

2011 Transportation Plan Update:

And

Additional Transportation Data

FOR:



TETON COUNTY, IDAHO

BY:
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April 20, 2011

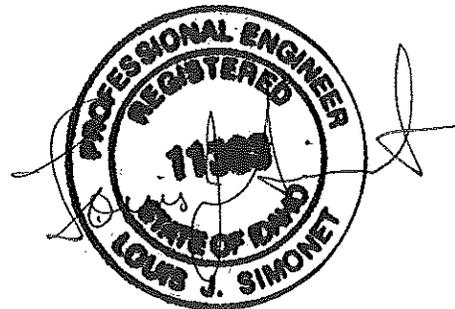


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OVERVIEW:

This transportation Plan update has been prepared to supplement the existing transportation plan completed in July 2002. This update is to add additional data to the plan without changing any of the plan directions or decisions as determined by public input for the original plan. It is highly recommended that any changes to the directions or decisions of the plan should be made in concert with land planning and public involvement should always be included.

This update consists of the following sections and a brief description of each:

1. Asset Management: An inventory of the roads both gravel and paved and the paved road condition and the probable Remaining Service Life (RSL) of the pavement, along with a proposed maintenance items and background information. Also supplied is an inventory of the existing signs in the county and their condition and location.
2. Access Management Data for the state highways (31, 32 and 33). This data should be incorporated into an Access Management Plan in the future with coordination and cooperation with the Idaho Transportation Department (ITD). There will have to be public involvement when the Access Management Plan is completed and before it is adopted by the County.
3. Road count data and map. All road count data is put in a current road name location and shown on a map. This data will be supplied so that it can be imported in the GIS data.
4. Project list: This is the list of the future projects and their probable cost for future planning.
5. Current funding options. This is a brief description of current and future funding options.

SECTION 1: ASSET MANAGEMENT

- 1.0 It is highly recommended that asset management be implemented for Teton County. Teton County has built a number of roads that have cost the public substantial amounts of money. By keeping track of the assets that the county has, and by keeping track of the condition of each asset, and then by repairing or maintaining those assets in a proactive way will reduce the overall cost of the repairs and maintenance and will reduce the amount of rebuilds that will be required over the years.
- 2.0 The first step is to determine what assets there are. In 2010, LHTAC paid for a consultant to review the County and find all of the assets with respect to the roads in the county and what signs are in the county. The consultant then took all of the data for the roads and the signs and gave it to Iworq. Iworq took it and put it in the most current map that the Teton County GIS had. Normally the consultant would generate the GIS line work for the roads and create the data, but since the county had already done this the consultant did not have to do this. By combining the data that the consultant had gathered with the GIS data IWORQ has created a map and database that can be edited, searched and displayed online.
 - 2.1 Currently the data is provided for free by Iworq and if the county needs to get the data it is always available. The data is divided into two different groups.
 - 2.1.1 Road assets
 - 2.1.2 Sign assets
 - 2.2 The road assets data consists of the following:
 - 2.2.1 Each road is divided into segments. Each segment consists of a section of a road that starts at one intersection and goes to the next intersection. Each section has specific data and that data is as follows:

User fields:

2.2.1.1 They are as follows with an explanation of each.

Field	Lookup Values	Type
Notes	Notes	text
Speed Limit	5mph increments	lookup
# of Lanes	does not include turn lanes.	numeric
Road Surface	asphalt, unpaved	lookup
Road Type	County, City	lookup

Ratings:

2.2.1.2 The ratings are as follows and are typically for paved roads.

2.2.1.2a

Fatigue Cracking			
Rating	Description	RSL	Treatment
9:HIGH-HIGH	CRACK WIDTH GREATER THAN 3/4"-MULTIPLE OR INTERCONNECTED CRACKS IN THE WHEEL PATH	0	Rebuild/Thick Overlay
8:HIGH-MED	CRACK WIDTH GREATER THAN 3/4"-MORE THAN ONE CRACK FORMING IN THE WHEEL PATH OR WITHIN 24" OF THE CURB AND GUTTER	2	Rebuild/Thick Overlay
7:HIGH-LOW	CRACK WIDTH GREATER THAN 3/4"- SINGLE CRACK FORMING IN THE WHEEL PATH OR WITHIN 12" OF THE CURB AND GUTTER	6	Patching
6:MED-HIGH	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-MORE THAN ONE CRACK FORMING IN THE WHEEL PATH OR WITHIN 24" OF THE CURB AND GUTTER	4	Rebuild/Thick Overlay

5:MED-MED	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-MORE THAN ONE CRACK FORMING IN THE WHEEL PATH OR WITHIN 24" OF THE CURB AND GUTTER	6	Overlay
4:MED-LOW	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-SINGLE CRACK FORMING IN THE WHEEL PATH OF WITHIN 12" OF THE CURB AND GUTTER	8	Chip Seal
3:LOW-HIGH	CRACK WIDTH LESS THAN 1/4"-MULTIPLE OR INTERCONNECTED CRACKS IN THE WHEEL PATH	6	Reclamite Tricor Refining
2:LOW-MED	CRACK WIDTH LESS THAN 1/4"-MORE THAN ONE CRACK FORMING IN THE WHEEL PATH OR WITHIN 24" OF THE CURB AND GUTTER	8	Reclamite Tricor Refining
1:LOW-LOW	CRACK WIDTH LESS THAN 1/4"- SINGLE CRACK FORMING IN THE WHEEL PATH OR WITHIN 12" OF THE CURB AND GUTTER	10	No Maintenance
0:NONE	THE ROAD HAS NO VISIBLE SIGNS OF FATIGUE (ALLIGATOR) CRACKING	20	No Maintenance

2.2.1.2b

Transverse Cracking

Rating	Description	RSL	Treatment
7:HIGH-LOW	CRACK WIDTH GREATER THAN 3/4"- CRACKS FORMING GREATER THAN 150 FEET APART	8	Patching
8:HIGH-MED	CRACK WIDTH GREATER THAN 3/4"-CRACKS FORMING GREATER THAN 40 FEET APART AND LESS THAN 150 FEET APART	6	Overlay
9:HIGH-HIGH	CRACK WIDTH GREATER THAN 3/4"-CRACKS FORMING LESS THAN 40 FEET APART	4	Overlay
6:MED-HIGH	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-CRACKS FORMING LESS THAN 40 FEET APART	6	Chip Seal
5:MED-MED	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-CRACKS FORMING GREATER THAN 40 FEET APART AND LESS THAN 150 FEET APART	8	Chip Seal
4:MED-LOW	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-CRACKS FORMING GREATER THAN 150 FEET APART	10	Crack Seal
3:LOW-HIGH	CRACK WIDTH LESS THAN 1/4"-CRACKS FORMING LESS THAN 40 FEET APART	8	Reclamite Tricor Refining
2:LOW-MED	CRACK WIDTH LESS THAN 1/4"-CRACKS FORMING GREATER THAN 40 FEET APART AND LESS THAN 150 FEET APART	10	Reclamite Tricor Refining
1:LOW-LOW	CRACK WIDTH LESS THAN 1/4"-CRACKS FORMING GREATER THAN 150 FEET APART	12	No Maintenance
0:NONE	No Visible Distress	20	No Maintenance

2.2.1.2c

Longitudinal Cracking

Rating	Description	RSL	Treatment
0:NONE	No visible distress	20	No Maintenance
1:LOW-LOW	CRACK WIDTH LESS THAN 1/4"-SINGLE CRACK FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	14	No Maintenance
2:LOW-MED	CRACK WIDTH LESS THAN 1/4"- TWO CRACKS FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	12	Crack Seal
3:LOW-HIGH	CRACK WIDTH LESS THAN 1/4"-MORE THAN TWO CRACKS ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	10	Chip Seal
4:MED-LOW	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"- SINGLE CRACK FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	12	Crack Seal

5:MED-MED	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-TWO CRACKS FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	10	Chip Seal
6:MED-HIGH	CRACK WIDTH GREATER THAN 1/4" AND LESS THAN 3/4"-MORE THAN TWO CRACKS FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	8	Chip Seal
7:HIGH-LOW	CRACK WIDTH GREATER THAN 3/4"-SINGLE CRACK FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	10	Patching
9:HIGH-HIGH	CRACK WIDTH GREATER THAN 3/4"-MORE THAN TWO CRACK FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	6	Overlay
8:HIGH-MED	CRACK WIDTH GREATER THAN 3/4"-TWO CRACKS FORMING ON THE FULL LENGTH OF THE ROAD SEGMENT (NOT IN THE WHEEL PATH)	8	Overlay

2.2.1.2d

Patching			
Rating	Description	RSL	Treatment
5:MED-MED	GREATER THAN 1/4" AND LESS THAN 3/4"-GREATER THAN 10% AND LESS THAN 30% OF THE SEGMENT LENGTH OR 2 TRANSVERSE UTILITY CUTS	10	Chip Seal
4:MED-LOW	GREATER THAN 1/4" AND LESS THAN 3/4"-LESS THAN 10% OF THE LENGTH OR 1 TRANSVERSE UTILITY CUT	12	No Maintenance
3:LOW-HIGH	CRACK WIDTH LESS THAN 1/4"-GREATER THAN 30% OF THE SEGMENT LENGTH OR MORE THAN 2 TRANSVERSE UTILITY CUTS	10	Reclamite Tricor Refining
2:LOW-MED	CRACK WIDTH LESS THAN 1/4"-GREATER THAN 10% AND LESS THAN 30% OF THE SEGMENT LENGTH OR 2 TRANSVERSE UTILITY CUTS	12	No Maintenance
1:LOW-LOW	CRACK WIDTH LESS THAN 1/4"-LESS THAN 10% OF THE SEGMENT LENGTH OR 1 TRANSVERSE UTILITY CUTS	14	No Maintenance
0:NONE	No visible distress	20	No Maintenance
6:MED-HIGH	GREATER THAN 1/4" AND LESS THAN 3/4"-GREATER THAN 30% OF THE SEGMENT LENGTH OR MORE THAN 2 TRANSVERSE UTILITY CUTS	8	Chip Seal
7:HIGH-LOW	CRACK WIDTH GREATER THAN 3/4"-LESS THAN 10% OF THE LENGTH OR 1 TRANSVERSE UTILITY CUT	10	Patching
8:HIGH-MED	CRACK WIDTH GREATER THAN 3/4"-GREATER THAN 10% AND LESS THAN 30% OF THE SEGMENT LENGTH OR 2 TRANSVERSE UTILITY CUTS	8	Overlay
9:HIGH-HIGH	CRACK WIDTH GREATER THAN 3/4"-GREATER THAN 30% OF THE SEGMENT LENGTH OR MORE THAN 2 TRANSVERSE UTILITY CUTS	6	Overlay

2.2.1.2e

Edge Condition			
Rating	Description	RSL	Treatment
0:NONE	No visible distress	20	No Maintenance
1:LOW-LOW	LESS THAN 6" FROM CURB OR EDGE OF ROAD-LESS THAN 10% OF THE SEGMENT LENGTH	12	Crack Seal
2:LOW-MED	LESS THAN 6" FROM CURB OR EDGE OF ROAD-GREATER THAN 10% AND LESS THAN 30% OF THE SEGMENT LENGTH	10	Crack Seal
3:LOW-HIGH	LESS THAN 6" FROM CURB OR EDGE OF ROAD-GREATER THAN 30% OF THE SEGMENT LENGTH	8	Crack Seal
4:MED-LOW	GREATER THAN 6" AND LESS THAN 18" FROM CURB OR EDGE OF ROAD-LESS THAN 10% OF THE SEGMENT LENGTH	10	Patching
5:MED-MED	GREATER THAN 6" AND LESS THAN 18" FROM CURB OR EDGE OF ROAD-GREATER THAN 10% AND LESS THAN 30% OF THE SEGMENT LENGTH	8	Patching
6:MED-HIGH	GREATER THAN 6" AND LESS THAN 18" FROM CURB OF EDGE OF ROAD-GREATER THAN 30% OF THE SEGMENT LENGTH	6	Patching

7:HIGH-LOW	GREATER THAN 18" FROM CURB OR EDGE OF ROAD-LESS THAN 10% OF THE SEGMENT LENGTH	8	Patching
8:HIGH-MED	GREATER THAN 18" FROM CURB OF EDGE OF ROAD-GREATER THAN 10% AND LESS THAN 30% OF THE SEGMENT LENGTH	6	Overlay
9:HIGH-HIGH	GREATER THAN 18" FROM CURB OR EDGE OF ROAD-GREATER THAN 30% OF THE SEGMENT LENGTH	4	Rebuild/Thick Overlay

2.2.1.2f

Rutting

Rating	Description	RSL	Treatment
3:High	3:High	4	Rebuild/Thick Overlay
0:NONE	No visible Rutting	20	No Maintenance
1:Low	1:Low	16	No Maintenance
2:Medium	2:Medium	10	Rebuild/Thick Overlay

2.2.1.2g

Roughness

Rating	Description	RSL	Treatment
0:NONE	Smooth	20	No Maintenance
1:Low	1:Low	16	No Maintenance
2:Medium	2:Medium	10	No Maintenance
3:High	3:High	4	Rebuild/Thick Overlay

Treatments:

2.2.1.3 Treatments consist of the type of maintenance or rebuild that can be completed to bring the road surface back to its original new condition or as close as possible to its original condition. Treatments also slow down the deterioration process by maintaining the surface.

Treatment	Maintenance Type	Cost/YD^2	Added Life
No Maintenance	No Maintenance	\$0.00	0
Reclamite Tricor Refining	No Maintenance	\$1.00	5
Blading	Routine	\$0.01	0
Dust Abatement	Routine	\$0.33	2
Crack Seal	Routine	\$0.05	0
Patching	Routine	\$0.30	0
Chip Seal	Preventative	\$0.90	5
Overlay	Rehabilitation	\$7.00	7
Rebuild/Thick Overlay	Reconstruction	\$20.00	20

- 2.2.1.3.1 Reclamite Tricor Refining is a spray on sealcoat that also acts as a rejuvenator for the asphalt and is applied to paved roads.
- 2.2.1.3.2 Blading is reshaping the gravel road.
- 2.2.1.3.3 Dust abatement is typically Magnesium Chloride and is spray applied and acts as a binder for gravel roads.
- 2.2.1.3.4 Crack sealing is applying a asphaltic coat to each crack after cleaning and drying of the crack. If the crack is wide enough, backing may be required. Crack sealing is applied to make sure that moisture does not intrude into the crack.
- 2.2.1.3.5 Patching removes and then replaces portions of pavement.
- 2.2.1.3.6 Chip seals apply a seal coat and then a chip coat that works as a wear surface and provides additional friction.
- 2.2.1.3.7 Overlays are provided when large sections of a road need to be repaired but the underlying layers (base and sub-base) are in good condition.
- 2.2.1.3.8 Rebuild is typically when you start over and rebuild the complete road.

Ratings and Treatments for Gravel Roads:

2.2.2 Ratings for gravel roads:

It should be noted that there could be surface conditions determined for each gravel road, for instance, corrugations, potholes, rutting etc. However, if the road is graded and shaped typically the condition of the road changes, and as the traffic of a road increases the impact and degradation of the surface condition of the gravel road can be dramatically changed based on time. In other words, one road that has a small amount of traffic, the condition of the road can remain the same for the whole year, where a road that has a large amount of traffic the surface condition can deteriorate very quickly, even within a couple of weeks. The other item that dramatically impacts the condition of the road is the moisture content. With enough water and even a little traffic the surface condition can change virtually overnight. Therefore, it is recommended that with regular maintenance of the gravel roads be based on weather, road counts and “windshield” inspections conducted by both the Road and Bridge department and the public. The gravel roads can be kept in good surface condition, without spending large quantities of time rating the surface, inputting the data in the computer and then the next week because of weather, the data is inaccurate.

2.2.3 Treatments for gravel roads.

There should be a system set up by the Road and Bridge department that incorporates the road count in to how to determine when gravel overlays would be needed. The reason for this is the study done by Larimer County Colorado, where they determined that about 2.6 tons of gravel is lost from each lane of a gravel road for each mile for each vehicle driven on the road (this number drops to 1.5 tons when the road is treated with dust abatement). This would mean that a mile of gravel road that has a 100 Average Daily Traffic (ADT) count will lose 260 tons of gravel in one year. This equates to about 173 Cubic Yards of gravel (or 17 dump truck loads) EACH YEAR! This would allow for a quick calculation

for replacement of the 4" of gravel surface based on road counts. The calculation would be as follows:

FOR A ROAD WITH NO DUST ABATEMENT:

1 mile of gravel road has about 1564CY of gravel on it.
 (= 5280*24*4/12 / 27cf/cy = 1564 CY)

2.6 ton of gravel equals about 1.7CY.
 (Amount lost for each mile for each ADT w/o dust control)

Therefore, the gravel road overlay should be completed according to the following equation:

$$\text{Years between overlays} = 1564 / (\text{ADT} * 1.7)$$

Possible gravel overlay requirements: (NO Dust abatement)

Count (ADT)	75	100	150	175	225	275	375
Years:	12	9	6	5	4	3	2

FOR A ROAD WITH DUST ABATEMENT:

1.5 tons of gravel equals about 1CY.
 (Amount lost for each mile for each ADT with dust control)

$$\text{Years between overlays} = 1564 / (\text{ADT} * 1)$$

Possible gravel overlay requirements: (With dust abatement)

Count (ADT)	100	150	200	250	300	350
Years:	16	10	8	6	5	4

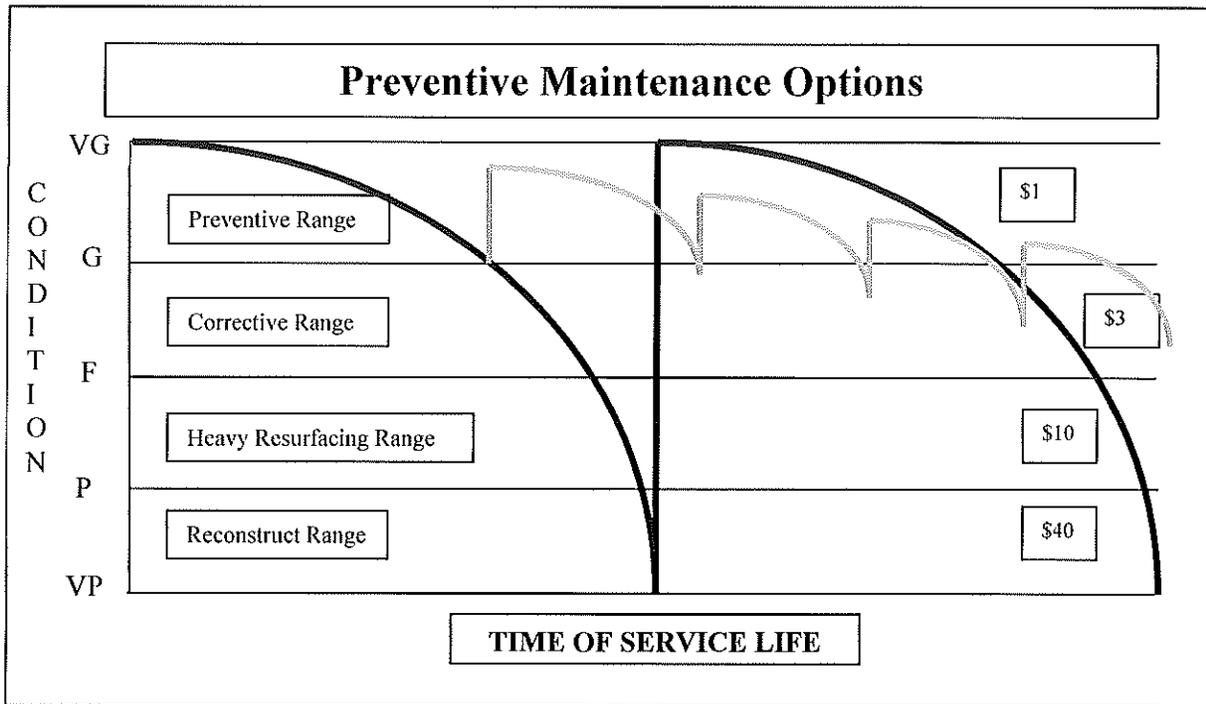
Using this as a general guideline, the roads in the County without dust abatement would require a gravel overlay about every 10 years. With a total of 218 miles of improved roads and every 10 years they need to be maintained, that means that about 22 miles of roads need to be graveled every year.

Therefore, for those roads that have a higher road count they should have dust abatement applied to reduce the amount of gravel lost, reduce the amount of grading required and the bonus is it also reduces the amount of dust!

Remaining Service Life (RSL):

- 2.2.4 Utilizing this data a rough RSL can be calculated for each road and should be utilized to determine the approximate treatment requirement and date of treatment. This is summarized in the following tables.
- 2.2.5 It should be noted that overlays occur when the RSL is 6 to 8 years, and total rebuild occurs at 0 to 2 years. This means that if there is no remaining service life then you have to rebuild the road, IT DOES NOT mean that you still have 6-8 years left before you have to do anything.
- 2.2.6 Again by completing maintenance on the roads at 6 to 8 years it can regain another 6-8 years and this process can continue as depicted in the following Figure 1. REMEMBER: CONTINUED MAINTENANCE IS CHEAPER THAN A TOTAL REBUILD.

FIGURE 1



Condition Key:
 VG – Very Good
 G – Good
 F – Fair
 P – Poor
 VP – Very Poor

COST OF GREEN LINE = 1+1+3+3 = \$8
 COST OF BLACK LINE = \$40

Pavement Condition Reports:

The following table lists all of the paved roads in the County and their RSL. Also shown is the recommended treatment, and then it is broken down further into 0-5, 6-10, 11-15 and 15 or more RSL.



Pavement Condition Report

Loc ID	Road Name	From Address	To Address	Length (ft)	Area (yd^2)	RSL	Recommended Treatment	Date
692.0	Bates Rd	BATES RD	N 4000 WEST	4394.20	13670.8	8.0	Chip Seal	8/5/2009
396.0	Bates Rd	MILEPOST 100	N 7000 W	1892.74	3785.5	6.0	Reclamite Tricor Refining	8/5/2009
61.0	Bates Rd	MILEPOST 102.183	S 5000 W	877.47	0.0	6.0	Patching	8/5/2009
260.0	Bates Rd	MILEPOST 116.4	MILEPOST 116.8	2296.93	7146.0	10.0	No Maintenance	8/5/2009
233.0	Bates Rd	MILEPOST 116.8	CITY LIMIT	491.38	1528.7	10.0	No Maintenance	8/5/2009
414.0	Bates Rd	MILEPOST 99.75	MILEPOST 99.84	555.00	1295.0	8.0	Crack Seal	8/5/2009
415.0	Bates Rd	MILEPOST 99.84	MILEPOST 99.95	545.20	1272.1	8.0	Reclamite Tricor Refining	8/5/2009
397.0	Bates Rd	MILEPOST 99.95	MILEPOST 100	209.10	487.9	8.0	Reclamite Tricor Refining	8/5/2009
693.0	Bates Rd	N 4000 WEST	MILEPOST 116.4	14639.85	45546.2	10.0	No Maintenance	8/5/2009
395.0	Bates Rd	N 7000 W	S 6000 W	5271.47	13178.7	10.0	Patching	8/5/2009
60.0	Bates Rd	PRIVATE DR	WEST MEADOWS DR	961.91	2404.8	8.0	Patching	8/5/2009
388.0	Bates Rd	S 5000 W	S 5000 W	818.14	2045.3	8.0	Patching	8/5/2009
393.0	Bates Rd	S 6000 W	PRIVATE DR	2657.45	6643.6	6.0	Patching	8/5/2009
191.0	Bates Rd	WEST MEADOWS DR	MILEPOST 102.183	752.67	1881.7	8.0	Patching	8/5/2009
281.0	Cemetery Rd	ASPEN POINTE	PRIVATE DR	632.18	1580.5	10.0	Patching	8/14/2009
280.0	Cemetery Rd	PRIVATE DR	1000 EAST	1309.74	3274.4	10.0	Patching	8/14/2009
126.0	Cemetery Rd	SKI HILL RD	ASPEN POINTE	689.68	1724.2	6.0	Overlay	8/14/2009
235.0	E 2000 S	COPPERWOOD DR	S 1000 E	3762.80	8779.9	8.0	Patching	8/12/2009
547.0	E 2000 S	IRON WOOD DR	COPPERWOOD DR	1336.88	3119.4	8.0	Patching	8/12/2009
546.0	E 2000 S	MILEPOST 100.473	IRON WOOD DR	210.01	490.0	8.0	Patching	8/12/2009

542.0	E 2000 S	S 1000 E	S 1500 E	2689.55	6275.6	8.0	Patching	8/12/2009
656.0	E 2000 S	S 1500 E	S 1750 E	1301.25	3036.2	8.0	Crack Seal	8/12/2009
655.0	E 2000 S	S 1750 E	STATELINE	5213.98	12165.9	8.0	Overlay	8/12/2009
2004.0	E 250 S	MILEPOST 107.656	MILEPOST 108.189	0.00	0.0	8.0	Reclamite Tricor Refining	8/11/2009
337.0	E 2500 N	PRIVATE DR		2666.40	6221.6	14.0	No Maintenance	9/10/2009
137.0	E 2500 N	PRIVATE DR	GRAND TETON RD	1366.22	3187.8	20.0	No Maintenance	9/10/2009
134.0	E 2500 N	PRIVATE DR	PRIVATE DR	1781.75	4157.4	16.0	No Maintenance	9/10/2009
135.0	E 2500 N	PRIVATE DR	PRIVATE DR	769.19	1794.8	16.0	No Maintenance	9/10/2009
136.0	E 2500 N	PRIVATE DR	PRIVATE DR	877.18	2046.7	16.0	No Maintenance	9/10/2009
282.0	E 2500 N	PRIVATE DR	PRIVATE DR	1032.19	2408.4	16.0	No Maintenance	9/10/2009
658.0	E 3000 S	1000 EAST	1750 EAST	3966.44	8814.3	10.0	Crack Seal	8/12/2009
657.0	E 3000 S	1750 EAST	2000 EAST	1336.63	2970.3	10.0	Crack Seal	8/12/2009
101.0	E 3000 S	2000 EAST	UNPAVED RD	3953.86	8786.4	8.0	Patching	8/12/2009
266.0	E 3000 S	PRIVATE	1000 EAST	2034.64	4521.4	14.0	No Maintenance	8/12/2009
611.0	E 3000 S	PRIVATE DR	PRIVATE DR	2633.35	5851.9	8.0	Patching	8/12/2009
612.0	E 3000 S	SLINGER COURT	PRIVATE DR	662.39	1472.0	8.0	Patching	8/12/2009
706.0	E 5000 S	1000 EAST	SKYLINE LOOP	1678.39	4102.7	6.0	Reclamite Tricor Refining	8/12/2009
704.0	E 5000 S	2000 EAST	HIGHLAND WAY	2046.29	5002.0	10.0	Crack Seal	8/12/2009
630.0	E 5000 S	AVALANCHE CIRCLE	SKI MEISTER TRAIL	1006.45	2460.2	10.0	Crack Seal	8/12/2009
597.0	E 5000 S	DEER RIDGE TRAIL	1000 EAST	1026.96	2510.3	10.0	Crack Seal	8/12/2009
629.0	E 5000 S	FOX CREEK HOLLOW DR	AVALANCH E CIRCLE	590.98	1444.6	8.0	Crack Seal	8/12/2009
628.0	E 5000 S	MILEPOST 100.503	FOX CREEK HOLLOW DR	652.88	1595.9	8.0	Crack Seal	8/12/2009
703.0	E 5000 S	OVERLOOK WAY	2000 EAST	855.41	2091.0	6.0	Patching	8/12/2009
598.0	E 5000 S	PINNACLE TRAIL	DEER RIDGE TRAIL	287.56	702.9	10.0	Crack Seal	8/12/2009
96.0	E 5000 S	PRIVATE DR	PINNACLE TRAIL	1404.21	3432.5	8.0	Crack Seal	8/12/2009
631.0	E 5000 S	SKI MEISTER TRAIL	PRIVATE DR	368.49	900.8	8.0	Crack Seal	8/12/2009
707.0	E 5000 S	SKYLINE LOOP	WINDERME RE LN	1561.65	3817.4	6.0	Reclamite Tricor Refining	8/12/2009

708.0	E 5000 S	WINDERMER E LN	OVERLOOK WAY	534.73	1307.1	6.0	Overlay	8/12/2009
471.0	E 6000 N	BASELINE RD	MILE POST 100.6	5241.98	11648.8	6.0	Patching	9/10/2009
215.0	E 6000 S	CLUBHOUSE DR	COYOTE DR	96.80	263.5	20.0	No Maintenance	8/7/2009
833.0	E 6000 S	COYOTE DR	RANGE CHANGE	301.92	821.9	20.0	No Maintenance	8/7/2009
836.0	E 6000 S	PRIVATE DR	PRIVATE DR	723.15	1968.6	20.0	No Maintenance	8/7/2009
110.0	E 6000 S	PRIVATE DR	PRIVATE DR	1355.39	3689.7	20.0	No Maintenance	8/7/2009
214.0	E 6000 S	PRIVATE DR	PRIVATE DR	554.74	1510.1	20.0	No Maintenance	8/7/2009
111.0	E 6000 S	PRIVATE DR	S 750 E	188.77	513.9	20.0	No Maintenance	8/7/2009
834.0	E 6000 S	RANGE CHANGE	STORM VIEW LOOP	631.91	1720.2	20.0	No Maintenance	8/7/2009
835.0	E 6000 S	STORM VIEW LOOP	PRIVATE DR	208.64	568.0	20.0	No Maintenance	8/7/2009
794.0	E 7000 N	PRIVATE DR	PRIVATE DR	962.48	2031.9	10.0	Crack Seal	9/10/2009
276.0	E 7000 N	PRIVATE DR	PRIVATE DR	432.20	912.4	10.0	Crack Seal	9/10/2009
793.0	E 7000 N	PRIVATE DR	PRIVATE DR	1734.10	3660.9	10.0	Crack Seal	9/10/2009
150.0	E 9500 S	PRIVATE RD	HIGHWAY	1188.32	3102.8	6.0	Patching	8/7/2009
184.0	E 9500 S	TARGHEE TRAIL	PRIVATE RD	751.26	1961.6	8.0	Crack Seal	8/7/2009
410.0	LeGrand Pierre Ave	MILEPOST 100.464	TO UNPAVED RD	536.64	1252.2	4.0	Rebuild/Thick Overlay	8/14/2009
423.0	LeGrand Pierre Ave	TO PAVED RD	TO UNPAVED RD	380.34	1563.6	20.0	No Maintenance	8/14/2009
306.0	Little Pine Ln	A PAVEMENT RD	HIGHWAY	1998.97	5330.6	8.0	Chip Seal	8/5/2009
515.0	N 3000 W	4000 N	PRIVATE DR	1042.80	2896.7	10.0	Patching	9/1/2009
609.0	N 3000 W	GOOSEBER RY RD	PRIVATE DR	2699.77	7499.4	10.0	Crack Seal	9/1/2009
354.0	N 3000 W	HIGHWAY 33	7000 N	523.53	1512.4	8.0	Patching	9/10/2009
506.0	N 3000 W	PRIVATE DR	GOOSEBER RY RD	1974.30	5484.2	10.0	Patching	9/1/2009
610.0	N 3000 W	PRIVATE DR	HIGHWAY 33	2625.87	7294.1	14.0	No Maintenance	9/1/2009
690.0	N 3000 W	PRIVATE DR	PRIVATE DR	1514.36	4206.6	20.0	No Maintenance	9/1/2009
118.0	N 3000 W	PRIVATE DR	PRIVATE DR	356.95	991.5	16.0	No Maintenance	9/1/2009

263.0	N 500 W	5750 N	LEE MEADOWS LN	1810.51	4828.0	14.0	No Maintenance	9/9/2009
791.0	N 500 W	6500 N	7000 N	2652.90	7074.4	14.0	No Maintenance	9/9/2009
790.0	N 500 W	7000 N	SANDCRANE LN	4037.50	10766.7	10.0	Chip Seal	9/9/2009
176.0	N 500 W	8750 N	9100 N	1981.39	5283.7	8.0	Crack Seal	9/9/2009
177.0	N 500 W	9100 N	HORSESHOE LN	1478.34	3942.2	6.0	Patching	9/9/2009
174.0	N 500 W	HIGHWAY 33	5750 N	818.70	2183.2	10.0	Crack Seal	9/9/2009
129.0	N 500 W	HORSESHOE LN	10000 N	2062.15	5499.1	6.0	Patching	9/9/2009
262.0	N 500 W	LEE MEADOWS LN	6500 N	2153.52	5742.7	14.0	No Maintenance	9/9/2009
130.0	N 500 W	PRIVATE DR	8750 N	907.37	2419.7	8.0	Patching	9/9/2009
468.0	N 500 W	SANDCRANE LN	UNKNOWN	2051.73	5471.3	6.0	Patching	9/9/2009
195.0	N 500 W	UNKNOWN	PRIVATE DR	711.61	1897.6	14.0	No Maintenance	9/9/2009
264.0	N 500 W	UNKNOWN	UNKNOWN	949.55	2532.1	10.0	Patching	9/9/2009
399.0	N 7000 W	BATES	PRIVATE DR	3179.82	6889.6	8.0	Overlay	9/1/2009
731.0	N 7000 W	PRIVATE	1000 N	1549.34	3356.9	12.0	No Maintenance	9/1/2009
488.0	N 8000 W	4000 N	PRIVATE DR	5269.10	11123.7	12.0	No Maintenance	9/1/2009
470.0	N Baseline Rd	5750 N	6000 N	1198.14	2662.5	10.0	Patching	9/10/2009
2006.0	N STATELINE	MILEPOST 105.846	SKI HILL RD	0.00	0.0	8.0	Reclamite Tricor Refining	8/12/2009
402.0	Old Horseshoe Rd	1000 NORTH	SILVER PINE TRAIL	4040.93	9428.8	8.0	Crack Seal	8/13/2009
218.0	Old Horseshoe Rd	PRIVATE DR	OLD HORSESHOE RD	4803.81	11208.9	8.0	Patching	8/13/2009
314.0	Old Horseshoe Rd	SILVER PINE TRAIL	PRIVATE DR	8193.25	19117.6	8.0	Chip Seal	8/13/2009
113.0	Old Jackson Hwy	E 1080 S	PRIVATE RD	2256.47	5891.9	12.0	No Maintenance	8/10/2009
645.0	Old Jackson Hwy	E 950 S	MT OLIVER ST	2449.41	6395.7	20.0	No Maintenance	8/10/2009
643.0	Old Jackson Hwy	EDGEWOOD LN	E 950 S	1003.55	2620.4	20.0	No Maintenance	8/10/2009
772.0	Old Jackson Hwy	GAME CREEK LN	MILEPOST 101.390	912.43	2382.4	10.0	No Maintenance	8/10/2009
818.0	Old Jackson Hwy	MILEPOST 100.5	E 1080 S	653.34	1705.9	14.0	No Maintenance	8/10/2009

568.0	Old Jackson Hwy	MILEPOST 101.390	PRIVATE RD	3666.30	9573.1	12.0	No Maintenance	8/10/2009
587.0	Old Jackson Hwy	MILEPOST 102.989	VICTOR CEMETARY RD	510.64	1333.4	20.0	No Maintenance	8/10/2009
589.0	Old Jackson Hwy	MT OLIVER ST	VILLAGE WAY	330.44	862.8	20.0	No Maintenance	8/10/2009
569.0	Old Jackson Hwy	PRIVATE RD	EDGEWOOD LN	561.52	1466.2	12.0	No Maintenance	8/10/2009
773.0	Old Jackson Hwy	PRIVATE RD	GAME CREEK LN	895.49	2338.2	20.0	No Maintenance	8/10/2009
586.0	Old Jackson Hwy	VILLAGE WAY	MILEPOST 102.989	378.70	988.8	20.0	No Maintenance	8/10/2009
444.0	Old Jackson Hwy	VILLAGE WAY	RED MOUNTAIN WAY	429.57	1121.7	12.0	Crack Seal	8/10/2009
324.0	Quaking Aspen Dr	SKI HILL RD	SKI HILL RD	2103.94	4441.6	20.0	No Maintenance	8/13/2009
285.0	S 1000 E	DRIGGS CENTRE DR	CEMETERY RD	1555.95	3976.3	6.0	Patching	8/11/2009
538.0	S 1000 E	E 2000 S	W 1750 S	1317.97	3368.1	8.0	Patching	8/11/2009
537.0	S 1000 E	E 350 S	DRIGGS CENTRE DR	430.49	1100.1	8.0	Crack Seal	8/11/2009
536.0	S 1000 E	E 480 S	E 350 S	680.60	1739.3	8.0	Reclamite Tricor Refining	8/11/2009
788.0	S 1000 E	E 860 S	TEAGUE AVE	691.43	0.0	6.0	Patching	8/11/2009
733.0	S 1000 E	PRIVATE DR	W 1000 S	2330.81	5956.5	8.0	Overlay	8/11/2009
229.0	S 1000 E	TEAGUE AVE	E 480 S	968.01	2473.8	10.0	No Maintenance	8/11/2009
230.0	S 1000 E	W 1000 S	E 860 S	637.22	1628.5	8.0	Patching	8/11/2009
539.0	S 1000 E	W 1750 S	PRIVATE DR	1663.30	4250.7	8.0	Reclamite Tricor Refining	8/11/2009
650.0	S 1000 W	5500 SOUTH	ELK THISTLE DR	1672.96	3531.8	12.0	No Maintenance	8/12/2009
93.0	S 1000 W	ELK THISTLE DR	THISTLE CREEK DR	639.26	1349.6	14.0	No Maintenance	8/12/2009
686.0	S 1000 W	MILEPOST 100.606	W 9500 S	4106.02	9124.5	10.0	Chip Seal	8/7/2009
582.0	S 1000 W	PEAK VIEW ESTATES	RIVER MEADOWS DR	403.48	851.8	20.0	No Maintenance	8/12/2009
114.0	S 1000 W	PRIVATE DR	MILEPOST 100.606	1587.81	3528.5	10.0	Patching	8/7/2009
92.0	S 1000 W	THISTLE CREEK DR	PEAK VIEW ESTATES	1108.93	2341.1	20.0	No Maintenance	8/12/2009

356.0	S 1750 W	SKUNK SPRINGS LN	ENDS BY PAVEMENT NO THRU TRAFFIC	745.65	1574.2	20.0	No Maintenance	8/11/2009
663.0	S 2000 W	HIGHWAY	TO UNPAVED RD	3138.43	8717.9	20.0	No Maintenance	8/5/2009
81.0	S 4500 W	PRIVATE DR	AN UNPAVED RD	1902.50	5073.3	20.0	No Maintenance	8/5/2009
294.0	S 4500 W	PRIVATE DR	PRIVATE DR	1282.42	3419.8	10.0	Crack Seal	8/5/2009
82.0	S 4500 W	S 4500 WEST	W 7000 SOUTH	3180.51	8481.4	8.0	Patching	8/5/2009
293.0	S 4500 W	W 5750 SOUTH	PRIVATE DR	1331.53	3550.8	10.0	Crack Seal	8/5/2009
784.0	S 4500 W	W 6250 SOUTH	W 5750 SOUTH	2679.50	7145.3	10.0	Crack Seal	8/5/2009
785.0	S 4500 W	W 6750 SOUTH	W 6250 SOUTH	2630.86	7015.6	10.0	Crack Seal	8/5/2009
555.0	S 4500 W	W 7000 SOUTH	W 6750 SOUTH	1303.41	3475.7	8.0	Patching	8/5/2009
64.0	S 5000 W	DRIVEWAY	W 3000 SOUTH	1654.80	3677.3	8.0	Crack Seal	8/5/2009
662.0	S 5000 W	MILEPOST 108.44	PRIVATE DR	547.17	1945.5	10.0	Crack Seal	8/5/2009
387.0	S 5000 W	MILEPOST 112.38	BATES RD	1194.50	3716.2	10.0	Reclamite Tricor Refining	8/5/2009
661.0	S 5000 W	PRIVATE DR	WEST VALLEY DR	102.98	366.2	8.0	Crack Seal	8/5/2009
390.0	S 5000 W	W 1000 SOUTH	MILEPOST 112.38	4569.70	14216.9	10.0	Reclamite Tricor Refining	8/5/2009
385.0	S 5000 W	W 1250 SOUTH	W 1000 SOUTH	1324.06	2942.3	8.0	Patching	8/5/2009
381.0	S 5000 W	W 2000 SOUTH	W 1250 SOUTH	3977.77	8839.5	10.0	Patching	8/5/2009
382.0	S 5000 W	W 2250 SOUTH	W 2000 SOUTH	1317.12	2926.9	8.0	Patching	8/5/2009
63.0	S 5000 W	W 3000 SOUTH	W 2250 SOUTH	3979.98	8844.4	6.0	Patching	8/5/2009
660.0	S 5000 W	WEST VALLEY DR	DRIVEWAY	2877.69	6394.9	8.0	Reclamite Tricor Refining	8/5/2009
641.0	S Stateline Rd	E 1000 S	MILEPOST 103.121	5254.92	12261.5	8.0	Chip Seal	8/12/2009
544.0	S Stateline Rd	E 2000 S	E 1000 S	5321.07	12711.4	8.0	Reclamite Tricor Refining	8/12/2009
752.0	S Stateline Rd	MILEPOST 103.121	E 250 N	1331.37	3106.5	8.0	Crack Seal	8/12/2009
778.0	Shadowmoon Ln	SKI HILL RD	N STATELINE	874.69	2235.3	8.0	Chip Seal	8/12/2009
327.0	Ski Hill Rd	BEAR LN	REDTAIL DR	2377.12	10829.1	8.0	Crack Seal	8/13/2009

155.0	Ski Hill Rd	CEMETERY RD	PRIVATE DR	725.84	3467.9	8.0	Reclamite Tricor Refining	8/13/2009
316.0	Ski Hill Rd	FIFTH ST	MILEPOST 187.365	505.69	1910.4	20.0	No Maintenance	8/14/2009
332.0	Ski Hill Rd	GRAND TETON DR	TARGHEE RIDGE RD	1331.51	4290.4	10.0	Crack Seal	8/13/2009
766.0	Ski Hill Rd	MILEPOST 102.086	SOARING FLIGHT CIR	727.06	2342.8	10.0	Crack Seal	8/13/2009
317.0	Ski Hill Rd	MILEPOST 187.365	TETON VALLEY CABINS	527.28	1992.0	10.0	Patching	8/14/2009
321.0	Ski Hill Rd	MILEPOST 187.62	CEMETARY RD	827.29	7813.3	8.0	Patching	8/14/2009
326.0	Ski Hill Rd	POWDER VALLEY RD	BEAR LN	394.16	1270.1	8.0	Crack Seal	8/13/2009
434.0	Ski Hill Rd	PRIVATE DR	PRIVATE DR	602.11	2140.9	8.0	Patching	8/13/2009
435.0	Ski Hill Rd	PRIVATE DR	QUAKING ASPEN DR	749.45	2414.9	8.0	Patching	8/13/2009
330.0	Ski Hill Rd	PRIVATE DR	RAINBOW DR	134.79	434.3	8.0	Crack Seal	8/13/2009
325.0	Ski Hill Rd	QUAKING ASPEN DR	POWDER VALLEY RD	143.55	462.6	8.0	Crack Seal	8/13/2009
322.0	Ski Hill Rd	QUAKING ASPEN DR	QUAKING ASPEN DR	1569.93	5058.7	8.0	Crack Seal	8/13/2009
329.0	Ski Hill Rd	RAINBOW DR	REDTAIL DR	1633.36	5263.0	8.0	Patching	8/13/2009
781.0	Ski Hill Rd	RED FOX RD	SHADOWMOON LN	679.73	2190.2	10.0	Crack Seal	8/13/2009
331.0	Ski Hill Rd	REDTAIL DR	GRAND TETON DR	496.82	1600.9	8.0	Patching	8/13/2009
328.0	Ski Hill Rd	REDTAIL DR	PRIVATE DR	535.53	1725.6	8.0	Crack Seal	8/13/2009
779.0	Ski Hill Rd	SHADOWMOON LN	STATELINE RD	1124.12	3622.2	10.0	Crack Seal	8/13/2009
335.0	Ski Hill Rd	SOARING FLIGHT CIR	W PIONEER TRAIL	646.66	2083.7	10.0	Crack Seal	8/13/2009
333.0	Ski Hill Rd	TARGHEE RIDGE RD	MILEPOST 102.086	319.09	1028.2	10.0	Crack Seal	8/13/2009
320.0	Ski Hill Rd	TETON VALLEY CABINS	MILEPOST 187.62	826.45	2663.0	20.0	No Maintenance	8/14/2009
771.0	Ski Hill Rd	W PIONEER TRAIL	RED FOX RD	1371.57	4419.5	10.0	Crack Seal	8/13/2009
334.0	Soaring Flight Cir	MILEPOST 100	SKI HILL RD	96.56	193.1	20.0	No Maintenance	8/13/2009
443.0	Victor Cemetery Rd	MT OLIVER ST	PRIVATE DR	163.75	454.9	20.0	No Maintenance	8/10/2009

588.0	Victor Cemetery Rd	OLD JACKSON HIGHWAY	PRIVATE DR	153.63	426.7	20.0	No Maintenance	8/10/2009
442.0	Victor Cemetery Rd	PRIVATE DR	MT OLIVER ST	170.42	473.4	10.0	Patching	8/10/2009
291.0	Victor Cemetery Rd	PRIVATE DR	PRIVATE DR	177.73	493.7	20.0	No Maintenance	8/10/2009
439.0	Victor Cemetery Rd	PRIVATE DR	RED MT RD	401.40	1115.0	20.0	No Maintenance	8/10/2009
438.0	Victor Cemetery Rd	PRIVATE DR	VILLAGE CT	176.16	489.3	10.0	Patching	8/10/2009
440.0	Victor Cemetery Rd	RED MT RD	PRIVATE DR	168.99	469.4	20.0	No Maintenance	8/10/2009
441.0	Victor Cemetery Rd	VILLAGE CT	PRIVATE DR	191.54	532.1	20.0	No Maintenance	8/10/2009
732.0	W 1000 N	7000 W	HORSESHOE CREEK RANCH	690.64	1649.9	20.0	No Maintenance	9/1/2009
400.0	W 1000 N	HORSESHOE CREEK RANCH	OLD HORSESHOE RD	1234.84	2949.9	20.0	No Maintenance	9/1/2009
45.0	W 10000 N		500 W	1604.90	3031.5	6.0	Patching	9/9/2009
574.0	W 2000 S	HIGHWAY	MOUNTAIN MEADOW RANCHES	1887.76	4404.8	8.0	Patching	8/12/2009
545.0	W 2000 S	MOUNTAIN MEADOW RANCHES	MILEPOST 100.473	613.71	1432.0	8.0	Patching	8/12/2009
339.0	W 2500 N	HIGHWAY 33	PRIVATE DR	2626.66	6128.9	14.0	No Maintenance	9/10/2009
621.0	W 3000 S	500 WEST	HIGHWAY 33	170.64	360.2	10.0	Patching	8/12/2009
575.0	W 3000 S	HIGHWAY 33	LONE COWBOY RD	1638.61	3641.3	8.0	Patching	8/12/2009
102.0	W 3000 S	LONE COWBOY RD	SLINGER COURT	872.25	1938.3	8.0	Crack Seal	8/12/2009
374.0	W 3500 S	500 WEST	HIGHWAY 33	170.42	388.2	10.0	Patching	8/12/2009
507.0	W 4000 N	4250 W	SADDLE HORN TRAIL	1667.75	3891.4	10.0	No Maintenance	9/1/2009
51.0	W 4000 N	4500 W	4250 W	1325.73	3093.4	10.0	Crack Seal	9/1/2009
460.0	W 4000 N	5000 W	PRIVATE DR	1211.06	2825.8	10.0	Chip Seal	9/1/2009
502.0	W 4000 N	5750 W	RUSKIN LN	1918.67	4476.9	8.0	Reclamite Tricor Refining	9/1/2009
499.0	W 4000 N	6750 W	PRIVATE DR	2586.57	6035.3	6.0	Overlay	9/1/2009
495.0	W 4000 N	7000 W	6750 W	1324.74	3091.1	10.0	Patching	9/1/2009
490.0	W 4000 N	8000 W	7000 W	5285.32	12332.4	10.0	Chip Seal	9/1/2009
744.0	W 4000 N	PACKSADDL	PRIVATE DR	821.09	1915.9	8.0	Crack Seal	9/1/2009

		E RD						
514.0	W 4000 N	PRIVATE DR	3000 W	1039.71	2426.0	10.0	Reclamite Tricor Refining	9/1/2009
50.0	W 4000 N	PRIVATE DR	4500 W	1431.01	3339.0	10.0	Crack Seal	9/1/2009
500.0	W 4000 N	PRIVATE DR	5750 W	2688.34	6272.8	8.0	Reclamite Tricor Refining	9/1/2009
487.0	W 4000 N	PRIVATE DR	8000 W	4466.13	10421.0	10.0	Crack Seal	9/1/2009
459.0	W 4000 N	RUSKIN LN	5000 W	2094.31	4886.7	10.0	Crack Seal	9/1/2009
508.0	W 4000 N	SADDLE HORN TRAIL	PRIVATE DR	3886.01	9067.4	8.0	Reclamite Tricor Refining	9/1/2009
373.0	W 4000 S	500 WEST	HIGHWAY 33	168.31	355.3	10.0	Patching	8/11/2009
75.0	W 4000 S	W 4000 SOUTH	WEST VALLEY DR	1825.93	4463.4	6.0	Overlay	8/5/2009
73.0	W 4000 S	WEST VALLEY DR	MILEPOST 108.44	772.57	2746.9	8.0	Crack Seal	8/5/2009
700.0	W 5000 S	400 WEST	PINE DR	536.50	1311.4	4.0	Rebuild/Thick Overlay	8/12/2009
95.0	W 5000 S	500 WEST	HIGHWAY 33	171.39	390.4	10.0	Patching	8/12/2009
304.0	W 5000 S	COUNTRY CLUB DR	MILEPOST 100.503	469.45	1147.5	6.0	Overlay	8/12/2009
303.0	W 5000 S	FOX CREEK DR	COUNTRY CLUB DR	657.22	1606.5	6.0	Overlay	8/12/2009
549.0	W 5000 S	HIGHWAY 33	400 WEST	468.70	1145.7	4.0	Rebuild/Thick Overlay	8/12/2009
701.0	W 5000 S	PINE DR	FOX CREEK DR	374.78	916.1	20.0	No Maintenance	8/12/2009
548.0	W 5500 S	S 1000 W	W BRIDGER DR	857.34	1714.7	10.0	Reclamite Tricor Refining	8/11/2009
647.0	W 5500 S	S 500 W	HIGHWAY	168.82	375.2	8.0	Reclamite Tricor Refining	8/11/2009
646.0	W 5500 S	W BRIDGER DR	S 500 W	1801.48	4003.3	8.0	Reclamite Tricor Refining	8/11/2009
7.0	W 5750 N	500 W	BASELINE RD	2656.77	5903.9	6.0	Patching	9/10/2009
108.0	W 6000 S	FOX MEADOWS	S 1000 W	1633.62	3811.8	16.0	No Maintenance	8/7/2009
107.0	W 6000 S	FOX SPRINGS DR	FOX MEADOWS D	1391.64	3247.2	16.0	No Maintenance	8/7/2009
370.0	W 6000 S	HIGHWAY	PRIVATE DR	686.74	1869.5	20.0	No Maintenance	8/7/2009
311.0	W 6000 S	PRIVATE DR	PRIVATE DR	479.02	1304.0	20.0	No Maintenance	8/7/2009
310.0	W 6000 S	PRIVATE DR	VICTOR MEADOWS DR	1006.83	2740.8	20.0	No Maintenance	8/7/2009
368.0	W 6000 S	S 1000 W	S 500 W	2653.61	6191.7	14.0	No Maintenance	8/7/2009
369.0	W 6000 S	S 500 W	HIGHWAY	167.39	390.6	16.0	No Maintenance	8/7/2009
109.0	W 6000 S	VICTOR MEADOWS	CLUBHOUSE DR	317.55	864.4	20.0	No Maintenance	8/7/2009

792.0	W 7000 N	500 W	PRIVATE DR	2636.55	5566.0	10.0	Crack Seal	9/10/2009
366.0	W 7000 S	1000 WEST	5000 WEST	2668.96	5337.9	8.0	Patching	8/11/2009
357.0	W 7000 S	1750 WEST	SHIRE RIDGE DRIVE	816.09	1632.2	12.0	No Maintenance	8/11/2009
367.0	W 7000 S	5000 WEST	HIGHWAY	175.66	351.3	6.0	Overlay	8/11/2009
364.0	W 7000 S	FRONTIER TRAIL	1000 WEST	1210.03	2420.1	8.0	Overlay	8/11/2009
363.0	W 7000 S	LAKESIDE RD	FRONTIER TRAIL	434.45	868.9	10.0	Patching	8/11/2009
362.0	W 7000 S	PRIVATE DR	LAKESIDE RD	1023.87	2047.7	12.0	No Maintenance	8/11/2009
361.0	W 7000 S	PRIVATE DR	PRIVATE DR	370.97	741.9	12.0	No Maintenance	8/11/2009
358.0	W 7000 S	SHIRE RIDGE DRIVE	PRIVATE DR	106.39	212.8	12.0	No Maintenance	8/11/2009
206.0	W 7750 S	MILEPOST 104.12	S 4500 WEST	948.00	2528.0	8.0	Crack Seal	8/5/2009
89.0	W 7750 S	S 3500 WEST	MILEPOST 104.12	4685.36	12494.3	6.0	Reclamite Tricor Refining	8/5/2009
88.0	W 8000 S	KEARSLEY LN	PRIVATE DR	1293.52	3449.4	10.0	Crack Seal	8/5/2009
300.0	W 8000 S	PRIVATE DR	KEARSLEY LN	1280.82	3415.5	8.0	Crack Seal	8/5/2009
204.0	W 8000 S	PRIVATE DR	PRIVATE DR	670.85	1788.9	16.0	No Maintenance	8/5/2009
299.0	W 8000 S	PRIVATE DR	S 3500 WEST	4847.29	12926.1	8.0	Chip Seal	8/5/2009
594.0	W 8000 S	S 1000 WEST	S 2000 WEST	5272.62	14060.3	10.0	Patching	8/5/2009
595.0	W 8000 S	S 2000 WEST	PRIVATE DR	354.38	945.0	10.0	Patching	8/5/2009
309.0	W 9500 S	MOOSE HAVEN CT	TAYLOR RIDGE LN	286.14	747.1	4.0	Rebuild/Thick Overlay	8/7/2009
687.0	W 9500 S	S 1000 W	S 500 W	2641.33	6896.8	6.0	Patching	8/7/2009
642.0	W 9500 S	S 500 W	MOOSE HAVEN CT	650.83	1699.4	4.0	Rebuild/Thick Overlay	8/7/2009
308.0	W 9500 S	TAYLOR RIDGE LN	TIMBERLIN E RANCH RD	472.64	1234.1	8.0	Chip Seal	8/7/2009
117.0	W 9500 S	TIMBERLINE RANCH RD	TARGHEE TRAIL	1200.32	3134.2	8.0	Reclamite Tricor Refining	8/7/2009
Totals:				371,466	940,419			

RSL of 0 to 5 years:

Loc ID	Road Name	From Address	To Address	Length (ft)	Area (yd^2)	RSL	Recommended Treatment	Date
410.0	LeGrand Pierre Ave	MILEPOST 100.464	TO UNPAVED RD	536.64	1252.2	4.0	Rebuild/Thick Overlay	8/14/2009
700.0	W 5000 S	400 WEST	PINE DR	536.50	1311.4	4.0	Rebuild/Thick Overlay	8/12/2009
549.0	W 5000 S	HIGHWAY 33	400 WEST	468.70	1145.7	4.0	Rebuild/Thick Overlay	8/12/2009
309.0	W 9500 S	MOOSE HAVEN CT	TAYLOR RIDGE LN	286.14	747.1	4.0	Rebuild/Thick Overlay	8/7/2009
642.0	W 9500 S	S 500 W	MOOSE HAVEN CT	650.83	1699.4	4.0	Rebuild/Thick Overlay	8/7/2009
Totals:				2,479	6,156			

RSL of 6 to 10 years:

Loc ID	Road Name	From Address	To Address	Length (ft)	Area (yd^2)	RSL	Recommended Treatment
692.0	Bates Rd	BATES RD	N 4000 WEST	4394.20	13670.8	8.0	Chip Seal
396.0	Bates Rd	MILEPOST 100	N 7000 W	1892.74	3785.5	6.0	Reclamite Tricor Refining
61.0	Bates Rd	MILEPOST 102.183	S 5000 W	877.47	0.0	6.0	Patching
260.0	Bates Rd	MILEPOST 116.4	MILEPOST 116.8	2296.93	7146.0	10.0	No Maintenance
233.0	Bates Rd	MILEPOST 116.8	CITY LIMIT	491.38	1528.7	10.0	No Maintenance
414.0	Bates Rd	MILEPOST 99.75	MILEPOST 99.84	555.00	1295.0	8.0	Crack Seal
415.0	Bates Rd	MILEPOST 99.84	MILEPOST 99.95	545.20	1272.1	8.0	Reclamite Tricor Refining
397.0	Bates Rd	MILEPOST 99.95	MILEPOST 100	209.10	487.9	8.0	Reclamite Tricor Refining
693.0	Bates Rd	N 4000 WEST	MILEPOST 116.4	14639.85	45546.2	10.0	No Maintenance
395.0	Bates Rd	N 7000 W	S 6000 W	5271.47	13178.7	10.0	Patching
60.0	Bates Rd	PRIVATE DR	WEST MEADOWS DR	961.91	2404.8	8.0	Patching
388.0	Bates Rd	S 5000 W	S 5000 W	818.14	2045.3	8.0	Patching
393.0	Bates Rd	S 6000 W	PRIVATE DR	2657.45	6643.6	6.0	Patching
191.0	Bates Rd	WEST MEADOWS DR	MILEPOST 102.183	752.67	1881.7	8.0	Patching
281.0	Cemetery Rd	ASPEN POINTE	PRIVATE DR	632.18	1580.5	10.0	Patching
280.0	Cemetery Rd	PRIVATE	1000 EAST	1309.74	3274.4	10.0	Patching

		DR					
126.0	Cemetery Rd	SKI HILL RD	ASPEN POINTE	689.68	1724.2	6.0	Overlay
235.0	E 2000 S	COPPERWOOD DR	S 1000 E	3762.80	8779.9	8.0	Patching
547.0	E 2000 S	IRON WOOD DR	COPPERWOOD DR	1336.88	3119.4	8.0	Patching
546.0	E 2000 S	MILEPOST 100.473	IRON WOOD DR	210.01	490.0	8.0	Patching
542.0	E 2000 S	S 1000 E	S 1500 E	2689.55	6275.6	8.0	Patching
656.0	E 2000 S	S 1500 E	S 1750 E	1301.25	3036.2	8.0	Crack Seal
655.0	E 2000 S	S 1750 E	STATELINE	5213.98	12165.9	8.0	Overlay
2004.0	E 250 S	MILEPOST 107.656	MILEPOST 108.189	0.00	0.0	8.0	Reclamite Tricor Refining
658.0	E 3000 S	1000 EAST	1750 EAST	3966.44	8814.3	10.0	Crack Seal
657.0	E 3000 S	1750 EAST	2000 EAST	1336.63	2970.3	10.0	Crack Seal
101.0	E 3000 S	2000 EAST	UNPAVED RD	3953.86	8786.4	8.0	Patching
611.0	E 3000 S	PRIVATE DR	PRIVATE DR	2633.35	5851.9	8.0	Patching
612.0	E 3000 S	SLINGER COURT	PRIVATE DR	662.39	1472.0	8.0	Patching
706.0	E 5000 S	1000 EAST	SKYLINE LOOP	1678.39	4102.7	6.0	Reclamite Tricor Refining
704.0	E 5000 S	2000 EAST	HIGHLAND WAY	2046.29	5002.0	10.0	Crack Seal
630.0	E 5000 S	AVALANCHE CIRCLE	SKI MEISTER TRAIL	1006.45	2460.2	10.0	Crack Seal
597.0	E 5000 S	DEER RIDGE TRAIL	1000 EAST	1026.96	2510.3	10.0	Crack Seal
629.0	E 5000 S	FOX CREEK HOLLOW DR	AVALANCHE CIRCLE	590.98	1444.6	8.0	Crack Seal
628.0	E 5000 S	MILEPOST 100.503	FOX CREEK HOLLOW DR	652.88	1595.9	8.0	Crack Seal
703.0	E 5000 S	OVERLOOK WAY	2000 EAST	855.41	2091.0	6.0	Patching
598.0	E 5000 S	PINNACLE TRAIL	DEER RIDGE TRAIL	287.56	702.9	10.0	Crack Seal
96.0	E 5000 S	PRIVATE DR	PINNACLE TRAIL	1404.21	3432.5	8.0	Crack Seal
631.0	E 5000 S	SKI MEISTER TRAIL	PRIVATE DR	368.49	900.8	8.0	Crack Seal

707.0	E 5000 S	SKYLINE LOOP	WINDERMER E LN	1561.65	3817.4	6.0	Reclamite Tricor Refining
708.0	E 5000 S	WINDERME RE LN	OVERLOOK WAY	534.73	1307.1	6.0	Overlay
471.0	E 6000 N	BASELINE RD	MILE POST 100.6	5241.98	11648.8	6.0	Patching
794.0	E 7000 N	PRIVATE DR	PRIVATE DR	962.48	2031.9	10.0	Crack Seal
276.0	E 7000 N	PRIVATE DR	PRIVATE DR	432.20	912.4	10.0	Crack Seal
793.0	E 7000 N	PRIVATE DR	PRIVATE DR	1734.10	3660.9	10.0	Crack Seal
150.0	E 9500 S	PRIVATE RD	HIGHWAY	1188.32	3102.8	6.0	Patching
184.0	E 9500 S	TARGHEE TRAIL	PRIVATE RD	751.26	1961.6	8.0	Crack Seal
306.0	Little Pine Ln	A PAVEMENT RD	HIGHWAY	1998.97	5330.6	8.0	Chip Seal
515.0	N 3000 W	4000 N	PRIVATE DR	1042.80	2896.7	10.0	Patching
609.0	N 3000 W	GOOSEBER RY RD	PRIVATE DR	2699.77	7499.4	10.0	Crack Seal
354.0	N 3000 W	HIGHWAY 33	7000 N	523.53	1512.4	8.0	Patching
506.0	N 3000 W	PRIVATE DR	GOOSEBERRY RD	1974.30	5484.2	10.0	Patching
790.0	N 500 W	7000 N	SANDCRANE LN	4037.50	10766.7	10.0	Chip Seal
176.0	N 500 W	8750 N	9100 N	1981.39	5283.7	8.0	Crack Seal
177.0	N 500 W	9100 N	HORSESHOE LN	1478.34	3942.2	6.0	Patching
174.0	N 500 W	HIGHWAY 33	5750 N	818.70	2183.2	10.0	Crack Seal
129.0	N 500 W	HORSESHOE LN	10000 N	2062.15	5499.1	6.0	Patching
130.0	N 500 W	PRIVATE DR	8750 N	907.37	2419.7	8.0	Patching
468.0	N 500 W	SANDCRANE LN	UNKNOWN	2051.73	5471.3	6.0	Patching
264.0	N 500 W	UNKNOWN	UNKNOWN	949.55	2532.1	10.0	Patching
399.0	N 7000 W	BATES	PRIVATE DR	3179.82	6889.6	8.0	Overlay
470.0	N Baseline Rd	5750 N	6000 N	1198.14	2662.5	10.0	Patching
2006.0	N STATELINE	MILEPOST 105.846	SKI HILL RD	0.00	0.0	8.0	Reclamite Tricor Refining
402.0	Old Horseshoe Rd	1000 NORTH	SILVER PINE TRAIL	4040.93	9428.8	8.0	Crack Seal

218.0	Old Horseshoe Rd	PRIVATE DR	OLD HORSESHOE RD	4803.81	11208.9	8.0	Patching
314.0	Old Horseshoe Rd	SILVER PINE TRAIL	PRIVATE DR	8193.25	19117.6	8.0	Chip Seal
772.0	Old Jackson Hwy	GAME CREEK LN	MILEPOST 101.390	912.43	2382.4	10.0	No Maintenance
285.0	S 1000 E	DRIGGS CENTRE DR	CEMETERY RD	1555.95	3976.3	6.0	Patching
538.0	S 1000 E	E 2000 S	W 1750 S	1317.97	3368.1	8.0	Patching
537.0	S 1000 E	E 350 S	DRIGGS CENTRE DR	430.49	1100.1	8.0	Crack Seal
536.0	S 1000 E	E 480 S	E 350 S	680.60	1739.3	8.0	Reclamite Tricor Refining
788.0	S 1000 E	E 860 S	TEAGUE AVE	691.43	0.0	6.0	Patching
733.0	S 1000 E	PRIVATE DR	W 1000 S	2330.81	5956.5	8.0	Overlay
229.0	S 1000 E	TEAGUE AVE	E 480 S	968.01	2473.8	10.0	No Maintenance
230.0	S 1000 E	W 1000 S	E 860 S	637.22	1628.5	8.0	Patching
539.0	S 1000 E	W 1750 S	PRIVATE DR	1663.30	4250.7	8.0	Reclamite Tricor Refining
686.0	S 1000 W	MILEPOST 100.606	W 9500 S	4106.02	9124.5	10.0	Chip Seal
114.0	S 1000 W	PRIVATE DR	MILEPOST 100.606	1587.81	3528.5	10.0	Patching
294.0	S 4500 W	PRIVATE DR	PRIVATE DR	1282.42	3419.8	10.0	Crack Seal
82.0	S 4500 W	S 4500 WEST	W 7000 SOUTH	3180.51	8481.4	8.0	Patching
293.0	S 4500 W	W 5750 SOUTH	PRIVATE DR	1331.53	3550.8	10.0	Crack Seal
784.0	S 4500 W	W 6250 SOUTH	W 5750 SOUTH	2679.50	7145.3	10.0	Crack Seal
785.0	S 4500 W	W 6750 SOUTH	W 6250 SOUTH	2630.86	7015.6	10.0	Crack Seal
555.0	S 4500 W	W 7000 SOUTH	W 6750 SOUTH	1303.41	3475.7	8.0	Patching
64.0	S 5000 W	DRIVEWAY	W 3000 SOUTH	1654.80	3677.3	8.0	Crack Seal
662.0	S 5000 W	MILEPOST 108.44	PRIVATE DR	547.17	1945.5	10.0	Crack Seal
387.0	S 5000 W	MILEPOST 112.38	BATES RD	1194.50	3716.2	10.0	Reclamite Tricor Refining
661.0	S 5000 W	PRIVATE DR	WEST VALLEY DR	102.98	366.2	8.0	Crack Seal
390.0	S 5000 W	W 1000 SOUTH	MILEPOST 112.38	4569.70	14216.9	10.0	Reclamite Tricor Refining
385.0	S 5000 W	W 1250 SOUTH	W 1000 SOUTH	1324.06	2942.3	8.0	Patching

381.0	S 5000 W	W 2000 SOUTH	W 1250 SOUTH	3977.77	8839.5	10.0	Patching
382.0	S 5000 W	W 2250 SOUTH	W 2000 SOUTH	1317.12	2926.9	8.0	Patching
63.0	S 5000 W	W 3000 SOUTH	W 2250 SOUTH	3979.98	8844.4	6.0	Patching
660.0	S 5000 W	WEST VALLEY DR	DRIVEWAY	2877.69	6394.9	8.0	Reclamite Tricor Refining
641.0	S Stateline Rd	E 1000 S	MILEPOST 103.121	5254.92	12261.5	8.0	Chip Seal
544.0	S Stateline Rd	E 2000 S	E 1000 S	5321.07	12711.4	8.0	Reclamite Tricor Refining
752.0	S Stateline Rd	MILEPOST 103.121	E 250 N	1331.37	3106.5	8.0	Crack Seal
778.0	Shadowmoon Ln	SKI HILL RD	N STATELINE	874.69	2235.3	8.0	Chip Seal
327.0	Ski Hill Rd	BEAR LN	REDTAIL DR	2377.12	10829.1	8.0	Crack Seal
155.0	Ski Hill Rd	CEMETERY RD	PRIVATE DR	725.84	3467.9	8.0	Reclamite Tricor Refining
332.0	Ski Hill Rd	GRAND TETON DR	TARGHEE RIDGE RD	1331.51	4290.4	10.0	Crack Seal
766.0	Ski Hill Rd	MILEPOST 102.086	SOARING FLIGHT CIR	727.06	2342.8	10.0	Crack Seal
317.0	Ski Hill Rd	MILEPOST 187.365	TETON VALLEY CABINS	527.28	1992.0	10.0	Patching
321.0	Ski Hill Rd	MILEPOST 187.62	CEMETARY RD	827.29	7813.3	8.0	Patching
326.0	Ski Hill Rd	POWDER VALLEY RD	BEAR LN	394.16	1270.1	8.0	Crack Seal
434.0	Ski Hill Rd	PRIVATE DR	PRIVATE DR	602.11	2140.9	8.0	Patching
435.0	Ski Hill Rd	PRIVATE DR	QUAKING ASPEN DR	749.45	2414.9	8.0	Patching
330.0	Ski Hill Rd	PRIVATE DR	RAINBOW DR	134.79	434.3	8.0	Crack Seal
325.0	Ski Hill Rd	QUAKING ASPEN DR	POWDER VALLEY RD	143.55	462.6	8.0	Crack Seal
322.0	Ski Hill Rd	QUAKING ASPEN DR	QUAKING ASPEN DR	1569.93	5058.7	8.0	Crack Seal
329.0	Ski Hill Rd	RAINBOW DR	REDTAIL DR	1633.36	5263.0	8.0	Patching
781.0	Ski Hill Rd	RED FOX RD	SHADOWMO ON LN	679.73	2190.2	10.0	Crack Seal
331.0	Ski Hill Rd	REDTAIL DR	GRAND TETON DR	496.82	1600.9	8.0	Patching
328.0	Ski Hill Rd	REDTAIL DR	PRIVATE DR	535.53	1725.6	8.0	Crack Seal
779.0	Ski Hill Rd	SHADOWM	STATELINE RD	1124.12	3622.2	10.0	Crack Seal

		OON LN					
335.0	Ski Hill Rd	SOARING FLIGHT CIR	W PIONEER TRAIL	646.66	2083.7	10.0	Crack Seal
333.0	Ski Hill Rd	TARGHEE RIDGE RD	MILEPOST 102.086	319.09	1028.2	10.0	Crack Seal
771.0	Ski Hill Rd	W PIONEER TRAIL	RED FOX RD	1371.57	4419.5	10.0	Crack Seal
442.0	Victor Cemetery Rd	PRIVATE DR	MT OLIVER ST	170.42	473.4	10.0	Patching
438.0	Victor Cemetery Rd	PRIVATE DR	VILLAGE CT	176.16	489.3	10.0	Patching
45.0	W 10000 N		500 W	1604.90	3031.5	6.0	Patching
574.0	W 2000 S	HIGHWAY	MOUNTAIN MEADOW RANCHES	1887.76	4404.8	8.0	Patching
545.0	W 2000 S	MOUNTAIN MEADOW RANCHES	MILEPOST 100.473	613.71	1432.0	8.0	Patching
621.0	W 3000 S	500 WEST	HIGHWAY 33	170.64	360.2	10.0	Patching
575.0	W 3000 S	HIGHWAY 33	LONE COWBOY RD	1638.61	3641.3	8.0	Patching
102.0	W 3000 S	LONE COWBOY RD	SLINGER COURT	872.25	1938.3	8.0	Crack Seal
374.0	W 3500 S	500 WEST	HIGHWAY 33	170.42	388.2	10.0	Patching
507.0	W 4000 N	4250 W	SADDLE HORN TRAIL	1667.75	3891.4	10.0	No Maintenance
51.0	W 4000 N	4500 W	4250 W	1325.73	3093.4	10.0	Crack Seal
460.0	W 4000 N	5000 W	PRIVATE DR	1211.06	2825.8	10.0	Chip Seal
502.0	W 4000 N	5750 W	RUSKIN LN	1918.67	4476.9	8.0	Reclamite Tricor Refining
499.0	W 4000 N	6750 W	PRIVATE DR	2586.57	6035.3	6.0	Overlay
495.0	W 4000 N	7000 W	6750 W	1324.74	3091.1	10.0	Patching
490.0	W 4000 N	8000 W	7000 W	5285.32	12332.4	10.0	Chip Seal
744.0	W 4000 N	PACKSADDLE RD	PRIVATE DR	821.09	1915.9	8.0	Crack Seal
514.0	W 4000 N	PRIVATE DR	3000 W	1039.71	2426.0	10.0	Reclamite Tricor Refining
50.0	W 4000 N	PRIVATE DR	4500 W	1431.01	3339.0	10.0	Crack Seal
500.0	W 4000 N	PRIVATE DR	5750 W	2688.34	6272.8	8.0	Reclamite Tricor Refining
487.0	W 4000 N	PRIVATE DR	8000 W	4466.13	10421.0	10.0	Crack Seal
459.0	W 4000 N	RUSKIN LN	5000 W	2094.31	4886.7	10.0	Crack Seal
508.0	W 4000 N	SADDLE HORN TRAIL	PRIVATE DR	3886.01	9067.4	8.0	Reclamite Tricor Refining
373.0	W 4000 S	500 WEST	HIGHWAY 33	168.31	355.3	10.0	Patching

75.0	W 4000 S	W 4000 SOUTH	WEST VALLEY DR	1825.93	4463.4	6.0	Overlay
73.0	W 4000 S	WEST VALLEY DR	MILEPOST 108.44	772.57	2746.9	8.0	Crack Seal
95.0	W 5000 S	500 WEST	HIGHWAY 33	171.39	390.4	10.0	Patching
304.0	W 5000 S	COUNTRY CLUB DR	MILEPOST 100.503	469.45	1147.5	6.0	Overlay
303.0	W 5000 S	FOX CREEK DR	COUNTRY CLUB DR	657.22	1606.5	6.0	Overlay
548.0	W 5500 S	S 1000 W	W BRIDGER DR	857.34	1714.7	10.0	Reclamite Tricor Refining
647.0	W 5500 S	S 500 W	HIGHWAY	168.82	375.2	8.0	Reclamite Tricor Refining
646.0	W 5500 S	W BRIDGER DR	S 500 W	1801.48	4003.3	8.0	Reclamite Tricor Refining
7.0	W 5750 N	500 W	BASELINE RD	2656.77	5903.9	6.0	Patching
792.0	W 7000 N	500 W	PRIVATE DR	2636.55	5566.0	10.0	Crack Seal
366.0	W 7000 S	1000 WEST	5000 WEST	2668.96	5337.9	8.0	Patching
367.0	W 7000 S	5000 WEST	HIGHWAY	175.66	351.3	6.0	Overlay
364.0	W 7000 S	FRONTIER TRAIL	1000 WEST	1210.03	2420.1	8.0	Overlay
363.0	W 7000 S	LAKESIDE RD	FRONTIER TRAIL	434.45	868.9	10.0	Patching
206.0	W 7750 S	MILEPOST 104.12	S 4500 WEST	948.00	2528.0	8.0	Crack Seal
89.0	W 7750 S	S 3500 WEST	MILEPOST 104.12	4685.36	12494.3	6.0	Reclamite Tricor Refining
88.0	W 8000 S	KEARSLEY LN	PRIVATE DR	1293.52	3449.4	10.0	Crack Seal
300.0	W 8000 S	PRIVATE DR	KEARSLEY LN	1280.82	3415.5	8.0	Crack Seal
299.0	W 8000 S	PRIVATE DR	S 3500 WEST	4847.29	12926.1	8.0	Chip Seal
594.0	W 8000 S	S 1000 WEST	S 2000 WEST	5272.62	14060.3	10.0	Patching
595.0	W 8000 S	S 2000 WEST	PRIVATE DR	354.38	945.0	10.0	Patching
687.0	W 9500 S	S 1000 W	S 500 W	2641.33	6896.8	6.0	Patching
308.0	W 9500 S	TAYLOR RIDGE LN	TIMBERLINE RANCH RD	472.64	1234.1	8.0	Chip Seal
117.0	W 9500 S	TIMBERLINE RANCH RD	TARGHEE TRAIL	1200.32	3134.2	8.0	Reclamite Tricor Refining
Totals:				291,586	741,864		

RSL of 11 to 15 years:

Loc ID	Road Name	From Address	To Address	Length (ft)	Area (yd^2)	RSL	Recommended Treatment
260.0	Bates Rd	MILEPOST 116.4	MILEPOST 116.8	2296.93	7146.0	10.0	No Maintenance
233.0	Bates Rd	MILEPOST 116.8	CITY LIMIT	491.38	1528.7	10.0	No Maintenance
693.0	Bates Rd	N 4000 WEST	MILEPOST 116.4	14639.85	45546.2	10.0	No Maintenance
395.0	Bates Rd	N 7000 W	S 6000 W	5271.47	13178.7	10.0	Patching
281.0	Cemetery Rd	ASPEN POINTE	PRIVATE DR	632.18	1580.5	10.0	Patching
280.0	Cemetery Rd	PRIVATE DR	1000 EAST	1309.74	3274.4	10.0	Patching
337.0	E 2500 N	PRIVATE DR		2666.40	6221.6	14.0	No Maintenance
658.0	E 3000 S	1000 EAST	1750 EAST	3966.44	8814.3	10.0	Crack Seal
657.0	E 3000 S	1750 EAST	2000 EAST	1336.63	2970.3	10.0	Crack Seal
266.0	E 3000 S	PRIVATE	1000 EAST	2034.64	4521.4	14.0	No Maintenance
704.0	E 5000 S	2000 EAST	HIGHLAND WAY	2046.29	5002.0	10.0	Crack Seal
630.0	E 5000 S	AVALANCHE CIRCLE	SKI MEISTER TRAIL	1006.45	2460.2	10.0	Crack Seal
597.0	E 5000 S	DEER RIDGE TRAIL	1000 EAST	1026.96	2510.3	10.0	Crack Seal
598.0	E 5000 S	PINNACLE TRAIL	DEER RIDGE TRAIL	287.56	702.9	10.0	Crack Seal
794.0	E 7000 N	PRIVATE DR	PRIVATE DR	962.48	2031.9	10.0	Crack Seal
276.0	E 7000 N	PRIVATE DR	PRIVATE DR	432.20	912.4	10.0	Crack Seal
793.0	E 7000 N	PRIVATE DR	PRIVATE DR	1734.10	3660.9	10.0	Crack Seal
515.0	N 3000 W	4000 N	PRIVATE DR	1042.80	2896.7	10.0	Patching
609.0	N 3000 W	GOOSEBERRY RD	PRIVATE DR	2699.77	7499.4	10.0	Crack Seal
506.0	N 3000 W	PRIVATE DR	GOOSEBERRY RD	1974.30	5484.2	10.0	Patching
610.0	N 3000 W	PRIVATE DR	HIGHWAY 33	2625.87	7294.1	14.0	No Maintenance
263.0	N 500 W	5750 N	LEE MEADOWS LN	1810.51	4828.0	14.0	No Maintenance
791.0	N 500 W	6500 N	7000 N	2652.90	7074.4	14.0	No Maintenance
790.0	N 500 W	7000 N	SANDCRANE LN	4037.50	10766.7	10.0	Chip Seal
174.0	N 500 W	HIGHWAY 33	5750 N	818.70	2183.2	10.0	Crack Seal
262.0	N 500 W	LEE MEADOWS LN	6500 N	2153.52	5742.7	14.0	No Maintenance

195.0	N 500 W	UNKNOWN	PRIVATE DR	711.61	1897.6	14.0	No Maintenance
264.0	N 500 W	UNKNOWN	UNKNOWN	949.55	2532.1	10.0	Patching
731.0	N 7000 W	PRIVATE	1000 N	1549.34	3356.9	12.0	No Maintenance
488.0	N 8000 W	4000 N	PRIVATE DR	5269.10	11123.7	12.0	No Maintenance
470.0	N Baseline Rd	5750 N	6000 N	1198.14	2662.5	10.0	Patching
113.0	Old Jackson Hwy	E 1080 S	PRIVATE RD	2256.47	5891.9	12.0	No Maintenance
772.0	Old Jackson Hwy	GAME CREEK LN	MILEPOST 101.390	912.43	2382.4	10.0	No Maintenance
818.0	Old Jackson Hwy	MILEPOST 100.5	E 1080 S	653.34	1705.9	14.0	No Maintenance
568.0	Old Jackson Hwy	MILEPOST 101.390	PRIVATE RD	3666.30	9573.1	12.0	No Maintenance
569.0	Old Jackson Hwy	PRIVATE RD	EDGEWOOD LN	561.52	1466.2	12.0	No Maintenance
444.0	Old Jackson Hwy	VILLAGE WAY	RED MOUNTAIN WAY	429.57	1121.7	12.0	Crack Seal
229.0	S 1000 E	TEAGUE AVE	E 480 S	968.01	2473.8	10.0	No Maintenance
650.0	S 1000 W	5500 SOUTH	ELK THISTLE DR	1672.96	3531.8	12.0	No Maintenance
93.0	S 1000 W	ELK THISTLE DR	THISTLE CREEK DR	639.26	1349.6	14.0	No Maintenance
686.0	S 1000 W	MILEPOST 100.606	W 9500 S	4106.02	9124.5	10.0	Chip Seal
114.0	S 1000 W	PRIVATE DR	MILEPOST 100.606	1587.81	3528.5	10.0	Patching
294.0	S 4500 W	PRIVATE DR	PRIVATE DR	1282.42	3419.8	10.0	Crack Seal
293.0	S 4500 W	W 5750 SOUTH	PRIVATE DR	1331.53	3550.8	10.0	Crack Seal
784.0	S 4500 W	W 6250 SOUTH	W 5750 SOUTH	2679.50	7145.3	10.0	Crack Seal
785.0	S 4500 W	W 6750 SOUTH	W 6250 SOUTH	2630.86	7015.6	10.0	Crack Seal
662.0	S 5000 W	MILEPOST 108.44	PRIVATE DR	547.17	1945.5	10.0	Crack Seal
387.0	S 5000 W	MILEPOST 112.38	BATES RD	1194.50	3716.2	10.0	Reclamite Tricor Refining
390.0	S 5000 W	W 1000 SOUTH	MILEPOST 112.38	4569.70	14216.9	10.0	Reclamite Tricor Refining
381.0	S 5000 W	W 2000 SOUTH	W 1250 SOUTH	3977.77	8839.5	10.0	Patching

332.0	Ski Hill Rd	GRAND TETON DR	TARGHEE RIDGE RD	1331.51	4290.4	10.0	Crack Seal
766.0	Ski Hill Rd	MILEPOST 102.086	SOARING FLIGHT CIR	727.06	2342.8	10.0	Crack Seal
317.0	Ski Hill Rd	MILEPOST 187.365	TETON VALLEY CABINS	527.28	1992.0	10.0	Patching
781.0	Ski Hill Rd	RED FOX RD	SHADOWMO ON LN	679.73	2190.2	10.0	Crack Seal
779.0	Ski Hill Rd	SHADOWMO ON LN	STATELINE RD	1124.12	3622.2	10.0	Crack Seal
335.0	Ski Hill Rd	SOARING FLIGHT CIR	W PIONEER TRAIL	646.66	2083.7	10.0	Crack Seal
333.0	Ski Hill Rd	TARGHEE RIDGE RD	MILEPOST 102.086	319.09	1028.2	10.0	Crack Seal
771.0	Ski Hill Rd	W PIONEER TRAIL	RED FOX RD	1371.57	4419.5	10.0	Crack Seal
442.0	Victor Cemetery Rd	PRIVATE DR	MT OLIVER ST	170.42	473.4	10.0	Patching
438.0	Victor Cemetery Rd	PRIVATE DR	VILLAGE CT	176.16	489.3	10.0	Patching
339.0	W 2500 N	HIGHWAY 33	PRIVATE DR	2626.66	6128.9	14.0	No Maintenance
621.0	W 3000 S	500 WEST	HIGHWAY 33	170.64	360.2	10.0	Patching
374.0	W 3500 S	500 WEST	HIGHWAY 33	170.42	388.2	10.0	Patching
507.0	W 4000 N	4250 W	SADDLE HORN TRAIL	1667.75	3891.4	10.0	No Maintenance
51.0	W 4000 N	4500 W	4250 W	1325.73	3093.4	10.0	Crack Seal
460.0	W 4000 N	5000 W	PRIVATE DR	1211.06	2825.8	10.0	Chip Seal
495.0	W 4000 N	7000 W	6750 W	1324.74	3091.1	10.0	Patching
490.0	W 4000 N	8000 W	7000 W	5285.32	12332.4	10.0	Chip Seal
514.0	W 4000 N	PRIVATE DR	3000 W	1039.71	2426.0	10.0	Reclamite Tricor Refining
50.0	W 4000 N	PRIVATE DR	4500 W	1431.01	3339.0	10.0	Crack Seal
487.0	W 4000 N	PRIVATE DR	8000 W	4466.13	10421.0	10.0	Crack Seal
459.0	W 4000 N	RUSKIN LN	5000 W	2094.31	4886.7	10.0	Crack Seal
373.0	W 4000 S	500 WEST	HIGHWAY 33	168.31	355.3	10.0	Patching
95.0	W 5000 S	500 WEST	HIGHWAY 33	171.39	390.4	10.0	Patching
548.0	W 5500 S	S 1000 W	W BRIDGER DR	857.34	1714.7	10.0	Reclamite Tricor Refining
368.0	W 6000 S	S 1000 W	S 500 W	2653.61	6191.7	14.0	No Maintenance
792.0	W 7000 N	500 W	PRIVATE DR	2636.55	5566.0	10.0	Crack Seal
357.0	W 7000 S	1750 WEST	SHIRE RIDGE DRIVE	816.09	1632.2	12.0	No Maintenance
363.0	W 7000 S	LAKESIDE RD	FRONTIER TRAIL	434.45	868.9	10.0	Patching

362.0	W 7000 S	PRIVATE DR	LAKESIDE RD	1023.87	2047.7	12.0	No Maintenance
361.0	W 7000 S	PRIVATE DR	PRIVATE DR	370.97	741.9	12.0	No Maintenance
358.0	W 7000 S	SHIRE RIDGE DRIVE	PRIVATE DR	106.39	212.8	12.0	No Maintenance
88.0	W 8000 S	KEARSLEY LN	PRIVATE DR	1293.52	3449.4	10.0	Crack Seal
594.0	W 8000 S	S 1000 WEST	S 2000 WEST	5272.62	14060.3	10.0	Patching
595.0	W 8000 S	S 2000 WEST	PRIVATE DR	354.38	945.0	10.0	Patching
Totals:				153,349	393,696		

RSL of 15 or more years:

Loc ID	Road Name	From Address	To Address	Length (ft)	Area (yd ²)	RSL	Recommended Treatment
137.0	E 2500 N	PRIVATE DR	GRAND TETON RD	1366.22	3187.8	20.0	No Maintenance
134.0	E 2500 N	PRIVATE DR	PRIVATE DR	1781.75	4157.4	16.0	No Maintenance
135.0	E 2500 N	PRIVATE DR	PRIVATE DR	769.19	1794.8	16.0	No Maintenance
136.0	E 2500 N	PRIVATE DR	PRIVATE DR	877.18	2046.7	16.0	No Maintenance
282.0	E 2500 N	PRIVATE DR	PRIVATE DR	1032.19	2408.4	16.0	No Maintenance
215.0	E 6000 S	CLUBHOUSE DR	COYOTE DR	96.80	263.5	20.0	No Maintenance
833.0	E 6000 S	COYOTE DR	RANGE CHANGE	301.92	821.9	20.0	No Maintenance
836.0	E 6000 S	PRIVATE DR	PRIVATE DR	723.15	1968.6	20.0	No Maintenance
110.0	E 6000 S	PRIVATE DR	PRIVATE DR	1355.39	3689.7	20.0	No Maintenance
214.0	E 6000 S	PRIVATE DR	PRIVATE DR	554.74	1510.1	20.0	No Maintenance
111.0	E 6000 S	PRIVATE DR	S 750 E	188.77	513.9	20.0	No Maintenance
834.0	E 6000 S	RANGE CHANGE	STORM VIEW LOOP	631.91	1720.2	20.0	No Maintenance
835.0	E 6000 S	STORM VIEW LOOP	PRIVATE DR	208.64	568.0	20.0	No Maintenance
423.0	LeGrand Pierre Ave	TO PAVED RD	TO UNPAVED RD	380.34	1563.6	20.0	No Maintenance
690.0	N 3000 W	PRIVATE DR	PRIVATE DR	1514.36	4206.6	20.0	No Maintenance
118.0	N 3000 W	PRIVATE DR	PRIVATE DR	356.95	991.5	16.0	No Maintenance

645.0	Old Jackson Hwy	E 950 S	MT OLIVER ST	2449.41	6395.7	20.0	No Maintenance
643.0	Old Jackson Hwy	EDGEWOOD LN	E 950 S	1003.55	2620.4	20.0	No Maintenance
587.0	Old Jackson Hwy	MILEPOST 102.989	VICTOR CEMETARY RD	510.64	1333.4	20.0	No Maintenance
589.0	Old Jackson Hwy	MT OLIVER ST	VILLAGE WAY	330.44	862.8	20.0	No Maintenance
773.0	Old Jackson Hwy	PRIVATE RD	GAME CREEK LN	895.49	2338.2	20.0	No Maintenance
586.0	Old Jackson Hwy	VILLAGE WAY	MILEPOST 102.989	378.70	988.8	20.0	No Maintenance
324.0	Quaking Aspen Dr	SKI HILL RD	SKI HILL RD	2103.94	4441.6	20.0	No Maintenance
582.0	S 1000 W	PEAK VIEW ESTATES	RIVER MEADOWS DR	403.48	851.8	20.0	No Maintenance
92.0	S 1000 W	THISTLE CREEK DR	PEAK VIEW ESTATES	1108.93	2341.1	20.0	No Maintenance
356.0	S 1750 W	SKUNK SPRINGS LN	ENDS BY PAVEMENT NO THRU TRAFFIC	745.65	1574.2	20.0	No Maintenance
663.0	S 2000 W	HIGHWAY	TO UNPAVED RD	3138.43	8717.9	20.0	No Maintenance
81.0	S 4500 W	PRIVATE DR	AN UNPAVED RD	1902.50	5073.3	20.0	No Maintenance
316.0	Ski Hill Rd	FIFTH ST	MILEPOST 187.365	505.69	1910.4	20.0	No Maintenance
320.0	Ski Hill Rd	TETON VALLEY CABINS	MILEPOST 187.62	826.45	2663.0	20.0	No Maintenance
334.0	Soaring Flight Cir	MILEPOST 100	SKI HILL RD	96.56	193.1	20.0	No Maintenance
443.0	Victor Cemetery Rd	MT OLIVER ST	PRIVATE DR	163.75	454.9	20.0	No Maintenance
588.0	Victor Cemetery Rd	OLD JACKSON HIGHWAY	PRIVATE DR	153.63	426.7	20.0	No Maintenance
291.0	Victor Cemetery Rd	PRIVATE DR	PRIVATE DR	177.73	493.7	20.0	No Maintenance

439.0	Victor Cemetery Rd	PRIVATE DR	RED MT RD	401.40	1115.0	20.0	No Maintenance
440.0	Victor Cemetery Rd	RED MT RD	PRIVATE DR	168.99	469.4	20.0	No Maintenance
441.0	Victor Cemetery Rd	VILLAGE CT	PRIVATE DR	191.54	532.1	20.0	No Maintenance
732.0	W 1000 N	7000 W	HORSESHOE CREEK RANCH	690.64	1649.9	20.0	No Maintenance
400.0	W 1000 N	HORSESHOE CREEK RANCH	OLD HORSESHOE RD	1234.84	2949.9	20.0	No Maintenance
701.0	W 5000 S	PINE DR	FOX CREEK DR	374.78	916.1	20.0	No Maintenance
108.0	W 6000 S	FOX MEADOWS	S 1000 W	1633.62	3811.8	16.0	No Maintenance
107.0	W 6000 S	FOX SPRINGS DR	FOX MEADOWS D	1391.64	3247.2	16.0	No Maintenance
370.0	W 6000 S	HIGHWAY	PRIVATE DR	686.74	1869.5	20.0	No Maintenance
311.0	W 6000 S	PRIVATE DR	PRIVATE DR	479.02	1304.0	20.0	No Maintenance
310.0	W 6000 S	PRIVATE DR	VICTOR MEADOWS DR	1006.83	2740.8	20.0	No Maintenance
369.0	W 6000 S	S 500 W	HIGHWAY	167.39	390.6	16.0	No Maintenance
109.0	W 6000 S	VICTOR MEADOWS	CLUBHOUSE DR	317.55	864.4	20.0	No Maintenance
204.0	W 8000 S	PRIVATE DR	PRIVATE DR	670.85	1788.9	16.0	No Maintenance
Totals:				38,450	98,743		

SECTION 2: Access Management Data

Access management is very important for the future use of the roads in all areas of the County. Access management comes into play when someone wants to install an access on to the county road for their property. If there are no accesses anywhere in the area on to this county road it is very easy to allow the proposed access. However if there is already multiple accesses both on their side of the street and across the street, a new access could create an unsafe condition. However, by grouping the new access with an adjoining property owners access, or aligning the proposed access with an access across the street, or even requiring the access to be constructed off of a side street, the safety of the traveling public and the ease of access to the property can be improved. Poor access or dangerous access tends to inhibit growth of businesses and typically reduces traffic flow and mobility. By planning for future accesses and making wise decision now as to access placement and spacing, future safety and mobility can be improved.

After several meetings with ITD District 6 Traffic Engineer, Matt Davidson, the Maps in Attachment #1 have been developed using the County’s GIS data. The maps show all of the accesses along all of the state highways, and typically what type of access it is.

ITD standards currently state that Highway33 is considered a Minor Arterial and Highway 31 and 32 are considered Major Collectors. Using these rural functional classifications, Hwy 33 should have an access type of II, and Hwy 31 and 32 should have an access type of I. As shown in the following table:

™ Greater Control ™	ACCESS TYPE	RURAL FUNCTIONAL CLASS	URBAN FUNCTIONAL CLASS	™ Higher Function ™
	I	Minor Collector, Major Collector		
	II	Minor Arterial	Collector, Minor Arterial	
	III	Principal Arterial	Principal Arterial	
	IV	Principal Arterial (*multiple-lane)	Principal Arterial (*multiple-lane)	
	V	Interstate	Interstate	

*Multiple-lane implies two or more thru lanes in the same direction of travel. The highway may or may not be divided.

the spacing of accesses for the State highways is shown on the following table:

ACCESS TYPE	RURAL/ URBAN	TYPE	APPROACHES		SIGNALS	FRONTAGE ROADS
			INTERSECTION SPACING	APPROACH SPACING	SIGNAL SPACING	
I	R	At-grade	0.25 miles (0.4 km)	300 feet (91.4 m)	0.5 miles (0.8 km)	0.25 miles (0.4 km)
	U	Urban sections shall be upgraded to Type II or greater				
II	R	At-grade	0.25 mile (0.4 km)	500 feet (0.15 km)	0.5 mile (0.8 km)	0.25 mile (0.4 km)
	U	At-grade	660 feet (201.2 m)	150 feet (45.7 m)	0.25 mile (0.4 km)	0.25 mile (0.4 km)

Clearly the spacing on Highways 31, 32 and 33 should be at a minimum of .25 miles or 1320 feet. However, with the past practice of allowing closely spaced access or with illegal accesses, there are multiple areas where the accesses are too close to support future safe and reliable transportation access.

In the future there should be an agreement between ITD and the County to have the allowable distances as a requirement for future access requests. This would require the correct planning to provide for a safely and uncongested arterial road through the County.

By using these maps and coming up with an agreement both the County and ITD will know what to do with commercial, residential and agricultural accesses for each existing access if they upgrade from ag to residential or from residential to commercial, knowing that each one has different requirements based on the amount of traffic that will be accessing the property. Typically, agricultural accesses can be spaced closer or with less traffic controls and commercial accesses have to be spaced further apart with more traffic controls.

It should be noted that when the new transportation plan is developed the current access permit system for the County should be reviewed and updated for all of the county roads, not just the highways.

Please see the Draft Rules of the TAP or AMP and the Draft Access Management Plan Maps in Attachment #1.

SECTION 3: Road Counts Data and Map

The following are the road counts for previous years up to and including counts for 2010. In 2010 85th percentile is also included and should be included every year in the future. Please also see the attached map to see count location.

Ins_ID	Road, the East West direction is first and then the North South direction.	Road_Surface	Count_Method	ADT_2000	ADT_2001	ADT_2002	ADT_2003	ADT_2004	ADT_2005	ADT_2007	ADT_2009	ADT_2010	85SPD_2010	MAX COUNT
1	1250 W / Bates Rd	paved	tubes	825	833			843						843
2	5750 W /Bates Rd	paved	loops	139		212	286		246					286
3	750 E / Cemetery Rd	paved	loops	481	1153	632	567		1251			1044	39	1251
4	Baseline Rd / 8990 S	gravel	loops							140				140
5	Baseline Rd / 9100 S	paved	loops							294				294
6	Old Jackson Hwy / 9050 S	paved	loops				96		153					153
7	Old Jackson Hwy / 9480 S	paved	tubes	143							146			146
8	Old Jackson Hwy / 10500 S	paved	tubes		103		104							104
9	1000 E / 1250 S	paved	loops	289		200	173		307					307
10	1000 E / 250 S	paved	tubes								487			487
11	Grand Teton Rd / 2550N	gravel	tubes								406			406
12	Stateline Rd / 100S	paved	tubes	219	300		329	379						379
13	2700 E / 250 N	paved	tubes						248					248
14	250 E / 2500 N	paved	tubes	335	826	529	745	700	985					985
15	1500 E / 2500 N	gravel	tubes								475			475
16	2400 E / 2500 N	gravel	tubes						868					868
17	1000 W / 4000 N	paved	tubes	266	349			466						466
18	5250 W / 4000 N	paved	loops	146			268							268
19	8250 W / 4000 N	paved	loops						100					100
20	250 W / 4000 N	gravel	tubes		112	170	163	199	181			159	42.3	199
21	250 W / 5000 N	gravel	tubes		133	167		287	260			192	42.3	287
22	250 E / 6000 N	gravel	tubes	216	194	416		344			465	300	45	465
23	250 W / 7000 N	paved	tubes	129					185		180			185
24	850 W / 10000 N	gravel	tubes	73					195					195
25	4250 W / 10000 N	gravel	tubes	53							89	97	43.8	97
26	5000 W / 500 S	paved	tubes	268										268
27	8000 W / Old Horseshoe Rd	paved	tubes		49									49
28	3350 W / South Bates Rd	gravel	tubes	51	115									115

29	250 W / 2000 S	paved	tubes	284				738	370					738
30	2500 E / 2000 S	gravel	tubes						270					270
31	250 W / 3000 S	paved	tubes	222				341						341
32	550 W / 3000 S	gravel	tubes		155		144							155
33	550 W / 3500 S	gravel	tubes				148							148
34	250 W / 4000 S	gravel	tubes				73				112	37		112
35	250 W / 5000 S	paved	tubes	378			755	453						755
36	250 W / 5500 S	gravel	tubes			336								336
37	750 W / 5500 S	paved	tubes	254					314					314
38	1020 W / 5500 S	paved	tubes							197				197
39	3500 W / 5750 S	gravel	tubes	77										77
40	4750 W / 5750 S	gravel	tubes		93		178				160	34		178
41	250 W / 6000 S	paved	tubes	94										94
42	750 W / 6000 S	paved	tubes		150									150
43	250 W / 7000 S	gravel	tubes				73							73
44	900 W / 7000 S	paved	tubes	332	334	417			460	607				607
45	1100 W / 7000 S	paved	tubes							663				663
46	2500 W / 8000 S	paved	tubes	678	568		766	661						766
47	4500W / 7750S	paved	tubes						350					350
48	1250W / 9000S	gravel	tubes				106							106
49	750W / 9000S	paved	tubes	206		280				154				280
50	375W / 9250S	gravel	tubes					48						48
51	250W / 9500S	paved	tubes		152					208				208
52	750W / 9500S	paved	tubes	72		138								138
53	750E / 9500S	paved	tubes		186									186
54	500W / 8750S	paved	tubes	413										413
55	500W / 8900S	paved	tubes			548								548
56	500W / 9100S	paved	tubes			363	485							485
57	500W / 6000N	paved	tubes	510			633	633						633
58	500W / 9750N	paved	tubes		203									203
59	500W / 3250S	gravel	tubes		29		30							30
60	750W / 10250N	gravel	tubes					130						130
61	1000W / 7900S	gravel	tubes							164				164
62	1000W / 8100S	paved	tubes	272						484				484
63	1000W / 9750S	paved	tubes			87								87
64	1000W / 9250S	paved	tubes			195								195
65	1000W / 8750S	paved	tubes							325				325
66	3000W / 5750N	paved	tubes	176			221		240					240
67	3000W / 7100N	gravel	tubes		91		139							139
68	4000W / 250N	gravel	tubes	63										63
69	4500W / 5250S	paved	tubes	433	386				350	432	475			475

70	5000W / 2750S	paved	tubes						140					140
71	5000W / 4250N	paved	tubes		59			56				78	41.6	78
72	7500W / 1250N	gravel	tubes		24		32							32
73	8000W / 4250N	gravel	tubes							56				56
74	8000W / 5750N	gravel	tubes		59			60						60
75	11000W / 11000N	gravel	tubes		54		51							54
76	3750W / 14000N	gravel	tubes		73									73
77	2000W / 8750S	gravel	tubes								140			140
78	1750W / 9500S	gravel	tubes								82			82
79	2000W / 9600S	gravel	tubes								174			174
80	4750 E / 5750 S	gravel										160	34	160
81	Stateline Rd / 500 N	gravel										212	45.9	212
82	250 W / 4500 S	gravel										358	24.2	358
83	1000 E / 2250 S	gravel										124	39.1	124
84	1000 E / 3250 S	gravel										100	37.8	100
85	750 W / 4000 S	gravel										398	27.7	398
86	1250 E / 250 N	gravel										522	34.2	522
87	2000 W / 4250 N	gravel										124	42.7	124
88	2000 W / 3750 N	gravel										107	42.3	107
89	750 E / 1000 S	gravel										55	37.6	55
90	4900 S / 2000 E	gravel										145	29.5	145
91	Stateline / 1750 N	gravel										245	41.6	245
92	550 W / 6500 N	gravel										75	42.9	75
93	750 E / 7000 N	gravel										83	41.2	83
94	1000 E / 6250 N	gravel										74	38	74
95	4750 W / 7000 S	gravel										122	34.7	122
96	4250 W / 5750 S	gravel										107	40.7	107
97	4750 W / 6250 S	gravel										35	34.4	35
98	550 W / Indian Sunset Dr	gravel										146	25.9	146
99	250 W / 750 N	gravel										247	33.1	247
100	750 W / 2500 N	paved										102	47.4	102
101	4250 W / 10750 N	gravel										60	39.8	60
102	McReynolds Ave / 3950 W	gravel										43	33.6	43
103	6000 W / 250 N	gravel										74	42.9	74
104	6000 W / 250 S	gravel										39	41.2	39
105	W 1000 S / 5750 W	gravel										74	44.5	74

Please see the Road Count Map in Attachment #2.

SECTION 4: Project List

Below is a project list for the next 5 years with another project list of large projects that need to occur in the future and have to be planned for. See Future Projects map Attachment #3

Locator	Change	Fiscal Year	Project Name	Type	Description
FISCAL YEAR 2011					
1A		2011	Ski Hill Rd Chip Seal	Road	Chip Seal Ski Hill Road - Designed by Forsgren (include wider edge line)
1B		2011	E2500N Chip Seal	Road	Chip Seal Hastings Lane
1C		2011	S2000W Gravel Overlay	Road	Regrade & add gravel to roadway
1D		2011	10000N Badger Cr Bridge	Bridge	Design & Install new bridge on Badger Creek
CW		2011	Dust Control from Levy	Maint	Spread Dust Control agents Based on road Counts
1E		2011	Packsaddle Rd Chip Seal	Road	Chip Seal Packsaddle Rd
1F		2011	Maytag Bridge	Bridge	Install Bridge
1G		2011	2500N/1000W	Culvert	Extend culvert
1H		2011	250N/Stateline	Culvert	Install new larger culvert
1I		2011	Smith Canyon Chip Seal	Road	Chip seal to 2000W This was supposed to be completed by developer
1J		2011	Smith Canyon Culverts	Culvert	Replace culverts at 1000S & Creek
1K		2011	2000W	Maint	8000S-8750S: Gravel & regard 1/4 mile (1/2 mile by Victor)
1L		2011	5000N/Stateline Rd	Maint	Maintain road to future bridge location
FISCAL YEAR 2012					
2A		2012	Badger Creek Bridge-3000W	Bridge	Design & Install bridge - 2012 Levy?
2B		2012	2000E Bridge Darby	Bridge	Design & Install new bridge on Darby Creek
CW		2012	Dust Control from Levy	Maint	Spread Dust Control agents Based on road Counts
2C	*	2012	PP Rd-Lower Culvert	Culvert	Extend culvert at 1200N & 6000W
2D		2012	3000W at Badger Creek	Culvert	Burton Phillips -Multiple culverts & extentension #TBD (3+)
2E		2012	1000E/3400S	Culvert	Darby Creek - replace culverts #TBD (4+)
2F		2012	5500s/1000w	Culvert	Resize and replace
2G	*	2012	5750 S	Road	Swamp Road - Rebuild
2H		2012	4000 W (1000 to 2000 S)	Road	Bates area - Rebuild 1 mile
2I		2012	Smith Canyon	Road	New turnaround or rd re-alignment at end
2J	*	2012	3000W	Road	Chipseal at Tetonia Oil
2K		2012	3000S/WHwy33	Road	widen & regrade - full reconstruction for 1 mile

2L	*	2012	6000N/2000E & N. Leigh	Maint	N. Leigh - add gravel & grade
FISCAL YEAR 2013					
3A		2013	5000N Bridge	Bridge/Road	Design & Install new bridge on 5000N, realign road
3B		2013	3000W @7500N-9000N	Culvert	Burton Phillips -Multiple culverts 3-miles #TBD (3+)
3C		2013	4000 W Frontage RD 2000S-	Road	Bevan Rd. Rebuild - permits req'd
3D		2013	3000S	Road	Place pit run & 3/4" crushed
3E	*	2013	7500W/3000N	Maint	Horseshoe Canyon area - build up corners
3F	*	2013	8000W/3000N Stateline Road/Ski Hill	Maint	Horseshoe Canyon area - build up corners
3G		2013	Rd Old Jackson Hwy	Maint	Gravel & Regrade
3H		2013	Chipseal Realign and build 600ft	Road	Ship Seal Old Jackson Highway. Acquire property, realign and build 600'
3I	*	2013	of 4000n	Road	west of Hwy 33.
FISCAL YEAR 2014					
4A		2014	Bridge 6000N and 1000E	Bridge	Design & Install new bridge Bull Elk Creek
4B		2014	Badger Cr Bridge-PP Rd	Bridge	Design & Install bridge - Future Levy
4C		2014	3000W/3500N	Culvert	Swamp ditch - extend culvert
4D		2014	Frontage RD	Culvert	4000S Intersection - replace culvert
4E		2014	Frontage RD	Culvert	3500S Intersection - replace culvert
4F	*	2014	14000N	Road	Harshberger RD-1 mile of 3/4" crushed Place 2" of 3/4" gravel (Pitrun placed in 2008) Harrops Hill
4G		2014	6500W and 8000N	Road	
4H	*	2014	1000E	Road	7000N-8000N: Rebuild road for 1 mile
FISCAL YEAR 2015					
5A		2015	N. Stateline Bridge	Bridge	Widen bridge
5B		2015	S. Stateline Bridge Egbert Rd Drainage	Bridge	Widen & pave - Targhee Hills Estates to pay for paving Replace 2 box culverts, 2 pipe culverts & replace bridge decking
5C		2015	Issues	Culvert	
5D		2015	5250S/4250W	Road	Upgrade turnaround - build up road
5E		2015	3000S/ EHwy 33	Road	S. Darby-north side repairs Gravel & Regrade - check ownership (Victor?)
5F		2015	7750S(Buddy King Rd)	Maint	
5G		2015	14000N/3500E	Maint	Build up Hill by Lily Pad House
FISCAL YEAR 2016					
6A		2016	Swanner Creek Culvert 14000n	Culvert	Replace culvert & regrade 1400N/3400W
6B		2016	7500/3000N	Culvert	Install new culvert
6C		2016	1000E/5000S	Culvert	Install new culvert
Miscellaneous Projects					

2011-12	Mower Attachment	Equip	Purchase mower for tractor
	ROW Acquisition for		
2011-15	Trails	Equip	Acquire 1/8 mile ROW for trails

ANNUAL MAINTENANCE

	Annually	Mowing of all Shoulders	Maint	Annual Maintenance
	Annually	Flood Control	Maint	Annual Maintenance
		Sweep Bike Path & Bike		
	Annually	Lane	Maint	Monthly Maintenance
	Annually	Fill Potholes	Maint	Monthly Maintenance
		Patch		
	Annually	Pavement/Potholes	Maint	Annual Maintenance
		R&R		
	Annually	Sign/fences/mailboxes	Maint	Annual Maintenance
	Annually	Cleanout Culverts	Maint	Annual Maintenance-spring
	Annually	Grade Roads	Maint	Based on Routes and road count
	Annually	Pinochle Rd	Maint	Annual Maintenance
AA	Annually	13500W/11000N	Maint	Add gravel & spot grade
	Annually	Packsaddle Estates	Maint	Maintain road to slowly improve standards

ADDITIONAL PROJECTS AND EQUIPMENT:

Road and Bridge facility	2017	\$1.5 million
Annual gravel overlay (22 miles)	yearly	\$450,000
Annual equipment cost for 5 years with cost increase	2012-17	\$180,000
6 to 10 years equipment cost with increases	2018-2022	\$209,000
Southern Gravel Pit	annual	\$70,000
Chip seal existing paved roads 12 miles per year	annual	\$600,000
Major bridge reconstruction	2016	\$500,000
Major bridge rehabilitation	2021	\$300,000
Minor bridge (bottomless culvert) installation	semi-annually	\$50,000
Chipper for chip seals (with truck hook ups)	2015	\$75,000

Funding Options:

There are basically three types of funding options for the County. They are:

- a. Federal/State money
- b. Grant money
- c. Local tax money

Federal and state money will continue to be supplied to the County based on road miles and vehicle registrations, unless the state re-distributes it.

Grant money typically come from LHTAC and is typically small projects or large projects.

Small projects are typically funded through the Local Rural Highway Investment Program (LRHIP) and are 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 encouraged but not required. If the project is \$50,000 or more, the work must be contracted out.

Typically the type of projects that can be applied for are a construction project funded up to \$100,000, a sign project funded up to \$30,000 or a transportation plan funded up to \$50,000. Bridges are also funded through this plan and have the same deadlines depending on the year and funding. Please see LHTAC's website (www.lhtac.org) for the latest deadlines and requirements.

Each September LHTAC makes the application available to all cities under 5,000 in population, all counties with road and bridge departments, and all highway districts. Once the applications are returned by the December deadline, LHTAC will rate the applications and the highest rated applications will be funded up to the amount of funds available in any given year.

Large projects are typically funded through a grant system from the Federal-aid Highway Project under the Surface Transportation Program – Local Rural (STP-Rural) Program. LHTAC records show that our jurisdiction has arterial or collector roadways within its boundaries. Federal-aid highway funds, under the STP-Rural Program, can be used for projects on those routes. Local Highway Jurisdictions who have had a successful STP-Rural application on a project, other than for transportation planning, in the past three (3) years are not eligible to apply. Projects could consist of developing transportation plans, rehabilitation of existing roadways, and new construction of roadways (including curbs, gutters, sidewalks, and storm drain facilities), and overlay or chip sealing projects. If the County has a project it believes would fit into the category shown on the Project Identification forms on the LHTAC website, please contact the Idaho Transportation Department (ITD) District Office for assistance in developing and completing this Project Identification Packet. The original attached packet must be submitted to your ITD District Office typically before **January of each year**. This packet will be reviewed and signed by the District. After receiving the District's signature, you will need to submit the original signed application along with **14 copies** of the application packet to LHTAC's office in Boise by 5:00 p.m., MST, in **January of each year**. No faxed or electronic copies will be accepted. A match of 7.34% local funds will be required for these projects and a resolution from the Board of County Commissioners stating that they approve the project and will supply funds for it is required.

The last option, local tax money is typically obtained based on property taxes. The current 2 year tax levy is typical of the type of levy that the County can do, however it is recommended that for long term planning it would be better to have this tax continuous over multiple years.

ATTACHMENT #4

Teton County Roads Background 2010

Teton County roads:

Originally presented: December 15, 2009
Teton County Engineer

1. The players:
 - a. The County.
 - b. Idaho Transportation Department – Takes care of Hwy 31, 32 and 33.
 - c. Local Highway Technical Assistance Council – provide funding and support for rural roads and smaller cities (Driggs, Tetonina and Victor)
 - d. Federal Highway Administration – provide funding for larger projects (Packsaddle)
2. Definitions:
 - a. Average Daily Traffic (ADT) the amount of traffic a road will see in one day on average.
 - b. Mag – Magnesium Chloride (MgCl₂) dust abatement treatment (typically liquid form)
 - c. Cubic Yard (CY) of pit run/3/4” etc. is about 1.5 tons (3000 lbs.)
 - d. Pit run – is the sandy/gravel/rocks that you get when you dig in the gravel pit.
 - e. ¾” crushed – a specified number of fines and sands mixed in with mainly rock that is smaller than ¾” in size and has angular sides because it was crushed.
 - f. Design speed – typically 5mph over the posted speed.
 - g. Sight distance – the distance you need to see and stop for something in the road at a specific design speed
3. What is in the county:
 - a. County roads (See the road surface maps on pages 6 to 9)
 - i. Total: 345 miles (See table on page 10)
 - ii. Improved: 305 miles (graded and drained, dirt, gravel or asphalt treated)
 1. This is what we get gas tax and registration \$ for.
 - b. Private roads:
 - i. 302 miles (not including cities or state maintained highways)
 - c. Cities:
 - i. Driggs: 23 miles
 - ii. Tetonina: 4.4 miles
 - iii. Victor: 23 miles
4. What are the parts of a road: (See the Road Section on page 14)
 - a. Travel lane
 - i. County standard = 12 feet
 - ii. With a lower volume/speed road it can be narrower.
 - b. Shoulders
 - i. Typically 2 feet required by county standards/LHTAC
 1. REQUIRED FOR SOME GRANTS
 - ii. Needed for:
 1. Safety/Recovery
 2. Maintenance
 3. Longevity
 - c. Clear area (typically a down slope to the drainage ditch)
 - i. This is dependent on the speed
 - d. Drainage Ditch
 - i. This is not where the irrigation ditch goes (it destroys the road)
 - ii. This is where that 18” culvert goes.
 - iii. This should be lower than the road.
 - e. Right of way – This is the area that the county can use to maintain its roads for safety.
 - i. Different types of ROW:
 1. Deeded – this is shown on a deed or dedicated on a plat.
 - a. Typically 60 feet, (sometimes the road is off to one side or the other)

- b. The county owns the property
 - 2. Deeded Easement - this is shown on a deed or dedicated on a plat.
 - a. Typically 60 feet.
 - b. The property owner still owns the property
 - c. The road is usually taken out for taxing purposes.
 - 3. Prescriptive – This is the county road map.
 - a. Typically 50 feet, (25' each side of the center line)
 - ii. Why 60' ROW instead of 50'?
 - 1. For snow plowing
5. A good road depends on:
 - a. Good Design
 - b. GOOD CONSTRUCTION
 - c. GOOD MAINTENANCE
6. How and Why to maintain a road
 - a. Paved Road:
 - i. Why chip seal?
 - 1. Crack sealing
 - 2. Replenish oil.
 - 3. Traction
 - ii. When to Chip Seal:
 - 1. This should be done the year after a new road is paved.
 - a. This should be in the budget of the new road construction
 - 2. Every 7 years after that.
 - iii. SEE ITD GRAPH (pg 13)
 - b. Gravel roads:
 - i. Gravel should be replenished: 2.6 tons/mile/year/vehicle (without Mag)
 - ii. Graded regularly
 - iii. Signage
 - iv. Drainage
 - c. Bridges:
 - i. The bridge surface.
 - ii. The bridge structure.
 - iii. Signage
 - iv. The abutments
 - v. Stream bed and scour areas
7. Gravel Road: Why dust abatement:
 - a. Loss of aggregates
 - b. Typically use Magnesium Chloride (MgCl₂) (Mag)
 - c. Larimer County Colorado study: (See table on page 12)
 - i. Aggregate loss:
 - 1. 2.6 tons/mile/year/vehicle w/ a road and no treatment
 - a. 1mile w/ 120ADT = 312 tons per year (208 CY)
 - i. @ \$16/ton = \$5000
 - 2. 1.5 tons/mile/year/vehicle w/ Mag treatment.
 - a. 1mile w/ 120ADT = 180 tons per year (120 CY)
 - i. @ \$16/ton = \$2900
 - 3. The difference: 88CY/year/mile at 120ADT
 - ii. Is 120 ADT: the magic number?
 - 1. See the attached table: (pg 12)
 - 2. All other roads would get Mag annually
 - 3. This should be adjusted semi-annually based on cost.

8. Speeds.

- a. How to set speeds:
 - i. Study: use the 85th percentile
 - 1. This is required since 2000.
 - ii. Engineering reasons: very sharp turn
 - iii. Law: Cities post 25mph.
- b. What are they now:
 - i. Gravel: typically 35 mph
 - ii. Asphalt treated: typically 45 mph
 - iii. Un posted: 55mph (state law)
 - iv. 35mph if w/ in 100yards of a farm house on a gravel road per 1986 ordinance.
 - 1. Very hard to enforce.

9. Accesses:

- a. Why control accesses: FOR SAFETY!
 - i. Stopping sight distances
 - ii. Align accesses across from each other.
- b. Access control is done two different ways:
 - i. On state Highways: through a Transportation Access Plan (TAP)
 - ii. On county roads: through the existing permit process.

10. Paths:

- a. Bike paths
 - i. Rails to trails will only allow non-motorized use in the summer.
 - ii. Connection of the paths should be planned on.
 - 1. This should be expanded in the new Trans. Plan.
 - iii. Coordination will be done with TVTAP.
- b. Snowmobile paths
 - i. Rails to trails will allow snowmobiles on it in the winter. This is an allowed use.
 - ii. There should be routes for connection of paths.
 - iii. Coordination will be done with the grooming board.
- c. Multi use paths – Old Jackson Highway
 - i. They should be signed and marked as such and designed accordingly. (speed limit)
- d. The funding that is obtained from gas tax and vehicle registration cannot be used on a separate path system. If the path is part(i.e. on the shoulder) of a funded highway/road it can be used.
 - i. The Driggs to Victor bike path cannot use gas tax or registration money to work on it.
- e. PATH MAINTENANCE:
 - i. Winter time maintenance is taken care of by the grooming board.
 - 1. What about Rails to trails? Who will do this?
 - ii. Summer maintenance. This includes:
 - 1. Signs
 - 2. Striping
 - 3. Sealcoats – D/V path was seal coated last year
 - 4. Vegetation removal (weeds, trees and brush)

11. Arches over county roads: (Log entrances)

- a. There are many concerns with this over a county road.
 - i. Snow plowing, they tend to get hit since they are close to the road.
 - ii. Structurally. Have they been designed?
 - iii. Signs? How are they hung? Who has designed this?
 - iv. Who is doing MAINTENANCE?

12. Bridges:

- a. ITD definition: It must be a 20' span.
- b. How many in the county: Approximately 18.
- c. This is what the last inspection round looked like from ITD.
 - i. Trail Creek bridge(#33020): @ E9500S (suff=65.2) structurally deficient
 - ii. Trail Creek bridge (#33025): @ Mike Harris Rd. Forest service bridge (suff= 67.6)
 - iii. Badger Creek (#33040): @ W10,000N (suff = 97) just southwest of Felt.
 - iv. N.FK. Leigh Crk. (#33045): @ N500W (suff = 96)
 - v. N.FK. Leigh Crk. (#33048): @ N1000W (suff = 92.9)
 - vi. Teton River (Cache) (#33055): @ W4000N (suff 57.2) structurally deficient
 - vii. Game Creek (#33066): @ Old Jackson Highway (suff 97)
 - viii. Teton River (white) (#33080): @ W5750S (suff 99)
 - ix. Spring creek (#33085): @ N2000W (suff 84.7) just south of hwy 33
 - x. Teton River (#21126): @ Bates Road (suff 100)
 - xi. S. Spring Creek (#21130): @ N3000W (suff 97) just south of Tetonia
- d. All other bridges are considered culverts by ITD standards:
 - i. This includes the following small (<20') bridges:
 1. Badger Creek bridge at W10,000N
 2. Badger Creek bridge at N3000W
 3. Badger Creek bridge at N6000W
 4. Darby Creek bridge at S2000E

13. Funding:

- a. See the breakdown: (pg 15)
- b. What would an increase do:
 - i. Registration: \$10 increase = 12 million for the state = \$34,500 for Teton County
 - ii. Fuel tax: \$0.01 increase = 9 million for the state = \$25,875 for Teton County
- c. Grants:
 - i. Two types of grants (LHTAC)
 1. State Competitive(small projects): 3 options
 - a. \$30,000 for signs
 - b. \$50,000 for Transportation Plans
 - c. \$100,000 for a construction project.
 2. Federal Competitive (Large projects):
 - a. W4000N (Packsaddle), Ski Hill Rd
 - b. Specific requirements for chip seals:
 - i. 2' Shoulders
 - ii. Not older than 12 years
 - iii. Must be arterial or collectors (like major, don't like minor)
 - iv. Must be at least 24' wide
 - v. Must be contracted out to a private contractor.
- d. What ITD recommends:
 - i. In 1995 ITD stated that 30% of the funding for roads should be coming from somewhere other than the fuel tax. (1995 Idaho Highway Needs Assessment Study)
 - ii. Typically we are about 3%, 2008 we were 15%. (See page 11)
 - iii. So for the past 15 years we should have had an additional \$250,000(approx.).
 1. That is a deficit of \$3,750,000.
 - iv. We get fewer points on competitive bids if we don't have this 30%.

14. Contracting:

- a. Public Works:
 - i. More than \$10,000
 1. Must be a licensed public works contractor
- b. Idaho Contractor License Law:
 - i. More than \$2,000

1. Must be a licensed contractor in Idaho
 2. Or must have another license (i.e. Public works)
- c. Amounts for Bid or RFP: (For construction)
- i. Over \$100,000 must be officially bid/RFP with a public notice.
 - ii. \$25,000 to \$100,000 must be bid/RFP by at least 3 entities.
 - iii. Under \$25,000 must be what is best for the county.
 1. I recommend we bid everything down to \$2000.

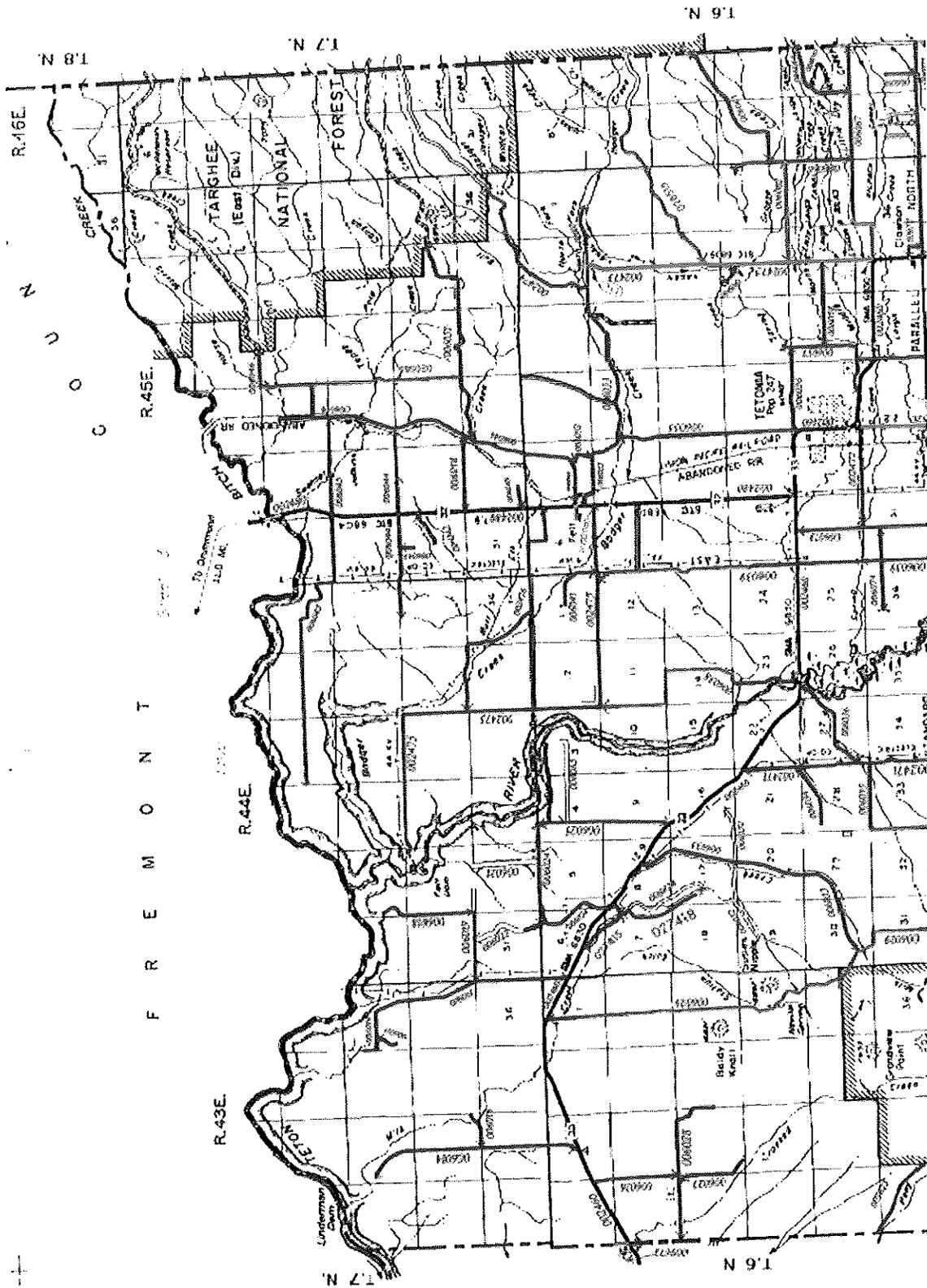
15. SUMMARY:

- a. We **must** do maintenance.
 - i. Chip seal paved roads (with good bases)
 - ii. Add gravel to gravel roads
 - iii. MAG gravel roads where required by counts
- b. We need to improve shoulders County wide on roads that have good bases.
- c. We are supposed to be funding our roads with money not just from gas tax.

ROAD SURFACE MAP COLOR CODE:

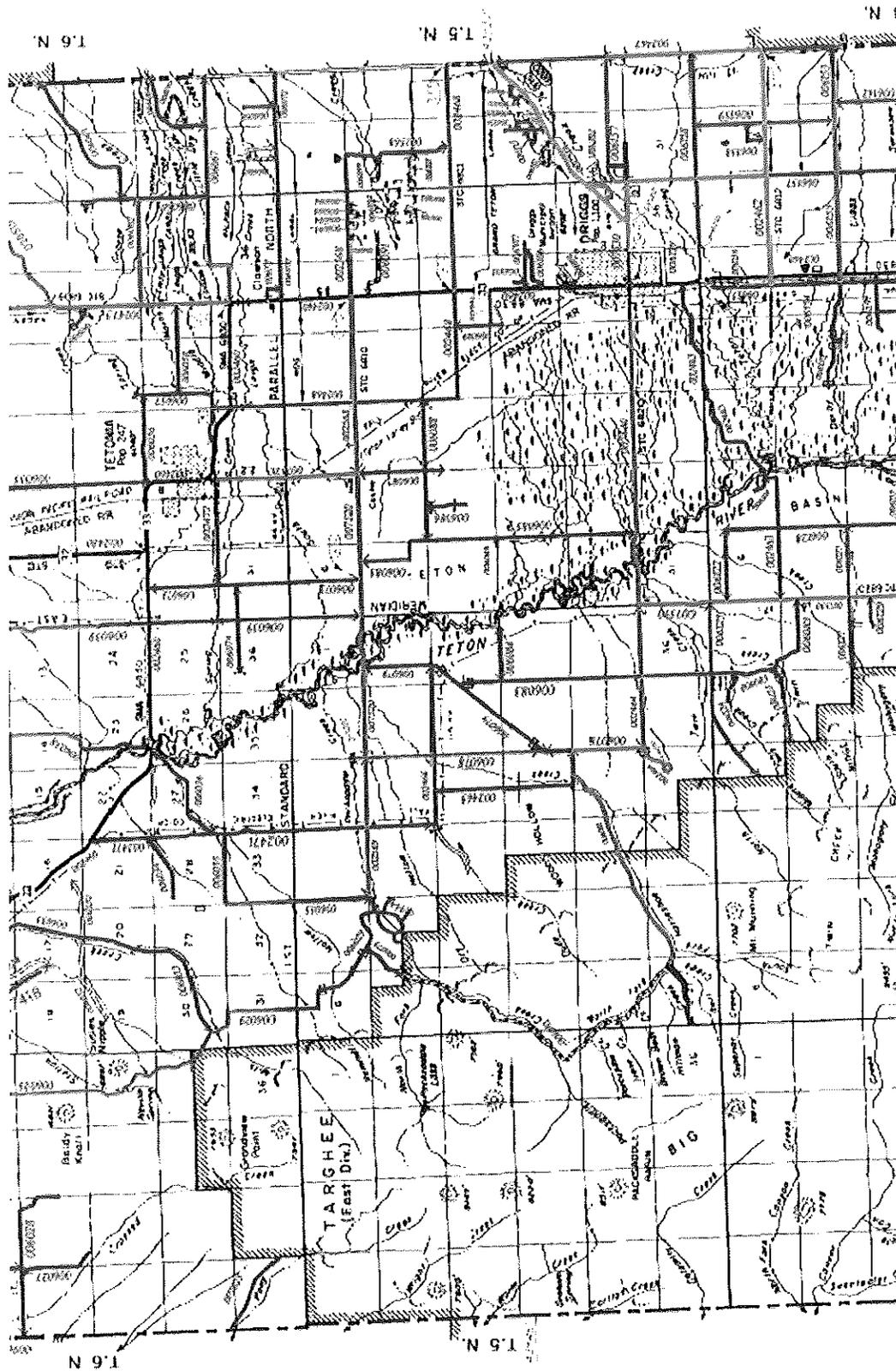
COLOR CODE			
B		Brown	Unimproved
C		Blue	Earth – Graded and drained
E		Red	Gravel – Graded and drained
F		Magenta	Asphalt treated gravel less than 1"
G-1		Green	Road or Cold Plant mix Asphalt
G-2		Aqua	Hot mix asphalt pavement
J		Olive Green	Other (e.g., concrete, cobble stone or brick surface)
		Purple	Delete road from Jurisdiction (Road still exists)
PUBLIC RIGHT-OF-WAY			
		Grey	RIGHT-OF-WAY WITH ROAD
		Grey	RIGHT OF WAY WITHOUT ROAD

2008 ITD ROAD SURFACE MAP



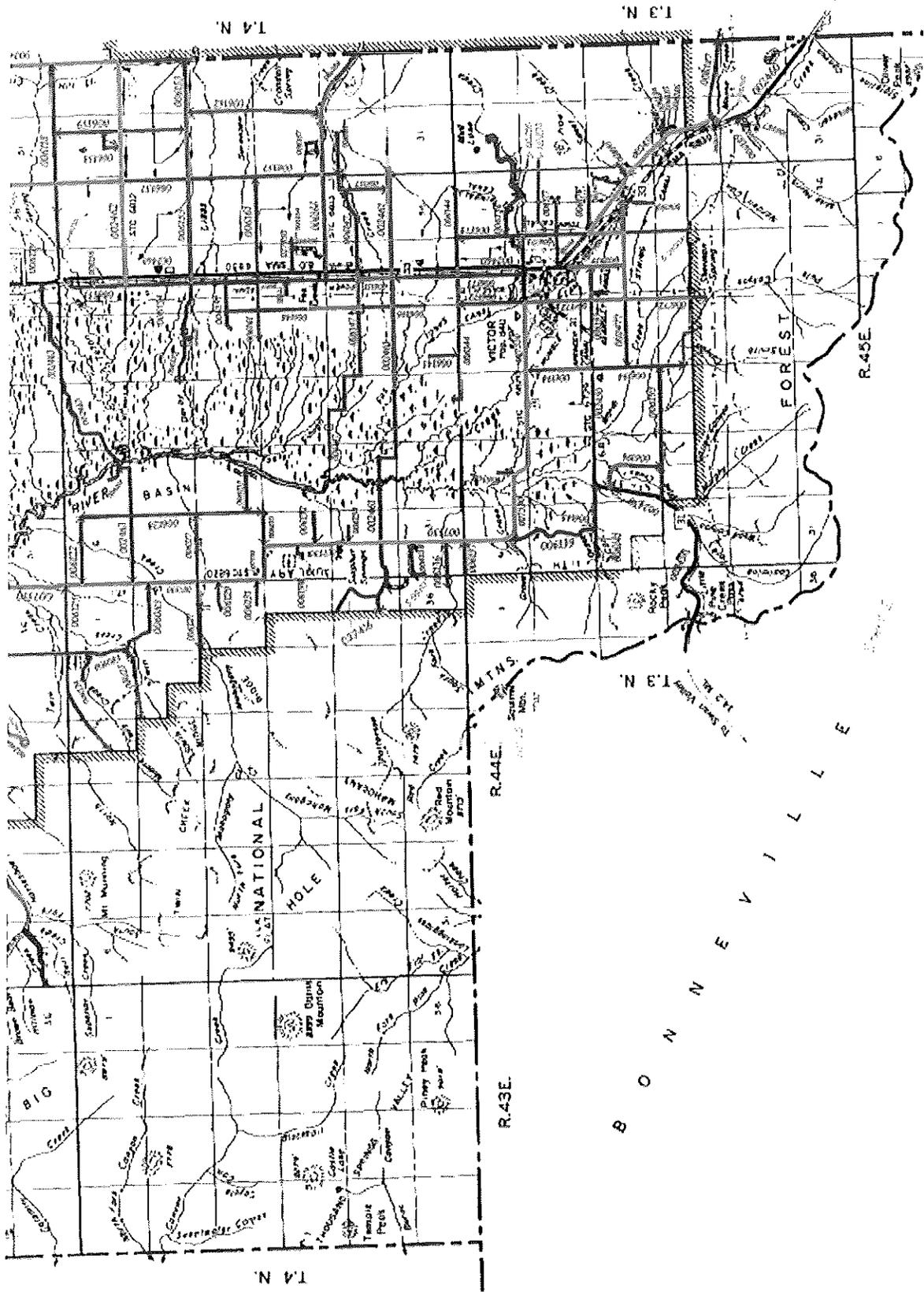
NORTH PORTION OF TETON COUNTY

2008 ITD ROAD SURFACE MAP (CONT.)



MIDDLE PORTION OF TETON COUNTY

2008 ITD ROAD SURFACE MAP (CONT.)



SOUTH PORTION OF TETON COUNTY

**IDAHO TRANSPORTATION DEPARTMENT
ROAD MILES BY COUNTY BY SURFACE TYPE**

Total Actual Reported Miles, 2007

COUNTIES, TOTAL REPORTED MILES	UNIMPROVED MILES	GRADED & DRAINED	GRADED & DRAINED	LESS THAN ONE INCH	LOW BITUMEN	HIGH BITUMEN	PORTLAND CEMENT	TOTAL MILES
ADA	0.000	0.000	34.575	0.000	0.000	624.825	0.000	659.400
ADAMS	8.529	49.415	239.134	0.000	39.967	34.916	0.000	371.961
BANNOCK	17.461	3.239	197.086	64.579	258.176	88.539	0.000	629.080
BEAR LAKE	68.287	7.464	261.420	13.923	72.756	15.674	0.000	439.524
BENEWAH	20.481	22.093	284.263	21.801	28.455	32.439	0.000	409.532
BINGHAM	35.824	21.322	486.703	19.200	552.748	109.087	0.680	1,225.564
BLAINE	50.884	32.009	249.707	4.100	87.113	30.932	0.000	454.745
BOISE	0.000	55.006	96.493	52.494	35.225	50.110	0.000	289.328
BONNER	0.652	0.558	301.416	96.860	119.401	163.686	0.000	682.573
BONNEVILLE	21.512	107.668	335.986	0.238	389.611	95.619	0.000	950.634
BOUNDARY	5.501	9.611	164.148	0.000	125.515	33.283	0.000	338.058
BUTTE	36.340	12.975	266.812	0.000	75.726	5.911	0.000	397.764
CAMAS	8.180	46.381	328.023	0.000	14.956	7.936	0.000	405.476
CANYON	5.124	0.177	34.943	12.732	818.588	260.249	0.000	1,131.813
CARIBOU	68.475	16.148	404.154	0.000	191.285	37.708	0.000	717.770
CASSIA	71.478	16.449	595.807	90.301	328.342	135.174	0.000	1,237.551
CLARK	18.580	29.562	237.510	0.606	68.965	28.794	0.000	384.017
CLEARWATER	0.871	2.162	201.946	28.637	38.028	64.860	0.325	336.829
CUSTER	4.203	3.430	430.986	3.070	102.842	0.405	0.000	544.936
ELMORE	19.504	24.656	590.603	4.200	238.706	109.662	0.000	987.331
FRANKLIN	67.112	10.725	189.349	0.000	113.782	34.888	0.000	415.856
FREMONT	89.266	29.129	224.818	0.294	277.329	84.284	0.000	705.120
GEM	0.000	4.361	140.036	2.359	119.620	78.569	0.000	344.945
GOODING	14.297	1.783	93.750	1.250	344.088	48.938	0.000	504.106
IDAHO	4.132	26.707	876.314	55.238	204.366	127.867	0.000	1,294.624
JEFFERSON	13.172	0.537	281.851	0.496	378.429	59.972	0.000	734.457
JEROME	8.453	1.064	142.857	9.300	377.120	51.520	0.000	590.314
KOOTENAI	1.562	4.532	191.220	118.592	398.373	178.928	0.684	893.891
LATAH	1.739	56.479	579.346	5.492	152.700	20.836	0.000	816.592
LEMHI	1.284	10.083	240.958	0.000	118.149	0.310	0.000	370.784
LEWIS	9.184	8.380	425.737	5.648	7.098	27.698	0.000	483.745
LINCOLN	17.279	38.936	228.862	4.300	138.809	6.462	0.000	434.648
MADISON	11.916	9.600	181.929	0.166	220.398	51.208	0.000	475.217
MINIDOKA	1.531	0.106	269.443	45.977	0.000	314.383	0.000	631.440
NEZ PERCE	6.745	11.244	380.100	47.042	48.990	131.813	0.008	625.942
ONEIDA	116.980	11.396	207.612	34.431	157.327	20.143	0.000	547.889
OWYHEE	83.913	103.024	517.400	3.627	300.294	4.706	0.000	1,012.964
PAYETTE	0.000	0.000	50.655	0.000	189.187	62.179	0.000	302.021
POWER	52.321	6.658	306.406	130.710	190.587	31.093	0.000	717.775
SHOSHONE	0.000	0.502	139.108	0.000	20.018	229.678	0.000	389.306
TETON	40.996	1.966	223.132	0.878	59.946	17.810	0.000	344.728
TWIN FALLS	9.431	27.281	373.569	3.450	716.557	146.204	0.000	1,276.492
VALLEY	12.332	6.815	512.369	14.795	157.471	75.146	0.000	778.928
WASHINGTON	13.236	30.190	346.778	1.888	103.740	55.990	0.000	551.822
TOTAL	1,038.767	861.823	12,865.314	4	898.674	8,380.783	1.697	27,837.492

By percent:

TETON	11.89%	0.57%	64.73%	0.25%	17.39%	5.17%	0.00%	100.00%
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ROAD COUNT WHEN COST TO MAG = COST OF LOST GRAVEL

		Application rate = 0.5 gal/SY												
		Mag cost (\$/gal)												
		0.4	0.45	0.5	0.55	0.6	0.65	0.7	0.75	0.8	0.85	0.9	0.95	1
Gravel cost (\$/CY)	15	176	198	220	242	264	286	308	330	352	374	396	418	440
	16	165	186	206	227	248	268	289	309	330	351	371	392	413
	17	155	175	194	214	233	252	272	291	311	330	349	369	388
	18	147	165	183	202	220	238	257	275	293	312	330	348	367
	19	139	156	174	191	208	226	243	261	278	295	313	330	347
	20	132	149	165	182	198	215	231	248	264	281	297	314	330
	21	126	141	157	173	189	204	220	236	251	267	283	299	314
	22	120	135	150	165	180	195	210	225	240	255	270	285	300
	23	115	129	143	158	172	187	201	215	230	244	258	273	287
	24	110	124	138	151	165	179	193	206	220	234	248	261	275
	25	106	119	132	145	158	172	185	198	211	224	238	251	264
	26	102	114	127	140	152	165	178	190	203	216	228	241	254
	27	98	110	122	134	147	159	171	183	196	208	220	232	244

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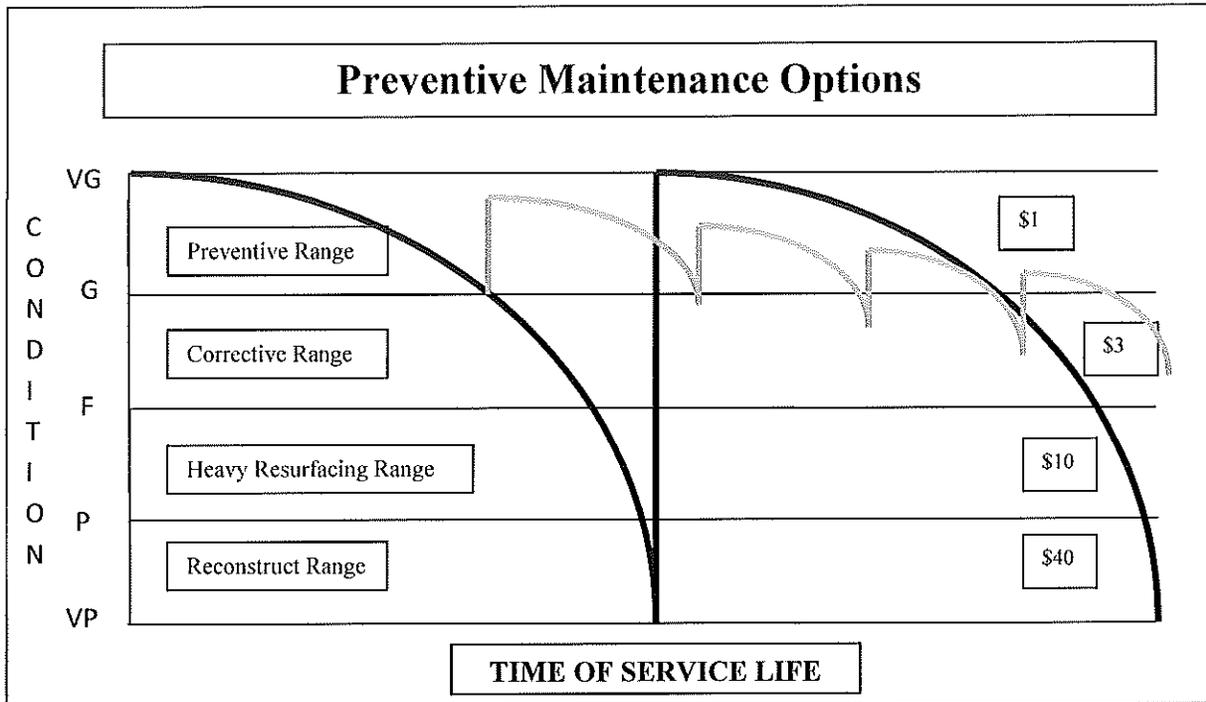
Larimer County, CO, Gravel loss Delta (Mag vs. Untreated) = 1.1 CY/year

Mag cost (\$/mile) for 24' road												
2816	3168	3520	3872	4224	4576	4928	5280	5632	5984	6336	6688	7040

Roads that have an ADT of 120 or less:*

W4000n @ n8000w oiled 100 packsaddle
W10,000n @ n4500w gravel 53 power plant road
w1500s @ s8000w oiled 49 horseshoe canyon
w1900s @ s3350w gravel 115 south bates road
w4000s @ s250w gravel 73
w5750s @ s3500w gravel 77 swamp road
w6000s @ gravel 94
e7000s @ s250w gravel 73 trail creek nursery
w9000s @ s1250w gravel 106
w9250s @ s3750w gravel 48 aspen grove subdivision
w9500s @ s600w gravel 72
s500w @ w3050s gravel 30 frontage rd
s1000w @ w9520s oiled 87 pole canyon rd
s4000w @ w250n gravel 63 golf course
n5000w @ w4010n gravel 59
n7500w @ w1250n gravel 32
n8000w @ w4250n gravel 56 pole line road
n11,000w @ w10,800n gravel 54 brown road
w14,000n @ n3750w gravel 73 pinochle road

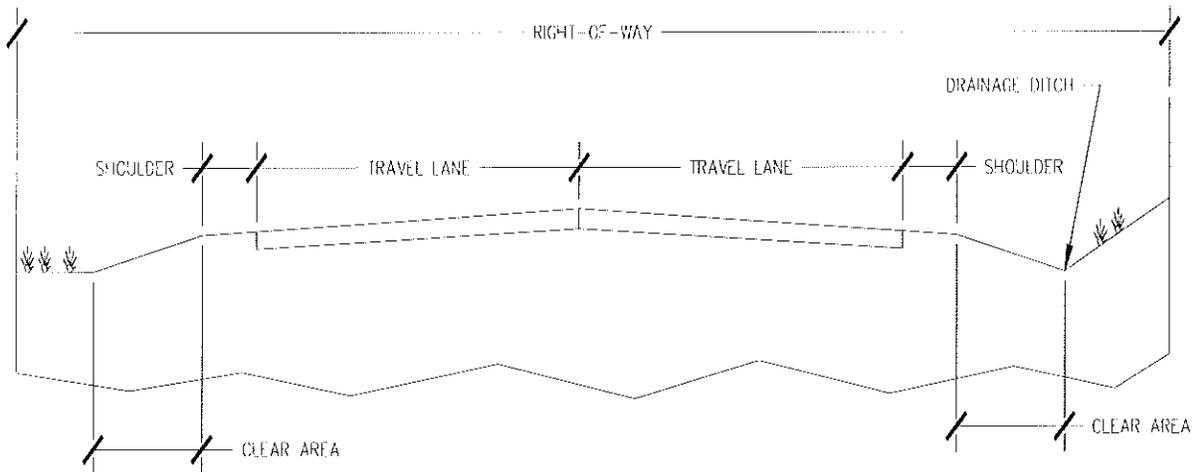
*This is a preliminary list and is not all inclusive.



Condition Key:
 VG – Very Good
 G – Good
 F – Fair
 P – Poor
 VP – Very Poor

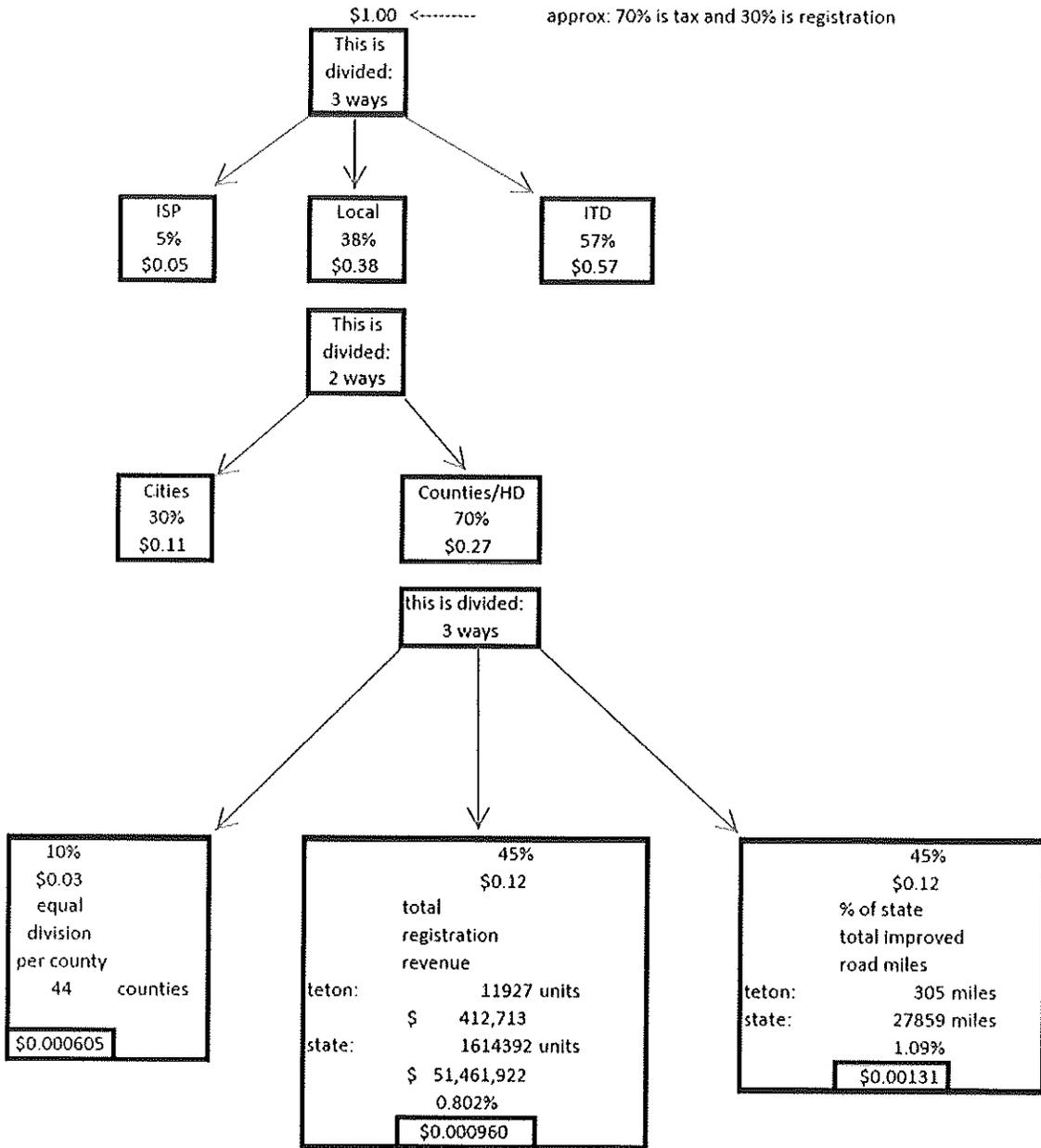
COST OF GREEN LINE = $1+1+3+3 = \$8$
 COST OF BLACK LINE = \$40

Data obtained from ITD T2 document, "Roads 101", pg 85.



ROAD SECTION

Breakdown of Road Revenue State Wide



This approximatley means:		
with an increase:	State gets:	Teton gets:
\$10 increase in registration	\$ 12,000,000	\$ 34,500
1 cent gas tax increase:	\$ 9,000,000	\$ 25,875