b> |



|  |                 |                |              |
|--|-----------------|----------------|--------------|
| <b>Safety Project:</b>                           |                 |                | Key No.      |
| <b>US 30 (Kimberly Rd) &amp; 3500 East</b>       |                 |                | <b>I - 5</b> |
| 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><b>Safety Issues:</b></p> <ul style="list-style-type: none"> <li>Total of twenty-nine crashes related to intersection.</li> <li>Twenty-six of twenty-nine (26 of 29) crashes occurred prior to traffic signal installation.</li> <li>One C-injury angle crash since signal installed caused by failure to obey signal by motorist on westbound US 30.</li> <li>One C-injury rear-end crash since signal installed in westbound direction of US 30 involving vehicle stopped in traffic.</li> <li>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.</li> <li>No Intersection warning sign exists in eastbound direction on US 30. Westbound intersection warning sign does not have cross street name placard.</li> </ul> | <p><b>Conclusion:</b></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><b>Recommended Improvements:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol> |
|--|--|

|  |                 |   |              |   |   |                         |         |              |      |              |          |                             |                 |
|--|-----------------|---|--------------|---|---|-------------------------|---------|--------------|------|--------------|----------|-----------------------------|-----------------|
| <p><b>Traffic Data:</b></p> <p>Crash Summary (after signal installation)</p> <table border="1"> <tr> <td>Total:</td> <td>3</td> </tr> <tr> <td>Fatal &amp; "A":</td> <td>1</td> </tr> </table> <p>US 30 ADT: 10000</p> <p>3500 E Rd. ADT: moderate</p> | Total:          | 3 | Fatal & "A": | 1 | <p><b>Cost Estimate:</b></p> <table border="1"> <tr> <td>Preliminary Engineering</td> <td>\$6,000</td> </tr> <tr> <td>Right-of-Way</td> <td>\$00</td> </tr> <tr> <td>Construction</td> <td>\$30,000</td> </tr> <tr> <td><b>Total Estimated Cost</b></td> <td><b>\$36,000</b></td> </tr> </table> <p><b>Benefit/Cost Ratio:</b> 0.79</p> | Preliminary Engineering | \$6,000 | Right-of-Way | \$00 | Construction | \$30,000 | <b>Total Estimated Cost</b> | <b>\$36,000</b> |
| Total:   | 3               |   |              |   |   |                         |         |              |      |              |          |                             |                 |
| Fatal & "A":   | 1               |   |              |   |   |                         |         |              |      |              |          |                             |                 |
| Preliminary Engineering  | \$6,000         |   |              |   |   |                         |         |              |      |              |          |                             |                 |
| Right-of-Way   | \$00            |   |              |   |   |                         |         |              |      |              |          |                             |                 |
| Construction   | \$30,000        |   |              |   |   |                         |         |              |      |              |          |                             |                 |
| <b>Total Estimated Cost</b>  | <b>\$36,000</b> |   |              |   |   |                         |         |              |      |              |          |                             |                 |

**I-5 US 30 and 3500 E**

Project No.

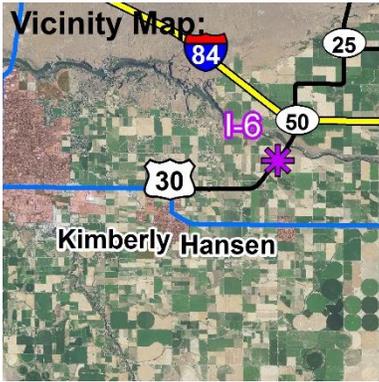
Key No. I-5

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           |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |             | <b>\$21,000</b> |
| Mobilization  | %    | 10%              | \$ 2,100    | \$2,100         |
| Contingency   | %    | 10%              | \$ 2,310    | \$2,310         |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 3,812    | \$3,812         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |             | <b>\$30,000</b> |
| Design  | %    | 20%              | \$ 6,000    | \$6,000         |
| Right-of-Way  | LS   | 0                |             | \$0             |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |             | <b>\$36,000</b> |



|  |                 |                |              |
|--|-----------------|----------------|--------------|
| <b>Safety Project:</b>                                   |                 |                | Key No.      |
| <b>SH 50 &amp; 3800 East</b>                             |                 |                | <b>I - 6</b> |
| 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.

|                      |      |                             |                  |
|----------------------|------|-----------------------------|------------------|
| <b>Traffic Data:</b> |      | <b>Cost Estimate:</b>       |                  |
| 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 | <b>Total Estimated Cost</b> | <b>\$99,000</b>  |
| 3800 E. Rd. ADT      | low  | <b>Benefit/Cost Ratio:</b>  | 26.49 (combined) |

**I-6 SH 50 and 3800 E**

Project No.

Key No. I-6

September 18, 2014

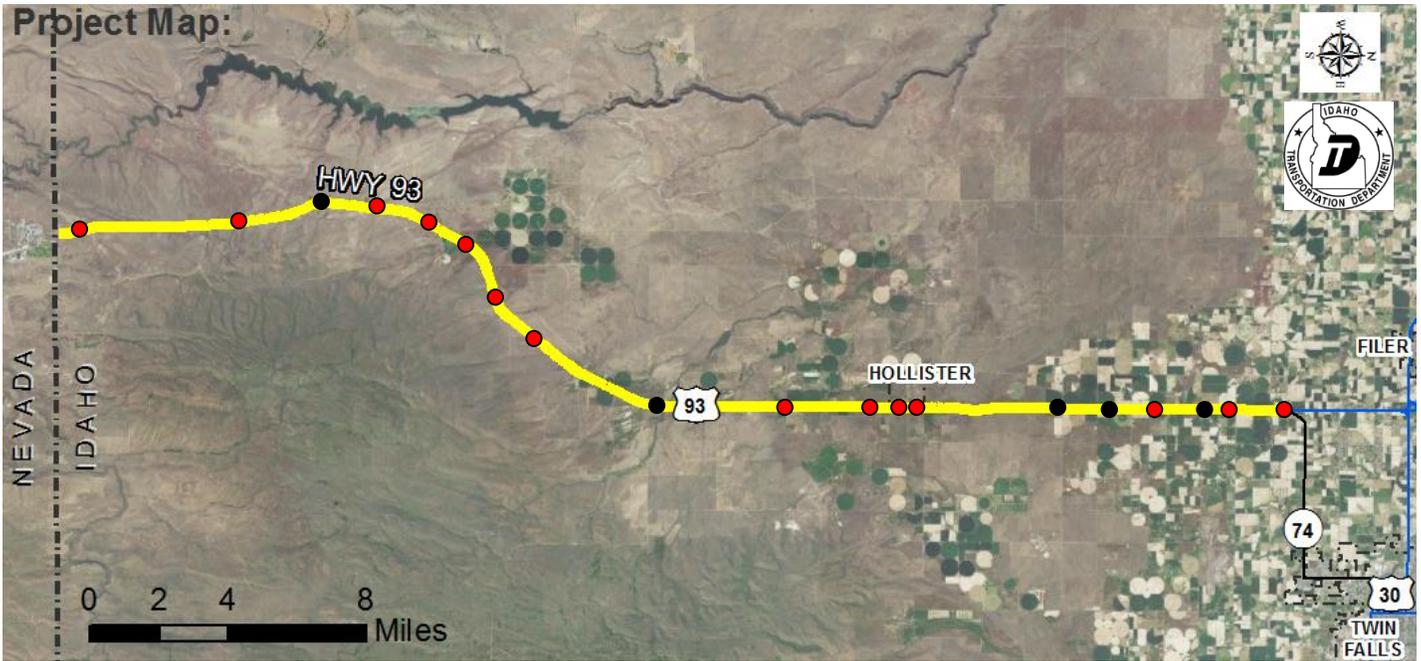
**PRE-DESIGN**

## 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           |
| <b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>              |      |                  |             | <b>\$53,000</b> |
| Mobilization   | %    | 10%              | \$ 5,300    | \$5,300         |
| Contingency  | %    | 10%              | \$ 5,830    | \$5,830         |
| Construction Engineering & Inspection                            | %    | 15%              | \$ 9,620    | \$9,620         |
| <b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b> |      |                  |             | <b>\$74,000</b> |
| Design   | %    | 20%              | \$ 14,800   | \$14,800        |
| Right-of-Way   | LS   | 1                | \$ 10,000   | \$10,000        |
| <b>TOTAL (Rounded up to the nearest \$1,000)</b>                 |      |                  |             | <b>\$99,000</b> |



|  |                 |                |              |
|--|-----------------|----------------|--------------|
| <b>Safety Project:</b>                   |                 |                | Key No.      |
| <b>US 93 (MP 0.0 to MP 38.05)</b>        |                 |                | <b>S - 1</b> |
| 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 rumbles 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'.

|                      |      |                             |                     |
|----------------------|------|-----------------------------|---------------------|
| <b>Traffic Data:</b> |      | <b>Cost Estimate:</b>       |                     |
| 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 | <b>Total Estimated Cost</b> | <b>\$11,481,000</b> |
|                      |      | <b>Benefit/Cost Ratio:</b>  | 1.91                |

**S-1 US 93, MP 0 to MP 38.05**

Project No.

Key No. S-1

September 22, 2014

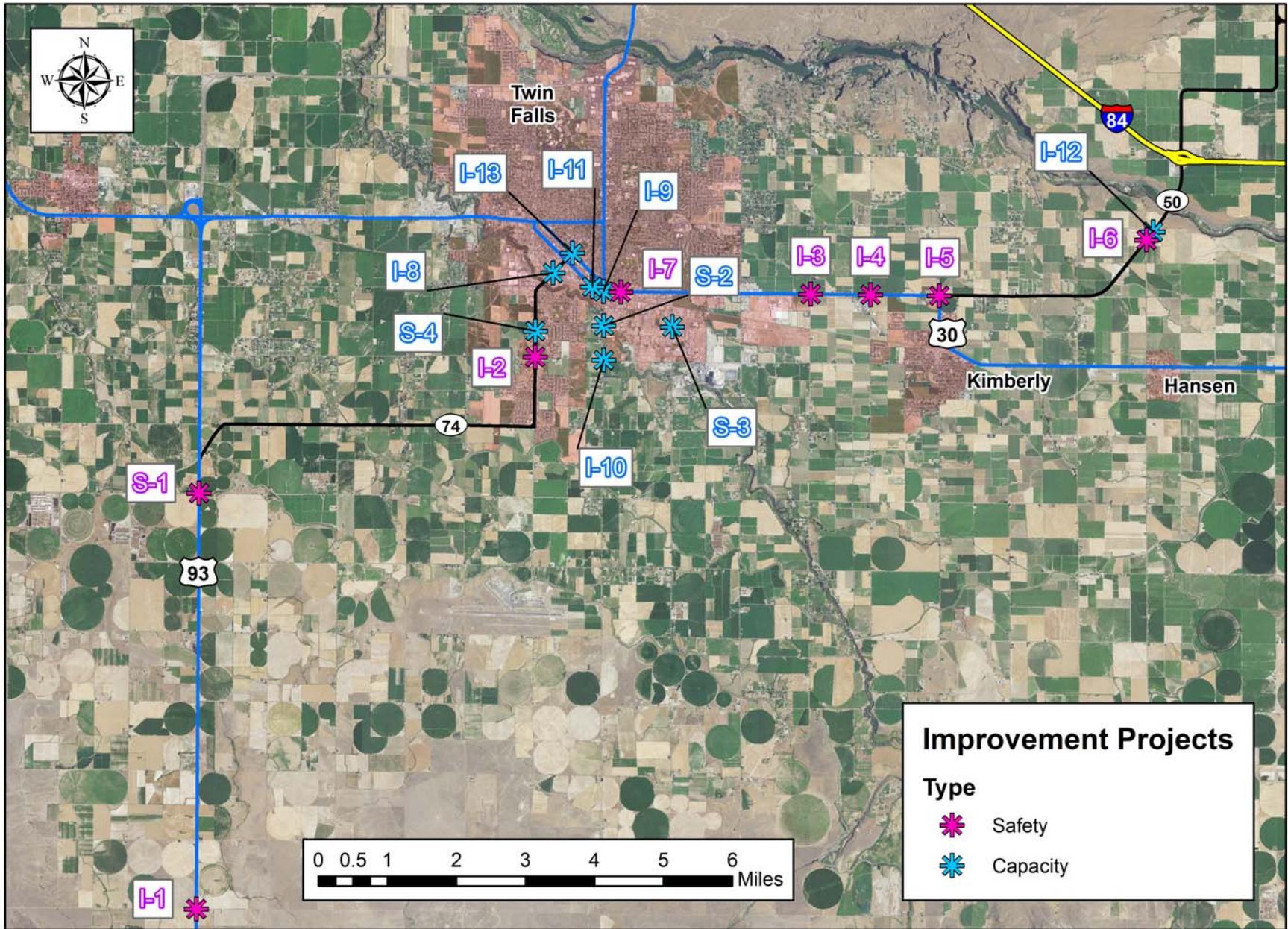
**PRE-DESIGN**

## 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 CI B   | SF   | 363              | \$ 4.00      | \$1,450             |
| Rent Drum CI 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            |
| <b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>              |      |                  |              | <b>\$6,902,000</b>  |
| Mobilization   | %    | 10%              | \$ 690,200   | \$690,200           |
| Contingency  | %    | 10%              | \$ 759,220   | \$759,220           |
| Construction Engineering & Inspection                            | %    | 15%              | \$ 1,252,713 | \$1,252,713         |
| <b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b> |      |                  |              | <b>\$9,605,000</b>  |
| Design   | %    | 10%              | \$ 960,500   | \$960,500           |
| Right-of-Way   | LS   | 1                | \$ 915,000   | \$915,000           |
| <b>TOTAL (Rounded up to the nearest \$1,000)</b>                 |      |                  |              | <b>\$11,481,000</b> |

# Capacity Project List

| Key Number | Location                                   | Project Description   | Estimated Cost |
|------------|--|---|----------------|
| I-8        | Shoshone St & 6 <sup>th</sup> Ave W        | Widens Shoshone St at intersection to add a second northbound Shoshone St left turn lane. Widens 6 <sup>th</sup> 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 <sup>nd</sup> 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 <sup>nd</sup> 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    |



Twin Falls

Kimberly

Hansen

S-1

I-1

93

74

S-4

I-8

I-13

I-11

I-9

I-7

S-2

S-3

I-10

I-3

I-4

I-5

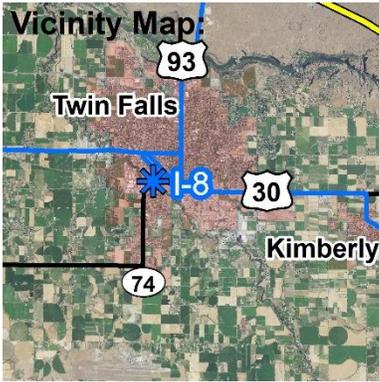
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I-12

84

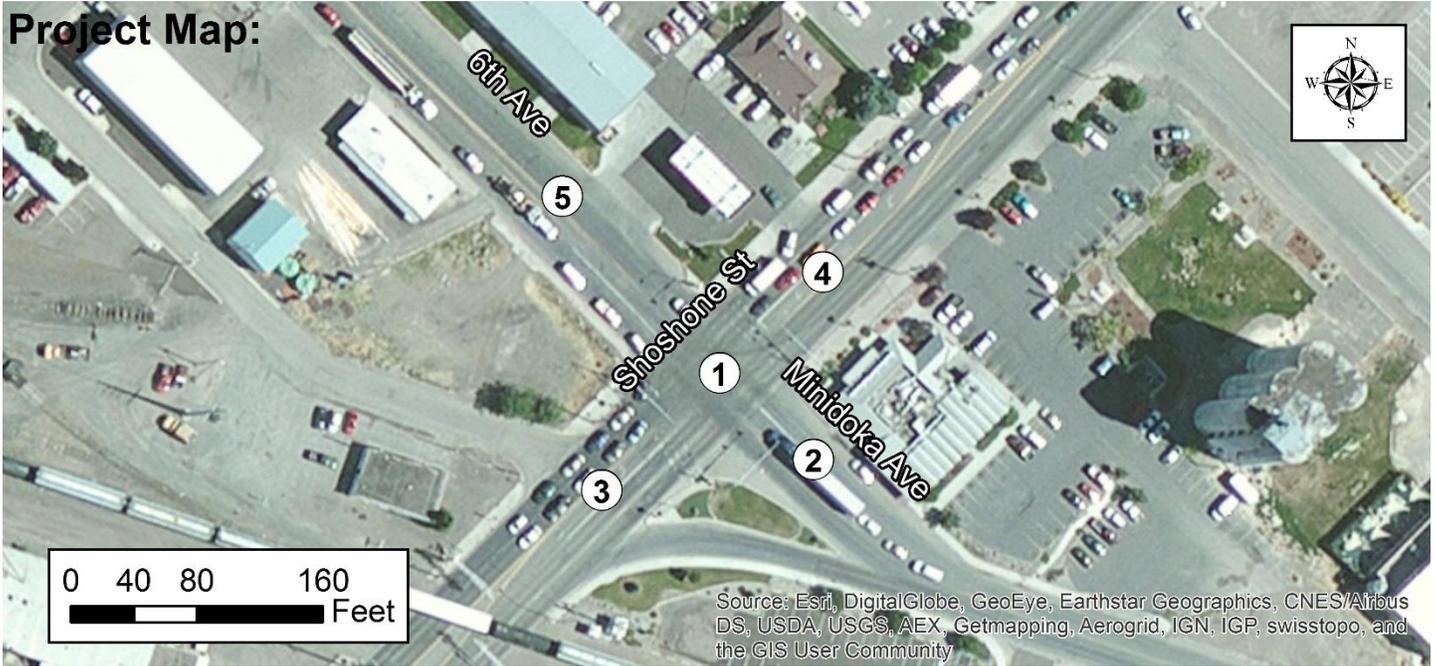
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I-6



|  |                 |                |              |
|--|-----------------|----------------|--------------|
| <b>Capacity Project:</b>                                     |                 |                | Key No.      |
| <b>Shoshone St &amp; 6th Ave W</b>                           |                 |                | <b>I - 8</b> |
| 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 |
| Avg. Intersection LOS | B      | E                     | C                      | Right-of-Way                | \$280,000               |
| ADT                   | 17,300 | 30,100                |                        | Construction                | \$504,000               |
|                       |        |                       |                        | <b>Total Estimated Cost</b> | <b>\$860,000</b>        |
|                       |        |                       |                        | <b>Benefit/Cost Ratio:</b>  | <b>3.61</b>             |

**I-8 Shoshone St and 6th Ave**

Project No.

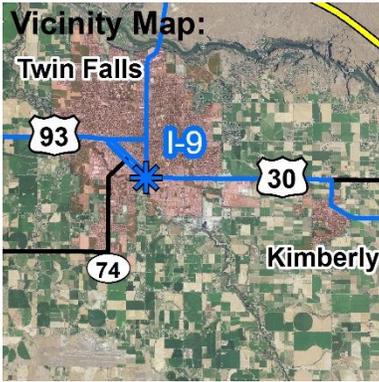
Key No. I-8

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         |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |              | <b>\$362,000</b> |
| Mobilization  | %    | 10%              | \$ 36,200    | \$36,200         |
| Contingency   | %    | 10%              | \$ 39,820    | \$39,820         |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 65,703    | \$65,703         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |              | <b>\$504,000</b> |
| Design  | %    | 15%              | \$ 75,600    | \$75,600         |
| Right-of-Way  | LS   | 1                | \$ 280,000   | \$280,000        |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |              | <b>\$860,000</b> |



|   |                 |                |               |
|---|-----------------|----------------|---------------|
| <b>Capacity Project:</b>  |                 |                | Key No.       |
| <b>Blue Lakes Blvd &amp; US 30 (Kimberly Rd)</b>                                      |                 |                | <b>I – 9a</b> |
| 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><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>• Intersection is currently signalized</li> <li>• Split phasing northbound and southbound</li> <li>• Adequate operation in 2014, with one movement (westbound left) at LOS D and the others at LOS C or better.</li> </ul> <p><b>Projected Future Conditions:</b></p> <ul style="list-style-type: none"> <li>• Undesirable LOS by 2018 (LOS D on at least two movements)</li> <li>• Heavily congested peak hour conditions in 2040</li> <li>• LOS F on southbound through and northbound left lanes in 2040</li> <li>• Westbound left turn bay spillover</li> </ul> | <p><b>Conclusion:</b></p> <p>Not enough lanes to serve future demand. Split phasing is inefficient and causes more congestion.</p> <p><b>Option A: Recommended Short-term Improvements</b></p> <ul style="list-style-type: none"> <li>• Prohibit northbound left turns onto Main St</li> <li>• Optimize signal timing</li> <li>• Improvements can be implemented immediately and maintain acceptable LOS (D on only one movement or better) until 2026</li> </ul> |
|---|---|

|                       |             |                              |                               |                             |                 |
|-----------------------|-------------|------------------------------|-------------------------------|-----------------------------|-----------------|
| <b>Traffic Data:</b>  | <b>2014</b> | <b>2040 w/o improvements</b> | <b>2040 with improvements</b> | <b>Cost Estimate:</b>       |                 |
| 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        |
|                       |             |                              |                               | <b>Total Estimated Cost</b> | <b>\$13,000</b> |
|                       |             |                              |                               | <b>Benefit/Cost Ratio:</b>  | 74.62           |

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

Project No.

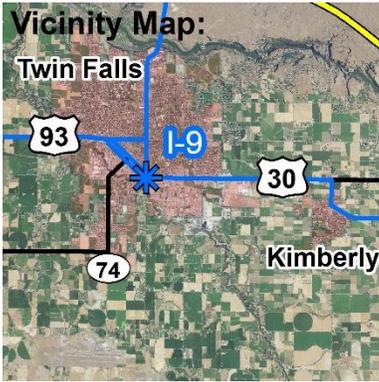
Key No. I-9a

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         |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |             | <b>\$7,000</b>  |
| Mobilization  | %    | 10%              | \$ 700      | \$700           |
| Contingency   | %    | 10%              | \$ 770      | \$770           |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 1,271    | \$1,271         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |             | <b>\$10,000</b> |
| Design  | %    | 30%              | \$ 3,000    | \$3,000         |
| Right-of-Way  | LS   | 0                |             | \$0             |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |             | <b>\$13,000</b> |



|   |                 |                |               |
|---|-----------------|----------------|---------------|
| <b>Capacity Project:</b>  |                 |                | Key No.       |
| <b>Blue Lakes Blvd &amp; US 30 (Kimberly Rd)</b>                                      |                 |                | <b>I – 9b</b> |
| 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 |                 |                |               |



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
- 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.

**Projected Future Conditions:**

- 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

**Conclusion:**

Not enough lanes to serve future demand. Split phasing is inefficient and causes more congestion.

**Option B: Recommended Long-term Improvements**

- 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.

| 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        |
|                       |        |                       |                        | <b>Total Estimated Cost</b> | <b>\$702,000</b> |
|                       |        |                       |                        | <b>Benefit/Cost Ratio:</b>  | <b>11.54</b>     |

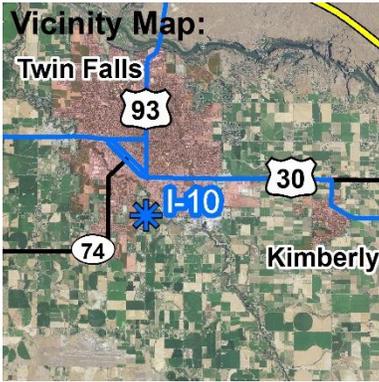
**I-9b Blue Lakes Blvd and US 30 (Kimberly Rd)**

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         |
| <b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>              |      |                  |              | <b>\$378,000</b> |
| Mobilization   | %    | 10%              | \$ 37,800    | \$37,800         |
| Contingency  | %    | 10%              | \$ 41,580    | \$41,580         |
| Construction Engineering & Inspection                            | %    | 15%              | \$ 68,607    | \$68,607         |
| <b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b> |      |                  |              | <b>\$526,000</b> |
| Design   | %    | 15%              | \$ 78,900    | \$78,900         |
| Right-of-Way   | LS   | 1                | \$ 97,000    | \$97,000         |
| <b>TOTAL (Rounded up to the nearest \$1,000)</b>                 |      |                  |              | <b>\$702,000</b> |



|   |                 |                |               |
|---|-----------------|----------------|---------------|
| <b>Capacity Project:</b>  |                 |                | Key No.       |
| <b>Blue Lakes Blvd &amp; Orchard Dr</b>                             |                 |                | <b>I – 10</b> |
| 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        |
|                       |       |                       |                        | <b>Total Estimated Cost</b> | <b>\$656,000</b> |
|                       |       |                       |                        | <b>Benefit/Cost Ratio:</b>  | n/a              |

**I-10 Blue Lakes Blvd and Orchard Dr**

Project No.

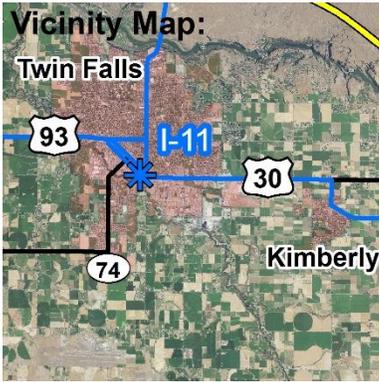
Key No. I-10

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          |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |               | <b>\$403,000</b> |
| Mobilization  | %    | 10%              | \$ 40,300     | \$40,300         |
| Contingency   | %    | 10%              | \$ 44,330     | \$44,330         |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 73,145     | \$73,145         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |               | <b>\$561,000</b> |
| Design  | %    | 15%              | \$ 84,150     | \$84,150         |
| Right-of-Way  | LS   | 1                | \$ 10,000     | \$10,000         |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |               | <b>\$656,000</b> |



|  |                 |                |               |
|--|-----------------|----------------|---------------|
| <b>Capacity Project:</b>   |                 |                | Key No.       |
| <b>Murtaugh St &amp; 2nd Ave S</b>   |                 |                | <b>I – 11</b> |
| 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 <sup>nd</sup> 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 2<sup>nd</sup> Ave S and stop-controlled on Murtaugh St.
- Traffic counts were not collected at the intersection, but trucks are known to travel southwest across 2<sup>nd</sup> 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 2<sup>nd</sup> Ave S as volumes increase.

**Conclusion:**

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

**Recommended Improvements:**

- Collect traffic counts at the intersection.
- If a signal is warranted and does not significantly delay 2<sup>nd</sup> 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 2<sup>nd</sup> Ave S, and the Murtaugh St phase set to call on time delay.
- Improvement serves Murtaugh St truck route at the expense of 2<sup>nd</sup> 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        |
|                       |      |                       |                        | <b>Total Estimated Cost</b> | <b>\$439,000</b> |
|                       |      |                       |                        | <b>Benefit/Cost Ratio:</b>  | n/a              |

**I-11 Murtaugh St and 2nd Ave S**

Project No.

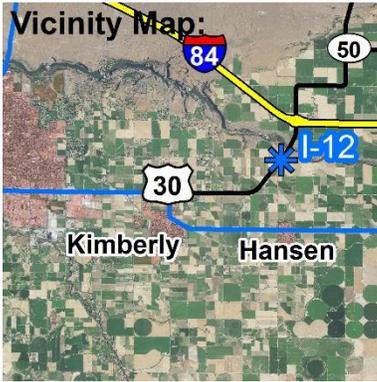
Key No. I-11

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          |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |               | <b>\$270,000</b> |
| Mobilization  | %    | 10%              | \$ 27,000     | \$27,000         |
| Contingency   | %    | 10%              | \$ 29,700     | \$29,700         |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 49,005     | \$49,005         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |               | <b>\$376,000</b> |
| Design  | %    | 15%              | \$ 56,400     | \$56,400         |
| Right-of-Way  | LS   | 1                | \$ 6,000      | \$6,000          |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |               | <b>\$439,000</b> |



|   |                 |                |               |
|---|-----------------|----------------|---------------|
| <b>Capacity Project:</b>                                  |                 |                | Key No.       |
| <b>SH 50 &amp; Addison Ave</b>                            |                 |                | <b>I - 12</b> |
| 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><b>Existing Conditions:</b></p> <ul style="list-style-type: none"> <li>The intersection is currently free flowing on SH 50 and stop-controlled on the Addison Ave approach.</li> <li>Adequate operation in 2014, with all movements at LOS B or above.</li> </ul> <p><b>Projected Future Conditions:</b></p> <ul style="list-style-type: none"> <li>LOS D in 2040 on the left turn from Addison Ave to SH 50, which is acceptable.</li> <li>However, the safety project at SH 50 and N 3800 E will lead to LOS F on the Addison Ave left turn.</li> </ul> | <p><b>Conclusion:</b></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><b>Recommended Improvements:</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>Install after the SH 50 and N 3800 E safety project and when signal warrants are met.</li> <li>Signal reduces delay for Addison Ave traffic and increases delay for SH 50 traffic</li> </ul> |
|--|--|

|                       |             |                              |                               |                             |                  |
|-----------------------|-------------|------------------------------|-------------------------------|-----------------------------|------------------|
| <b>Traffic Data:</b>  | <b>2014</b> | <b>2040 w/o improvements</b> | <b>2040 with improvements</b> | <b>Cost Estimate:</b>       |                  |
| 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        |
|                       |             |                              |                               | <b>Total Estimated Cost</b> | <b>\$595,000</b> |
|                       |             |                              |                               | <b>Benefit/Cost Ratio:</b>  | n/a              |

**I-12 SH 50 and Addison Ave**

Project No.

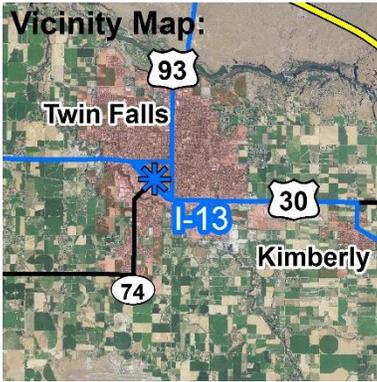
Key No. I-12

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         |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |               | <b>\$371,000</b> |
| Mobilization  | %    | 10%              | \$ 37,100     | \$37,100         |
| Contingency   | %    | 10%              | \$ 40,810     | \$40,810         |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 67,337     | \$67,337         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |               | <b>\$517,000</b> |
| Design  | %    | 15%              | \$ 77,550     | \$77,550         |
| Right-of-Way  | LS   | 0                |               | \$0              |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |               | <b>\$595,000</b> |



|  |                 |                |               |
|--|-----------------|----------------|---------------|
| <b>Capacity Project:</b>                                       |                 |                | Key No.       |
| <b>Shoshone St &amp; 2nd Ave N</b>                             |                 |                | <b>I – 13</b> |
| 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        |
|                       |        |                       |                        | <b>Total Estimated Cost</b> | <b>\$14,000</b> |
|                       |        |                       |                        | <b>Benefit/Cost Ratio:</b>  | 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         |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |             | <b>\$7,000</b>  |
| Mobilization  | %    | 10%              | \$ 700      | \$700           |
| Contingency   | %    | 10%              | \$ 770      | \$770           |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 1,271    | \$1,271         |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |             | <b>\$10,000</b> |
| Design  | %    | 35%              | \$ 3,500    | \$3,500         |
| Right-of-Way  | LS   | 0                |             | \$0             |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |             | <b>\$14,000</b> |



|  |                 |                |              |
|--|-----------------|----------------|--------------|
| <b>Capacity Project:</b>   |                 |                | Key No.      |
| <b>Blue Lakes Blvd (US 30 to Orchard Dr)</b>                             |                 |                | <b>S – 2</b> |
| 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.

|                      |             |                              |                               |                             |                    |
|----------------------|-------------|------------------------------|-------------------------------|-----------------------------|--------------------|
| <b>Traffic Data:</b> | <b>2014</b> | <b>2040 w/o improvements</b> | <b>2040 with improvements</b> | <b>Cost Estimate:</b>       |                    |
| 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        |
|                      |             |                              |                               | <b>Total Estimated Cost</b> | <b>\$3,086,000</b> |
|                      |             |                              |                               | <b>Benefit/Cost Ratio:</b>  | <b>0.78</b>        |

**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           |
| <b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>              |      |                  |              | <b>\$1,466,000</b> |
| Mobilization   | %    | 10%              | \$ 146,600   | \$146,600          |
| Contingency  | %    | 10%              | \$ 161,260   | \$161,260          |
| Construction Engineering & Inspection                            | %    | 15%              | \$ 266,079   | \$266,079          |
| <b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b> |      |                  |              | <b>\$2,040,000</b> |
| Design   | %    | 15%              | \$ 306,000   | \$306,000          |
| Right-of-Way   | LS   | 1                | \$ 740,000   | \$740,000          |
| <b>TOTAL (Rounded up to the nearest \$1,000)</b>                 |      |                  |              | <b>\$3,086,000</b> |



|  |                 |                |              |
|--|-----------------|----------------|--------------|
| <b>Capacity Project:</b>   |                 |                | Key No.      |
| <b>Eastland Dr (US 30 to Orchard Dr)</b>                                 |                 |                | <b>S – 3</b> |
| 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        |
|                |       |                       |                        | <b>Total Estimated Cost</b> | <b>\$2,766,000</b> |
|                |       |                       |                        | <b>Benefit/Cost Ratio:</b>  | <b>0.33</b>        |

**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           |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |               | <b>\$1,593,000</b> |
| Mobilization  | %    | 10%              | \$ 159,300    | \$159,300          |
| Contingency   | %    | 10%              | \$ 175,230    | \$175,230          |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 289,130    | \$289,130          |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |               | <b>\$2,217,000</b> |
| Design  | %    | 15%              | \$ 332,550    | \$332,550          |
| Right-of-Way  | LS   | 1                | \$ 216,000    | \$216,000          |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |               | <b>\$2,766,000</b> |

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



|   |                 |                |              |
|---|-----------------|----------------|--------------|
| <b>Capacity Project:</b>  |                 |                | Key No.      |
| <b>Washington St (Highland Ave to Orchard Dr)</b>                                 |                 |                | <b>S – 4</b> |
| 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 |                 |                |              |

**Project Map:**



**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        |
|                |        |                       |                        | <b>Total Estimated Cost</b> | <b>\$3,197,000</b> |
|                |        |                       |                        | <b>Benefit/Cost Ratio:</b>  | 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           |
| <b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>              |      |                  |               | <b>\$1,526,000</b> |
| Mobilization  | %    | 10%              | \$ 152,600    | \$152,600          |
| Contingency   | %    | 10%              | \$ 167,860    | \$167,860          |
| Construction Engineering & Inspection                                   | %    | 15%              | \$ 276,969    | \$276,969          |
| <b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b> |      |                  |               | <b>\$2,124,000</b> |
| Design  | %    | 15%              | \$ 318,600    | \$318,600          |
| Right-of-Way  | LS   | 1                | \$ 754,000    | \$754,000          |
| <b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>                 |      |                  |               | <b>\$3,197,000</b> |

## 7.6 Next Steps

The decision whether to create a SE Alternate Route is a major undertaking that is beyond the scope of this Study. This limited analysis of an alternative route indicated that the existing roadway system will not be adequate to serve the anticipated traffic in SE Twin Falls within the next 40 years. However, this Study had limited public involvement and outreach. The public outreach that occurred consisted of interviews with commercial drivers and business, and a brief presentation at a chamber of commerce luncheon, with limited elected official involvement. In addition, a comprehensive origin and destination study was not conducted for this analysis. Based on the limited public outreach and the lack of an origin and destination study, it is recommended that the following next steps should be taken to determine if a SE Alternate Route is needed and desired.

- Public Involvement – An extensive public involvement effort should be conducted that engages both the general population and elected officials. The outreach should focus on three areas:
  1. Provide information to the general public, stakeholders, and elected officials regarding this study, current traffic issues, proposed improvement projects to the current roadway system, and projected traffic and population growth areas. Present information on possible alternative routes and impacts, along with roadway lane configurations, right-of-way widths, speed limits, and access management policies.
  2. Solicit public input to determine willingness to preserve right-of-way for a SE Alternate Route.
  3. Communicate decisions regarding a SE Alternate Route to the public.
- Origin and Destination Study – Complete a comprehensive origin and destination study. The study area should include all of Twin Falls County south of I-84, and encompasses the cities of Twin Falls, Kimberly, Hansen, and Hollister.
- Twin Falls Highway District Transportation Plan Update – Further analyze the need for a SE Alternate Route in an update to the Twin Falls Highway District Transportation Plan. The analysis should be based on information and input obtained from the public involvement process and origin and destination study. If the analysis and public involvement indicate the need for a SE Alternate Route, select an alignment for the route and establish right-of-way widths, and access management policies for the route. Update the Highway Designation Map to include the selected route and formally adopt the Transportation Plan Update.
- Twin Falls County, Adoption of the Highway Designation Map – If the Twin Falls Highway District formally adopts a SE Alternative Route then Twin Falls County will need to update the Highway Designation Map in accordance with County Code 8-5-2.
- Right-of-Way and Access Preservation – If a SE Alternate Route is adopted, coordinate efforts to preserve right-of-way widths and assess access for proposed land development applications.

Dear City Council Members,

I understand that the City Council has postponed its support of the proposed truck routes on the south side of Twin Falls. In talking to a Highway District employee, a County Commissioner and a City Council Member, there seems to be some questions as to the placement of these proposed routes. As I understand, the entities involved want the new truck route to be a high speed route (60mph) and therefore would limit access to the new roadway

I would like to suggest that the proposed routes do not meet the goals of the comprehensive plan and I would suggest that the three proposed routes would ultimately create a somewhat uncontrolled development in the city's southern area of impact especially where north-south roads intersect the new highway. The proposed highway will divide the future residential areas south of 3700 N and 3600 N from the City proper. The north-south roads are presently becoming more congested, accident prone and with the addition of any one of the proposed routers, traffic congestion within this area may become a reality much sooner than the city anticipates, especially with the addition of a new middle school squarely in the areas of the proposed routes.

I would suggest that as the area south of Twin Falls is developed that the north-south roads may require upgrading to carry the traffic generated by the future residential build up. If the State Highway is developed as proposed it would require those urban arterial roads such as Washington, Blue Lakes and Hankins road to inevitably yield to the state highway, creating zones of congestion that otherwise may not develop or develop more slowly without the proposed highway. Does the City have the resources to provide the infrastructure necessary for the development of roads intersecting the proposed state highway? I would suggest that the proposed highways would unnecessarily burden the city's development of the residential areas and more thoughtful alternatives are available for bypassing truck traffic in and around Twin Falls.

I would suggest that one of the primary duties of the City of Twin Falls is to protect its residents' interests and safety. While the current proposals generally plan to use areas that are mainly agricultural, the City and County have zoned much of area west and south Twin Falls as residential or rural residential including the southern and southwestern area of impact. The proposed highway will displace the property rights of a number of people but also create a nuisance for future residential developments based on noise, fumes, odors and vibration. I would suggest that the proposed highways over time will have increasing truck traffic and that the nuisance associated with that use will affect not only residences in the immediate vicinity of the road but residences hundreds if not thousands of feet from the roadway. Eventually some areas in the residential districts will give way to commercial and industrial development because of the influence of the proposed highway. The problem in the area then becomes similar to the one currently existing in old town with the past exodus of businesses and residences from the area and a depression of property values. I would suggest that Blue Lakes Blvd is suffering or will suffer from the same consequences because of the state highway designation of Poleline Road and

that this designation is drawing the interest in building commercial businesses from roads like Blue Lake Blvd to Poleline Road.

Properly developing the residential areas in south Twin Falls could actually enhance the development of businesses in the downtown area and in the areas stipulated as commercial in the comprehensive plan rather than from the arbitrary placement of a state highway. Also consider that the proposed highways are already impinge by current conditions where the inadequate right of way would hinder its future development into a four lane divided highway without considerable additional cost and hinder the city from developing roads to support traffic for the same obvious reasons, lack of substantial right of way.

I would propose that the residential areas in south Twin Falls be developed generally in an orderly manner without the influence of a state highway dividing the area and within the scope of the current and future comprehensive plans. The obvious and least costly temporary solution is to connect highway 50 to highway 74 at or near 2<sup>nd</sup> Avenue, Minidoka Avenue and Shoshone Street (a temporary 10-25 years life before congestion renders the route untenable)

The route that seemingly provides the best benefits to the City of Twin Falls would be a roadway much closer to the airport both in providing access to the southern portion of the area of impact but provides viable access to the airport. A roadway in this area would have a substantial longer life than a road closer to Twin Falls. The roadway in this area could be built with limited access and higher speed providing a more mobility oriented road as opposed to a road closer to the city which would be used partially for access (slower speeds) and partially for mobility.

I would propose that 3300 N should be the baseline for a state highway for the following reasons;

One, 3300 N is a natural extension of the east-west portion of US highway 30 near Murtaugh, As congestion around Twin Falls increases the new highway (3300 N) could be extended between 3800 East and Highway 30 near Murtaugh bypassing Twin Falls, Kimberly, Kimberly Road, Second Avenues and Addison. This route could provide high speed travel from the Burley Area to Highway 93 and subsequently south to Nevada or north to the Buhl area via the existing roads west of Twin Falls.

Two, I would propose that a route using 3300 North would initially connect from highway 93 passing south of the airport through farm ground to 3800 East then North on 3800 East through Hansen and across existing US 30 (Hansen) to the intersection at Highway 50 near Addison. The Intersection at Addison, 3800 East and Highway 50 would be reconfigured to a typical near 90 degree intersection which corrects a dangerous configuration that now exists with the possible inclusion of a traffic control device. 3800 East is already a popular route for trucks going to and from agricultural and industrial areas and for accessing other destinations including interstate 84.

Three, the area south of the airport could be zoned for commercial or industrial uses with a growing readily available workforce within cycling, walking, or short commuting distance. Having an industrial-commercial area close to but outside of residential areas minimizes conflicts between zoned areas, minimizes vehicle miles and congestion. A commercial area near the airport would be a desirable location for businesses requiring air travel airport hangers and airport access. A waste water treatment

plant (or pretreatment plant) could be built to service the area of impact and commercial areas near the airport and provide effluent water for commercial, industrial and residential uses.

Four, the 3300 N highway would enhance access to the airport. Obviously as the general area grows in population the ability to access the airport will become more important. The Washington route to the airport can be lengthy and time consuming and will become more congested as the area is developed. The 3300 N route could necessarily move some airport traffic from Washington and other north-south routes. Also consider that the north-south portion of Highway 74 is nearly fully developed and additional traffic control devices and lower speed limits may be needed for safety and congestion. In addition if Highway 74 is extended east will the north-south route lose its state highway designation and then its maintenance becomes the authority of the local entity namely the City of Twin Falls/Twin Falls Highway District much like Blue Lakes Blvd South.

Five, North-south roads will serve as access roads for the airport, to residential areas and provide low speed access to and from industrial areas near the city and provide access to any proposed new highway. These roads include Eastland, Hankins and 3300 east should provide low speed access rather than the high speed access current proposed on 3300 E (state truck route) and would minimize noise impacts and constitutional issues to residents on these roads.

Six, with the natural future extension of this (3300 N) state highway from 3800 east to the Murtaugh area, a bridge could be built over the Snake River between Murtaugh and Burley to provide interstate access not only to Highway 93 but also for alternative truck routes to the Burley area. Highway 30(Main Street) and Overland Avenue in and around Burley have ever increasing traffic demands to access the industrial areas around Burley including and especially those roads west of Burley. This 3300 N route could effectively create a bypass for some if not all truck traffic traveling city roads in Burley and a number of roads in the Twin Falls area. The interchange on Interstate 84 at Kasota Road already exists and could provide north-south access to the highway30/3300 N highway proposal providing an alternate route away from city/county streets which seems to be the ultimate goal of the proposed Twin Falls State Highway routes. A future bridge to Kasota road would delay rebuilding/replacing the Hansen Bridge to a higher capacity bridge and at a much lower cost. I do not believe the current proposals (3600 N or 3700 N) consider the consequences for a substantial increase in traffic over the Hansen Bridge nor consider the future requirement for increased capacity.

Seven, The route would be viable for 50 years or more primarily because of the agricultural nature along this route and lower cost of substantial right of way width. It could be said that the City of Twin Falls would not impact this roadway by development for the immediate future, while the current proposed routes could be impacted long before the thirty year completion.

Eight, commercial areas could be designated near the north entrance of the airport to provide the services necessary for travelers and local residences and would become more viable as the area to the south of Twin Falls is developed and the 3300 N highway south of the airport is built.

Nine, as suggested in the above elements, the highway would be a substantial alternative route as the areas around Twin Falls develops and congests and provide a fast effective transportation route not only

for Twin Falls but to surrounding areas including Burley, Paul, Rupert including viable access to highway 93 and areas west of 93. As opposed to the current proposals where as the area grows in population and businesses, Highway 50 east of Kimberly will need major improvements with the increasing traffic including a major construction of the Hansen Bridge. I would suggest that Highway 50/Kimberly Road between Twin Falls and Kimberly Road will continue to grow with businesses and will have significant impact on access and congestion.

Ten , I have not personally looked at the area where the 3300 N route would cross Road Creek but on Google maps it looks like it is somewhat flatter and may have lower cost impact than a canyon crossing in a developed area at 3600 N.

Eleven, the current proposed Highway routes will create an artificial barrier for Law Enforcement, Medical and Fire Department vehicles accessing areas south of the 3600 N, therefore extending the time required for those services to reach those areas. The resulting longer access time could in the future require those services to be stationed south of 3600 N rather than appropriately based on the population in the area if properly developed.

For the above reasons I will not now or in the future support any of the proposed routes in the 3700 N or 3600 N areas.

Richard Carney