

Attachment A -
Primary Design Criteria

Design Component	ITD		City		Other		Proposed Concept Design Value	Notes
	Reference	Standard	Reference	Standard	Reference	Standard		
General								
Functional Classification	ITD's Statewide Systems Map	Blue Lakes Blvd: Principal Arterial - Other Pole Line Rd: Principal Arterial - Other Freeways/Expressways Bridgeview Blvd: Major Collector	Magic Valley MPO Master Transportation Plan; Figure 3-7. Functional Classification	Blue Lakes Blvd: Other Principal Arterial Pole Line Rd: Other Freeways/Expressways Bridgeview Blvd: Major Collector			Existing	
Design Speed	ITD Roadway Design Manual (Appendix A)	Follow AASHTO Policy	Posted Speed	Blue Lakes Blvd: 35 mph Pole Line Rd: 35 mph	AASHTO Green Book 2018 - 7.3.2.1	30-55 mph for arterials	Existing	
Posted Speed Limit	Posted Speed	Blue Lakes Blvd: 35 mph Pole Line Rd: 35 mph	Posted Speed	Blue Lakes Blvd: 35 mph Pole Line Rd: 35 mph			Existing	
Roadway Elements								
Travel Lane Width	ITD Roadway Design Manual (Appendix A: Roadway Design Criteria; Table A.15.05)	Desired: 12ft Minimum: 10ft	City of Twin Falls Transportation Master Plan (2022)	Arterial: 12ft Collector: 12ft	AASHTO Green Book 2018 - 4.3 & 7.3.3.2	12ft	12ft	
Turn Lane Storage	Idaho Supplementary Guidance to the MUTCD, Figure 3B-2	Varies					Per ITD Standard	
Two-Way Left-Turn Lane (TWLT)	ITD Roadway Design Manual (Appendix A: Roadway Design Criteria; Table A.15.05)	Desired: 14ft Minimum: 11ft	City of Twin Falls Transportation Master Plan (2022)	Arterial: 14ft Collector: 12ft			12ft	Limited ROW so using smaller end of range
Sidewalk Width	ITD Standard Drawing 614-1: Sidewalks; ITD Roadway Design Manual (Appendix A - A.55.09)	Minimum: 5ft Sidewalk Desired: 10ft Shared-Use Path	City of Twin Falls Specifications and Standard Drawings (2020); Page 145 City of Twin Falls Transportation Master Plan (2022)	Desired: 6ft (TMP) Minimum: 5ft (Standard Drawings)			8ft	
Landscape Buffer Width		N/A	City of Twin Falls Transportation Master Plan (2022)	Arterial: 5ft Collector: 5ft			5ft -8ft	8ft default. 5ft where constrained.
Median Width	ITD Roadway Design Manual (Appendix A: Roadway Design Criteria; Table A.15.05)	Painted-Striped Median: Desired: 4ft; Minimum: 2ft Raised/Curbed Median: Desired: 6ft; Minimum: 2ft			AASHTO Green Book 2018 - 7.3.3.5	Minimum 4ft	14ft	Typical use throughout Twin Falls
Shoulders	ITD Roadway Design Manual (Figure A-1)	Minimum (for Two-Lane Rural Highway/Local Roads): 6ft		Arterial: N/A Collector: 6' Local: 7'	AASHTO Green Book 2018 - 3.3.11	6-12ft	Varies	
Curbs	ITD Standard Drawing 615-1: Curb & Gutter	C&G Type 2: 6-in Curb, 18-in Gutter	City of Twin Falls Specifications and Standard Drawings (2020); Page 139	6-in Curb, 18-in Gutter			6-in Curb, 18-in Gutter	
Curb Radii	ITD Roadway Design Manual	Varies based on Design Vehicle.	City of Twin Falls Specifications and Standard Drawings (2020); Page 144	Collector/Arterial = 30' Max (with City Engineer Approval) = 40'			35ft	
Design Vehicles	ITD Roadway Design Manual (Section 555 - Design for Oversized Vehicles)	WB-67					WB-67	ITD standard
Roadway Depths		4-6in	City of Twin Falls Specifications and Standard Drawings (2020); Page 157	Arterial: By Design Major Collector: 22-in depth			22in	Used for Cost Estimate Only; Geotextile Required (Type III Subgrade Separation Geotextile)
Lane Reduction Arrows	ITD Traffic Detail - Lane Reduction Arrow Placement	Varies					Per ITD Standard	
Structural								
Vertical Clearance	ITD Roadway Design Manual (Section 515 - Vertical Clearance for Interstate Structures)	Desired: 17 ft Minimum (with approval): 16 ft					17ft	
Ramp Grade					AASHTO Green Book 2018 - 7.3.2.6	Max Grade 7% for 35mph arterial	6%	
Other								
Access Spacing	IDAPA 39.03.42 - Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way	Varies	City of Twin Falls Transportation Master Plan (2022) (Table 5-4: Access Management Spacing Recommendations)	Varies			Varies	
Pavement Markings/Striping	ITD Standard Drawings 630-1 Pavement Markings	Varies					Per ITD Standard	
SPUI Design References								
SPUI Turn Radius					234.4 Single Point Urban Interchanges (SPUIs) - Engineering Policy Guide	160'-300' for left turns, 100'-120' for right turns	As designed	
Bridge Span					234.4 Single Point Urban Interchanges (SPUIs) - Engineering Policy Guide	120'-200'	As designed	
Opposing Turn Lane Lateral Clearance						4'	4'	

Attachment B -
Cost Estimation Summary

**KITTELSON
& ASSOCIATES**

Prepared By: Kittelson & Associates, Inc.			Date: August 2026		
Reviewed By: Kittelson & Associates, Inc.					
This Estimate has a Rating of:			2B	(See rating scale guide below.)	
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
Mobilization	LS	ALL	\$1,915,000.00	\$1,915,000.00	
Traffic Control	LS	ALL	\$2,891,000.00	\$2,891,000.00	
Construction Staging	LS	ALL	\$964,000.00	\$964,000.00	
Erosion Control	AC	12.8	\$10,000.00	\$128,000.00	
General Earthworks (Excavation)	CY	32,339	\$65.00	\$2,102,012.91	
Asphalt Roadway - Full Depth	SF	421,988	\$20.00	\$8,439,757.00	
Subgrade Geotextile	SY	46,888	\$2.75	\$128,942.00	
Concrete Curbs - Standard Curb & Gutter	LF	9,992	\$55.00	\$549,586.95	
Raised Concrete Island	SF	61,409	\$18.00	\$1,105,357.14	
Concrete Walks	SF	48,298	\$18.00	\$869,367.60	
Detectable Warnings	EA	66	\$500.00	\$33,000.00	
Pedestrian Ramps	EA	66	\$2,250.00	\$148,500.00	
Retaining Walls, Gravity	SF	3,000	\$75.00	\$225,000.00	
Storm Water Conveyance System, Complete	LS	ALL	\$669,000.00	\$669,000.00	
Permanent Landscaping	SF	58,336	\$1.80	\$105,005.25	
Irrigation, Complete	SF	58,336	\$3.00	\$175,008.75	
Pavement Markings, Complete	LS	ALL	\$268,000.00	\$268,000.00	
Signage, Complete	LS	ALL	\$201,000.00	\$201,000.00	
Illumination System, Complete	LS	ALL	\$267,600.00	\$267,600.00	
Traffic Signal Modifications, Complete	EA	4	\$250,000.00	\$1,000,000.00	
Signal System Updates (i.e., some equipment upgrades as needed (minmal based on the field evaluation), retiming/coordination of signals)	LS	1	\$100,000.00	\$100,000.00	
Traffic Signal System, Complete	EA	2	\$700,000.00	\$1,400,000.00	
Utility Relocations	LF	13,545	\$100.00	\$1,354,500.00	
			TOTAL CONSTRUCTION COST	\$	25,039,638

30764 - Blue Lakes & Pole Line Project
Alternative 1D - No Build (Ultimate Configuration)
 Idaho Transportation Department



Engineer's Conceptual Estimate

Prepared By: Kittelson & Associates, Inc.			Date: August 2026		
Reviewed By: Kittelson & Associates, Inc.					
This Estimate has a Rating of:			2B (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
ENGINEERING SUPPORT					
Engineering & Construction Management	LS	ALL	\$4,508,000.00	\$4,508,000.00	
ENGINEERING SUPPORT SUBTOTAL				\$ 4,508,000	
TOTAL PROJECT SUBTOTAL				\$ 29,547,638	
20% Contingency				\$ 5,909,530	
TOTAL ESTIMATED PROJECT COST				\$ 35,457,168	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data as provided in ITD's Average Unit Price History. Bid items were filtered by district (District 3, 4, and 5), dates (year 2023 - 2026), project types (i.e., Roadway Widening, Bridge Construction, etc.), and quantities. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- A gravity retaining wall is assumed along Bridgeview for the west side of the roadway
- Assume full depth asphalt pavement
- This estimate does not account for any right-of-way costs

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

30764 - Blue Lakes & Pole Line Project
Alternative 2 - Widen Blue Lakes Blvd
Idaho Transportation Department



Engineer's Conceptual Estimate

Prepared By: Kittelson & Associates, Inc.		Date: August 2026	
Reviewed By: Kittelson & Associates, Inc.			
<i>This Estimate has a Rating of:</i>		2B	(See rating scale guide below.)
ITEM	UNIT	TOTAL QUANTITY	TOTAL COST
Mobilization	LS	ALL	\$3,563,000.00
Traffic Control	LS	ALL	\$5,386,000.00
Construction Staging	LS	ALL	\$1,796,000.00
Erosion Control	AC	27.6	\$10,000.00
General Earthworks	CY	70,394	\$65.00
Asphalt Roadway - Full Depth	SF	920,882	\$20.00
Subgrade Geotextile	SY	102,321	\$2.75
Concrete Curbs - Standard Curb & Gutter	LF	20,196	\$55.00
Raised Concrete Island	SF	66,586	\$16.20
Concrete Walks	SF	111,542	\$18.00
Detectable Warnings	EA	122	\$500.00
Pedestrian Ramps	EA	122	\$2,250.00
Retaining Walls, Gravity	SF	3,000	\$75.00
Storm Water Conveyance System, Complete	LS	ALL	\$1,391,000.00
Permanent Landscaping	SF	117,721	\$1.80
Irrigation, Complete	SF	117,721	\$3.00
Pavement Markings, Complete	LS	ALL	\$557,000.00
Signage, Complete	LS	ALL	\$418,000.00
Illumination System, Complete	LS	ALL	\$556,200.00
Traffic Signal Modifications, Complete	EA	5	\$250,000.00
Traffic Signal System Updates (i.e., some equipment upgrades as needed (minmal based on the field evaluation), retiming/coordination of signals)	LS	ALL	\$100,000.00
Traffic Signal System, Complete	EA	2	\$700,000.00
Utility Undergrounding, Complete	LF	13,545	\$100.00
		TOTAL CONSTRUCTION COST \$	46,645,122

30764 - Blue Lakes & Pole Line Project
Alternative 2 - Widen Blue Lakes Blvd
Idaho Transportation Department



Engineer's Conceptual Estimate

Prepared By: Kittelson & Associates, Inc.			Date: August 2026		
Reviewed By: Kittelson & Associates, Inc.					
This Estimate has a Rating of:			2B (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
ENGINEERING SUPPORT					
Engineering & Construction Management	LS	ALL	\$8,397,000.00	\$8,397,000.00	
ENGINEERING SUPPORT SUBTOTAL				\$ 8,397,000	
TOTAL PROJECT SUBTOTAL				\$ 55,042,122	
20% Contingency				\$ 11,008,430	
TOTAL ESTIMATED PROJECT COST				\$ 66,050,552	

Unit Costs Note:

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Assumptions:

- A gravity retaining wall is assumed along Bridgeview for the west side of the roadway
- Assume full depth asphalt pavement
- This estimate does not account for any right-of-way costs

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

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& ASSOCIATES

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Reviewed By: Kittelson & Associates, Inc.					
This Estimate has a Rating of:			2B (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
Mobilization	LS	ALL	\$3,676,000.00	\$3,676,000.00	
Traffic Control	LS	ALL	\$5,557,000.00	\$5,557,000.00	
Construction Staging	LS	ALL	\$1,853,000.00	\$1,853,000.00	
Erosion Control	AC	28.7	\$10,000.00	\$287,000.00	
General Earthworks	CY	73,004	\$65.00	\$4,745,259.70	
Asphalt Roadway - Full Depth	SF	955,132	\$ 20.00	\$19,102,635.80	
Subgrade Geotextile	SY	106,126	\$2.75	\$291,846.50	
Concrete Curbs - Standard Curb & Gutter	LF	22,611	\$55.00	\$1,243,613.25	
Raised Concrete Island	SF	62,433	\$16.20	\$1,011,415.90	
Concrete Walks	SF	115,816	\$ 18.00	\$2,084,686.02	
Detectable Warnings	EA	122	\$500.00	\$61,000.00	
Pedestrian Ramps	EA	122	\$2,250.00	\$274,500.00	
Retaining Walls, Gravity	SF	3,000	\$75.00	\$225,000.00	
Storm Water Conveyance System, Complete	LS	ALL	\$1,441,000.00	\$1,441,000.00	
Permanent Landscaping	SF	121,689	\$1.80	\$219,039.46	
Irrigation, Complete	SF	121,689	\$3.00	\$365,065.77	
Pavement Markings, Complete	LS	ALL	\$577,000.00	\$577,000.00	
Signage, Complete	LS	ALL	\$433,000.00	\$433,000.00	
Illumination System, Complete	LS	ALL	\$576,300.00	\$576,300.00	
Traffic Signal Modifications, Complete	EA	5	\$250,000.00	\$1,250,000.00	
Signal System Updates (i.e., some equipment upgrades as needed (minmal based on the field evaluation), retiming/coordination of signals)	LS	ALL	\$100,000.00	\$100,000.00	
Traffic Signal System, Complete	EA	2	\$700,000.00	\$1,400,000.00	
Utility Undergrounding, Complete	LF	13,545	\$100.00	\$1,354,500.00	
TOTAL CONSTRUCTION COST			\$	48,128,862	

30764 - Blue Lakes & Pole Line Project
Alternative 4 - Widen Blue Lakes Blvd + Triple Eastbound Left Turns
 Idaho Transportation Department



Engineer's Conceptual Estimate

Prepared By: Kittelson & Associates, Inc.			Date: August 2026		
Reviewed By: Kittelson & Associates, Inc.					
This Estimate has a Rating of:			2B (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
ENGINEERING SUPPORT					
Engineering & Construction Management	LS	ALL	\$8,664,000.00	\$8,664,000.00	
ENGINEERING SUPPORT SUBTOTAL				\$ 8,664,000	
TOTAL PROJECT SUBTOTAL \$ 56,792,862					
20% Contingency \$ 11,358,580					
TOTAL ESTIMATED PROJECT COST				\$ 68,151,442	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data as provided in ITD's Average Unit Price History. Bid items were filtered by district (District 3, 4, and 5), dates (year 2023 - 2026), project types (i.e., Roadway Widening, Bridge Construction, etc.), and quantities. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- A gravity retaining wall is assumed along Bridgeview for the west side of the roadway
- Assume full depth asphalt pavement
- This estimate does not account for any right-of-way costs

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

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& ASSOCIATES

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Reviewed By: Kittelson & Associates, Inc.					
This Estimate has a Rating of:			2B (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
Mobilization	LS	ALL	\$5,651,000.00	\$5,651,000.00	
Traffic Control	LS	ALL	\$8,512,000.00	\$8,512,000.00	
Construction Staging	LS	ALL	\$2,838,000.00	\$2,838,000.00	
Erosion Control	AC	24.4	\$10,000.00	\$244,000.00	
General Earthworks	CY	159,479	\$65.00	\$10,366,104.69	
Asphalt Roadway - Full Depth	SF	900,865	\$ 20.00	\$18,017,298.80	
Subgrade Geotextile	SY	100,097	\$2.75	\$275,266.75	
Concrete Curbs - Standard Curb & Gutter	LF	27,090	\$55.00	\$1,489,950.00	
Raised Concrete Island	SF	48,442	\$16.20	\$784,763.15	
Concrete Walks	SF	51,430	\$ 18.00	\$925,741.26	
Detectable Warnings	EA	128	\$500.00	\$64,000.00	
Pedestrian Ramps	EA	128	\$2,250.00	\$288,000.00	
Retaining Walls, Gravity	SF	3,000	\$75.00	\$225,000.00	
Retaining Walls, MSE	SF	38,220	\$165.00	\$6,306,300.00	
Bridge Structure, Complete	SF	16,800	\$600.00	\$10,080,000.00	
Storm Water Conveyance System, Complete	LS	ALL	\$1,611,000.00	\$1,611,000.00	
Permanent Landscaping	SF	39,781	\$1.80	\$71,605.91	
Irrigation, Complete	SF	39,781	\$3.00	\$119,343.18	
Pavement Markings, Complete	LS	ALL	\$645,000.00	\$645,000.00	
Signage, Complete	LS	ALL	\$484,000.00	\$484,000.00	
Illumination System, Complete	LS	ALL	\$644,300.00	\$644,300.00	
Traffic Signal Modifications, Complete	EA	5	\$250,000.00	\$1,250,000.00	
Signal System Updates (i.e., some equipment upgrades as needed (minimal based on the field evaluation), retiming/coordination of signals)	LS	1	\$100,000.00	\$100,000.00	
Traffic Signal System, Complete	EA	2	\$700,000.00	\$1,400,000.00	
Utility Undergrounding, Complete	LF	13,545	\$100.00	\$1,354,500.00	
TOTAL CONSTRUCTION COST			\$	73,747,174	

30764 - Blue Lakes & Pole Line Project
Alternative 6 - Single Point Urban Interchange
 Idaho Transportation Department



Engineer's Conceptual Estimate

Prepared By: Kittelson & Associates, Inc.			Date: August 2026		
Reviewed By: Kittelson & Associates, Inc.					
This Estimate has a Rating of:			2B (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
ENGINEERING SUPPORT					
Engineering & Construction Management	LS	ALL	\$13,275,000.00	\$13,275,000.00	
ENGINEERING SUPPORT SUBTOTAL				\$ 13,275,000	
TOTAL PROJECT SUBTOTAL				\$ 87,022,174	
20% Contingency				\$ 17,404,440	
TOTAL ESTIMATED PROJECT COST				\$ 104,426,614	

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data as provided in ITD's Average Unit Price History. Bid items were filtered by district (District 3, 4, and 5), dates (year 2023 - 2026), project types (i.e., Roadway Widening, Bridge Construction, etc.), and quantities. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- A gravity retaining wall is assumed along Bridgeview for the west side of the roadway
- Assume full depth asphalt pavement
- This estimate does not account for any right-of-way costs
- 6% grade, minimum 26-ft clearance
- 9' bridge deck
- Underpass structure for NB/SB free running movements at Blue Lakes / Pole Line Rd

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

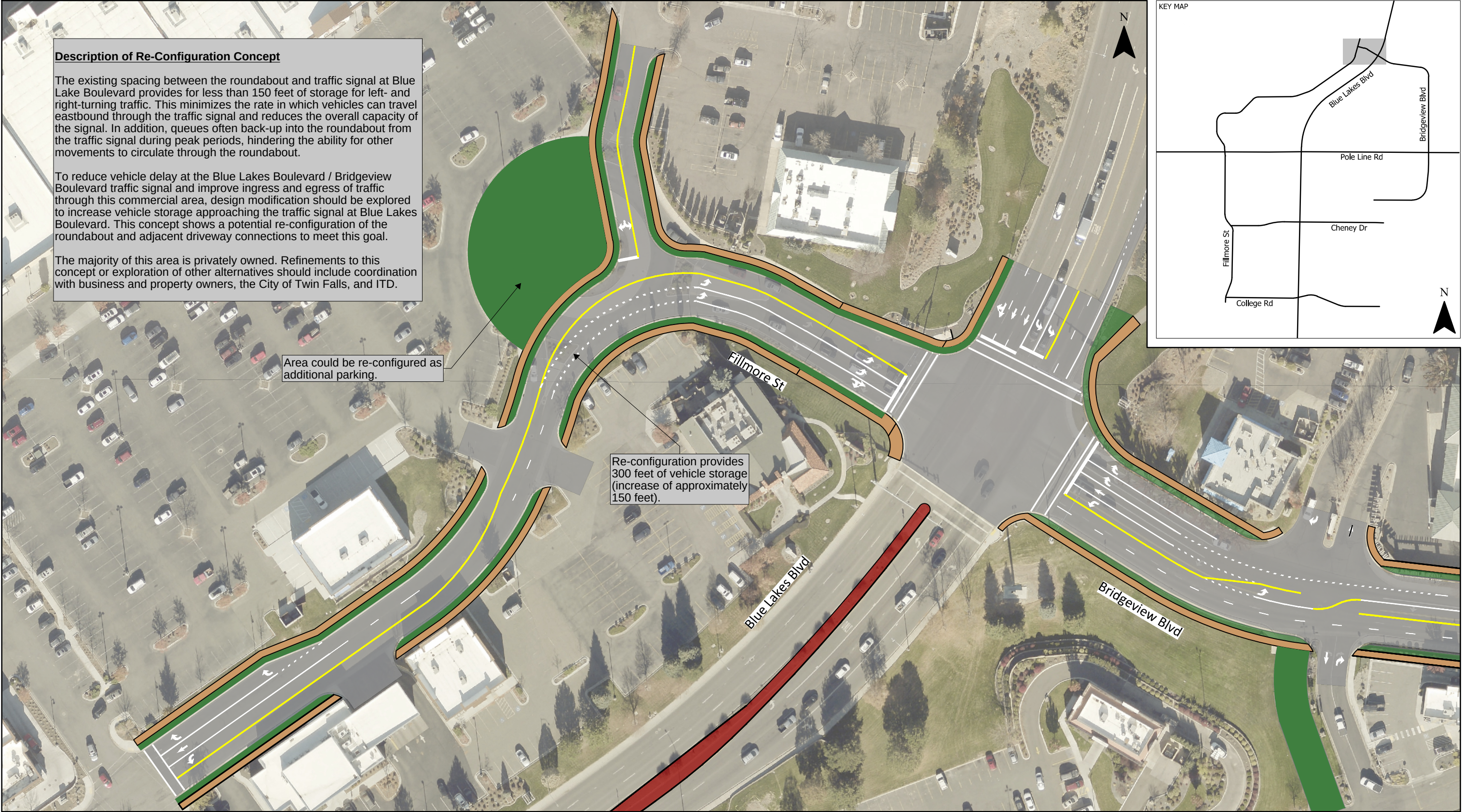
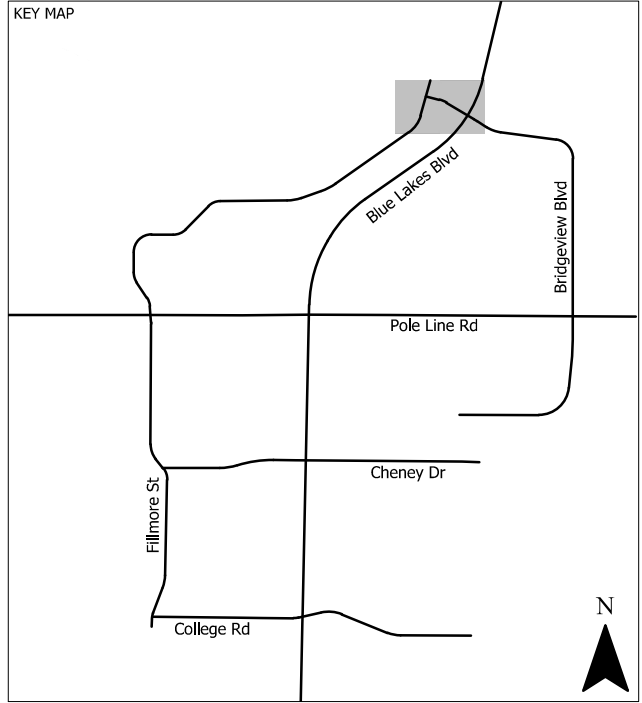
Attachment C - VISSIM Operations

Intersection Name	Alternative 1D		Alternative 1D		Alternative 2		Alternative 4		Alternative 6	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Washington Street and Pole Line Road	63	E	44.6	D	33.3	C	33	C	31.2	C
Pole Line Road and Fillmore Street	92.8	F	75.2	E	56.6	E	50.1	D	54.7	D
Blue Lakes Boulevard and Pole Line Road	111.4	F	109.6	F	66.5	E	69.2	E	33.4	C
Pole Line Road and Locust Street	24.4	C	24.1	C	15.5	C	17.4	C	18	C
Pole Line Road and Bridgeview Boulevard	57.7	E	47.5	D	46.1	D	45.7	D	41.3	D
Fillmore Street and River View Drive	98.9	F	37.2	E	7.6	A	7.6	A	22.3	C
Fillmore Street and Canyon Springs Road	157.7	F	101.8	F	5	A	7.3	A	4.3	A
Blue Lake Boulevard and Fillmore Road	94.4	F	73.4	E	64.2	E	64.4	E	62.6	E
Blue Lakes Boulevard and Cheney Road	94.4	F	78	F	29.6	D	30.2	D	43.7	E
Blue Lake Boulevard and N College Road	84.8	F	126.7	F	45	D	45.9	D	76.5	E
Blue Lake Boulevard and Falls Avenue	85.8	F	139.5	F	63.2	E	61.8	E	67.8	E
Fillmore Street and Cheney Drive	59.5	F	16.1	C	7	A	6.3	A	12.3	B
Fillmore Street and N College Road	32.4	C	77.7	E	25.7	C	25.7	C	32.3	C
N College Road and Locust Street	80.3	F	47.4	E	66.4	F	67.3	F	104.6	F
Locust Street and Cheney Drive	5	A	7.5	A	11.3	B	10.8	B	9.4	A
Us 93 and Golf Course Road	54.2	D	39	D	20.2	C	20.3	C	49.1	D

Attachment D -
Alternative Scoring Summary

Evaluation Criteria		Tier 2 Alternatives - Evaluation Scores				
		Alt 1: No Build	Alt 1D: Ultimate Configuration	Alt 2: Widen BL & Signalize Dual SBR	Alt 4: Triple EBL & Signalize Dual SBR & Widen BL	Alt 6: SPUI
VISSIM Traffic Operations (Future PM Peak Hour)	Intersection Metrics					
	Level of Service	F	F	E	E	C
	Intersection Delay (seconds)	92	110	67	69	33
	Eastbound Left Queue Length (feet)	1375	1350	1250	550	575
	Network Metrics					
	Average Vehicle Delay (seconds)	527	428	173	174	232
	Latent Demand (vehicles)	4105	2945	828	900	1310
	Average Stops per Vehicle (stops)	15	12	5	5	7
	Score	-2	-1	1	1	2
Safety	Safety Impacts	No improvements	Multiple Project Components In Project Area: Removes Free Running Rights, Access Management	Contains all project components from Alt 1D. Additionally includes: Additional Through Lanes (introduce more conflict points and merging beyond intersection)	Contains all project components from Alt 1D. Additionally includes: Additional Through Lanes (introduce more conflict points and merging beyond intersection)	Contains all project components from Alt 1D. Additionally include: Grade Separation (Encourages Higher Speeds)
	Score	-1	0	0	0	0
Ped & Bike	Ped/Bike Impacts	No improvements	Removal of slip turn lanes at BL/PL, buffered sidewalks	Removal of slip turn lanes at BL/PL, buffered sidewalks	Removal of slip turn lanes at BL/PL, buffered sidewalks	Requires up to 5-stage crossings
	Score	-1	0	0	0	-1
Familiarity & Ease of Use	Driver Familiarity/Ease	Medium/High	High	High	Medium	Medium/Low
	Score	1	2	2	0	0
Freight	Freight Route Movement/Capacity (EBL, SBR, NBT, SBT)	No improvements	Capacity/queue management improvements on freight movements	Capacity/queue management improvements on freight movements	Capacity/queue management improvements on freight movements	Capacity/queue management improvements on freight movements
	Score	-1	1	1	1	2
Right of Way	Impacted Acres	No impacts	1.9	4.6	5.0	5.3
	Score	1	0	-1	-1	-1
Access Impacts	No. of Access Impacts	No impacts	4 removals, 32 adjustments, 2 new	5 removals, 31 adjustments, 2 new	5 removals, 31 adjustments, 2 new	7 removals, 31 adjustments, 2 new
	Score	0	-1	-1	-1	-2
Additional Information (Not Part of Scoring)						
Cost Estimate	Cost Estimate	<\$1M	\$30-40M	\$60-70M	\$65-75M	\$100-110M

Attachment E -
Fillmore Street Roundabout Mitigation



Legend

Pavement

Buffer

Median

Estimated Right-of-Way

Existing Traffic Signal

New Traffic Signal

RIRO

Right-in, Right-out

TWSC

Two-Way Stop Control

NB

Northbound

EB

Eastbound

SB

Southbound

WB

Westbound

Scale: 1" = 50'

50

25

0

50

Fillmore Roundabout Potential Reconfiguration

City of Twin Falls, Idaho

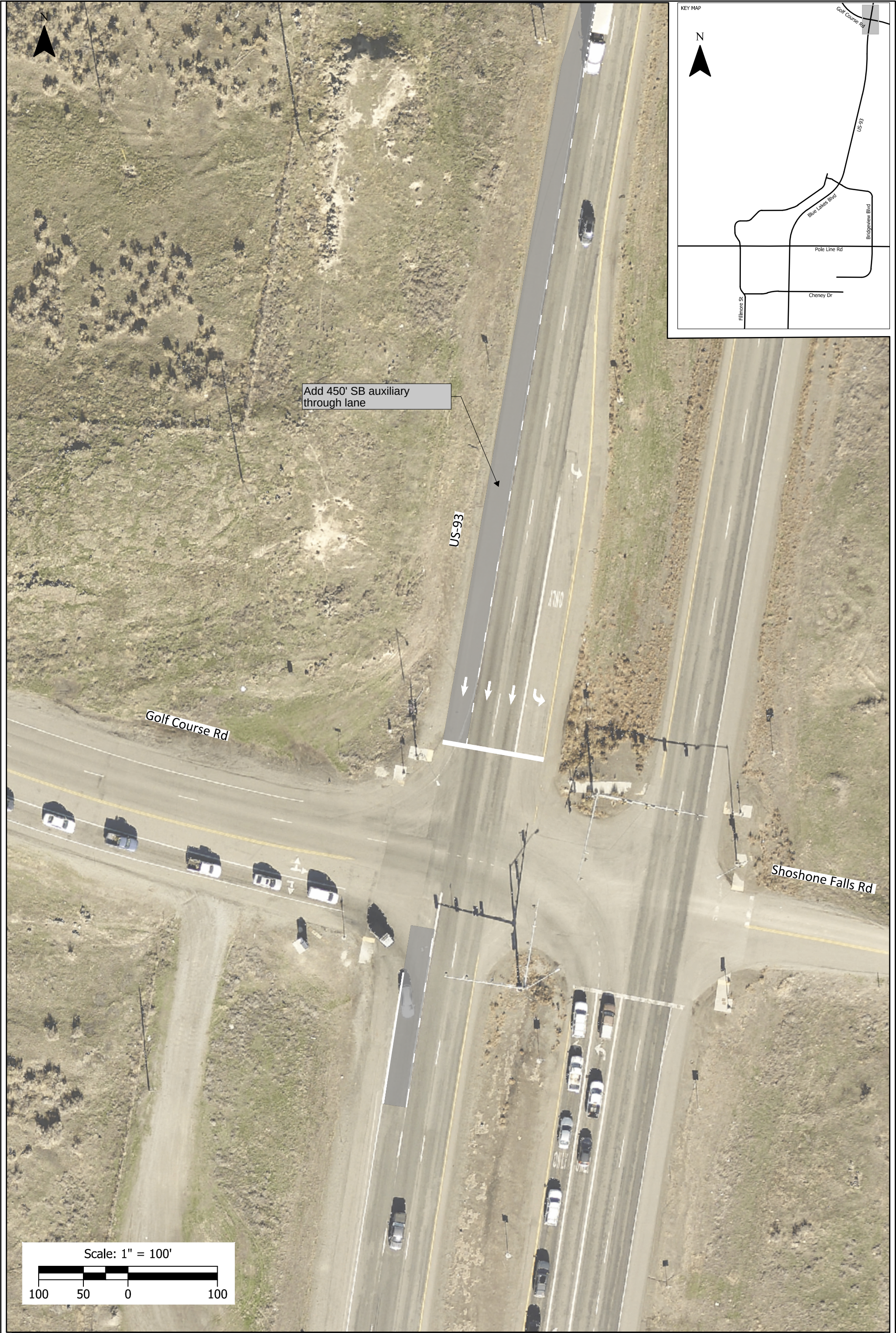
Attachment

E

KITTELSON & ASSOCIATES

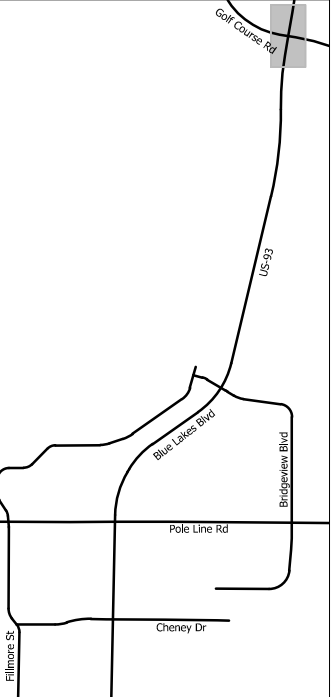
H:\30764 - Blue Lakes Pole Line Int Analysis\design\CD\30764-CD-T-Int and GC Rd.dwg Aug 13, 2026 - 1:09pm - lgallagher Layout Tab: T-Int

Attachment F -
US-93 & Golf Course Road Mitigation



Add 450' SB auxiliary through lane

KEY MAP



Golf Course Rd

Shoshone Falls Rd

US-93

Scale: 1" = 100'



Legend

- Pavement
- Buffer
- Median
- Sidewalk
- Estimated Right-of-Way



- Existing Traffic Signal
- New Traffic Signal
- RIRO Right-in, Right-out
- TWSC Two-Way Stop Control

- NB Northbound
- EB Eastbound
- SB Southbound
- WB Westbound

Southbound Through Lane
Addition at Golf Course Rd
City of Twin Falls, Idaho

Attachment
F