CITY OF FILER
TRANSPORTATION PLAN

April 2009

J-U-B ENGINEERS, Inc.

Acknowledgments

Special recognition goes to the following individuals, who represented and supported the City of Filer during the transportation planning effort.

Bob Templeman, Mayor

Jay Fort, Previous Mayor

Don Barkley, Councilmember

Suellen Lammers, Councilmember

Bob Parent, Councilmember

Darin Stoddard, Councilmember

Shari Hart, Clerk-Treasurer

Buddy Compher, Public Works/Fire Chief

Tracy Ahrens, City Engineer

DATE: 4/7/09
EXP: 12/31/09

This Transportation Plan for the City of Filer was officially adopted by the Filer City Council on 4-7-09 **by Resolution Number** 586

CITY OF FILER
TRANSPORTATION PLAN

Prepared for the

City of Filer

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Filer, Idaho 83328

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ACRONYMS

Transportation Plan Acronyms	
AADT	Annual Average Daily Traffic
CIP	Capital Improvement Plan
FY	fiscal year
GARVEE	Grant Anticipation Revenue Vehicle
ITD	Idaho Transportation Department
LHTAC	Local Highway Technical Assistance Council
LOS	level(s) of service
mph	miles per hour
mvm	million vehicle-miles
PMP	Pavement Management Plan
SH	State Highway
STIP	Statewide Transportation Improvement Program
EIRR	Eastern Idaho Railroad
Pavement Management Plan Acronyms	
DMI	distance measuring instrument
FHWA	Federal Highway Administration
GIS	Geographic Information System
GPS	Global Positioning System
LTAP	Local Technical Assistance Program
RSL	remaining service life
TAMS	Transportation Asset Management System
UDOT	Utah Department of Transportation

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OVERVIEW

INTRODUCTION

The City of Filer was founded in 1906, at the end of the Oregon Short Line RR and was originally two small towns close together, Filer and Eldridge, until they merged together and formed one town. The community was named for Walter Filer, general manager of the Twin Falls Canal Company. The Twin Falls County Fairgrounds are located in the city, a place where several local activities occur in the Magic Valley. The City is located off of Highway 30, approximately five miles west of the City of Twin Falls, and is roughly one square mile in size.

TRANSPORTATION STUDY BACKGROUND

The Magic Valley's continued population and employment growth are expected to generate the need for improved mobility and access by all modes of transportation. From 2000 to 2030, it is anticipated that populations in the Twin Falls region (including Gooding County, Jerome County, and Cassia County) will experience an increase of over 40,000 new residents. Accommodating these new residents will place increased capacity demands onto the existing transportation system, as well as provide demand for expansion of the transportation system infrastructure.

The Local Highway Technical Assistance Council (LHTAC) handles many of the local funding requests for new roads and roadway facilities upgrades that will be needed due to the increased population. With limited funds available and construction cost increasing, LHTAC determined that every city and county should have a Transportation Plan with prioritized projects in order to efficiently and economically allocate funds.

A Transportation Plan enables cities and counties to determine and plan for future transportation needs and to acquire adequate rights-of-way. When implemented by the municipality, a Transportation Plan is a means of ensuring that basic road infrastructure and right-of-way will be available when the increased demands on the transportation system warrant improving the existing roadways and constructing new ones.

Purpose of the Transportation Plan

The purpose of a Transportation Plan is as follows:

- Provide guidance for the development of an efficient transportation system to meet existing and future travel needs of the community and adjacent regions
- Provide an official and adopted "transportation" component to a city's comprehensive plan (Idaho Code (IC) 67-6508 for content & IC 67-6509 for adoption)
- Lay out a recommended policy and financial plan for how transportation funds need to be spent, and what projects or programs the City should focus on to provide transportation services for their citizens (in this plan, through the year 2030)
- Recommend improvements for roadways, sidewalks and pedestrian trails, bicycle lanes, and other needed improvements to accommodate future travel demands (in this plan, through the year 2030)

- Provide a Capital Improvement Plan (CIP); in this plan, recommended CIP improvements would be carried out according to the following schedule:
  - Short-range (years 2010 to 2013)
  - Intermediate-range (years 2014 to 2018)
  - Long-range (years 2019 to 2030)
- Provide a Pavement Management Plan for maintaining the existing streets

Benefits of the Transportation Plan

The completed plan provides the following products:

- Identification of transportation system roadway deficiencies
- A 20-year master Transportation Plan with maps
- A Capital Improvement Plan (CIP) with estimated project costs for transportation projects
- The required transportation component of the comprehensive plan (IC 67-6508)
- As the plan is used by the City and updated annually, it can provide structure and guidance for the City's expenditures of resources

THE CITY OF FILER'S TRANSPORTATION PLAN

The City of Filer's transportation plan includes general information and specific components required for transportation planning.

Transportation Plan Update Process

In 2003-2005, Phase I of the Twin Falls County Master Transportation Plan program was completed, resulting in transportation plans for the four highway districts within the county: Buhl, Filer, Murtaugh, and Twin Falls.

By 2005, Phase II of the Twin Falls County Master Transportation Plan Program was initiated to prepare transportation plans for the following communities in Twin Falls County:

- Three Creek Highway District
- Buhl
- Filer
- Hansen
- Hollister
- Kimberly
- Murtaugh

The transportation plans for Three Creek Highway District and the City of Hansen were completed in 2007 and 2008.

Public Involvement to Create the Plan

The process to support the development of the Filer Transportation Plan included several public meetings and workshops with the public, city staff, and elected officials. The goal was to develop support for a transportation plan that would focus on community needs with technical guidance for a transportation system that is functional and achievable. Public involvement is necessary to ensure the future transportation projects in the capital improvement plan are a reflection of the

city's vision, goals and needs. The City's transportation-related visions, goals and policies developed through the process are outlined below.

In May 2005, an initial meeting was organized and conducted by J-U-B project staff with a small group of Filer officials and staff including the previous Mayor, Jay Fort, Public Works/Fire Chief Buddy Compher, and City Clerk, Shari Hart. The purpose was to begin Phase II transportation plan for the City of Filer. JUB staff gave a brief overview of the transportation project and the products for the cities. City representatives utilized a map with future land uses and discussed potential future transportation projects for Filer.

In 2006, J-U-B developed a pavement management plan for the City of Filer, which provided necessary findings and data to further assist the City with determining locations for specific future transportation projects.

In 2006-2008, various work sessions and meetings were held with city staff and community representatives to discuss locations for future transportation projects and progress on the transportation plan.

In 2009, a list of potential future transportation projects was created for the City of Filer for final review and prioritization. Community representatives refined and prioritized the list of future projects, as they felt would address the City's anticipated needs. J-U-B reviewed the projects and prepared a capital improvement plan. The locations of the capital improvement projects are presented on the Future Transportation Projects Map in **Figure 1**.

VISION, GOALS AND POLICIES

The vision, goals and policies outlined in this section are set forth by the City of Filer Comprehensive Plan.

Vision

To provide the citizens of Filer with a safe, planned, and cost-effective transportation network that will preserve the rural character of the town and serve new residential, commercial, and industrial development.

Goals and Policies

Goal No. 1: Provide an efficient transportation system in the City of Filer.

Policies:

- All components of the transportation system shall be coordinated with neighboring jurisdictions and with state and federal programs
- Maintenance and improvement of existing streets shall have priority over construction of new streets
- The City discourages private streets that serve developments, particularly residential areas. Half-width streets are also prohibited
- Standards for the construction of new streets shall be developed, adopted, and adhered to
- Developers shall bear the cost of improvement of new streets dedicated to the City for the purpose of serving new developments

- Developers shall install streets, curbs, sidewalks, street lights, storm drainage, and other appropriate improvements
- Truck routes should be designated
- Develop and implement the Filer Wildcat Greenbelt pathways plan which provides recreation and safe access for all segments of the population

Goal No. 2: Land use decisions shall be reviewed to determine the effect on the transportation system and transportation improvements should be reviewed for their impact on land use.

Policies:

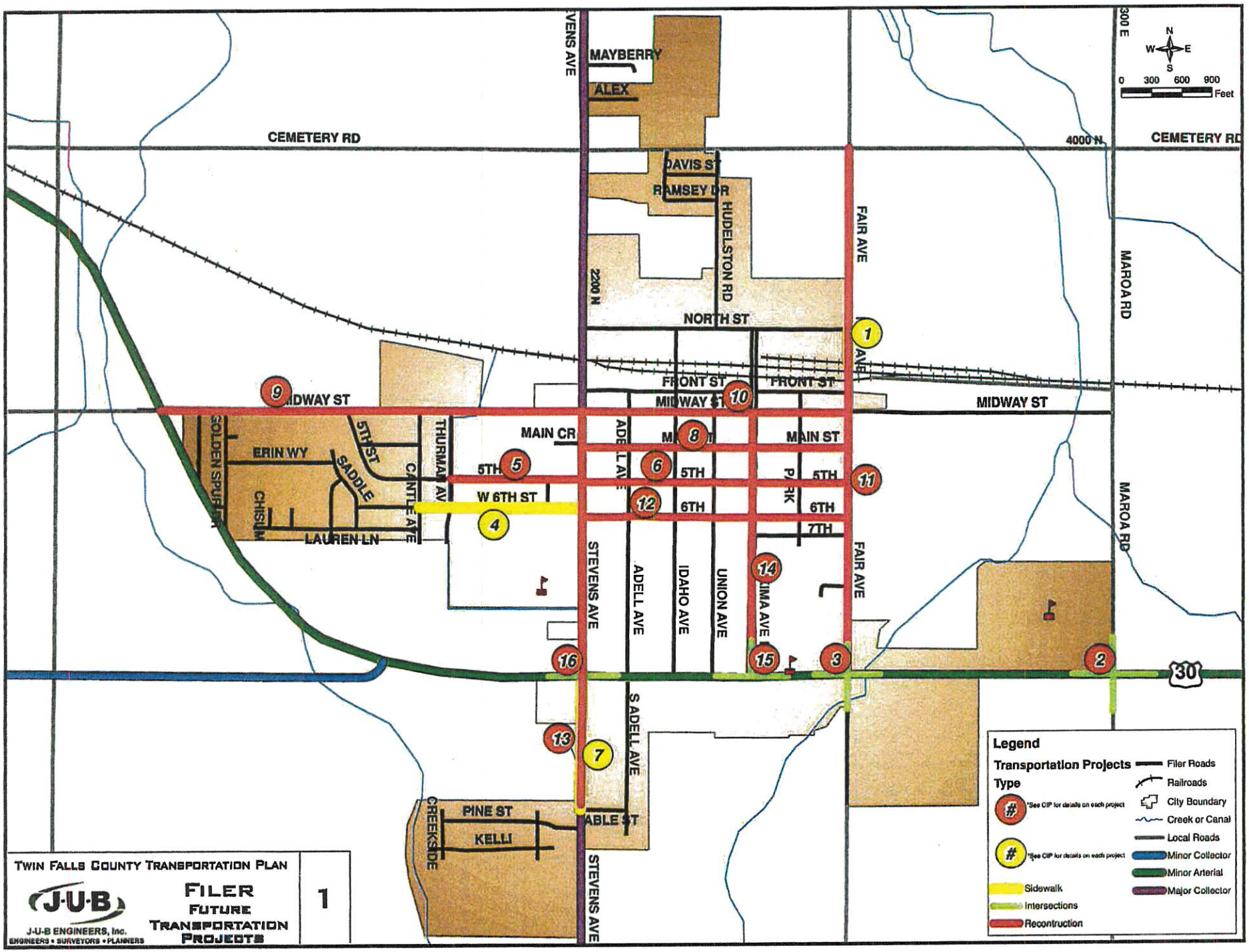
- New development shall be reviewed to determine the effect on existing streets
- Development proposals shall include plans for circulation to assure compatibility and conformance with existing and proposed transportation systems
- The construction of major arterials through new or existing residential developments shall be discouraged
- Developers shall be required to provide a minimum of two off-street parking spaces per housing unit in all new developments
- Careful consideration of the use of traffic controls and regulations shall be made to assure the safety of all traffic and pedestrians

Future Transportation Projects

Table 1 lists the planned transportation projects and prioritization for the City of Filer. The list is based on expected growth and community preference through the public involvement process. **Figure 1** shows the location of the projects. A detailed description including estimated opinion of construction costs for each of the projects identified in **Table 1** is included in the Capital Improvement Plan Section of this report.

Table 1. Future Transportation Projects for the City of Filer

Type of Project	Description and Location	Priority
Roadway Each of these proposed projects will improve the roadways with at least one or more of the following: drainage, curb and gutter, sidewalk, widening, rehabilitation or reconstruction.	5th Street - Thurman Avenue to Stevens Avenue	5
	5th Street - Stevens Avenue to Fair Avenue	6
	Main Street - Stevens Avenue to Fair Avenue	8
	Midway Street - Hwy 30 to Stevens Avenue	9
	Midway Street - Stevens Avenue to Fair Avenue	10
	Fair Avenue - Hwy 30 to 4000 N	11
	6th Street - Stevens Avenue to Fair Avenue	12
	Stevens Avenue - Midway Street to Able Street	13
	Yakima Avenue -Midway Street to Hwy 30	14
Sidewalk Each of these projects aim to enhance the sidewalks, curb and gutter, and to rehabilitate the asphalt concrete.	Fair Avenue - Railroad Tracks to North Street	1
	6th Street - Thurman Avenue to Stevens Avenue	4
	Stevens Avenue - Hwy 30 to Abel Street	6
Signal These projects include installing traffic signals, left hand turning lanes, and will help to ease future traffic build up to cross streets on Hwy 30.	Hwy 30 and 2300 East	2
	Hwy 30 and Fair	3
	Hwy 30 and Yakima	15
	Hwy 30 and Stevens	16


MAYBERRY
ALEX
CEMETERY RD
4000 N
DAVIS ST
RAMSEY DR
HUDELSTON RD
2200 N
NORTH ST
FAIR AVE
MAROA RD
FRONT ST
MIDWAY ST
MAIN CR
MAIN ST
5TH
6TH
7TH
W 6TH ST
ERIN WY
SADDLE
CHISUM
LAUREN LN
CANTLE AVE
THURMAN AVE
ADELL AVE
PARK
STEVENS AVE
IDAHO AVE
UNION AVE
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SADELL AVE
PINE ST
KELLI
CREEKSIDE
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30
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S
0 300 600 900
Feet
Legend
Transportation Projects
Type
*See CIP for details on each project
Filer Roads
Railroads
City Boundary
Creek or Canal
Local Roads
Minor Collector
Minor Arterial
Major Collector
Sidewalk
Intersections
Reconstruction
TWIN FALLS COUNTY TRANSPORTATION PLAN
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FUTURE
TRANSPORTATION
PROJECTS
1

DEMOGRAPHICS AND LAND USE TRENDS

Population

The Twin Falls County area is a regional retail hub for South Central Idaho, and the county population has increased accordingly. Twin Falls County grew around 20 percent during the 1970's and again during the 1990's, and has continued to grow significantly over the last 15 years. In 2008, the population in Twin Falls County was over 71,500. One source has forecasted the Twin Falls County population for 2030 to be 98,012, an increase of about 26,500 county residents. (Sources: *Idaho Economics*, John S. Church; 2000 US Census Bureau)

The Twin Falls County has moved from an unemployment rate of 7.1 percent in 1992 to 4.1 percent in 2001, a notable improvement. The apparent reason for the positive trend is that the economy has diversified considerably. In past years, the Twin Falls economy was tied almost completely to agriculture. However, in the last ten years new light manufacturing operations, call centers, and technology jobs have contributed to economic growth. (Source: *Twin Falls County Profile*, January 2006, Idaho Commerce & Labor)

In 2000, the City of Filer had an estimated population of 1,620 residents, 676 housing units with a median value of $75,200 for owner-occupied housing, and an average household size of 2.58 persons. In 2004, the City of Filer's population was estimated at 1,719. (Source: Idaho Commerce & Labor)

Regional job growth, population influx in surrounding areas, and close proximity to the City of Twin Falls, are indicative that small cities in the Magic Valley will continue to grow. The City of Filer's population is estimated to become 2,440 residents by 2030.

Table 2 shows the actual population changes from 1970 to 2000 for Twin Falls County and its cities. In general, the greatest percentages of increase occurred during the 1970's and 1990's throughout Idaho.

Table 3 shows the current and projected population for the City of Filer based on anticipated Magic Valley growth trends and recent building permit activity in the city. According to recent city records, approximately 25 to 30 new homes per year can be expected in the short term. Estimated population increases are based on an average of 2.4 persons per household.

Long-term projections are more uncertain. Mortgage interest rates, new regional industry, gas prices, and other factors could significantly influence population growth and housing construction. The City of Twin Falls is the major employment and shopping hub in the Magic Valley. If land values within the City of Twin Falls exceed transportation cost, then the City of Filer would be expected to grow faster than current projections assuming that infrastructure (water, sewer, schools, community services, etc.) can be provided by the City. Conversely, if land values in the City of Twin Falls are lower than transportation cost, the City of Filer may not grow as fast as projected in the following tables.

Table 2. Twin Falls County Historic Population (1970-2000)

Area	1970	1980	1990	2000
Buhl	2,975	3,629	3,516	3,985
Castleford	174	191	179	277
Filer	**1,173**	**1,645**	**1,511**	**1,620**
Hansen	415	1078	848	970
Hollister	57	167	144	237
Kimberly	1,557	2,307	2,367	2,614
Murtaugh	124	114	134	139
Twin Falls	21,914	26,209	27,634	34,469
Unincorporated County	13,418	17,587	17,247	19,973
Total Twin Falls County	41,807	52,927	53,580	64,284

Source: U.S. Census Bureau 2000

Table 3. Current and Projected Population (2000-2030)

Area	2000	2008	2010	2020	2030
Filer	1,620	1,880	1,929	2,167	2,440
Twin Falls County	64,284	71,575	74,392	86,158	98,012

Sources: *Idaho Economics*, John S. Church; U.S. Census Bureau 2000

Housing

Table 4 shows the historic and projected number of housing units for the City of Filer. The information is based on population projections and an approximate average of 2.4 persons per household.

Table 4. Historic and Projected Number of Housing Units (1980–2030)

Filer	1980	1990	2000	2010	2020	2030
Total housing units	655	646	676	810	910	1,020
Population	1,645	1,511	1,620	1,929	2,167	2,440

Sources: J-U-B ENGINEERS, Inc.; U.S. Census Bureau 2000

Commuting

A majority of Filer residents drove to work in 2000, which reflects nationwide commuting habits. The average Filer resident's commute to work takes 17.4 minutes, the average commute in Twin Falls County is 16.7 minutes, and the average commute nationally is 26 minutes. (See Table 5.)

Table 5. Commuting Trips in the City of Filer (2000)

Mode of Transportation	Number of Commuters	Percentage (%)
Drove alone—car, truck, or van	594	82.7
Used a carpool—car, truck, or van	92	12.8
Used public transportation	1	0.1
Walked	12	1.7
Other means	13	1.8
Worked at home	6	0.8

Source: 2000 U.S. Census Bureau

Land Use

The City of Filer was a small farming community adjacent to the railroad tracks, and was incorporated in 1906. Today, the City of Filer has spilled over from its original townsite, and new subdivisions and businesses are developing around it. The city's area of impact extends south to 3800 North, north to 4100 East (Pole Line Road), east to 2400 East, and west along the Highway 30 curve.

The City of Filer is comprised of a mix of land uses including agricultural, industrial, commercial and residential. Agricultural land uses are primarily located on the outskirts of the City, and industrial uses surround both sides of the railroad tracks, from Midway Street to the north. Commercial areas are primarily located in the center of the City and also along US 30. Residential land uses are inter-mixed throughout the City, with a majority of residences located near the center of the City, and in the western and southern portions of the City.

TWIN FALLS COUNTY TRANSPORTATION PROJECTS

Twin Falls Area Transportation Plans

For transportation plan analysis, it is important to consider existing transportation plans in the communities and the surrounding region to assure consistency, avoid conflicting street classifications and to increase the potential for joint project efforts. In addition to the seven (7) Transportation Plans created as part of the transportation plan update process, plans adopted by the City of Twin Falls and Twin Falls County Master Transportation Plans were also referenced.

The City of Twin Falls updated their master transportation plan in 2008. Highway 30 provides access to both Twin Falls and Filer; however, there are no future classifications or projects identified by the City of Twin Falls Master Transportation Plan that would offer the opportunity to continue with Filer's transportation plan.

Twin Falls County updated their comprehensive plan in 2008, which also included a transportation component. The transportation section includes basic information relating to existing roadway classifications and a designated bicycle pathway map, as adopted by ITD. There were no proposed roadway reclassifications or future transportation projects identified in the comprehensive plan.

Twin Falls County Transportation Projects

This section describes recent and current transportation projects that affect Twin Falls County and is included to provide perspective for the general area around the City of Filer. The map in **Figure 2** outlines the four County highway district boundaries. It highlights the significant county growth areas (2004) and shows proposed road corridors and truck routes. This map is useful for understanding the context for growth and transportation that the City of Filer works within. A proposed truck route is shown on the map in **Figure 2**, entering the City of Filer from the east on Highway 30. 2100 East is identified as a future traffic study area, and future growth areas are located north and south of the existing city limits (3800 North and 4100 East-Pole Line Road).

US-93 Twin Falls Alternate Route (2005)

Construction on the US-93 Twin Falls Alternate Route began in 2005. The route runs run along Poleline Road (County Road 4100 North) from Blue Lakes Boulevard to 2400 East, then south on 2400 East to connect to US-93 at the US-30/US-93 Interchange. The project was designed to meet the following goals:

- Separate through-traffic on US-93 from traffic using Blue Lakes Boulevard and Addison Avenue in Twin Falls.
- Provide a new US-93 facility to handle both general and truck through-traffic.
- Improve capacity and safety on US-93.
- Control access on the new US-93 corridor to a level that does not conflict with its use as a state highway.
- Consider frontage roads and farm access roads in some locations.
- Separate the railroad crossing from the roadway with an overpass.

Due to funding constraints, the project was divided into phases, with Stage 1 consisting of improvements to Pole Line Road (4100 North) beginning at Blue Lakes Boulevard and continuing about 2-1/4 miles west to just past Grandview Drive (all within the City of Twin Falls city limits). Stage 1 has been constructed, while Stages 2 and 3 are waiting for funding.

Stage 2 is programmed to construct a high speed two lane rural highway that would be capable of supporting large truck volumes between the ending point of Stage 1 and the US-30/US-93 interchange near the city of Filer. The Stage 2 would continue west about 4 miles from the end of Stage 1 and generally follow the Pole Line Road alignment, then turn south on county road 2400 East for about 1-3/4 miles. A new 4-lane bridge will be constructed over Rock Creek on the existing Pole Line Road alignment.

Engineering for Stage 2 has been completed and accepted by the Idaho Transportation Department, and the local Highway Districts are maintaining the sections of Pole Line Road and 2400 East the fall within the limits of Stage 2 until they can be reconstructed and turned over to ITD.

Stage 3 would add capacity and access improvements to the roadway facilities constructed in the proposed Stage 2 improvements. Conceptual designs for Stage 3 have been completed but full engineering has not been done.

Grant Anticipation Revenue Vehicle (GARVEE) Bonds

Former Governor Dirk Kempthorne proposed 13 state-wide transportation projects on a total of 258 miles of state roads. The Governor's "Connecting Idaho" program was designed to impact all of Idaho. The proposal would create an estimated 75,200 jobs in the construction and service industries. It would bring an estimated $4.6 billion benefit to Idaho's economy and $2.9 billion in additional sales, according to the ITD.

The scope of the Grant Anticipation Revenue Vehicle (GARVEE) has been changing each year as it is considered and managed by the state legislature. In the Twin Falls area, the proposal could speed up completion of Phases 2 and 3 of the Twin Falls / US-93 Twin Falls Alternate Route project described above.

Southeast Twin Falls Regional Corridor Study (2002-2004)

The Southeast Twin Falls Regional Corridor Study investigated a truck route to connect US-93, US-30, SH-50, and I-84. The corridor begins at the Idaho-Nevada border and follows US-93 north to Twin Falls and east along SH-74, US-30, and SH-50 to I-84, east of Twin Falls.

Buhl-to-Wendell Corridor Study (1999-2000)

The Buhl-to-Wendell Corridor Study was undertaken in 1999-2000 by the City of Buhl, Buhl Highway District, and Wendell Highway District in a cooperative effort to improve Clear Lakes Road, the primary roadway between Buhl and Wendell. For many years, multiple safety deficiencies in the route have been identified, and a variety of efforts and studies have been made to evaluate the conditions and needs of this route in addition to potential improvement alternatives. This route also provides one of three available Snake River crossings from Wendell to Twin Falls and is continuing to see increased traffic from I-84 that seeks access to the City of Buhl and the surrounding area. In addition, significant truck traffic from the growing agricultural processing market around Buhl continues to impact the roadway.

As a result of this additional traffic use, the route is becoming increasingly difficult and too costly for the highway districts to maintain, particularly because of several substandard horizontal and vertical curves located in the corridor.

The north to south portion of Buhl-to-Wendell corridor is approximately 13 miles long and the east to west portion is 5 miles. The northern portion is in Gooding County and the southern portion is in Twin Falls County, divided by the Snake River Canyon. The intent of the Buhl-to-Wendell Corridor Study was to evaluate the corridor for potential roadway alternatives in conjunction with a stakeholder committee comprised of the cities of Buhl and Wendell, Buhl Highway District, Wendell Highway District, ITD, and interested citizens in the area. The identified roadway improvements would be designed and constructed in accordance with ITD standards, with the thought that eventually this route might be transferred from the local jurisdictions to the ITD as a new state highway.

This project is currently in the Right-of-Way acquisition phase, and the highway districts are hoping to fund the construction activities through Federal and State grants. An agreement has been reached with ITD that once the road is constructed to state standards it will be transferred to ITD, designated as a state highway, and maintained by ITD.

State-wide Transportation Improvement Program (STIP) (2008-2012)

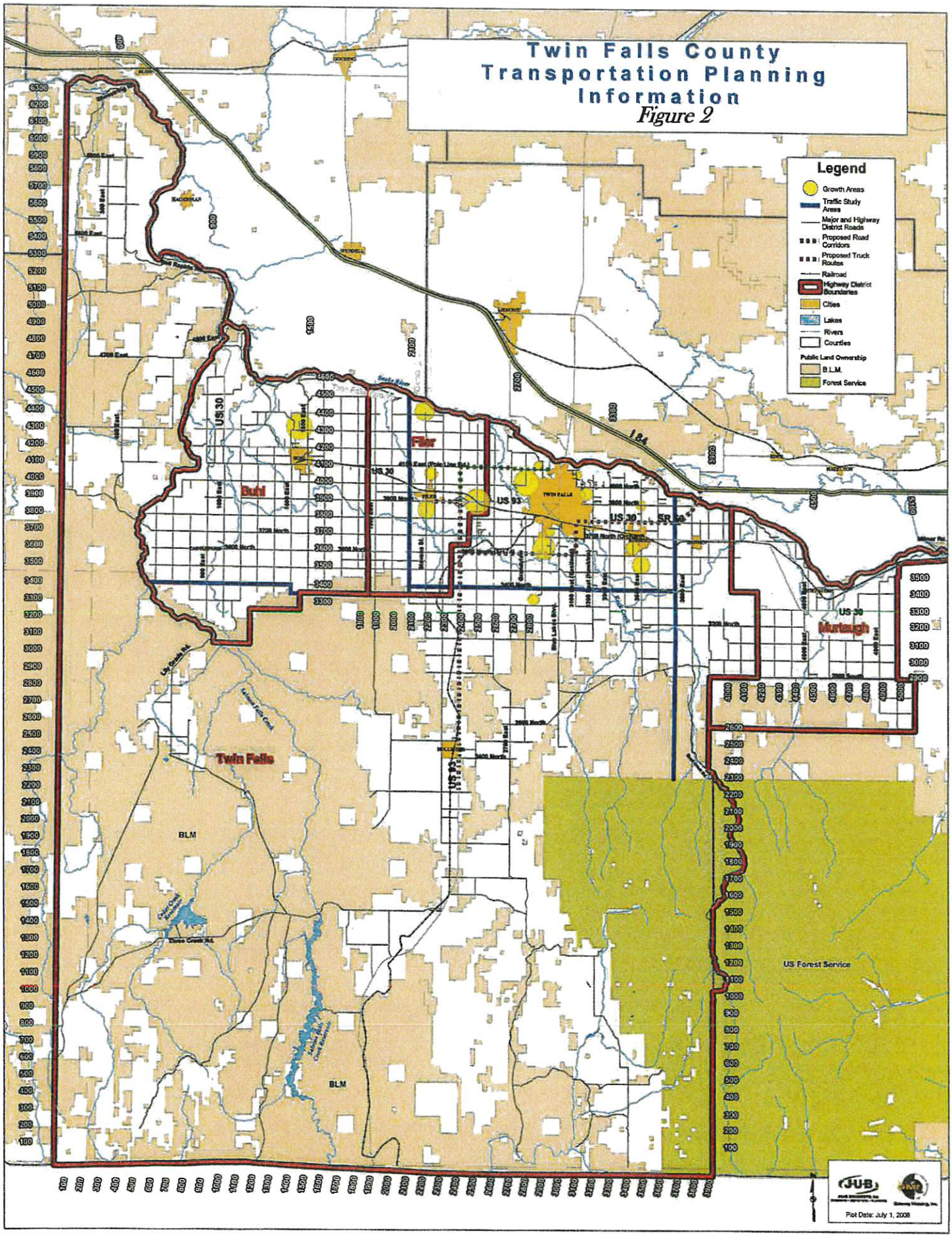
The State Transportation Improvement Program (STIP) outlines a 5-year plan for transportation improvements throughout the state using federal, state, and local (match) funding sources. This program includes projects for roadway improvements on roadways ranging from local collector roads to the interstate. It also provides funding for other transportation-related projects—including congestion mitigation, roadway enhancements, airports, pathways, and transit. The STIP is updated annually by each ITD district in the state in conjunction with input from the public and local regulatory and planning entities before receiving final approval from the Idaho Transportation Board. See **Table 6** for a list of current STIP projects for Twin Falls County.

Table 6. STIP District 4 (Twin Falls) County Projects for Fiscal Years 2008–2012

Route	Project Name	FY	Type of Project	Cost
US-93	* Twin Falls Alternate Route—Stage 2	2008	Relocation	$45,029,000
US-93	Blue Lakes: Falls to Pole Line (ITD project in City of Twin Falls)	2009	Reconstruct	$7,690,000
US-93	Perrine Bridge Joints (Twin Falls)	2008	Joint Replacement	$513,000
US-93	Snake River Canyon Scenic Overlook (Twin Falls)	2010	Environmental Preservation	$364,000
STC-7072	Washington St. (City of Twin Falls)	2011	Reconstruct	$6,230,000
SMA-7072	Washington St. North (City of Twin Falls)	2012+	Reconstruct	$1,618,000
US-30	Twin Falls Main Canal Bridge	2008	Bridge Replacement	$1,270,000
US-30	Twin Falls Main Canal Bridge No. 2	2009	Bridge Replacement	$1,370,000
STC-2713	3700N: 1800E to 2000E (Filer Highway District)	2010	Reconstruction	$750,000
STC-2735	Airport Road - Stage 2 (Twin Falls)	2008	Reconstruction	$3,033,000
Offsys	7th Street South Rail Road Crossing (Twin falls)	2008	Safety / RR Signal	$283,000
Airport	Buhl	2008 - 2011	Airfield pavement Rehabilitation	$739,000
Airport	Twin Falls	2008 - 2011	Airfield pavement Rehabilitation & New Paving	$5,051,000

Source: Idaho Transportation Department

* Twin Falls Alternate route improvements were programmed for GARVEE funds, but it is unknown when and if construction will begin because funds have not been approved by the Idaho State Legislature.


Twin Falls County
Transportation Planning
Information
Figure 2
Legend
Growth Areas
Traffic Study Areas
Major and Highway District Roads
Proposed Road Corridors
Proposed Truck Routes
Railroad
Highway District Boundaries
Cities
Lakes
Rivers
Counties
Public Land Ownership
B.L.M.
Forest Service
Filer
Buhl
Twin Falls
Murtaugh
BLM
US Forest Service
US 30
US 93
SR 50
184
Plot Date: July 1, 2008

CAPITAL IMPROVEMENT PLAN

INTRODUCTION

Population and travel forecasts show transportation demands that need to be met to maintain existing transportation facilities for the traveling public and sustained local and county economies. These concerns can be addressed through a combination of improvements and additions to the existing roadway transportation system.

There are several characteristics of capital improvements:

- They are major projects requiring the expenditure of public funds over and above annual operating expenses for the purchase, construction, or replacement of physical assets.
- They include the acquisition or construction of facilities such as roadways, sewage treatment plant, airport, library, park, city hall, etc.
- They usually have a useful life of over 10 years.

The City of Filer developed a capital improvement plan (CIP) to ensure that funds are budgeted for road network improvements.

The CIP does the following:

- Outlines capital expenditures to be incurred each year over a fixed period of years, generally a six-year time period with annual review
- Optimizes the use of taxpayer dollars
- Focuses attention on community needs, goals, and capabilities
- Increases opportunities for using various matching fund programs

CAPITAL IMPROVEMENT PLAN PROJECTS

The following section describes the Capital Improvement Projects identified by the City of Filer. This list was compiled by the City of Filer and represents the projects that the City would like to construct. The City realizes that there are more projects listed than there are reasonable budget resources for funding the construction of the projects during the next twenty-years; but the City staff felt that listing the projects would lead to a long term vision that could be developed if additional funding sources were found. The projects are listed in order based on ranking by City staff. The ranking effort tried to balancing public mobility needs, added improvements, and roadway conditions (the level of deterioration).

Table 7 summarizes the recommended capital improvements to the transportation facilities in the City of Filer. **Figure 1** shows the location of the projects. Normal maintenance of the roadway network is needed to safe guard the City's investment in its transportation assets, and this plan assumes that maintenance work will be carried out in addition to the capital improvement projects listed in this section.

Construction prices indicated in this section are estimates of probable construction cost based on recent (2007 & 2008) construction projects, and these estimates are subject to market price changes and inflation.

Project 1. - Fair Avenue - Rail Road Tracks to North Street

This is a minor capital improvement sidewalk and drainage project consisting of installing curb, gutter, and sidewalk on the west side of Fair Avenue. The new sidewalk will allow pedestrian connection to the sidewalk which exists just south of the railroad tracks and runs down Fair Avenue to Highway 30. Additionally, curb and gutter will help control drainage. This project does not include any improvements to the road except pavement patch-back. Road pavement improvements would be built under a different project (Project Number 10 in this CIP).

As a part of the transportation plan update and based on current traffic patterns, the City plans to request that ITD reclassify Fair Avenue as a "major collector", which when done would make the drainage portion of the project eligible for federal and state funding through LHTAC "Construction Funds" (refer to the next section "Transportation System Network" for an explanation on Functional Classification). The sidewalk portion is ineligible for LHTAC funds and will require local City funding. If LHTAC reinstates the "Enhancement Funds" program then the sidewalk, curb and gutter portion would be eligible under that program.

The estimated cost for the construction of this project is about $60,000. When LHTAC funding is used, the minimum local match for projects funded through LHTAC grant programs is 7.34%. The drainage portion of the project is about 20% of the total Capital cost so under the LHTAC Construction Program it would be eligible for about $11,000 (after the City's matching 7.34%).

Project 2. - Highway 30 / 2300 E Intersection Improvements

This project consists of installing a new traffic signal at the intersection of Highway 30 and 2300 East, which serves the High School, Twin Falls County Fair Ground, and the City's east business district. Recent community concern about delays and impatient drivers cutting into the through traffic from the side street has prompted a community partnership to be formed between the City, the Twin Falls County Fair Board, and the Filer School District to study this intersection and when MUTCD warrants are met to fund the signal installation.

As part of the signal improvements, left-turn lanes would be added on the north and south legs of the intersection to facilitate traffic volumes. A Left turn lane currently exists on the east leg, and the west leg would only need to be widened by a few feet to allow the striped median to be converted into a left turn lane. The estimated opinion of probable capital cost for this project is $480,000.

US-30 is maintained by the Idaho Transportation Department (ITD), and it is recommended that the City of Filer coordinate with ITD and the Greater Twin Falls Area Transportation Committee to have this project included on the Statewide Transportation Improvement Program (STIP) to be funded with either state or federal funds.

For signal improvements, ITD typically will participate in a cost-sharing partnership with another government body (city or county) based on the number of approach lanes at the intersection. For example, if this intersection were to be signalized with the current lane configuration, there are 6 approach lanes controlled by ITD (eastbound and westbound on Hwy 30), and there are 4 approach lanes controlled by the City of Filer (northbound and southbound on 2300 E); therefore, the cost sharing would be 60% ITD and 40% City of Filer. However, the project will need to be placed onto the Statewide Transportation Improvement Program (STIP) and wait for available funding.

Using the above described funding split, it is estimated that ITD would be responsible for $288,000 and the City of Filer would be responsible for $192,000. If LHTAC funding were obtained, the minimum local match for federally funded projects is 7.34%, which means the City's estimated share of the funding for this project would be approximately $14,100 with $178,000 funded by an LHTAC "Federal-Aid" grant.

Project 3. - Highway 30 / Fair Avenue Intersection Improvements

This project consists of installing a new traffic signal at the intersection of Highway 30 and Fair Avenue. Fair Avenue (2250) is a 4-mile long local road and serves to connect the City to the agriculture area to its south, and to Pole Line Road to the north. Pole Line Road serves as a cross county connector making a straight line connection between the city of Buhl and the northern business/retail section of the city of Twin Falls.

As part of the signal improvements, a left-turn lane would be added on the north leg of the intersection to facilitate traffic volumes. A left turn lane could be added on the south leg later, and left turn lanes currently exist on the east and west legs as part of Highway 30. The estimated opinion of probable capital cost for this project is $452,000.

US-30 is maintained by the Idaho Transportation Department (ITD), and it is recommended that the City of Filer coordinate with ITD and the Greater Twin Falls Area Transportation Committee to have this project included on the next Statewide Transportation Improvement Program (STIP) update to be funded with State and Federal funds.

For signal improvements, ITD typically will participate in a cost-sharing partnership with another government body (city or county) based on the number of approach lanes at the intersection that are controlled (under the jurisdiction of) each agency. It is anticipated that ITD have a 66% contribution (6 approach lanes on Hwy 30) and Filer would have a 34% contribution (3-approach lanes on Fair; 2 southbound and 1 northbound). The project will need to be placed onto the Statewide Transportation Improvement Program (STIP) and wait for available funding.

Using the above described funding split, it is estimated that ITD would be responsible for $298,000 and the City of Filer would be responsible for $154,000. If LHTAC Federal Aid funding were obtained for the City's portion, the minimum local match for federally funded projects is 7.34%, which means the City's estimated share of the funding for this project would be approximately $12,000. For the federal aid grant, Fair Avenue would need to be reclassified as a major collector by ITD. Without having Fair Avenue reclassified as a major collector, the City could still apply for an LHTAC administered "Local Rural Highway Investment Program" (LHRIP) grant which has a maximum amount of $100,000.

Project 4. - West 6th Street - Thurman Avenue to Stevens Avenue

This project consists of widening the south side with a 10' section of 3" pavement to provide parking in this area and installing curb, gutter, and sidewalk on the south side of West 6th Street. The new sidewalk would provide a major pedestrian access to the elementary school and other parts of town, including the Golden Spur subdivision on the west side of Filer which has added the most recent and largest growth to the City. The parking will help accommodate both the school and events at the sports fields south of West 6th Street.

If the Filer School District constructs a new school building (intermediate school) between the existing baseball field and 6th Street, then the work described in this project will be constructed as part of the new school facility.

West 6th Street is classified as a local roadway making it ineligible for federal/state grant funding through LHTAC, so it is anticipated that construction of this roadway will be funded entirely through local City funds. The estimated capital cost is $310,000 It is recommended that the City begin the budgeting process for this project in 2009 and include incremental funding until the anticipated cost has been set aside.

Project 5. - West 5th Street - Thurman Avenue to Stevens Avenue

This project would reconstruct 5th Street from Thurman Avenue on the west to Stevens Avenue on the east. This street is almost entirely residential with the exception of a large community church. West 5th Street continues to experience additional traffic from residents in the western areas of Filer that travel to commercial and school destinations in central Filer.

This project would widen the existing roadway which varies from 22' to 25' to a uniform width of 30' including new granular base and a 3" thick asphalt pavement surface within the limits of the project. The 30' width provides for two 15' wide vehicle lanes. Additionally, curb, gutter, sidewalk, and a 3' landscaped section offsetting the sidewalk from the curb would be provided. The estimated opinion of probable capital cost for this project is $490,000.

West 5th Street is classified as a local roadway which makes it ineligible for federal/state LHTAC grant funding, so it is anticipated that construction of this roadway will be funded entirely through local City funds. It is recommended that the City begin the budgeting process for this project as soon as it is able.

Project 6. - 5th Street - Stevens Avenue to Fair Avenue

This project would reconstruct 5th Street from Stevens Avenue on the west to Fair Avenue on the east. As part of this project curb, gutter, and sidewalk would be provided for the whole length of the project. Additionally, a center two-way-left-turn lane and curbside parallel parking would be provided along the length of the project.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is recommended that this project reconstruct about 2,650 lineal feet of the road by rotomilling the existing asphalt to blend it with the base gravels, then widening the roadway base to a width of 54' and placing a 3" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Additionally, reconstructed and new sidewalks will provide pedestrian connection to the schools and businesses for the many residents on this street and other nearby streets.

The estimated opinion of probable capital cost for this project is $1,600,000. 5th Street is classified as a local roadway currently making it ineligible for federal/state LHTAC grant funding, so it is anticipated that construction of this roadway will be funded entirely through local City funds. It is recommended that the City begin the budgeting process for this project as soon as practicable, and watch for changes in grant requirements that could make the project eligible for grant funding.

Project 7. - Stevens Avenue - Highway 30 to Able Street

This project consists of installing curb, gutter, and sidewalk on both sides of Stevens Avenue as well as reconstruction of a small adjoining section of existing pavement along the length of the new gutter. The new sidewalk will provide a major pedestrian connection to the main part of the town for school and business access from the Pierce subdivision as well as other homes south of Highway 30.

Stevens Avenue is currently designated as a major collector road making it eligible for LHTAC funds for the road and drainage. The sidewalk portion of the capital cost is ineligible for current LHTAC grant programs. The roadway repair portion of this project is expected to be about $105,000, with the overall cost of the project estimated at $550,000. If an LHTAC grant (LHTAC "Construction", available up to $100,000) were obtained for the road repair portion of the project, then the City would be responsible for the other $450,000. If the LHTAC Enhancement Grant program is reinstituted and funding received, or if other grant sources are obtained, the City's portion could be reduced.

Project 8. - Main Street - Stevens Avenue to Fair Avenue

This project would reconstruct Main Street from Stevens Avenue on the west to Fair Avenue on the east. As part of this project diagonal parking, curb, gutter, and sidewalk would be provided along the whole length of the project to serve this commercial area in the City of Filer.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is expected that the remaining useful service life will be exceeded prior to major maintenance being performed. Therefore, it is recommended that this project rebuild about 2650 lineal feet of the road by rotomilling the existing asphalt to blend with the aggregate base, widening the roadway gravel base to a width of 60 feet, and placing a 3" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Additionally, sidewalks will provide pedestrian access to the businesses in this main commercial area for the residents of Filer.

Main Street is considered a local road by LHTAC and ITD, and as such is not eligible for LHTAC funding under the current grant programs. The estimated opinion of probable capital cost for this project is $1,520,000. It is recommended that the City begin the budgeting process for this project as soon as practicable, and watch for changes in grant requirements that could make the project eligible for LHTAC grant funding, in the meantime other funding sources such as Community Development Block Grants and Urban Renewal Districts should be investigated for potential use.

Project 9. - Midway Street - Highway 30 to Stevens Avenue

This project would reconstruct Midway Street from Highway 30 on the west to Stevens Avenue on the east. As part of this project a center two-way-left-turn lane, curb, gutter, and sidewalk would be provided for the whole length of the project. On the south side of the road, the sidewalk could meander and could be a multi-use path for school children, bicyclists, and pedestrians. Midway is the only road to the City from the west side connecting to Highway 30, and has many residential streets that connect to it. The turn lane would accommodate the traffic demand of vehicles turning into the adjoining streets and residences.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is expected that the remaining useful service life will be exceeded prior to major maintenance being performed. Therefore, it is recommended that this project rebuild about 4,500 lineal feet of road by rotomilling the existing asphalt to blend with the base, then widening the roadway base to a width of 40' and placing a 3" to 4" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

As a follow up to this transportation plan and based on current traffic patterns, the City is planning on requesting that Midway Avenue be designated as a "major collector", which when recognized by ITD would make this project eligible for federal and state funding through LHTAC (refer to the next section "Transportation System Network" for an explanation on Functional Classification).

The estimated opinion of probable capital cost for this project is $2,335,000, of which the minimum local match for projects funded through LHTAC grant programs is 7.34%. Based on this 7.34% City match, the City's estimated share of the funding for the project is approximately $172,000 pending LHTAC grant award. State funds could be sought to cover a portion of the $172,000.

Project 10. - Midway Street - Stevens Avenue to Fair Avenue

This project would reconstruct Midway Street from Stevens Avenue on the west to Fair Avenue on the east. As part of this project a center two-way-left-turn lane, curbside parallel parking, curb, gutter, and sidewalk would be provided for the whole length of the project. This project would continue the reconstruction from the previous project (Project No. 9), making a refurbished connection all the way from Fair Avenue on the east of town to Highway 30 on the West. This section of Midway is also a commercial area, and a central turn lane would be provided for access to the businesses and connection roads.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is expected that the remaining useful service life will be exceeded prior to major maintenance being performed. Therefore, it is recommended that this project rebuild about 2,650 lineal feet of road by rotomilling the existing asphalt to blend with the base, then widening the roadway base to a width of 54' and placing a 3" to 4" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

As a follow up to this transportation plan and based on current traffic patterns, the City is planning on requesting that Midway Avenue be designated as a "major collector", which when recognized by ITD would make this project eligible for federal and state funding through LHTAC (refer to the next section "Transportation System Network" for an explanation on Functional Classification).

The estimated opinion of probable capital cost for this project is $1,600,000, of which the minimum local match for projects funded through LHTAC grant programs is 7.34%. Based on this 7.34% City match, the City's estimated share of the funding for the project is approximately $118,000 pending LHTAC grant award. State funds could be sought to cover a portion of the $118,000.

Project 11. - Fair Avenue- Highway 30 to 4000 N

This project would reconstruct Fair Avenue from Highway 30 to 4000 N and would continue curb, gutter, and sidewalk for those portions of the project where it doesn't currently exist. This project would make a refurbished connection tying in with the new sidewalk and traffic signal from projects 1 and 2 listed in this CIP. Fair Avenue serves as one of the main corridors in the area connecting the North end of the city and Highway 30, and will provide a central turn lane for the length of the project connecting into the turn lane provided in project 2.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is expected that the remaining useful service life will be exceeded prior to major maintenance being performed. Therefore, it is recommended that this project rebuild about 5,300 lineal feet of road by rotomilling the existing asphalt to blend it with the base, then widening the roadway base to a width of 54' and place a 3" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

As follow up to this transportation plan update and based on current traffic patterns, the City plans to request that Fair Avenue be designated as a "major collector", which when recognized by ITD and LHTAC would make this project eligible for federal and state funding through LHTAC (refer to the next section "Transportation System Network" for an explanation on Functional Classification).

The estimated opinion of probable capital cost for this project is $2,000,000, of which the minimum local match for projects funded through LHTAC grant programs is 7.34%. Based on this 7.34% City match, the City's estimated share of the funding for the project is approximately $147,000 pending LHTAC grant award. State funds could be sought to cover a portion of the $147,000. Partnering with Filer Highway District to make this project part of a larger

reconstruction project would likely improve its chances for ranking high enough to receive funding through LHTAC's "Federal-Aid" grant program.

Project 12. - 6h Street - Stevens Avenue to Fair Avenue

This project would reconstruct 6th Street from Stevens Avenue on the west to Fair Avenue on the east. As part of this project a center two-way-left-turn lane, curb, gutter, and sidewalk would be provided for the full length of the project.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is expected that the remaining useful service life will be exceeded prior to major maintenance being performed. Therefore, it is recommended that this project rebuild about 2,650 lineal feet of road by rotomilling the existing asphalt to blend it with the base, then widening the roadway base to a width of 54' and place a 3" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Additionally, sidewalks will provide pedestrian connection to the schools and businesses for the many residents on this street and other nearby streets.

The estimated opinion of probable capital cost for this project is $1,860,000. 6th Street is classified as a local roadway making it ineligible under current programs for federal grants funded through LHTAC, so it is anticipated that construction of this roadway will be funded primarily through local City funds. It is recommended that the City begin the budgeting process for this project as soon as practicable, and watch for changes in grant requirements that could make the project eligible for LHTAC grant funding, in the meantime other funding sources such as Community Development Block Grants and Urban Renewal Districts should be investigated for potential use.

Project 13. - Stevens Avenue- Midway Street to Able Street

This project would reconstruct Stevens Avenue from Midway Street to Able Street and would continue curb, gutter, and sidewalk for those portions of the project where it doesn't currently exist if project 6 is not implemented. This project would refurbish the main road tying the south area of the City near the Pierce subdivision into the commercial and school areas of the City, and would provide a central turn lane for the length of the project.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is expected that the remaining useful service life will be exceeded prior to major maintenance being performed. Therefore, it is recommended that this project rebuild about 4,000 lineal feet of road by rotomilling the existing asphalt to blend with the base, then widening the roadway base to a width of 36' and placing a 3" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

The estimated opinion of probable capital cost for this project is $1,770,000. Stevens avenue has been designated as a Minor Collector by ITD, thus the project would be eligible for LHTAC funding. The minimum local match for projects funded through LHTAC grant programs is 7.34%. Based on this 7.34%, the City's minimum estimated share of the funding for this project is approximately $134,000 pending LHTAC "Federal-Aid" grant award.

Project 14. - Yakima Avenue- Highway 30 to Midway

This project would reconstruct Yakima Avenue from Highway 30 to Midway Street and provide curb, gutter, and sidewalk. Yakima Avenue serves as the community's central connection for traffic from Highway 30 to the heart of town. Yakima Avenue currently has a wide central median that is landscaped and punctuated with large pine trees. Yakima Avenue is classified as a local road, and

due to its lack of connectivity to the surrounding county highways it is not likely that its classification would be changed.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities, it is expected that the remaining useful service life will be exceeded prior to major maintenance being performed. Therefore, it is recommended that this project rebuild about 2,700 lineal feet of road by rotomilling the existing asphalt to blend it with the base, then widening the roadway base to a width of 54' (27' each side of the median) and place a 3" thick asphalt overlay. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Additionally, sidewalks will provide pedestrian connection to the City Offices and businesses for the many residents on this street and other nearby streets.

The estimated opinion of probable capital cost for this project is $1,780,000. It is recommended that the City begin the budgeting process for this project as soon as practicable, and watch for changes in grant requirements that could make the project eligible for LHTAC grant funding, in the meantime other funding sources such as Community Development Block Grants and Urban Renewal Districts should be investigated for potential use.

Project 15. - Highway 30 / Yakima Avenue Intersection Improvements

This project consists of installing a new traffic signal at this intersection. As part of the signal improvements, a left-turn lane would be added on the north leg of the intersection to facilitate traffic volumes, and sidewalks, curb, and gutter would be added for 300' each side of Yakima Avenue to control drainage and provide ADA accessibility. Left turn lanes currently exist on the east and west legs. The north leg currently has a median dividing traffic. The estimated opinion of probable capital cost for this project is $385,000.

US-30 is maintained by the Idaho Transportation Department (ITD), and it is recommended that the City of Filer coordinate with ITD and the Greater Twin Falls Area Transportation Committee to have this project included on the Statewide Transportation Improvement Plan (STIP) to be funded with either state or federal funds.

For signal improvements, ITD typically will participate in a cost-sharing partnership with another government body (city or county) based on the number of approach lanes at the intersection. For example, if this intersection were to be signalized with the current lane configuration, there are 5 approach lanes controlled by ITD (eastbound and westbound on Hwy 30), and will be 2 approach lanes controlled by the City of Filer (southbound on Yakima); therefore, the cost sharing would be 71% ITD and 29% City of Filer. However, the project will need to be placed onto the Statewide Transportation Improvement Program (STIP) and wait for available funding.

Using the above described funding split, it is estimated that ITD would be responsible for $275,000 and the City of Filer would be responsible for $110,000. Yakima Avenue is a local road and so would not be eligible for federal aid grants administered through LHTAC.

Project 16. - Highway 30 / Stevens Avenue Intersection Improvements

This project consists of installing a new traffic signal at this intersection. As part of the signal improvements, left-turn lanes would be added on the south and north legs of the intersection to facilitate traffic volumes. Left turn lanes currently exist on the east and west legs. The estimated opinion of probable capital cost for this project is $550,000.

US-30 is maintained by the Idaho Transportation Department (ITD), and it is recommended that the City of Filer coordinate with ITD and the Greater Twin Falls Area Transportation Committee to have this project included on the Statewide Transportation Improvement Plan (STIP) to be funded with either state or federal funds.

For signal improvements, ITD typically will participate in a cost-sharing partnership with another government body (city or county) based on the number of approach lanes at the intersection. For example, if this intersection were to be signalized with the current lane configuration, there are 6 approach lanes controlled by ITD (eastbound and westbound on Hwy 30), and will be 4 approach lanes controlled by the City of Filer (northbound and southbound on Stevens); therefore, the cost sharing would be 60% ITD and 40% City of Filer. However, the project will need to be placed onto the Statewide Transportation Improvement Program (STIP) and wait for available funding.

Using the above described funding split, it is estimated that ITD would be responsible for $320,000 and the City of Filer would be responsible for $220,000. If LHTAC funding were obtained, the minimum local match for federally funded projects is 7.34%, which means the City's estimated share of the funding for this project would be approximately $17,000 with 203,000 funded by an LHTAC "Federal-Aid" grant.

These capital improvement projects (CIP) are summarized in **Table 7.** The scope, focus, and estimated construction cost for each of the CIP projects should be updated as appropriate on a yearly basis.

Table 7. City of Filer Capital Improvement Plan Projects

Project		Estimated Funding Requirements for Each Fiscal Year							
Priority	Location	Funding Source	2010 ($)	2011 ($)	2012 ($)	2013 ($)	2014 ($)	Beyond 2015 ($)	Project Total
1	Fair Avenue: RR Tracks to North Street- Sidewalk Improvement	Local Part	49,000						$ 60,000
		Other[1]	11,000						
2	Hwy 30 and 2300 East: (Intersection Improvement	Local Part	14,100						$480,000
		Other[1]	465,900						
3	Hwy 30 and 2250 East (Fair Avenue): Intersection Improvement	Local Part			12,000				$ 452,000
		Other[1]			440,000				
4	W 6th Street: Thurman to Stevens Sidewalk Improvement	Local Part	50,000	100,000	88,000	72,000			$ 310,000
		Other[1]							
5	W 5th Street : Thurman to Stevens Road Construction	Local Part				28,000	100,000	362,000	$ 490,000
		Other[1]						-	
6	5th Street: Stevens to Fair Road Construction	Local Part						1,600,000	$1,600,000
		Other[1]						-	
7	Stevens Avenue: Hwy 30 to Able Sidewalk Improvements	Local Part						450,000	$550,000
		Other[1]						100,000	

Table 7. City of Filer Capital Improvement Plan Projects (continued)

Project		Estimated Funding Requirements for Each Fiscal Year							
Priority	Location	Funding Source	2010 ($)	2011 ($)	2012 ($)	2013 ($)	2014 ($)	Beyond 2015 ($)	Project Total
8	Main Street: Stevens to Fair Road Construction	Local Part						1,520,000	$1,520,000
		Other[1]						-	
9	Midway Street: Hwy 30 to Stevens Road Construction	Local Part						172,000	$ 2,335,000
		Other[1]						2,163,000	
10	Midway Street: Stevens to Fair Road Construction	Local Part						118,000	$ 1,600,000
		Other[1]						1,482,000	
11	Fair Avenue: Hwy 30 to 4000 N. Road Construction	Local Part						147,000	$ 2,000,000
		Other[1]						1,853,000	
12	6th Street: Stevens to Fair Road Construction	Local Part						1,860,000	$ 1,860,000
		Other[1]						-	
13	Stevens Avenue: Midway to Able Road Construction	Local Part						134,000	$1,770,000
		Other[1]						1,636,000	
14	Yakima Avenue: Midway to Hwy 30 Road Improvements	Local Part						1,780,000	$1,780,000
		Other[1]						-	
15	Hwy 30 and Yakima Avenue: Intersection Improvement	Local Part						110,000	$385,000
		Other[1]						275,000	
16	Hwy 30 and Stevens Avenue: Intersection Improvement	Local Part						17,000	$550,000
		Other[1]						533,000	
	Totals:	Local Part	113,100	100,000	100,000	100,000	100,000	8,270,000	$17,742,00
		Other[1]	476,900		440,000			8,042,000	

1. "Other" includes funds and grants from sources such as Local Highway Technical Assistance Council (LHTAC), Community Development Block Grants (CDBG), Idaho Public Utilities Council, (IPUC), Safe Routes to School (SR2S), etc. Please refer to the project descriptions prior to this Table.

TRANSPORTATION SYSTEM NETWORK

FUNCTIONAL CLASSIFICATION SYSTEM

A roadway network is typically comprised of a hierarchy of roadways that are defined by their function. Generally, roadways serve two primary purposes: access and mobility. It is the degree to which the roadway serves these two functions that defines its functional classification.

The functional classification system typically categorizes roadways as an arterial, collector, or local roads depending on the roadway's primary function. Larger and more complex transportation systems sometimes break arterials and collectors into finer sub-categories: principal and minor arterials, and major and minor collectors. **Table 8** below further describes each category of roadway.

Table 8. Description of Functional Classifications

Classification	Description
Principal arterials and minor arterials	Principal arterials carry longer-distance major traffic flows between population centers and important activity locations, including statewide or interstate travel. Minor arterials also provide direct transportation links between cities and major traffic generators.
Collectors	Collectors link local streets with the arterial street system and provide travel corridors within a city. Travel speeds and volumes generally are more moderate than arterials and the travel distances are shorter. Collector design speeds are typically higher than local street speeds, up to 35 mph.
Local roads	The primary function of local roads is to provide access to adjacent residential and business land uses. Local roads are generally low-speed, two-lane roads that carry relatively low traffic volumes. Design speeds for local roads range from 20 to 35 mph.

In 2003, Twin Falls County had 18,500 miles of local roads and 1.04 vehicle registrations per capita. (Source: *Profile of Rural Idaho*, 2005). Because safe travel, whether by visitors or employees, is essential for the quality of life and local economy, it is prudent to maintain roads and plan for future roadways, bridges, pathways, and alternative transportation services.

The county roads are maintained by the local highway districts. There are four highway districts within Twin Falls County: Buhl Highway District, Filer Highway District, Murtaugh Highway District, and Twin Falls Highway District. The City of Filer lies within the Filer Highway District boundary.

The City of Filer has a functional classification map that is published by the Idaho Transportation Department (ITD). The street map in **Figure 3** shows the existing and proposed functional classifications for roads in the city. The functional classification map is published by ITD every 5 years. However, modifications to the map can be requested at any time depending on land-use changes and traffic fluctuations on the roadways. Functional classification maps are an important part of the highway system for state and federal funding requests, as generally only roads rated as a major collector or above are eligible for these funds. The City of Filer's road types are summarized in **Table 9** below.

Table 9. Roadway Mileage by Functional Classification

Road Types	Miles	Street
Arterials	~2	Highway 30 (ITD Maintained)
Collectors inside city limits	1.81	Stevens Avenue
Local roads that are proposed to be reclassified as Collectors	2.83	Fair Avenue (2250 East) and Midway Street (3950 North)
Local roads inside city limits	10.03	Filer Roads
Total roads inside city limits	**14.67**	**(without Hwy 30, about 16.67 with Hwy 30)**

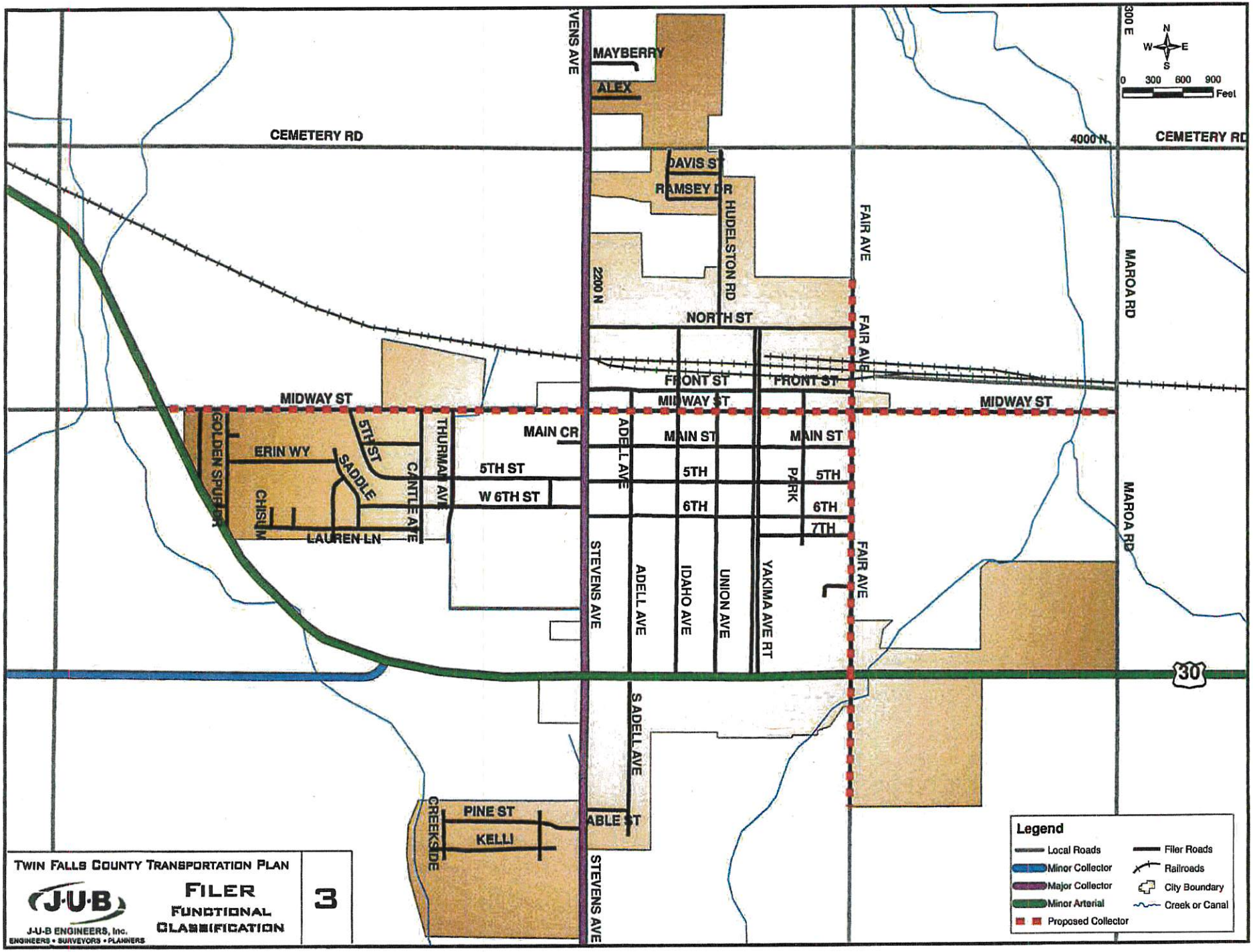
Source: J-U-B ENGINEERS, Inc.

Traffic Control and Intersection Geometry

The downtown area of the City of Filer is generally laid out in an east-west grid pattern. Main Street stretches about one-half (1/2) mile in length, and runs east-west from Stevens Avenue to Fair Avenue. Highway 30 passes through the city in an east-west direction, and curves to the north on the west end of the city, then straightens back in an east-west alignment towards the City of Buhl. Highway 30 is the regional east-west arterial on the south side of the city and Filer is situated less than one mile west of the US 30/US 93 interchange. The railroad tracks are located in the northern part of the city and run in an east-west alignment.

Traffic control at intersections throughout Filer is provided by posted stop signs. Most of the intersections have stop signs posted on the leg(s) of the minor street. The intersection of West 5th Street / Cantle Street is a 4-way stop. All of the local streets in Filer are currently two-lane roads (one lane each direction).

There are currently no signalized intersections in the City of Filer. Highway 30 serves as the main entrance into the City of Filer from the east, and is also the main route to the City of Buhl on the west, and the City of Twin Falls on the east. The portion of Highway 30 that runs through the city in Filer provides connections for all of the main north-south .roadways in the city. Highway 30 is a five-lane section (two lanes each direction with a center continuous two-way-left-turn lane). All of the north-south local streets connecting to Highway 30 are two-lanes and are stop-controlled. The pavement widens at most of the local road intersections, enabling vehicles to utilize the additional width to make right turning movements while other vehicles are stopped at the intersection. Four intersections along Highway 30 are identified in the CIP for signalization: Fair Avenue, 2300 East, Yakima Avenue, and Stevens Avenue.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LAUREN LN
CATTLE AVE
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Minor Arterial
Proposed Collector
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Railroads
City Boundary
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FUNCTIONAL
CLASSIFICATION
3

Traffic Volumes

AM peak hour traffic counts were collected in 2005 at five (5) intersections. An annual 2% growth rate was used to estimate 2009 and to forecast year 2029 traffic volumes. See **Figure 4, Figure 5** and **Appendix A** for additional traffic data and specific ADT volumes.

The evaluated intersections were:

- Highway 30 / Stevens Avenue (2200 E)
- Midway Street / Stevens Avenue (2200 E)
- Cemetery Road (4000) / Stevens Avenue (2200 E)
- 4000 North / Fair Avenue (2250 E)
- 4000 North / 2300 E

Traffic counts were collected in order to determine current and future anticipated traffic volumes and turning movements. The analysis provided the data necessary to calculate existing and future: AM peak hour traffic volumes, approach delay, level of service, and average daily traffic (ADT).

Operational Measures

Roadway Levels of Service (LOS) General

Traffic flow in general is typically measured in two ways: (1) capacity and (2) level of service (LOS). Capacity refers to the volume of traffic that can be carried on a facility, and level-of-service refers to the 'quality of the driving experience' that is perceived by vehicle operators on a roadway facility. Thus, LOS is a subjective assessment of traffic-flow characteristics and mobility, which many drivers simply view as a range from empty roads (good) to traffic jams (bad).

In order to rate the driving experience in a uniform manner, LOS has been standardized by the Highway Capacity Manual (HCM) so that the driving experience is rated from A to F to reflect traffic conditions at the given demand or service volume. A level of service rating of "A" means essentially uninterrupted flow (best operating conditions), while a rating of "F" indicates a breakdown of traffic flow with excessive delays (bad operating conditions) which can contribute to driver frustration and a mind-set of restriction or loss of operational freedom. LOS criteria for rural roads, city streets, and intersections are defined in the HCM.

IMPORTANT NOTE: For downtown streets that are less than 1-mile long or other city streets that are less than 2-miles long, the LOS evaluation should be done at the intersection level. Low-speed, low-volume residential streets typically are not evaluated for LOS due to their primary function of providing closely spaced access. Since most of the streets within the City of Filer are 1-mile long or less, the LOS should be evaluated at the intersection level.

Intersection Levels of Service

At intersections, traffic flow is typically measured by LOS. Two-way stop-controlled and all-way stop-controlled intersections measure LOS by the average stopped delay at the intersection. LOS rating and associated delay times are described below in **Table 10.** The levels for the stop-delay used in the table are based on studies on typical reactions to delays that people have little control over.

At two-way stop-controlled intersections, drivers on the controlled approaches are required to select gaps in the major street flow before crossing the road or turning. Typical gap acceptance times vary based on the driving maneuver to be made; however, typically the longer a driver waits, the more willing that driver is to 'accept' a smaller gap in the opposing traffic stream.

The capacity of the controlled legs of a stop-controlled intersection is based on the following factors:

- Distribution of gaps in the major street traffic stream
- Driver judgment in selecting a gap through which to execute the desired maneuver
- Follow-up time required by each driver in a queue

Table 10. Level of Service at Stop-controlled Intersections

LOS	Description
A	Less than 10 second delay
B	More than 10 and less than 15 seconds of delay
C	More than 15, but less than 25 seconds of delay
D	More than 25 seconds and less than 35 seconds of delay
E	More than 35 seconds, but less than 50 seconds of delay
F	More than 50 seconds of delay

Source: *Highway Capacity Manual* (2000)

LOS Analysis

The Highway Capacity Software (HCS) program was used to obtain approach delay times and levels of service for the five intersections evaluated. This traffic operational analysis included a measure of intersection conditions based on an evaluation of the level of service as a means of quantitatively describing the quality of operational conditions. **Table 11** summarizes the results of this analysis and identifies key findings in comparing the existing and forecasted future levels of service.

The results of the existing conditions and LOS analysis identify that most local roadways in the City of Filer have relatively low traffic volumes, and operate at an acceptable LOS. See **Figure 4, Figure 5** and **Appendix A** for additional traffic data.

The Highway 30 / Stevens Avenue intersection is forecasted to operate at LOS F by 2029. Due to this result, 3 scenarios were evaluated to identify what improvements would be necessary to meet acceptable levels of service:

- Adding a southbound left turn lane under the existing traffic control
- Converting the intersection to a round-a-bout
- Converting the intersection to a signal

Table 11. Summary of AM Peak Hour Delay (sec) and Level of Service

Intersection	2009		2029	
	Overall Intersection	Worst Approach	Overall Intersection	Worst Approach
Highway 30 / Stevens Avenue (2200 E)	*	SB--18.6/C	*	SB--75.4/F
	--	--	*	SB--53.9/F(1)
	--	--	*	WB--.47/A(2)
	--	--	13.0/B	SB--26.1/C(3)
Midway Street / Stevens Avenue (2200 E)	*	WB--10.4/B	*	WB--11.5/B
Cemetery Road (4000 N) / Stevens Avenue (2200 E)	*	EB--9.5/A	*	WB--9.7/A
Cemetery Road (4000 N) / Fair Avenue (2250 E)	*	WB-9.5/A	*	EB-9.5/A
Cemetery Road (4000 N) / Maroa Road (2300 E)	*	WB-9.6/A	*	WB-9.9/A

LEGEND

7.1/A: Delay and Level of Service using existing lane configurations

* Uncontrolled movements (major street through) not provided for overall intersection analysis for two-way stop-controlled Intersections

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

1. Assumes adding a SB left turn lane under existing traffic control

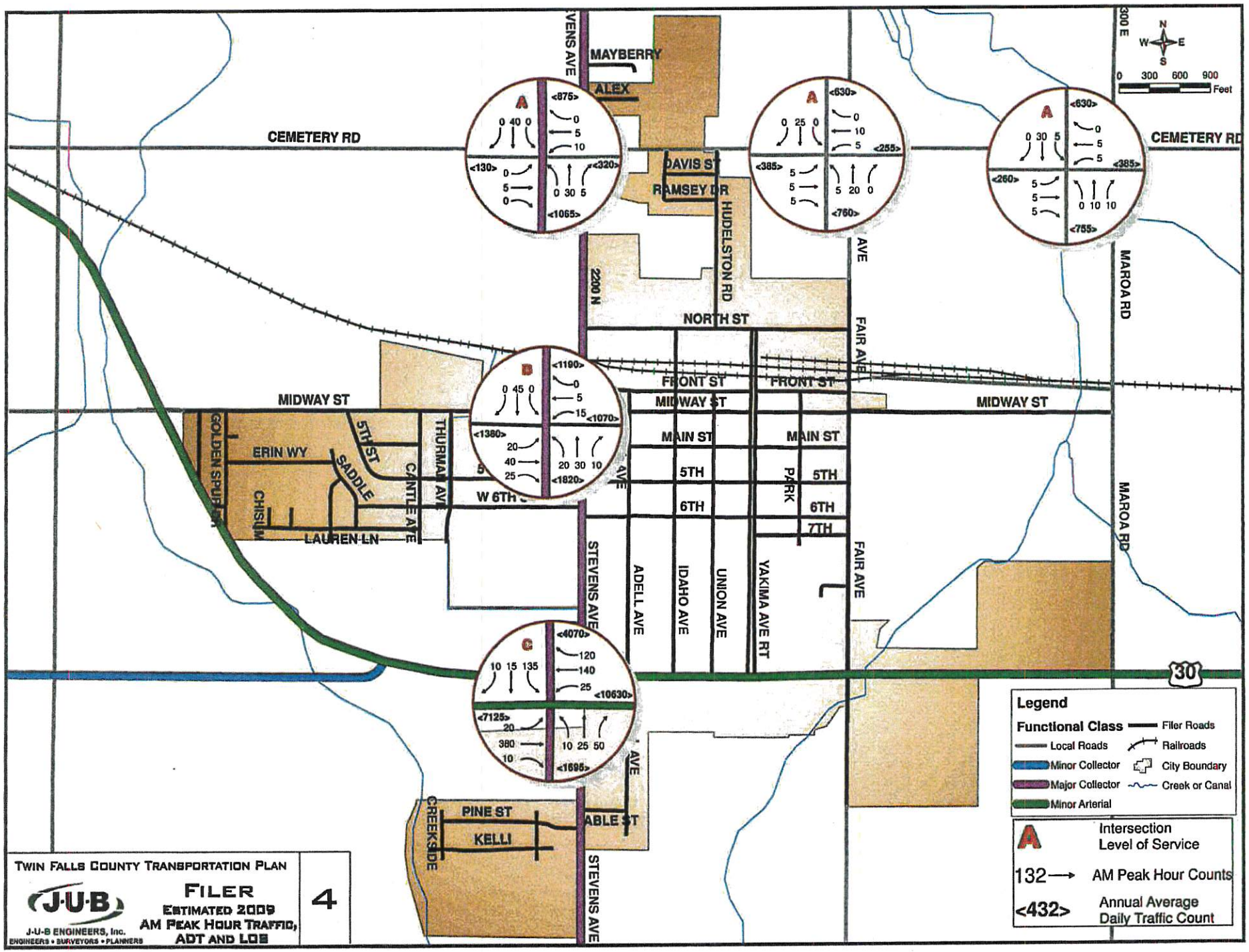
2. Assumes conversion of intersection to a round-a-bout

3. Assumes conversion of intersection to a signal

Source: J-U-B ENGINEERS, Inc.

As traffic continues to grow in the future, the stop controlled condition at the Highway 30 / Stevens Avenue (2200 N) intersection will result in increased delays in north and southbound traffic. The intersection is currently operating at a level of service "C"; and in 2029, southbound movements are projected to operate at LOS "F" with a 95-foot queue length and no intersection improvements. As shown in **Table 11**, converting the intersection to a round-about would result in a LOS "A" and signalizing the intersection would result in a LOS "C" in 2029.

All other evaluated intersections are anticipated to continue to operate at an acceptable level of service in 2029, and no additional improvements to the intersections are anticipated for level of service needs.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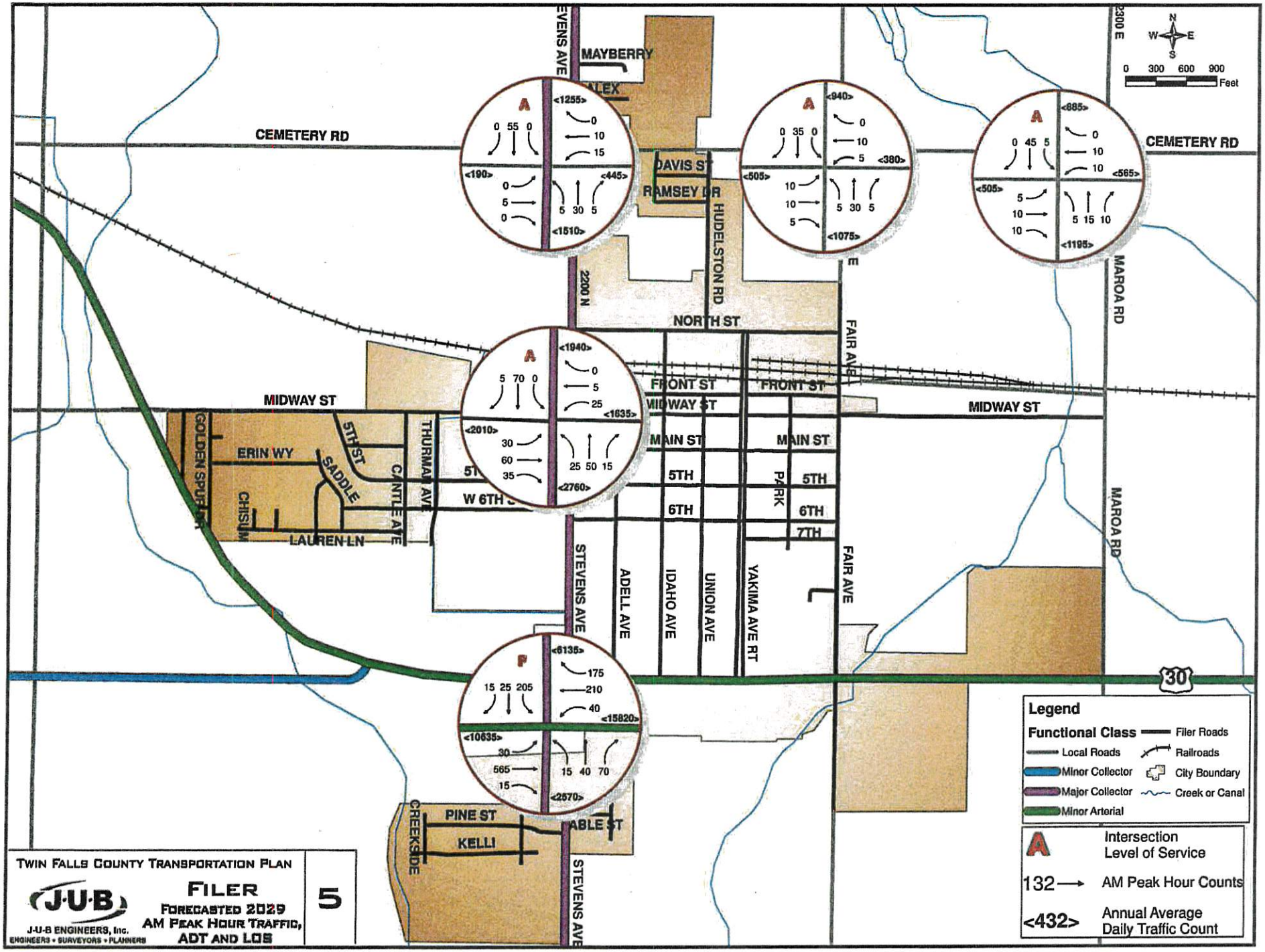
AM PEAK HOUR TRAFFIC, ADT AND LOS
4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FORECASTED 2029
AM PEAK HOUR TRAFFIC,
ADT AND LOS
5

Crash Sites - Road Segments and Intersections

The Idaho Transportation Department (ITD) maintains crash records. **Table 12** summarizes the local vehicle crashes (the **Appendix B** contains a complete breakdown of the crash sites and crash data) from the year 2003 through 2007 and **Figure 6** shows the crash locations.

Rural roadways (outside the city) trend towards crashes with greater severity than urban roadways. This can be attributed to the tendency for rural roads to have higher vehicular speeds due to lower traffic volumes and reduced roadway access points.

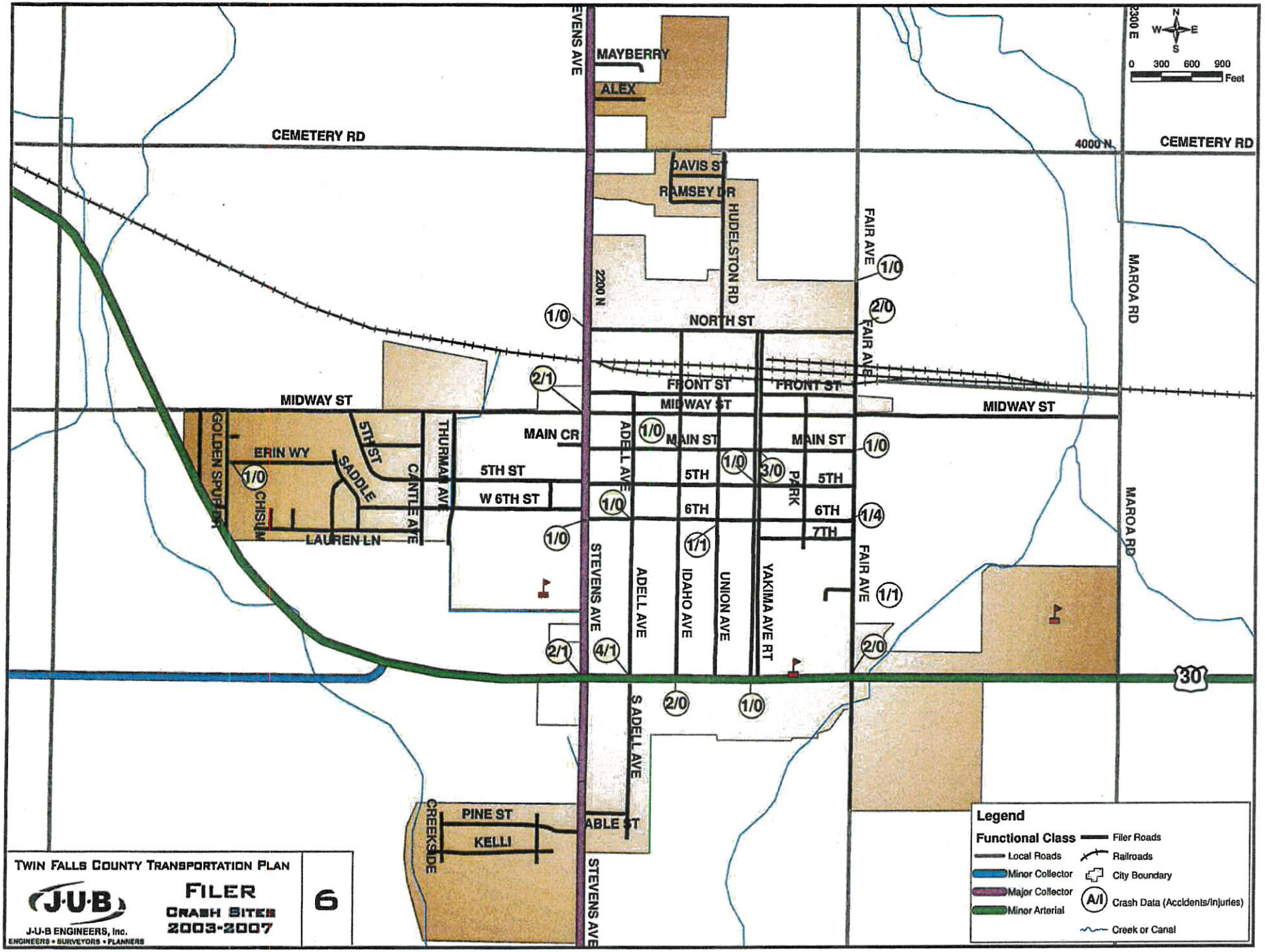
Table 12. Accidents by Year & Severity (2003-2007)

Year	Type of Accident			Total Accidents
	Fatality	Injury	Property Damage Only	
2003	0	2	6	8
2004	0	0	4	4
2005	0	1	5	6
2006	0	4 accidents (5 injuries)	3	7
2007	0	1 accident (4 injuries)	8	9
Total	0	8 accidents (12 injuries)	26	34

Source: Idaho Transportation Department

For the purposes of this transportation plan, a high frequency crash location was based on having an average above one-crash per year. Based on this criterion, there is one roadway (Highway 30) in the City of Filer with a high frequency of crashes.

There were eleven (11) crashes with two (2) injuries between 2003 and 2007 along Highway 30, located at various intersections. Seven (7) of the accidents on Highway 30 involved collisions during turning movements at an angle while traveling through the intersections, with failure to yield being the main resulting factor. In the short-term, installation of larger traffic control signs and ensuring that sight paths are clear would improve safety factors. In the long-term, four (4) traffic signal projects are identified in the capital improvement plan along Highway 30, which will improve safety and traffic flow for east-west bound traffic.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CRASH SITES
2003-2007
6

ACCESS MANAGEMENT

Description

Roadways provide for both the mobility of the public, and the public's access to adjacent properties. Both of these functions are essential but they tend to be mutually exclusive. The more access locations allowed on a roadway, the lower that road's volume, capacity and travel speed becomes. Therefore, roadways are designed to serve different functions and are classified accordingly.

Arterial streets are designed to carry more traffic at higher speeds. Mobility is paramount, while the roadway's access function is minimized. This emphasis facilitates a design for higher speeds and requires the restriction of access along the arterial.

Collector roads serve as a bridge between local roads and arterials. A collector road should allow controlled access under specific conditions. Speed limits on collectors may be from 25 to 50 mph, depending on the surrounding land uses. A rural collector road should be continuous between arterials, collectors, traffic generators, and towns/cities to provide intra-county travel corridors.

The primary function of **local** roads (such as residential streets) is to provide direct access to properties, rather than providing for mobility. Travel speeds are lower on local roads and several accesses are typically permitted.

Access Spacing

'Driver load' is a term that is used to describe the attention demands that a driver experiences while operating a vehicle. These demands include being aware of how the vehicle is functioning, keeping the vehicle on its proper course, navigation to get to the proper destination, the operation of other vehicles on the road, changes in roadway/operation conditions, vehicles entering and exiting the travel lane, conversations within the vehicle, etc. As the number of items requiring a driver's attention increases, the higher the 'driver load' and the more likely the chances of missing important information that the driver needs to process.

The concept for access management is to provide some control over a few of the factors affecting the amount of information that a driver must process to safely operate the vehicle. Short spacing between private access drives complicates the driving task by requiring drivers to watch for ingress and egress traffic at several points simultaneously while maintaining control of the vehicle, monitoring vehicles ahead, behind, and in adjacent lanes. Longer spacing between access locations simplifies the driving task by providing more time for the driver to process information and determine/perform the proper action.

Access control is an essential part of good land-use and transportation planning. Cities usually implement access control measures through two primary mechanisms:

- An access or right-of-way permit system
- Planning, zoning, and subdivision processes

For urban streets within the city area, it is suggested that the frequency of driveways/access locations be allowed based on the posted speed limit (planned or existing) for the road that the access connects to. This recommended spacing is shown in **Table 13**, which is based on right-turn conflict overlaps and corner clearances. This spacing should provide adequate time for a typical vehicle to slow down when another vehicle pulls into their lane from an adjacent driveway, in order to avoid a collision. The spacing criterion in **Table 13** does not apply to residential driveways

on residential streets. In addition to the spacing criterion, the City should also review the site's geometric conditions to ensure that the AASHTO minimum vertical and horizontal sight distances can be provided.

Table 13. Spacing for New Driveway Accesses

Posted Speed Limit of Roadway (MPH)	New Driveway Spacing (Distance between the inside edges of the driveways, in feet)		Corner Clearance (Distance Between inside edges of the driveway and adjacent street-in feet)	
	Minor Traffic Generator (<1000 ADT)	Major Traffic Generator (≥1000 ADT)	Minor Traffic Generator (<1000 ADT)	Major Traffic Generator (≥1000 ADT)
25	115	150	115	150
30	150	200	150	200
35	190	250	220	280
40	230	300	270	340
45	275	360	315	400

Where lot widths are less than the recommended spacing, or there are additional terrain constraints, the City may consider a request for a variance from the property owner so that the property will not be denied access. In these cases, it is recommended that driveway accesses be shared between two adjacent properties in order to provide the greatest reasonable distance between driveways.

The corner clearances listed in **Table 13** represent the minimum distances between an access driveway and the nearest cross road intersection. The corner clearance on the upstream side of an intersection should be longer than the longest expected vehicle queue. Driveways for corner lots should be located on the street with the lower functional classification.

Unless a shorter length is specified in a stamped engineering study for the site that analyzes the internal circulation and impacts to adjacent roads, driveway entrance length serving parking lots should comply as follows (measured from the right-of-way line to the end of the driveway or the first aisle intersection):

- The driveway entrance length should in no case be less than 25-feet long
- Parking lot with 50 to 200 parking spaces - Minimum driveway length, 50-feet long
- Parking lot with over 200 parking spaces - Minimum driveway length, 100-feet long

Driveway widths, alignment, and grades should comply with the requirements of the publications listed in the Design Standards section of this document.

The ITD and LHTAC have approach policies that are similar to each other. **Table 14** summarizes ITD's access spacing requirements and should be considered when allowing new roads to connect to existing roads, and when a development has frontage on an ITD facility (Highway 30).

Table 14. Summary of ITD Access Spacing Requirements

Access Type	Functional Classification	Type	Intersection Spacing	Approach Spacing	Signal Spacing
I	Rural Minor and Major Collector	At-Grade	0.25 mile	300 feet	0.5 mile
II	Rural Minor Arterial	At-Grade	0.25 mile	500 feet	0.5 mile
	Urban Collector and Minor Arterial	At-Grade	660 feet	150 feet	0.25 mile
III	Rural Principal Arterial	At-Grade/ Interchange	0.5 mile	1,000 feet	0.5 mile
	Urban Principal Arterial	At Grade/ Interchange	0.25 mile	300 feet	0.5 mile
IV	Rural Principal Arterial (Multiple-Lane)	At Grade/ Interchange	1 mile	N/A	0.25 mile
	Urban Principal Arterial (Multiple-Lane)	At Grade/ Interchange	1 mile	N/A	0.25 mile
V	Rural Interstate	Interchange	3 miles	N/A	N/A
	Urban Interstate	Interchange	1 mile	N/A	N/A

Source: Idaho Transportation Department (ITD)

DESIGN STANDARDS

The City of Filer intends for all new and reconstruction projects within the City limits to follow the "Idaho Standards for Public Works Construction" (ISPWC) latest edition, and for projects within the City's Area of Impact to follow the "Highway Standards and Development Procedures for the Highway Districts of Twin Falls County, Idaho" latest edition. The City also reserves the right to require compliance with the standards from the Idaho Transportation Department (ITD) where it is in the best interest of the City.

Some of the basic standards for roadways within the City of Filer and its Area of Impact are described in **Table 15**. These standards are for the basic paved portion of the road. 'Structural shoulders' or 'curb-gutter and sidewalk' are required in addition to the roadway structural section. The type of roadside features required will be determined by the City Council based on the location and nature of the proposed development.

For developments that are anticipated to generate more than 10 vehicle trips during a peak hour, the City of Filer may require the submittal of a Traffic Impact Study that is prepared in accordance with ITD standards to evaluate the expected impacts of the development on the roadway network.

Table 15. Minimum Roadway Design Standards

Design Parameter	Arterial	Collector	Local /Residential
Right-of-way width	80 to 100 feet	60 to 80 feet	50 to 60 feet
Pavement width	36 feet (min)	36 feet (min)	30 feet (min)
Pavement thickness*	3 inches (min)*	3 inches (min)*	2.5 inches (min)*
Aggregate thickness*	18 inches (min)*	16 inches (min)*	12 inches (min)*
Vertical grades	Maximum 6%	Maximum 6%	Maximum 10%
Intersection angles	80 to 90 degrees	80 to 90 degrees	70 to 90 degrees
Design speed	35 to 60 mph	35 to 45 mph	25 to 35 mph

*Note: A lesser section is acceptable if recommended in a stamped Geotechnical Report specific to the site.

ASSET MANAGEMENT AND INVENTORY

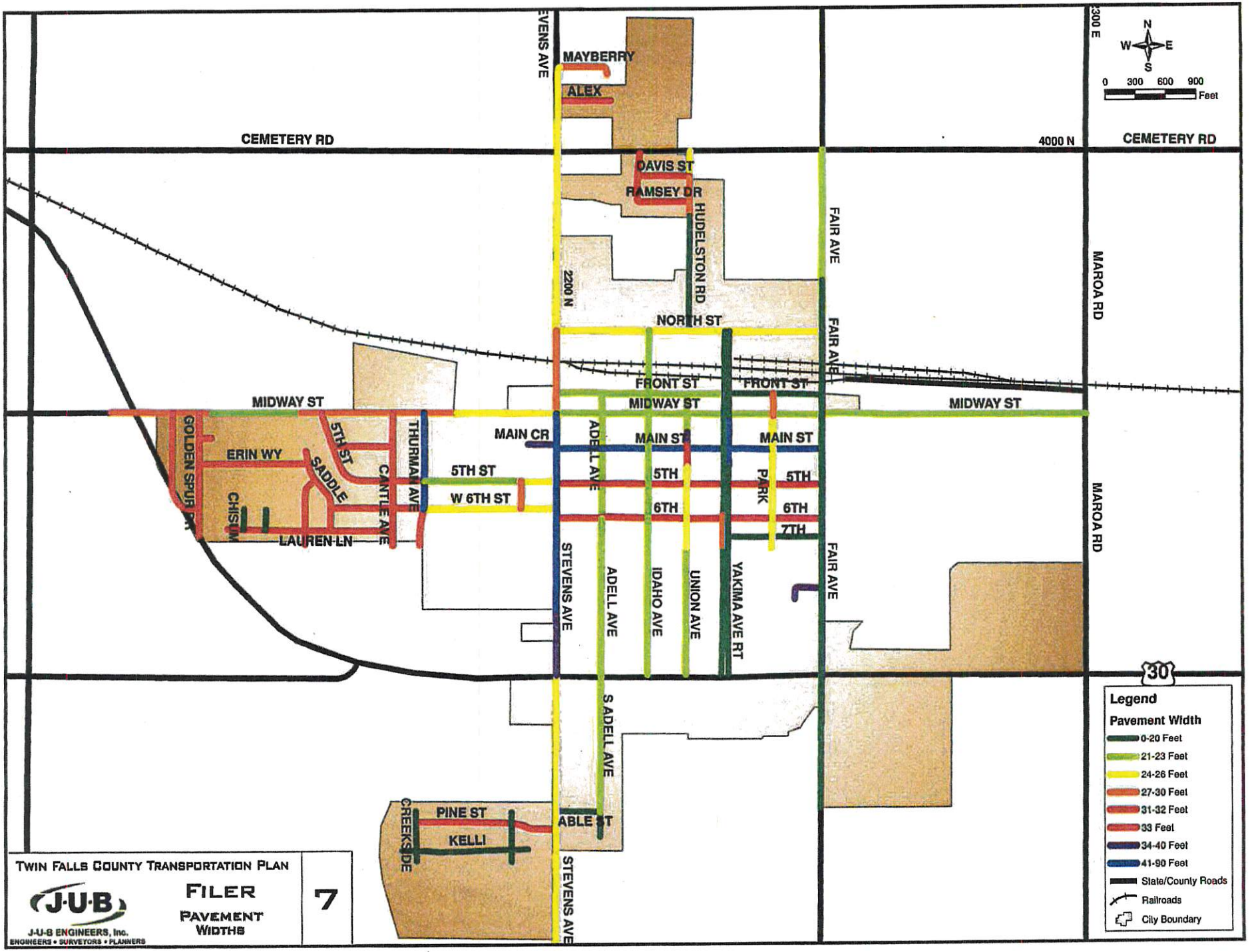
Asset Management

As part of the transportation planning process, the City of Filer has undertaken a comprehensive asset management process to evaluate existing pavement conditions and to inventory existing transportation assets within the transportation network. In 2006, a Pavement Management Plan (PMP) was completed to provide an evaluation of existing pavement conditions, preventative maintenance measures and/or remediation work that can be done to keep the road in a usable condition. On an annual basis, approximately $200,000-$250,000 is budgeted towards road maintenance and capital projects. The PMP should be updated on a regular basis to ensure accurate/updated inventory is maintained, appropriate budgeting can be provided for, and maintenance will be scheduled and completed.

Asset Inventory

Roadway inventory in the City of Filer are shown in **Figure 7, Figure 8, Figure 9** and **Figure 10**, and are summarized below:

- Pavement (widths): See Figure 7
- Signs: 147 stop signs, 214 varying traffic signs, see Figure 8
- Sidewalk: 29, 700 linear-feet, see Figure 9 for locations
- Culverts/Storm Drains/Bridges: 32 sidewalk culverts, 1 storm drain, no bridges, See Figure 10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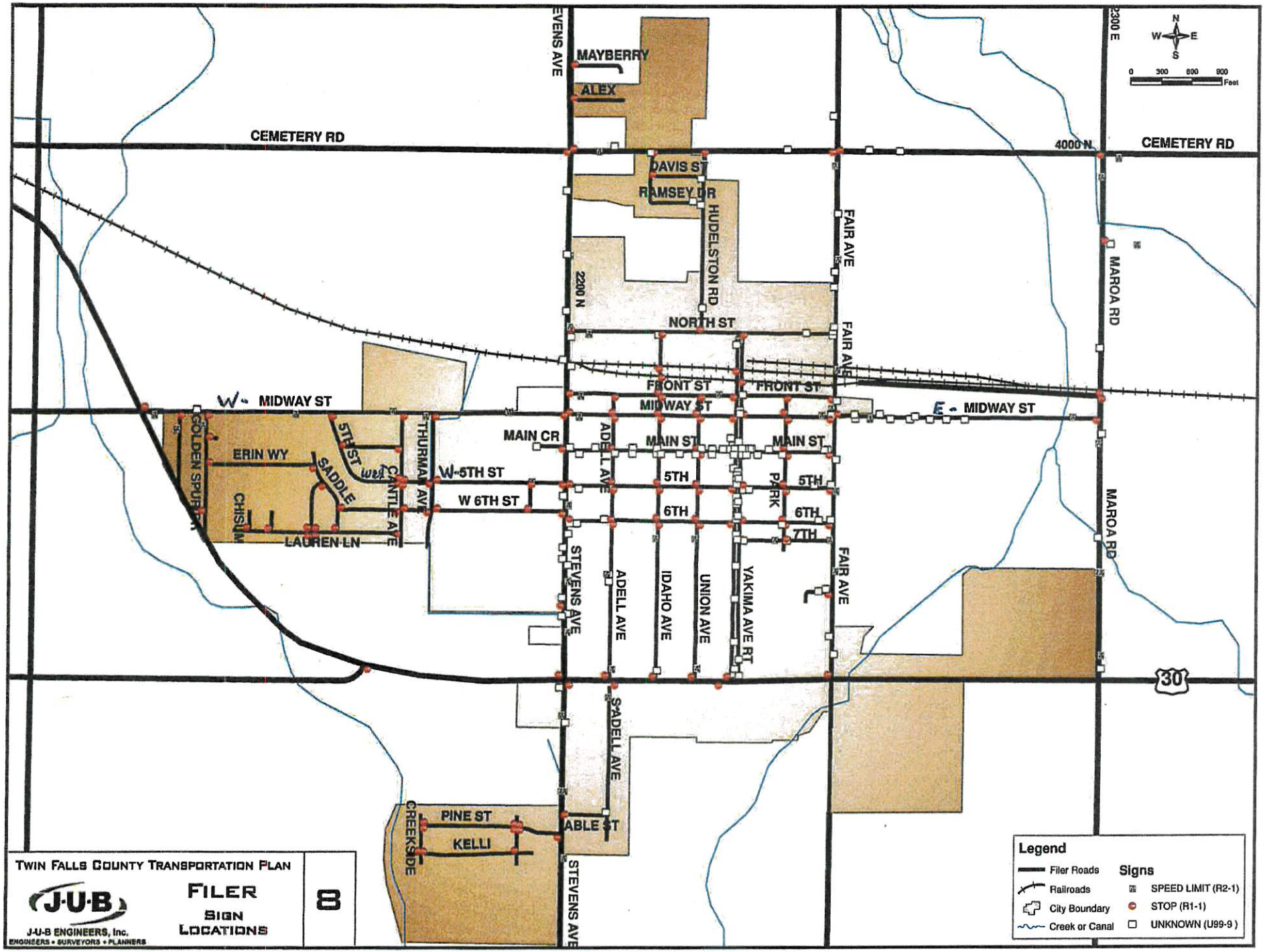
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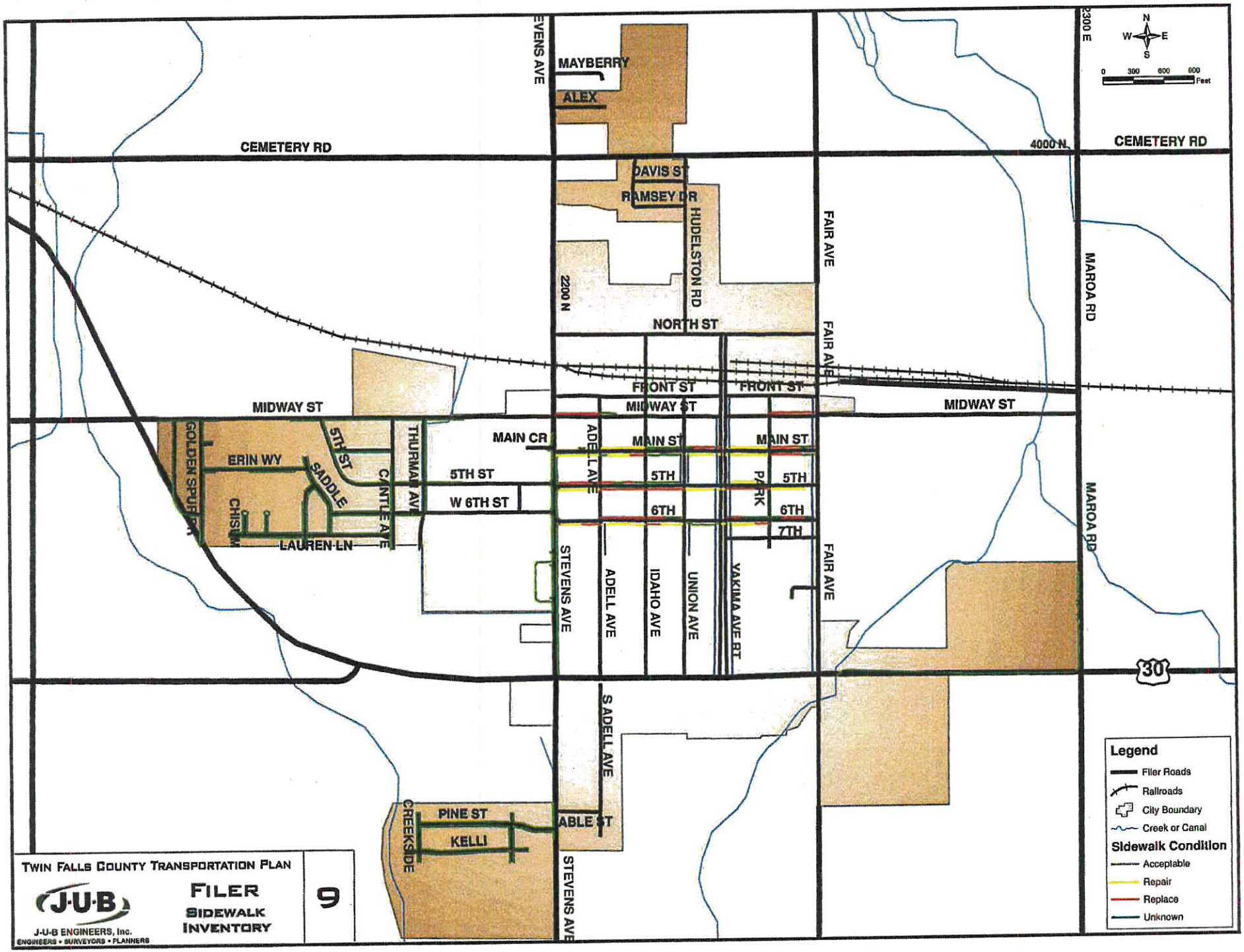
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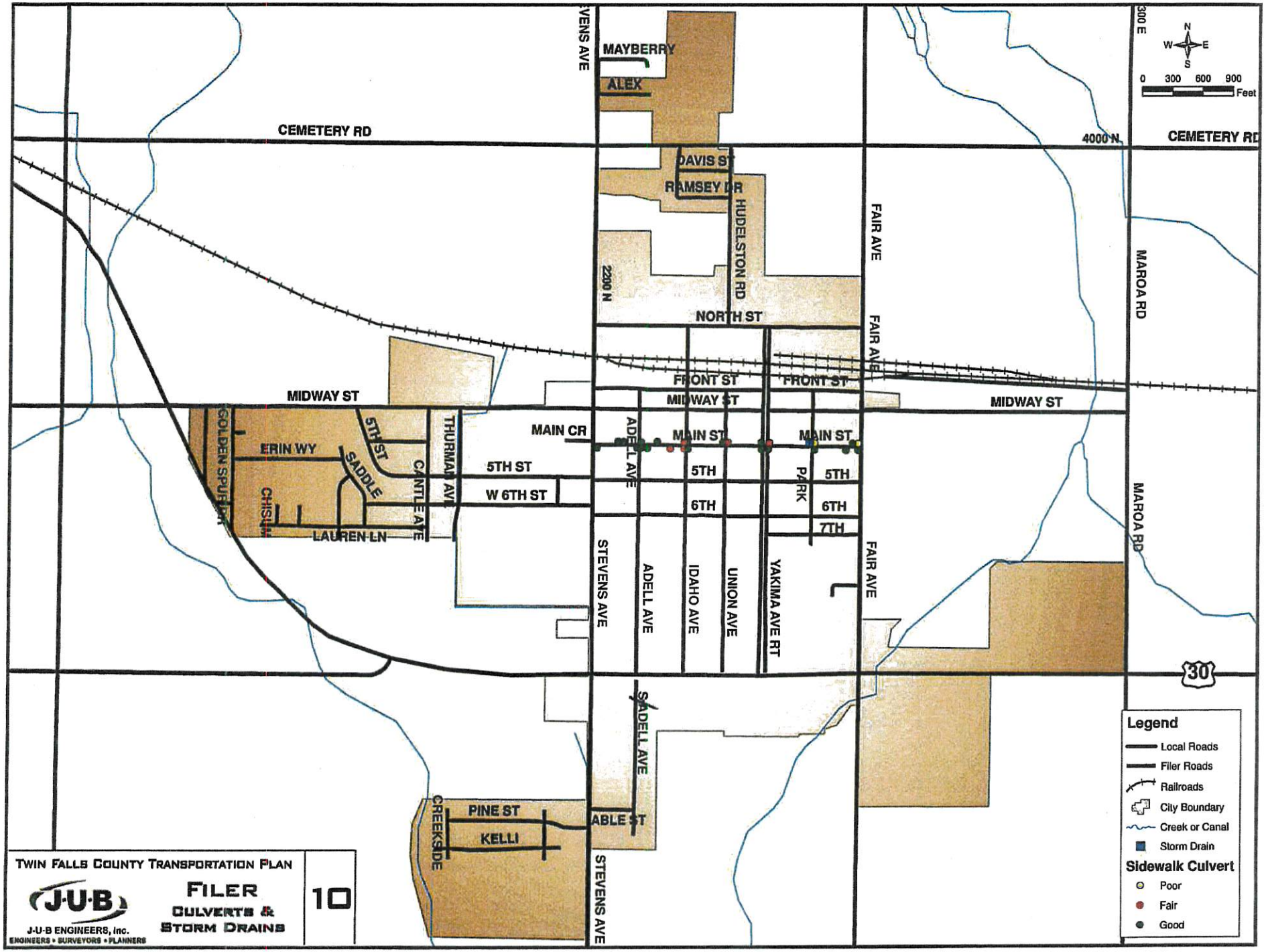

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CULVERTS & STORM DRAINS

10

Other Modes and Means of Transportation

Bicycle and Pedestrian Facilities

The Filer Wildcat Greenbelt Plan includes a 2.5 mile, paved multi-use path designed to provide a safe and accessible place for walking and bicycling near the Twin Falls County Fairgrounds and Filer High School. The greenbelt pathway plan is the result of a collaborative effort between the City of Filer, Twin Falls County, Filer High School, Twin Falls Canal Company, Filer Highway District, and Filer Recreation District. An extension of the pathway is slated to include the west and central areas of the community with a looped trail.

Public Transportation

The Trans IV bus system is operated under a grant from LHTAC and provides bus transportation for working commuters, students (1st Grade through college), agency clients, seniors, people with special needs, public organizations, and private groups. There are scheduled buses with inter-city fixed routes that operate in the mornings and afternoons between Twin Falls and Filer, Kimberly, Jerome, Wendell, Buhl, and Burley, Monday through Friday. The pick-up/drop-off location is at Cedar Lanes Bowling Alley, on Highway 30 and Union Avenue. Due to the rural nature of its area of service, the Trans IV bus system does not have a fixed in-town commuter schedule for the City of Filer, but is available by appointment. Fees for bus service are based on the type and purpose of the use per federal regulations. Trans IV may be contacted by telephone at 800-531-2133 or 208-736-2133 for areas local to Twin Falls.

Airports

Airports certified for carrier operations nearest to Filer:

- Joslin Field, Magic Valley Regional Airport - about 12 miles away
- Friedman Memorial, Hailey - about 68 miles away
- Boise Air Terminal / Gowen Field - about 130 miles away

Other public-use airports nearest to Filer:

- Buhl Municipal - about 12 miles away
- Jerome County - about 16 miles
- Gooding Municipal - about 26 miles
- Burley Municipal - about 48 miles

Railroad

The Railroad tracks run through the center of the City of Filer in an east-west alignment, and are operated by the Eastern Idaho Railroad (EIRR) Company and owned by WATCO, Inc. The tracks provide access to the local agricultural products processors who mostly process grains (corn, and wheat), beans, and feed hays. Freight trains pass through the community approximately two times daily. There are four at-grade railroad crossings in Filer, and they are from west to east; 1) Stevens Avenue, 2) Idaho Avenue, 3) Yakima Avenue, and 4) Fair Avenue. All of the at-grade crossings are stop-controlled, and none of them have crossing barrier arms or flashing lights.

Appendix A: Traffic Data

- City of Filer Traffic Data: 2009 & 2029 Peak Hour Volumes and ADT
- Highway 30 / Stevens (2200 E) Two-Way Stop Control Summary: 2009 & 2029 AM Peak Hour, LOS and Mitigated Scenarios
- Midway / Stevens (2200 E) Two-Way Stop Control Summary: 2009 & 2029 AM Peak Hour and LOS
- Cemetery (4000 N) / Stevens (2200 E) Two-Way Stop Control Summary: 2009 & 2029 AM Peak Hour and LOS
- Cemetery (4000 N/ Fair (2250 E) Two-Way Stop Control Summary: 2009 & 2029 AM Peak Hour and LOS
- Cemetery (4000 N) / Maroa (2300 E) Two-Way Stop Control Summary: 2009 & 2029 AM Peak Hour and LOS

Appendix A: Traffic Data

City of Filer Traffic Data: 2009 & 2029 Peak Hour Volumes and ADT

City of Filer Traffic Data

Annual Traffic Growth Rate: 2.00%

HCM "K" Factor for AM-Pk Hr Volumes: 0.08 (used to convert Pk-Hr Volumes to ADT volumes)

			4-Yrs Growth	4-Yrs Growth	24-Yrs Growth	24-Yrs Growth				
Intersection Location	Traffic Direction	2005 AM Peak Hour	Estimated 2009 AM Peak Hour	Estimated 2009 ADT	2029 Pk-Hr AM	Future 2029 ADT	east leg	west leg	north leg	south leg
HWY 30	NB-Thru	24	25	315	40	500			north leg	south leg
Stevens	NB-Right	45	50	625	70	875	east leg			south leg
	NB-Left	9	10	125	15	190		west leg		south leg
	SB-Thru	15	15	190	25	315			north leg	south leg
	SB-Right	9	10	125	15	190		west leg	north leg	
	SB-Left	127	135	1690	205	2565	east leg		north leg	
	EB-Thru	352	380	4750	565	7065	east leg	west leg		
	EB-Right	10	10	125	15	190		west leg		south leg
	EB-Left	20	20	250	30	375		west leg	north leg	
	WB-Thru	130	140	1750	210	2625	east leg	west leg		
	WB-Right	109	120	1500	175	2190	east leg		north leg	
	WB-Left	24	25	315	40	500	east leg			south leg
Midway	NB-Thru	30	30	375	50	625			north leg	south leg
Stevens	NB-Right	9	10	125	15	190	east leg			south leg
	NB-Left	17	20	250	25	315		west leg		south leg
	SB-Thru	42	45	565	70	875			north leg	south leg
	SB-Right	2	0	0	5	65		west leg	north leg	
	SB-Left	1	0	0	0	0	east leg		north leg	
	EB-Thru	38	40	500	60	750	east leg	west leg		
	EB-Right	21	25	315	35	440		west leg		south leg
	EB-Left	18	20	250	30	375		west leg	north leg	
	WB-Thru	3	5	65	5	65	east leg	west leg		
	WB-Right	0	0	0	0	0	east leg		north leg	
	WB-Left	15	15	190	25	315	east leg			south leg
Cemetery	NB-Thru	29	30	375	45	565			north leg	south leg
Stevens	NB-Right	4	5	65	5	65	east leg			south leg
	NB-Left	1	0	0	0	0		west leg		south leg
	SB-Thru	35	40	500	55	690			north leg	south leg
	SB-Right	0	0	0	0	0		west leg	north leg	
	SB-Left	1	0	0	0	0	east leg		north leg	
	EB-Thru	4	5	65	5	65	east leg	west leg		
	EB-Right	1	0	0	0	0		west leg		south leg
	EB-Left	0	0	0	0	0		west leg	north leg	
	WB-Thru	5	5	65	10	125	east leg	west leg		
	WB-Right	1	0	0	0	0	east leg		north leg	
	WB-Left	8	10	125	15	190	east leg			south leg

2009 & 2029 ADT for North Leg, South Leg, East Leg and West Leg

Highway 30/Stevens ADT

2009 NL	2029 NL	2009 SL	2029 SL	2009 EL	2029 EL	2009 WL	2029 WL
4070	6135	1695	2570	10630	15820	7125	10635

Midway/Stevens ADT

2009 NL	2029 NL	2009 SL	2029 SL	2009 EL	2029 EL	2009 WL	2029 WL
1190	1940	1820	2760	1070	1635	1380	2010

Cemetery/Stevens ADT

2009 NL	2029 NL	2009 SL	2029 SL	2009 EL	2029 EL	2009 WL	2029 WL
875	1255	1065	1510	320	445	130	190

Intersection Location	Traffic Direction	2005 AM Peak Hour	Estimated 2009 AM Peak Hour	Estimated 2009 ADT	2029 Pk-Hr AM	Future 2029 ADT	east leg	west leg	north leg	south leg
Cemetery	NB-Thru	19	20	250	30	375			north leg	south leg
Fair	NB-Right	2	0	0	5	65	east leg			south leg
	NB-Left	4	5	65	5	65		west leg		south leg
	SB-Thru	22	25	315	35	440			north leg	south leg
	SB-Right	1	0	0	0	0		west leg	north leg	
	SB-Left	1	0	0	0	0	east leg		north leg	
	EB-Thru	5	5	65	10	125	east leg	west leg		
	EB-Right	3	5	65	5	65		west leg		south leg
	EB-Left	6	5	65	10	125		west leg	north leg	
	WB-Thru	7	10	125	10	125	east leg	west leg		
	WB-Right	0	0	0	0	0	east leg		north leg	
	WB-Left	4	5	65	5	65	east leg			south leg
Cemetery	NB-Thru	9	10	125	15	190			north leg	south leg
Maroa	NB-Right	7	10	125	10	125	east leg			south leg
	NB-Left	2	0	0	5	65		west leg		south leg
	SB-Thru	28	30	375	45	565			north leg	south leg
	SB-Right	0	0	0	0	0		west leg	north leg	
	SB-Left	3	5	65	5	65	east leg		north leg	
	EB-Thru	6	5	65	10	125	east leg	west leg		
	EB-Right	6	5	65	10	125		west leg		south leg
	EB-Left	3	5	65	5	65		west leg	north leg	
	WB-Thru	6	5	65	10	125	east leg	west leg		
	WB-Right	0	0	0	0	0	east leg		north leg	
	WB-Left	5	5	65	10	125	east leg			south leg

Cemetery/Fair ADT

2009 NL	2029 NL	2009 SL	2029 SL	2009 EL	2029 EL	2009 WL	2029 WL
630	940	760	1075	255	380	385	505

Cemetery/Maroa ADT

2009 NL	2029 NL	2009 SL	2029 SL	2009 EL	2029 EL	2009 WL	2029 WL
630	885	755	1195	385	565	260	505

Highway 30 / Stevens (2200 E) Two-Way Stop Control Summary: 2009 & 2029 AM Peak Hour, LOS and Mitigated Scenarios

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Baerlocher	Intersection	HWY 30/Stevens
Agency/Co.	J-U-B ENGINEERS, Inc	Jurisdiction	City of Filer
Date Performed	2/24/2009	Analysis Year	2009 (Existing)
Analysis Time Period	AM Peak		

Project Description: City of Filer Transportation Plan

East/West Street: HWY 30 | North/South Street: Stevens

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	20	380	10	25	140	120
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	23	447	11	29	164	141
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	25	50	135	15	10
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	11	29	58	158	17	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	23	29		98			186	
C (m) (veh/h)	1267	1114		558			448	
v/c	0.02	0.03		0.18			0.42	
95% queue length	0.06	0.08		0.63			2.01	
Control Delay (s/veh)	7.9	8.3		12.8			18.6	
LOS	A	A		B			C	
Approach Delay (s/veh)	--	--	12.8			18.6		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Baerlocher	Intersection	HWY 30/Stevens
Agency/Co.	J-U-B ENGINEERS, Inc	Jurisdiction	City of Filer
Date Performed	2/24/2009	Analysis Year	2029 (Future)
Analysis Time Period	AM Peak		

Project Description: City of Filer Transportation Plan

East/West Street: HWY 30 | North/South Street: Stevens

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	30	565	15	40	210	175
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	35	664	17	47	247	205
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	40	70	205	25	15
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	17	47	82	241	29	17
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	35	47		146			287	
C (m) (veh/h)	1119	921		406			294	
v/c	0.03	0.05		0.36			0.98	
95% queue length	0.10	0.16		1.61			9.95	
Control Delay (s/veh)	8.3	9.1		18.8			85.4	
LOS	A	A		C			F	
Approach Delay (s/veh)	--	--	18.8			85.4		
Approach LOS	--	--	C			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Baerlocher	Intersection	HWY 30/Stevens
Agency/Co.	J-U-B ENGINEERS, Inc	Jurisdiction	City of Filer
Date Performed	2/24/2009	Analysis Year	2029 (Future) Mitigated
Analysis Time Period	AM Peak		

Project Description: City of Filer Transportation Plan

East/West Street: HWY 30 | North/South Street: Stevens

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	30	565	15	40	210	175
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	35	664	17	47	247	205
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	15	40	70	205	25	15
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	17	47	82	241	29	17
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		L		TR
v (veh/h)	35	47		146		241		46
C (m) (veh/h)	1119	921		406		284		358
v/c	0.03	0.05		0.36		0.85		0.13
95% queue length	0.10	0.16		1.61		7.19		0.44
Control Delay (s/veh)	8.3	9.1		18.8		61.1		16.5
LOS	A	A		C		F		C
Approach Delay (s/veh)	--	--	18.8			53.9		
Approach LOS	--	--	C			F		

ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET

General Information		Site Information	
Analyst	*Baerlocher*	Intersection	*HWY 30/Stevens*
Agency/Co.	*J-U-B Engineers*	Jurisdiction	*City of Filer*
Date Performed	*3/9/2009*	Analysis Year	*2029 (Future) Mitigated 2*
Time Period	*AM Peak Hour*		

Project Description *City of Filer Transportation Plan*

Volume Adjustments

		EB	WB	NB	SB
LT Traffic	Volume, veh/h	*30*	*40*	*15*	*205*
	PHF	*0.85*	*0.85*	*0.85*	*0.85*
	Flow rate, veh/h	*35*	*47*	*17*	*241*
TH Traffic	Volume, veh/h	*565*	*210*	*40*	*25*
	PHF	*0.85*	*0.85*	*0.85*	*0.85*
	Flow rate, veh/h	*664*	*247*	*47*	*29*
RT Traffic	Volume, veh/h	*15*	*175*	*70*	*15*
	PHF	*0.85*	*0.85*	*0.85*	*0.85*
	Flow rate, veh/h	*17*	*205*	*82*	*17*

Approach Flow Computation

Approach Flow (veh/h)	Va (veh/h)
V_{ae}	*716*
V_{aw}	*499*
V_{an}	*146*
V_{as}	*287*

Circulating Flow Computation

Approach Flow (veh/h)	Vc (veh/h)
V_{ce}	*317*
V_{cw}	*99*
V_{cn}	*940*
V_{cs}	*311*

Capacity Computation

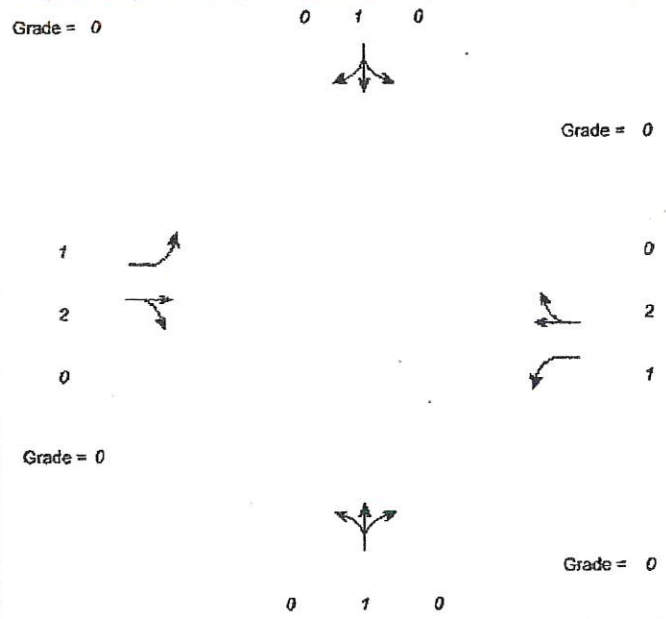
		EB	WB	NB	SB
Capacity	Upper bound	*1079*	*1281*	*653*	*1084*
	Lower bound	*885*	*1067*	*509*	*889*
v/c Ratio	Upper bound	*0.66*	*0.39*	*0.22*	*0.26*
	Lower bound	*0.81*	*0.47*	*0.29*	*0.32*

INPUT WORKSHEET

General Information		Site Information	
Analyst	*Baerlocher*	Intersection	*HWY 30/Stevens*
Agency or Co.	*J-U-B Engineers*	Area Type	*All other areas*
Date Performed	*3/9/2009*	Jurisdiction	*City of Filer*
Time Period	*AM Peak*	Analysis Year	*2029 (Future) Mitigated 3*

Project Description *City of Filer Transporation Plan*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	30	545	15	40	210	175	15	40	70	205	25	15
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.82	0.82	0.82
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0			2.0			2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival Type	3	3		3	3			3			3	
Unit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0		0	0			0			0	

	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 20.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

CAPACITY AND LOS WORKSHEET

General Information

Project Description *City of Filer Transporation Plan*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	*L*	*TR*		*L*	*TR*			*LTR*			*LTR*	
Adjusted Flow Rate	*35*	*659*		*47*	*453*			*147*			*298*	
Satflow Rate	*933*	*3603*		*709*	*3371*			*1658*			*1292*	
Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*			*2.0*	
Green Ratio	*0.50*	*0.50*		*0.50*	*0.50*			*0.33*			*0.33*	
Lane Group Capacity	*467*	*1802*		*355*	*1686*			*553*			*431*	
v/c Ratio	*0.07*	*0.37*		*0.13*	*0.27*			*0.27*			*0.69*	
Flow Ratio	*0.04*	*0.18*		*0.07*	*0.13*			*0.09*			*0.23*	
Critical Lane Group		*Y*			*N*			*N*			*Y*	
Sum Flow Ratios	*0.41*											
Lost Time/Cycle	*10.00*											
Critical v/c Ratio	*0.50*											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	*L*	*TR*		*L*	*TR*			*LTR*			*LTR*	
Adjusted Flow Rate	*35*	*659*		*47*	*453*			*147*			*298*	
Lane Group Capacity	*467*	*1802*		*355*	*1686*			*553*			*431*	
v/c Ratio	*0.07*	*0.37*		*0.13*	*0.27*			*0.27*			*0.69*	
Green Ratio	*0.50*	*0.50*		*0.50*	*0.50*			*0.33*			*0.33*	
Uniform Delay d_1	*7.8*	*9.2*		*8.0*	*8.7*			*14.6*			*17.3*	
Delay Factor k	*0.50*	*0.50*		*0.50*	*0.50*			*0.50*			*0.50*	
Incremental Delay d_2	*0.3*	*0.6*		*0.8*	*0.4*			*1.2*			*8.8*	
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*			*1.000*	
Control Delay	*8.1*	*9.8*		*8.8*	*9.1*			*15.8*			*26.1*	
Lane Group LOS	*A*	*A*		*A*	*A*			*B*			*C*	
Approach Delay	*9.7*			*9.0*			*15.8*			*26.1*		
Approach LOS	*A*			*A*			*B*			*C*		
Intersection Delay	*13.0*			Intersection LOS						*B*		

Midway / Stevens (2200 E)
Two-Way Stop Control Summary:
2009 & 2029 AM Peak Hour and LOS

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*J. Baerlocher*	Intersection	*Midway/Stevens*
Agency/Co.	*J-U-B ENGINEERS, Inc*	Jurisdiction	*City of Filer*
Date Performed	*2/24/2009*	Analysis Year	*2009 (Existing)*
Analysis Time Period	*AM Peak*		

Project Description *City of Filer Transportation Plan*

East/West Street: *Midway* | North/South Street: *Stevens*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*20*	*30*	*10*	*5*	*45*	*5*
Peak-Hour Factor, PHF	*0.78*	*0.78*	*0.78*	*0.78*	*0.78*	*0.78*
Hourly Flow Rate, HFR (veh/h)	*25*	*38*	*12*	*6*	*57*	*6*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	*7*	*8*	*9*	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*20*	*40*	*25*	*15*	*5*	*0*
Peak-Hour Factor, PHF	*0.78*	*0.78*	*0.78*	*0.78*	*0.78*	*0.78*
Hourly Flow Rate, HFR (veh/h)	*25*	*51*	*32*	*19*	*6*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*25*	*6*		*25*			*108*	
C (m) (veh/h)	*1553*	*1570*		*687*			*797*	
v/c	*0.02*	*0.00*		*0.04*			*0.14*	
95% queue length	*0.05*	*0.01*		*0.11*			*0.47*	
Control Delay (s/veh)	*7.4*	*7.3*		*10.4*			*10.2*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*10.4*			*10.2*		
Approach LOS	--	--	*B*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Baerlocher	Intersection	Midway/Stevens
Agency/Co.	J-U-B ENGINEERS, Inc	Jurisdiction	City of Filer
Date Performed	2/24/2009	Analysis Year	2029 (Future)
Analysis Time Period	AM Peak		

Project Description: City of Filer Transportation Plan

East/West Street: Midway | North/South Street: Stevens

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	50	15	5	70	5
Peak-Hour Factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77
Hourly Flow Rate, HFR (veh/h)	32	64	19	6	90	6
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	30	60	35	25	5	5
Peak-Hour Factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77
Hourly Flow Rate, HFR (veh/h)	38	77	45	32	6	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	32	6		44			160	
C (m) (veh/h)	1510	1527		601			719	
v/c	0.02	0.00		0.07			0.22	
95% queue length	0.06	0.01		0.24			0.85	
Control Delay (s/veh)	7.4	7.4		11.5			11.4	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	11.5			11.4		
Approach LOS	--	--	B			B		

Cemetery (4000 N) / Stevens (2200 E)
Two-Way Stop Control Summary:
2009 & 2029 AM Peak Hour and LOS

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Baerlocher	Intersection	Cemetery/Stevens
Agency/Co.	J-U-B ENGINEERS, Inc	Jurisdiction	City of Filer
Date Performed	2/24/2009	Analysis Year	2009 (Existing)
Analysis Time Period	AM Peak		

Project Description: City of Filer Transportation Plan

East/West Street: Cemetery | North/South Street: Stevens

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	30	5	0	40	0
Peak-Hour Factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77
Hourly Flow Rate, HFR (veh/h)	6	38	6	0	51	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	5	0	10	5	5
Peak-Hour Factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77
Hourly Flow Rate, HFR (veh/h)	6	6	0	12	6	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	6	0		24			12	
C (m) (veh/h)	1568	1577		882			820	
v/c	0.00	0.00		0.03			0.01	
95% queue length	0.01	0.00		0.08			0.04	
Control Delay (s/veh)	7.3	7.3		9.2			9.5	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	9.2			9.5		
Approach LOS	--	--	A			A		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*J. Baerlocher*	Intersection	*Cemetery/Stevens*
Agency/Co.	*J-U-B ENGINEERS, Inc*	Jurisdiction	*City of Filer*
Date Performed	*2/24/2009*	Analysis Year	*2029 (Future)*
Analysis Time Period	*AM Peak*		

Project Description *City of Filer Transportation Plan*

East/West Street: *Cemetery*	North/South Street: *Stevens*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*45*	*5*	*5*	*55*	*5*
Peak-Hour Factor, PHF	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*
Hourly Flow Rate, HFR (veh/h)	*6*	*58*	*6*	*6*	*71*	*6*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*5*	*5*	*5*	*15*	*10*	*5*
Peak-Hour Factor, PHF	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*	*0.77*
Hourly Flow Rate, HFR (veh/h)	*6*	*6*	*6*	*19*	*12*	*6*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*6*	*6*		*37*			*18*	
C (m) (veh/h)	*1535*	*1551*		*796*			*819*	
v/c	*0.00*	*0.00*		*0.05*			*0.02*	
95% queue length	*0.01*	*0.01*		*0.15*			*0.07*	
Control Delay (s/veh)	*7.4*	*7.3*		*9.7*			*9.5*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*9.7*			*9.5*		
Approach LOS	--	--	*A*			*A*		

Cemetery (4000 N) / Fair (2250 E)
Two-Way Stop Control Summary:
2009 & 2029 AM Peak Hour and LOS

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Baerlocher	Intersection	Cemetery/Fair
Agency/Co.	J-U-B ENGINEERS, Inc	Jurisdiction	City of Filer
Date Performed	2/24/2009	Analysis Year	2009 (Existing)
Analysis Time Period	AM Peak		

Project Description: City of Filer Transportation Plan

East/West Street: Cemetery	North/South Street: Fair
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	20	5	5	25	5
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	6	27	6	6	33	6
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	5	5	5	10	0
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	6	6	6	6	13	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LTR		LTR			LTR	
v (veh/h)	6	6		19			18	
C (m) (veh/h)	1584	1592		822			893	
v/c	0.00	0.00		0.02			0.02	
95% queue length	0.01	0.01		0.07			0.06	
Control Delay (s/veh)	7.3	7.3		9.5			9.1	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	9.5			9.1		
Approach LOS	--	--	A			A		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*J. Baerlocher*	Intersection	*Cemetery/Fair*
Agency/Co.	*J-U-B ENGINEERS, Inc*	Jurisdiction	*City of Filer*
Date Performed	*2/24/2009*	Analysis Year	*2029 (Future)*
Analysis Time Period	*AM Peak*		

Project Description *City of Filer Transportation Plan*

East/West Street: *Cemetery* | North/South Street: *Fair*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*30*	*5*	*5*	*35*	*5*
Peak-Hour Factor, PHF	*0.74*	*0.74*	*0.74*	*0.74*	*0.74*	*0.74*
Hourly Flow Rate, HFR (veh/h)	*6*	*40*	*6*	*6*	*47*	*6*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*10*	*10*	*5*	*5*	*10*	*5*
Peak-Hour Factor, PHF	*0.74*	*0.74*	*0.74*	*0.74*	*0.74*	*0.74*
Hourly Flow Rate, HFR (veh/h)	*13*	*13*	*6*	*6*	*13*	*6*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*6*	*6*		*25*			*32*	
C (m) (veh/h)	*1566*	*1575*		*838*			*833*	
v/c	*0.00*	*0.00*		*0.03*			*0.04*	
95% queue length	*0.01*	*0.01*		*0.09*			*0.12*	
Control Delay (s/veh)	*7.3*	*7.3*		*9.4*			*9.5*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*9.4*			*9.5*		
Approach LOS	--	--	*A*			*A*		

Cemetery (4000 N) / Maroa (2300 E)
Two-Way Stop Control Summary:
2009 & 2029 AM Peak Hour and LOS

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J. Baerlocher	Intersection	Cemetery/Maroa
Agency/Co.	J-U-B ENGINEERS, Inc	Jurisdiction	City of Filer
Date Performed	2/24/2009	Analysis Year	2009 (Existing)
Analysis Time Period	AM Peak		

Project Description: City of Filer Transportation Plan

East/West Street: Cemetery	North/South Street: Maroa
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	10	10	5	30	0
Peak-Hour Factor, PHF	0.54	0.54	0.54	0.54	0.54	0.54
Hourly Flow Rate, HFR (veh/h)	9	18	18	9	55	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	5	5	5	5	0
Peak-Hour Factor, PHF	0.54	0.54	0.54	0.54	0.54	0.54
Hourly Flow Rate, HFR (veh/h)	9	9	9	9	9	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	9	9		18			27	
C (m) (veh/h)	1563	1588		796			859	
v/c	0.01	0.01		0.02			0.03	
95% queue length	0.02	0.02		0.07			0.10	
Control Delay (s/veh)	7.3	7.3		9.6			9.3	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	9.6			9.3		
Approach LOS	--	--	A			A		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*J. Baerlocher*	Intersection	*Cemetery/Maroa*
Agency/Co.	*J-U-B ENGINEERS, Inc*	Jurisdiction	*City of Filer*
Date Performed	*2/24/2009*	Analysis Year	*2029 (Future)*
Analysis Time Period	*AM Peak*		

Project Description *City of Filer Transportation Plan*

East/West Street: *Cemetery* | North/South Street: *Maroa*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*15*	*10*	*5*	*45*	*5*
Peak-Hour Factor, PHF	*0.54*	*0.54*	*0.54*	*0.54*	*0.54*	*0.54*
Hourly Flow Rate, HFR (veh/h)	*9*	*27*	*18*	*9*	*83*	*9*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*5*	*10*	*10*	*10*	*10*	*5*
Peak-Hour Factor, PHF	*0.54*	*0.54*	*0.54*	*0.54*	*0.54*	*0.54*
Hourly Flow Rate, HFR (veh/h)	*9*	*18*	*18*	*18*	*18*	*9*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*9*	*9*		*45*			*45*	
C (m) (veh/h)	*1515*	*1576*		*783*			*814*	
v/c	*0.01*	*0.01*		*0.06*			*0.06*	
95% queue length	*0.02*	*0.02*		*0.18*			*0.18*	
Control Delay (s/veh)	*7.4*	*7.3*		*9.9*			*9.7*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*9.9*			*9.7*		
Approach LOS	--	--	*A*			*A*		

Appendix B: Crash Data

- City of Filer Crash Site Data (2003- 2007)

Appendix B: Crash Data

City of Filer Crash Site Data (2003-2007)

City of Filer Crash Site Data (2003-2007)

Accident Date (y/m/d)	First Roadway	Second Roadway	Dist. from Intersection (feet)	Direction from Intersection	Accident Time	Weather/ Conditions/ Light	Vehicles Involved		Contributing Factors	Harmful Event/ Injuries
							Type	Travel Direction		
2003/05/07	Huddleston Rd.	North St.	300	N	1:00	Dry/clear/dark	Car	S	Exceeded posted speed	Hit and run Collision with utility pole Moderate/ severe injuries
2003/05/22	Main St.	Yakima Ave.	50	E	12:00	Dry/clear/day	PuVanSUV Car	E U	Imp-Bkng	Collision with parked vehicle No injuries
2003/06/14	Fair Ave.	North St.	0	NA	13:00	Dry/clear/day	Car Car Car	E S S	Inattention	Collision while angle turning No injuries
2003/08/11	Yakima Ave.	Main St.	0	NA	15:00	Dry/clear/day	PuVanSUV	W	Left of center Inattention	Collision with pole No injuries
2003/09/03	Main St.	Fair Ave.	520	E	NS	Dry/clear/day	PuVanSUV Car	W W	Inattention	Hit and run Collision with parked vehicle No injuries
2003/10/11	Idaho Ave.	US-30	50	N	10:00	Dry/clear/day	PuVanSUV Car	E S	Failure to yield	Collision while angle turning No injuries

Accident Date (y/m/d)	First Roadway	Second Roadway	Dist. from Intersection (feet)	Direction from Intersection	Accident Time	Weather/ Conditions/ Light	Vehicles Involved		Contributing Factors	Harmful Event/ Injuries
							Type	Travel Direction		
2003/11/18	Stevens St.	Midway St.	0	NA	7:00	Dry/clear/day	Car Car PuVanSUV PuVanSUV Car PuVanSUV	E E N N E N	None	Collision at an angle Minor injuries
2003/12/31	Main St.	Yakima Ave.	300	E	16:00	Wet/cloudy/day	Car Car	U U	Drug impaired	Collision with parked vehicle No injuries
2004/06/18	2200 East Ave.	North St.	350	N	11:00	Dry/clear/day	PuVanSUV PuVanSUV PuVanSUV PuVanSUV	W N W W	Vision obstructed	Collision while backing No injuries
2004/07/12	Yakima Ave.	US-30	840	N	7:00	Dry/clear/day	Car Car	U S	Distraction	Collision with parked vehicle No injuries
2004/09/29	6th St.	Adell Ave.	0	NA	14:00	Dry/clear/day	PuVanSUV Car	S E	Failure to yield	Collision at an angle No injuries
2004/10/30	US-30	Fair Ave.	0	NA	21:00	Wet/cloudy/ dark	Car Car Car	S S W	Failure to yield	Collision while angle turning No injuries

Accident Date (y/m/d)	First Roadway	Second Roadway	Dist. from Intersection (feet)	Direction from Intersection	Accident Time	Weather/ Conditions/ Light	Vehicles Involved		Contributing Factors	Harmful Event/ Injuries
							Type	Travel Direction		
2005/03/23	US-30	Adell Ave.	0	NA	1:00	Wet/rainy/dark	PuVanSUV	W	Left of center Too fast for conditions	Collision with curb Overturn Minor injuries
2005/07/21	US-30	Adell Ave.	0	NA	17:00	Dry/clear/day	PuVanSUV PuVanSUV PuVanSUV	N N W	Failure to yield	Collision at an angle No injuries
2005/08/17	Idaho Ave.	6th St.	400	S	7:00	Dry/cloudy/day	Car Car	S E	Vision obstructed	Collision with parked vehicle No injuries
2005/08/31	Main St.	Idaho Ave.	100	W	10:00	Dry/clear/day	Car Car	N E	Vision obstructed	Collision while backing No injuries
2005/09/07	US-30	Adell Ave.	100	E	12:00	Dry/clear/day	Car Car Car	W W W	Improper lane change	Sideswipe with vehicle traveling in same direction No injuries
2005/11/18	US-30	Idaho Ave.	50	W	7:00	Dry/clear/ twilight	PUVanSUV Car	E W	None	Head-on collision while turning No injuries

Accident Date (y/m/d)	First Roadway	Second Roadway	Dist. from Intersection (feet)	Direction from Intersection	Accident Time	Weather/ Conditions/ Light	Vehicles Involved		Contributing Factors	Harmful Event/ Injuries
							Type	Travel Direction		
2006/2/11	Fair Ave	Driveway (US-30)			17:22	Dry/Clear/Day	Car Car Car Car Car Car	E E E E S S	Angled turning	1 injury
2006/3/6	Union Ave	6th St.	0	N/A	17:10	Wet/Cloudy/Rain	Car PuVanSUV	N W	Failure to yield	Collision at an angle 1 injury
2006/3/8	US-30	Fair St.	0	N/A	10:15	Dry/Clear/Day	PuVanSUV PuVanSUV	S W	Failure to yield	Collision at an angle No injuries
2006/9/22	Idaho St.	Alley (Main St)			5:55	Dry/Clear/Dark	PuVanSUV PuVanSUV	W N	Angled turning	1 injury
2006/10/18	Stevens St	US-30	0	N/A	15:24	Dry/Clear/Day	Car Car Car Car PuVanSUV	S S S S W	Angled turning	No injuries
2006/10/23	5th St.	Park Ave.	0	N/A	3:42	Dry/Clear/Dark	PuVanSUV PuVanSUV	S S	Exceeded posted speed	Loss of control, Ran off road, Luminaire/ light support, 2 Injuries

Accident Date (y/m/d)	First Roadway	Second Roadway	Dist. from Intersection (feet)	Direction from Intersection	Accident Time	Weather/ Conditions/ Light	Vehicles Involved		Contributing Factors	Harmful Event/ Injuries
							Type	Travel Direction		
2006/12/12	Stevens St.	Midway Ave	0	N/A	18:00	Wet/Rain/Dark	PuVanSUV Car Car	S E E	Failure to yield	Angled collision No injuries
2007/2/16	Midway	Driveway (Yakima)			9:36	Dry/Cloudy/Day	PuVanSUV PuVanSUV PuVanSUV	N W W	Improper backing	Backed into No injuries
2007/3/1	Yakima Ave.	5th St.	0	N/A	17:39	Snow/Day	Car PuVanSUV	N E	Failure to yield	Collision at an angle No injuries
2007/3/25	Golden Spur	Erin Way	0	N/A	1:15	Dry/Clear/Dark	PuVanSUV	S	Speed too fast for conditions, Off roadway over-corrected	Ran off road, Came back on road, Angle turning, Other object not fixed, Other
2007/5/11	US-30	Fair Ave.	0	N/A	13:43	Dry/Clear/Day	PuVanSUV PuVanSUV	W W	Vehicle defect	No injuries
2007/5/25	Fair Ave.	6th St			17:44	Dry/Clear/Day	Car Car Car Car Car	N N N N N	Too slow for traffic, Following too close	Rear end, 4 injuries
2007/6/7	Fair Ave.	North St.			22:11	Dry/Clear/Dusk	Car	S	Alcohol impaired	Collision with utility pole

Accident Date (y/m/d)	First Roadway	Second Roadway	Dist. from Intersection (feet)	Direction from Intersection	Accident Time	Weather/ Conditions/ Light	Vehicles Involved		Contributing Factors	Harmful Event/ Injuries
							Type	Travel Direction		
2007/6/11	US-30	Adell Ave	0	N/A	16:42	Dry/Clear/Day	Car Car Car Car	W W S S	Failure to yield	Angled collision No Injuries
2007/9/14	Us-30	Stevens Ave	0	N/A	17:17	Dry/Clear/Day	PuVanSUV PuVanSUV	E E	Following too close	Rear end 1 injury
2007/12/20	Stevens Ave	6th St			11:05	Snow/Cloudy/Day	PuVanSUV	N S	Improper backing	Backed into No injuries