



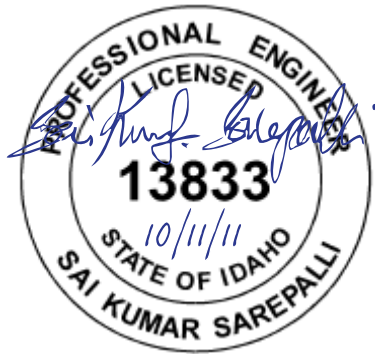
CITY OF NEW PLYMOUTH MASTER TRANSPORTATION PLAN



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CITY OF NEW PLYMOUTH

MASTER TRANSPORTATION PLAN



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Prepared by:



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Team Members

Mayor and Council Members, New Plymouth
Public Works Superintendent and Staff, New Plymouth
Board of Commissioners, Highway District 1
Staff and Personnel, Highway District 1
Local Highway Technical Assistance Council
Idaho Transportation Department
Holladay Engineering Company

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Traffic Data Collection and Pavement Condition Ratings

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EXECUTIVE SUMMARY

The City of New Plymouth has been experiencing a steady growth since 2005. This report is the Master Transportation Plan for New Plymouth which addresses impacts of growth on the existing transportation system and evaluates future transportation needs to accommodate future growth. This report also discusses the bicycle and pedestrian pathway plan and capital improvement projects that are based on the study and funding strategies available to raise funds for future projects.

Following are the key findings and recommendations from the study:

- **Population and Land use:** An average annual population growth rate of approximately 1.68 percent has been observed since 2005 in New Plymouth. Currently, the population in the City is 1,538 as of July, 2010 with a total city limits area of approximately 450 acres; extending services to the impact area of approximately 6,028 acres. The primary land use within the City limits is designated as residential. Based on the observed average growth rate, the population in the City can be expected to reach 2,231 by the end of 2035. The southwest and northeast areas in New Plymouth can be expected to grow in the future based on land use developments and the City's infrastructure developments in these areas.
- **New Plymouth Transportation System and Traffic Counts:** US Highway 30 is classified as a Principal Arterial and a major commuter route for the local residents who work in Fruitland, Payette, Ontario and Emmett. The City, in collaboration with TCI Corp, has completed a road inventory survey including pavement surface condition assessment, asset management study and sign inventory. A total of 12.24 miles of City streets were surveyed in summer 2010, of which 10.42 miles are paved and 1.82 miles are unpaved surface streets. Also, a total of 331 signs were GPS surveyed in the City for location and condition of sign boards. Traffic counts on Holly Avenue, S Plymouth Avenue, SW 1st Street and West Boulevard were collected by Highway District #1. These traffic counts were evaluated and projected for the planning period to determine the future demand on these four major city streets. The current roadway capacity on these major streets is adequate to meet the future





demand if the anticipated growth pattern continues through the planning period. The major City streets should be evaluated to accommodate the future demand when major developments in the City are anticipated.

- **US 30 and Plymouth Avenue Intersection:** The current traffic counts at 6 approaches were collected at the US 30 and Plymouth Avenue intersection to evaluate existing and future traffic operation. Currently, this intersection operates at level of service A during both AM and PM peak hours. Traffic counts for each approach are projected based on the anticipated average growth rate of 1.5% to determine the future traffic demand at the intersection. Traffic operation at this intersection was evaluated for the future traffic conditions. This intersection is anticipated to operate at level of service B or better during both AM and PM peak hours in 2035. The eastbound and westbound approaches are anticipated to operate at level of service C or better during AM and PM peak hours in 2035.
- **Bicycle and Pedestrian Pathway Plan:** The City encourages safe pedestrian and bicycle travel within and outside the City limits by promoting Safe Routes to School for children, greenbelts and recreational pathways. Based on the Alternative Assessment Parks and Recreation Master Plan, completed by URS Corporation in February 2007, a master bicycle and pedestrian pathway plan was developed in this project. This plan shows bicycle and pedestrian pathways and priorities within and outside the City limits and helps the City to preserve right-of-way and easements for the future pedestrian pathway.
- **Road Functional Classification:** The official ITD functional classification map of the City was reviewed and recommendations are provided. The classification map shows recommended arterials, collectors and local streets for adoption by the City.
- **Road Ratings and Surface Management Plan:** Road surface ratings are provided based on the road inventory survey conducted during the summer of 2010 by the City and TCI Corp. A surface management plan for paved and unpaved roads was developed and recommended to the City. Also, maintenance techniques and strategies to maintain paved and unpaved roads are provided. TCI Corp provided an asset management plan based on the road inventory survey.





- **Road Standards:** Minimum standards for design and construction of public roads within the city limits and impact area are developed and recommended for adoption. These standards were developed based on Payette County Roadway Standards to maintain consistency in standards between both agencies.
- **Public Transportation:** Currently, the public transportation in New Plymouth is limited. Local strategies and future planning to develop public transportation in New Plymouth are provided in this study. Funding strategies and funding sources for improving public transportation and other modes of transportation are included in this plan.
- **Capital Improvement Plan:** A Capital Improvement Plan was developed which includes a list of projects based on the community needs and requirements and to meet the City's comprehensive plan goals. Road construction and rehabilitation projects are also identified in this plan. These projects are identified based on the road surface ratings and projected traffic counts.
- **Funding Strategies:** Funding sources and strategies are identified to raise funds for improvement projects and maintenance projects are included in this plan.





INTRODUCTION AND OVERVIEW

The Master Transportation Plan is a planning document for the existing transportation system and outlines the future system requirements and improvements based on the community growth, existing condition capacity analysis, and other transportation system needs. The Master Transportation Plan should be updated on a regular basis to reflect anticipated or unanticipated growth patterns, maintenance, safety enhancements and other infrastructure needs.

The City of New Plymouth, Idaho retained Holladay Engineering Company (HEC) to prepare a Master Transportation Plan for the City. The Master Transportation Plan is an engineering study of the City's transportation system and infrastructure and includes the existing system assessment, current road condition evaluation, policies, regulations and standards for new road developments, future system needs assessment to accommodate future community growth and a list of recommended future projects based on the existing road and traffic conditions.

The Master Transportation Plan provides guidelines for future transportation project developments and programs, and assists the City with a systematic planning tool for future transportation planning and construction of transportation system components. This plan plays a vital role in determining how the City and surrounding areas will grow and accommodate growth in the future.

The City of New Plymouth has adopted a Comprehensive Plan in March 2002. The City identified three (3) major transportation objectives in their Comprehensive Plan. The following are the three major objectives and policies provided in the Comprehensive Plan [3]:





GOAL: Provide Access to Multiple Means of Transportation

Objective I: Provide and Maintain Safe Roadways

Policy:

1. *Eliminate potholes.*
2. *Provide traffic control devices.*
3. *Ensure visibility at all intersections by use of City ordinances.*
4. *Provide proper road widths.*
5. *Develop standards and design criteria to construct roadways for vehicles, bikes and pedestrians.*
6. *Capital Improvement Plan.*

Objective II: Develop and Maintain Safe Bike and Pedestrian Paths

Policy:

1. *Prepare a Bicycle and Pedestrian Plan.*
2. *Explore use of ditch/canal right-of-way as a bicycle and pedestrian path.*
3. *Apply for Federal grant money to develop and maintain safe bike and pedestrian paths.*
4. *Build bicycle and pedestrian system at same time as street improvements.*

Objective III: Encourage Local Bus Service

Policy:

1. *Contact senior citizen center to provide local bus service.*
2. *Contact private transportation companies to provide local bus service.*
3. *Coordinate with other communities to provide local bus service.*

The Master Transportation Plan was developed for the following purposes:

- To accomplish objectives furnished in the City's Comprehensive Plan.
- To coordinate land use developments with the transportation system.
- To project future traffic on selected City streets based on the future growth rate.





- To address issues and identify alternate measures for increasing traffic in the City and surrounding areas.
- To develop a surface management system to assist the City personnel in maintaining city streets at an acceptable level of service.
- To develop 5 and 20 year work plans based on the road surface condition survey, projected traffic counts, and the community needs.

This plan is developed to build on the City's policies and directions outlined in the Comprehensive Plan. This is a dynamic document and should be updated periodically to reflect the growth and changes in the City.

The Master Transportation Plan is comprised of the following:

1. Introduction and an overview of the Master Transportation Plan.
2. Existing and projected population and land use information. Integration of land use and transportation planning.
3. Evaluation of existing transportation system, including right-of-way, current traffic information and current City streets surface conditions.
4. Assessing and evaluating existing roadways: Asset valuation, pavement management system for maintenance and reconstruction, and City streets standards.
5. Transportation issues and Future Planning: Looking at long-term needs, right-of-way preservation, proposed functional classification, street connectivity plan, bicycle and pedestrian pathways plan, and street standards.
6. 5 and 20 year CIPs: Developing street work plans and projects for the next 5 and 20 years based on street surface condition survey, projected traffic volumes, and community needs.
7. Various transportation funding options and strategies to procure funding for future transportation infrastructure development and to address safety issues.





A. Purpose

A Master Transportation Plan and Capital Improvement Plan (CIP) are documents used as systematic planning tools to maintain and expand the City's transportation facilities by providing citizens with the necessary resources for life sustaining accommodations and conveniences. In addition, a 5 year CIP will be required for submittal with any request for federal or state funding of road and bridge projects. The 5 year CIP will become an important criterion in evaluation of projects.

There are several funding possibilities from the State of Idaho and the federal government, through the State. These funding agencies require, indirectly, local governments to develop Transportation Plans in order to apply for various funding packages in an organized and thoughtful manner. The indirect requirement of transportation plans is to ensure that in making improvements, the local government will consider future growth and road usage patterns and will be making judicious choices in improvement considerations.

The Idaho Transportation Department (ITD) develops the Statewide Transportation Improvement Program (STIP). The STIP is a five-year master plan of transportation projects within the State. The STIP will be updated annually and shows how federal transportation funds will be used to fund a variety of transportation projects, including [15]:

- ◆ Highway, bridge, bicycle and pedestrian facilities
- ◆ Highway safety
- ◆ Air quality
- ◆ Railroad crossing safety
- ◆ Airports
- ◆ Public transportation
- ◆ Transportation planning





To receive federal-aid funding, a proposed project must be listed in the STIP. In order for a project to be listed in the STIP, an application must be completed. The Local Highway Technical Assistance Council (LHTAC) reviews the application and sets a priority for the improvement, based upon an “incentive program”, before making a recommendation to ITD for inclusion of the project in the STIP. This incentive program consists of rating criteria of 100 possible points for various project characteristics. Approximately a third of these points may come from transportation planning issues through a Transportation Plan or a detailed transportation element of the Comprehensive Plan. Planning of transportation improvements is considered to be an essential part of a successful federal-aid application by the State of Idaho.

Publications, manuals and application materials from LHTAC and ITD funding requirements were used in preparation of this report to ensure that this report can be used by the City to apply for various available funding resources.

B. Scope of Study

The Master Transportation Plan identified the current conditions of the City of New Plymouth streets and transportation facilities, and future transportation needs and requirements. The study included developing an inventory of existing facilities and a Geographical Information System (GIS) based street surface rating map, including a database to prioritize improvements. The road inventory survey included a Global Positioning System (GPS) inventory of current road conditions, a GIS database of the City streets, evaluation of City streets surface condition, and a condition rating for each street. From this, the City can provide strong justification and support of the selected improvements for the community understanding and funding applications. The City Public Works department will be able to track needed improvements and the associated costs using the GIS database. Additionally, information for annual updates to the roadwork plans will be readily available from the GIS database to match potential funding sources with required and desired improvements.

The scope of study also included studying historical population census data, evaluating the existing transportation system, determining future transportation needs, forecasting traffic on





major City streets and providing recommendations for congestion mitigation. The study also identified the future investment projects to be included in the 5 year and 20 year CIP.

The report discusses current road conditions, future transportation system considerations based on the projected traffic volumes, future streets connectivity, bicycle and pedestrian pathway planning, public transportation developments and the future transportation projects for the next 5 and 20 years.

C. Planning Period

The Master Transportation Plan addresses transportation related issues and identifies needs to meet the future transportation demands through the year 2035. The travel demand forecast, population, and land use projections were projected through the planning period of 2035.

D. Data Collection

The City has awarded a contract to TCI Corp Inc to conduct the street surface condition survey and sign inventory using GPS to complete the City's Road Asset Management System (RAMS) and a street and sign GIS database as a part of developing the Master Transportation Plan.

In November of 2009, TCI organized a committee to coordinate the design and implementation of a Road Asset Management System (RAMS). The committee was organized with members from Payette County Road and Bridge department, Highway District #1, City of Fruitland and City of New Plymouth. The committee has designed an asset management system and a common framework for asset management, facilitated by TCI Corp, which can benefit local agencies and highway districts within the committee's jurisdiction. A detailed description of the RAMS framework and goals identified by the committee are provided in the RAMS Standard V4.0 report, developed by TCI Corp, included in **Appendix A**.





Traffic Data and Analysis

The current traffic counts at key locations on major roads were collected and provided by Highway District # 1. Traffic counts on US Highway 30 within the City limits were obtained from ITD. Historical traffic counts within the City limits are not available at the time of the study. Current traffic counts were collected at the following locations within the City limits:

1. S Plymouth Avenue
2. Southwest Avenue
3. Holly Avenue near Railroad Crossing
4. SW 1st Street

Traffic data was collected over a week period at each identified location. These traffic counts provided the current Average Daily Traffic (ADT) collected over a week. The traffic volumes at these four locations were projected based on inputs such as population, households, historical growth rates, future developments, trip characteristics, and the street system.

Manual traffic counts at the Plymouth Avenue and Elm Street intersection were collected by Holladay Engineering Company. Traffic counts were collected for two hours from 7:00 AM to 9:00 AM in the morning and from 2:30 PM to 5:00 PM in the evening to capture AM and PM peak traffic volumes at the intersection. Level of Service (LOS) of the intersection was evaluated for the existing and future traffic conditions using the Highway Capacity Software Version 4.1e (HCS). LOS is a description of different traffic operating conditions, which occur on a roadway or at an intersection when accommodating various traffic volumes. See **Appendix J** for the definition of Levels of Service.

A Travel Demand Forecast (TDF) method was developed based on the population, land use projections, and historical growth rates. The travel demand forecast process is limited to projecting traffic volumes on major City streets and US Highway 30. The traffic volumes were projected based on historical and current growth information collected from various sources such as Payette County, building permits in the City, traffic information from ITD and Highway District # 1.





E. Road Inventory Survey

The City, in collaboration with TCI Corp, has completed a road inventory survey including pavement surface condition survey, pavement width, and location of sign posts within New Plymouth. The City has surveyed approximately 12.25 miles of roadway, of these, 10.42 miles are paved roads and 1.82 miles are unpaved roads. A road map showing the surveyed paved and unpaved roads within the City limits is provided in **Appendix F**.

All intersections within the City limits are either YIELD or STOP controlled intersections. There are no pavement markings on some of the local City streets. The majority of the traffic regulatory signs and traffic control signs like STOP and YIELD are according to the standards of the Manual on Uniform Traffic Control Devices (MUTCD). The following table shows a list of traffic control devices and signs surveyed within the City limits.

Table 1: Inventory of Traffic Control Devices

Sign Description	Number
Speed limit	41
Regulatory (Excluding STOP/YIELD)	43
STOP/YIELD	96
Informative Signs	17
Warning Signs	52
School and Pedestrian Crossing Signs	27
Streets Signs	55

F. Database and RAMS

The RAMS framework includes designing and implementing a low-cost, high-value data management system, using Autodesk Design Review program to interact with maps and data, maintaining road centerlines and developing key reports and interactive estimates. The RAMS Standard V4.0 report lists database library and road surface inspection methodology to conduct a road inventory survey. TCI Corp provided a database for the survey streets and signs along with DWF files.





A database library consists of road segment attributes such as roadway width, surface type, number of lanes, surface condition and distress type. This database library contains the significant information required for the road surface evaluation, rating and estimating probable repair costs. This library is a checklist for each road segment. Each category on the checklist must be recorded for each segment. The database library and description of each attribute for paved and gravel roads are provided in the RAMS Standard V4.0 report in **Appendix A**.

The database includes library information, road rating values, road surface conditions and probable asset valuation, unit costs for construction and repair that interact with one data map. The City can access the database and map using the free viewer Autodesk Design Review (ADR). This program allows the City to access maps linked with tabular data such as owner's name, road attributes and also hyperlinks to other documents in many formats such as DWF files, PDF files, scanned subdivision plats and survey documents.

A key element in the use of this system is continued maintenance of the database. The City personnel may add street improvements and additions to the tabular data at any time. Scheduling repair work with the aid of map locations of similar repairs will improve repair efficiency. The use of queries will assist street crews in planning, budgeting, and scheduling work. One example is to query all streets with asphalt width equal to or more than 24 ft. From this, the length and surface area of each street can be obtained for materials and man-hours. Another example is a query of all streets with potholes in the western section of the City. Maps showing these repair areas can be quickly and easily printed. This program, however, does not replace field evaluation and verification of existing items.





POPULATION AND LAND USE

The City of New Plymouth is located in the west-central portion of Payette County, Idaho approximately 50 miles northwest of Boise. US Highway 30 serves as the main thoroughfare through New Plymouth. Highway 30 is called W. Idaho Street, N. Plymouth Avenue and Southeast Avenue as it runs through town. Local commercial and business activities lie generally along W. Idaho Street and Plymouth Avenue with residential and church properties located equally throughout the City. The Idaho Northern Pacific Railroad (INPR) lays parallel to Idaho Street. Presently, the City has a total area of approximately 450 acres with an impact or extended service area of 6,028 acres, as shown in the City's Impact Area map in **Appendix C**. The Idaho Department of Commerce lists the population of the City as 1,538 as of July 1, 2010.

New Plymouth is home to the Payette County Fair as well as a nationally renowned trucking corporation, Internet Truck Stop. The City offers easy access to a Frisbee golf course, bird watching, river floats on the Payette River, and leisurely walks around the largest horseshoe shaped area in the world.

Population

Population trends and projections play a vital role in determining future transportation needs, system capacity, future system improvements and street design standards for the City of New Plymouth. Demographics and population data for the City were obtained from various sources including the Idaho Department of Commerce web page, Payette County Planning and Zoning, and the U.S. Bureau of Census.

Historical Population

The population of the City of New Plymouth has grown slowly over the last two decades. The annual growth in population through the period of 1990 to 2008 was less than one percent. The historical population records for the City and Payette County were obtained from the Idaho Department of Commerce and are shown in Table 2.



**Table 2: New Plymouth and Payette County Historical Census Population Data**

Year	Population		% Change per Year	
	New Plymouth	Payette County	New Plymouth	Payette County
1970	986	12,401		
1980	1,186	15,825	2.03	2.76
1990	1,313	16,434	1.07	0.38
2000	1,400	20,578	0.66	2.52
2001	1,393	20,848	-0.50	0.13
2002	1,388	21,059	-0.36	0.10
2003	1,375	21,253	-0.94	0.09
2004	1,355	21,297	-1.45	0.02
2005	1,369	21,675	1.03	0.18
2006	1,390	22,153	1.53	0.22
2007	1,440	22,750	3.60	0.27
2008	1,448	22,992	0.56	0.11
2009		23,099		0.05

Source: Idaho Department of Commerce

It is evident from Table 2 that the population of the City has increased steadily from 2004. Based on the previous census data from 2004 to 2008, the average annual growth rate for the City is approximately 1.68 percent and whereas for Payette County is approximately 0.19 percent. As per the latest 2010 Census, the population of the City is approximately 1,538 and Payette County is approximately 22,623.

Future Population Projection

Population projections depend on a number of variables and assumptions that can easily vary within the Treasure Valley economic environment. During late 2007, the New Plymouth area was expected to grow at a slightly faster rate than past recorded annual growth rates because of the interconnected economy of the Treasure Valley (Boise/Nampa/Caldwell/Ontario) and the potential opportunities for expanding or relocating commercial and industrial facilities within the New Plymouth area.

However, a dramatic negative change in the local, state, and national economy during 2008 has significantly changed the outlook and potential for immediate local community growth. New housing construction has been slow since 2008 but construction of the new commercial





building housing the Internet Truck Stop in downtown gives hope that commercial growth is present and will encourage residential growth. The City has projected a 1.5% annual growth rate until 2027 in their Preliminary Engineering Report for Wastewater System Improvements prepared in 2007. With the downturn in the economy, annual growth for New Plymouth during the next several years can be expected to be less than 1% which is consistent with growth of small neighboring communities reported in Table 3 shown below, though larger communities near Boise have historically exceeded 10% annual growth during certain periods.

Table 3: Population and Growth Data for Neighboring Communities

Population and Growth Data for Several Cities Neighboring New Plymouth					
City	Published Populations			Estimated Annual Growth Rates	
	1990 Census	2000 Census	Estimated 2008	1990-2000	2000-2008
Greenleaf	648	862	893	3.3%	0.4%
Homedale	1,963	2,528	2,471	2.9%	-0.3%
New Plymouth	1,313	1,400	1,448	0.7%	0.4%
Notus	380	458	623	2.1%	4.5%
Parma	1,597	1,771	1,870	1.1%	0.7%
Wilder	1,232	1,462	1,473	1.9%	0.1%

Sources: U.S Census Bureau, July 2008 data; 2000-2008 Population Estimates
Idaho Commerce and Labor, Idaho Community Profiles

New Plymouth presently has nearly 15 residential lots in northeast New Plymouth that are available for immediate development and could support a 1% annual growth rate; however more than 6 to 8 homes or households must be constructed or established each year to maintain 1% annual growth. Interestingly, Idaho Power planning engineers anticipate an annual average growth of 2 to 3 percent throughout its service area for the next 20 years (Idaho Power, 2006).

Figure 1 shows and compares population projection with various population growth rates with time.



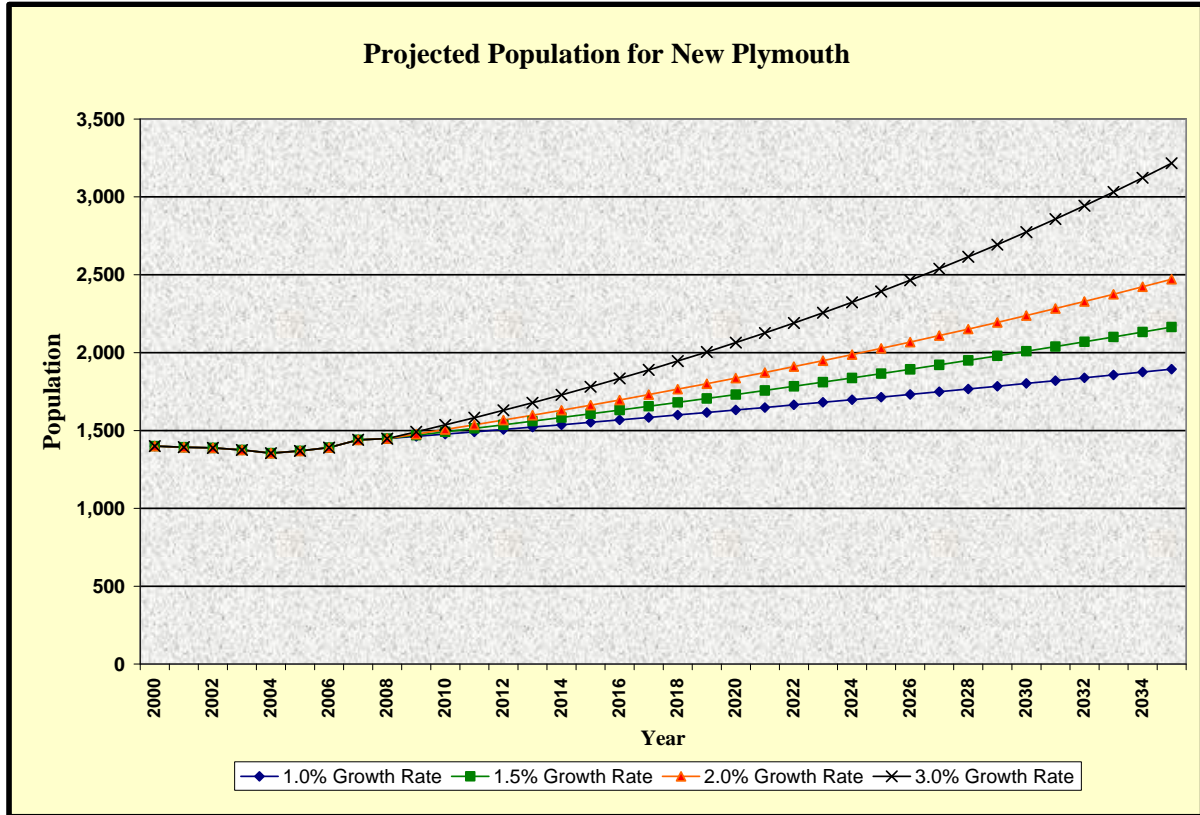


Figure 1: Population Projection for New Plymouth through 2035

The above figure illustrates a comparison of population projections evaluated using different annual growth rates. This graph helps visualize the sensitivity of growth rates with time and potential need for timely implementation of transportation facilities improvements or changes to accommodate the City growth.

New Plymouth is bordered by farmland on all sides that would by itself not restrict residential growth. The City has constructed transmission and distribution water lines in the southwest area to accommodate the community growth as a part of the 2009 Water System Improvement project. In addition, future developments are expected to the existing subdivision along Holly Avenue and Pine Street northeast of town as additional phases. Therefore, community growth is expected to move southwest and northeast of New Plymouth; however, the timing and extent of New Plymouth community growth cannot be ascertained because of the dynamic nature of the national and state economies, as well as the multiple ways for developing residential properties.





Payette County updated their Master Transportation Plan in 2010 and the County projected population with an annual average growth rate of 1.5%. Based on the historical growth factor and previous studies in New Plymouth and Payette County, it is reasonable to project population at an annual growth rate of 1.5% for transportation facilities design and planning purposes. The total population in the City can be expected to reach 2,231 by the end of 2035.

Existing Land Use

The City of New Plymouth is a small rural residential farming community with a population of 1,538 as of 2010. The total area in the City limits of New Plymouth, by the year 2002 was approximately 424 acres, as per the US census. The City's Comprehensive Plan identified seven (7) land use zones including Residence A, Residence B, Residence C, Commercial D, Industrial E, Mobile Home T, and Prime Agriculture R. A detailed description of each land use designation is provided in New Plymouth's Comprehensive Plan.

The primary goal of New Plymouth's Comprehensive Plan under land use is to *"provide appropriate and adequate land use areas for residential, commercial, and industrial developments that contain the necessary facilities and services to maintain and form a uniquely identifiable community"*. The City has identified four (4) major objectives to achieve this goal. They are as follows [1]:

- 1. Create balance between the land use types so that commercial and/or industrial entities are commensurate with residential growth.*
- 2. Facilitate coordinated growth to ensure that public services are not degraded or over-extended.*
- 3. Employ development principles, which achieve growth patterns characterized by variety, integration, human scale, and community.*
- 4. Ensure basic compatibility between changing land uses.*

The following Figure 2 shows a land use distribution within the City limits as per the City's Comprehensive Plan dated in 2002.



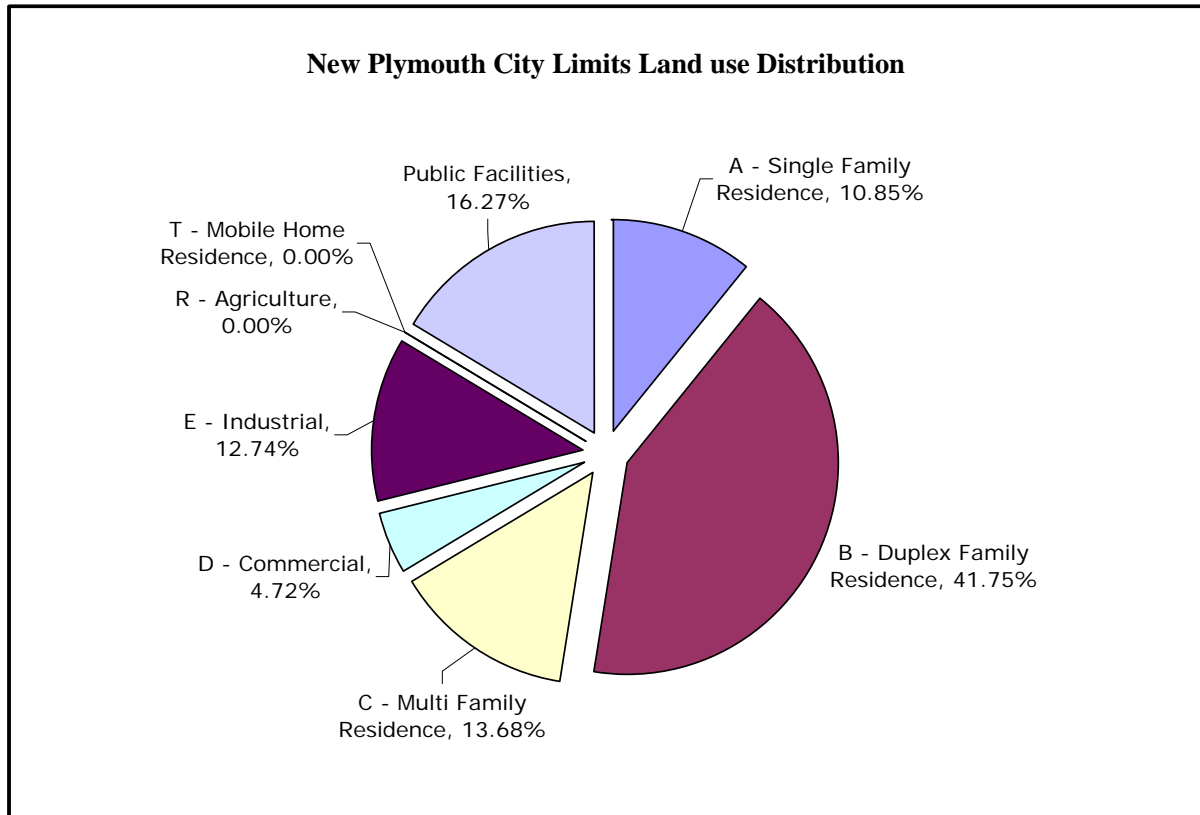


Figure 2: Current Land Use Distribution

The City of New Plymouth is predominately a residential community which constitutes 66 percent of the total City area. The existing land use in New Plymouth’s impact area is primarily residential and agricultural. The other land uses within the impact area are commercial, industrial and public facilities. Commercial land use is located in the City center and along US Highway 30, whereas industrial land use is located along the Idaho Northern Pacific Railroad on the north side of the City. The existing land use map of the City and zoning comprehensive map of the City’s impact area are available in **Appendix C**.

Future Land Use

Land use planning and transportation are two vital elements in the City’s development. Decisions made on one element may affect other elements. Future land use planning enables New Plymouth to shape the City’s appearance, economy and living standards. As per the City’s Comprehensive Plan; land use regulations and policies encourage commercial, service and retail developments within the commercial district and maintain balance between





commercial and residential entities. The City encourages a coordinated growth between utilities, different land use developments, and transportation facilities to ensure public services are not degraded or over-extended.

Currently, developments and rezoning in New Plymouth are permitted through development agreements and conditional use permits. The land use and zoning map should be reviewed periodically and updated as necessary depending on the community's growth and needs.

Future Development Potential

New Plymouth land use is predominately residential and agricultural. The City's impact and surrounding area has potential for real estate growth and development. Agricultural lands represent a future potential for subdivisions and developments. The City has experienced slow housing developments since 2008 but the Internet Truck Stop development in downtown shows signs of commercial growth and should encourage residential growth.

Residential developments can be expected along SW Avenue and SW 1st Avenue. Residential development is also expected towards the northeast along Holly Avenue and Pine Street. By virtue of the location of the Payette River within the City's impact area, recreational and public park areas, bicycle and pedestrian pathways along the river can be beneficial to the City. The City has adopted zoning ordinances and standards for different developments and construction in the City limits and the area of impact. These ordinances and construction standards will aid the City in providing orderly and logical expansion of the City.





TRAFFIC COUNTS AND TRANSPORTATION SYSTEM

The City of New Plymouth is served via US Highway 30, Principal Arterial, runs through the center of the City in the north-south direction. US Highway 30 is also called W. Idaho Street, N. Plymouth Avenue and Southeast Avenue as it runs through the town. The other major streets serving the City are: S. Plymouth Avenue, SW Avenue, East Idaho Street, Holly Avenue and Elm Street.

US Highway 30 is the major street, within the City limits, that connects the City of Fruitland approximately eight miles to the northwest and Interstate 84 approximately 4.5 miles to the south. This highway is also a major route of commute for the local residents who work in Fruitland, Payette, Ontario and Emmett. S. Plymouth Avenue, East Idaho Street and Holly Avenue serve local residential and school traffic. There are other minor streets; Ash Street, Maple Street, Locust Street, Park Avenue, Southeast Boulevard, that are classified as local streets within the City limits. The City in collaboration with TCI Corp Inc conducted a road inventory survey as a part of the Master Transportation Plan. As per the survey results, the total length of city streets surveyed was 12.24 miles, which includes approximately 1.82 miles of unpaved streets and 10.42 miles of paved surface streets.

The Highway 30 and Elm Street intersection is the major intersection in the City, with free traffic control on Highway 30. The intersection layout is unique with a total of six approaches of which four approaches are STOP controlled. Level of Service analysis of the intersection is discussed in a later section of this chapter.

The street standards and development procedures for streets within the City's impact area are furnished in later sections. The Street Standards and detail drawings for various facilities are provided in **Appendix M**. The City requires all new public streets to meet these standards before the City accepts a street into their system for maintenance. In addition, the City reviews all new streets and modifications to existing streets within the City limits.





Existing Traffic in New Plymouth

The current traffic counts on City streets are important to understand the current travel behavior and pattern. The traffic counts provide a datum for the City decision-makers for future traffic volume comparisons. Highway District # 1 collected traffic counts for a one week period, at key locations, on major City streets identified by the City Public Works staff in the summer of 2010.

The following Table 4 shows the average daily traffic on key roads within the City limits based on one week traffic data.

Table 4: Average Daily Traffic on New Plymouth Streets

Street Name	ADT	Weekday Traffic	Weekend Traffic
Holly Avenue (Near Railroad)	1,138	1,176	1,002
S Plymouth Avenue	1,087	1,243	540
SW 1 st Street	625	646	541
West Boulevard	531	561	413

Average Daily Traffic (ADT), provided in the above table, is the average traffic counts collected over a time period of one week. Traffic volume and travel behavior varies depending on the day of the week. It is evident from the above table that weekday traffic in the City is more than weekend traffic. The weekday traffic constitutes daily commute to work, school traffic within the City limits and trips going outside the City. High traffic volumes can be observed on all roads during special events, such as the Payette County Fair, Horseshoe Days and special events in the City. The New Plymouth Elementary School and High School are located along S Plymouth Avenue. Holly Avenue and S Plymouth Avenue carry higher traffic volumes than other local City streets. S Plymouth Avenue serves elementary and high schools in the area and carries significant school traffic during the school year.





Intersection Traffic Counts and Analysis

The traffic data, including turning movements, was collected at the US30/Plymouth Avenue and Elm Street intersection located in the heart of the City limits during the school year in 2010. This is a major intersection in the City and a majority of the traffic travel through this intersection. All approaches at the intersection excluding US30/Plymouth Ave approaches are controlled by STOP signs. Traffic counts were collected from 7:00 AM to 9:00 AM and from 2:30 PM to 5:00 PM at the intersection to determine the AM and PM peak period. It was observed from the data collected that the AM peak period was between 7:30 AM and 8:30 AM, and the PM peak period was between 2:45 PM and 3:45 PM.

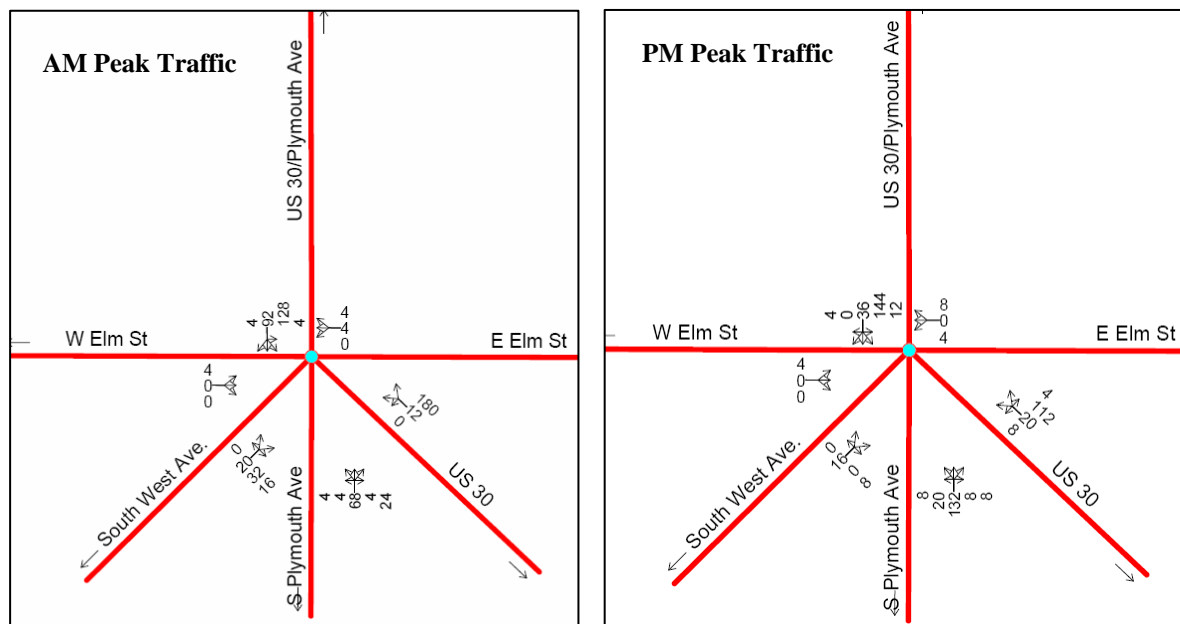


Figure 3: AM and PM Peak Traffic Volumes at the Intersection

It can be observed from the above figure that the traffic volumes on southbound, northbound and northwest bound approaches are higher than other approaches.

There are no procedures available in the current Highway Capacity Manual (HCM) and Highway Capacity Software (HCS) to analyze traffic operation at an unsignalized intersection with more than four approaches. To evaluate traffic operation at this intersection, traffic volumes on minor approaches are combined to form a four leg





intersection. The following Table 5 shows AM and PM peak traffic volumes and LOS for the existing traffic conditions at the intersection.

Table 5: Traffic Volume and LOS at 6-Leg Intersection

Intersection	East Bound			West Bound			North Bound			South Bound			Total
	LT	THR	RT	LT	THR	RT	LT	THR	RT	LT	THR	RT	
Traffic Volume	92 (168)	4 (16)	72 (16)	0 (4)	4 (0)	4 (8)	12 (28)	180 (112)	4 (4)	4 (12)	128 (144)	100 (40)	604 (552)
Level of Service	B (B)	B (B)	B (B)	B (A)	B (A)	B (A)	A (A)	A (A)	A (A)	A (A)	A (A)	A (A)	A (A)

Note: Numbers without parenthesis are AM counts and LOS
 Numbers within parenthesis are PM counts and LOS

The eastbound approach constitutes traffic volume from S. Plymouth Avenue, SW Avenue and W. Elm Street, whereas westbound approach constitutes traffic from E. Elm Street. It is evident from the above table; the intersection operates at LOS A during the existing AM and PM peak traffic conditions. The eastbound approach operates at LOS B as a result of congregating traffic from S. Plymouth Avenue, SW Avenue, and W. Elm Street. These three approaches can be expected to operate at LOS B or better as individual approaches without congregating traffic to a single approach during the AM and PM peak hour.

Traffic Data on US Highway 30

US Highway 30 is classified as a principal arterial with two travel lanes. It runs through the City connecting Interstate 84 to the south and US Highway 95 to the west. Idaho Transportation Department took traffic counts on US Highway 30 periodically over the past years. This highway serves as a commuter route for local residents and provides easy access to Interstate 84 and US Highway 95 from the City. The following chart shows average daily traffic along US Highway 30 through the town.



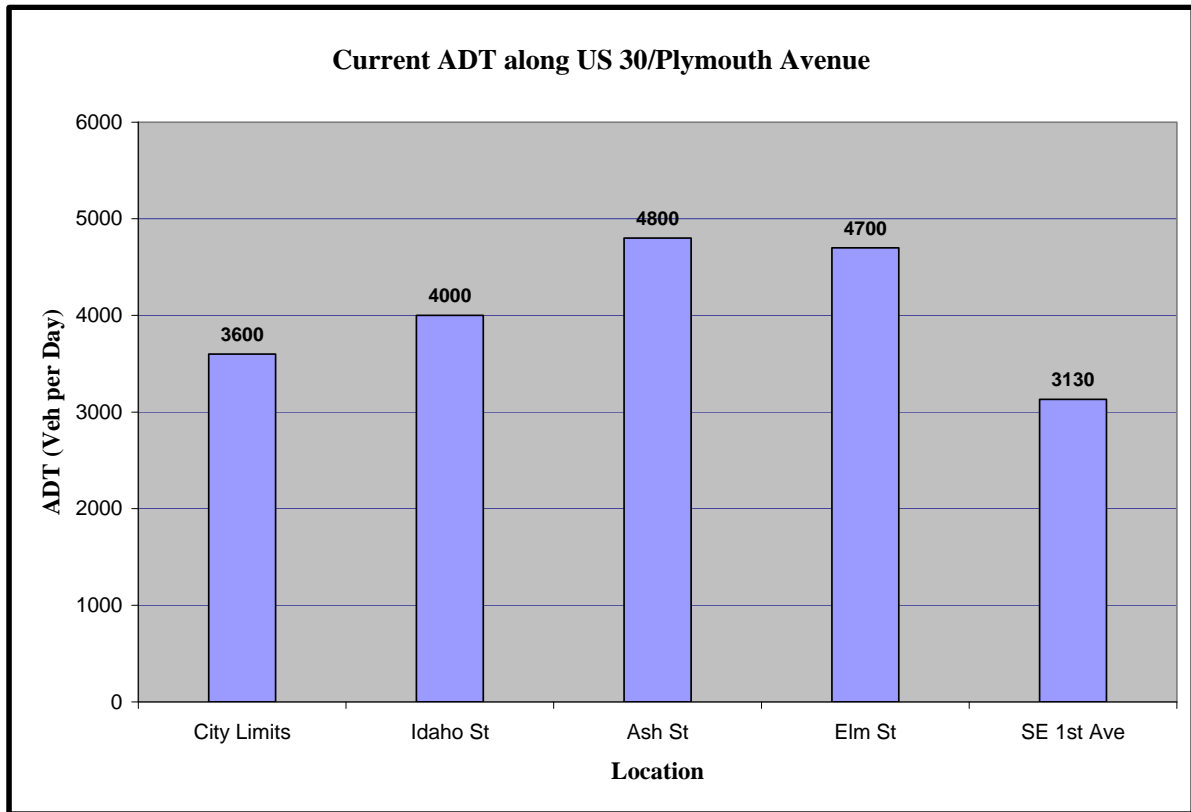


Figure 4: Average Daily Traffic (ADT) on US Highway 30

The above figure illustrates ADT in vehicles per day traveling along US 30/Plymouth Avenue between the City limits on the north and SE 1st Avenue. It can be observed from the above figure that the traffic counts between Ash Street and Elm Street are higher than the remaining section of US30/Plymouth Avenue through the town.

Future Transportation System and Needs

The City has experienced slight growth over the last four years. The population in the City increased at an average annual growth rate of 1.68 percent in the last four years. There is a potential for future growth in southwest and northeast areas in and surrounding the City, as discussed in the previous section. Coordination between the transportation system and the increasing demand and maintenance of the current system are essential needs for the City. The future transportation demands of the City depend on the land use planning and the City’s growth principles provided in the Comprehensive Plan.





Future Traffic Projection

New Plymouth is a developing community. It is necessary to determine future traffic on key roads to evaluate the capacity of the existing transportation facilities. The traffic volumes (demand) on key City streets and US 30/Plymouth were forecasted using annual growth rates similar to population projection. Other factors such as future residential, commercial and recreational developments in the City, the current road system and future street functional classification were considered in the traffic projection. The traffic projection using annual growth rates does not consider the effect of major investment projects such as street widening, street connections and bridge construction. The following Table 6 shows projected weekday and weekend ADT on key City streets and US 30/Plymouth Avenue for 5, 10, 20 and 30 years.

Table 6: Projected Traffic Volume on Key City Streets and US 30

Year		Street Name				
		Holly Avenue (Near Railroad)	S Plymouth Avenue	SW 1 st Street	West Boulevard	US 30/Plymouth Ave
2010	Weekday	1,176	1,243	646	561	4,050
	Weekend	1,002	540	541	413	
2015	Weekday	1,264	1,336	694	603	4,354
	Weekend	1,077	581	582	444	
2020	Weekday	1,359	1,436	747	648	4,680
	Weekend	1,158	624	625	477	
2025	Weekday	1,461	1,544	803	697	5,031
	Weekend	1,245	671	672	513	
2030	Weekday	1,571	1,660	863	749	5,409
	Weekend	1,338	721	722	552	
2035	Weekday	1,688	1,784	927	805	5,814
	Weekend	1,439	775	777	593	

The above table lists the projected ADT for key City streets and US 30/Plymouth Avenue within the City limits. During special event times, the projected traffic volumes can be expected to be more than the ADT. Based on potential developments in the City, traffic volumes along Holly Avenue and SW 1st Avenue can be anticipated to increase in the near future. These traffic projections provide the City staff and decision-makers information on the future needs for street developments and a timeline.





Roadway Capacity Guidelines

Roadway capacity depends on many factors such as functional classification, pavement widths, street parking, vicinity land use and terrain type. There are no deterministic methodologies available to evaluate a roadway capacity. Proper engineering judgment is necessary to evaluate the capacity of a roadway. The following table provides guidelines for the City staff and decision-makers to assess the capacity of existing transportation facilities and help to make necessary future plans for additional right-of-way and street developments. The definition and concept of LOS for highways is defined in **Appendix L**. These guidelines should be used only for planning purposes and not for capacity evaluation.

Table 7: Roadway Capacity Guidelines

Arterial- Business District						Level of Service			
	Lanes	Direction	Left Turns	Parking	V/C Ratio	C	D	E	F
With Parking	2	two-way	0.800	0.765	0.600	9500	10700	11900	
Without Parking			0.800	0.900	0.600				
				veh/Peak-hr/ln		560	630	700	
With Parking	3	two-way	0.950	0.765	0.600	11300	12700	14100	
Without Parking			0.950	0.900	0.600				
				veh/Peak-hr/ln		665	750	830	
				veh/Peak-hr/ln					
Collectors- Business District									
With Parking	2	two-way	0.800	0.765	0.400	6300	7100	7900	
Without Parking			0.800	0.900	0.400				
				veh/Peak-hr/ln		375	420	465	
With Parking	3	two-way	0.950	0.765	0.400	7500	8500	9400	
Without Parking			0.950	0.900	0.400				
				veh/Peak-hr/ln		445	500	555	
				veh/Peak-hr/ln					





Collectors- Non Business District								
With Parking	2	two-way	0.800	0.765	0.400	6300	7100	7900
Without Parking			0.800	0.900	0.400	7500	8400	9300
				veh/hr/ln		315	355	395
				veh/hr/ln		375	420	465
With Parking	3	two-way	0.950	0.765	0.400	7500	8500	9400
Without Parking			0.950	0.900	0.400	8900	10000	11100
				veh/Peak-hr/ln		375	425	470
				veh/Peak-hr/ln		445	500	555

(Source: Model Capacities-2002 Travel Demand Forecast Model Calibration Report for Ada and Canyon Counties)

Based on the projected traffic volumes and capacity guidelines, the key City streets and US 30/Plymouth Avenue have adequate capacity to carry future traffic volumes and operate at LOS C or better. As noted earlier, traffic projections were made based on an annual average growth rate of 1.5%.

Future Traffic Analysis for Key Intersections

In this section, future traffic and operation at the US30/Plymouth Avenue and Elm Street intersection is discussed. The traffic analysis for the AM peak hour was performed using HCS 2000, version 4.1d. The AM peak hour traffic is higher than the PM peak hour traffic. Therefore, only the AM peak hour traffic conditions are evaluated for the future traffic conditions. S. Plymouth Avenue, W. Elm Street and SW Avenue traffic volumes are congregated to eastbound approach traffic for the HCS analysis. The HCS 2000 analysis worksheets for future traffic conditions at the intersection are provided in **Appendix O**. The following Table 8 illustrates volumes and LOS of each approach for projected traffic volumes at the intersection.





Table 8: Projected Traffic Counts and LOS at US30/Plymouth Avenue and Elm Street

Volume	East Bound			West Bound			North Bound			South Bound			Total
	LT	THR	RT	LT	THR	RT	LT	THR	RT	LT	THR	RT	
2015	99	4	77	5	4	4	13	194	5	5	138	108	657
2020	106	5	83	6	5	5	14	208	6	6	148	116	706
2025	114	5	89	6	5	5	15	224	6	6	159	124	759
2030	123	5	96	7	5	5	16	240	7	7	171	134	816
2035	132	6	103	7	6	6	17	258	7	7	184	144	877
LOS	East Bound			West Bound			North Bound			South Bound			Total
	LT	THR	RT	LT	THR	RT	LT	THR	RT	LT	THR	RT	
2015	B	B	B	B	B	B	A	A	A	A	A	A	A
2020	B	B	B	B	B	B	A	A	A	A	A	A	A
2025	B	B	B	B	B	B	A	A	A	A	A	A	A
2030	C	C	C	B	B	B	A	A	A	A	A	A	A
2035	C	C	C	B	B	B	A	A	A	A	A	A	A

The US30/Plymouth Avenue and Elm Street intersection is a major intersection located in the heart of the City. Daily commute traffic, local traffic and school traffic travel through this intersection. This intersection is projected to operate at LOS A by the year 2035 based on projected traffic volumes with an average annual growth rate of 1.5%. However, the eastbound approach which includes S. Plymouth Avenue can be anticipated to operate at LOS C or better by 2035. It is recommended that the City collect traffic counts at this intersection periodically while updating the transportation plan to monitor traffic operation and evaluate LOS. No accidents are reported at this intersection in the last five years. Due to low traffic volume and intersection geometry with adequate clear sight distance on all approaches, this intersection can be anticipated to operate at LOS A for the next 20 years with projected 1.5% annual growth rate.

Bicycle and Pedestrian Pathways Planning

The City of New Plymouth currently has a limited bike and pedestrian pathway system. There is a potential for an increase in pedestrian and bicycle traffic in the future with encouragement and promotion of Safe Routes to School in New Plymouth. The City encourages safe pedestrian and bicycle travel within and outside the City by promoting Safe Routes to School for children, greenbelts and recreational pathways. The City of New





Plymouth has been proactive in planning for improvements to the City's sidewalk and pathways system. The City has constructed shared sidewalks of 10 ft width to accommodate pedestrians and bicyclists from SW 2nd Avenue to Southwest Boulevard in three phases with local funds and the Idaho Safe Routes to School program funds.

The City of New Plymouth's Comprehensive Plan identifies the need for developing safe bike and pedestrian paths within the City limits. The City completed an Alternative Assessment Parks and Recreation Master Plan in February 2007. This document provided details of different alternatives and feasibility of improvements to parks and recreation within and surrounding the City, and outlines a decision making process to define and phase-in the selected projects. The assessment study identified alternatives to enhance community aesthetics, restore economic vitality, and improve environmental, cultural and social facets of the area [13]. The following are the key alternatives identified in the Parks and Recreation Master Plan to develop and plan bike and pedestrian pathways.

1. Horseshoe Park Walking Path – One mile long walking path extending entire length of the park, and extension of park and walking path from West Boulevard and West Canal Street along the Noble Canal to the downtown.
2. Horseshoe Park Bike Path – a designated bike path along the park going in one direction on the inside boulevard and another going in the other direction on the outside boulevard.
3. Horseshoe Park Extension – Expanding the park by converting inside and outside boulevards to one-way streets.
4. Connection between Parks, Schools, Downtown and Fairgrounds – Possible options of providing connectivity between parks, schools, downtown and fairgrounds in the City.
5. Trail from Fairgrounds to River – Connecting walking and bike paths from parks, downtown, schools and fairgrounds to the Payette River.
6. Interpretive Park Center – Entrance Park with amenities and information about the City and trail system.





Detailed descriptions of above listed alternatives are provided in the report. This document is available for review at the New Plymouth City Hall. In addition, by virtue of location of the Payette River within the City's impact area, developing recreational and public park areas along the river can be beneficial to the residents.

A Master Bicycle and Pedestrian Pathway Plan was developed to supplement with the Master Transportation Plan as shown in **Appendix H**. The master plan shows proposed bicycle and pedestrian pathways with priorities within the City limits. By the nature of the street network layout in the City, crosswalks are required across City streets and Highway 30 to provide connectivity with pathways. Safety measures for both drivers and pedestrians should be considered at pathways intersecting roadways with high traffic volume during pathways development. Especially, pathways and bike lanes along Horseshoe Park will require crosswalks at appropriate locations for safe pedestrian crossing across Highway 30.

Public Transportation

Public transportation in New Plymouth is limited. The Payette Senior Citizen Center Bus provides a limited on-call transit to the Payette Senior Citizen Center and for weekly shopping in Ontario, Oregon. Greyhound Bus Service is available in Ontario. Two cab services are also available in New Plymouth.

Public Transportation Planning

Community Transportation Association of Idaho (CTAI) is a statewide non-profit membership associate dedicated to improve mobility in Idaho. CTAI's role is to facilitate and support the development of local mobility plans through local planning and coordination efforts. The ITD's division of Public Transportation worked to assist local stakeholders across the state in developing a structure and process to create the first generation of mobility planning documents which was called Idaho's Mobility and Access Pathway or IMAP, rebranded to I-Way.





The following information was taken from the final report of the mobility plan developed by CTAI. As per the final Mobility Plan, in the context of I-Way, mobility is an umbrella term that defines choices to Single Occupant Vehicles. Mobility services can include public and human services transportation, bicycle/pedestrian services, carpool and van pool, rideshare, and park and ride lots. I-way models a structure and process to articulate the values, needs and solutions for stakeholders at the local, regional and statewide levels. I-Way has categorized the State by six districts and seventeen Local Mobility Management Networks (LMMN's). I-way has developed a planning document called Idaho Local Mobility Management Network 3B Mobility Plan which covers Payette and Washington counties. This document includes a demographics review, assessment of needs, travel patterns of residents, region's transportation needs, strategies for a potential solution, and funding options. This document is available for review on the I-Way website at www.i-way.org. I-way has assessed mobility needs throughout the counties of Payette and Washington and identified strategies for potential solutions. Following are the local strategies developed by the 3B LMMN.

- 3B.1 Maintain Existing Services that Enable Mobility
- 3B.2 Mobility Management
- 3B.3 Establish a Centralized Source of Information on Mobility Options
- 3B.4 Expand Demand-Response Services
- 3B.5 Analyze the need for new services from the network to medical service locations along the corridor towards Boise
- 3B.6 Implement Voucher Program
- 3B.7 Evaluate New Services to Educational Opportunities
- 3B.8 Identify and Implement Park and Ride Locations
- 3B.9 Build upon Existing Volunteer Driver Program to Provide Flexible, Specialized Services.
- 3B.10 Construct Bike Path between Fruitland and Payette
- 3B.11 Expand Hours of Public Transit services to Weekends and Evenings
- 3B.12 Explore Options to Serve Long-Distance Commutes to Boise
- 3B.13 Implement Programs to Expand Carpooling and Vanpooling

A detailed description of each strategy is available in the Mobility Plan for 3B LMMN.





Airports

New Plymouth is served by airports in Payette and Emmett for general aviation. Commercial passenger service is available at a charter service located in Ontario, Oregon and the Boise Air Terminal in Boise, Idaho.

Rail Transportation

In the past, the Idaho Northern Pacific Railroad (INPR) used to operate a branch line between Payette, Fruitland, New Plymouth and Emmett. The tracks run along the northern edge of the City. The train tracks are used one day per week to provide service to the Union Pacific railroad mainline located to the west. Currently, no rail services for public transportation are available in New Plymouth.

It is recommended that the City plan and explore options to enhance public transportation in New Plymouth based on study and needs identified in the Mobility Plan for 3B LMMN developed by CTAI.





STREET FUNCTIONAL CLASSIFICATION

Functional classification is the process of classifying City streets and highways into different classes according to the character of service they are intended to provide, but not purely based on traffic volume. To classify streets, it is necessary to understand travel behavior and patterns between major destination points. The City of New Plymouth has classified City streets and highways into four basic categories: minor arterials, major and minor collectors and local roads. US Highway 30 is the only minor arterial in the town. It shall be the prerogative of the City of New Plymouth to define the roads and their classification as Minor Arterials, Collectors, or Local Roads in developing areas and within subdivisions. Arterials function to move through traffic and generally link counties and cities. They have limited access to adjacent land uses. Collectors are the connecting roadways in the City street system. They generally move traffic from local roads to the arterials or other points of interest such as, local cities, or serve major commute trips. Local roads provide access to land uses and serve localized purposes such as providing access to residences and places of business.

Streets classified as minor arterials and major collectors are eligible for federal-aid funds pursuant to the City submitting an application to the State. Federal-aid funds are not available to minor collectors and local roads, however, the Local Highway Technical Advisory Council (LHTAC) has made available Investment Funds for improvements on these roads. Therefore, street classification is an important element in the planning and funding of investment projects.

The current functional classification street plan for New Plymouth is shown in **Appendix E**. This plan serves as a guide for decision-makers in preserving rights-of-way and required set backs for future developments. Minimum right-of-way requirements, design standards and typical sections for the various functional classification streets are provided in the Street Standards chapter of this report.





STREET STANDARDS

Section 1 – General

The purpose of this section is to define the minimum requirements, minimum standards and procedures for the design, construction, and maintenance of the City of New Plymouth streets. However, the standards may not apply in all situations. Compliance with these standards does not relieve the designer of the responsibility to use sound professional judgment. Any deviation from these standards shall only be allowed with written approval from the City.

All work shall be done in accordance with the latest edition of (AASHTO) Policy on Geometric Design of Highways and Streets, and the Idaho Standards for Public Works Construction (ISPWC), unless otherwise noted herein. This document takes precedence over the AASHTO and ISPWC standards in case a conflict arises.

For projects governed by Payette County, Highway District # 1 or ITD, the designer/applicant must comply with their standards and requirements and receive approval from those entities.

These Standards apply to all street construction projects within the City, including City work and private development (industrial, commercial and residential). Some of these standards have been taken from the Payette County Road and Bridge and Highway District # 1 Standards.

Section 2 – Right-of-Way

- 2.1 All streets and alleys within any subdivision shall be dedicated for public use, except as provided herein.
- 2.2 There shall be right-of-way provided at a width no less than those defined in the Comprehensive Plan for the City; or these standards, whichever is greater:





Table 9: Minimum Right-of-Way Requirements

Street Functional Classification	Minimum Width of Right-of-Way*
Minor Arterial/Regional Arterial (Hwy 30)	80 – 100 ft
Collector Streets with Parking, Center Turn Lane and Sidewalks on both sides	80 ft
Collector Streets with Parking and Sidewalks on both sides	60 ft
Local Street and Private Street	60 ft
Half-Street	30 ft
Note: * Additional widths may be required for accommodation of cut or fill sections.	

- 2.3 For the purpose of future planning, all section and quarter section line roads or boundaries are considered as potential arterials or collector roads. Presently, these roads, where established, serve as farm-to-market and/or commuter routes. The City and other agencies should preserve the integrity of these routes by so designating them as potential arterials or collectors, and for this reason, it is also deemed advisable to restrict the number of access points (driveways, intersections etc) in order to reduce safety problems and allow traffic to flow expeditiously and unimpeded.
- 2.4 Cul-de-sacs shall have a minimum right-of-way width of 70-foot radius with additional right-of-way as needed to accommodate unusual cut and fill slopes and a minimum pavement width of 60-foot radius. Cul-de-sacs of a temporary nature may be allowed, providing each right-of-way is shown on the plat and approved by the City. A standard cul-de-sac layout is shown as standard drawing **SD-4** in **Appendix M**.
- 2.5 In general, half street dedications shall not be permitted; however, the City Council may accept a half street dedication when such street is necessary for reasonable development of the property, and practicable to require the dedication of the other half when the adjoining property is subdivided. The minimum width of such streets shall be a half street width plus ten (10) feet within the adjacent property. In addition, half streets shown on the street layout plan are officially designated as a high priority present or future roadway, or when such other conditions or restrictions exist or are





- imposed by the City Council to ensure that the eventual completion of such street is to its full required right-of-way. When a dedicated half-street exists adjacent to a property to be subdivided, the other portion of the street shall be platted within such subdivision.
- 2.6 All intersections of roadway right-of-way lines at street and roadway intersections and at all cul-de-sac bulbs shall be connected by a curve having a minimum radius of thirty feet (30').
- 2.7 Private streets may be allowed at the discretion of the City Council, provided that the private street is not a collector or arterial. Private streets must meet the street design and construction requirements as outlined in these Standards, be approved by emergency agencies, and these streets shall not be gated. The right-of-way width for private streets shall not be less than sixty (60) feet. Any street connecting two public streets shall not be private.

Section 3 – General Street Layout

- 3.1 The arrangement, character, extent, width, grade and location of all streets shall conform to the street layout plan and shall be considered in their relation to existing and planned streets, topographic conditions, public convenience and safety, and in their appropriate relation to the proposed uses of the land served.
- 3.2 Street patterns in residential neighborhoods shall be designed to create areas free of through traffic, but readily accessible to adjacent collector and arterial streets.
- 3.3 Where industrial, commercial and residential development abuts or contains an existing or proposed arterial or collector street, the City may require frontage streets, reverse frontage streets, or similar treatment for the purpose of creating a desirable neighborhood character and enhancing the traffic movement.
- 3.4 In the subdivision of land along arterial and collector streets, lots shall not front directly onto arterial and collector streets.
- 3.5 All irrigation and natural drainage courses shall be improved by tiling in a manner which will improve the hydraulics and ease of maintenance of the channel as per the City specifications.





3.6 If street trees are required; the minimum standard shall be two inches (2") caliper, forty feet (40') to sixty feet (60') apart. Trees or shrubs placed within twenty five feet (25') of a street intersection shall not obstruct clear vision of and across the corner between three feet (3') and eight feet (8') above the ground level of the traveled way.

3.7 DRIVEWAYS

3.7.1. Driveways shall be constructed to prevent runoff water from the driveway from entering onto the City streets. Failure to construct and/or maintain the driveway shall result in the driveway being removed within the prescriptive or dedicated right-of-way.

3.7.2. Driveway Construction: In order to prevent runoff, driveways shall be constructed using a minimum of 12-inch diameter 16-gauge corrugated metal pipe, or larger if hydraulic conditions require, under the driveway approach. Pipe shall be a minimum of 24-feet in length. The pipe shall be maintained by the property owner. Driveway approaches must be constructed so the driveway does not drain into public roads. A driveway approach permit shall be issued as part of any building permit where a new driveway is to access the City streets.

3.7.3. Driveways shall have a minimum width of sixteen feet (16').

3.7.4. Driveways may provide access to no more than two residential single family dwelling units. No portion of the required fire lane width of any driveway may be used for parking. In this instance, driveways shall have a minimum width of twenty feet (20'). Driveways shall not be named.

3.7.5. Driveways and access streets longer than one hundred and fifty feet (150') must have a turnaround area approved by the Fire Department. Fire lane signage must be provided as approved by the Fire Department.

3.7.6. Driveway access locations shall be governed by the Manual for Use of Public Right-of-Way Standard Approach Policy, developed by the Local Highway Technical Assistance Council (LHTAC).

3.7.7. Driveways accessing more than one (1) residential dwelling unit shall be maintained by an owner's association, or in accordance with a plat note.





- 3.7.8. Residential driveways fronting arterial and collector streets shall not be allowed. In unavoidable situations, such driveways should be designed to prevent vehicular traffic from backing out onto the collector or arterial streets.
- 3.7.9. Required fire lanes, whether in private streets or driveways, shall comply with all regulations set forth in adopted fire codes, and approved by the Fire Department.
- 3.7.10. Street jogs with centerline offsets of less than one hundred and twenty five feet (125') shall be avoided.

Section 4 – Street Design Requirements

- 4.1 No block shall be longer than six hundred feet (600') or less than three hundred feet (300') between street intersections on collector streets. Each block shall have sufficient width to provide for two (2) rows of lots, except as provided in the City's Development Standards by a special exception approval by the City.
- 4.2 Street grades shall be such as to provide for the safe movement of traffic in all weather conditions and for adequate drainage of both streets and abutting properties. Street grades, whenever feasible, shall be not less than one-half of one percent (0.5%) and not more than six percent (6%). Grades in excess of 3 percent (3%) should be avoided on all approaches within fifty feet (50') of an intersection.
- 4.3 A cul-de-sac, court or similar type street may be permitted, provided that the maximum length for a cul-de-sac shall be six hundred feet (600') as measured from entrance to the center of the turnaround, and all cul-de-sacs shall be provided with a turnaround having a minimum radius of sixty feet (60') at the edge of pavement and seventy feet (70') at the right-of-way.
- 4.4 Dead-end streets shall not be permitted with the exception that such streets terminating at the boundary of a subdivision may be approved when such street and its extension is shown on the comprehensive general plan or when, in the opinion of the City Engineer, the future extension of such street is feasible and necessary to the proper development of the City street pattern. A paved temporary cul-de-sac shall be constructed at the end of a dead-end street. A temporary fence barricade or other substantial barrier shall be constructed at the end of any dead-end street to prevent





vehicles using said street as a through street. Any abutting landowners who desire to use a dead-end street to reach abutting lands may apply to the City Council to do so, and will be required to bring his portion of the street up to subdivision standards.

4.5 ALIGNMENT

4.5.1 Streets shall be designed and laid out in order to intersect as close to a right angle as possible, and no street shall intersect any other street at less than seventy degrees (70°).

4.5.2 Where any street deflects an angle of ten degrees (10°) or more, the connecting curve shall have a minimum radius of three hundred feet (300') for arterial and collector streets and one hundred fifty feet (150') for minor streets.

4.6 Minimum stopping and passing sight distances shall be determined by the Policy on Geometric Design of Highways and Streets (AASHTO).

4.7 On a corner lot, no person shall be allowed to erect, place, or maintain plants or shrubs or any obstacles which can dangerously obscure the view within a clear sight triangle defined by the following:

4.7.1 Height between thirty inches (30") and ten feet (10'), measured from the centerline grades of the intersecting streets.

4.7.2 The minimum distance measuring one hundred feet (100') along the property line from the centerlines of the intersecting streets. See standard drawings **SD-6** and **SD-7** in **Appendix M**.

4.8 The Standard Roadway details and the typical cross section characteristics required for the classified roadways within the City of New Plymouth are included in **Appendix M**. Local Roads standard drawing is **SD-1**; Collectors standard drawing is **SD-2** and **SD-3**. The alternate standard sections for Residential and Collector Streets may be approved at the discretion of the City Engineer based on a soils report submitted to the City Engineer.

4.9 The developer shall provide and install all street signs in accordance with the current edition of the Manual on Uniform Traffic Devices (MUTCD) and as approved by the City.





4.10 ALLEYS

- 4.10.1 Alleys shall be provided in all Central Business District (CBD) developments.
 - 4.10.2 Dead-end alleys shall not be allowed.
 - 4.10.3 New alley widths shall not be less than twenty feet (20’).
 - 4.10.4 Where possible, utilities shall be located and installed under ground in the alleys.
 - 4.10.5 Alleys shall be paved and have adequate drainage approved by the City.
- 4.11 Location: Street and road location shall conform to the following:
- 4.11.1 Street Location and Arrangements: When an official street plan or comprehensive development plan has been adopted, subdivision streets shall conform to such plans;
 - 4.11.2 Local Streets: Local streets shall be so arranged to discourage their use by through traffic;
 - 4.11.3 Stub Streets: Where adjoining areas are not subdivided, the arrangement of streets in new subdivisions shall be such that said streets extend to the boundary line of the tract to make provisions for the future extension of said streets into adjacent areas. A reserve strip shall be required and held in public ownership;
 - 4.11.4 Relation to Topography: Streets shall be arranged in proper relation to topography to result in usable lots, safe streets and acceptable gradients.

4.12 STREET LIGHT STANDARDS

The street lighting design in the City shall provide uniform lighting at a level adequate and comfortable for vehicular and pedestrian safety on City streets and sidewalks. The following are the street lighting requirements for local City and residential streets, commercial district zone and historical district zone.

4.12.1 Commercial District Zone – Type A:

- a. Luminaires: Dual Acorn Style Patterned Acrylic Diffuser with Decorative Cast Aluminum Enclosure.





- b. Light Fixture Wattage: 175 Watt Pulse Start Metal Halide.
- c. Light Pole: Pole shall be minimum 14 feet from ground surface including base, fluted 5 inches diameter round extruded from 6063 alloy aluminum, wall thickness 0.188 minimum and a smooth 4 inches diameter top section.
- d. Base: One piece cast aluminum with minimum 0.210 wall thickness.
- e. The following pole and accessories are pre-approved: LCGS-CP-PG-III-HR-DF/XAV-2-180/BKS, Base 4400 series (Type A street light details are provided in **Appendix M**, SD-9).

4.12.2 Historical District Zone – Type B:

- a. Luminaires: Decorative Pendant Luminaire with Concave Hood. Drop Down Clear Prismatic Polycarbonate refractor.
- b. Light Fixture Wattage: 150 Watt Pulse Start Metal Halide.
- c. Light Pole: Pole shall be minimum 12 feet from ground surface including base, smooth 5 inches diameter round extruded from 6063 alloy aluminum, wall thickness 0.188 minimum.
- d. Base: One-piece cast aluminum with minimum 0.225 wall thickness, 20 inches tall.
- e. The following pole and accessories are pre-approved: DSCR25-III-XBS-1-RAL-9005 (Type B street light details are provided in **Appendix M**, SD-8).

4.12.3 Residential Zone – Type C:

- a. Luminaires: Single Acorn Style Patterned Acrylic Diffuser with Decorative Cast Aluminum Enclosure.
- b. Light Fixture Wattage: 150 Watt Pulse Start Metal Halide.
- c. Light Pole: Pole shall be minimum 12 feet from ground surface including base, fluted 5 inches diameter round extruded from 6063





alloy aluminum, wall thickness 0.188 minimum and a 4 inches diameter smooth section.

- d. Base: One-piece cast aluminum with minimum 0.210 wall thickness, 32 inches tall.
- e. The following pole and accessories are pre-approved: LCGS-CP-PG-III-BKS (Type C street light details are provided in **Appendix M**, SD-10).

Section 5 – Street Construction Specifications

The following standards for street design and construction shall apply to all new streets. New Plymouth has adopted the latest edition of the Idaho Standards of Public Works Construction (ISPWC) as their standard construction specifications with the modifications listed in this Section. All Construction Specifications are provided either in this document, ISPWC or LHTAC Manuals. If a conflict arises, it is resolved in the following order: this document takes precedence over ISPWC and then LHTAC manual.

5.1 Modifications

- 5.1.1 Table 1 of Section 801.2.2. Uncrushed Aggregate Gradation: Replace the 0-12 percentage requirement for the No. 200 sieve size with **3-12**.
- 5.1.2 Section 802.2.1. Crushed Aggregates Material Description: Replace item E.2. Production Requirements with the following:
 - The percentage of aggregate retained on the No. 4 sieve having at least one fractured face as determined by WAQTC TM-1 shall be **75 percent**.

5.2 Design plans for street construction and subdivision drainage shall be submitted for review and approval by the City Engineer prior to construction. Sub grade construction must be approved before placing the gravel surfacing.

- 5.2.1 Clearing: The City may require clearing of full right-of-way width.
- 5.2.2 Drainage:

- (a) Side ditches shall drain to cross drains, sized for the appropriate hydraulic design condition.





(b) Cross drains at intersections shall be set back ten feet (10') from the appropriate property line or located according to the recommendations of the City Engineer.

(c) Pipe culverts underneath driveway approaches shall be twelve inches (12") minimum diameter or as approved by the City Engineer.

5.3 Street Names: Streets shall be named in accordance with Title 12, Chapter 4 of the New Plymouth City Code. County Emergency Staff shall be consulted in the street naming process.

5.4 Planting Strips and Reserve Strips: Planting strips and reserve strips shall conform to the following:

5.4.1 Planting Strips: Planting strips shall be required to be placed next to incompatible features such as highways, railroads, commercial or industrial areas to screen the view from residential properties. Such screening shall be a minimum of twenty feet (20') wide, and shall not be part of the normal street right-of-way or utility easement.

5.4.2 Reserve Strips:

(a) Private Reserve Strips: Privately held reserve strips controlling access to streets shall be prohibited; and

(b) Public Reserve Strips: A ten foot (10') reserve strip may be required to be placed along half streets which are within the subdivision boundaries and shall be deeded to the City for future street widening.

5.5 Any new construction work in the Central Business District shall follow the same curb, gutter and sidewalk and lighting pattern as now exists.

Section 6 – Easements

6.1 Unobstructed utility easements shall be provided along front lot lines, rear lot lines, and side lot lines when deemed necessary; total easement width shall not be less than ten feet (10') with five feet (5') on each side of the property line. In situations where





- an easement is required for City owned utilities then a minimum easement width of twenty feet (20') should be provided.
- 6.2 Easements shall also be provided, where necessary, to provide access for emergency services, utility maintenance, public access, private access, or any other purpose in the public interest.
- 6.3 Storm water easement or drainage right-of-way shall be provided where a subdivision is traversed by a watercourse, drainage way, channel or stream, conforming substantially with the lines of watercourse, and such further width or construction, or both, as will be adequate for the purpose. The City Engineer may require setbacks from watercourses, applicable not only to buildings, but also to any disturbance of the stream banks and edge habitats.
- 6.4 Snow storage easements of not less than ten feet (10') shall be provided along all public streets.
- 6.5 All easements described herein shall be dedicated to the City.

Section 7 – Pedestrian Walkways

- 7.1 Pedestrian walkways may be required where necessary to obtain convenient pedestrian circulation to schools, parks, shopping areas, or as designated in the City's Comprehensive Plan or Bicycle and Pedestrian Pathway Master Plan. The width of a walkway on any street shall not be less than five feet (5'). Multi-use pathways within a development or in the City limits shall not be less than ten feet (10') wide, except for existing pathways in the City.
- 7.2 Pedestrian sidewalks shall be constructed with a minimum width of five feet (5'). Sidewalks shall be constructed on all new streets.
- 7.3 The landowner whose property abuts the pedestrian walkway or sidewalk shall be responsible for all costs associated with engineering, installation, maintenance, upkeep, repair and replacement of the pedestrian walkway.
- 7.4 The typical street cross sections described in Section 5 and as shown in **SD-1, SD-2, and SD-3** in **Appendix M** display walkway construction.





Section 8 – Drainage and Snow Storage

- 8.1 Arterials, Collectors, and Local Streets may be constructed with six inches (6”) vertical curb, gutter, and catch basins at regular intervals with storm drainage systems as shown in the ISPWC Standard Drawings. The storm drainage shall be designed such that the system collects all storm water and discharges to a designated treatment system. Construction details are provided in the Standard Drawings in **Appendix M** and the ISPWC.
- 8.2 For sub-base course sections, see Standard Drawings in **Appendix M**.
- 8.3 The developer shall provide a geotechnical report for the development area. Geotextile sub-grade separation filter fabric may be required to separate sub-grade from sub-base where the seasonal high ground water table is within 12 inches of sub-base, and the potential locations where silt sand and fine materials are present in the sub-grade. This determination will be made by the City Engineer.
- 8.4 The natural storm water and snowmelt water drainage and treatment on and through the property shall be consistent with best management practices (BMP) and regulatory programs to which the City is subject. These BMPs shall be consistent with other City plans as established and approved by the City Engineer. Off-site improvements necessary for interconnection between private property and the City’s property may be required of the developer as a condition of plat approval or platting, and development shall be postponed until such improvements are provided by others.
- 8.5 A drain pipe shall be required at the bottom of borrow ditches at grades less than 0.4 percent and in areas of seasonal high ground water. See **SD-1** and **SD-2, Alternate Standards** in **Appendix M**.
- 8.6 Streets shall be signed to prevent on-street parking during snow plowing activities.
- 8.7 Each development shall plan, preserve, and require locations for snow storage to maintain clear travel lanes. Snow shall be removed to snow storage areas. Public streets shall provide for snow storage along each side of the street.
- 8.8 Drainage designs shall be based on a precipitation event for a maximum one hour occurring in a fifty (50) year period for local and collector streets. Arterials, bridges, and primary storm conveyance systems shall be designed to accommodate a 100 year





- event. All drainage plans shall be stamped by a Professional Engineer in the State of Idaho.
- 8.9 The Idaho Transportation Department (ITD) drainage design manual is recommended for estimating the volume of runoff.
- 8.10 Design flows shall not exceed 80% of pipe capacity.
- 8.11 Dry wells may be used in special circumstances where other methods of storm water management have been explored and there is no feasible alternate to dry well installation.

Section 9 – Signing, Striping, and Markings

- 9.1 All traffic control devices (signing, and traffic signals) shall be shown on the design plans. The traffic control devices and their application shall conform to the latest edition of Uniform Manual for Traffic Control Devices (MUTCD) as adopted in Idaho.
- 9.2 All temporary traffic control shall conform to the latest edition of MUTCD.
- 9.3 The City may determine pavement marking requirements subject to MUTCD requirements. The color, pattern and dimensions of markings shall be in conformance with the latest edition of MUTCD. Paint quality shall be the same as that used by ITD for their pavement markings.
- 9.4 All signs shall be installed prior to the acceptance of streets unless approved otherwise by the City.

Section 10 – Emergency Vehicle Access and Turn-Around

- 10.1 General: This standard is intended to assure that access for emergency vehicles is sufficient to allow emergency service vehicles a reasonable degree of protection from hazards to life and property in the City limits and City's Impact Area.
- 10.2 Plans: Prior to the issuance of a building permit or conditional use permit, the applicant must submit plans to the City and Building Inspector showing how access and turn-around will be provided. These plans shall be drawn to scale and shall include building size and distance to exposures.
- 10.3 Design Requirements:





- a. Apparatus access roads shall be provided to within 150 feet of every building here-after built on (or moved onto) property in the jurisdiction.
- b. Access roads shall be constructed to standard engineering specifications for an “All Weather Surface”. Six (6) inches of crushed gravel, or pit run (3" max. size), covered by 2-inches of 2" minus crushed gravel qualifies as an “All Weather Surface”.
- c. Width of Roads:
 - Roads serving one to four dwellings (or serving only agricultural outbuildings) shall have a drivable surface at least 12 feet wide. No obstructions such as power poles, fences, phone boxes, ditches, or irrigation boxes shall reduce this minimum width. The full width of the roadway must be kept clear at all times.
 - Roads serving more than four dwellings shall be constructed in accordance with the City’s Street Standards.
- d. Bridges or culverts shall be designed and built to support 80,000 pounds on 3-axles.
- e. Curves shall have an inside radius of at least 30-feet and an outside radius of at least 50-feet.
- f. Turn-Around: Dead-end access roads in excess of 150-feet from the centerline of a public road shall have a turn-around as approved by the City.
- g. Turnout: Dead-end access roads in excess of 500-feet shall have a turnout so that vehicles can pass each other without leaving the graveled surface. If the road is less than 500-feet, but the entire length of the access road is not visible from the public road, a turnout is required.

Turnouts shall be placed midway between the public road and end of the access road, or every 500-feet if more than one turnout is required for an unobstructed view between turnouts. A turnout shall be a graveled surface at least 20-feet in width and 56-feet in length.





Section 11 – Acceptance into the City Street System

- 11.1 No roadway will be accepted into the City’s street system for maintenance until the conditions of this Section have been met, or a variance granted thereto.
- 11.2 A request for acceptance of a roadway shall be filed with the City and must establish that the request meets the following requirements and is accompanied by the following:
- a. Road right-of-way have been dedicated and filed with the City.
 - b. Construction has been completed in accordance with approved plans and specifications.
 - c. All required testing has been completed, reviewed and approved by appropriate Superintendent or City Engineer.
 - d. A pre-acceptance walk-through shall be conducted at the project location with the following representatives in attendance:
 1. Project Developer
 2. Project Engineer
 3. Contractor
 4. Public Works Superintendent
 5. City Engineer
 - e. The Engineer-of-Record shall provide record drawings and an engineer’s statement of roadway completion with required submittals establishing that the improvements have been constructed in accordance with the approved construction drawings, specifications and these Street Standards.
 - f. Warranty: The developer shall warrant workmanship, materials, and engineering design for one (1) full year from the time of acceptance by the City. The developer at their own expense can be required to correct any defects which may exist, which they are notified of within one (1) year of acceptance. Whenever a developer is required to make corrections or repairs to any defect, the warranty period shall be extended for one full year after said repairs or corrections are completed on the repair work.
 - g. Developer has paid all fees and charges.





- 11.3 In any platted undeveloped subdivision with public roadways, no residential approach permit shall be granted until the roads within the subdivision have been constructed in accordance with the requirement for acceptance as set forth in this Section.

Section 12 – Restricted Right-of-Way Activities Allowed by Permits

- 12.1 Any use of the rights-of-way for purposes other than vehicular travel along the City streets shall be by permit only obtained from the City. Any such activity shall not be commenced without application for and receipt of a permit from the City's Planning and Zoning Administrator.

- 12.2 Restricted activities shall include, but shall not necessarily be limited to, installation or construction of the following:

12.2.1 Approaches

1. Driveway approaches.
2. Non-public approach roads.

12.2.2 Utilities and Encroachments

1. Potable water mains and services.
2. Sanitary sewer mains and services.
3. Storm sewer and culverts.
4. Utility lines, poles, and conduits (overhead or underground).
5. Natural gas mains, laterals, service and other appurtenances.
6. Cable television lines.
7. Irrigation pipelines and siphons crossing roads.
8. Storm water or other drain pipes.
9. Signs.
10. Landscaping located within the right-of-way:
 - ◆ Landscaping rock or drain rock, two inches (2") or smaller in size, up to the shoulder of the roadway or three feet (3') from the edge of pavement, whichever is greater.
 - ◆ Lawn, up to the shoulder of the roadway or three feet (3') from the edge of pavement, whichever is greater.





- ◆ Ground cover plants, not exceeding six inches (6”) in height located beyond the bottom of the roadside drainage ditch or nine feet (9’) from the edge of pavement, whichever is greater.
 - ◆ Sprinklers may spray into the right-of-way to irrigate turf or plants; however, no piping or sprinklers shall be permitted within the right-of-way.
- 12.3 The use of right-of-way for other than vehicular travel shall be in accordance with the LHTAC manual for Use of Public Right-of-Way, Standard Approach Policy and Permits for Utilities and Encroachments, latest editions. Any such activity shall also be completed in accordance with these standards, or in the absence of any existing standard, in accordance with sound engineering principles.
- 12.4 Any such right-of-way use permitted by the City shall be maintained by the applicant or homeowner’s association in accordance with these standards.
- 12.5 Any disturbed area within the right-of-way shall be restored to equal or better than the condition prior to the disturbance as soon as practicable after the surface has been disturbed. The surface shall be maintained in a smooth, drivable condition until final restoration is completed and accepted.
- 12.6 Fee schedule, construction requirements for work within the City’s right-of-way, construction permits and copies of each “Application and Permit to Use Public Right-of-Way” for “Approaches” and for “Utilities and Encroachments” are included in **Appendix K**.

Section 13 – Access Control Management and Standards

Access management strategies are essential with growing traffic demand and congestion. These strategies involve the systematic control of driveways, intersection design and spacing, median openings, and roadway connections.

Access control and management is associated with a variety of benefits primarily preserving and improving public safety especially for pedestrians and bicyclists, reducing traffic congestion and delay, and creating safe traffic operation.





The following are the major principles of access management:

- Design and manage roadways according to the primary function that they are expected to serve.
- Limit direct access to major roads. Direct access to residential property from major collector and arterials should be discouraged.
- Limit the number of conflict areas on the highway.
- Provide an appropriate transition from one classification of roadway to another by designing a proper network, including intersections.

Access Control Standards

The above listed benefits of access management can be achieved by setting standards on access location, spacing of intersections, and urban and private approaches. Well designed and distributed intersections with circulation plans within commercial developments will promote attractive commerce and increase traffic flow. “SAFE ACCESS IS GOOD FOR BUSINESS” information is available from the Idaho Transportation Department (ITD). It is recommended that the City enter into a Transportation Access Plan (TAP) with ITD. The following are the access control standards recommended to the City:

1. Access to US Highway 30 shall be limited to arterials or major collector intersections at half (1/2) mile intervals, minor collector intersections at quarter (1/4) mile intervals, and local street intersection spacing, city blocks, at 330 feet.
2. Access control in areas where the highway transitions from the urban core to rural shall be at a minimum of mile spacing. These standards conform to the Rural Type IV access control standards described in ITD’s Access Management policy.
3. The use of existing approaches on US Highway 30 shall be allowed to continue provided that:
 - a. The existing use is lawful and properly permitted by ITD.
 - b. The nature of land use does not change, for example, a residential use to a commercial use.





- c. The intensity of land use does not increase, for example, an increase in the number of residential dwelling units or an increase in the square footage of commercial space.
4. The developer shall develop or acquire access to a road other than the US Highway 30 if the owner proposes a change in intensity of use or change in land use type. The use of the existing approach shall be abandoned and removed.
5. A shared driveway approach should be encouraged over individual approaches to minimize the total number of driveway approaches on US 30 and Collectors.
6. Frontage roads should be encouraged for access control on US 30.
7. Access on collector streets in the City shall be at a minimum spacing of 500 feet between approaches and at a half a mile between intersections. These standards conform to ITD's Rural Type II access control standards.
8. The building setback, including landscape area, for new commercial developments in Non-Business Districts shall not be less than seventy five feet (75') from US Highway 30 and fifty feet (50') from major collector rights-of-way.
9. The residential setbacks in other districts should meet requirements described in the City of New Plymouth's zoning ordinances.





STREET SURFACE RATINGS AND SURFACE MANAGEMENT PLAN

Street Surface Ratings

Currently, the City maintains 12.25 miles of roadway, of these, 10.42 miles are paved roads and 1.82 miles are unpaved roads. Each street maintained by the City’s Public Works Department included in the inventory survey is rated numerically. Poor road surface conditions result in delays and loss of comfort to the user. Each road condition attribute in the data dictionary is assigned a numeric value. Surface condition ratings for paved and gravel roads are determined using these values as described in the RAMS Standard V4.0 report.

Paved Road Surface Condition Assessment

A paved road surface condition can be assessed by calculating a numerical score or index between 0 (worst) and 100 (best) based on the visible pavement distress. Road ratings were determined using a weighted average of the individual road segment condition. The numeric index values assigned were based on the following four surface distress conditions and drainage condition:

1. Surface Cracking
2. Surface Distortion
3. Surface Disintegration
4. Drainage and Shoulders

SURFACE RATING	CONDITION	DESCRIPTION
100	GOOD	New road surface with smooth driving conditions.
75	FAIR	Road surface with smooth driving conditions, no loss of speed and comfort.
50	POOR	Road surface with rough driving surface, potential loss of speed and comfort occasionally and minor safety hazards. Road repair strategy and cost, budget for repairs should be considered.
25 0	VERY POOR	Road surface unsuitable for driving with reduction in speed and driving comfort, and occasional safety hazards. Below standard road, requires repair strategy and prioritized repair.

Figure 5: Surface Rating, Condition and Description





The above figure shows the graphical representation of surface rating numerical index and pavement condition description. This figure provides an idea of the paved road surface and base course condition with respect to the surface rating index. The following table lists the weighted average of current surface condition ratings for some segments of paved roads in the City based on a road inventory survey conducted in the summer of 2010 in New Plymouth.

Table 10: Paved Roads Segment Surface Rating

ROAD NAME	ROAD SEGMENT SURFACE RATING	ROAD SEGMENT LENGTH (FT)
E Idaho Street	10	467
W Maple Street	25	140
S Plymouth Avenue	40	1490
Southwest Avenue	40	634
SW 2 nd Avenue	45	1340
Hawthorne Avenue	50	478
W Canal Street	55	225
E Elm Street	60	443
East Boulevard Outside	65	1084
E Ash Street	70	378
Holly Avenue	70	812
S West Boulevard Inside and Outside	75	230
Pleasant Street	80	683
West Boulevard Outside	90	830
Colton Street	100	1200
Pine Street	100	575

The surface ratings shown in the above table do not apply to the complete length of the street, but it applies to a segment of the street. A road surface segment rating map for paved roads in New Plymouth is provided in **Appendix F**.

Similarly, the surface condition for gravel roads can be assessed by calculating a numerical index ranging from 0 to 100, similar to paved road ratings, based on visible surface condition. Gravel road ratings were determined based on the following parameters:

- Loss of aggregate drainage





- Distortion
- Corrugation
- Drainage and Shoulders

Gravel road ratings change frequently throughout the year based on traffic volume and the last date of maintenance (grading). Maps showing current surface condition ratings for paved and unpaved roads are provided in **Appendix F**.

The following Table 11 lists the weighted average surface condition ratings of some segments of gravel roads within the City. A map showing gravel roads and the respective calculated surface rating is provided in **Appendix F**.

Table 11: Unpaved Roads Segment Surface Rating

ROAD NAME	ROAD SEGMENT SURFACE RATING	ROAD SEGMENT LENGTH (FT)
Plymouth Avenue Extension	55	341
E Locust Street	55	480
SW Locust Street	55	606
W Locust Street	55	470
Good Lane	60	466
Myrtle Street	60	310
Myrtle Street	60	330
E McKinley Street	60	449
E Locust Street	60	480
Mill Road	60	346
Aspen Street	60	177
SE Locust Street	65	850
W Locust Street	65	958

Surface Management Plan

The Surface Management Plan (SMP) is a set of tools or methods that can assist decision-makers in finding cost-effective strategies for providing, evaluating, and maintaining road surfaces in a serviceable condition. The SMP consists of two basic components: 1) a comprehensive database which contains current and historical information on road surface





condition, road structure, and traffic; 2) a set of tools that allows decision-makers to determine short-term and long-term maintenance goals, future road requirements, and identify and prioritize road surface preservation projects according to budget constraints.

The City of New Plymouth is a small community with approximately 1,538 people and 13 miles of road surface. For this scale of community, a brief SMP is adequate to evaluate and maintain current roads in a serviceable condition.

A simple and brief SMP method is discussed below. This method should be used by the Public Works Superintendent to document maintenance goals in order to procure adequate funds. There are five steps in this simple SMP method that are flexible and may be tailored to the City's specific needs and techniques that can be modified as necessary or convenient.

The following are the five steps in the SMP method:

1. **Street Inventory** – Prepare and maintain a street inventory which defines a network by segments including the date and type of maintenance and or repairs.
2. **Road Surface Condition Assessment** – Conduct surface condition survey and assess road surface condition based on severity and extent relative to the surface distress.
3. **Prioritize Projects and Maintenance Technique** – Prioritize and rank projects that are most severe and most cost-effective first. Appropriate maintenance techniques should be identified for each project.
4. **Schedule and Funding** – Schedule road surface maintenance based on the available funds. Develop a unit cost schedule for improvements, as it is critical for budgeting and future planning.
5. **Documentation** – Document maintenance techniques and fiscal resources and gather feedback from the City Council. This step also relates to the program outcome.





The following section discusses each step of the SMP in detail:

Street Inventory and Database

A road inventory survey includes visual inspection of road surface type (paved and unpaved) and surface condition, pavement width, drainage characteristics, location of traffic control devices such as sign posts and speed signs. A database can be developed from the road inventory survey.

A road inventory survey was conducted within the City using automated GPS equipment during the summer of 2010 and a database was set up to allow for frequent updates and cost calculations to assist in setting maintenance project goals and their associated costs. These costs can be directly placed into the City's road maintenance budget. The costs included in the database can be updated regularly to account for any variations from year-to-year and to reflect actual unit costs that the City has historically encountered. The GIS component of this project includes a road inventory and surface condition assessment. This information is vital in developing budgets for operation and maintenance of the City roads.

Road Surface Condition Assessment

The road surface condition can be assessed from a survey based on severity and extent relative to the surface distress and disintegration. To assess the condition of a pavement structure, extensive data collection and a survey, such as base and sub-base exploration is necessary. As explained earlier, a numerical score or index between 0 and 100 can be assigned to the road surface based on the visible road surface distress. The numerical ratings of treated or rehabilitated roads in the database should be updated when road surface treatments are applied.

As discussed earlier, roads deteriorate over time due to traffic, environment, and weather condition. Pavements tend to deteriorate slowly during the first few years after construction and very rapidly when they are aged. The aged pavement without any treatments tends to





fail quickly. Therefore, certain treatments and maintenance techniques should be adopted to rejuvenate the pavement life.

The following Figure 6 shows variation of pavement deterioration with age, without any maintenance and with maintenance.

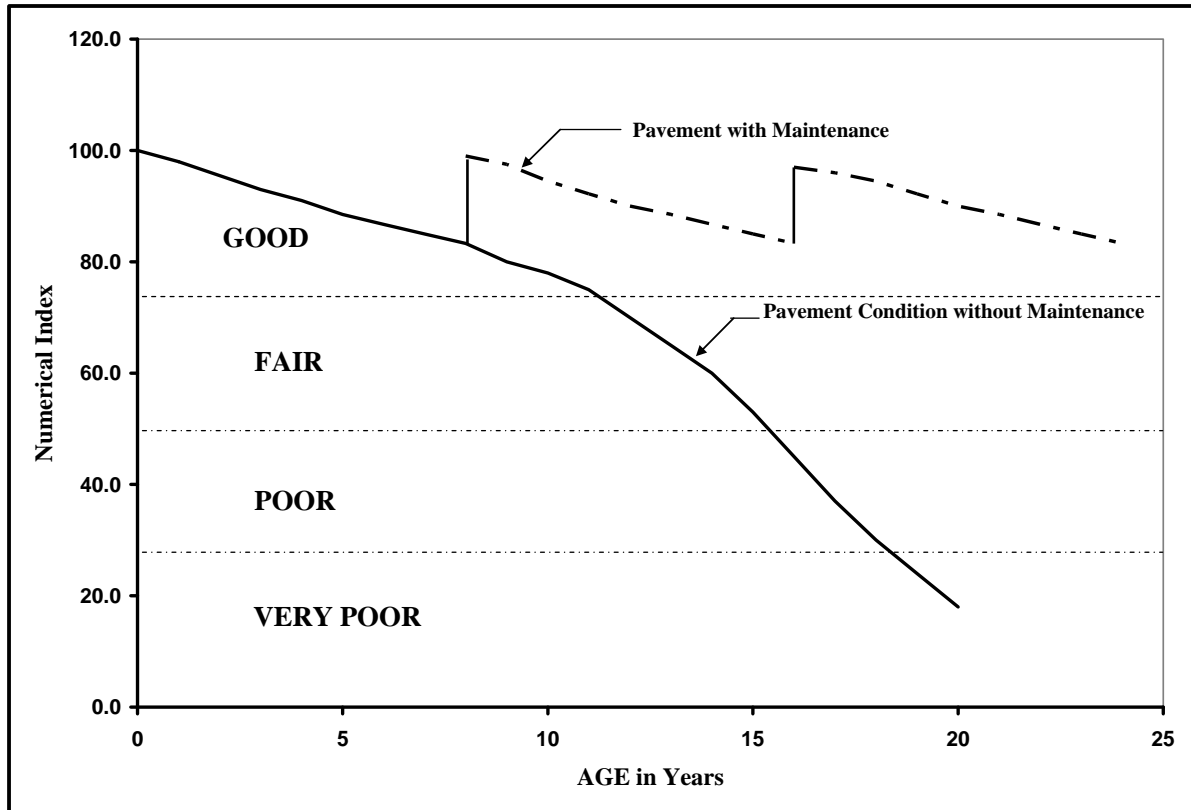


Figure 6: Pavement Condition vs. Age

The above figure allows the reader to visualize the life cycle of asphalt pavement with and without maintenance. With the proper construction and maintenance, the road surface rating can be increased and as a result the life cycle of pavement may be extended. Providing proper maintenance extends the asphalt life thus reducing capital expenditures of reconstruction of the road sections. The T2 Center of Idaho recommends a pavement management program of maintaining good roads first, then improving poor roads as the budget allows. New Plymouth may also prioritize maintenance based on traffic volumes on streets and age of pavement.





Prioritize Projects and Maintenance Techniques

Based on the pavement condition and the numeric score values, the City should identify the road sections needing repair or treatment and determine the source of funding so that the road sections can be restored to the desired level of serviceability. These sections should be prioritized for funding. The goal of prioritization of projects is to provide the greatest benefit to the community for the funds expended on the project.

There are a large number of project prioritization approaches. A simple ranking procedure often ranks those with the worst condition road section as the highest priority; however, this procedure is limited in the number of available parameters. Generally, pavements with poor ratings require substantial repair or treatment which requires significant funds to restore roads to the desired level of serviceability. Hence, prioritization of projects should be done based on good engineering judgment and net positive impact on the community and drivers.

Paved Roads Maintenance Techniques

Maintenance activities on asphalt surfaces preserve the existing pavement surface and prevent further deterioration. Maintenance activities can be divided into four separate categories (as presented in The Asphalt Handbook, Asphalt Institute, 1989):

- Routine maintenance – the day-to-day work that is necessary to preserve and keep a pavement as close to as constructed condition as possible. This may include crack sealing (annually), pothole patching (as soon as possible), and drainage maintenance (semi annually). This maintenance technique should be applied to pavement segments with the numerical index ranging between 100 and not less than 50.

In addition to the above listed routine maintenance, other road maintenance work including pavement marking, upgrading traffic control devices (sign boards), and re-grading borrow ditches for proper drainage should be applied to all City streets.





- Preventive maintenance - work which is done to prevent deterioration of a pavement, thus reducing the need for more substantial maintenance work. This may include drainage (road side) maintenance and fog or chip seals (every 4 to 5 years). This maintenance technique should be applied to pavement segments with the numerical index ranging between 85 and not less than 25.
- Major maintenance (rehabilitation) – work which is needed to restore a pavement segment to an acceptable serviceability condition. It includes surface treatments, surface recycling and thin overlays. This maintenance treatment should be applied to pavement segment when the numerical index rating is less than 50.
- Reconstruction – work includes reconstruction of the sub-base, base and asphalt surface to restore pavement to its as-constructed condition. This maintenance technique should be applied to pavements with the numeric score less than 25.

PCI	Maintenance Technique
100	Routine Maintenance
75	Preventive Maintenance
50	Major Rehabilitation
25	Reconstruction with Base Treatment
0	

Figure 7: Pavement Maintenance and Segment Surface Rating

The above figure illustrates the range of surface segment rating values that triggers different maintenance techniques for paved roads. The above figure is a general guideline for public works personnel and decision-makers to maintain the transportation infrastructure and provide an acceptable level of service to the public and drivers. A field investigation would always take precedence over these general guidelines.





Gravel Road Maintenance Techniques

The City of New Plymouth maintains approximately two miles of unpaved (gravel) roads. Currently, the Public Works Department has adopted maintenance techniques and has implemented them when required. As per the City staff, some gravel roads with negligible traffic seldom require maintenance and are repaired on an as-needed basis. The following Table 12 lists six types of gravel road distresses and the respective maintenance techniques which can be helpful to New Plymouth staff in maintaining gravel roads for good serviceability.

Table 12: Gravel Road Surface Distresses and Maintenance Technique

	Gravel Surface Distresses	Maintenance Technique
1	Improper cross-section	Reshape or re-grade depending on the severity of the distress
2	Inadequate roadside drainage	Re-grade ditches and clean culverts regularly
3	Corrugation	Reshaping or blading depending on severity
4	Potholes	Blading or reconstruction depending on severity
5	Rutting	Removing or stabilize sub-grade and reconstruction
6	Loose Aggregate	Reshaping and additional fines to obtain the proper gradation for stability

Items 1 and 2, listed in the above table, are drainage issues that may compromise the structural integrity of the road base. Items 4 and 5 are indications of an inadequate base. Items 3 and 6 are related to surface management and daily traffic volumes. When traffic volume on gravel roads increases it becomes cost-effective to pave the road. A good indicator of requiring pavement is frequent grading, due to poor wearing surface conditions. Placing pavement over inadequate base and/or poorly drained roads will provide a temporary fix but will result in potholes and cracking within a few years.





Gravel roads are more susceptible to dust erosion than paved roads. Traffic and weather can cause major loss of fine materials, create environmental problems for nearby residents and can be a safety hazard. Gravel roads rely on fine material to help form a stabilized road surface. Therefore, it is necessary to prevent dust erosion and improve the cohesion of the binder material (fines) in the road surface.

The City should continue to provide maintenance and preventive measures to gravel and native material surface roads as and when needed. Water can be used for dust abatement on gravel roads but it suppresses dust temporarily, however, it is not a long-term maintenance technique. The most common long-term dust control technique adopted is by using dust palliative, calcium chloride in flake or liquid form. Calcium chloride attracts moisture and improves the cohesion and ability of fine aggregates to retain moisture. Other possible dust control techniques include lingo-sulfates and asphalt emulsion resins.

The following are recommendations with time frequency for maintenance techniques for gravel roads.

- Debris and excess vegetation like grass and weeds should be removed from the bottom of ditches and culverts at the beginning of every fall season.
- The ditches should be graded by removing excess silt and sand sediments and reestablishing longitudinal and side slopes at the beginning of every spring and fall seasons.
- Road cross slope and shoulder slopes should be inspected and graded as required and at a minimum of the beginning of spring and fall seasons.
- Repair and/or upgrade culverts depending on storm water demand and existing culvert capacity each fall season.
- Dust control annually.

This information will be helpful to the City Public Works Department to select an appropriate treatment to retain or enhance the level of serviceability of paved and unpaved roads. Good maintenance practices will prolong the life of the wearing surface of gravel and paved roads and thus reduces the capital expenditure on City streets.





Schedule and Funding

The schedule for road surface maintenance is based on available funding and project priority. Funding for street maintenance, operations and capital improvement projects are of primary importance to the City. Small rural communities like New Plymouth must plan, set a strategy, and budget for years to create sufficient revenue for capital improvement projects. Currently, the City's road funds come from taxes.

Documentation

Implemented road surface maintenance techniques, costs and time of application to City streets needs to be documented. An updated unit cost schedule for improvements should be developed and maintained, as it is critical for budget and future planning. The road inventory and road surface condition database should be updated annually.

Recommendations to the City

Currently, the City does not have a SMP. Many of the City streets, even with limited resources, are in fair to good condition. The City's current strategy of applying pothole patching, crack sealing and overlay to existing pavements is the primary reason for the good quality roads in the City.

Based on the SMP principles, the following are the recommendations to the City to maintain the City streets in acceptable and serviceable condition.

- The road inventory survey and assessment provides the current road surface condition rating and a database was set up from the road inventory survey. This database should be updated when the roads, culverts and sign boards are repaired.
- The unit cost schedule should be updated regularly to account for any variations from year-to-year and to reflect actual unit costs that the City has historically encountered. The updated unit costs should be included in the database to prepare the City's road maintenance budget.
- Apply chip seal to City street segments where the numerical index falls less than 50 or every five years, whichever occurs first.





- It is recommended to continue the program to set aside funds for routine maintenance work every year and to apply for State and/or Federal funds for major capital expenditure projects.

Asset Management

Recently the AASHTO and the Federal Highway Administration conducted workshops and seminars to include asset management concepts in transportation agencies. The following is the definition taken from the AASHTO, which was used at the workshops:

“Asset management is a systematic process of maintaining, upgrading, and operating physical assets cost-effectively”.

Asset management is a critical part of the New Plymouth transportation infrastructure management. Law requires that cities complete a GASB Statement No. 34 of all publicly owned properties. The City, in collaboration with TCI Corp, has completed a road inventory survey including right-of-way widths and road surface widths in summer 2010 and developed an Asset Management System based on information collected in field. The Asset Management System provides New Plymouth with valuable information that allows the assets to be monitored annually with current updates of the data base. TCI Corp evaluated the value of City streets based on the right-of-way value, replacement cost, standard life cycle of asphalt pavements (depreciation), and current surface conditions. An asset valuation report prepared by TCI Corp is provided in **Appendix N**.





CAPITAL IMPROVEMENT PLAN AND FUNDING

A Capital Improvement Plan (CIP) is a major transportation-planning tool. It is the process of systematically inventorying and prioritizing a community's major capital improvement projects within a proposed time frame. The CIP lists the projects and improvements needed based on a sense of priority, available funding options and indicates the person or agency responsible for implementation.

There are several benefits for developing and adopting a CIP. The CIP provides a management tool for the City Council and City Staff and can also provide valuable information to the Planning Commission, citizens of the City, developers, and businesses who are interested in the development of the community. The CIP document will assist in planning available resources and funds and coordinating City projects with those of other public or private developments.

Despite many benefits of capital improvement planning, it is necessary to understand that this CIP serves as a guideline document. There can be changes in the plan and order of projects identified for many reasons. Estimated costs for the projects and available funds can fluctuate as a result of changing economic conditions or shifts in public policy, therefore these CIP projects should be reviewed annually. Project priorities may be adjusted depending on the need and funding availability. A well-maintained GIS database will assist in updating the list.

The recommended street improvement projects are identified in two classifications: major reconstruction and minor repairs/reconstruction of a small segment. For major reconstruction of streets, the City will most likely seek federal funding. Minor repairs/reconstruction of small segments will likely be locally funded projects. The following Table 13 lists the proposed projects for the City for the next five years.





Table 13: Capital Improvement Projects

Priority	Project Name	Funding Source	Projected Cost	Projected Construction Year				
				FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
Major Capital Improvement Projects								
1	Plymouth Avenue	Local Funds/LRHIP	\$652,000	X				
2	Holly Ave & Idaho Street	STP-R/Local Match (Funded)	\$2,305,000			X		
3	SW 2 nd Avenue	LRHIP/Local/Hwy Dist #1	\$100,000				X	
4	Southeast Avenue, Ph 2	STP-R/Local Match	\$705,000					X
5	Hwy 30, Ph 3	Local Funds/LRHIP	TBD					X
Maintenance Projects - Paving/Chip Seal Projects								
6	W. Inside Boulevard	Local	\$7,000		X			
7	SW Inside Boulevard	Local	\$8,000		X			
8	Myrtle Street	Local	\$5,000			X		
9	SE Inside Boulevard	Local	\$17,000			X		
10	E Boulevard	Local	\$10,000				X	
11	Poplar & Cherry	Local	\$3,000				X	
12	E Idaho Street	Local	\$10,000				X	
13	Hawthorn Street	Local	TBD					X
14	W McKinley	Local	TBD					X
Note: TBD - To Be Determined The above listed projects are not included in the current STP.								

Note: All federal funding through the State is restricted to Major Collectors and Arterials in the Surface Transportation Improvement Program (STIP). Some of the proposed projects are not currently listed as Major Collectors in the STIP. An application may be made to the State to change the classification of qualified roads. Federal funded projects time frame is an average of four to eight years. Project size may vary in order to meet available funding.





The above table lists the major investment projects for the next five years, the potential funding source and the projected construction year. The above list should be updated annually depending on the City's needs and requirements and infrastructure updates.

Funding Strategies for Street Development

Funding for road maintenance, operations, and capital improvement projects are of primary importance. The City must plan, set a strategy and budget for years to create sufficient funds for capital improvement projects. Obtaining matching funds through State and Federal Grant Programs is one method of stretching the City funds. All federally funded projects have additional costs. The City is encouraged to consider each project carefully, weighing the extra cost and regulations for federal funds versus using local funds.

There are several funding possibilities available from the State and Federal government, through State Agencies. There are possible funds available through agencies such as the Idaho Department of Commerce and Economic Development for rehabilitation and reconstruction. Most funding agencies require cities to identify projects and list them in their CIP. Most of these funding agencies require cities to provide a percentage of local funds to match the total funding. The matching funds for Capital Improvement Projects may be funded through local taxes and development fees. The following, is a list of funding agencies and their programs to provide funds for street developments:

1. **Surface Transportation Program (STP) Local Rural**

These funds are allocated for projects in rural areas and in cities with populations below 5,000. They may be used for new construction, reconstruction or rehabilitation of roadways functionally classified with FHWA as rural major collectors, with a small percentage allowed for minor collectors. The local match requirement is 7.34 percent. The funds are awarded through the Local Federal-Aid Incentive Program administered by the Local Highway Technical Assistance Council (LHTAC).





2. Surface Transportation Program (STP) Enhancement

These funds are available to state, local, federal agencies, universities, and Indian tribes, for enhancement activities such as developing pedestrian and bicycle facilities, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities.

3. Local Rural Highway Investment Program

This Investment Program is a grant program that provides funding for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road. Matching funds are not required for this program but LHTAC encourages matching funds. The work must be contracted out when the estimated cost of the project is more than \$50,000. Maximum funds per year, per agency are \$100,000. These funds do not require that federal project requirements be met.

(Source: www.lhtac.org)

4. Safe Routes to School (SR2S)

In 2005, the federal government created the Safe Routes to School program to assist local agencies in developing alternative travel modes such as biking and walking for school-going children to improve children's health, air quality and traffic congestion. This program provides federal reimbursement for local initiatives that make bicycling and walking to school a safer, more appealing option for children. More information on concepts and funding program is available on the ITD website at <http://itd.idaho.gov/SR2S/about.htm>. These funds can be utilized to construct a new pathway system or enhance an existing pedestrian and bicycle pathway.

5. Community Development Block Grant

This grant program is a U.S. Department of Housing and Urban Development (HUD) program, administered by the state, used to construct projects that benefit low and moderate-income persons. This program helps prevent or eliminate slum and blight conditions, or solve catastrophic health and safety threats in local areas. These grant





funds are available through a statewide competitive program. Funds can be utilized for developing public facilities such as bicycle and pedestrian facilities, senior/community centers, downtown revitalization and economic development. More information on the grant concepts and application procedures are available on the Idaho Department of Commerce website <http://commerce.idaho.gov/development-block-grants>.

6. Congestion Mitigation Air Quality (CMAQ)

These funds are available through a statewide competitive program which provides federal transportation funding for air quality projects, planning, and programs. Projects under this program fall under two categories: construction and non-construction. These funds are available for projects which provide significant air quality benefits, and projects directed toward solving a transportation related air quality problem. The local match requirement is 7.34 percent. Projects such as dust control and prevention (sweeper/flusher trucks, unpaved road stabilization, and de-icing equipment/supplies), special studies for air quality monitoring, alternative transportation education are eligible under this program.

(Source: <http://www.itd.idaho.gov/planning/reports/cmaq/cmaq.html>)

The above listed funds are available from the State and federal government annually. Each year LHTAC sends out application packets to all cities with a population under 5,000 and eligible projects are identified and rated for the funding process. Top rated projects are funded based on available funds. The funding process and project selection procedure were explained in the first section of this report. It is recommended that the City adopt a plan to procure local funds annually to match the State and federal funds every year in order to obtain the federal funding.

Pedestrian, Bicycle and Public Transportation Funding Options

There are other funding programs available through Federal Transit Administration (FTA), Idaho Parks and Recreation to provide funding assistance in design, implementation, training and technical assistance for public transportation, and pedestrian and bicycle facilities in





rural areas. The following are some of the programs available for improving alternate mode of transportation:

- ◆ Rural Transit Assistance Program (RTAP), 5311 (B) (3)

This program is a FTA program. The purpose of this program is to provide a source of funding to assist local governments in the design and implementation of training and technical assistance projects tailored to meet the needs of transit operators in non-urbanized areas. This program allocates funds in the form of grants, scholarships and expense reimbursement.

- ◆ Recreational Trails Program

This program is administered by the Idaho Parks and Recreation Department. The goal of this program is to maintain and restore existing recreational trails, develop and rehabilitate trailhead facilities, purchase and lease trail construction and maintenance equipment, and construction of new recreational trails. The eligible projects for this program can include maintain and restore horseshoe park trails, trails to the Payette River. The local sponsor is responsible for 20% of the total project cost.

- ◆ Intercity Non-Urbanized Area

This program follows federal regulations and allot funding under the non-urbanized area funding (5311) for intercity bus services. As per the guide [12], “Intercity service is defined as a regularly scheduled bus service for the general public, which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, which has the capacity to transport baggage carried by passengers”. Projects derived from the local mobility management corridor plan are considered high priority for this program. The eligible projects for this program can include a scheduled bus service from New Plymouth to Boise connecting cities of Emmett and Eagle. The local project sponsor is responsible for portions of the total project costs as following:

- ◆ 20% of eligible project administrative expenses
- ◆ 8% of eligible capital expenses





- ◆ 42.5% of net operating cost of the project
- ◆ 8% for projects that are preventive maintenance

- ◆ **Job Access and Reverse Commute Program**

This program is a FTA program. The goal of the program is to improve access to employment, employment-related activities and transportation services for low-income individuals and to provide transit to urbanized areas. The eligible projects for this program can include transit facilities for City residents who work in other cities such as Ontario, Payette, Fruitland and Emmett. Projects derived from the local mobility management corridor plan are considered high priority for this program. The local sponsor is responsible for 20% of capital and planning costs, and 50% of net operating cost of the project.

- ◆ **Highway Safety Grant Program**

This grant program is administered by the state department of transportation. The goal of the program is to reduce accidents, serious injuries and deaths from motor vehicle crashes. The sponsor is responsible for 25% of the total project cost. Eligible projects for this program can include safe pedestrian crossing, bicycle safety and improvements at an intersection or road section with high accident rate.

- ◆ **Elderly Individuals and Individuals with Disabilities**

This grant program is a FTA program, administered by the state. This program is designed to improve mobility for elderly and disabled individuals by providing financial assistance for transportation services. The funding cycle is annual and application process starts in December. Local project sponsor is responsible for 8% of the total project cost.

For more information on funding programs and detail description on public transportation funding visit: <http://i-way.org>.





PUBLIC INVOLVEMENT

Public involvement is an important component in effective transportation planning and transportation decision-making. Interested persons, groups and agencies have an opportunity to voice their opinion and interests in planning the City's transportation system. Public input from various agencies and persons provide crucial information to decision-makers and policy-makers to fully comprehend the City's plans and set long range objectives and a strategic direction for a systematic transportation system. Public involvement allows local agencies, interested groups and persons to be aware of potential impacts, problems or issues while setting long range objectives and discuss with the City officials or decision-makers and determine alternatives or options to resolve such potential concerns.

Public involvement has been a critical task from the beginning of this project. At the beginning of the planning process, a list of stakeholders who are interested in the City's transportation system and planning has been developed. They have been involved in meetings, review process, planning and development strategies from the beginning of the project.

A wide variety of public involvement was conducted for this project which included one-on-one meetings with key City and Highway District # 1 officials, LHTAC, City Council meetings, public information meetings, presentations, planning review meetings and open house workshops. The planning team met with the stakeholders, City and Highway District officials on a regular basis to discuss transportation system planning aspects, policies, standards and strategies. A draft transportation plan was provided to the City and Highway District # 1 for review and comments. The comments and feedback from the agencies were addressed in the final report.

Public Involvement Strategy

The project involvement activities proposed by the Holladay Engineering (HEC) team are patterned after proven techniques used in market research. The public involvement strategies included media relations, participation, one-on-one meetings, and outreach activities.





Media relation activities provided a flow of information to the news media (newspaper, Holladay Engineering website, the City's website, along with meeting notifications being put on utility billings sent out by the City) about the transportation plan.

Various techniques such as newspaper advertisements, utility bills, and postcards were utilized to provide information to the public, stakeholders and agencies during the course of the transportation plan study.

HEC planned, organized and facilitated one public information meeting and a public hearing meeting. The planning team has presented the transportation plan to the City Council members and the public at the regular City Council meetings.

Public Information Meeting

A Public Information Meeting for the New Plymouth Master Transportation Plan was held on June 20th, 2011. This meeting was held as an open house at the New Plymouth Senior Citizens' Center, 126 Plymouth Avenue, from 5:00 pm to 7:00 pm. Following the open house, a presentation/overview of the Master Transportation Plan was given by Holladay Engineering Traffic Engineer, Sai Sarepalli, P.E.

The purpose of the Public Information Meeting was to inform and educate the community of the proposed City-wide transportation plan. The planning area for the transportation plan included the transportation system maintained under the City's jurisdiction.

Meeting Notification

Several methods were used for public notification of the New Plymouth Master Transportation Information Meeting. These included: 1) A public notice that was advertised in the Independent Enterprise, 2) an informational article / notice in the New Plymouth News on line at <http://newplymouthnews.com/> (08-08-2011) 3) written notification on each City utility billing notice (dated 5/31/11), 4) a flyer with meeting information was posted at City





Hall, New Plymouth Public Library, New Plymouth Senior Citizens' Center, and the Post Office, and 5) meeting notification post cards were mailed to key stakeholders (ITD, Highway District 1, LHTAC, Payette County Road & Bridge, New Plymouth School District, New Plymouth Mayor, and City Council). Copies of these notifications are included in **Appendix P**.

Meeting Attendance

Approximately 13 people attended the Public Information Meeting. Meeting attendees were encouraged to sign-in to the meeting and to discuss any points of concern.



Displays

Six displays were provided around the meeting room. The displays included:

- Display 1: City of New Plymouth Historical & Projected Population
- Display 2: City of New Plymouth Intersection Analysis and Traffic Projection.
- Display 3: City of New Plymouth Pedestrian Pathway Plan
- Display 4: City of New Plymouth Pedestrian Pathway Capital Improvement Plan
- Display 5: City of New Plymouth Connectivity and Functional Classification Map
- Display 6: City of New Plymouth Capital Improvement Plan Map

These displays demonstrated the future transportation system planning, current system evaluation, pedestrian pathway plans, future projects, and the overall condition of the City's transportation system. Copies of these displays are included in **Appendix P**.



Comments



Comment sheets were made available at the Public Information Meeting. Comments were collected for two weeks from the date of this meeting (July 5, 2011). Holladay Engineering Company has a link at their website: <http://www.holladayengineering.com/> where the draft report was available for review and comments.

One written comment was left in the comment box. The comment is summarized below and included (with the submitter's name blacked) in **Appendix P**.

Comment / Question
Pedestrian Path thru the NP Boulevard needs to be updated ASAP to get the kids off the Boulevard Roads and on to the walk path / bike path and incorporate the asphalt 8 ft wide path into the park system. The path could be used during the parade to move people and horses from the fairgrounds to the parade route. The path could be used during the high school cross country events. The City could use the path for a short marathon event during horseshoe days also.

The comments from public and agencies were noted and addressed in the transportation plan.





Open House Meeting

Meeting attendees began arriving at the public meeting at approximately 4:10 pm. People asked two Holladay Engineering engineers general questions pertaining to the New Plymouth Transportation Plan. General comments were positive and supportive of the transportation plan.



Meeting attendees were supportive and vocalized positive comments during the open house.



Pictured above Elwin Butler, PE, Beau Ziemer, New Plymouth Public Works Superintendent, and Sai Sarepalli discuss the City's Transportation Plan.

Public Hearing Meeting

A public hearing was held at the City hall on September 6th, 2011, to consider the acceptance of the City's transportation plan and to seek public input concerning the adoption of the New Plymouth Transportation Plan. The planning team has presented highlights and summary of the transportation study to the City Council and public. Due to the lack of public attendance on September 6th, 2011, the Council voted to defer the public hearing to the next Council meeting scheduled for September 19th, 2011. The public hearing was continued at the next





City Council meeting, on September 19th, 2011. There were no comments from the City Council and public. The City Council has adopted the transportation study and report as the New Plymouth Master Transportation Plan on September 19th, 2011.

Summary

The objectives of the Public Involvement were to:

- Educate the public regarding the New Plymouth Master Transportation Plan.
- Solicit input from the citizens of New Plymouth, agencies, decision-makers and policy-makers regarding the New Plymouth Master Transportation Plan.
- Address comments and concerns raised by the public and agencies.
- Adopt the transportation study as the Master Transportation Plan.





Recommendations to the City

The following recommendations are made to the City for future planning and improvement of the transportation system.

1. Preserve and improve the existing City street system by adopting the recommended Surface Management Plan (SMP) and increasing the pavement width where traffic warrants.
2. Adopt the recommended SMP and maintain up-to-date GIS database.
3. Update traffic counts annually during periods of heaviest use to confirm traffic volumes and travel patterns.
4. Adopt the proposed road functional classification map and preserve future rights-of-way, as shown on the plan, by requiring setbacks and land dedications to allow for major and minor collectors. The proposed functional classifications for the City streets identified in the plan should be updated on the current classification map and propose the changes to ITD.
5. Adopt the proposed Capital Improvement Program (CIP) and update it annually.
6. Adopt the proposed access control standards and enforce the access control policy on the new developments.
7. Continue working with the Payette County Road and Bridge Department and Highway District # 1 in developing a consistent transportation infrastructure within the City limits and Impact Area.
8. Adopt the proposed street standards for public and private roads provided in this report.





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15. <http://www.itd.idaho.gov>
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APPENDICES



Introduction

In November of 2009 TCI organized a committee to coordinate the design and implementation of a Road Asset Management System (RAMS). The committee was made up of the following members:

Alan Scharbrough	Payette County Road & Bridge
Dale Miller	Highway District #1
Jerry Campbell	City of Fruitland
Beau Zimmer.....	City of New Plymouth

Two of the road departments are responsible for “City” roads, the other two maintain “County” roads. While each has unique needs in terms of the assets they manage and the character of the road assets, all have agreed that there is a value in adopting a common framework to facilitate data sharing. They have also concluded that a road asset management system designed by this somewhat diverse group can benefit greatly by taking advantage of all members experience and input. An initial organization meeting was held where a proposed RAMS framework was discussed and refined, facilitated by TCI Corp.

In December 2009, a second meeting was called (facilitated by TCI) where the following goals were agreed upon:

- To design and implement a low cost, high value data management system for use by the four Payette County Road Maintenance Organizations.
- Continue the current system which allows users to interact with “rich” format data using the free viewer Autodesk Design Review (ADR).
System data currently available to all users is:
 - Unlimited Tabular Data (like Owners Name for parcels or Road details for RAMS data),
 - Photographs hyperlinked to map features,
 - Scanned land base documentation (Subdivision Plats and Surveys) hyperlinked to map features
 - Hyperlinks to other documents in many formats such as Road Profiles in DWF format and Chemical MSDS sheets in PDF format.
- GPS capability - ADR allows user to connect an inexpensive GPS device (less than \$75) to their laptops and enable GPS tracking within ADR. This allows users to know exactly where they are in the field relative to the map data.
- Maintain Road Centerlines as 3D objects
All road centerline data collected over the past years (for County Roads) has been delivered in full 3D format. Road centerlines are represented as “3D Polylines” and all distance attributes are computed using 3D values:
 - Road Segment Lengths are true 3D distances (termed “slope” or “chain” distance)
 - All roads have Profiles, accessible with ADR
- Allow simple, complete conversion to ArcView format
This allows all RAMS data to be exported for use in other RSMS systems such as the IWORQ system preferred by LHTAC.
 - AutoCAD Map allows quick conversion to many other data formats including ESRI (ArcView) Shape files. All road data stored in AutoCAD Map relating to road centerline and other road features (Bridges, Culverts, Signs, etc) is stored using a map format that allows a complete conversion to other formats.
- Enable the creation of key reports and interactive estimators
 - Road Detail Report
 - Road Inventory Report
 - Paved Roads Material Forecaster

Several meetings were held throughout 2010 either in person or via email to refine the standard into V4.

Paved Road Segment Attributes – v4.0 September 2010

Attribute Name	(Abbreviation)	Data Type	Example Data
GPS DATE _____	(GPS_DATE)	Character	04/21/2008
INSPECTION DATE _____	(INSP_DATE)	Character	01/29/2010
JURISDICTION _____	(JURISDICT)	Character	CITY OF FRUITLAND
LANES _____	(LANES)	Integer	2
MAINTENCE YEAR _____	(MAINT_YR)	Character	2000
NOTES _____	(NOTES)	Character	
PAVEMENT WIDTH _____	(PAV_WID)	Real	36
RATING CRACKING _____	(R_CRACK)	Real	15
RATING DISINTEGRATION _____	(R_DISINT)	Real	20
RATING DISTORTION _____	(R_DISTORT)	Real	20
RATING DRAINAGE _____	(R_DRAIN)	Real	10
RATING SHOULDER _____	(R_SHOULDER)	Real	5
REPAIR STRATEGY _____	(REPAIR)	Character	
ROAD CLASSIFICATION _____	(RD_CLASS)	Character	MINOR COLLECTOR
ROAD NAME _____	(RD_NAME)	Character	NW 24TH ST
ROAD TYPE _____	(RD_TYPE)	Integer	6
ROW WIDTH _____	(RW_WID)	Real	60
SEGMENT ID _____	(SEG_ID)	Integer	77
SEGMENT LENGTH _____	(SEG_LEN)	Real	511.52
SEGMENT RATING _____	(SEG_RATING)	Real	49
SPEED LIMIT _____	(SPEED_LIM)	Integer	35
SURFACE MAINTENANCE _____	(SURF_MAINT)	Character	CHIP SEALED
SURFACE ORIGINAL _____	(SURF_ORIG)	Character	CHIP & OIL
YEAR BUILT _____	(YEAR_BLT)	Character	1968
ITD_SEGCODE _____	(ITD_SEGCODE)	Character	7309
UNIT _____	(UNIT)	Character	1

Road Types:

- 2 = No CGS
- 3 = CG One Side
- 4 = CG Both Sides
- 5 = CGS One Side
- 6 = CGS Both Sides
- 7 = SW 1 SIDE
- 8 = SW Both Side
- 9 = CG 1 Side - SW 1 Side
- 10 = CG 1 Side - CGS 1 Side
- 11 = CGS 1 Side - SW 1 Side

Road Classification:

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Paved Road Segment Attribute Definitions

GPS DATE (Character)

If the road centerline was created from GPS data – this is the date that centerline GPS work was performed. If the road has not yet been inspected for ratings, it is also assumed that the Pavement Width was determined on that date.

INSPECTION DATE (Character)

This is the date the last inspection was performed. It is assumed that the PAVEMENT WIDTH was checked / modified and all RATINGS were determined on this date.

ITD SEGMENT CODE (Character)

This is the Segment Code assigned by ITD.

JURISDICTION (Character)

This will indicate the road ownership. If a road is Shared Ownership it will be entered using a definition that clearly indicates which side is owned by each.

LANES (Integer)

The number of drivable lanes – usually 2.

MAINTENANCE YEAR (Character)

This will indicate the year the surface was last treated.

NOTES (Character)

This is a freeform field to allow any type of notes relevant to the segment.

PAVEMENT WIDTH (Real)

The latest measurement of the average surface width for the segment.

RATING CRACKING (Real)

Current Rating for Cracking (see **ROAD SURFACE INSPECTION FORM** below)

RATING DISINTEGRATION (Real)

Current Rating for Disintegration (see **ROAD SURFACE INSPECTION FORM** below)

RATING DISTORTION (Real)

Current Rating for Distortion (see **ROAD SURFACE INSPECTION FORM** below)

RATING DRAINAGE (Real)

Current Rating for Drainage (see **ROAD SURFACE INSPECTION FORM** below)

RATING SHOULDER (Real)

Current Rating for Shoulder (see **ROAD SURFACE INSPECTION FORM** below)

REPAIR STRATEGY (Character)

This field allows the optional entry of a repair strategy.

ROAD CLASSIFICATION (Character)

Enter one of the accepted road classifications: **Major Arterial, Minor Arterial, Major Collector, Minor Collector** or **Local**.



ROAD NAME (Character)

Official name of the road segment.

ROAD TYPE (Integer)

Enter one of the standard road types:

- 2 = No CGS
- 3 = CG One Side
- 4 = CG Both Sides
- 5 = CGS One Side
- 6 = CGS Both Sides
- 7 = SW 1 SIDE
- 8 = SW Both Side
- 9 = CG 1 Side - SW 1 Side
- 10 = CG 1 Side - CGS 1 Side
- 11 = CGS 1 Side - SW 1 Side

Others may be added in the future as needed

ROW WIDTH (Real)

The legal Right-of-way width for the entire road segment. It is assumed that road centerlines segments will change wherever the Right-of-way changes.

SEGMENT ID (Character)

A unique identifier made up of a jurisdiction prefix and a numerical suffix.
Examples: HD1_123, PCRB_234, FL_12, NP_23

SEGMENT LENGTH (Real)

The true length of the segment. In the case of centerlines for Highway District #1 and Payette County Road & Bridge, these will represent 3D lengths.

SEGMENT RATING (Real)

The sum total of all five rating criteria: Cracking, Disintegration, Distortion, Drainage and Shoulder. Since all rating criteria is based on a 0 – 20 value, a perfect road segment will have a rating of 100.

SPEED LIMIT (Integer)

The legal speed limit for this road segment.

SURFACE MAINTENANCE (Character)

The surface applied by the most recent maintenance. Examples: Chip Seal, Rejuvenating Oil.

SURFACE ORIGINAL (Character)

The original surface composition. Examples: Chip & Oil, Asphalt

YEAR BUILT (Character)

The year the road was first built (if known).

UNIT (Character)

A subdivision of the District (if any) into Units



PAVED ROAD SURFACE INSPECTION FORM FOR RATING ROAD CONDITIONS

Use this form to analyze the current road conditions and determine the rating of each road segment.

A rating of: 100=good, 75=fair,50=poor - consider repair strategy & cost, budget for repairs.
25 or less is below standard, requires repair strategy & prioritized repair.

1. **CRACKING** – (Refers to cracks in the surface which are known as transverse, longitudinal or alligator cracking)

No Cracking to minor Cracking	20
Minor Cracking, normal joint Cracking	15
Major Cracking to severe Cracking	10
Severe Cracking, alligator Cracking & major edge Cracking	5
Continuous Cracking of all types throughout road	0

2. **DISTORTION (RUTTING, SHOVING OR ROUGHNESS)** – (Refers to uneven or deformed surfaces due to the movement of compacted asphalt and gravel surfaces)

No Distortion to minor Distortion	20
Minor Distortion to major Distortion	15
Major Distortion to severe Distortion	10
Severe road Distortion throughout road segment	0

3. **DISINTEGRATION (OR POTHOLING)** - (refers to breakage or crumbling of the surface. Rating is based on severity and size of disintegration within each segment.)

No Disintegration	20
Minor to major Disintegration	15
Major to severe Disintegration	10
Disintegration throughout road segment.....	0

4. **DRAINAGE** (the ability for water to drain off of surface and to drain away from the surface edge and shoulders)

Good Drainage	20
Poor Drainage.....	10
No Drainage.....	0

5. **SHOULDERS** (based on ones judgment of the overall condition of the shoulders or whether or not the shoulders meet the standards of their respective agency)

Adequate Shoulder both sides	20
Inadequate Shoulder one side.....	10
Inadequate Shoulder both sides	0



Gravel Road Segment Attributes – V4.0 September 2010

Attribute Name	(Abbreviation)	Data Type	Example Data
GPS DATE _____	(GPS_DATE)	Character	04/21/2008
INSPECTION DATE _____	(INSP_DATE)	Character	01/29/2010
JURISDICTION _____	(JURISDICT)	Character	CITY OF FRUITLAND
LANES _____	(LANES)	Integer	2
MAINTENCE YEAR _____	(MAINT_YR)	Character	2000
NOTES _____	(NOTES)	Character	
PAVEMENT WIDTH _____	(PAV_WID)	Real	36
RATING AGGREGATE _____	(R_AGGREGATE)	Real	15
RATING CORRUGATION _____	(R_CORRUGATE)	Real	20
RATING DISTORTION _____	(R_DISTORT)	Real	20
RATING DRAINAGE _____	(R_DRAIN)	Real	10
RATING SHOULDER _____	(R_SHOULDER)	Real	5
REPAIR STRATEGY _____	(REPAIR)	Character	
ROAD CLASSIFICATION _____	(RD_CLASS)	Character	MINOR COLLECTOR
ROAD NAME _____	(RD_NAME)	Character	NW 24TH ST
ROAD TYPE _____	(RD_TYPE)	Integer	6
ROW WIDTH _____	(RW_WID)	Real	60
SEGMENT ID _____	(SEG_ID)	Integer	77
SEGMENT LENGTH _____	(SEG_LEN)	Real	511.52
SEGMENT RATING _____	(SEG_RATING)	Real	49
SPEED LIMIT _____	(SPEED_LIM)	Integer	35
SURFACE MAINTENANCE _____	(SURF_MAINT)	Character	CHIP SEALED
SURFACE ORIGINAL _____	(SURF_ORIG)	Character	CHIP & OIL
YEAR BUILT _____	(YEAR_BLT)	Character	1968
ITD_SEGCODE _____	(ITD_SEGCODE)	Character	7309
UNIT _____	(UNIT)	Character	1

Road Types:

- 2 = No CGS
- 3 = CG One Side
- 4 = CG Both Sides
- 5 = CGS One Side
- 6 = CGS Both Sides
- 7 = SW 1 SIDE
- 8 = SW Both Side
- 9 = CG 1 Side - SW 1 Side
- 10 = CG 1 Side - CGS 1 Side
- 11 = CGS 1 Side - SW 1 Side

Road Classification:

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Gravel Road Segment Attribute Definitions

GPS DATE (Character)

If the road centerline was created from GPS data – this is the date that centerline GPS work was performed. If the road has not yet been inspected for ratings, it is also assumed that the Pavement Width was determined on that date.

INSPECTION DATE (Character)

This is the date the last inspection was performed. It is assumed that the PAVEMENT WIDTH was checked / modified and all RATINGS were determined on this date.

ITD SEGMENT CODE (Character)

This is the Segment Code assigned by ITD.

JURISDICTION (Character)

This will indicate the road ownership. If a road is Shared Ownership it will be entered using a definition that clearly indicates which side is owned by each.

Example: East ½ HD1 – West ½ PCRB

LANES (Integer)

The number of drivable lanes – usually 2.

MAINTENANCE YEAR (Character)

This will indicate the year the surface was last treated.

NOTES (Character)

This is a freeform field to allow any type of notes relevant to the segment.

PAVEMENT WIDTH (Real)

The latest measurement of the average surface width for the segment.

RATING AGGREGATE (Real)

Current Rating for Aggregate Loss (see **ROAD SURFACE INSPECTION FORM** *below*)

RATING CORRUGATION (Real)

Current Rating for Corrugation (see **ROAD SURFACE INSPECTION FORM** *below*)

RATING DISTORTION (Real)

Current Rating for Distortion (see **ROAD SURFACE INSPECTION FORM** *below*)

RATING DRAINAGE (Real)

Current Rating for Drainage (see **ROAD SURFACE INSPECTION FORM** *below*)



RATING SHOULDER (Real)

Current Rating for Shoulder (see **ROAD SURFACE INSPECTION FORM** below)

REPAIR STRATEGY (Character)

This field allows the optional entry of a repair strategy.

ROAD CLASSIFICATION (Character)

Enter one of the accepted road classifications: **Major Arterial, Minor Arterial, Major Collector, Minor Collector** or **Local**.

ROAD NAME (Character)

Official name of the road segment.

ROAD TYPE (Integer)

Enter one of the standard road types:

- 2 = No CGS
- 3 = CG One Side
- 4 = CG Both Sides
- 5 = CGS One Side
- 6 = CGS Both Sides
- 7 = SW 1 SIDE
- 8 = SW Both Side
- 9 = CG 1 Side - SW 1 Side
- 10 = CG 1 Side - CGS 1 Side
- 11 = CGS 1 Side - SW 1 Side

Others may be added in the future as needed

ROW WIDTH (Real)

The legal Right-of-way width for the entire road segment. It is assumed that road centerlines segments will change wherever the Right-of-way changes.

SEGMENT ID (Character)

A unique identifier made up of a jurisdiction prefix and a numerical suffix.
Examples: HD1_123, PCRB_234, FL_12, NP_23

SEGMENT LENGTH (Real)

The true length of the segment. In the case of centerlines for Highway District #1 and Payette County Road & Bridge, these will represent 3D lengths.

SEGMENT RATING (Real)

The sum total of all five rating criteria: Cracking, Disintegration, Distortion, Drainage and Shoulder. Since all rating criteria is based on a 0 – 20 value, a perfect road segment will have a rating of 100.



SPEED LIMIT (Integer)

The legal speed limit for this road segment.

SURFACE MAINTENANCE (Character)

The surface applied by the most recent maintenance. Examples: Chip Seal, Rejuvenating Oil.

SURFACE ORIGINAL (Character)

The original surface composition. Examples: Chip & Oil, Asphalt

YEAR BUILT (Character)

The year the road was first built (if known).

UNIT (Character)

A subdivision of the District (if any) into Units



GRAVEL ROAD SURFACE INSPECTION FORM FOR RATING ROAD CONDITIONS

Use this form to analyze the current road conditions and determine the rating of each road segment.

A rating of: 100=good, 75=fair, 50=poor - consider repair strategy & cost, budget for repairs.
25 or less is below standard, requires repair strategy & prioritized repair.

1. **AGGREGATE (LOSS)** – (refers to loss of surface aggregate, usually due to several factors like the action of traffic loads, erosion, precipitation)

No Aggregate Loss	20
Minor to Major Aggregate Loss	15
Major to Severe Aggregate Loss	10
Severe Aggregate Loss throughout road segment	0

2. **CORRUGATION (OR WASHBOARDING)** - (refers to the development of a series of regular bumps with short spacing in the road surface. Rating is based on severity and size of corrugation within each segment.)

No Corrugation	20
Minor to Major Corrugation	15
Major to Severe Corrugation	10
Severe Corrugation throughout road segment	0

3. **DISTORTION (RUTTING, SHOIVING OR ROUGHNESS)** – (Refers to uneven or deformed surfaces due to the movement of compacted asphalt and gravel surfaces)

No Distortion to minor Distortion	20
Minor Distortion to major Distortion	15
Major Distortion to severe Distortion	10
Severe Distortion throughout road segment	0

4. **DRAINAGE** (the ability for water to drain off of surface and to drain away from the surface edge and shoulders)

Good Drainage	20
Poor Drainage	10
No Drainage	0

5. **SHOULDERS** (based on ones judgment of the overall condition of the shoulders or whether or not the shoulders meet the standards of their respective agency)

Adequate Shoulder both sides	20
Inadequate Shoulder one side	10
Inadequate Shoulder both sides	0

TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element will review the present and future needs of the traveling public within the City and impact area. The element will review alternative modes of transportation along with car and truck movements.

EXISTING FACILITIES

Road Network

Road management, maintenance, and planning in the city limits are the responsibility of the City of New Plymouth. There are approximately 7 miles of streets within the city limits. U.S. Highway 30, which runs through the City, is operated and maintained by Idaho Transportation Department. The Payette County Highway District No. 1 maintains the roadways surrounding the city limits.

The following City streets should be considered minor arterials or major collectors as shown on page 58:

Minor Arterials

- East Idaho Street
- North Plymouth Avenue
- Southeast Avenue

Major Collectors

- West Idaho Street
- Holly to north City limits
- South Plymouth Avenue
- Southwest 1st Avenue
- Ada Road

Bicycle / Pedestrian System

There is no dedicated bicycle or pedestrian pathways within the City.

Bus and Public Transit

Greyhound bus service is available in Ontario, Oregon. The Payette Senior Citizen Center Bus provides a limited on-call transit to the Payette Senior Center and for weekly shopping in Ontario. The New Plymouth Senior Center bus provides a limited on-call transit to the senior center within the City. Two taxicab services are also available.

Airports

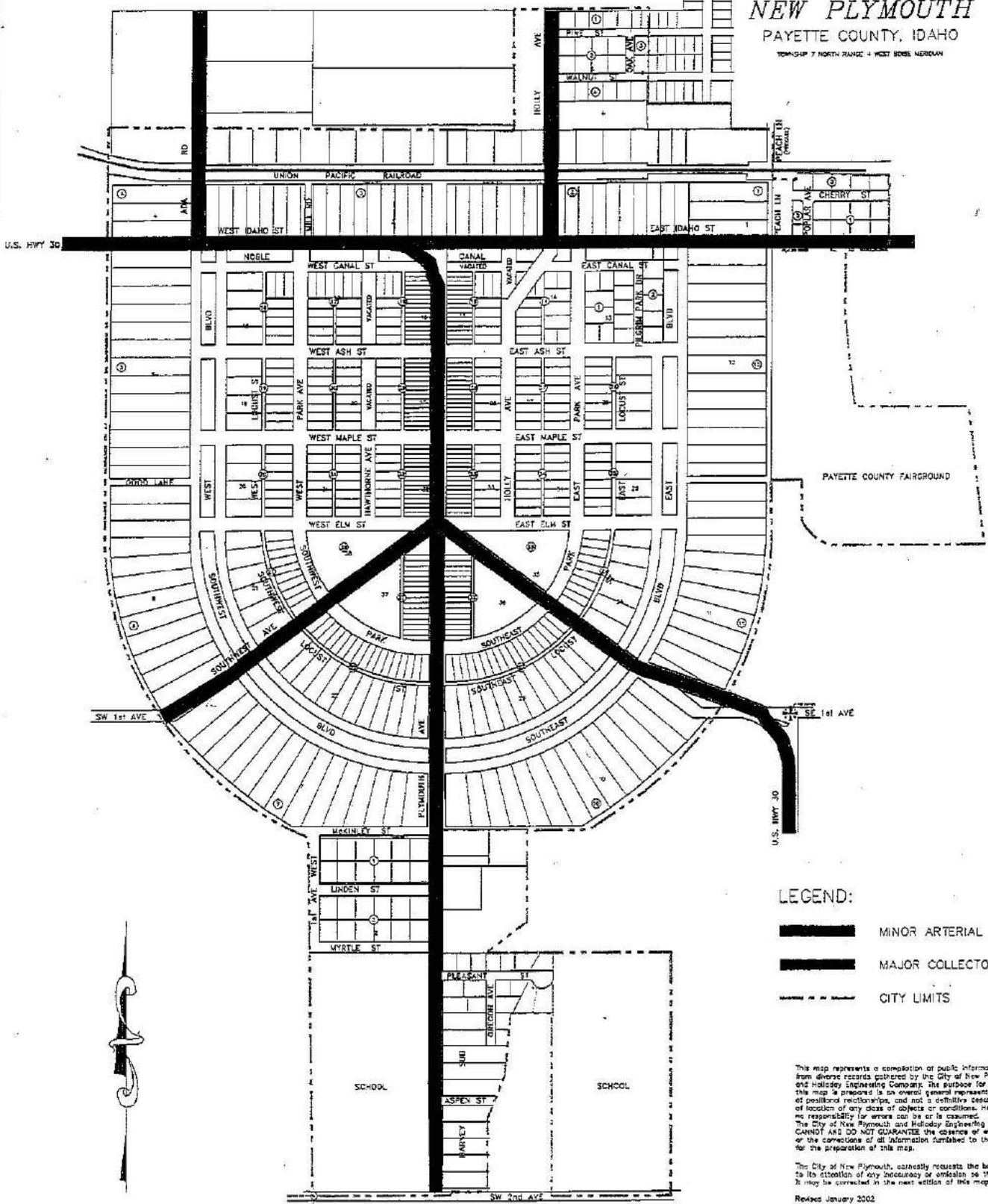
New Plymouth is served by the Payette and the Emmett Airports for general aviation. Commercial passenger service is available at a charter service located in Ontario, Oregon and the Boise Air Terminal in Boise, Idaho.




Rail Transportation

The Idaho Northern Pacific Railroad (INPR) operates the branch line between Payette, Fruitland, New Plymouth, and Emmett. The tracks run along the northern edge of the City. One round-trip freight train travels the line each day. The INPR has started the abandonment process due to limited demand for rail services.

CITY OF
NEW PLYMOUTH
PAYETTE COUNTY, IDAHO

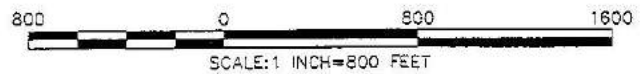
TOWNSHIP 7 NORTH RANGE 4 WEST SECS. NEREDON



- LEGEND:**
-  MINOR ARTERIAL
 -  MAJOR COLLECTOR
 -  CITY LIMITS

This map represents a compilation of public information from diverse records gathered by the City of New Plymouth and Holladay Engineering Company, the purpose for which this map is prepared is an overall general representation of positional relationships, and not a definitive depiction of location of any class of objects or conditions. Hence, no responsibility for errors can be or is assumed. The City of New Plymouth and Holladay Engineering Company CANNOT AND DO NOT GUARANTEE the existence of areas or the correctness of all information furnished to them for the preparation of this map.

The City of New Plymouth, earnestly requests the bringing to its attention of any necessary or omission so that it may be corrected in the next edition of this map.
Revised January 2002



GOALS, OBJECTIVES & POLICIES

GOAL: Provide access to multiple means of transportation.

OBJECTIVE: Provide and maintain safe roadways.

POLICY:

1. Eliminate potholes.
2. Provide traffic control devices.
3. Ensure visibility at all intersection by use of City Ordinances.
4. Provide proper road widths.
5. Provide proper street lighting.
6. Require collector roads in subdivisions.
7. Develop standards and design criteria to construct roadways for vehicle, bikes, and pedestrians.
8. Capital Improvement Plan.

OBJECTIVE: Develop and maintain safe bike and pedestrian paths.

POLICY:

1. Prepare a Bicycle/Pedestrian Plan.
2. Explore use of ditch/canal right-of-way as a bicycle and pedestrian path.
3. Apply for Federal grant money to develop and maintain safe bike and pedestrian paths.
4. Build bicycle and pedestrian system at same time as street improvements.

OBJECTIVE: Encourage local bus service.

POLICY:

1. Contact senior citizen centers to provide local bus service.
2. Contact private transportation companies to provide local bus service.
3. Coordinate with other communities to provide local bus service.









CITY OF NEW PLYMOUTH IDAHO COMPREHENSIVE LAND USE PLAN MAP

Version 11.2 April 2011

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LEGEND





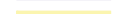
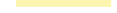
-  DEEDED RIGHT OF WAY
-  PROSCRIPTIVE RIGHT OF WAY
-  EASEMENTS
-  CITY LIMITS
-  LOT LINES
-  HYDRO CENTERLINE
-  HYDRO EDGE
-  RAILROAD

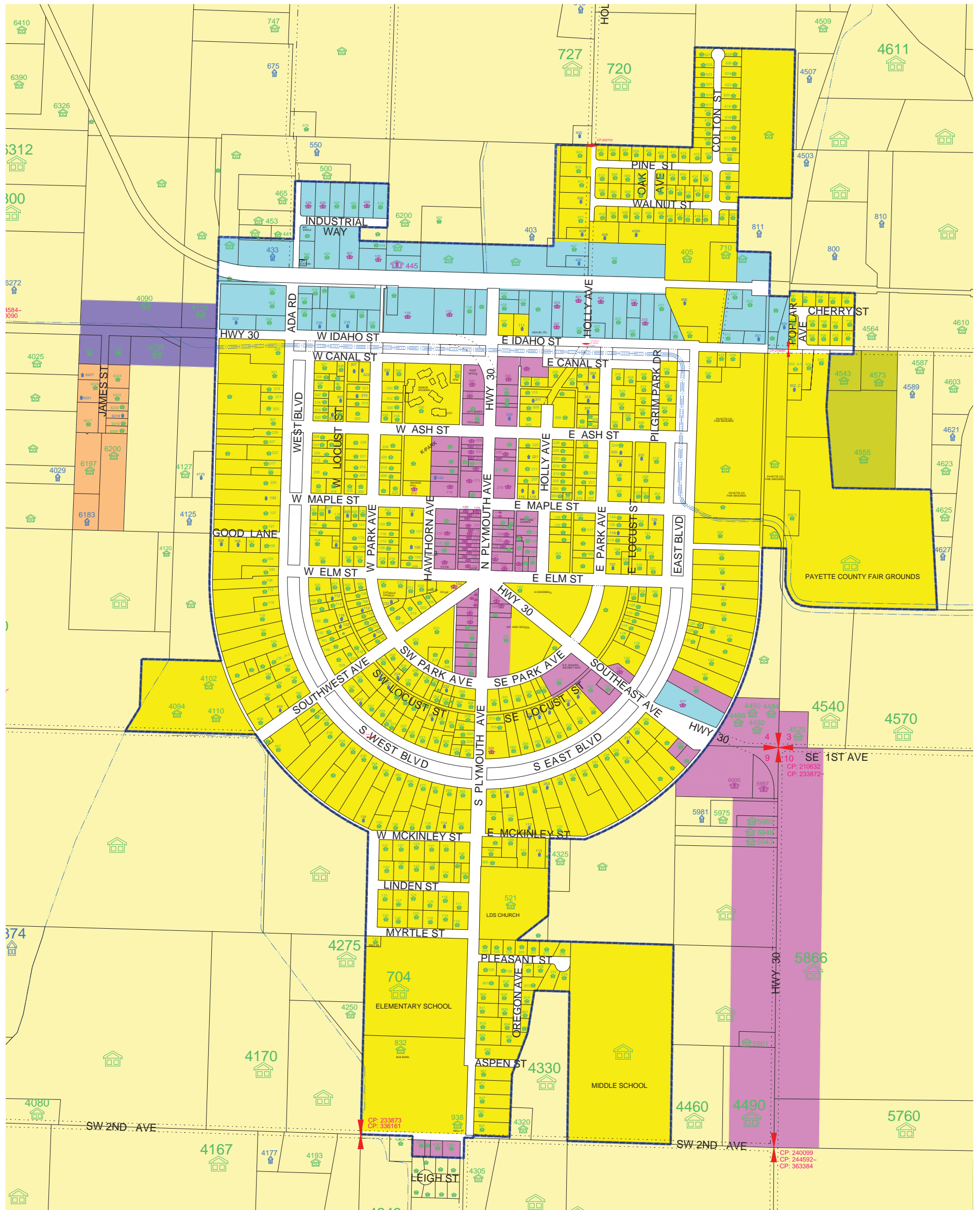


CITY COMP PLAN

-  COMMERCIAL
-  INDUSTRIAL
-  RESIDENTIAL A - SF

IMPACT AREA COMP PLAN

-  COMMERCIAL
-  INDUSTRIAL
-  MIXED USE
-  RESIDENTIAL SINGLE FAMILY
-  RESIDENTIAL MULTI-FAMILY
-  RESIDENTIAL MOBILE HOME



CITY OF NEW PLYMOUTH IDAHO ZONING MAP

Version 11.2 April 2011
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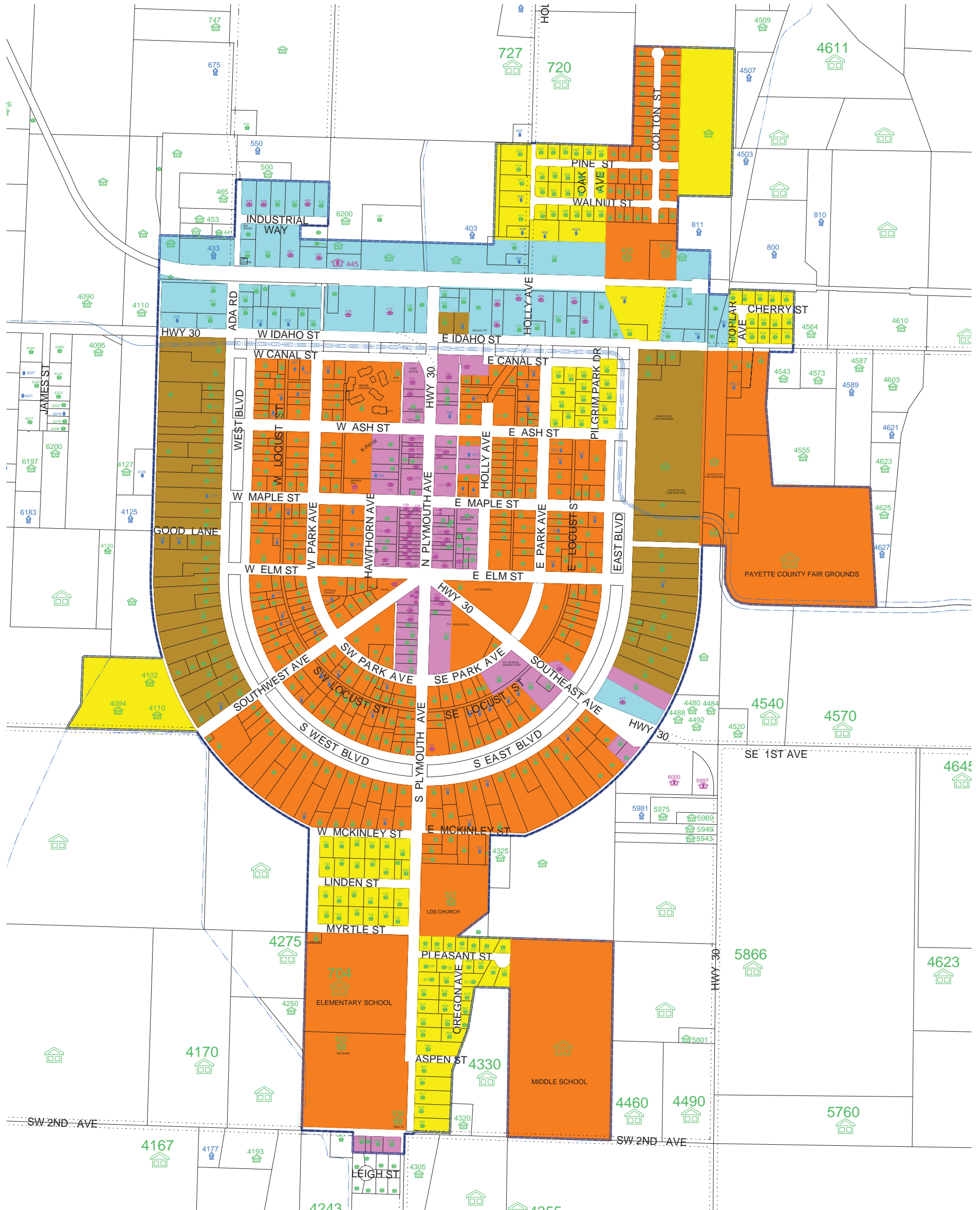
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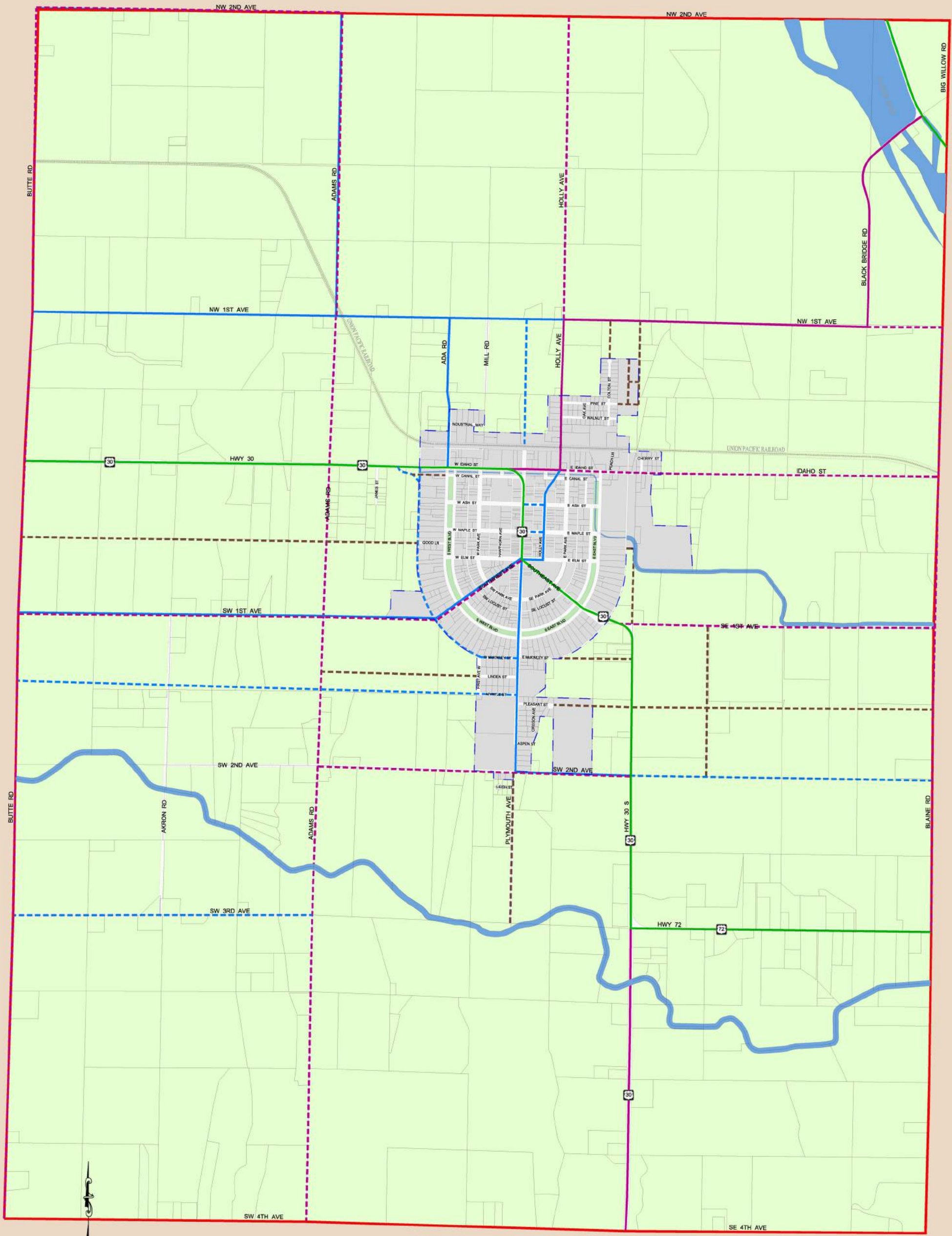
LEGEND

- | | |
|--|--|
| | DEEDED RIGHT OF WAY |
| | PROSCRIPTIVE RIGHT OF WAY |
| | SECTION LINES |
| | EASEMENTS |
| | CITY LIMITS |
| | LOT LINES |
| | HYDRO CENTERLINE |
| | HYDRO EDGE |
| | RAILROAD |
| | COMMERCIAL |
| | INDUSTRIAL |
| | RESIDENTIAL A - SF |
| | RESIDENTIAL B - SF-DUPLEX |
| | RESIDENTIAL C - SF-DUPLEX - MULTI-FAMILY |



SCALE 1 INCH = 400 FEET





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Revised August 2011

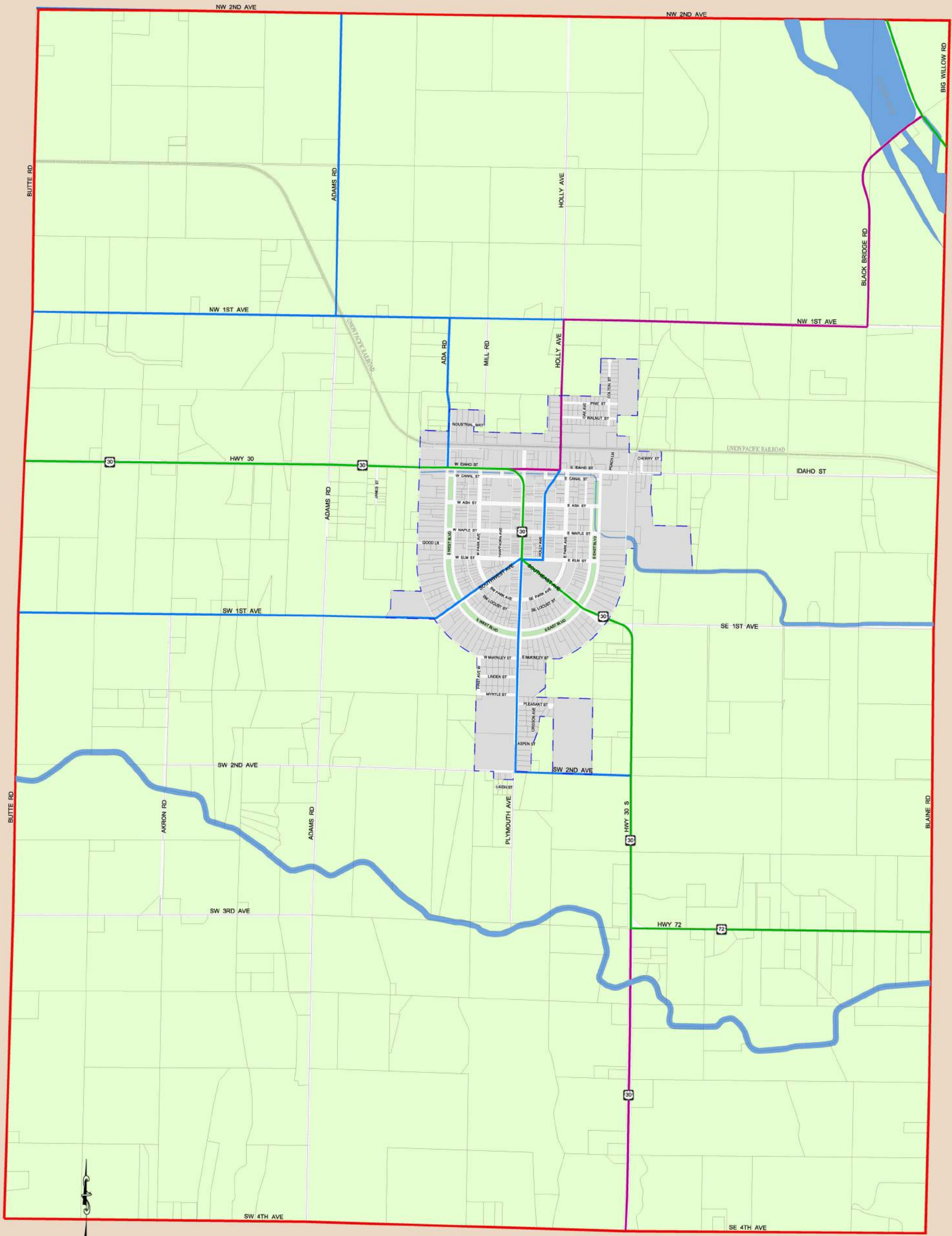


- Legend:**
- CITY LIMITS
 - CITY IMPACT AREA
 - PAYETTE COUNTY
 - ESTIMATED WATER BOUNDARY
 - MAJOR COLLECTOR
 - MINOR COLLECTOR
 - ARTERIAL
 - PROPOSED MAJOR COLLECTOR
 - PROPOSED MINOR COLLECTOR
 - PROPOSED LOCAL

City of New Plymouth



Street Connectivity Map



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Revised August 2011



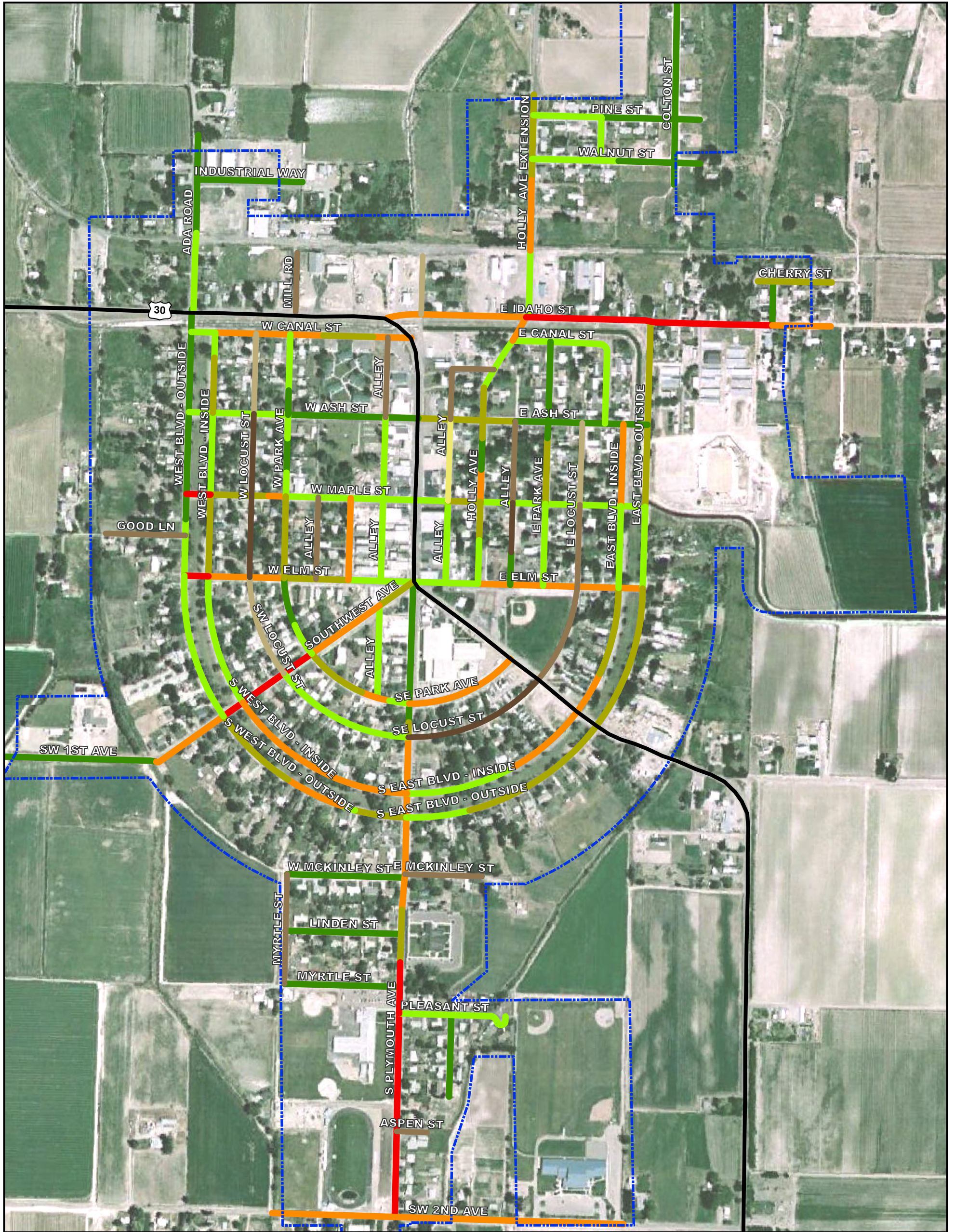
Legend:

- CITY LIMITS
- CITY IMPACT AREA
- PAYETTE COUNTY
- ESTIMATED WATER BOUNDARY
- MAJOR COLLECTOR
- MINOR COLLECTOR
- ARTERIAL

City of New Plymouth



Functional Classification Map



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0 125 250 500 750 1,000 Feet



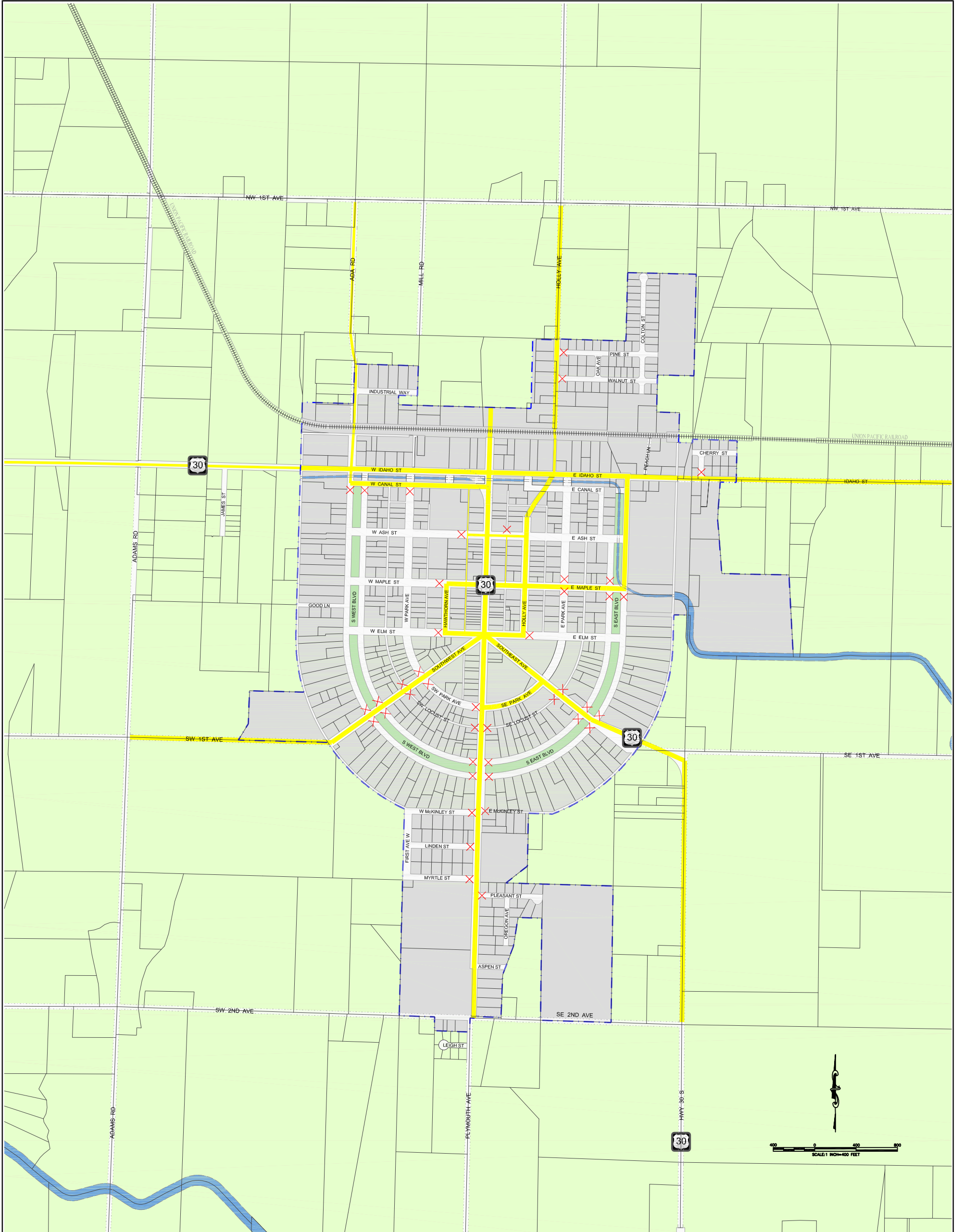
Legend

	City Limits		Unpaved Roads
	US Hwy 30		SEG RATING 50.00
	Paved Roads		50.01 - 55.00
	SEG RATING 10.00 - 40.00		55.01 - 60.00
	40.01 - 60.00		60.01 - 65.00
	60.01 - 70.00		
	70.01 - 80.00		
	80.01 - 100.00		

City of New Plymouth



Road Rating Map








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Revised June 2011



Legend:

-  CITY LIMITS
-  CITY IMPACT AREA
-  ESTIMATED WATER BOUNDARY
-  TRUCK ROUTE
-  NO TRUCK SIGN
W WEIGHT LIMIT
9000 PER AXLE OR 10 TONS

City of New Plymouth

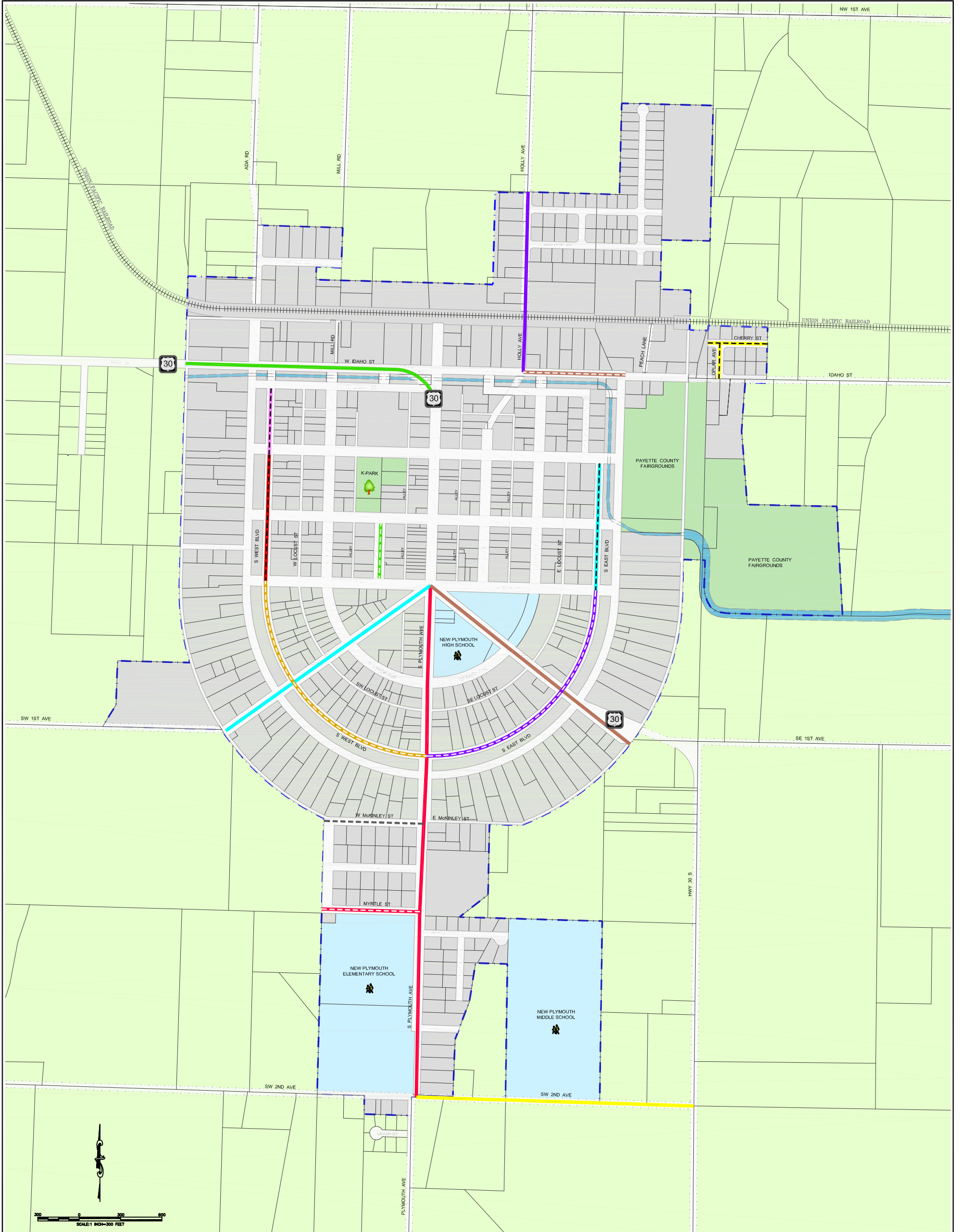


Truck Route Map



City of New Plymouth 5 Year Capital Improvement Plan

Priority	Project Name	Section	Funding Source	*Projected Construction Cost	Projected Construction Year				
					FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16
Major Capital Improvement Projects									
1	Plymouth Ave	SW 2nd Ave. to Elm Street	Local Funds/LRHIP (Funded)	\$ 652,000	X				
2	Holly Ave & Idaho St.	Hwy 30 to City Limits	STP-R/Local Match (Funded)	\$ 1,985,000		X			
3	SW Avenue Improvements	Elm St. to City Limits	Local Funds/LRHIP	\$ 227,800			X		
3	SW 2 nd Avenue	Plymouth Ave. to Hwy 30	LRHIP/Local/Hwy Dist #1	\$ 190,800				X	
4	Southeast Ave, Ph 2	Elm St. to East City Limits	STP-R/Local Match	\$ 705,000					X
5	Hwy 30, Ph 3	West City Limits to Canal Street	Local Funds/LRHIP	TBD					X
Maintenance Projects - Paving/Chip Seal Projects									
6	W. Inside Blvd	Phase 1	Local	\$ 7,000	X				
7	W. Inside Blvd	Phase 2	Local	\$ 7,000		X			
8	SW Inside Blvd	Phase 1	Local	\$ 8,000		X			
9	Myrtle St.		Local	\$ 5,000			X		
10	SE Inside Blvd	Elm St. to Plymouth Ave.	Local	\$ 17,000			X		
11	E Blvd	Elm St. to Ash St.	Local	\$ 10,000				X	
12	Poplar & Cherry		Local	\$ 3,000				X	
13	E Idaho St.	E Blvd to Holly Ave.	Local	\$ 10,000				X	
14	Hawthorn St.	W Maple to W Elm St.	Local	TBD					X
15	W McKinley		Local	TBD					X
Note: * Projected Construction Cost does not include project development and research costs TBD - To Be Determined The above listed projects are not included in the current STP.									



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Revised June 2011



Legend:

- CITY LIMITS
- CITY IMPACT AREA
- ESTIMATED WATER BOUNDARY
- PARKS
- SCHOOLS

STREET PROJECTS

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3
- PRIORITY 4
- PRIORITY 5
- PRIORITY 6

MAINTENANCE PROJECTS

- PRIORITY 7
- PRIORITY 8
- PRIORITY 9
- PRIORITY 10
- PRIORITY 11
- PRIORITY 12
- PRIORITY 13
- PRIORITY 14
- PRIORITY 15
- PRIORITY 16

City of New Plymouth



Capital Improvement Plan

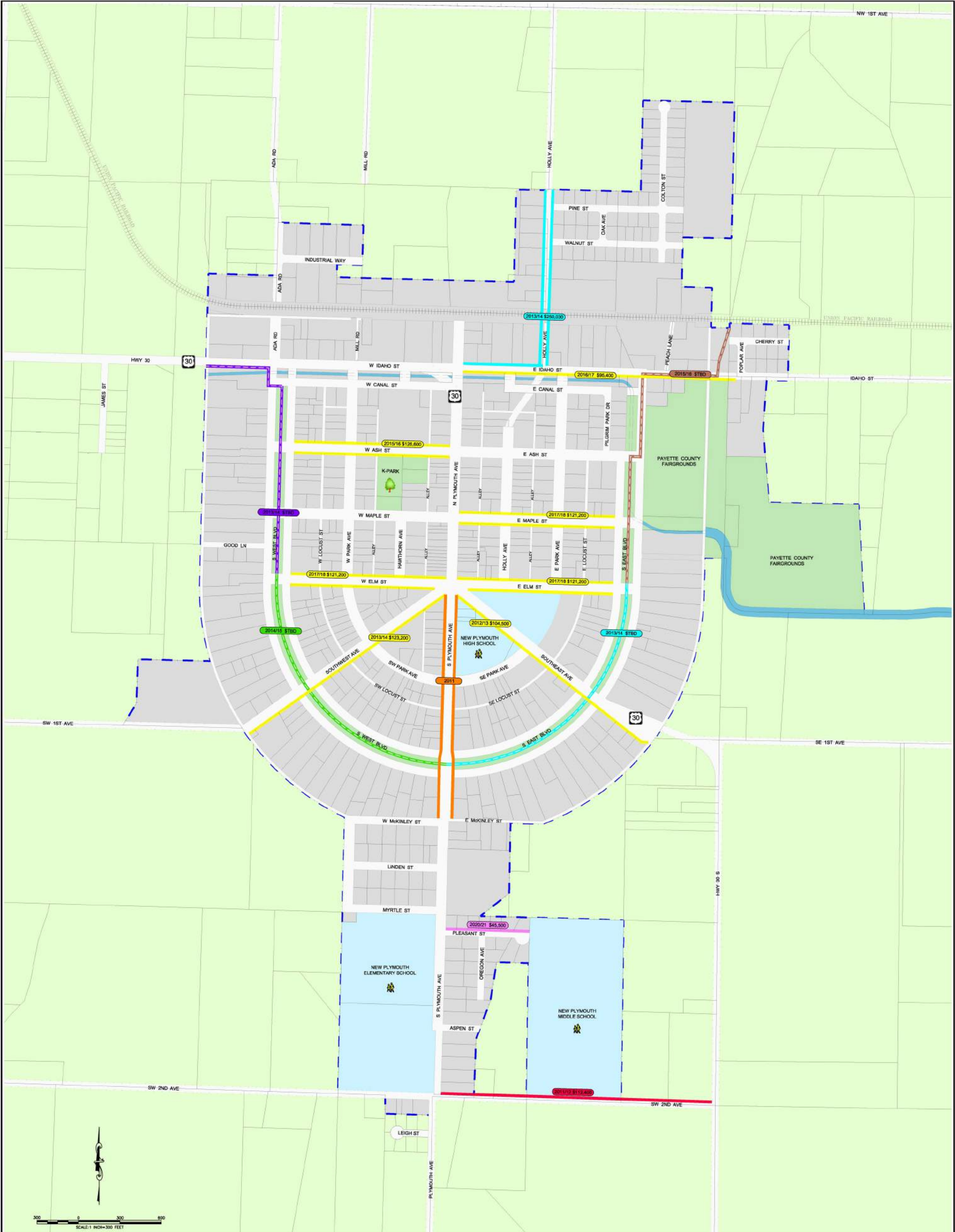


City of New Plymouth

Pedestrian Pathways 5 Year Capital Improvement Plan

Priority	Project Name	Section	*Projected Construction Cost	Projected Construction Year									
				FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 2019-2020	FY 20-21	
1	SW 2 nd Ave Sidewalk and Street lighting Improvements	Plymouth Ave. to US 30 (Sidewalk on one side)	\$112,400	X									
2	SE Ave. Sidewalk Improvements	Elm St. to City Limits (Sidewalk on one side)	\$104,500		X								
3	SW Avenue Sidewalk Improvements	Elm St. to City Limits (Sidewalk on one side)	\$123,200			X							
4	Pathways – Phase I	Plymouth Ave. to E. Elm St.	TBD			X							
5	Pathways – Phase II	Plymouth Ave. to W. Elm St.	TBD				X						
6	Pathways – Phase III	E. Elm St. to City Limits on North	TBD					X					
7	Pathways – Phase IV	W. Elm St. to City Limits on West	TBD						X				
8	E. Idaho St. Sidewalk Project	N. Plymouth Ave. to Poplar Ave. (Sidewalk on one side)	\$95,400							X			
9	W. Ash St. Sidewalk Improvements	N. Plymouth Ave. to Blvd. (Sidewalks on both sides)	\$126,600								X		
10	E. Maple St. Sidewalk Improvements	N. Plymouth Ave. to Blvd. (Sidewalks on both sides)	\$121,200								X		
11	E. Elm St. Sidewalk Improvements	N. Plymouth Ave. to Blvd. (Sidewalks on both sides)	\$121,200									X	
12	W. Elm St. Sidewalk Improvements	N. Plymouth Ave. to Blvd. (Sidewalks on both sides)	\$121,200									X	
13	Pleasant St. Sidewalk Improvement	S. Plymouth Ave. to Subdivision	\$45,500										X

Note: * Projected Construction Cost does not include project development and administration costs
 TBD - To Be Determined



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Revised August 2011



Legend:

- CITY LIMITS
- CITY IMPACT AREA
- ESTIMATED WATER BOUNDARY
- PARKS
- SCHOOLS
- PROPOSED PATHWAY - PHASE I
- PROPOSED PATHWAY - PHASE II
- PROPOSED PATHWAY - PHASE III
- PROPOSED PATHWAY - PHASE IV
- PROPOSED SIDEWALK & STREET LIGHTING
- PROPOSED SIDEWALK PROJECT
- PROPOSED SIDEWALK PROJECT
- PROPOSED SIDEWALK IMPROVEMENTS

City of New Plymouth



Pedestrian Pathways Capital Improvement Plan



City of New Plymouth

FEE SCHEDULE

Subject to change pursuant to revisions of ordinances, codes or the City's policy.

Subdivision Plat Review	See Planning & Zoning Administration
Construction Drawing Review Payable with Plan Submittal	See Planning & Zoning Administration
Testing	Actual Cost
* Application and Permit to Use Right-of-way (Approaches, Utilities, including telecommunications companies, etc.) <u>Administrative Fee and Deposit shall be separate, but both payable at time of application.</u>	\$20.00 or \$50.00 for over 150 SF Administrative Fee and \$200.00 Deposit (Refundable upon satisfactory completion of work) (Option to increase or waive fee under special conditions) * In lieu of \$200.00 deposit, major utility companies may be required to provide an annual Bond in the amount of \$7,500.00 to City.
Lot Split	See Planning & Zoning Administration
Right-of-way Vacation / Abandonment / Dedications / Road Closure / Road Opening	See Planning & Zoning Administration
Transportation Plan and Street Standards Section	Cost of reproduction, plus tax, if applicable.



City of New Plymouth

APPLICATION AND PERMIT TO USE PUBLIC RIGHT-OF-WAY UTILITIES AND ENCROACHMENTS

Part 1. Applicant Information		NOTICE:	
Company Name	Applicant - Print or Type	This permit shall not be valid for excavation until, or unless, the provisions of Idaho Code Title 55, Chapter 22 have been complied with. Digline Phone No: 811 or 1(800) 342-1585	
Address	Phone Number		
City, State, Zip			
Part 2. Street Information		Official Use Only	
Surface Type	<input type="checkbox"/> Dirt <input type="checkbox"/> Gravel <input type="checkbox"/> Asphalt	Permit No: _____	
Street Name: _____		Permit Fee:	
Location: _____		<input type="checkbox"/> \$ 20	
		<input type="checkbox"/> \$ 50 for over 150 SF	
		Date: _____	
		<i>Note: Permit expires in ten (10) days from date of issue.</i>	
Part 3. Type of Utility or Other Use			
Overhead Utility	<input type="checkbox"/>	Utility Type: _____	
Underground Utility	<input type="checkbox"/>	Angle of Crossing: _____	Distance from Centerline (ft): _____
Storm Sewer or Culvert	<input type="checkbox"/>	Depth (ft): _____	Distance from ROW line (ft): _____
Cable Television Line	<input type="checkbox"/>	Size of Pipe (in): _____	
Landscape	<input type="checkbox"/>	Vertical Clearance (ft): _____	
Part 4. Description of Work			
Describe the nature of work to be performed:		<u>Special Provisions:</u>	
Start Date: _____ Estimated Completion Date: _____			
A plan of proposed work and applicable traffic control plans must be attached.			
Part 5. Inspection			
Backfill Inspection Required: <input type="checkbox"/> Yes <input type="checkbox"/> No Pipe Inspection Required: <input type="checkbox"/> Yes <input type="checkbox"/> No Final Inspection: <input type="checkbox"/> Yes <input type="checkbox"/> No			
Part 6. Certification		Part 7. Permit Issue (For Official Use)	
I certify that I am the authorized utility company representative and request permission to construct the above facilities within the City's right of way in accordance with the general provisions accompanying this form. The special provisions and plans are made a part of this permit.		Subject to all terms, conditions and provisions shown on this form or attachments, permission is hereby granted to the above-named applicant to perform the work as described above.	
Signature	Date	Approved by	Date



City of New Plymouth

APPLICATION AND PERMIT TO USE PUBLIC RIGHT-OF-WAY UTILITIES AND ENCROACHMENTS

GENERAL PROVISIONS

1. A deposit in an amount to be determined by the City shall accompany this application. If proper construction or repair is made and accepted within ten (10) days, the deposit will be refunded. If proper construction or repair is not completed within ten (10) days, the City may make repairs and assess the deposit. An additional \$25 non-refundable administrative fee may be assessed. For other permits, see fee schedule.
2. All utilities must be installed under any culverts they cross.
3. During the progress of the work, such barricades, signs and other traffic control devices shall be erected and maintained by the permittee, as may be deemed necessary by the City. Said devices shall conform to the current issue of the Manual on Uniform Traffic Control Devices. Parked equipment and stored materials shall be as far from the traveled way as feasible. Items stored within 30 feet of the traveled way shall be marked and protected.
4. In accepting this permit, the permittee, its successors and assigns, agrees to hold the City harmless from any liability caused by the use of the right-of-way or the installation, construction, maintenance or operation of the utilities.
5. No revisions or additions shall be made to an approach or its appurtenances on the public right-of-way without the written permission of the City.
6. If the work done under this permit interferes in any way with the drainage of the roadway, the permittee shall wholly and at his own expense make such provision as the City may direct to take care of said drainage problem.
7. Upon completion of said work herein contemplated, all rubbish and debris shall be immediately removed and the roadway and roadside shall be left neat and presentable and to the satisfaction of the City.
8. All of the work herein contemplated shall be done to conform to current government and industry standards under the review and to the satisfaction of the City and the entire expense of said review shall be borne by the permittee.
9. The City hereby reserves the right to order the change of location or the removal of any structure(s) or facility(ies) authorized by this permit. Said change or removal to be made at the sole expense of the permittee, or its successors or assigns.
10. All such changes, reconstruction or relocation by the permittee shall be done in such a manner as will cause the least interference with any of the City work.
11. This permit shall not be deemed or held to be an exclusive one and shall not prohibit the City from granting other permits or franchise rights or like or other nature to other public or private utilities, nor shall it prevent the City from using any of its public right-of-ways, or public places, or affect its right to full supervision and control over all or any part of them, none of which is hereby surrendered.
12. The City may revoke, amend, amplify or terminate this permit or any of the conditions herein enumerated if permittee fails to comply with any or all of its provisions, requirements or regulations as herein set forth or through willful or unreasonable neglect, fails to heed or comply with notices given, or if the utility herein granted is not installed, operated or maintained in conformity.
13. The permittee shall maintain at its sole expense the structure or subject for which this permit is granted.
14. Adequate drawings or sketches shall be included showing the existing and/or proposed location of the utility with respect to the existing and/or planned location of the highway improvement, the traveled way, the public right-of-way lines and approved access points.
15. If trench or pavements settlement should occur within two years from the date of installation, repairs shall be made by the permittee as directed by the City at no cost to the City. If the permittee fails to make the necessary repairs the City will make the repairs and bill the permittee. No new permits shall be issued to the permittee until such claim has been settled.
16. No work shall be started until an authorized representative of the City has given written notice to the permittee to proceed. Permittee shall notify the City to schedule a time for road closure and opening. If the work will prevent emergency traffic from traveling through, local law enforcement office must be notified.
17. All construction work and maintenance within the City's right-of-way shall be in accordance with the construction requirements and standard details attached with this permit.
18. A bond in an amount to be determined by the City is required for the protection of the City as set forth in the terms of the bond.
19. Any replacement of, addition to, or change in the facility granted by the permit shall require a new permit prior to the initiation of such work.
20. The permittee shall call utility locator 72 hours prior to excavation.



City of New Plymouth

APPLICATION AND PERMIT TO USE PUBLIC RIGHT-OF-WAY APPROACHES

Part 1. Applicant Information		NOTICE:	
Company Name	Applicant - Print or Type	This permit shall not be valid for excavation until, or unless, the provisions of Idaho Code Title 55, Chapter 22 have been complied with.	
Address	Phone Number	Digline Phone No: 811 or 1(800) 342-1585	
City, State, Zip		Official Use Only	
Part 2. Street Information		Permit No: _____	
Surface Type	<input type="checkbox"/> Dirt <input type="checkbox"/> Gravel <input type="checkbox"/> Asphalt	Permit Fee:	
Street Name:	_____	<input type="checkbox"/> \$ 20	
Location:	_____	<input type="checkbox"/> \$ 50 for over 150 SF	
		Date: _____	
		<i>Note: Permit expires in ninety (90) days from date of issue.</i>	
Part 3. Type of Approach Activity			
<input type="checkbox"/> Single Residence Driveway	Width: _____		
<input type="checkbox"/> Multiple Residence Driveway Number Served: _____	Surface Type: _____	Distance from Centerline (ft): _____	
<input type="checkbox"/> Business Type: _____	Estimated ADT: _____	Distance from ROW line (ft): _____	
<input type="checkbox"/> Agriculture	Size of Pipe (in): _____		
<input type="checkbox"/> Other Explain: _____	Angle of Crossing: _____		
Note: Approach must meet the requirements of LHTAC Standard Approach Policy and § 49-221, Idaho Code			
Part 4. Description of Work			
Describe the nature of work to be performed:		<u>Special Provisions:</u>	
Start Date: _____ Estimated Completion Date: _____			
A plan of proposed work and applicable traffic control plans must be attached.			
Part 5. Inspection			
Backfill Inspection Required: <input type="checkbox"/> Yes <input type="checkbox"/> No Pipe Inspection Required: <input type="checkbox"/> Yes <input type="checkbox"/> No Final Inspection: <input type="checkbox"/> Yes <input type="checkbox"/> No			
Part 6. Certification		Part 7. Permit Issue (For Official Use)	
I certify that I am the authorized utility company representative and request permission to construct the above facilities within the City's right of way in accordance with the general provisions accompanying this form. The special provisions and plans are made a part of this permit.		Subject to all terms, conditions and provisions shown on this form or attachments, permission is hereby granted to the above-named applicant to perform the work as described above.	
Signature	Date	Approved by	Date



City of New Plymouth

APPLICATION AND PERMIT TO USE PUBLIC RIGHT-OF-WAY APPROACHES

GENERAL PROVISIONS

1. A deposit in an amount to be determined by the City shall accompany this application. If proper construction or repair is made and accepted within ninety (90) days, the deposit will be refunded. If proper construction or repair is not completed within ninety (90) days, the City may make repairs and assess the deposit. An additional \$25 non-refundable administrative fee may be assessed. For other permits, see fee schedule.
2. The City may change, amend or terminate this permit or any of the conditions herein enumerated if permittee fails to comply with its provisions or requirements as set forth herein.
3. Approaches shall be for the bonafide purpose of securing access and not for the purpose of parking, conducting business, or servicing vehicles on the public right-of-way.
4. No revisions or additions shall be made to an approach or its appurtenances on the public right-of-way without the written permission of the City.
5. The permittee shall furnish all material, labor, and equipment involved in the construction of the approach and its appurtenances. This shall include furnishing approved drainage pipe of a size specified on permit (12 inch minimum), curb and gutter, concrete sidewalk, etc., where required. Materials and workmanship shall be good quality and are subject to inspection and approval by the City.
6. The City reserves the right to require the permittee, its successors or assigns, at any time, to make such changes, additions, repairs and relocations to any approach or its appurtenances within the public right-of-way as may be necessary to permit the relocation, reconstruction, widening, drainage and maintenance of the roadway and/or to provide proper protection to life and property on or adjacent to the roadway.
7. Approaches shall conform to the plans made a part of this permit. Adequate drawings or sketches shall be included showing the design, materials, construction requirements and proposed location of the approach. All approaches shall be in accordance with Exhibits 9 and 13 of the Manual for Use of Public Right of Way - Standard Approach Policy.
8. During the construction of the approach(es), such barricades, signs and other traffic control devices shall be erected and maintained by the permittee, as may be deemed necessary by the City. Said devices shall conform to the current issue of the Manual on Uniform Traffic Control Devices. Parked equipment and stored materials shall be as far from the traveled way as feasible. Items stored within 30 feet of the traveled way shall be marked and protected. The City may provide barricades (when available) upon request.
9. In accepting this permit, the permitter, its successors and assigns, agrees to hold the City harmless from any liability caused by the installation, construction, maintenance or operation of the approach(es).
10. If the work done under this permit interferes in any way with the drainage of the roadway, the permittee shall wholly and at his own expense make such provision as the City may direct to take care of said drainage problem.
11. Upon completion of said work herein contemplated, all rubbish and debris shall be immediately removed and the roadway and roadside shall be left neat and presentable and to the satisfaction of the City.
12. The permitter shall maintain at his, or their, sole expense the structure or object for which this permit is granted in a condition satisfactory to the City.
13. Neither the acceptance of this permit nor anything herein contained shall be construed as a waiver by the permitter of any rights given it by the constitutions or laws of the state of Idaho or of the United States.
14. No work shall be started until an authorized representative of the City has given written notice to the permittee to proceed, except in the case of an emergency when verbal authorization may be given with a written permit and fee required within five (5) working days.
15. The permittee shall call utility locator 72 hours prior to excavation.
16. This permit shall be void unless the work herein contemplated shall have been completed before _____.

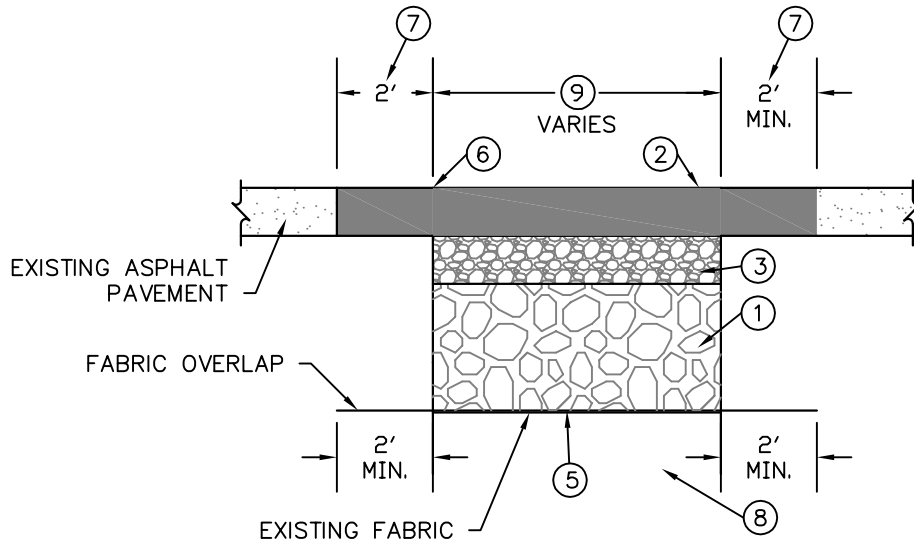


City of New Plymouth

Right-of-Way Construction

Construction Requirements

1. All construction within the right-of-way shall be completed in accordance with the City standards and street standards, as adopted by the City, furnished in the City's Transportation Plan.
2. The sub-base and base material shall match existing materials and specifications.
3. Applicant shall submit specifications of sub-base, base material, asphalt material and geotextile fabric to the City for review and approval prior to excavation.
4. The sub-base, base and asphalt materials shall be compacted to the acceptable level, as furnished in the latest edition of ISPWC.
5. Applicant shall submit compaction testing results within seven (7) business days to the City.
6. Applicant shall match the existing geotextile fabric material, if encounter in the job site. A minimum of two (2) ft overlap shall be provided with the existing fabric prior to placing sub-base material.
7. Contractor or applicant shall be responsible for maintaining the road surface until final completion of repairs and work within the City's right-of-way.
8. Contractor or applicant shall be responsible for clean up and any damage done to other utilities or properties within the City's right-of-way during the job.
9. If the construction or repair work does not meet these construction requirements, and/or is unsatisfactory, the City will perform the repair work. The expenses incur in such repair work performed by the City shall be billed to the applicant.
10. If **within one year** after the completion of construction within the City's right-of-way any work is found to be defective or damaged, the applicant shall promptly correct such defective work or repair damage work at the applicant's expense.
11. See the attached standard drawing for construction details, minimum depths and widths of trench excavation and overlap requirements.



N.T.S.

NOTES:

- (A) REFER TO SECTION-307 OF THE ISPWC FOR MATERIALS AND WORKMANSHIP REQUIREMENTS.
- (B) ALL STREET CUTS WILL REQUIRE RESURFACING BY A PAVING MACHINE OR SPREADER BOX. PATCH WIDTHS ARE NEVER TO BE LESS THAN 4' IN WIDTH. LOCATE THE MATCH OF THE NEW TO EXISTING PAVEMENT OUT OF THE VEHICLE WHEEL PATH OF THE STREET.
- (C) TACK ALL COLD JOINT SURFACES WITH EMULSION WHICH HAS BEEN "BROKEN" PRIOR TO PATCHING.
- (D) MATCH EXISTING ASPHALT MATERIAL, CLASS II.

LEGEND:

- (1) 10" OF 2" MINUS CRUSHED AGGREGATE SUB BASE (MIN.) UNLESS A GREATER DEPTH IS OTHERWISE SPECIFIED.
- (2) MATCH EXISTING PAVEMENT DEPTH TO 6" UNLESS A GREATER DEPTH IS OTHERWISE SPECIFIED. USE A 2 1/2" (MIN.) MAT ON RESIDENTIAL STREETS AND 3" (MIN.) MAT ON COLLECTORS AND ARTERIALS.
- (3) 4" OF 3/4" MINUS CRUSHED AGGREGATE BASE (MIN.) UNLESS A GREATER DEPTH IS OTHERWISE SPECIFIED.
- (4) KEEP TRAFFIC OFF 72 HOURS, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- (5) GEOTEXTILE FABRIC, MATCH EXISTING MATERIAL WITH MINIMUM 2' OVERLAP.
- (6) CUT ASPHALT IN NEAT STRAIGHT LINE.
- (7) LOCAL CUTBACK, 2' MINIMUM.
- (8) COMPACTED TRENCH BACKFILL AS PER SD-301 AND SECTION-306 OF THE LATEST VERSION OF ISPWC.
- (9) 4' MINIMUM WIDTH FOR SURFACE RESTORATION.



CITY OF NEW PLYMOUTH
CITY STANDARDS

STREET CUTS AND
UTILITY TRENCH DETAILS

Level of Service

The level of service (LOS) characterizes the operating conditions on a facility in terms of traffic performance measures related to speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Level of Service is a description of different operating conditions, which occur on a roadway or at an intersection when accommodating various traffic volumes. The levels of service range from 'A' (least congested) to 'F' (most congested). The following table shows the general definitions of levels of service applicable to two lane rural highways.

Level of Service Criteria for Two-Lane Highways

Level of Service	General Operating Conditions
A	Describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Maneuverability within the traffic stream is good. Minor disruptions to flow are easily absorbed without a change in travel speed.
B	Describes free-flow conditions, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS 'A', but drivers have slightly less freedom to maneuver. In simple words, it can be defined as "reasonably free flow traffic".
C	The influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. Minor disruptions in traffic stream can cause serious local deterioration in service, and queues will form behind any significant traffic disruption. LOS 'C' can be defined as a "stable flow condition".
D	The ability to maneuver is severely restricted due to traffic congestion. Average travel speed reduces by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating. LOS 'D' can be defined as "approaching unstable flow conditions".
E	The traffic operation is at or near capacity, an unstable flow condition, in this LOS. Vehicles will operate with the minimum spacing for maintaining uniform flow. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate further. The traffic flow in this LOS can be defined as "unstable flow condition".
F	This LOS represent forced or breakdown flow conditions. This type of traffic occurs when the forecast demand exceeds the computed capacity of a planned facility.

(Source: Highway Capacity Manual 2000)

Unsignalized Intersections

Two-way Stop Controlled (TWSC) and All Way Stop Controlled (AWSC) intersections are two types of unsignalized intersections. The 2000 Highway Capacity Manual and HCS provide methodologies and models to estimate control delays at unsignalized intersections. A qualitative description of different service levels related to an unsignalized intersection is presented in the following table below.



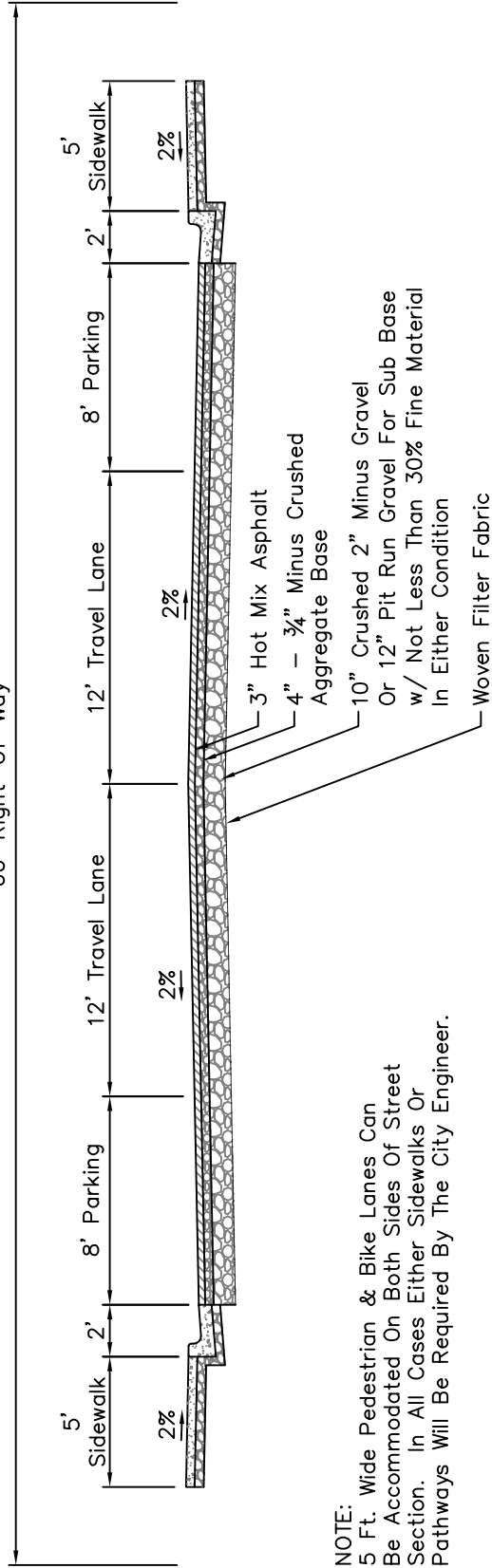
Level of Service	Average Delay per Vehicle on Minor Street
A	<ul style="list-style-type: none"> • Almost all drivers find freedom of operation through intersection. • Gaps are available on major streets for minor streets vehicles. • More than 1 vehicle in queue on minor streets found very rarely.
B	<ul style="list-style-type: none"> • Some drivers may feel inconvenience because of slight delay • More than 1 vehicle in queue on minor streets maybe found occasionally
C	<ul style="list-style-type: none"> • Most drivers may feel restricted in traffic, but may not have severe inconvenience. • More than 1 vehicle in queue on minor streets maybe found frequently. • Gaps in major street traffic may not be available frequently.
D	<ul style="list-style-type: none"> • Drivers on minor streets feel restricted and may experience inconvenience. • Mostly more than 1 vehicle in queue on minor streets maybe found.
E	<ul style="list-style-type: none"> • Drivers find delays inconvenient and intolerable. • Queue lengths maybe longer than 3 vehicles most of the time. • The demand will be close to or equal to the capacity of a movement at an intersection.
F	<ul style="list-style-type: none"> • Gaps in major street traffic are not available for minor street drivers and result in aggressive driving with forced traffic flow. • The demand in this case will be more than the capacity of a movement and represents failure of an intersection.

Based on the qualitative and quantitative measures, LOS 'E' is generally considered as a minimum design LOS for unsignalized intersections.





60' Right-Of-Way

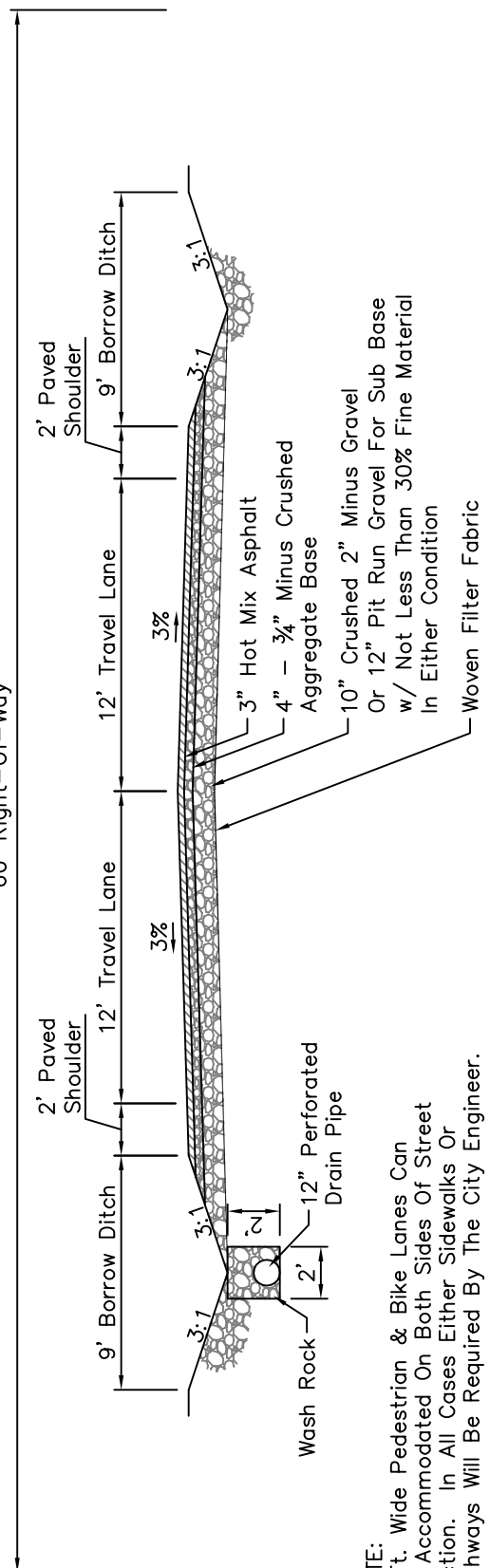


NOTE:
5 Ft. Wide Pedestrian & Bike Lanes Can Be Accommodated On Both Sides Of Street Section. In All Cases Either Sidewalks Or Pathways Will Be Required By The City Engineer.

60' STANDARD LOCAL/PRIVATE RESIDENTIAL STREET
(W/ CURB, GUTTER, & SIDEWALK)

NOT TO SCALE

60' Right-Of-Way



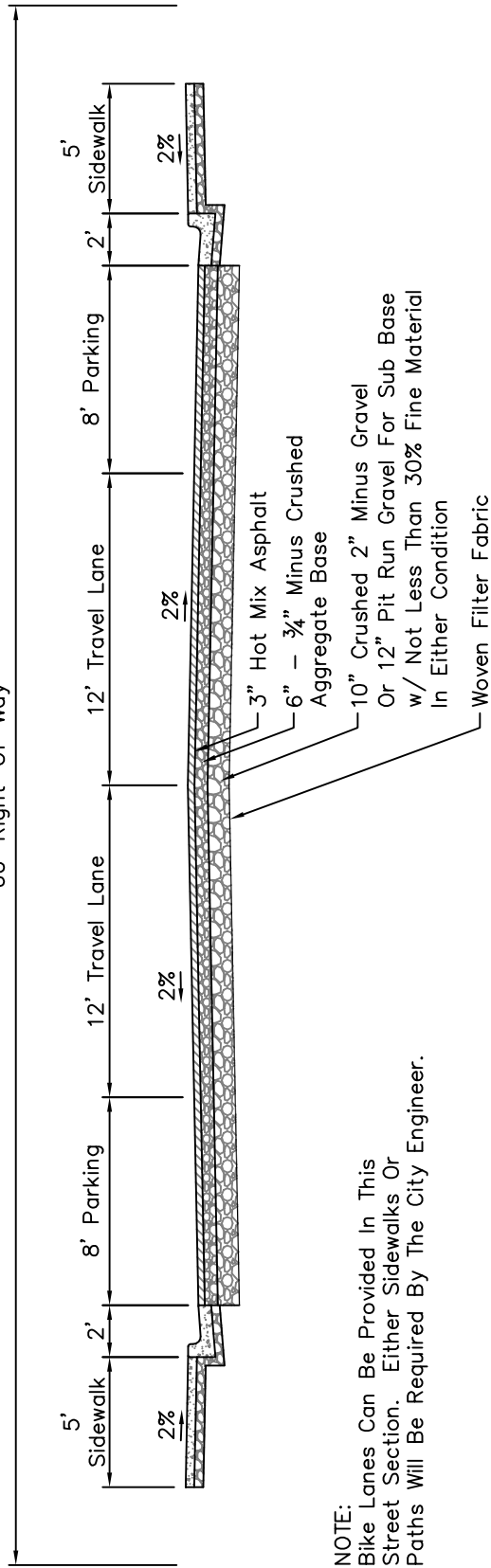
NOTE:
5 Ft. Wide Pedestrian & Bike Lanes Can Be Accommodated On Both Sides Of Street Section. In All Cases Either Sidewalks Or Pathways Will Be Required By The City Engineer.

60' STANDARD LOCAL/PRIVATE RESIDENTIAL STREET
(NO CURB & GUTTER)

NOT TO SCALE



60' Right-Of-Way

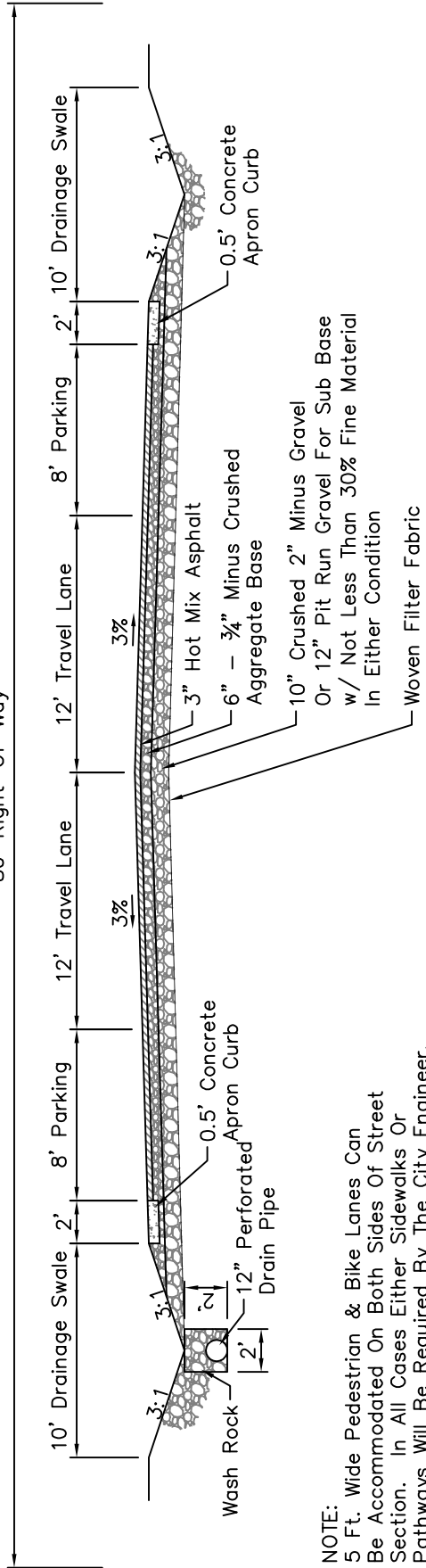


NOTE:
Bike Lanes Can Be Provided In This
Street Section. Either Sidewalks Or
Paths Will Be Required By The City Engineer.

60' STANDARD RESIDENTIAL COLLECTOR STREET
(W/ CURB, GUTTER, & SIDEWALK)

NOT TO SCALE

80' Right-Of-Way



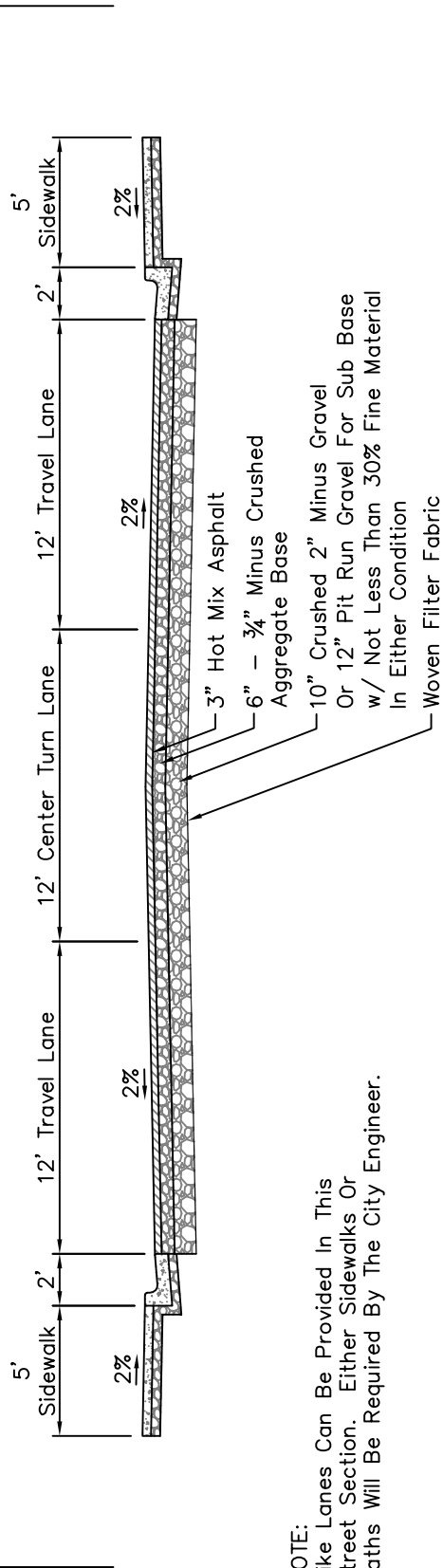
NOTE:
5 Ft. Wide Pedestrian & Bike Lanes Can
Be Accommodated On Both Sides Of Street
Section. In All Cases Either Sidewalks Or
Pathways Will Be Required By The City Engineer.
Parking On Collectors Shall Be Permitted At
The City's Discretion.

80' STANDARD RESIDENTIAL COLLECTOR STREET
(NO CURB & GUTTER)

NOT TO SCALE



60' Right-Of-Way

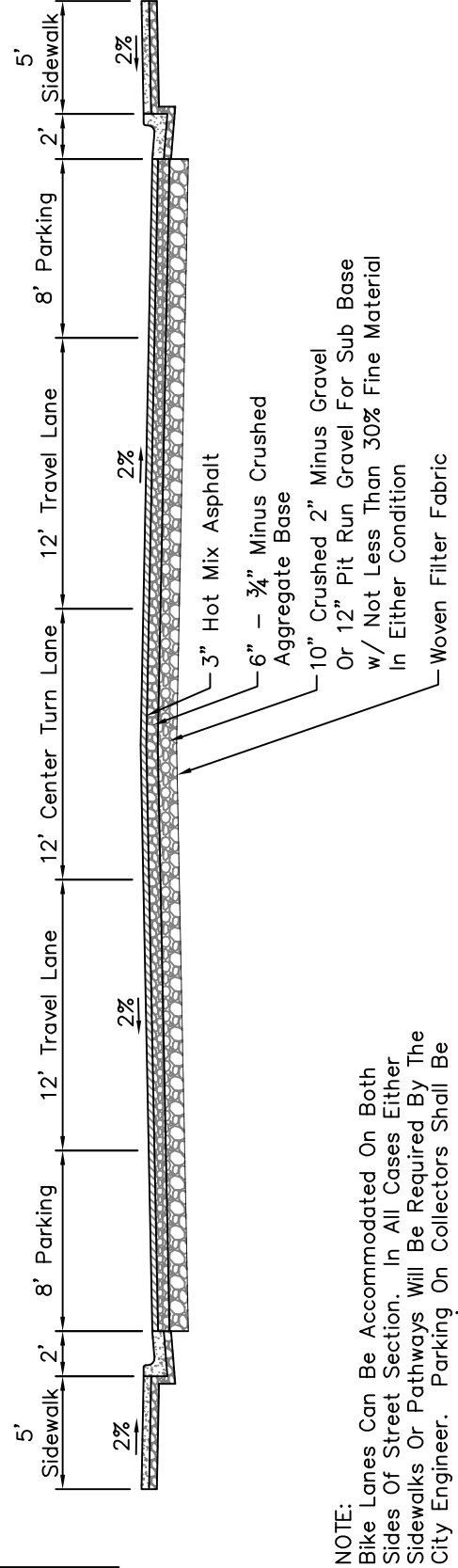


NOTE:
Bike Lanes Can Be Provided In This
Street Section. Either Sidewalks Or
Paths Will Be Required By The City Engineer.

60' STANDARD COLLECTOR STREET
(W/ CURB, GUTTER, & SIDEWALK)

NOT TO SCALE

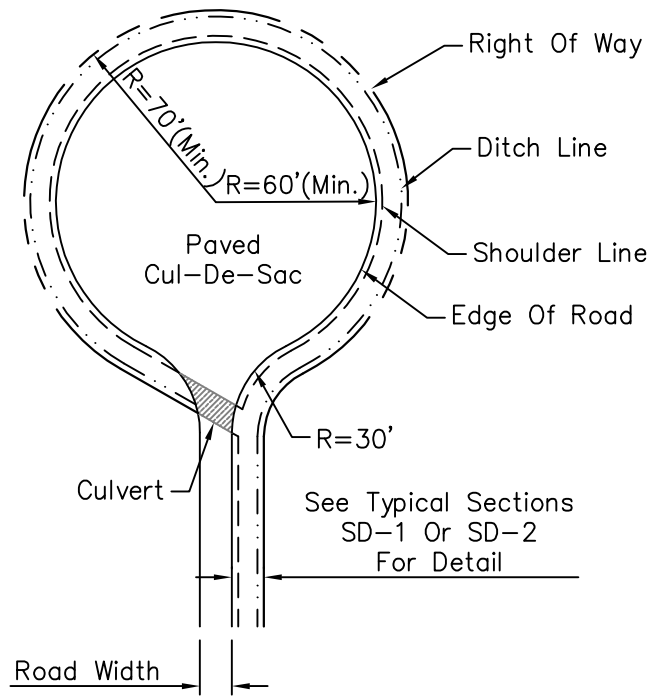
80' Right-Of-Way



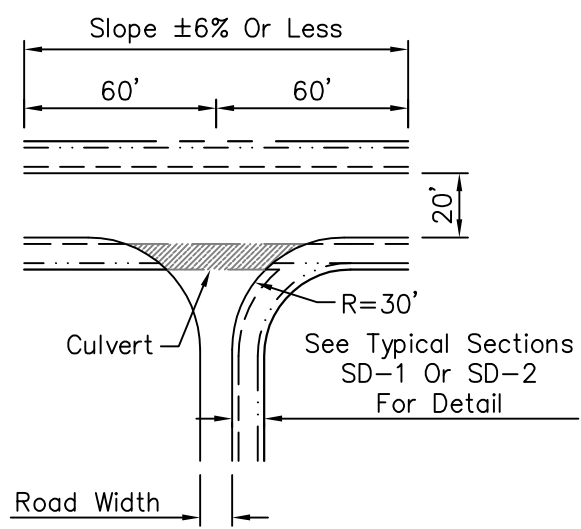
NOTE:
Bike Lanes Can Be Accommodated On Both
Sides Of Street Section. In All Cases Either
Sidewalks Or Pathways Will Be Required By The
City Engineer. Parking On Collectors Shall Be
Permitted At The City's Discretion.

80' STANDARD COLLECTOR STREET
(W/ CURB, GUTTER, & SIDEWALK)

NOT TO SCALE

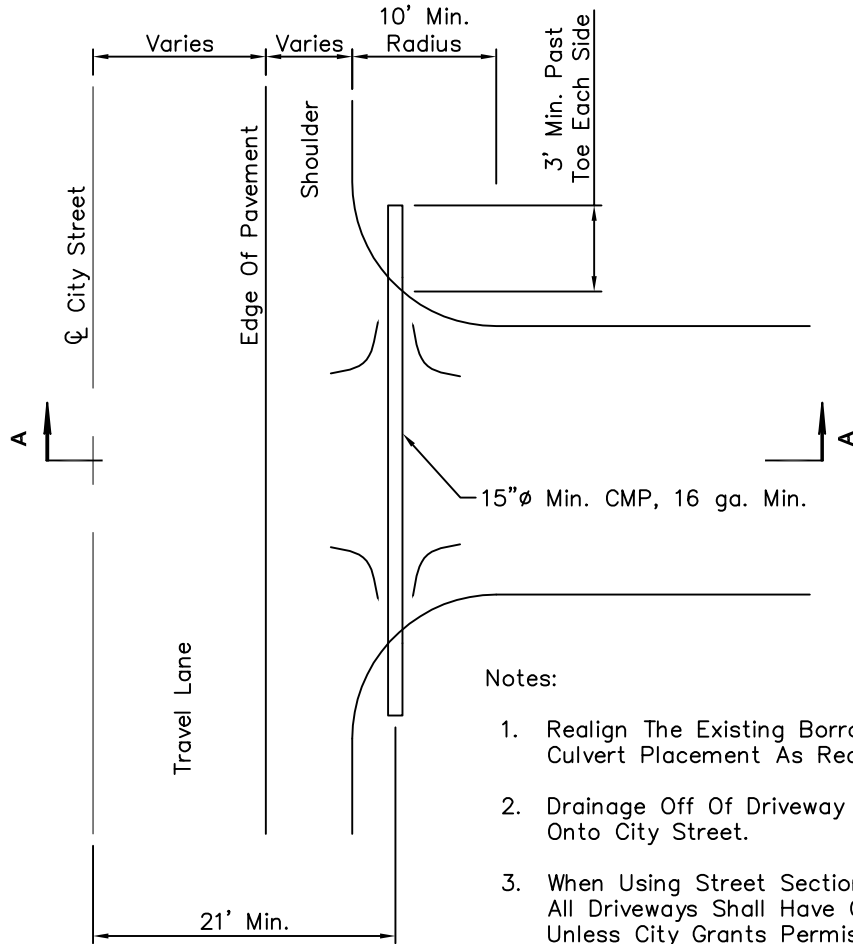


OPTION A
Circular Turn-Around



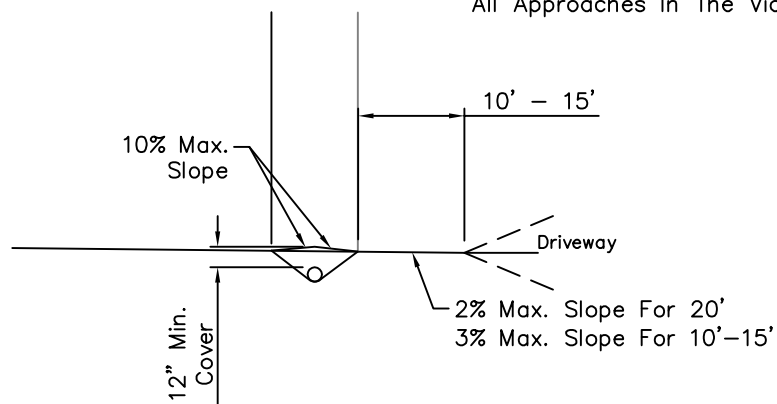
OPTION B
Tee Turn-Around





Notes:

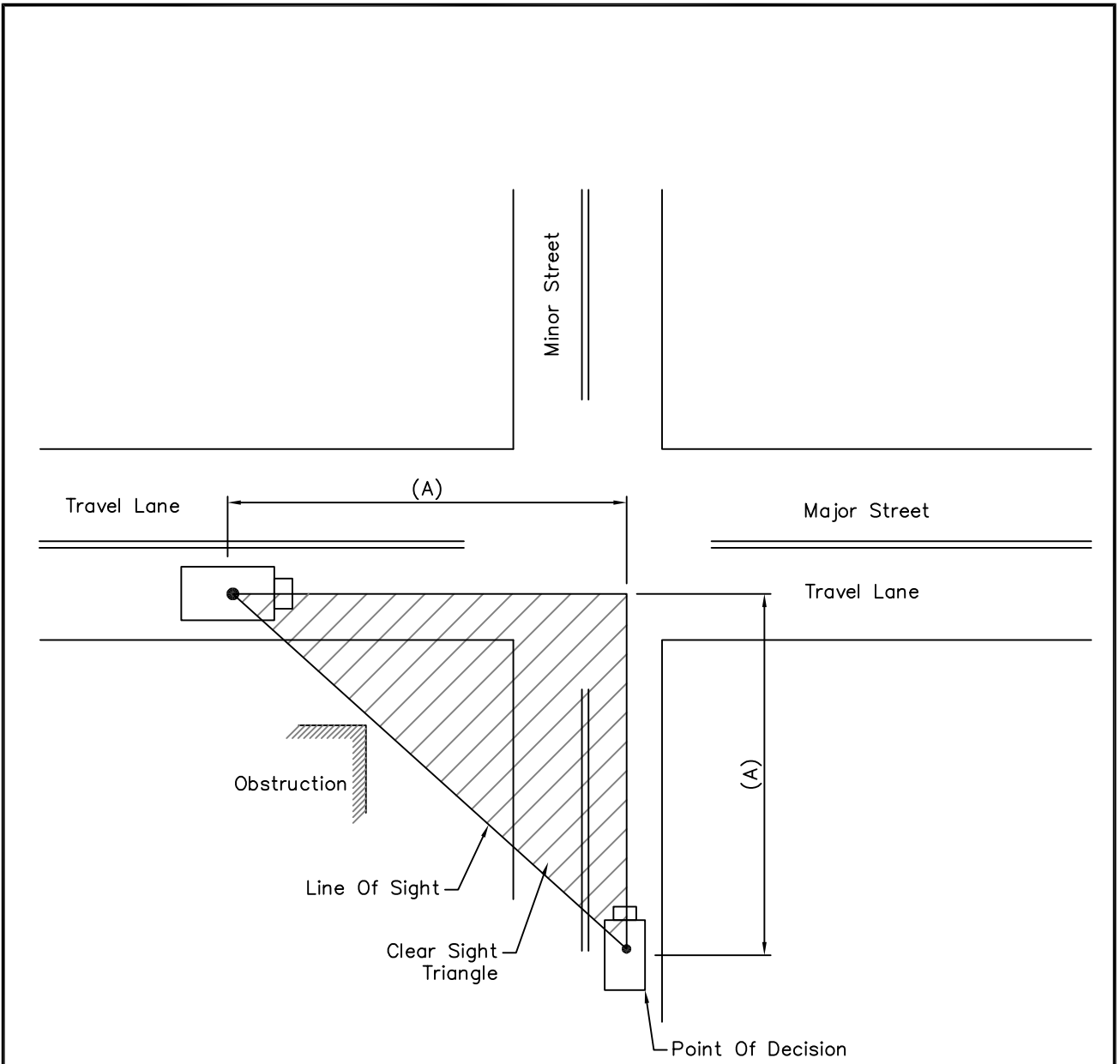
1. Realign The Existing Borrow To Conform To Culvert Placement As Required.
2. Drainage Off Of Driveway Shall Not Enter Onto City Street.
3. When Using Street Section With Borrow Ditch, All Driveways Shall Have Culverts Installed, Unless City Grants Permission Otherwise.
4. Borrow Ditches Shall Be Constructed A Min. Of 18" Deep Below Center Line.
5. Grades In Excess Of 3% Should Be Avoided On All Approaches In The Vicinity Of An Intersection.



SECTION A-A

(Not To Scale)

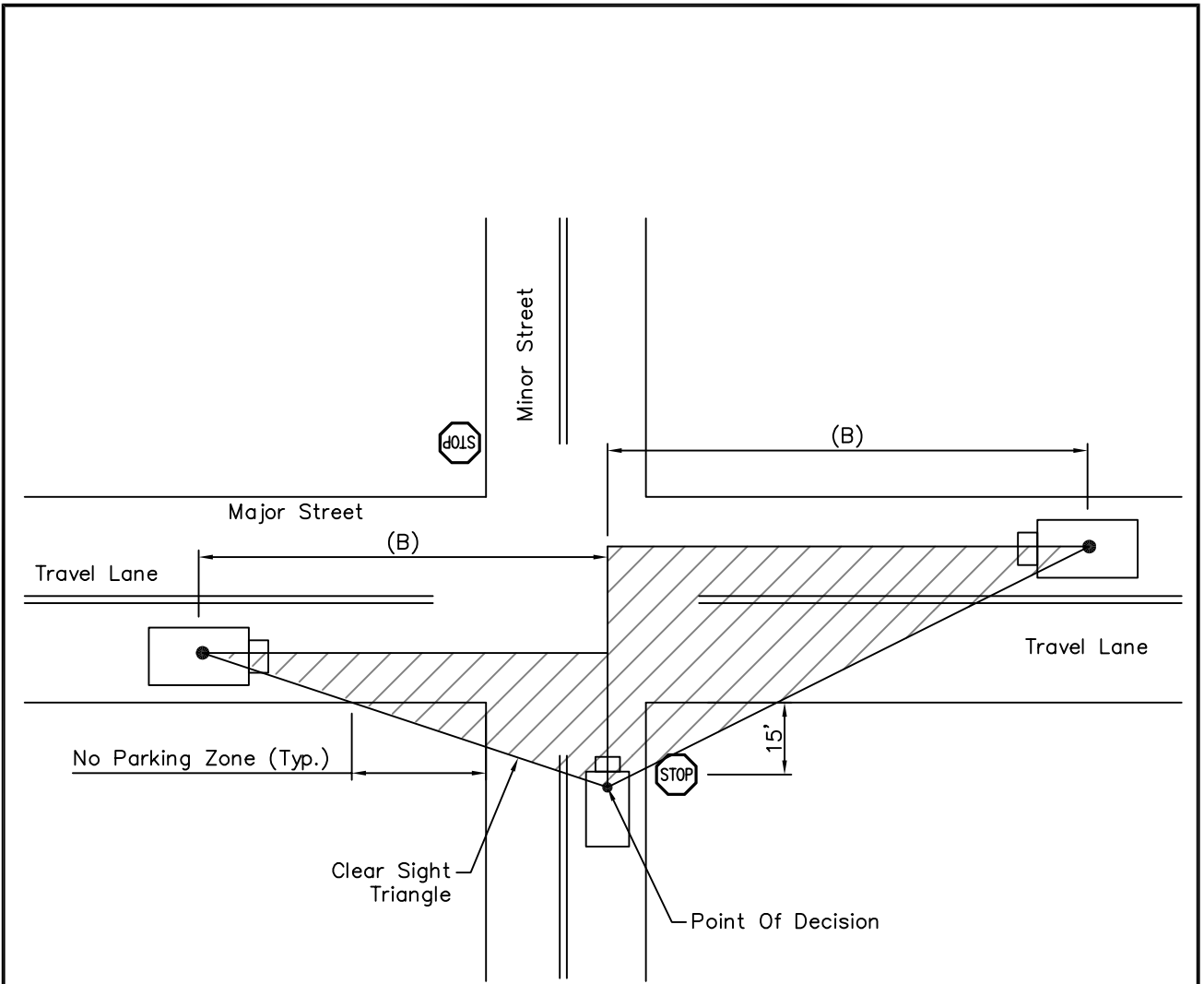




Stopping Sight Distances

MPH	(A) FT.
25	70
35	165
45	220
55	285





Stopping Sight Distances

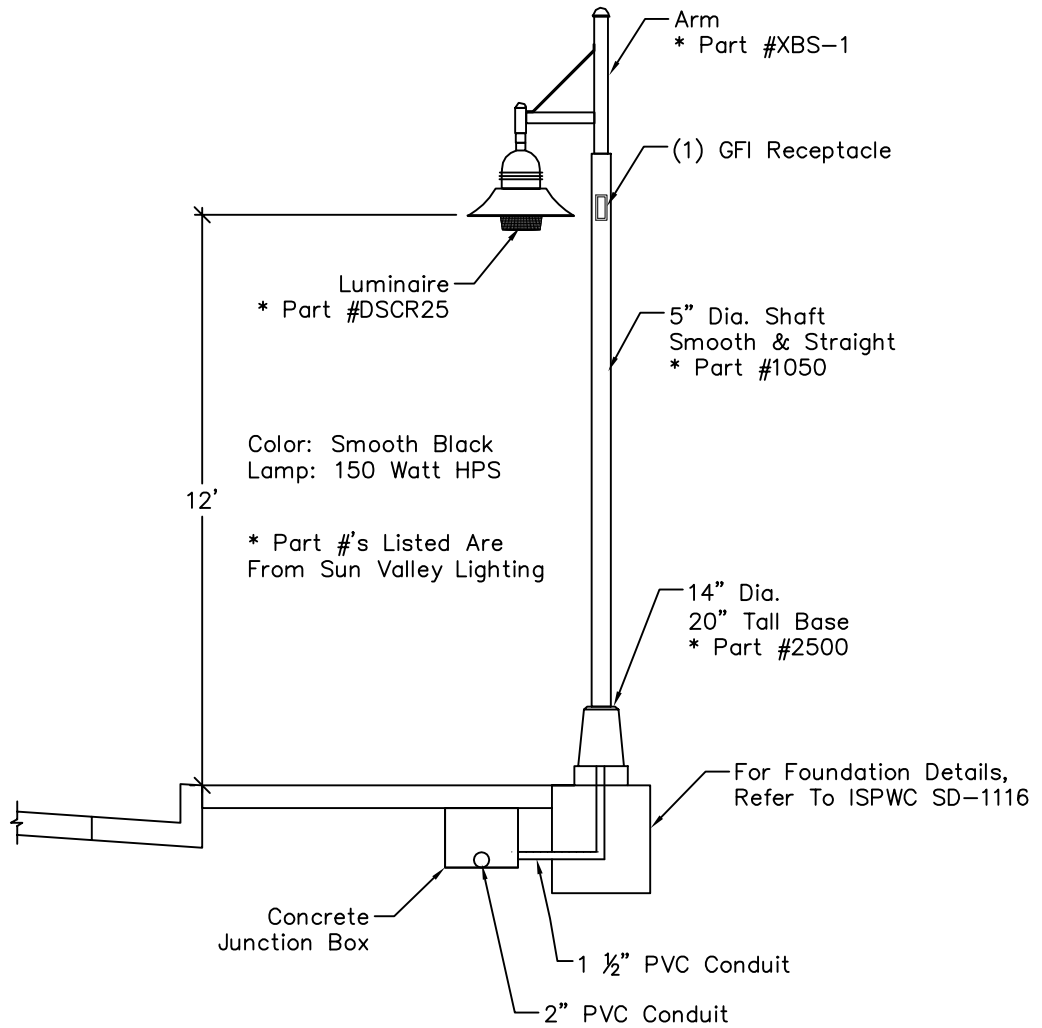
MPH	LEFT TURN (B) FT.	RIGHT TURN (B) FT.	THROUGH (B) FT.
25	280	240	240
35	390	335	335
45	500	430	430
55	610	530	530



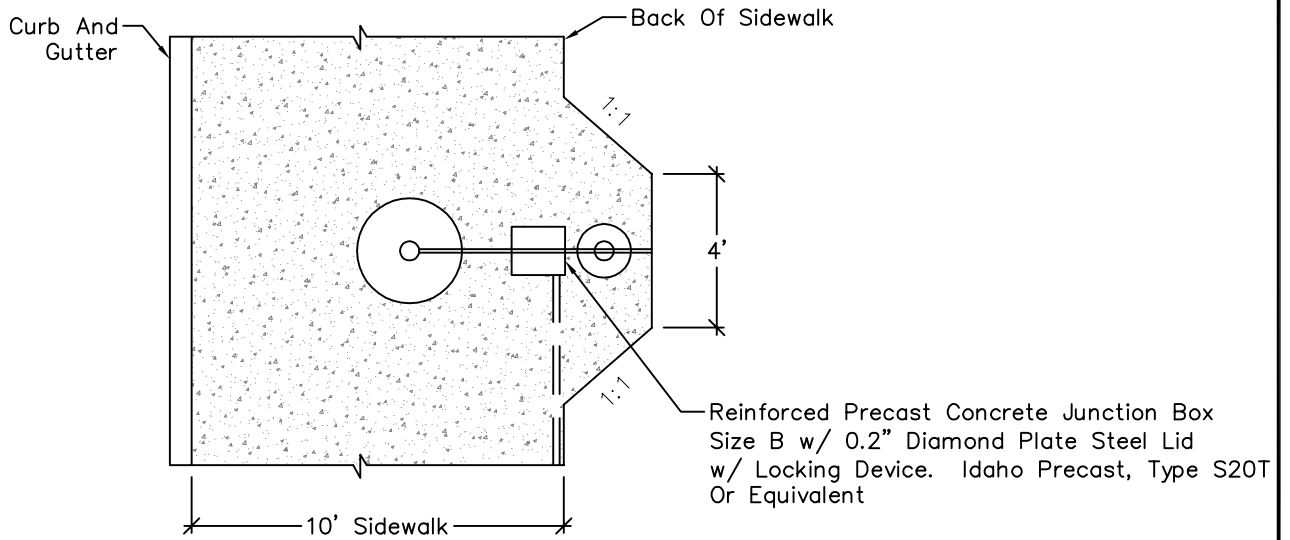
CITY OF NEW PLYMOUTH
CITY STANDARDS

DEPARTURE SIGHT TRIANGLE FOR
TWO-WAY STOP CONTROL INTERSECTION:
PASSENGER CARS

SD-7

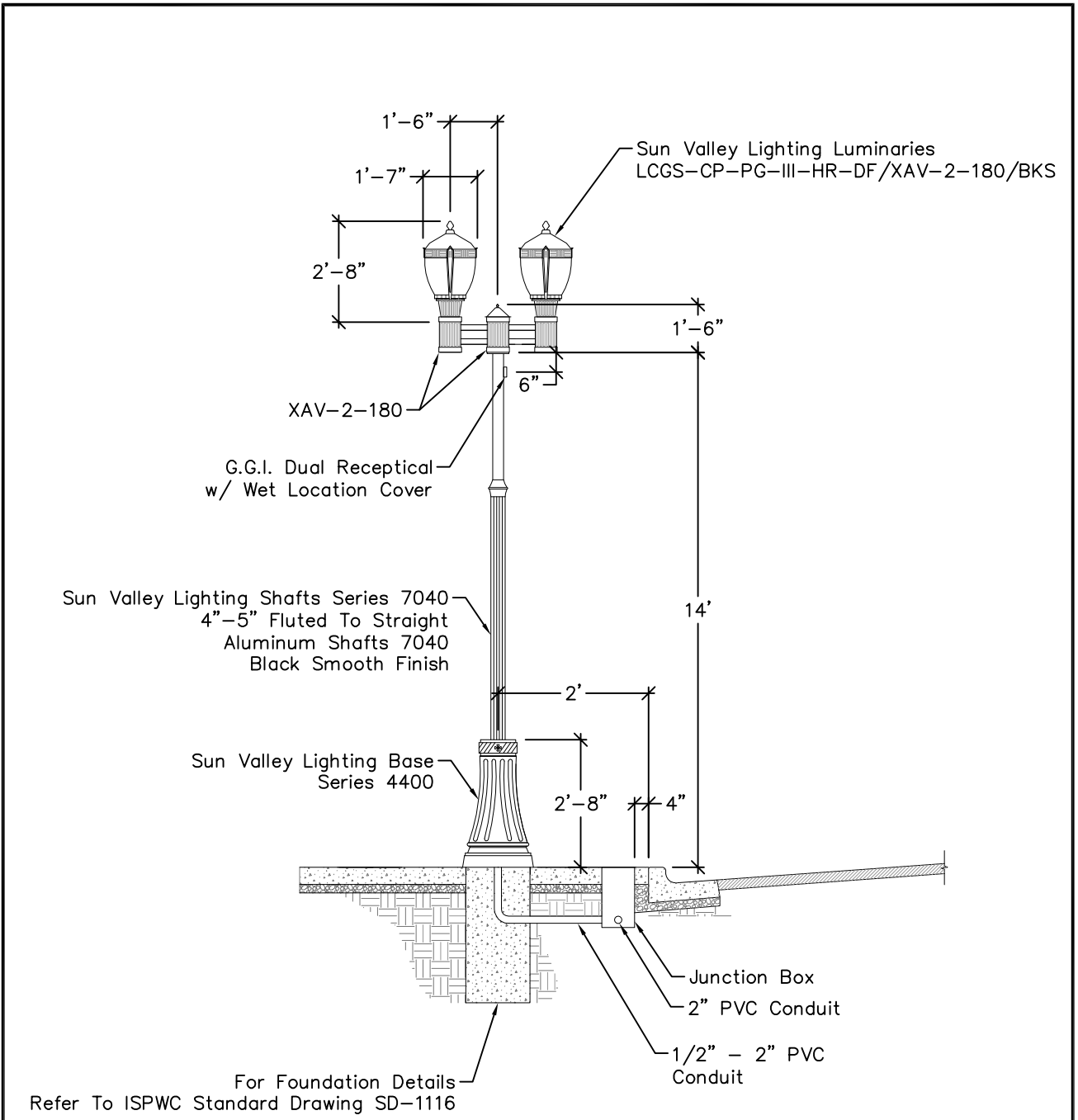


PEDESTRIAN LIGHTING DETAIL
N.T.S.



PLAN VIEW
N.T.S.





For Foundation Details
Refer To ISPWC Standard Drawing SD-1116

NOTE:
ORIENT FIXTURES AS SHOWN IN DETAILS

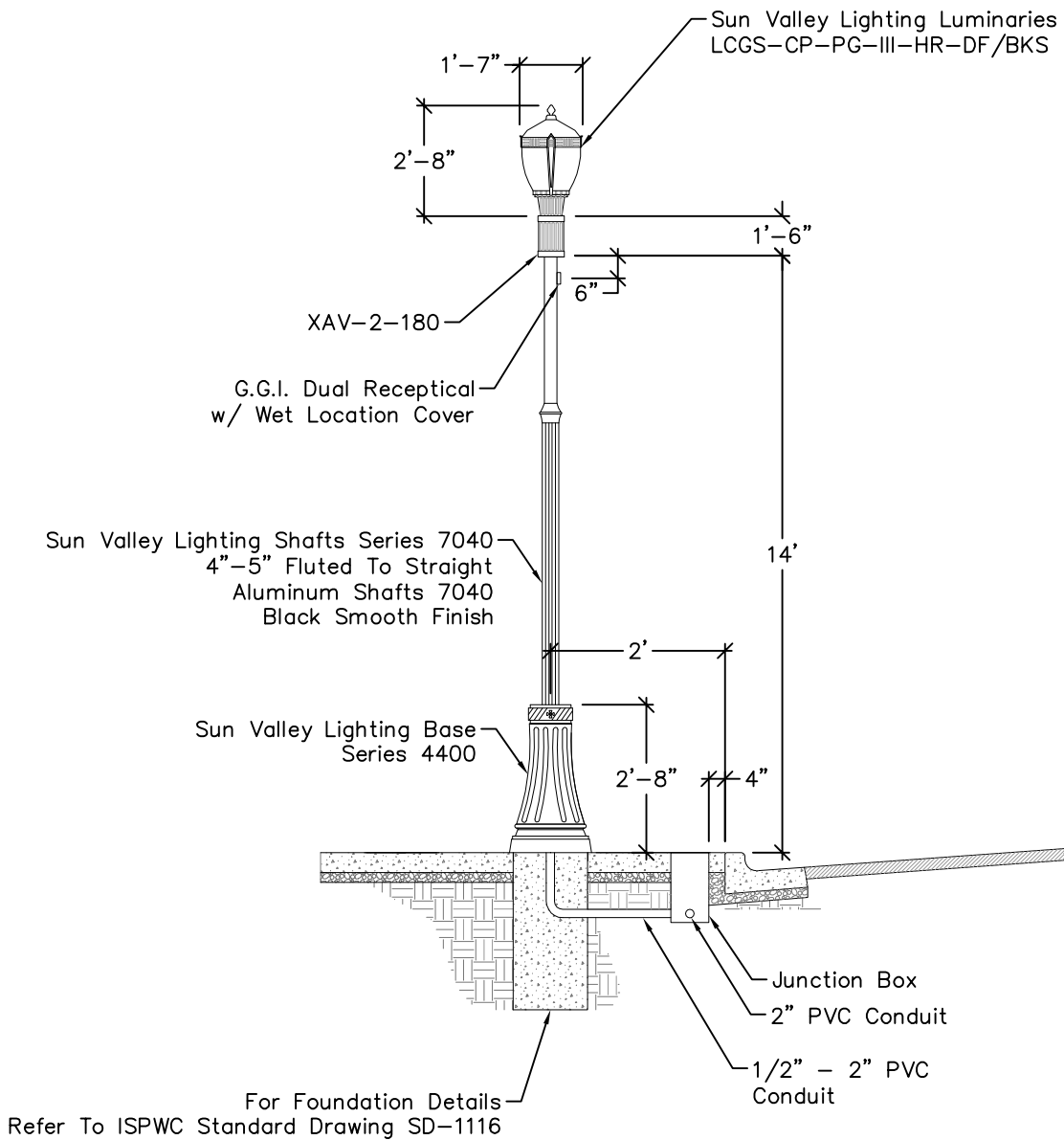
14' TALL DECORATIVE LIGHT AND POLE
NOT TO SCALE



CITY OF NEW PLYMOUTH
CITY STANDARDS

COMMERCIAL DISTRICT ZONE
STREET LIGHTING STANDARDS

SD-9



NOTE:

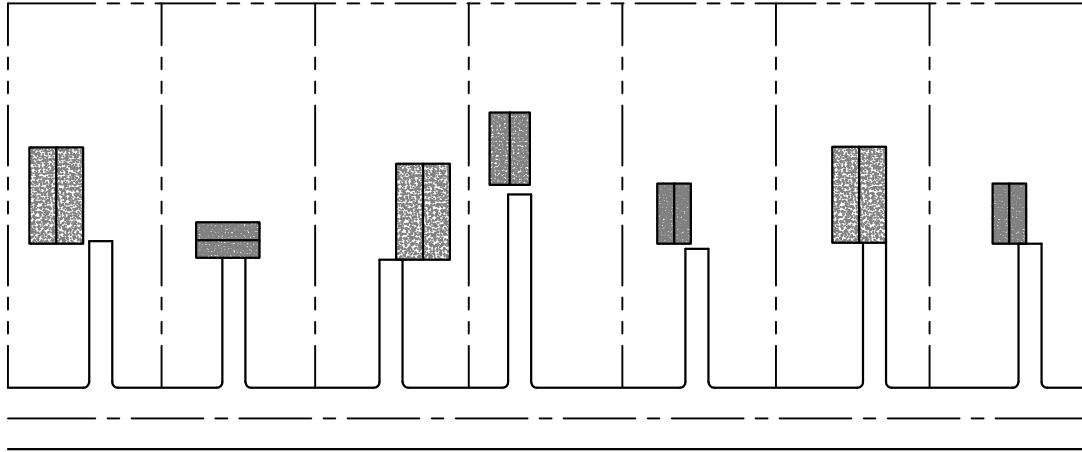
ORIENT FIXTURES AS SHOWN IN DETAILS

14' TALL DECORATIVE LIGHT AND POLE

NOT TO SCALE

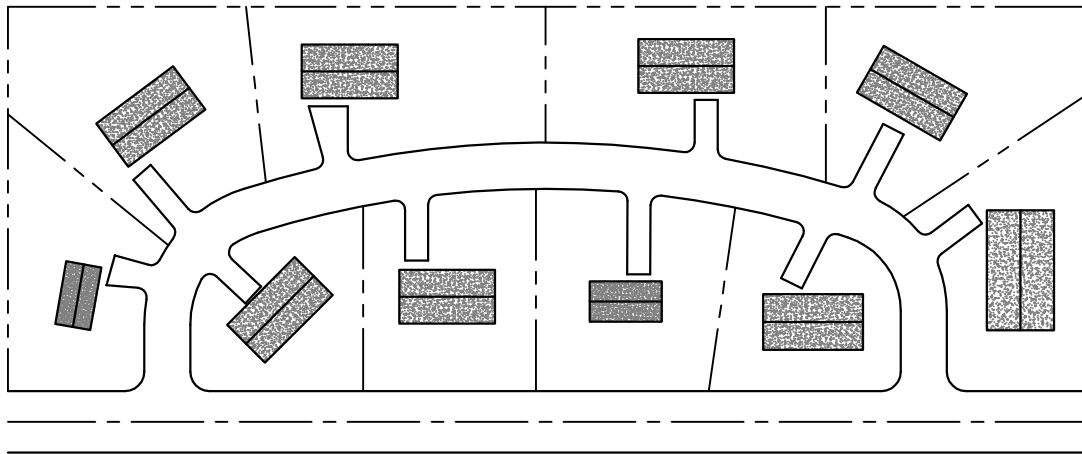


SHARED RESIDENTIAL ACCESS



AVOID:

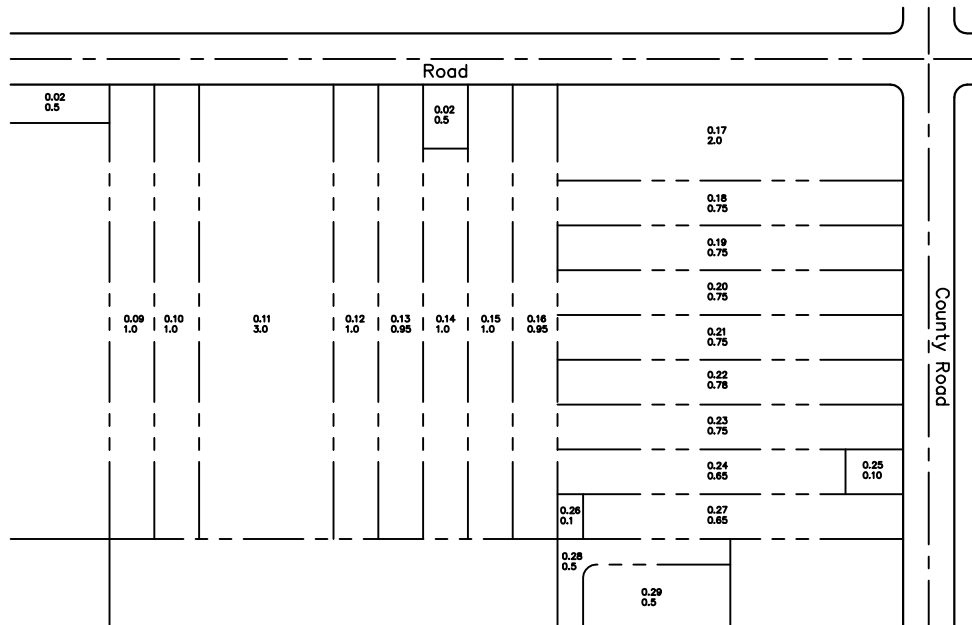
Multiple Lots With Individual Access
Connection To The Adjacent Streets.



ENCOURAGE:

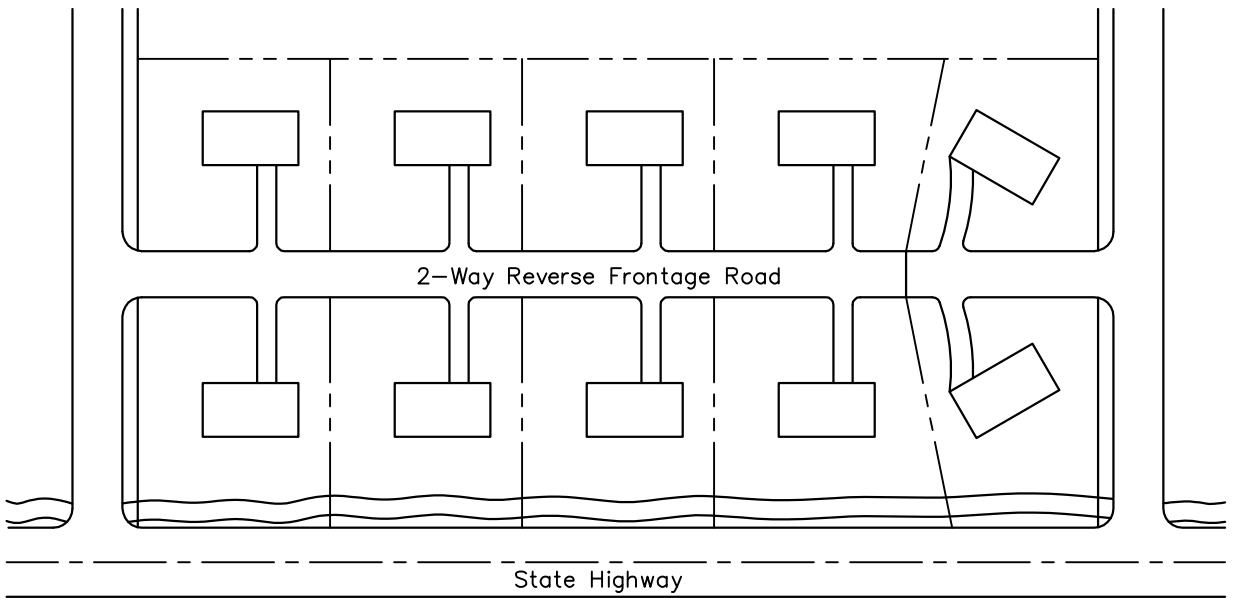
Internal Collector Type Facilities To
Reduce Conflicts On Adjacent Streets.





WHAT TO AVOID

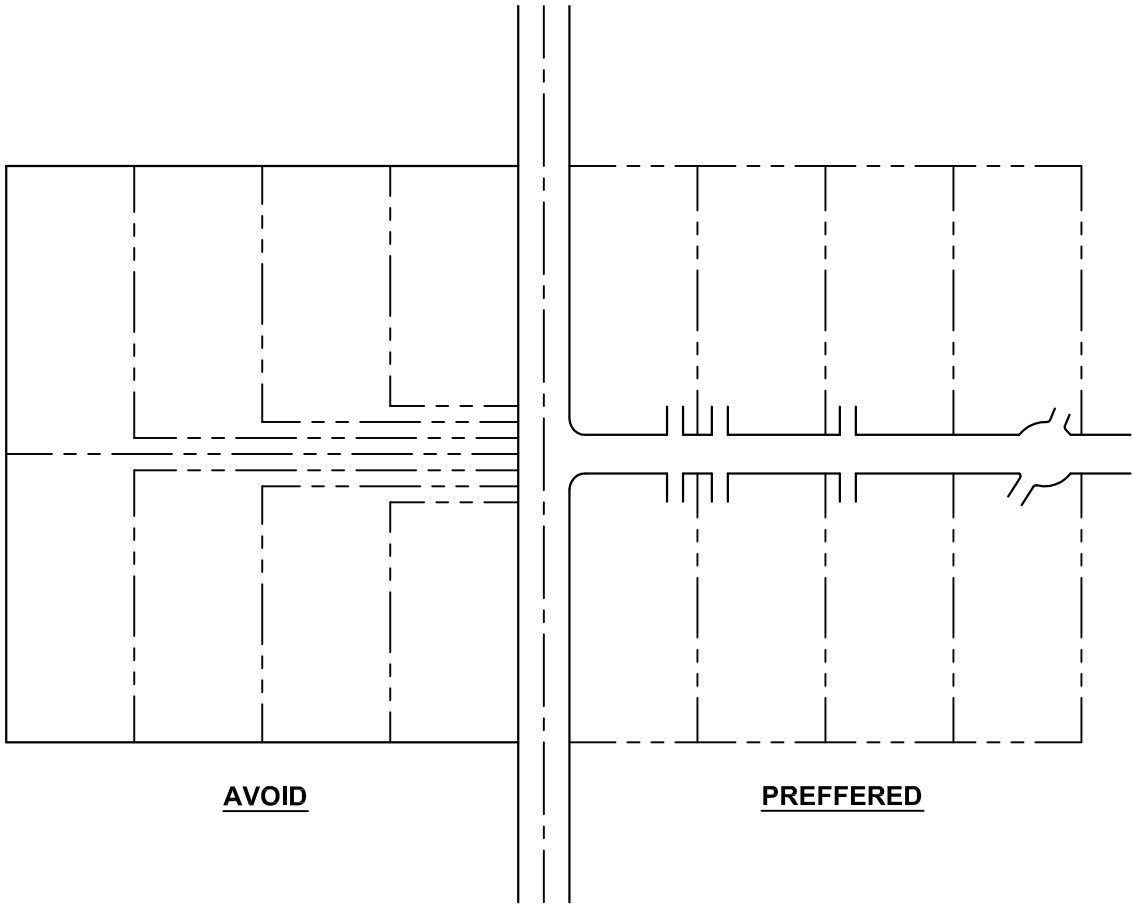




ENCOURAGE



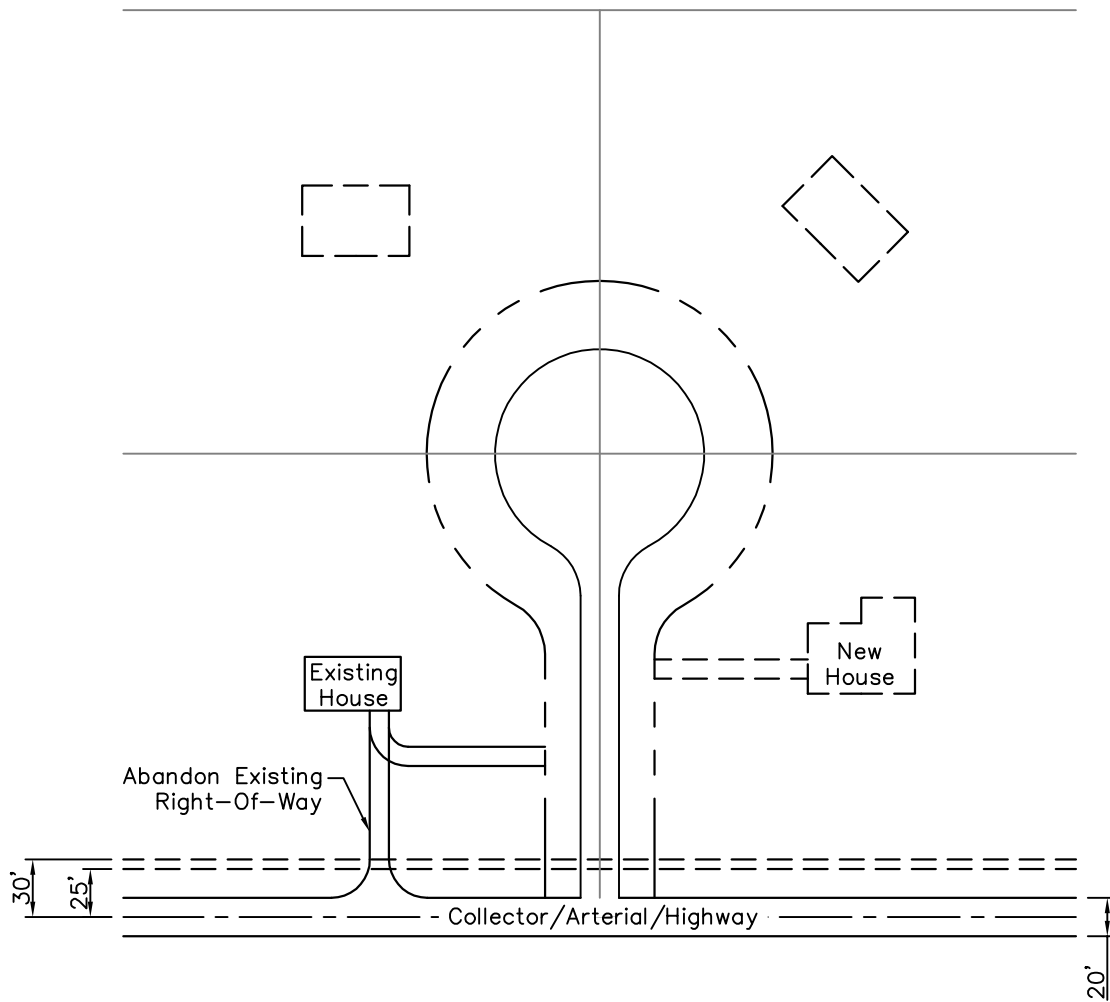
ARTERIAL



AVOID

PREFERRED





City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP002	Inspection Date: 07/2010	Segment Length: 817.48
Road Name: COLTON ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 58,858.39
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 2,043.69
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 30,410.17
Speed Limit: 15	Maintenance:	Total Value: \$ 91,312.25
<hr/>		
SEG. ID: NP004	Inspection Date: 07/2010	Segment Length: 145.25
Road Name: PINE ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,458.34
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 363.14
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 5,403.48
Speed Limit: 15	Maintenance:	Total Value: \$ 16,224.95
<hr/>		
SEG. ID: NP005	Inspection Date: 07/2010	Segment Length: 342.56
Road Name: CHERRY ST	<u>Road Ratings</u>	ROW Width: 56.00
Road Type: 4	Cracking: 5.00	Paved Width: 37.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 25,349.42
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 959.17
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 7,947.38
Speed Limit: 15	Maintenance: CHIP SEAL	Total Value: \$ 34,255.97
<hr/>		
SEG. ID: NP006	Inspection Date: 07/2010	Segment Length: 150.41
Road Name: WALNUT ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,829.87
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 376.04
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 5,595.43
Speed Limit: 15	Maintenance:	Total Value: \$ 16,801.33

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP008	Inspection Date: 07/2010	Segment Length: 325.06
Road Name: WALNUT ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 23,404.46
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 812.65
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 12,092.30
Speed Limit: 15	Maintenance:	Total Value: \$ 36,309.41
<hr/>		
SEG. ID: NP009	Inspection Date: 07/2010	Segment Length: 342.34
Road Name: E IDAHO ST	<u>Road Ratings</u>	ROW Width: 55.00
Road Type: 3	Cracking: 5.00	Paved Width: 17.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 11,639.50
ITD Segcode: 9314	Shoulder: 10.00	ROW Value: \$ 941.43
# of Lanes: 2	Segment Rating: 45.00	CGS Value: \$ 3,971.12
Speed Limit: 20	Maintenance:	Total Value: \$ 16,552.06
<hr/>		
SEG. ID: NP010	Inspection Date: 07/2010	Segment Length: 89.06
Road Name: CHERRY ST	<u>Road Ratings</u>	ROW Width: 56.00
Road Type: 4	Cracking: 5.00	Paved Width: 37.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 6,590.42
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 249.37
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 2,066.19
Speed Limit: 15	Maintenance: CHIP SEAL	Total Value: \$ 8,905.98
<hr/>		
SEG. ID: NP012	Inspection Date: 07/2010	Segment Length: 428.81
Road Name: PINE ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 30,874.48
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,072.03
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 15,951.81
Speed Limit: 15	Maintenance:	Total Value: \$ 47,898.32

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP013	Inspection Date: 07/2010	Segment Length: 126.46
Road Name: OAK AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 10	Cracking: 5.00	Paved Width: 36.00
Surface: CHIP AND OIL	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,104.92
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 316.14
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 3,819.01
Speed Limit: 15	Maintenance:	Total Value: \$ 13,240.07
SEG. ID: NP014	Inspection Date: 07/2010	Segment Length: 104.57
Road Name: WALNUT ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 5.00	Paved Width: 36.00
Surface: CHIP AND OIL	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 7,529.14
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 261.43
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 3,890.05
Speed Limit: 15	Maintenance:	Total Value: \$ 11,680.62
SEG. ID: NP015	Inspection Date: 07/2010	Segment Length: 256.64
Road Name: POPLAR AVE	<u>Road Ratings</u>	ROW Width: 56.00
Road Type: 4	Cracking: 15.00	Paved Width: 20.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,265.66
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 718.60
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 5,954.08
Speed Limit: 15	Maintenance: CHIP SEAL	Total Value: \$ 16,938.34
SEG. ID: NP016	Inspection Date: 07/2010	Segment Length: 401.25
Road Name: WALNUT ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 5.00	Paved Width: 36.00
Surface: CHIP AND OIL	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 28,890.11
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,003.13
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 14,926.56
Speed Limit: 15	Maintenance:	Total Value: \$ 44,819.79

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP018	Inspection Date: 07/2010	Segment Length: 119.89
Road Name: HOLLY AVE EXTENSION	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 5.00	Paved Width: 30.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 7,193.14
ITD Segcode: 7230	Shoulder: 10.00	ROW Value: \$ 359.66
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 2,229.87
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 9,782.67
SEG. ID: NP019	Inspection Date: 07/2010	Segment Length: 244.78
Road Name: E IDAHO ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 0.00	Paved Width: 17.00
Surface: ASPHALT	Disintegration: 0.00	Road Classification: LOCAL
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 8,322.38
ITD Segcode: 9314	Shoulder: 0.00	ROW Value: \$ 611.94
# of Lanes: 2	Segment Rating: 10.00	CGS Value: \$ 0.00
Speed Limit: 20	Maintenance:	Total Value: \$ 8,934.32
SEG. ID: NP020	Inspection Date: 07/2010	Segment Length: 88.34
Road Name: HOLLY AVE EXTENSION	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 5.00	Paved Width: 30.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 5,300.14
ITD Segcode: 7230	Shoulder: 10.00	ROW Value: \$ 265.01
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 1,643.04
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 7,208.19
SEG. ID: NP021	Inspection Date: 07/2010	Segment Length: 167.42
Road Name: HOLLY AVE EXTENSION	<u>Road Ratings</u>	ROW Width: 55.00
Road Type: 5	Cracking: 10.00	Paved Width: 30.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,045.14
ITD Segcode: 7230	Shoulder: 10.00	ROW Value: \$ 460.40
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 3,113.99
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 13,619.53

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP022	Inspection Date: 07/2010	Segment Length: 124.99
Road Name: HOLLY AVE EXTENSION	<u>Road Ratings</u>	ROW Width: 55.00
Road Type: 5	Cracking: 10.00	Paved Width: 30.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 7,499.62
ITD Segcode: 7230	Shoulder: 10.00	ROW Value: \$ 343.73
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 2,324.88
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 10,168.24
<hr/>		
SEG. ID: NP023	Inspection Date: 07/2010	Segment Length: 466.47
Road Name: E IDAHO ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 0.00	Paved Width: 17.00
Surface: ASPHALT	Disintegration: 0.00	Road Classification: LOCAL
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 15,859.95
ITD Segcode: 9314	Shoulder: 0.00	ROW Value: \$ 1,399.41
# of Lanes: 2	Segment Rating: 10.00	CGS Value: \$ 0.00
Speed Limit: 20	Maintenance:	Total Value: \$ 17,259.36
<hr/>		
SEG. ID: NP024	Inspection Date: 07/2010	Segment Length: 604.51
Road Name: EAST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 31,434.77
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 1,813.54
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 33,248.32
<hr/>		
SEG. ID: NP025	Inspection Date: 07/2010	Segment Length: 411.68
Road Name: HOLLY AVE EXTENSION	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 10.00	Paved Width: 19.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 15,643.83
ITD Segcode: 7230	Shoulder: 0.00	ROW Value: \$ 1,029.20
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 16,673.03

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP026	Inspection Date: 07/2010	Segment Length: 282.84
Road Name: E CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 3	Cracking: 15.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 19,798.71
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 848.52
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 3,280.93
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 23,928.15
<hr/>		
SEG. ID: NP027	Inspection Date: 07/2010	Segment Length: 454.89
Road Name: PILGRIM PARK DR	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 4	Cracking: 5.00	Paved Width: 39.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 35,481.17
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,137.22
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 10,553.37
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 47,171.76
<hr/>		
SEG. ID: NP028	Inspection Date: 07/2010	Segment Length: 726.55
Road Name: E IDAHO ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 5.00	Paved Width: 19.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 0.00	Paved Value: \$ 27,608.96
ITD Segcode: 9314	Shoulder: 0.00	ROW Value: \$ 2,179.65
# of Lanes: 2	Segment Rating: 25.00	CGS Value: \$ 0.00
Speed Limit: 20	Maintenance:	Total Value: \$ 29,788.61
<hr/>		
SEG. ID: NP029	Inspection Date: 07/2010	Segment Length: 394.17
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 30.00
Road Type: 2	Cracking: 20.00	Paved Width: 19.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 14,978.54
ITD Segcode: 7230	Shoulder: 0.00	ROW Value: \$ 591.26
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 15,569.80

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP030	Inspection Date: 07/2010	Segment Length: 479.62
Road Name: EAST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 24,940.16
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 1,438.86
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 26,379.02
SEG. ID: NP031	Inspection Date: 07/2010	Segment Length: 159.00
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 10.00	Paved Width: 20.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 6,359.96
ITD Segcode: 397	Shoulder: 0.00	ROW Value: \$ 397.50
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 6,757.46
SEG. ID: NP033	Inspection Date: 07/2010	Segment Length: 40.05
Road Name: E CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 1,762.30
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 120.16
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 1,882.46
SEG. ID: NP034	Inspection Date: 07/2010	Segment Length: 220.27
Road Name: E CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,692.03
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 660.82
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 10,352.85

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP036	Inspection Date: 07/2010	Segment Length: 140.39
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,827.01
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 561.54
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 1,628.48
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 12,017.02
<hr/>		
SEG. ID: NP037	Inspection Date: 07/2010	Segment Length: 108.06
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 7,564.47
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 432.26
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 1,253.54
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 9,250.26
<hr/>		
SEG. ID: NP038	Inspection Date: 07/2010	Segment Length: 200.78
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 20.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 11,042.87
ITD Segcode: 397	Shoulder: 0.00	ROW Value: \$ 501.95
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 11,544.82
<hr/>		
SEG. ID: NP039	Inspection Date: 07/2010	Segment Length: 132.60
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,282.13
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 530.41
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 1,538.18
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 11,350.72

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP040	Inspection Date: 07/2010	Segment Length: 198.19
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,873.45
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 792.77
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 2,299.03
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 16,965.25
<hr/>		
SEG. ID: NP041	Inspection Date: 07/2010	Segment Length: 479.70
Road Name: EAST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 24,944.61
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 1,439.11
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 26,383.72
<hr/>		
SEG. ID: NP042	Inspection Date: 07/2010	Segment Length: 95.12
Road Name: E PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 30.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 5,707.34
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 380.49
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 1,103.42
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 7,191.25
<hr/>		
SEG. ID: NP043	Inspection Date: 07/2010	Segment Length: 121.55
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 20.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 6,685.29
ITD Segcode: 397	Shoulder: 0.00	ROW Value: \$ 303.88
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 6,989.17

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP044	Inspection Date: 07/2010	Segment Length: 140.60
Road Name: E MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 29.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 8,295.16
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 562.38
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 8,857.54
<hr/>		
SEG. ID: NP045	Inspection Date: 07/2010	Segment Length: 479.64
Road Name: EAST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 20.00	Paved Width: 17.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 16,307.78
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,438.92
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 3,357.48
Speed Limit: 25	Maintenance:	Total Value: \$ 21,104.19
<hr/>		
SEG. ID: NP046	Inspection Date: 07/2010	Segment Length: 614.42
Road Name: E IDAHO ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 27,034.38
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,843.25
# of Lanes: 2	Segment Rating: 50.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 28,877.63
<hr/>		
SEG. ID: NP047	Inspection Date: 07/2010	Segment Length: 241.02
Road Name: E MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 29.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 14,220.45
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 964.10
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 15,184.55

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP048	Inspection Date: 07/2010	Segment Length: 385.27
Road Name: E PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 30.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 23,115.92
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,541.06
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 24,656.98
<hr/>		
SEG. ID: NP049	Inspection Date: 07/2010	Segment Length: 198.60
Road Name: E IDAHO ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 8,738.32
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 595.79
# of Lanes: 2	Segment Rating: 50.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 9,334.12
<hr/>		
SEG. ID: NP050	Inspection Date: 07/2010	Segment Length: 192.69
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 15.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,488.02
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 770.74
# of Lanes: 2	Segment Rating: 95.00	CGS Value: \$ 4,470.31
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 18,729.07
<hr/>		
SEG. ID: NP051	Inspection Date: 07/2010	Segment Length: 137.07
Road Name: W CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 9,869.12
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 411.21
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 10,280.34

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP052	Inspection Date: 07/2010	Segment Length: 248.72
Road Name: ADA ROAD	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 17,908.12
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 746.17
# of Lanes: 2	Segment Rating: 85.00	CGS Value: \$ 4,626.27
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 23,280.56
<hr/>		
SEG. ID: NP054	Inspection Date: 07/2010	Segment Length: 189.64
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 15.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,275.14
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 758.58
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 14,033.72
<hr/>		
SEG. ID: NP055	Inspection Date: 07/2010	Segment Length: 85.10
Road Name: W CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 6,127.11
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 255.30
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 6,382.40
<hr/>		
SEG. ID: NP056	Inspection Date: 07/2010	Segment Length: 200.85
Road Name: E MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 29.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 11,850.24
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 803.41
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 12,653.64

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP057	Inspection Date: 07/2010	Segment Length: 868.06
Road Name: S EAST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 17.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 29,514.01
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 2,604.18
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 32,118.18
SEG. ID: NP058	Inspection Date: 07/2010	Segment Length: 104.44
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 5,744.36
ITD Segcode: 397	Shoulder: 0.00	ROW Value: \$ 417.77
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 6,162.13
SEG. ID: NP059	Inspection Date: 07/2010	Segment Length: 103.17
Road Name: E PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 33.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 6,809.20
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 412.68
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 1,196.77
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 8,418.65
SEG. ID: NP060	Inspection Date: 07/2010	Segment Length: 478.87
Road Name: INDUSTRIAL WAY	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 10	Cracking: 20.00	Paved Width: 46.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 44,056.14
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,436.61
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 14,461.91
Speed Limit: 25	Maintenance:	Total Value: \$ 59,954.67

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP061	Inspection Date: 07/2010	Segment Length: 291.67
Road Name: W CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 3	Cracking: 15.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 21,000.56
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 875.02
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 3,383.42
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 25,259.00
<hr/>		
SEG. ID: NP062	Inspection Date: 07/2010	Segment Length: 140.81
Road Name: E ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 5.00	Paved Width: 41.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 11,546.44
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 563.24
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 2,619.07
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 14,728.75
<hr/>		
SEG. ID: NP063	Inspection Date: 07/2010	Segment Length: 190.39
Road Name: E MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 29.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 11,233.29
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 761.58
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 2,208.58
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 14,203.45
<hr/>		
SEG. ID: NP064	Inspection Date: 07/2010	Segment Length: 189.64
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 15.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,275.01
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 758.57
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 14,033.58

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP065	Inspection Date: 07/2010	Segment Length: 519.44
Road Name: S EAST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 10.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 27,010.73
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,558.31
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 3,636.06
Speed Limit: 25	Maintenance:	Total Value: \$ 32,205.10
<hr/>		
SEG. ID: NP066	Inspection Date: 07/2010	Segment Length: 241.38
Road Name: E ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 5.00	Paved Width: 41.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 19,793.44
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 965.53
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 4,489.73
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 25,248.70
<hr/>		
SEG. ID: NP067	Inspection Date: 07/2010	Segment Length: 376.28
Road Name: E PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 20.00	Paved Width: 33.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 24,834.59
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,505.13
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 2,633.97
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 28,973.69
<hr/>		
SEG. ID: NP068	Inspection Date: 07/2010	Segment Length: 12.67
Road Name: ADA ROAD	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 912.53
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 38.02
# of Lanes: 2	Segment Rating: 85.00	CGS Value: \$ 235.74
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 1,186.28

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP070	Inspection Date: 07/2010	Segment Length: 312.57
Road Name: ADA ROAD	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 22,505.01
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 937.71
# of Lanes: 2	Segment Rating: 85.00	CGS Value: \$ 5,813.79
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 29,256.52
SEG. ID: NP071	Inspection Date: 07/2010	Segment Length: 183.81
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 15.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,109.63
ITD Segcode: 397	Shoulder: 10.00	ROW Value: \$ 735.25
# of Lanes: 2	Segment Rating: 85.00	CGS Value: \$ 3,418.89
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 14,263.76
SEG. ID: NP073	Inspection Date: 07/2010	Segment Length: 188.18
Road Name: E ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 15.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,172.50
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 752.71
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 13,925.21
SEG. ID: NP074	Inspection Date: 07/2010	Segment Length: 192.95
Road Name: W CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 13,892.74
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 578.86
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIPSEAL	Total Value: \$ 14,471.60

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP075	Inspection Date: 07/2010	Segment Length: 201.15
Road Name: E ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 5.00	Paved Width: 41.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 16,494.48
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 804.61
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 3,741.43
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 21,040.52
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SEG. ID: NP076	Inspection Date: 07/2010	Segment Length: 189.38
Road Name: E MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 29.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 11,173.62
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 757.53
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 11,931.15
<hr/>		
SEG. ID: NP077	Inspection Date: 07/2010	Segment Length: 189.47
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 10,420.91
ITD Segcode: 397	Shoulder: 0.00	ROW Value: \$ 757.88
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 11,178.80
<hr/>		
SEG. ID: NP078	Inspection Date: 07/2010	Segment Length: 189.39
Road Name: E MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 20.00	Paved Width: 32.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,120.80
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 757.55
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 1,325.71
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 14,204.06

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP080	Inspection Date: 07/2010	Segment Length: 191.12
Road Name: W ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,378.42
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 764.48
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 4,433.99
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 18,576.89
SEG. ID: NP081	Inspection Date: 07/2010	Segment Length: 120.07
Road Name: ADA ROAD	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 8,645.30
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 360.22
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 9,005.52
SEG. ID: NP082	Inspection Date: 07/2010	Segment Length: 199.91
Road Name: W CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 10,595.31
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 599.73
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 11,195.05
SEG. ID: NP083	Inspection Date: 07/2010	Segment Length: 190.51
Road Name: E ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 5.00	Paved Width: 41.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 15,621.99
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 762.05
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 3,543.53
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 19,927.57

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP084	Inspection Date: 07/2010	Segment Length: 186.24
Road Name: E MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 6	Cracking: 20.00	Paved Width: 32.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 11,919.32
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 744.96
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 6,928.10
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 19,592.38
<hr/>		
SEG. ID: NP085	Inspection Date: 07/2010	Segment Length: 328.36
Road Name: ADA ROAD	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 23,642.00
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 1,313.44
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 24,955.44
<hr/>		
SEG. ID: NP086	Inspection Date: 07/2010	Segment Length: 223.68
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 8	Cracking: 15.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,302.17
ITD Segcode: 397	Shoulder: 0.00	ROW Value: \$ 894.70
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 3,131.46
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 16,328.34
<hr/>		
SEG. ID: NP087	Inspection Date: 07/2010	Segment Length: 259.95
Road Name: S EAST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 5.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,517.23
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 779.84
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 14,297.07

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP088	Inspection Date:	Segment Length: 189.80
Road Name: ALLEY	<u>Road Ratings</u>	ROW Width: 16.00
Road Type: 2	Cracking: 20.00	Paved Width: 12.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 4,555.21
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 151.84
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 4,707.05
<hr/>		
SEG. ID: NP089	Inspection Date: 07/2010	Segment Length: 189.06
Road Name: E ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 5.00	Paved Width: 41.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 15,502.62
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 756.23
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 3,516.45
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 19,775.29
<hr/>		
SEG. ID: NP090	Inspection Date: 07/2010	Segment Length: 239.89
Road Name: W CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 26.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 12,714.00
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 719.66
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 13,433.67
<hr/>		
SEG. ID: NP091	Inspection Date: 07/2010	Segment Length: 192.53
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 32.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,321.77
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 770.11
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 3,581.02
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 16,672.90

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP092	Inspection Date: 07/2010	Segment Length: 344.48
Road Name: W ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 24,113.56
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,377.92
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 7,991.92
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 33,483.40
SEG. ID: NP093	Inspection Date: 07/2010	Segment Length: 327.02
Road Name: W PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 20,275.07
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,308.07
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 21,583.14
SEG. ID: NP094	Inspection Date: 07/2010	Segment Length: 255.54
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 14,054.75
ITD Segcode: 397	Shoulder: 10.00	ROW Value: \$ 1,022.16
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 4,753.06
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 19,829.97
SEG. ID: NP095	Inspection Date: 07/2010	Segment Length: 189.19
Road Name: E ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 42.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 15,891.63
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 756.74
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 3,518.86
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 20,167.24

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP096	Inspection Date:	Segment Length: 478.82
Road Name: ALLEY	<u>Road Ratings</u>	ROW Width: 16.00
Road Type: 2	Cracking: 15.00	Paved Width: 15.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 14,843.52
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 383.06
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 15,226.58
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SEG. ID: NP097	Inspection Date: 07/2010	Segment Length: 139.91
Road Name: W CANAL ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 26.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 7,415.26
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 419.73
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 7,834.99
<hr/>		
SEG. ID: NP098	Inspection Date: 07/2010	Segment Length: 224.48
Road Name: W ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 15,713.55
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 897.92
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 2,603.96
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 19,215.42
<hr/>		
SEG. ID: NP099	Inspection Date: 07/2010	Segment Length: 141.49
Road Name: W PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 20.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 8,772.29
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 565.95
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 3,282.53
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 12,620.78

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP100	Inspection Date: 07/2010	Segment Length: 901.68
Road Name: S EAST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 46,887.31
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 2,705.04
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 49,592.35
<hr/>		
SEG. ID: NP101	Inspection Date: 07/2010	Segment Length: 131.80
Road Name: WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 6,853.52
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 395.40
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 7,248.91
<hr/>		
SEG. ID: NP102	Inspection Date: 07/2010	Segment Length: 487.83
Road Name: S EAST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 5.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 24,391.38
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,463.48
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 3,414.79
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 29,269.65
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SEG. ID: NP103	Inspection Date:	Segment Length: 479.09
Road Name: ALLEY	<u>Road Ratings</u>	ROW Width: 16.00
Road Type: 2	Cracking: 15.00	Paved Width: 13.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 12,935.37
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 383.27
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 13,318.64

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP104	Inspection Date: 07/2010	Segment Length: 189.13
Road Name: E ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 42.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 15,886.75
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 756.51
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 3,517.78
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 20,161.04
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SEG. ID: NP105	Inspection Date: 07/2010	Segment Length: 189.39
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 32.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,120.64
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 757.54
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 3,522.56
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 16,400.74
<hr/>		
SEG. ID: NP106	Inspection Date: 07/2010	Segment Length: 146.93
Road Name: WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 14.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 4,260.95
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 440.79
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 4,701.74
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SEG. ID: NP107	Inspection Date: 07/2010	Segment Length: 468.99
Road Name: WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 24,387.32
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 1,406.96
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 25,794.28

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP108	Inspection Date: 07/2010	Segment Length: 665.94
Road Name: SE PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 6	Cracking: 10.00	Paved Width: 55.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 73,253.27
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 2,663.76
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 24,772.93
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 100,689.96
SEG. ID: NP109	Inspection Date: 07/2010	Segment Length: 138.37
Road Name: W PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 8,578.69
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 553.46
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 1,605.05
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 10,737.20
SEG. ID: NP110	Inspection Date: 07/2010	Segment Length: 200.01
Road Name: W ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 20.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 8,000.32
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 800.03
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 2,320.09
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 11,120.45
SEG. ID: NP111	Inspection Date: 07/2010	Segment Length: 189.39
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 32.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,120.78
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 757.55
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 3,522.60
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 16,400.93

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP112	Inspection Date: 07/2010	Segment Length: 712.41
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 6	Cracking: 20.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 68,391.79
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 2,849.66
# of Lanes: 2	Segment Rating: 85.00	CGS Value: \$ 26,501.82
Speed Limit: 20	Maintenance: CHIP SEAL	Total Value: \$ 97,743.26
<hr/>		
SEG. ID: NP113	Inspection Date: 07/2010	Segment Length: 200.55
Road Name: W PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 20.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 12,434.33
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 802.21
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 6,056.72
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 19,293.27
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SEG. ID: NP114	Inspection Date: 07/2010	Segment Length: 189.12
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 15.00	Paved Width: 49.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 18,534.16
ITD Segcode: 9870	Shoulder: 20.00	ROW Value: \$ 756.50
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 5,711.55
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 25,002.20
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SEG. ID: NP115	Inspection Date: 07/2010	Segment Length: 239.94
Road Name: W ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 20.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,597.80
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 959.78
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 10,557.58

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP116	Inspection Date: 07/2010	Segment Length: 240.54
Road Name: SOUTHWEST AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,026.92
ITD Segcode: 389	Shoulder: 0.00	ROW Value: \$ 962.15
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 12,989.07
SEG. ID: NP117	Inspection Date: 07/2010	Segment Length: 322.11
Road Name: WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 14.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,341.16
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 966.33
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 10,307.49
SEG. ID: NP118	Inspection Date: 07/2010	Segment Length: 189.13
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 15.00	Paved Width: 49.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 18,534.40
ITD Segcode: 9870	Shoulder: 20.00	ROW Value: \$ 756.51
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 5,711.62
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 25,002.53
SEG. ID: NP119	Inspection Date: 07/2010	Segment Length: 189.51
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 32.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,128.83
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 758.05
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 3,524.94
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 16,411.82

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP120	Inspection Date: 07/2010	Segment Length: 140.10
Road Name: W ASH ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 20.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 5,604.11
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 560.41
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 6,164.52
<hr/>		
SEG. ID: NP121	Inspection Date: 07/2010	Segment Length: 139.57
Road Name: W PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 20.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 8,653.23
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 558.27
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 1,618.99
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 10,830.49
<hr/>		
SEG. ID: NP122	Inspection Date: 07/2010	Segment Length: 101.25
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 20.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 4,454.84
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 404.99
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 1,883.18
Speed Limit: 25	Maintenance:	Total Value: \$ 6,743.01
<hr/>		
SEG. ID: NP123	Inspection Date:	Segment Length: 539.11
Road Name: ALLEY	<u>Road Ratings</u>	ROW Width: 16.00
Road Type: 2	Cracking: 15.00	Paved Width: 13.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 14,556.01
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 431.29
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 14,987.30

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP124	Inspection Date: 07/2010	Segment Length: 98.78
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 20.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 4,346.16
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 395.11
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 691.44
Speed Limit: 25	Maintenance:	Total Value: \$ 5,432.70
<hr/>		
SEG. ID: NP125	Inspection Date: 07/2010	Segment Length: 478.69
Road Name: HAWTHORNE AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 10.00	Paved Width: 16.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 15,318.13
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,914.77
# of Lanes: 2	Segment Rating: 50.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 17,232.90
<hr/>		
SEG. ID: NP126	Inspection Date: 07/2010	Segment Length: 189.12
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 11	Cracking: 15.00	Paved Width: 43.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 16,453.79
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 756.50
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 4,841.57
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 22,051.86
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SEG. ID: NP127	Inspection Date: 07/2010	Segment Length: 240.03
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 20.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,561.37
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 960.13
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 1,680.22
Speed Limit: 25	Maintenance:	Total Value: \$ 13,201.72

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP128	Inspection Date: 07/2010	Segment Length: 654.64
Road Name: S EAST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 20.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 32,732.12
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,963.93
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 4,582.50
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 39,278.54
<hr/>		
SEG. ID: NP129	Inspection Date: 07/2010	Segment Length: 114.76
Road Name: SOUTHWEST AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 5.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 5,738.21
ITD Segcode: 389	Shoulder: 0.00	ROW Value: \$ 459.06
# of Lanes: 2	Segment Rating: 45.00	CGS Value: \$ 803.35
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 7,000.61
<hr/>		
SEG. ID: NP130	Inspection Date: 07/2010	Segment Length: 229.00
Road Name: WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 11,908.19
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 687.01
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 12,595.20
<hr/>		
SEG. ID: NP131	Inspection Date: 07/2010	Segment Length: 478.77
Road Name: WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,405.45
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,436.30
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 14,841.74

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP132	Inspection Date: 07/2010	Segment Length: 186.61
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 11	Cracking: 15.00	Paved Width: 43.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 16,234.97
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 746.44
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 4,777.19
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 21,758.59
SEG. ID: NP133	Inspection Date: 07/2010	Segment Length: 140.02
Road Name: W MAPLE ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 5.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 0.00	Road Classification: LOCAL
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 6,160.68
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 560.06
# of Lanes: 2	Segment Rating: 25.00	CGS Value: \$ 980.11
Speed Limit: 25	Maintenance:	Total Value: \$ 7,700.85
SEG. ID: NP134	Inspection Date: 07/2010	Segment Length: 478.48
Road Name: W PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 20.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 29,665.90
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,913.93
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 31,579.83
SEG. ID: NP135	Inspection Date: 07/2010	Segment Length: 117.26
Road Name: SW PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 20.00	Paved Width: 30.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 7,152.62
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 469.02
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 2,720.34
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 10,341.99

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP136	Inspection Date: 07/2010	Segment Length: 250.07
Road Name: WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 3	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,003.75
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 750.22
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 2,900.84
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 16,654.81
<hr/>		
SEG. ID: NP137	Inspection Date: 07/2010	Segment Length: 200.46
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 10.00	Paved Width: 43.50
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 17,440.02
ITD Segcode: 9870	Shoulder: 0.00	ROW Value: \$ 801.84
# of Lanes: 2	Segment Rating: 45.00	CGS Value: \$ 1,403.22
Speed Limit: 25	Maintenance:	Total Value: \$ 19,645.08
<hr/>		
SEG. ID: NP138	Inspection Date: 07/2010	Segment Length: 72.81
Road Name: SW PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 10.00	Paved Width: 30.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 4,441.38
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 291.24
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 844.59
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 5,577.21
<hr/>		
SEG. ID: NP139	Inspection Date: 07/2010	Segment Length: 109.49
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 15.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,510.94
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 437.96
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 2,540.14
Speed Limit: 20	Maintenance: CHIP SEAL	Total Value: \$ 13,489.04

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP140	Inspection Date: 07/2010	Segment Length: 95.67
Road Name: SW PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 10.00	Paved Width: 30.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 5,835.81
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 382.68
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 1,109.76
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 7,328.24
<hr/>		
SEG. ID: NP141	Inspection Date: 07/2010	Segment Length: 96.98
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 5	Cracking: 10.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 4,266.95
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 387.90
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 1,803.76
Speed Limit: 25	Maintenance:	Total Value: \$ 6,458.61
<hr/>		
SEG. ID: NP142	Inspection Date: 07/2010	Segment Length: 87.43
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 15.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 8,393.35
ITD Segcode: 9315	Shoulder: 10.00	ROW Value: \$ 349.72
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 1,014.20
Speed Limit: 20	Maintenance: CHIP SEAL	Total Value: \$ 9,757.27
<hr/>		
SEG. ID: NP143	Inspection Date: 07/2010	Segment Length: 282.93
Road Name: SW PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 20.00	Paved Width: 36.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 20,653.96
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,131.72
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 6,564.00
Speed Limit: 25	Maintenance: RECONSTRUCTION	Total Value: \$ 28,349.68

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP144	Inspection Date: 07/2010	Segment Length: 109.45
Road Name: SW PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 10.00	Paved Width: 30.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 6,676.56
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 437.81
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 2,539.28
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 9,653.64
<hr/>		
SEG. ID: NP145	Inspection Date: 07/2010	Segment Length: 370.28
Road Name: SOUTHWEST AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 8	Cracking: 10.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 18,513.87
ITD Segcode: 389	Shoulder: 0.00	ROW Value: \$ 1,481.11
# of Lanes: 2	Segment Rating: 50.00	CGS Value: \$ 5,183.88
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 25,178.86
<hr/>		
SEG. ID: NP146	Inspection Date: 07/2010	Segment Length: 147.93
Road Name: WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 3	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 7,692.29
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 443.79
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 1,715.97
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 9,852.05
<hr/>		
SEG. ID: NP147	Inspection Date: 07/2010	Segment Length: 264.82
Road Name: SW PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 3	Cracking: 15.00	Paved Width: 30.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 16,153.99
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 1,059.28
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 3,071.91
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 20,285.17

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP148	Inspection Date: 07/2010	Segment Length: 371.86
Road Name: S EAST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 19,336.84
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 1,115.59
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 2,603.04
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 23,055.46
<hr/>		
SEG. ID: NP149	Inspection Date: 07/2010	Segment Length: 194.81
Road Name: SW PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 20.00	Paved Width: 36.50
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 14,221.10
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 779.24
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 1,363.67
Speed Limit: 25	Maintenance: RECONSTRUCTION	Total Value: \$ 16,364.00
<hr/>		
SEG. ID: NP150	Inspection Date: 07/2010	Segment Length: 94.46
Road Name: WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 4,911.93
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 283.38
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 5,195.31
<hr/>		
SEG. ID: NP151	Inspection Date: 07/2010	Segment Length: 199.05
Road Name: SOUTHWEST AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 9	Cracking: 5.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 0.00	Paved Value: \$ 9,952.57
ITD Segcode: 389	Shoulder: 10.00	ROW Value: \$ 796.21
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 3,702.36
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 14,451.13

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP152	Inspection Date: 07/2010	Segment Length: 145.03
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 11	Cracking: 10.00	Paved Width: 22.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 6,381.17
ITD Segcode: 9870	Shoulder: 10.00	ROW Value: \$ 580.11
# of Lanes: 2	Segment Rating: 55.00	CGS Value: \$ 3,712.68
Speed Limit: 25	Maintenance:	Total Value: \$ 10,673.96
<hr/>		
SEG. ID: NP153	Inspection Date: 07/2010	Segment Length: 478.72
Road Name: WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,404.21
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,436.17
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 14,840.38
<hr/>		
SEG. ID: NP154	Inspection Date: 07/2010	Segment Length: 139.94
Road Name: W ELM ST	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 5.00	Paved Width: 20.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 5,597.64
ITD Segcode: 9870	Shoulder: 0.00	ROW Value: \$ 559.76
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 979.59
Speed Limit: 25	Maintenance:	Total Value: \$ 7,136.99
<hr/>		
SEG. ID: NP155	Inspection Date: 07/2010	Segment Length: 236.37
Road Name: WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,291.32
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 709.11
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 13,000.43

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP157	Inspection Date: 07/2010	Segment Length: 329.22
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 11	Cracking: 10.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 31,604.77
ITD Segcode: 9315	Shoulder: 10.00	ROW Value: \$ 1,316.87
# of Lanes: 2	Segment Rating: 50.00	CGS Value: \$ 8,427.94
Speed Limit: 20	Maintenance: CHIP SEAL	Total Value: \$ 41,349.57
SEG. ID: NP158	Inspection Date: 07/2010	Segment Length: 114.64
Road Name: S WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 20.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 3,209.88
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 343.92
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 802.47
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 4,356.26
SEG. ID: NP159	Inspection Date: 07/2010	Segment Length: 844.18
Road Name: SW LOCUST ST	<u>Road Ratings</u>	ROW Width: 20.00
Road Type: 2	Cracking: 20.00	Paved Width: 17.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 28,701.96
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 844.18
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 5	Maintenance:	Total Value: \$ 29,546.14
SEG. ID: NP160	Inspection Date: 07/2010	Segment Length: 868.08
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 45,139.94
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 2,604.23
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 47,744.17

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP161	Inspection Date: 07/2010	Segment Length: 69.80
Road Name: S WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 20.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 1,954.47
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 209.41
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 2,163.88
<hr/>		
SEG. ID: NP163	Inspection Date: 07/2010	Segment Length: 139.99
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,438.62
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 559.94
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 4,227.57
Speed Limit: 20	Maintenance: PATCHED	Total Value: \$ 18,226.13
<hr/>		
SEG. ID: NP164	Inspection Date: 07/2010	Segment Length: 332.74
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 31,942.85
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 1,330.95
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 10,048.69
Speed Limit: 20	Maintenance: PATCHED	Total Value: \$ 43,322.49
<hr/>		
SEG. ID: NP165	Inspection Date: 07/2010	Segment Length: 145.42
Road Name: S WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 20.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 4,071.78
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 436.26
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 1,017.94
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 5,525.99

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP166	Inspection Date: 07/2010	Segment Length: 268.95
Road Name: S WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 20.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 7,530.53
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 806.84
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 5,002.42
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 13,339.80
<hr/>		
SEG. ID: NP167	Inspection Date: 07/2010	Segment Length: 294.23
Road Name: SOUTHWEST AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 5.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 14,711.33
ITD Segcode: 389	Shoulder: 0.00	ROW Value: \$ 1,176.91
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 2,059.59
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 17,947.82
<hr/>		
SEG. ID: NP168	Inspection Date: 07/2010	Segment Length: 83.46
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 15.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 4,339.91
ITD Segcode: 9316	Shoulder: 10.00	ROW Value: \$ 250.38
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 1,552.35
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 6,142.64
<hr/>		
SEG. ID: NP169	Inspection Date: 07/2010	Segment Length: 179.09
Road Name: WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 5,014.64
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 537.28
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 5,551.92

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP170	Inspection Date: 07/2010	Segment Length: 245.53
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 10.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,767.68
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 736.60
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 13,504.28
SEG. ID: NP172	Inspection Date: 07/2010	Segment Length: 19.95
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 1,915.52
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 79.81
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 602.59
Speed Limit: 20	Maintenance: PATCHED	Total Value: \$ 2,597.93
SEG. ID: NP173	Inspection Date: 07/2010	Segment Length: 102.85
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 5	Cracking: 10.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 5,348.06
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 308.54
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 1,912.96
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 7,569.56
SEG. ID: NP174	Inspection Date: 07/2010	Segment Length: 139.78
Road Name: SOUTHWEST AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 7	Cracking: 5.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 6,988.78
ITD Segcode: 389	Shoulder: 0.00	ROW Value: \$ 559.10
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 978.43
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 8,526.31

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP175	Inspection Date: 07/2010	Segment Length: 183.22
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,527.20
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 549.65
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 10,076.85
<hr/>		
SEG. ID: NP176	Inspection Date: 07/2010	Segment Length: 133.19
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 15.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 6,925.84
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 399.57
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 932.32
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 8,257.73
<hr/>		
SEG. ID: NP177	Inspection Date: 07/2010	Segment Length: 215.55
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 15.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 11,208.61
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 646.65
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: TRENCH PATCHING	Total Value: \$ 11,855.26
<hr/>		
SEG. ID: NP178	Inspection Date: 07/2010	Segment Length: 189.43
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 18,185.59
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 757.73
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 5,720.88
Speed Limit: 20	Maintenance: PATCHED	Total Value: \$ 24,664.21

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP179	Inspection Date: 07/2010	Segment Length: 140.89
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 6	Cracking: 15.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 13,525.42
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 563.56
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 5,241.10
Speed Limit: 20	Maintenance: PATCHING	Total Value: \$ 19,330.08
<hr/>		
SEG. ID: NP180	Inspection Date: 07/2010	Segment Length: 378.86
Road Name: PLEASANT ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 4	Cracking: 10.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 27,277.75
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 947.14
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 8,789.50
Speed Limit: 15	Maintenance: PATCHING	Total Value: \$ 37,014.40
<hr/>		
SEG. ID: NP181	Inspection Date: 07/2010	Segment Length: 166.72
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 6	Cracking: 15.00	Paved Width: 48.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 16,005.46
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 666.89
# of Lanes: 2	Segment Rating: 65.00	CGS Value: \$ 6,202.11
Speed Limit: 20	Maintenance: PATCHING	Total Value: \$ 22,874.47
<hr/>		
SEG. ID: NP182	Inspection Date: 07/2010	Segment Length: 304.44
Road Name: PLEASANT ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 4	Cracking: 10.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 21,919.43
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 761.09
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 7,062.93
Speed Limit: 15	Maintenance: PATCHING	Total Value: \$ 29,743.45

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP183	Inspection Date: 07/2010	Segment Length: 142.68
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 0.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 8,846.38
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 570.73
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 4,309.04
Speed Limit: 20	Maintenance: PATCHING	Total Value: \$ 13,726.16
<hr/>		
SEG. ID: NP184	Inspection Date: 07/2010	Segment Length: 478.38
Road Name: SOUTHWEST AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 15.00	Paved Width: 25.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 10.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 23,918.87
ITD Segcode: 389	Shoulder: 0.00	ROW Value: \$ 1,913.51
# of Lanes: 2	Segment Rating: 50.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 25,832.38
<hr/>		
SEG. ID: NP185	Inspection Date: 07/2010	Segment Length: 881.01
Road Name: SW 1ST AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 18.00	Paved Width: 24.00
Surface: ASPHALT	Disintegration: 18.00	Road Classification: MINOR COLLECTOR
Year Built:	Distortion: 18.00	Unit #:
Maint. Year:	Drainage: 19.00	Paved Value: \$ 42,288.48
ITD Segcode: 389	Shoulder: 18.00	ROW Value: \$ 2,202.52
# of Lanes: 2	Segment Rating: 91.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 44,491.00
<hr/>		
SEG. ID: NP186	Inspection Date: 07/2010	Segment Length: 155.19
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 0.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 9,621.48
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 620.74
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 4,686.59
Speed Limit: 20	Maintenance: PATCHING	Total Value: \$ 14,928.82

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP187	Inspection Date: 07/2010	Segment Length: 674.34
Road Name: LINDEN ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 4	Cracking: 20.00	Paved Width: 33.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 44,506.42
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 2,023.02
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 15,644.68
Speed Limit: 20	Maintenance: OVERLAY	Total Value: \$ 62,174.12
<hr/>		
SEG. ID: NP188	Inspection Date: 07/2010	Segment Length: 478.60
Road Name: OREGON AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 4	Cracking: 15.00	Paved Width: 27.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 25,844.16
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,196.49
# of Lanes: 2	Segment Rating: 95.00	CGS Value: \$ 11,103.42
Speed Limit: 15	Maintenance: PATCHING	Total Value: \$ 38,144.07
<hr/>		
SEG. ID: NP189	Inspection Date: 07/2010	Segment Length: 673.74
Road Name: MYRTLE ST	<u>Road Ratings</u>	ROW Width: 75.00
Road Type: 3	Cracking: 20.00	Paved Width: 33.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 44,467.11
ITD Segcode:	Shoulder: 10.00	ROW Value: \$ 2,526.54
# of Lanes: 2	Segment Rating: 90.00	CGS Value: \$ 7,815.43
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 54,809.08
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SEG. ID: NP190	Inspection Date: 07/2010	Segment Length: 690.08
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 0.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 42,784.70
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 2,760.30
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 20,840.29
Speed Limit: 20	Maintenance: PATCHING	Total Value: \$ 66,385.29

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP191	Inspection Date:	Segment Length: 1,336.69
Road Name: SW 2ND AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 15.00	Paved Width: 18.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 0.00	Paved Value: \$ 48,120.89
ITD Segcode: 9317	Shoulder: 0.00	ROW Value: \$ 3,341.73
# of Lanes: 2	Segment Rating: 45.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 51,462.62
SEG. ID: NP192	Inspection Date: 07/2010	Segment Length: 501.73
Road Name: S PLYMOUTH AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 10	Cracking: 10.00	Paved Width: 31.00
Surface: ASPHALT	Disintegration: 0.00	Road Classification: MAJOR COLLECTOR
Year Built: 0	Distortion: 0.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 31,107.40
ITD Segcode: 9315	Shoulder: 20.00	ROW Value: \$ 2,006.93
# of Lanes: 2	Segment Rating: 40.00	CGS Value: \$ 15,152.31
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 48,266.64
SEG. ID: NP193	Inspection Date:	Segment Length: 715.68
Road Name: SW 2ND AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 2	Cracking: 20.00	Paved Width: 18.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 0.00	Paved Value: \$ 25,764.60
ITD Segcode: 9317	Shoulder: 0.00	ROW Value: \$ 1,789.21
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 27,553.81
SEG. ID: NP194	Inspection Date: 07/2010	Segment Length: 398.65
Road Name: PINE ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 5.00	Paved Width: 36.00
Surface: CHIP AND OIL	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year: NONE	Drainage: 20.00	Paved Value: \$ 28,702.69
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 996.62
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 14,829.72
Speed Limit: 15	Maintenance:	Total Value: \$ 44,529.04

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP195	Inspection Date: 07/2010	Segment Length: 126.04
Road Name: OAK AVE	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 5.00	Paved Width: 36.00
Surface: CHIP AND OIL	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,075.04
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 315.11
# of Lanes: 2	Segment Rating: 75.00	CGS Value: \$ 4,688.77
Speed Limit: 15	Maintenance:	Total Value: \$ 14,078.91
<hr/>		
SEG. ID: NP196	Inspection Date: 07/2010	Segment Length: 254.52
Road Name: COLTON ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 18,325.22
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 636.29
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 9,468.03
Speed Limit: 15	Maintenance:	Total Value: \$ 28,429.55
<hr/>		
SEG. ID: NP197	Inspection Date: 07/2010	Segment Length: 127.01
Road Name: COLTON ST	<u>Road Ratings</u>	ROW Width: 50.00
Road Type: 6	Cracking: 20.00	Paved Width: 36.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 9,145.02
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 317.54
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 4,724.93
Speed Limit: 15	Maintenance:	Total Value: \$ 14,187.48
<hr/>		
SEG. ID: NP198	Inspection Date: 07/2010	Segment Length: 468.26
Road Name: E PARK AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 4	Cracking: 20.00	Paved Width: 35.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 32,778.45
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 1,873.05
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 10,863.71
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 45,515.22

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP199	Inspection Date: 07/2010	Segment Length: 191.00
Road Name: HOLLY AVE	<u>Road Ratings</u>	ROW Width: 80.00
Road Type: 2	Cracking: 15.00	Paved Width: 27.50
Surface: ASPHALT	Disintegration: 15.00	Road Classification: MINOR COLLECTOR
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 10,505.01
ITD Segcode: 397	Shoulder: 0.00	ROW Value: \$ 764.00
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: OVERLAY	Total Value: \$ 11,269.01
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SEG. ID: NP200	Inspection Date: 07/2010	Segment Length: 479.54
Road Name: EAST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 10.00	Paved Width: 17.00
Surface: ASPHALT	Disintegration: 10.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 16,304.40
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 1,438.62
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 17,743.02
<hr/>		
SEG. ID: NP201	Inspection Date:	Segment Length: 478.76
Road Name: ALLEY	<u>Road Ratings</u>	ROW Width: 16.00
Road Type: 2	Cracking: 20.00	Paved Width: 10.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 10.00	Paved Value: \$ 9,575.21
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 383.01
# of Lanes: 2	Segment Rating: 80.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance:	Total Value: \$ 9,958.21
<hr/>		
SEG. ID: NP202	Inspection Date: 07/2010	Segment Length: 1,138.57
Road Name: S WEST BLVD - INSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 2	Cracking: 5.00	Paved Width: 14.00
Surface: ASPHALT	Disintegration: 15.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 31,880.09
ITD Segcode:	Shoulder: 0.00	ROW Value: \$ 3,415.72
# of Lanes: 2	Segment Rating: 60.00	CGS Value: \$ 0.00
Speed Limit: 25	Maintenance: CHIP SEAL	Total Value: \$ 35,295.81

City of New Plymouth Road Asset Management System

Road Segment Detail

SEG. ID: NP203	Inspection Date: 07/2010	Segment Length: 304.66
Road Name: S WEST BLVD - OUTSIDE	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 7	Cracking: 15.00	Paved Width: 26.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 15.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 15,842.57
ITD Segcode: 9316	Shoulder: 0.00	ROW Value: \$ 913.99
# of Lanes: 2	Segment Rating: 70.00	CGS Value: \$ 2,132.65
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 18,889.22
<hr/>		
SEG. ID: NP204	Inspection Date: 07/2010	Segment Length: 686.96
Road Name: W MCKINLEY ST	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 4	Cracking: 15.00	Paved Width: 57.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 78,313.23
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 2,060.87
# of Lanes: 2	Segment Rating: 95.00	CGS Value: \$ 15,937.43
Speed Limit: 25	Maintenance: PATCHING	Total Value: \$ 96,311.53
<hr/>		
SEG. ID: NP205	Inspection Date: 07/2010	Segment Length: 137.52
Road Name: INDUSTRIAL WAY	<u>Road Ratings</u>	ROW Width: 60.00
Road Type: 6	Cracking: 20.00	Paved Width: 46.00
Surface: ASPHALT	Disintegration: 20.00	Road Classification: LOCAL
Year Built: 0	Distortion: 20.00	Unit #:
Maint. Year:	Drainage: 20.00	Paved Value: \$ 12,651.76
ITD Segcode:	Shoulder: 20.00	ROW Value: \$ 412.56
# of Lanes: 2	Segment Rating: 100.00	CGS Value: \$ 5,115.71
Speed Limit: 25	Maintenance:	Total Value: \$ 18,180.03

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP085	ADA ROAD	328.36	2	36.00	80.00	26,268.88	\$1,313.44	11,821.00	\$23,642.00	\$0.00	\$24,955.44
NP070	ADA ROAD	312.57	5	36.00	60.00	18,754.18	\$937.71	11,252.51	\$22,505.01	\$5,813.79	\$29,256.52
NP068	ADA ROAD	12.67	5	36.00	60.00	760.44	\$38.02	456.26	\$912.53	\$235.74	\$1,186.28
NP081	ADA ROAD	120.07	2	36.00	60.00	7,204.41	\$360.22	4,322.65	\$8,645.30	\$0.00	\$9,005.52
NP052	ADA ROAD	248.72	5	36.00	60.00	14,923.44	\$746.17	8,954.06	\$17,908.12	\$4,626.27	\$23,280.56
-----											\$87,684.32
NP201	ALLEY	478.76	2	10.00	16.00	7,660.17	\$383.01	4,787.60	\$9,575.21	\$0.00	\$9,958.21
NP123	ALLEY	539.11	2	13.50	16.00	8,625.78	\$431.29	7,278.01	\$14,556.01	\$0.00	\$14,987.30
NP103	ALLEY	479.09	2	13.50	16.00	7,665.41	\$383.27	6,467.69	\$12,935.37	\$0.00	\$13,318.64
NP096	ALLEY	478.82	2	15.50	16.00	7,661.17	\$383.06	7,421.76	\$14,843.52	\$0.00	\$15,226.58
NP088	ALLEY	189.80	2	12.00	16.00	3,036.81	\$151.84	2,277.61	\$4,555.21	\$0.00	\$4,707.05
-----											\$58,197.79
NP005	CHERRY ST	342.56	4	37.00	56.00	19,183.34	\$959.17	12,674.71	\$25,349.42	\$7,947.38	\$34,255.97
NP010	CHERRY ST	89.06	4	37.00	56.00	4,987.35	\$249.37	3,295.21	\$6,590.42	\$2,066.19	\$8,905.98
-----											\$43,161.94
NP002	COLTON ST	817.48	6	36.00	50.00	40,873.88	\$2,043.69	29,429.19	\$58,858.39	\$30,410.17	\$91,312.25
NP196	COLTON ST	254.52	6	36.00	50.00	12,725.85	\$636.29	9,162.61	\$18,325.22	\$9,468.03	\$28,429.55
NP197	COLTON ST	127.01	6	36.00	50.00	6,350.71	\$317.54	4,572.51	\$9,145.02	\$4,724.93	\$14,187.48
-----											\$133,929.28
NP050	E ASH ST	192.69	4	35.00	80.00	15,414.88	\$770.74	6,744.01	\$13,488.02	\$4,470.31	\$18,729.07
NP036	E ASH ST	140.39	3	35.00	80.00	11,230.86	\$561.54	4,913.50	\$9,827.01	\$1,628.48	\$12,017.02
NP039	E ASH ST	132.60	3	35.00	80.00	10,608.15	\$530.41	4,641.07	\$9,282.13	\$1,538.18	\$11,350.72
NP037	E ASH ST	108.06	3	35.00	80.00	8,645.11	\$432.26	3,782.23	\$7,564.47	\$1,253.54	\$9,250.26
NP054	E ASH ST	189.64	2	35.00	80.00	15,171.59	\$758.58	6,637.57	\$13,275.14	\$0.00	\$14,033.72
NP073	E ASH ST	188.18	2	35.00	80.00	15,054.28	\$752.71	6,586.25	\$13,172.50	\$0.00	\$13,925.21
NP064	E ASH ST	189.64	2	35.00	80.00	15,171.44	\$758.57	6,637.51	\$13,275.01	\$0.00	\$14,033.58
NP040	E ASH ST	198.19	3	35.00	80.00	15,855.38	\$792.77	6,936.73	\$13,873.45	\$2,299.03	\$16,965.25
-----											\$110,304.84

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP033	E CANAL ST	40.05	2	22.00	60.00	2,403.13	\$120.16	881.15	\$1,762.30	\$0.00	\$1,882.46
NP026	E CANAL ST	282.84	3	35.00	60.00	16,970.32	\$848.52	9,899.35	\$19,798.71	\$3,280.93	\$23,928.15
NP034	E CANAL ST	220.27	2	22.00	60.00	13,216.41	\$660.82	4,846.02	\$9,692.03	\$0.00	\$10,352.85
											\$36,163.46
NP083	E ELM ST	190.51	5	41.00	80.00	15,240.97	\$762.05	7,811.00	\$15,621.99	\$3,543.53	\$19,927.57
NP104	E ELM ST	189.13	5	42.00	80.00	15,130.24	\$756.51	7,943.37	\$15,886.75	\$3,517.78	\$20,161.04
NP095	E ELM ST	189.19	5	42.00	80.00	15,134.89	\$756.74	7,945.82	\$15,891.63	\$3,518.86	\$20,167.24
NP066	E ELM ST	241.38	5	41.00	80.00	19,310.67	\$965.53	9,896.72	\$19,793.44	\$4,489.73	\$25,248.70
NP089	E ELM ST	189.06	5	41.00	80.00	15,124.51	\$756.23	7,751.31	\$15,502.62	\$3,516.45	\$19,775.29
NP075	E ELM ST	201.15	5	41.00	80.00	16,092.17	\$804.61	8,247.24	\$16,494.48	\$3,741.43	\$21,040.52
NP062	E ELM ST	140.81	5	41.00	80.00	11,264.82	\$563.24	5,773.22	\$11,546.44	\$2,619.07	\$14,728.75
											\$141,049.11
NP046	E IDAHO ST	614.42	2	22.00	60.00	36,865.06	\$1,843.25	13,517.19	\$27,034.38	\$0.00	\$28,877.63
NP009	E IDAHO ST	342.34	3	17.00	55.00	18,828.61	\$941.43	5,819.75	\$11,639.50	\$3,971.12	\$16,552.06
NP049	E IDAHO ST	198.60	2	22.00	60.00	11,915.89	\$595.79	4,369.16	\$8,738.32	\$0.00	\$9,334.12
NP019	E IDAHO ST	244.78	2	17.00	50.00	12,238.80	\$611.94	4,161.19	\$8,322.38	\$0.00	\$8,934.32
NP023	E IDAHO ST	466.47	2	17.00	60.00	27,988.14	\$1,399.41	7,929.97	\$15,859.95	\$0.00	\$17,259.36
NP028	E IDAHO ST	726.55	2	19.00	60.00	43,593.09	\$2,179.65	13,804.48	\$27,608.96	\$0.00	\$29,788.61
											\$110,746.10
NP078	E MAPLE ST	189.39	7	32.00	80.00	15,151.00	\$757.55	6,060.40	\$12,120.80	\$1,325.71	\$14,204.06
NP063	E MAPLE ST	190.39	3	29.50	80.00	15,231.58	\$761.58	5,616.65	\$11,233.29	\$2,208.58	\$14,203.45
NP047	E MAPLE ST	241.02	2	29.50	80.00	19,281.97	\$964.10	7,110.23	\$14,220.45	\$0.00	\$15,184.55
NP056	E MAPLE ST	200.85	2	29.50	80.00	16,068.12	\$803.41	5,925.12	\$11,850.24	\$0.00	\$12,653.64
NP044	E MAPLE ST	140.60	2	29.50	80.00	11,247.67	\$562.38	4,147.58	\$8,295.16	\$0.00	\$8,857.54
NP076	E MAPLE ST	189.38	2	29.50	80.00	15,150.67	\$757.53	5,586.81	\$11,173.62	\$0.00	\$11,931.15
NP084	E MAPLE ST	186.24	6	32.00	80.00	14,899.15	\$744.96	5,959.66	\$11,919.32	\$6,928.10	\$19,592.38
											\$96,626.78

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP048	E PARK AVE	385.27	2	30.00	80.00	30,821.23	\$1,541.06	11,557.96	\$23,115.92	\$0.00	\$24,656.98
NP067	E PARK AVE	376.28	7	33.00	80.00	30,102.54	\$1,505.13	12,417.30	\$24,834.59	\$2,633.97	\$28,973.69
NP042	E PARK AVE	95.12	3	30.00	80.00	7,609.78	\$380.49	2,853.67	\$5,707.34	\$1,103.42	\$7,191.25
NP059	E PARK AVE	103.17	3	33.00	80.00	8,253.58	\$412.68	3,404.60	\$6,809.20	\$1,196.77	\$8,418.65
NP198	E PARK AVE	468.26	4	35.00	80.00	37,461.08	\$1,873.05	16,389.22	\$32,778.45	\$10,863.71	\$45,515.22
											\$114,755.79
NP200	EAST BLVD - INSIDE	479.54	2	17.00	60.00	28,772.46	\$1,438.62	8,152.20	\$16,304.40	\$0.00	\$17,743.02
NP045	EAST BLVD - INSIDE	479.64	7	17.00	60.00	28,778.44	\$1,438.92	8,153.89	\$16,307.78	\$3,357.48	\$21,104.19
											\$38,847.20
NP030	EAST BLVD - OUTSIDE	479.62	2	26.00	60.00	28,777.11	\$1,438.86	12,470.08	\$24,940.16	\$0.00	\$26,379.02
NP024	EAST BLVD - OUTSIDE	604.51	2	26.00	60.00	36,270.89	\$1,813.54	15,717.39	\$31,434.77	\$0.00	\$33,248.32
NP041	EAST BLVD - OUTSIDE	479.70	2	26.00	60.00	28,782.24	\$1,439.11	12,472.31	\$24,944.61	\$0.00	\$26,383.72
											\$86,011.06
NP125	HAWTHORNE AVE	478.69	2	16.00	80.00	38,295.33	\$1,914.77	7,659.07	\$15,318.13	\$0.00	\$17,232.90
											\$17,232.90
NP018	HOLLY AVE EXTENSION	119.89	5	30.00	60.00	7,193.14	\$359.66	3,596.57	\$7,193.14	\$2,229.87	\$9,782.67
NP020	HOLLY AVE EXTENSION	88.34	5	30.00	60.00	5,300.14	\$265.01	2,650.07	\$5,300.14	\$1,643.04	\$7,208.19
NP021	HOLLY AVE EXTENSION	167.42	5	30.00	55.00	9,208.04	\$460.40	5,022.57	\$10,045.14	\$3,113.99	\$13,619.53
NP022	HOLLY AVE EXTENSION	124.99	5	30.00	55.00	6,874.65	\$343.73	3,749.81	\$7,499.62	\$2,324.88	\$10,168.24
NP025	HOLLY AVE EXTENSION	411.68	2	19.00	50.00	20,583.99	\$1,029.20	7,821.92	\$15,643.83	\$0.00	\$16,673.03
											\$57,451.66

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP086	HOLLY AVE	223.68	8	27.50	80.00	17,894.07	\$894.70	6,151.09	\$12,302.17	\$3,131.46	\$16,328.34
NP038	HOLLY AVE	200.78	2	27.50	50.00	10,038.98	\$501.95	5,521.44	\$11,042.87	\$0.00	\$11,544.82
NP043	HOLLY AVE	121.55	2	27.50	50.00	6,077.54	\$303.88	3,342.64	\$6,685.29	\$0.00	\$6,989.17
NP077	HOLLY AVE	189.47	2	27.50	80.00	15,157.69	\$757.88	5,210.46	\$10,420.91	\$0.00	\$11,178.80
NP031	HOLLY AVE	159.00	2	20.00	50.00	7,949.95	\$397.50	3,179.98	\$6,359.96	\$0.00	\$6,757.46
NP199	HOLLY AVE	191.00	2	27.50	80.00	15,280.02	\$764.00	5,252.51	\$10,505.01	\$0.00	\$11,269.01
NP058	HOLLY AVE	104.44	2	27.50	80.00	8,355.43	\$417.77	2,872.18	\$5,744.36	\$0.00	\$6,162.13
NP094	HOLLY AVE	255.54	5	27.50	80.00	20,443.27	\$1,022.16	7,027.37	\$14,054.75	\$4,753.06	\$19,829.97
NP071	HOLLY AVE	183.81	5	27.50	80.00	14,704.91	\$735.25	5,054.81	\$10,109.63	\$3,418.89	\$14,263.76
NP029	HOLLY AVE	394.17	2	19.00	30.00	11,825.16	\$591.26	7,489.27	\$14,978.54	\$0.00	\$15,569.80
											\$119,893.25
NP060	INDUSTRIAL WAY	478.87	10	46.00	60.00	28,732.27	\$1,436.61	22,028.07	\$44,056.14	\$14,461.91	\$59,954.67
NP205	INDUSTRIAL WAY	137.52	6	46.00	60.00	8,251.15	\$412.56	6,325.88	\$12,651.76	\$5,115.71	\$18,180.03
											\$78,134.70
NP187	LINDEN ST	674.34	4	33.00	60.00	40,460.38	\$2,023.02	22,253.21	\$44,506.42	\$15,644.68	\$62,174.12
											\$62,174.12
NP189	MYRTLE ST	673.74	3	33.00	75.00	50,530.81	\$2,526.54	22,233.56	\$44,467.11	\$7,815.43	\$54,809.08
											\$54,809.08
NP013	OAK AVE	126.46	10	36.00	50.00	6,322.86	\$316.14	4,552.46	\$9,104.92	\$3,819.01	\$13,240.07
NP195	OAK AVE	126.04	6	36.00	50.00	6,302.11	\$315.11	4,537.52	\$9,075.04	\$4,688.77	\$14,078.91
											\$27,318.99
NP188	OREGON AVE	478.60	4	27.00	50.00	23,929.78	\$1,196.49	12,922.08	\$25,844.16	\$11,103.42	\$38,144.07
											\$38,144.07
NP027	PILGRIM PARK DR	454.89	4	39.00	50.00	22,744.34	\$1,137.22	17,740.58	\$35,481.17	\$10,553.37	\$47,171.76
											\$47,171.76

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Cost Assumptions

ROW Value	Pavement Cost	Sidewalk Cost	Curb Gutter Cost	Type 3 CGS Cost	Type 4 CGS Cost	Type 5 CGS Cost	Type 6 CGS Cost
\$0.05 / Sq.Ft.	\$2.00 / Sq. Ft	\$7.00 / Lineal Ft	\$11.60 / Lineal Ft	\$11.60 / Lineal Ft	\$23.20 / Lineal Ft	\$18.60 / Lineal Ft	\$37.20 / Lineal Ft

SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP012	PINE ST	428.81	6	36.00	50.00	21,440.61	\$1,072.03	15,437.24	\$30,874.48	\$15,951.81	\$47,898.32
NP194	PINE ST	398.65	6	36.00	50.00	19,932.43	\$996.62	14,351.35	\$28,702.69	\$14,829.72	\$44,529.04
NP004	PINE ST	145.25	6	36.00	50.00	7,262.74	\$363.14	5,229.17	\$10,458.34	\$5,403.48	\$16,224.95
											\$108,652.31
NP182	PLEASANT ST	304.44	4	36.00	50.00	15,221.83	\$761.09	10,959.72	\$21,919.43	\$7,062.93	\$29,743.45
NP180	PLEASANT ST	378.86	4	36.00	50.00	18,942.88	\$947.14	13,638.88	\$27,277.75	\$8,789.50	\$37,014.40
											\$66,757.85
NP015	POPLAR AVE	256.64	4	20.00	56.00	14,371.92	\$718.60	5,132.83	\$10,265.66	\$5,954.08	\$16,938.34
											\$16,938.34
NP128	S EAST BLVD - INSIDE	654.64	7	25.00	60.00	39,278.54	\$1,963.93	16,366.06	\$32,732.12	\$4,582.50	\$39,278.54
NP087	S EAST BLVD - INSIDE	259.95	2	26.00	60.00	15,596.80	\$779.84	6,758.61	\$13,517.23	\$0.00	\$14,297.07
NP102	S EAST BLVD - INSIDE	487.83	7	25.00	60.00	29,269.65	\$1,463.48	12,195.69	\$24,391.38	\$3,414.79	\$29,269.65
NP065	S EAST BLVD - INSIDE	519.44	7	26.00	60.00	31,166.22	\$1,558.31	13,505.36	\$27,010.73	\$3,636.06	\$32,205.10
											\$115,050.36
NP148	S EAST BLVD - OUTSIDE	371.86	7	26.00	60.00	22,311.74	\$1,115.59	9,668.42	\$19,336.84	\$2,603.04	\$23,055.46
NP100	S EAST BLVD - OUTSIDE	901.68	2	26.00	60.00	54,100.74	\$2,705.04	23,443.65	\$46,887.31	\$0.00	\$49,592.35
NP057	S EAST BLVD - OUTSIDE	868.06	2	17.00	60.00	52,083.54	\$2,604.18	14,757.00	\$29,514.01	\$0.00	\$32,118.18
											\$104,765.99

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP163	S PLYMOUTH AVE	139.99	10	48.00	80.00	11,198.85	\$559.94	6,719.31	\$13,438.62	\$4,227.57	\$18,226.13
NP179	S PLYMOUTH AVE	140.89	6	48.00	80.00	11,271.19	\$563.56	6,762.71	\$13,525.42	\$5,241.10	\$19,330.08
NP181	S PLYMOUTH AVE	166.72	6	48.00	80.00	13,337.88	\$666.89	8,002.73	\$16,005.46	\$6,202.11	\$22,874.47
NP157	S PLYMOUTH AVE	329.22	11	48.00	80.00	26,337.31	\$1,316.87	15,802.38	\$31,604.77	\$8,427.94	\$41,349.57
NP112	S PLYMOUTH AVE	712.41	6	48.00	80.00	56,993.16	\$2,849.66	34,195.89	\$68,391.79	\$26,501.82	\$97,743.26
NP183	S PLYMOUTH AVE	142.68	10	31.00	80.00	11,414.68	\$570.73	4,423.19	\$8,846.38	\$4,309.04	\$13,726.16
NP178	S PLYMOUTH AVE	189.43	10	48.00	80.00	15,154.66	\$757.73	9,092.79	\$18,185.59	\$5,720.88	\$24,664.21
NP142	S PLYMOUTH AVE	87.43	3	48.00	80.00	6,994.46	\$349.72	4,196.68	\$8,393.35	\$1,014.20	\$9,757.27
NP186	S PLYMOUTH AVE	155.19	10	31.00	80.00	12,414.82	\$620.74	4,810.74	\$9,621.48	\$4,686.59	\$14,928.82
NP172	S PLYMOUTH AVE	19.95	10	48.00	80.00	1,596.27	\$79.81	957.76	\$1,915.52	\$602.59	\$2,597.93
NP164	S PLYMOUTH AVE	332.74	10	48.00	80.00	26,619.04	\$1,330.95	15,971.42	\$31,942.85	\$10,048.69	\$43,322.49
NP139	S PLYMOUTH AVE	109.49	4	48.00	80.00	8,759.12	\$437.96	5,255.47	\$10,510.94	\$2,540.14	\$13,489.04
NP192	S PLYMOUTH AVE	501.73	10	31.00	80.00	40,138.58	\$2,006.93	15,553.70	\$31,107.40	\$15,152.31	\$48,266.64
NP190	S PLYMOUTH AVE	690.08	10	31.00	80.00	55,206.06	\$2,760.30	21,392.35	\$42,784.70	\$20,840.29	\$66,385.29
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\$436,661.35											
NP161	S WEST BLVD - INSIDE	69.80	2	14.00	60.00	4,188.15	\$209.41	977.23	\$1,954.47	\$0.00	\$2,163.88
NP158	S WEST BLVD - INSIDE	114.64	7	14.00	60.00	6,878.31	\$343.92	1,604.94	\$3,209.88	\$802.47	\$4,356.26
NP165	S WEST BLVD - INSIDE	145.42	7	14.00	60.00	8,725.24	\$436.26	2,035.89	\$4,071.78	\$1,017.94	\$5,525.99
NP202	S WEST BLVD - INSIDE	1138.57	2	14.00	60.00	68,314.47	\$3,415.72	15,940.04	\$31,880.09	\$0.00	\$35,295.81
NP166	S WEST BLVD - INSIDE	268.95	5	14.00	60.00	16,136.85	\$806.84	3,765.26	\$7,530.53	\$5,002.42	\$13,339.80
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\$60,681.73											
NP168	S WEST BLVD - OUTSIDE	83.46	5	26.00	60.00	5,007.59	\$250.38	2,169.95	\$4,339.91	\$1,552.35	\$6,142.64
NP160	S WEST BLVD - OUTSIDE	868.08	2	26.00	60.00	52,084.55	\$2,604.23	22,569.97	\$45,139.94	\$0.00	\$47,744.17
NP177	S WEST BLVD - OUTSIDE	215.55	2	26.00	60.00	12,933.01	\$646.65	5,604.30	\$11,208.61	\$0.00	\$11,855.26
NP175	S WEST BLVD - OUTSIDE	183.22	2	26.00	60.00	10,992.93	\$549.65	4,763.60	\$9,527.20	\$0.00	\$10,076.85
NP170	S WEST BLVD - OUTSIDE	245.53	2	26.00	60.00	14,731.94	\$736.60	6,383.84	\$12,767.68	\$0.00	\$13,504.28
NP176	S WEST BLVD - OUTSIDE	133.19	7	26.00	60.00	7,991.35	\$399.57	3,462.92	\$6,925.84	\$932.32	\$8,257.73
NP173	S WEST BLVD - OUTSIDE	102.85	5	26.00	60.00	6,170.84	\$308.54	2,674.03	\$5,348.06	\$1,912.96	\$7,569.56
NP203	S WEST BLVD - OUTSIDE	304.66	7	26.00	60.00	18,279.89	\$913.99	7,921.29	\$15,842.57	\$2,132.65	\$18,889.22
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\$124,039.70											

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP108	SE PARK AVE	665.94	6	55.00	80.00	53,275.11	\$2,663.76	36,626.64	\$73,253.27	\$24,772.93	\$100,689.96
											\$100,689.96
NP129	SOUTHWEST AVE	114.76	7	25.00	80.00	9,181.13	\$459.06	2,869.10	\$5,738.21	\$803.35	\$7,000.61
NP184	SOUTHWEST AVE	478.38	2	25.00	80.00	38,270.19	\$1,913.51	11,959.43	\$23,918.87	\$0.00	\$25,832.38
NP167	SOUTHWEST AVE	294.23	7	25.00	80.00	23,538.12	\$1,176.91	7,355.66	\$14,711.33	\$2,059.59	\$17,947.82
NP151	SOUTHWEST AVE	199.05	9	25.00	80.00	15,924.11	\$796.21	4,976.29	\$9,952.57	\$3,702.36	\$14,451.13
NP145	SOUTHWEST AVE	370.28	8	25.00	80.00	29,622.19	\$1,481.11	9,256.93	\$18,513.87	\$5,183.88	\$25,178.86
NP174	SOUTHWEST AVE	139.78	7	25.00	80.00	11,182.05	\$559.10	3,494.39	\$6,988.78	\$978.43	\$8,526.31
NP116	SOUTHWEST AVE	240.54	2	25.00	80.00	19,243.07	\$962.15	6,013.46	\$12,026.92	\$0.00	\$12,989.07
											\$111,926.19
NP185	SW 1ST AVE	881.01	2	24.00	50.00	44,050.50	\$2,202.52	21,144.24	\$42,288.48	\$0.00	\$44,491.00
											\$44,491.00
NP191	SW 2ND AVE	1336.69	2	18.00	50.00	66,834.57	\$3,341.73	24,060.45	\$48,120.89	\$0.00	\$51,462.62
NP193	SW 2ND AVE	715.68	2	18.00	50.00	35,784.17	\$1,789.21	12,882.30	\$25,764.60	\$0.00	\$27,553.81
											\$79,016.43
NP159	SW LOCUST ST	844.18	2	17.00	20.00	16,883.51	\$844.18	14,350.98	\$28,701.96	\$0.00	\$29,546.14
											\$29,546.14
NP140	SW PARK AVE	95.67	3	30.50	80.00	7,653.52	\$382.68	2,917.90	\$5,835.81	\$1,109.76	\$7,328.24
NP135	SW PARK AVE	117.26	4	30.50	80.00	9,380.49	\$469.02	3,576.31	\$7,152.62	\$2,720.34	\$10,341.99
NP143	SW PARK AVE	282.93	4	36.50	80.00	22,634.48	\$1,131.72	10,326.98	\$20,653.96	\$6,564.00	\$28,349.68
NP147	SW PARK AVE	264.82	3	30.50	80.00	21,185.55	\$1,059.28	8,076.99	\$16,153.99	\$3,071.91	\$20,285.17
NP144	SW PARK AVE	109.45	4	30.50	80.00	8,756.14	\$437.81	3,338.28	\$6,676.56	\$2,539.28	\$9,653.64
NP138	SW PARK AVE	72.81	3	30.50	80.00	5,824.76	\$291.24	2,220.69	\$4,441.38	\$844.59	\$5,577.21
NP149	SW PARK AVE	194.81	7	36.50	80.00	15,584.76	\$779.24	7,110.55	\$14,221.10	\$1,363.67	\$16,364.00
											\$97,899.93

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP098	W ASH ST	224.48	3	35.00	80.00	17,958.34	\$897.92	7,856.77	\$15,713.55	\$2,603.96	\$19,215.42
NP092	W ASH ST	344.48	4	35.00	80.00	27,558.35	\$1,377.92	12,056.78	\$24,113.56	\$7,991.92	\$33,483.40
NP110	W ASH ST	200.01	3	20.00	80.00	16,000.65	\$800.03	4,000.16	\$8,000.32	\$2,320.09	\$11,120.45
NP080	W ASH ST	191.12	4	35.00	80.00	15,289.62	\$764.48	6,689.21	\$13,378.42	\$4,433.99	\$18,576.89
NP115	W ASH ST	239.94	2	20.00	80.00	19,195.60	\$959.78	4,798.90	\$9,597.80	\$0.00	\$10,557.58
NP120	W ASH ST	140.10	2	20.00	80.00	11,208.21	\$560.41	2,802.05	\$5,604.11	\$0.00	\$6,164.52
											\$99,118.26
NP090	W CANAL ST	239.89	2	26.50	60.00	14,393.21	\$719.66	6,357.00	\$12,714.00	\$0.00	\$13,433.67
NP055	W CANAL ST	85.10	2	36.00	60.00	5,105.92	\$255.30	3,063.55	\$6,127.11	\$0.00	\$6,382.40
NP051	W CANAL ST	137.07	2	36.00	60.00	8,224.27	\$411.21	4,934.56	\$9,869.12	\$0.00	\$10,280.34
NP074	W CANAL ST	192.95	2	36.00	60.00	11,577.28	\$578.86	6,946.37	\$13,892.74	\$0.00	\$14,471.60
NP082	W CANAL ST	199.91	2	26.50	60.00	11,994.69	\$599.73	5,297.66	\$10,595.31	\$0.00	\$11,195.05
NP097	W CANAL ST	139.91	2	26.50	60.00	8,394.63	\$419.73	3,707.63	\$7,415.26	\$0.00	\$7,834.99
NP061	W CANAL ST	291.67	3	36.00	60.00	17,500.46	\$875.02	10,500.28	\$21,000.56	\$3,383.42	\$25,259.00
											\$88,857.05
NP154	W ELM ST	139.94	7	20.00	80.00	11,195.28	\$559.76	2,798.82	\$5,597.64	\$979.59	\$7,136.99
NP118	W ELM ST	189.13	10	49.00	80.00	15,130.12	\$756.51	9,267.20	\$18,534.40	\$5,711.62	\$25,002.53
NP152	W ELM ST	145.03	11	22.00	80.00	11,602.13	\$580.11	3,190.59	\$6,381.17	\$3,712.68	\$10,673.96
NP114	W ELM ST	189.12	10	49.00	80.00	15,129.92	\$756.50	9,267.08	\$18,534.16	\$5,711.55	\$25,002.20
NP132	W ELM ST	186.61	11	43.50	80.00	14,928.71	\$746.44	8,117.48	\$16,234.97	\$4,777.19	\$21,758.59
NP137	W ELM ST	200.46	7	43.50	80.00	16,036.80	\$801.84	8,720.01	\$17,440.02	\$1,403.22	\$19,645.08
NP141	W ELM ST	96.98	5	22.00	80.00	7,758.09	\$387.90	2,133.47	\$4,266.95	\$1,803.76	\$6,458.61
NP126	W ELM ST	189.12	11	43.50	80.00	15,129.92	\$756.50	8,226.89	\$16,453.79	\$4,841.57	\$22,051.86
											\$137,729.81

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Cost Assumptions

ROW Value \$0.05 / Sq.Ft.	Pavement Cost \$2.00 / Sq. Ft	Sidewalk Cost \$7.00 / Lineal Ft	Curb Gutter Cost \$11.60 / Lineal Ft	Type 3 CGS Cost \$11.60 / Lineal Ft	Type 4 CGS Cost \$23.20 / Lineal Ft	Type 5 CGS Cost \$18.60 / Lineal Ft	Type 6 CGS Cost \$37.20 / Lineal Ft
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SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP122	W MAPLE ST	101.25	5	22.00	80.00	8,099.71	\$404.99	2,227.42	\$4,454.84	\$1,883.18	\$6,743.01
NP133	W MAPLE ST	140.02	7	22.00	80.00	11,201.24	\$560.06	3,080.34	\$6,160.68	\$980.11	\$7,700.85
NP111	W MAPLE ST	189.39	5	32.00	80.00	15,150.97	\$757.55	6,060.39	\$12,120.78	\$3,522.60	\$16,400.93
NP127	W MAPLE ST	240.03	7	22.00	80.00	19,202.50	\$960.13	5,280.69	\$10,561.37	\$1,680.22	\$13,201.72
NP119	W MAPLE ST	189.51	5	32.00	80.00	15,161.03	\$758.05	6,064.41	\$12,128.83	\$3,524.94	\$16,411.82
NP124	W MAPLE ST	98.78	7	22.00	80.00	7,902.12	\$395.11	2,173.08	\$4,346.16	\$691.44	\$5,432.70
NP091	W MAPLE ST	192.53	5	32.00	80.00	15,402.22	\$770.11	6,160.89	\$12,321.77	\$3,581.02	\$16,672.90
NP105	W MAPLE ST	189.39	5	32.00	80.00	15,150.80	\$757.54	6,060.32	\$12,120.64	\$3,522.56	\$16,400.74
\$98,964.67											
NP204	W MCKINLEY ST	686.96	4	57.00	60.00	41,217.49	\$2,060.87	39,156.61	\$78,313.23	\$15,937.43	\$96,311.53
\$96,311.53											
NP099	W PARK AVE	141.49	4	31.00	80.00	11,319.08	\$565.95	4,386.14	\$8,772.29	\$3,282.53	\$12,620.78
NP121	W PARK AVE	139.57	3	31.00	80.00	11,165.46	\$558.27	4,326.62	\$8,653.23	\$1,618.99	\$10,830.49
NP109	W PARK AVE	138.37	3	31.00	80.00	11,069.28	\$553.46	4,289.35	\$8,578.69	\$1,605.05	\$10,737.20
NP093	W PARK AVE	327.02	2	31.00	80.00	26,161.38	\$1,308.07	10,137.53	\$20,275.07	\$0.00	\$21,583.14
NP113	W PARK AVE	200.55	10	31.00	80.00	16,044.30	\$802.21	6,217.16	\$12,434.33	\$6,056.72	\$19,293.27
NP134	W PARK AVE	478.48	2	31.00	80.00	38,278.58	\$1,913.93	14,832.95	\$29,665.90	\$0.00	\$31,579.83
\$106,644.71											
NP006	WALNUT ST	150.41	6	36.00	50.00	7,520.74	\$376.04	5,414.93	\$10,829.87	\$5,595.43	\$16,801.33
NP016	WALNUT ST	401.25	6	36.00	50.00	20,062.57	\$1,003.13	14,445.05	\$28,890.11	\$14,926.56	\$44,819.79
NP014	WALNUT ST	104.57	6	36.00	50.00	5,228.57	\$261.43	3,764.57	\$7,529.14	\$3,890.05	\$11,680.62
NP008	WALNUT ST	325.06	6	36.00	50.00	16,253.09	\$812.65	11,702.23	\$23,404.46	\$12,092.30	\$36,309.41
\$109,611.15											
NP106	WEST BLVD - INSIDE	146.93	2	14.50	60.00	8,815.76	\$440.79	2,130.48	\$4,260.95	\$0.00	\$4,701.74
NP131	WEST BLVD - INSIDE	478.77	2	14.00	60.00	28,725.96	\$1,436.30	6,702.72	\$13,405.45	\$0.00	\$14,841.74
NP153	WEST BLVD - INSIDE	478.72	2	14.00	60.00	28,723.31	\$1,436.17	6,702.11	\$13,404.21	\$0.00	\$14,840.38
NP117	WEST BLVD - INSIDE	322.11	2	14.50	60.00	19,326.54	\$966.33	4,670.58	\$9,341.16	\$0.00	\$10,307.49
NP169	WEST BLVD - INSIDE	179.09	2	14.00	60.00	10,745.65	\$537.28	2,507.32	\$5,014.64	\$0.00	\$5,551.92
\$50,243.27											

City of New Plymouth Idaho - Paved Road Inventory Report

September 26, 2010

Cost Assumptions

ROW Value	Pavement Cost	Sidewalk Cost	Curb Gutter Cost	Type 3 CGS Cost	Type 4 CGS Cost	Type 5 CGS Cost	Type 6 CGS Cost
\$0.05 / Sq.Ft.	\$2.00 / Sq. Ft	\$7.00 / Lineal Ft	\$11.60 / Lineal Ft	\$11.60 / Lineal Ft	\$23.20 / Lineal Ft	\$18.60 / Lineal Ft	\$37.20 / Lineal Ft

SEG ID	Road Name	Seg Length	Road Type	Paved Width	ROW Width	ROW Area	ROW Value	PVM Area	PVM Value	CGS Value	TOTAL
NP101	WEST BLVD - OUTSIDE	131.80	2	26.00	60.00	7,907.90	\$395.40	3,426.76	\$6,853.52	\$0.00	\$7,248.91
NP107	WEST BLVD - OUTSIDE	468.99	2	26.00	60.00	28,139.21	\$1,406.96	12,193.66	\$24,387.32	\$0.00	\$25,794.28
NP146	WEST BLVD - OUTSIDE	147.93	3	26.00	60.00	8,875.72	\$443.79	3,846.15	\$7,692.29	\$1,715.97	\$9,852.05
NP136	WEST BLVD - OUTSIDE	250.07	3	26.00	60.00	15,004.33	\$750.22	6,501.88	\$13,003.75	\$2,900.84	\$16,654.81
NP155	WEST BLVD - OUTSIDE	236.37	2	26.00	60.00	14,182.29	\$709.11	6,145.66	\$12,291.32	\$0.00	\$13,000.43
NP150	WEST BLVD - OUTSIDE	94.46	2	26.00	60.00	5,667.61	\$283.38	2,455.96	\$4,911.93	\$0.00	\$5,195.31
NP130	WEST BLVD - OUTSIDE	229.00	2	26.00	60.00	13,740.22	\$687.01	5,954.10	\$11,908.19	\$0.00	\$12,595.20
											\$90,340.99
Grand Total:											\$3,934,746.89

1: SW Ave/S Plymouth Ave. & US30/Plymouth Ave.
2010 AM Peak

1/12/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	92	4	72	0	4	4	12	180	4	4	128	100
Peak Hour Factor	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	92	4	78	0	4	4	12	180	4	4	128	100
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
vC, conflicting volume	398	394	178	472	442	182	228			184		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	99	91	100	99	100	99			100		
cM capacity (veh/h)	555	539	865	450	507	861	1352			1391		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	174	8	196	232
Volume Left	92	0	12	4
Volume Right	78	4	4	100
cSH	661	638	1352	1391
Volume to Capacity	0.26	0.01	0.01	0.00
Queue Length (ft)	26	1	1	0
Control Delay (s)	12.4	10.7	0.5	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	12.4	10.7	0.5	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization	37.2%	ICU Level of Service	A

1: SW Ave/S Plymouth Ave. & US30/Plymouth Ave.
2010 PM Peak

1/12/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	168	16	16	4	0	8	28	112	4	12	144	40
Peak Hour Factor	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	168	16	17	4	0	8	28	112	4	12	144	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
vC, conflicting volume	366	360	164	383	378	114	184			116		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	71	97	98	99	100	99	98			99		
cM capacity (veh/h)	576	554	881	539	541	939	1403			1473		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	201	12	144	196
Volume Left	168	4	28	12
Volume Right	17	8	4	40
cSH	592	745	1403	1473
Volume to Capacity	0.34	0.02	0.02	0.01
Queue Length (ft)	38	1	2	1
Control Delay (s)	14.2	9.9	1.6	0.5
Lane LOS	B	A	A	A
Approach Delay (s)	14.2	9.9	1.6	0.5
Approach LOS	B	A		

Intersection Summary			
Average Delay		6.0	
Intersection Capacity Utilization	37.1%	ICU Level of Service	A

1: SW Ave/S Plymouth Ave. & US30/Plymouth Ave.
2015 AM Peak

1/13/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	99	4	77	4	4	4	13	194	5	5	138	108
Peak Hour Factor	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	99	4	84	4	4	4	13	194	5	5	138	108
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
vC, conflicting volume	430	427	192	510	478	196	246			199		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	81	99	90	99	99	100	99			100		
cM capacity (veh/h)	527	516	850	420	483	845	1332			1373		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	187	12	212	251
Volume Left	99	4	13	5
Volume Right	84	4	5	108
cSH	635	528	1332	1373
Volume to Capacity	0.29	0.02	0.01	0.00
Queue Length (ft)	31	2	1	0
Control Delay (s)	13.0	12.0	0.6	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	13.0	12.0	0.6	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay		4.1	
Intersection Capacity Utilization	39.3%	ICU Level of Service	A

1: SW Ave/S Plymouth Ave. & US30/Plymouth Ave.
2020 AM Peak

1/13/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	106	5	83	6	5	5	14	208	6	6	148	116
Peak Hour Factor	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	106	5	90	7	5	5	14	208	6	6	148	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None		None								
Median storage (veh)												
vC, conflicting volume	464	460	206	550	515	211	264			214		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	99	89	98	99	99	99			100		
cM capacity (veh/h)	498	493	835	390	459	829	1312			1356		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	201	17	228	270
Volume Left	106	7	14	6
Volume Right	90	5	6	116
cSH	608	491	1312	1356
Volume to Capacity	0.33	0.03	0.01	0.00
Queue Length (ft)	36	3	1	0
Control Delay (s)	13.8	12.6	0.6	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	13.8	12.6	0.6	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay		4.4	
Intersection Capacity Utilization	41.5%	ICU Level of Service	A

1: SW Ave/S Plymouth Ave. & US30/Plymouth Ave.
2025 AM Peak

1/13/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	114	5	89	6	5	5	15	224	6	6	159	124
Peak Hour Factor	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	114	5	97	7	5	5	15	224	6	6	159	124
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
vC, conflicting volume	498	493	221	589	552	227	283			230		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	99	88	98	99	99	99			100		
cM capacity (veh/h)	473	472	819	363	437	812	1291			1338		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	216	17	245	289
Volume Left	114	7	15	6
Volume Right	97	5	6	124
cSH	584	464	1291	1338
Volume to Capacity	0.37	0.04	0.01	0.00
Queue Length (ft)	42	3	1	0
Control Delay (s)	14.7	13.0	0.6	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	14.7	13.0	0.6	0.2
Approach LOS	B	B		

Intersection Summary			
Average Delay		4.7	
Intersection Capacity Utilization	43.6%	ICU Level of Service	A

1: SW Ave/S Plymouth Ave. & US30/Plymouth Ave.
2030 AM Peak

1/13/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	123	6	96	7	6	6	16	240	7	7	171	134
Peak Hour Factor	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	123	6	104	8	6	6	16	240	7	7	171	134
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
vC, conflicting volume	536	531	238	635	594	244	305			247		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	99	87	98	99	99	99			99		
cM capacity (veh/h)	444	449	801	332	413	795	1267			1319		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	233	20	263	312
Volume Left	123	8	16	7
Volume Right	104	6	7	134
cSH	554	436	1267	1319
Volume to Capacity	0.42	0.04	0.01	0.01
Queue Length (ft)	52	4	1	0
Control Delay (s)	16.1	13.6	0.6	0.2
Lane LOS	C	B	A	A
Approach Delay (s)	16.1	13.6	0.6	0.2
Approach LOS	C	B		

Intersection Summary			
Average Delay		5.1	
Intersection Capacity Utilization	46.3%	ICU Level of Service	A

1: SW Ave/S Plymouth Ave. & US30/Plymouth Ave.
2035 AM Peak

1/13/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	132	7	103	7	7	8	17	258	8	8	184	144
Peak Hour Factor	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	132	7	112	8	7	8	17	258	8	8	184	144
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
vC, conflicting volume	580	572	256	683	640	262	328			266		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	98	86	97	98	99	99			99		
cM capacity (veh/h)	412	424	783	303	388	777	1243			1298		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	251	23	283	336
Volume Left	132	8	17	8
Volume Right	112	8	8	144
cSH	523	423	1243	1298
Volume to Capacity	0.48	0.05	0.01	0.01
Queue Length (ft)	64	4	1	0
Control Delay (s)	18.1	14.0	0.6	0.2
Lane LOS	C	B	A	A
Approach Delay (s)	18.1	14.0	0.6	0.2
Approach LOS	C	B		

Intersection Summary			
Average Delay		5.7	
Intersection Capacity Utilization	49.2%	ICU Level of Service	A



SUPPORTING PUBLIC INVOLVEMENT INFORMATION

Affidavit of Publication

STATE OF IDAHO }
COUNTY OF PAYETTE }

Information Meeting
TITLE OF PUBLICATION

New Plymouth
PRINTED OR LEGAL AGENT

That he is the clerk of

THE INDEPENDENT-ENTERPRISE, a weekly newspaper published at Payette, in the County of Payette and State of Idaho; that said paper has been and is in general circulation in the county aforesaid, and in the vicinity of Payette; that the advertisement, a copy of which is attached hereto, was published in said newspaper once a week for two (2) weeks in the regular and entire issue of said paper during the period and time of publication, and was published in the newspaper proper and not a supplement; that said paper has been established and regularly published for more than seventy-eight consecutive weeks prior to the date of first publication of said advertisement.

Such notice was published in the issue beginning with June 1, 2011, and ending with the issue of June 15, 2011.

STATE OF IDAHO }
COUNTY OF } Payette

On this 16th day of June, in the year of 2011, before me, a Notary Public, personally appeared Terry Hurrell known or identified to me to be the person whose name subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true, and acknowledged to me that he executed the same.

Lisa D. Allison
Notary Public for Idaho
Residing at Payette
My commission expires: 7-1-14

New Plymouth Transportation Plan
Public Information Meeting
Monday, June 20th 2011
Senior Citizens Center
New Plymouth, ID 83655

You are invited to attend the City of New Plymouth Master Transportation Plan open house Public Information meeting, held on June 20th, 2011 from 5:00 PM to 7:00 PM followed by a presentation before the City Council at 7:00 PM at the Senior Citizens Center, New Plymouth, Idaho. The purpose of the meeting is to inform and educate the residents and officials of New Plymouth about the proposed city-wide transportation plan. The planning area includes the transportation system maintained under the City's jurisdiction. You are encouraged to attend, learn about the project, and have questions answered. You will also have the opportunity to review and comment on the proposed transportation plan. The public workshop will provide you with exhibits and handouts to demonstrate the current system evaluation, future transportation system planning, pedestrian pathway plans, future projects, and overall condition of the City's transportation system. The draft transportation plan report is available at HYPERLINK "http://www.holladayengineering.com" www.holladayengineering.com for review. For meeting and project information, please contact Sal Sarcopalli at (208) 642-3304; mailing address PO Box 235, Payette, ID 83661 or by emailing HYPERLINK "mailto:sal@holladayengineering.com" sal@holladayengineering.com. Persons needing an interpreter or special accommodations are urged to call (208) 278-5338, Clerk/Treasurer, Leon Jensen. June 1, 15 No. 3133

STATEMENT
Independent-Enterprise
PAYETTE, IDAHO

Table with 2 columns: Description and Amount. Rows include Number of Lines (41), Number of Insertions (two (2)), Lines @ 1.14 (\$46.72), Lines @ 1.00 (\$41.00), and TOTAL COST WILL BE (\$87.72).



No 3133



COMMUNITY

City-Wide Transportation Plan Information Meeting Planned

Public Information Meeting
Monday, June 20th 2011
Senior Citizens Center
New Plymouth, ID 83655

You are invited to attend the City of New Plymouth Master Transportation Plan open house Public Information meeting, held on June 20th, 2011 from 5:00 PM to 7:00 PM followed by a presentation before the City Council at 7:00 PM at the Senior Citizens Center, New Plymouth, Idaho.

The purpose of the meeting is to inform and educate the residents

and officials of New Plymouth about the proposed city-wide transportation plan. The planning area includes the transportation system maintained under the City's jurisdiction.

You are encouraged to attend, learn about the project, and have questions answered. You will also have the opportunity to review and comment on the proposed transportation plan.

The public workshop will provide you with exhibits and handouts to demonstrate the current system evaluation, future transportation

system planning, pedestrian pathway plans, future projects, and overall condition of the City's transportation system.

The draft transportation plan report is available at www.holladayengineering.com for review. For meeting and project information, please contact Sai Sarepalli at (208) 642-3304; mailing address PO Box 235, Payette, ID 83661 or by emailing sai@holladayengineering.com. Persons needing an interpreter or special accommodations are urged to call (208) 278-5338, Clerk/Treasurer, Leon Jensen.



THE NEW PLYMOUTH VETERANS HALL NEEDS A NEW ROOF!!!!

FUNDRAISER

FRIED CHICKEN DINNER
With all the trimmings

@ VETERANS HALL

June 14, 2011 6:00 PM

Donations accepted at the door



Library Corner
Armoral Tuttle Public Library
Tuesday-Friday
278-5338



Amy Gibbons

City Librarian

"One World, Many Stories" summer reading starts Wednesday June 8th from 10-11AM at the Kiwanis Park in New Plymouth. Come learn about Japan from a real Japanese person. Learn how to use chopsticks, enter your name in for a drawing, and READ, READ, READ to enter your name in again. Every hour of reading can get your name into the drawing for fun prizes all summer long. Come sign up at the Library for the "One World, Many Stories" summer reading program today!

If you have books you want to donate to the Library before Horseshoe Daze please do, it's June 18, just around the corner. Put it on your calendar so you can come support the library at our used book sale. Donations are welcomed. I need volunteers to help get ready for Horseshoe Daze at 4:00pm on June 16th. If one of your youth needs volunteer hours for Scouts, School, Church, or you just want to teach them to serve, please sign them up to help the Library.

Wednesday night story time was a blast these past two weeks. We read all kinds of stories to help boost the children's imagination. The children wrote their own stories to take home with them. The following week we sang the Hokey Pokey, read about baseball, and ran on over to the park to play a quick game of T-ball. That was so much fun to see the kids play who had never played before.

A call goes out to all those ADULTS who are interested in getting extra help on their reading skills. I have a volunteer reading specialist who teaches in the public school who is willing to help. Come on in and let me know if you are interested and I'll give you the details. This teacher wants only those who really want to learn how to read or to read better. She has limited time space.

Come sign up today for the tween book club @ the library. The month of June our tweens are reading the book titled "The Gun" by Paul Langan. Any tween ages 10-14 can join. Meetings will be every 1st Wednesday of the month from 3:30-4:30pm @ the library. We will read books that you may have never read before, but get to read with us. Come July 6th and check it out, get into the reading groove.

Library Hours Wed: 2-8pm (Storytime @7) Fri: 10-2pm
Tues: 10-4pm Thur: 2-8pm Sat-Mon Closed

Librarian: Amy Gibbons Phone #: 278-5338 ext. 2

R & D STORAGE

rd-storage.com
lighted and fenced - 7 day access - now offering covered RV storage

5460 S.E. 4th Avenue
New Plymouth, ID 83655

208-707-7867
(STOR)





Public Involvement



CITY OF NEW PLYMOUTH

P.O. BOX 158
NEW PLYMOUTH, ID 83655-0158
Phone: (208)278-5338
Fax: (208) 278-5330
www.npidaho.com

Account Number: [REDACTED]
Service Address: [REDACTED]
Billing Date: 05/31/2011
Current Charges: [REDACTED]
Past Due Charges: [REDACTED]
Amount Due: [REDACTED]

Return Service Requested

[REDACTED]
NEW PLYMOUTH ID 83655-5536

CITY OF NEW PLYMOUTH
P.O. BOX 158
NEW PLYMOUTH, ID 83655-0158

Credit Card Cash Check Amount Enclosed : _____

Account Number: [REDACTED]
Service Address: [REDACTED]
Last Payment: [REDACTED]
Billing Date: 05/31/2011

[REDACTED]
NEW PLYMOUTH ID 83655-5536

Current Reading: [REDACTED]
Previous Reading: [REDACTED]
Usage: [REDACTED]

IMPORTANT MESSAGES

Irrigation is underway. Ditch rider Rod Frates 707-2027.
City clean up ended 31 May Thank you for making the city look cleaner.
6-6-11 Public hearing at city hall, 6:55pm to set rates for Bulk Water users.
Each Wednesday June 8 through July 13 - Summer reading program at New Plymouth Kiwanis Park 10-11 am ONE WORLD, MANY STORIES Different country and guest speaker each Wednesday.
6-18-11 CITY WIDE YARD SALE DURING HORSE SHOE DAZE. Pick up yard sale permit at city hall. Late comers will not be on city wide list.
6-20-11 TRANSPORTATION OPEN HOUSE for future projects will be held at the SR CITIZEN CENTER 4-6 pm, city council meeting follows at 7pm.

Services	Current	Past-Due	Balance
WATER	[REDACTED]	[REDACTED]	[REDACTED]
SEWER	[REDACTED]	[REDACTED]	[REDACTED]
GARBAGE	[REDACTED]	[REDACTED]	[REDACTED]
WATER USER FEE	[REDACTED]	[REDACTED]	[REDACTED]
SEWER USER FEE	[REDACTED]	[REDACTED]	[REDACTED]
BOND FEE	[REDACTED]	[REDACTED]	[REDACTED]
Totals :	[REDACTED]	[REDACTED]	[REDACTED]
PAST DUE DATE :			06/27/2011

This bill is due upon receipt and is past due on the 25th of the month. If past due, a \$10.00 delinquency fee will be added. If the past due amount is not paid before the 15th of the following month, service will be discontinued. A \$20.00 reconnection fee will be added if service has been disconnected.

USAGE HISTORY IN GALLONS

APR 2011	MAR 2011	FEB 2011	JAN 2011	DEC 2010	NOV 2010	OCT 2010	SEP 2010	AUG 2010	JUL 2010	JUN 2010	MAY 2010
[REDACTED]	[REDACTED]	[REDACTED]	0	0	0	0	0	0	0	0	0

This institution is an equal opportunity provider

043202-0000561



CITY OF NEW PLYMOUTH TRANSPORTATION PLAN PUBLIC INFORMATION MEETING



Date: JUNE 20, 2011
Time: From 5:00 PM to 7:00 PM
Place: Senior Citizens Center
126 N. Plymouth Avenue
New Plymouth, ID 83655

You are encouraged to attend to:

- Learn about the project and updates.
- Have questions answered about existing transportation system and future needs in the City.
- Review the proposed street circulation and pedestrian pathways.
- Review the proposed transportation projects and Functional Classification Map.
- Comment on the proposed transportation plan.



For public meeting and project information, please contact Sai Sarepalli at (208) 642-3304; by mail at PO Box 235, Payette, ID 83661; or by emailing sai@holladavengineering.com

Persons needing an interpreter or special accommodations are urged to call (208) 278-5338, Clerk/Treasurer, Leon Jensen.





City of New Plymouth
P.O. Box 158
New Plymouth, ID 83655

PLEASE
PLACE
STAMP
HERE

**PUBLIC INFORMATION MEETING
MASTER TRANSPORTATION PLAN**

When:
Monday,
June 20, 2011
5:00 p.m.—7:00 p.m.

Where:
Senior Citizens Center
126 N. Plymouth Ave.
New Plymouth, ID 83655

Idaho Transportation Department
Attn: Mark Wasdahl
PO Box 7129
Boise, ID 83707-1129

We invite you to attend!



This project will develop the city-wide transportation plan including the current system evaluation, future transportation needs assessment. Please attend this public meeting to:

- Learn about City's future transportation plans, projects, standards, and policies.
- Learn about the transportation system improvements based on future growth and needs.
- Learn about City's vision for transportation for the next 20 years.
- Review the proposed street circulation and pedestrian pathway plans.
- Review the proposed capital improvement projects.
- Get your questions answered.
- Provide community-specific input.

For more information about the public meeting, please contact:

Sai Sarepalli, P.E.,
Holladay Engineering, (208) 642-3304 or
sai@holladayengineering.com

Persons needing an interpreter or special accommodations are urged to call the City Clerk at (208) 278-5338





NEW PLYMOUTH TRANSPORTATION PLAN

PUBLIC INFORMATION MEETING SIGN IN SHEET
June 20, 2011
4 p.m. - 7 p.m.



Name	Mailing Address	Telephone # Landline & Cellular Phone	E-mail Address
Beate Ziemer	New Plymouth		beateziemer@cabloone.net
Jeremy Howell	New Plymouth		
Kyle York	New Plymouth		
Dina King	815 Holly New Plymouth	278-5053	
Dixie Dickard	817 Holly Ave New Plymouth	278-7084	
Scott Mosump	901 S Plymouth	278-0171	
Carmen Mosump	" "	" "	
Janet & Bill Wauke	218 SW Blvd NP	278-3696	
Tina & Travis Fisher	3250 S.W. 2nd Ave NP		
Leann K. Steves	6255 Bluggy Rd NP	278-5338 * 3	





NEW PLYMOUTH

MASTER TRANSPORTATION PLAN

Historical Population

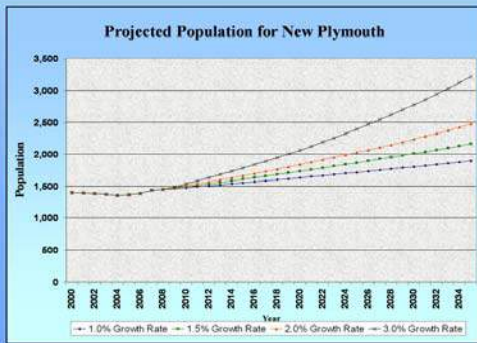
Year	Population		% Change per Year	
	New Plymouth	Payette County	New Plymouth	Payette County
1970	986	12,401		
1980	1,186	15,825	2.03	2.76
1990	1,313	16,434	1.07	0.38
2000	1,400	20,578	0.66	2.52
2001	1,393	20,848	-0.50	0.13
2002	1,388	21,059	-0.36	0.10
2003	1,375	21,253	-0.94	0.09
2004	1,355	21,297	-1.45	0.02
2005	1,369	21,675	1.03	0.18
2006	1,390	22,153	1.53	0.22
2007	1,440	22,750	3.60	0.27
2008	1,448	22,992	0.56	0.11
2009		23,099		0.05

Source: Idaho Department of Commerce

Population Projection and Growth

- New Plymouth experienced small growth over the last 5 years at an average annual growth rate of 1.68%.
- Payette County population has increased with an average annual growth rate of 0.19% in the last 5 years.
- City extended Water System improvements and Sewer Services in the southwest and northeast areas to accommodate future growth.
- New commercial developments in the City give hopes for future commercial and residential developments.
- The City's future population was projected using a reasonable annual growth rate of 1.5%, population expected to reach 2,165 by the end of 2035.

Historical and Projected Population



Population Data for Neighboring Cities

City	Published Populations			Estimated Annual Growth Rates	
	1990 Census	2000 Census	Estimated 2008	1990-2000	2000-2008
Greenleaf	648	862	893	3.3%	0.4%
Homedale	1,963	2,528	2,471	2.9%	-0.3%
New Plymouth	1,313	1,400	1,448	0.7%	0.4%
Notus	380	458	623	2.1%	4.5%
Parma	1,597	1,771	1,870	1.1%	0.7%
Wilder	1,232	1,462	1,473	1.9%	0.1%

Sources: U.S. Census Bureau, July 2008 data; 2000-2008 Population Estimates Idaho Commerce and Labor; Idaho Community Profiles

Display 1. City of New Plymouth Historical and Projected Population.





NEW PLYMOUTH

MASTER TRANSPORTATION PLAN

Intersection Analysis and Traffic Projection



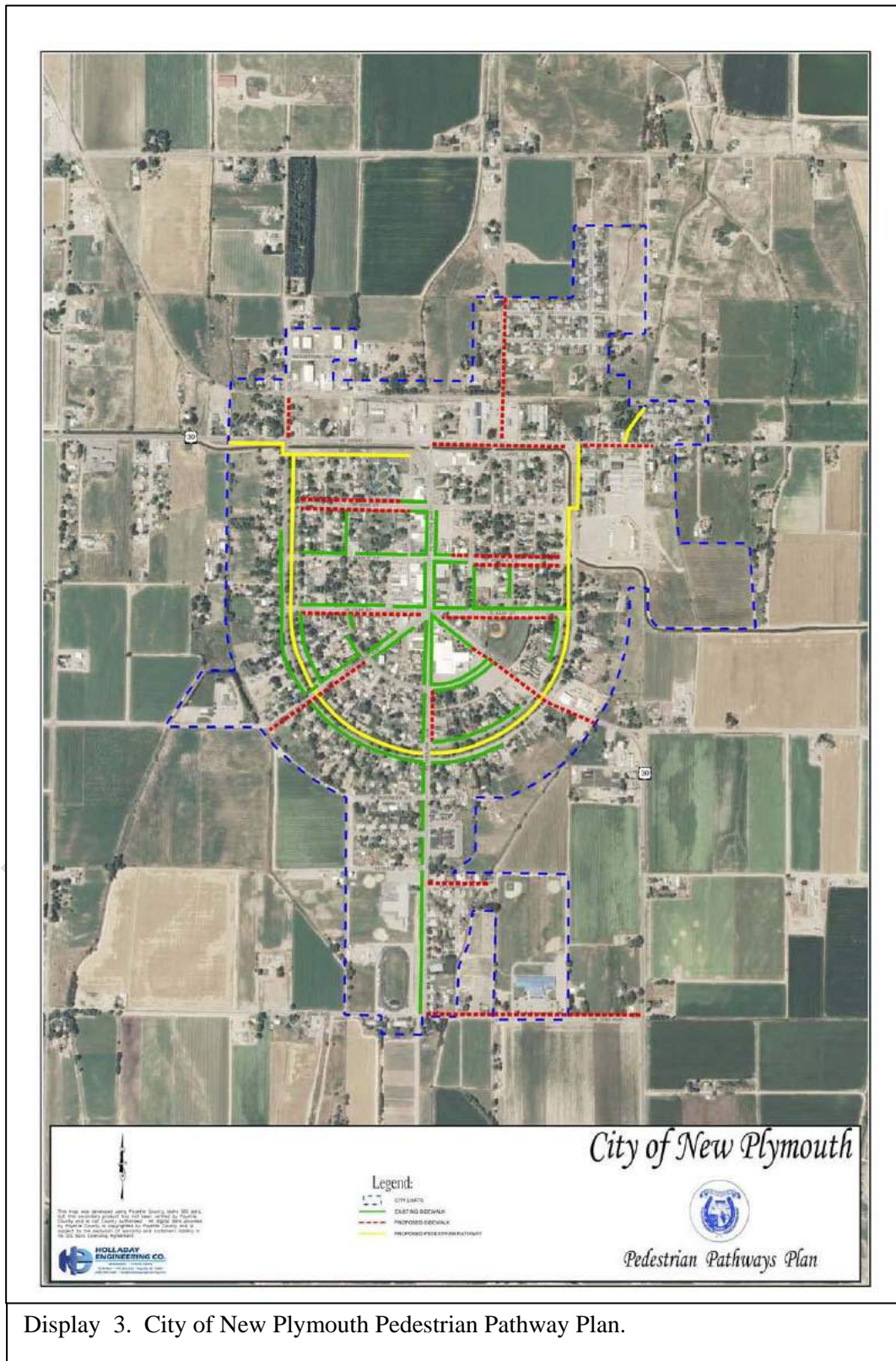
Volume	East Bound			West Bound			North Bound			South Bound			Total
	LT	THR	RT	LT	THR	RT	LT	THR	RT	LT	THR	RT	
2015	99	4	77	5	4	4	13	194	5	5	138	108	657
2020	106	5	83	6	5	5	14	208	6	6	148	116	706
2025	114	5	89	6	5	5	15	224	6	6	159	124	759
2030	123	5	96	7	5	5	16	240	7	7	171	134	816
2035	132	6	103	7	6	6	17	258	7	7	184	144	877
LOS	East Bound			West Bound			North Bound			South Bound			Total
LT	THR	RT	LT	THR	RT	LT	THR	RT	LT	THR	RT		
2015	B	B	B	B	B	B	A	A	A	A	A	A	A
2020	B	B	B	B	B	B	A	A	A	A	A	A	A
2025	B	B	B	B	B	B	A	A	A	A	A	A	A
2030	C	C	C	B	B	B	A	A	A	A	A	A	A
2035	C	C	C	B	B	B	A	A	A	A	A	A	A

Year		Street Name					Total
		Holly Avenue (Near Railroad)	S Plymouth Avenue	SW 1 st St.	West Blvd	US 30/ Plymouth Ave	
2010	Weekday	1,176	1,243	646	561		4,050
	Weekend	1,002	540	541	413		
2015	Weekday	1,264	1,336	694	603		4,354
	Weekend	1,077	581	582	444		
2020	Weekday	1,359	1,436	747	648		4,680
	Weekend	1,158	624	625	477		
2025	Weekday	1,461	1,544	803	697		5,031
	Weekend	1,245	671	672	513		
2030	Weekday	1,571	1,660	863	749		5,409
	Weekend	1,338	721	722	552		
2035	Weekday	1,688	1,784	927	805		5,814
	Weekend	1,439	775	777	593		

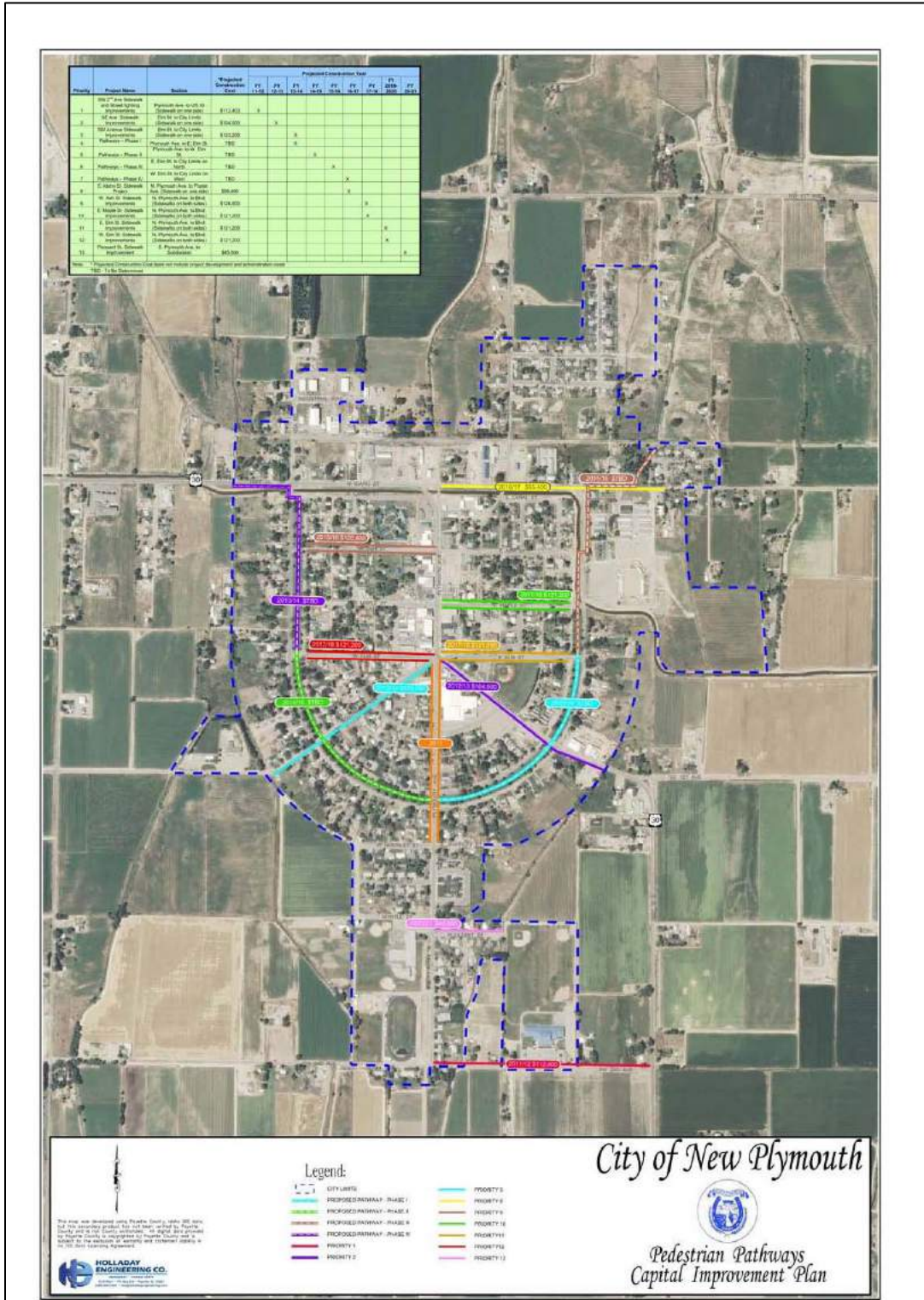


Display 2. City of New Plymouth Intersection Analysis and Traffic Projection.

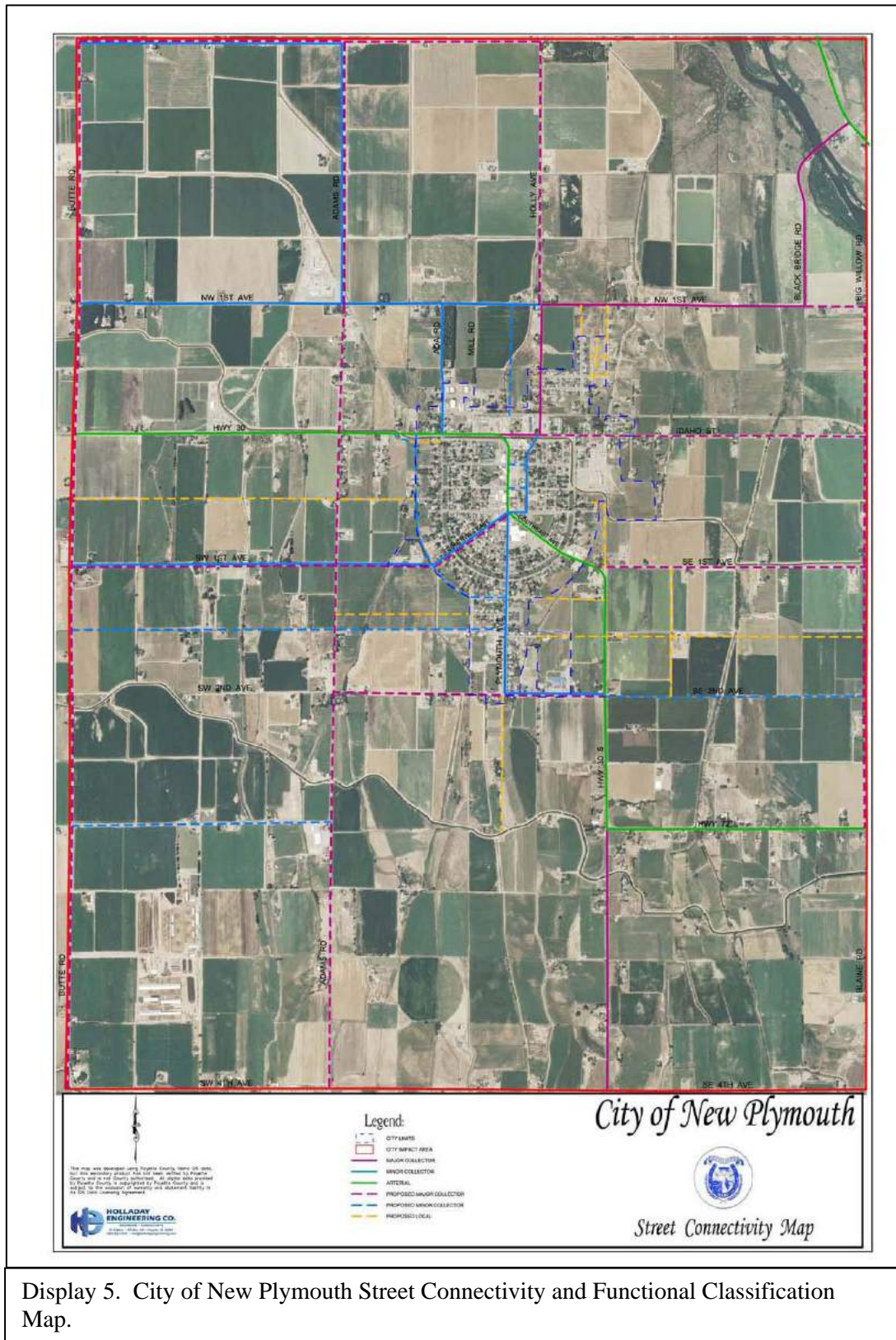




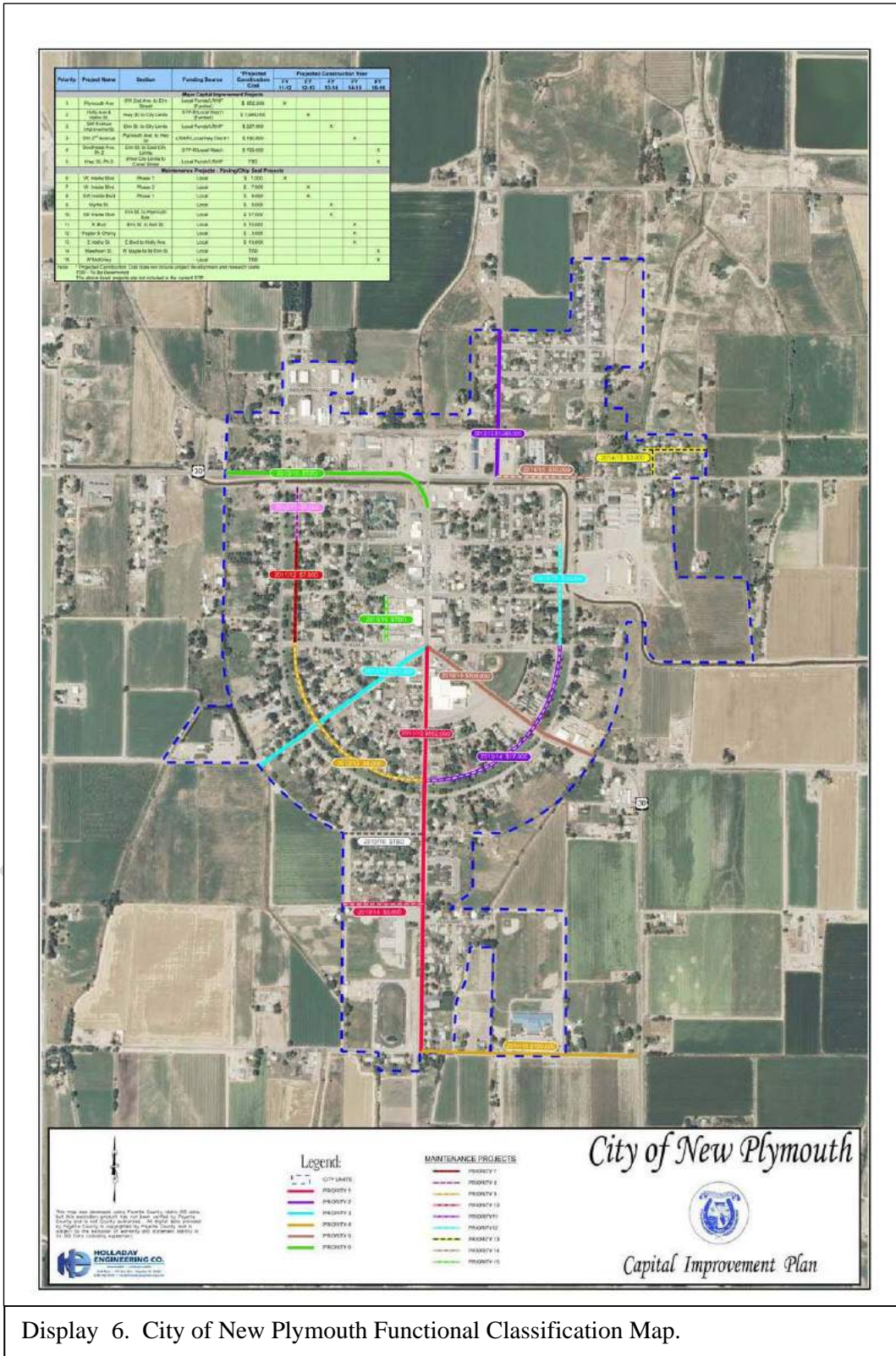
Display 3. City of New Plymouth Pedestrian Pathway Plan.



Display 4. City of New Plymouth Pedestrian Pathway Capital Improvement Plan.



Display 5. City of New Plymouth Street Connectivity and Functional Classification Map.



Display 6. City of New Plymouth Functional Classification Map.



City of New Plymouth Master Transportation Plan Comments and Feedback

Name: _____ Date _____

Organization: _____

Address: _____

City/State/Zip: _____

THANK YOU FOR YOUR INPUT!
PLEASE TYPE YOUR COMMENT IN THE BOX BELOW:

Please submit your comments NO LATER than July 6, 2011.

Comments may also be submitted through fax at (208)642-2159.

SUBMIT





Written Comment Sheet
New Plymouth Transportation Plan
June 20, 2011, Public Information Meeting

Name: _____ Date 6/20/11
Organization: _____
Address: _____
City/State: _____

THANK YOU FOR YOUR INPUT!
PLEASE PRINT COMMENTS BELOW:

Pedestrian Path Then The NP Boulevard Needs to Be Updated ASAP to get The kids off the Boulevard Roads + on to the Walk Path / Bike Path + Incorporate the Asphalt 8 Ft Wide Path Into the Park System. The Path Could be used During the Parade to Move People + Horses from the Fairground to the Parade Route. The Path Could be Used During the High School Cross Country Events. The City Could Use the The Path for A Short Marathon Event During Horse Shoe Days Also.

CONTINUE ON BACK FOR MORE SPACE

Please hand this form in at the public information meeting or submit before July 6, 2011 to:

Mary Jo Kee
Holladay Engineering Company
P.O. Box 235
Payette, ID 83661
maryjo@holladayengineering.com
Telephone: (208) 642-3304 or Fax (208) 642-2159
Comments may also be submitted electronically at:
<http://www.holladayengineering.com/>

(select tab titled "Projects", then select "Transportation Planning", then select "City of New Plymouth")

