

Transportation Plan



CITY OF WILDER | 2013 | FINAL

Prepared by: J-U-B ENGINEERS, Inc.







Adopted: March 12, 2013



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PURPOSE

The purpose of this Transportation Plan is to identify current and future transportation needs within the City of Wilder and the city's Area of Impact. The primary components of this Transportation Plan are:

- Public Participation—outlines the community's vision and goals for transportation facilities and outcomes from stakeholder interviews, the joint Planning and Zoning Commission/City Council workshop, survey forms, two Technical Advisory Committee (TAC) meetings, and two open houses.
- Land Use and Growth Trends—includes an evaluation of existing land use, growth trends, and population.
- **Existing Transportation System**—provides an evaluation of existing planning documents, roadway functional classification, safety issues, traffic information, and 20-year traffic forecasts.
- Other Modes of Transportation—provides a summary of existing transportation facilities and future needs for transit/public transportation, bicycle, pedestrian and trails, airport, railroad, freight/truck traffic.
- Master Street Plan—identifies existing roadways and future roadways, including future collector roads, gateway corridor locations, and associated setbacks.
- Master Sidewalk and Trail Plan—details existing bicycle and pedestrian facilities and future extensions.
- **Pavement Management Plan (PMP)**—consists of a facility inventory, pavement management methodology, road improvement alternatives and costs, and recommendations.
- Capital Improvement Program (CIP)—lists the ranked transportation projects to be used for budgeting purposes and to assist with obtaining future funding sources.

TRANSPORTATION PLAN FUNDING

Funding for the preparation of this Transportation Plan was provided by a Local Rural Highway Investment Program (LRHIP) grant that is financed through STP-Rural Funds that are administered through the Local Highway Technical Assistance Council (LHTAC). Although LRHIP funds do not require a local match, the City of Wilder contributed a match of 7.34% of the funding for this Transportation Plan (7.34 percent is the typical amount that a local jurisdiction is required to fund through the standard STP-Rural Funding Program for planning in cities with a population of 5,000 and construction projects for rural and urban communities).

PLANNING AREA

The City of Wilder is a community of approximately 1,533 citizens (2010 Census). It is located in Canyon County, approximately 40 miles west of Boise, 12 miles west of Caldwell, and 10 miles east of the Oregon/Idaho border at the junction of U.S. Highway 95 and State Highway 19.

Figure 1 | City of Wilder Vicinity Map



The planning area includes Wilder's current Area of Impact, as defined by the 2009 City of Wilder Comprehensive Plan. It is approximately 12 square miles in size, with north-south spanning three miles, and east-west spanning four miles, with boundaries defined as follows:

- North—Fern Lane
- South—Middle Road
- East—approximately ½ mile east of Allendale Road
- West—Rodeo Lane

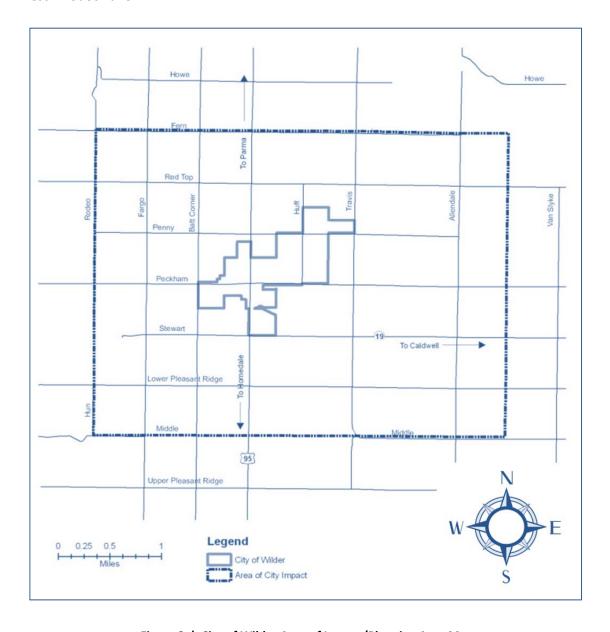


Figure 2 | City of Wilder Area of Impact/Planning Area Map



City Roadway Network

The City maintains all roads within the city limits, except US 95 and SH 19 which is maintained by ITD. All roads surrounding the city limits are improved and maintained by the Golden Gate Highway District No. 3, with the exception of US 95 and SH 19 which are maintained by ITD.

There are approximately 12 miles of paved roadways within the City, with no currently identified arterials other than US 95 and SH 19. The City has some recent sidewalk improvements near the school grounds; however, the majority of the City is in need of transportation improvements. Most intersections in the City are two-way stop-controlled at busy locations and there are no traffic signals. The predominate roadway typical section is two lanes with minimal shoulders, and limited curb, gutter, and sidewalks.



OVERVIEW

Public Participation Efforts

Public participation and stakeholder engagement was the core of this transportation planning process. Public involvement efforts included:

- Stakeholder interviews (stakeholders were identified by the City of Wilder).
- A Joint Workshop with the Planning and Zoning Commissioners and City Council members.
- Two Workshops with Technical Advisory Committee (TAC) members (TAC members were appointed. by the Mayor and confirmed by the City Council).
- Online surveys and hard copy questionnaire forms.
- Two public open houses.

Public Participation Purpose

The purpose of these public involvement efforts was to:

- Learn the community's vision and goals for the transportation system.
- Develop the Transportation Plan in an inclusive manner.
- Clearly identify issues and concerns about the local transportation system.

VISION AND GOALS

The TAC used input received by stakeholders and city representatives to develop a clear vision and goals relating to transportation.

Vision

The vision statement of the Transportation Plan is to provide the citizens of Wilder with a cost-effective, safe, convenient and efficient motorized and non-motorized transportation system by providing multi-modal transportation options and preserving the small town/country atmosphere through preservation and provision of infrastructure that will effectively serve new residential, commercial, and industrial development.

Goals

- 1 Prepare and adopt a controlled access ordinance that improves safety, reduces congestion, ensures safe access and promotes desirable land use patterns along U.S. Highway 95 and State Highway 19.
- 2 Maintain State Highway 19 as an open road without stoplights to maintain an efficient commute route.
- 3 Proceed with the development of a Master Sidewalk Plan in order to facilitate safe pedestrian traffic and encourage inter-modal activity within the planning jurisdiction in a consistent matter. This could occur through the formation of a local Improvement District (LID).
- Improve Peckham Road within city limits and through Wilder's Area of Impact (AOI). Peckham Road is a collector that connects the City of Wilder to Greenleaf and destination areas east of the City. The road is very narrow and undersized and has no pedestrian crosswalks and/or sidewalks. Improvements are needed to support the development of a light industrial corridor between Wilder and Greenleaf.

- 5 Establish a bike path system around town in Wilder to key destinations and along Peckham Road to Greenleaf.
- 6 Promote economic development and further business attraction efforts through improving appearance and incorporating entryway signage and land use considerations along U.S. Highway 95 and State Highway 19. Coordinate these improvements with ITD.
- 7 Encourage education and land use integration through fulfilling agricultural, farming, industrial, and community needs while implementing transportation projects to better support land use and transportation.
- 8 Develop a maintenance program that identifies preventative maintenance measures, pothole repairs, storm drainage improvements, and minor reconstruction solutions.
- 9 Explore funding options for maintenance and capital improvement projects.

STAKEHOLDER INTERVIEWS

Approximately 14 stakeholder interviews were conducted with a diverse set of people who simply use or are in some way connected to managing the Wilder transportation system. These informal interviews provided the transportation planning team with insightful information while engaging key stakeholders.

According to stakeholders, the top three transportation issues that need to be addressed by the Wilder Transportation Plan are:

1 The intersection of Highway 19 and 95—respondents expressed a need for a traffic signal or other control at this location, noting history of accidents at this location; sight distance was also referenced as an issue for drivers.

2 Pedestrian safety—

- Improved crosswalk signals for the three crossings on Highway 95/Fifth Avenue; what was installed as part of a 2008 sidewalk project is insufficient, and respondents say that drivers are not adequately warned when pedestrians are in the crosswalk. Overhead or embedded lighting is also needed.
- Sidewalks are needed on US 95 connecting Chula Vista to town.
- Pedestrian crossing and sidewalk improvements throughout town, primarily on the east side of US 95 on Avenues A-B-C-D, Golden Gate Avenue and 4th through 1st streets, sidewalk are non-existent or in various stages of disrepair; few ADAcompliant ramps exist at intersections.
- Roadway maintenance and conditions—funding constraints mean the city has fallen behind on needed maintenance; drainage concerns are a significant part of this issue because a poor drainage system (or lack thereof) further deteriorates the existing roadway.





JOINT PLANNING AND ZONING COMMISSION/ CITY COUNCIL WORKSHOP

This Joint Planning and Zoning Commission/City Council meeting was the first official workshop held for the Transportation Plan held in July 2011. Participants were asked to work together in a group discussion format to develop a "SWOT" (Strengths, Weaknesses, Opportunities, and Threats) analysis.



Table 1 | SWOT Analysis Results

Strengths

- City services (water, sewer, irrigation, etc.).
- Decent "set-up".
- New fire station, Canyon-Owyhee School Service Agency (COSSA), Highway District, Library - they all have meeting rooms, too.
- Railroad tracks.
- Agricultural roots and resources (economic development opportunities); also need to talk to property owners.
- US 95 and Highway 19—good access to Wilder.
- EMS (paramedics).
- City is not stagnant; things are still happening in the community regardless of current economic conditions.
- No floodplain.

Weaknesses

- Condition of downtown.
- Need to attract the right kind of businesses (convenience and services) to fit within the needs of the community.
- Funding.
- Senior citizen transportation needed—no way to get to medical services.
- Business hours—everything is closed when people get home.

Opportunities

- Bedroom community—enhanced opportunities to bring new services to the community because of the change from primarily agriculture to a bedroom community. People look at Wilder as affordable with easy access to travel to Boise for work.
- Recreation and parks—opportunity to expand.
- Trolley—would it be possible to see about a passenger car/trolley for travel to and from Boise and other surrounding cities in the Treasure Valley?
- Development along US 95 and Highway 19.
- Economic development.
- Need a coffee shop.
- Improve aesthetics—maybe a fountain in town, maybe at Centennial Park.
- Need signage (places and hours) so people know what is available in the community.

Threats

- Economy.
- Funding.
- Growth is slow—need to attract businesses that would increase the tax base and promote economic development.

SURVEY

A Transportation Plan Survey was posted on the city's website, hard copies were distributed at the Wilder High School and city hall, and survey feedback was sought from participants of the city's annual 5K Fun Run event.

Approximately 50 individuals participated in this survey process through a combination of manually filled out survey forms, and through the city's website. The survey (see **Appendix A**) consisted of ten questions, some were open-ended, and others were multiple choice. Three primary items came out of the survey process:

- 1 What is the most important item when considering transportation projects (items listed in order of importance)?
 - No. 1 priority Improving safety/emergency access
 - No. 2 priority Improving connectivity (sidewalks, pathways, future road connections)
 - No. 3 priority Promoting economic development (improve looks and beautification)
 - No. 4 priority Cost/availability of funding
 - No. 5 priority Improving agricultural needs
- 2 How would you rank each potential improvement project (list items in order of importance)?
 - No. 1 priority Downtown revitalization
 - No. 2 priority Sidewalks, pathways
 - No. 3 priority Peckham Road
 - No. 4 priority Maintenance
 - No. 5 priority US 95
 - No. 6 priority Highway 19
 - No. 7 priority Beautification, lighting, signage
 - No. 8 priority Drainage
 - No. 9 priority Agricultural needs
 - No. 10 priority Public transportation
- 3 Sidewalks and trails—
 - 84 percent indicated they would use walking and biking trails throughout the community if they were available
 - 71.4 percent indicated that lack of bike paths, lanes or bike routes prevent them from walking and/or bicycling

TECHNICAL ADVISORY COMMITTEE (TAC) MEETINGS

The Mayor and City Council appointed TAC members at the beginning of the public participation process. Two Technical Advisory Committee (TAC) workshops were conducted in September 2011 and February 2012. The purpose of the TAC was to further develop a clear vision, goals, master street plan, sidewalk and trails plan, project criteria, and priorities for the City of Wilder Transportation Plan.

Approximately 10 TAC members attended each meeting/workshop. Main items that came out of the TAC meetings are further described below.



TAC Meeting No. 1

The TAC discussed several transportation topics including existing area plans, existing and proposed roadways (Master Street Plan), existing and future sidewalk and trail connections (Master Sidewalk and Trail Plan), and proposed transportation improvements and priorities (Capital Improvement Program). TAC members discussed issues and the outcome gave further insight to input received from Stakeholder Interviews and information discussed at the Joint Planning and Zoning/City Council Workshop.

- Gateway Corridors—Corridor designation needs to be extended west into the new growth area
 along Peckham Road—this is used by Simplot and agricultural trucks, and hop farmers/drivers. Most
 westbound traffic is either Peckham outside city limits or along Red Top Road. Future mid-mile
 collectors are on the map for future road connectivity and access.
- **US 95 and Red Top Road Intersection**—This intersection is in need of repair. If traveling west to east, there are blind spots caused by houses, trees, and landscaping.
- Peckham Road—Potentially re-classify Peckham Road to an arterial. A grant application had been submitted to reconstruct Peckham Road with curb, gutter, sidewalks and roadway rehabilitation. The grant was not approved the first time. It seems to make sense to consider reclassifying the road if it would improve chances of getting funding. Existing property owners along Peckham Road could pose issues for right-of-way and road widening. A study was completed for Peckham Road and a question was raised about whether or not they examined farm to market traffic patterns. Onion trucks avoid Peckham but they are not normally in their downtown corridor.
- **Downtown**—It was noted that it would be much safer for pedestrians if truck traffic could be reduced in that area.
- Future Planning and Land Use—Southwest of US 95 the comprehensive plan designates future
 residential with view properties along the rim area. Northeast of US 95 the area is planned for
 preservation of agricultural land. A new medical clinic is coming in on US 95/5th and likely to access
 by car or foot. If there are safe alternative transportation options, some people may ride bikes for
 commuting purposes and some for recreation purposes. Wild Heart Springs is an event
 center/destination point located approximately three miles west of Wilder along Peckham Road.
- Bicycling and Walking—Need to do a survey at the open house to gain more input. Should we look
 at a detached trail option? What about a north-south multi-use trail along the west side of US 95,
 and another east-west trail towards Caldwell? There are no good walking pathways. Need to look
 into Scenic Byway designation for funding and/or signage improvements. Need to determine short
 term priorities and improving areas around businesses, the US post office, and safe sidewalks for
 kids to walk to school.
- Public Transportation—Kelli Fairless from Valley Regional Transit (VRT) discussed the Valleyconnect
 Plan which includes future routes and improvements. There is an unofficial park and ride located at
 the church on the southeast corner of Highway 19 and US 95. A driver volunteer program is another
 option for Wilder Open Houses.

TAC Meeting No. 2

TAC members developed and refined transportation goals (see beginning of this section); determined appropriate project selection criteria and assigned points to prioritization criteria; and then applied the prioritization criteria points to each potential capital improvement project.

Prioritization Criteria—TAC members individually assigned point values (1-least important, and 10most important) to each prioritization criteria. See Figure 3.

Project Ranking— A point value was assigned to each prioritization criteria for purposes of project ranking. The prioritization criteria with the highest number of points as listed above received a value of "10", with each descending item receiving one less point. After assigning point values to the prioritization criteria, the TAC evaluated each project and assigned the associated point values. The Prioritized Project Rankings as shown below reflects the results of this overall process. Note – two additional projects (D Avenue from 1st Street to 6th Street, and C Avenue from Highway 95 to 6th Street) were added after this prioritization process

Figure 3 | Prioritization Criteria Point Values

Prioritization Criteria

- Improve Connectivity Sidewalks, pathways, future roads, future transit connections (50)
- Improve Safety/Emergency Access (49)
- Cost / Availability of Funding (49)
- Promote Economic Development / Beautification (47)
- Improve Agricultural/Industrial Needs (41)
- Scenic / Tourist Value (34)
- Improved Local Access and Circulation (32)
- Right-of-way Requirements (29)
- **Environmental Impacts (28)**
- Multi-modal (26)

was completed, therefore they are not shown in Figure 4. The two additional projects are included in the Capital Improvement Plan (CIP). The following chapters of this Transportation Plan explain the city's roadway network and how this process lead to the development of a prioritized CIP.

Rank **Projects Prioritization Criteria** 1 Peckham Road - Improvements, Drainage 2 Avenue A - Reconstruction, Revitalization 49 Pedestrian Crossings (3) - On US 95 at Peckham, Ave B, 49 3 4 Park & Ride 48

10

10

0

0 0

Figure 4 | Prioritized Project Rankings

5

6

7

9

10

11

Multi-use Trail System

Chula Vista Sidewalk

COSSA Connection - Canal Crossing, pedestrian or

US 95 / Patriot - intersection, emergency lighting

US 95 & Corridor 19 - Planning & Pathways

New Crosswalks (4) - US 95, (2) 1st St, 2nd st

Highway 19 / US 95 - intersection, signal

46

37

36

35

30

28

11

OPEN HOUSES

Two public open houses were held. The public open houses served as an opportunity for Wilder community members to provide input in regards to the Wilder Transportation Plan.

Open House No. 1

The first public open house was conducted in October 2011 as a "Mobile Meeting" at a Wilder Football Game. The following comments and concerns were brought up at this venue:

- Fixing streetscape and sidewalks in an effort to clean up the area.
- Emphasis on biking trails and the safety of children riding their bikes in the road.
- Need general maintenance and road repairs.
- Poor visibility and lighting throughout the town.
- Visibility issues and tree removal as well as road maintenance to fix the dip on Price Avenue.
- Potential for trails along the highway for pedestrians and bicyclists.
- Potential for the railroad track to be converted to a greenbelt or walking/biking path.
- Incorporate the potential development of a new athletic center on the 23-acre parcel owned by the district located behind Wilder High School into the transportation plan.
- Accessibility and transportation options available with the November 8th opening of the Wilder Clinic—Kelli Fairless discussed potential for clinic accessibility with Mayor John Bechtel.
- Inquiries concerning the location of a park-and-ride or lean-to on either Golden Gate Road at the new Post Office or within close proximity to the store—Kelli Fairless made note of these opportunities through discussion with concerned community members.
- New bridge on the corner of D Street and 1st street to serve both vehicle and pedestrian use.
- Need to widen and improve Peckham Road.
- Implementation of a dedicated turn lane on the corner of US 95 and Highway 19.

Open House No. 2

The second public open house was held at City Hall in April 2012. The following comments and concerns were brought up at this open house:

- Need sidewalks in the Mitchell Addition Subdivision. Right-of-way might be an issue to allow enough room for sidewalks.
- Need sidewalks from the Senior Housing (24 units) along 6th Street to US 95 for citizens to have the option to walk to the post office and downtown.
- Enjoys walking east-west along the north side of the railroad tracks/Peckham Road.





CITY OF WILDER TRANSPORTATION PLAN

Public Participation

- Try to link walking and bicycle trails/facilities to COSSA. There is "Zumba" exercise classes held at COSSA and runners have indicated a desire for more running/walking and bicycling facilities for exercise and recreational purposes.
- Kelli Fairless discussed public transportation services.
- There is a question about adequate lighting in town. Will there be and is there currently lighting to accommodate the sidewalks in town?
- The light at Avenue C is not visible enough. An upright panel in the middle of the road was proposed to be more effective than light posts on the side of the road.
- Limited visibility concerns and distance of sight was discussed on Highway 19.
- Peckham Road is a preferred regional bicycle/pedestrian connection to Greenleaf.
- A lot of people are seen walking around town in Wilder, indicating a sidewalk/pathway would be of benefit to the community.
- A lot of people view transportation as "only including 4 wheels", and the importance of stressing alternative modes of transportation in the City of Wilder is in need.

See Additional Public Participation Information in Appendix A.

Land Use & Growth Trends

POPULATION

Population and growth trends play an important role in the overall transportation system. In 2010, the City of Wilder had a population of 1,533 residents with a median age of 27, 501 housing units, and an average household size of 3.19 persons for owner-occupied units, and 3.61 persons for renter-occupied units. 45.7% of housing units are renter-occupied in the City of Wilder (*Source: 2010 U.S. Census Bureau*).

Table 2 | Wilder and Canyon County Population (1980-2010)

Area	1980	1990 (% change)	2000 (% change)	2010 (% change)	2011 Population Estimate (% change)
Wilder	1,260	1,232 (-2.3%)	1,462 (+18.67%) (+1.76% annual)	1,533 (+4.9%) (+0.44% annual)	N/A (no data available)
Canyon County	83,756	90,076 (+7.54%)	131,441 (+45.92%) (+3.85% annual)	188,923 (+43.7%) (+3.70% annual)	191,694 (+1.47%)

Source: 2010 U.S. Census Bureau; Idaho Department of Commerce, City and County Profiles

The highest growth timeframe in Wilder and Canyon County occurred between the years 1990-2000, with an annual growth rate of 1.76%. Since 2000, growth has slowed in the City of Wilder, but population continues to slightly increase. A decrease in population occurred between the years 1980-1990 in Wilder, with a modest decrease of 2.3% total over a ten-year period, or 28 total people.

Fluctuating population and demographic changes make it challenging to forecast long-term growth. Mortgage interest rates, new regional industry, gas prices, and other factors could significantly influence population growth and housing construction. Population and growth estimates have been identified in the City's Comprehensive Plan, the Peckham Road Study, and COMPASS. **Table 3** below shows median age and average persons per household between the years 1980 and 2010. The current household size in 2010 is 3.38 persons per household.

Table 3 | Median Age and Household Size (1980-2010)

Area	(Media	980 an Age, old Size)	199 (Media Househo	n Age,	(Medi	000 an Age, oold Size)	(Medi	010 an Age, oold Size)
Wilder	22.4		24.2		23.8	3.76	26.7	3.38

Source: 2010 U.S. Census Bureau; Idaho Department of Commerce, City and County Profiles

Demographics from the 2010 Census reflect that Wilder's residents are 75.9% minority and 4.9% are 65 years and older. The 2000 Census reflects that Wilder's per capita income is only 35.2% of the national average, and 64.8% of Wilder residents 65 and older have a disability. Household size, disability, and minority population may affect needs in the City. Based on these population and demographic characteristics, transportation needs may shift towards more public transportation choices, a greater focus on walking paths and sidewalks versus roadways, and improved ADA accessibility.

EXISTING AND FUTURE LAND USE

Existing Land Use and Zoning

Existing land uses primarily match current zoning designations shown on the City's Zoning Map in **Figure 5.** The exceptions being that a few areas have not yet developed but are currently zoned for future residential and commercial development. The City's existing land use in the downtown core area is primarily commercial (C1) and transitions to multi-family residential and/or mobile home (R2) and single-family residential (R1). There is a large amount of land in the city that is zoned public (P) including the Wilder Housing Authority (Chula Vista), Boise Project Board of Control, city parks, Golden Gate Highway District, Wilder schools, COSSA, Wilder Fire Station, Senior Housing, and water and sewer City facility properties. These public-zoned properties are an advantage for citizens, but the disadvantage is that those properties do not contribute revenue to the city's tax base.

Future Land Use

Future land use designations are identified on the City's Comprehensive Plan Future Land Use map in **Figure 6**. Inside the existing city limits, future land use is designated as follows:

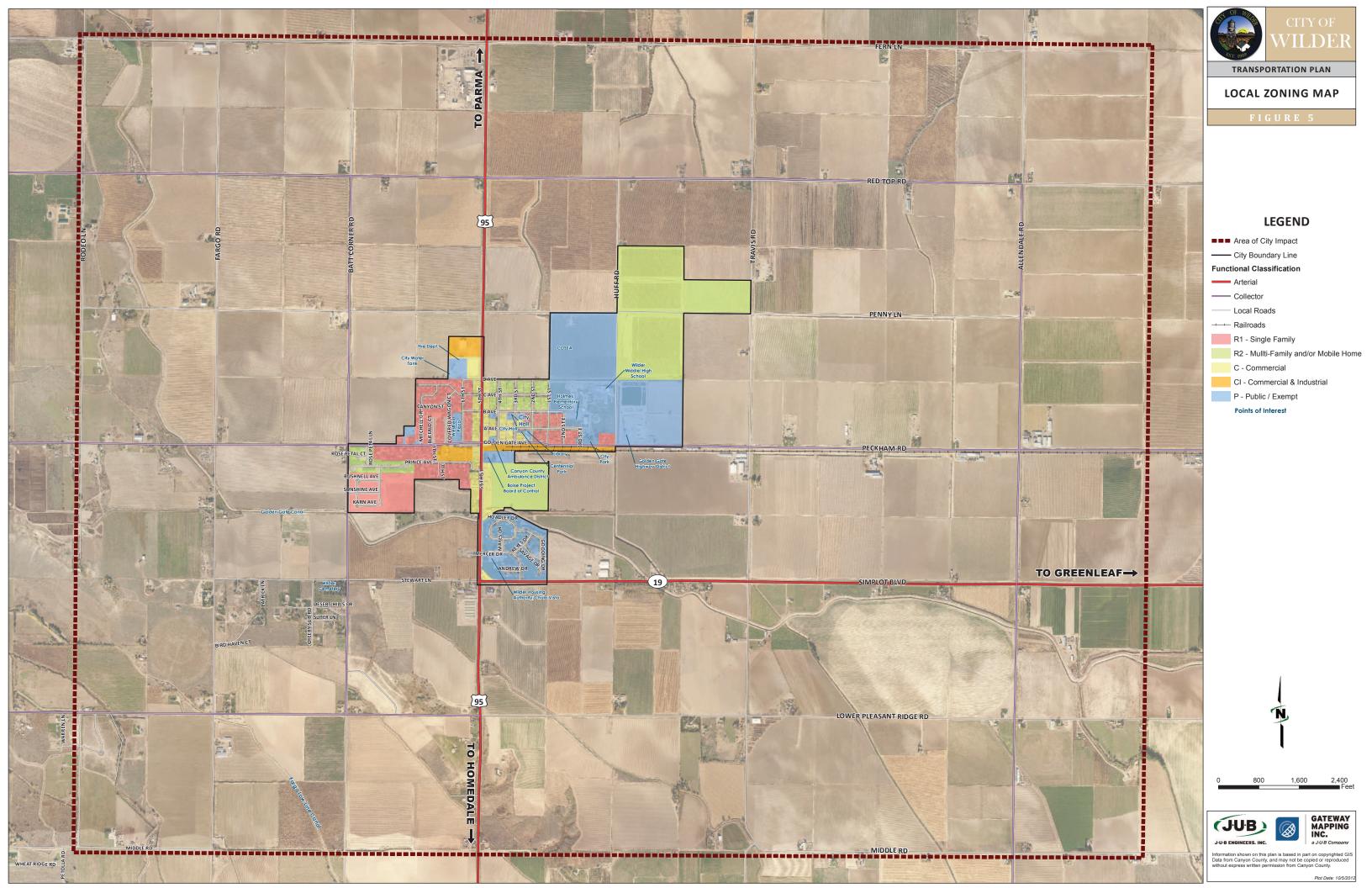
- **Downtown core**—Commercial Business District, which makes up a 3.5 square-block area along US 95, Avenue B, 2nd Street, and Peckham Road.
- **Properties adjacent to the CBD area**—Mixed Use, which will allow for the existing residential area to transition to commercial use in the future.
- Along the west side of US 95—existing residential uses are currently zoned commercial, and they
 are designated on the Future Land Use map as future Mixed Use, which will allow for similar land
 use transitioning as the area near the downtown core.

All of the other areas inside of city limits, future land use primarily follows existing zoning/land use designations.

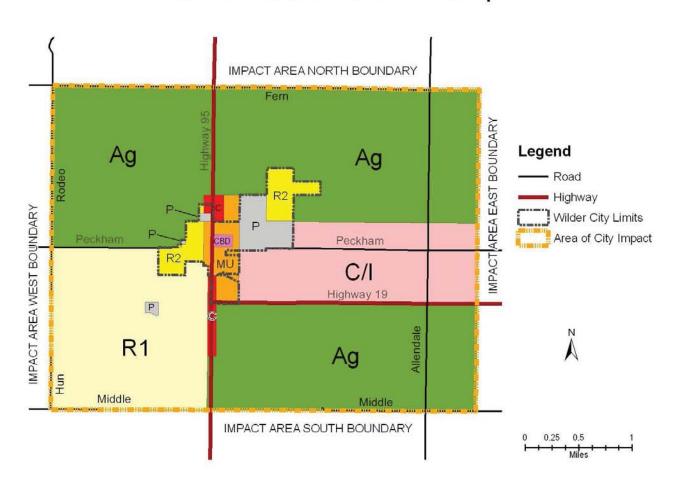
Outside existing city limits within the City's Area of Impact, the City has identified the following future land use designations:

- **US 95**—future Commercial on both sides of the road (with the exception of the future Mixed Use area along a portion of the west side of US 95) from Penny Lane to Lower Pleasant Ridge Road.
- **SH 19**—future Commercial/Industrial along the north side, and Agricultural along the south side to the east Area of Impact boundary line.
- Peckham Road/Railroad Tracks—future Commercial/Industrial primarily beginning at 1st Street
 along the south side of the railroad tracks, then adjacent to the school district property, both sides
 of Peckham Road to the east Area of Impact boundary line. This area joins with the SH19 future
 Commercial/Industrial area.
- Southeast area—future Low Density Residential (with the exception of the Wilder cemetery, which is designated as Public) adjacent to city limits along the south side of Golden Gate Avenue, Rodeo Lane, Middle Road, and immediately west of the future Commercial area along US 95.

All of the other areas in the Area of Impact outside of city limits are designated as Agricultural.



Wilder Future Land Use Map



Future Land Use Classifications

Ag - Agricultural
C - Commercial

C/I - Commercial/Industrial
R1 - Low Density Residential

R2 - Medium Density Residential

MU - Mixed Use

CBD - Central Business District



Land Use & Growth Trends

Development Activity

Between the years 2000-2007 there was significant growth and development throughout the Treasure Valley, and the City of Wilder was no exception. As the economy slowed, development slowed along with it, leaving many properties approved for development without a strong enough demand to pursue final plats, construction, or building permits. In Wilder, four residential developments have been proposed and approved by the City but have yet to be built (and some have expired for the time being):

- Country View Estates (136 un-platted lots)—A phased development located behind the Jackson's
 gas station along the east side of US 95, proposed to include 136 new single-family residential lots.
 This property was annexed into the City with an R2 zone and received preliminary plat approval in
 2006.
- Penny Lane Subdivision (365 un-platted lots)—A phased development located on Penny Lane and Huff Road. This property was annexed in the City with an R2 zone and received preliminary plat approval for phases 1-4, which includes 146 single-family residential lots. Two additional "future phases" are annexed into the city with an R2 zone, which would allow for approximately 219 additional single-family residential lots, but these two phases have not been proposed for preliminary plat approval. Phases 1-4 received preliminary plat approval in 2006.
- Rosehaven Subdivision (74 lots total: 35 vacant platted lots, 37 un-platted lots)—A phased development located on the south side of Golden Gate Avenue and Batt Corner Road. This property was annexed into the City with an R1 zone and received preliminary plat approval for two phases. The first phase, Rosehaven No. 2 has 37 single-family residential lots (only two homes have been built on these lots at this time, leaving 35 buildable lots). The second phase, Rosehaven No. 3 is proposed for an additional 37 single-family residential lots. This development received preliminary plat approval in 2006, and the first phase subsequently received final plat approval.
- Pioneer Subdivision (51 lots total, 27 vacant platted lots)—A development located on the north side of Golden Gate Avenue west of US 95 with 51 buildable lots (24 homes have been built on these lots at this time, leaving 27 buildable lots). This development is one phase and received preliminary plat approval in 2004 and subsequently received final plat approval.

Overall, there are 600 new single-family lots in the city limits, with 62 vacant platted lots and 538 unplatted developments that are annexed into the City. With an average of 3.38 persons per household (based on the 2010 U.S. Census Bureau data) and 600 new single-family residential units, if the platted lots are developed and the un-platted subdivisions are constructed, the City's population could increase by approximately 2,028 persons (3,561 total population)—more than double the City's current population. If the platted areas and annexed lands were built out as proposed within a 20-year time period, it would result in a 4.3% annual growth rate and an average of approximately 38 new single-family residential permits per year.

Land Use & Growth Trends

Construction

Value

\$349,417

\$408,065

\$4,657,960

\$1,226,800

\$14,664,801

Year

2003

2008

2009

2010

Total

Building Permit Activity

According to City records, building permit activity has fluctuated. **Table 4** shows building permit information from 2003-2010, representing an average of 8.5 new single-family residential permits per year.

From 2005-2006, residential development accounted for most of the building permit activity. In 2008, construction slowed down and then picked back up in 2009 primarily due to the new Wilder Fire Station, COSSA, West Valley Medical Center, and the Wilder High School.

2004 \$314,212 2 0 2005 \$2,719,914 1 20 2006 \$3,379,639 27 1 2007 \$1,608,794 1 11

3

1

0

68

Table 4 | Building Permit Information (2003-2010)

Number of New

Residential Permits

Number of New

Commercial Permits

n

n

3

1

7

PASS

Comprehensive Plan /COMPASS Projections

The City's Comprehensive Plan forecasts a population of 4,504 by 2030, representing a 5.54% annual growth rate. The Community Planning Association (COMPASS) forecasts a population of 3,935 residents by 2035, representing an estimated 3.84% annual growth rate.

Wilder is cautiously optimistic about potential growth and economic development opportunities based on the following items:

- Proposed developments (see detailed information above)
- Close proximity of urbanized areas (i.e. cities of Caldwell, Nampa, Meridian, and Boise)
- SH 19 and US 95 junction
- Railroad access
- Peckham Road industrial/enterprise zone along the railroad tracks
- Affordable Residential and commercial development prospects

Current and Projected Population

Factors used in forecasting population are not always definitive. Estimated population growth is based on a 2% average annual growth rate as shown in **Table 5.** The projected annual growth rate is based on all factors listed above including historical population trends, development activity, building permit activity, Comprehensive Plan and COMPASS projections.

Table 5 | Current and Projected Population (2010-2032)

Year	2010	2020	2032
Population	1,533	1,869	2,370

Sources: 2000 and 2010 U.S. Census Bureau; COMPASS; J-U-B ENGINEERS, Inc.

See Additional Land Use and Growth Trends Information in Appendix B.

PLANNING DOCUMENTS

The Wilder area has received interest from state and local agencies due to the close proximity of urbanized areas (i.e., cities of Caldwell, Nampa, Meridian, and Boise), the SH 19 and US 95 junction; access to railroad, the Peckham Road industrial/enterprise zone along the railroad tracks, and residential and commercial development prospects. Several different types of plans, studies, and standards relating to transportation corridors have been developed by the City of Wilder. Table 6 identifies the existing City of Wilder transportation planning documents/policies, components, and status/applicability.

	Table 6 Existing Transportation Planning Documents—City of Wilder								
Planning Document	Components	Status/Applicability							
2009 Comprehensive Plan	Brief transportation overview, analysis of streets, goals, and objectives: Promotes pedestrian pathway along the railroad. Designates Peckham Road/Golden Gate, US 95 and SH 19 as "gateways to the community that can be enhanced through transportation redesign". Objective to develop a controlled access ordinance along US 95 and SH 19. Objective to maintain SH 19 as an "open road" without stoplights to maintain efficient commute route. Objective to develop a Sidewalk Master Plan. Objective to improve Peckham Road from Wilder to Greenleaf.	 The Technical Advisory Committee (TAC) reviewed the transportation components of the 2009 Comprehensive Plan and maintained most of them but added substance: Pedestrian pathway—this transportation plan includes a pedestrian pathway as a future improvement identified as a priority in the Sidewalk Master Plan. Gateways—this transportation plan promotes landscaping and beautification along gateways. Controlled access— SH 19—this transportation plan does not promote stop signs or traffic signals along SH 19. Sidewalk Master Plan—this transportation plan includes a Sidewalk Master Plan. Peckham Road Improvements—improvements are included in this transportation plans' Capital Improvement Plan as a high priority. 							
2010 Street Standards and Development Requirements Manual	 Construction Standards Street and Storm Drainage Design Criteria Pedestrian Improvements Landscaping Buffer Requirements Roadway and access spacing requirements Signage Street Standards—7' sidewalks on Arterials and Collectors, 5' on Local streets Right-of-way widths (Minor Arterial 80', Collector and Commercial 60', Local 50'). Note: no right-of-way widths identified for principal arterials and/or highways 	See additional table below outlining and comparing differences between requirements for specific roadways within the City of Wilder. This transportation plan serves as a supplementary part of the 2010 Street Standards and Development Requirements Manual; it does not modify and/or reduce any of the existing street standards and/or development requirements outlined in the manual. The Master Street Plan Map is consistent with landscape buffer widths identified in the manual. "Building setbacks" were added as a new component/requirement and right-of-way preservation for Principal Arterials/Highways was added to the Master Street Plan.							
City Code	 No setback requirements on Arterials and Collectors New developments (subdivisions) are required to dedicate right-of-way to the public for arterials, collectors, and minor roads as shown on the "Comprehensive Plan", adopted "Major Street Plan" (note- no right of way widths are identified in the code—it refers to the Comprehensive plan, but not definitive on the requirement to comply with the City's Street Standards Manual as described above) 	See additional table below outlining and comparing differences between requirements for specific roadways within the City of Wilder. No specific standards for trails or bicycle/pedestrian facilities—Recommended City of Wilder adopt the latest version of the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities for design standards.							

Table 6 (Continued) | Existing Transportation Planning Documents—City of Wilder

Planning Document	Components	Status/Applicability
Peckham Road Study	 Future Growth Pattern Scenario Analysis Western Canyon Circulation Plan Traffic Capacity Guidelines Future Roadway Improvements/Sections based on Smart Growth Scenarios: Peckham Road, Red Top Road, US 95, Travis Road, SH 19 2030 Build-out Travel Demand Projections Traffic Counts (ADT and Peak Hour) Access Management Road Improvement Cost Estimates Pedestrian facilities—design and cost estimates—text of locations Potential railroad improvements/crossings 	See additional table below outlining and comparing differences between requirements for specific roadways within the City of Wilder.

Various plans, studies, and standards relating to transportation corridors have been developed by adjacent jurisdictions including the Idaho Transportation Department (ITD), the Community Planning Association (COMPASS), Golden Gate Highway District, Association of Canyon County Highway Districts (ACCHD), Canyon County, and Valley Regional Transit (VRT). The table below identifies existing transportation planning documents/policies, components, and status/applicability. These plans were researched to evaluate continuity between existing plans and the Wilder Transportation Plan. **Table 7** summarizes existing plans that were researched and developed by other agencies (not the City of Wilder):

Table 7 | Existing Transportation Planning Documents—Other Agencies

Agency	Planning Document	Components	Status/Applicability
Canyon County Highway Districts, Canyon County, Nampa, and Caldwell	Corridor Preservation Planning Map	Right-of way preservation widths, design speed, and access spacing.	Table 8 outlines and compares the differences between requirements for specific roadways within the City of Wilder. The City of Wilder Master Street Plan developed for this transportation plan will serve as the City's guide for right-of-way preservation widths, landscape buffer widths, and building setbacks.
Canyon County	Plans and Ordinances	Setbacks on functionally classified roadways— Canyon County's Zoning Ordinance Section 07-10- 21, and Canyon County's Functional Classification Map outlines 50' setback from centerline of a major collector; 70' setback from centerline of a principal arterial; 100' from centerline of any state highway (SH 19) and US 95; 130' from centerline of any expressway. For Wilder's Area of Impact, this includes SH 19 and US 95.	See additional table below outlining and comparing differences between requirements for specific roadways within the City of Wilder. The City of Wilder Master Street Plan developed for this transportation plan will serve as the City's guide for right-of-way preservation width, landscape buffer width, and building setbacks.
Idaho Transportation Department (ITD)	Access Management for Highways	Approaches 300', Intersection .25 mi, Signals .5 mile spacing. For Wilder's Area of Impact, this includes SH 19 and US 95.	ITD's requirements are more restrictive than the City's access spacing requirements identified in the Street and Development Standards Manual. Access along SH 19 and US 95 should be coordinated through the City of Wilder and ITD as part of the development review/approval process.

Table 7 (Continued) | Existing Transportation Planning Documents—Other Agencies

Agency	Planning Document	Components	Status/Applicability
Idaho Transportation Department (ITD)	Highway 19 Corridor Management Plan	A ten-year plan that identifies current and future highway needs within and along State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line (finishing at Oregon State Highway 201, a total of 19.8 miles. It shares the route of U.S. 95 between Homedale and Wilder.	According to ITD staff, the corridor planning process is on hold at this time due to ITD staffing constraints. The City of Wilder should engage with ITD when this corridor management planning process resumes.
Community Planning Association (COMPASS)	Communities In Motion 2035	Regional Long Range Transportation Plan for Ada and Canyon Counties	The City of Wilder did not adopt this plan; but instead opted to address transportation issues at the local level through updating the Comprehensive Plan (2009), ordinances, and this Wilder Transportation Plan.
Valley Regional Transit (VRT)	Valleyconnect Plan—Transit routes and projects	 A new park and ride facility located on the east side of US 95, north of SH 19 A route that follows SH 19, US 95 and US 20/26, connecting the cities of Caldwell, Greenleaf, Wilder, Parma, and Notus. Rural Transit Service Demand Response Transit Para Transit Vanpool (expand—already have) Carpool (expand—already have) Volunteer Driver Travel Training Agency Vehicle Sharing Car Sharing 	A future park and ride facility is identified in the Capital Improvement Plan as a high priority in this transportation plan. The City of Wilder will continue to work with VRT to provide additional public transportation choices for local citizens.

The City of Wilder desires to coordinate plans and standards with other agencies within the area to preserve transportation corridors and provide continuity between the current city limits and the city's area of impact. Existing roadway improvement standards have been compared between City of Wilder's plans, Association of Canyon County Highway Districts (ACCHD), Peckham Road Study, and Canyon County in **Table 8**.

Table 8 | Existing Roadway Improvement Standards Comparison - Sorted by Roadway

Component	*US 95	*SH 19	*Peckham/ Golden Gate Road	Redtop Road	Allendale Road	Batt Corner Road	Lower Pleasant Ridge Road
Functional Classification	Principal Arterial	Minor Arterial	Major Collector	Major Collector	Major Collector (south of Redtop)	Major Collector	Major Collector (west of US 95)
Right-of- Way Preservation	80' (City) 130' (ACCHD) 130' (PRS)	80' (City) 130' (ACCHD) 150' (PRS)	60' (City) None (ACCHD) 130' (PRS)	60' (City) 130' (ACCHD) 130' (PRS)	60' (City) None (ACCHD) 130' (PRS)	60' (City) None (ACCHD) None (PRS)	60' (City) None (ACCHD) None (PRS)
**Setbacks	100' (County)	100' (County)	50' (County)				
Access Spacing	220' (City)	220' (City)	150' (City)	150' (City)	150' (City)	150' (City)	150' (City)
Landscape Buffer Width	35' (City)	35' (City)	35' (City)	20' (City)	20' (City)	20' (City)	20' (City)
Sidewalk Width	7' (City)	7' (City)	7' (City)	7' (City)	7' (City)	7' (City)	7' (City)

^{*}Designated as an "Entryway Corridor" by the City of Wilder Comprehensive Plan; **Building Setbacks are measured from roadway centerline Abbreviations: City of Wilder (City); Association of Canyon County Highway Districts (ACCHD); Peckham Road Study (PRS)

Existing Transportation System

See the "Master Street Plan" Chapter of this transportation plan to review the outcome of this comparison.

FUNCTIONAL CLASSIFICATION

Functional Classification Overview

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 road 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 urban and residential (minor or major) collectors. **Table 9** further describes each category of roadway.

Table 9 | Description of Functional Classifications

Classification	Description
Principal or Minor Arterial	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.
Collector	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	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 low traffic volumes. Design speeds for local roads typically range from 20 to 35 mph.

Wilder Functional Classification

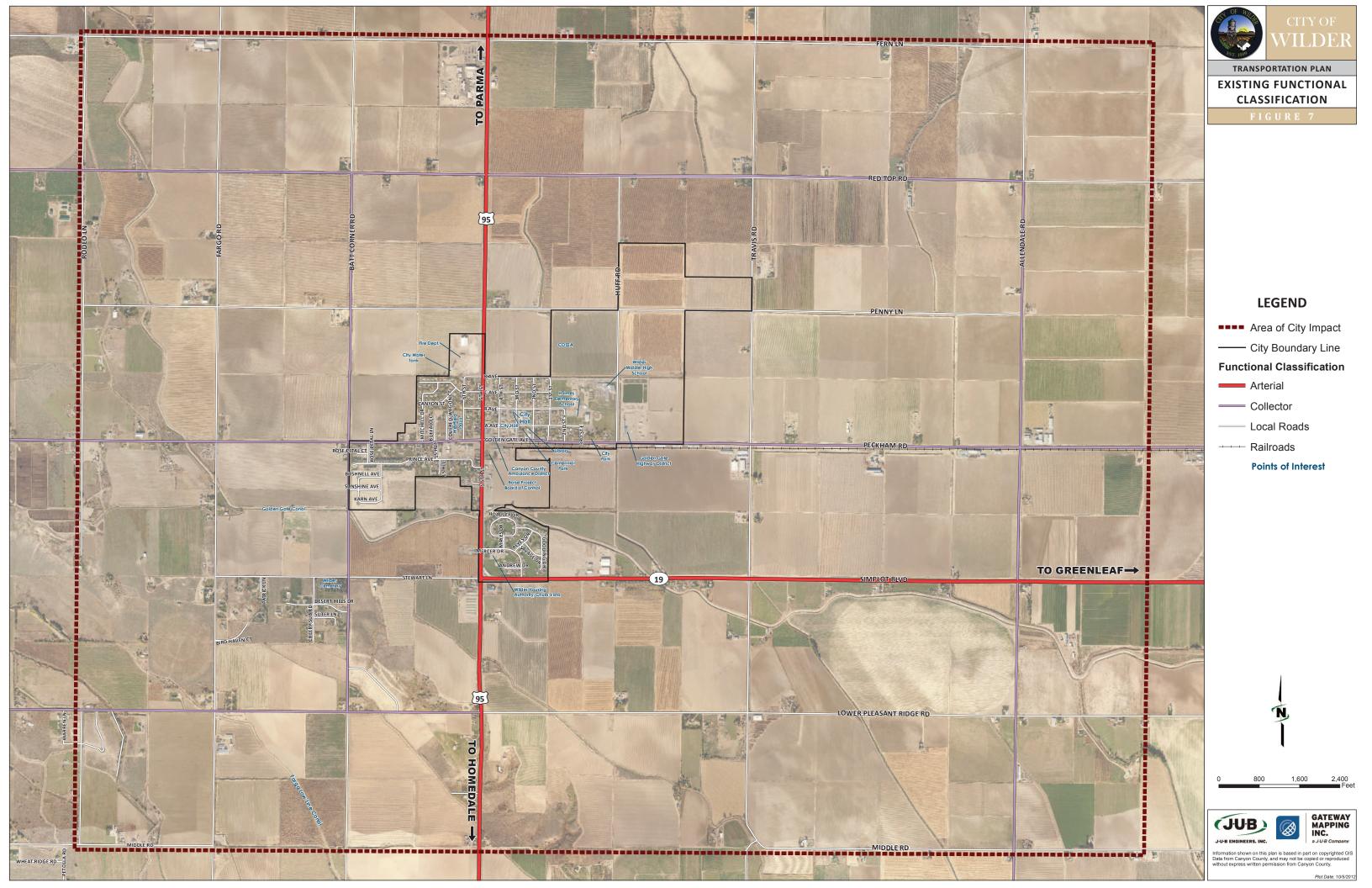
The functional classification map in Figure 7 shows the existing functional classifications for roads in the City. Functional classification maps are an important part of the roadway system for state and federal funding, as generally only roads with a rating of collector or above are eligible for grant funds. The official functional classification map is published every 5 years. However, request for modifications to the official ITD map can be made to the ITD Headquarters in Boise at any time depending on land use changes

Table 10 | Roadway Mileage inside City Limits by Functional Classification

Turiotional Glassification							
Road Types	Miles	Street					
Arterials	1.17	US 95 (.92 miles)					
		SH 19 (.25 miles)					
Collectors	1.26	Peckham Road/Golden Gate Avenue					
Local Roads	9.79	All City-owned Local Roads					
Total	12.22	City's jurisdiction (11.05)					
		State's jurisdiction (1.17)					

Source: J-U-B ENGINEERS, Inc.

and/or traffic fluctuations on the roadways. The City of Wilder's road types are summarized in Table 10.



TRAFFIC SAFETY

Crash Data

The Idaho Transportation Department (ITD) provides crash data statewide for arterials and collectors. **Table 11** summarizes the vehicle crashes in Wilder's Area of Impact between the years 2006-2010. Appendix C contains a complete breakdown of the crash data. **Figure 8** shows the crash locations with number of injuries.

Table 11 | Summary of Crashes in Wilder's Area of Impact by Year and Severity (2006-2010)

Year				
	Fatality Accident	Injury Accident (no. of persons injured)	Property Damage Only Accident	Total Accidents
2006	0	3 (6)	10	13
2007	1	4 (4)	6	11
2008	2	7 (17)	11	20
2009	0	7 (15)	9	16
2010	0	6 (12)	7	13
Total	3	27 (54)	43	73

Accidents involving fatalities and high frequency crash locations were evaluated to identify contributing factors and potential safety issues. No fatality accidents have been reported inside the city limits.

Fatalities – Area of Impact Only

The following fatal crashes occurred outside of Wilder's city limits within the Area of Impact, under the jurisdiction of Golden Gate Highway District No. 3 and the Idaho Transportation Department (US 95):

- Red Top Road/Fargo Road
- Fern Lane/US 95
- Lower Pleasant Ridge Road/Allendale Road

High Frequency Crash Locations – Area of Impact and Inside City Limits

For purposes of this transportation plan, a high frequency crash location was based on having an average of more than one-crash per year on a street segment. Some of crashes may have occurred at intersections and/or may have involved more than one street segment. Based on this criterion, the following street segments have a high frequency of crashes between the years 2006-2010:

- US 95—42 crashes comprised of 17 injury accidents (36 persons injured), 1 fatality, and 24 property damage accidents occurred within Wilder's Area of Impact on US 95 between Fern Lane (north) and Middle Road (south). The highest number of accidents (8) occurred at the intersection of US 95 and SH 19. The fatality accident occurred at US 95 at Fern Lane. Injury accidents occurred on US 95 at Fern Lane, Red Top Road, Penny Lane, Avenue D, Avenue C, Avenue B, Peckham Road/Golden Gate Avenue, Prince Avenue, Mercer Drive, and SH 19. Overall, 22 of the 42 crashes on US 95 occurred inside Wilder's city limits.
- Peckham Road—17 crashes comprised of 4 injury accidents (6 persons injured), and 13 property
 damage accidents occurred within Wilder's Area of Impact on Peckham Road between Rodeo Lane
 (west) and Allendale Road (east). The highest number of accidents (5) occurred at the intersection of

Existing Transportation System

Peckham Road and Allendale Road. Injury accidents occurred at Rodeo Lane, Fargo Road, driveways near 7th Street, US 95, Huff Road, and Allendale Road. Overall, 7 of the 17 crashes on Peckham Road occurred inside Wilder's city limits.

- SH 19—12 crashes comprised of 7 injury accidents (12 persons injured), and 5 property damage accidents occurred within Wilder's Area of Impact on SH 19 (Stewart Lane west of SH 19 accounts for one property damage accident) between Rodeo Lane (west) and Allendale Road (east). The highest number of accidents (8) occurred at the intersection of SH 19 and US 95. Injury accidents occurred on SH 19 at US 95 and Allendale Road. Overall, 8 of the 12 crashes on SH 19 occurred inside Wilder's city limits.
- Allendale Road—12 crashes comprised of 5 injury accidents (10 persons injured), 1 fatality, and 6 property damage accidents occurred within Wilder's Area of Impact on Allendale Road between Fern Lane (north) and Middle Road (south). Allendale Road is located outside of Wilder's city limits.
- Lower Pleasant Ridge Road—9 crashes comprised of 5 injury accidents (5 persons injured), 1
 fatality, and 3 property damage accidents occurred within Wilder's Area of Impact on Lower
 Pleasant Ridge Road between Rodeo Lane (west) and Allendale Road (east). Lower Pleasant Road is
 located entirely outside of Wilder's city limits.
- Red Top Road—7 crashes comprised of 3 injury accidents (3 persons injured), 1 fatality, and 3
 property damage accidents occurred within Wilder's Area of Impact on Red Top Road between
 Rodeo Lane (west) and Allendale Road (east). Red Top Road is located outside of Wilder's city limits.
- Fargo Road—9 crashes comprised of 4 injury accidents (4 persons injured), 1 fatality, and 6 property damage accidents occurred within Wilder's Area of Impact on Fargo Road between Fern Lane (north) and Middle Road (south). Fargo Road is located outside of Wilder's city limits.

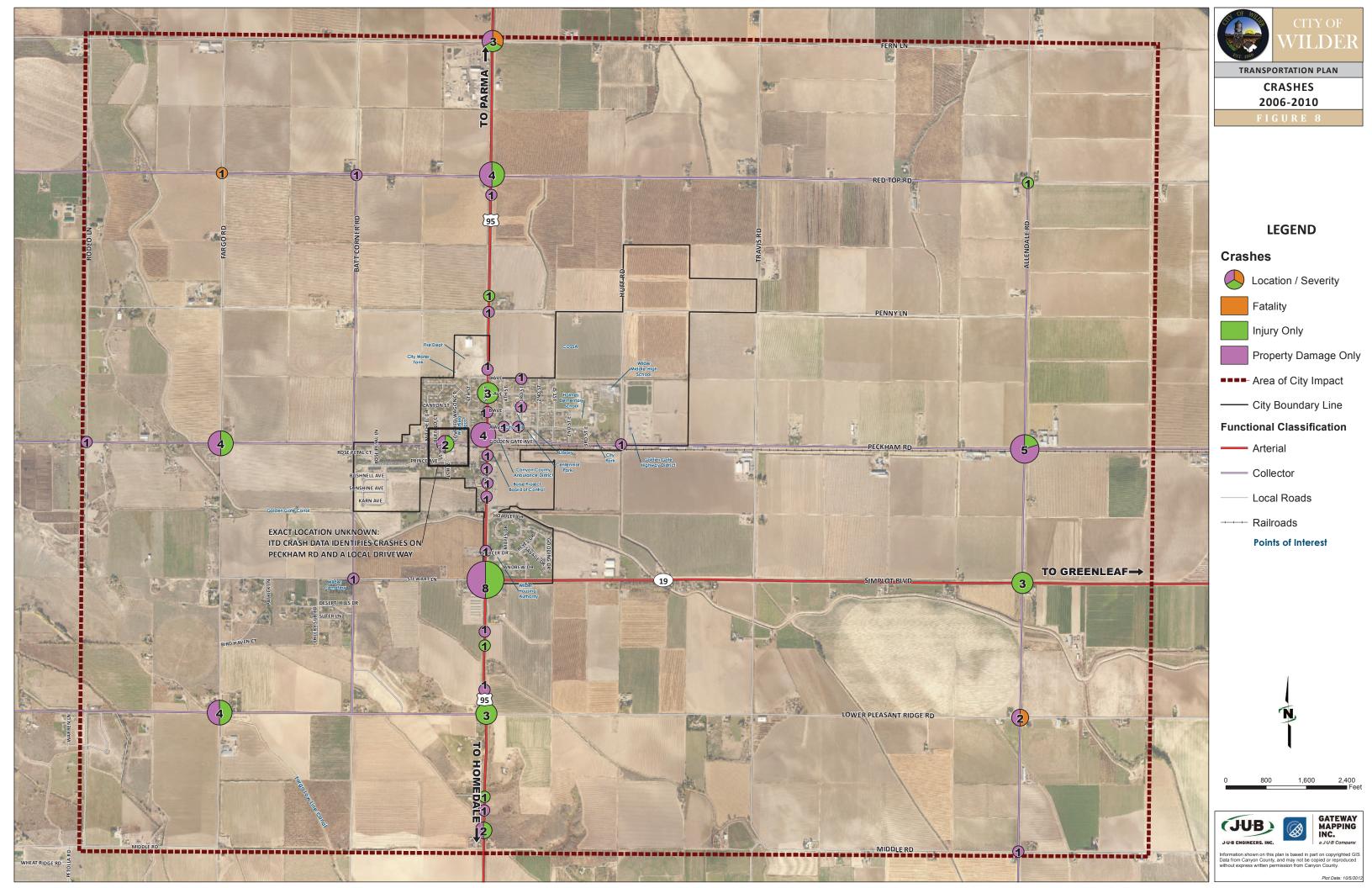
The following intersections have the highest number of injury accidents within city limits between the years 2006-2010:

- US 95 and Avenue C—3 crashes with 3 injury accidents at the intersection of US 95 and Avenue C occurred in Wilder's city limits. In all instances, drivers were going straight, there were no reported road conditions, and the crashes occurred during the daytime. 2 of the accidents occurred on a Friday and the third crash occurred on a Saturday. Contributing factors included failure to yield, following too close, and inattention.
- US 95 and SH 19—8 crashes with 4 injury accidents at the intersection of US 95 and SH 19 occurred
 in Wilder's city limits. These crashes occurred with varying circumstances and contributing factors as
 follows:
 - In 2 of the accidents, drivers were traveling straight westbound and southbound and collided at an angle, with one involving a vision obstruction and the other involving inattention. The injury accident occurred during the day and the property damage accident occurred in the dark.
 - In 1 of the accidents, one driver failed to yield while turning right and the other driver was traveling straight northbound and the vehicles collided at an angle. This was an injury accident. Contributing factors include fog and a loose gravel/seal coating surface.
 - In 1 of the accidents, both drivers were traveling straight northbound and southbound and sideswiped, with the northbound vehicle driving left of center to avoid a pedestrian; however, there were no reported injuries associated with this accident. Contributing factors include darkness with no street lighting.

Existing Transportation System

- In 2 of the accidents, drivers were traveling southbound and in resulted in rear-ending while going straight and rear-ending while turning right. Both accidents involved injuries. One accident occurred in the dark with street lights on and the other occurred during the day.
- In 1 of the accidents, both vehicles were traveling westbound and resulted in rear-ending, with one vehicle going straight and the other vehicle was stopped at the intersection.
- In 1 of the accidents, one vehicle was traveling straight, northbound which resulted in an embankment from traveling too fast in snowy conditions in the dark.

As noted in the Capital Improvement Program (CIP) section of this Transportation Plan, the City has prioritized projects which will improve safety along US 95 and Avenue C, and US 95 and SH 19.



TRAFFIC INFORMATION

Traffic Information Overview

Due to the amount of existing traffic data collected and maintained by ITD, and the generally low traffic volumes typical of communities the size of Wilder, this Transportation Plan process did not include manual intersection turning movement counts.

Idaho Transportation Department (ITD) Traffic Information

The Idaho Transportation Department (ITD) uses two primary methods to collect and evaluate traffic information: portable traffic counters and permanent Automatic Traffic Recorders (ATR's).

Average Daily Traffic (ADT) – ITD periodically collects ADT data with portable traffic counters in locations where permanent ATR's are not located. From 2007-2009, ITD placed portable traffic counters at 19 locations in Wilder's Area of Impact. See 2007-2009 ITD ADT traffic data in **Appendix C**.

Annual Average Daily Traffic Counts (AADT) – ITD maintains AADT counts for functionally classified roadways (minor and major collectors and minor and principal arterials) throughout the State of Idaho. AADT is useful as a simple measurement of how busy roads are, as it takes the sum of the total traffic for the entire year divided by 365 days. AADT data is generated by permanent ATR's, and in areas where ATR's are not located, AADT is calculated by using portable traffic counter data in addition to ATR data on adjacent roadways. For Wilder, ITD maintains AADT data in 22 locations (segments) in Wilder's Area of Impact.

Commercial Annual Average Daily Traffic Counts (CAADT) – ITD also maintains CAADT data. CAADT is useful as a way to understand average daily commercial truck traffic volumes.

Design Hourly Volume (DHV) – ITD develops DHV by using the 30th highest hourly volume for the design year, 20 years from the time of construction completion. For two-lane rural highways (such as Wilder's roads), the DHV is the total traffic in both directions of travel. DHV provides insight into how busy the road can get during peak travel times, versus an average overall daily volume.

Wilder's Traffic Information

US 95 has the highest traffic volumes in the City of Wilder. US Highway 95 is a four-lane highway with sidewalks on both sides inside Wilder's City limits, then transitions to a two-lane highway at Avenue D to the north, and Mercer Drive to the south. US 95 is a major commerce route from California to Canada in the vicinity of Wilder and provides connections to the City of Parma to the north, City of Homedale to the south, and it serves inter-city local traffic as well.

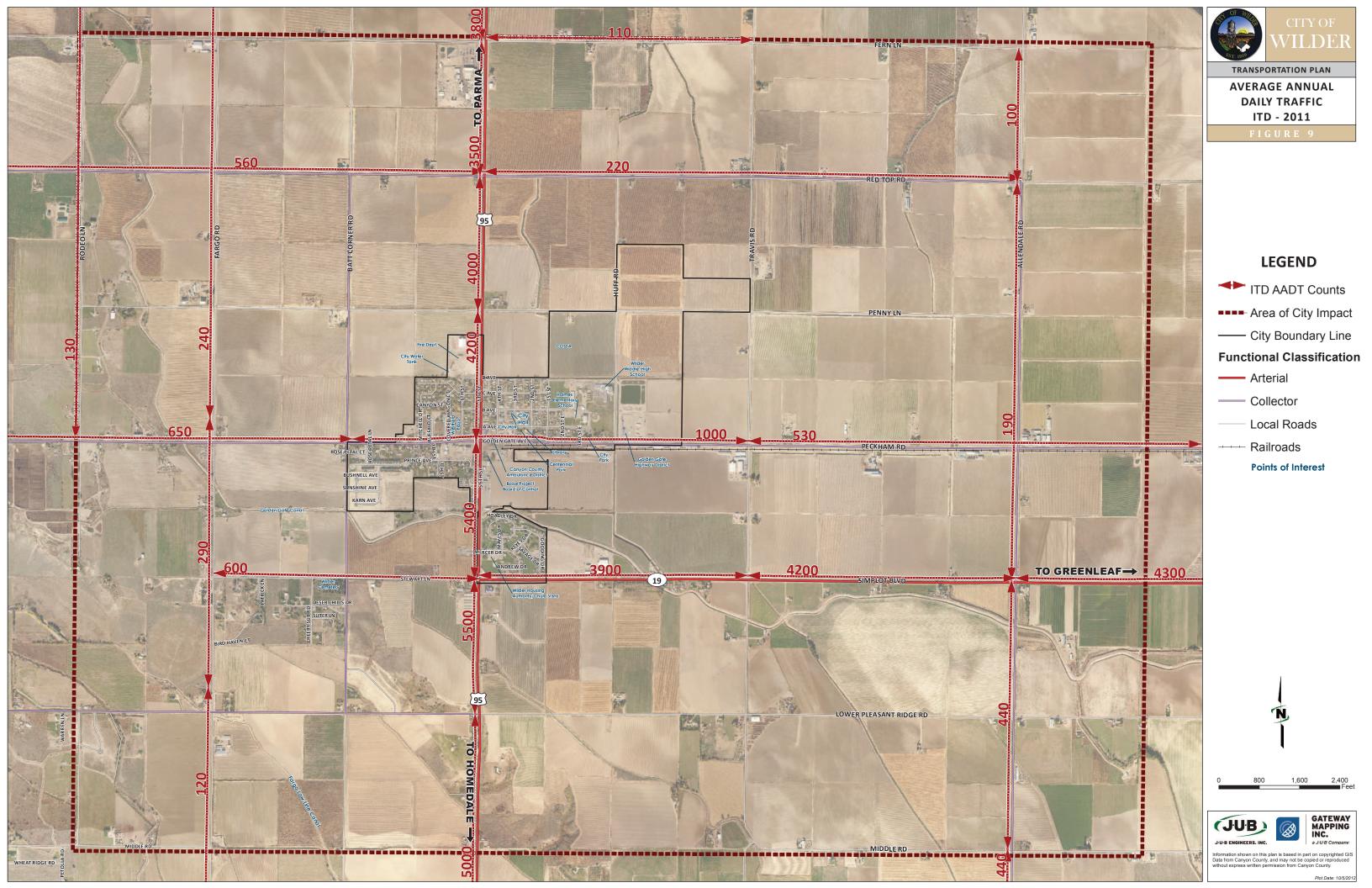
State Highway 19 is a three-lane highway with two-traffic lanes and one center turn lane from US 95 to Travis Road, where the highway transitions to a two-lane highway. SH 19 serves as the main road for agricultural purposes and work commuter trips. The City of Greenleaf is located to the east of Wilder, and SH 19 provides access to the Interstate (I-84) in the City of Caldwell, approximately 10 miles east of the City of Wilder. I-84 provides access to areas of employment in Meridian and Boise.

Peckham Road is a narrow two-lane rural road that runs east-west, north of and parallel to the railroad tracks. Peckham Road serves as an alternate route for agricultural traffic from Wilder to Greenleaf.

2011 ITD AADT traffic data is summarized in **Table 12** and **Figure 9** shows the locations within Wilder's Area of Impact.

Table 12 | ITD AADT Traffic Data (2011)

Road	From	То	AADT	CAADT	Truck Traffic %	DHV
US 95	Boehner Rd	Lower Pleasant Ridge Rd	5000	810	16%	580
US 95	Lower Pleasant Ridge Rd	SH 19	5500	810	15%	630
US 95	SH 19	Prince Ave	5400	500	9%	620
US 95	Prince Ave	Golden Gate Ave, Wilder	5400	500	9%	620
US 95	Golden Gate Ave	Penny Ln	4200	500	12%	490
US 95	Penny Ln	Red Top Rd	4000	500	13%	470
US 95	Red Top Rd	Fern Ln	3500	500	14%	410
SH 19	US 95	Travis Rd	3900	440	11%	410
SH 19	Travis Rd	Allendale Rd	4200	440	10%	450
SH 19	Allendale Rd	Van Slyke Rd	4300	440	10%	460
Peckham Rd	Fish Rd	Batt Corner Rd	650	data not	available	80
Peckham Rd	Batt Corner Rd	Travis Rd	1000 data		ata not available	
Peckham Rd	Travis Rd	Notus Rd	530	data not available		70
Allendale Rd	Middle Rd	SH 19	440	100	23%	60
Allendale Rd	SH 19	Red Top Rd	190	80	42%	30
Allendale Rd	Red Top Rd	Fern Ln	100	20	20%	10
Red Top Rd	Arena Valley Rd	US 95	560	40	7%	80
Red Top Rd	US 95	Allendale Rd	220	30	14%	30
Fargo Rd	Upper Pleasant Ridge Rd	Lower Pleasant Ridge Rd	120	50	42%	20
Fargo Rd	Lower Pleasant Ridge Rd	Peckham Rd	290	80	28%	40
Fargo Rd	Peckham Rd	Dixie Rd	240	70	29%	30
Rodeo Ln	Peckham Rd	Matthews Rd	130	20	15%	20



LEVEL OF SERVICE – CURRENT AND 20-YEAR FORECAST

Level of Service (LOS) Overview

Traffic flow is typically measured by LOS at intersections. 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 in **Table 13**.

City of Wilder Current Level of Service

A Level of Service Analysis was performed at the two intersections that have the heaviest traffic volumes: US 95/SH19 and US 95/Peckham

Table 13 | LOS at Stop-Controlled Intersections

LOS	Description	
Α	Less than 10 second delay	
В	More than 10 and less than 15 seconds of delay	
С	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)		

Road. Existing PM Peak Hour intersection turning movement volumes at these intersections were estimated based on ITD AADT and DHV data and a LOS analysis was performed using the Highway Capacity Manual methodology.

US 95/19 intersection - LOS is "C" for both minor street approaches with the worst movement being the westbound left turn and operating with 22.7 seconds of average delay. The SH 19 intersection functions acceptably even though there are higher volumes because there is an exclusive westbound left turn lane.

US 95/Peckham Road intersection - LOS is "B" with 15 seconds of average delay for the westbound approach which has a single approach lane. This intersection functions better than the SH 19 intersection because US 95 is a four-lane facility plus the volumes on the minor street are significantly lower.

Based on this LOS analysis, all other intersections in the City of Wilder are anticipated to function with less delay and therefore acceptable Levels of Service are currently being provided.

City of Wilder 20-year Level of Service Forecast

Current LOS data was used as a baseline and an annual growth rate of 2% was applied to forecast 20-year future operational conditions at the two busiest intersections in the City: US 95/SH 19 and US 95/Peckham Road. **Table 14** summarizes the results of this analysis.

Table 14 | Current (2011) and Future (2032) PM Peak Hour Delay and LOS

Intersection	Current (2011) PM Peak Hour (Longest Delay Approach)	Future (2032) PM Peak Hour (Longest Delay Approach)		
US 95 & SH 19	EB—21.8/C	EB—103.4/F		
US 95 & Peckham Road	WB—15/B	WB—30.6/D		
<u>Legend</u> : EB = eastbound 21.8/C Delay seconds/Level of Service				

Existing Transportation System

The results of this LOS analysis are summarized as follows:

- The US 95/SH 19 intersection is forecasted to operate at LOS F by 2032. Due to this negative result, two scenarios were developed to analyze intersection improvement options that would maintain a LOS C/D at US 95/SH 19:
 - Add left turn lanes on the west and south legs and extend the two-way left-turn lane (TWLTL) on US 95 south from Mercer to south of SH 19. There may already be enough room to repaint within the existing roadway because US 95 narrows from 4 to 2 lanes but adds the southbound left turn lane for SH 19. This scenario would result in a LOS C/D.
 - Extend the 4-lane section on US 95 south of SH 19. This scenario would result in a LOS C.
- The US 95/Peckham Road intersection is forecasted to operate at LOS C/D by 2032, which is generally an acceptable LOS; therefore, no further analysis was conducted.

See Appendix C for additional Traffic Data.

OTHER MODES OF TRANSPORTATION—EXISTING FACILITIES AND FUTURE NEEDS

Transit/Public Transportation Options

Existing Facilities

- Vanpool—There is currently one Vanpool serving Wilder through the Ada County Highway District
 (ACHD) Commuteride Program that provides a van for groups of 11 to 14 commuters who share
 similar commute trips and work schedules. This vanpool is currently full and it provides a route from
 Wilder to Downtown Boise and Elder Street, Monday through Friday from 7:00 a.m. to 4:00 p.m.
 According to ACHD Commuteride staff, there are currently two individuals on a waiting list to join
 this vanpool. If the demand increases to 10 additional people, the ACHD Commuteride Program
 would consider providing an additional van to accommodate the demand.
- **Carpooling** –ACHD's Commuteride carpool matching service gives individuals with similar commute patterns the opportunity to organize their own group through RideshareOnline.com.
- **Bus Service**—Route 73 is a fixed-schedule route that provides Monday-only service from the cities of Notus, Parma, Wilder, Greenleaf and Middleton, to the following Caldwell locations: Southwest District Health, Health and Welfare, Department of Labor, Veterans Affairs Community Based Outpatient Clinic, and the YMCA. It also provides service from Farmway Village in north Caldwell. The cost of a one-way ride is \$3. A ValleyRide universal bus pass will be accepted on this route. Hours of operation are 9 a.m. to 3 p.m. As a pilot project, this route will operate until the end of 2012. At that time, the ridership on the route will be evaluated to determine if the service will be continued.

Future Needs

The following public transportation future needs were identified as part of this planning process:

- Park and Ride Facility—Citizens expressed the need for a future park and ride facility. A park and ride facility was ranked as a high priority and is included in the Capital Improvement Plan (CIP) of this transportation plan. The City should work with ACHD Commuteride and VRT in its efforts to further evaluate a location and improvements needed for a park and ride facility.
- Other Transit—The City should continue participation on VRT's Executive Board to support
 opportunities such as rural transit, demand response transit, para transit, expanded vanpool
 services, expanded carpool services, volunteer driver program, travel training, and car sharing.
- Trolley—The potential for a passenger car/trolley was identified by citizens during this
 transportation planning process as an economic development opportunity which could offer travel
 to and from Boise and other surrounding cities in the Treasure Valley. The City should continue to
 engage in discussions with COMPASS, VRT, and surrounding cities, as potential opportunities for
 collaboration arise.

Bicycle, Pedestrian and Trails Facilities

Existing Facilities

There are currently few bicycle and pedestrian facilities within the City. Recently, sidewalk improvements have been made around the new school, and a Safe Routes to School sidewalk project

Other Modes of Transportation

was completed to link the new school sidewalks to downtown Wilder along Avenue A. However, citizens have identified the need for additional enhanced bicycle and pedestrian facilities to improve connectivity and safety throughout the community. 84 percent of citizens who participated in the community survey process as part of this plan indicated they would use walking and biking trails throughout the community if they were available; and 71 percent indicated that lack of bike paths, lanes or bike routes prevent them from walking and/or bicycling. The City expressed a desire to identify sidewalk connections, crosswalk enhancements, and locations for bicycle and pedestrian trails as part of this transportation plan.

Future Needs

The following bicycle, pedestrian and trails facilities future needs were identified part of this planning process:

- **Bicycle Pedestrian Pathway System**—establish a bicycle/pedestrian path system through town, to key destinations such as COSSA, parks, schools, and Downtown Wilder in the following locations:
 - SH 19 (east-west)—the city should participate in the SH 19 corridor study led by ITD to evaluate a detached trail system or detached sidewalk along the highway.
 - US 95 (north-south)—the city should participate in the US 95 corridor study led by ITD to evaluate a detached trail system or detached sidewalk along the highway.
 - Peckham Road/Golden Gate Avenue (north side of the railroad tracks) to Greenleaf.
 - Golden Gate Canal, from SH 19 west and north through City limits and Area of Impact.
 - Stewart Lane, from US 95 west to Fargo Road.
 - Fargo Road (Scenic Byway connection), from Stewart Lane north to Golden Gate Road.
 - Huff Road, from Peckham Road north to Red Top Road.
 - Connection from Golden Gate Canal north to Peckham Road (potentially along the drainage way).
 - D Street and 1st street, north to existing paved pathway at COSSA.
- **Sidewalks**—The following locations were identified for future sidewalk connections:
 - Highway 95 from Mercer Drive (Chula Vista Housing) to town.
 - Golden Gate Avenue from 6th Street to Highway 95 to serve the 24-unit Senior Housing complex to provide safe access cross 6th Street to the post office and downtown.
 - Mitchell Addition Subdivision, west of Highway 95. Right-of-way might be an issue to allow enough room for sidewalks.
- **Pedestrian Intersection Improvements**—Primarily east of Highway 95 on Avenues A-B-C-D, Peckham Road/Golden Gate Avenue and 4th through 1st streets, sidewalks and crosswalks are non-existent or in various stages of disrepair; few ADA-compliant ramps exist at intersections.

Airport

Existing Facilities

The City of Wilder does not have a municipal airport. The closest municipal airport is located in Homedale, approximately five miles south of Wilder. The closest commercial service air terminal airport is located in Boise, approximately 40 miles southeast of Wilder.

Other Modes of Transportation

Future Needs

The community did not identify the need to pursue a municipal airport. In addition, no issues were mentioned during this transportation planning process regarding improved access or issues with nearby municipal or commercial airports.

Railroad

Existing Facilities

Railroad tracks run east-west through Wilder along the south side of Peckham Road, and are owned by the Union Pacific Railroad, and are leased/operated/maintained by the Boise Valley Railroad (BVRR). The Wilder Branch is an 11-mile long track running from Wilder to Caldwell. The tracks provide access to the local agricultural products processors. The major commodities shipped along this stretch of railroad include potatoes, lumber, fertilizer, and fuels. There is one at-grade crossing located slightly south of the US 95 and Peckham Road (aka Golden Gate Avenue) intersection inside city limits, and two additional atgrade crossings located east of town outside of city limits at Travis Road and Allendale Road. Both Travis Road and Allendale Road connect south beyond the railroad tracks to SH 19. Currently, only signage exists at these crossings, and there are no crossing arms or flashing lights.

A future development area designated commercial/industrial is located along both sides of the railroad tracks east of US 95 (inside city limits) to Van Slyke Road (outside city limits, inside the city's Area of Impact). Peckham Road provides access along the north side of the tracks, and intersecting rural roadways with at-grade railroad crossings provide access to future commercial/industrial properties along the south side of the tracks. The city designated this area for future commercial/industrial development due to the existing transportation network including the railroad tracks and Peckham Road.

Future Needs

The railroad corridor along Peckham Road was identified as a community asset, with commercial and industrial expansion opportunities. Citizens expressed the desire to utilize the railroad right-of-way and the adjacent roadway section (Peckham Road) as a bicycle-pedestrian route for a regional pathway system between Wilder and Greenleaf to the east. The community did not specifically identify the need for enhanced crossing facilities or the need for an overpass as part of this transportation planning process.

Freight/Truck Traffic

Existing Facilities

In the city's Area of Impact US 95 from SH19 to Boehner Road carries the highest volume of truck traffic with an average of 840 trucks per day. Allendale Road from SH 19 to Red Top Road, and Fargo Road from Upper Pleasant Ridge Road to Lower Pleasant Ridge Road carry the largest percentage (42%) of truck traffic, with an average of 50-80 trucks per day.

Inside city limits, US 95 carries the highest volume of truck traffic with an average of 500 trucks per day, and SH 19 carries an average of 440 trucks per day.

Truck traffic flows from US 95 and SH 19 to Peckham Road, where heavy trucks, farm equipment, and industrial traffic serve the commercial/agricultural/ industrial area along the north side of the rail corridor. ITD's traffic data did not include truck traffic counts for Peckham Road, unfortunately. The railroad corridor terminates at the Simplot property, which is located along the south side of the tracks

Other Modes of Transportation

west of US 95. East of town, Travis Road, a private driveway from Peckham Road and Allendale Road provide access to commercial/agricultural uses located on the north and south side of the tracks.

Future Needs

The city has identified the need for improved truck route signage and improvements to Peckham Road to reduce or eliminate heavy truck traffic from traveling through Wilder's downtown core (primarily Avenue A) to access US 95. Citizens would prefer truck traffic to remain on Peckham Road to access US 95, rather than Avenue A. Improvements to Peckham Road including widening and reconstruction beginning at the intersection of US 95 to the east have been identified as a high priority to improve access and maneuverability for heavy trucks accessing existing and future commercial/industrial properties along the railroad tracks.

MASTER STREET PLAN OVERVIEW

An important aspect of this transportation plan is the Master Street Plan map in **Figure 10**. The city identified the need for a Master Street Plan map to provide guidance to city staff and developers regarding roadway improvement requirements upon development and subdivisions.

The Master Street Plan map incorporates future roadway connections and classifications identified in the Peckham Road Study. It also incorporates a collector roadway system within the city's Area of Impact to serve growth as identified in the city's comprehensive plan and future land use map. Building setbacks align with Canyon County's existing setback requirements and are established to circumvent building encroachments, protect neighboring uses, and allow for roadway capacity expansion within the city's Area of Impact. Entryway/gateway corridors and associated landscaping buffer widths as identified in the city's comprehensive plan are also identified on the master street plan map. Additional landscape buffer requirements are included in the city's Street Standards and Development Requirements manual.

The Master Street Plan map includes the following elements:

- Future roadway connections and associated street section improvements
- Corridor preservation and right-of-way width
- Access management
- Identification of "Entryway/Gateway Corridors"

The Master Street Plan Map to be utilized in conjunction with the City's adopted Street Standards and Development Requirements manual, landscaping requirements and Comprehensive Plan. As the city grows and develops within the city's Area of Impact, the city should consider requesting roadway reclassifications to align with the Master Street Plan.

WILDER MASTER STREET PLAN

The master street plan map is the city's official street network guide to be utilized in conjunction with the City's adopted Street Standards and Development Requirements manual, landscaping requirements, city codes and ordinances, and the Comprehensive Plan. The master street plan map identifies corridor preservation guidelines for highways, arterials, future arterials, gateway corridors, collectors, and future collectors. The City of Wilder's corridor preservation guidelines are summarized in **Table 15** below.

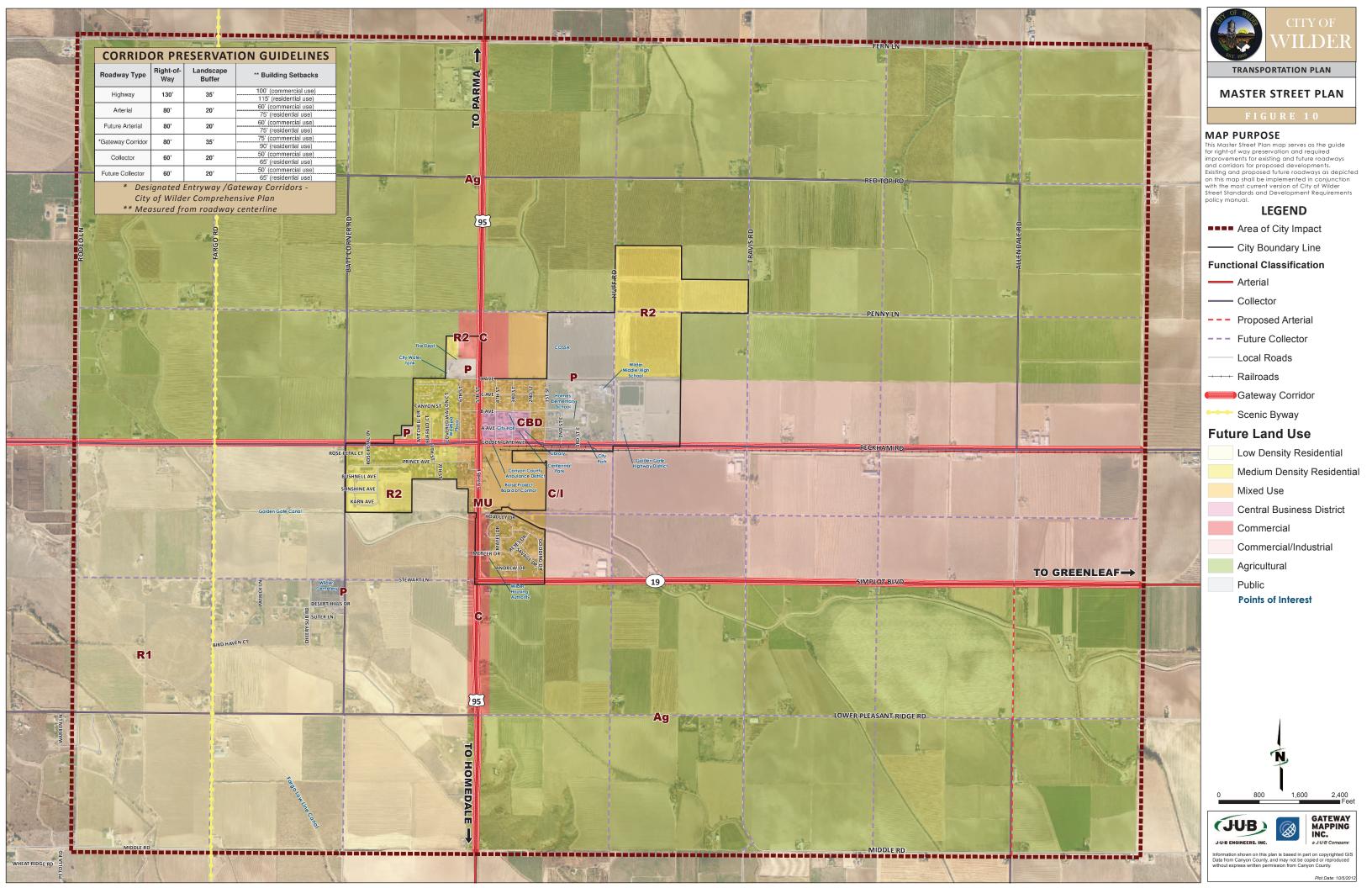
Table 15 | Corridor Preservation Guidelines

Road Type	Minimum Right-of-Way*	Landscape Buffer	Building Setbacks** (Commercial use)	Building Setbacks** (Residential use)
Highway	130′	35′	100'	115′
Arterial	80'	20'	60'	75′
Future Arterial	80'	20'	60'	75'
Gateway Corridor***	80'	35′	75′	90'
Collector	60'	20'	50'	65'
Future Collector	60'	20'	50'	65′

^{*}Additional right-of-way may be required as deemed appropriate by the City Council

^{**}Measured from roadway centerline

^{***}Designated Entryway/Gateway Corridors—City Comprehensive Plan – US 95, SH 19 and Peckham/Golden Gate Road Source: J-U-B ENGINEERS, Inc.



MASTER SIDEWALK AND TRAILS PLAN OVERVIEW

The Master Sidewalk and Trails map in **Figure 12** identifies key destinations, existing sidewalk and trails facilities, and future sidewalk and trail connections. The Master Sidewalk and Trails map provides guidance to city staff and developers for capital improvement projects and facility improvements to be incorporated with proposed developments and subdivisions. The Master Sidewalk and Trails map is to be used in conjunction with the City's adopted Street Standards and Development Requirements manual, the *AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities,* city codes and ordinances, and Comprehensive Plan.

WILDER MASTER SIDEWALK AND TRAILS PLAN

The City of Wilder has established a plan for a bicycle/pedestrian multi-use trail system throughout town, to key destinations such as COSSA, parks, schools, and Downtown Wilder throughout the city's area of impact. The City of Wilder's proposed multi-use trail system is summarized in **Table 16**.

Location From To SH 19 (north side) **US 95** Eastern Area of Impact Boundary US 95 SH 19 Fern Lane Peckham Road/Golden Gate Avenue (north Western Area of Impact Boundary Eastern Area of Impact Boundary (to side of railroad tracks) Greenleaf) **Golden Gate Canal** SH 19 Northwest following Canal, north to Fern Lane US 95 Stewart Lane (west of SH 19) Fargo Road Fargo Road (Scenic Byway Connection) Stewart Lane Golden Gate Road **Huff Road** Peckham Road Red Top Road Inter-City Connection Golden Gate Canal Peckham Road D Street/1st Street **Inter-City Connection** COSSA pathway

Table 16 | Multi-Use Trail System

Source: J-U-B ENGINEERS, Inc.

- **Sidewalks**—The following locations were identified for future sidewalk connections:
 - Highway 95 from Mercer Drive (Chula Vista Housing) to town.
 - Golden Gate Avenue from 6th Street to Highway 95 from the 24-unit Senior Housing complex to provide safe access cross 6th Street to the post office and downtown.
 - Mitchell Addition Subdivision, west of Highway 95. Right-of-way might be an issue to allow enough room for sidewalks.
- **Pedestrian Intersection Improvements**—Primarily east of Highway 95 on Avenues A-B-C-D, Peckham Road/Golden Gate Avenue and 4th through 1st streets, sidewalks and crosswalks are non-existent or in various stages of disrepair; few ADA-compliant ramps exist at intersections.

TYPICAL SECTIONS

Typical trail sections and bike path options are provided in **Figure 11**. The City Council should identify preferred typical sections to be applied to capital improvement projects and proposed developments and subdivisions on a case-by-case basis.

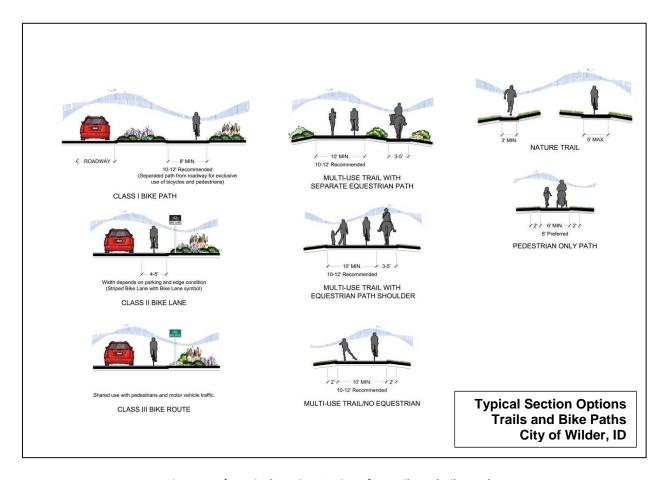
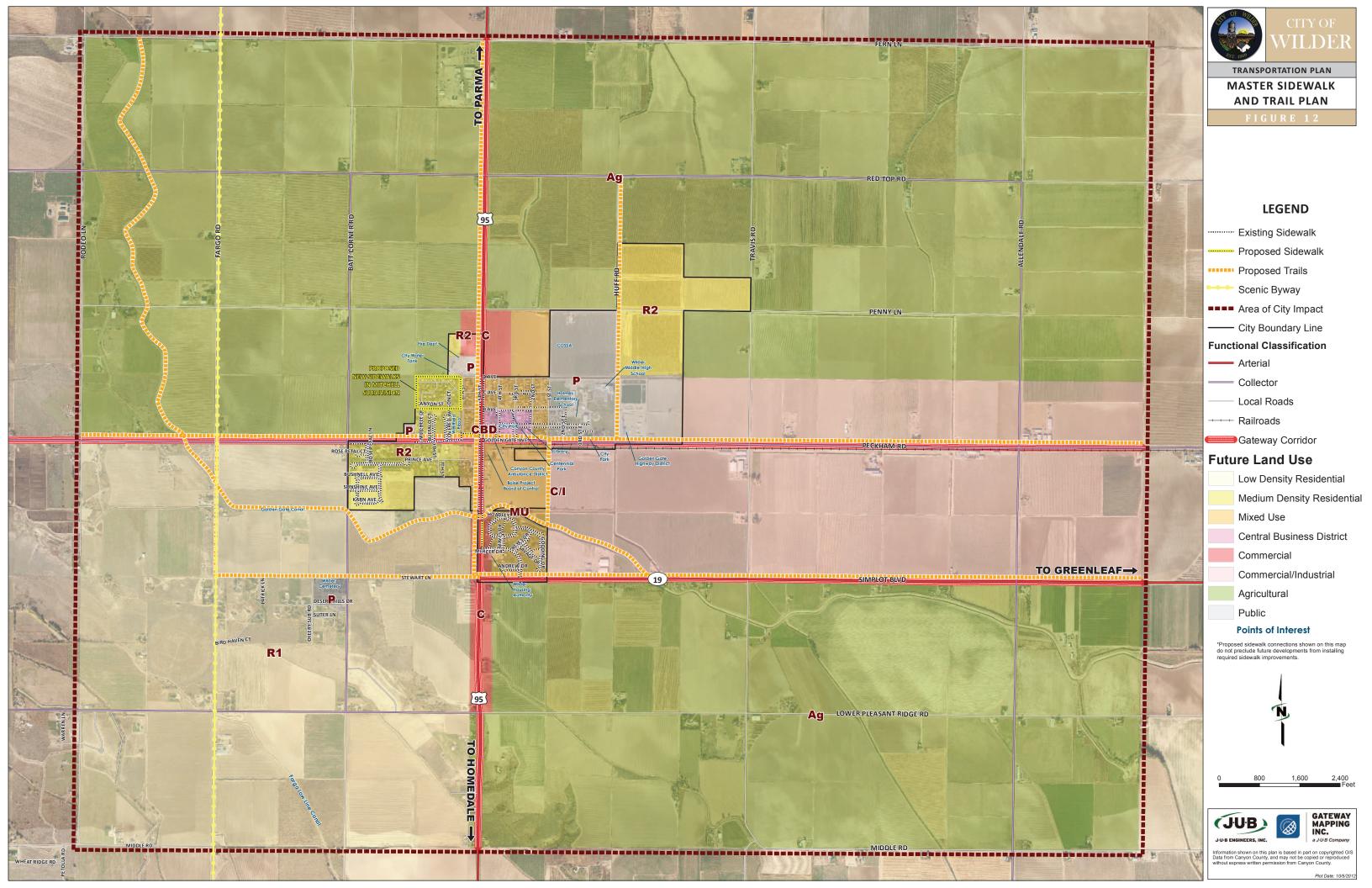


Figure 11 | Typical Section Options for Trails and Bike Paths

DESIGN STANDARDS

Design Standards and plans for bicycle and pedestrian facilities should be reviewed for conformance with the *AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities* by the City Engineer and Planning and Zoning Commission, and approved by the City Council prior to construction.



PAVEMENT MANAGEMENT PLAN INTRODUCTION

The City of Wilder road network is comprised of approximately 11.05 miles of roadways that are maintained by the City. This pavement management plan has been developed to provide the City of Wilder with a structured approach to evaluate the condition of the city's road network and for the development of a strategic maintenance plan.

As the City's population grows, the demand on the road network will intensify and it is important that the City of Wilder successfully implement the pavement management plan to realize the return on its investment. Having the capability to analyze the road network allows the City to identify and take actions in a more strategic approach.

A pavement management plan (PMP) presents the City with an opportunity to better understand the state of their road network. Direct relationships between budget, repair strategies, and remaining service life will all be apparent through the use of a PMP. Pavement management planning empowers the City with a systematic approach to performing budget analysis. Proper identification of fund allocation is an imperative step towards meeting the City's goals for road network management.

PAVEMENT MANAGEMENT PURPOSE

The intent of this PMP is to help the City of Wilder manage their most valuable asset, the road network. The report has been developed to outline a standard procedure that the road department can rely on when creating a pavement management strategy. The reliability of the PMP will be dictated by the quality of the road network pavement condition inventory. An updated pavement condition inventory is recommended every two years, every three years at a minimum. Between the biennial data collection, changes in staff and management styles could result in different data collection methods. This is why a successful PMP must be accompanied by guidelines that can be referenced year after year to ensure the continuity of the data.

PAVEMENT MANAGEMENT GOALS

The principle of pavement management is that the cost to repair a roadway only becomes greater with time. Pavement condition deteriorates with time at an exponentially increasing rate. **Figure 13** below shows typical pavement deterioration over time and the associated cost of repair. Maintenance within the first 75 percent of the pavements design life is significantly more cost effective than maintenance deferred for just a few more years. The goal is to provide a clear and effective pavement management plan that takes inventory data and produces a treatment strategy that preserves the roadway in a cost effective manner. A successful pavement management plan makes it easy to define the necessary budget that will be required to meet the goals for the city road network.

A road network is a combination of multiple road segments. Segments are usually divided at logical locations, such as intersections or significant changes in pavement condition or type. Segments should have the same traffic volume and load intensity. The objective of a PMP is to implement a strategy that extends the life of the roadway for either the greatest cost-benefit or lowest average annual cost. The individual segments will be treated with a specific repair strategy to increase the service life of the segment.

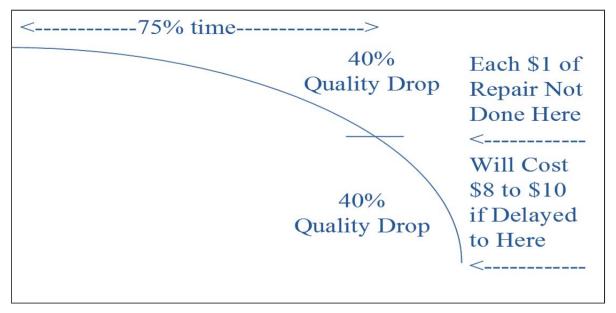


Figure 13 | Typical Pavement Deterioration Curve

PAVEMENT MANAGEMENT ELEMENTS

General

The development of a pavement management plan involves the following steps:

- Mapping (GIS) Road Network
- Basic Roadway Information
- Decision Tree on Structural Deterioration
- Recommended Treatment
- Implementation

Roadway Network Geographic Information Systems (GIS) Map

Developing a map of the roadway network is required to provide a necessary tool in communicating and representing information on the roadway systems.

The road network must be organized in a format that can be used in the pavement management spreadsheet. The individual roads are divided into segments for analysis purposes. Wilder's existing GIS road segment map was adjusted to correspond with changes in pavement condition or road characteristics. Repair strategies, which will be further explained later in the plan, are developed based on road segment conditions that will fit into a practical maintenance plan. Dividing a section of roadway into multiple segments that have been historically maintained as one segment is not normally practiced unless there is a large discrepancy in the pavement condition. Street data in Appendix D includes a listing of city street segments and associated pavement condition inventory.

Basic Roadway Information

This information includes road functional classification, traffic volumes, road width, and shoulder type. When collecting this information, length and width of the road need special consideration. The GIS mapping will generate a scaled length, but this should be verified in the field by a distance measuring device or odometer reading. The length and width are used to determine the area of surfacing and resulting cost. The width should be accurate, and rounding up to the nearest foot to provide slightly conservative estimates of area is recommended.

Decision Tree on Structural Deterioration

By evaluating and recording the structural deterioration of the road network in the decision tree spreadsheet, the City can begin to allocate funds to the appropriate repair strategies. The decision tree shown in Appendix D helps the road department personnel go through a step by step process to assign a number to each road segment to help determine the recommended treatment needed.

The four main categories of repair / maintenance strategies include:

- 1 Routine Maintenance (Crack seal and/or Chip Seal)
- 2 Preventative Maintenance (Crack Seal and Overlay)
- 3 Rehabilitation (Pulverize and Overlay and/or Recycled Asphalt Base Stabilization [RABS] and Overlay)
- 4 Reconstruction (Cement Recycled Asphalt Base Stabilization [CRABS] and Overlay and/or Total Reconstruction)

Recommended Treatment

Determining the most cost effective treatment strategy for any road system is a matter of identifying the general roadway deficiencies and trying several alternatives to find the best fit. Appendix D summarizes recommended treatment (repair strategies) for each roadway segment and the associated estimated cost of each of the recommended treatments. The street network structural condition/recommended treatment is shown in **Table 17** and **Figure 14**.

Table 17 | Recommended Treatments – Sorted by Treatment Type

Treatment Type	Miles	Estimated Cost	Roadway(s)
Routine Maintenance	5.57	\$40,119	Local roads in Chula Vista, Prince Avenue, Rose Petal Court, Rose Petal Lane, Mitchell Drive, Buffalo Court, Covered Wagon Court, Canyon Avenue
Preventative Maintenance	2.84	\$1,146,194	Primarily local east-west roads, Golden Gate Avenue west of US 95
Rehabilitation	1.56	\$574,420	Primarily local north-south roads, Avenue B west of US 95
Reconstruction	1.08	\$745,133	Peckham Road, Avenue D
Total	11.05	\$2,505,866	

Source: J-U-B ENGINEERS, Inc.

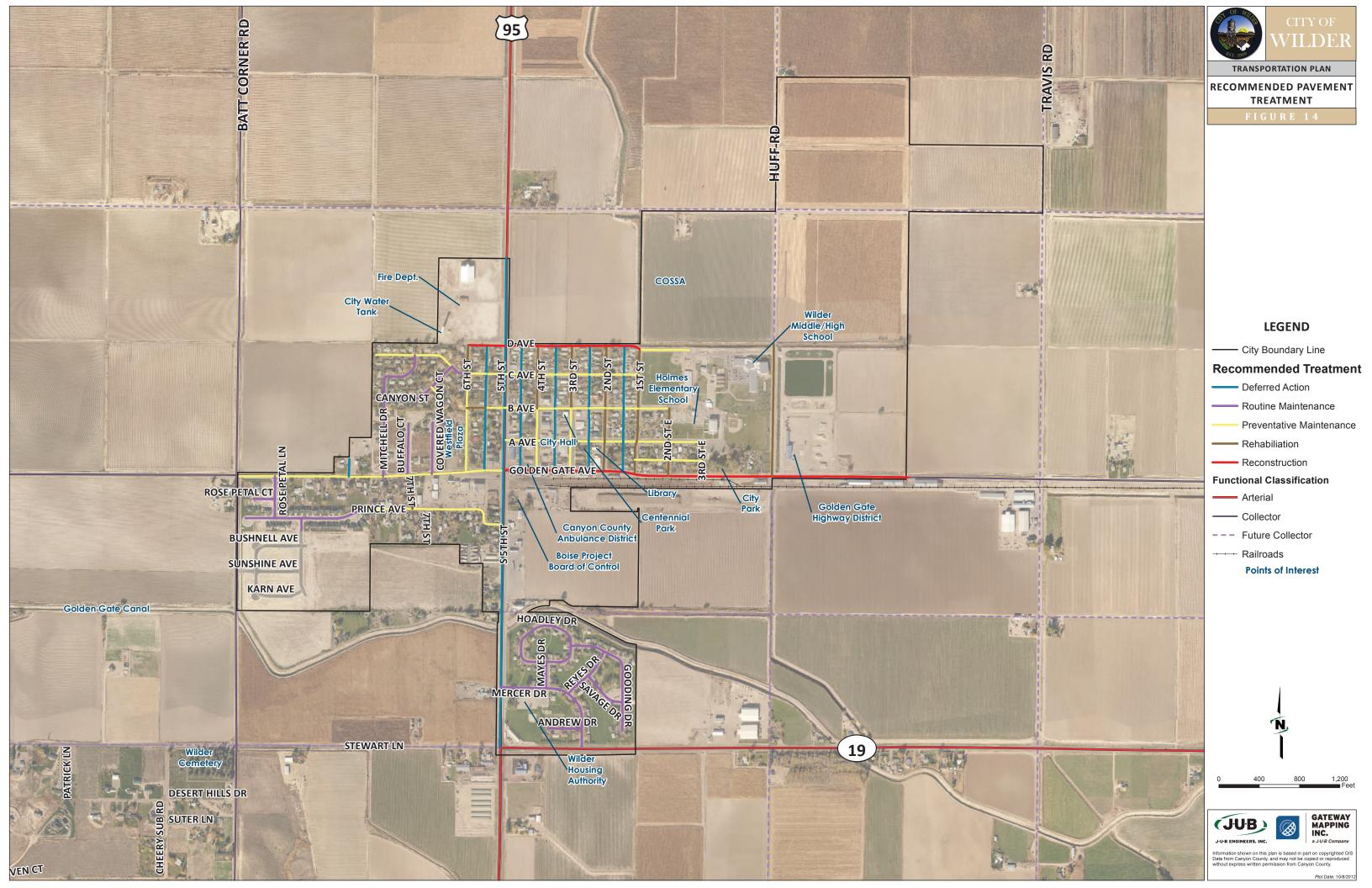
Implementation

The final step of a PMP is implementing the recommended treatments on an annual basis to complete the repairs within a seven to ten year period. This is typically done by budgeting sufficient funds to allow the recommended treatments determined in the decision tree to be applied to the appropriate roadways. It is important to reevaluate the pavement condition every two years, three at the most, to provide an up-to-date inventory for better decision making and to allow pavement performance to be tracked over time.

Each year after a condition assessment is performed if no pavement repair strategy is implemented on a road segment, the structural deterioration increases. This will be important when considering road treatments in the future since those roads that have not had a treatment applied in recent years will likely have their recommended treatment number increased.

See the following additional Pavement Management information in Appendix D:

- Decision Tree
- Recommended Treatment Repair Strategies
- Street Data with pavement condition inventory.



CAPITAL IMPROVEMENT PROGRAM OVERVIEW

The Capital Improvement Program (CIP) serves as the guiding tool for future transportation improvement projects. The TAC went through a methodical process in defining goals and objectives for capital improvement projects. Public participation strategies were used to garner feedback from the City and residents. Land use, level of service and crash data was analyzed, and pavement maintenance issues were reviewed. Prioritization criteria were developed and a prioritized list of 13 projects (some are phased projects) was recommended for future improvements.

This list of 13 capital improvement projects is arranged into two timeframe categories: Short-Intermediate Range (1-10 years) and Intermediate-Long Range (10-20 years), and ranked by prioritization criteria as established by the TAC. The order of the improvements will depend on availability of grants and funding sources. Some improvements will require a long-term funding strategy, while other improvements may be funded and completed earlier. These CIP projects are summarized in **Table 18** below, discussed individually later in this chapter, and shown on **Figure 18**.

Table 18 | CIP Projects

Short-Intermediate Range CIP (1-10 Years)		
No.	Project	
1	Peckham Road/Golden Gate Avenue Rehabilitation	
2	Downtown Revitalization Improvements—Avenue A and Phasing Plan Implementation	
3	Highway 95 Pedestrian Crossings—(Improve) Avenue B, Avenue A, Peckham Road/Golden Gate Avenue, (intersection lighting only) Avenue C; (new) Prince Avenue	
4	D Avenue from 1 st Street to 6 th Street – Local /Commercial Roadway Improvements	
5	C Avenue from US 95 to 6 th Street – Local Roadway Improvements	
6	Park and Ride	
7	Multi-Use Trail System	
8	COSSA Connection—Improved Roadway Access	
	Intermediate-Long Range CIP (10-20 Years)	
No.	Project	
1	US Highway 95 and State Highway 19—Planning, Bicycle/Pedestrian Improvements	
2	Crosswalks, ADA Improvements—1 st Street/Avenue C, 1 st Street/Avenue B, 2 nd Street E/Avenue B	
3	US Highway 95/State Highway 19—Intersection Evaluation, Improvements	
4	Sidewalk Improvements	
5	Highway 95/Patriot Way—Emergency Traffic Light	

GRANTS AND FUNDING

Transportation funding programs have changed in recent months with the passage of the two-year "Map-21" transportation bill. With a short timeframe (two years) established by Map-21, it is highly possible that grant programs and funding sources will change in the near future. The Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council (LHTAC) are working towards reviewing grant and funding programs that existed under the previous transportation

bill (SAFETEA-LU), and establishing definitive programs and processes for modified and/or new funding programs resulting from the new Map-21 transportation bill.

Map-21 combines the Transportation Enhancements, Safe Routes to School, and Recreational Trails Program funding programs into one program called "Transportation Alternatives". Under the Transportation Alternatives program, eligible applicants and project criteria are similar to the former separate programs but allows for some flexibility.

Once ITD and LHTAC complete revisions to program based on Map-21, the City should become familiar with eligibility requirements and project criteria to become competitive for funding to assist with implementation of capital improvement projects.

For purposes of providing baseline information about potential grants and funding programs, a brief description of funding sources under the former transportation bill is provided below (these programs may change depending on the outcome of ITD and LHTAC's review and implementation of Map-21):

- LHTAC Local Rural Highway Investment Program (LRHIP)—The funding limit is \$100,000 for construction/maintenance uses and \$30,000 for sign replacement/compliance uses. This program does not require a local match. Applications for these funds are accepted once a year and funds are distributed about one year later.
- LHTAC Federal-Aid (STP Local Rural)—This program provides funding for reconstruction, rehabilitation, corridor studies, transportation planning- populations below 5,000, classified roadways by the Federal Highway Administration (through ITD's process) as collectors, requires a 7.34 percent non-federal match, and is ultimately included in the Idaho Transportation Investment Program (ITIP) when the project is awarded.
- **LHTAC Federal Aid (STP Enhancement)**—This program is currently suspended but is anticipated to be reinstated in the future. This program provides funding for mitigation, landscaping and beautification, historic preservation, and railroad preservation. There is a \$500,000 maximum amount that can be applied for and non-federal 7.34 percent match requirement.
- Safe Routes to School (SR2S)—The State of Idaho receives approximately \$1,000,000 per year, administered by ITD as a reimbursement program. Funds are available to municipalities and school districts to enhance and improve safe travel of young students to and from school. The primary mode of travel supported in this act is walking. The non-infrastructure funding limit is \$50,000 and the infrastructure limit is \$100,000.
- Cash for Towns Bike/Pedestrian Funding—Annually, ITD awards communities funding to construct ADA pedestrian curb ramp improvements. The annual application period typically begins in January.

Idaho Community Development Block Grant (ICDBG) Program - Transportation/streetscape improvements can be funded through the ICDBG program, which is administered by the Idaho Department of Commerce with funds received annually from the U.S. Department of Housing and Urban Development. ICDBG funds can be used for design and construction of projects that benefit low and moderate-income persons, help prevent or eliminate slum and blight conditions (downtown revitalization), or solve catastrophic health and safety threats in local areas. The ICDBG Public Facility and Downtown Revitalization grant is limited to a maximum of \$350,000.

Development Impact Fees—Idaho Statute Title 67, Chapter 82, Idaho Code sets forth the requirements for the calculation and accounting of impact fees. To impose impact fees, the City must adopt a Comprehensive Plan, a Capital Improvements Plan and an Impact Fee Ordinance to comply with Idaho

Law. Impact fees on new developments can be used for transportation improvement, parks, and public facilities.

SHORT-INTERMEDIATE RANGE CIP (1-10 YEARS)

1. Peckham Road/Golden Gate Rehabilitation

Project Description

The Peckham Road/Golden Gate Rehabilitation project is multi-jurisdiction effort including 0.5 mile of curb, gutter, sidewalk and full depth roadway reconstruction within the City of Wilder from US 95 to Huff Road connected by 3.75 miles of roadway rehabilitation within Golden Gate Highway District and 0.5 mile of curb, gutter, sidewalk and full depth roadway reconstruction within the City of Greenleaf and connecting to Notus Road with 0.75 miles of roadway rehabilitation.

Estimated Cost

\$3,002,000 total (.5 mile in Wilder)/\$546,000 average cost per mile

Timing/Implementation Schedule

2018 Construction (2013 application)—The City of Wilder should continue to work with partner agencies to re-apply for funding in 2013, depending on the status of transportation funding sources resulting from the Map-21transportation bill.

Funding

In 2011, the City of Wilder sponsored an LHTAC STP Local Rural funding application in partnership with the Golden Gate Highway District and the City of Greenleaf for 2016 construction. The project funding application did not rank high enough to receive funds. In the 2012 cycle of STP Local Rural funding, LHTAC did not accept additional funding applications due to limited funding and the high number of projects in preliminary development throughout the State. STP Local Rural funding requires a 7.34 percent local match. For example, if the City of Wilder's portion of the project cost is \$400,000, a local match in the amount of \$29,360 would be required.



Figure 15 | Peckham Road Project Map

2. Downtown Revitalization Improvements—Avenue A and Phasing Plan Implementation

Project Description

A phased project to improve Wilder's downtown core including but not limited to storm drainage facilities, curb, gutter and sidewalks, ADA Access ramps, decorative brick pavers or stamped concrete, pedestrian-scale lighting with banners, public art, 'Town Square' adjacent to Centennial Park, bulb-outs at the Town Square, landscaped islands, and striped parking.

Estimated Cost

- Phase 1—\$147,550 design and construction
- Phase 2—\$730,000 design and construction
- Phases 3-5—Amount varies depending on the project scope for each individual phase.

Avenue A (Phase 2) – Vision Rendering



Timing/Implementation Schedule

- **2012 Construction**—Phase 1 includes improved ADA Ramps and sidewalks along Avenue A from 2nd Street to 2nd Street East. Phase 1 is currently in the bidding phase.
- **2012-2013 Construction**—Phase 2 includes resurfacing of Avenue A from US 95 to 2nd Street, and 3rd Street from Avenue A to Avenue B storm drainage facilities, curb, gutter and sidewalks, ADA Access ramps, decorative brick pavers or stamped concrete, pedestrian-scale lighting, 'Town Square' adjacent to Centennial Park, bulb-outs at the Town Square, landscaped islands, and striped parking. Phase 2 is currently in the preliminary design phase.
- Ongoing Construction—The City and the Wilder Economic Development Council (WEDC) will continue to pursue grants and initiate fundraising efforts to complete Phases 3-5.



Figure 16 | Downtown Revitalization Project Map

Funding

For Phase 1, the City has received funding through a Safe Routes to School Grant for sidewalks and ADA ramps and is currently in the bidding phase. For Phase 2, the City has received a downtown revitalization grant through the ICDBG program, an LRHIP Construction Grant, and a Rural Business Enterprise Grant (RBEG) through USDA-RD, and is currently in the preliminary engineering phase. The City has contributed cash and in-kind resources, private donations have been received, and the WEDC has raised cash through local community fundraisers for streetscape amenities—decorative lighting and banners. The City and WEDC will continue to pursue grants (Transportation Alternatives Program) and initiate fundraising efforts to complete Phases 3-5.

3. Highway 95 Pedestrian Crossings

Project Description

This project includes improved crosswalk facilities with re-striping, ADA pedestrian ramps, and lighting at the intersections of US 95 and Avenue B, Avenue A, Peckham Road/Golden Gate Avenue, and Prince Avenue. In addition, improved intersection lighting has been identified at the US 95/Avenue C intersection. This project would need to be coordinated with ITD. Wilder citizens have indicated that drivers are not adequately warned when pedestrians are in the crosswalk, and children and seniors do not feel safe crossing US 95 at these intersections.

Estimated Cost

- ADA Pedestrian Ramps: \$1,375 per crossing
- Crosswalk Striping: \$900 per crossing (54 feet of thermoplastic)
- Intersection Street Lights: \$4,500 per intersection (one on each side and 400 feet of conduit)
- Signage: \$110 each (minimum of six is \$660)

Timing/Implementation Schedule

• **2013-2016 Construction**—The City of Wilder should work closely with ITD and COMPASS to complete this project either all at the same time or on a phased schedule.

Funding

ITD is in the process of beginning a corridor study along US 95. The City should participate in the corridor planning process to request these improvements. Potential funding programs include Cash for Towns, Transportation Alternatives, and Safe Routes to School.



US 95/Avenue B



US 95/Avenue A





US 95/Peckham Road & Golden Gate Avenue

US 95/Prince Lane

4. D Avenue from 1st Street to 6th Street – Local/Commercial Roadway Improvements

Project Description

This project includes roadway improvements to local/commercial street standards (City of Wilder's current adopted Street Standards Manual) for five blocks of D Avenue from 1st Street to 6th Street. All five blocks of D Avenue are recommended for reconstruction based on the pavement evaluation that was conducted for the Wilder Transportation Plan PMP.

East of US 95, D Avenue is four blocks of a narrow one-lane local roadway with no developed or annexed property along the north side, and downtown residential uses along the south side of D Avenue. Right-of-way and associated improvements for D Avenue east of US 95 should be determined based upon future proposed annexation and land use along the north side of D Avenue. The City's Comprehensive Future Land Use Map shows "Commercial" and "Mixed Use" along the north side of D Avenue, which would require 60 feet of right-of-way, a roadway width of 37-feet (back to back of curb), a 10-foot wide landscape buffer, and 7-foot wide sidewalks with vertical curb.

West of US 95, D Avenue serves as a narrow access roadway for one block to 6th Street with the new Wilder Fire Station on the north and residential properties to along the south. D Avenue terminates at 6th Street and the prospective future alignment would run along the rear property lines of developed residential lots. Due to the short length (one block), residential development along the south, and public use along the north, D Avenue west of US 95 could be improved as local road with 50 feet of right-of-way, a roadway width of 37-feet (back to back of curb), and 5-foot sidewalks.



D Avenue – 1st Street to 6th Street

Estimated Cost

- East of US 95 (four blocks) \$609,000 (includes 25% contingency and assumes a total of 60-feet of right-of-way for commercial/local roadway improvements and through right-of-way dedication from property to the north)
- West of US 95 (one block) \$151,000 (includes 25% contingency)

Timing/Implementation Schedule

2014-2017 Construction/Implementation

Funding

- East of US 95 Development Implementation / City Participation / Property Owner Participation This transportation plan provides guidance to developers for roadway improvements to be
 incorporated in conjunction with proposed developments and subdivisions, particularly for the rightof-way and associated improvements needed along the four blocks east of US 95. The City and
 property owners could participate in the costs to improve the south side of D Avenue in conjunction
 with proposed development to the north.
- West of US 95 Property Owner Participation / City Participation Since the area is developed along D Avenue east of US 95, the city should work with the property owners to facilitate a local improvement district to fund the improvements and/or a partnership with shared costs. Prior to initiating a project, the city should canvass the neighborhood to gauge interest for potential implementation. It can be challenging to obtain grants for local roads; however, the city could investigate the potential for a Safe Routes to School grant particularly because this project would greatly enhance access and improve safety for children who walk and bike to school through improved facilities.

5. C Avenue from US 95 to 6th Street – Local Roadway Improvements

Project Description

This project includes roadway improvements to local street standards (City of Wilder's current adopted Street Standards Manual) for one block of C Avenue from US 95 to 6th Street.

C Avenue serves residential properties west of US 95 to 6th Street, providing access to US 95 from the Mitchell neighborhood. C Avenue should be improved as local road with 50 feet of right-of-way, a roadway width of 37-feet (back to back of curb), and 5-foot sidewalks.



C Avenue from US 95 to 6th Street

Estimated Cost

\$153,000 (includes 25% contingency)

Timing/Implementation Schedule

2014-2017 Construction/Implementation

Funding

Property Owner Participation / City Participation - Since the area is developed along C Avenue, the city should work with property owners to facilitate a local improvement district to fund the improvements and/or a partnership with shared costs. Prior to initiating a project, the city should canvass the neighborhood to gauge interest for potential implementation. It can be challenging to obtain grants for local roads; however, the city could investigate the potential for a Safe Routes to School grant particularly because this project would greatly enhance access and improve safety for children who walk and bike to school.

6. Park and Ride

Project Description

This project includes installation and construction of facilities needed once a specific location and improvements are determined for a park and ride facility to serve the City. The Park and Ride facility would serve commuters for vanpooling, carpooling, as well as a future bus service pick-up/drop-off location. A potential site is the Chula Vista parking lot near US 95/SH 19 which would require minimal costs.

Estimated Cost

- Signage—Signage would be installed through Ada County Highway District's Commuteride Program.
- Parking—Cost will depend on site location (i.e. opportunity to utilize existing parking lot).
- **Property Acquisition**—Cost will depend on site location (i.e. opportunity to utilize property owned by the City and/or develop an agreement with a private property owner).
- Bus Shelter—This is an optional item to consider for expansion opportunities in the future.

Timing/Implementation Schedule

2013-2017 Construction/Implementation

Funding

The City of Wilder should work closely with Valley Regional Transit (VRT) and the Ada County Highway District (ACHD) to evaluate funding, a location, and improvements needed for a park and ride facility. The City could discuss the Chula Vista site option with the Wilder Housing Authority. This location would also increase access to public transportation services for minority residents.

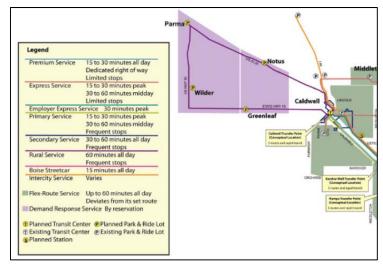


Figure 17 | Valley Regional Transit Map

7. Multi-Use Trail System

Project Description

This project includes implementation of the Master Sidewalk and Trail Plan in the following locations:

- SH 19 (east-west)
- US 95 (north-south)
- Peckham Road/Golden Gate Avenue (north side of the railroad tracks) to Greenleaf
- Golden Gate Canal, from SH 19 west and north through City limits and Area of Impact
- Stewart Lane, from US 95 west to Fargo Road
- Fargo Road (Scenic Byway connection), from Stewart Lane north to Golden Gate Road
- Huff Road, from Peckham Road north to Red Top Road
- Connection from Golden Gate Canal north to Peckham Road (potentially along the drainage way)
- D Street and 1st street, north to existing paved pathway at COSSA (approximately 335 linear feet)

Estimated Cost

- Paved Pathway or Trail: \$30 per linear foot
- On-Street Bike Lane: \$2 per linear foot (paint only); \$15 per linear foot (addition to roadway)
- Signage: \$110 each (typically 2 per 100 feet)
- Reflectors: \$35 each (typically 1 per 10')
- Road/Trail Intersection ADA Access: \$1,500 each
- High-intensity Activated Cross Walk (HAWK) Signal: \$15,000 per crossing

Timing/Implementation Schedule

• **2013-2030 (Ongoing) Construction**—The City should prioritize specific improvements on an annual basis as part of the budgeting process, as well as initiate efforts listed below.

Funding

There are several ways the City can fund development of a multi-use trail system over time:

- Coordination with ITD—The City should work with ITD on the SH 19 and US 95 corridor plans to identify funding sources for bicycle and pedestrian improvements along both major roads in the City.
- Idaho Parks and Recreation (IDPR) grants—The following programs are reviewed on an annual basis: Recreational Vehicle Program, Waterways Improvement Fund, Off-Road Motor Vehicle Fund, Recreational Trails Program, and the Recreational Road and Bridge Fund (note: the Recreational Trails Program is now part of the Transportation Alternatives for the next two years under the Map-21 transportation bill).
- Transportation Alternatives funding
- Highway Safety Grants
- Development Implementation—The master sidewalk and trails map provides guidance to developers for facility improvements to be incorporated with proposed developments and



subdivisions. The city's subdivision ordinance should be updated to specify required trail/pathway improvements.

- Parks and Recreation Impact Fees—Currently, the City does not have a specific revenue source for
 Trails/Parks and Recreation facilities. The City has the ability to budget trail improvements out of the
 General Fund, but the General Fund is limited and the City's tax base is primarily residential and/or
 exempt from taxes. If the City chooses to pursue development impact fees, a Citizen Task Force can
 be formed to conduct an impact fee analysis and develop a recommended Development Impact Fee
 Ordinance.
- **Boise Project Board of Control**—partner and coordinate trail development along the Golden Gate Canal.
- Continued participation on the Snake River Canyon Scenic Byway Committee

8. COSSA Connection—Improved Roadway Access

Project Description

This project includes paving approximately 320 feet of an existing gravel emergency access road to an existing local road improved with 24-feet of pavement along the west side of the COSSA property from Avenue D and 1st Street to Penny Lane. Sufficient right-of-way and a new drainage ditch crossing is already in place to help facilitate this project.

Timing/Implementation Schedule

2013-2022 Construction

Funding

The City should budget for this project and coordinate with COSSA to improve this road. Once more information becomes available about MAP-21, the City should initiate discussions with ITD and LHTAC about potential grant programs. Safe Routes to School funding could be an option.

Emergency Access Road—Avenue D/1st Street

INTERMEDIATE-LONG RANGE CIP (10-20 YEARS)

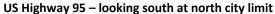
1. US Highway 95 and State Highway 19—Corridor Planning, Bicycle/Pedestrian Improvements

Project Description

As the gateway roadways into the City of Wilder, US 95 and SH 19 are important corridors with higher traffic volumes that need upgrades to improve appearance and safety. This project should also include an evaluation of adding a southbound turn lane on US Highway 95 at Mercer Drive to alleviate heavy traffic. This project includes planning to determine desired corridor improvements to include enhanced bicycle and pedestrian mobility, followed by construction once funding is identified.

Funding

ITD is in the process of beginning a corridor study along US 95. The City should participate in the corridor planning process to request these improvements. Potential funding programs include Transportation Alternatives, STP Enhancement funds, and federal grants when funding opportunities arise. In addition, proposed commercial and residential developments should contribute towards construction as part of their development in accordance with the City's desired corridor improvement plan.





State Highway 19 – looking east from US 95



2. Crosswalks, ADA Improvements—1st Street/Avenue C, 1st Street/Avenue B, 2nd Street E/Avenue B

Project Description

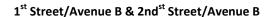
This project would need to be coordinated with the Wilder School District. This project includes improved crosswalk facilities with re-striping and ADA pedestrian ramps at three locations: 1st Street/Avenue C, 1st Street/Avenue B, and 2nd Street E/Avenue B. The purpose of this project is to improve safety and enhance bicycle/pedestrian access for students commuting to and from school.

Funding

Potential funding programs include Transportation Alternatives and Safe Routes to School. The City should discuss partnering opportunities with the Wilder School District.



1st Street/Avenue C





3. US Highway 95/State Highway 19—Intersection Evaluation, Improvements

Project Description

This project includes an intersection evaluation for potential improvements, a traffic signal, or other type of traffic control (i.e. roundabout) at US Highway 95/State Highway 19 due to history of accidents and sight distance issues. As part of this transportation plan, two scenarios were developed to analyze intersection improvement options that would maintain a LOS C/D at US 95/SH 19:

- Add left turn lanes on the west and south legs and extend the two-way left-turn lane (TWLTL) on US 95 south from Mercer to south of SH 19. There may already be enough room to repaint within the existing roadway because US 95 narrows from 4 to 2 lanes but adds the southbound left turn lane for SH 19. This scenario would result in a LOS C/D.
- o Extend the 4-lane section on US 95 south of SH 19. This scenario would result in a LOS C.

A traffic signal warrant and/or roundabout evaluation should also be explored, which could change the intersection improvements/configuration needed depending on the findings of the intersection evaluation.

Funding

ITD is in the process of beginning a corridor study along US 95. The City should participate in the corridor planning process to request this evaluation and potential improvements. This project falls under the jurisdiction of ITD. The city should discuss this project with ITD to evaluate funding and define a process to move forward with an intersection evaluation and subsequent improvements.



US Highway 95/State Highway 19

4. Sidewalk Improvements

Project Description

Sidewalk repairs are needed in commercial and residential areas throughout town to improve safety for pedestrians and provide ADA accessible facilities. Specific sidewalks in need of repair include:

- US 95—Mercer Drive to town
- Golden Gate Avenue—6th Street to US 95
- Mitchell Addition Subdivision—local roads throughout neighborhood

Funding

Potential funding options include Safe Routes to School, partnership with the Wilder Housing Authority for improved access to the Chula Vista complex and for the US 95, Mercer to town portion, and/or a Local Improvement District (LID) funded by individual property owners for the Golden Gate Avenue, 6th Street to US 95 and Mitchell Addition Subdivision. The City should discuss the potential for an Idaho Community Development Block Grant to improve pedestrian access for seniors along Golden Gate Avenue.

Golden Gate Avenue—6th Street to US 95



US 95 - Mercer Drive to town



Mitchell Addition Subdivision - local roads throughout the neighborhood



5. US Highway 95/Patriot Way—Emergency Traffic Signal

Project Description

An Emergency traffic signal is needed at the intersection of US Highway 95 and Patriot Way, at the entrance/exit of the new Wilder Fire Station.

Funding

This project would be initiated and funded by the Wilder Rural Fire Protection District (a separate taxing district) in partnership/collaboration with ITD. The city could assist with potential grants and partnerships with agencies such as ITD, USDA-RD, Idaho Department of Commerce, and Idaho Bureau of Homeland Security.

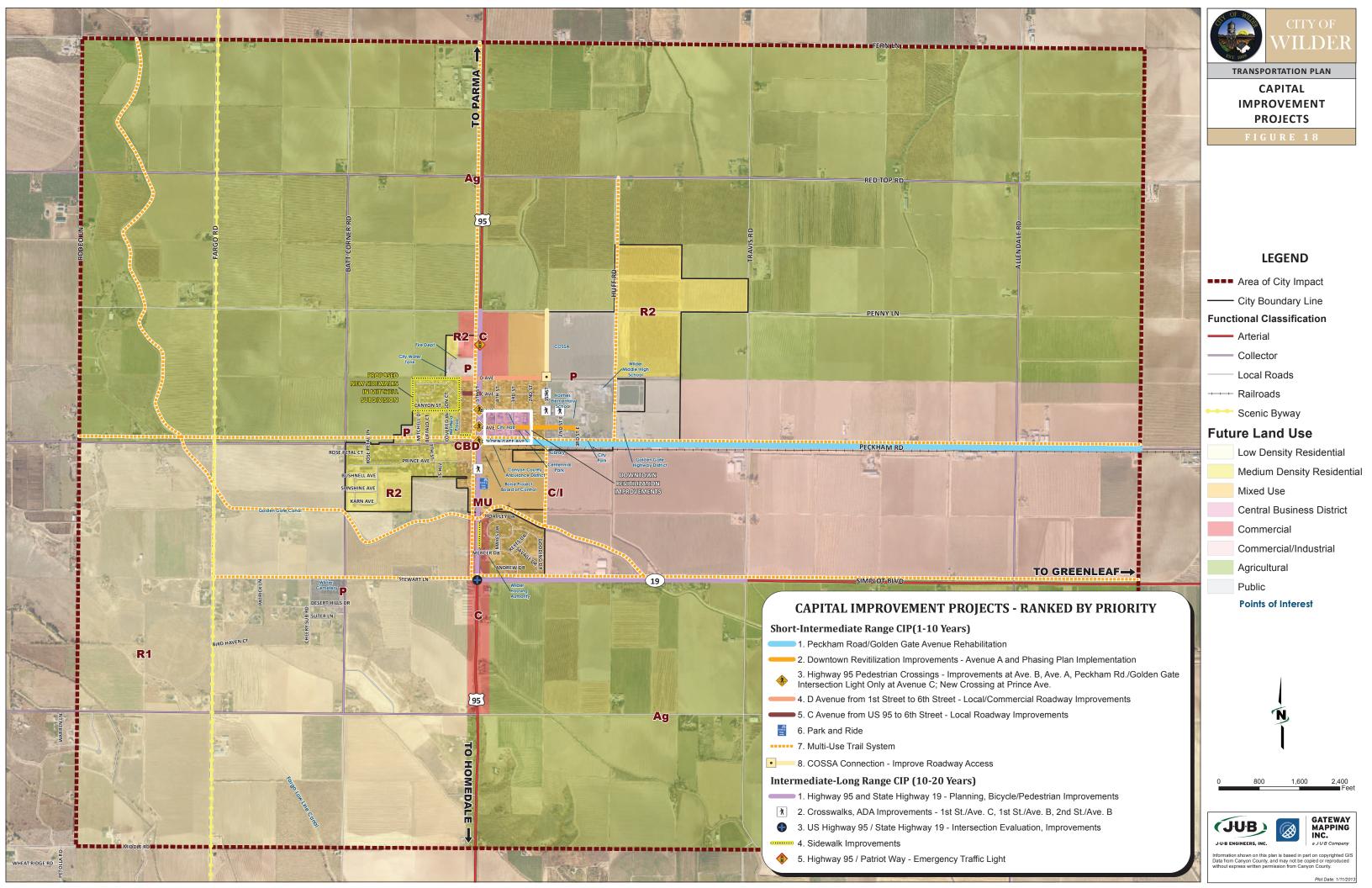


US Highway 95/Patriot Way





See Appendix E for additional CIP Information.





APPENDIX A – PUBLIC PARTICIPATION

Public Participation Summaries

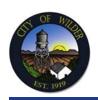
Stakeholder Interviews

Joint Planning and Zoning / City Council Meeting

Technical Advisory Committee (TAC) Workshops (2)

Survey

Open Houses (2)



City of Wilder Transportation Plan STAKEHOLDER INTERVIEW SUMMARY REPORT

Project Background

The City of Wilder is developing a Master Transportation Plan. The City currently has a transportation component in its 2009 Comprehensive Plan, and a Street Standard and Development Requirements Guide, updated in 2010.

A Transportation Plan will greatly improve Wilder's chance of receiving federal funding and grants for needed transportation improvements.

The City is working with J-U-B Engineers of Nampa and Boise to complete a Master Transportation Plan in accordance with Idaho State Code 67-6508-c & I. The plan will address and identify goals including a Capital Improvement Plan, asset management, and design requirements for new developments. The Langdon Group (TLG), a J-U-B company, is facilitating the public outreach efforts toward adoption of the plan.

Stakeholder Interview Process

In July 2011, TLG conducted interviews with a diverse set of people who simply use or are in some way connected to managing the Wilder transportation system. These informal interviews provided the project team with insightful information while engaging key stakeholders. The purpose of the interviews is to:

- Communicate Wilder's commitment to public involvement and the planning process
- Identify issues and concerns about the local transportation system
- Learn stakeholders' vision for the transportation system
- Identify potential issues/concerns
- Begin the plan on a personal and positive note

Langdon Group staff conducted interviews at stakeholders' businesses, residence, City Hall or by phone. The participants were given an overview of the planning process and purpose of a transportation plan and were asked the following questions:

- 1. What is your connection or history to the City of Wilder? (ex: City leader, business owner, resident, etc.)
- 2. Thinking about how you get to [work / church / school / other], what are the ways Wilder's transportation system works?
- 3. How could the transportation system be changed?







City of Wilder Transportation Plan STAKEHOLDER INTERVIEW SUMMARY REPORT

- 4. What are the three most important transportation issues that need to be addressed by this plan?
- 5. What do you think your friends and neighbors view as Wilder's biggest transportation short comings?
- 6. Who are the opinion leaders or active groups in the community?
- 7. Thinking about earlier efforts to involve this community, (public meetings, mailings, gathering comments) – what can we learn from this? Is there anything we do to improve the process?
- 8. Who else should we talk to?
- 9. Is there anything else you want to tell us?
- 10. Are you interested in participating in the Technical Advisory Committee?

In all, one phone interview and 13 face-to-face interviews were conducted with a total of 14 stakeholders. Interviews were conducted with:

- Doug Amick, Wilder Fire Chief
- Charlotte Barnes, Calvary Holiness Church Food Bank and long-time resident
- Brad Burge, Work Director, Golden Gate Highway District #3
- Mark Cotner, COSSA Executive Director (with Adult Programs Manager Christy Hammer)
- Brad Carpenter, Brown Bus Company
- Lupe Garcia, Planning and Zoning Commissioner
- Doug Gross, Doug Gross Farms Inc.
- Craig Lane, Superintendant of Public Works (with Darrell Jackson, Wilder Public Works and Wendy Burrows-Johnson, Wilder City Clerk)
- Dave Lincoln, Wilder Housing Authority (also serves as Commissioner for Golden Gate Highway District #3)
- Tim Page, Asst. Project Manager, Boise Project Board of Control
- Sonny Sarceda, Sonny's Auto Service
- Dusty Tveidt, Wilder Police Chief

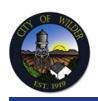
Attempts were made to interview other stakeholders; due to vacation schedules, business demands, conflicts and/or unreturned phone calls and e-mails, some identified stakeholders were not interviewed in this phase:

- Duane Noe, Wilder Building Center
- Jorge Rodriguez, Assembly Chairman, Wilder Methodist Church









City of Wilder Transportation Plan STAKEHOLDER INTERVIEW SUMMARY REPORT

July 2013

Stakeholder Executive Summary

The following issues were identified as recurring themes. According to stakeholders the top three transportation issues that need to be addressed by the Plan are:

- Intersection of Hwy. 19 & 95 respondents expressed a need for a traffic signal or other control at this location, noting history of accidents at this location; sight distance was also referenced as an issue for drivers
- 2. **Pedestrian safety**-related issues include:
 - a. Improved crosswalk signals for the three crossings on Hwy. 95/5th; what was installed as part of a 2008 sidewalk project is insufficient, and respondents say that drivers are not adequately warned when pedestrians are in the crosswalk. Overhead or imbedded lighting is needed
 - b. Sidewalks on Hwy. 95 connecting Chula Vista to town
 - c. Pedestrian crossing and sidewalk improvements throughout town, primarily east of Hwy. 95 on Avenues A-B-C-D, Golden Gate Avenue and 4th through 1st streets, sidewalk are non-existent or in various stages of disrepair; few ADAcompliant ramps exist at intersections
- 3. Roadway maintenance and conditions funding constraints mean the city has fallen behind on needed maintenance; drainage concerns are a significant part of this issue, because a poor drainage system (or lack thereof) further deteriorates the existing roadway







Stakeholder Interview Comprehensive Summary

The comprehensive summary includes verbatim comments from the stakeholders interviewed for this project.

1. What is your connection or history to the City of Wilder? (ex: City leader, business owner, resident, etc.)

- Highway District representative
- City staff
- Canal representative
- Housing administrator
- Raised in Wilder/native
- Emergency responder
- Business owner
- Education and transportation
- Planning and Zoning

2. Thinking about how you get to [work / church / school /other], what are the ways Wilder's transportation system works?

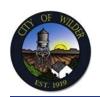
- Two state highways make for easy access in and out of town
- State highways means that much less asphalt for Wilder to maintain
- In general, the infrastructure is in good shape
- It's not too bad the grid is laid out well, and it's easy to get around
- Four-lane road is good
- Streets are fairly wide, with decent amount of right-of-way
- Great connections with Highway 19; this is a good corridor
- Crossroads of two state highways could be a potential economic advantage to Wilder

3. How could the transportation system be changed?

- Basic maintenance of roads is neglected
- It has to do with planning look at getting more grant money; it hasn't been a priority
- Add a traffic signal at the intersection of Hwy. 19 & 95; this is the site of accidents, a problem for driver sight distance



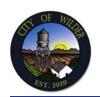




- Add flashing lights at intersection of Hwy. 19 & 95; in the evening when the sun is low, it is difficult to see the stop signs and drivers will speed through the intersection, which has caused numerous bad accidents
- Need emergency lighting and signage at Patriot Way & Hwy. 95
- Better crosswalk signals (for the three crossings on Hwy. 95/5th, funding for overhead masts were cut from a 2008 project that installed sidewalks – these are still needed)
- Need a crosswalk at Prince; when the Post Office goes into the market, that will generate a lot of foot traffic from Chula Vista
- Need to extend sidewalks past the canal by from Chula Vista; both sides of the road would be nice, but at least on the Chula Vista side; make them ADA compliant with ramps
- Need sidewalks and ADA compliant ramps throughout town, particularly east of Hwy. 95 in the older part of town
- Connect the road from Greenleaf to Hwy. 95 as it was originally intended
- Improvements needed on Peckham/Golden Gate Ave.; too narrow; this would help the emergency responders and agricultural traffic; also needs lane striping, resurfacing and sidewalks and improved drainage- In the Fall sugar beet trucks from the fields leave 5-6 inches of mud in the road with nowhere for it to go.
- Can speed limit on Hwy. 95 be reduced to 25 mph through town? Previous negotiation w/ITD for this request has failed – it is important for safety (noted that Middleton has the slower limit – why not Wilder?)
- Need curb/gutter to help with drainage; now the water seeps back under the road surface and causes deterioration; need storm drainage system
- Many roads are mostly layers of chip seal, not asphalt; this is a serious maintenance issue; city staff making hard choices between putting a band-aid over the situation vs. doing positive maintenance
- Need better sidewalks from Chula Vista into town, and improve the hazardous crossings at the canal – they've done some work, but there's more that could be done
- Access into Chula Vista is an issue, could use a turn lane here for heavy traffic, especially in mornings (7:30–9:00 a.m.) and afternoons (3:30 p.m. and later)
- Intersection at Hwy. 19 & 95 needs to be addressed; what about making this the first roundabout on a state highway? (noted that this question had previously been put to the ITD District Engineer, but to no avail)
- The crosswalks on Hwy 95 there's not enough signage to alert motorists







- COSSA, a state funded school and Dept. of Labor office, needs a directional sign on Hwy 95; people have a hard time finding it
- Connection between D Ave. and Penny Lane -- this is currently a private drive for COSSA that stops short of connecting to D Ave. COSSA would like to see this become a limited access/pedestrian-friendly corridor to allow people to access the school from town. They would consider a gate that could be opened during the day and closed at night, or concrete posts to allow for emergency-only and bike/pedestrian access
- Claim the city's full right-of-way; that would allow for addition of curbs, gutter, sidewalk, emergency vehicle access
- Storm drainage is an issue of public safety; when water collects on the road, small vehicles can hydroplane, it's hard for people (including pedestrians) to know what might be hidden by the water
- Drainage, site distance, pedestrian/bike traffic all issues to be addressed on Peckham Rd.
- Public transportation for seniors at Westfield Plaza is limited or non-existent
- Painted crosswalks on 1st near sports fields to clearly mark school crossings
- If weight limits on bridges were to change, or become something regularly monitored, this could be an issue for large trucks, and would impact the agricultural business community; the bridges are a link for how material is moved from the field to a central location
- Increased traffic on Travis Rd. could be problematic for agricultural business there; not so much a safety issue, as much as frustrating for other drivers, who would have to wait for trucks; generally, drivers probably avoid this road during planting (March 15-April 30) and harvest (Aug. 10-Oct 15) seasons

4. What are the three most important transportation issues that need to be addressed by this plan?

- Safety sidewalks (this is more important than putting in new roads)
- From time to time, you see some people walking in the road
- Storm water system
- Sidewalks/pedestrian safety/ADA compliant ramps
- Moving people from one place to another might include public transit and help cut down on traffic
- Keep traffic flowing







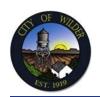
- Public transportation
- Street conditions
- Need to improve intersection at SSI Food Service with a turn lane fatalities have happened there (there was some previous conversation w/SSI about partnering on improvements; this may need to be taken up again)
- Stormwater retention issues
- Curb/gutter/sidewalk as a matter of public safety build a place for people to walk instead of in the street; use the city right-of-way so cars aren't parking in the street, there's space for emergency responders
- Hwy. District has intersection of Hwy 95 & Penny Lane on its list for improvements; would also like to see Penny Lane/Travis Rd. become a good route for COSSA traffic
- Connect 1st to Penny Lane
- COSSA sign on Hwy. 95
- Improved railroad crossing would make walking from Chula Vista, north safer
- City is supposed to be making improvements A Ave. B Ave. should be next highest priority
- Pay attention to Peckham Rd.; need to widen, add curb/gutter/sidewalk. improve drainage; years of ag traffic and mud tracked onto the road from farm vehicles has resulted in shoulder higher than road surface, so storm run-off goes back to road; partnership under way with GGHD, Greenleaf, Wilder for LHTAC grant for improvements on this road
- Use of a rail is more important as fossil fuel becomes increasingly expensive

5. What do you think your friends and neighbors' view as Wilder's biggest transportation short comings?

- Potholes and maintenance
- People with families will say sidewalks are most needed
- The city and highway district are both behind on improvements, due to lack of funding
- Crosswalks
- It's a small town with country atmosphere don't like change, no need to change
- Street conditions, though the city does a decent job of maintenance with the money it has







July 2011

• There are some in town who might question why there is a need to do this plan – might say it's a waste of time, people don't come to Wilder, there aren't many businesses here; others recognize the value of making improvements

6. Who are the opinion leaders or active groups in the community?

- Lori Church
- David Lincoln, commissioner & director for Chula Vista
- Farmers (they meet at coffee shops Mattesons and Jackson's)
- Chamber of Commerce
- Economic Development Council

7. Thinking about earlier efforts to involve this community (public meetings, mailings, gathering comments) – what can we learn from this? Is there anything we can do to improve the process?

- There haven't been too many of these types of outreach activities, but consider using newspapers both the Statesman and Press-Tribune
- There's not always an appetite for growth
- Provide information in Spanish and English (The Hispanic population is more stable than it used to be); they have more of a voice
- Everyone should be reached out to equally
- The community needs to be mindful of how public money is spent; public
 projects do not necessarily warrant spending the entire amount budgeted, but
 sometimes money that could be turned back to the taxpayer is spent
 unnecessarily

8. Who else should we talk to?

- David Lincoln
- T&K Farms
- Allendale Produce
- Domingo Asumendi
- Business owners

9. Is there anything else you want to tell us?

- Could ITD help with code enforcement on Hwy. 95 residential property? How far back does their right-of-way (R/W) extend?
- There is a significant percentage of property within Wilder that has tax-exempt status, and so does not contribute to tax base income for the city (for example, churches, schools, housing authority properties, COSSA, Head Start, fire station,









July 2011

city offices, etc.); this creates a funding challenge for the city and is one motivation for developing other taxable base

- Many would say public transit is important, but until there is a huge change in mindset, that would be a waste of time and money – we are too independent, and want our flexibility too much to rely on this; it would be an asset, but not a priority
- Better to get grant money for projects than to raise taxes on the working class; and even though the city has been successful raising levies in the past, it may be hard to do now
- If any projects overlap canal R/W (for example a bike path or other construction adjacent to canal), it will be up to the city to move the easement
- Strong advocate for buying local, and supporting local economy









Summary - Joint P&Z, City Council Meeting Wilder City Hall July 19, 2011 6-7 p.m.

Attendees:

City Councilmembers: Roger Howell, Robert Rivera, Tila Godina

Planning & Zoning Commissioners: Barbara Fogg, Wesley Hancock, Lupe Garcia, Diana Purvis, Rob Seamont

City Staff: Carmen Elordi

Consultants: J-U-B Engineers - Lisa Bachman, Project Manager; Paul Stevens, City Engineer



Introduction & Format:

This Joint Planning and Zoning Commission/City Council meeting was the first workshop held for the Wilder Transportation Plan. Prior to the workshop, The Langdon Group (a subsidiary public involvement company of J-U-B) had interviewed several stakeholders in the community to learn about the transportation needs of the city. Lisa Bachman explained the outcome of the stakeholder interviews to the Planning and Zoning Commissioners and City Council members, provided some background on the process, and facilitated the workshop. Attendees were asked to work together in a group discussion format to develop a SWOT (Strengths, Weaknesses, Opportunities, & Threats) analysis.

SWOT Analysis Results:

Strengths:

- City Services: water, sewer, irrigation
- Decent "set-up"
- New fire station, COSSA, Highway District, Library they all have meeting rooms too
- Railroad tracks
- Agricultural roots and resources (economic development opportunities) also need to talk to property owners too
- Highway 95 and Highway 19 good access to Wilder
- EMS paramedics
- City is not stagnant things are still happening in the community regardless of current economic conditions
- No floodplain

Weaknesses:

• Condition of Downtown

ST OF WILD

Summary - Joint P&Z, City Council Meeting Wilder City Hall July 19, 2011 6-7 p.m.

- Need to attract the right kind of businesses (convenience & services) to fit within the needs of the community
- Funding
- Senior citizen transportation needed no way to get there
- Business hours everything is closed when people get home

Opportunities:

 Bedroom community – enhanced opportunities to bring new services to the community because of the change from primarily agriculture to a bedroom community. People look at Wilder as affordable with easy access to travel to Boise for work



- Recreation & parks opportunity to expand
- Trolley would it be possible to see about a passenger car/trolley for travel to and from Boise and other surrounding cities in the treasure valley?
- Development along Highway 95 and Highway 19
- Economic development
- Need a coffee shop
- Improve aesthetics maybe a fountain in town maybe at Centennial Park
- Need signage places & hours so people know what it available in the community

Threats:

- Economy
- Funding
- Growth is slow need to attract businesses that would increase the tax base and promote economic development

General Discussion/Comments:

- Peckham Road is falling apart, might need a weight limit, bad weather contributes to road damage, drainage issues
- Penny Lane should go straight across and connect to Huff Road
- Main Roads detract from downtown development

Next Steps:

- TAC list needs to be approved by the city council
- Schedule first TAC meeting



Technical Advisory Committee Meeting #1 Summary | September 19th | 6–8 P.M.

Attendees

Kelli Fairless

Wendy Burrows-Johnson

Charlott Burns

Doug Amick

Lupe Rodriguez

Doug Gross

Lori Church

Lisa Bachman (Project Manger – JUB)

Darla Christiansen (Public Involvement – JUB/TLG)

Meeting Overview

JUB conducted a brief presentation and explained the overall process and public input received regarding the transportation plan.

The TAC workshop session included discussion of the following transportation topics:

- Goals, policies, strategies & priorities
- Review of existing area plans
- Draft Master Street Plan existing and proposed roadways
- Draft Master Sidewalk & Trail Plan existing and future connections of sidewalks and trails
- Draft Project List proposed transportation improvements and priorities

Discussion

<u>Gateway Corridors</u> – Includes future signage and it coordinates with existing comprehensive plan. Corridor designation needs to be extended west into the new growth area along Peckham Road – this is used by Simplot and agricultural trucks, and hop farmers/drivers. Most westbound traffic is either Peckham outside city limits or along Red Top. Future mid-mile collectors are on the map for future road connectivity and access.

<u>Highway 95 & Red Top Intersection</u> - This intersection is in need of repair. If traveling west to east, there are blind spots caused by houses, trees, and landscaping.

<u>Setbacks</u> – This map will include setback requirements for roads along collectors and arterials to avoid future encroachments and vision triangle issues.

Railroad – Right-of-way and the canal was discussed.

<u>Peckham Road</u> - Discussion of potentially re-classifying Peckham Road to an arterial. There was mention that a grant application had been submitted to reconstruct Peckham Road with curb, gutter, sidewalks and roadway rehabilitation. The grant was not approved the first time. It seems to make sense to consider reclassifying the road if it would improve chances of getting funding. Existing property owners along Peckham Road could pose issues for right-of-way and road widening. A study was completed for Peckham Road and a question was raised about whether or not they examined farm to market traffic patterns. Onion trucks avoid Peckham but they are not normally in their downtown corridor.

<u>Downtown</u> – It was noted that it would be much safer for pedestrians if truck traffic could be reduced in that area.

<u>Future Planning & Land Use</u> – Southwest of Highway 95 the comprehensive plan designates future residential with view properties along the rim area. Northeast of Highway 95 the area is planned for preservation of agricultural land. A new medical clinic is coming in on Highway 95/5th and likely to access by car or foot. If there are safe alternative transportation options, some people may ride bikes for commuting purposes and some for recreation purposes. Wild Heart Springs is an event center / destination point located approximately three miles west of Wilder along Peckham Road.



<u>Bicycling & Walking</u> – Need to do a survey at the open house to gain more input. Should we look at a detached trail option? What about a north-south multi-use trail along the west side of Highway 95, and another east-west trail towards Caldwell? There are no good walking pathways. Need to look into Scenic byway designation for funding and/or signage improvements.

<u>Overall Discussion</u> – Need to determine short term priorities and improving areas around businesses, the US post office, and safe sidewalks for kids to walk to school.

<u>Public Transportation</u> – Kelli discussed Valley Connect plan which includes future routes and improvements. There is an unofficial park and ride located at the church at the intersection of Highway 19 and Highway 95. A driver volunteer program is another option for Wilder.



Technical Advisory Committee Meeting #2 Summary | February 9th | 10-12 P.M.

Attendees

- Lisa Bachman, Project Manager JUB Engineers
- Rebecca Coulter, JUB Engineers
- Paul Stevens, JUB Engineers
- Kelli Fairless, Valley Regional Transit (VRT)
- John Bechtel, City of Wilder Mayor
- Lori Church, WEDC
- David Lincoln, GGHD #3 & Wilder Housing Authority
- Brad Burge, GGHD #3
- Lupe Garcia, City of Wilder Planning & Zoning
- Wendy Burrows-Johnson, City of Wilder
- Tracy Glenn, City of Wilder Public Works Director

TAC Meeting #2 Overview:

JUB conducted the second of two Technical Advisory Committee (TAC) workshops for the City of Wilder Transportation Plan. The meeting took place at the Canyon-Owyhee School Service Agency (COSSA) on Thursday, February 9th from 10:13 AM – 12:07 PM.

During this meeting, JUB and TAC members completed the following tasks; 1) Approved transportation goals 2) Prioritized the criteria for reaching those goals, and 3) Ranked/prioritized the projects necessary for completion in order to reach the transportation goals.

The TAC workshop #2 session included discussion of the following transportation topics:

- Introductions
- Process Review –City of Wilder Transportation Plan
- Draft Items Solidified transportation improvements and priorities (Street Plan, Sidewalk & Trail Plan, Project List)
- Transportation Goals Reviewed, modified, and solidified existing goals
- **Prioritization Criteria** interactive discussion identifying which, of the Transportation Goals, held precedence others.
- Ranking & Prioritization of Projects identified project priority by ranking the projects and merging transportation goals with the identified projects.

Discussion:

10:13 AM - Introductions

• Lisa Bachman with JUB Engineers introduced herself to the Technical Advisory Committee members and led the table in introductions.

10:14 AM - Review Process

• Lisa Bachman summarized the purpose and goals of the Wilder Transportation Plan and opened the floor for any questions or concerns to date. The three main Draft Items were identified as 1) Master Street Plan, 2) Capital Improvement Project List, and 3) Sidewalk and Trail Plan



- Informational display boards were presented as a tool to review and summarize all tasks
 complete. Lisa Bachman explained the previous actions and the step-by-step process that has
 been ongoing since July 2011: stakeholder Interviews (completed), City Council/Planning &
 Zoning Joint Meeting (completed), Technical Advisory Committee Workshop #1 (completed),
 Open House #1 (completed), Surveys (completed with results).
- While reviewing survey results indicating that 84% of Wilder community members would use
 walking and biking trails throughout the community, discussion lead to community member's
 "value of time," meaning, if given access to multi-modal transportation Wilder community
 members would be able to make the most out of their time and utilize time differently/more
 efficiently.

10:20 AM - Draft Items

- Lisa Bachman identified the three key Draft Items (Street Plan, Sidewalk & Trail Plan, and Project List) and indicated the goal for the meeting was to focus on the prioritization criteria and prioritization of projects within those Draft Items.
- Discussion of Draft Items raised the question, "Yes or no, will this transportation plan definitely help with the downtown revitalization?" Both Lisa Bachman of JUB and Kelli Fairless of VRT replied in the affirmative.

10:26 AM – Transportation Goals

- Lisa Bachman led an interactive discussion of the Transportation Goals. The TAC reviewed and modified the previously written vision, goals & objectives.
- Vision modifications & updates:
 - Dave Lincoln made mention to the inclusion of preservation and provision of infrastructure. Mr. Mayor agreed to this modification considering the lack of funding.
 - Kelli Fairless indicated the potential need for the vision to include a multi-modal/intermodal facet. Mr. Mayor agreed to this modification and the TAC agreed to include the expansion of transportation options through multi-modal systems in the vision.
- Transportation Goals/Objectives modifications & updates:
 - Goal/Objective #3 Given the recent update made to the vision to include multi-modal transportation options, Kelli Fairless made mention to the incorporation of the vision's multi-modal facet to be included in objective #3. The TAC agreed and constructed the objective to include the encouragement of inter-modal activity to be incorporated within objective #3.
 - Goal/Objective #5 Discussion took place concerning the greenbelt/bike path system.
 The TAC decided that replacing the term "greenbelt" with "bike path" in objective #5 would be more suitable. Additionally, the bike path system being established to reach key destinations was incorporated in the objective.
 - Brad Burge initiated the objective revision by mentioning the design of a bike path. Mr. Mayor agreed stating that the Greenleaf trail between the tracks and the road could be made presentable. Kelli Fairless furthered the conversation by asking what, specific, benefits would come in establishing a bikeway system and explained the necessity in discouraging ridership on certain routes while focusing improvements more actively on others, to steer ridership in the right direction. The TAC liked this idea and established a potential pathway project startup where Peckham Road connects to asphalt.
 - O Goal/Objective #6 and #10 TAC members decided to merge Objective #10 with Objective #6, to make them one in the same, while including entryway signage and land use to the objective.







- Group discussion to combine #6 and #10 stemmed from the need for clarification of the No. 9 Hopps field location, and the premise that #6 already identifies the need for improving appearance, i.e. entryway signage.
- O Goal/Objective #7 Mr. Mayor pointed out the need for #7 to be worded more strongly and that agricultural and farming needs should not be worded as something to consider, rather something to implement. Kelli Fairless referred that the support of transportation projects through implementing agricultural and farming needs would, in turn, support the number of jobs.
- O Goal/Objective #8 Group discussion as to whether or not this objective should be a larger overall goal, not a specific objective. Mr. Mayor commented this objective to be a "real bug-a-boo" and expressing and emphasizing the need for funding. The question was raised, 'how do you fund storm drainage?' No changes were made to Objective #8, resulting in the addition of a new objective addressing the need for funding.
- Goal/Objective #9 Objective #9 was deleted; #9 elements are assumed redundant since they are considered key destinations within the city, which is covered in objective #5.
- New Goal/Objective TAC members collaborated and added the following to the list of goals & objectives:
 - Explore funding options for maintenance and capital improvement projects.

10:52 AM - Prioritization Criteria

- Lisa Bachman presented a list of ten Prioritization Examples/Prioritization Criteria to review and modify.
- Upon final modification TAC members voted for and ranked the criteria with a tally system; ten points going to the most important to one point belonging to the least important of the criteria. The final results are indicated below:
 - 50 POINTS
 Improve Connectivity (sidewalks, pathways, future road connection, future transit connection)
 - 49 POINTS
 Improve Safety / Emergency Access
 Cost / Availability of Funding
 - 47 POINTS
 Promote Economic Development / Beautification
 - 41 POINTS
 Improve Agricultural Needs / Industrial Needs
 - 34 POINTS
 Scenic / Tourist Value
 - 32 POINTS
 Improved Local Access and Circulation
 - 29 POINTS Right-of-Way Requirements
 - 28 POINTSEnvironmental Impacts
 - 26 POINTS
 Multi-Modal

11:35 AM - Rank & Prioritize Projects







- Lisa Bachman created a chart merging the Prioritization Criteria with the Capital Improvement Project List. Through discussion, TAC members then ranked the need for the identified projects based on the criteria.
- Once discussion results are weighed and prioritized Lisa Bachman will present results to TAC members and provide a document with a synopsis of results.

12:03 PM - What's Next

- TAC meeting came to close with discussion of the next Wilder Transportation Plan Public Open House. It was decided that Public Open House #2 will place in March of 2012 at the Wilder High School Gymnasium. More event information to follow.
- Lisa Bachman opened up the floor for questions. No questions were presented. Meeting adjourned at 12:07 PM.







1. Where do you live? Please choose one.

	Response Percent	Response Count
Wilder City Limits	40.0%	10
Canyon County	36.0%	9
Neither	24.0%	6

If you chose "Neither," please specify where you live:

answered question 25

8

1

2

skipped question

2. Where do you commute to work? Please choose one.

	Response Percent	Response Count
Wilder	62.5%	15
Outside of Wilder in Canyon County (Caldwell, Nampa, Greenleaf, Parma, Melba, Middleton)	20.8%	5
Outside of Wilder in Ada County (Boise, Meridian, Garden City, Star, Kuna, Eagle)	0.0%	0
None of the above.	0.0%	0
I do not commute to work.	16.7%	4

If you chose "None of the above," please specify where you commute to work:

answered question 24
skipped question 2

3. Preliminary feedback identified six recurring issues that need to be addressed by the Transportation Plan. Please rate each issue in order of importance with "1" being the most important:

	1 (Most Important)	2	3	4	5 (Least Important)	Rating Average	Response Count
Intersection of Highway 19 & 95	33.3% (8)	12.5% (3)	33.3% (8)	16.7% (4)	4.2% (1)	2.46	24
Pedestrian safety (sidewalks, crosswalks, ADA ramps)	34.8% (8)	34.8% (8)	21.7% (5)	4.3% (1)	4.3% (1)	2.09	23
Roadway maintenance	43.5% (10)	30.4% (7)	17.4% (4)	8.7% (2)	0.0% (0)	1.91	23
Drainage (storm drainage system needed)	21.7% (5)	8.7% (2)	39.1% (9)	21.7% (5)	8.7% (2)	2.87	23
Peckham Road reconstruction	36.4% (8)	31.8% (7)	13.6% (3)	9.1% (2)	9.1% (2)	2.23	22
Improve Aesthetics (entryway corridors & downtown revitalization)	40.9% (9)	27.3% (6)	13.6% (3)	4.5% (1)	13.6% (3)	2.23	22
					answered	question	26
					skipped	question	0

4. What are the most important items the city should consider when prioritizing or budgeting for transportation improvements? Please rate each issue in order of importance with "1" being the most important:

	1 (Most Important)	2	3	4	5 (Least Important)	Rating Average	Response Count
Improving safety / Emergency access	36.0% (9)	44.0% (11)	16.0% (4)	0.0% (0)	4.0% (1)	1.92	25
Promoting economic development (improve "looks," beautification)	36.0% (9)	20.0% (5)	24.0% (6)	8.0% (2)	12.0% (3)	2.40	25
Improving connectivity (sidewalks, pathways, future road connections)	32.0% (8)	40.0% (10)	20.0% (5)	8.0% (2)	0.0% (0)	2.04	25
Cost / Availability of funding	36.0% (9)	16.0% (4)	24.0% (6)	16.0% (4)	8.0% (2)	2.44	25
Improving agricultural needs	12.0% (3)	28.0% (7)	20.0% (5)	20.0% (5)	20.0% (5)	3.08	25
					answered	question	26
					skipped	question	0

5. Which transportation items should the city focus efforts towards improving? Please rate each issue in order of importance with "1" being the most important:

	1 (Most Important)	2	3	4	5 (Least Important)	Rating Average	Response Count
Highway 95	34.8% (8)	17.4% (4)	13.0% (3)	26.1% (6)	8.7% (2)	2.57	23
Highway 19	25.0% (6)	25.0% (6)	16.7% (4)	20.8% (5)	12.5% (3)	2.71	24
Peckham Road	45.0% (9)	35.0% (7)	15.0% (3)	5.0% (1)	0.0% (0)	1.80	20
Downtown Revitalization	31.8% (7)	40.9% (9)	27.3% (6)	0.0% (0)	0.0% (0)	1.95	22
Sidewalks, Pathways	30.4% (7)	34.8% (8)	26.1% (6)	8.7% (2)	0.0% (0)	2.13	23
Beautification, Lighting, Signage	22.7% (5)	40.9% (9)	13.6% (3)	4.5% (1)	18.2% (4)	2.55	22
Public Transportation	25.0% (5)	15.0% (3)	20.0% (4)	15.0% (3)	25.0% (5)	3.00	20
Agricultural Needs	22.2% (4)	33.3% (6)	33.3% (6)	5.6% (1)	5.6% (1)	2.39	18
Maintenance	28.6% (6)	42.9% (9)	28.6% (6)	0.0% (0)	0.0% (0)	2.00	21
Drainage	13.0% (3)	43.5% (10)	13.0% (3)	13.0% (3)	17.4% (4)	2.78	23
	answered question					26	
					skipped	question	0

6. Would you use walking and biking trails throughout the community?

	Response Percent	Response Count
Yes	84.0%	21
No	16.0%	4

If you chose "Yes," where would you like the trails to be located?:

7

skipped question

answered question 25
skipped question 1

7. Why do you walk or ride a bicycle?

	Response Percent	Response Count
Exercise	69.2%	18
Recreation	61.5%	16
Commuting to work	7.7%	2
I do not walk or ride a bicycle.	11.5%	3
	Other (please specify):	0
	answered question	26

8. How often do you walk or ride a bicycle? Response Response Percent Count Several times per week 30.8% 8 Two times/week 26.9% 7 One time/week 11.5% 3 One time/month 0.0% 0 Every now and then 23.1% 6 2 Never 7.7% Other (please specify): 2 answered question 26 skipped question 0

9. What prevents you from	walking or bicycling in Wilder?	
	Response Percent	Respons Count
Too many cars	4.8%	
No bike paths, lanes or bike routes	71.4%	1
Places are too far away	9.5%	
Not enough lighting	14.3%	
Lack of end-of-trip facilities (bike parking, restrooms, etc.)	4.8%	
I do not have enough time.	23.8%	
	Other (please specify):	
	answered question	2
	skipped question	
	skipped question ations or issues that should be on the list? If so, please p	
10. Are there any other loca		rovide a Respons Count
		Respons
		rovide a

Q1. Wh	ere do you live? Please choose one.	
1	West Ada County	Dec 8, 2011 10:37 AM
2	Big Bend	Dec 8, 2011 10:36 AM
3	Payette	Nov 14, 2011 10:09 AM
4	Payette	Nov 14, 2011 10:05 AM
5	Star, ID	Nov 14, 2011 9:55 AM
6	Nampa	Nov 14, 2011 9:50 AM
7	Boise	Nov 11, 2011 8:25 AM
8	Unincorporated Wilder	Oct 19, 2011 4:12 PM

Q2. W	here do you commute to work? Please choose one.	
1	Attend school in Wilder	Nov 14, 2011 10:05 AM
2	Commute daily to various locations in Ada & Canyon counties.	Nov 14, 2011 9:50 AM

Q6. Wo	ould you use walking and biking trails throughout the community?	
1	Mitchell add, Peckham	Nov 14, 2011 10:14 AM
2	on the highway Homedale - Wilder - green leafe	Nov 14, 2011 10:05 AM
3	Surround the town	Nov 14, 2011 9:55 AM
4	Along river	Nov 14, 2011 9:43 AM
5	Along the Power	Nov 11, 2011 8:25 AM
6	From within city limits to outside of impact area	Oct 26, 2011 10:09 AM
7	Along Highway 95 and Highway 19 between Homedale and Parma and Greenleaf	Oct 19, 2011 4:12 PM

Q8. Ho	ow often do you walk or ride a bicycle?	
1	Summer I bike	Nov 14, 2011 9:40 AM
2	Would ride much more often if pathways were available	Oct 19, 2011 4:12 PM

Q9. What prevents you from walking or bicycling in Wilder?					
1	Live out of town	Nov 14, 2011 9:55 AM			
2	Weather	Nov 14, 2011 9:40 AM			
3	Bad back - too old	Nov 14, 2011 9:38 AM			
4	Commuting area is too dangerous. Too much traffic at high speeds.	Oct 19, 2011 4:12 PM			

Q10. A	are there any other locations or issues that should be on the list? If so, please pron:	vide a description or
1	I would like to see a public swimming pool for children.	Nov 14, 2011 10:11 AM
2	None	Nov 14, 2011 9:57 AM
3	Clean community up with sidewalks, curb/gutters/etc., and walking/bike paths. This to me is #1. #2 would be inner city street maintenance.	Nov 14, 2011 9:55 AM
4	95 & Penny Lane	Nov 14, 2011 9:40 AM
5	No	Nov 14, 2011 9:38 AM

Public Open House #1 Summary | October 28th | 3–6 P.M.



Attendees

- Kelli Fairless, Valley Regional Transit (VRT)
- Rebecca Coulter, JUB Engineers
- Paul Stevens, JUB Engineers
- Darla Christiansen, The Langdon Group/JUB Engineers
- John Bechtel, City of Wilder Mayor



Open House Overview

The public open house served as an input opportunity for the Wilder community members in regards to the Wilder Transportation Plan. The event, held in union with Kelli Fairless, Executive Director of Valley Regional Transit (VRT), took place during the Wilder varsity football team's senior night on October 28th from 3:00-6:00 PM.

VRT had a display table and information booth to obtain information concerning the type of transit services the city may need. Darla Christiansen and Rebecca Coulter with JUB Engineers set up tables displaying the wall-size "Potential Improvements Map". This map was displayed for public engagement and interaction. The map served as a visual display for community members to place written comments and mark up any preferred potential changes for the proposed transportation plan. Information was collected through transportation plan surveys, engaging the public with the wall-size map, and discussing public transportation needs and desires.

Comments and Concerns

- Fixing streetscape and sidewalks in an effort to clean up the area
- Emphasis on biking trails and the safety of children riding their bikes in the road
- General maintenance and road repair
- Poor visibility and lighting throughout the town
- Visibility issues and tree removal as well as road maintenance to fix the dip on Price Avenue.
- Potential for trails along the highway for pedestrians and bicyclists.
- Potential for the railroad track to be converted to a greenbelt or walking/biking path.
- Incorporating the potential development of a new athletic center on the 23-acre parcel owned by the district located behind Wilder High School into the transportation plan.
- Accessibility and transportation options available with the November 8th opening of the Wilder Clinic
 - Kelli Fairless discussed potential for clinic accessibility with Mayor John Bechtel
- Inquiries concerning the location of a park-and-ride or lean-to on either Golden Gate Road at the new Post Office or within close proximity to the store
 - Kelli Fairless made note of these concerns through discussion with concerned community members.
- New bridge on the corner of D Street and 1st street to serve both vehicle and pedestrian use
- Widening of Peckham Road
- Implementation of a dedicated turn lane on the corner of Highway 95 and Highway 19





Public Open House #2 Summary | April 4th | 6–7:30 P.M.



Attendees

- Lisa Bachman, JUB Engineers
- Kelli Fairless, Valley Regional Transit (VRT)
- Rebecca Coulter, JUB Engineers
- Ryan Cosby, Gateway Mapping/JUB Engineers
- Darla Christiansen, The Langdon Group/JUB Engineers
- Wendy Burrows-Johnson, City Clerk/Treasurer
- Citizens signed in Alice Reyes



Open House Overview

The public open house served as an input opportunity for the Wilder community members in regards to the Wilder Transportation Plan. The event, held in union with Kelli Fairless, Executive Director of Valley Regional Transit (VRT), took place at Wilder City Hall on April 4th from 6:00-7:30 PM.

VRT had a display table and information booth to obtain information concerning the type of transit services the city may need. JUB had display boards of Transportation Plan's Process Review, Completed Steps, Draft Items, Transportation Goals, Prioritization Criteria, Prioritization and Ranking of Projects.

Comments and Concerns

- There is question about adequate lighting in town. Will there be and is there currently lighting to accommodate the sidewalks in town?
- Mitchell Street does not have any sidewalks. Development may not have adequate right-of-way along the frontage to accommodate sidewalks.
- 6th Street & Highway 95 does not have a sidewalk and could benefit from one as it is an important connection for senior housing.
- The light at Avenue C is not visible enough. An upright panel in the middle of the road was proposed to be more effective than light posts on the side of the road.
- Limited visibility concerns and distance of sight was discussed on Highway 19.
- Peckam Road was proposed as a better connection to Greenleaf.
- It was mentioned that a lot of people are seen walking around town in Wilder, indicating a sidewalk/pathway would be of benefit to the community.
- It was mentioned that a lot of people view transportation as "only including 4 wheels", and the importance of stressing alternative modes of transportation in the City of Wilder is in need.







APPENDIX B – LAND USE AND GROWTH TRENDS

Land Use and Growth Trends Data

US Census and Idaho Commerce and Labor Data (1980-2010)

Building Permit Information (2003-2010)

Community Planning Association (COMPASS) Growth Forecast

IDAHO

COMMUNITY PROFILES

WILDER

			Canyon	County
POPULATION				
CITY	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2004</u>
	564	1,260	1,232	1,458
COUNTY	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2004</u>
	61,288	83,756	90,076	158,038
COMMUNITY AGE	GROUPS	1980	1990	2000
Under 5 years		154	141	167
5 to 19 years		428	384	465
20 to 44 year	's	393	421	504
45 to 64 year		172	176	221
65+ years		113	104	105
Median age		22.4	24.2	23.8



HOUSING

COMMUNITY	1980 & 1990 Census	1990 & 2000 Census	
Percent Built Between	1.9%	7.1 %	
	<u>1980</u>	<u>1990</u>	2000
Total Housing Units	379	403	421
Median Value of Owner-Occupied Housing	21,300	30,700	63,900
Median Rent	115	165	373
COUNTY	1000	1000	2000
Total Housing Units	<u>1980</u> 30,616	<u>1990</u> 33,137	<u>2000</u> 47,965
Median Value of Owner-Occupied Housing	43,000	51,900	96,300
COUNTY INCOME/PAYROLL (In Dollars)			
<u>19</u>	<u>1979</u>	<u>1989</u>	<u>1999</u>
Median Household Income 7,7	86 13,831	22,979	35,884
<u>19</u>	<u>1979</u>	<u>1989</u>	<u>2002</u>
Per Capita Income 3,0	42 6,801	12,676	19,432
Personal Income Total (000) 185,4	06 572,646	1,125,612	2,823,889
<u>19</u>	<u>1979</u>	<u>1989</u>	<u>2001</u>
Avg. Monthly Wage 4	28 873	1,316	2,167
Annual Payroll (000) 67,1	61 278,633	489,126	1,230,515



Idaho Commerce & Labor

P.O. Box 83720, Boise, ID 83720-0093

(208) 334-2470

http://www.idahoworks.com

COUNTY LABOR FORCE DATA

Nonfarm Employment	2003	Civilian Labor Force	2002	2003
Total Nonfarm Employment	44,779	Total Labor Force	70,514	70,404
Manufacturing	8,775			
Food Products Mg	3,862	Total Employment	65,768	65,654
Wood Products Mfg	817			
Computer &Electronics Mfg	1,348	Total Unemployed	4,746	4,750
Construction	3,805			
Information	599	Percent Unemployed	6.7%	6.7%
Trade, Utilities & Trnsp.	9,573	_		
Retail & Wholesale Trade	7,754	Farm	4,650	4,101
Transportation	1,789	Employment	,	, -
Financial Activities	1,565			
Professional & Business Services	2,901			
Educational & Health Services	6,284			
Leisure & Hospitality	3,207	* indicates no employment	tor	
Other Services	938	suppressed data		
Government	7,089			

REGIONAL LABOR COSTS *

Average Hourly	1st Quart.	Median	3rd Quart.	* Idaho contains six
Business & Financial	\$ 14.82	\$ 21.71	\$ 27.99	wage survey regions.
Computer & Math	15.36	24.78	33.37	Community
Architecture & Engineering	16.53	22.64	28.19	specific wages
Healthcare Practitioners & Technical	13.98	21.59	27.32	may differ from regional
Sales & Related	7.05	10.12	15.26	averages.
Office & Administrative Support	8.74	11.80	14.91	
Construction & Extraction	10.60	15.63	19.70	
Production	8.66	11.47	14.45	

LARGEST EMPLOYERS/MANUFACTURERS

<u>Name</u>	Product or Service	<u>Employees</u>
S.S.I.	Meat Processing	400
Wilder Schools	Education	60

TRANSPORTATION

MAJOR HIGHWAYS

	Route	Direction	Miles
<u>Jurisdiction</u>	<u>Designation</u>	(Route)	To Access
Federal Interstate	I-84	E-W	11
Federal Highway	US 95	N-S	0
Federal Highway	US 20/26	E-W	0
State Highway	55	E-W	12
State Highway	19	E-W	0

AIR SERVICE		Runway	Miles To	
	Navigation Equipment	<u>Length</u>	<u>Downtown</u>	
Homedale Municipal	none	2,900	5	

	Scheduled Passenger Flights		Freight Flights		Local Charter	
	<u>Carriers</u>	Flights per day	<u>Carriers</u>	Flights per day	Service Available?	
Homedale Municipal	0	0	0	0	no	

RAIL SERVICE

Railroads Serving the Community

Union Pacific

Freight Service Available

yes

Distance to Nearest

o mi

Passenger Service Available

no

COMMUNICATIONS

			Distance			
	<u>Yes</u>	<u>No</u>	to nearest			
Radio Broadcast Station (local)		Χ	12 mi	Telephone Systems:	<u>Yes</u>	<u>No</u>
Televison Broadcast Stations (local)		Χ	20 mi	Digital Switching Available		Χ
Cable/CATV/Satellite TV Companies	Χ		mi	Electronic Analog Switching Available	Χ	
Number of Local Daily Newspapers	0			Universal One-Party Service		Χ
Number of Local Weekly Newspapers	0					

MEETING & LODGING FACILITIES

HEALTH CARE FACILITIES

	Public		Number of Hospitals	0	
	<u>Owned</u>		Distance to Nearest	12	mi
Number of Meeting Facilities	3	2	Number of Beds	0	
Number of Meeting Rooms	2	1	Ambulance Service Available	ves	
Total Seating Capacity	200	70	Number of General Clinics	0	
Seating Capacity of Largest Room	100	30	Number of deficial offices	U	
Number of Lodging Rooms		0			

MUNICIPAL SERVICES

Water System Maximum Plant Daily Product Maximum Daily Usage Average Daily Usage Storage Capacity	etion	250 tgd 240 tgd 234 tgd NA	Sewer System Treatment Plant Design Capacity Average Daily Usage (% of capacity) Largest Main Line Capacity (diameter)	N/A tgd 75 % 6 inches
			Fire Protection System	
Regulatory System	<u>Yes</u>	<u>No</u>	Rating by Idaho Surveying & Rating Bureau	5
Comprehensive Plan	Χ		(1 = best; 10 = worst)	
Zoning Ordinance	Χ		Number of Paid and Volunteer Firefighters	15
Building Permit System	Х		Dalias Bustantian	
Subdivision Ordinance	Х		Police Protection	
Territory Covered by Zoning			Number of Full-Time Officers	3
Municipality	Χ		Part One Crimes* Per 100,000 Population	469 (2001)
County	Χ		* Part One crimes are the 8 most serious crimes as defi	ned by the FBI.
Number of Public Libraries	1			

COMMUNITY GOVERNMENT REVENUE

Typical Property Tax Rate 2.5522748 % Total Net Market Value 2004 16,896,191

EDUCATIONAL FACILITIES

PUBLIC	SCHOOLS	PROFESSIONAL-TECHNICAL	SCHOOLS
		= = = = = = = = = = = = = = = =	

District Name Public Secondary Programs (by District) Wilder District #133

Wilder District #133

Canyon-Owyhee School Services Agency

PRIVATE SCHOOLS	(all grades)	Post-Secondary	Distance <u>(in miles)</u>
Number of Schools in County	8	Northwest Nazarene University	19
(*Not all private schools report)		Treasure Valley Community College	20
COMMUNITY COLLEGES	Distance (in miles)	Boise State University Professional-Technical	41
Treasure Valley Community College	28		

FOUR-YEAR COLLEGES OR UNIVERSITIES	(in miles)
Albertson College of Idaho	11
Northwest Nazarene University	19
Boise State University	41

ENERGY

Boise

CUSTOMER-OWNED INDUSTRIAL GAS TRANSPORT FEE

RESIDENTIAL COMMERCIAL INDUSTRIAL GAS TR

NATURAL GAS \$67.08 \$341.69 \$67,611 \$5,983

(75 therms/mo.) (400 therms/mo.) (100,000 therms/mo. Direct Sale) (100,000 therms/mo.)

ELECTRICITY \$61.32 \$3,909.26 \$15,967.70

(1,000 KWH/Mo.) (300 KW, 90,000 KWH/Mo.) (1 MW, 400,000 KWH/Mo.)

WEATHER/CLIMATE

TEMPERATURE Degree Month ELEVATION

Lowest Average Daily Minimum Temperature 19.0 January 2,424 feet

Highest Average Daily Maximum Temperature 92.1 July

Hottest Month July Coldest Month January
Driest Month August Wettest Month January

PRECIPITATION HUMIDITY

Average Annual Total Precipitation 8.6 inches Average July Afternoon Humidity 31 % Average Annual Snowfall 13.9 inches Average January Afternoon Humidity 76 %

RECREATIONAL OPPORTUNITIES

	Distance		<u>Number</u>	<u>Acres</u>
State Parks (within 50 miles)	(miles)	City Parks	2	1.5
Eagle Island	35	•		

Veteran's Memorial 46 Lucky Peak 58 Distance

National Forests (within 50 miles) (miles) <u>Number</u>

31

National Parks, Monuments, Recreation Areas and Major Natural Amenities (within 100 miles)

Snake River Birds of Prey Natural Area

Distance (miles)

Downhill Ski Areas (within 100 miles)

Downhill Ski Areas (within 100 miles)

54

Golf Courses

0

Hell's Canyon 87

LOCAL & REGIONAL ECONOMIC DEVELOPMENT ORGANIZATIONS

Name Contact Phone (208) E-Mail Address

City of Wilder John Bechtel, Mayor 482-6204 <u>laverneinwilder@cableone.net</u>

SAGE Community Resources Kathleen Simko Exec. Director 800-859-0321 fiscal@sageidaho.com

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2010 Census Data

Population for Counties by Race & Hispanic Origin

IDAH	O
DEPARTMENT OF	LABOR

			NI OF L	ADOK						
					One race	ice				
					One race					
					American		Native			Hispanic
					Indian		Hawaiian			or Latino
				Black or	and		and Other	Some	Two or	Ethnicity
				African	Alaska		Pacific	Other	More	(of any
Geographic Area	Total population	Total	White	American	Native	Asian	Islander	Race	Races	race)
Ada County	392,365	381,195	354,347	4,441	2,610	9,407	861	9,529	11,170	27,905
Adams County	3,976	3,909	3,821	5	39	16	2	26	67	94
Bannock County	82,839	80,633	74,401	625	2,619	1,079	188	1,721	2,206	5,587
Bear Lake County	5,986	5,922	5,767	6	29	22	1	97	64	216
Benewah County	9,285	8,953	8,039	28	809	27	6	44	332	235
Bingham County	45,607	44,628	36,752	105	2,970	285	36	4,480	979	7,864
Blaine County	21,376	21,050	18,157	39	125	183	16	2,530	326	4,272
Boise County	7,028	6,865	6,703	15	55	29	5	58	163	249
Bonner County	40,877	40,023	39,261	58	315	184	42	163	854	911
Bonneville County	104,234	102,062	94,411	585	790	856	86	5,334	2,172	11,912
Boundary County	10,972	10,742	10,398	29	189	62	6	58	230	402
Butte County	2,891	2,849	2,761	6	13	5	5	59	42	119
Camas County	1,117	1,081	1,051	3	6	1	0	20	36	75
Canyon County	188,923	183,245	156,750	1,077	2,028	1,519		21,469	5,678	45,069
Caribou County	6,963	6,857	6,637	4	23	15		163	106	336
Cassia County	22,952	22,413	18,781	64	178	108	16	3,266	539	5,724
Clark County	982	967	711	7	10	5	0	234	15	398
Clearwater County	8,761	8,580	8,225	18	194	61	9	73	181	268
Custer County	4,368	4,324	4,209	8	27	10		66	44	176
Elmore County	27,038	25,919	22,213	733	270	768	105	1,830	1,119	4,118
Franklin County	12,786	12,586	12,064	28	53			419	200	838
Fremont County	13,242	13,043	11,855	46	93	29		1,007	199	1,694
Gem County	16,719	16,346	15,616		94			519	373	1,336
Gooding County	15,464	15,096	12,481	37	127	72	11	2,368	368	4,344
Idaho County	16,267	15,959	15,259		480	68	7	103	308	421
Jefferson County	26,140	25,739	23,844	52	203	103	23	1,514	401	2,641
Jerome County	22,374	21,893	17,904	62	302	76	17	3,532	481	6,929

					Ra	ce				·
					One race					
Geographic Area	Total population	Total	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanio or Latino Ethnicity (of any race)
Kootenai County	138,494	135,172	130,844	416	1,781	961	129	1,041	3,322	5,268
Latah County	37,244	36,295	34,557	293	237	781	52	375	949	1,326
Lemhi County	7,936	7,806	7,654	18	57	30	3	44	130	181
Lewis County	3,821	3,729	3,450	14	180	17	5	63	92	128
Lincoln County	5,208	5,095	4,171	19	38	20	3	844	113	1,476
Madison County	37,536	36,985	35,235	185	99	352	55	1,059	551	2,218
Minidoka County	20,069	19,581	16,091	77	248	88	1	3,076	488	6,493
Nez Perce County	39,265	38,290	35,390	117	2,206	279	37	261	975	1,109
Oneida County	4,286	4,242	4,144	9	22	20	1	46	44	126
Owyhee County	11,526	11,254	8,757	23	495	62	1	1,916	272	2,979
Payette County	22,623	21,984	20,053	52	255	189	16	1,419	639	3,363
Power County	7,817	7,630	5,867	22	179	32	7	1,523	187	2,328
Shoshone County	12,765	12,510	12,174	26	183	47	12	68	255	380
Teton County	10,170	10,022	8,709	25	35	48	12	1,193	148	1,721
Twin Falls County	77,230	75,475	68,693	342	606	922	83	4,829	1,755	10,570
Valley County	9,862	9,720	9,445	11	68	41	1	154	142	386
Washington County	10,198	9,978	8,835	18	101	91	3	930	220	1,716

Source: U.S. Census Bureau, 2010 Census Redistricting Data (Public Law 94-171) Summary File

Tables P1 and P2 ~ March 2011

Note: For information on data collection, confidentiality protection, nonsampling error, and definition download the 2010 Census Redistriciting Data (Public Law 94-171) Summary File

http://www.census.gov/prod/cen2010/doc/pl94-171.pdf

2010 Census Data

Population for Cities by Race & Hispanic Origin



	DEPARTMENT OF L										
			Race								
			One race								
	Total			Black or African			Native Hawaiian and Other Pacific	Some Other	Two or More	Hispanic or Latino (of any	
Geographic Area	population	Total	White		Native	Asian	Islander	Race	Races	race)	
Aberdeen city	1,994	1,965	1,200	2	13		0		29	1,079	
Acequia city	124	118	83	1	5		0		6		
Albion city	267	265	257	0			0		2	12	
American Falls city	4,457	4,331	3,130	16	_	_	3	_	126	1,740	
Ammon city	13,816	13,571	13,002	73			9	•	245	884	
Arbon Valley CDP	599	576	514	3			1	32	23	67	
Arco city	995	969	946	0	3	3	0	17	26	30	
Arimo city	355	338	324	0	0	1	6	7	17	11	
Ashton city	1,127	1,103	958	1	4	0	3	137	24	198	
Athol city	692	677	671	0	6	0	0	0	15	2	
Atomic City city	29	29	28	0	1	0	0	0	0	1	
Bancroft city	377	366	362	0	1	0	0	3	11	12	
Banks CDP	17	17	17	0	0	0	0	0	0	0	
Basalt city	394	387	357	0	3	0	0	27	7	52	
Bellevue city	2,287	2,244	1,839	6	9	10	1	379	43	659	
Bennington CDP	190	190	186	0	4	0	0		0	4	
Blackfoot city	11,899	11,571	9,893	40	418	125	18	1,077	328	2,192	
Blanchard CDP	261	258	255	0	2	0	1	0	3	3	
Bliss city	318	313	230	0	1	7	0		5	110	
Bloomington city	206	204	183	0	6	5	0	10	2	17	
Boise City city	205,671	199,535	182,991	3,043	1,404	6,501	457	5,139	6,136	14,606	
Bonners Ferry city	2,543	2,487	2,397	6	51	16	4	13	56	119	

					One race					
	Total	.	W/L:4-	Black or African	Alaska		Native Hawaiian and Other Pacific	Some Other	Two or More	Hispanic or Latino (of any
Geographic Area	population	Total		American			Islander	Race	Races	race)
Bovill city	260	251	251	0			0	0	9	1 025
Buhl city	4,122	3,996	3,376	8			5	568	126	1,025
Burley city	10,345	10,006	7,984	45			5	1,795	339	3,460
Butte City city	74	73	64	2	_	0	0	7 440	1 646	10
Caldwell city	46,237	44,591	35,856	300			41	7,449	1,646	16,347
Cambridge city	328	324	322	0			0	0	4	72
Carey city	604	594	537	4	2		0	49	10	73
Cascade city	939	924	906	2			0	6	15	25
Castleford city	226	219	198	0	_		0	20	7	79
Challis city	1,081	1,063	1,012	1	9	_	0	38	18	78
Chubbuck city	13,922	13,510	12,596	62	339		36	318	412	1,050
Clark Fork city	536	522	512	0		_	0	3	14	5
Clayton city	7	7	7	0			0	0	0	0
Clifton city	259	253	253	0		_	0	0	6	5
Coeur d'Alene city	44,137	42,921	41,417	175	520	364	63	382	1,216	1,911
Conkling Park CDP	43	43	43	0	0	0	0	0	0	0
Cottonwood city	900	892	874	8	3	2	1	4	8	8
Council city	839	822	810	1	6	2	1	2	17	25
Craigmont city	501	494	477	0	3	5	1	8	7	10
Crouch city	162	160	157	0	2	1	0	0	2	3
Culdesac city	380	378	317	0	60	0	0	1	2	20
Dalton Gardens city	2,335	2,304	2,261	4	15	9	2	13	31	75
Dayton city	463	451	431	0	0	0	0	20	12	30
Deary city	506	487	473	1	5	4	0	4	19	11
Declo city	343	340	292	0	14	0	0	34	3	52
De Smet CDP	175	138	14	0	124	0	0	0	37	7
Dietrich city	332	332	299	11	3	0	1	18	0	34

					One race					
	Total	.	W/L:4-	Black or African	Alaska		Native Hawaiian and Other Pacific	Some Other	Two or More	Hispanic or Latino (of any
Geographic Area	population	Total						Race	Races	race)
Donnelly city	152	149	144	1	2		_	2	3	5
Dover city	556	547	538	0			0	4	9	
Downey city	625	622	613	0		0		3	3	10
Driggs city	1,660	1,627	1,211	8				390	33	525
Drummond city	16	15	15	0			_	0	1	0
Dubois city	677	673	454	6			0	206	4	336
Eagle city	19,908	19,513	18,802	60				203	395	927 5
East Hope city	210	210	206	0		1	1	1	0	
Eden city	405	395	307	0	_	_	_	88	10	
Elk City CDP	202	200	199	0		0	_	0	2	1
Elk River city	125	125	125	0		_		0	0	
Emmett city	6,557	6,386	5,974	12				304	171	833
Fairfield city	416	398	387	0		_		6	18	26
Ferdinand city	159	153	149	0		1	0	2	6	
Fernan Lake Village city	169	169	163	1		_		0	0	
Filer city	2,508	2,436	2,298	3				108	72	293
Firth city	477	460	379	0				69	17	120
Fort Hall CDP	3,201	3,043	929	3		12	1	61	158	349
Franklin city	641	630	584	3		0		40	11	84
Fruitland city	4,684	4,551	3,936	23				483	133	1,060
Garden City city	10,972	10,630	9,453	112	119			780	342	1,509
Garden Valley CDP	394	385	371	3				6	9	
Genesee city	955	929	918	0			0	2	26	
Georgetown city	476	463	454	2		_		2	13	2
Glenns Ferry city	1,319	1,274	1,084	2				156	45	324
Gooding city	3,567	3,487	3,017	15			0	401	80	818
Grace city	915	908	887	1	4	1	1	14	7	38

					One race					
				Black or			Native Hawaiian and Other	Some	Two or	Hispanic or Latino
Construction Association	Total	-	vadi ti i	African		A . •	Pacific	Other	More	(of any
Geographic Area	population	Total	White		Native		Islander	Race	Races	race)
Grand View city	452	438	383	3		1	0	40	14	76
Grangeville city	3,141	3,082	2,979	7				27	59	114
Greenleaf city	846	828	737	3				81	18	164
Groveland CDP	877	867	804	0		7	2	53	10	97
Hagerman city	872	858	818	1	6			30	14	120
Hailey city	7,960	7,807	6,380	14				1,289	153	2,237
Hamer city	48	38	35	0		_		0	10	6
Hansen city	1,144	1,104	972	4	14			112	40	189
Harrison city	203	203	200	0			_	0	0	
Hauser city	678	656	641	2		3		2	22	14
Hayden city	13,294	13,010	12,642	27		114	12	92	284	562
Hayden Lake city	574	564	560	0		3		0	10	17
Hazelton city	753	733	564	0		2		166	20	271
Heyburn city	3,089	3,010	2,390	18				513	79	1,003
Hidden Spring CDP	2,280	2,242	2,191	6				23	38	86
Hollister city	272	260	226	0		0	_	33	12	79
Homedale city	2,633	2,550	1,661	5			0	823	83	1,133
Hope city	86	85	85	0				0	1	0
Horseshoe Bend city	707	696	662	0			_	28	11	51
Huetter city	100	93	88	1				0	7	7
Idaho City city	485	472	457	0				3	13	24
Idaho Falls city	56,813	55,500	50,711	396	551	574	59	3,209	1,313	7,357
Inkom city	854	838	813	5			0	11	16	38
Iona city	1,803	1,784	1,761	3			0	13	19	70
Irwin city	219	218	217	0	0	1	0	0	1	1
Island Park city	286	284	277	0	2	0	0	5	2	19
Jerome city	10,890	10,652	8,526	48	197	43	14	1,824	238	3,739

					One race					
				Black or	American Indian and		Native Hawaiian and Other	Some	Two or	Hispanic or Latino
	Total			African			Pacific	Other	More	(of any
Geographic Area	population	Total	White	American			Islander	Race	Races	race)
Juliaetta city	579	565	554	1		_		0	14	8
Kamiah city	1,295	1,245	1,064	5				48	50	71
Kellogg city	2,120	2,078	1,992	9		7	2	21	42	67
Kendrick city	303	297	294	0				0	6	7
Ketchum city	2,689	2,661	2,445	3				176	28	245
Kimberly city	3,264	3,200	2,996	5			2	154	64	407
Kooskia city	607	580	546	0	30			1	27	13
Kootenai city	678	655	650	0	2			0	23	29
Kuna city	15,210	14,767	13,872	94	125	108	19	549	443	1,305
Lapwai city	1,137	1,090	189	4	888	1	0	8	47	46
Lava Hot Springs city	407	404	397	1	1	0	0	5	3	17
Leadore city	105	105	105	0	0	_	_	0	0	0
Lewiston city	31,894	31,124	29,942	106	555	255	30	236	770	904
Lewisville city	458	450	411	0	4	2	0	33	8	52
Lincoln CDP	3,647	3,578	3,142	12	13	17	4	390	69	675
Lost River city	68	67	65	2	0	0	0	0	1	8
Lowman CDP	42	42	42	0	0	0	0	0	0	0
McCall city	2,991	2,949	2,801	2	22	15	0	109	42	206
McCammon city	809	799	790	3	4	0	0	2	10	19
Mackay city	517	515	511	1	3	0	0	0	2	5
Malad City city	2,095	2,068	2,021	0	10	17	1	19	27	61
Malta city	193	193	176	0	0	0	0	17	0	28
Marsing city	1,031	1,004	772	0	16	4	0	212	27	348
Melba city	513	498	405	1	0	1	0	91	15	126
Menan city	741	726	684	3	9	0	0	30	15	77
Meridian city	75,092	72,919	69,071	573	375	1,345	106	1,449	2,173	5,111
Middleton city	5,524	5,370	5,107	15	34	28	6	180	154	554

					One race					
Geographic Area	Total population	Total	White	Black or African American	Alaska		Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino (of any race)
Midvale city	171	169	161	0		Asiaii 0	0	1	2	10
Minidoka city	112	99	52	0		_	0	47	13	86
Montpelier city	2,597	2,567	2,498	1	10		0	52	30	
Moore city	189	189	189	0		_	0	0	0	6
Moreland CDP	1,278	1,253	1,003	3		_	0	227	25	340
Moscow city	23,800	23,153	21,624	271	152	729	40	337	647	1,091
Mountain Home city	14,206	13,586	11,817	470			79	675	620	1,692
Mountain Home AFB CDP	3,238	3,042	2,482	178			21	75	196	332
Moyie Springs city	718	696	672	6			0	12	22	55
Mud Lake city	358	347	227	0			0	116	11	159
Mullan city	692	677	663	0		_	1	5	15	155
Murphy CDP	97	92	91	0			0	0	5	4
Murtaugh city	115	114	97	0			0	17	1	23
Nampa city	81,557	78,913	67,618	593		_	292	8,734	2,644	18,653
Newdale city	323	317	293	0			0	24	6	41
New Meadows city	496	491	473	0		_	0	16	5	24
New Plymouth city	1,538	1,494	1,374	3			0	104	44	204
Nezperce city	466	463	443	0			0	0	3	3
Notus city	531	503	389	1	13		0	98	28	158
Oakley city	763	759	706	0		2	0	50	4	72
Oldtown city	184	183	181	1	0		0	1	1	5
Onaway city	187	187	187	0	0	0	0	0	0	
Orofino city	3,142	3,066	2,881	15	78	45	8	39	76	135
Osburn city	1,555	1,530	1,489	5			1	8	25	65
Oxford city	48	48	45	0			0	0	0	
Paris city	513	508	502	2			0	3	5	12
Parker city	305	305	289	0			0	9	0	

					One race					
				Black or	American Indian and		Native Hawaiian and Other	Some	Two or	Hispanic or Latino
	Total			African	Alaska		Pacific	Other	More	(of any
Geographic Area	population	Total	White	American	Native	Asian	Islander	Race	Races	race)
Parkline CDP	80	77	75	0	2	0	0	0	3	5
Parma city	1,983	1,936	1,496	7	23	14	0	396	47	614
Paul city	1,169	1,127	896	0	11	9	0	211	42	333
Payette city	7,433	7,172	6,437	14	115	58	3	545	261	1,432
Peck city	197	190	188	0	2	0	0	0	7	1
Pierce city	508	498	479	0	9	1	0	9	10	16
Pinehurst city	1,619	1,594	1,560	2	16	13	0	3	25	57
Placerville city	53	51	51	0	0	0	0	0	2	2
Plummer city	1,044	942	477	11	446	0	1	7	102	84
Pocatello city	54,255	52,759	49,087	527	914	850	129	1,252	1,496	3,909
Ponderay city	1,137	1,097	1,075	3	8	1	0	10	40	48
Post Falls city	27,574	26,801	25,926	117	260	202	18	278	773	1,280
Potlatch city	804	785	781	1	1	0	0	2	19	17
Preston city	5,204	5,113	4,876	11	38	11	4	173	91	391
Priest River city	1,751	1,683	1,633	1	20	11	4	14	68	36
Princeton CDP	148	144	144	0	0	0	0	0	4	5
Rathdrum city	6,826	6,655	6,485	13	77	21	5	54	171	247
Reubens city	71	70	69	0	1	0	0	0	1	0
Rexburg city	25,484	25,056	23,901	161	60	305	48	581	428	1,435
Richfield city	482	473	431	0	3	0	0	39	9	59
Rigby city	3,945	3,863	3,530	6	37	18	9	263	82	466
Riggins city	419	415	406	0	3	0	0	6	4	7
Ririe city	656	615	566	0	7	0	0	42	41	90
Riverside CDP	838	825	722	0	12	1	0	90	13	126
Roberts city	580	562	363	3	6	7	0	183	18	304
Robie Creek CDP	1,162	1,140	1,121	5	6	5	0	3	22	24
Rockford CDP	276	274	235	0	6	0	0	33	2	37

					One race					
	Total			Black or African			Native Hawaiian and Other Pacific	Some Other	Two or	Hispanic or Latino
Geographic Area	population	Total	White	American		Asian		Race	More Races	(of any race)
Rockford Bay CDP	184	182	180	0		1		0	2	0
Rockland city	295	294	294	0			_	0	1	5
Rupert city	5,554	5,410	4,165	16			_	1,116	144	2,381
St. Anthony city	3,542	3,485	3,041	17				375	57	741
St. Charles city	131	129	129	0	0	0	0	0	2	0
St. Maries city	2,402	2,359	2,306	7	26	14	2	4	43	38
Salmon city	3,112	3,063	3,003	8	16	20	0	16	49	82
Sandpoint city	7,365	7,200	7,036	10	54	62	0	38	165	215
Shelley city	4,409	4,317	3,922	12	36	33	7	307	92	616
Shoshone city	1,461	1,420	1,184	2	11	10	1	212	41	429
Smelterville city	627	617	598	3	11	0	1	4	10	29
Smiths Ferry CDP	75	73	71	0	0	1	0	1	2	3
Soda Springs city	3,058	3,022	2,947	2	8	8	13	44	36	103
Spencer city	37	37	37	0	0	0	0	0	0	_
Spirit Lake city	1,945	1,908	1,874	3	10	7	2	12	37	54
Stanley city	63	63	63	0		_		0	0	0
Star city	5,793	5,655	5,415	35				123	138	390
State Line city	38	38	38	0				0	0	0
Stites city	221	217	210	3				0	4	7
Sugar City city	1,514	1,496	1,383	1				101	18	165
Sun Valley city	1,406	1,388	1,356	3			1	14	18	65
Swan Valley city	204	203	197	0			0	3	1	3
Sweetwater CDP	143	141	87	0				0	2	4
Tensed city	123	116	85	0				1	7	1
Teton city	735	722	585	5			1	124	13	163
Tetonia city	269	267	248	0				17	2	29
Troy city	862	839	828	0	2	5	0	4	23	26

					One race					
Geographic Area	Total population	Total	White	Black or African American	Alaska		Native Hawaiian and Other Pacific Islander	Some		Hispanic or Latino (of any race)
Twin Falls city	44,125	42,995				788				
Tyhee CDP	1,123	1,097	1,040		30	6	0		26	
Ucon city	1,108	1,092	1,063	0	0	1	3	25	16	67
Victor city	1,928	1,891	1,528	9	19	9	1	325	37	435
Wallace city	784	766	752	1	8	2	0	3	18	18
Wardner city	188	185	179	0	2	3	0	1	3	5
Warm River city	3	3	3	0	0	0	0	0	0	0
Weippe city	441	439	434	0	3	1	0	1	2	8
Weiser city	5,507	5,359	4,449	15	49	56	2	788	148	1,439
Wendell city	2,782	2,727	2,063	5	38	7	5	609	55	994
Weston city	437	432	430	2	0	0	0	0	5	2
White Bird city	91	91	91	0	0	0	0	0	0	1
Wilder city	1,533	1,504	684	3	27	6	0	784	29	1,163
Winchester city	340	332	313	4	11	1	0	3	8	7
Worley city	257	222	144	2	72	0	0	4	35	15
Yellow Pine CDP	32	30	30	0	0	0	0	0	2	0

Source: U.S. Census Bureau, 2010 Census Redistricting Data (Public Law 94-171) Summary File

CDP ~ Census Designated Place

Tables P1 and P2 ~ March 2011

Note: For information on data collection, confidentiality protection, nonsampling error, and definition download the 2010 Census Redistriciting Data (Public Law 94-171) Summary File

http://www.census.gov/prod/cen2010/doc/pl94-171.pdf

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3/27/95

IDAHO

Population of Counties by Decennial Census: 1900 to 1990

Compiled and edited by Richard Forstall

Population Division US Bureau of the Census Washington, DC 20233

Please see file, 1900-90.doc for explanatory notes and documentation.

FIPS	1990	1980	1970	1960	
00000	248709873	226545805	203211926	179323175	United States
16000	1006749	943935	712567	667191	
16001	205775	173036	112230	93460	Ada County
16003	3254	3347	2877	2978	Adams County
16005	66026	65421	52200	49342	Bannock County
16007	6084	6931	5801	7148	Bear Lake County
16009	7937	8292	6230	6036	Benewah County
16011	37583	36489	29167	28218	Bingham County
16013	13552	9841	5749	4598	Blaine County
16015	3509	2999	1763	1646	Boise County
16017	26622	24163	15560	15587	Bonner County
16019	72207	65980	51250		Bonneville County
16021	8332	7289	6371		Boundary County
16023	2918	3342	2925		Butte County
16025	727	818	728		Camas County
16027	90076	83756	61288		Canyon County
16029	6963	8695	6534		Caribou County
16031	19532	19427	17017		Cassia County
16033	762	798	741		Clark County
16035	8505	10390	10871		Clearwater County
16037	4133	3385	2967		Custer County
16039	21205	21565	17479		Elmore County
16041	9232	8895	7373		Franklin County
16043	10937	10813	8710		Fremont County
16045	11844	11972	9387		Gem County
16047	11633	11874	8645		Gooding County
16049	13783	14769	12891		Idaho County
16051	16543	15304	11619		Jefferson County
16053	15138	14840	10253		Jerome County
16055	69795	59770	35332		Kootenai County
16057	30617	28749	24891		Latah County
16059	6899	7460	5566		Lemhi County
16061	3516	4118	3867		Lewis County
16063	3308	3436	3057		Lincoln County
16065	23674	19480	13452		Madison County
16067	19361	19718	15731		Minidoka County
16069	33754	33220	30376		Nez Perce County
16071	3492	3258	2864		Oneida County
16073	8392	8272	6422		Owyhee County
16075	16434	15722	12401		Payette County
16077	7086	6844	4864		Power County
16077	13931	19226	19718		Shoshone County
16079	3439	2897	2351		Teton County
16081	53580	52927	41807		Twin Falls County
10003	22200	24741	11007	11042	IWIII FAILS COUNCY

16085	6109	5604	3609	3663	Valley County
16087	8550	8803	7633	8378	Washington County
FIPS	1950	1940	1930	1920	
00000	151325798	132164569	123202624	106021537	United States
16000	588637	524873	445032	431866	Idaho
16001	70649	50401	37925	35213	Ada County
16003	3347	3407	2867		Adams County
16005	41745	34759	31266	27532	Bannock County
16007	6834	7911	7872		Bear Lake County
16009	6173	7332	6371	6997	Benewah County
16011	23271	21044	18561	18310	Bingham County
16013	5384	5295	3768	4473	Blaine County
16015	1776	2333	1847		Boise County
16017	14853	15667	13152		Bonner County
16019	30210	25697	19664	17501	Bonneville County
16021	5908	5987	4555		Boundary County
16023	2722	1877	1934		Butte County
16025	1079	1360	1411		Camas County
16027	53597	40987	30930		Canyon County
16029	5576	2284	2121		Caribou County
16031	14629	14430	13116		Cassia County
16033	918	1005	1122		Clark County
16035	8217	8243	6599	4993	Clearwater County
16037	3318	3549	3162		Custer County
16039	6687	5518	4491		Elmore County
16041	9867	10229	9379		Franklin County
16043	9351	10304	9924		Fremont County
16045	8730	9544	7419		Gem County
16047	11101	9257	7580	7548	Gooding County
16049	11423	12691	10107	11749	
16051	10495	10762	9171	9441	Jefferson County
16053	12080	9900	8358		Jerome County
16055	24947	22283	19469	17878	Kootenai County
16057	20971	18804	17798	18092	Latah County
16059	6278	6521	4643	5164	Lemhi County
16061	4208	4666	5238	5851	Lewis County
16063	4256	4230	3242	3446	Lincoln County
16065	9156	9186	8316	9167	Madison County
16067	9785	9870	8403	9035	Minidoka County
16069	22658	18873	17591		Nez Perce County
16071	4387	5417	5870	6723	Oneida County
16073	6307	5652	4103		Owyhee County
16075	11921	9511	7318	7021	Payette County
16077	3988	3965	4457		Power County
16079	22806	21230	19060	14250	Shoshone County
16081	3204	3601	3573		Teton County
16083	40979	36403	29828		Twin Falls County
16085	4270	4035	3488		Valley County
16087	8576	8853	7962		Washington County
					•
FIPS	1910	1900			
00000	92228496	76212168			United States
16000	325594	161772			Idaho
16001	29088	11559			Ada County
16003					Adams County
16005	19242	11702			Bannock County
16007	7729	7051			Bear Lake County
					_

16009			Benewah County
16011	23306	10447	Bingham County
16013	8387	4900	Blaine County
16015	5250	4174	Boise County
16017	13588		Bonner County
16019			Bonneville County
16021			Boundary County
16023			Butte County
16025			Camas County
16027	25323	7497	Canyon County
16029			Caribou County
16031	7197	3951	Cassia County
16033			Clark County
16035			Clearwater County
16037	3001	2049	Custer County
16039	4785	2286	Elmore County
16041			Franklin County
16043	24606	12821	Fremont County
16045			Gem County
16047			Gooding County
16049	12384	9121	Idaho County
16051			Jefferson County
16053			Jerome County
16055	22747	10216	Kootenai County
16057	18818	13451	Latah County
16059	4786	3446	Lemhi County
16061			Lewis County
16063	12676	1784	Lincoln County
16065			Madison County
16067			Minidoka County
16069	24860	13748	Nez Perce County
16071	15170	8933	Oneida County
16073	4044	3804	Owyhee County
16075			Payette County
16077			Power County
16079	13963	11950	Shoshone County
16081			Teton County
16083	13543		Twin Falls County
16085			Valley County
16087	11101	6882	Washington County

U.S. Census Bureau



DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see http://www.census.gov/prod/cen2010/doc/dpsf.pdf.

Geography: Wilder city, Idaho

Subject	Number	Percent
SEX AND AGE		
Total population	1,533	100.0
Under 5 years	176	11.5
5 to 9 years	170	11.1
10 to 14 years	135	8.8
15 to 19 years	140	9.1
20 to 24 years	100	6.5
25 to 29 years	130	8.5
30 to 34 years	104	6.8
35 to 39 years	75	4.9
40 to 44 years	83	5.4
45 to 49 years	92	6.0
50 to 54 years	82	5.3
55 to 59 years	52	3.4
60 to 64 years	54	3.5
65 to 69 years	56	3.7
70 to 74 years	32	2.1
75 to 79 years	22	1.4
80 to 84 years	14	0.9
85 years and over	16	1.0
Median age (years)	27.0	(X)
16 years and over	1,020	66.5
18 years and over	957	62.4
21 years and over	892	58.2
62 years and over	175	11.4
65 years and over	140	9.1
Male population	746	48.7
Under 5 years	87	5.7
5 to 9 years	83	5.4
10 to 14 years	64	4.2
15 to 19 years	65	4.2
20 to 24 years	52	3.4
25 to 29 years	65	4.2
30 to 34 years	44	2.9
35 to 39 years	35	2.3
40 to 44 years	44	2.9
45 to 49 years	44	2.9
50 to 54 years	41	2.7
55 to 59 years	25	1.6
60 to 64 years	32	2.1
65 to 69 years	30	2.0
70 to 74 years	16	1.0
75 to 79 years	12	0.8
80 to 84 years	3	0.2
85 years and over	4	0.3

Subject	Number	Percent
Median age (years)	27.3	(X)
16 years and over	494	32.2
18 years and over	465	30.3
21 years and over	434	28.3
62 years and over	83	5.4
65 years and over	65	4.2
Female population	787	51.3
Under 5 years	89	5.8
5 to 9 years	87	5.7
10 to 14 years	71	4.6
15 to 19 years	75	4.9
20 to 24 years	48	3.1
25 to 29 years	65	4.2
30 to 34 years	60	3.9
35 to 39 years		
•	40	2.6
40 to 44 years	39	2.5
45 to 49 years	48	3.′
50 to 54 years	41	2.7
55 to 59 years	27	1.8
60 to 64 years	22	1.4
65 to 69 years	26	1.7
70 to 74 years	16	1.0
75 to 79 years	10	0.7
80 to 84 years	11	0.7
85 years and over	12	0.0
Median age (years)	26.7	(X
16 years and over	526	34.
18 years and over	492	32.
21 years and over	458	29.9
62 years and over	92	6.0
65 years and over	-	
ACE	75	4.9
Total population	4.500	400
One Race	1,533	100.0
	1,504	98.
White	684	44.0
Black or African American	3	0.3
American Indian and Alaska Native	27	1.8
Asian	6	0.4
Asian Indian	0	0.0
Chinese	0	0.0
Filipino	5	0.3
Japanese	1	0.
Korean	0	0.0
Vietnamese	0	0.0
Other Asian [1]	0	0.0
Native Hawaiian and Other Pacific Islander	0	
Native Hawaiian		0.0
Guamanian or Chamorro	0	0.0
	0	0.0
Samoan Other Parific Internet (2)	0	0.0
Other Pacific Islander [2]	0	0.0
Some Other Race	784	51.
Two or More Races	29	1.9
White; American Indian and Alaska Native [3]	6	0.4
White; Asian [3]	0	0.0
White; Black or African American [3]	0	0.0
White; Some Other Race [3]	20	1.3
Race alone or in combination with one or more other aces: [4]	20	1.5
White	710	46.3
Black or African American	3	0.2
American Indian and Alaska Native	33	2.2

Subject	Number	Percent
Asian	8	0.5
Native Hawaiian and Other Pacific Islander	1	0.1
Some Other Race	807	52.6
HISPANIC OR LATINO		
Total population	1,533	100.0
Hispanic or Latino (of any race)	1,163	75.9
Mexican	1,069	69.7
Puerto Rican	3	0.2
Cuban	0	0.0
Other Hispanic or Latino [5]	91	5.9
Not Hispanic or Latino	370	24.1
HISPANIC OR LATINO AND RACE		
Total population	1,533	100.0
Hispanic or Latino	1,163	75.9
White alone	328	21.4
Black or African American alone	1	0.1
American Indian and Alaska Native alone	22	1.4
Asian alone	4	0.3
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	784	51.1
Two or More Races	24	1.6
Not Hispanic or Latino	370	24.1
White alone	356	23.2
Black or African American alone	2	0.1
American Indian and Alaska Native alone	5	0.3
Asian alone	2	0.1
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	0	0.0
Two or More Races	5	0.3
RELATIONSHIP		
Total population	1,533	100.0
In households	1,533	100.0
Householder	453	29.5
Spouse [6]	245	16.0
Child	610	39.8
Own child under 18 years	476	31.1
Other relatives	165	10.8
Under 18 years	92	6.0
65 years and over	6	0.4
Nonrelatives	60	3.9
Under 18 years	8	0.5
65 years and over	3	0.2
Unmarried partner	25	1.6
In group quarters	0	0.0
Institutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
HOUSEHOLDS BY TYPE		
Total households	453	100.0
Family households (families) [7]	353	77.9
With own children under 18 years	202	44.6
Husband-wife family	245	54.1
With own children under 18 years	139	30.7
Male householder, no wife present	32	7.1
With own children under 18 years	14	3.1
Female householder, no husband present	76	16.8
With own children under 18 years	49	10.8

Subject	Number	Percent
Nonfamily households [7]	100	22.1
Householder living alone	85	18.8
Male	46	10.2
65 years and over	7	1.5
Female	39	8.6
65 years and over	26	5.7
Households with individuals under 18 years	238	52.5
Households with individuals 65 years and over	105	23.2
Average household size	3.38	(X)
Average family size [7]	3.89	(X)
HOUSING OCCUPANCY		
Total housing units	501	100.0
Occupied housing units	453	90.4
Vacant housing units	48	9.6
For rent	25	5.0
Rented, not occupied	0	0.0
For sale only	5	1.0
Sold, not occupied	1	0.2
For seasonal, recreational, or occasional use	1	0.2
All other vacants	16	3.2
Homeowner vacancy rate (percent) [8]	2.0	(X)
Rental vacancy rate (percent) [9]	10.8	(X)
HOUSING TENURE		
Occupied housing units	453	100.0
Owner-occupied housing units	246	54.3
Population in owner-occupied housing units	785	(X)
Average household size of owner-occupied units	3.19	(X)
Renter-occupied housing units	207	45.7
Population in renter-occupied housing units	748	(X)
Average household size of renter-occupied units	3.61	(X)

X Not applicable.

- [1] Other Asian alone, or two or more Asian categories.
- [2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.
- [3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.
- [4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.
- [5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South American countries. It also includes general origin responses such as "Latino" or "Hispanic."
- [6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."
- [7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.
- [8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.
- [9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

Updated: 9/4/2012, 12:38 PM

City of Wilder Building Permits List 2003

Application	Permit				Service	Address		**C					City Bldg	Permit	Completion
Date	Number	Property Owner	Contractor	Strt #	Direction	Strt Name	Strt Type	or R	Work To Be Done	Units	Value	Sq Feet	Fee Paid	Status	Date
10/14/02	02-17-10	Ornelas, Silvestre/Roselinda	Self	609		Cascade	Circle	R	Addition	1	-	-		Complete	08/12/03
01/11/03	03-11-01	Silva, Jose G.	Self	218		1st	Street	R	New Deck, Re-roof	1	2,519	144	275.00	Complete	10/14/03
01/22/03	03-20-01	Fisher, Cynthia	Tuttle Construction	603		Golden Gate	Street	R	New Building-Mob Home	1	52,115	1,404	?	Complete	02/20/03
01/22/03	03-13-03	Klinker, Frank & Francis	Self	619		Golden Gate	Avenue	R	New Home Construction	1	89,565	1,255	920.70	In Process	
03/31/03	03-05-05	Siordia, Jose	?	605		Cascade	Circle	R	Remodel-Doorways	1	-	-		Complete	07/07/03
05/02/03	03-03-06	Godina, Oscar	Piper Construction	105		First	Street	R	Repair fire damage	1	20,210	-	342.39	Complete	
05/29/03	06-12-03	Blanco, Jesus/Raquel	Jim Blaine Construction	415		First	Street	R	Enclose Area	1	8,043	116	153.81		
06/18/03	03-16-06	Headstart	LeFever Roofing	305		"A" Avenue	Street	С	Repair Roof on Front Awning	1	-	-	100.00	Complete	06/24/03
06/25/03	03-02-07	Puga, Charles	Four Seasons Roofing	217	East	3rd	Street	R	Re-roof	1	-	-	100.00	Complete	06/24/03
07/16/03	03-20-07	Sundowner, Inc	ASC, Inc (Art Solis)	145		5th	Street	C/D	Demolition of 2 Bldgs	2	5,000	-	111.25 *	Complete	08/07/03
08/21/03	03-27-03	New Beginnings Homes	New Beginnings Homes	100		Rose Petal	Court	R	New Home Construction	1	66,327	1,100	873.00	Complete	07/02/03
09/09/03	03-09-09	Fogg, Tom	Hartwell, Belva	110		Golden Gate	Avenue	R	Re-roof	1	-	-	100.00	Complete	08/12/03
09/12/03	03-15-09	Padilla, Fidel	Self	105		A	Avenue	R	Re-roof	1	-	-	100.00	Complete	11/15/03
09/16/03	03-10-10	Watson, Ken	Self	208		7th	Street	R/D	Demolition-1 Old House	1	0	-	50.00 *	Complete	11/15/03
10/03/03	03-09-10	Luna, Raul	Mando's Construction	105		Rose Petal	Court	R	New Home Construction	1	99,638	2,103	1,061.22	Complete	01/05/04
10/08/03	03-10-09	School District #133	Millward Construction	210		A	Avenue	С	Rebuild Football Field "Crow's Nest"	1	6,000	?	100.00	No Final	
11/15/03	03-15-11	Watson, Ken	Self	208		7th	Street	R	Foundation for Mobe Home	1	?	-	50.00	Complete	01/02/04
									Total YTD		\$349,417		\$4,337.37		
								*	Fee Refunded						
								**	C = Commercial Property						
									R = Residential Property						
									D = Demolition						

Updated: 9/4/2012, 12:39 PM

City of Wilder Building Permits List 2004

Application	Permit				Service	Address		**C					City Bldg	Permit	Completion
Date	Number	Property Owner	Contractor	Strt #	Direction	Strt Name	Strt Type	C or	Work To Be Done	Units	Value	Sq Feet	Fee Paid	Status	Date
02/04/04	04-01	Elizondo, Armando	Self	510		В	Avenue	R	Addition (Bed/Bath/CarPort)	1	53,648	640	428.09	In Process	
04/30/04	04-02	Rae, Noah	Ontario Roofing Inc.	317		С	Avenue	R	Reroof	1	3,600		91.65	Done	06/01/04
04/28/04	04-03	Paasch, Robert	Robert Paasch Carpentry	115		В	Avenue	R	Enclose carport for bedroom	1	11,664	324	204.55	Done	12/31/04
04/19/04	04-04	Contrera, Marta & Gustavo	Garry Butters	411		В	Avenue	R	Laying foundation to set existing Mobile Home	1	3,500		190.25	Done	07/17/04
04/28/04	04-05	Durbin, Dale & Judy	Robert Ecker	608		Prince	Avenue	R	New Construction	1	124,000	1,551	1,130.57	Done	12/31/04
07/26/04	04-06	Wilder School District #133	Hummel	210	East	Α	Avenue	С	Upgrades	1	8,000	120	153.25	Done	10/01/04
08/13/04	04-07	Sundowner Development	New Beginnings Homes	630		Prince	Avenue	R	New Construction	1	107,800	1,320	1,037.43	Done	12/31/04
09/30/04	04-08	Squibb, David	Self	312		Α	Avenue	С	Reroof	1	2,000		69.25	Done	11/01/04
09/07/04	04-09	Wilder School District #133	Centennial Job Corps	210	East	Α	Avenue	С	Remove Metal Siding & Stucco	1	15,000	?	251.25	* In Process	
									TOTAL YTD		\$314,212		\$3,305.04		
														* Outstanding	
								*	Fee Refunded						
								**	C = Commercial Property						
									R = Residential Property						
									D = Demolition						

Application	Permit							Service	Address		Туре					City Bldg	Permit	То
Date	Number	Property Owner	Contractor	Subdivision	Blk	Lot	Strt #	Direction	Strt Name	Strt Type	C, R or D	/ork To Be Dor	Units	Value	Sq Feet	Fee Paid	Status	Assessor
01/14/05	05-01	New Beginnings Homes	Greg Timinsky	Rose Haven	1	10	119		Rose Petal	Lane	R	New Build	1	108,746	1,339	1,042.73	Start-up	Yes
01/19/05	05-02	Pilote, Bettie	Greg Timinsky	Rose Haven	2	6	108		Rose Petal	Lane	R	New Build	1	106,140	1,235	1,028.13	Start-up	Yes
03/04/05	05-03	Hutchison, Jim	Mobiile Home Locators				410		Simplot	Blvd	C, R	New Build	1	13,500		50.00	Installation	Yes
03/15/05	05-04	Fogg, Robert	Prindle & Prindle				627		Golden Gate	Avenue	R	New Build	1	127,393	1,400	1,147.15	Start-up 03/17	Yes
03/14/05	05-05	Holton Homes	Holton Homes	Pioneer	2	37	210		Covered Wagon	Court	R	New Build	1	90,080	1,050	924.31	Start-up 04/06	Yes
03/14/05	05-06	Holton Homes	Holton Homes	Pioneer	2	35	230		Covered Wagon	Court	R	New Build	1	91,989	1,100	937.67	Start-up 04/06	Yes
03/14/05	05-07	Holton Homes		Pioneer	2	38	200		Covered Wagon	Court	R	New Build	1	90,080	1,050	924.31	Start-up 04/06	Yes
03/14/05	05-08	Holton Homes	Holton Homes	Pioneer	2	39	130		Covered Wagon	Court	R	New Build	1	91,989	1,100	937.67	Start-up 04/06	Yes
In Process	05-09	Hernandez, Caterino										Remodel						
04/04/05	05-10	Holton Homes	Holton Homes	Pioneer	2	34	240		Covered Wagon	Court	R	New Build	1	99,049	1,149	987.03	Start-up 04/06	Yes
04/04/05	05-11	Holton Homes	Holton Homes	Pioneer	2	31	215		Covered Wagon	Court	R	New Build	1	99,049	1,149	987.03	Start-up 04/06	Yes
04/04/05	05-12	Holton Homes	Holton Homes	Pioneer	2	33	235		Covered Wagon	Court	R	New Build	1	103,939	1,249	1,015.81	Start-up 04/06	Yes
04/04/05	05-13	Holton Homes	Holton Homes	Pioneer	2	36	220		Covered Wagon	Court	R	New Build	1	103,939	1,249	1,015.81	Start-up 04/06	Yes
04/25/05	05-14	Holton Homes	Holton Homes	Pioneer	2	16	225		Buffalo	Court	R	New Build	1	104,200	1,255	1,017.27	Start-up 04/25	Yes
04/25/05	05-15	Holton Homes	Holton Homes	Pioneer	2	40	120		Covered Wagon	Way	R	New Build	1	104,200	1,255	1,017.27	Start-up 04/25	Yes
04/25/05	05-16	Holton Homes	Holton Homes	Pioneer	2	32	225		Covered Wagon	Way	R	New Build	1	104,200	1,255	1,017.27	Start-up 04/25	Yes
04/24/05	05-17	Wilson, Leonard	Bob's Carpentry	Old Town			317		2nd	Street	R	Build Addition	1	19,488	336	314.08	Start-up 05/01	Yes
05/10/05	05-18	Zions Bank	Benchmark Construction	Old Town	3	1,2,3	315		"A"	Avenue	С	Remodel & Ado	1	120,000	708	1,105.75	Start-up 05/08	Yes
05/10/05	05-19	Kemper Refrigeration	Darwin Lee	Business			156		5th	Street	С	Remodel & Ado	1	15,000	600	251.25	Start-up 05/15	Yes
06/06/05	05-20	Freeman, Eunice	Doro Gonzalez	Mitchell			204		6th	Street	R	Re-roof	1	5,000	-	111.25	In Process	Yes
07/19/05	05-21	New Beginnings Homes	Greg Timinsky	Rose Haven	3	5	705		Prince	Avenue	R	New Build	1	104,990	1,235	1,028.05	Start-up 07/05	Yes
07/15/05	05-22	Matteson's Service Sta	James Sasita	Hwy 95			126		5th	Street	С	Re-roof	1	11,000		195.25	In Process	Yes
07/15/05	05-23	Bechtel, John F.	Self	Mitchell			619		Canyon	Avenue	R	Shop Area	1	4,800		109.00	In Process	Yes
07/25/05	05-24	Kester, Landon	Adair Homes	Pioneer	1	7	225		Mitchell	Avenue	R	New Build	1	135,448	1,702	1,192.26	Ready to Build	Yes
09/21/05	05-25	Golden Gate Highway Dist	Big D Builders	-	-	-	500		Golden Gate	Avenue	С	New Build	1	519,000	48,560	5,468.00	Ready to Build	Yes
11/03/05	05-26	New Beginnings Homes	Greg Timinsky	Rose Haven	3	6	703		Prince	Avenue	R	New Build	1	112,503	1,319	1,063.77	Ready to Build	Yes
11/15/05	05-27	Petzoldt & Company	Bill Petzoldt	Rose Haven	1	6	109		Rose Petal	Lane	R	New Build	1	100,103	1,187	994.33	Ready to Build	Yes
12/30/05	05-28	Shiloh Homes	Steve Luckinbill	Pioneer	2	15	215		Buffalo Court	Court	R	New Build	1	134,089	1,619	1,185.00	Ready to Build	Yes
	Column I Column I	C = Commercial Property R = Residential Property D = Demolition * = Fee Refunded												2,719,914		3,243.10 2,432.33		

											_						
Application	Permit							Service	Address		Type C, R			Construction	Square	City Bldg	То
Date	Number	Property Owner	Contractor	Subdivision		Lot	Strt #	Direction	Strt Name	Strt Type	or D	Work To Be Done	Units	Value	Feet	Fee Paid	Assessor
01/11/06	06-01	Bailey, Mike	Shur-Luck Homes	Rose Haven	2	4	104		Rose Petal	Lane	R	New Build	1	98,679	1,200	984	Yes
01/26/06	06-02	Cruz, Jose	JBO Homes	Rose Haven	1	8	113		Rose Petal	Court	R	New Build	1	115,675	1,422	1,082	Yes
01/11/06	06-03	Bailey, Mike	Shur-Luck Homes	Rose Haven	1	9	115		Rose Petal	Court	R	New Build	1	98,679	1,200	984	Yes
01/30/06	06-04	Timinsky, Greg	New Beginnings Homes	Rose Haven	2	5	106		Rose Petal	Lane	R	New Build	1	99,155	1,212	988	Yes
01/30/06	06-05	Timinsky, Greg	New Beginnings Homes	Rose Haven	2	3	102		Rose Petal	Lane	R	New Build	1	104,502	1,235	1,019	Yes
01/30/06	06-06	Timinsky, Greg	New Beginnings Homes	Rose Haven	2	8	638		Prince	Avenue	R	New Build	1	104,502	1,235	1,019	Yes
01/30/06	06-07	Timinsky, Greg	New Beginnings Homes	Rose Haven	2	15	624		Prince	Avenue	R	New Build	1	110,491	1,319	1,053	Yes
02/01/06	06-08	Shiloh Homes	Shiloh Homes	Pioneer Estates	2	20	210		Buffalo	Court	R	New Build	1	116,053	1,402	1,084	Yes
02/22/06	06-09	Shur-Luck Homes	Shur-Luck Homes	Rose Haven	2	9	636		Prince	Avenue	R	New Build	1	98,720	1,200	985	Yes
02/22/06	06-10	Shur-Luck Homes	Shur-Luck Homes	Rose Haven	2	13	628		Prince	Avenue	R	New Build	1	98,720	1,200	985	Yes
02/22/06	06-11	Shur-Luck Homes	Shur-Luck Homes	Rose Haven	2	16	622		Prince	Avenue	R	New Build	1	98,720	1,200	985	Yes
03/09/06	06-12	Traditional Homes, Inc.	Traditional Homes, Inc.	Rose Haven	4	2	631		Prince	Avenue	R	New Build	1	107,765	1,314	1,037	Yes
04/10/06	06-13	Boulder Creek Homes, Inc.	Boulder Creek Homes, Inc.	Rose Haven	4	1	100		Red Rose	Street	R	New Build	1	131,296	1,262	1,169	Yes
03/15/06	06-14	New Beginnings Homes	New Beginnings Homes	Rose Haven	4	11	613		Prince	Avenue	R	New Build	1	134,608	1,319	1,187	Yes
03/15/06	06-15	New Beginnings Homes	New Beginnings Homes	Rose Haven	2	10	634		Prince	Avenue	R	New Build	1	120,830	1,212	1,110	Yes
03/15/06	06-16	Shur-Luck Homes	Shur-Luck Homes	Rose Haven	2	4	632		Prince	Avenue	R	New Build	1	120,454	1,200	1,098	Yes
03/29/06	06-17	Brookstone Custom Homes	Brookstone Custom Homes	Rose Haven	2	14	626		Prince	Avenue	R	New Build	1	131,184	1,284	1,116	Yes
04/10/06	06-18	Boulder Creek Homes, Inc.	Boulder Creek Homes, Inc.	Rose Haven	4	3	629		Prince	Avenue	R	New Build	1	153,516	1,562	1,293	Yes
04/21/06	06-19	Christopherson, Glenis	Christopherson, Glenis	Old Town	11	4	314		First	Street	R	Re-roof	1	2,000	N/A	69	Yes
05/10/06	06-20	Hutchison, Jim	Bob's Carpentry	Hwys 19 & 95 Junction		-	410		Simplot	Blvd	С	New Build	1	21,000	840	553	Yes
05/23/06	06-21	Trautman, Nikki	Petzoldt & Company	•			612		Prince	Avenue	R	New Build	1	211,060	1,400	1,616	Yes
06/05/06	06-22	Rhodes, Doris	Steve Rhodes	Old Town			401		Fourth	Street	R	Re-roof	1	1,250	1,261	46	Yes
06/05/06	06-23	Traditional Homes, Inc.	Traditional Homes, Inc.	Rose Haven	4	4	627		Prince	Avenue	R	New Build	1	132,096	1,371	1,173	Yes
05/24/06	06-24	Ordorica, Frank	Jim B. Johnson	Slinker	1	1	618		Golden Gate	Avenue	D	Demolish House	1	-	-	25	Yes
06/28/06	06-25	Golden Gate Baptist Church	Lassiter Roofing	Old Town			301		Second	Street	R	Re-roof	1	20,000	-	530	No
06/28/06	06-26	Timinsky, Greg	New Beginnings Homes	Rose Haven	2	7	640		Prince	Avenue	R	New Build	1	126,404	1,255	1,142	Yes
09/01/06	06-27	Bureau, Joe	Boulder Creek Homes, Inc.	Rose Haven	4	5	625		Prince	Avenue	R	New Build	1	132,008	1,333	1,173	Yes
09/01/06	06-28	Loftus, John	Traditional Homes, Inc.	Rose Haven	4	6	623		Prince	Avenue	R	New Build	1	132,008	1,333	1,173	Yes
08/25/06	06-29	Boise Project, Bd of Control	Boise Project - Wilder				108		5th	Street	D	Demolish House	1	-	-	25	Yes
09/25/06	06-30	Rodriguez, Art	Sunrise Roofing				210		5th	Street	R	Re-roof	1	750	1/2 of Roof	31	
09/25/06	06-31	Herrera, Shari	Herrere, Shari	Mitchell Addition			510		В	Avenue	R	Remodel	1	10,000		181	
09/25/06	06-32	City of Wilder	Craig Lane / Public Works				220		3rd	Street	С	Siding & Sheetrock	1	3,000		Waived	
09/25/06	06-33	Rodriguez, Art	Sunrise Roofing				104		4th	Street	С	Re-roof	1	3,950		97	
11/13/06	06-34		Rafael Puga	Old Town			217	East	3rd	Street	R	Porch Addition	1	2,000	168	69	
11/15/06	06-35		Robert Rivera	Mitchell Addition			612		Canyon	Avenue	R	Re-roof	1	2,000	1,830	69	
11/17/06	06-36	Traditional Homes, Inc.	Traditional Homes, Inc.	Rose Haven	3	4	707		Prince	Avenue	R	New Build	1	129,191	1,238	1,157	
12/11/06	06-37	Boulder Creek Homes, Inc.	Boulder Creek Homes, Inc.	Rose Haven	3	7	701		Prince	Avenue	R	New Build	1	136,192	1,262	1,196	
12/11/06	06-38	Tuttle Construction	Tuttle Construction	Slinker	1	1	618		Golden Gate	Avenue	R	Foundation-MF	1	6,000	225	.,.00	
12/21/06	06-39	Traditional Homes, Inc.	Traditional Homes, Inc.	Rose Haven	4	8	615		Prince	Avenue	R	New Build	1	129,100	1,238	1,157	
12/21/06	06-40	Traditional Homes, Inc.	Traditional Homes, Inc.	Rose Haven	4	10	619		Prince	Avenue	R	New Build	1	136,081	1,314	1,196	
							2.0							,	.,	.,.00	
	Column	L - Type of Work To Be Done		1					•		<u>.</u> I		40	3,379,639		31,857	
		C = Commercial Property										-					
		R = Residential Property															
		D = Demolition															
		* = Fee Refunded															

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Applicatior								Service		1	Type C, R			Construction		City Bldg	
	Number	Property Owner	Contractor		Blk	Lot		Direction	Strt Name	Strt Type	or D	Work To Be Done	Units	Value	Feet	Fee Paid	
01/22/07	07-01	Wilder Methodist Church	Kyle Lassiter Construction	Old Town			308		4th	Street		Re-roof	1	25,900	5,000	660	
02/05/07		Alejandra's Restaurant	Maria Correa	Old Town			308		A	Avenue	С	Re-side, Stucco	1	10,000	3,200		To be paid
02/05/07		Oliver Cleaver	Monterra Homes, LLC	Pioneer Estates	2	27	115		Covered Wagon	Court		New Build	1	123,931	1,201		To be paid
02/14/07	07-04	Traditional Homes, Inc.	Traditional Homes, Inc.	Rose Haven	4	9	617		Prince	Avenue	R	New Build	1	147,321	1,393	1,259	To be paid
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ī		L - Type of Work To Be Done	1									Į	4	307,152		3,165	1
		C = Commercial Property															
		R = Residential Property															
		D = Demolition															
		* = Fee Refunded															

Application F								Sel VICE	Address		Type			Construction	Square	City Bldg	To
Date N	lumber	Property Owner	Contractor	Subdivision	Blk	Lot	Strt #	Direction	Strt Name	Strt Type	C, R	Work To Be Done	Units	Value	Feet	Fee Paid	Assessor
03/27/08	08-1	Frank Oliverez	Frank Oliverez	Original Townsite	11	1-2-3	317		C Avenue	Ave	or D R	Storgae Shed on Blks	1	2,000	192	\$ 69.25	Yes
03/14/08	08-2	Steve Rhodes	Steve Rhodes	Attebury Addition	6	1	201		Fifth	Street	R	Garage	1	14,208	384	\$ 240.16	Yes
04/16/08	08-3	David Norris	David Norris	Wilder Parcels			505 1/2		Prince	Ave	R	Awning	1	133	300	\$ 45.00	Yes
04/24/08	08-4	Raul Luna (Genaro Rodriguez-Purchaser)	Coast to Coast Construction	Wilder Original	1	1-2-3-4	115		A Avenue	Ave	R	Prefabricated Carport	1	1,300	378	\$ 48.00	Yes
04/29/08	08-5	Wayne Bowen	Mobile Home Locators	Wilder Parcels			143		Fifth	Street	R	Single Wide Man. Home	1	N/A	728	\$ 150.00	Yes
05/16/08	08-6	Robert Pilot	Pyramid Construction	Rosehaven 2	2	2	330		Yellow Rose	Street	R	New Construction	1	133,402	1,648	\$ 1,181.00	Yes
06/09/08	08-7	Millright Custom Homes	Millright Custom Homes	Rosehaven 2	1	9	1050		Bushnell Ave	Ave	R	New Construction	1	238,262	2,858	\$ 1,768.00	Yes
07/01/08	08-9	Arecelia Cardenas	Arecelia Cardenas	Original Townsite	1	15-16	111		First	Street	R	Reroof	1	5,000	1,000	\$ 111.25	Yes
07/17/08	08-10	Maria Godina Hernandez	Maria Godina	Original Townsite	12	17-18	313		4th	Street	R	Reroof	1	3,000	1,400	\$ 83.25	Yes
09/02/08	08-11	Leonel Perez	Leonel Perez	Rosehaven 1	4	11	613		Prince	Ave	R	Porch	1	5,760	480	\$ 121.89	Yes
10/10/08	08-12	Monte Shields	Monte Shields	Mitchell	1		417		5th	Street	R	Reroof	1	5,000	2,100	\$ 111.25	Yes
		·	-						·								
C	olumn I	- Type of Work To Be Done											11	408,065		\$ 3,929.05	
		C = Commercial Property										•	-				
		R = Residential Property															
		D = Demolition															
		* = Fee Refunded															

Application	Permit							Service	Address		Туре			Construction	Square	City Bldg	То
	Number	Property Owner	Contractor	Subdivision	Blk	Lot	Strt #	Direction	Strt Name	Strt Type	C, R	Work To Be Done	Units	Value	Feet	Fee Paid	Assessor
	09-2		Contractor	Subdivision	2	17-18	113	Direction		Street	or D		1		528		
03/09/09	09-2	Canyon County Paramedics Wilder School District	CM Company, Inc.		2	17-18	113		2nd Street	Street	C	Brought Temporary Trailer in Bulid New School	1	45,000 4,190,000	23,023	\$ 978.86 \$ 11,614.56	Yes Yes
03/12/09	09-1	Ignacio Arias	Enrique Palacios				410		Golden Gate Ave E	Ave	R	Shed	1	24,000	600	\$ 377.25	Yes
04/29/09	09-3	Mark Dorremocea	Mark Dorremocea		13	6-7-8	408		5th	Street	R	Used Garden Shed	1	1,200	200	\$ 44.25	Yes
06/03/09	09-6	Rafael Miramontes	Rafael Miramontes		12	5-6	312		5th	Street	R	Porch Additions	2	1,927	38	\$ 67.03	Yes
06/19/09	09-5	Canyon County Paramedics	Houston-Bugatsch Architects		4	12-13-14- 15	107		4th	Street	С	Remodel & Addition	1	205,431	3,936	\$ 3,213.86	Yes
07/30/09	09-7	COSSA School	Multiple Prime Contracts			15	29675		Penny	Lane	С	New School	1	7,837,810.60	56,000	\$ 41,194.64	Yes
08/21/09	09-8	Hector Vasquez	Hector Vasquez		12	3 - 4	316		5th	Street	R	Garage	1	12,000	600	\$ 209.25	Yes
09/23/09	09-9	Ben Rodriguez	Ben Rodriguez		1	4-5	105	Е	A	Ave	R	Garage Remodel	1	2,000	336	\$ 69.25	Yes
10/05/09	09-10	Headworks Building	Pharmer Engineering				420		Huff	Rd	С	New Building	1	1,186,152.00	105	N/A	Yes
10/26/09	09-11	Hershal Howell	Philip Vanderpool				26375		Peckham	Rd	R	Carport	1	3,900	390	\$ 95.85	Yes
12/07/09	09-13	Conrad Parvin	Alliance Restoration Svs		16	8-9-10	404		2nd Street	Street	R	Repair	1	34,000		\$ 482.15	Yes
12/10/09	09-14	Monterra Homes	Monterra Homes	Mitchell	1	3	125		Mitchell Drive	Drive	R	New Construction	1	138,502	1,601	\$ 7,277.36	Yes
					 												
	Column	L - Type of Work To Be Done			l	L				<u>I</u>		l	14	4,657,960		\$ 65,624.31	
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		R = Residential Property															
		D = Demolition															
		* = Fee Refunded															
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(Sorted by Application Date)

Application	Permit							Service	Address		Туре			Construction	Square	City Bldg	То
	Number	Property Owner	Contractor	Subdivision	Blk	Lot	Strt #	Direction	Strt Name	Strt Type	C, R or D	Work To Be Done	Units	Value	Feet	Fee Paid	Assessor
12/04/09	09-12	Maria Hernandez	Raul Chavez	Wilder Original	10	1-2-3-4	318		3rd	Street	R	Reroof	1	1,000	300	\$ 39.00	Yes
02/11/10	10-1	Wilder Rural Fire Department	TBD EKC	N/A			601		Patriot	Way	С	New Construction		1,215,000	14,599	\$ 11,923.20	Yes
05/20/10	10-2	Cleo Reyes	Self	Wilder Original	11	5-6	312		4th	Street	R	Reroof	1	1,000	420	\$ 39.25	Yes
06/11/10	10-3	Ramiro Reyes	Roys Roofing	Wilder Original	9	17 - 20	317		1st	Street	R	Reroof	1	1,500	1,566		Yes
06/25/10	10-4	Clarence Kehoe	Upson Co	Mitchell's	8	5	301		5th	Street	R	Reroof	1	4,300	856		Yes
08/17/10	10-5	Joel Rueda	Self	Mitchell's	1	6	518		С	Ave.	R	Reroof	1	2,000	1,320	\$ 69.25	Yes
09/29/10	10-6	Rudy Cortez	Self	Wilder Original	15	5 & 6	412		3rd	Street	R	Reroof	1	2,000		\$ 69.25	Yes
																	
																	
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		L - Type of Work To Be Done	1									Į	6	1,226,800		\$ 12,305.20	1
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(Sorted by Application Date)

Application	Permit							Service	Address		Туре			Construction	Square	City Bldg	То
	Number	Property Owner	Contractor	Subdivision	Blk	Lot	Strt #	Direction	Strt Name	Strt Type	C, R	Work To Be Done	Units	Value	Feet	Fee Paid	Assessor
01/03/11		COSSA	CM Co.	n/a			109		Penny	Ln	or D	Auto Shop Imprv		\$ 269,000.00		\$ 1,940.15	Yes
03/02/11		COSSA	Powerhouse Electric	n/a			109		Penny	Ln	Р	Wind Turbine		\$ 18,000.00		\$ 483.86	Yes
03/11/11		Robert Mullins	Champion Window	Mitchell's			618		С	Ave	R	Window Rplcmnt				\$ 50.95	Yes
04/11/11		G.G. Highway District	Wizard Renovations Inc.	n/a			500		Golden Gate	Ave	Р	Enc 2 Bays of Storage Bldg	2	\$ 44,593.00		\$ 978.86	Yes
05/16/11		COSSA	Anderson Construction	n/a			109		Penny	Ln	Р	Solar Array		\$ 439,956.00		\$ 4,781.29	Yes
05/17/11		Jim Hutchison	Self	n/a			139		5th	St	С	New Storage Bldg		\$ 46,800.00	1,320	· · ·	Yes
06/22/11		Michael McGarvin	Wizard Renovations Inc.	n/a			124		5th	St	С	Shell of Bldg		\$ 39,800.00	1,500	\$ 895.54	Yes
06/28/11		Jim Hutchison	Self	n/a			139		5th	St	С	New Storage Bldg		\$ 36,000.00	2,400	\$ 828.88	Yes
08/08/11		Citifinancial Inc.	Phils Construction	Wilder Original			402		Golden Gate	Ave	R	New Roof		\$ 3,000.00	-	\$ 83.25	Yes
08/10/11		Jerry Fogg	Phils Construction	n/a			406	E.	Golden Gate	Ave	R	New Roof		\$ 2,500.00		\$ 83.25	Yes
07/22/11		Michael McGarvin	Wizard Renovations Inc.	n/a			124		5th	St	С	Remodel		\$ 55,000.00	1,545	\$ 1,119.94	Yes
																·	
		·															
	Column I	L - Type of Work To Be Done		·					·				2	954,649		\$ 12,258.16	
		C = Commercial Property															
		R = Residential Property															
		D = Demolition															
		* = Fee Refunded															

(Sorted by Application Date)

Matheway Propaga Commune Subdivision St. Lot Steel Processor Subtamen St. Type Co. No. No. No. No. No. No. No. No. No. N	Application	Permit							Service	Address		Туре			Construction	Square	City Bldg	То
13-11 13-12 13-1			Property Owner	Contractor	Subdivision	Blk	Lot	Strt #	Direction	Strt Name	Strt Type	C, R	Work To Be Done	Units	Value	Feet	Fee Paid	Assessor
Second S	11/16/11	12-1	Robert Cooper - Bauer Heating	Bauer Heating & Cooling	Original Townsite			501		Golden Gate			Tenant Improvments		\$ 20,000.00	2,700	\$ 530.06	
Second S					Atteberry Sub	1	6				Street							
12-4 Corr Not Overs Claimined	05/10/12	12.3	David Norrie	David Norris				505 1/2		Prince	Ave	D	New Deck Addition		\$ 3,000,00	288	\$ 83.25	
12-5 Sections Food Store Mesens Habels Builders					#37013010 0													
602012 12-6 Robert Maillins									S.									
					Mitchell's Additio	2	12			С								
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Population Estimates by City Limits Ada County

Year	Boise	Eagle	Garden City	Kuna	Meridian	Star	Unincorpor ated	Total
2012	207,730	20,550	11,020	15,650	78,290	6,030	60,400	399,670
2011	206,470	20,140	10,980	15,470	76,510	5,900	60,510	395,960
2010 (Census)	205,671	19,908	10,972	15,210	75,092	5,793	59,739	392,365
2009	215,630	21,370	12,670	15,900	75,290	6,110	61,350	408,190
2008	214,490	21,090	12,580	14,830	73,040	5,690	60,830	402,550
2007	213,503	20,951	12,352	14,261	71,866	5,548	57,493	395,974
2006	211,473	20,131	12,074	12,647	66,565	4,594	55,830	383,314
2005	208,219	18,428	11,914	10,587	56,108	3,028	53,200	361,484
2004	200,062	16,418	11,675	9,696	47,690	2,552	58,118	346,212
2003	195,931	14,144	11,589	8,649	42,481	2,243	58,772	333,809
2002	193,085	13,380	11,124	7,386	39,744	2,116	56,326	323,161
2000 (Census)	185,787	11,085	10,624	5,382	34,919	1,795	51,312	300,904
1999	170,327	7,923	9,659	4,007	28,679	1,378	52,785	274,757
1998	168,258	7,246	9,087	3,398	26,421	1,195	51,381	266,987
1997	166,647	6,590	9,018	2,919	24,415	929	50,188	260,707
1996	163,493	6,236	8,769	2,584	21,873	802	49,280	253,037
1995	155,443	5,405	7,891	2,246	18,863	725	56,642	247,213
1994	148,996	4,669	7,082	2,065	16,561	708	56,977	237,058
1990 (Census)	125,738	3,327	6,369	1,955	9,596	est. 1997	58,790	205,775
1980 (Census)	102,451	2,620	4,571	1,767	6,658	n/a	54,969	173,036
1970 (Census)	74,990	n/a	2,368	n/a	2,616	n/a	32,256	112,230
1960 (Census)	34,481	n/a	1,681	n/a	2,081	n/a	55,217	93,460
1950 (Census)	34,393	n/a	764	n/a	n/a	n/a	35,492	70,649
1940 (Census)	26,130	n/a	n/a	n/a	n/a	n/a	24,271	50,401
1930 (Census)	21,544	n/a	n/a	n/a	n/a	n/a	16,381	37,925
1920 (Census)	21,393	n/a	n/a	n/a	n/a	n/a	13,820	35,213
1910 (Census)	17,358	n/a	n/a	n/a	n/a	n/a	11,730	29,088
1900 (Census)	5,957	n/a	n/a	n/a	n/a	n/a	5,602	11,559
1890 (Census)	2,311	n/a	n/a	n/a	n/a	n/a	6,327	8,638
1880 (Census)	1,899	n/a	n/a	n/a	n/a	n/a	2,775	4,674
1870 (Census)	995	n/a	n/a	n/a	n/a	n/a	1,680	2,675

Canyon County

Carryon County												
Year	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma	Wilder	Unincorpora ted	Total		
2012	46,800	850	520	5,630	82,160	530	1,990	1,530	50,390	190,400		
2011	46,730	850	520	5,600	81,920	530	1,990	1,530	50,160	189,850		
2010 (Census)	46,237	846	513	5,524	81,557	531	1,983	1,533	50,179	188,923		
2009	44,210	920	580	5,870	82,830	650	2,060	1,740	51,930	190,920		
2008	42,640	920	570	5,560	81,840	620	2,030	1,710	51,280	187,170		
2007	40,873	912	571	5,151	81,354	588	1,996	1,682	51,124	184,251		
2006	38,028	912	561	4,575	76,436	558	1,921	1,582	51,208	175,781		
2005	35,086	902	539	4,166	72,211	538	1,891	1,502	50,306	167,141		
2004	33,059	878	534	3,868	67,401	506	1,851	1,491	49,943	159,531		
2003	30,716	878	511	3,606	63,227	500	1,808	1,484	49,444	152,174		
2002	28,857	878	500	3,235	58,952	482	1,792	1,481	48,240	144,417		
2000 (Census)	25,967	862	439	2,978	51,867	458	1,771	1,462	45,637	131,441		
1990 (Census)	18,586	648	252	1,851	28,365	380	1,597	1,232	37,165	90,076		
1980 (Census)	17,699	n/a	276	1,901	25,112	437	1,820	1,260	35,251	83,756		
1970 (Census)	14,219	n/a	n/a	n/a	20,768	n/a	n/a	n/a	26,301	61,288		
1960 (Census)	12,230	n/a	n/a	n/a	18,013	n/a	1,295	n/a	27,419	57,662		
1950 (Census)	10,487	n/a	n/a	n/a	16,185	n/a	n/a	n/a	26,925	53,597		
1940 (Census)	7,272	n/a	n/a	n/a	12,149	n/a	n/a	n/a	21,566	40,987		
1930 (Census)	4,974	n/a	n/a	n/a	8,206	n/a	n/a	n/a	17,750	30,930		
1920 (Census)	5,106	n/a	n/a	n/a	7,621	n/a	n/a	n/a	14,205	26,932		
1910 (Census)	3,543	n/a	n/a	n/a	4,205	n/a	n/a	n/a	17,575	25,323		
1900 (Census) 1890 (Census)	997 779	n/a n/a	n/a n/a	n/a n/a	799 347	n/a n/a	n/a n/a	n/a n/a	5,701 n/a	7,497 est. 1891		
1030 (Cerisus)	119	II/a	II/a	II/a	347	II/a	11/d	ıl/a	II/a	681. 1091		

Demographic Area Po	OP10	HH10	JOBS10			OBS15	POP20	HH20	JOBS20	POP25	HH25	JOBS25	POP30	HH30	JOBS30	POP35	HH35	JOBS35
Airport	1,558		11,154		540	13,447	1,304		•	840	297	18,006			20,308		306	22,611
Central Bench	41,459	•	22,670		18,791	23,597	•	•	•	47,170	20,578	25,450	•	•	26,385		22,378	-
Downtown Boise	3,621	2,416	30,673		3,786	38,733	•	•		10,083	6,507	54,777	12,251	•	62,879		9,261	-
East End	6,990	3,231	3,034		3,438	3,392		-	•	8,292	3,853	4,102		•	4,460	•	4,272	4,819
Foothills	10,522	4,190	3,398		4,456	3,435	•	4,726	3,475	12,525	4,995	3,515		5,263	3,554	13,875	5,532	-
North End	18,474	8,569	3,479	19,326	8,968	3,827	20,174	9,378	4,177	21,014	9,775	4,531	•	•	4,884	22,723	10,588	
Northwest	15,832	6,284	3,306	16,945	6,755	3,403	18,055	7,227	3,500	19,155	7,700	3,602	20,276	8,173	3,701	. 21,393	8,647	3,798
Southeast Boise	36,325	14,857	21,919	38,464	15,807	24,012	40,742	16,801	26,111	43,009	17,797	28,193	45,303	18,796	30,301	47,592	19,807	32,405
Southeast-Barber Va	1,621	699	350	•	1,268	371	5,064	1,837	393	6,767	2,401	415	8,498	3 2,973	436	10,062	3,492	
Southwest Boise	41,814	13,809	14,201	47,076	15,576	15,219	52,350	17,349	•	57,563	19,101	17,262	•	•	18,291	. 68,152	22,652	-
West Bench	72,441	26,614	43,411	76,354	28,186	46,101	80,266	29,759	48,795	84,124	31,319	51,459	88,059	32,900	54,164	91,988	34,477	56,868
Boise Total	250,657	99,127	157,595		107,571	175,537	290,891	•	•	310,542	124,323	211,312		•	229,363		141,412	
Eagle/Star	471	179	173	•	1,028	183	•	•		6,583	2,711	206	-	•	218	*	4,412	
Eagle-Central	7,359	2,764	2,694	•	3,118	3,181	8,963	3,472	3,669	9,758	3,820	4,153	-	*	4,644	•	4,531	5,132
Eagle-Floating Feath	5,946	1,792	320	6,230	1,884	321	6,516	1,978	321	6,799	2,069	324	7,085	2,163	324	7,371	2,255	325
Eagle-Island	1,166	395	1,002	1,337	453	1,470	1,509	512	1,941	1,679	571	2,403	1,851	630	2,87 5	2,023	688	3,346
Eagle-South River	3,466	1,128	240	3,480	1,134	262	3,494	1,141	. 283	3,510	1,148	304	3,524	1,155	325	3,538	1,161	347
Eagle-State Corridor	3,556	1,240	677	,	1,271	1,053	3,778	1,321	1,430	3,911	1,369	1,801	4,046	1,419	2,183	4,181	1,469	,
Eagle Total	21,964	7,498	5,106		8,888	6,470	28,820	10,297	7,839	32,240	11,688	9,191		13,106	10,569	39,164	14,516	
Garden City	12,746	•	8,828	•	6,754	9,618	•		•	24,110	9,806	11,189			11,977	-	12,898	
Kuna	17,965	•	1,715		8,022	2,587	•	•	•	39,700	12,860	4,326		•	5,199	•	17,754	
Center Meridian	43,034	15,039	17,440	•	16,916	23,286	53,123	18,810	29,144	58,139	20,698	34,944	63,232	•	40,827		24,504	-
North Meridian	23,527	8,123	1,602	29,594	10,285	2,344	35,655	12,431	3,084	41,657	14,565	3,819	47,748	16,725	4,565	53,847	18,895	5,310
South Meridian	15,389	4,894	3,613	19,761	6,374	5,117	24,135	7,846	6,621	28,460	9,320	8,113	32,860	10,798	9,625	37,251	12,281	11,137
Meridian Total	81,950	28,056	22,655	97,405	33,575	30,747	112,913	39,087	38,849	128,256	44,583	46,876	143,840	50,119	55,017	159,429	55,680	-
Star	5,975	•	541	•	2,924	806	•	•	•	11,886	4,391	1,332	13,873		1,600	15,859	5,868	
East Foothills	428		37		206	37				820	304	37			37	•	401	37
Foothills Rural	2,875		303	•	1,350	305	•	1,706		5,591	2,063	308	*	•	311	•	2,782	313
Northwest Rural	974	346	63		460	63		574		1,883	686	62	•		62	•	915	62
Southeast	65		185		23	511		23	837	54	20	1,162			1,488		18	•
Southeast Rural	224		67		101	68				269	117	69			69		127	70
Southwest	1,642		1,560		1,007	1,476	•	-	•	5,550	· ·	1,310	-	•	1,225		2,892	-
Southwest Rural	970		262	•	372	241	•			1,398	471	202	*		182	•	572	161
West Foothills	1,595		156	•	1,334	230				9,302	3,006	380		,	455	,	4,693	
Ada Rural Total	8,773		2,633		4,853	2,931				24,867	8,613	3,530					12,400	
Ada Total	400,030	150,747	199,073	457,209	172,587	228,696	514,844	194,561	258,357	571,601	216,264	287,756	629,735	238,416	317,554	687,651	260,528	347,326
Central Caldwell	10,388	3,966	1,856	10,881	4,159	2,112	11,374	4,351	2,369	11,862	4,543	2,625	12,356	5 4,738	2,884	12,852	4,931	3,141
Downtown Caldwell	4,099	•	3,910		1,603	4,638			•	4,895	1,805	6,088	-	•	6,821		2,009	
Northeast Caldwell	15,899		2,788		6,679	5,112				26,680	9,293	9,751	-	•	12,097	•	11,930	
South Caldwell	13,256	-	1,181		6,058	2,222		-	•	24,932	8,928	4,294	•	•	5,341		11,827	
West Caldwell	6,726		2,610		2,509	3,216				7,957	2,816	4,431			5,047		3,122	
Caldwell Total	50,368	•	12,345		21,008	17,300	•			76,326	27,385	27,189					33,819	
Greenleaf	1,239		92		474	146		554		2,014	639	255			311		805	
Melba	865		178		334	225	•			1,090	396	318			364		460	
Middleton	7,477		600		3,521	1,335	•			15,195	5,402	2,797	-				7,309	
Downtown Nampa	5,603	•	3,612	•	2,577	5,292	•	•	•	8,345	3,300	8,639		•	10,327	•	4,028	
East Nampa	16,887	5,609	6,768		6,240	7,545		-	•	23,218	7,763	9,082	-	•	9,856		9,301	•
North Nampa	8,944		7,093		4,575	10,043	•		•	20,087	7,703	15,922	-	•			10,283	
North Nampa	0,344	3,130	7,093	12,070	4,3/3	10,043	10,400	0,004	12,334	20,007	7,410	13,322	23,040	, 0,000	10,000	21,303	10,203	21,033

Southeast Nampa	23,764	8,127	4,131	25,075	8,575	4,235	26,385	9,020	4,343	27,684	9,465	4,449	29,004	9,911	4,558	30,321	10,363	4,662
West Nampa	35,242	12,848	8,570	37,930	13,861	9,581	40,611	14,878	10,604	43,272	15,891	11,609	45,976	16,913	12,634	48,675	17,930	13,651
Nampa Total	90,440	31,950	30,174	100,941	35,828	36,696	111,826	39,851	43,229	122,606	43,835	49,701	133,563	47,876	56,260	144,505	51,905	62,818
Notus	839	278	119	1,043	350	137	1,246	422	154	1,447	494	171	1,652	565	188	1,857	638	206
Parma	2,309	814	491	3,103	1,109	1,437	3,897	1,400	2,383	4,683	1,691	3,320	5,480	1,985	4,270	6,278	2,281	5,221
Wilder	1,867	538	230	2,281	693	369	2,693	843	510	3,104	997	647	3,520	1,146	789	3,935	1,302	929
Northeast Rural	7,353	2,548	957	10,077	3,522	1,760	12,806	4,502	2,583	15,499	5,472	3,378	18,241	6,451	4,187	21,065	7,465	4,992
Northwest Rural	5,479	1,794	752	6,883	2,326	953	8,287	2,859	1,153	9,678	3,386	1,352	11,089	3,921	1,553	12,500	4,456	1,755
South Rural	12,864	4,176	1,564	17,268	5,689	1,543	21,675	7,207	1,522	26,026	8,716	1,503	30,459	10,234	1,482	34,883	11,758	1,461
West Rural	8,121	2,742	2,410	9,578	3,264	2,677	11,022	3,789	2,940	12,469	4,309	3,203	13,920	4,838	3,468	15,380	5,360	3,736
Canyon Rural Total	33,817	11,260	5,683	43,806	14,801	6,933	53,790	18,357	8,198	63,672	21,883	9,436	73,709	25,444	10,690	83,828	29,039	11,944
Canyon Total	189,221	65,901	49,912	222,728	78,118	64,578	256,598	90,464	79,288	290,137	102,722	93,834	324,214	115,118	108,597	358,347	127,558	123,335
Region	589,251	216,648	248,985	679,937	250,705	293,274	771,442	285,025	337,645	861,738	318,986	381,590	953,949	353,534	426,151	1,045,998	388,086	470,661



APPENDIX C - TRAFFIC DATA

Traffic Data

ITD Crash Data (2006-2010)

ITD AADT Data (2007-2011)

ITD ADT Data and Map (2007-2009)

Level of Service Intersection Evaluation and Forecast (US 95/SH19 & US 95/Peckham Road)

Wilder Crash Data - ITD, Combined (2006-2010)

	20	<mark>006 Summa</mark>	ry
	# of		
	accidents	Fatalities	Injuries
	9	0	6
	4	0	0
Total	13	0	6

	20	0 <mark>07 Summa</mark>	ry
	# of		
	accidents	Fatalities	Injuries
	7	0	2
	4	1	2
Total	11	1	4

	20	0 <mark>08 Summ</mark> a	ry
	# of		
	accidents	Fatalities	Injuries
	9	1	8
	11	1	9
Total	20	2	17

of accidents | Fatalities | Injuries | 8 | 0 | 9 | 8 | 0 | 6 | 6 |

Total 16 0 15

of accidents Fatalities Injuries

9 0 11
4 0 1

Total 13 0 12

2008 - four "unknown"

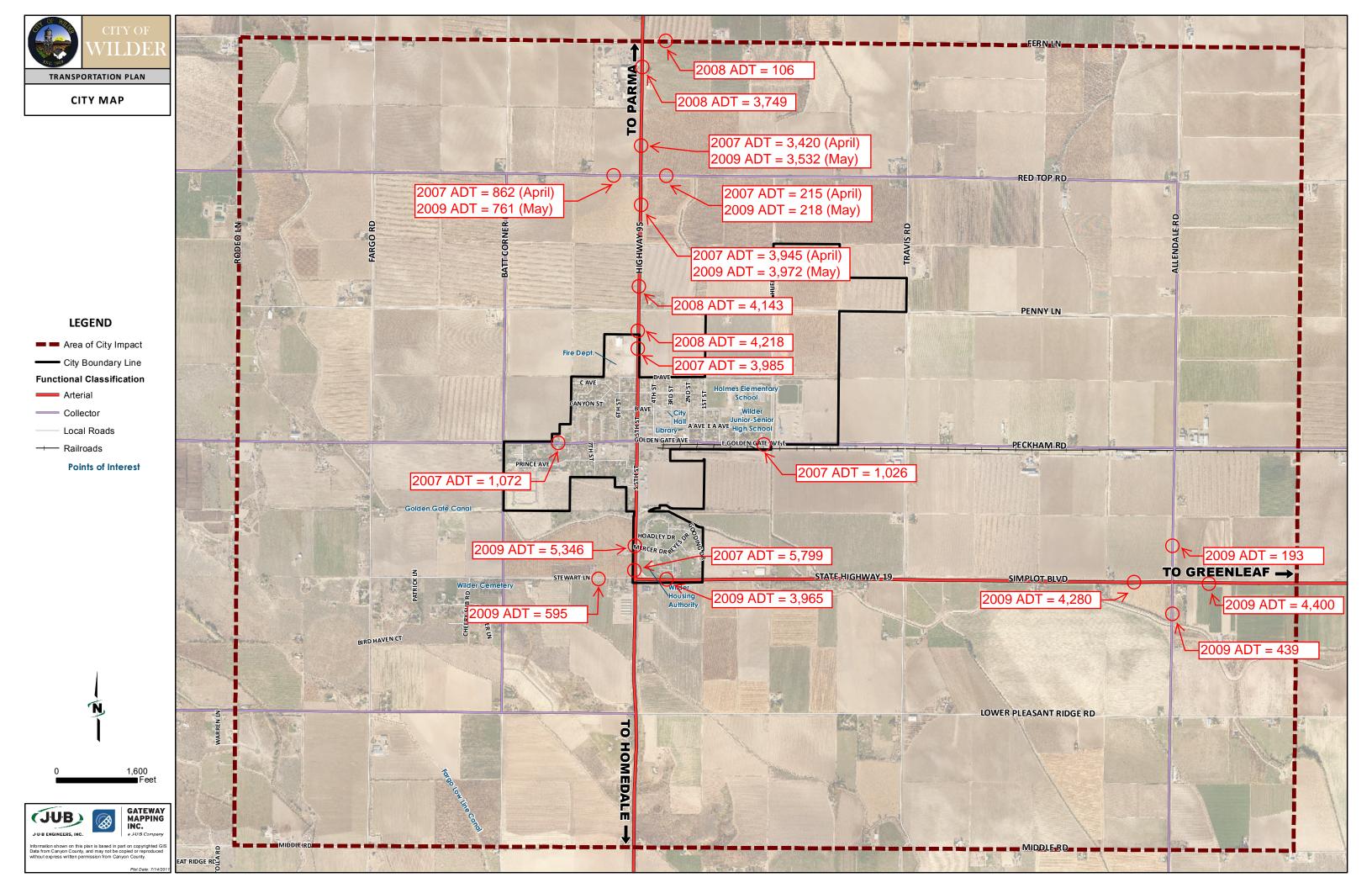
2009 - three "unknown"

		2	2007 ITD 4	48-hour	coun	ts fro	m portable traffic counters	
Year	Road Name	Segment Code		Month	Day	ADT	Description	Notes
2007	Peckham Rd	000280	104.187	4	18	1072	0.3 MI. W. OF US-95	Seasonal and axle factors applied
2007	Peckham Rd	000280	104.987	4	18	1026	0.5 MI. E. OF US-95	Seasonal and axle factors applied
2007	Red Top Rd	000344	105.887	4	18	862	0.1 MI. W. OF US-95	Seasonal and axle factors applied
2007	Red Top Rd	000344	106.087	4	18	215	0.1 MI. E. OF US-95	Seasonal and axle factors applied
2007	US-95	001540	38.432	4	18	5799	0.1 MI. S. OF MERCER DR	Seasonal and axle factors applied
2007	US-95	001540	39.287	4	18	3985	0.1 MI. N. OF D AVE	Seasonal and axle factors applied
2007	US-95	001540	39.843	4	18	3945	0.1 MI. S. OF RED TOP RD	Seasonal and axle factors applied
2007	US-95	001540	40.043	4	18	3420	0.1 MI. N. OF RED TOP RD	Seasonal and axle factors applied

		2	008 ITD 4	48-hour	coun	ts fro	m portable traffic counters	
		Segment						
Year	Road Name	Code	MP	Month	Day	ADT	Description	Notes
2008	Fern Ln	000282	104.120	4	9	106	0.1 MI. E. OF US 95	Seasonal and axle factors applied
2008	US-95	001540	39.339	4	9	4218	0.1 MI. S. OF PENNY LANE	Seasonal and axle factors applied
2008	US-95	001540	39.539	4	9	4143	0.1 MI. N. OF PENNY LANE	Seasonal and axle factors applied
2008	US-95	001540	40.349	4	9	3749	0.1 MI. S. OF FERN LANE	Seasonal and axle factors applied

		2	009 ITD 4	48-hour	coun	ts fro	m portable traffic counters	
		Segment						
Year	Road Name	Code	MP	Month	Day	ADT	Description	Notes
2009	Allendale Rd	000290	104.690	5	13	439	0.1 MI. S. OF SH 19	Seasonal and axle factors applied
2009	Allendale Rd	000290	104.890	5	13	193	0.1 MI. N. OF SH 19	Seasonal and axle factors applied
2009	Red Top Rd	000344	105.887	5	20	761	0.1 MI. W. OF US-95	Seasonal and axle factors applied
2009	Red Top Rd	000344	106.087	5	20	218	0.1 MI. E. OF US-95	Seasonal and axle factors applied
2009	SH-19	002050	9.170	5	13	3965	0.1 MI. E. OF US-95	Seasonal and axle factors applied
2009	SH-19	002050	10.987	5	13	4280	0.1 MI. W. OF ALLENDALE RD	Seasonal and axle factors applied
2009	SH-19	002050	11.187	5	13	4400	0.1 MI. E. OF ALLENDALE RD	Seasonal and axle factors applied
2009	Stewart Ln	012049	100.900	5	13	595	0.1 MI. W. OF US-95	Seasonal and axle factors applied
2009	US-95	001540	38.529	5	13	5346	0.1 MI. N. OF SH-19	Seasonal and axle factors applied
2009	US-95	001540	39.843	5	20	3972	0.1 MI. S. OF RED TOP RD	Seasonal and axle factors applied
2009	US-95	001540	40.043	5	20	3532	0.1 MI. N. OF RED TOP RD	Seasonal and axle factors applied

	2007-2009 ITD ADT Da	ıta			
Road	Location	ADT	Month	Day	Year
US-95	0.1 MI. S. OF MERCER DR	5799	4	18	2007
US-95	0.1 MI. N. OF SH-19	5346	5	13	2009
US-95	0.1 MI. N. OF D AVE	3985	4	18	2007
US-95	0.1 MI. S. OF PENNY LANE	4218	4	9	2008
US-95	0.1 MI. N. OF PENNY LANE	4143	4	9	2008
US-95	0.1 MI. S. OF RED TOP RD	3945	4	18	2007
US-95	0.1 MI. S. OF RED TOP RD	3972	5	20	2009
US-95	0.1 MI. N. OF RED TOP RD	3420	4	18	2007
US-95	0.1 MI. N. OF RED TOP RD	3532	5	20	2009
US-95	0.1 MI. S. OF FERN LANE	3749	4	9	2008
SH-19	0.1 MI. E. OF US-95	3965	5	13	2009
SH-19	0.1 MI. W. OF ALLENDALE RD	4280	5	13	2009
SH-19	0.1 MI. E. OF ALLENDALE RD	4400	5	13	2009
Peckham Rd	0.3 MI. W. OF US-95	1072	4	18	2007
Peckham Rd	0.5 MI. E. OF US-95	1026	4	18	2007
Allendale Rd	0.1 MI. S. OF SH 19	439	5	13	2009
Allendale Rd	0.1 MI. N. OF SH 19	193	5	13	2009
Red Top Rd	0.1 MI. W. OF US-95	862	4	18	2007
Red Top Rd	0.1 MI. W. OF US-95	761	5	20	2009
Red Top Rd	0.1 MI. E. OF US-95	215	4	18	2007
Red Top Rd	0.1 MI. E. OF US-95	218	5	20	2009
Fern Ln	0.1 MI. E. OF US 95	106	4	9	2008
Stewart Ln	0.1 MI. W. OF US-95	595	5	13	2009



	TW	O-WAY STOP	CONTRO	OL SI	JMN	IARY			
General Information	า		Site Ir	nform	natio	n			
Analyst	Montgom	ery	Interse	ction			US 95/Pe	ckham	
Agency/Co.	JUB Engi	neers	Jurisdi	ction			City of W	ilder	
Date Performed	8/29/2012	?	Analys	is Yea	r		2011		
Analysis Time Period	Pm Peak	Hour							
Project Description W	ilder Transporta	tion Plan							
East/West Street: Pekh	am Rd		North/S	South S	Street	: <i>US 95</i>			
ntersection Orientation:	North-South		Study F	Period	(hrs):	0.25			
Vehicle Volumes ar	nd Adjustme	nts							
Major Street		Northbound					Southbou	ınd	
Movement	1	2	3			4	5		6
W	L	T	R			L	Т		R
/olume (veh/h)	40	290	30			20	210		30
Peak-Hour Factor, PHF	0.90	0.90	0.90			0.90	0.90		0.90
Hourly Flow Rate, HFR veh/h)	44	322	33			22	233		33
Percent Heavy Vehicles	0					0			
Median Type		_		Undiv	vided				
RT Channelized			0						0
anes	0	2	0			0	2		0
Configuration	LT		TR			LT			TR
Jpstream Signal		0					0		
Minor Street		Eastbound					Westbou	nd	
Movement	7	8	9			10	11		12
	L	Т	R			L	Т		R
/olume (veh/h)	20	10	30			40 10			30
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.90		0.90		0.90
Hourly Flow Rate, HFR veh/h)	22	11	33			44	11		33
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, a	and Level of Se	ervice	•						
Approach	Northbound	Southbound	,	Westb	ound			Eastbound	i
Movement	1	4	7	8		9	10	11	12
ane Configuration	LT	LT		LTF	_			LTR	
/ (veh/h)	44	22		88	_			66	İ
C (m) (veh/h)	1310	1215		449	-			517	T
ı/c	0.03	0.02		0.2	-			0.13	
95% queue length	0.10	0.06	0.72				0.44		
Control Delay (s/veh)	7.8	8.0	15.0			•		13.0	Ī
_OS	A	A		В	_			В	
Approach Delay (s/veh)	**:	3		15.				13.0	
Approach LOS				В				В	
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	TW	O-WAY STOP	CONTRO	DL SU	JMN	IARY			
General Information	1		Site Ir	nform	atio	n			
Analyst	Montgom	ery	Interse	ction			US 95/SH	1 19	
Agency/Co.	JUB Eng		Jurisdi	ction			City of Wi	lder	
Date Performed	8/29/201		Analys	is Year			2011		
Analysis Time Period	Pm Peak								
Project Description Wi	lder Transporta	ation Plan							
East/West Street: SH 1			North/S	outh S	treet	: US 95			
ntersection Orientation:	North-South		Study F	eriod (hrs):	0.25			
Vehicle Volumes ar	nd Adjustme	ents							
Major Street	T Tagaotine	Northbound		T			Southbou	nd	
Movement	1	2	3			4	5		6
		T	R			L	T		R
/olume (veh/h)	5	165	90			85	260		15
Peak-Hour Factor, PHF	0.90	0.90	0.90			0.90	0.90		0.90
Hourly Flow Rate, HFR veh/h)	5	183	100			94	288		16
Percent Heavy Vehicles	0					0			
Median Type				Undiv	ided				
RT Channelized			0						0
anes	0	1	0			1	1		0
Configuration	LTR					L			TR
Jpstream Signal		0	1	\neg			0		
Minor Street		Eastbound		= f			Westbou	nd	
Movement	7	8	9	\neg		10	11		12
VIOVOITION	 	T	R			L	T		R
Volume (veh/h)	25	10	5	-	95		10	_	150
Peak-Hour Factor, PHF	0.90	0.90	0.90			0.90		0.90	
Hourly Flow Rate, HFR	27	11	5			105	11		166
Percent Heavy Vehicles	0	0	0			0	0		0
Percent Grade (%)		0					0		
Flared Approach		T N	T				N		
Storage		0	 				0		
RT Channelized			0	-	_			_	0
	0	1	1 0			1	1	_	0
_anes Configuration	-	LTR	1 0	-		L	<u>'</u>	_	TR
								_	711
Delay, Queue Length, a			· ·	A / II					
Approach	Northbound	Southbound		Westbo	und			astbound	_
Movement	1	4	7	8		9	10	11	12
Lane Configuration	LTR	L	L			TR		LTR	
v (veh/h)	5	94	105			177		43	
C (m) (veh/h)	1268	1291	307			741		257	
v/c	0.00	0.07	0.34			0.24		0.17	
95% queue length	0.01	0.24	1.47			0.93		0.59	
Control Delay (s/veh)	7.9	8.0	22.7			11.4		21.8	
LOS	A	A	C			В		С	
			<u> </u>	15 /				21.8	
Approach Delay (s/veh)									
Approach LOS				С				С	

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				CONTROL SUMMARY						
General Information			_	Site Information						
Analyst	Montgom		Interse				US 95/SH			
Agency/Co.	JUB Engi			Jurisdiction Analysis Year			City of Wilder			
Date Performed		8/29/2012					2032			
Analysis Time Period	Pm Peak									
Project Description Wi		tion Plan	- E							
ast/West Street: SH 1			North/S							
ntersection Orientation:	North-South		Study F	eriod (f	nrs): 0	.25				
/ehicle Volumes ar	nd Adjustme	nts								
/lajor Street		Northbound					Southbou	ınd		
Novement	1	2	3		4		5		6	
	L	T	R	_	L		T		R	
/olume (veh/h)	10	250	135		130		395		25	
eak-Hour Factor, PHF	0.90	0.90	0.90		0.9	ע	0.90		0.90	
lourly Flow Rate, HFR veh/h)	11	277	150		144	1	438		27	
Percent Heavy Vehicles	0	(890)		,	0					
/ledian Type				Undivi	ded					
RT Channelized			0						0	
anes	0	1	0		1		1		0	
Configuration	LTR				L				TR	
Jpstream Signal		0					0			
linor Street		Eastbound					Westbou	ınd		
/lovement	7	8	9		10)	11		12	
	L	T	R		L		T		Ŕ	
/olume (veh/h)	40	15	10		143	5	15		255	
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.9	0	0.90		0.90	
lourly Flow Rate, HFR veh/h)	44	16	11		16	1	16		283	
Percent Heavy Vehicles	0	0	0		0		0		0	
Percent Grade (%)		0					0			
lared Approach		N					N			
Storage		0					0			
RT Channelized	1		0						0	
anes	0	1	0		1		1		0	
Configuration	 	LTR	† Ť		L				TR	
Delay, Queue Length, a	and Level of Sc									
Approach	Northbound	Southbound		Vestbo	und			Eastbound	1	
			7	8		9	10	11	12	
Movement	1 70	4		⊢ °	_		10	LTR	+	
ane Configuration	LTR	L	L		_	TR			+-	
(veh/h)	11	144	161		-	299		71	+	
C (m) (veh/h)	1107	1143	149		-	602		99	-	
//c	0.01	0.13	1.08		(0.50		0.72		
95% queue length	0.03	0.43	8.56			2.76		3.70		
Control Delay (s/veh)	8.3	8.6	157.2			16.7		103.4		
OS	A	A	F		\neg	С		F		
Approach Delay (s/veh)	#=			65.9		-	*	103.4		
Approach LOS				65.5 F				F		
ADDIORCO L US							1	1		

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	TWO	D-WAY STOP	CONTRO	DL SU	JMN	IARY				
General Information	1		Site In	Site Information						
Analyst	Montgom	ery	Interse	ction			US 95/SH	19		
Agency/Co.	JUB Engi		Jurisdio	ction			City of Wilder			
Date Performed		Analys	Analysis Year			2032				
Analysis Time Period	Hour									
Project Description Wi	lder Transporta	tion Plan - with T	NLTL and	E-W L	T lan	es				
East/West Street: SH 1	North/South Street: US 95									
Intersection Orientation:	North-South		Study F	Period ((hrs):	0.25				
Vehicle Volumes ar	nd Adjustme	nts								
Major Street	1 '	Northbound					Southbou	nd		
Movement	1	2	3			4	5		6	
	L	Т	R			L	Т		R	
Volume (veh/h)	10	250	135			130	395		25	
Peak-Hour Factor, PHF	0.90	0.90	0.90			0.90	0.90		0.90	
Hourly Flow Rate, HFR (veh/h)	11	277	150			144	438		27	
Percent Heavy Vehicles	0	<u></u>				0				
Median Type			Two V	Vay Le	ft Tui	rn Lane				
RT Channelized			0						0	
Lanes	1	1	0			1	1		0	
Configuration	L		TR			L			TR	
Upstream Signal		0					0			
Minor Street		Eastbound	-				Westbou	nd		
Movement	7	8	9			10	11		12	
	L	Т	R			L	T		R	
Volume (veh/h)	40	15	10			145	15		255	
Peak-Hour Factor, PHF	0.90	0.90	0.90			0.90	0.90		0.90	
Hourly Flow Rate, HFR (veh/h)	44	16	11			161	16		283	
Percent Heavy Vehicles	0	0	0			0	0		0	
Percent Grade (%)		0					0			
Flared Approach		N					N			
Storage		0					0			
RT Channelized			0	i					0	
Lanes	1	1	0			1	1		0	
Configuration	L		TR			L			TR	
Delay, Queue Length, a	and Level of Se	rvice								
Approach	Northbound	Southbound		Westbo	ound			Eastboun	b	
Movement	1	4	7	8	_	9	10	11	12	
Lane Configuration	L	L	L	٣		TR	L		TR	
v (veh/h)	11	144	161			299	44		27	
		1143	255	\vdash		644	131		336	
C (m) (veh/h)	1107				-		0.34		0.08	
v/c	0.01	0.13	0.63		_	0.46				
95% queue length	0.03	0.43	3.87			2.46	1.35		0.26	
Control Delay (s/veh)	8.3	8.6	40.5			15.3	45.8		16.6	
LOS	Α	Α	Ε			С	Ε		С	
Approach Delay (s/veh)		***		24.2	2			34.7		

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		D-WAY STOP								
General Informatior	1		Site In	forma	tion					
Analyst	Montgome	ery	Interse	ction		US 95/Pe				
Agency/Co.	JUB Engii		Jurisdio				City of Wilder			
Date Performed	8/29/2012		Analysis Year			2032	2032			
Analysis Time Period	Pm Peak	Hour								
Project Description Wil		tion Plan								
East/West Street: Pekha					eet: <i>US 95</i>					
ntersection Orientation:	North-South		Study P	eriod (h	rs): <i>0.25</i>					
Vehicle Volumes an	d Adjustme	nts								
Major Street		Northbound				Southbou	ınd			
Movement	1	2	3		4	5		6		
	L	Т	R		L	Т		R		
/olume (veh/h)	60	440	45		30	320		45		
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.90	0.90		0.90		
Hourly Flow Rate, HFR veh/h)	66	488	50		33	355		50		
Percent Heavy Vehicles	0				0	144		1997		
Median Type				Undivid	led					
RT Channelized			0					0		
anes	0	2	0		0	2		0		
Configuration	LT		TR		LT			TR		
Upstream Signal		0				0				
Minor Street Eastbound						Westbou	nd			
Movement	7	8	9		10	11		12		
		Т	R		L	Т		R		
Volume (veh/h)	30	15	45		60	15		45		
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.90	0.90		0.90		
Hourly Flow Rate, HFR (veh/h)	33	16	50		66	16		50		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0				
Flared Approach		l N				N				
Storage		0	 			0				
RT Channelized			0			1		0		
	0	1	0		0	1		0		
Lanes Configuration	 	LTR	1			LTR				
	and level of Or									
Delay, Queue Length, a				Westbou	ınd		Eastbound			
Approach	Northbound	Southbound						12		
Movement	1	4	7	8	9	10	11	 		
Lane Configuration	LT	LT		LTR			LTR	₩		
v (veh/h)	66	33		132			99	-		
C (m) (veh/h)	1165	1040		269			333			
v/c	0.06	0.03		0.49			0.30			
95% queue length	0.18	0.10		2.52			1.22			
Control Delay (s/veh)	8.3	8.6		30.6			20.3			
	A.3	A		D	_		C			
LOS							20.3			
Approach Delay (s/veh)	7			30.6		+				
Approach LOS				D			C			



APPENDIX D – PAVEMENT MANAGEMENT PLAN

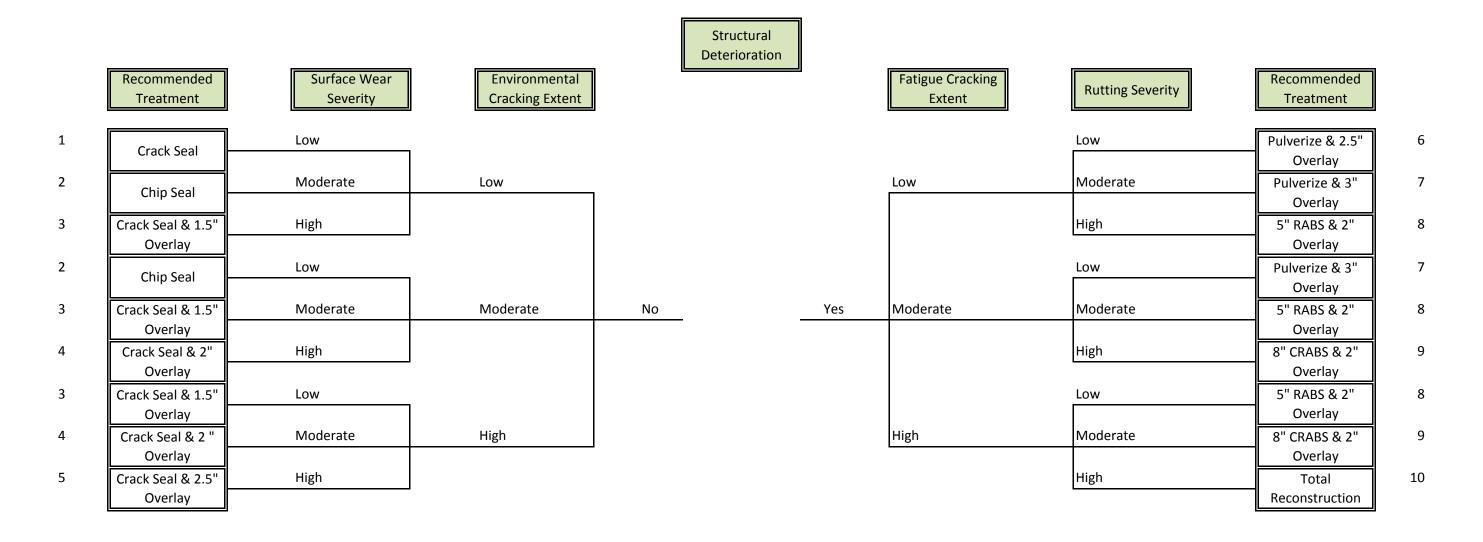
Pavement Management Plan Information

Decision Tree

Recommended Treatment (Repair Strategies)

Pavement Condition Inventory

*DECISION TREE



Structural Deterioration

If little or no structural deterioration exists, the associated treatments are directed at maintaining the functional performance and preserving the intended life of the original pavement. This is the optimum timing for applying preservation treatments. If structural deterioration (in the form of fatigue cracking or (rutting) does exist, then the associated treatments are directed more to improving the structural performance; i.e., retarding the rate of structural deterioration and extending the intended life of the original pavement.

Environmental Cracking:

This refers to the transverse, longitudinal, and block cracking that develops in an asphalt pavement as it ages and undergoes the thermal stresses associated with daily temperature cycles. Treatments for this type of distress are intended to prevent moisture intrusion and retard the rate of crack deterioration that occurs at the pavement surface. The extent levels are defined as follows:

Low - The amount of cracking is so slight that there is little question as to the feasibility of crack sealing.

Moderate - The cracking has achieved a level where sealing alone may not be cost effective.

High - The extent of cracking is so great that sealing alone would not be cost effective and other work is required.

Surface Wear:

This refers to the pavement deterioration that takes place at the asphalt pavement surface, primarily as a result of tire wear (polishing) and material degradation (raveling). Treatments for surface wear remove and/or cover up the worn surface. The severity levels are defined as follows:

Low - Surface texture and frictional resistance are minimally affected.

Moderate - Surface texture and frictional resistance are significantly affected. The potential for wet weather accidents is increased,

High - Surface texture and frictional resistance are heavily affected. The probability of wet weather accidents is near or above the unacceptable level.

Fatigue Cracking:

Wheel path cracking associated with the cumulative effects of wheel loads is a clear indication of structural deterioration and loss of load carrying capacity. Accordingly, rehabilitation strategies focus on removal and replacement of the HMA surface and base course. The extent levels are defined as follows:

Low - Less than one per cent of the wheel path area exhibits load-associated cracking, which may start as single longitudinal cracks.

Moderate - At least one and up to ten percent of the wheel path area exhibits cracking, likely in an interconnected pattern. Crack progression is increasing. High - Ten percent or more of the wheel path exhibits load-associated cracking. Rapid progression to one hundred percent of the wheel path is likely.

Rutting:

This type of pavement deformation can take place in any of the pavement layers. If the HMA surface layer is of poor quality, rutting can be confined to the layer. If the base/subbase layer is inadequate or the pavement section is being overloaded, rutting can take place in the underlying layers and the subgrade soil. Pavement rehabilitation strategies are targeted at replacing the deteriorated/deformed layers. The rut severity levels are defined as follows:

Low - Rut depth is less than 1/4 inch. Hydroplaning and wet weather accidents are unlikely.

Moderate- Rut depth is in the range of 1/4 to 1/2 inch. Inadequate cross slope can lead to hydroplaning and wet weather accidents.

High - Rut depth is greater than 1/2 inch. Hydroplaning and wet weather accidents are significantly increased.

^{*} Based on the report "Selecting a Preventive Maintenance Treatment for Flexible Pavements" by Dr. R. Gary Hicks, P.E., Stephen B. Seeds, P.E. and David G. Peshkin, P.E.



Appendix D | Recommended Treatment (Repair Strategies)

General

Recommended Treatments (Repair Strategies) are chosen based on the condition (structural deterioration) of the road segment. Road surface structural deterioration will dictate the repair strategy that should be used. Most repair strategies have multiple repair methods. The repair method used to implement a repair strategy should be based on the standard practices of the City. There are five generally accepted repair strategies:

- Deferred Action (Do Nothing Approach)
- Routine Maintenance
- Preventative Maintenance
- Rehabilitation
- Reconstruction

Deferred Action

Deferred action is always a viable option when developing a repair strategy. For the first few years after original construction, roadways should require very little maintenance. Therefore maintenance for certain roadways will be deferred until adequate funds are available to produce beneficial results that improve the road network system as a whole.

Routine Maintenance

Routine maintenance is usually driven by existing defects (environmental cracking extent and surface wear severity) in the road surface. This maintenance can be used to prevent further deterioration of the roadway. Examples of possible routine maintenance treatment alternatives include: crack sealing (treatment 1) and chip sealing (treatment 2).

Preventative Maintenance

Preventative maintenance is used to stop the deterioration on roadways before the surface distresses to the point of showing signs of structural deterioration. This strategy provides the most benefit to a roadway if implemented before the structural deterioration becomes apparent. Examples of possible preventative maintenance treatment alternatives include: crack seal and various depths of overlay (treatments 3, 4, and 5).

Rehabilitation

Rehabilitation includes repair alternatives such as recycling with overlays. This strategy should be reserved for road surfaces that have signs of fatigue cracking and rutting. The implementation of this strategy can require intense scheduling and will require allocation of a significant portion of the budget. This strategy should be reserved for road segments that fit into a major planning scheme. Examples of possible rehabilitation strategy treatment alternatives include: pulverize and overlay (treatment 6 and 7) or RABS and overlay (treatment 8).



Reconstruction

Reconstruction includes repair alternatives such as rehabilitation / recycling of existing materials plus overlay to removal / replacement of a failed pavement section (advanced fatigue cracking and rutting). Improving the road horizontal and vertical alignment plus drainage is the goal of a reconstruction strategy. This strategy will require considerable funding and lead time to allow for proper design. Therefore, this strategy is reserved for roads that are at the end of their design life. Examples of possible rehabilitation strategy treatment alternatives include: CRABS and overlay (treatment 9) and total reconstruction (treatment 10).

Treatment Costs



0	Do Nothing	\$0.00
1	Crack Seal	\$0.11
2	Chip Seal	\$0.15
3	Crack Seal & 1.5" Overlay	\$2.11
4	Crack Seal & 2" Overlay	\$3.00
5	Crack Seal & 2.5" Overlay	\$3.15
6	Pulverize & 2.5" Overlay	\$3.25
7	Pulverize & 3" Overlay	\$3.50
8	5" RABS & 2" Overlay	\$4.75
9	8" CRABS & 2" Overlay	\$5.25
10	Total Reconstruction	\$7.50

Seg_ID	Road_Name	From_Address	_	Lanes Seg_W		_Length Ar					ost_per_segment Date_of_Last_Survey Last_Treatment Date_of_Last_Treatment Comment
1	GOLDEN GATE AVENUE	HUFF ROAD	CITY OF LIMITS	2	21	1349.50	28339.44 Asphalt	Turf Shoulder	9	\$5.25	\$148,782.04
2	GOLDEN GATE AVENUE	3rd STREET EAST	HUFF ROAD	2	17	700.04	11900.70 Asphalt	Turf Shoulder	10	\$7.50	\$89,255.23
3	GOLDEN GATE AVENUE	2nd STREET EAST	3rd STREET EAST	2	19	329.82	6266.50 Asphalt	Turf Shoulder	10	\$7.50	\$46,998.78
4	GOLDEN GATE AVENUE	1st STREET	2nd STREET EAST	2	20	339.95	6799.06 Asphalt	Turf Shoulder	10	\$7.50	\$50,992.95
5	GOLDEN GATE AVENUE	ALLEY (2nd-1st)	1st STREET	2	19	116.26	2208.96 Asphalt	Turf Shoulder	10	\$7.50	\$16,567.19
- 6	GOLDEN GATE AVENUE	3rd STREET	ALLEY (3rd-2nd)	2	19	190.59	3621.15 Asphalt	Turf Shoulder	10	\$7.50	\$27,158.65
/	GOLDEN GATE AVENUE	4th STREET	ALLEY (4th-3rd)	2	22	178.46	3926.10 Asphalt	Turf Shoulder	10	\$7.50	\$29,445.73
8	GOLDEN GATE AVENUE	US 95/5th STREET	ALLEY (5th-4th)	2	20	164.22	3284.46 Asphalt	Turf Shoulder	10	\$7.50	\$24,633.45
10	GOLDEN GATE AVENUE	ALLEY (6th-5th)	US 95/5th STREET 6th STREET	2	21	185.22 340.51	3889.62 Asphalt 7831.75 Asphalt	Concrete Curb and Gutter Turf Shoulder	4	\$3.00	\$11,668.86 \$23,495.26
10 11	GOLDEN GATE AVENUE GOLDEN GATE AVENUE	7th STREET	COVERED WAGON DRIVE	2	23 23	196.68	4523.71 Asphalt	Concrete Curb and Gutter	4	\$3.00 \$3.00	\$13,571.13
12	GOLDEN GATE AVENUE	MITCHELL DRIVE	BUFFALO COURT	2	19	242.05	4598.91 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$13,796.74
13	GOLDEN GATE AVENUE	BECHTEL LANE	MITCHELL DRIVE	2	19	339.60	6452.44 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$19,357.31
14	GOLDEN GATE AVENUE	PRIVATE DR	BECHTEL LANE	2	18	409.10	7363.82 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$22,091.45
15	GOLDEN GATE AVENUE	ROSE PETAL LANE	Private Drive	2	21	322.50	6772.42 Asphalt	Turf Shoulder	4	\$3.00	\$20,317.25
16	GOLDEN GATE AVENUE	BATT CORNER ROAD	ROSE PETAL LANE	2	18	372.61	6706.93 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$20,120.78
17	ROSE PETAL COURT	End of Road	ROSE PETAL LANE	2	23	212.67	4891.36 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$733.70
18	PRINCE AVENUE	End of Road	ROSE PETAL LANE	2	23	315.13	7248.01 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$1,087.20
19	PRINCE AVENUE	ROSE PETAL LANE	RED ROSE STREET	2	23	264.66	6087.27 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$913.09
20	PRINCE AVENUE	RED ROSE STREET	Beginning of Sidewalks	2	23	709.25	16312.66 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$2,446.90
21	PRINCE AVENUE	Beginning of Sidewalks	7th STREET	2	21	404.77	8500.15 Asphalt	Turf Shoulder	3	\$2.11	\$17,935.31
22	PRINCE AVENUE	7th STREET	US 95/5th STREET	2	18	1001.33	18023.89 Asphalt	Turf Shoulder	3	\$2.11	\$38,030.40
23	A AVENUE	US 95/5th STREET	4th STREET	2	53	164.38	8712.35 Asphalt	Concrete Curb and Gutter	5	\$3.15	\$27,443.91
	A AVENUE	ALLEY (4th-3rd)	3rd STREET	2	53	155.51	8241.92 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$24,725.77
	A AVENUE	3rd STREET	2nd STREET	2	52	302.69	15739.72 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$47,219.17
	A AVENUE	2nd STREET	1st STREET	2	36	313.30	11278.87 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$33,836.62
	A AVENUE	1st STREET	2nd STREET EAST	2	36	357.40	12866.26 Asphalt	Concrete Curb and Gutter	5	\$3.15	\$40,528.71
	A AVENUE	2nd STREET EAST	3rd STREET EAST	2	36	329.81	11873.09 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$35,619.27
	B AVENUE	1st STREET	2nd STREET EAST	2	25	309.55	7738.65 Asphalt	Turf Shoulder	4	\$3.00	\$23,215.95
	B AVENUE	ALLEY (2nd-1st)	1st STREET	2	19	143.03	2717.63 Asphalt	Turf Shoulder	4	\$3.00	\$8,152.88
	B AVENUE	ALLEY (3rd-2nd)	2nd STREET	2	52	161.98	8423.06 Asphalt	Turf Shoulder	4	\$3.00	\$25,269.19
	B AVENUE	ALLEY (4th-3rd)	3rd STREET	2	36	159.02	5724.79 Asphalt	Turf Shoulder	5	\$3.15	\$18,033.10
	B AVENUE	US 95/5th STREET	ALLEY (5th-4th)	2	36	160.59	5781.20 Asphalt	Concrete Curb and Gutter	5	\$3.15	\$18,210.79
	B AVENUE	ALLEY (6th-5th)	US 95/5th STREET	2	17	188.27	3200.56 Asphalt	Turf Shoulder	5	\$3.15	\$10,081.75
	C AVENUE C AVENUE	End of Road MITCHELL DRIVE	MITCHELL DRIVE CANYON AVENUE	2	25 25	390.52 407.80	9763.00 Asphalt 10194.92 Asphalt	Concrete Curb and Gutter Concrete Curb and Gutter	3	\$2.11 \$2.11	\$20,599.93 \$21,511.29
	C AVENUE	CANYON AVENUE	6th STREET	2	30	178.97	5369.04 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$805.36
	C AVENUE	6th STREET	ALLEY (6th-5th)	2	18	185.29	3335.24 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$10,005.71
39	C AVENUE	ALLEY (5th-4th)	4th STREET	2	23	159.70	3673.17 Asphalt	Turf Shoulder	4	\$3.00	\$11,019.51
	C AVENUE	ALLEY (4th-3rd)	3rd STREET	2	23	156.35	3596.07 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$10,788.22
	C AVENUE	3rd STREET	ALLEY (3rd-2nd)	2	26	178.31	4635.96 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$13,907.87
	C AVENUE	2nd STREET	ALLEY (2nd-1st)	2	20	181.66	3633.14 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$10,899.42
43	D AVENUE	1st STREET	School Property	2	19	490.98	9328.71 Asphalt	Turf Shoulder	4	\$3.00	\$27,986.14
	D AVENUE	ALLEY (2nd-1st)	1st STREET	2	15	154.56	2318.34 Asphalt	Turf Shoulder	10	\$7.50	\$17,387.55
	D AVENUE	ALLEY (3rd-2nd)	2nd STREET	2	15	164.54	2468.13 Asphalt	Turf Shoulder	10	\$7.50	\$18,510.98
46	D AVENUE	ALLEY (4th-3rd)	3rd STREET	2	15	157.28	2359.23 Asphalt	Turf Shoulder	10	\$7.50	\$17,694.22
47	D AVENUE	ALLEY (5th-4th)	4th STREET	2	15	158.79	2381.87 Asphalt	Turf Shoulder	10	\$7.50	\$17,863.99
48	D AVENUE	ALLEY (6th-5th)	US 95/5th STREET	2	13	182.68	2374.87 Asphalt	Turf Shoulder	10	\$7.50	\$17,811.50
49	6th STREET	C AVENUE	D AVENUE	2	27	281.42	7598.39 Asphalt	Concrete Curb and Gutter	6	\$3.25	\$24,694.78
50	6th STREET	B AVENUE	C AVENUE	2	22	342.27	7529.90 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$22,589.69
	6th STREET	GOLDEN GATE AVENUE	B AVENUE	2	30	635.41	19062.39 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$57,187.17
	COVERED WAGON	GOLDEN GATE AVENUE	End of Road	2	23	510.75	11747.25 Asphalt	Concrete Curb and Gutter	1	\$0.11	\$1,292.20
	BUFFALO COURT	GOLDEN GATE AVENUE	End of Road	2	18	510.74	9193.39 Asphalt	Concrete Curb and Gutter	1	\$0.11	\$1,011.27
	MITCHELL DRIVE	GOLDEN GATE AVENUE	CANYON AVENUE	2	21	778.87	16356.27 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$2,453.44
	MITCHELL DRIVE	CANYON AVENUE	Hard Corner	2	18	190.68	3432.22 Asphalt	Turf Shoulder	2	\$0.15	\$514.83
	MITCHELL DRIVE	Hard Corner	AVENUE C	2	34	460.47	15655.84 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$2,348.38
	CANYON AVENUE	CASCADE CIRCLE	AVENUE C	2	32	289.44	9262.05 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$1,389.31
	CASCADE COLIRE	MITCHELL DRIVE	CASCADE CIRCLE	2	35	510.19	17856.65 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$2,678.50
	CASCADE COURT	CANYON AVENUE	End of Road	2	36	138.67	4991.98 Asphalt	Concrete Curb and Gutter	3	\$2.11	\$10,533.07
	BECHTEL LANE	ROSE PETAL COURT	End of Road GOLDEN GATE AVENUE	2	23	172.88	3976.17 Unpaved 5258.95 Asphalt	Turf Shoulder	0	\$0.00	\$0.00 \$799.94
	ROSE PETAL LANE RED ROSE STREET	PRINCE AVENUE	Segment 136/ S. Sub. Bndry	2	23	228.65 119.71	2753.22 Asphalt	Concrete Curb and Gutter Concrete Curb and Gutter	2	\$0.15 \$0.15	\$788.84 \$412.98
	7th STREET	PRINCE AVENUE PRINCE AVENUE	GOLDEN GATE AVENUE	2	14	335.51	4697.20 Asphalt	Concrete Curb and Gutter Concrete Curb and Gutter	8	\$4.75	\$412.98 \$22,311.68
	ALLEY (6th-5th)	GOLDEN GATE AVENUE	D AVENUE	1	16	1247.94	19967.10 Unpaved	Turf Shoulder	0	\$0.00	\$0.00
	ALLEY (5th-4th)	GOLDEN GATE AVENUE	D AVENUE	1	16	1229.62	19673.86 Unpaved	Turf Shoulder	0	\$0.00	\$0.00
	4th STREET	GOLDEN GATE AVENUE	A AVENUE	2	61	294.05	17937.29 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$53,811.88
	4th STREET	A AVENUE	B AVENUE	2	52	318.83	16579.26 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$49,737.79
	4th STREET	B AVENUE	C AVENUE	2	21	336.51	7066.69 Asphalt	Turf Shoulder	6	\$3.25	\$22,966.74
	4th STREET	C AVENUE	D AVENUE	2	27	281.15	7590.94 Asphalt	Concrete Curb and Gutter	6	\$3.25	\$24,670.56
	ALLEY (4th-3rd)	GOLDEN GATE AVENUE	D AVENUE	1	16	1235.25	19764.06 Unpaved	Turf Shoulder	0	\$0.00	\$0.00
	3rd STREET	GOLDEN GATE AVENUE	A AVENUE	2	61	294.44	17960.90 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$53,882.70
72	3rd STREET	A AVENUE	B AVENUE	2	61	323.28	19719.90 Asphalt	Concrete Curb and Gutter	4	\$3.00	\$59,159.69
	3rd STREET	B AVENUE	C AVENUE	2	21	336.42	7064.82 Asphalt	Turf Shoulder	6	\$3.25	\$22,960.67
74	3rd STREET	C AVENUE	D AVENUE	2	20	283.68	5673.54 Asphalt	Concrete Curb and Gutter	6	\$3.25	\$18,439.01
75	ALLEY (3rd-2nd)	GOLDEN GATE AVENUE	D AVENUE	1	16	1240.66	19850.54 Unpaved	Turf Shoulder	0	\$0.00	\$0.00
76	2nd STREET	GOLDEN GATE AVENUE	A AVENUE	2	22	295.56	6502.28 Asphalt	Turf Shoulder	6	\$3.25	\$21,132.40
			-					· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		

7 2nd STREET	A AVENUE	B AVENUE	2	22	330.56	7272.34 Asphalt	Turf Shoulder	6	\$3.25	\$23,635.11	
8 2nd STREET	B AVENUE	C AVENUE	2	22	332.23	7308.97 Asphalt	Turf Shoulder	6	\$3.25	\$23,754.16	
9 2nd STREET	C AVENUE	D AVENUE	2	26	285.47	7422.19 Asphalt	Concrete Curb and Gutter	6	\$3.25	\$24,122.13	
0 ALLEY (2nd-1st)	GOLDEN GATE AVENUE	D AVENUE	2	16	1248.53	19976.53 Unpaved	Turf Shoulder	0	\$0.00	\$0.00	
1 1st STREET	GOLDEN GATE AVENUE	A AVENUE	2	17	313.85	5335.47 Asphalt	Turf Shoulder	6	\$3.25	\$17,340.27	
2 1st STREET	A AVENUE	B AVENUE	2	16	339.15	5426.45 Asphalt	Turf Shoulder	6	\$3.25	\$17,635.96	
3 1st STREET	B AVENUE	D AVENUE	2	20	592.17	11843.32 Asphalt	Turf Shoulder	6	\$3.25	\$38,490.79	
4 2nd STREET EAST	A AVENUE	B AVENUE	2	24	331.82	7963.70 Asphalt	Turf Shoulder	6	\$3.25	\$25,882.04	
5 2nd STREET EAST	GOLDEN GATE AVENUE	A AVENUE	2	18	338.03	6084.58 Asphalt	Turf Shoulder	6	\$3.25	\$19,774.87	
6 3rd STREET EAST	GOLDEN GATE AVENUE	A AVENUE	2	24	342.64	8223.48 Asphalt	Turf Shoulder	6	\$3.25	\$26,726.31	
7 ALLEY (G. GATE Ave-A Ave	e) 1st STREET	3rd STREET EAST	2	16	667.60	10681.54 Asphalt	Turf Shoulder	3	\$2.11	\$22,538.04	
8 HUFF ROAD	GOLDEN GATE AVENUE	D AVENUE	2	21	1314.88	27612.38 Asphalt	Turf Shoulder	6	\$3.25	\$89,740.22	
9 US 95/5th STREET	SIMPLOT BLVD (SH 19)	CITY OF LIMITS	2	18	3948.54	71073.77 Asphalt	Turf Shoulder	0	\$0.00	\$0.00	
0 MERCER DRIVE	US 95/5th STREET	MAYES DRIVE	2	17	444.48	7556.16 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$1,133.42	
						<u> </u>					
1 MERCER DRIVE	MAYES DRIVE	REYES DRIVE	2	17	233.06	3962.02 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$594.30	
2 MERCER DRIVE	REYES DRIVE	ANDREW CIRCLE	2	17	393.14	6683.31 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$1,002.50	
3 MERCER DRIVE	ANDREW CIRCLE	SIMPLOT BLVD (SH 19)	2	17	174.66	2969.15 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$445.37	
4 ANDREW CIRCLE	End of Road	MERCER DRIVE	2	23	342.00	7865.98 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$1,179.90	
REYES DRIVE	MERCER DRIVE	SAVAGE DRIVE	2	17	266.94	4537.96 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$680.69	
6 REYES DRIVE	SAVAGE DRIVE	GOODING DRIVE	2	17	293.88	4995.89 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$749.38	
GOODING DRIVE	HOADLY DRIVE	REYES DRIVE	2	18	340.94	6136.99 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$920.55	
		SAVAGE DRIVE		18	604.58				•	\$1,632.35	
GOODING DRIVE	REYES DRIVE		2			10882.35 Asphalt	Concrete Curb and Gutter	2	\$0.15		
9 GOODING DRIVE	SAVAGE DRIVE	END OF ROAD	2	18	284.97	5129.51 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$769.43	
0 SAVAGE DRIVE	REYES DRIVE	GOODING DRIVE	2	18	451.55	8127.90 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$1,219.18	
1 MAYES ROAD	MERCER DRIVE	HOADLY DRIVE	2	18	262.54	4725.74 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$708.86	
2 HOADLY DRIVE	MAYES DRIVE	MAYES DRIVE	2	18	1434.02	25812.43 Asphalt	Concrete Curb and Gutter	2	\$0.15	\$3,871.86	
3 GOLDEN GATE AVENUE	2nd STREET	ALLEY (2nd-1st)	2	21	191.62	4023.94 Asphalt	Turf Shoulder	10	\$7.50	\$30,179.52	
GOLDEN GATE AVENUE	ALLEY (3rd-2nd)	2nd STREET	2	21	141.63	2974.17 Asphalt	Turf Shoulder	10	\$7.50	\$22,306.25	
									\$7.50	\$23,564.20	
GOLDEN GATE AVENUE	ALLEY (4th-3rd)	3rd STREET	2	21	149.61	3141.89 Asphalt	Turf Shoulder	10			
6 GOLDEN GATE AVENUE	ALLEY (5th-4th)	4th STREET	2	21	165.23	3469.73 Asphalt	Turf Shoulder	10	\$7.50	\$26,022.94	
7 GOLDEN GATE AVENUE	6th STREET	ALLEY (6th-5th)	2	21	184.42	3872.78 Asphalt	Turf Shoulder	4	\$3.00	\$11,618.33	
8 GOLDEN GATE AVENUE	BUFFALO COURT	7th STREET	2	21	45.76	960.98 Asphalt	Turf Shoulder	4	\$3.00	\$2,882.94	
9 A AVENUE	4th STREET	ALLEY (4th-3rd)	2	18	180.24	3244.23 Asphalt	Turf Shoulder	4	\$3.00	\$9,732.69	
0 B AVENUE	2nd STREET	ALLEY (2nd-1st)	2	18	181.80	3272.40 Asphalt	Turf Shoulder	4	\$3.00	\$9,817.20	
1 B AVENUE	3rd STREET	ALLEY (3rd-2nd)	2	18	177.07	3187.21 Asphalt	Turf Shoulder	4	\$3.00	\$9,561.62	
2 B AVENUE	4th STREET	ALLEY (4th-3rd)	2	36	178.08	6410.99 Asphalt	Turf Shoulder	5	\$3.15	\$20,194.61	
3 B AVENUE	ALLEY (5th-4th)	4th STREET	2	18	163.69	2946.40 Asphalt	Turf Shoulder	5	\$3.15	\$9,281.17	
4 B AVENUE	6th STREET	ALLEY (6th-5th)	2	18	184.33	3317.99 Asphalt	Turf Shoulder	8	\$4.75	\$15,760.47	
5 C AVENUE	ALLEY (6th-5th)	US 95/5th STREET	2	18	187.73	3379.21 Asphalt	Turf Shoulder	4	\$3.00	\$10,137.64	
6 C AVENUE	US 95/5th STREET	ALLEY (5th-4th)	2	18	160.61	2891.03 Asphalt	Turf Shoulder	4	\$3.00	\$8,673.10	
7 C AVENUE	4th STREET	ALLEY (4th-3rd)	2	18	182.94	3292.92 Asphalt	Turf Shoulder	4	\$3.00	\$9,878.76	
8 C AVENUE	ALLEY (3rd-2nd)	2nd STREET	2	18	160.47	2888.39 Asphalt	Turf Shoulder	4	\$3.00	\$8,665.16	
9 C AVENUE	ALLEY (2nd-1st)	1st STREET	2	18	146.43	2635.79 Asphalt	Turf Shoulder	4	\$3.00	\$7,907.38	
0 D AVENUE	2nd STREET	ALLEY (2nd-1st)	2	18	181.69	3270.37 Asphalt	Turf Shoulder	10	\$7.50	\$24,527.74	
				18				10		\$23,853.83	
1 D AVENUE	3rd STREET	ALLEY (3rd-2nd)	2		176.70	3180.51 Asphalt	Turf Shoulder		\$7.50		
D AVENUE	4th STREET	ALLEY (4th-3rd)	2	18	178.36	3210.46 Asphalt	Turf Shoulder	10	\$7.50	\$24,078.46	
D AVENUE	US 95/5th STREET	ALLEY (5th-4th)	2	18	164.26	2956.75 Asphalt	Turf Shoulder	10	\$7.50	\$22,175.64	
D AVENUE	6th STREET	ALLEY (6th-5th)	2	18	187.57	3376.22 Asphalt	Turf Shoulder	10	\$7.50	\$25,321.68	
ROSE PETAL LANE	PRINCE AVENUE	ROSE PETAL COURT	2	18	187.26	3370.64 Asphalt	Turf Shoulder	2	\$0.15	\$505.60	
6 BATT CORNER RD	Golden Gate Canal	SUNSHINE AVENUE	2	28	446.83	12511.27 Asphalt	Turf Shoulder/C&G	2	\$0.15	\$1,876.69	
7 BATT CORNER RD	SUNSHINE AVENUE	GOLDEN GATE AVENUE	2	28	941.07		Turf Shoulder/C&G	2	\$0.15	\$3.952.50	
							Concrete Curb and Gutter			1-7	
SUNSHINE AVENUE	BATT CORNER RD	YELLOW ROSE STREET	2	33	182.18	6011.91 Asphalt		0	\$0.00	\$0.00	
9 YELLOW ROSE STREET	KARN AVENUE	SUNSHINE AVENUE	2	33	213.47	7044.35 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
O YELLOW ROSE STREET	SUNSHINE AVENUE	BUSHNELL AVENUE	2	33	240.87	7948.61 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
. KARN AVENUE	YELLOW ROSE STREET	RED ROSE STREET	2	33	464.98	15344.44 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
SUNSHINE AVENUE	KARN AVENUE	RED ROSE STREET	2	33	449.58	14836.04 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
BUSHNELL AVENUE	YELLOW ROSE STREET	RED ROSE STREET	2	33	433.04	14290.42 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
200ELL / (V L 110 L	KARN AVENUE	SUNSHINE AVENUE	2	33	201.13	6637.22 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
RED ROSE STREET	SUNSHINE AVENUE									<u> </u>	
		BUSHNELL AVENUE	2	33	255.74	8439.55 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
5 RED ROSE STREET			2	33	274.76	9066.98 Asphalt	Concrete Curb and Gutter	0	\$0.00	\$0.00	
5 RED ROSE STREET 6 RED ROSE STREET	BUSHNELL AVENUE	Segment 62/ N. Sub. Bndry						0	60.00	60.00	
RED ROSE STREET RED ROSE STREET RED ROSE STREET RED ROSE STREET COSSA SCHOOL	BUSHNELL AVENUE End of Road	Segment 62/ N. Sub. Bndry PENNY LANE	2	28	1034.33	28961.24 Asphalt	Turf Shoulder	0	\$0.00	\$0.00	
RED ROSE STREET RED ROSE STREET	BUSHNELL AVENUE	•			1034.33 1382.88	28961.24 Asphalt 29040.48 Asphalt	Turf Shoulder Turf Shoulder	6	\$3.25	\$94,381.56	
5 RED ROSE STREET 6 RED ROSE STREET 7 COSSA SCHOOL 8 HUFF ROAD	BUSHNELL AVENUE End of Road	PENNY LANE	2	28							
5 RED ROSE STREET 6 RED ROSE STREET 7 COSSA SCHOOL 8 HUFF ROAD 9 PENNY LANE	BUSHNELL AVENUE End of Road D AVENUE EXT. Quarter mile East of US 95	PENNY LANE PENNY LANE HUFF ROAD	2 2 2	28 21 21	1382.88	29040.48 Asphalt 27944.95 Asphalt	Turf Shoulder Turf Shoulder	6	\$3.25 \$2.11	\$94,381.56 \$58,963.85	Under construction by GGHD 3
5 RED ROSE STREET 6 RED ROSE STREET 7 COSSA SCHOOL 8 HUFF ROAD	BUSHNELL AVENUE End of Road D AVENUE EXT.	PENNY LANE PENNY LANE	2	28 21	1382.88 1330.71	29040.48 Asphalt 27944.95 Asphalt 55524.84 Asphalt	Turf Shoulder	6	\$3.25	\$94,381.56	Under construction by GGHD 3

58328.3821 feet 11.05 mile \$0.00 \$2,505,865.03



APPENDIX E – CAPITAL IMPROVEMENT PLAN

Capital Improvement Plan Information

Cost Estimates

PROJECT:	AVENUE D			DATE:	3/7/2013
CLIENT:	CITY OF WILDER	Engineer's Estimate		DAIL.	3/1/2013
TITLE:	US 95 to 1st St.	Engineer e Leannate			
I.S.P.W.C					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
	BASE BID SCHEDULE				
	DIVISION 200 - EARTHWORK				
201.4.1.D.1	Removal of Bituminous Surface	2,445	SY	\$10.00	\$24,450.00
201.4.1.E.1	Removal of ExistingCross Drain Pipe	20	LF	\$8.00	\$160.00
201.4.1.E.2	Removal of Existing Concrete Curb & Gutter	90	LF	\$6.00	\$540.00
201.4.1.E.3	Removal of Existing Fence	200	LF	\$4.50	\$900.00
201.4.1.F.1	Removal of Trees	7	EA	\$450.00	\$3,150.00
201.4.1.F.2	Removal of Mailboxes	2	EA	\$100.00	\$200.00
201.4.1.F.3	Removal of Irrigation box	1	EA	\$450.00	\$450.00
202.4.1.A.1	Excavation	3,010	CY	\$15.00	\$45,156.25
202.4.5.B.1	Unsuitable Material Excavation (Soft Spot Repair)	510	SY	\$20.00 Subtotal:	\$10,200.00
	DIVISION 300 - TRENCHING			Subtotai.	\$85,206.25
	N/A				
	ING.		1	Subtotal:	\$0.00
	DIVISION 400 - WATER			Gustotun	\$0.00
	N/A				
			1 1	Subtotal:	\$0.00
	DIVISION 600 - CULVERTS, STORM DRAINS, AND				
	GRAVITY IRRIGATION	050	LF	605.00	640.050.00
601.4.1.A.5	18-inch Gravity IrrigationStorm Drain Pipe, PVC	350	LF	\$35.00 Subtotal:	\$12,250.00 \$12,250.00
	DIVISION 700 - CONCRETE			Subtotai.	\$12,250.00
706.4.1.A.5	*Standard 6-inch Vertical Curb & Gutter	2,587	LF	\$23.00	\$59,494.56
706.4.1.B.1	4' Concrete Valley Gutters	462	LF	\$50.00	\$23,100.00
706.4.1.E.1	Concrete Sidewalks, 4-inch Thick	1,528	SY	\$45.00	\$68,740.00
706.4.1.F.1	Concrete Driveway Approach	47	SY	\$50.00	\$2,333.33
706.4.1.H.1	Pedestrian Ramp w/Detectable Warning Domes	16	EA	\$1,400.00	\$22,400.00
				Subtotal:	\$176,067.89
	DIVISION 800 - AGGREGATES AND ASPHALT				
802.4.1.A.1	Crushed Aggregate for Base 3/4-inch_Type I (4" thick)	567	CY	\$30.00	\$17,000.00
802.4.1.A.2	6" Minus Pitrun Aggregate sub-base (10" thick)	1,417	CY	\$20.00	\$28,333.33
810.4.1.A.1	3" Plant Mix Pavement, Class III, 3/4" PG-58-28	5,100	SY	\$16.50	\$84,150.00
				Subtotal:	\$129,483.33
	DIVISION 900 - PRESSURE IRRIGATION				
			1		***
	DIVISION 1000 - CONSTRUCTION STORMWATER BEST			Subtotal:	\$0.00
	MANAGEMENT PRACTICES (BMPs)				
1007.4.1.A.1	Topsoiling (12")	1,227	SY	\$15.00	\$18,400.00
1007.4.1.C.1	Sodding	1,227	SY	\$12.00	\$14,724.00
				Subtotal:	\$33,124.00
	DIVISION 1100 - TRAFFIC				
1103.4.1.B.1	Traffic Control Signs	345	SF	\$4.95	\$1,707.75
1103.4.1.C.1	Traffic Control Barricades	10	EA	\$25.00	\$250.00
1103.4.1.D.1	Traffic Control Drums	25	EA	\$12.50	\$312.50
1104.4.1.A.2	Pavement Line Paint or Painted Pavement Markings, 4-inch White	500	LF	\$1.00	\$500.00
1104 4 4 4 4	Pavement Line Paint or Painted Pavement Markings,12-inch	465	LF	\$2.00	\$930.00
1104.4.1.A.4	Crosswalk White		SF	\$2.00	\$400.00
1104.4.1.A.5	Special Pavement Markings	200	J.	\$2.00 Subtotal:	\$4,100.25
	DIVISION 2000 - MISCELLANEOUS			SubiOtal:	φ4,100.23
2010.4.1.A.1	Mobilization (8%)	1	LS	\$35,798.54	\$35,798.54
2030.4.1.A.1	Manhole, Adjust to Grade	5	EA	\$750.00	\$3,750.00
2030.4.1.C.1	Valve Box, Adjust to Grade	5	EA	\$450.00	\$2,250.00
			1 1	Subtotal:	\$41,798.54
	SPECIAL PROVISIONS				
SP-2216	Storm Water Pollution Prevention Plan Management	1	LS	\$5,000.00	\$5,000.00
				Subtotal:	\$5,000.00
		<u></u>		TOTAL (BASE BID):	\$487,030.26

1350 ft

16.3 ft

34 ft

3 in

4 in

10 in 37 ft

20 ft

2445 sq ft

Length Existing width

Existing Asphalt Area

Proposed width
Asphalt

Pavement section

Side street width Curb return radius

Plt Mix Base

Subbase

Street length -side street width(37) plus 2 radius length (20 X2) + two returns per side street(62.8) equals length/side

Total length equals 2 times per side valve

Length of sidewalk Street length -side street width(37) plus 2 radius length (20 X2)-alleys (20) 1350-4*77-3*20 Total length equals 2 times per side valve

^{*}Length of curb

PROJECT:	AVENUE D			DATE:	3/7/2013
CLIENT:	CITY OF WILDER	Engineer's Estimate		DAIL	3/1/2013
TITLE:	6th St. to US 95	Linginical 3 Latiniate	•		
	I				
I.S.P.W.C	DESCRIPTION	OHANTITY	LINUT	UNIT DDICE	TOTAL COST
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
	BASE BID SCHEDULE DIVISION 200 - EARTHWORK				
	Removal of Bituminous Surface	670	SY	\$10.00	00 704 44
201.4.1.D.1		670			\$6,701.11
201.4.1.E.1	Removal of Existing Cross Drain Pipe		LF LF	\$8.00 \$6.00	\$0.00
201.4.1.E.2	Removal of Existing Concrete Curb & Gutter		LF LF		• • • • • • • • • • • • • • • • • • • •
201.4.1.E.3	Removal of Existing Fence Removal of Trees		EA	\$4.50 \$450.00	\$0.00
201.4.1.F.1	Removal of Mailboxes		FA	\$100.00	\$0.00
201.4.1.F.2	Removal of Irrigation box		EA	\$450.00	\$0.00
201.4.1.F.3	Excavation	801	CY	\$15.00	\$12,012.15
202.4.1.A.1	Unsuitable Material Excavation (Soft Spot Repair)	140	SY	\$20.00	\$2,795.56
202.4.5.B.1	Orisultable Material Excavation (Soit Spot Repair)	140	31	\$20.00 Subtotal:	\$2,795.50
	DIVISION 200 TRENCHING			Subtotal:	\$21,506.62
	DIVISION 300 - TRENCHING N/A				
	N/A			0.1	40.00
	DIVISION 400 WATER			Subtotal:	\$0.00
	DIVISION 400 - WATER				
	N/A			O.4. · ·	***
	DIVISION 600 - CULVERTS, STORM DRAINS, AND			Subtotal:	\$0.00
	GRAVITY IRRIGATION				
601.4.1.A.5	18-inch Gravity IrrigationStorm Drain Pipe, PVC		LF	\$35.00	\$0.00
				Subtotal:	\$0.00
	DIVISION 700 - CONCRETE				
706.4.1.A.5	Standard 6-inch Vertical Curb & Gutter	735	LF	\$23.00	\$16,905.00
706.4.1.B.1	4' Concrete Valley Gutters		LF	\$50.00	\$0.00
706.4.1.E.1	Concrete Sidewalks, 4-inch Thick	572	SY	\$45.00	\$25,725.00
706.4.1.F.1	Concrete Driveway Approach	16	SY	\$50.00	\$777.78
706.4.1.H.1	Pedestrian Ramp w/Detectable Warning Domes	3	EA	\$1,400.00	\$4,200.00
				Subtotal:	\$47,607.78
	DIVISION 800 - AGGREGATES AND ASPHALT				
802.4.1.A.1	Crushed Aggregate for Base 3/4-inch_Type I (4" thick)	155	CY	\$30.00	\$4,659.26
802.4.1.A.2	6" Minus Pitrun Aggregate sub-base (10" thick)	388	CY	\$20.00	\$7,765.43
810.4.1.A.1	2.5" Plant Mix Pavement, Class III, 3/4" PG-58-28	1,398	SY	\$15.00	\$20,966.67
				Subtotal:	\$33,391.36
	DIVISION 900 - PRESSURE IRRIGATION				
				Subtotal:	\$0.00
	DIVISION 1000 - CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES (BMPs)				
1007.4.1.A.1	Topsoiling (12")		SY	\$15.00	\$0.00
1007.4.1.A.1	Sodding		SY	\$12.00	\$0.00
1007.4.1.0.1	Codding			Subtotal:	\$0.00
	DIVISION 1100 - TRAFFIC			Gap.tital.	\$3.00
1103.4.1.B.1	Traffic Control Signs	245	SF	\$4.95	\$1,212.75
1103.4.1.C.1	Traffic Control Barricades	5	EA	\$25.00	\$125.00
1103.4.1.D.1	Traffic Control Drums	15	EA	\$12.50	\$125.00
. 100.7.1.0.1	Pavement Line Paint or Painted Pavement Markings, 4-inch				
1104.4.1.A.2	White	150	LF	\$1.00	\$150.00
1104.4 1 A 4	Pavement Line Paint or Painted Pavement Markings,12-inch Crosswalk White	100	LF	\$2.00	\$200.00
	Special Pavement Markings	50	SF	\$2.00	\$100.00
				Subtotal:	\$1,975.25
	DIVISION 2000 - MISCELLANEOUS			Gap.tital.	Ų.,S. S.25
2010.4.1.A.1	Mobilization (8%)	1	LS	\$8,830.66	\$8,830.66
2030.4.1.A.1	Manhole, Adjust to Grade	2	EA	\$750.00	\$1,500.00
2030.4.1.A.1	Valve Box, Adjust to Grade	2	EA	\$450.00	\$900.00
	and the second s	-	+	Subtotal:	\$11,230.66
	SPECIAL PROVISIONS				,== 3.00
SP-2216	Storm Water Pollution Prevention Plan Management	1	LS	\$5,000.00	\$5,000.00
0. 22.0				,	,
				Subtotal:	\$5,000.00
	<u> </u>				
				TOTAL (BASE BID):	\$120,713.86
					+ .20,0.00

Length	370 ft	
Existing width	16.3 ft	
Existing Asphalt Area		670 sq ft
Proposed width		
Asphalt	34 ft	
Pavement section		
Plt Mix	2.5 in	
Base	4 in	
Subbase	10 in	
Side street width	37 ft	
Curb return radius	20 ft	

PROJECT:	AVENUE C			DATE:	3/7/2013
CLIENT:	CITY OF WILDER	Engineer's Estimate)		
TITLE:	US 95 to 4th St.				
I.S.P.W.C					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
	BASE BID SCHEDULE				
	DIVISION 200 - EARTHWORK				
201.4.1.D.1	Removal of Bituminous Surface	740	SY	\$10.00	\$7,400.00
201.4.1.E.1	Removal of ExistingCross Drain Pipe		LF	\$8.00	\$0.0
	Removal of Existing Concrete Curb & Gutter		LF	\$6.00	\$0.0
201.4.1.E.2 201.4.1.E.3	Removal of Existing Fence		LF	\$4.50	\$0.0
	Removal of Trees		EA	\$450.00	\$0.0
201.4.1.F.1	Removal of Mailboxes		FA	\$100.00	\$0.0
201.4.1.F.2	Removal of Irrigation box		EA	\$450.00	\$0.0
201.4.1.F.3		801	CY		
202.4.1.A.1	Excavation			\$15.00	\$12,012.1
202.4.5.B.1	Unsuitable Material Excavation (Soft Spot Repair)	140	SY	\$20.00	\$2,800.0
				Subtotal:	\$22,212.15
	DIVISION 300 - TRENCHING				
	N/A				
				Subtotal:	\$0.00
	DIVISION 400 - WATER				
	N/A				
				Subtotal:	\$0.00
	DIVISION 600 - CULVERTS, STORM DRAINS, AND GRAVITY IRRIGATION				
004.4.4.5			LF	\$35.00	\$0.00
601.4.1.A.5	18-inch Gravity IrrigationStorm Drain Pipe, PVC		LF	\$35.00 Subtotal:	\$0.00
	DIVISION 700 CONCRETE			Subtotal:	\$0.00
	DIVISION 700 - CONCRETE	705	LF	#00.00	040.005.00
706.4.1.A.5	Standard 6-inch Vertical Curb & Gutter	735		\$23.00	\$16,905.00
706.4.1.B.1	4' Concrete Valley Gutters		LF	\$50.00	\$0.00
706.4.1.E.1	Concrete Sidewalks, 4-inch Thick	541	SY	\$45.00	\$24,325.00
706.4.1.F.1	Concrete Driveway Approach	31	SY	\$50.00	\$1,555.56
706.4.1.H.1	Pedestrian Ramp w/Detectable Warning Domes	4	EA	\$1,400.00	\$5,600.00
				Subtotal:	\$48,385.56
	DIVISION 800 - AGGREGATES AND ASPHALT				
802.4.1.A.1	Crushed Aggregate for Base 3/4-inch_Type I (4" thick)	155	CY	\$30.00	\$4,659.26
802.4.1.A.2	6" Minus Pitrun Aggregate sub-base (10" thick)	388	CY	\$20.00	\$7,765.43
810.4.1.A.1	2.5" Plant Mix Pavement, Class III, 3/4" PG-58-28	1,398	SY	\$15.00	\$20,966.67
				Subtotal:	\$33,391.36
	DIVISION 900 - PRESSURE IRRIGATION				
				Subtotal:	\$0.00
	DIVISION 1000 - CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES (BMPs)				
1007.4.1.A.1	Topsoiling (12")		SY	\$15.00	\$0.00
1007.4.1.C.1	Sodding		SY	\$12.00	\$0.00
	-			Subtotal:	\$0.00
	DIVISION 1100 - TRAFFIC				
1103.4.1.B.1	Traffic Control Signs	245	SF	\$4.95	\$1,212.75
1103.4.1.C.1	Traffic Control Barricades	5	EA	\$25.00	\$125.00
1103.4.1.D.1	Traffic Control Drums	15	EA	\$12.50	\$187.50
1104.4.1.A.2	Pavement Line Paint or Painted Pavement Markings, 4-inch	150	1F	\$1.00	\$150.00
1104.4.1.A.2	White Pavement Line Paint or Painted Pavement Markings,12-inch			-	
1104.4.1.A.4	Pavement Line Paint or Painted Pavement Markings,12-inch Crosswalk White	100	LF	\$2.00	\$200.00
1104.4.1.A.5	Special Pavement Markings	50	SF	\$2.00	\$100.0
				Subtotal:	\$1,975.2
	DIVISION 2000 - MISCELLANEOUS				
2010.4.1.A.1	Mobilization (8%)	1	LS	\$8,949.15	\$8,949.1
2030.4.1.A.1	Manhole, Adjust to Grade	2	EA	\$750.00	\$1,500.00
2030.4.1.C.1	Valve Box, Adjust to Grade	2	EA	\$450.00	\$900.0
				Subtotal:	\$11,349.1
	SPECIAL PROVISIONS				
SP-2216	Storm Water Pollution Prevention Plan Management	1	LS	\$5,000.00	\$5,000.0
				Subtotal:	\$5,000.00
				TOTAL (BASE BID):	\$122,313.4

Length	370 ft	
Existing width	18 ft	
Existing Asphalt Area		740 sq ft
Proposed width		
Asphalt	34 ft	
Pavement section		
Plt Mix	2.5 in	
Base	4 in	
Subbase	10 in	
Side street width	37 ft	
Curb return radius	20 ft	