

TRAFFIC STUDY REPORT

LDS CHURCH - DRIGGS, IDAHO STAKE

Near City of Victor, Teton County, Idaho

Prepared For:
NBW Architects
Idaho Falls, Idaho

Property Owner:
Blackfoot Farms
500 Huntsman Way
Salt Lake City, Utah
801- 584- 5700

Prepared by:
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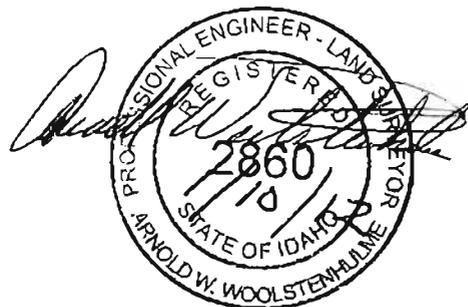


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I. GENERAL PROJECT INFORMATION

LOCATION:

Part of SE 1/4 SW 1/4 Sec 35, Twp. 4 N, Rng. 45 E., B.M. Teton County, Idaho.
(see Map A appendix)

DEVELOPER:

LDS Church, Salt Lake City, Utah

PROPERTY OWNER

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Salt Lake, City Utah 84108

Client

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PROPOSAL : The LDS Church, Driggs, Idaho Stake is proposing to construct a new two ward chapel in the Victor, Idaho area. The church has proposed developing a 5.5 acre site with building and parking on it. The site is outside of City of Victor limits, but it is situated within the city area of impact. The present plan is to connect into the city of Victor water and sewer systems. The water service is approximately 1 mile Southwest for connection into a new well the city has created. The Victor -Driggs sewer trunk line is about 400 feet east of this building site. The plan at this time is to connect the two entrances from the parking lot onto 7000 South County road. This would place all of the traffic onto a County road that in turn accesses onto the State Highway 33 at the 7000 South intersection.

This project will consist of two separate wards that will overlap meeting times with a three hour block meeting schedule. This means on a typical Sunday two wards will overlap their meeting by one hour. Therefore the peak traffic would be during the period when one ward is meeting and the second ward is starting their meetings.

The data in the Appendix shows a peak 15 minute period of traffic of 44 vehicles per 15 minutes using the traffic at the time 2nd ward would start of 21 vehicles per 15 minutes. This graph of the combined traffic of 55 vehicles in 15 minutes. This would give a peak traffic count of 4 vehicles per minute onto the County road and onto State Highway 33.

See Appendix pages A: 1 and B: 1-6.

The trip generation and parking demand at a LDS church facility is directly dependent on the attendance at Sunday worship meetings. Recent attendance data for all LDS Church facilities were studied and reported on by Heffron Transportation in a study for over one hundred wards in western Washington area. In this study the average Sunday attendance at a three ward building was 536 people, (approximately 179 people per meeting) and the 99 th percentile Sunday attendance was 778 persons (260 people per meeting). Victor 3rd Ward during the past three years has had to 340 people in attendance at a peak summer meeting. *Victor ward counts on Jan 8, 2010 were Victor II Ward= 240 people and Victor III Ward = 275 people in attendance at that meeting which is fairly average.*

The traffic on this County road and the estimated ADT and particularly the peak hourly traffic is not as relevant as adding most other traffic uses. This is due to its use being minor on week days and peaking during times on Sunday when other traffic is at a minimum. Weekday activities at an LDS church typically consist of small meetings during the week in the evenings and on Saturdays. These meetings are typically youth meetings, Scout meetings and other similar small groups. From the Heffron study it showed an average weekday trip generation of 206 vehicles per day with most of these meetings starting after 18:00 (6:00 pm).

From traffic data available at Teton County on 7000 South and data from State of Idaho DOT, the following chart was made.

ROAD NAME OR #	ADT	Peak Hr Traffic
700 South County Road peak year 2007	607 ADT	90 PHT
50 West Frontage Road from AW Data	50 ADT	8 PHT
State Highway 33. - MP 148.4 2010 IDT Report	6400 25% Capacity	700 PHT, 2000 DHV

* ADT = Average Daily Traffic PHT= Peak Hour Traffic, DHV = Design Hr Traffic
 State Highway Peak Hr Traffic = 11 % ADT
 County Road Peak Hr Traffic = 15% of ADT

Many concerns and problems that will be addressed as this project proceeds are discussed in this report. Oversights or problems which are not apparent at this time neither negate the interest of the Engineer or the developer in addressing all concerned problems in a professional manner, nor their interest in having a quality project of which they are proud to be a part.

II. BACKGROUND AND GUIDELINES

The 5.5 acre parcel has been used by the owners for farm ground for the last 100 years to raise hay, grain and for horse and cattle pasture land. This property is surrounded on three sides by farm land and on the east by the Frontage road, Rails for Trails and State Highway 33. The east side of State Highway 33 encompasses more farm land.

Easements that cross the property are:

1. The prescriptive rights Easement for County Road 7000 South.
2. Power and Telephone prescriptive rights easements.

A. PROPOSED PLANNED SITE DEVELOPMENT

Total acres in project:	5.5 acres
Roads in project Count Road R-O-W:	0.30 acres
Acres in remaining farm parcel from which the 5.5 acres was split:	80.0 acres
Zoning in project area	AR 2.5
Churches permitted with Conditional Use Permit	

B. PROPOSED ACCESS ONTO 7000 SOUTH

Two accesses are proposed onto County road 7000 South. These accesses will have about the same impact on the county road with equal traffic using them at the same period of time.

C. EXISTING CONDITIONS OF 7000 SOUTH

- 1- Existing road improved surface is 21 feet wide.
- 2- Existing road base of 24 foot wide
- 3- Borrow pits and shoulders have various slopes and need upgraded.
- 4- Right-of-way - prescriptive and 60 feet wide.

D. CRITICAL AREAS OF CONCERN

1. Traffic generated by this project onto 7000 South County.
2. Traffic ingress and egress to State Hwy 33 at 7000 South County road.
3. Traffic onto the County Frontage Road.

III. TRAFFIC VOLUME AND PATTERN

The purpose of a preliminary traffic study is to provide for an overview and to develop a data base of current traffic generation that is expected from this project. A ten year design period was used in the analysis of future conditions. This is the estimated time period that corresponds to the possible expansion of the building. Based on these findings, assessments of likely future traffic conditions are made. Mitigating measures are then defined to counteract impacts associated with this proposal.

A. PROJECT DESCRIPTION

The project is to evaluate the impact of the traffic that will be generated onto 7000 South if this church facility is constructed at this site. The projected attendance at each of the wards is 340 people during at a peak meeting. This is 30 percent more than was reported in the Heffron Study and therefore the peak and ADT numbers from this report are increased by the 30 percent.

The access will be off County Road "7000 South" and partially onto State Highway 33.

B. DEFINITIONS

Average Daily Traffic (ADT)

The average number of vehicles that travel over a section of road during a typical 24- hour period.

Classification of Roads

A function designation given to a roadway by the county or others that describes the road's capacity and routing purpose. The five common classifications of roads are:

Arterial: A highway that provides for high speed inter-city and inter- county travel.
ADT:+ 4000

Major Collector: A road that serves to collect and distribute traffic between arterial and major residential or commercial areas. ADT: 2,000 - 5000

Minor Collector: A road that serves to collect and distribute traffic between arterial and major collectors to residential and or minor commercial areas. ADT 500 - 5000

Major Local: A street within a residential subdivision or neighborhood intended to carry a small amount of residential traffic to and from the collector street network.
ADT -200-500

Minor Local: A street within a residential subdivision or neighborhood intended to carry the traffic only for that neighborhood. ADT 20-200

Volume: The total number of vehicles that pass over a given section of a road during a specific time period.

C. TRIP GENERATION

1. Trip Generation. *The trip generation data is based on ITD data, Teton County road counts, and the Heffron Report on LDS Church sites. This data is included in the Appendix.*

2. Trip Assignment and Distribution. The destination and origination of this traffic primarily influence the surrounding road system, with the most impact occurring at intersections where conflict due to congestion can occur. The trip assignment and distribution are used to determine and to apply the expected future project traffic to the road system and the primary roadways.

3. Traffic counts received from the Idaho State Highway Department for 2010 data on Highway # 33 at MP 152.4, 2.8 miles southeast of Victor, Id to Wyoming State line.

Source: Idaho Web site; <http://www3.idaho.gov/cgi-bin/webster.cgi>

Jan - Dec 2010 TRAFFIC REPORT ITD 2 lanes

HIGHWAY 33 MP 152.4	ADT	Week high hr 9:00 -14:00 hr	Sunday high 9:00 to 14:00 hr	Percent Sun / week
Highway 33 MP 152.4 Victor	4443	256 vph	240 vph	94%
E Hwy. # 33 .8 mi Driggs on Ski Hill Road	3500	191 vph	217 vph	88 %
Highway 33 MP 148.4 at jct with Co Rd 7000 So	6400	369 vph *	332 vph *	90 % AW Calc

* AW Eng Interpellated from Idaho Traffic Counts , See Appendix IDT 2010 Report

AW Eng Traffic - Hwy 33 & Co Rd 7000 S. Two lanes, Jan 6, 16:00- 18:00 -Friday

Location of Traffic Count	Total traffic 2 hr	Traffic Direction	Traffic Direction	Vehicles / hour
Highway 33 at 7000 S	1160 vehicles	306 vph South	274 vph South	580 vph
Jct of Hwy 33 & 7000 S	84 vehicles	30 vph West	12 vph East	30 vph to west

AW Eng Traffic - Hwy 33 & Co Rd 7000 S. Two lanes, Jan 8, 12:00- 14:00 - Sunday

Location of Traffic Count	Total Traffic 2 hrs	Traffic Direction	Traffic Direction	vph
Highway 33 at 7000 S	560 vehicles	160 vph	120 vph	280 vph
West Co Rd 7000-Hwy	80 vehicles	17 vph East	23 vph West	23 vph to west

Parked Vehicles at Victor LDS chapel, Jan 8, Sunday

12:15 Two Ward meeting = 122 Cars

14:00 One Ward meeting = 58 vehicles

Victor III = 275 people at Church 11:00 - 14:00 Jan 8

Victor I = 220 people at Church 13:00 to 16:00 Jan 8

HEFFRON TRAFFIC DATA from there Report on LDS Churches 2 lanes

UNIT	# UNITS	TRIPS/DAY	TOTAL TRIPS
LDS Ward from Heffron Transportation	2 Wards	190 vph	600 v/ d
LDS Victor Ward 2011 + 5% attendance counts	2 Wards	200 vph	700 v/d

Sunday TRAFFIC DATA FOR REPORT ANALYSIS from data shown above, Single lane traffic

UNIT	AW Count	Govt Count	Church #	DHV TRIPS
Traffic ADT on Hwy 33 at 7000 South 346 DHV	160 vph	166 vph ITD	200 vph	366 vph
Traffic on 7000 South West of Hwy 33	23 vph	40 vph Co	200 vph	240 vph
Frontage Road (500 W) at 7000 South	10 vph	no data	20 vph AW	30 vph

Weekday TRAFFIC DATA FOR REPORT ANALYSIS from data shown above, Single lane traffic

UNIT	AW Count	Govt Count	Church #	DHV TRIPS
Traffic ADT on Hwy 33 at 7000 South 346 DHV	306 vph	185 vph ITD	50 vph	235 DHV
Traffic on 7000 South West of Hwy 33	21 vph	90 vph Co	50 vph	140 DHV
Frontage Road (500 W) at 7000 South	10 vph	no data	10 vph AW	20 DHV

DHV = Design Hourly Vehicles

vph = Vehicles per hour v/d = Vehicles per day

D. Project Design Criteria and Traffic Volumes

The LDS Church project is planned for one-half of the traffic onto each of the two access from the new church parking lot. The traffic will be reviewed as *if all church generated traffic is entering on and off State Highway 33 traveling North and South. This would be the worst case scenario for the proposal.* When the new ward boundaries are determined probably one ward will lie east of State Highway 33 and therefore all of the traffic would be heading in that direction.

For residential areas the peak traffic periods typically occur between the hours of 7:00 AM and 9:00 AM every weekday morning and between 4:00 PM and 6:00 PM at week day evenings. The new church building will add very little traffic onto the county road during normal work day peak hour traffic.

From the data shown in the graph for Right and Left Turn Lanes shown in the Highway Capacity Manual adopted by ITD (shown in Appendix) it is apparent that this project exceeds the 12 vph requirement, and it is recommended that this project have turn lanes installed and are willing to participate in constructing said lanes. Section 451.01 of ITD Transportation Manual states that the need for turn lanes on State Highways shall be addressed during Concept Review.

The need for turn lanes is from the following criteria;

The speed limit on this section of highway 33 is 55 mph
The generated traffic form project is 250 vph peak traffic
Traffic counts on Hwy 33 at MP 148.4 are 306 vph peak weekday
Traffic counts on Hwy 33 at MP 148.4 are 166 Sunday
No turn lanes presently exist at site.
Traffic on Highway 33 will continue to increase.
Traffic on County Road 7000 South will continue to increase.
This intersection does not appear to be accident prone from local sources and AW knowledge. having lived in Victor for 60 years and from a brother who lives on 7000 South.

Positive factors in considering effects of proposed project:

- 1- State Hwy is straight and has approximately 1 mile of clear sight distance from the junction with 7000 South.
- 2- *State Highway has 80 foot right of way and another 30 feet to west side along the Rails To Trails pathway.*
- 3- *South is straight and has good sight distance of about 1 mile.*
- 4- *County road 7000 South has 60 foot prescriptive right of way and it would allow turn lanes to be built along side of it.*
- 5- *The applicant for this land split and proposal (Blackfoot Farms)owns most of the 160 acres along the North side of this proposal and could grant further easement and or deed this right of way to the county if necessary.*
- 6- *The Rails for Trails path runs along the State Highway that may be available for future ties into said development if homes are built closer to project.*
7. *Passing opportunities are not critical on this section of Highway 33.*
8. *The traffic distribution is proportional during the day and appear to be fairly equal during peak hours of church traffic based on AW Eng traffic count and observations.*

E. QUALITY OF ENVIRONMENTAL IMPACTS

The proposed project will have very little effect on the environment for air or ground water quality. The project will not create new traffic in the South end of Teton County. It relocates the destination for the existing traffic. It will increase distance driven for some church members and decrease the travel time and distance for others. It is anticipated that with ward boundary changes some church members in the Fox Creek and South Darby area will go to this new church instead of traveling the LDS church building in Driggs. Some of the members in North Victor area will go to this new building instead of traveling to the church in Victor.

Overall the distance driven and travel should average out to very little change. This means there will not be any change in pollution or air quality from this new building site. The air quality in the Victor area is of high quality at the present time except during inversions in the winter when a lot of people are using wood stoves for auxiliary heat. The new building will be a propane heat furnace will not have any wood burning fire place or other stoves.

The water quality from run off should not affect the quality of water in the area. It is planned to install a grass swale drainage system for the asphalt runoff so the pollutants will be filtered out and not percolated into the ground water system. Well records and other data indicates that there is no sub water withing 40 feet of the surface in this area. The percolation of water through the 40 feet of loam gavel will aid in infiltration of material out of the runoff water.

IV. TRAFFIC ANALYSIS

A. Site Access: This site for the proposed church is limited to access only onto the 7000 South County road. With the area of the new church location being chosen by the LDS Church area property managers, access has been limited to only this one road. If the church property was moved east to abut against the frontage County road, access would then be onto two roads instead of just the one. This aids in dispersing some of the traffic onto the frontage road but would only minorly affect the traffic on and off State Highway 33. The LDS church property managers have decided not to pursue this location because moving the building site East would cause it to then fall within the County Scenic Corridor area.

B. Capacity and Level of Service per lane. The capacity of the county road is estimated to be at 200 vph under present conditions, with 10 foot wide lanes and narrow shoulders reducing the capacity of the road by 19 percent or 0.81 factor. From Table II-5 AASHTO Geometric Design book, the 40 mph traffic has 70 percent of the capacity design of 1400 vph under ideal conditions. This would make 7000 South capacity at $0.81 \times .70 \times 1400 \text{ vph} = 800 \text{ vph}$ design for the 10 foot wide lane county road. This would be increased to 1000 vph per lane with 12 foot lanes and improved shoulder at 45 mph speed limit.

C. L.O.S From the AASHTO Geometric Design Guidelines it shows that for local collector roads a Type C Level of Service is appropriate. Level " C" service is in stable flow zone, but most drivers are restricted in freedom to select their own speed. This is the case with 7000 South because of its 10.5 foot wide lanes and its chip seal surface with narrow shoulders.

D. Traffic Safety: Traffic safety on this road with improved lane width and shoulders will be greatly improved. Presently the road is a typical county road for Teton County and does not have many accidents or safety issues on it. One issue on this road is domestic animals and dogs being on the road which is a animal control issue.

E. Traffic Light: Traffic lights for the intersection with State Highway 33 is not a relevant issue at this time nor with the anticipated traffic volume.

F. Site circulation: The site circulation could be improved by moving the project to be adjacent to County Frontage (500 West) road. This does not seem to be an alternative for the LDS church property managers.

V. IMPROVEMENT ANALYSIS

Manual for highway approaches states in Section 451.02 - " In most cases left turn lanes should be provided where there are more than 12 left turns per peak hour. This project definitely exceeds this policy and other numbers indicate that turn lanes should be constructed.

A. The proposed LDS Church on 7000 South County Road will have an impact onto 7000 County road and an impact on State Highway 33 at the intersection with 7000 South.

This study recommends the following improvements be made to 7000 South from the western access point onto 7000 South East to the State Highway intersection as shown in the Appendix Sheet. The project will warrant the improvement of County road 7000 South from State Highway 33 to the western exit from the church parking lot to a 24 foot wide paved surface, with 2 foot shoulders and a 4: to 1 slope into the borrow ditch.

This report shows the need to have the following turn lanes as Shown on Sheet in Appendix.

- 1- Turn lanes into the church parking areas.
- 2- Onto and off County road 7000 South at State Highway 333.
- 3- Right turn lane of from State Highway 33 onto County Road 7000 South.
- 4- Left turn lane of from State Highway 33 onto County Road 7000 South and this would necessitate having a Left turn lane for traffic from North.
- 5- Acceleration merging lane for South bound traffic.

B. Alternative improvements.

The need for a path from the church parking area east to the Rails for Trails path has been evaluated in this study and it does not seem to justify the expense to construct because of lack of any residence within 1/4 mile of the building site that would utilize this path. The concept of constructing a gravel graded 12 foot wide base for walking path along the north side of the property or the road would be a recommended part of the the reconstruction of the county road as the base if a future path is established.

C. Funding of project.

At this time it is understood the developer will be responsible for all County road improvements and the cost thereof.

Based on an email from Matt Davidson (IDOT PE) that is included in the appendix it appears the State of Idaho Department of Transportation is willing to partner with developer and County in constructing the turn lanes on the State Highway 33.

VI. CONCLUSIONS

A. Site Accessibility:

The site is accessible from County Road 7000 South. This road under its present condition will handle up to 800 vph per lane. With the roadway improvement the theoretical capacity of the road at 45 mph and 24' improved surface would handle 1000 vph per lane.

B. Traffic impacts:

The added 200 vph peak traffic added onto 7000 South is an increase of 120 percent over existing traffic on Sundays. Sundays show less traffic than week days but it is surprising that it is not very much smaller. Some of the existing Sunday traffic will be in one of the wards that attends this new church and there fore would lessen this overall number. A detailed study of the number of LDS church members living west of this new church site was not made.

During week days an increase of 27 percent of existing traffic will be caused by the proposed project on 7000 South. The added traffic and the amount of traffic turning of and onto State Highway 33 is well over the 12 vph that is the standard that would require turn lanes to be considered to be constructed because of the project. This study shows that turn lanes are being required of from State Highway 33.

C. The following are needed improvements:

- 1- Turn lanes into the church parking areas.
- 2- Turn lanes on and off County road 7000 South at State Highway 333.
- 3- Right turn lane of from State Highway 33 onto Co road 7000 South.
- 4- Left turn lane of from State Highway 33 onto Co road 7000 South .
- 5- Acceleration merging lane Hwy 33 for South bound traffic from Co road 7000 S.

Cost for the above work is estimated to be:

Estimated 900 lineal feet of road needs upgraded;

Base improvement and new gravel costs	\$ 16,000
Double Chip and seal road surface	\$ 14,000
Right turn lane into Church	\$ 10,000

Turn Lanes on county Road estimated 240 feet at 14' wide

Base grade and gravel costs	\$ 5,000
Chip & Seal	\$ 5,000

Construct Hwy 33 turn lanes, estimated 2200 linear feet, 24 wide pavement 30 foot base

Base gravel road construction costs;	\$ 50,000
6" Asphalt Pavement	\$ 150,000

D. Compliance with local codes.

Completion and acceptance of this report, the completion of the lot split by Blackfoot Farms and the conditional use requirements which meet Teton County conditions, will allow the LDS church to purchase said property and to start design for roads, parking area, utilities and the church building.

VII. RECOMMENDATION

A. Site Accessibility/Circulation

That the site be evaluated as to the possibility of moving the project site east 330 feet to abut against the frontage road thereby allowing the two parking lot access point being off different county roads.

B. Roadway Improvements:

On Site : Improved parking area and access as shown on LDS Church Site Plan.
Construction of 2 access 30 feet wide with 18" culvert

Off Site County Road

- 1- Turn lanes into the church parking areas.
- 2- Turn lanes on and off County road 7000 South at State Highway 333.

Off Site State Highway 33

- 3- Right turn lane of from State Highway 33 onto Co road 7000 South.
- 4- Left turn lane of from State Highway 33 onto Co road 7000 South .
- 5- Acceleration merging lane Hwy 33 for South bound traffic from Co road 7000 S.

C. Project Phasing; No project phasing is planned for this project.

Schedule for construction Start summer 2012
Completed by Fall of 2013

HIGHWAY DATA QUEST

Idaho Transportation Department

Current Map Data Item: Average Daily Traffic

Seg Code: RI #: Mp:
Date: Data:

- Average Daily Traffic
- Bridge Sufficiency
- Cracking Index
- Divided Highway
- Functional Class

Average Daily Traffic
vehicles per day

- 0 to 999 Green
- 1000 to 4999 Yellow
- 5000 to 9999
- 10000 to 99999



Names to Display
 Cities Counties

Ready

Refresh Map

View: District 6

Create:

You may select another size:

800 x 600 GO

For more information:

[See Instructions](#) [See Data Descriptions](#)

Need the latest Java? [Click here](#). (If you get a small red 'X', you probably need to upgrade your Java plug-in.)

[To ITD's Planning Page](#)

Idaho Transportation Department

Last Updated: August 7, 2007

Please send questions or comments to: david.coladner@itd.idaho.gov

Functional class

Highway 33 - Dviggs-Victor

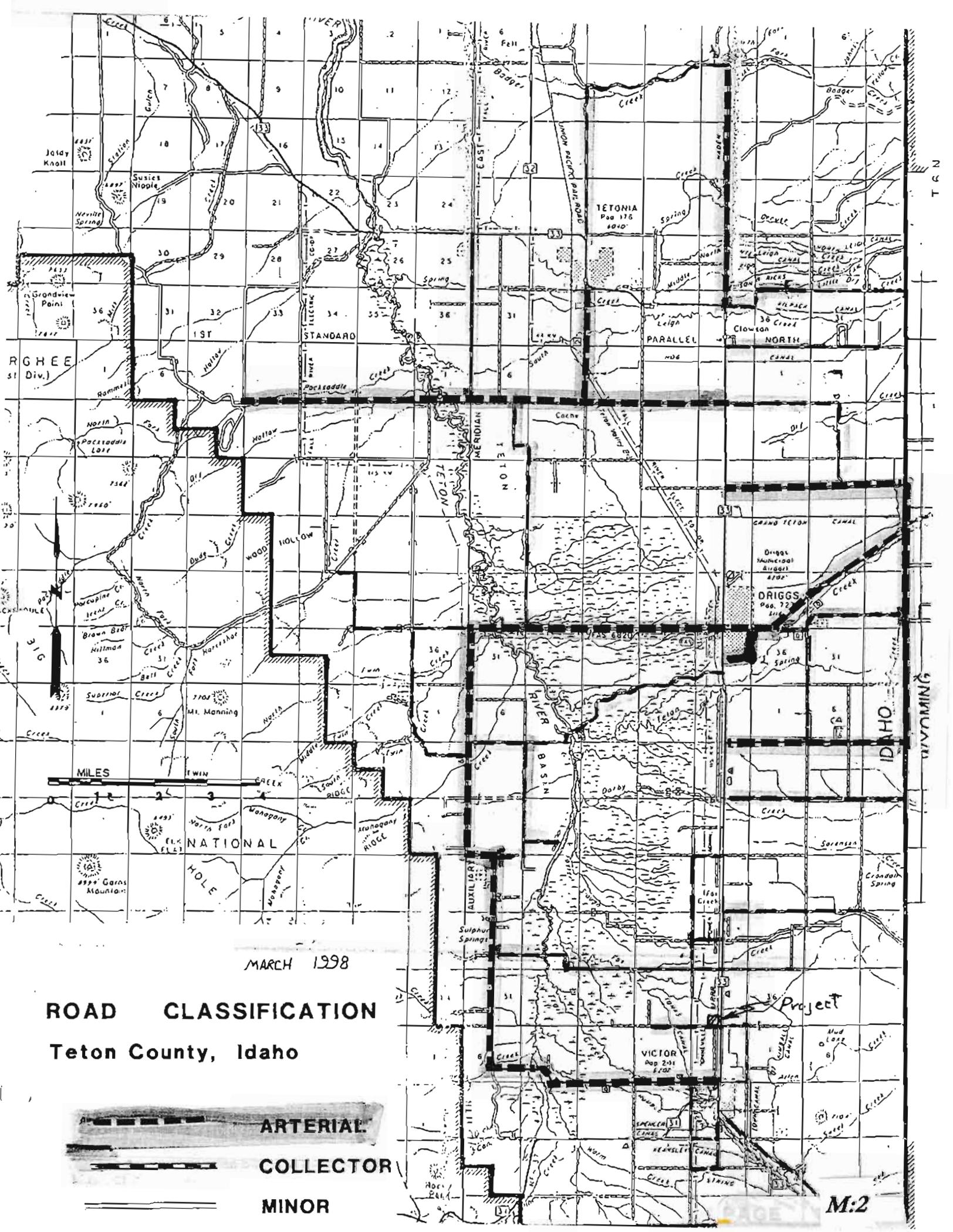
Rural minor - Arterial

Shoulder width 2-3 feet

Lane width - 12'

Speed Limit 55' To 64 mph

3+ Lanes widening



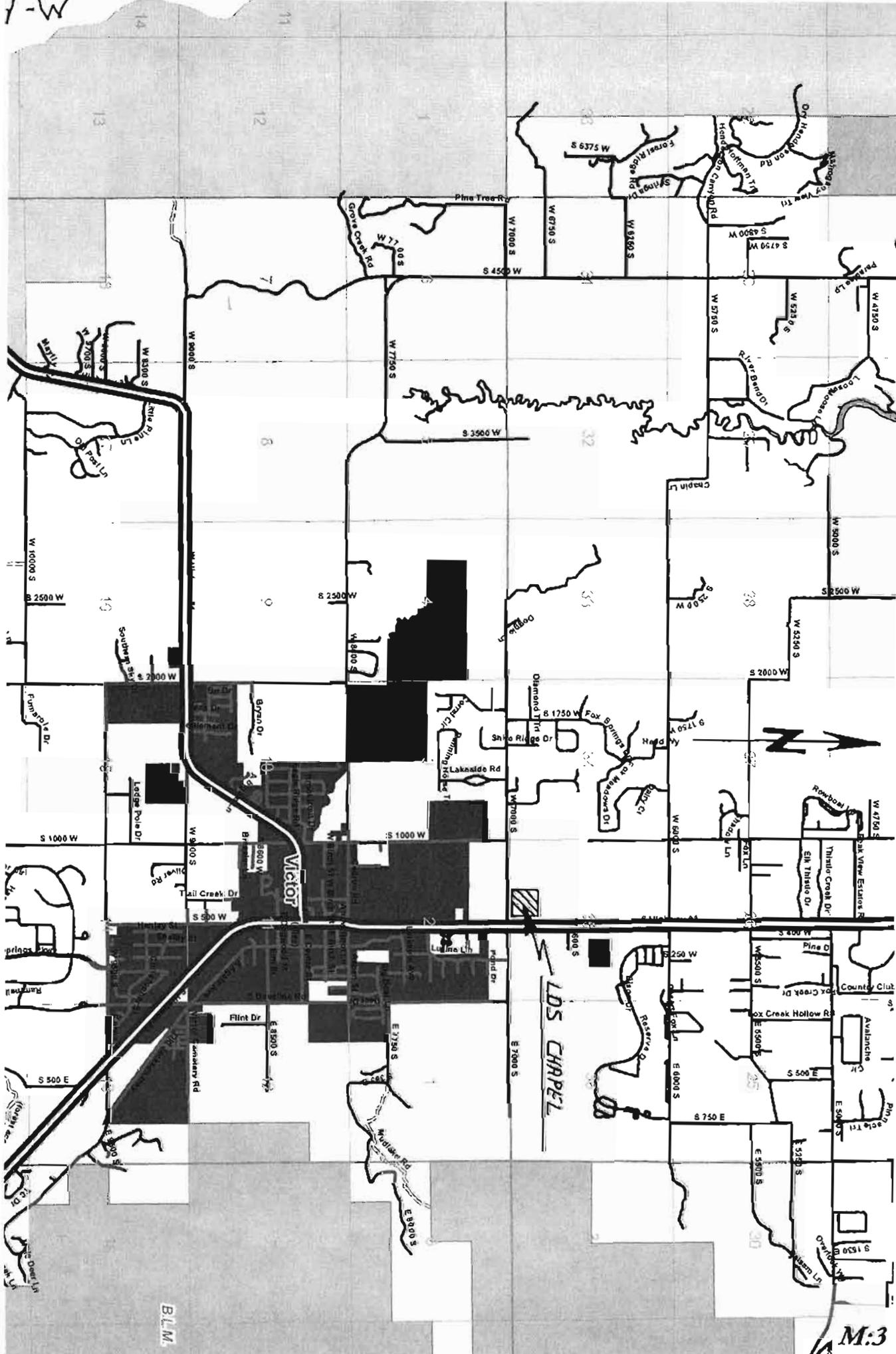
MARCH 1998

ROAD CLASSIFICATION
Teton County, Idaho

-  **ARTERIAL**
-  **COLLECTOR**
-  **MINOR**

M:2

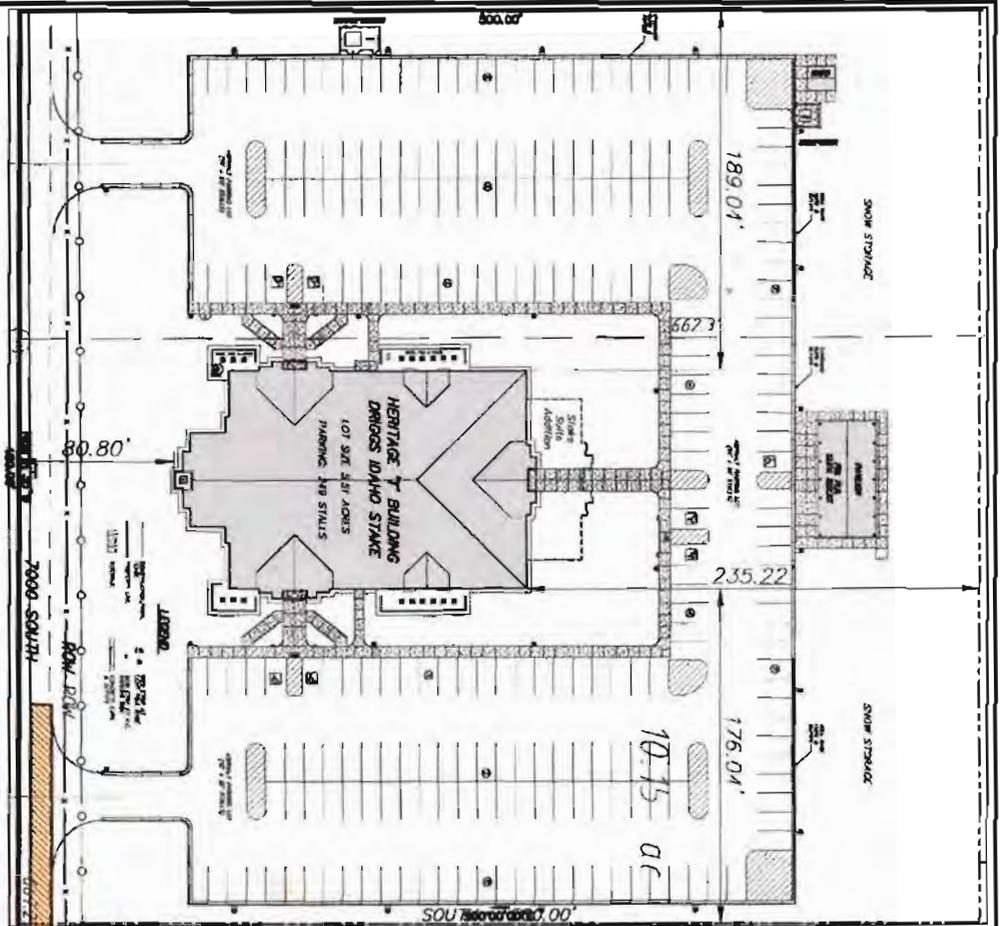
W-1



B.L.M.

M:3

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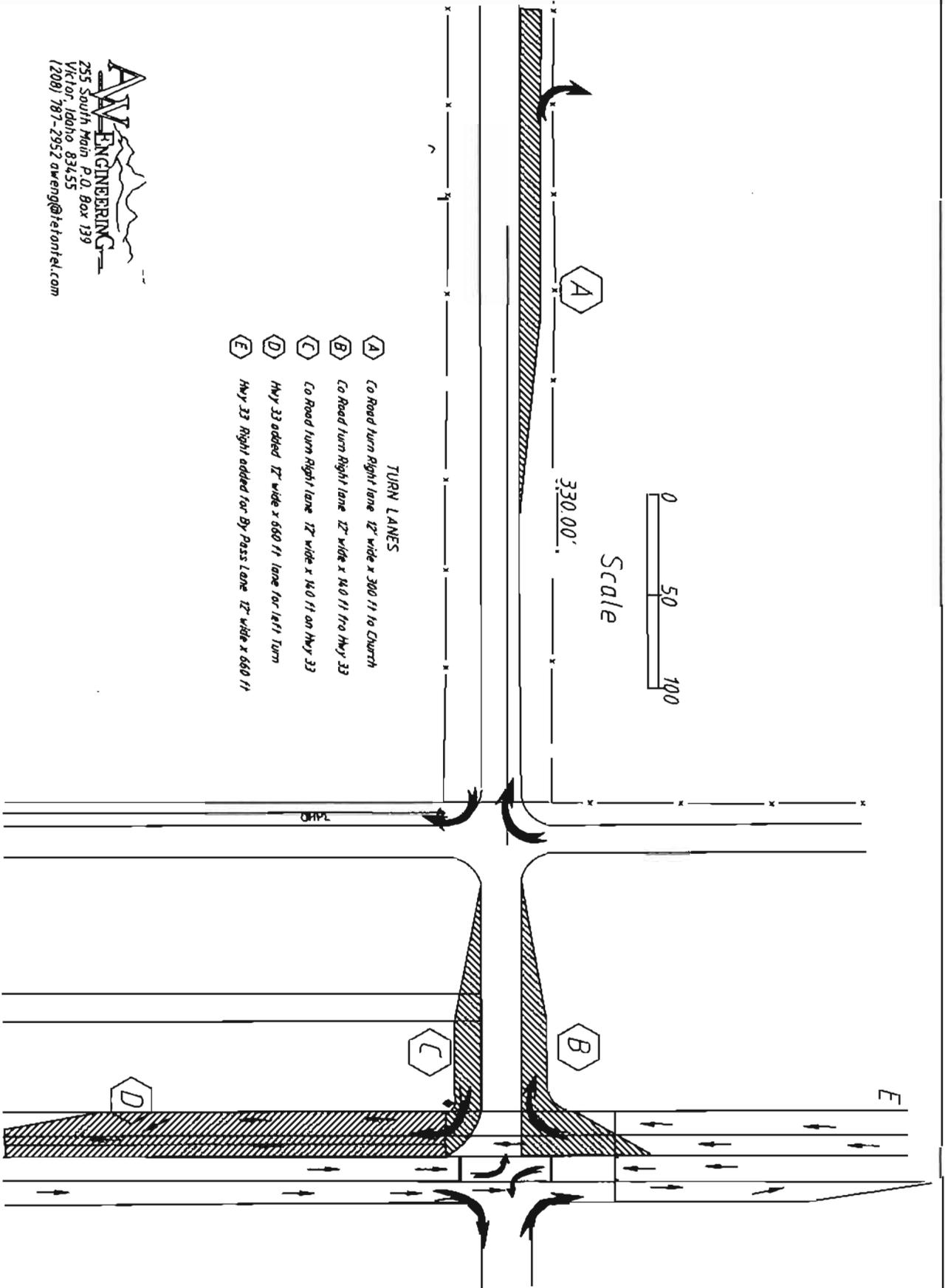
TURN LANES

- A** To Road Turn Right Lane 12' wide x 300 ft to Church
- B** To Road Turn Right Lane 12' wide x 140 ft fro Hwy 33
- C** To Road Turn Right Lane 12' wide x 140 ft on Hwy 33
- D** Hwy 33 added 12' wide x 560 ft lane for left Turn
- E** Hwy 33 Right added for By Pass Lane 12' wide x 560 ft

TURN LANES 7000 South - Hwy 33

RAILS TO TRAILS PATHWAY - OLD RR

STATE HIGHWAY 33

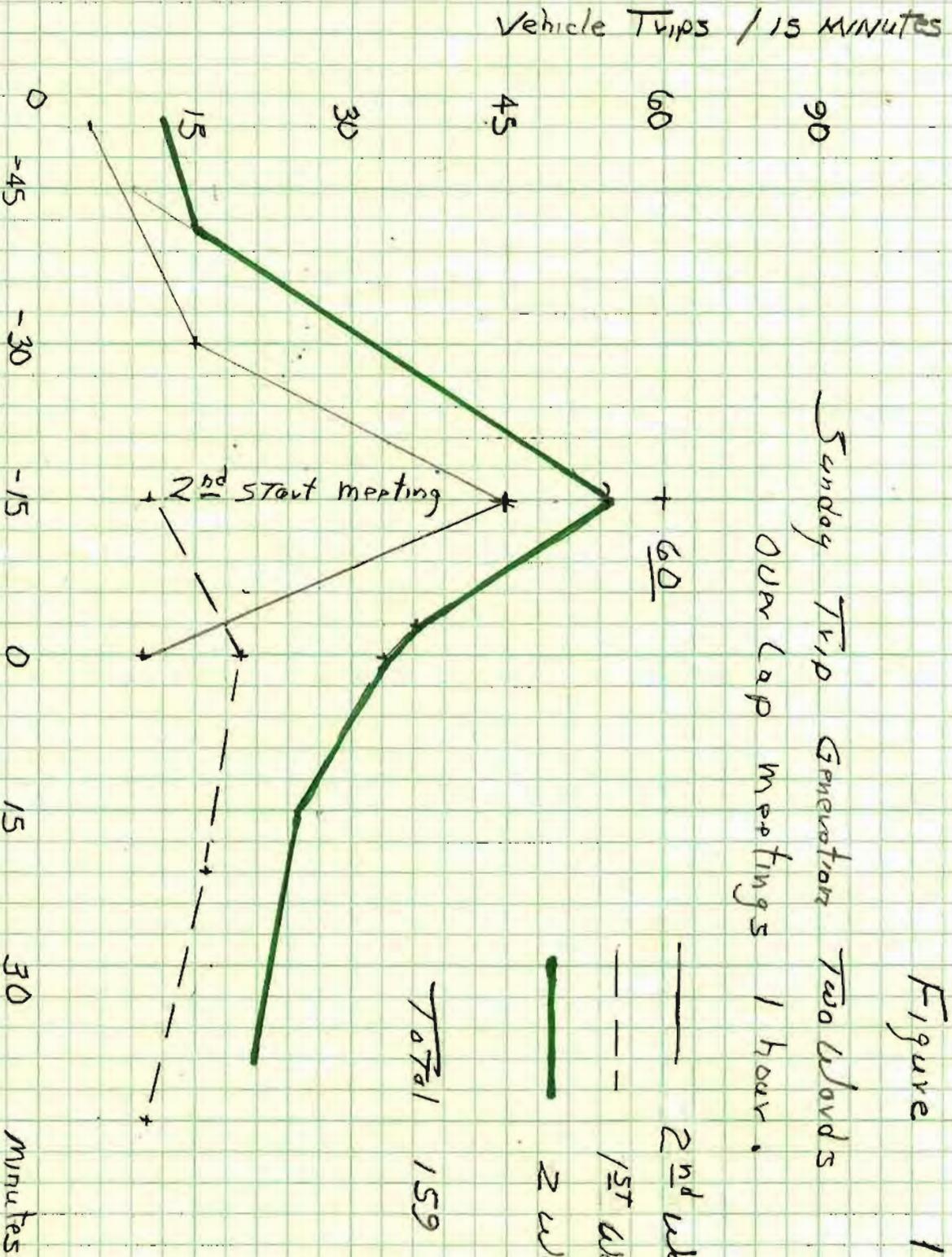


TURN LANES

- (A) Co Road Turn Right Lane 12' wide x 300 ft to Church
- (B) Co Road Turn Right Lane 12' wide x 14.0 ft fro Hwy 33
- (C) Co Road Turn Right Lane 12' wide x 14.0 ft on Hwy 33
- (D) Hwy 33 added 12' wide x 660 ft lane for left Turn
- (E) Hwy 33 Right added for By Pass Lane 12' wide x 660 ft

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TURN LANES 7000 South - Hwy 33



Sunday Trip Generation Two wards
 Overlap meetings 1 hour.

AUS Eng
 Figure 1