



Teton County Engineer
MEMO

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150 Courthouse Drive
Driggs, ID 83422

January 22, 2014

TO: Board of County Commissioners
FROM: Jay T. Mazalewski, PE
SUBJECT: 1-27-2014 - Road Summit

BoCC,

On the evening of Monday, January 27, I will review the 5-year road work project list that was presented in April of 2013. Prior to reviewing the project list, I will give a short presentation on the history of our roads, maintenance, and funding. I will not be revisiting the background information provided last April. That information has been updated and is attached for your review.

PROJECT LIST:

Please review the attached project list. You will see 6 columns on the left hand side of the sheet. These columns are used to help decide which projects are scheduled each year.

Location: Corresponds with the 2010 Transportation Update Map

Crew Priority: Each R&B crew member identified project on their roads and ranked them

ADT: Average Daily Traffic

Road Classification: This is the designation of each road

2010 Update Year: When the project was scheduled in the 2010 Transportation Update

2013 Revised Year: The current year the project is scheduled.

This information is used along with our budget and available crew to create an achievable schedule of work for each of the first 3 years (see 2014 work schedule). The final year (2017 & future projects) is a list of all other projects that have been identified. Some of these projects are small and may be used as “filler” projects if we have extra time in a construction year.

Per the meeting last April, I recommend this project list be revisited every three years, updated, and re-prioritized. This is meant to be a flexible list and projects may be completed sooner or later than scheduled based on funding, time, conditions, or other unforeseen circumstances.

COMPREHENSIVE PLAN:

Attached are pages from the Comprehensive Plan that reference road/transportation. I believe we are following closely the guidelines and have already accomplished some of the identified goals.

AGRICULTURAL ROADS:

The BoCC requested ways meet the goals of the Comprehensive Plan and ensure that we are maintaining and improving roads that serve agriculture. The attached Ag Exemption/Road Project map show properties classified as agricultural properties receiving the Ag Exemption Tax status and our road projects. Based on the map it appears that the majority of roadwork completed and proposed, serves agricultural needs.

OTHER ITEMS:

How to get more work done: Allocate additional funding for more staff or private contractors.

Options:

- 1) We have approximately a \$200K surplus of levy funds that have been compiled since the 1st levy. I recommend we increase the levy budget to include these funds for the purpose of improving our gravel roads. (the surplus is due to a higher collection % than anticipated).
- 2) Increase the Special Rd Levy (note this levy is up for renewal in the spring of 2014)
- 3) BoCC petition the state for increased revenues

Special Projects/BoCC Requests: The BoCC & public appear to focus on certain roads/areas.

Options:

- 1) Dedicate 6% (\$45K) of the county portion of the levy to BoCC Special Projects and have each BoCC member direct the funding of 2% of the levy to a project to be completed by private contractors.
- 2) Dedicate 6% of the county portion of the levy community identified project and hold a lottery to determine which project is funded (need to check w/attorney)

SUMMARY:

Teton County has seen its population almost double and a construction boom. This increased traffic, on roads not designed to handle these traffic loads, has accelerated the deterioration. As we progress with our projects, less road mileage may get work on some years, due to need for full reconstruction not just overlays or chip seals. My goal is upgrade all of our roads and create a solid foundation under the roads which future generations can build on.

Teton County has a significant backlog of road work due to over a decade of underfunding. We have had three construction years with levy funding to begin to make a dent in the backlog but still have a long, long ways to go. To get all of our roads upgraded and maintainable will be a long, slow, but steady process at our current funding level. Patience will be required by all in order to get our transportation network to the level everybody wants.

BACKGROUND INFORMATION:

Gravel Stabilization (dust control):

What: Gravel roads are treated with a 30%-35% solution of magnesium chloride to stabilize the gravel and prevent it from migrating off the surface.

Why: Mag attracts moisture which prevents the fines (aka binder) from disappearing and helps lock in the larger aggregate and maintains the travel surface.

A stabilized surface loses 1.5 tons of material per year per vehicle trip.

An un-stabilized surface loses 2.6 tons of material per year per vehicle trip.

This is why we use Mag, dust control is a secondary benefit. Once the traffic count goes below 140, the replacement cost for gravel is cheaper than the cost of the mag.

How: A residual amount of mag remains in the gravel each year. Therefore the application rate can be reduced after the first year. We typically apply 0.5 gal/sqyd the first year, 0.4 gal/sqyd year 2, and 0.3 gal/sqyd thereafter.

How Much: The Special Road levy pays about \$70,000, The SW Budget pays \$2,000 for a **total of about \$72,000 available for gravel stabilization.** This should stabilize approximately 25-27 miles of road in 2014.

Where: Attached is a map showing the roads which are proposed to receive mag in 2014. This is the **only road treatment which locations are determined solely by road counts,** as this is where the taxpayer money is most efficiently used. Additionally, roads to receive Mag should have a good gravel surface or receive a gravel overlay prior to the first application of Mag.



Pavement Maintenance (Seal Coat)

What: Teton County maintains 76 miles of paved/sealed roads and 7 miles of a paved pathway. Only 26 miles of this are actually pavement. The remaining 46 miles are multiple layers of chip seal on a gravel surface. Asphalt pavement adds structural integrity to the road, a chip seal does not. Here are three typical pavement treatments:

Crack Seal: Seal all cracks less than 1/8", done prior to any other surface treatment

Fog/Rejuvenator Seal: A light coat of oil which seals smaller cracks and prevents further decay

Chip Seal: A coat of oil followed by a cover coat of aggregate to provide traction.

Hot Mix Asphalt Overlay: A thin layer of hot asphalt over the existing degraded pavement.

Why: All paved/sealed surfaces need regular treatment to maintain the surface. The oils in pavement degrade over time which causes the road to deteriorate. Fog seal last 2-3 years, chip seals last 5-7 years.

How: Treatments depend on the road condition and use. Teton County contracts for crack sealing, oil spreading, and hauling of aggregate. We have our own chip spreader to spread the cover aggregate. We offer 1-mile of chip spreading to each of the city's (at cost).

How Much: The Special Road levy budgets about \$270,000 for Seal Coats. This will coat between 10-15 miles of road. Estimated costs are:

Crack Seal	=\$ 25K
Oil Cost	=\$150K
Aggregate Cost	=\$ 45K
Private Trucking	=\$ 30K
Misc	=\$ 20K

Where: Only roads that are in decent condition that have good bases are chip sealed. Every three years the condition of paved/sealed roads are assessed to determine the next treatment and the remaining service life (last done in summer of 2012). Roads to be seal coated are determined by ranking the Remaining Service Life, Road Type, and ADT. It is much cheaper to maintain an existing surface than having to replace it. The 2014 sealcoat project has not been determined.

Think of the road surface like siding on your house; it is cheaper to paint it every three years than to replace the siding every seven years!



Road Reconstruction

What: This is full depth excavation and rebuild of a road from the subgrade. Any reconstruction project must be designed for the anticipated traffic loading for the next 20-years and consider the existing sub-grade condition. This is the most expensive and time consuming of road projects. The City of Victor paid approximately \$250K to rebuild 0.5 miles of 9500S in 2012 (to gravel surface).

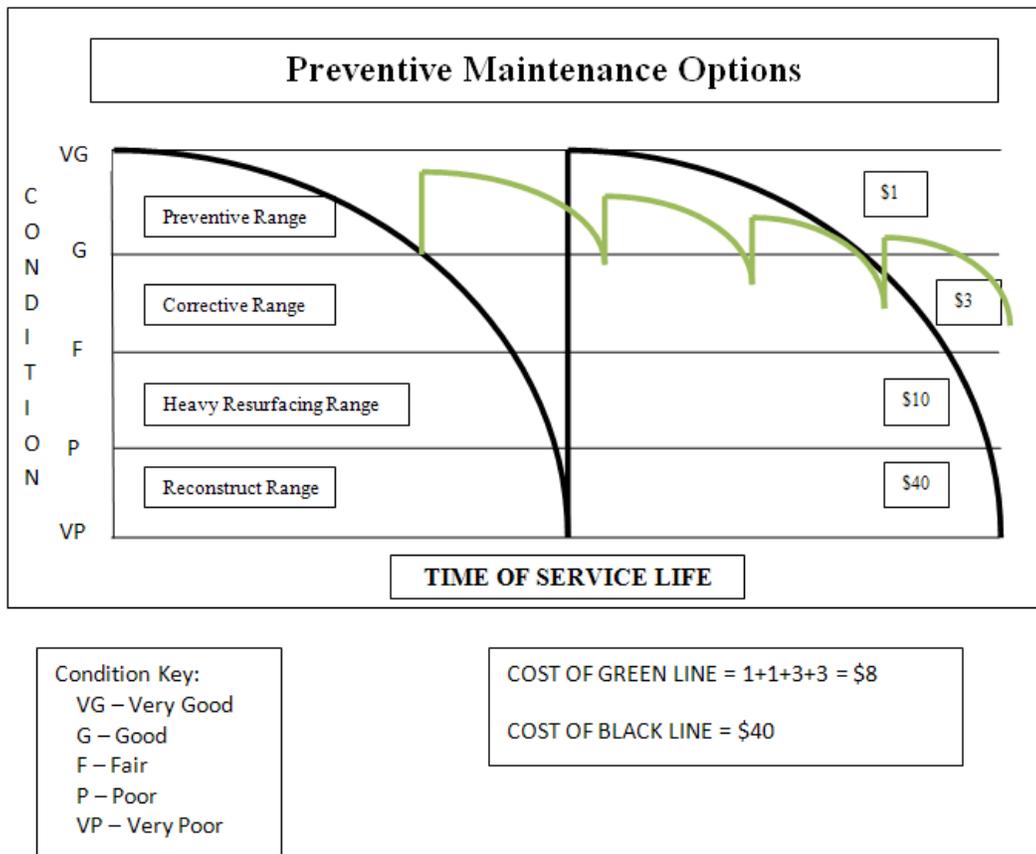
Why: A road that was not properly maintained, was not built to handle the traffic loads, or does not have adequate drainage will deteriorate quickly. Many of our roads were not built to handle the current traffic loadings (5000S, 4000N, 500W), additionally a lack of regular maintenance accelerated this deterioration.

How: The R&B Department can rebuild roads however larger projects may take away from other project and regular maintenance. Larger projects should be contracted out.

How Much: Approximately \$135,000 was allocated to reconstruction this year. R&B takes about 4 weeks to rebuild 1 mile of a gravel rebuild, we can rebuild approximately 1 mile a year with our current schedule and staffing levels.

Where: E5000S is slated in 2014 rebuild/expansion project for a currently oiled road. The project will be funded through impact fees, grant, and Special Rd Levy.

A gravel road rebuild list is attached. Rammell Mountain Rd will be completed this spring and either W6000S or N3000W is slated for summer of 2014.



Gravel Overlays

What: This is placing a 4” compacted lift of gravel on an existing road with a good base. Typically the roadside ditches are re-shaped at this time and minor drainage issues are corrected. A modified overlay may include a lift of 2” rock prior to placing the surface gravel.

Why: Each vehicle trip on a road sheds gravel from the surface and reduces the wearing surface of a gravel road (see Gravel Stabilization above). This gravel must be replaced to allow a safe traveling surface and maintenance activities.

How: The R&B Department can place about 1 mile of gravel per week. Our current schedule/workloads allow us to gravel about 5 miles of road a year.

How Much: Gravel is crushed every other year. We crush enough gravel to overlay 10 miles of road (2-years worth).

Where: Roads proposed for gravel overlays are shown on the Project List attached. Roads were inventoried by our operators and the prioritized by the supervisor and the engineer based on the condition, classification, previous ranking, ADT, and available time.



Bridges

What: The replacement of a failing or undersized bridge or culverts. ITD classifies a bridge as being over a 20' span otherwise it is considered a culvert. ITD annually inspect our bridges (about 18).

Why: An undersized bridge can cause flooding and erosion issues (see Badger Cr) that can damage roads and private property. A failing bridge becomes a safety hazard to the public.

How: All bridges must be engineered and permitted. This is typically contracted out along with the construction of the bridge. All culverts must be properly sized (10-yr storm/flooding event) and may need to be permitted. The design and installation may be contracted or done in-house.

How Much: The N3000W bridge replacement project cost about \$240,000 (including design). Teton County received a grant for \$119,000 towards this project.

Where: S2000E/Darby is under design and slated to be replaced in the fall of 2014 (FY2015). Additionally an analysis of the Fox Creek Pathway/Frontage Rd culvert is underway. A grant application was submitted to fund the repair of the Cache Bridge (\$450,000). I would like to budget for one design & bridge replacement each year from the special levy.



2014 & FUTURE PROJECTS:

Gravel Stabilization: Average daily traffic is the only method used I have found to determine which roads receive gravel stabilization. ADT is directly related to gravel loss. I recommend we do not add any additional roads to the gravel stabilization list, unless the traffic count is greater than 150 ADT.

If the BoCC wishes to add additional roads which are under the 140-150 ADT, I recommend creating a network of connected, stabilized roads. This will reduce mobilization costs and increase the efficiency of our grading operations. Examples: (E5500S>S1000E>E1000S) or (E10,000N>N3000W>Hwy 33)

Chip Seal/Seal Coat: See the attached map for a list of proposed/possible projects. Completing the 7000W & Old Horseshoe Rd would stabilize this access and ½ (2.2 miles) may be funded through grant. The 7000S/5000S projects each require a double Otta Seal and could be timed to minimize mobilization costs. The 4000N requires additional investigation and may require extensive in place reclamation (zipping).

Road Rebuild: E5000S - reconstructing the west 1/3 mile , reconstructing the east section, widening the middle 3rd, and placing a double Otta Seal (BST) treatment on the surface (Levy Funds and ITD Grant). The reconstruct would be done by a contractor and the seal coats by Teton County. This project is scheduled for summer 2014.

N4000W, N3000W, and W6000S are gravel roads in need of complete reconstruction and are a high priority. R&B has enough time to rebuild about 1 mile of road in addition to completing Rammell Mountain Rd.

Gravel Overlay: R&B should have enough time to overlay 5-miles of roads. The highest priority roads are shown on the attached project list.

Bridges: The Spring Creek/Stateline bridge will be purchased by the county and installed by private contractors spring 2014. S2000E/Darby is under design and scheduled for replacement fall of 2014.

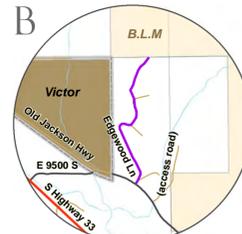
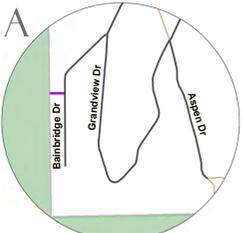
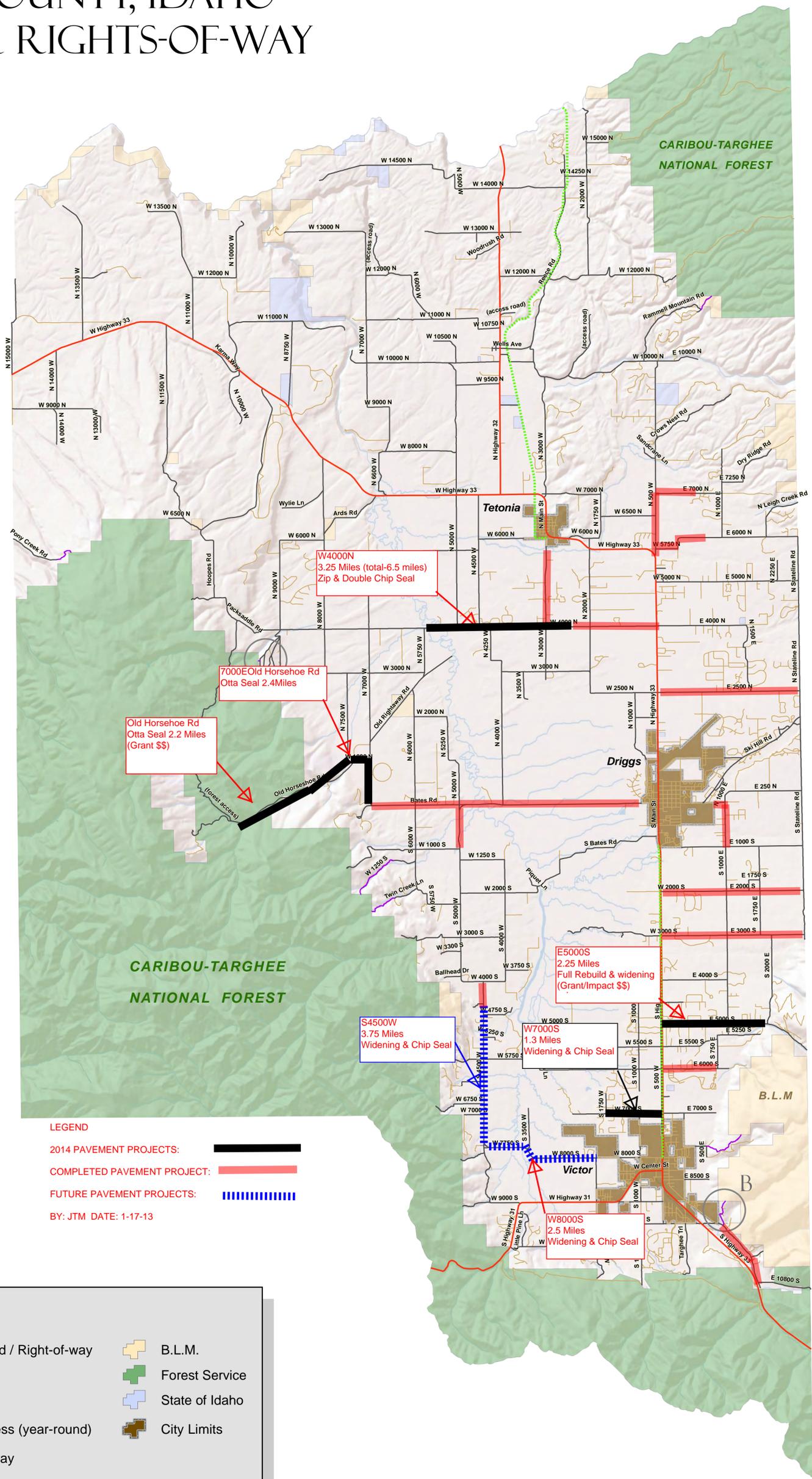
Please note that the 2013 and Future project list attached is a guideline document and should be updated every 3 years. Although specific projects are identified on the list, they may change based on funding, timing, and other unforeseen circumstances.

ROAD BRIDGE
PROPOSED CAPTIAL IMPROVEMENT/MAINTENANCE PROJECTS-APRIL 2013, Updated 1/22/14

Location	Crew Priority	ADT	Road Classification	2010 Update Year	2013 Rev Project Name	DPRT	Type	Levy	Designed By	Bid By	Installed by	Description	Estimated Material Cost	Estimate R&B Cost	Estimated Cost
Updated: 1/21/2014															
2013 CONSTRUCTION YEAR															
\$ 1,137,000															
1H	High		MN Col	2011	2013 250N/Stateline	RB	Culvert	no	JTM	n/a	Contractor	Install new larger culvert			\$ 30,000
2A	High		Local	2012	2013 Badger Creek Bridge-3000W	RB	Bridge	yes	Consultant	JTM/Consultant	Contractor	Fall 2013 Construction			\$ 220,000
4D	High		Local	2014	2013 Frontage RD	RB	Culvert	no	JTM	TBD	RB	4000S Intersection - replace culvert			\$ 7,000 fall 2013
2I	Low	n/a	Local	2012	2013 S2000W Smith Canyon	RB	Road	no	JTM	JTM	Contractor	New turnaround or rd re-alignment at end			\$ 25,000
	Low		MJ Col		2013 5000S/500W Parking Lot	RB	Road	yes	JTM	TBD	Contractor	ITD Grant to Build Parking Lot			\$ 30,000 *shift 2014
	High	145	Local		2013 S2000E-3000-5000	RB	Maint	yes	n/a	TBD	RB	2-mile gravel overlay (need prior to MgCl)	13000	27000	\$ 40,000
	High	124	Local		2013 S1000E	RB	Maint	yes	n/a	TBD	RB	1 Mile Gravel Overlay (2000-4000)	6000	14000	\$ 20,000
	High	128	Local		2013 W4000S	RB	Maint	yes	n/a	TBD	RB	1.25 Miles gravel overlay (to Teton Valley Lodge)	7000	17000	\$ 24,000
	High	56	Local		2013 S750E	RB	Maint	yes	n/a	TBD	RB	0.75 Mile Gravel Overlay (6000-5250)	4000	11000	\$ 15,000
	High	130	Local		2013 Rammel Mountain Rd	RB	Road	yes	JTM	TBD	RB	1.5 Mile Full Rebuild	\$ 72,000.00	\$ 94,000.00	\$ 166,000
	High	55			2013 Victor Driggs Pathway	RB	Road	yes	JTM	TBD	Contractor	7 Mile Crack & Fog Seal Bridge Repair			\$ 60,000
	High	1063	MJ Col		2013 E5000S	RB	Road	yes	JTM	TBD	Contractor	0.5 Mile Rebuild w/triple Chip Seal (Levy & Impact Fee Funded)			\$ 120,000 *shift 2014
	High				2013 Chip Seal	RB	Maint	yes	JTM	TBD	RB	Chip Seal 10-15 Miles of Road			\$ 300,000
	High				2013 Gravel Stabilization/Dust Contol	RB	Maint	yes	JTM	TBD	RB	Stabilize 25-27 Miles of Gravel			\$ 80,000
2014 CONSTRUCTION YEAR															
\$ 1,430,000															
	High	130	Local		2013 Rammel Mountain Rd	RB	Road	yes	JTM	TBD	RB	0.5 Mile Full Rebuild	\$ 10,500.00	\$ 45,000.00	\$ 55,500
	High	1063	MJ Col		2014 E5000S	RB	Road	yes	JTM	TBD	Contractor	1.5 Mile Rebuild w/triple Chip Seal (Grant & Levy Funded)			\$ 250,000
2G	High	107	Local	2012	2014 5750 S	RB	Road	no	Consultant	TBD	RB or Contractor	2.6 Mile Swamp Road - Rebuild with new culverts-Design 2013	95000	245000	\$ 340,000
2D	High	139	Local	2012	2014 3000W at Badger Creek	RB	Road	no	JTM	TBD	RB	2.5 mile rebuild with new culverts	\$ 75,000.00	\$ 75,000.00	\$ 150,000
2B	High		Local	2012	2014 2000E Bridge Darby	RB	Bridge	yes	Consultant	TBD	Contractor	2013 Design & 2014 Construction Darby Creek			\$ 175,000
2C	High		Local	2012	2014 N6000W (PP Rd-Lower)	RB	Culvert	no	JTM	TBD	RB	New culverts at 1200N & 6000W			\$ 10,000
4E	High		Local	2014	2014 Frontage RD	RB	Culvert	no	JTM	TBD	RB	3500S Intersection - replace culvert			\$ 7,000
6C	High		MJ Col	2016	2014 1000E/5000S	RB	Culvert	no	JTM	TBD	JTM	Install new culvert - Part of Road Rebuild Project			\$ 7,000
	High	n/a	Local		2014 Moose Creek Rd	RB	Maint	yes	JTM	TBD	RB	1 Mile Gravel Overlay	6000	14000	\$ 20,000
	Med	112	Local		2014 E4000S	RB	Maint	yes	n/a	TBD	RB	1.5 Mile Gravel Overlay	8000	21000	\$ 29,000
	Med	35	MN Col		2014 N4500W	RB	Maint	yes	n/a	TBD	RB	3 Mile Gravel Overlay (Minor Collector)	20000	42000	\$ 62,000
	High				2014 Chip Seal	RB	Maint	yes	JTM	TBD	RB	Chip Seal 10-15 Miles of Road			\$ 300,000
	High				2014 Gravel Stabilization/Dust Contol	RB	Maint	yes	JTM	TBD	RB	Stabilize 25-27 Miles of Gravel			\$ 80,000
2015 CONSTRUCTION YEAR															
\$ 2,315,000															
	High	179	MJ Col		2015 W4000N to the River	RB	Road	yes	JTM	TBD	Contractor	3 Mile Rebuild+ Widening w/triple Chip Seal			\$ 900,000
	High	100	MN Col		2015 W4000N River - 9000W	RB	Road	yes	JTM	TBD	Contractor	3.5 Mile Rebuild+ Widening w/triple Chip Seal or revert to gravel?			\$ 600,000
4A	Low		Local	2014	2015 Bridge 6000N and 1000E	RB	Bridge	no	Consultant	TBD	Contractor	2014 Design & 2015 Construction Design & Install new bridge M. Leigh Creek			\$ 175,000
2E	High		Local	2012	2015 1000E/3400S	RB	Culvert	no	TBD	TBD	TBD	Darby Creek - replace culverts #TBD (4+)			\$ 100,000
	Med	96	Local		2015 E7000N	RB	Maint	yes	n/a	TBD	RB	0.6 Mile Gravel Overlay	4000	10000	\$ 14,000
2L	Med	n/a	Local	2012	2015 6000N/2000E & N. Leigh	RB	Maint	no	JTM	TBD	RB	1.3 Mile N.Leigh -Gravel Overlay with culverts	1000	17000	\$ 18,000
	Med	n/a	Local		2015 S1750E (1000-2000s)	RB	Maint	yes	n/a	TBD	RB	1 Mile Gravel Overlay	6000	14000	\$ 20,000
	Med	n/a	Local		2015 Little Pine Lane	RB	Maint	yes	n/a	TBD	RB	0.6 Mile Gravel Overlay	4000	10000	\$ 14,000
	Med	n/a	Local		2015 Reece Rd	RB	Maint	yes	n/a	TBD	RB	4.75 Miles gravel overlay	27000	67000	\$ 94,000
	High				2015 Chip Seal	RB	Maint	yes	JTM	TBD	RB	Chip Seal 10-15 Miles of Road			\$ 300,000
	High				2015 Gravel Stabilization/Dust Contol	RB	Maint	yes	JTM	TBD	RB	Stabilize 25-27 Miles of Gravel			\$ 80,000
2016 CONSTRUCTION YEAR															
\$ 3,239,000															
2H	High	n/a	Local	2012	2016 S4000 W (1250 to 2000 S)	RB	Road	no	TBD	TBD	TBD	Rebuild 0.75 mile	25000	32000	\$ 57,000
	High	203	MJ Col		2016 N500W (Val View)	RB	Road	yes	JTM	TBD	Contractor	2.5 Mile Rebuild with Asphalt			\$ 2,000,000
	High	122	Local		2016 W7000S	RB	Road	yes	JTM	TBD	Contractor	2 mile widen and overlay			\$ 180,000
4B	Low		Local	2014	2016 Badger Cr Bridge-PP Rd	RB	Bridge	no	Consultant	TBD	Contractor	2015 Design & 2016 Construction			\$ 175,000
2F	Low		Local	2012	2016 5500s/1000w	RB	Culvert	no	TBD	TBD	TBD	Resize and replace			\$ 7,000
1G	Med		MJ Col	2011	2016 2500N/1000W	RB	Culvert	no	n/a	n/a	RB	Extend culvert			\$ 7,500
5A	Low		MN Col	2015	2016 N. Stateline Bridge	RB	Bridge	no	TBD	TBD	TBD	Widen bridge			\$ 175,000
5B	Low		MN Col	2015	2016 S. Stateline Bridge	RB	Bridge	no	TBD	TBD	TBD	Widen & pave - Targhee Hills Estates to pay for paving			\$ 175,000
5C	?		Local	2015	2016 Egbert Rd Drainage Issues	RB	Culvert	no	TBD	TBD	TBD	Replace 2 box culverts, 2 pipe culverts & replace bridge decking			\$ -
6A	Med		Local	2016	2016 Swanner Creek Culvert 14000n	RB	Culvert	no	TBD	TBD	TBD	Replace culvert & Rebuild 1400N/3400W (0.4 mile)	23000	25000	\$ 48,000
6B	Low		MN Col	2016	2016 7500/3000N	RB	Culvert	no	TBD	TBD	TBD	Install new culvert			\$ 7,500
4F	Low	4	Local	2016	2016 14000N	RB	Maint	no	TBD	TBD	TBD	Harshberger RD-1 mile of 3/4" crushed	6000	14000	\$ 20,000
5D	Med	n/a	Local	2015	2016 W5250S	RB	Maint	yes	n/a	TBD	TBD	0.30 Gravel Overlay + Turn around Upgrade	2000	5000	\$ 7,000
	High				2016 Chip Seal	RB	Maint	yes	JTM	TBD	RB	Chip Seal 10-15 Miles of Road			\$ 300,000
	High				2016 Gravel Stabilization/Dust Contol	RB	Maint	yes	JTM	TBD	RB	Stabilize 25-27 Miles of Gravel			\$ 80,000

Road Counted	Road_Address	MAX COUNT	MILES	WIDTH	2011 TREATMENT	2012 TREATMENT	2013 TREATMENT	2014 APP. RATE	GALLON REQ'D	COST/GAL	ESTIMATED COST	NOTES	
250 N	250 N	1250 E / 250 N	522	1.75	28	Y	Y	Y	0.3	8624	0.65 \$	5,606	Cemetery Road & Transfer Station
6000 N	6000 N	250 E / 6000 N	465	2.5	23	N	Y	Y	0.3	10120	0.65 \$	6,578	
2550 N	Grand Teton Rd	Grand Teton Rd / 2550 N	406	1.5	21	Y	Y	Y	0.3	5544	0.65 \$	3,604	Through Teewinot Subdivision
4000 S	4000 S	750 W / 4000 S	398	0.5	22.5	Y	Y	Y	0.3	1980	0.65 \$	1,287	
4500 S	4500 S	250 W / 4500 S	358	0.5	23	Y	Y	Y	0.3	2024	0.65 \$	1,316	
5500 S	5500 S	250 W / 5500 S	336	1.25	20.5	Y	Y	Y	0.3	4510	0.65 \$	2,932	
5000 N	5000 N	250 W / 5000 N	287	3.25	22	Y	Y	Y	0.3	12584	0.65 \$	8,180	
5150 S	500 W	500 W / 5150 S	247	0.5	24	Y	Y	Y	0.3	2112	0.65 \$	1,373	
750 N	750 N	250 W / 750 N	247	0	0	N	N	N	0	0	0.65 \$	0	AIRPORT ROAD. CITY OF DRIGGS.
1750 N	Stateline Rd	Stateline Rd / 1750 N	245	1.75	25	Y	Y	Y	0.3	7700	0.65 \$	5,005	
4000 N	4000 N	250 W / 4000 N	199	2	23	Y	Y	Y	0.3	8096	0.65 \$	5,262	
10000 N	10000 N	850 W / 10000 N	195	1.3	22	N	Y	Y	0.3	5034	0.65 \$	3,272	
5750 S	5750 S	4750 W / 5750 S	178	0.6	20	N	N	N			\$	0	Henderson Canyon - Needs Work Prior to Stabilization
9600 S	2000 W	2000 W / 9600 S	174	1.4	22.5	N	Y	Y	0.3	5544	0.65 \$	3,604	SMITH CANYON FROM Highway to 10350S (added 0.5 mile Victor De-annexation)
4750 S	1000 E	1000 E / 4750 S	168	1	21	N	Y	Y	0.3	3696	0.65 \$	2,402	1000E BETWEEN 4000S & 5000s
7900 S	1000 W	1000 W / 7900 S	164	0	0	N	N	N	0	0	0.65 \$	0	CITY OF VICTOR.
3500 S	3500 S	500 W / 3500 S	156	0.9	21	N	Y	Y	0.3	3326	0.65 \$	2,162	
3000 S	3000 S	550 W / 3000 S	155	0.50	19	N	Y	Y	0.3	1672	0.65 \$	1,087	
2000 N	2000 N	5500 W / 2000 N	154	0.78	18	N	N	N			\$	0	Rainey Access - Gravel Treated with Bentonite Clay
3000 S	3000 S	2500 E / 3000 S	153	0.25	18.5	N	Y	Y	0.3	814	0.65 \$	529	End of Oil to Stateline on 3000S
1000 W	1000 W	1000 W / 5650S	153	0.50	20	N	Y	Y	0.3	1760	0.65 \$	1,144	1000W Between 5500S & 6000S
9000 S	9000 S	4000 W / 9000 S	146	0.70	20	N	N	Y	0.4	3285	0.65 \$	2,135	Hwy 33 to 4500W.
Indian Sunset Dr	Indian Sunset Dr	Indian Sunset Dr / 750 W	146	0.50	23	N	N	Y	0.4	2699	0.65 \$	1,754	
4900 S	2000 E	4900 S / 2000 E	145	2.05	17.5	N	N	Y	0.4	8419	0.65 \$	5,472	5000S to 3000S.
8990 S	Baseline Rd	Baseline Rd / 8990 S	140	0	20	N	N	N	0	0	0.65 \$	0	CITY OF VICTOR.
10000 N	10000 N	4250 W / 10000 N	96	1	25	Y	Y	Y	0.3	4400	0.65 \$	2,860	Only dust control in river bottom for safety issues.
Total=			26.98				Total=			103942.67	TOTAL COST= \$ 67,562.73		

TETON COUNTY, IDAHO ROADS & RIGHTS-OF-WAY



LEGEND

2014 PAVEMENT PROJECTS:

COMPLETED PAVEMENT PROJECT:

FUTURE PAVEMENT PROJECTS:

BY: JTM DATE: 1-17-13

LEGEND

	Teton County Road / Right-of-way		B.L.M.
	State Highway		Forest Service
	Non-County Road		State of Idaho
	Public Lands Access (year-round)		City Limits
	Rail-to-Trail Pathway		

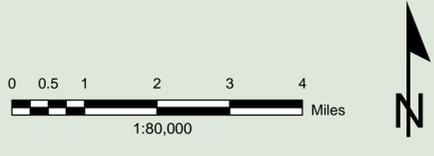
Printed: June 22, 2012
Source: L:\Maps\Road & Bridge\CommissionerRoadMap2012.mxd

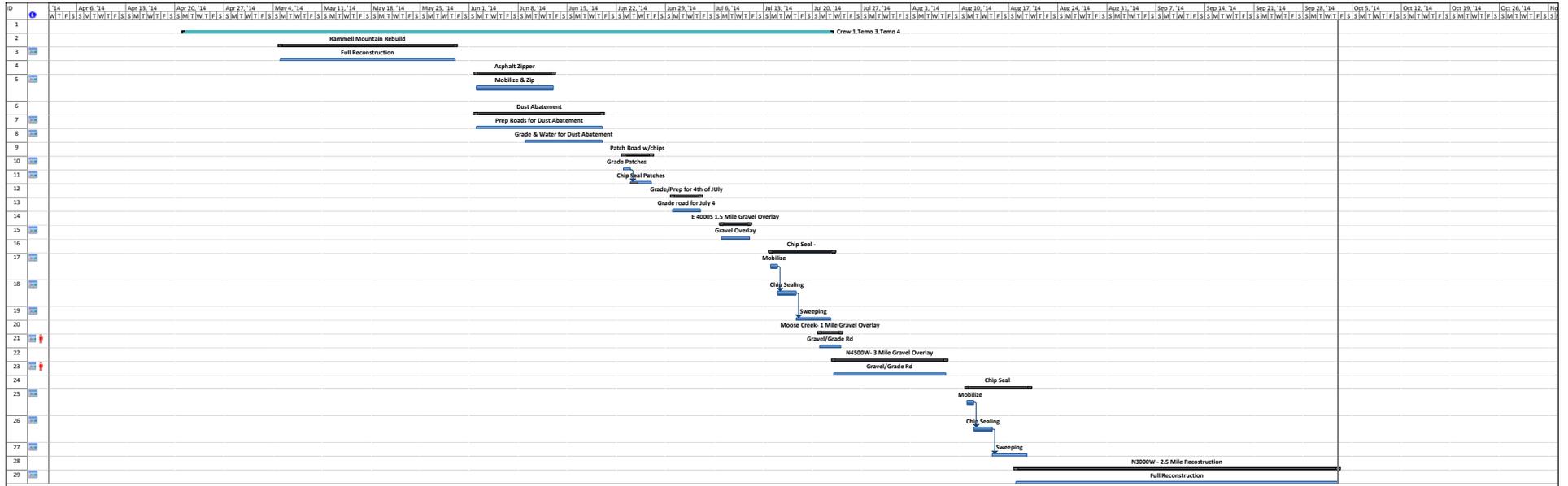


This map was reviewed and approved by the Teton County, Idaho Commissioners

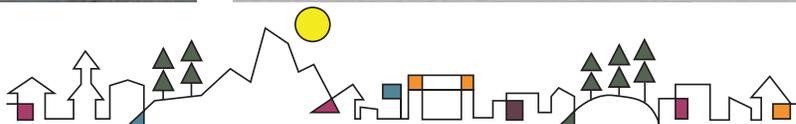
Attested By: _____
Chairman County Clerk

Date: _____ Date: _____





transportation



economic development

Goal ED 1: Develop a coordinated and collaborative economic development strategy that encourages, promotes and supports locally-owned businesses and creates a hospitable and attractive environment for businesses and tourists.

Policies

- 1.1 Actively work with other economic development focused organizations such as the Chamber of Commerce, Teton Valley Business Development Center, and other municipalities to create a coordinated and collaborative economic development strategy for Teton County.
 - 1.2 Brand and market Teton Valley.
 - 1.3 Encourage and support local commerce.
 - 1.4 Encourage infrastructure development such as transportation and telecommunication facilities that are important for agriculture operations, businesses and visitors.
 - 1.5 Improve existing educational facilities and develop diverse educational opportunities including post-secondary education via the internet, telecommuting and extension sites.
 - 1.6 Encourage and pursue economic diversity, innovation and creativity to keep our economy stable.
 - 1.7 Support the expansion of recreational, cultural, and entertainment options that would improve the visitor experience and boost economic development.
 - 1.8 Support the establishment of an economic development coordinator.
-

Goal ED 2: Preserve our rural character and heritage and promote local agricultural industries.

Policies

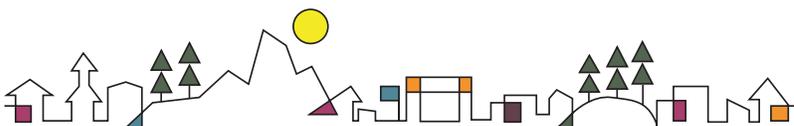
- 2.1 Encourage development and land use proposals that support prime economic values of rural character and heritage.
- 2.2 Promote local agricultural industries and businesses.
- 2.3 Promote smart growth strategies that help preserve rural character by enhancing existing communities and directing development towards them.
- 2.4 Encourage and attract businesses that are economically and environmentally friendly, and promote stewardship and accountability in business.
- 2.5 Encourage development that adheres to environmental standards.
- 2.6 Encourage policies and resources which enable farms to adapt to changing paradigms.

transportation

Goal T 1: Provide well-maintained transportation infrastructure including roads, paved pathways and sidewalks.

Policies

- 1.1 Improve the conditions and safety for vehicles, bicycles and pedestrians of existing transportation infrastructure, especially roads important for agriculture.
- 1.2 Identify and implement financing mechanisms to pay for needed transportation maintenance and improvements.
- 1.3 New development will provide adequate transportation facilities to accommodate needed services.
- ✓ 1.4 Adopt a variety of design standards for all transportation infrastructure.
- 1.5 Provide/promote off-road transportation corridors to and from Public Lands suitable for both motorized and non-motorized vehicles.
- 1.6 Educate and inform the public regarding transportation goals, costs and benefits; road construction and maintenance; and plowing schedules and policies.
- 1.7 When key infrastructure (roads, bridges, pathways, etc) is damaged or destroyed by naturally occurring events, including deterioration due to age and use, it should be replaced within as short a timeframe as feasible to avoid disruption of service to the public.



transportation

Goal T 2: Create convenient, safe, timely, financially sustainable and efficient options for multimodal transportation that satisfies a multitude of needs.*

Policies

- 2.1 Improve overall year round mobility within Teton County through options for multimodal* transportation.
- ✓ 2.2 Identify and implement funding opportunities for multimodal transportation options.
- 2.3 Explore opportunities and impacts for public transit for commuting, visiting and recreation.
- 2.4 Support START, TRPTA, ALLTRANS, Linx, Grand Targhee Local Shuttle and other public and privately funded transportation providers.
- 2.5 Support the improvement and development of park & ride facilities.
- ✓ 2.6 Support development that take into account higher fuel costs and limited availability of energy sources.
- 2.7 Conduct an Origin/Destination Study to research fiscal impact of traffic patterns.

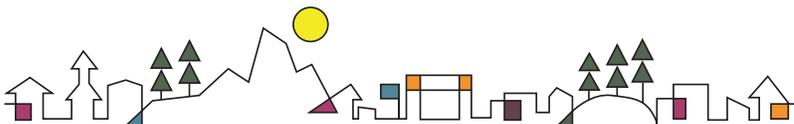
**Multimodal transportation includes pedestrian programs and vehicle types and programs for air, bike, bus, call-and-ride, materials transport and public transit*

transportation

Goal T 3: Provide a well-connected transportation network within Teton Valley and within the region.

Policies

- 3.1 Improve gateway and wayfinding signage information into and within Teton Valley and its cities.
- 3.2 Develop trails and pathways where appropriate to connect all communities within the County to adjacent communities, recreation areas and amenities.
- 3.3 Support development that is transit, pedestrian and bicycle friendly.
- 3.4 Promote connectivity through design of well-connected local street systems and pathways.
- 3.5 Identify major transportation corridors (existing or new) and preserve, maintain and develop them for future needs.
- 3.6 Identify alternate routes for inter-county commuting.
- ✓ 3.7 Seek out and seize opportunities to fund and build pathways.
- 3.8 Coordinate efforts with federal, state, and municipal governments as well as other local and regional organizations to develop a contiguous and interconnected transportation and pathways system.
- 3.9 Support local and regional public transportation options that would connect Teton County to tourist destinations such as Yellowstone National Park, Grand Teton National Park and Jackson, Wyoming.
- 3.10 Improve/increase intercity connections to and from Teton Valley.
- 3.11 In locations where a large number of structures are served by a single transportation route, the transportation infrastructure should be evaluated with consideration to the feasibility of providing residential and commercial properties with a secondary route for access and egress to facilitate timely and safe evacuations in the event of a natural disaster.
- 3.12 When key transportation routes and pathways cross into or link with routes in other political jurisdictions, a substantial “extra” effort shall be made to coordinate with the other jurisdictions in planning and maintaining the affected roadways and pathways so that residents do not suffer as a result of an uncoordinated failure to take timely action.



transportation

Goal T 4: Develop transportation appropriate for a rural community, respectful of the unique character of Teton Valley.

Policies

- 4.1 Establish review criteria and process for evaluating transportation improvements.
 - 4.2 Encourage pedestrian connectivity in appropriate areas.
 - 4.3 Coordinate and integrate land use and transportation planning and development to ensure that they mutually support overall community goals.
 - 4.3.1 The County will plan its future transportation system to complement and encourage development patterns designated on the Framework Map.
 - 4.4 Develop access management policies for future development (for both state highways and rural county roads).
-

Goal T 5: Support continued improvements to the Driggs Memorial Airport to support Teton County's aviation needs.

Policies

- 5.1 Support implementation of the 2011 Driggs Memorial Airport Master Plan and updates, as adopted, to ensure that the airport can meet projected needs.

natural resources + outdoor recreation

Goal NROR 3: Provide and promote exceptional recreational opportunities for all types of users (including but not limited to biking, skiing, fishing, off-highway vehicle use, target practice, hunting, trail users, equestrians, boating and non-motorized flight) as a means for economic development and enhanced quality of life.

Policies

- 3.1 Enhance and improve all-season access to public lands and waterways, except where necessary to protect areas from environmental degradation, negative impact to wildlife habitat, or to protect public safety.
- 3.2 Recognize the need to accommodate different user groups in a way that minimizes user conflicts and resource damage.
- 3.3 Support a diversity of recreation as a mechanism to bring together community and build acceptance of diverse lifestyles.
- 3.4 Collaborate with Federal, State, and non-governmental agencies to improve recreational opportunities.
- 3.5 Establish mechanisms for funding recreation improvements. Opportunities may include:
 - 3.5.1 Creation of a Recreation District which is revenue generating, job creating, and which is funded through such sources as user fees, program fees, lodging taxes, grants, donations, voter-approved levies, household fees and other methods;
 - 3.5.2 Grants; or
 - 3.5.3 Trusts or endowments.

agriculture + rural heritage

Goal ARH 3: Support and enhance agriculture and ranching.

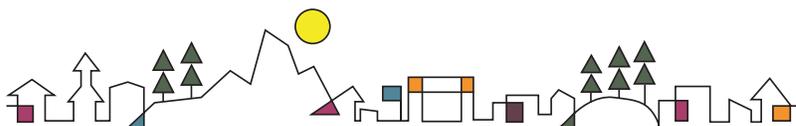
Policies

- 3.1 Recognize the Right to Farm Act.
 - 3.2 Improve and maintain roads important for agricultural production and transportation.
 - 3.3 Support local food production outlets such as Farmer's Markets and encourage local agriculture production.
-

Goal ARH 4: Respect cultural heritage sites.

Policies

- 4.1 Sites and structures listed on State and National Registers of Historic Places or on the Idaho Historic Sites Inventory (IHSI) shall be included on the environmental checklist at the initial stages of a development project.
- 4.2 Work with private landowners to protect historic structures which are included in a historic registry adopted by the County.



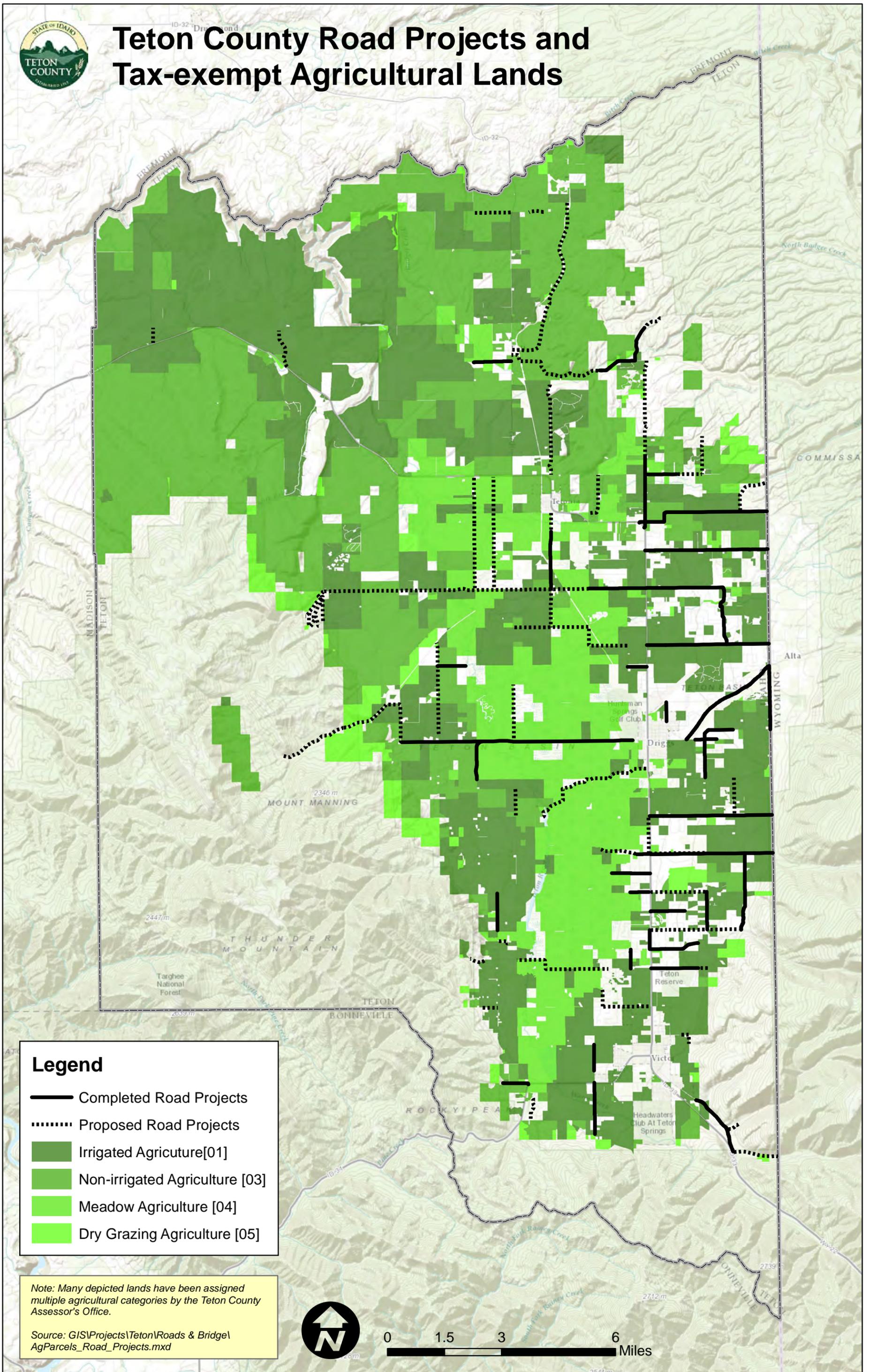
transportation

<i>Key Actions</i>	<i>Participants</i>	<i>Timing</i>
<ul style="list-style-type: none"> Strengthen street connectivity standards in the Subdivision Ordinance and develop access management policies for future development. 	<ul style="list-style-type: none"> County Planning; Engineering 	2
<ul style="list-style-type: none"> Update Transportation Master Plan to identify and prioritize comprehensive planning transportation goals and strategies. 	<ul style="list-style-type: none"> County Planning; Engineering 	5
<ul style="list-style-type: none"> ✓ Develop and enforce design standards for all transportation infrastructure. 	<ul style="list-style-type: none"> County Engineering; Road and Bridge 	2
<ul style="list-style-type: none"> Update the County Capital Improvements Plan to incorporate Comprehensive Plan and Transportation Master Plan recommendations. 	<ul style="list-style-type: none"> County Planning; Engineering; Road and Bridge 	0
<ul style="list-style-type: none"> Identify and prioritize road and pathway maintenance needs and allocate funding for roads that are important for agriculture transport and business development. 	<ul style="list-style-type: none"> County Road and Bridge 	0
<ul style="list-style-type: none"> ✓ Prioritize funding for road and pathway maintenance and improvement. 	<ul style="list-style-type: none"> County Road and Bridge 	0
<ul style="list-style-type: none"> ✓ Match public funding with grant programs. 	<ul style="list-style-type: none"> County Road and Bridge 	0
<ul style="list-style-type: none"> Update Transportation Plan to reflect projected land use. 	<ul style="list-style-type: none"> County Engineer; Planning 	3
<ul style="list-style-type: none"> ✓ Pursue grant opportunities, e.g.-Rails to Trails or SAFETEA-LU, to construct pathways and other alternate transportation improvements. Work with local organizations that have common goals to help seek out these grant and funding programs. Leverage <u>public funding with matching grant programs</u>. 	<ul style="list-style-type: none"> County Planning; Non-profit organizations 	0
<ul style="list-style-type: none"> Initiate program with Idaho Transportation Department to reduce posted speed limits on Highways 33 and 32 through population centers. 	<ul style="list-style-type: none"> County Engineering; Idaho Transportation Department; Cities 	I
<ul style="list-style-type: none"> Create and adopt a Trails and Pathways Master Plan to include desired pathway improvements, maintenance schedule and construction standards. 	<ul style="list-style-type: none"> County Planning & Zoning; Engineering; Road and Bridge; Cities; Non-profit organizations; School District 401 	5
<ul style="list-style-type: none"> Form a Transportation Citizen Advisory Panel that will participate and continually advise the development of a Transportation Master Plan and the follow through of the goals set forth in the Transportation Master Plan. 	<ul style="list-style-type: none"> County Planning & Zoning; Engineering; Road and Bridge; Cities; School District 401 	5+

Timing: O=Ongoing; I=Immediate; 2 = Within 2 Years; 3 = Within 3 Years; 5 = Within 5 Years; 5+ = 5 or More Years



Teton County Road Projects and Tax-exempt Agricultural Lands



Legend

- Completed Road Projects
- - - Proposed Road Projects
- Irrigated Agriculture [01]
- Non-irrigated Agriculture [03]
- Meadow Agriculture [04]
- Dry Grazing Agriculture [05]

Note: Many depicted lands have been assigned multiple agricultural categories by the Teton County Assessor's Office.

Source: GIS\Projects\Teton\Roads & Bridge\AgParcels_Road_Projects.mxd



0 1.5 3 6 Miles



PW Private Work on Public Roads

Objectives. The purpose of this policy is to establish guidelines for allowing private contractors to maintain or construct improvements on County Maintained roads.

Background. Teton County maintains approximately 265 miles of County Roads during the winter and 307 miles during the summer. The cost of maintaining these roads are primarily born by the County. Due to our limited resources, time, and budgets the level of maintenance on some roads do not meet the expectations of some citizen. Citizens occasionally offer to provide materials or labor to improve or maintain certain roads before their scheduled maintenance time. This policy establishes the protocol for a citizen to improve a road prior to its scheduled maintenance time.

Permit. A permit to work in the right-of-way shall be completed for all proposed projects. The permit shall identify all proposed work (in writing), and estimate of the costs, and the associated fee shall be included. A security deposit, bond, or letter of credit may be required to ensure the can be completed if the applicant refuses to the complete the work once started. No work shall begin until the permit is approved by the County Engineer or Board of County Commissioners.

The applicant will be responsible for obtaining any State, Federal or other permits required. These permits shall be obtained prior to issuance of the county permit.

Design Standards. All improvements and work performed must adhere to Teton County Standards. Teton County utilizes the Idaho Standards for Public Works Construction and the Teton County Highway & Street Design Guidelines. All designs must be approved by the County Engineer prior to construction.

Labor & Equipment. The applicant shall supply all labor associated with the proposed project. Teton County will not provide equipment or labor for these projects.

Materials. Teton County may provide the materials for the project if available and use of said materials will not hinder the county's ability to work on scheduled for maintenance or improvements.

The applicant may supply the materials for the project. All materials used must meet the Teton County specifications. All proposed materials must be indentified and data sheets, shop drawings or laboratory analysis of the materials must be submitted to the county engineer for approval prior to construction.

Inspection. The Teton County Engineer (or appointed county representative) shall be onsite during the construction and/or periodically inspect the project. The Engineer shall have the right to stop work at any time.

The applicant shall notify the County Engineer once the project is complete. The County Engineer shall inspect the work and any deficiencies identified shall be corrected. Any security deposit, bond or letter or credit shall be released once the County Engineer has inspected the project and is satisfied it is complete.

Summary. This Policy has been developed to provide general guidelines for County personnel and citizens of the county. This Policy intends to cover the majority of situations normally encountered in the maintenance and improvements of our road system. If certain situations arise that are not part of the above Policy, the Teton County Engineer and/or Road and Bridge Supervisor will deal with them on a case-by-case basis.