BANNOCK COUNTY TRANSPORTATION PLAN

February 2022

hleinc.com

February 14, 2022

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Blackfoot ID, 83221

Bannock County Road and Bridge Department
5500 S Fifth Ave
Pocatello, ID 83204
208-233-9591

RE: Bannock County Transportation Plan

This Plan is the product of a collaborative planning process with the Bannock County staff and input from the public. The county and HLE Inc. collected transportation system data, identified improvement needs, prioritized projects for funding and participated in the progress meetings for the 2022 Transportation Plan.

The study is set up so that it can be used as a planning, development, and maintenance guide for the County for the foreseeable future. The format is set up so that current and future employees of the County can easily update the data contained herein.

Sincerely,

B. Luke Jolley, P.E.
President, Senior Engineer
HLE, Inc.

Definitions

MUTCD – Manual on Uniform Traffic Control Devices
GIS – Geographical Information System

Executive Summary

This report contains an explanation of the processes, alternatives, and conclusions resulting from Bannock County's Transportation Plan Study. This summary has been generated to provide decision makers with a concise way to find the results and recommendations of this study. It is understood that after the completion of this report, it will rarely be read from beginning to end and has been organized for readers to easily locate the information they are looking for. Each aspect is covered in each chapter and subdivided by individual component of the transportation system when necessary. One must simply look to the chapter for what they hope to know then the subheading for what component interests them.

Whether the study is beneficial depends largely on the Bannock County's management staff continually referring to this document for guidance and to keep updated. Unfortunately, most transportation studies are not implemented well and become a paperweight on their shelf a few years later. To prevent this from happening, electronic copies will be provided with the final report so that the management staff can keep the document updated as well as modify as needed.

Data Collection

A large portion of updating this study is taken to collect and compile current data to accurately analyze the existing and future transportation system. To better show the full picture of the transportation system, data regarding each aspect was gathered and will be presented in the corresponding sections.

Currently there are 479.95 miles of roadway maintained by the county. Of these 479.95 miles of roads, 323.53 miles are paved roads, and 146.39 miles are unpaved roads. To simplify the recording process and creation of GIS maps, road data was collected by breaking the roadway system into labeled segments between intersections or ends of roads.

All data was input into GIS map layers. Additionally, all maintenance data was input into the maintenance tool for ease of access and to better help maintain the system. An abridgment of the results is found below.

GIS Mapping

Many of the figures found throughout this study are made to visually represent data collected manually such as road locations, traffic volumes, widths, surface material, classifications, bridges, culverts, crash data, etc. Each are made into GIS maps created as a part of this study and are readily available to the public upon request whereas the bridge and crash data provided by LTHAC can be found at https://lhtac.org/resources/maps/.

Results and Recommendations

Further detail can be found in the corresponding sections of the report.

Transportation Assets

The transportation system consists of multiple parts that are viewed as assets to the jurisdiction. Assets accounted for in this plan are roadways, bicycle/pedestrian pathways, sidewalks, bridge/culvert structures, and signs. Additional information of each of these assets are contained in the following sections.

Roadways:

Throughout the data collection process, data was collected for each roadway such as: surface material (paved or unpaved), traffic counts, roadway width, and the roadway distress (fatigue cracking, transverse/longitudinal cracking,

potholes, patching, trenching, rutting, and ride deficiencies). The purpose of data collection is to obtain enough data to understand when a segment will be insufficient at transporting the quantity of traffic that use that segment at the safe desired speed. To gage the required management, a Pavement Condition Index (PCI) number is calculated for each road segment. This PCI value is an assigned number value between 0-100 that represents the condition of the road; 100 being a perfect road and 0 a failed road. Overall, Level of Service (LOS) and Functional Classification ratings can be found for each segment individually in the Appendix, and the roadways received an average PCI of 76.4 per mile of roadway.

Recommendations

It is recommended that all roads that have a PCI rating above 65 are placed on a 7-year preventative maintenance cycle while all other roads receive their recommended treatment once funding allows their treatment/repair to be completed. These improved roads would then be added to the preventative maintenance cycle. Road Segments that currently have a PCI rating of 65 or lower are listed in Table ES - i and are recommended to receive structural repairs when the budget allows.

Table ES - i - Roads Segments in Need of Reconstruction/Rehabilitation Repairs

Pave ID	ROAD NAME	FROM ADDRESS	TO ADDRESS	PCI	Length (mi.)	Width
3008	South Old Highway 91 Extension	End	Old Hwy 91	10	0.191	24
5010	Fish Creek Road Extension	End	Fish Creek Rd	20	0.351	24
3379	South Robin Road	Jensen Rd	Goodenough Rd	42	1.052	24
5589	IFFT Road	Fairgrounds Rd	Olympus Dr	48	0.501	24
5009	Fish Creek Road	Fish Creek	Hwy 30	50	0.178	24
1449	Fish Creek Road	End	Hwy 30	50	0.219	24
4074	Symons Road	Blaser Hwy	Byington Rd	50	0.243	24
4073	Symons Road	Byington Rd	End	50	0.748	24
5293	West Pocatello Creek Road	Anderson	Kimberly Ln	54	0.012	24
5348	West Pocatello Creek Road	Pocatello Creek	Anderson	54	0.029	24
5349	West Pocatello Creek Road	Parks Rd	Archery Club	54	0.423	24
3200	West Pocatello Creek Road	Dewall Ln	Trayis Rdg	54	0.446	24
1412	Fairgrounds Road	Chubbuck Rd	Ifft	54	0.628	24
3199	West Pocatello Creek Road	Trayis Rdg	Parks Rd	55	0.142	24
5542	Barton Road	End City Maintenance	End Pavement	56	0.328	24
4516	West Merrill Road	Marsh Creek Rd	Aslett Rd	56	0.751	24
3203	West Pocatello Creek Road	Ridgewood Rd	Sunset Dr	57	0.031	24
5428	South Old Highway 91	McCormack	Arkansas Rd	57	0.181	24
3202	West Pocatello Creek Road	Kimberly Ln	Ridgewood Rd	57	0.182	24
3765	South Old Highway 91	Virginia Rd	Hwy 91 Cutoff	57	0.230	24
3201	West Pocatello Creek Road	Sunset Dr	Dewall Ln	57	0.430	24
3762	South Old Highway 91	Arkansas Rd	Arimo City Limit	57	0.953	24
3764	South Old Highway 91	Virginia Rd	Smith Canyon Rd	57	1.004	24
3763	South Old Highway 91	Smith Canyon Rd	Arkansas Rd	57	1.267	24
5350	West Pocatello Creek Road	Providence Ln	Nottingham Ln	58	0.421	24
626	County Road	Old Hwy 91	Hwy 91	60	0.150	24
5533	Fish Creek Road	Fish Creek Rd	Hwy 30	60	0.165	24
1451	Fish Creek Road	Baldy Mtn Rd	Potters Rd	60	0.436	24
3198	West Pocatello Creek Road	Archery Club	Providence Ln	60	0.492	24
5532	Fish Creek Road	Potters Rd	Fish Creek Rd	60	0.921	24
1450	Fish Creek Road	Potters Rd	Hwy 30	60	1.217	24
5414	North Meadowview Drive	Arimo Rd	Arimo Rd	62	0.171	24
2880	North Meadowview Drive	Old Hwy 91	Arimo Rd	62	0.428	24
3761	South Old Highway 91	Arimo Rd	Meadowview Dr	62	0.458	24
3734	South Marsh Valley Road	Hawkins Rd	Meadowbrook Ranch Rd	62	0.488	24
3733	South Marsh Valley Road	Meadowbrook Ranch Rd	Mcdaniels Rd	62	0.718	24
3732	South Marsh Valley Road	Mcdaniels Rd	Marsh Valley Rd	62	1.629	24
3112	Pepper Grass Point	End	Wild Horse Ridge Ln	63	0.085	24

3945	Snow Berry Circle	Wild Horse Ridge Ln	End	63	0.111	24
2933	North Stephanie Road	Stoney Creek Rd	Heather Rd	63	0.116	24
2934	North Stephanie Road	Abby Rd	Stoney Creek Rd	63	0.131	24
3911	Silver Sage Road	Gibson Jack Rd	Wild Horse Ridge Ln	63	0.182	24
2932	North Stephanie Road	Heather Rd	Gibson Jack Rd	63	0.240	24
1234	East Price Extension	End	Raymond Rd	63	0.320	24
459	Cemetery Road	Siler Rd	Yellowstone Hwy	63	0.460	24
458	Cemetery Road	Yellowstone Hwy	Hiline Rd	63	0.537	24
3197	West Pocatello Creek Road	Nottingham Ln	Moonlight Mine Rd	63	2.057	24
362	Buffalo Road	670 ft. From Chubbuck Rd	Chubbuck Rd	64	0.127	24
4149	Trail Creek Road	Magellan Loop	Foothill Blvd	64	0.187	24
4517	West Moonbeam Lane	Manning Ln	Moonglow Ln	64	0.192	24
1233	East Price Extension	Raymond Rd	Price Rd	64	0.338	24
5173	Trail Creek Road	Meadowlark Ln	Meadowlark Ln	64	0.370	24
254	Billy Lane	Manning Ln	Tyhee Rd	64	0.504	24
4150	Trail Creek Road	Meadowlark Ln	Magellan Loop	64	0.522	24
3760	South Old Highway 91	Meadowview Dr	Jensen Rd	64	3.032	24
461	Cemetery Road	Hawthorne Rd	Poleline Rd Ext	65	0.502	24
460	Cemetery Road	Poleline Rd Ext	Siler Rd	65	0.509	24
4253	West Arimo Road	Garden Creek Rd	Curtis Rd	65	1.916	24

Bicycles and Pedestrians:

There are 6 miles of bicycle/pedestrian pathways in Bannock County's jurisdiction in great condition built in the year 2020 near Lava Hot Springs. It is important that pathways meet current standards such as ADA compliance. A great resource of information for pathways would be the Idaho Transportation Department (ITD) bicycle and pedestrian design guide (https://itd.idaho.gov/bike_ped/).

This pathway is on schedule to be maintained by the Bannock County Road and Bridge Department with surface treatments at the same time as the county maintains the roads they ride alongside of.

Structures:

Structures are typically separated into two groups: Bridges over 20 feet in span and all other smaller structures that allows traffic to cross obstacles.

Bridges (Over 20-foot)

ITD inspects all bridges over 20-foot on their overall condition. Those with a rating of “Poor” are sometimes available for assistance in funding. All bridges in Bannock County's jurisdiction were given a rating of “Fair” or “Good.” Two bridges were recommended for repair due to their low ratings: the North Kraft Road Bridge (Bridge Key: 21990) and the East Sublette Bridge (Bridge Key: 22025)

Recommendations

It is recommended that whenever a bridge follow the recommendation from the bridge inspection reports and complete maintenance items as soon as possible before a bridge reaches a rating of “poor. Once a bridge receives a rating of “poor” it is recommended that the bridge is maintained as soon as possible. The least expensive option for bridges is to properly maintain them. Bridges required to be replaced are very expensive and time consuming. The two bridges with low ratings were included for repair in the capital improvement plan schedule.

Small Bridges (under 20-foot) and Culverts

The county has multiple small bridges under 20-foot in length and culverts with some that need to be regularly inspected and budgeted for replacement. The Old Highway 91 from Inkom to Downey has multiple culverts along the

route that are known to be aging and in need of replacement as well as multiple other culverts that are aging that will need to be inspected and likely replaced.

Recommendations

These structures should be inspected and maintained as frequent as budgets allow or when notified by the public of a structure failing in integrity or purpose. The small bridges and culverts should be inspected at a minimum annually prior to spring flooding season to reduce the likelihood of roadway damage due to flooding.

Signs

Over time, traffic signs lose their reflectiveness, are damaged, and/or are stolen, which reduces their effectiveness and no longer meet current MUTCD standards. The reflectiveness and location were recorded in in the County's GIS database. Bannock County's Signs that were rated low enough to be replaced for retroreflectivity issues are marked for replacement in the given year.

Recommendations

It is recommended that the county continue their current efforts while utilizing control signs in a location with the heaviest weather and sunlight to discover the shortest expected lifespan of road signs in Bannock County. These control signs can easily be inspected regularly to identify which road signs should be inspected for replacement due to retroreflectivity issues. When a control sign fails, it is recommended to inspect and replace all signs of that type.

Maintenance Programs

Creating a maintenance program is one of the most important programs a county can implement. One of the Bannock County's largest, if not the largest, investments are road infrastructure. Decisions made in this program will have a direct correlation to the quality level, service life, maintenance costs, and user costs of the entities in this system. Those who are involved are responsible to ensure that taxpayers are getting their money's worth. This study outlines the steps and procedures used to develop a custom maintenance program to the Bannock County's needs and current priorities. Each part of the plan is explained in the corresponding section.

Recommendations

It is recommended that the 3-year average be used for the expected budget for each component excluding pavement maintenance. For pavement maintenance, and to have the Road Maintenance be, at a minimum of $566,000 annually for chip sealing roads, the estimated amount required to chip seal all paved roads every 6 years. In the seventh year, the annual chip seal budget would be used for segments in need of structural repairs or paving gravel roads in the segments that need it.

Capital Improvement Program

To assist the Maintenance Program, the Capital Improvement Program was developed in this study. The main goal of the Capital Improvement Program is to establish a plan of improvement projects according to the community's priorities and needs to existing roadways to provide safe, efficient, and environmentally sound transportation facilities for the movement of goods, services, and the general public.

In order to develop priorities, multiple aspects have been considered such as safety, cost, community input/opinion, and funding availability. The following are goals established from the public involvement survey: safety, improved traffic flow, cost effective, and ability to maintain.

Using these goals, a ranking system was developed. Overall, the projects that were developed and ranked are as follows:

Table ES - ii – CIP Projects in Order of Priority and Type

Capital Improvement Plan	
Description	**Total Estimate**
Safety Projects	
Parks and Buckskin Improvements	**$1,050,000**
Update and Install Guardrail Where Needed	**$250,000**
Bridges	
East Sublette Bridge	**$100,000**
N Kraft Bridge	**$600,000**
E. Virginia Bridge	**$600,000**
Pavement Projects	
Old HWY 91 Culvert Replacements and Repairs	**$250,000**
Intersection Renovation: Mink Creek and West Portneuf Rd	**$500,000**
Gibson Jack Reconstruction/Rockslide	**$1,000,000**
CIP Total	**$4,350,000**

Recommendations

It is recommended that the county continue to seek funding where possible as well as budget where possible to complete the projects listed in the Capital Improvement Plan (CIP). The CIP list should be updated annually or as often as necessary based on safety and need of the county at the time of evaluation.

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Introduction to the Transportation Plan

Overview of Plan

Bannock County was awarded a grant from the Local Highway Technical Assistance Council (LHTAC) to update their county-wide transportation plan to identify any current issues/concerns and prepare future. It is recommended to treat this document as a living document and to be updated annually. This will limit the requirement for an outside funding source to make an update possible. The quality of community life can be connected to the condition and management of their transportation systems. Well maintained facilities are needed to support personal business and commercial activities.

This Transportation Plan entails:

- Identify and establish the priorities
- Identify future and existing demands for all transportation components in the system
- Compile list of asset improvements to meet current standards/goals
- Compute the minimum required annual budget to fund the desired asset improvements and meet the minimum required maintenance
- Form plans to maintain transportation system
- Identify potential external funding sources

This document is designed to address the needs and issues that are faced today, efficiently use available funding, and justify any needs for external assistance. The purpose of this document is to update the Transportation Plan to reflect the current conditions and priorities of Bannock County. This document is the Transportation Plan for Bannock County and includes the most current information available at the time this plan was completed. This update will discuss issues and projects with the goal of Bannock County staff being able to update this plan in future years with little assistance from an engineering firm (if desired).

The study area for this update includes 2000 square miles with approximately 640 miles of roadway within the jurisdiction of Bannock County. Numerous additional roads in the area are under the jurisdiction of the Idaho Transportation Department (ITD), National Forest Service (NFS), Bureau of Land Management (BLM), and neighboring cities, counties, and Highway District (HD). These roads will not be addressed, except as they intersect Bannock County's roads. These jurisdictions were invited to participate in the study in order to identify common needs and goals to encourage collaboration to decrease total costs due to increased efficiency.

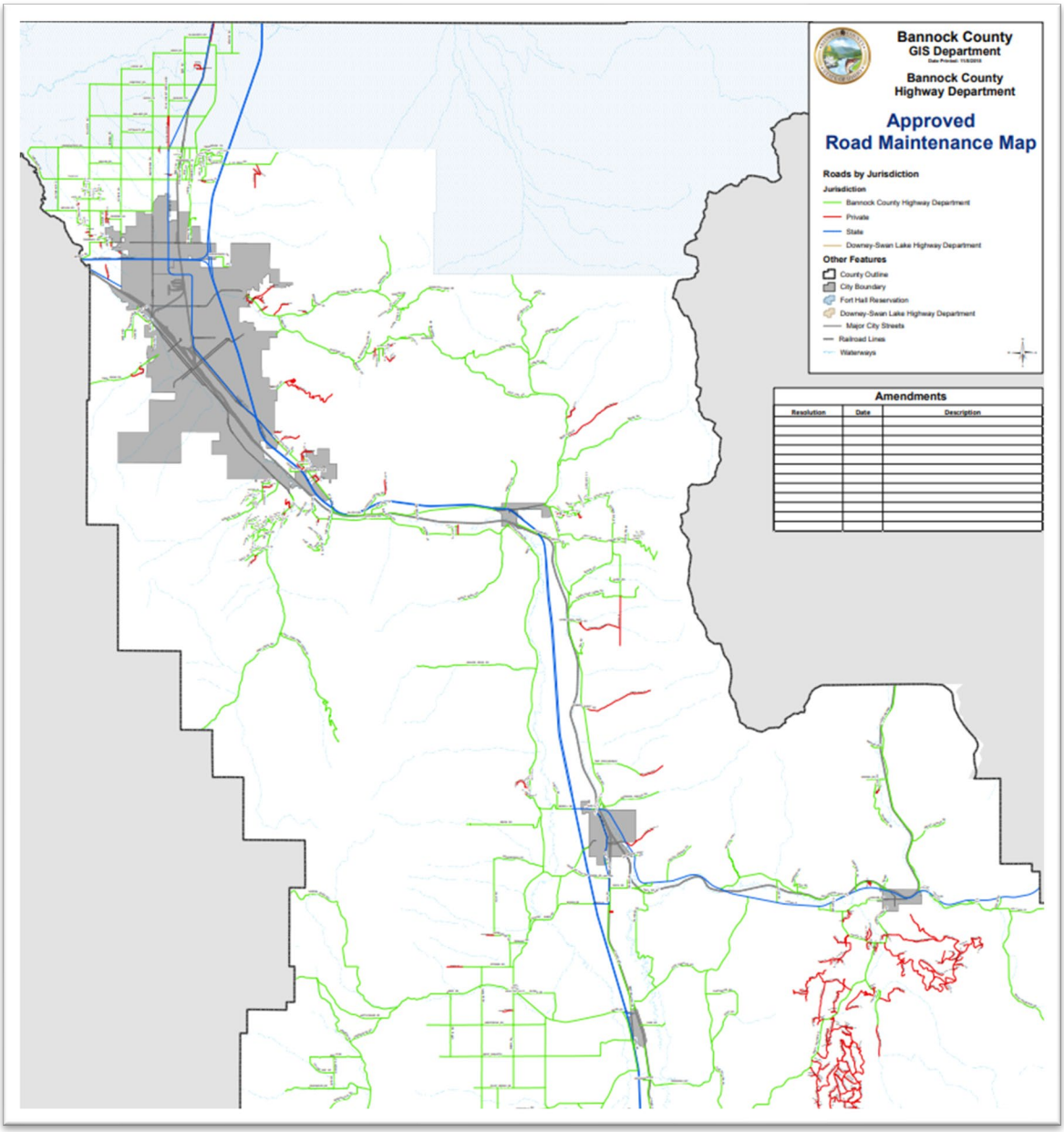
Organization of Report

It was understood that after the establishment of this report as the Transportation Plan of Bannock County that those that will reference this plan will be looking for specific information and will rarely read this report in its entirety. This report was written so that each component of the plan is covered in each chapter and subdivided to describe individual assets of the transportation system when necessary. One must simply look to the chapter for what they hope to know then the subheading for additional details/information. For example, if someone wanted to know the current condition of the bridges within the county's jurisdiction, they would go to Chapter 2- Existing and Future Conditions, Problems, and Projects with Recommended Solutions then to the subheading of 2.3.3 - Structures and even more specifically, section 2.3.3.1 - Bridges. This allows the reader to quickly reference the information they are looking for. It is recommended that tabs are placed on frequently visited pages.

GIS Mapping

In recent years, the development of personalized GIS maps has surfaced allowing transportation jurisdictions to easily create and alter dynamic, digital maps that store information, compare similar properties, and generate reports, all connected to one database. These GIS maps have proven user friendly and are evolving into the preferred way to

publish data for the population to access. Part of the scope of this plan is to create and update the data and properties in their GIS maps for the use of those that will maintain and monitor the transportation system. Many of the figures for this report will be created from these updated GIS maps. To differentiate between sections of the same road, the roadway system is broken down to segments linked between intersections. This allows each segment to be analyzed individually and more accurately pinpoint issues found within the system. The county is beginning to work with the Arc GIS City Works program which will be largely beneficial in tracking the transportation assets of the county.



Chapter 1 - Public Involvement

The overarching priority of this entire plan is providing the highest level of safety and mobility for the residents and visitors. This chapter will describe the background and history of the area, all actions to involve those using the system, and the priority list derived from the system users. This priority list was used in Chapter 4 to decide the order or priority of recommended projects.

1.1. Public Involvement

To ensure that the recommended improvements were in line with the desires of the public, efforts were made to receive the publics' comments and any issues that have been observed. The overbearing priority of the Transportation Plan is to maintain the transportation system with an emphasis on safety and mobility. This study was structured around cultivating public involvement and input.

Due to the ongoing COVID-19 pandemic, minimal physical meetings were organized. Instead, local interest groups, and the public were asked to respond to a survey in social media created by Bannock County asking about what their priorities and concerns regarding the Transportation Plan. Bannock County had recently received larger volumes of feedback through social media and felt it would be a sufficient way to reach out to the public at this time by sending out a survey using social media. Section 1.2 gives a brief explanation of the results of the survey.

1.2. Priorities of System Users

From the public involvement efforts, the following list of priorities was derived:

1. Safety: Resolving unsafe locations for drivers and pedestrians, (school crossings, crash prone intersections, blind corners, guardrail repair, etc.)
2. Paved Roadway Conditions: Resolving issues including bumps, potholes, slick roads, etc. (Road Repair/Maintenance)
3. Winter Maintenance: Access to roads and neighborhoods in winter months. (Snow removal, salt, etc.)
4. Mobility: Ease of traveling from/to/from your destination (Increase volumes and speeds on dedicated roads)
5. Signage: Road Signs are easy to see in both day and night and are well maintained.
6. Drainage/Flooding: Resolving Road locations prone to flooding, (Swale Maintenance, Regrading Road segments, Storm Drain Repair, etc.)
7. Unpaved Roadway Conditions: Resolving issues including bumps, potholes, slick roads, etc. (Road repair/Maintenance)
8. ROW Maintenance: Improving clear zone areas (Vegetation removal, Sight Triangle Visibility, etc.)
9. Trail and Bike Path Usability: Installation and maintenance of bike paths and trails within jurisdiction boundaries (Bike racks, Maintenance, Repair, Signs and Labels, etc.)
10. Railroads: improving railroad interactions (Improve Crossings, Reduce Use, Reduce Waiting Times, etc.)

The public comments from the survey are attached Appendix B.

These priorities will be used to prioritize Capital Improvement Plan (CIP) Projects in Chapter 4.

Chapter 2 - Existing and Future Conditions, Problems, and Projects with Recommended Solutions

In this Chapter, each aspect of the Bannock County Transportation System will be evaluated in from various angles. Each section will explain what the component or system it is analyzing, the current condition of these items, and what improvements are recommended. All information from this section will be used to evaluate the budget use and prioritize potential projects in Chapter 4. Each segment describes the benefits of each analysis, and define what each analysis involves or measures, and the recommended projects or items to repair.

2.1. Population Changes, Demographics, and Land Use

2.1.1. Socio Economic Background

One of the easiest ways for an asset of a transportation system to become insufficient or under designed is by unexpected population growth. The larger the population, the more an asset gets used. This section will try to predict more of where unexpected growth could occur.

2.1.1.1. Current Population Demographics and Employment Characteristics

The table below provides a background to gain an understanding of the County's historical population patterns. Between 2000 and 2010, the county's population grew by 4.96%, while the cumulative cities in the study area decreased by -0.37%. The projected average annual growth of Bannock County is approximately 1.2 percent. Projecting this growth rate out to 2038, Bannock County should prepare for a population increase of 23,477 people to move into the county overall. This population increase is applied over all jurisdictions and leaves. Recent trends have shown the exodus from California has brought many people moving to this area, buying a home, and waiting on finding a job until the pandemic ends. It is unknown how much the recent trends will continue. It is expected that most growth in the county's jurisdiction will grow in the Chubbuck, Inkom, and Lava Hot Springs areas in that order of intensity.

Table 1 - City and County Historical Population

AREA	2010 Population	2010-2020 %Change	2020 Population
Arimo	355	3.66%	368
Chubbuck	13,922	14.64%	15,960
Lava Hot Springs	407	5.90%	431
Inkom	854	6.56%	910
McCammon	809	2.97%	833
Downey	625	1.44%	634
Pocatello	54,239	5.11%	57,012
Cities Total	71,211	6.93%	76,148
Rural Total	11,628	8.76%	12,647
County Total	82,839	7.19%	88,795
%Within Cities	85.96%	-0.24%	85.76%

Source: US Census Bureau

2.1.1.2. Land Use Trends

Bannock County is currently experiencing some rural development of large lot parcels for residential development. The development typically consists of agricultural land, including tillable crop land and range/pastureland, being converted to residential use. This development has been active around the Chubbuck, Pocatello, Inkom, and Lava Hot Springs areas.

Land ownership is also an important factor in accessing the transportation needs in Bannock County. The federal government owns 31.1% of the acreage/property within the county and 60.6% is privately owned, largely agricultural. The remaining acreage is owned by the state, county, and cities.

Table 2 - Bannock County Land Ownership

Ownership	Acres	Percent of Total
Bureau of Land Management	70,000	11.6%
US Forest Service	118,935	16.7%
Other Federal Land	19,878	2.8%
State Land	48,428	6.7%
Private Land	418,322	60.6%
County & City Land	11,900	1.7%
Total	715,264	100.0%

Source: Idaho Department of Commerce and Labor

Table 3 - Bannock County Land Use

Land Use	Acres	Percent of Total
Urban	9,100	1.2%
Agricultural	237,900	32.1%
Rangeland	343,700	46.4%
Forest	118,000	15.9%
Water	22,700	3.1 %
Wetland	9,700	1.3%
TOTAL	741,100	100 %

Source: Idaho Department of Commerce and Labor

2.1.2. Planned Growth Accommodations

The Bannock County Road and Bridge Department Is prepared for growth in the Chubbuck, Inkom, and Lava Hot Springs areas and is working with the Planning and Zoning Department to ensure that the growth will not inhibit future functionality of the system. The Zoning Comprehensive plan can be referenced for more details at https://www.bannockcounty.us/planning/. Figure 1 shows the current Zoning District Map for Bannock County and Figure 2 shows the Future Land Use Plan.

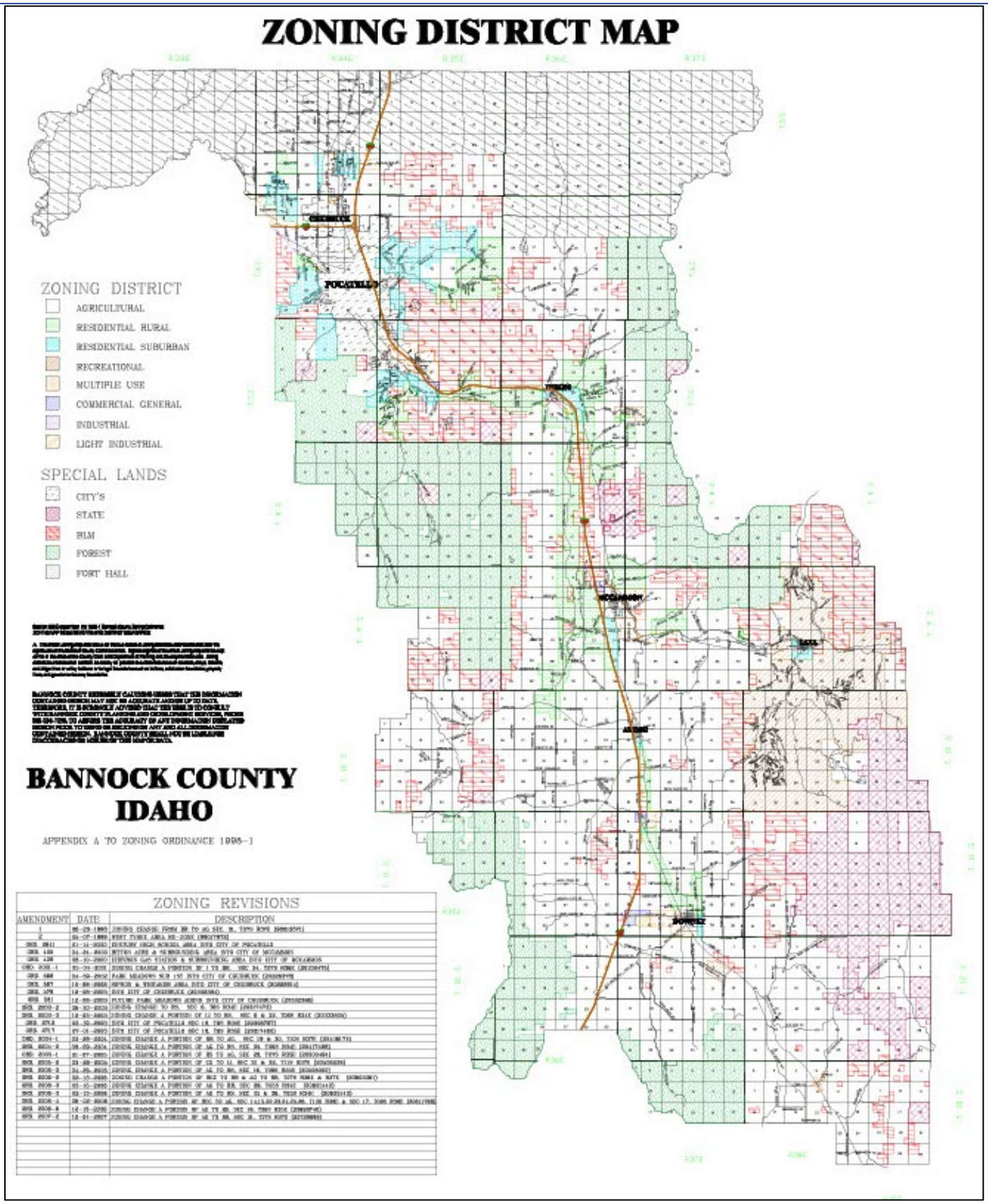


Figure 1 - Zoning Map for Bannock County

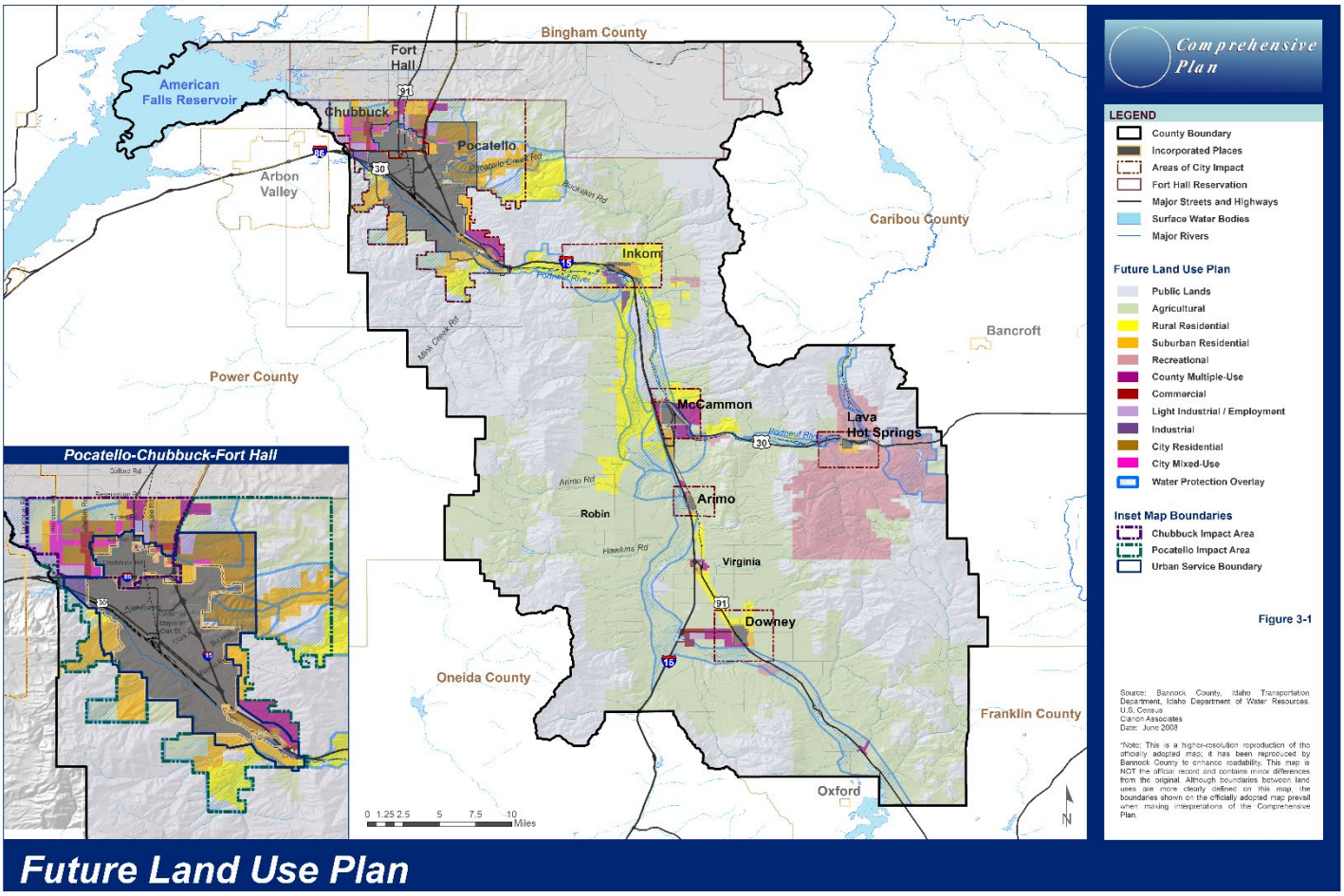


Figure 2 - Bannock County Future Land Use Plan

2.2. Roadways

A Jurisdiction's miles of roadway easily require the most time and budget to maintain over all other assets in a transportation system. The current roadway design standards for roadways and existing maintenance needs within the jurisdiction's responsibility are evaluated to identify which segments of road need attention and then the roadway segments are identified as a future project or placed on the maintenance schedule.

2.2.1. Right of Way (ROW) Designations and Current Roadway Standards

A public right-of-way is an area of land where permission is given to the public to travel over, such as streets, roads, sidewalks, etc... Bannock County has developed several standard road sections for different road classifications and conditions. Appendix D – Other Data, includes the standard drawings that were developed for the roadway cross-sections in Bannock County. These standards will aid Bannock County with future development and future roadway improvement projects. All details can be found in their document "Highway Standards and Roadway Development Procedures for Bannock County" on their website.

2.2.2. Existing Traffic Conditions

To aid Bannock County in their endeavors to provide a safe and easily traveled roadway infrastructure, the current traffic conditions were collected, entered a database, and mapped to provide Bannock County with the resources required to make the correct decisions at the correct time. The existing conditions will be explained in depth throughout this study. A main measurement used to evaluate traffic flow is the Functional Classification of a given road segment. For each measurement, traffic counts were collected by employees of Bannock County. Using the traffic counts from the

current year allows us to also project the expected functional classification of the same segments 20 years in the future, useful information when applying for funding and growth in the future.

2.2.2.1. Functional Classification

The Functional Classification System is the process by which interconnected streets and highways are grouped into classes or systems, according to the type of service they provide. There are three main functional classes as defined by the Federal Highway Administration (FHWA). They are arterial, collector and local roads.

Arterial: These are the roads that have the highest speeds with the goal of providing greatest level of mobility with limited access. They provide a connection between regional areas. In most areas, Arterials are divided into major and minor arterials.

Collectors: Collectors gather traffic from local roads and connect them with arterials. They provide a balance between access and mobility. In many areas, Collectors are divided into major and minor collectors.

Local: Local roads primarily provide access to land and individual homes, but with limited mobility. Most Custer County's roads are local roads.

The general relationship between these classifications is summarized in Table 4

Table 4 - Relationship between Functional Classification and Travel Characteristics (FHWA Handbook Table 2-1)

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Each of these classes have subclasses and are defined by the FHWA by certain characteristics including:

- Lane and Shoulder Widths
- AADT
- Rural or Urban Location
- Divided or Undivided

2.2.2.1.1. Existing Conditions

Table 5 and Table 6 on pages 10 and 11 show the FHWA qualifications for each functional classification. There are many roads in Bannock County ‘s boundaries that are maintained at federal, state, or city level. Figure 3 shows the functional classification map of roads within Bannock County. The functional classifications of all roads with a classification of major collector or greater have more opportunities for external funding and are easily located on the Idaho Department of Transportation’s GIS maps website found at https://iplan.maps.arcgis.com/apps/webappviewer/index.html?id=859bab44a10c4221bed7f7c74e49d554.

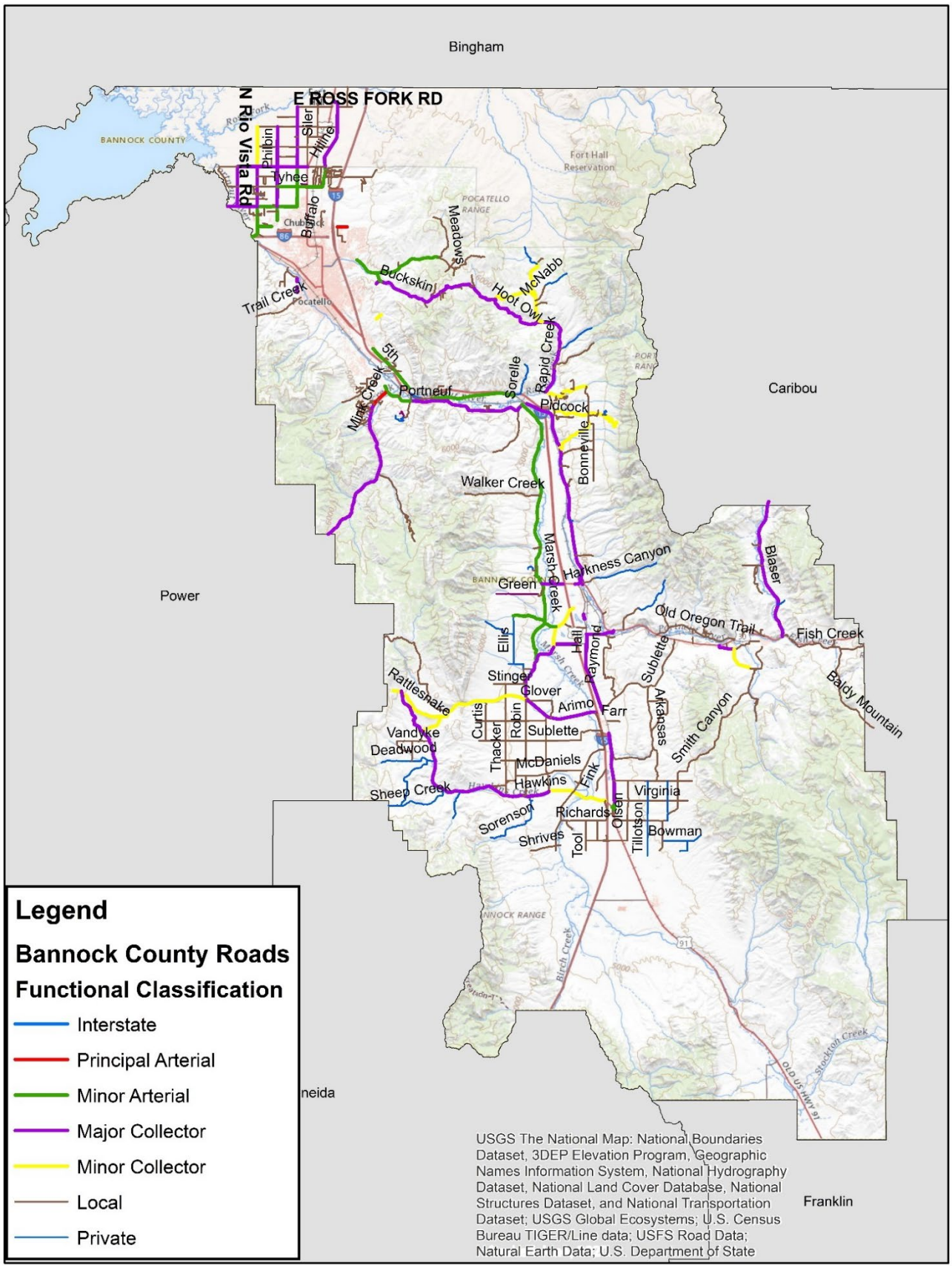


Figure 3 - Functional Classifications

Table 5 - FHWA Highway Functional Classification Concepts, Criteria and Procedures, Table 3-5: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

	Arterials			
	Interstate	**Other Freeways & Expressway**	**Other Principal Arterial**	**Minor Arterial**
Typical Characteristics				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT[1] (Rural)	12,000 - 34,000	4,000 - 18,500[2]	2,000 - 8,500[2]	1,500 - 6,000
AADT[1] (Urban)	35,000 - 129,000	13,000 - 55,000[2]	7,000 – 27,000[2]	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)[1]				
Rural System				
Mileage Extent for Rural States[2]	1% - 3%	0% - 2%	2% - 6%	2% - 6%
Mileage Extent for Urban States	1% - 2%	0% - 2%	2% - 5%	3% - 7%
Mileage Extent for All States	1% - 2%	0% - 2%	2% - 6%	3% - 7%
VMT Extent for Rural States[2]	18% - 38%	0% - 7%	15% - 31%	9% - 20%
VMT Extent for Urban States	18% - 34%	0% - 8%	12% - 29%	12% - 19%
VMT Extent for All States	20% - 38%	0% - 8%	14% - 30%	11% - 20%
Urban System				
Mileage Extent for Rural States[2]	1% - 3%	0% - 2%	4% - 9%	7% - 14%
Mileage Extent for Urban States	1% - 2%	0% - 2%	4% - 5%	7% - 12%
Mileage Extent for All States	1% - 3%	0% - 2%	4% - 5%	7% - 114%
VMT Extent for Rural States[2]	17% - 31%	0% - 12%	16% - 33%	14% - 27%
VMT Extent for Urban States	17% - 30%	3% - 18%	17% - 29%	15% - 22%
VMT Extent for All States	17% - 31%	0% - 17%	16% - 31%	14% - 25%
Qualitative Description (Urban)	• Serve major activity centers, highest traffic volume corridors, and longest trip demands • Carry high proportion of total urban travel on minimum of mileage • Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area • Serve demand for intra-area travel between the central business district and outlying residential areas			• Interconnect with and augment the principal arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials • Distribute traffic to smaller geographic areas than those served by principal arterials • Provide more land access than principal arterials without penetrating identifiable neighborhoods • Provide urban connections for rural collectors
Qualitative Description (Rural)	• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel • Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population • Provide an integrated network of continuous routes without stub connections (dead ends)			• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service • Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement

1- *Ranges in this table are derived from 2011 HPMS data.*

2- *For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.*

Table 6 - FHWA Highway Functional Classification Concepts, Criteria and Procedures, Table 3-6: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

	Collectors		Local
	Major Collector[2]	Minor Collector[2]	
Typical Characteristics			
Lane Width	10 feet - 12 feet	10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet	0 feet	0 feet
Outside Shoulder Width	1 feet - 6 feet	1 feet - 4 feet	0 feet - 2 feet
AADT[1] (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT[1] (Urban)	1,100 - 6,300[2]		80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)[1]			
Rural System			
Mileage Extent for Rural States[3]	8% - 19%	3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%	5% - 13%	66% - 74%
Mileage Extent for All States	9% - 19%	4% - 15%	64% - 75%
VMT Extent for Rural States[3]	10% - 23%	1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%	3% - 10%	7% - 20%
VMT Extent for All States	12% - 23%	2% - 9%	8% - 23%
Urban System			
Mileage Extent for Rural States[3]	3% - 16%	3% - 16%[2]	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13%[2]	67% - 76%
Mileage Extent for All States	7% - 15%	7% - 15%[2]	63% - 75%
VMT Extent for Rural States[3]	2% - 13%	2% - 12%[2]	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13%[2]	6% - 24%
VMT Extent for All States	5% - 13%	5% - 13%[2]	6% - 25%
Qualitative Description (Urban)	• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile	• Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile	• Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement
Qualitative Description (Rural)	• Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas • Link these places with nearby larger towns and cities or with arterial routes • Serve the most important intra-county travel corridors	• Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands	• Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the arterial and collectors systems

1- *Ranges in this table are derived from 2011 HPMS data.*

2- *Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.*

3- *For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.*

Source: [2013_FHWA_FC_Guidelines.pdf (penndot.gov)]

2.2.2.2. Recommendations

There were 17 road segments that qualify for considering a change in functional classification listed in Table 7 below. It is recommended that the application is completed for each segment listed in Table 7 with emphasis on those changing from a local road or Minor Collector.

Table 7 - Traffic Condition Recommendations

PublicWorks ID	ROAD NAME	FROM ADDRESS	TO ADDRESS	Length (mi.)	AADT	Projected AADT	Existing Funct. Classification	Proposed Classification
C05040	East Fork Mink Creek	End	Scout Mountain Campground Rd	2.60	763	931	Local	Minor Collector
C05752	East Fork Mink Creek	Scout Mtn Campground Rd	East Fork Mink Creek Rd	0.85	763	931	Local	Minor Collector
C01038	Fork Mink Creek	Scout Mtn Campground Rd	Address Break	1.50	763	931	Local	Minor Collector
C05753	Fork Mink Creek	Address Break	Mink Creek Rd	0.34	763	931	Local	Minor Collector
C01566	Gibson Jack	Winter Maintenance Priority Change	Stephanie Rd	0.37	636	776	Local	Minor Collector
C01567	Gibson Jack	End	Winter Maintenance Priority Change	0.91	636	776	Local	Minor Collector
C05790	Gibson Jack	Winter Maintenance Prioity Change	Silver Sage Rd	0.18	636	776	Local	Minor Collector
C05793	IFFT	Fairgrounds Rd	Olympus Dr	0.50	1044	1274	Local	Minor Collector
C02027	Inkom	Jackson Creek Rd	Oxford Peak Dr	0.17	637	777	Local	Minor Collector
C02028	Inkom	Snow Peak Blvd	Jackson Creek Rd	0.09	637	777	Local	Minor Collector
C02029	Inkom	Rapid Creek Rd	Snow Peak Blvd	0.10	637	777	Local	Minor Collector
C02822	Inkom	Pidcock Rd	Old Hwy 91	0.08	637	777	Local	Minor Collector
C02823	Inkom	Green Canyon Rd	Pidcock Rd	0.22	637	777	Local	Minor Collector
C02824	Inkom	Oxford Peak Dr	Green Canyon Rd	0.80	637	777	Local	Minor Collector
C04536	Old Highway 91	I-15 Sb Old Hwy 91 On Ramp	Blackrock Canyon Rd	0.88	990	1208	Local	Minor Collector

2.2.3. Safety Considerations

Regardless of initial design parameters and considerations safety is always the first priority. If travelers are not safe due to the road design, improper signage, or lack of visibility, projects to improve the transportation system's safety are always considered as part of the plan.

2.2.3.1. Crash Considerations

This safety analysis uses the five most recent recorded years of crash data for any patterns in accident type, locations with repeated accidents, or accidents with the same contributors (i.e., animals crossing road, driving under the influence, etc.). The data is from available police crash reports and was acquired from the LHTAC crash data web page, it is also available on the ITD web page. Once identified, solutions can be developed for each problem individually. Additionally, all crashes are assigned a severity rating in the police crash report dependent on the level of injury the drivers experienced, the crash severity ratings are listed in Table 8. All crashes with a Level "A" Injury or above were automatically considered for safety improvements.

Table 8 - LTHAC Crash Severity Ratings

Crash Severity Ratings
Fatal Injury
Level A Injury
Level B Injury
Level C Injury
Property Damage

2.2.3.1.1. Crash Data

The crash data on local roads was collected for Bannock County's jurisdiction from LTHAC's website at http://gis.lhtac.org/safety/. All details of the crashes can be found on their website and the most applicable were compiled into the following tables. The locations and severities of Fatal and "A Injury" crashes under Bannock County's jurisdiction are shown in Figure 4. Table 9, Table 10, Table 11, and Table 12 show the quantity of crashes with each severity rating, the most common contributions, first harmful events, and potential unsafe intersections. Each of those tables are limited to locations or conditions where at least one Fatal or "A Injury" crash occurred.

Table 9 – Number of Local Crashes per Severity Type (2014 -2018)

Severity Type	Number of Accidents (2014 – 2019)
Fatal Accident	11
A Injury Accident	16
B Injury Accident	34
C Injury Accident	30
Property Damage	144

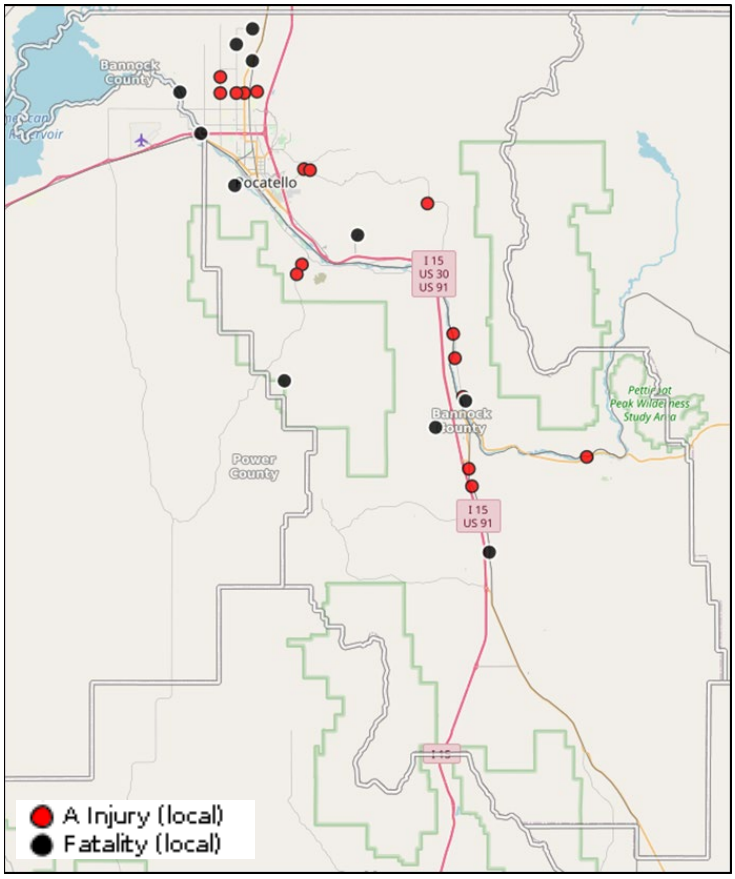


Figure 4 - Location and Severity of Crashes

Table 10 - Contributions to Crashes

Contributions to Crashes	No. of Related Crashes	
	All Crashes	(A or Fatal)
Alcohol Impaired	18	17
Failed to Maintain Lane	15	12
Failed to Yield	19	7
Vision Obstruction	2	7
Failed to Obey Stop Sign	5	4
Inattention	12	4
Speed Too Fast for Conditions	52	4
Drug Impaired	0	3
Overcorrected	5	3
Drove Left of Center	2	2
Animal(s) in Roadway	25	1
Distracted IN or ON Vehicle	2	1
Exceeded Posted Speed	3	1
Following Too Close	5	1
Improper Overtaking	1	1
Improper Turn	3	1
Inattention	3	1
Other	6	1
Sick	4	1

Table 11 - Frequency of First Harmful Event

First Harmful Event	No. of Related Crashes (A or Fatal)
Overturn	6
Angle	4
Embankment	4
Head-On	2
Pedal cycle	2
Tree	2
Angle Turning	1
Animal - Wild	1
Fence	1
Other Fixed Object	1
Other Object Not Fixed	1
Rear-End	1
Side Swipe Opposite	1

Table 12 - Number of Crashes per Intersection

Crashes Per Intersection	No. of Related Crashes	
	(A-C or Fatal)	(A or Fatal)
Philbin Rd / Tyhee Rd	4	1
US 91 / Ballard Rd	2	1
Philbin Rd / Reservation Rd	1	1
Mink Creek Rd / Cinnamon Ridge Rd	1	1
US 91 / Tyhee Rd	1	1
Hawthorne Rd / Tyhee Rd	1	1

2.2.3.1.2. Recommendations

After manipulating the data to observe these different potential safety factors it is recommended that all intersections and crash data be planned for safety improvements and to apply for federal funding for each location with an "A" or "Fatal" level Injury.

2.2.4. Paved Roadways

This section will investigate specific tests and traits to paved roadways.

2.2.4.1. PCI Ratings

This evaluation looks at the different forms of cracking, rutting, rideability, and nondestructive, observable material deficiencies of the existing pavement and assigns a value to each road section, from 1 to 100, utilizing the Asphalt Institute's Pavement Condition Index (PCI). The PCI value provides a recommended improvements/maintenances method for each segment, as shown in *Table 13*. Current PCI ratings for each segment were updated. Paved roads (hot-mix, cold-mix, and BST pavement) throughout the system were evaluated for their pavement condition and a recommended improvement/maintenance was determined for each road section.

Table 13: Pavement Condition Index Maintenance Guidelines

PCI	Recommended Maintenance
100 - 85	No Maintenance Required
85 - 65	Normal Maintenance – crack seal, chip seal, etc.
65 - 35	Rehabilitation – surface overlay
Under 35	Reconstruction – full depth rebuild

This information is compiled in Appendix A – Road Data and summarized in Table 14 below. All roads in the system that currently rate between 85 and 65 are recommended for normal maintenance. Those with a rating 65 or lower are typically recommended for structural improvements. Table 15 shows all sections of road with PCI ratings with 85 or below as measured 2020.

Table 14: Bannock County PCI Rating Summary (in miles)

Recommended Miles of Maintenance	2020
Average PCI Rating	77.0
No Maintenance Required	47.18
Preventative Maintenance	220.99
Rehabilitation	31.04
Reconstruction	0.54
Total	299.8

Table 15 - Pavements with PCI Values 85 and Under

Pavement ID	PCI	Road Name	Length	Width
C03012	10	Old Highway 91	0.19	24
C05038	20	Fish Creek Road	0.35	24
C03385	42	Robin	1.05	24
C05793	48	IFFT	0.50	24
C05037	50	Fish Creek	0.18	24
C01452	50	Fish Creek	0.22	24
C04082	50	Symons	0.24	24
C04081	50	Symons	0.75	24
C05349	54	Pocatello Creek	0.01	24
C05405	54	Pocatello Creek	0.03	24
C05406	54	Pocatello Creek	0.42	24
C03205	54	Pocatello Creek	0.45	24
C01415	54	Fairgrounds	0.63	24
C03204	55	Pocatello Creek	0.14	24
C05997	55	Green	0.59	24
C05739	56	Barton	0.33	24
C04527	56	Merrill	0.75	24
C03208	57	Pocatello Creek	0.03	24
C03763	57	Old Highway 91	0.07	24
C03764	57	Old Highway 91	0.12	24
C05486	57	Old Highway 91	0.18	24
C03207	57	Pocatello Creek	0.18	24
C03773	57	Old Highway 91	0.23	24
C03206	57	Pocatello Creek	0.43	24
C02272	57	Lodge	0.75	24
C03770	57	Old Highway 91	0.95	24
C05998	57	Maughan	0.97	24
C03772	57	Old Highway 91	1.00	24
C03771	57	Old Highway 91	1.27	24
C05407	58	Pocatello Creek	0.42	24
C00628	60	County	0.15	24
C05730	60	Fish Creek	0.16	24
C01454	60	Fish Creek	0.44	24
C03203	60	Pocatello Creek	0.49	24
C05729	60	Fish Creek	0.92	24
C01453	60	Fish Creek	1.22	24
C03769	62	Old Highway 91	0.46	24
C03742	62	Marsh Valley	0.49	24
C03741	62	Marsh Valley	0.72	24
C05746	62	Crystal Springs	1.48	24
C03740	62	Marsh Valley	1.63	24
C03116	63	Pepper Grass Point	0.08	24
C03953	63	Snow Berry	0.11	24
C02937	63	Stephanie	0.12	24
C02938	63	Stephanie	0.13	24
C03919	63	Silver Sage	0.18	24
C02936	63	Stephanie	0.24	24
C01237	63	Price	0.32	24
C00459	63	Cemetery	0.46	24
C00458	63	Cemetery	0.54	24
C03202	63	Pocatello Creek	2.06	24
C00362	64	Buffalo	0.13	24
C04977	64	McCammon Landfill	0.18	24
C04157	64	Trail Creek	0.19	24
C04528	64	Moonbeam	0.19	24
C05559	64	Trail Creek	0.29	24
C01236	64	Price	0.34	24
C05228	64	Trail Creek	0.37	24

Pavement ID	PCI	Road Name	Length	Width
C00254	64	Billy	0.50	24
C04158	64	Trail Creek	0.52	24
C03768	64	Old Highway 91	3.03	24
C00461	65	Cemetery	0.50	24
C00460	65	Cemetery	0.51	24
C04262	65	Arimo	1.92	24
C05554	66	Lamar	0.02	24
C04658	66	Whispering Cliffs	0.10	24
C04491	66	Lea	0.23	24
C04659	66	Whispering Cliffs	0.42	24
C00361	66	Buffalo	0.89	24
C03372	66	Rio Vista	1.00	24
C02933	66	Rio Vista	1.01	24
C05759	66	Baldy Mountain	1.20	24
C00646	67	Crestview	0.40	24
C02418	67	Merrill	0.62	24
C05766	68	Promise	0.02	24
C05552	68	Hawthorne	0.04	24
C05266	68	Promise	0.04	24
C04567	68	Promise	0.05	24
C04568	68	Promise	0.05	24
C05434	68	Old Highway 91	0.06	24
C05197	68	Hawkins	0.07	24
C04891	68	Bates	0.12	24
C05492	68	Hawkins	0.18	24
C05388	68	Hawthorne	0.25	24
C02789	68	Hawthorne	0.25	24
C04566	68	Promise	0.26	24
C05761	68	Hawkins	0.28	24
C02792	68	Hawthorne	0.46	24
C00749	68	Dixon	0.47	24
C02791	68	Hawthorne	0.50	24
C02790	68	Hawthorne	0.50	24
C04464	68	Hawkins	0.57	24
C05794	68	Nestor	0.80	24
C04462	68	Hawkins	0.82	24
C04595	68	Robin	0.86	24
C04463	68	Hawkins	0.88	24
C03150	68	Philbin	1.00	24
C02291	68	Lower Rock Creek	1.10	24
C01645	68	Hawkins	1.26	24

Pavement ID	PCI	Road Name	Length	Width
C00103	69	Antelope	0.03	24
C04183	69	Tyhee	0.08	24
C05249	69	Antelope	0.12	24
C00104	69	Antelope	0.12	24
C04639	69	Tyhee	0.12	24
C04641	69	Tyhee	0.14	24
C04640	69	Tyhee	0.14	24
C02921	69	Rapid Creek	0.21	24
C02920	69	Rapid Creek	0.25	24
C05479	69	Marsh Creek	0.28	24
C00748	69	Dixon	0.42	24
C04455	69	Hagler	0.59	24
C02919	69	Rapid Creek	0.99	24
C03739	69	Marsh Creek	1.92	24
C02922	69	Rapid Creek	2.00	24
C03971	70	Spring	0.09	24
C04717	70	Washington	0.10	24
C03970	70	Spring	0.10	24
C04987	70	91	0.22	24
C02038	70	Jackson Creek	0.27	24
C01631	70	Hall	0.27	24
C04716	70	Washington	0.28	24
C02214	70	Lacey	0.28	24
C04481	70	Katsilometes	0.29	24
C02215	70	Lacey	0.49	24
C01630	70	Hall	0.50	24
C03262	70	Prospector Hollow	0.63	24
C03352	70	Richards	0.65	24
C01285	70	Virginia	0.70	24
C03036	70	Olsen	1.01	24
C03037	70	Olsen	1.01	24
C03035	70	Olsen	1.01	24
C00302	71	Bowman	0.27	24
C00300	71	Bowman	0.29	24
C03253	71	Potters	0.39	24
C04647	71	Tyhee	0.43	24
C02896	71	Nelson	0.45	24
C04149	71	Tool	0.50	24
C00299	71	Bowman	0.58	24
C00301	71	Bowman	0.94	24
C02836	71	Laughran	1.00	24

Pavement ID	PCI	Road Name	Length	Width
C04074	71	Swanson	1.21	24
C02194	72	Kraft	0.02	24
C05481	72	Jensen	0.03	24
C05737	72	Foothill	0.04	24
C01477	72	Foothill	0.05	24
C03776	72	Robin	0.05	24
C05735	72	Gathe	0.05	24
C01478	72	Foothill	0.06	24
C02822	72	Inkom	0.08	24
C01557	72	Gathe	0.11	24
C01476	72	Foothill	0.14	24
C02196	72	Kraft	0.21	24
C05043	72	Fort Hall Mine Site B	0.22	24
C04534	72	Old Highway 91	0.34	24
C02322	72	Maple Grove	0.38	24
C05041	72	Fort Hall Mine Site B	0.40	24
C04889	72	Morgan	0.41	24
C05480	72	Robin	0.41	24
C04596	72	Robin	0.43	24
C00223	72	Beehive	0.43	22
C02909	72	Philbin	0.50	24
C03148	72	Philbin	0.50	24
C03149	72	Philbin	0.50	24
C02908	72	Philbin	0.50	24
C02195	72	Kraft	0.53	24
C02466	72	Moonlight Mine	0.69	24
C03775	72	Robin	0.73	24
C04597	72	Robin	0.93	24
C04593	72	Reservation	0.99	24
C00462	72	Cemetery	1.00	24
C00463	72	Cemetery	1.01	24
C03757	72	Old Highway 91	1.41	24
C03013	72	Old Highway 91	1.59	24
C02028	73	Inkom	0.09	24
C01436	73	Fergeson	0.10	24
C02029	73	Inkom	0.10	24
C05383	73	Reservation	0.13	24
C02027	73	Inkom	0.17	24
C05384	73	Reservation	0.37	24
C03339	73	Reservation	0.37	24
C04533	73	Old Highway 91	1.04	24

Pavement ID	PCI	Road Name	Length	Width
C02881	74	Marble	0.04	24
C05491	74	Arimo	0.04	24
C04261	74	Arimo	0.06	24
C02465	74	Moonlight Mine	0.07	24
C02905	74	Philbin	0.07	24
C02906	74	Philbin	0.08	24
C03753	74	Old Highway 91	0.09	24
C02904	74	Philbin	0.10	24
C05743	74	Old Highway 91	0.14	24
C02882	74	Marble	0.17	24
C02040	74	Jackson Creek	0.20	24
C02823	74	Inkom	0.22	24
C04535	74	Old Highway 91	0.24	24
C05269	74	Reservation	0.29	24
C02042	74	Jackson Creek	0.32	24
C05701	74	Mission	0.37	24
C03384	74	Robin	0.43	24
C03754	74	Old Highway 91	0.49	24
C01360	74	Edmo	0.50	24
C02442	74	Mission	0.63	24
C04592	74	Reservation	0.72	24
C02785	74	Hawthorne	0.75	24
C02824	74	Inkom	0.80	24
C03383	74	Robin	0.94	24
C00128	74	Arimo	1.00	24
C04260	74	Arimo	1.05	24
C03156	74	Pidcock	1.30	24
C04532	74	Old Highway 91	2.58	24
C02946	75	Whitworth	0.04	24
C01609	75	Green Canyon	0.06	24
C02464	75	Moonlight Mine	0.21	24
C01610	75	Green Canyon	0.23	24
C01608	75	Green Canyon	0.44	24
C04263	75	Arimo	0.67	24
C03022	75	Old Oregon Trail	0.78	24
C03023	75	Old Oregon Trail	0.78	24
C04536	75	Old Highway 91	0.88	24
C03026	75	Old Oregon Trail	1.02	24
C03024	75	Old Oregon Trail	1.24	24
C01643	75	Harrington	1.34	24
C03025	75	Old Oregon Trail	1.55	24

Pavement ID	PCI	Road Name	Length	Width
C01062	75	Green Canyon	1.59	24
C01061	75	Green Canyon	1.84	24
C04570	76	Promise	0.03	24
C04569	76	Promise	0.05	24
C01514	76	Gails Gulch	0.05	24
C05336	76	Siphon	0.06	24
C04561	76	Portneuf	0.08	24
C02041	76	Jackson Creek	0.09	24
C03030	76	Old Skyline	0.09	24
C04556	76	Portneuf	0.09	24
C03248	76	Portneuf	0.09	24
C04612	76	Siphon	0.10	24
C03931	76	Siphon	0.10	24
C03029	76	Old Skyline	0.12	24
C05427	76	Perless	0.15	24
C03117	76	Perless	0.17	24
C06000	76	Moose Creek	0.18	24
C05755	76	Whitworth	0.18	24
C04613	76	Siphon	0.19	24
C05727	76	Old Oregon Trail	0.20	24
C06019	76	Siphon	0.20	24
C04557	76	Portneuf	0.21	24
C04102	76	Tatonka	0.25	24
C04022	76	Stone River	0.26	24
C03251	76	Portneuf	0.28	24
C03250	76	Portneuf	0.31	24
C02935	76	Smith	0.32	24
C04554	76	Portneuf	0.33	24
C04562	76	Portneuf	0.33	24
C03252	76	Portneuf	0.35	24
C04614	76	Siphon	0.35	24
C01788	76	Honeysuckle	0.35	24
C04154	76	Touch	0.36	24
C04560	76	Portneuf	0.40	24
C03755	76	Old Highway 91	0.45	24
C05740	76	Upper Rock Creek	0.47	24
C03249	76	Portneuf	0.87	24
C04558	76	Portneuf	1.05	24
C04555	76	Portneuf	1.47	24
C04559	76	Portneuf	1.91	24
C04541	77	Piedmont	0.04	24
C03157	77	Piedmont	0.06	24
C04540	77	Piedmont	0.15	24
C02788	77	Hawthorne	0.50	24
C00651	77	Cultshalts	1.00	24
C03756	77	Old Highway 91	1.06	24
C05290	78	Dempsey Creek	0.02	24
C00841	78	Arimo	0.03	24
C00542	78	Cimmeron	0.04	24
C04259	78	Arimo	0.05	24
C05230	78	Arimo	0.08	24
C05391	78	Frasure	0.13	24
C03762	78	Old Highway 91	0.13	24
C04763	78	White Cloud	0.17	24
C03738	78	Marsh Creek	0.18	24
C05319	78	Frasure	0.19	24
C01500	78	Frasure	0.19	24
C01185	78	Merrick	0.19	24
C02945	78	White Cloud	0.21	24
C01499	78	Frasure	0.22	24
C05289	78	Dempsey Creek	0.23	24
C00839	78	Arimo	0.24	24
C02847	78	Lower	0.25	24
C05805	78	Marsh Valley	0.25	24
C04122	78	Terrell	0.26	24
C00359	78	Buckskin	0.28	24
C00265	78	Blackrock	0.34	24
C02043	78	Jackson Creek	0.35	24
C00358	78	Buckskin	0.36	24
C04441	78	Goodenough	0.49	24
C03913	78	Siler	0.50	24
C00270	78	Blaser	0.54	24
C00269	78	Blaser	0.64	24
C02350	78	Marsh Valley	0.80	24
C05198	78	Marsh Valley	0.96	24
C04644	78	Tyhee	1.00	24
C00271	78	Blaser	1.00	24
C00264	78	Blackrock Canyon	1.01	24
C00268	78	Blaser	1.04	24
C03760	78	Old Highway 91	1.05	24
C04258	78	Arimo	1.16	24
C03744	78	Marsh Valley	1.32	24

Pavement ID	PCI	Road Name	Length	Width
C03737	78	Marsh Creek	1.58	24
C03743	78	Marsh Valley	1.67	24
C01647	78	Hawkins	1.71	24
C00272	78	Blaser	1.75	24
C00840	78	Arimo	2.28	24
C00267	78	Blaser	2.31	24
C00490	79	Charlotte	0.06	24
C00489	79	Charlotte	0.09	24
C06076	79	Mink Creek	0.16	24
C01517	79	Gale Mountain	0.16	24
C01516	79	Gale Mountain	0.24	24
C04600	79	Sage Hollow	0.24	24
C02158	79	Katie Mountain	0.25	24
C00438	79	Carla	0.26	24
C04642	79	Tyhee	0.28	24
C02039	79	Jackson Creek	0.29	24
C00488	79	Charlotte	0.46	24
C04643	79	Tyhee	0.50	24
C01038	79	Fork Mink Creek	1.50	24
C03758	79	Old Highway 91	1.77	24
C03759	79	Old Highway 91	1.78	24
C02439	80	Mink Creek	0.02	24
C05231	80	Chubbuck	0.04	24
C05243	80	Siphon	0.05	24
C01184	80	Merrick	0.09	24
C02417	80	Dempsey Creek	0.10	24
C04364	80	Chubbuck	0.15	24
C05783	80	Siphon	0.16	24
C02373	80	Maughan	0.17	24
C04615	80	Siphon	0.17	24
C04363	80	Chubbuck	0.19	24
C05998	80	Lodge	0.24	24
C01186	80	Dempsey Creek	0.26	24
C05166	80	Merrick	0.32	24
C04365	80	Chubbuck	0.35	24
C01940	80	15 Southbound	0.46	24
C05787	80	Siphon	0.48	24
C01182	80	Merrick	0.49	24
C01183	80	Merrick	0.59	24
C04616	80	Siphon	0.61	24
C05796	80	Harkness Canyon	0.66	24

Pavement ID	PCI	Road Name	Length	Width
C03640	80	Aslett	0.70	21
C02835	80	Laughran	1.00	24
C05040	80	East Fork Mink Creek	2.60	24
C04062	81	Sunnyside	0.12	24
C05478	81	Goodenough	0.12	24
C02213	81	Lacey	0.21	24
C03761	81	Old Highway 91	0.26	24
C04391	81	Darby	0.26	24
C00051	81	Abby	0.26	24
C05436	81	Walker Creek	0.58	24
C00356	81	Buckskin	0.69	24
C03350	81	Richards	1.09	24
C01079	81	Hawkins	1.74	24
C02441	81	Mink Creek	2.60	24
C05421	82	Rapid Creek	0.03	24
C05224	82	Dempsey Creek	0.06	24
C05223	82	Dempsey Creek	0.11	24
C02925	82	Rio Vista	0.12	24
C03651	82	Dempsey Creek	0.14	24
C05381	82	Rio Vista	0.19	24
C02924	82	Rio Vista	0.19	24
C03733	82	Marsh Creek	0.22	24
C05164	82	Smith Canyon	0.23	24
C00640	82	Creekside	0.25	24
C03947	82	Smith Canyon	0.27	24
C03736	82	Marsh Creek	0.30	24
C03370	82	Rio Vista	0.30	24
C00218	82	Batiste	0.31	24
C03734	82	Marsh Creek	0.33	24
C03648	82	Dempsey Creek	0.38	24
C04748	82	Whispering Pines	0.40	24
C04465	82	Hawkins	0.41	24
C03735	82	Marsh Creek	0.42	24
C02926	82	Rio Vista	0.49	24
C03915	82	Siler	0.50	24
C03945	82	Smith Canyon	0.60	24
C03932	82	Ski View	0.64	24
C02917	82	Rapid Creek	0.65	24
C03078	82	Paintbrush	0.83	24
C05232	82	Hawkins	0.88	24
C03946	82	Smith Canyon	0.90	24

Pavement ID	PCI	Road Name	Length	Width
C02916	82	Rapid Creek	0.96	24
C03914	82	Siler	1.00	24
C03732	82	Marsh Creek	1.00	24
C03647	82	Dempsey Creek	1.07	24
C03650	82	Dempsey Creek	1.23	24
C02915	82	Rapid Creek	1.36	24
C02918	82	Rapid Creek	1.46	24
C04466	82	Hawkins	1.50	24
C03731	82	Marsh Creek	2.69	24
C05749	83	5th	0.05	65
C05553	83	Drew	0.05	24
C00779	83	Drew	0.07	24
C02515	83	My	0.10	24
C00595	83	Connell	0.14	24
C02309	83	Madlee	0.14	24
C04601	83	Sage Hollow	0.14	24
C03592	83	5th	0.17	65
C02891	83	Mink Creek	0.20	24
C02815	83	Hiline	0.22	24
C05252	83	5th	0.23	65
C04771	83	Wild Horse Ridge	0.24	24
C05382	83	De Kay	0.27	24
C02814	83	Hiline	0.34	24
C02813	83	Hiline	0.46	24
C05212	83	Hiline	0.52	24
C04468	83	Hawkins	0.61	24
C02719	83	Connell	0.63	24
C05791	83	Mink Creek	0.67	24
C00694	83	De Kay	0.76	24
C03752	83	Mink Creek	0.82	24
C02818	83	Hiline	1.00	24
C02817	83	Hiline	1.08	24
C02816	83	Hiline	1.10	24
C04469	83	Hawkins	1.13	24
C02085	83	Jensen	1.23	24
C04975	83	Mink Creek	1.65	24
C00357	83	Buckskin	2.44	24
C01789	83	Hoot Owl	3.32	24
C05426	84	Jackson Creek	0.02	24
C06018	84	Philbin	0.06	24
C05376	84	Mink Creek	0.09	24
C04677	84	Yarrow	0.10	24
C04770	84	Wild Horse Ridge	0.15	24
C04769	84	Wild Horse Ridge	0.18	24
C02892	84	Mink Creek	0.27	24
C05751	84	Walton	0.32	24
C02944	84	Walton	0.35	24
C02997	84	Nottingham	0.35	24
C05244	84	Walton	0.36	24
C01566	84	Gibson Jack	0.37	24
C02923	84	Rio Vista	0.38	24
C03590	84	5th	0.45	65
C05196	84	Merrill	0.48	24
C02932	84	Rio Vista	0.50	24
C03371	84	Rio Vista	0.50	24
C02262	84	Lish	0.61	24
C01565	84	Gibson Jack	0.80	24
C02907	84	Philbin	0.94	24
C00354	84	Buckskin	0.99	24
C04646	84	Tyhee	0.99	24
C02786	84	Hawthorne	1.00	24
C04645	84	Tyhee	1.01	24
C02886	84	Mink Creek	1.20	24
C00352	84	Buckskin	1.39	24
C01637	85	Hannan	0.03	24
C05245	85	Wild Horse Ridge	0.07	24
C02929	85	Rio Vista	0.08	24
C00606	85	Corwin	0.12	24
C02376	85	Maysi	0.13	24
C00355	85	Buckskin	0.13	24
C02931	85	Rio Vista	0.13	24
C03594	85	5th	0.16	65
C03591	85	5th	0.17	65
C01511	85	Futurity	0.18	24
C00706	85	Deerridge	0.18	24
C02890	85	Mink Creek	0.19	24
C05226	85	Sage Hollow	0.19	24
C00630	85	Coyote Gulch	0.20	24
C02930	85	Rio Vista	0.21	24
C02928	85	Rio Vista	0.21	24
C00708	85	Deerridge	0.31	24
C05753	85	Fork Mink Creek	0.34	24

Pavement ID	PCI	Road Name	Length	Width
C00605	85	Corwin	0.37	24
C02927	85	Rio Vista	0.37	24
C05797	85	Buckskin	0.44	24
C00353	85	Buckskin	0.46	24
C02902	85	Parks	0.47	24
C02887	85	Mink Creek	0.48	24
C02787	85	Hawthorne	0.50	24

Pavement ID	PCI	Road Name	Length	Width
C03589	85	5th	0.52	65
C00707	85	Deerridge	0.54	24
C00653	85	Cumberland	0.57	24
C03595	85	5th	0.71	65
C05752	85	East Fork Mink Creek	0.85	24
C03730	85	Marsh Creek	2.68	24

2.2.4.1.1. Recommendations

It is recommended to follow the Pavement Management Plan as stated in section 3.1 to resolve all PCI concerns according to the estimated budget and schedule.

2.2.5. Unpaved Roads

Unpaved roadways are very common in small rural communities within Idaho. Unpaved roadways are usually gravel and serve mainly farm/ranching/recreational areas of the community. The roadways are commonly built to a standard the jurisdiction has for a gravel roadway. Bannock County has all 180 miles of gravel and dirt roads that it maintains annually. Gravel and dirt roads require blading to limit wash boarding of the roadway and is dependent upon the gravel quantity and volume of traffic. This will be covered in Chapter 3 as part of the annual budget.

2.3. Other

This section will cover all other systems in a transportation network that Bannock County maintains and applicable ways to measure their current and future condition, rating, and recommendations.

2.3.1. Airplanes

2.3.1.1. Existing Conditions

The study area includes Pocatello Regional Airport which provides scheduled air service to Salt Lake City via SkyWest Airlines with connections to Delta for service to virtually any destination. A former World War II Army Air Base, the city has modernized the facility. The recently renovated airline terminal complements the airlines and passengers it serves. Although the airport is owned and operated by the City of Pocatello, it is located outside of Pocatello's City Limits. In addition, the airport property extends from Bannock County into Power County and includes Fort Hall Indian Reservation Property. The airport's main runway designated as Runway 3/21 is 150 feet in width and 9,060 feet in length. It is a fully instrumented IFR runway. The secondary runway is designated as 17/35 and is 100 feet in width and 7,150 feet in length.

The airport is home to 70 based aircraft and provides services for air freight, wildfire control and suppression services, aircraft maintenance, ISU College of Technology Aircraft Maintenance Facility, Civil Air Patrol and the Experimental Aircraft Association's facility.

A second airport, Hyde Memorial, is in Downey. It is a public airport, owned and operated by the City of Downey. It has a single runway, 17/35. The runway is 50 feet wide and 3,550 feet long. This airport is home to two based aircraft. There are also several private airstrips throughout the County that are un-manned and offer no aircraft services. These airports are used primarily for small private aircraft for recreation and some private business purposes.

2.3.2. School Zones

There are currently 2 elementary schools within the Bannock County's Jurisdiction, Chubbuck Elementary School and Tyhee Elementary School. Due to their locations, there are very few safety hazards and have had minimal complaints

regarding safety. The only recommendation comes at the full signal in front of Century High school. The high school is within the city limits of Pocatello, but the road in front of the school is not. It is recommended that a Pedestrian Hybrid Beacon (HAWK) signal replace the full signal to allow better traffic flow for the pedestrians and vehicles.

2.3.3. Structures

Another component of the annual funding is used to repair bridges in Bannock County's jurisdiction. Inspections of structures fall into two categories: Bridges (spans over 20' long) and small structures (all other smaller structures).

2.3.3.1. Bridges

2.3.3.1.1. Existing Conditions

Bannock County has 13 bridges (structures over 20' long) on their system (see Table 16 and Figure 6 below). The bridges are inspected every 12 or 24 months by ITD bridge inspection consultants. Inspectors assign a condition rating to the bridge based on the quality of its deck, superstructure, and substructure components compiled into a value between 0 and 10. Those three values combine to give the bridge a rating of "Poor", "Fair", or "Good." More details from the bridge reports are included in Appendix C – Bridge Data. Interactive maps with all current bridge data can be found at https://lhtac.org/resources/maps/.

Table 16: Bannock County Bridges Summary

Bridge key	Year built	Carries	Length	Deck width	Condition
22025	1968	E. SUBLETTE ROAD	27	24	Fair
19145	1983	STC1762; PORTNEUF RD	86	40.4	Good
21916	2011	2-1/2 MILE ROAD	41	38.7	Good
21922	1980	SAGE HOLLOW	32	34.5	Good
21925	1986	SYMONS ROAD	63	36	Good
21930	1986	BROXON ROAD	63	36	Good
21940	1948	W BLACKROCK ROAD	42	30.8	Good
21971	2005	SMITH CANYON ROAD	25	32.3	Good
21981	2019	S. RAYMOND ROAD	28	30.5	Good
22015	1949	SMA 7131	24	35	Good
22030	2019	ARKANSAS ROAD	28	24.2	Good
22035	1959	E. VIRGINIA ROAD	28	26.6	Good
22206	2009	STC 1759; BLAZER	84	34	Good
21990	1945	N KRAFT ROAD	81	37.4	Good

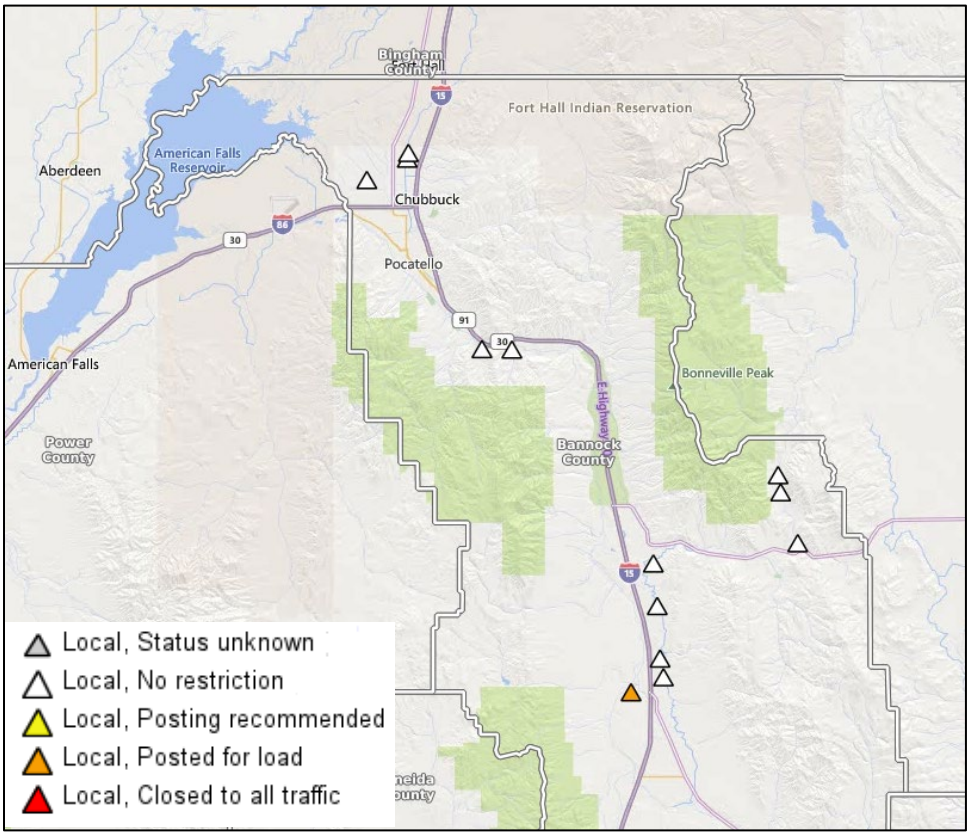


Figure 5 - Location of Bridges over 20' in Jurisdiction

2.3.3.1.2. Recommendations

It is recommended to repair all bridges with a "poor" rating to be replaced as quickly as they arise.

2.3.3.2. Small Bridges (under 20-feet) and Drainage Structures (Culverts)

2.3.3.2.1. Existing Conditions

Small Bridges and Culverts maintained by Bannock County are continually inspected by county forces to ensure quality and functionality, their information can be seen below in Table 25 of the small bridges and culverts known in the system.

These structures are largely used to allow roads proper drainage for crossings at irrigation canals or streams. Since there is no formal rating system set up to maintain these structures, they are inspected, maintained, or replaced whenever the county has the budget or necessity to do so. This list is constantly being updated and reported to LTHAC as efforts to repair and label culverts continues. Bannock County currently has hopes to replace and repair culvert pipes under the Old Highway 91 between Inkom to McCammon.

Table 17 - Small Bridges

Structure ID	Carries	Crosses Over	Length	Design Material
1527	N Hawthorne Rd	Reider Lateral	14	Slab
1528	N Hawthorne Rd	Tyhee Lateral	12	Box Culvert
1529	E Price Rd	Portneuf River	24	Pipe/Culvert
1530	E Virginia Rd	Portneuf Marsh Valley Canal	15	Slab
1531	S Olson Rd	Valley Canal	19	Pipe/Culvert
1532	Richards Road	Valley Canal	16	Box Culvert
1533	Richards Road	Valley Canal	16	Box Culvert

Table 18 - Culverts with Low Ratings

ID	ROAD_NAME	COND.	Material	Shape	Dia.	HEIGHT	LENGTH	F_NOTES
1246	SUNNYSIDE	Fair	Corrugated Galvanize	Round	15 in	15 in	32 ft	MOVED FROM DRIVE ABOVE
1282	DEADWOOD	Fair	Unknown	Round	15 in	15 in	68 ft	
271	OLD HIGHWAY 91 (INK MC)	Poor	Corrugated Galvanize	Round	24 in	Unknown	Unknown	24"
447	2 1/2 MILE ROAD	Poor	Corrugated Galvanize	Round	12 in	Unknown	Unknown	12"
459	HILINE ROAD	Poor	Corrugated Galvanize	Round	15 in	Unknown	Unknown	15"
462	SILER ROAD	Poor	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18"
511	RIO VISTA ROAD	Poor	Corrugated Galvanize	Round	15 in	Unknown	Unknown	15"
518	CEMETERY ROAD	Poor	Other	Round	18 in	Unknown	Unknown	18"
520	MEADOWS ROAD	Poor	Corrugated Galvanize	Round	15 in	Unknown	Unknown	15"
521	MEADOWS ROAD	Poor	Corrugated Galvanize	Round	12 in	Unknown	Unknown	12"
527	WHISPERING PINES ROAD	Poor	Corrugated Galvanize	Round	24 in	Unknown	Unknown	24"
562	POCATELLO CREEK ROAD	Poor	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18"
595	MCNABB ROAD	Poor	Corrugated Galvanize	Round	15 in	Unknown	Unknown	15"
627	RAPID CREEK ROAD	Poor	Corrugated Galvanize	Round	12 in	Unknown	Unknown	12"
630	RAPID CREEK ROAD	Poor	Corrugated Galvanize	Round	12 in	Unknown	Unknown	12"
678	BUCKSKIN ROAD	Poor	Corrugated Galvanize	Round	12 in	Unknown	Unknown	12"
882	RICHARDS ROAD	Poor	Corrugated Galvanize	Round	30 in	Unknown	Unknown	30"
1005	HAWKINS ROAD	Poor	Concrete	Round	18 in	Unknown	Unknown	18"
1026	HAWKINS ROAD	Poor	Other	Unknown	Unknown	Unknown	Unknown	

1117	DEMPSEY CREEK ROAD	Poor	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18"
1127	MERRICK ROAD	Poor	Corrugated Galvanize	Round	15 in	Unknown	Unknown	15''
1128	MERRICK ROAD	Poor	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18''
1191	FISH CREEK ROAD	Poor	Corrugated Galvanize	Round	24 in	Unknown	Unknown	24"
1213	PHEASANT DRIVE	Poor	Corrugated Galvanize	Round	24 in	Unknown	Unknown	24"
1214	PHEASANT DRIVE	Poor	Corrugated Galvanize	Round	24 in	Unknown	Unknown	24"
75	MARSH CREEK ROAD	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
76	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18''
77	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Box	32 in	32 in	Unknown	32'' BOX CULVERT
78	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18''
79	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18''
80	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Round	24 in	Unknown	Unknown	24''
81	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18''
82	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Round	32 in	Unknown	Unknown	32''
83	MARSH CREEK ROAD	Unknown	Corrugated Galvanize	Round	32 in	Unknown	Unknown	32''
84	ROBIN ROAD	Unknown	Corrugated Galvanize	Round	18 in	Unknown	Unknown	18''
85	GITTENS ROAD	Unknown	Other	Round	5 ft	Unknown	Unknown	60''
1231	MERRILL ROAD	Unknown	Corrugated Galvanize	Squash	28 ft	Unknown	21 ft	22X32.5
1232	GOODENOUGH ROAD	Unknown	Concrete	Box	31 in	75 in	Unknown	31X75
1238	JACKSON CREEK ROAD	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
1240	GITTENS ROAD	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
1248	HARKNESS CANYON	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
1249	HARKNESS CANYON	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
1251	HARKNESS CANYON	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
1275	EAST SUBLETTE ROAD	Unknown	Corrugated Galvanize	Round	48 in	48 in	80 ft	

2.3.3.2.2. Recommendations

Inspect culverts annually depending on drainage in the area they should make sure they are clear of any debris prior to spring flooding season so that damage to roadways during spring flows is minimized. Inspections should be recorded and data updated so that maintenance/replacement can be budgeted and completed before there is damage to roadway.

2.3.4. Bicycles and Pedestrians

2.3.4.1. Paths

There are 6 miles of bicycle/pedestrian pathways in Bannock County's jurisdiction in great condition built in 2020 near Lava Hot Springs. The goal is to provide a safe pathway for pedestrians and bicyclist to be able to travel within/throughout the county. It is important that pathways meet current standards such as ADA compliance. A great resource of information for pathways would be the Idaho Department of Transportation bicycle and pedestrian design guide (https://itd.idaho.gov/bike_ped/).

This pathway is on schedule to be maintained by the Bannock County Road and Bridge Department with surface treatments when required.

2.3.4.1.1. Recommendations

It is recommended that as the demand for pathways increases, the county ensure that the city or area develop a maintenance schedule for any pathways before they are constructed.

2.3.5. Signs

New standards adopted in the Manual on Uniform Traffic Control Devices (MUTCD) require that public agencies adopt a Sign Management Plan to ensure signs meet new minimum retroreflectivity requirements for traffic signs on public roads. The compliance dates for these new requirements are as follows:

January 2012 - All agencies must establish and implement a sign maintenance program that addresses the minimum sign retroreflectivity requirements.

January 2015- All agencies must comply with new retroreflectivity requirements for most of their traffic signs they have installed, including all red and white or white and black "regulatory" signs (such as STOP signs and Speed Limit signs), yellow and black "warning" signs, and ground-mounted green and white "guide" signs (except street name signs).

January 2018 - All agencies must comply with new retroreflectivity requirements for overhead guide signs and all street name signs.

There are various accepted methods of compliance:

- **Measured Retroreflectivity**
- **Nighttime Visual Inspection**
- **Expected Sign Life**
- **Blanket Replacement**

Measured retroreflectivity can be taken by a retroreflectometer. A retroreflectometer can be costly to obtain, approximately $9,000 and as much as $15,000 when equipped with additional features such as GPS, and bar code readers. This method can be costly but is the most objective method and is thus highly defensible.

With the **Nighttime Visual Inspection** method, the retroreflectivity of an existing sign is assessed by a trained inspector conducting a visual inspection from a moving vehicle during nighttime conditions. The retroreflectivity is compared against a control panel of known acceptable retroreflectivity.

With the **Expected Sign Life** method, individual signs are replaced before they reach the end of their expected service life. The expected service life is based on the time required for the retroreflective material to degrade to the minimum level. The sign life can be based on several different sources of information such as sign sheeting warranties, the performance of control signs, or actual field measurements.

Blanket Replacement would involve replacing all signs within a specified area based on the assumption that all signs in that area will require replacement at the same time. Once replaced, the signs could then be managed based on expected sign life.

2.3.5.1. Existing Conditions

At Bannock County, the sign maintenance program consists of an excel file connected to the County GIS mapping system with testing signs in the field for retro reflectivity using minimum level samples of comparison at night. The County has also started to implement a program based on life expectancy of individual signs based on a blanket replacement program. Signs are also inspected regularly for damage, theft and straightness and repaired or replaced.

2.3.5.2. Recommendations

It is recommended that the county continue their current efforts while utilizing control signs in a location with the heaviest weather and sunlight to discover the shortest expected lifespan of road signs in Bannock County. These control signs can easily be inspected regularly to identify which road signs should be inspected for replacement due to retroreflectivity issues. When a control sign fails, it is recommended to inspect and replace all signs of that type.

Chapter 3 Management Plans and Annual Budgets

This chapter will evaluate the adequacy of current annual road maintenance budget against the current demands of all aspects of the transportation system requiring maintenance and any changes or suggestions to be addressed regarding all allotments of the annual budget.

3.1. Pavement Maintenance Plan

Creating a maintenance program is an important program for a county to implement. One of the county's largest, if not the largest, investments is the road infrastructure. Decisions made in this program will have a direct correlation to the quality level, service life, maintenance costs, and user costs of the entities in this system. Those who are involved are responsible to ensure that taxpayers are getting their money's worth. Studies repeatedly show that a pavement will last longer and cost less to maintain with preservative maintenance while the pavement is in good to fair condition. Figure 6 demonstrates this with an example simulation showing the quality, cost of maintenance, and life cycle of a given road over time in years. This shows the importance of not allowing any road segment to degrade into rehabilitation, since it will cost more to fix, and lower overall driver comfort levels. The main goal is to keep the roads from falling into needing an overlay or reconstruction due to the large increase in comparative cost.

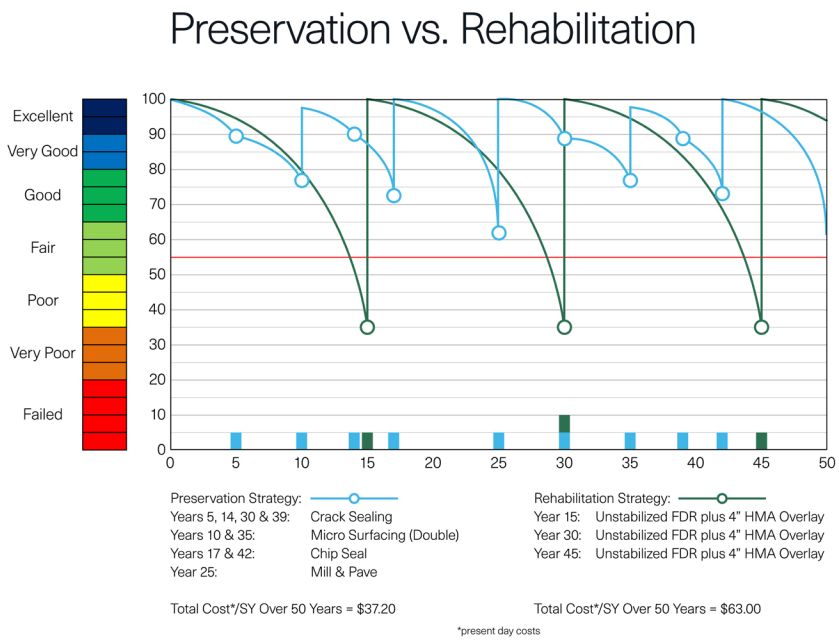


Figure 6 - Maintenance Effects on Life Cycle of a Road (The True Life-Cycle Cost | Asphalt and Pavement Preservation | Indus, Inc.)

Along with updating the system with a current PCI rating, this maintenance plan will break down:

- The estimated system standing average PCI rating
- The estimated current cost to complete preventative maintenance on all road segments.
- What segments need rehabilitation/reconstruction in order to be restored back to effective preventative maintenance
- The timing and steps necessary to restore these segments at a manageable budget/cost.
- The recommended maintenance budget, 5-year priority list, and best method for using maintenance plan until funding comes around.

Any reconstruction project costs will be estimated in the Capital Improvement Plan.

3.1.1. Current Financial Estimates

As for the current financial aspects of the county, an average of $2,990,900 are set aside for road maintenance every year. The estimated cost of preventative maintenance, including all labor, material, and equipment costs, on all the paved roads at once for $6,427,000 or for a 7-year cycle (neglecting inflation) would be $919,000 per year. The current maintenance standard is 6 to 7 years on a good road for a surface treatment. The current estimated unit cost of a chip seal is $1.5 per SF. This would leave $2,072,000 for all other maintenance expenses. For every mile of paved road with a 24-foot width added to the system, another $21,120 would need to be added to the budget.

This raises the question, what is the required budget enough to maintain all segments of road to only need preventative maintenance? A simulation was run to find what budget would be enough to maintain the ideal system and what would be the average PCI rating over time for the entire system for a given budget.

In short, different budgets were input into a simulation where preventative maintenance was performed to the largest quantity road per season under the budget value. The average PCI value per mile of road of the entire system is plotted over time. If the budget could not maintain all roads from reaching PCI values that suggest rehabilitation, the budget was considered too small to maintain the system. For the simulation, we considered the threshold PCI value to maintain all roads above to be 65. Figure 7 shows the Average PCI value per mile of road over time at a $765,432 Annual Surface Treatment Budget. The Cycle based analysis shows the expected Average PCI value if an annual budget is kept as an average, the Budget based analysis shows the same information but maintains as many segments as possible under the proposed annual budget.

For the 7-year analysis shown in Figure 7, the Average PCI Value would be between the two analyses at 85. All budgets sufficient to maintain roads above this threshold were recorded in Table 19 and were plotted in Figure 8 to find the relationship between annual budget and average PCI value per mile. Using Equation 1 below, derived from the trendline of Figure 8, it was found that the minimum budget to maintain an Average PCI Rating of 85 preventative maintenance was $928,000 per year minimum based on the $1.5/SY of roadway for chip seal. Other surface treatments such as micro-surfacing would be valuable to utilize in certain surface situations and may be a little more expensive.

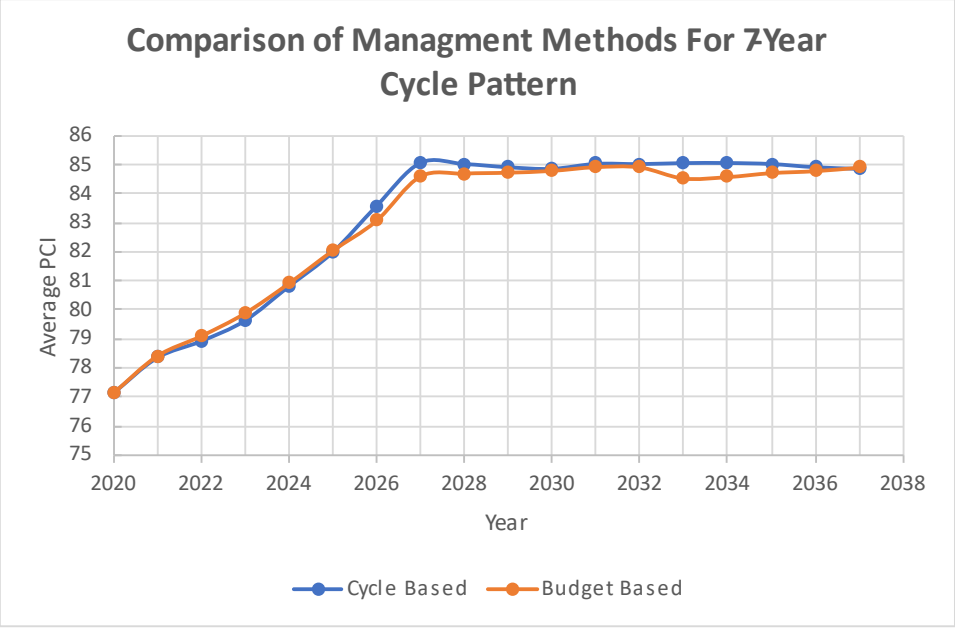


Figure 7 - 7-Year Cycle Management Methods and PCI Results

Table 19 - Average PCI Rating by Annual Budget

No. of Years per cycle	Average Budget	Average PCI Rating
2	$3,213,461.91	97.5
3	$2,142,307.94	95
4	$1,606,730.96	92.5
5	$1,285,384.77	90
6	$1,071,153.97	87.5
7	$928,030.03	85
8	$803,365.48	82.4

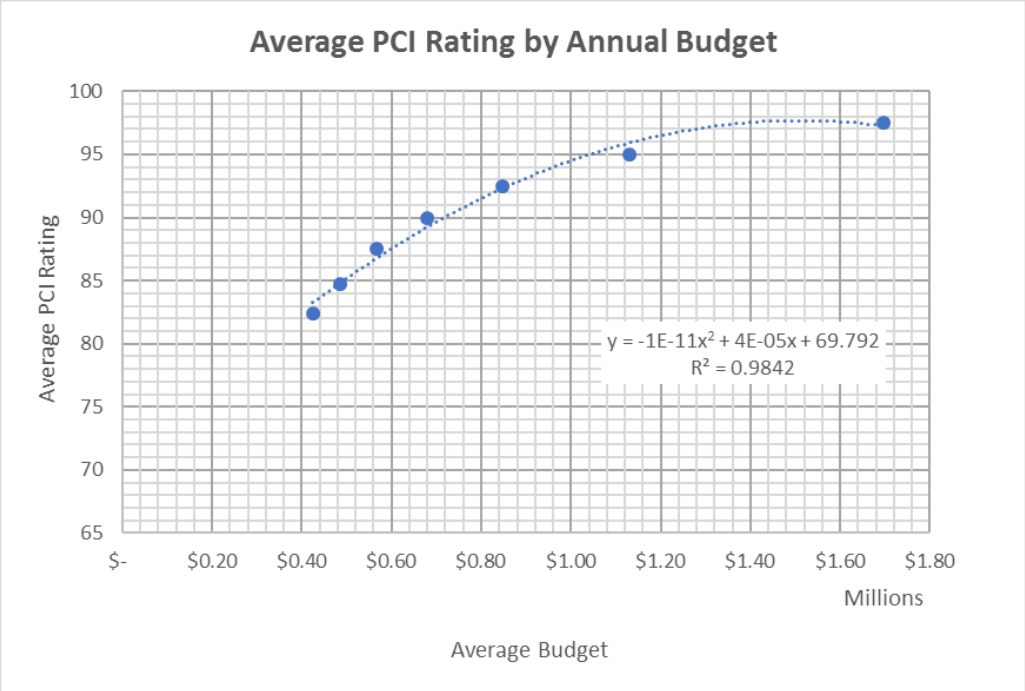


Figure 8 - Annual Budget vs Average PCI

Equation 1 - Projected Average PCI from Annual Chip Seal Budget

$$Average\ PCI(\$) = -3 * 10^{-12}x^2 + 2 * 10^{-5}x + 69.792$$

Where: x = Budget ($)

It is recommended to have a minimum budget of $928,000 per year with an annual increase of at least 5% for inflation and rising costs of material. There would also need to be an increase in budget of $21,120 per new mile of pavement added to the system plus 5% in order to properly maintain that mile of roadway.

3.1.2. Roadway Maintenance Methodology

Bannock County has done an admirable job maintaining their system with the current maintenance budget they have. Unfortunately, a maintenance budget is unable to account for miscellaneous road repairs that appear overtime, which tend to be put off until enough money can be saved. Depending on the maintenance budget and percent of poor road conditions to total mileage, different maintenance plans can be recommended. For any condition where poor road conditions exist, it is recommended to apply for external funding to accelerate the recovery process when applicable.

All recovery plans follow a similar pattern. Every good road should receive preventative maintenance at minimum every 7 years. Strive to complete all preventative maintenance in 6 years to allow the budget of the seventh year to repair a poor road then add the newly repaired road to the maintenance schedule for the following cycle. The number of years where repair happens depends on how many years required for the jurisdiction to complete all its preventative maintenance.

For jurisdictions with few poor roads, the rehabilitation of the poor roads could be a portion of the maintenance in the sixth year. This appears simple, but with such a long time elapsed, the management plan can be easily forgotten.

3.1.3. Recommendations

It is recommended that Bannock County continue to maintain a 6-year chip seal cycle while only repairing those that require preventative maintenance. Once the cycle is complete, the final sixth and seventh year will spend the remaining chip seal budget towards rehabilitation and reconstruction of failed road segment(s). The newly rehabilitated road will then be added into the following chip seal cycle. It is recommended to evaluate the PCI ratings of each road every 3 to 5 years.

It is recommended that the 3-year average be used for the expected budget for each component excluding pavement maintenance. For pavement maintenance, it is recommended a minimum budget of $928,000 annually for surface treatment of the roads every year. It is also recommended to budget an annual amount for roadway rehabilitation project each year until all the roadways have a PCI value above 65.

The cost to reconstruct/rehabilitate a road is roughly $1,000,000 per mile. Due to the 31 miles of road needing structural repair, it is recommended that an additional $3,100,000 be budgeted to allow Bannock County to reconstruct/rehabilitate the roadways. This will allow the county to only require preventative maintenance on all the roadways.

Chapter 4 Capital Improvement Plan

The goals of this Transportation Plan Update are to present an evaluation of the existing transportation network within Bannock County, identify needs within the transportation system, and present a plan to address those needs. To achieve this end, roadway data was collected and evaluated, and public survey from county citizens were received to gain an understanding of the transportation system and the challenges facing Bannock County in maintaining and improving the system. This data and subsequent analysis were used to form the basis for improvements proposed in this update.

Based on recommendations from the existing conditions, input received from employee knowledge, engineering experience, and feedback gathered during the public meeting. The county has identified and prioritized several projects to be integrated into a ten-year project plan organized in Table 20 by funding source and project type. The ten-year plan is compiled in Table 21 on page 42.

Table 20 - Project Priority List with Total Cost Estimate

Capital Improvement Plan	
Description	**Total Estimate**
Safety Projects	
Parks and Buckskin Improvements	**$1,050,000**
Update and Install Guardrail Where Needed	**$250,000**
Bridges	
East Sublette Bridge	**$100,000**
N Kraft Bridge	**$600,000**
E. Virginia Bridge	**$600,000**
Pavement Projects	
Old HWY 91 Culvert Replacements and Repairs	**$250,000**
Intersection Renovation: Mink Creek and West Portneuf Rd	**$500,000**
Gibson Jack Reconstruction/Rockslide	**$1,000,000**
CIP Total	**$4,350,000**

4.1. Capital Improvement List Project Details

East Sublet Bridge (Bridge Key 22025)

Estimated Cost: $100,000

After the most recent bridge inspection it was found that spalling of beams, as shown in Figure 9, were present along with a hole due to erosion at the eastern edge of the deck. The hole was repaired shortly after, but the spalling has yet to be repaired. The estimated repairs will consist of working with a contractor to install an epoxy coating on the failed sections and repair all other areas of concrete failures discovered during construction.

Figure 9 – South Girder Joint Corrosion and Spalling – Looking West

North Kraft Bridge (Bridge Key 21990)

Estimated Cost: $600,000

After the most recent bridge inspection it was found that this bridge has severe undermining and scouring of the bridge piles and ends. Along with the necessary scour prevention and repair, the concrete siding, curb, and shoulders will be reinstalled or repaired according to needs. Concrete Blocking or Shore Jacks are recommended for the scour prevention and images of the damage can be seen in Figure 10 and Figure 11. It is recommended to address the items identified in the bridge inspection report as soon as possible so that the areas of concern do not get worse and become more expensive to repair.

Figure 10 – South cantilevered bridge end, east side: the end concrete is undermined.

Figure 11 – North cantilevered bridge end: the concrete is undermined.

E Virginia Bridge (Bridge Key 22035)

Estimated Cost: $600,000

After the most recent bridge inspection it was found that this bridge has is posted for load rating. It was designed to have a H 15 load rating but has been reduced and posted. The width of the bridge is only 24-feet wide, and the county would like this bridge to be wider in order to improve safety of the vehicles but as well as provide room for bicyclists/pedestrians to travel this route. The length of the bridge is 46-feet.

Guardrail Ends - Narrow Shoulder on Bridge

Figure 12 - Narrow Bridge and Guardrails Aging.

Bearing - Directly on Concrete

Figure 13 - Bridge Bearing Directly on Concrete

Old Highway 91 Culvert Replacements and Repairs

Estimated Cost: $250,000

There are approximately 20 culverts along Old Highway 91 between Inkom and McCammon that were installed approximately 50 years ago. Some of the culverts have been maintained but most need repair or replacement. This project is for the repair/replacement of the culvert sections between these two cities along Old Highway 91.

Figure 14 - Road Location of Culvert Repairs

Mink Creek Road and West Portneuf Intersection Redesign.

Estimated Cost: $500,000

The intersection of Mink Creek and Portneuf Road is in need to be redesigned due to confusion of intersection and traffic flow for the two roadways. The planned realignment of these two roadways will have the eastern most segment connecting Mink Creek and W Portneuf Road abandoned from up to the home located on the easterly leg of the intersection. The existing T intersection will be widened to include a right-hand turning lane for West Portneuf and a safe location for traffic to stop and turn left onto Mink Creek Road. This intersection is an intersection identified as a safety hazard for flow of traffic as well as increased traffic near housing when there is no need for the traffic to travel this leg of roadway. It is recommended to improve the layout of this roadway in near future.

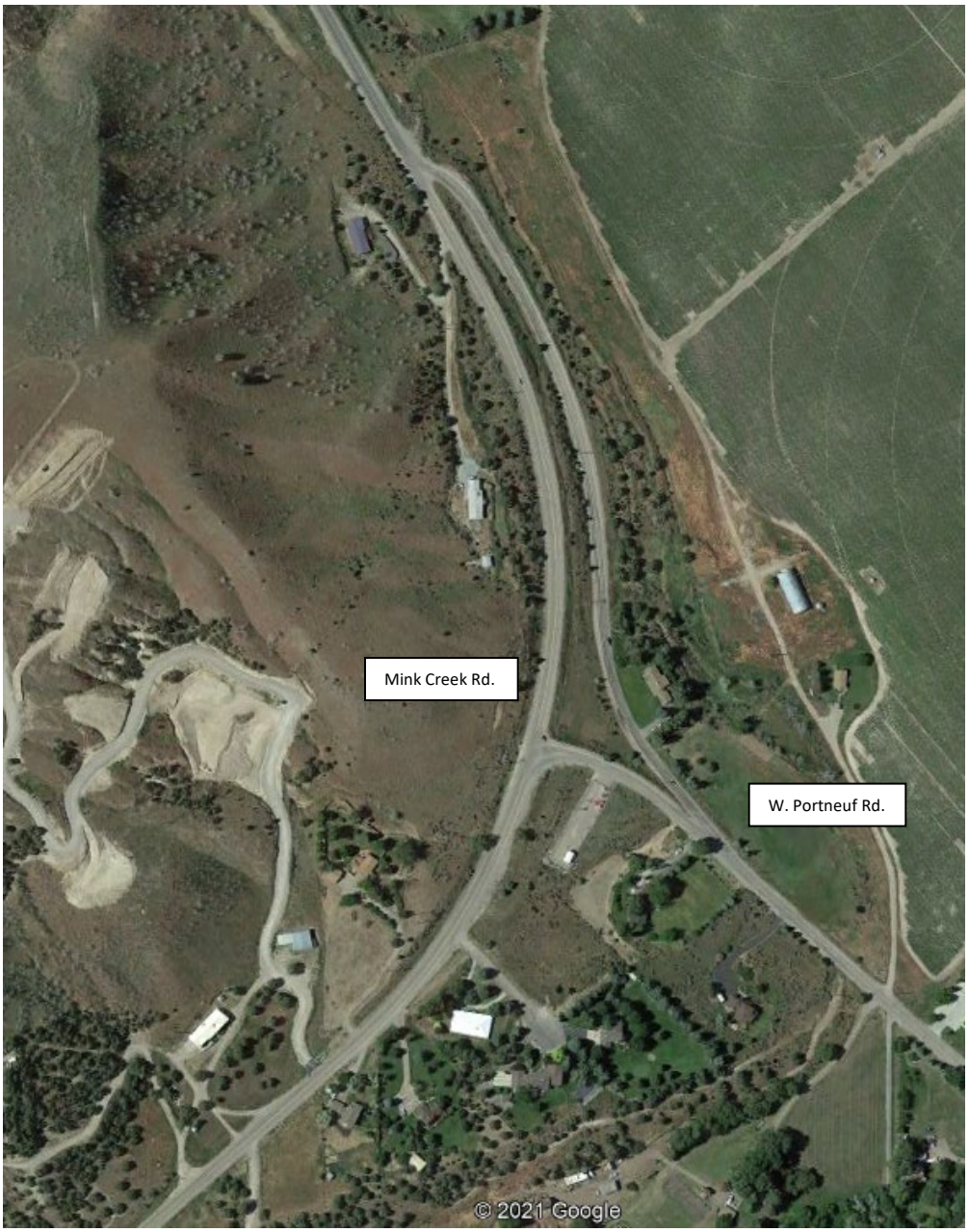


Figure 15 – Arial View of Intersection

Guardrail Maintenance on County Roads

Estimated Cost: $250,000

The average guardrail quality and integrity of the county has declined significantly over the past few years with some due for repair or replacement. The county would like to make sure to the guardrail updated to help ensure and improve the safety of the roadways.

Parks Road and Buckskin Road Improvements

Estimated Cost: $1,050,000

There have been multiple accidents along Parks Road as well on Buckskin Road near the intersection of the two roadways. Due to the skew of the intersection of the two roadways it is recommended to have the intersection realigned so that they intersect at 90-degrees for improved sight distance and improved flow of traffic. There has also been an increase in the volume of traffic on Parks Road as well as an increased volume of bicycle/pedestrians traveling this section that adding a bike/pedestrian lane/path along this route is recommended. Adding an attached bike/pedestrian path to the existing roadway would require a minimum of 4-feet of asphalt. It would be recommended to have bike/pedestrian pathways on both sides of the roadway to increase safety of the bike/pedestrians if possible. It is recommended to add turning lanes at the intersection for Buckskin and Parks so that turning traffic would have their own lane and reduce any conflicts with through traffic.

Figure 16 - Pocatello Creek Improvements

Gibson Jack Loop: Reconstruction and Rockslide Prevention

Estimated Cost: $1,000,000

Gibson Jack Road needs to have sight clearance and rockslide prevention improvements made as the roadway is narrow through approximately 4,000 LF of the road near east side of this roadway section. The roadway is estimated to utilize a blasting and removal of sight clearance areas. If there is no rock encountered during removal efforts, there would be cost savings for this project. There is roughly 2 million cubic yards of material that is likely required for removal along this section of roadway to reduce the hillside slope to acceptable safe standards.

Figure 17 - Gibson Jack Heading West

Figure 18 - Gibson Jack Trailhead Information Board

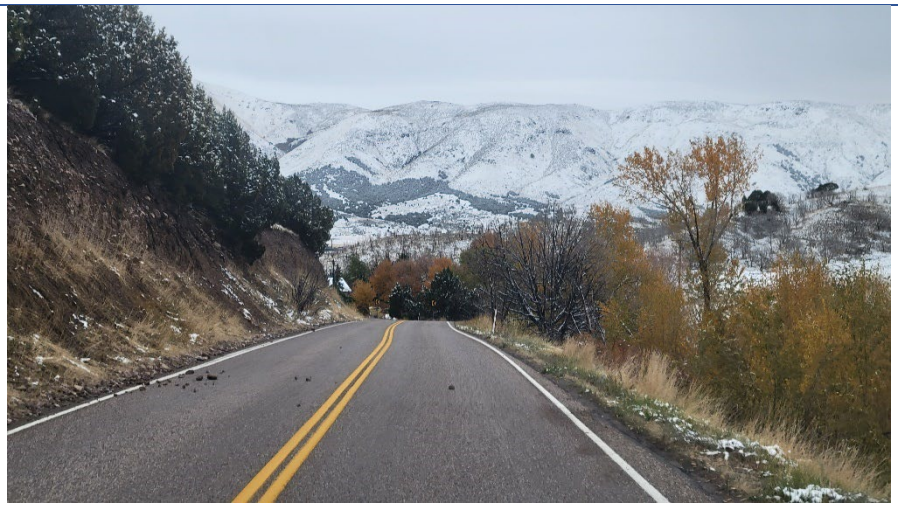


Figure 19 - Gibson Jack Heading East

4.2. Recommendations

It is recommended to complete these projects as soon as funding is available. A summary of the possible funding sources is shown below in Table 10.

Table 21 – 5-Year CIP Plan

Capital Improvement Plan	2023	Through	2027					
Description	**Funding Source**	**Planned Year**	**FY-23**	**FY-24**	**FY-25**	**FY-26**	**FY-27**	**Total Estimate**
Safety Projects								
Parks and Buckskin Improvements	LHSIP	2024	$0	$1,050,000				**$1,050,000**
Update and Install Guardrail Where Needed	LHSIP/ LRHIP	2025	$0	$0	$250,000	$0	$0	**$250,000**
Bridges								
East Sublette Bridge	LRHIP Bridge	2024	$0	$0	$100,000	$0	$0	**$100,000**
N Kraft Bridge	STP Bridge	2028	$0	$0	$0	$0	$0	**$600,000**
E. Virginia Bridge	STP Bridge	TBD	$0	$0	$0	$0	$0	**$600,000**
Pavement Projects								
Old HWY 91 Culvert Replacements and Repairs	STP Rural	2028	$0	$0	$0	$0	$250,000	**$250,000**
Intersection Renovation: Mink Creek and West Portneuf Rd	STP Rural	TBD	$0	$0	$0	$0	$0	**$500,000**
Gibson Jack Reconstruction/Rockslide	FLAP	2026				$1,000,000		**$1,000,000**
CIP Total			**$0**	**$1,050,000**	**$250,000**	**$1,000,000**	**$250,000**	**$4,350,000**
Grant Awarded								**$0**

Chapter 5 Funding

Many sources of project funding are available to Bingham County. These funding opportunities vary by type of project, project size, and local match. Available funding sources are detailed below.

Local Funding

- Impact Fees
- Property Taxes

Highway Distribution Account

- Idaho Users Revenue Fund
- Vehicle Registration Fees

State and Federal Funding

- Local Rural Highway Investment Program (LRHIP)
- Surface Transportation Program (STP) Local Rural
- Local Highway Safety Improvement Program (LHSIP)
- Federal Bridge Program
- Federal Lands Access Program
- Transportation Alternatives Program (TAP)

5.1. Local Funding

The most prevalent forms of funding for local (county and city) roadway needs are as follows:

Idaho Users Revenue Fund is the primary source for ongoing roadway maintenance and rehabilitation. The funds are collected by the state in the form of motor fuel taxes and license fees. It is distributed annually to all governmental units responsible for roadway maintenance based on a formula that considers population and number of roadway miles in the jurisdiction.

Vehicle Registration Fees - The Idaho Code allows counties to raise revenue by increasing vehicle-registration fees. Section 49-207 of the Idaho Code states that "the voters of any county may authorize the board of county commissioners to adopt an ordinance by majority vote of the board of county commissioners to implement and collect motor vehicle registration fee not to exceed two (2) times the amount established in section 49- 402". Section 49-402 stipulates state licensing fees for all vehicles less than 8,000 pounds gross vehicle weight.

Impact Fees - The number of county and city jurisdictions that are imposing impact fees on development is increasing. To do so it is necessary to determine the ultimate (build-out) improvement needs, the proportion related to new development, and a fee schedule based on a rational connection between development induced needs and fees. This can be an important source of revenue. However, rarely does this source of revenue pay for the full cost of constructing the roadway system and fees are usually not applicable for maintenance functions.

The county has been very successful at seeking and obtaining funding from other sources and we would recommend that the county continue to seek funding to help improve their roadway system.

5.2. State and Federal Funding

Much of the information on State and Federal Funding presented below is available on the Local Highway Technical Assistance Council's (LHTAC's) website. State and Federal funding programs are being updated constantly, so check their website at www.lhtac.org for the latest information.

5.2.1. Local Rural Highway Investment Program (LRHIP)

The Local Rural Highway Investment Program (LRHIP) is financed through an exchange of federal STP-Rural funds by LHTAC with the Idaho Transportation Department at $0.80 per $1.00 up to a maximum of $2.8 million in state funds. The program has four categories of grant types: Transportation Planning Grants ($50,000 max), Sign Grants ($30,000 max), Construction Grants ($100,000 max), and Federal-Aid Match Grants ($100,000 max). Through these grants, the program 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 or used exclusively for the purchase of materials.

Each September LHTAC makes the application available to all Local Highway Jurisdictions NOT located within a city of over 5,000 population. The applications are typically due by early December. The applications are ranked by the members of the LHTAC board, and the results made available after the March Council meeting each year. Effective July 2012, all jurisdictions who are awarded a construction grant are put on a one-year hiatus from applying for construction grants. This allows LHTAC to award these grants to more jurisdictions throughout the state.

LHTAC reserves $400,000 of this fund annually to help with emergency type projects. Up to $100,000 can be applied for to help with an emergency. If you have an emergency and you need additional information on the LRHIP Program, visit the LHTAC website at www.lhtac.org.

5.2.2. Surface Transportation Program (STP)

Surface Transportation Program (STP) Local Rural funds are allocated for projects in rural areas, and in cities with populations below 5,000. They may be used for new construction, reconstruction or rehabilitation of roadways functionally classified with FHWA as rural major collectors or arterials with a small percentage allowed for minor collectors. STP funds can also be used for activities such as transportation planning and corridor studies. The local match requirement is 7.34 percent. The Idaho Transportation Board has designated approximately $10 million annually for the Program. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC.

Eligible projects are identified, prioritized, and requested by the Local Highway Jurisdictions through a formal project application process November through February. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects, based on funding, is then presented to the Idaho Transportation Board, for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

5.2.3. Local Highway Safety Improvement Program (LHSIP)

Beginning in 2014, the Idaho Transportation Improvement Program (ITIP) has approximately $8.9 million available for the Local Highway Safety Improvement Program (LHSIP). This money is the Local Highway Jurisdictions' (LHJ) portion of the state's Highway Safety Improvement funds. Funds are for projects to improve the safety at single site locations or for utilizing a systemic approach in multiple locations. The local or state match requirement is 7.34 percent.

Funds are distributed based on ITD District and an analysis of cost-benefit ratio. Eligible jurisdictions are notified in writing by LHTAC staff and receive applications and project identification instructions. Projects are ranked according to individual cost-benefit ratios. Projects are funded first based on their cost-benefit ratio within their ITD District, and then by their overall cost-benefit ratio throughout the state. Final project selection is by the Idaho Transportation Board.

5.2.4. Federal Bridge Program

The bridge program provides funds for replacement or rehabilitation of bridges. LHTAC continues to take applications for Bridge Projects on the local highway system. The following criteria are used for funding:

- Replacement: Bridge should be in poor condition (deck, superstructure, and/or substructure, or culvert)

- Rehabilitation: Bridge should be in fair or poor condition
- Preserve: Bridge should be in good or fair condition

The Idaho Transportation Board makes 35 percent of the Bridge funds available to use on local (non-state highway) bridges. Presently, there is approximately $5 million in the "On-System" Program and $3.8 million in the "Off-System" Program with a 7.34 percent local match. The two-year application cycle is currently open. Approximately $17m/yr available

5.2.5. Federal Lands Access Program (FLAP)

The Federal Lands Access Program (FLAP) was created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) to improve access to federal lands. The program is administered by FHWA, Western Federal Lands Highway division. It is directed towards Public Highways, Roads, Bridges, Trails, and Transit systems that are under state, county, town, township, tribal, municipal, or local government jurisdiction or maintenance and provide access to federal lands.

The goal of the Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is designed to provide flexibility for a wide range of transportation projects.

See their website for the most current eligible project types and program status:
https://highways.dot.gov/federal-lands/programs-access

5.2.6. Transportation Alternatives Program (TAP)

LHTAC administers the Transportation Alternatives Program (TAP), formerly known as Community Choices for Idaho (CC4I). The purpose of TAP is to advance LHTAC and ITD's strategic goals of Mobility, Safety, and Economic Opportunity while maximizing the use of federal funds to provide for a variety of alternative transportation projects to address the needs of non-motorized users. The program will (1) provide a two-year application cycle to solicit locally identified projects and (2) leverage potential federal funding opportunities for sponsored projects.

See their website for the most current eligible project types and program status:

https://itd.idaho.gov/alt-programs/

Appendices

Appendix A – Road Data

Table 22 - PCI Data for Road Segments in Bannock County

Pave ID	ROAD NAME	FROM ADDRESS	TO ADDRESS	PCI	Length (mi.)	Width
C03012	Old Highway 91	End	Old Hwy 91	10	0.191	24
C05038	Fish Creek Road	End	Fish Creek Rd	20	0.351	24
C03385	Robin	Jensen Rd	Goodenough Rd	42	1.052	24
C05793	IFFT	Fairgrounds Rd	Olympus Dr	48	0.501	24
C05037	Fish Creek	Fish Creek	Hwy 30	50	0.178	24
C01452	Fish Creek	End	Hwy 30	50	0.219	24
C04082	Symons	Blaser Hwy	Byington Rd	50	0.243	24
C04081	Symons	Byington Rd	End	50	0.748	24
C05349	Pocatello Creek	Anderson	Kimberly Ln	54	0.012	24
C05405	Pocatello Creek	Pocatello Creek	Anderson	54	0.029	24
C05406	Pocatello Creek	Parks Rd	Archery Club	54	0.423	24
C03205	Pocatello Creek	Dewall Ln	Trayis Rdg	54	0.446	24
C01415	Fairgrounds	Chubbuck Rd	Ifft	54	0.628	24
C03204	Pocatello Creek	Trayis Rdg	Parks Rd	55	0.142	24
C05997	Green	End	Marsh Creek Rd	55	0.586	24
C05739	Barton	End City Maintenance	End Pavement	56	0.328	24
C04527	Merrill	Marsh Creek Rd	Aslett Rd	56	0.751	24
C03208	Pocatello Creek	Ridgewood Rd	Sunset Dr	57	0.031	24
C03763	Old Highway 91	Old Tom Dr	Center St	57	0.066	24
C03764	Old Highway 91	Old Hwy 91	Old Tom Dr	57	0.121	24
C05486	Old Highway 91	McCormack	Arkansas Rd	57	0.181	24
C03207	Pocatello Creek	Kimberly Ln	Ridgewood Rd	57	0.182	24
C03773	Old Highway 91	Virginia Rd	Hwy 91 Cutoff	57	0.230	24
C03206	Pocatello Creek	Sunset Dr	Dewall Ln	57	0.430	24
C02272	Lodge	Philbin Rd	Hawthorne Rd	57	0.755	24
C03770	Old Highway 91	Arkansas Rd	Arimo City Limit	57	0.953	24
C05998	Maughan	Main St	Lava West Dr	57	0.973	24
C03772	Old Highway 91	Virginia Rd	Smith Canyon Rd	57	1.004	24
C03771	Old Highway 91	Smith Canyon Rd	Arkansas Rd	57	1.267	24
C05407	Pocatello Creek	Providence Ln	Nottingham Ln	58	0.421	24
C00628	County	Old Hwy 91	Hwy 91	60	0.150	24
C05730	Fish Creek	Fish Creek Rd	Hwy 30	60	0.165	24
C01454	Fish Creek	Baldy Mtn Rd	Potters Rd	60	0.436	24
C03203	Pocatello Creek	Archery Club	Providence Ln	60	0.492	24
C05729	Fish Creek	Potters Rd	Fish Creek Rd	60	0.921	24
C01453	Fish Creek	Potters Rd	Hwy 30	60	1.217	24
C03769	Old Highway 91	Arimo Rd	Meadowview Dr	62	0.458	24
C03742	Marsh Valley	Hawkins Rd	Meadowbrook Ranch Rd	62	0.488	24
C03741	Marsh Valley	Meadowbrook Ranch Rd	Mcdaniels Rd	62	0.718	24
C05746	Crystal Springs	Begin Private Maintenance	Hwy 30	62	1.484	24
C03740	Marsh Valley	Mcdaniels Rd	Marsh Valley Rd	62	1.629	24
C03116	Pepper Grass Point	End	Wild Horse Ridge Ln	63	0.085	24
C03953	Snow Berry	Wild Horse Ridge Ln	End	63	0.111	24
C02937	Stephanie	Stoney Creek Rd	Heather Rd	63	0.116	24
C02938	Stephanie	Abby Rd	Stoney Creek Rd	63	0.131	24
C03919	Silver Sage	Gibson Jack Rd	Wild Horse Ridge Ln	63	0.182	24
C02936	Stephanie	Heather Rd	Gibson Jack Rd	63	0.240	24
C01237	Price	End	Raymond Rd	63	0.320	24
C00459	Cemetery	Siler Rd	Yellowstone Hwy	63	0.460	24
C00458	Cemetery	Yellowstone Hwy	Hiline Rd	63	0.537	24
C03202	Pocatello Creek	Nottingham Ln	Moonlight Mine Rd	63	2.057	24
C00362	Buffalo	670 ft. From Chubbuck Rd	Chubbuck Rd	64	0.127	24
C04977	McCammon Landfill	End	Hwy 30	64	0.183	24
C04157	Trail Creek	Magellan Loop	Foothill Blvd	64	0.187	24
C04528	Moonbeam	Manning Ln	Moonglow Ln	64	0.192	24
C05559	Trail Creek	End Winter Maintenance	Meadowlark Ln	64	0.290	24
C01236	Price	Raymond Rd	Price Rd	64	0.338	24

C05228	Trail Creek	Meadowlark Ln	Meadowlark Ln	64	0.370	24
C00254	Billy	Manning Ln	Tyhee Rd	64	0.504	24
C04158	Trail Creek	Meadowlark Ln	Magellan Loop	64	0.522	24
C03768	Old Highway 91	Meadowview Dr	Jensen Rd	64	3.032	24
C00461	Cemetery	Hawthorne Rd	Poleline Rd Ext	65	0.502	24
C00460	Cemetery	Poleline Rd Ext	Siler Rd	65	0.509	24
C04262	Arimo	Garden Creek Rd	Curtis Rd	65	1.916	24
C05554	Lamar	Lea Ave	Wiltshire	66	0.022	24
C04658	Whispering Cliffs	Marble Dr	White Cloud Dr	66	0.101	24
C04491	Lea	End	Lamar St	66	0.226	24
C04659	Whispering Cliffs	Marble Dr	Marble Dr	66	0.419	24
C00361	Buffalo	End	670 ft. From Chubbuck Rd	66	0.892	24
C03372	Rio Vista	Reservation Rd	Ballard Rd	66	1.001	24
C02933	Rio Vista	Ballard Rd	Cemetery Rd	66	1.006	24
C05759	Baldy Mountain	School Bus Turnaround	Fish Creek Rd	66	1.202	24
C00646	Crestview	Antelope Rd	End	67	0.396	24
C02418	Merrill	Old Hwy 91	Hwy 30	67	0.621	24
C05766	Promise	Hope Rd	Cheerful Rd	68	0.017	24
C05552	Hawthorne	Lodge Loop	Edmo Rd	68	0.039	24
C05266	Promise	Faith Rd	Reeds Rd	68	0.045	24
C04567	Promise	Cheerful	Reeds Rd	68	0.045	24
C04568	Promise	Faith Rd	Canindagua	68	0.053	24
C05434	Old Highway 91	Old Hwy 91 Ext	Norton Cemetery	68	0.060	24
C05197	Hawkins	Coffin Rd	Sorenson	68	0.073	24
C04891	Bates	End	Hawthorne Rd	68	0.120	24
C05492	Hawkins	Jenkins Rd	Section Boundary	68	0.175	24
C05388	Hawthorne	Ballard Rd	Mecham	68	0.247	24
C02789	Hawthorne	Mecham	Bates	68	0.254	24
C04566	Promise	Reeds Rd	Philbin Rd	68	0.257	24
C05761	Hawkins	Coffin Rd East Fork	Coffin Rd West Fork	68	0.282	24
C02792	Hawthorne	Lodge Rd	Lodge Loop	68	0.460	24
C00749	Dixon	End	Old Hwy 91	68	0.467	24
C02791	Hawthorne	Cemetery Rd	Lodge Rd	68	0.500	24
C02790	Hawthorne	Bates	Cemetery Rd	68	0.502	24
C04464	Hawkins	Egan Rd	Thacker Rd	68	0.573	24
C05794	Nestor	Nestor	Old Hwy 91	68	0.797	24
C04462	Hawkins	Coffin Rd	Jenkins Rd	68	0.825	24
C04595	Robin	Marsh Creek Rd	Jensen Rd	68	0.855	24
C04463	Hawkins	Thacker Rd	Coffin Rd	68	0.883	24
C03150	Philbin	Ballard Rd	Cemetery Rd	68	1.003	24
C02291	Lower Rock Creek	End Winter Maintenance	Old Hwy 91	68	1.101	24
C01645	Hawkins	Marsh Valley Rd	Jenkins Rd	68	1.261	24
C00103	Antelope	Crestview Rd	Buckskin Rd	69	0.030	24
C04183	Tyhee	Hiline Rd	Manning Ln	69	0.080	24
C05249	Antelope	Plain View	Valley Vista Rd	69	0.115	24
C00104	Antelope	Valley Vista Rd	Crestview Rd	69	0.120	24
C04639	Tyhee	Manning Ln	Billy Ln	69	0.121	24
C04641	Tyhee	Moonglow Ln	Dekay Rd	69	0.139	24
C04640	Tyhee	Moonglow Ln	Billy Ln	69	0.142	24
C02921	Rapid Creek	Buckskin Rd	Mcnabb Rd	69	0.215	24
C02920	Rapid Creek	Mcnabb Rd	Hagler Rd	69	0.253	24
C05479	Marsh Creek	Robin Rd	Gittens Rd	69	0.282	24
C00748	Dixon	Robin Rd	End	69	0.421	24
C04455	Hagler	Rapid Creek Rd	End	69	0.589	24
C02919	Rapid Creek	Hagler Rd	Hoot Owl Rd	69	0.986	24
C03739	Marsh Creek	Robin Rd	Goodenough Rd	69	1.919	24
C02922	Rapid Creek	Mckee Rd	Buckskin Rd	69	2.002	24
C03971	Spring	Hwy 91	Washington Ave	70	0.092	24
C04717	Washington	End	Spring St	70	0.100	24
C03970	Spring	Washington Ave	Old Hwy 91	70	0.105	24
C04987	91	Old Hwy 91	Washington Ave	70	0.224	24
C02038	Jackson Creek	Corwin Ln	Pamela Dr	70	0.270	24
C01631	Hall	End	Jensen Rd	70	0.275	24
C04716	Washington	Spring St	Hwy 91	70	0.276	24
C02214	Lacey	Rio Vista Rd	Corey Ln	70	0.284	24
C04481	Katsilometes	S 5Th Ave	End	70	0.291	24

C02215	Lacey	End	Rio Vista Rd	70	0.488	24
C01630	Hall	Jensen Rd	Price Rd	70	0.496	24
C03262	Prospector Hollow	End	Buckskin Rd	70	0.627	24
C03352	Richards	Olson Rd	Hwy 91	70	0.654	24
C01285	Virginia	Olson Rd	Old Hwy 91	70	0.704	24
C03036	Olsen	Richards Rd	Virginia Rd	70	1.006	24
C03037	Olsen	Bowman Rd	Richards Rd	70	1.006	24
C03035	Olsen	Virginia Rd	Smith Canyon Rd	70	1.007	24
C00302	Bowman	Olson Rd	Hwy 91	71	0.270	24
C00300	Bowman	Degn Rd	Yoxall Rd	71	0.293	24
C03253	Potters	Fish Creek Rd	Hwy 30	71	0.385	24
C04647	Tyhee	Swanson Loop	Laughran Rd	71	0.433	24
C02896	Nelson	Siphon Rd	End	71	0.445	24
C04149	Tool	Ware Rd	Bowman Rd	71	0.502	24
C00299	Bowman	Yoxall Rd	Ray Rd	71	0.580	24
C00301	Bowman	Hwy 91	Degn Rd	71	0.940	24
C02836	Laughran	Reservation Rd	Tyhee Rd	71	1.001	24
C04074	Swanson	Tyhee Rd	Reservation Rd	71	1.208	24
C02194	Kraft	Gathe Dr	Main St	72	0.018	24
C05481	Jensen	Hall	Old Hwy 91	72	0.034	24
C05737	Foothill	Aspen Ln	City Limit	72	0.040	24
C01477	Foothill	Teakwood St	Driftwood St	72	0.046	24
C03776	Robin	Arimo Rd	Glover Rd	72	0.050	24
C05735	Gathe	Millward Rd	City Limit	72	0.054	24
C01478	Foothill	Aspen Ln	Teakwood St	72	0.063	24
C02822	Inkom	Pidcock Rd	Old Hwy 91	72	0.079	24
C01557	Gathe	Gathe	Millward Rd	72	0.115	24
C01476	Foothill	Driftwood St	Oakwood Dr	72	0.135	24
C02196	Kraft	Hoku Wy	Facer Mountain View Dr	72	0.210	24
C05043	Fort Hall Mine Site B	End	Fort Hall Mine Site B	72	0.222	24
C04534	Old Highway 91	Ski View Dr	Blackrock Rd	72	0.344	24
C02322	Maple Grove	Moonlight Mine Rd	End	72	0.378	24
C05041	Fort Hall Mine Site B	End	Forthall Mine	72	0.395	24
C04889	Morgan	End	Reservation Rd	72	0.410	24
C05480	Robin	Marsh Creek Rd	Gittens Rd	72	0.412	24
C04596	Robin	Preslar Rd	Marsh Creek Rd	72	0.428	24
C00223	Beehive	Buckskin Rd	End	72	0.428	22
C02909	Philbin	Reservation Rd	Wallin Rd	72	0.499	24
C03148	Philbin	Reservation Rd	Cultshalts Ext	72	0.501	24
C03149	Philbin	Cultshalts Ext	Ballard Rd	72	0.501	24
C02908	Philbin	Wallin Rd	Tyhee Rd	72	0.502	24
C02195	Kraft	Facer Mountain View Dr	Gathe Dr	72	0.526	24
C02466	Moonlight Mine	Meadows Rd	Whispering Pines Rd	72	0.691	24
C03775	Robin	Glover Rd	Stinger Rd	72	0.732	24
C04597	Robin	Stinger Rd	Preslar Rd	72	0.929	24
C04593	Reservation	Rio Vista Rd	Laughran Rd	72	0.993	24
C00462	Cemetery	Philbin Rd	Hawthorne Rd	72	0.996	24
C00463	Cemetery	Rio Vista Rd	Philbin Rd	72	1.010	24
C03757	Old Highway 91	I-15 S Inkom Ramp	Inkom Rd	72	1.410	24
C03013	Old Highway 91	Inkom Rd	Nestor Rd	72	1.591	24
C02028	Inkom	Snow Peak Blvd	Jackson Creek Rd	73	0.087	24
C01436	Fergeson	End	Old Hwy 91	73	0.095	24
C02029	Inkom	Rapid Creek Rd	Snow Peak Blvd	73	0.096	24
C05383	Reservation	614 West	Laughran Rd	73	0.130	24
C02027	Inkom	Jackson Creek Rd	Oxford Peak Dr	73	0.167	24
C05384	Reservation	350 West	614 West	73	0.371	24
C03339	Reservation	Swanson Loop	350 W	73	0.372	24
C04533	Old Highway 91	Blackrock Rd	Fergeson Ln	73	1.044	24
C02881	Marble	Whispering Cliffs Dr	2 1/2 Mile Rd	74	0.039	24
C05491	Arimo	Jenkins Rd	Section Boundary	74	0.040	24
C04261	Arimo	Thacker Rd	Thacker Rd	74	0.055	24
C02465	Moonlight Mine	Whispering Pines Rd	Connell Rd	74	0.068	24
C02905	Philbin	Heritage Ln	Valient Ln	74	0.072	24
C02906	Philbin	Siphon Rd	Heritage Ln	74	0.078	24
C03753	Old Highway 91	Nestor Rd	Section Boundary	74	0.090	24
C02904	Philbin	Valient Ln	Promise Ln	74	0.102	24

C05743	Old Highway 91	Tiapoo	Two Mile Rd	74	0.137	24
C02882	Marble	Whispering Cliffs Dr	Whispering Cliffs Dr	74	0.173	24
C02040	Jackson Creek	Corwin Ln	Corwin Ln	74	0.203	24
C02823	Inkom	Green Canyon Rd	Pidcock Rd	74	0.215	24
C04535	Old Highway 91	Blackrock Canyon Rd	Ski View Dr	74	0.237	24
C05269	Reservation	Morgan	Philbin Rd	74	0.289	24
C02042	Jackson Creek	Hannah Cir	Maysi Dr	74	0.323	24
C05701	Mission	Edmo Rd	Ball Ln	74	0.375	24
C03384	Robin	Goodenough Rd	Dixon Rd	74	0.431	24
C03754	Old Highway 91	Lower Rock Creek Rd	Nestor Rd	74	0.487	24
C01360	Edmo	Hiline Rd	Mission Rd	74	0.500	24
C02442	Mission	Ball	Ross Fork Rd	74	0.628	24
C04592	Reservation	Rio Vista Rd	Philbin Rd	74	0.717	24
C02785	Hawthorne	Tyhee Rd	Lariat Ln	74	0.750	24
C02824	Inkom	Oxford Peak Dr	Green Canyon Rd	74	0.796	24
C03383	Robin	Dixon Rd	11Th St	74	0.941	24
C00128	Arimo	Curtis Rd	Thacker Rd	74	0.995	24
C04260	Arimo	Thacker Rd	Robin Rd	74	1.051	24
C03156	Pidcock	End	Inkom Rd	74	1.300	24
C04532	Old Highway 91	Fergeson Ln	Hwy 30	74	2.576	24
C02946	Whitworth	Madlee Rd	Jackson Creek Rd	75	0.042	24
C01609	Green Canyon	Moose Creek Rd	Pebble Ln	75	0.055	24
C02464	Moonlight Mine	Connell Rd	Maple Grove Ln	75	0.212	24
C01610	Green Canyon	Old Skyline Rd	Moose Creek Rd	75	0.231	24
C01608	Green Canyon	Pebble Ln	Bonneville Rd	75	0.445	24
C04263	Arimo	Rattlesnake Rd	Garden Creek Rd	75	0.672	24
C03022	Old Oregon Trail	Bob Smith Canyon Rd	Hwy 30	75	0.776	24
C03023	Old Oregon Trail	Frandsen Rd	Topaz Rd	75	0.782	24
C04536	Old Highway 91	I-15 Sb Old Hwy 91 On Ramp	Blackrock Canyon Rd	75	0.878	24
C03026	Old Oregon Trail	Girard	Sunnyside Rd	75	1.018	24
C03024	Old Oregon Trail	Topaz	Bob Smith Canyon Rd	75	1.240	24
C01643	Harrington	Hawkins Rd	Rattlesnake Rd	75	1.343	24
C03025	Old Oregon Trail	Hwy 30	Frandsen Rd	75	1.550	24
C01062	Green Canyon	Pebble Creek Ski Area	Old Skyline Rd	75	1.586	24
C01061	Green Canyon	Bonneville Rd	Inkom Rd	75	1.844	24
C04570	Promise	Kind Rd	Honesty Rd	76	0.031	24
C04569	Promise	Honesty Rd	Faith Rd	76	0.048	24
C01514	Gails Gulch	End	Perless Pl	76	0.055	24
C05336	Siphon	Canindagua	Cheerful	76	0.059	24
C04561	Portneuf	Mink Creek Rd	Portneuf Rd Fork	76	0.084	24
C02041	Jackson Creek	Maysi Dr	Corwin Ln	76	0.088	24
C03030	Old Skyline	End	Perless Pl	76	0.089	24
C04556	Portneuf	Honeysuckle Ln	Leo Ln	76	0.092	24
C03248	Portneuf	Touch Dr	Honeysuckle Ln	76	0.094	24
C04612	Siphon	Cheerful Rd	Preston Rd	76	0.100	24
C03931	Siphon	Honesty Rd	Canindagua	76	0.104	24
C03029	Old Skyline	Perless Pl	Green Canyon Rd	76	0.118	24
C05427	Perless	Gails Gulch	Old Skyline Rd	76	0.148	24
C03117	Perless	End	Gails Gulch	76	0.166	24
C06000	Moose Creek	End	Green Canyon Rd	76	0.179	24
C05755	Whitworth	Section Boundary	Madlee Rd	76	0.182	24
C04613	Siphon	Nelson Ln	Honesty Rd	76	0.187	24
C05727	Old Oregon Trail	Hwy 30	Girard	76	0.196	24
C06019	Siphon	Preston Rd	Philbin Rd	76	0.203	24
C04557	Portneuf	Tatonka Rd	Tatonka Rd	76	0.210	24
C04102	Tatonka	Portneuf Rd	Portneuf Rd	76	0.252	24
C04022	Stone River	End	Portneuf Rd	76	0.264	24
C03251	Portneuf	Cimmeron Cir	Stone River Cir	76	0.279	24
C03250	Portneuf	Stone River Cir	Hillside Ln	76	0.306	24
C02935	Smith	2 1/2 Mile Rd	End	76	0.323	24
C04554	Portneuf	Indian Creek Rd	Marsh Creek Rd	76	0.328	24
C04562	Portneuf	Mink Creek Rd	Bannock Highway	76	0.331	24
C03252	Portneuf	Fork	Cimmeron Cir	76	0.346	24
C04614	Siphon	Rio Vista Rd	Nelson Ln	76	0.351	24
C01788	Honeysuckle	Leo Ln	Portneuf Rd	76	0.352	24
C04154	Touch	End	Portneuf Rd	76	0.355	24

C04560	Portneuf	Hillside Ln	Fort Hall Mine Rd	76	0.397	24
C03755	Old Highway 91	Upper Rock Creek Rd	Lower Rock Creek Rd	76	0.449	24
C05740	Upper Rock Creek	Begin Private Maintenance	Old Hwy 91	76	0.471	24
C03249	Portneuf	Tatonka Rd	Touch Dr	76	0.867	24
C04558	Portneuf	Blackrock Rd	Tatonka Rd	76	1.053	24
C04555	Portneuf	Leo Ln	Indian Creek Rd	76	1.469	24
C04559	Portneuf	Fort Hall Mine Rd	Blackrock Rd	76	1.912	24
C04541	Piedmont	Garton Ln	Sage Rd	77	0.041	24
C03157	Piedmont	S 5Th Ave	Garton Ln	77	0.057	24
C04540	Piedmont	Sage Rd	Lower Rd	77	0.154	24
C02788	Hawthorne	Cultshalts Rd	Ballard Rd	77	0.504	24
C00651	Cultshalts	Philbin Rd	Hawthorne Rd	77	1.000	24
C03756	Old Highway 91	Lish Rd	Upper Rock Creek Rd	77	1.058	24
C05290	Dempsey Creek	Glen-Abby Dr	Henderson Canyon	78	0.021	24
C00841	Arimo	I-15 Sb Off Ramp	Marsh Valley Rd	78	0.035	24
C00542	Cimmeron	End	Portneuf Rd	78	0.039	24
C04259	Arimo	Robin Rd	Glover Rd	78	0.055	24
C05230	Arimo	Arimo Bus Route	Glover Rd	78	0.077	24
C05391	Frasure	Buckskin Cir	Buckskin Cir	78	0.127	24
C03762	Old Highway 91	Hwy 30	Harkness Canyon Rd	78	0.132	24
C04763	White Cloud	Sage Hollow	Whispering Cliffs Dr	78	0.172	24
C03738	Marsh Creek	Goodenough Rd	Goodenough Rd	78	0.180	24
C05319	Frasure	Poleline Rd Ext	Buckskin Cir	78	0.188	24
C01500	Frasure	Buckskin Cir	Siler Rd	78	0.192	24
C01185	Merrick	Dempsey Creek Rd	Bogie Way	78	0.194	24
C02945	White Cloud	Whispering Cliffs Dr	2 1/2 Mile Rd	78	0.213	24
C01499	Frasure	Siler Rd	Yellowstone Hwy	78	0.219	24
C05289	Dempsey Creek	Merrick Rd	Glen-Abby Dr	78	0.233	24
C00839	Arimo	Glover Rd	Jenkins Rd	78	0.238	24
C02847	Lower	Sage Rd	Piedmont Rd	78	0.249	24
C05805	Marsh Valley	End County Maintenance	Ford Rd	78	0.251	24
C04122	Terrell	Price Rd	End	78	0.257	24
C00359	Buckskin	Terry St	Parks Rd	78	0.285	24
C00265	Blackrock	Old Hwy 91	Portneuf Rd	78	0.344	24
C02043	Jackson Creek	Whitworth Rd	Hannah Cir	78	0.351	24
C00358	Buckskin	Prospector Holw	Hilltop Rd	78	0.357	24
C04441	Goodenough	Marsh Creek Rd	Section Boundary	78	0.490	24
C03913	Siler	Frasure Rd	Cemetery Rd	78	0.502	24
C00270	Blaser	Goshawk Way	Symons Rd	78	0.539	24
C00269	Blaser	Quail Way	Goshawk Way	78	0.637	24
C02350	Marsh Valley	City Limits	Arimo Rd	78	0.802	24
C05198	Marsh Valley	Sublette Rd	Marsh Valley Rd Corner	78	0.964	24
C04644	Tyhee	Hawthorne Rd	Philbin Rd	78	0.999	24
C00271	Blaser	Hadley Canyon Rd	Quail Way	78	1.000	24
C00264	Blackrock Canyon	Turnaround	Old Hwy 91	78	1.006	24
C00268	Blaser	Symons Rd	Broxon Rd	78	1.037	24
C03760	Old Highway 91	Merrill Ext	Two Mile Rd	78	1.051	24
C04258	Arimo	Glover Rd	Jenkins Rd	78	1.162	24
C03744	Marsh Valley	Ford Rd	Richards Rd	78	1.317	24
C03737	Marsh Creek	Goodenough Rd	Green Rd	78	1.578	24
C03743	Marsh Valley	Richards Rd	Hawkins Rd	78	1.675	24
C01647	Hawkins	Sheep Creek Rd	Deadwood Rd	78	1.708	24
C00272	Blaser	Hwy 30	Hadley Canyon Rd	78	1.749	24
C00840	Arimo	Marsh Valley Rd	Glover Rd	78	2.277	24
C00267	Blaser	County Line	Broxon Rd	78	2.306	24
C00490	Charlotte	Carla Dr	Gale Mtn Dr	79	0.063	24
C00489	Charlotte	Gale Mtn Dr	Marilyn Dr	79	0.093	24
C06076	Mink Creek	Charlotte Dr	Apple Orchard Dr	79	0.157	24
C01517	Gale Mountain	Katie Mtn Dr	Charlotte Dr	79	0.161	24
C01516	Gale Mountain	End	Katie Mtn Dr	79	0.241	24
C04600	Sage Hollow	White Cloud Dr	Paintbrush Ln	79	0.243	24
C02158	Katie Mountain	Gale Mtn Dr	End	79	0.246	24
C00438	Carla	End	Charlotte Dr	79	0.263	24
C04642	Tyhee	Dekay Rd	Yellowstone Hwy	79	0.281	24
C02039	Jackson Creek	Inkom Rd	Murdock	79	0.289	24
C00488	Charlotte	Marilyn Dr	Mink Creek Rd	79	0.457	24

C04643	Tyhee	Yellowstone Hwy	Hawthorne Rd	79	0.504	24
C01038	Fork Mink Creek	Scout Mtn Campground Rd	Address Break	79	1.496	24
C03758	Old Highway 91	Robbers Roost Rd	Lish Rd	79	1.769	24
C03759	Old Highway 91	Two Mile Rd	Robbers Roost Rd	79	1.776	24
C02439	Mink Creek	Winning Way	Cinnamon Rdg	80	0.015	24
C05231	Chubbuck	Traughber	Brookstone St	80	0.040	24
C05243	Siphon	Cumberland Rd	Axel Ln	80	0.047	24
C01184	Merrick	Bogie Way	Westchester Dr	80	0.088	24
C02417	Dempsey Creek	Dempsey Dr	Dempsey Creek Rd	80	0.100	24
C04364	Chubbuck	Nada Ln	Lamar Rd	80	0.148	24
C05783	Siphon	Axel Ln	Hansen	80	0.164	24
C02373	Maughan	Lava West Dr	Merrick Rd	80	0.172	24
C04615	Siphon	Axel Ln	Rio Vista Rd	80	0.175	24
C04363	Chubbuck	Lamar Rd	Brookstone St	80	0.187	24
C05998	Maughan	Main St	Lava West Dr	80	0.242	24
C01186	Dempsey Creek	Thunder Mtn Rd	Dempsey Dr	80	0.257	24
C05166	Merrick	Lava West Dr	Maughan Rd	80	0.319	24
C04365	Chubbuck	Rio Vista Rd	Nada Ln	80	0.346	24
C01940	15 Southbound	I-15 Sb Old Hwy 91 On Ramp	I-15 Sb Old Hwy 91 Off Ramp	80	0.458	24
C05787	Siphon	County Line	Laughran Rd	80	0.485	24
C01182	Merrick	Lava West Dr	Moose Hollow Rd	80	0.494	24
C01183	Merrick	Moose Hollow Rd	Westchester Dr	80	0.586	24
C04616	Siphon	Laughran Rd	Cumberland Rd	80	0.608	24
C05796	Harkness Canyon	End Winter Maintenance	Old Hwy 91	80	0.658	24
C03640	Aslett	End	Merrill Rd	80	0.696	21
C02835	Laughran	Tyhee Rd	Siphon Rd	80	1.002	24
C05040	East Fork Mink Creek	End	Scout Mountain Campground Rd	80	2.601	24
C04062	Sunnyside	Hwy 30	Old Oregon Trl	81	0.121	24
C05478	Goodenough	Robin Rd	Section Boundary	81	0.122	24
C02213	Lacey	Corey Ln	End	81	0.208	24
C03761	Old Highway 91	Harkness Canyon Rd	Merrill Ext	81	0.257	24
C04391	Darby	End	S 5Th Ave	81	0.260	24
C00051	Abby	Stephanie Rd	End	81	0.264	24
C05436	Walker Creek	End Winter Maintenance	Marsh Creek Rd	81	0.578	24
C00356	Buckskin	Beehive Rd	Prospector Holw	81	0.694	24
C03350	Richards	Fink Rd	Yoxall Rd	81	1.087	24
C01079	Hawkins	Richards Rd	Marsh Valley Rd	81	1.738	24
C02441	Mink Creek	South Fork Mink Creek	East Fork Mink Creek	81	2.604	24
C05421	Rapid Creek	Rapid Creek Rd	Inkom Rd	82	0.032	24
C05224	Dempsey Creek	Deer Creek Rd	Hobson's Way	82	0.063	24
C05223	Dempsey Creek	Creekside Cir	Woodward Dr	82	0.114	24
C02925	Rio Vista	Hunziker Rd	Brandy Ln	82	0.119	24
C03651	Dempsey Creek	Creekside Cir	Deer Creek Rd	82	0.139	24
C05381	Rio Vista	Cumberland Rd	Hunziker Rd	82	0.190	24
C02924	Rio Vista	Brandy Ln	Chubbuck Rd	82	0.194	24
C03733	Marsh Creek	Carriage County Rd	Stagecoach Stop Rd	82	0.223	24
C05164	Smith Canyon	Silver Fox Run	Wolverine Pass	82	0.227	24
C00640	Creekside	End	Dempsey Creek Rd	82	0.250	24
C03947	Smith Canyon	Wolverine Pass	Porcupine Pass	82	0.272	24
C03736	Marsh Creek	Green Rd	Merrill Rd	82	0.296	24
C03370	Rio Vista	Batiste Rd	End	82	0.304	24
C00218	Batiste	Rio Vista Rd	End	82	0.312	24
C03734	Marsh Creek	Dry Canyon Rd	Carriage County Rd	82	0.328	24
C03648	Dempsey Creek	Deer Creek Rd	Smith Canyon Rd	82	0.382	24
C04748	Whispering Pines	Moonlight Mine Rd	End	82	0.397	24
C04465	Hawkins	Egan Rd	Mcdaniels Rd	82	0.407	24
C03735	Marsh Creek	Merrill Rd	Dry Canyon Rd	82	0.418	24
C02926	Rio Vista	Siphon Rd	Cumberland Rd	82	0.493	24
C03915	Siler	Ellsworth Rd	Edmo Rd	82	0.502	24
C03945	Smith Canyon	Dempsey Creek Rd	Egret Tr	82	0.598	24
C03932	Ski View	End	Old Hwy 91	82	0.644	24
C02917	Rapid Creek	Sawmill Creek Rd	Webb Canyon Rd	82	0.654	24
C03078	Paintbrush	End	Sage Hollow	82	0.829	24
C05232	Hawkins	Sheep Creek Rd	Hawkins South Fork	82	0.877	24
C03946	Smith Canyon	Porcupine Pass	Egret Tr	82	0.902	24
C02916	Rapid Creek	Webb Canyon Rd	Inman Rd	82	0.957	24

C03914	Siler	Cemetery Rd	Edmo Rd	82	1.002	24
C03732	Marsh Creek	Stagecoach Stop Rd	Bell Marsh Creek	82	1.003	24
C03647	Dempsey Creek	Pocomoke	Glen-Abby Dr	82	1.070	24
C03650	Dempsey Creek	Smith Canyon Rd	Merrick Rd	82	1.228	24
C02915	Rapid Creek	Inman Rd	Inkom Rd	82	1.359	24
C02918	Rapid Creek	Hoot Owl Rd	Sawmill Creek Rd	82	1.464	24
C04466	Hawkins	Sheep Creek Rd	Mcdaniels Rd	82	1.499	24
C03731	Marsh Creek	Bell Marsh Creek	Walker Creek Rd	82	2.688	24
C05749	5th	Puma	City Limits	83	0.053	65
C05553	Drew	My Way	End	83	0.054	24
C00779	Drew	Dekay Rd	My Way	83	0.067	24
C02515	My	End	Drew Way	83	0.103	24
C00595	Connell	End	Yarrow Rd	83	0.136	24
C02309	Madlee	Whitworth Rd	End	83	0.136	24
C04601	Sage Hollow	Paintbrush Ln	Hiline Rd	83	0.143	24
C03592	5th	Katsilometes Rd	Gateway Dr	83	0.168	65
C02891	Mink Creek	Summers Way	Apple Ln	83	0.204	24
C02815	Hiline	Reservation Rd	Sage Hollow	83	0.221	24
C05252	5th	S 5Th Ave	South Valley Rd	83	0.234	65
C04771	Wild Horse Ridge	Pepper Grass Point	Snowberry Cir	83	0.238	24
C05382	De Kay	Reservation Rd	Drew Way	83	0.268	24
C02814	Hiline	Sage Hollow	2 1/2 Mile Rd	83	0.341	24
C02813	Hiline	2 1/2 Mile Rd	Tyhee Rd	83	0.455	24
C05212	Hiline	Edmo Rd	Boarding School Ln	83	0.516	24
C04468	Hawkins	Vandyke Rd	Harrington Rd	83	0.613	24
C02719	Connell	Yarrow Rd	Moonlight Mine Rd	83	0.629	24
C05791	Mink Creek	East Fork Mink Creek	Forest Service Boundary	83	0.666	24
C00694	De Kay	Drew Way	Tyhee Rd	83	0.757	24
C03752	Mink Creek	Forest Service Boundary	Section Boundary	83	0.820	24
C02818	Hiline	Cemetery Rd	Edmo Rd	83	1.003	24
C02817	Hiline	Ballard Rd	Cemetery Rd	83	1.081	24
C02816	Hiline	Reservation Rd	Ballard Rd	83	1.099	24
C04469	Hawkins	Deadwood Rd	Vandyke Rd	83	1.131	24
C02085	Jensen	I-15 Sb Jensen Rd on Ramp	Robin Rd	83	1.229	24
C04975	Mink Creek	County Line	South Fork Mink Creek	83	1.651	24
C00357	Buckskin	Parks Rd	Beehive Rd	83	2.437	24
C01789	Hoot Owl	Buckskin Rd	Rapid Creek Rd	83	3.319	24
C05426	Jackson Creek	Pamela Dr	Murdock	84	0.017	24
C06018	Philbin	Ethan Ln	Siphon Rd	84	0.058	24
C05376	Mink Creek	Summers Way	Ridge View	84	0.086	24
C04677	Yarrow	End	Connell Rd	84	0.101	24
C04770	Wild Horse Ridge	Snowberry Cir	Silver Sage Rd	84	0.152	24
C04769	Wild Horse Ridge	Silver Sage Rd	End	84	0.177	24
C02892	Mink Creek	Bannock Highway	Portneuf Rd	84	0.269	24
C05751	Walton	End Winter Maintenance	Hawkes	84	0.323	24
C02944	Walton	2 1/2 Mile Rd	End Winter Maintenance	84	0.350	24
C02997	Nottingham	End	Pocatello Creek Rd	84	0.353	24
C05244	Walton	Hawkes	End	84	0.359	24
C01566	Gibson Jack	Winter Maintenance Priority Change	Stephanie Rd	84	0.371	24
C02923	Rio Vista	Chubbuck Rd	Batiste Rd	84	0.383	24
C03590	5th	Piedmont Rd	Darby Rd	84	0.447	65
C05196	Merrill	I-15 Sb Merril Rd on RampI-15 Sb Merril Rd Off Ra*	Aslett Rd	84	0.477	24
C02932	Rio Vista	Wallin Rd	Tyhee Rd	84	0.500	24
C03371	Rio Vista	Reservation Rd	Wallin Rd	84	0.502	24
C02262	Lish	End	Old Hwy 91	84	0.614	24
C01565	Gibson Jack	Stephanie Rd	Bannock Hwy	84	0.796	24
C02907	Philbin	Tyhee Rd	Ethan Ln	84	0.941	24
C00354	Buckskin	Antelope Rd	Timberline Ln	84	0.990	24
C04646	Tyhee	Rio Vista Rd	Laughran Rd	84	0.994	24
C02786	Hawthorne	Reservation Rd	Tyhee Rd	84	1.000	24
C04645	Tyhee	Philbin Rd	Rio Vista Rd	84	1.006	24
C02886	Mink Creek	Apple Orchard Dr	Mink Creek Rd	84	1.196	24
C00352	Buckskin	Mountain Meadows Dr	Hoot Owl Rd	84	1.388	24
C01637	Hannan	Jackson Creek Rd	End	85	0.031	24
C05245	Wild Horse Ridge	End	Pepper Grass Point	85	0.072	24
C02929	Rio Vista	Saturn St	Venus St	85	0.079	24

C00606	Corwin	Jackson Creek Rd	Teresa Dr	85	0.123	24
C02376	Maysi	Jackson Creek Rd	End	85	0.128	24
C00355	Buckskin	Hilltop Rd	Antelope Rd	85	0.129	24
C02931	Rio Vista	Tyhee Rd	Futurity Ln	85	0.131	24
C03594	5th	Vasilious Pl	Big Springs Dr	85	0.163	65
C03591	5th	Gateway Dr	Piedmont Rd	85	0.175	65
C01511	Futurity	Triple Crown	Rio Vista Rd	85	0.180	24
C00706	Deerridge	Coyote Gulch	Sage Hollow	85	0.181	24
C02890	Mink Creek	Apple Ln	Winning Way Rd	85	0.192	24
C05226	Sage Hollow	Deerridge Dr	White Cloud Dr	85	0.195	24
C00630	Coyote Gulch	End	Deerridge Dr	85	0.201	24
C02930	Rio Vista	Futurity Ln	Saturn St	85	0.207	24
C02928	Rio Vista	Venus St	Lacey Rd	85	0.210	24
C00708	Deerridge	Sage Hollow	Planned Road	85	0.311	24
C05753	Fork Mink Creek	Address Break	Mink Creek Rd	85	0.340	24
C00605	Corwin	Teresa Dr	Jackson Creek Rd	85	0.366	24
C02927	Rio Vista	Lacey Rd	Siphon Rd	85	0.374	24
C05797	Buckskin	Timberline Ln	Mountain Meadows Dr	85	0.438	24
C00353	Buckskin	Winter Maintenance Priority Change	Mountain Meadows Dr	85	0.456	24
C02902	Parks	Pocatello Creek Rd	Buckskin Rd	85	0.475	24
C02887	Mink Creek	Caribou Rd	Charlotte Dr	85	0.479	24
C02787	Hawthorne	Reservation Rd	Cultshalts Rd	85	0.498	24
C03589	5th	Darby Rd	South Valley Rd	85	0.519	65
C00707	Deerridge	Planned road	Coyote Gulch	85	0.538	24
C00653	Cumberland	Siphon Rd	Jaxon Way	85	0.568	24
C03595	5th	I-15 Nb S 5th Off Ramp	Vasilious Pl	85	0.706	65
C05752	East Fork Mink Creek	Scout Mtn Campground Rd	East Fork Mink Creek Rd	85	0.845	24
C03730	Marsh Creek	Walker Creek Rd	Section Line	85	2.678	24
C04232	2 1/2 Mile	Marble Dr	Walton Rd	86	0.100	24
C00026	2 1/2 Mile	Hiline Rd	Smith Rd	86	0.247	24
C03593	5th	Big Springs Dr	Katsilometes Rd	86	0.255	65
C01677	Heather	End	Stephanie Rd	86	0.312	24
C01241	Price	Hwy 30	Price Ext	86	0.669	24
C00351	Buckskin	Hoot Owl Rd	Rapid Creek Rd	86	2.628	24
C05213	Laramie	Chisholm Rd	End	87	0.014	24
C02899	Neptune	Saturn St	Saturn St	87	0.023	24
C02897	Neptune	Venus St	Earth St	87	0.039	24
C05981	Berkshire	Rio Vista Rd	Kensington Ln	87	0.042	24
C04169	Triple Crown	End	Futurity Ln	87	0.055	24
C02898	Neptune	Saturn St	Venus St	87	0.058	24
C04046	Summers	Mink Creek Rd	End	87	0.059	24
C05390	Ballard	Hawthorne Rd	294 West	87	0.062	22
C05044	Patton	End	Winning Way Rd	87	0.069	24
C02834	Laramie	End	Saturn St	87	0.071	24
C04101	Tascile	Winning Way	End	87	0.071	24
C00527	Chisholm	End	Laramie Ln	87	0.073	24
C04651	Venus	Preakness Cir	Rio Vista Rd	87	0.075	24
C02900	Neptune	End	Saturn St	87	0.075	24
C04653	Venus	End	Triple Crown	87	0.076	24
C04652	Venus	Triple Crown	Preakness Cir	87	0.084	24
C04650	Venus	Rio Vista Rd	Lunar St	87	0.085	24
C02440	Mink Creek	Portneuf Rd	Summers Way	87	0.088	24
C04806	Winning	Mink Creek Rd	Tascile Ln	87	0.089	24
C02833	Laramie	Saturn St	Chisholm Rd	87	0.092	24
C04649	Venus	Lunar St	Neptune St	87	0.093	24
C03256	Preakness	End	Venus St	87	0.097	24
C02473	Moose	Caribou Rd	End	87	0.137	24
C05377	Winning	Patton Rd	End	87	0.140	24
C04807	Winning	Tascile Ln	Patton Rd	87	0.152	24
C04603	Saturn	Rio Vista Rd	Neptune St	87	0.178	24
C04602	Saturn	Neptune St	Laramie Ln	87	0.182	24
C05982	Berkshire	Kensington Ln	End	87	0.188	24
C05984	Kensington	Berkshire Ave	End	87	0.206	24
C04168	Triple Crown	Futurity Ln	Venus St	87	0.254	24
C05788	Hildreth	End	Begin County Maintenance	87	0.285	24
C02889	Mink Creek	Cinnamon Rdg	Autumn Ln	87	0.300	24

C02888	Mink Creek	Autumn Ln	Caribou Rd	87	0.361	24
C05792	Indian Creek	Turnaround	End Pavement	87	0.388	24
C00163	Ballard	294 West	Poleline Rd Ext	87	0.441	22
C05385	Ballard	Poleline Rd Ext	Yellowstone Hwy	87	0.501	22
C00162	Ballard	Yellowstone Hwy	Hiline Rd	87	0.685	22
C02044	Jackson Creek	Bonneville Rd	Whitworth Rd	87	0.694	24
C00164	Ballard	Philbin Rd	Hawthorne Rd	87	0.998	22
C00165	Ballard	Rio Vista Rd	Philbin Rd	87	1.009	22
C05806	Marsh Creek	Portneuf Rd	Kissel Rd	87	1.134	24
C02883	Marsh Creek	Kissel	Marsh Creek Rd	87	1.352	24
C02020	Indian Creek	Portnuef Rd	End Pavement	87	2.066	24
C02372	Maughan	Merrick Rd	Benson Rd	88	0.359	24
C02371	Maughan	Benson Rd	Hwy 30	88	0.478	24
C06004	Andee K	Chestnut Hill Dr	Jana Ln	89	0.075	22
C02825	Jana	End	Autumn Ln	89	0.088	24
C04767	Whittney	End	Andee K Ln	89	0.112	24
C04270	Autumn	Jana Ln	Heather Glenn	89	0.118	22
C04269	Autumn	Heather Glenn	Mink Creek Rd	89	0.125	22
C00092	Andee K	Braxton Dr	Chestnut Hill Dr	89	0.127	22
C00093	Andee K	Whittney Dr	Braxton Dr	89	0.128	22
C01676	Heather Glenn	Cinnamon Rdg	Autumn Ln	89	0.165	24
C00318	Braxton	End	Andee K Ln	89	0.195	24
C02156	Karen	Facer Mountain View Dr	End	89	0.201	24
C00094	Andee K	End	Whittney Dr	89	0.230	22
C05987	Deer Reserve	Autumn Way	End	89	0.232	60
C02962	Neva	Facer Mountain View Dr	End	89	0.234	24
C02901	Pamela	Jackson Creek Rd	Cindy Ave	89	0.236	24
C01411	Facer Mountain View	Neva Rd	Karen Rd	89	0.241	24
C00512	Chestnut Hill	Autumn Ln	End	89	0.251	24
C00341	Broxon	Broxon Rd	Broxon Rd	89	0.394	30
C00545	Cinnamon Ridge	Heather Glenn	Mink Creek Rd	89	0.436	24
C04271	Autumn	Chestnut Hill Dr	Jana Ln	89	0.567	22
C01412	Facer Mountain View	Kraft Rd	Neva Rd	89	0.610	24
C05229	2 1/2 Mile	Smith Rd	Marble Dr	90	0.027	24
C01238	Price	Hall Rd	Old Hwy 91	90	0.033	24
C04116	Terese	Elaine Cir	Corwin Ln	90	0.052	24
C00382	Byington	Pheasant Dr	Symons Rd	90	0.059	24
C05135	Cumberland	End	Cumberland Rd	90	0.059	24
C05136	Cumberland	Jaxon Way	Cumberland Cir	90	0.060	24
C05137	Jaxon	End	Cumberland Rd	90	0.084	24
C02219	Lamar	Lea Ave	Chubbuck Rd	90	0.088	24
C01376	Elaine	Teresa Dr	Liz Ln	90	0.099	24
C03980	Stagecoach Stop	End	Marsh Creek Rd	90	0.112	24
C02879	Manning	Moonbeam Ln	Billy Ln	90	0.134	24
C05754	Carriage Country	Private Maintenance Begin	Marsh Creek Rd	90	0.155	24
C04117	Terese	Elaine Cir	Elaine Cir	90	0.161	24
C05134	Cumberland	Cumberland Cir	Rio Vista Rd	90	0.178	24
C01490	Frandsen	Old Oregon Trl	Rex Dr	90	0.186	24
C02252	Leta	Cindy Ave	End	90	0.197	24
C01240	Price	Price Ext	Terrell Rd	90	0.202	24
C05738	Valley Vista	Antelope Rd	Valley Vista	90	0.233	24
C01375	Elaine	Liz Ln	Teresa Dr	90	0.240	24
C00785	Dry Canyon	End	Marsh Creek Rd	90	0.267	24
C02721	Elk	Caribou Rd	Bighorn Dr	90	0.274	24
C03343	Rex	Frandsen Rd	End	90	0.317	24
C05295	Gun Range	Sheriff Range	2 1/2 Mile Rd	90	0.367	24
C02878	Manning	Billy Ln	Tyhee Rd	90	0.419	24
C02720	Elk	Bighorn Dr	Caribou Rd	90	0.444	24
C03941	Smith Canyon	Olson Rd	Old Hwy 91	90	0.445	24
C02880	Manning	Reservation Rd	Moonbeam Ln	90	0.451	24
C02894	Moonglow	Reservation Rd	Moonbeam Ln	90	0.454	24
C00444	Carriage Country	End	Private Maintenance Begin	90	0.462	24
C03234	Poleline	Ballard Rd	Frasure Rd	90	0.498	24
C01363	Edmo	Hawthorne Rd	Poleline Rd	90	0.500	24
C03235	Poleline	Frasure Rd	Cemetery Rd	90	0.501	24
C01362	Edmo	Poleline Rd	Siler Rd	90	0.510	24

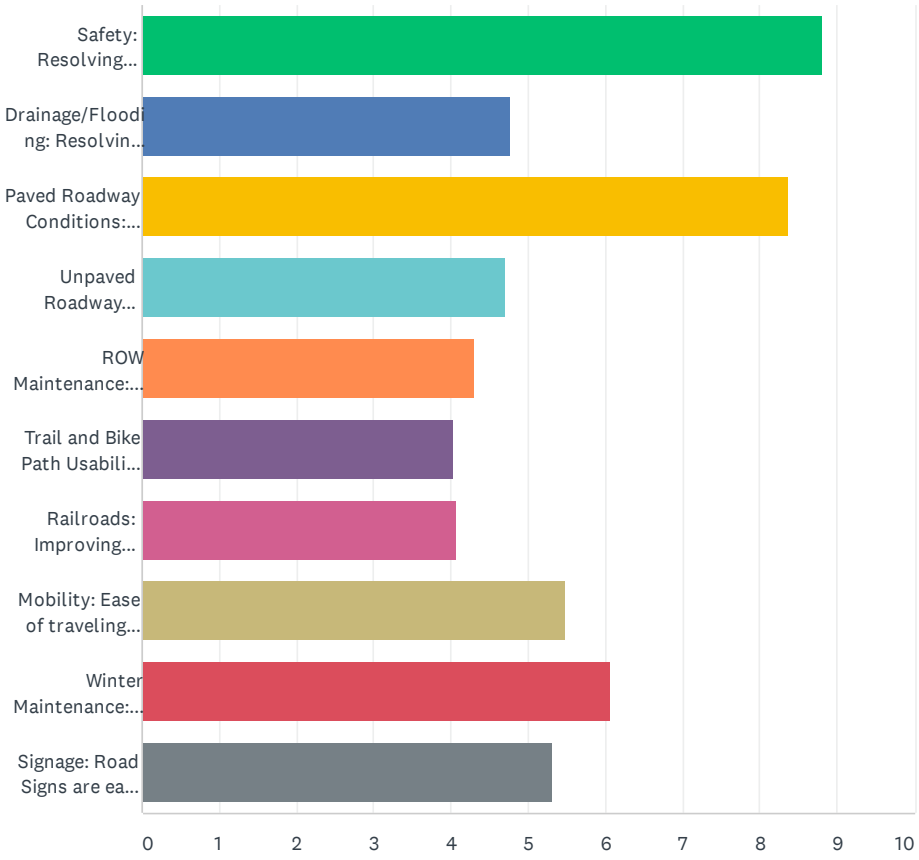
C03133	Pheasant	Bald Eagle Way	Elkhorn Rd	90	0.511	24
C03134	Pheasant	End	Bald Eagle Way	90	0.514	24
C01239	Price	Terrell Rd	Hall Rd	90	0.559	24
C05789	2 1/2 Mile	Walton Rd	I-15	90	0.565	24
C02893	Moonglow	Moonbeam Ln	Tyhee Rd	90	0.571	24
C02711	Gun Range	End	Sherrif Range	90	0.572	24
C01489	Frandsen	Rex Dr	End	90	0.596	24
C03132	Pheasant	Elkhorn Rd	Byington Rd	90	0.699	24
C01361	Edmo	Siler Rd	Yellowstone Hwy	90	0.715	24
C01384	Ellsworth	Siler Rd	Yellowstone Hwy	90	0.808	24
C05422	Inman	Eagle	Rapid Creek Rd	90	0.854	24
C04182	Two Mile	Begin Private Maintenance	Old Hwy 91	90	0.867	24
C05549	2 1/2 Mile	Gun Range Rd	Section Boundary	90	0.889	24
C00025	2 1/2 Mile	I-15 Nb	Gun Range Rd	90	1.059	24
C00434	Caribou	Moose Rd	Elk Rd	91	0.085	24
C00433	Caribou	Elk Rd	Elk Rd	91	0.215	24
C00435	Caribou	Mink Creek Rd	Moose Rd	91	0.410	24
C04279	Bighorn	End	Elk Rd	92	0.293	24
C04308	Caribou	Caribou	Mink Creek Rd	93	0.110	24
C04309	Caribou	Elk Rd	Caribou Rd	93	0.273	24
C03338	Reservation	Poleline Rd Ext	Yellowstone Hwy	95	0.032	24
C04587	Reservation	Dekay Rd	Moonglow Ln	95	0.095	24
C04586	Reservation	Moonglow Ln	Manning Ln	95	0.152	24
C04590	Reservation	Hawthorne Rd	Dallas Rd	95	0.194	24
C04585	Reservation	Manning Ln	Hiline Rd	95	0.216	24
C02723	Fort Hall Mine	Old Hwy 91	Portneuf Rd	95	0.257	24
C04589	Reservation	Dallas Rd	Poleline Rd Ext	95	0.305	24
C04588	Reservation	Yellowstone Hwy	Dekay Rd	95	0.401	24
C04591	Reservation	Philbin Rd	Hawthorne Rd	95	1.002	24
C02722	Fort Hall Mine	Portneuf Rd	Fort Hall Mine Site B	95	1.046	24
C05790	Gibson Jack	Winter Maintenance Prioity Change	Silver Sage Rd	98	0.181	24
C01567	Gibson Jack	End	Winter Maintenance Priority Change	98	0.909	24

Table 23 - Segment Functional Classification, and AADT values

Appendix B – Public Comment

Q1 Rank the different transportation system topics in order of importance (1 being most important)

Answered: 61 Skipped: 0



	1	2	3	4	5	6	7	8	9	10	TOTAL	S
Safety: Resolving unsafe locations for drivers and pedestrians, (School Crossings, Crash Prone intersections, Blind Corners, Guardrail Repair, etc.)	61.54% 32	15.38% 8	3.85% 2	7.69% 4	1.92% 1	1.92% 1	0.00% 0	5.77% 3	1.92% 1	0.00% 0	52	
Drainage/Flooding: Resolving road locations prone to flooding, (Swale Maintenance, Regrading Road segments, Storm Drain Repair, etc.)	0.00% 0	9.26% 5	7.41% 4	7.41% 4	14.81% 8	11.11% 6	16.67% 9	14.81% 8	9.26% 5	9.26% 5	54	
Paved Roadway Conditions: Resolving issues including cracks, bumps, potholes, slick roads, etc. (Road Repair/Maintenance)	18.87% 10	32.08% 17	28.30% 15	13.21% 7	1.89% 1	5.66% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	53	
Unpaved Roadway Conditions: Resolving issues including bumps, potholes, slick roads, etc. (Road Repair/Maintenance)	1.82% 1	0.00% 0	18.18% 10	10.91% 6	7.27% 4	9.09% 5	18.18% 10	10.91% 6	12.73% 7	10.91% 6	55	
ROW Maintenance: Improving clear zone areas (Vegetation removal, Sight Triangle Visibility, etc.)	0.00% 0	3.92% 2	1.96% 1	11.76% 6	15.69% 8	9.80% 5	15.69% 8	15.69% 8	19.61% 10	5.88% 3	51	
Trail and Bike Path Usability: Installation and maintenance of bike paths and trails within jurisdiction boundaries (Bike racks, Maintenance, Repair, Signs and Labels, etc.)	5.17% 3	5.17% 3	6.90% 4	6.90% 4	10.34% 6	6.90% 4	10.34% 6	5.17% 3	5.17% 3	37.93% 22	58	
Railroads: Improving railroad interactions (Improve Safety, Improve Crossings, Reduce Use, Reduce Waiting Times, etc.)	0.00% 0	3.57% 2	8.93% 5	3.57% 2	7.14% 4	14.29% 8	16.07% 9	16.07% 9	21.43% 12	8.93% 5	56	
Mobility: Ease of traveling from/to/from your destination (Increase volumes and speeds on dedicated roads)	7.27% 4	0.00% 0	14.55% 8	18.18% 10	14.55% 8	14.55% 8	1.82% 1	16.36% 9	3.64% 2	9.09% 5	55	
Winter Maintenance: Access to roads and neighborhoods	7.02% 4	22.81% 13	12.28% 7	5.26% 3	12.28% 7	14.04% 8	3.51% 2	0.00% 0	15.79% 9	7.02% 4	57	

in winter months. (Snow Removal, Salt, etc.)											
Signage: Road Signs are easy to see in both day and night and are well maintained.	8.33% 5	5.00% 3	1.67% 1	16.67% 10	20.00% 12	8.33% 5	13.33% 8	11.67% 7	8.33% 5	6.67% 4	60

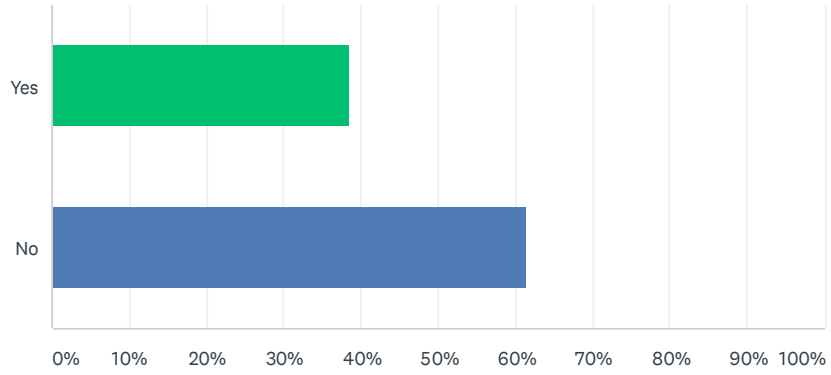
Q2 If there are other priorities, please feel free to describe them below:

Answered: 27 Skipped: 34

#	RESPONSES	DATE
1	Obtain necessary right of way widths on major roads so that the county and cities that annex can grow without additional public costs that could have been avoided	7/30/2021 2:29 PM
2	They are well covered above.	7/9/2021 4:53 PM
3	no	7/6/2021 2:48 PM
4	A flashing light pedestrians can engage when they cross in a crosswalk by the courthouse!	7/2/2021 10:52 AM
5	The roundabout's in Pocatello are very dangerous. No sure who came up with that idea.	7/1/2021 1:26 PM
6	Enforce or educate drivers on how 2 lanes turn right on red (or green for that matter) from the off ramp going North onto Pocatello Creek Rd. So many drivers go from the farthest right lane on the off ramp to the furthest left lane on Pocatello Creek Rd.	7/1/2021 12:09 PM
7	None known at this time	7/1/2021 11:57 AM
8	Main concern is street parking that blocks the sight of on coming traffic when turning from cross streets.	7/1/2021 9:47 AM
9	Road surface consistency. On a given roadway the aggregate in the blacktop should be the same. It's too hard to judge the surface type in high speeds on a wet day	7/1/2021 8:01 AM
10	Cattle pathways to keep cow shit from flinging all over my car and others	6/30/2021 4:40 PM
11	not sure	6/30/2021 3:46 PM
12	no	6/30/2021 2:46 PM
13	N/A	6/30/2021 2:45 PM
14	I have lived all over Idaho and America, and the roads in Bannock County are some of the worst I've ever driven. I think the quality of the roads should be priority #1.	6/30/2021 2:36 PM
15	None	6/30/2021 1:37 PM
16	We need a freeway exit and entrance on Philbin Rd. This would help a lot of the traffic issues in rush hour traffic. And when OK Ward park has events. This would also help with the Quinn Intersection congestion issues.	6/30/2021 1:35 PM
17	None.	6/30/2021 1:28 PM
18	More signals at crosswalks like there is at the wellness complex would be helpful especially by the university.	6/30/2021 1:21 PM
19	Stop lights on busy roads, I think we are gettingto big to cross 4 lanes of traffic to go strights (like Garet Way example).	6/30/2021 1:14 PM
20	None	6/30/2021 1:09 PM
21	none	6/30/2021 1:07 PM
22	no	6/30/2021 1:04 PM
23	dedicated bike paths/lanes. Particularly getting from old town across the train tracks.	6/30/2021 1:01 PM
24	none	6/30/2021 12:58 PM
25	None	6/30/2021 12:48 PM
26	none	6/30/2021 12:39 PM
27	Crosswalk safety	6/30/2021 12:33 PM

Q3 Are there any future projects or problems you would like addressed?

Answered: 57 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	38.60%	22
No	61.40%	35
TOTAL		57

Q4 If you answered “Yes,” please provide sufficient detail for us to locate and/or understand the issue discussed. (Bike path idea, overflowing culvert, etc.):

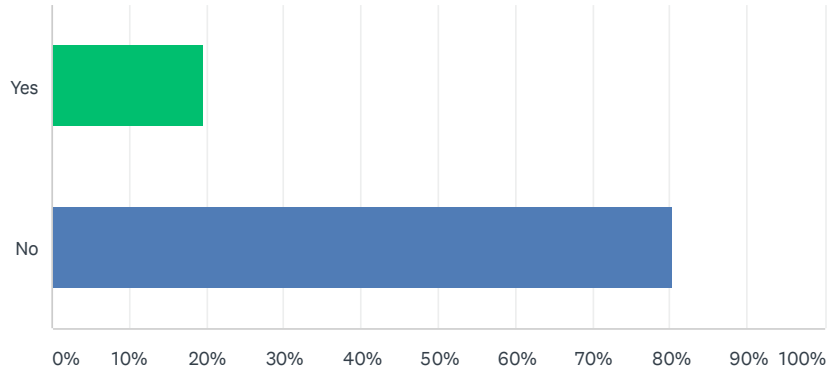
Answered: 33 Skipped: 28

#	RESPONSES	DATE
1	Straight roads = speeding. Design roads to reduce speeds and accidents	7/30/2021 2:29 PM
2	guardrails, culvert drainage, speed	7/15/2021 2:55 PM
3	Public access areas to BLM and Forest areas. Criminally persecute people who place gates or no trespassing/private property signage on public access.	7/8/2021 3:17 PM
4	n/a	7/6/2021 2:48 PM
5	Stop light at the Hawthorne Quinn intersection and sidewalks	7/6/2021 9:04 AM
6	South Valley Road and Highway isn't safe. I know some trees and such have been cut but still difficult to see when church shrub is overrun and still difficult to see from the northwest. Especially at peak times in the morning and evening.	7/6/2021 8:31 AM
7	South 5th on-ramp and off ramp need traffic lights now that both gas stations are difficult to access	7/5/2021 11:11 AM
8	see above # 2	7/2/2021 10:52 AM
9	People do not know how to use the roundabout's. Why can't we just have 4 way stops or a light?	7/1/2021 1:26 PM
10	Enforce or educate drivers on how 2 lanes turn right on red (or green for that matter) from the off ramp going North onto Pocatello Creek Rd. So many drivers go from the farthest right lane on the off ramp to the furthest left lane on Pocatello Creek Rd.	7/1/2021 12:09 PM
11	N/a	7/1/2021 8:01 AM
12	Pave/maintain the gravel road from Ridgewood to Pocatello Cr. Rd.	7/1/2021 7:39 AM
13	Growth areas as people move into area	7/1/2021 7:24 AM
14	I don’t like how the little developments popping up everywhere create dangerous access to busy roads. Poor planning.	6/30/2021 8:21 PM
15	Separation of common biking routes (widening or dedicating a separate bike path)	6/30/2021 4:40 PM
16	Yes unprecedented growth is going to require a detailed plan for the next 5 yrs and 10 yrs. Is it being properly addressed	6/30/2021 3:46 PM
17	no	6/30/2021 2:46 PM
18	SIDEWALKS ON HILINE RD	6/30/2021 2:46 PM
19	N/A	6/30/2021 2:45 PM
20	PLEASE, for the love of GOD, change that ridiculous Chubbuck freeway ramp. Whoever believed that criss-crossing two straight roads in a high traffic area got sold a bill of goods. Please find grant money to fix that and make it like the 10 Mile exit in Meridian. That is the most efficient on-ramp system I have ever seen.	6/30/2021 2:36 PM
21	None	6/30/2021 1:28 PM
22	Need to be more forward thinking and prepare for growth. Build bridges and roads appropriately	6/30/2021 1:26 PM
23	None	6/30/2021 1:21 PM
24	Maybe a light at Quinn and Hawthorne	6/30/2021 1:14 PM
25	no	6/30/2021 1:09 PM
26	no	6/30/2021 1:04 PM
27	Traffic lights at the South Valley/Bannock Hwy intersection & at both South 5th interstate exits!!!!!!!!!!!!!!!!	6/30/2021 1:04 PM
28	ADA compliancy for our disabled citizens	6/30/2021 1:03 PM

29	dedicated bike lanes on benton bridge or alternative, more bike lanes/bike paths.	6/30/2021 1:01 PM
30	none	6/30/2021 12:58 PM
31	NA	6/30/2021 12:48 PM
32	none	6/30/2021 12:39 PM
33	Traffic to Idaho Falls	6/30/2021 12:33 PM

Q5 Is there are any additional items that you would like to address or discuss (related to transportation)?

Answered: 56 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	19.64%	11
No	80.36%	45
TOTAL		56

Q6 If you answered “Yes,” feel free to add them below:

Answered: 22 Skipped: 39

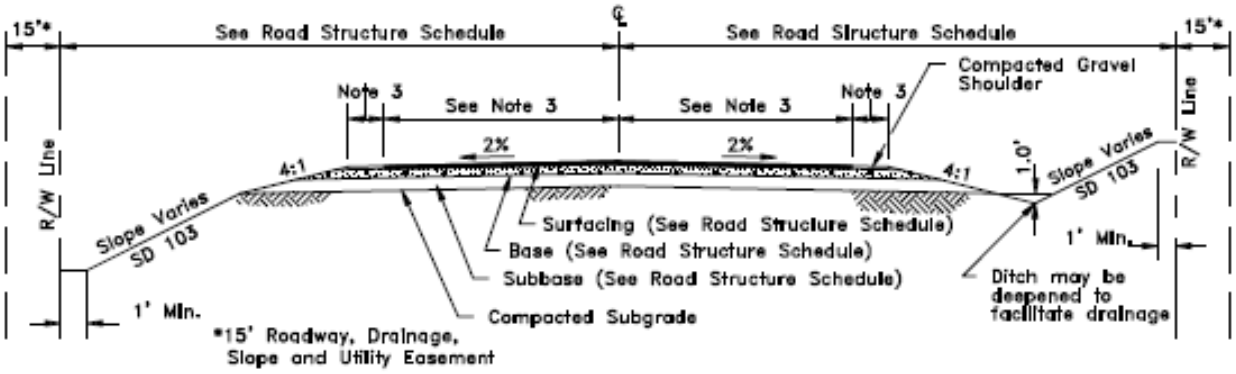
#	RESPONSES	DATE
1	Require sidewalks or paths along new subdivision roads and require trailhead access for developments adjacent to public lands.	7/30/2021 2:29 PM
2	I live on a road, near the FBI in Chubbuck, that has had some maintenance done on it and the repairs are just as bad as the rest of the road. I would like to see better repair done to the roads.	7/9/2021 4:53 PM
3	Public access areas to BLM and Forest areas. Criminally persecute people who place gates or no trespassing/private property signage on public access.	7/8/2021 3:17 PM
4	n/a	7/6/2021 2:48 PM
5	Stop light at the south valley connector and bannock hwy	7/5/2021 11:11 AM
6	potholes and uneven pavement on alleyways-example-W. of S. Arthur; between 4th-5th; S. Arthur where it meets S. Main to go North on Main (also wrong way signs on S, Arthur)	7/2/2021 10:52 AM
7	There isn't enough transportation in Pocatello/Chubbuck. The bus system is slow to get around.	7/1/2021 1:26 PM
8	N/a	7/1/2021 8:01 AM
9	Can somebody tell Inkom to just close off Rapid Creek and turn it into a pedestrian pathway instead of posting all their 5 mph signs all over the place?	6/30/2021 4:40 PM
10	no	6/30/2021 3:46 PM
11	no	6/30/2021 2:46 PM
12	N/A	6/30/2021 2:45 PM
13	We have a lot of trees, which is fabulous, but I have only lived in Bannock for 2 months, and I have seen several dangerous intersections where the signage is covered by trees or shrubs. You're going to have dead people and lawsuits if you don't.	6/30/2021 2:36 PM
14	None	6/30/2021 1:28 PM
15	None	6/30/2021 1:21 PM
16	No	6/30/2021 1:09 PM
17	no	6/30/2021 1:04 PM
18	ADA accessibility in this community is lacking in so many areas	6/30/2021 1:03 PM
19	none	6/30/2021 12:58 PM
20	NA	6/30/2021 12:48 PM
21	none	6/30/2021 12:39 PM
22	Traffic on I-15 to IF	6/30/2021 12:33 PM

Q7 For those who answered “Yes” to Questions 2A or 3A…To ensure we understand, locate, and identify your concerns, please leave your number to allow us to ask clarifying questions.

Answered: 12 Skipped: 49

#	RESPONSES	DATE
1	n/a	7/6/2021 2:48 PM
2	208-530-3022	7/5/2021 11:11 AM
3	208-236-7284	7/2/2021 10:52 AM
4	N/a	7/1/2021 8:01 AM
5	2082696423	6/30/2021 4:40 PM
6	208-550-2190	6/30/2021 2:36 PM
7	No	6/30/2021 1:09 PM
8	no	6/30/2021 1:04 PM
9	208-236-7329	6/30/2021 1:03 PM
10	208-810-0255	6/30/2021 1:01 PM
11	NA	6/30/2021 12:48 PM
12	none	6/30/2021 12:39 PM

Appendix C – Other Data



TYPICAL TWO LANE RURAL ROAD SECTION

N.T.S.

ROAD STRUCTURE SCHEDULE

Class Of Road	Design Speed (mph) / Lane Width (ft.)			Shoulder Width (ft.)	Right-Of-Way Width (ft.)	TI	Minimum Thickness (in.)		
							Pavement	Base	Subbase
Collector Over 2,000 ADT		20-65mph 11' (b)		6	80	(d)	(d)	(d)	(d)
Collector 400 To 2,000 ADT	≤30mph 10'		≥35mph 11'	4	80	9	4"	6"	21"
Collector Under 400 ADT	≤50mph 10' (a)		≥55mph 11'	2	80	8	3"	6"	21"
Local Road Over 2,000 ADT		15-65mph 11' (b)		6	60'	(d)	(d)	(d)	(d)
Local Road 400 To 2,000 ADT	≤40mph 10' (c)		≥45mph 11'	3	60'	6	3"	6"	15"
Local Road Under 400 ADT	≤40mph 9'	45-50mph 10'	≥55mph 11'	2	60	6(e)	3"(e)	6"	12"

(a) 20-40mph, 9' minimum width may be used (with LHJ approval) for roadways with design volumes under 250 veh/day.

(b) 55-65mph, 12' minimum width may be required where substantial truck volumes are are present or agricultural equipment frequently uses road.

(c) Roads in mountainous terrain with design volume of 400-600 veh/day, a 9' minimum lane width may be used (with LHJ approval).

(d) Determined By Local Highway Jurisdiction (LHJ).

(e) For Local Roads ADT ≤ 250, TI may be reduced to 5.7 and asphalt depth may be reduced to 2.5".

NOTES:

1. *Road structure sections may vary for poor soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Idaho Registered Professional Engineer.*
2. *Road Structure Schedule is based on ITD Method, as modified in Section 3060, using a Subgrade "R-Value" of 15. If the subgrade has an "R-Value" less than 15, submit an alternate section design prepared by an Idaho Registered Professional Engineer.*
3. *See dimension in Road Structure Schedule.*
4. *The AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400) only allowed if development ADT is shown to no exceed 400 ADT at the development's full "Build-Out".*
5. *All roadways require chip seal with initial construction.*

BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO
STANDARD DRAWING No. 101

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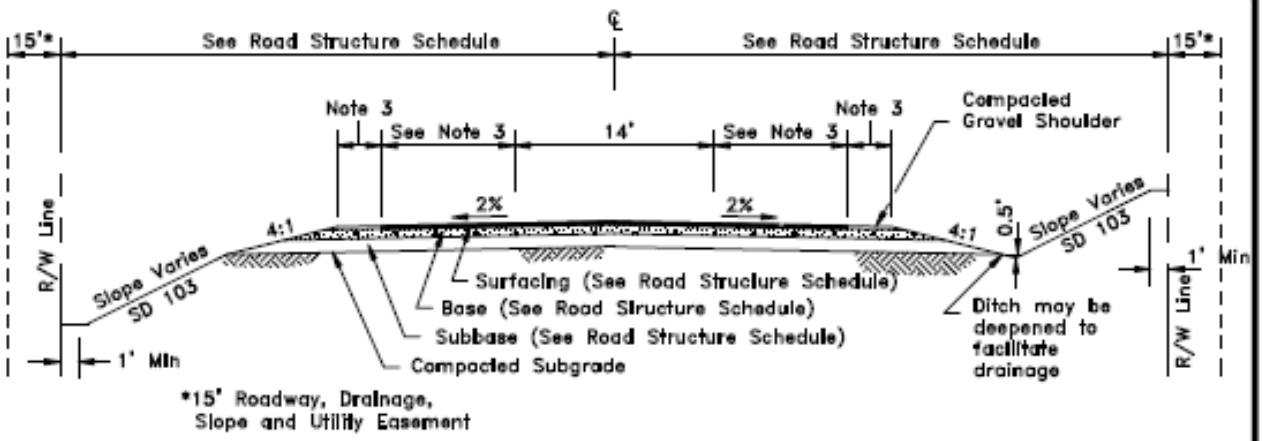

TYPICAL THREE–LANE RURAL ROAD SECTION

N.T.S.

ROAD STRUCTURE SCHEDULE

Class Of Road	Design Speed (mph) / Lane Width (ft.)			Shoulder Width (ft.)	Right–Of–Way Width (ft.)	TI	Minimum Thickness (in.)		
							Pavement	Base	Subbase
Collector Over 2,000 ADT		20–65mph 11' (b)		6	80	(c)	(c)	(c)	(c)
Collector 400 To 2,000 ADT	≤30mph 10'		≥35mph 11'	4	80	9	4"	6"	21"
Collector Under 400 ADT	≤50mph 10' (a)		≥55mph 11'	2	80	8	3"	6"	21"

(a) 20–40mph, 9' minimum width may be used (with LHJ approval) for roadways with design volumes under 250 veh/day.

(b) 55–65mph, 12' minimum width may be required where substantial truck volumes are are present or agricultural equipment frequently uses road.

(c) Determined By Local Highway Jurisdiction (LHJ).

NOTES:

1. *Road structure sections may vary for poor soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Idaho Registered Professional Engineer.*
2. *Road Structure Schedule is based on ITD Method, as modified in Section 3060, using a Subgrade "R–Value" of 15. If the subgrade has an "R–Value" less than 15, submit an alternate section design prepared by an Idaho Registered Professional Engineer.*
3. *See dimension in Road Structure Schedule.*
4. *The AASHTO Guidelines for Geometric Design of Very Low–Volume Local Roads (ADT ≤ 400) only allowed if development ADT is shown to no exceed 400 ADT at the development's full "Build–Out".*
5. *All roadways require chip seal with initial construction.*

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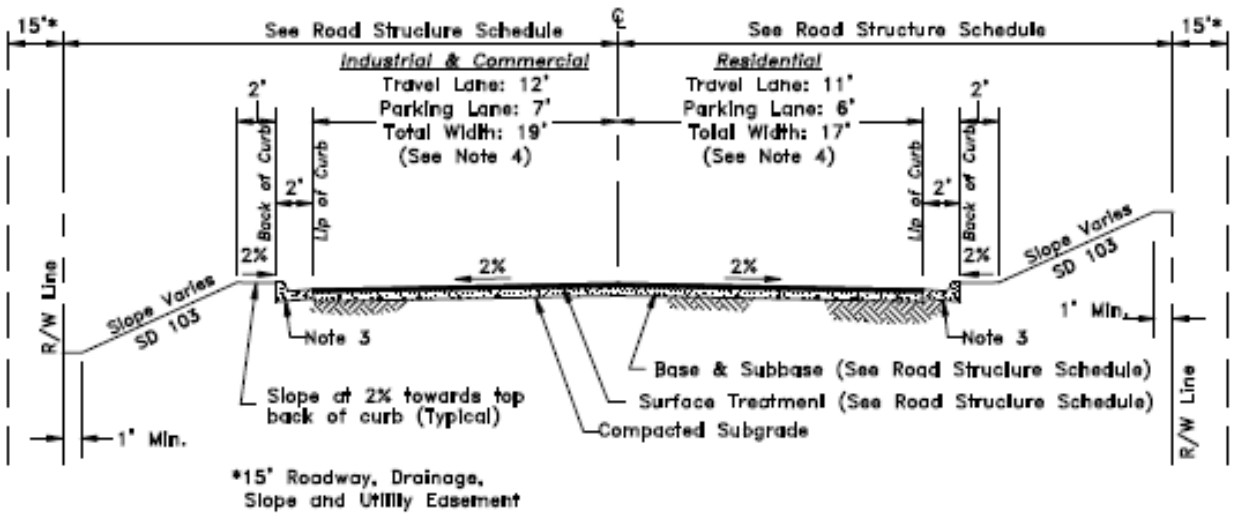

TYPICAL TWO LANE CURB & GUTTER SECTION

N.T.S.

ROAD STRUCTURE SCHEDULE

Class Of Road	Design Speed (mph) / Lane Width (ft.)	Shoulder Width (ft.)	Right-Of-Way Width (ft.)	TI	Minimum Thickness (in.)		
					Pavement	Base	Subbase
Collector Over 2,000 ADT	See Above Detail Widths By Intended Road Use		80'	(a)	(a)	(a)	(a)
Collector 400 To 2,000 ADT	See Above Detail Widths By Intended Road Use		80'	9	4"	6"	21"
Collector Under 400 ADT	See Above Detail Widths By Intended Road Use		80'	8	3"	6"	21"
Local Road Over 2,000 ADT	See Above Detail Widths By Intended Road Use		60	(a)	(a)	(a)	(a)
Local Road 400 To 2,000 ADT	See Above Detail Widths By Intended Road Use		60'	7	3"	6"	15"
Local Road Under 400 ADT	See Above Detail Widths By Intended Road Use		60	6(b)	3"(b)	6"	12"

(a) Determined By Local Highway Jurisdiction (LHJ).

(b) For Local Roads ADT ≤ 250, TI may be reduced to 5.7 and asphalt depth may be reduced to 2.5".

NOTES:

1. *Road structure sections may vary for poor soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Idaho Registered Professional Engineer.*
2. *Road Structure Schedule is based on ITD Method, as modified in Section 3060, using a Subgrade "R-Value" of 15. If the subgrade has an "R-Value" less than 15, submit an alternate section design prepared by an Idaho Registered Professional Engineer.*
3. *Minor access roads will have 3" Rolled Curb & Gutter. Curb & Gutter type for major access roads will be determined by LHJ.*
4. *The AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400) only allowed if development ADT is shown to no exceed 400 ADT at full "Build-Out".*
5. *Lane width may increase if bicycle and pedestrian facilites are required. See LHJ Development Policy for details.*
6. *All roadways require chip seal with initial construction.*

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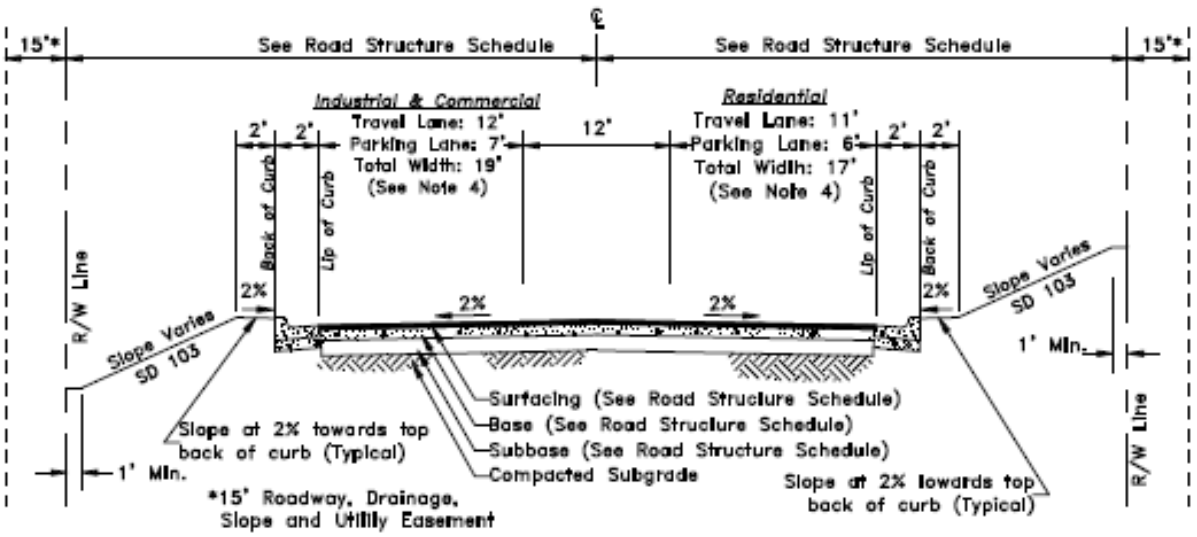

TYPICAL THREE LANE CURB & GUTTER SECTION

N.T.S.

ROAD STRUCTURE SCHEDULE

Class Of Road	Design Speed (mph) / Lane Width (ft.)	Shoulder Width (ft.)	Right-Of-Way Width (ft.)	TI	Minimum Thickness (in.) Pavement	Base	Subbase
Collector Over 2,000 ADT	See Above Detail Widths By Intended Road Use		80'	(a)	(a)	(a)	(a)
Collector 400 To 2,000 ADT	See Above Detail Widths By Intended Road Use		80'	9	4"	6"	21"
Collector Under 400 ADT	See Above Detail Widths By Intended Road Use		80'	8	3"	6"	21"

(a) Determined By Local Highway Jurisdiction (LHJ).

NOTES:

1. *Road structure sections may vary for poor soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Idaho Registered Professional Engineer.*
2. *Road Structure Schedule is based on ITD Method, as modified in Section 3060, using a Subgrade "R-Value" of 15. If the subgrade has an "R-Value" less than 15, submit an alternate section design prepared by an Idaho Registered Professional Engineer.*
3. *The AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400) only allowed if development ADT is shown to no exceed 400 ADT at full "Build-Out".*
4. *Lane width may increase if bicycle and pedestrian facilites are required. See LHJ Development Policy for details.*

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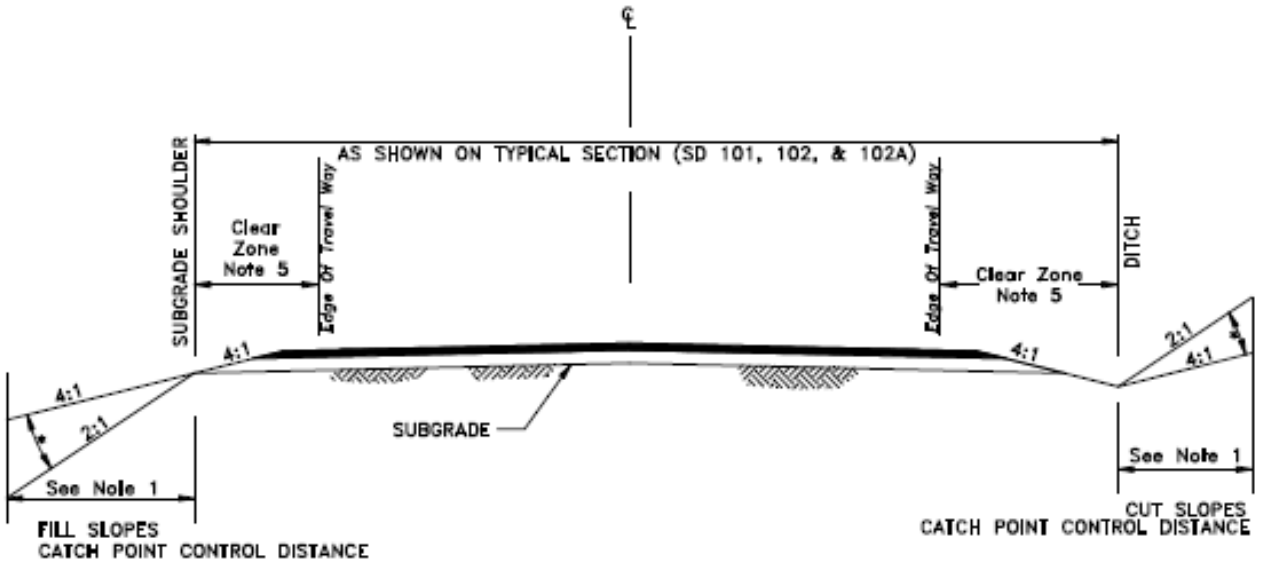

N.T.S.

* VARIABLE SLOPE 4:1 – 2:1

NOTES:

1. SET THE CATCH POINT CONTROL DISTANCE AT 1 FOOT INSIDE THE RIGHT–OF–WAY:

   USE 4:1 SLOPE FOR CUTS AND FILLS THAT CATCH INSIDE THE CATCH POINT CONTROL DISTANCE.

   USE VARIABLE SLOPES (4:1 TO 2:1) FOR CUTS AND FILLS THAT CATCH AT THE CATCH POINT CONTROL DISTANCE.

   USE 2:1 SLOPE FOR CUTS AND FILLS THAT EXTEND BEYOND THE CATCH POINT CONTROL DISTANCE, (SEE NOTE #2).

2. CUT AND FILLS SLOPES IN DIFFICULT TERRAIN MAY REQUIRE SPECIAL CONSIDERATION AND ADDITIONAL RIGHT–OF–WAY.

3. ALL SLOPES SHALL BE CHECKED TO DETERMINE IF GUARDRAIL IS WARRANTED BASED ON SLOPE HEIGHT AND STEEPNESS.

4. WHEN USING GUARDRAIL, WIDEN SHOULDERS AS APPROPRIATE.

5. CLEAR ZONE WIDTH & CLEAR ZONE SLOPES DETERMINED BY CURRENT VERSION OF AASHTO ROADSIDE DESIGN GUIDE.

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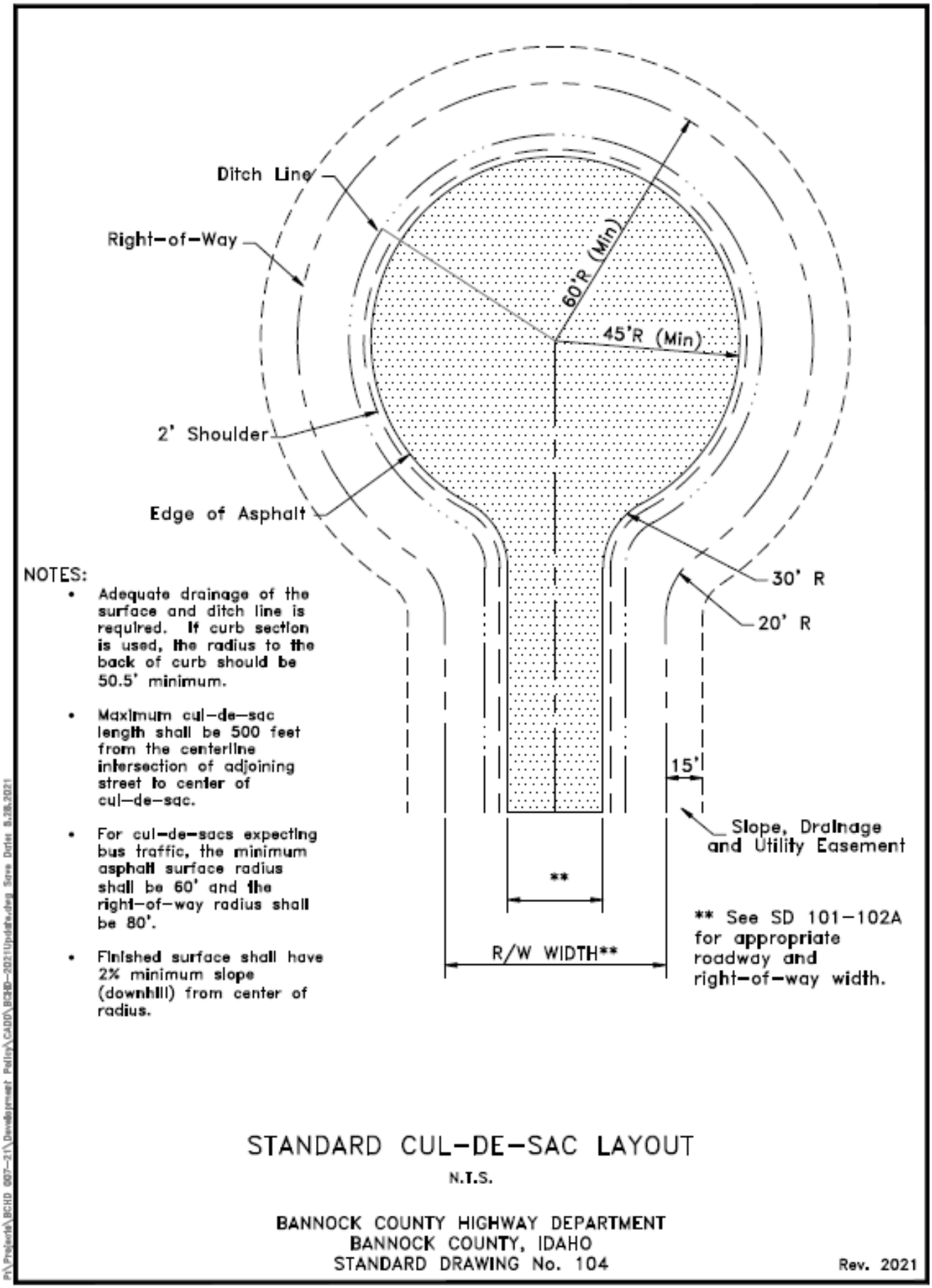

NOTES:

- Adequate drainage of the surface and ditch line is required. If curb section is used, the radius to the back of curb should be 50.5' minimum.
- Maximum cul-de-sac length shall be 500 feet from the centerline intersection of adjoining street to center of cul-de-sac.
- For cul-de-sacs expecting bus traffic, the minimum asphalt surface radius shall be 60' and the right-of-way radius shall be 80'.
- Finished surface shall have 2% minimum slope (downhill) from center of radius.

STANDARD CUL-DE-SAC LAYOUT

N.T.S.

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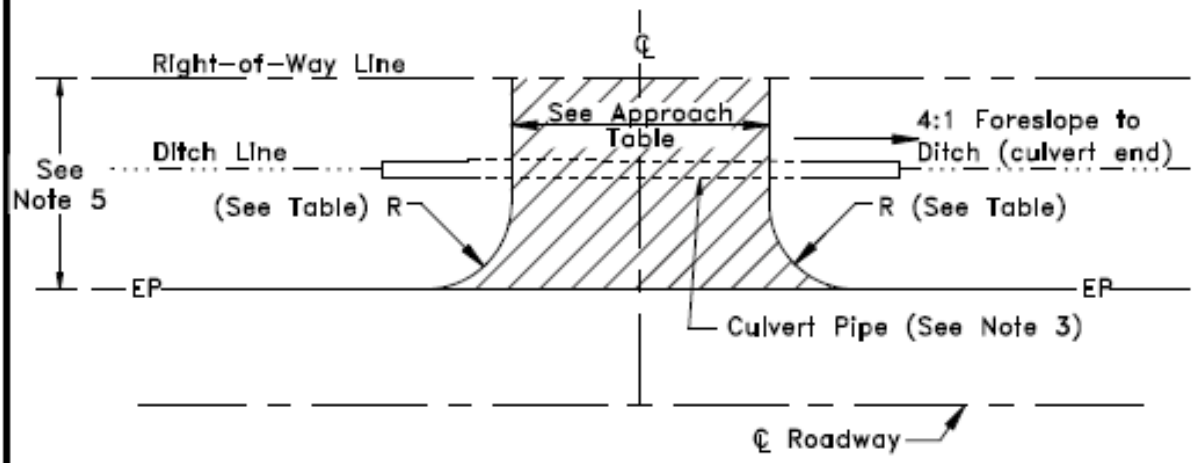
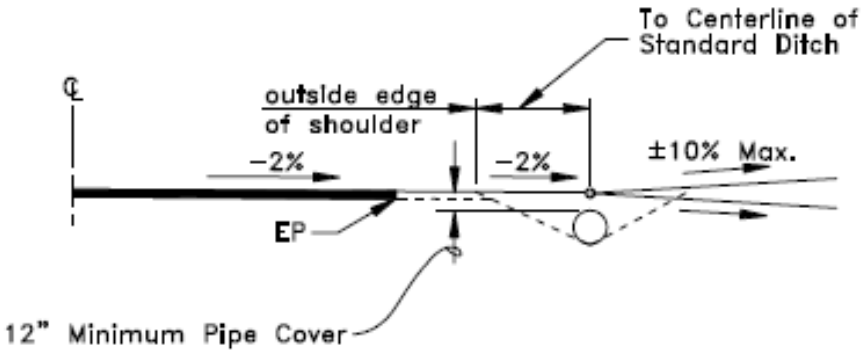


APPROACH PLAN



GRADE REQUIREMENTS

APPROACH TABLE

APPROACH TYPE	Appr. Width Min.	Appr. Width Max.	Min. Radius
Farmyard, Field	20'	40'	20'
Residential*, on Rural Road	20'	30'	20'
Residential*, on Subd. Road Or	20'	36'	30'

APPROACH STRUCTURAL SECTION
See Standard Drawings:
SD-101 thru SD-102A

*Residential approach serving 1 or 2 residences.
See SD 106 for approaches serving commercial, or 3 or more residences.

NOTES:

1. APPROACH SPACING SHALL CONFORM TO SECTION 3000 OF THE DEVELOPMENT POLICY MANUAL.
2. INGRESS/EGRESS BY FORWARD MOTION ONLY.
3. CULVERT PIPE SHALL BE 12" MIN. DIAMETER. CULVERT PIPE SHALL EXTEND TO THE INTERSECTION OF THE DITCH LINE AND THE 4:1 APPROACH FORESLOPE. PIPE MATERIAL SHALL BE EITHER 0.064" THICK CORRUGATED STEEL, 0.060" CORRUGATED ALUMINUM OR CLASS V REINFORCED CONCRETE.
4. SUBDIVISION ROADS ARE DEFINED AS ROADS THAT PRIMARILY PROVIDE ACCESS TO ADJACENT LOTS OR PARCEL, DO NOT SERVE AS COLLECTOR ROADS, AND HAVE A POSTED SPEED OF 25 MPH OR LESS. ALL OTHER ROADS SHALL BE CONSIDERD RURAL ROADS FOR APPLICATION OF APPROACH STANDARDS.
5. PAVE INTERSECTING APPROACH 6' OR TO RIGHT-OF-WAY LINE WHICHEVER IS LESS.

STANDARD RESIDENTIAL APPROACHES

N.T.S.

BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO
STANDARD DRAWING No. 105

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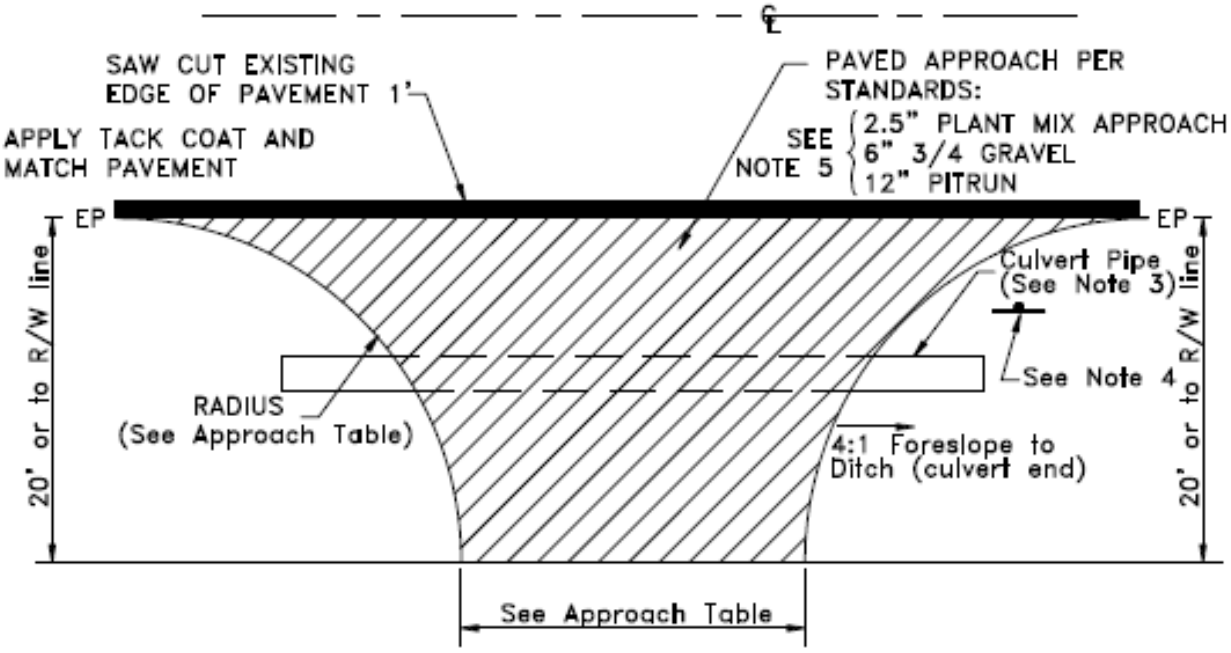

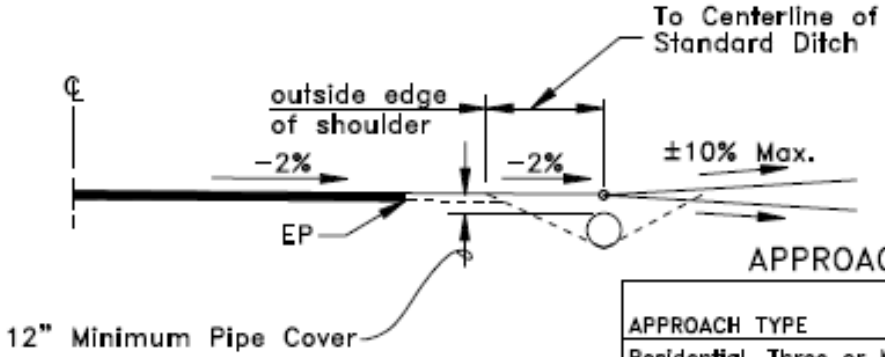

APPROACH TABLE

APPROACH TYPE	Appr. Width* Min.	Appr. Width* Max.	Min.** Radius
Residential, Three or More	28'	40'	30'
Commercial (One Way)	20'	30'	30'
Commercial (Two Way)	25'	40'	30'

* Does not include 2' gravel shoulder on each side of approach.

** Or based on applicable commercial design vehicle and truck volume.

NOTES:

1. APPROACHES SPACING SHALL CONFORM TO SECTION 3000 OF THE DEVELOPMENT POLICY MANUAL.
2. INGRESS/EGRESS BY FORWARD MOTION ONLY.
3. CULVERT PIPE SHALL BE 12" MIN. DIAMETER. CULVERT PIPE SHALL EXTEND TO THE INTERSECTION OF THE DITCH LINE AND THE 4:1 APPROACH FORESLOPE. PIPE MATERIAL SHALL BE EITHER 0.064" THICK CORRUGATED STEEL, 0.060" CORRUGATED ALUMINUM OR CLASS V REINFORCED CONCRETE AND/OR CAPABLE OF SUPPORTING DESIGN VEHICLE.
4. STOP SIGN IN ACCORDANCE WITH M.U.T.C.D.
5. FOR PAVED APPROACHES: CONTRACTOR WILL MATCH THE DESIGN SECTION FOR THE RESPECTIVE PROJECT OR THE ABOVE SPECIFIED SECTION, WHICH EVER SECTION IS GREATER.

COMMERCIAL APPROACH AND ACCESS SERVING 3 OR MORE PROPERTIES

N.T.S.

BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO
STANDARD DRAWING No. 106

Rev. 2021

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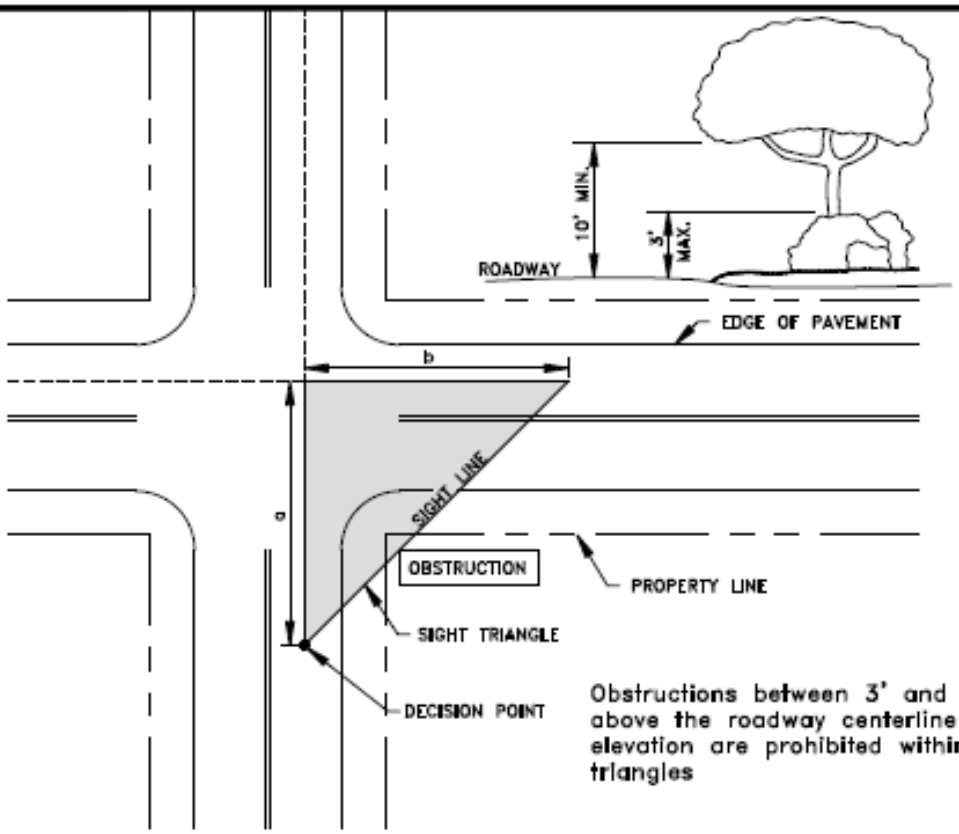

Obstructions between 3' and 10' above the roadway centerline surface elevation are prohibited within sight triangles

U.S. Customary	
Design Speed (mph)	Length of Leg (ft)
15	70
20	90
25	115
30	140
35	165
40	195
45	220
50	245
55	285
60	325
65	365
70	405
75	445
80	485

U.S. Customary														
Approach Grade (%)	Design Speed (mph)													
	15	20	25	30	35	40	45	50	55	60	65	70	75	80
−6	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2
−5	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2
−4	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
−3 to +3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
+4	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+5	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+6	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

NOTE:
1. Tables referenced from the current AASHTO Geometric Design of Highways and Streets.
2. For approach grades greater than 3 percent, multiply the sight distance values "Length of Leg" by the appropriate adjustment factor.
3. Obstructions between 3' and 10' above the roadway centerline surface elevation are prohibited within sight triangles.
4. It is assumed that the driver's eye height is 3.5 feet above the roadway surface and that the object to be seen is 3.5 feet above the surface of the intersecting road.

SIGHT TRIANGLE AT UNCONTROLLED INTERSECTIONS

N.T.S.

BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO
Source: Idaho Code 49–221 STANDARD DRAWING No. 107 Rev. 2021

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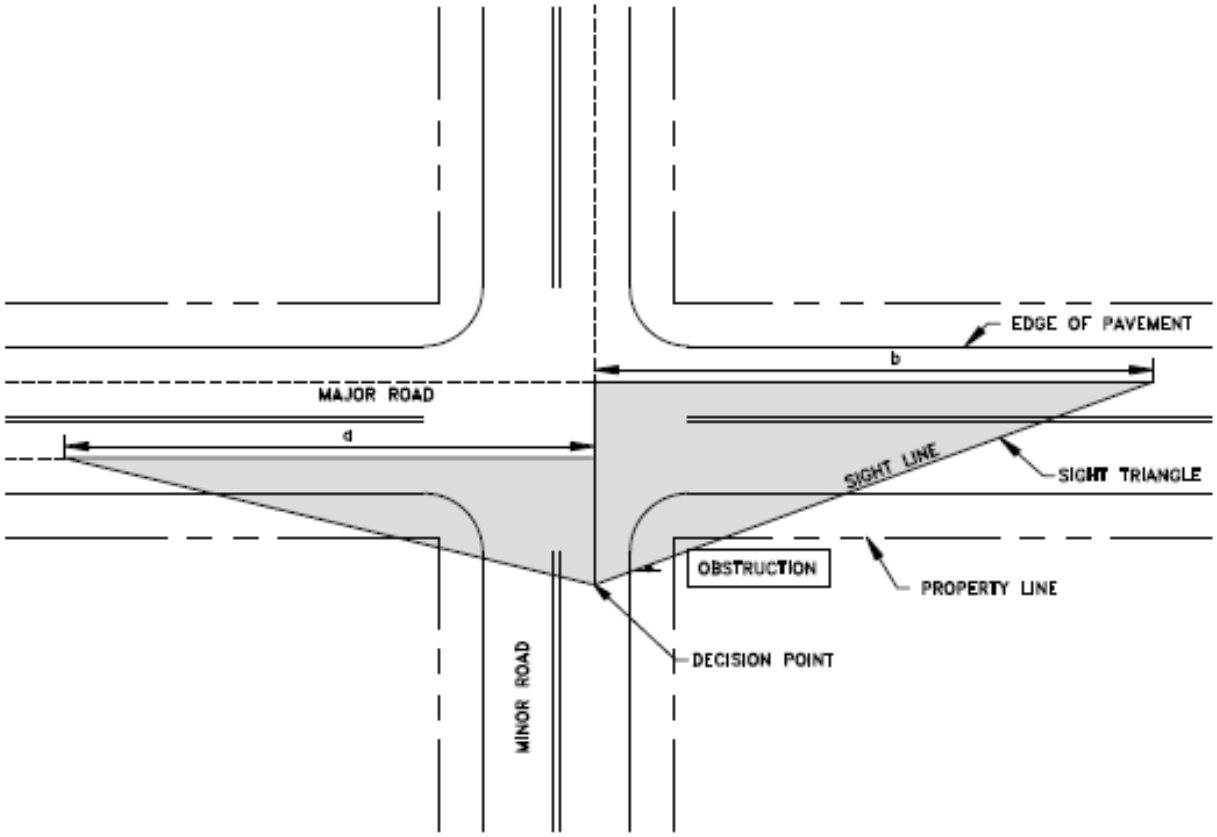
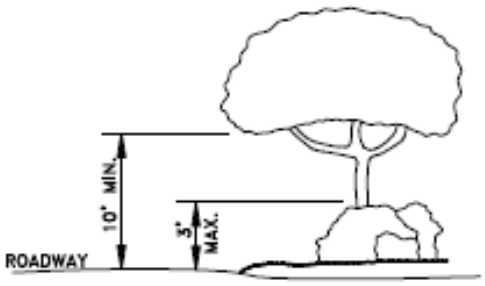


NOTE:

1. Lengths a & b are dependent on the type of control and vehicle maneuver at the intersection. Reference the 2018 AASHTO Geometric Design of Highways and Streets Section 9.5.3 Intersection Control for the applicable situation (Cases B thru D).
2. Obstructions between 3' and 10' above the roadway centerline surface elevation are prohibited within sight triangles.
3. It is assumed that the driver's eye height is 3.5 feet above the roadway surface and that the object to be seen is 3.5 feet above the surface of the intersecting road.



SIGHT TRIANGLE AT CONTROLLED INTERSECTIONS

N.T.S.

BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO

Source: Idaho Code 49–221 STANDARD DRAWING No. 107A Rev. 2021

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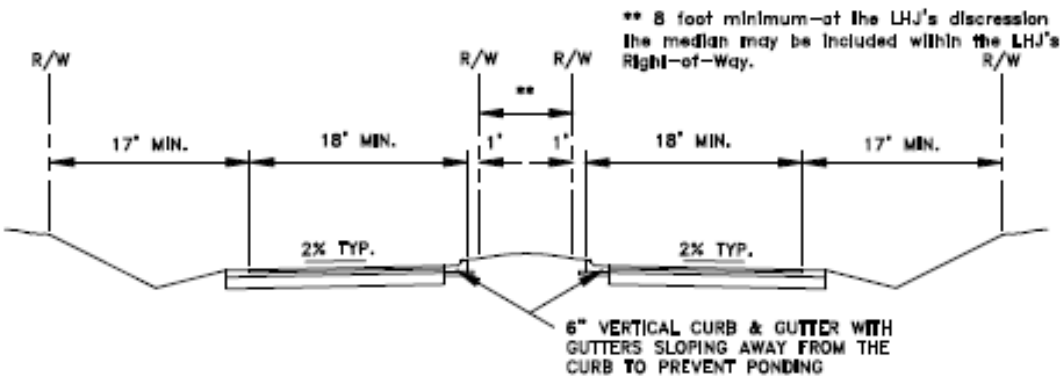


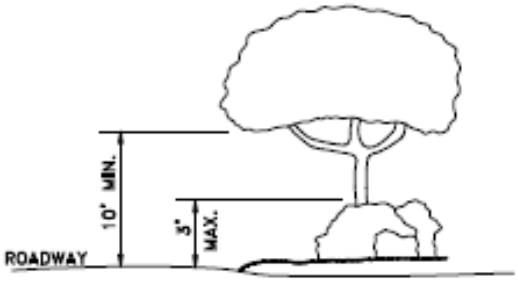
TYPICAL STREET SECTION

N.T.S.

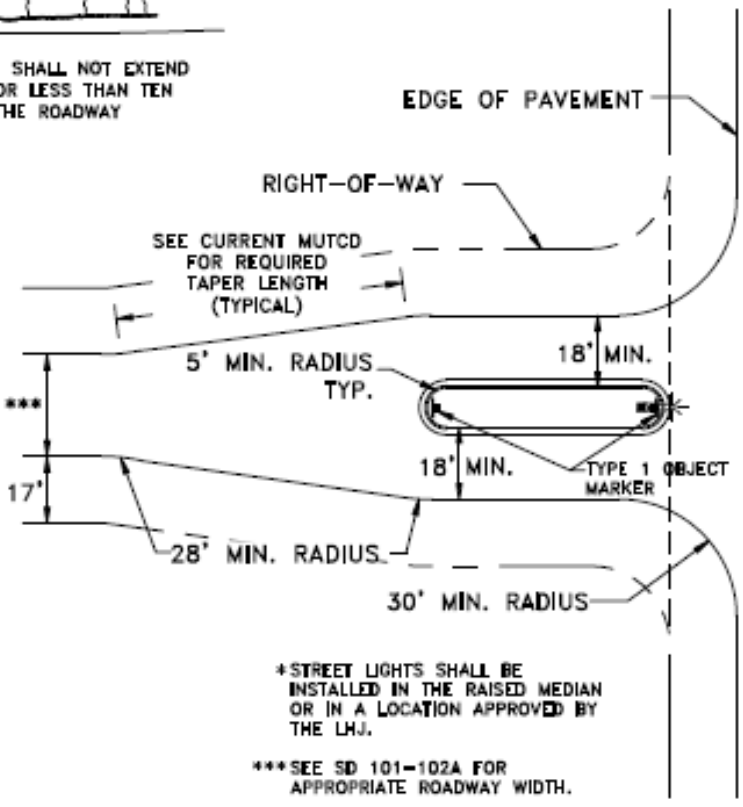
NOTE:

ROADWAY STRUCTURAL SECTION, DITCH FORESLOPE AND BACKSLOPE PER TYPICAL SECTION (SD-101 – 102A).

VERTICAL CURB & GUTTER PER ISPWC.



OBSTRUCTIONS IN THE MEDIAN SHALL NOT EXTEND MORE THAN THREE (3) FEET OR LESS THAN TEN (10) FEET IN HEIGHT ABOVE THE ROADWAY CENTERLINE ELEVATION.



*STREET LIGHTS SHALL BE INSTALLED IN THE RAISED MEDIAN OR IN A LOCATION APPROVED BY THE LHJ.

***SEE SD 101-102A FOR APPROPRIATE ROADWAY WIDTH.

RAISED MEDIANS

N.T.S.

BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO
STANDARD DRAWING No. 108

Rev. 2021

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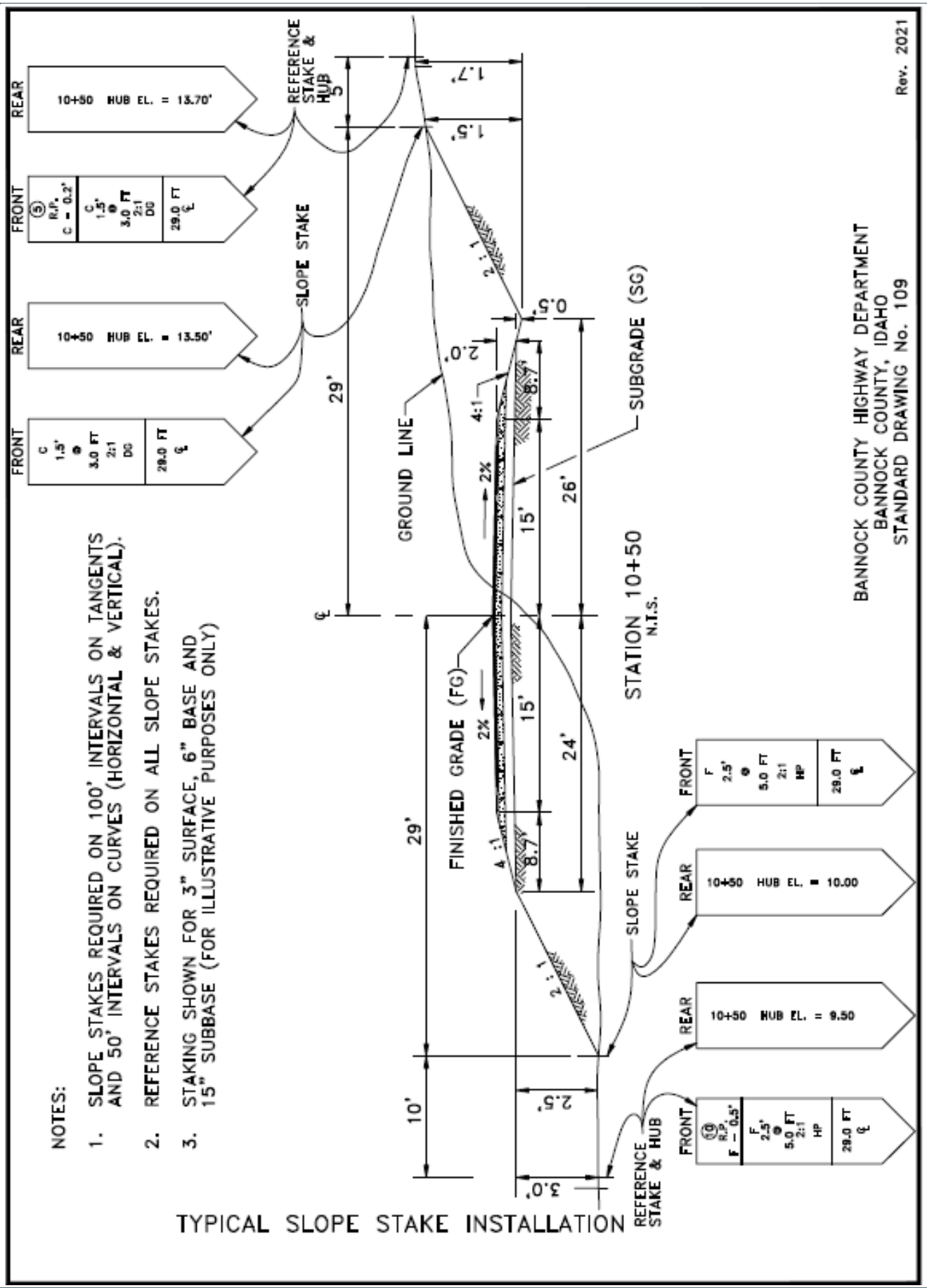
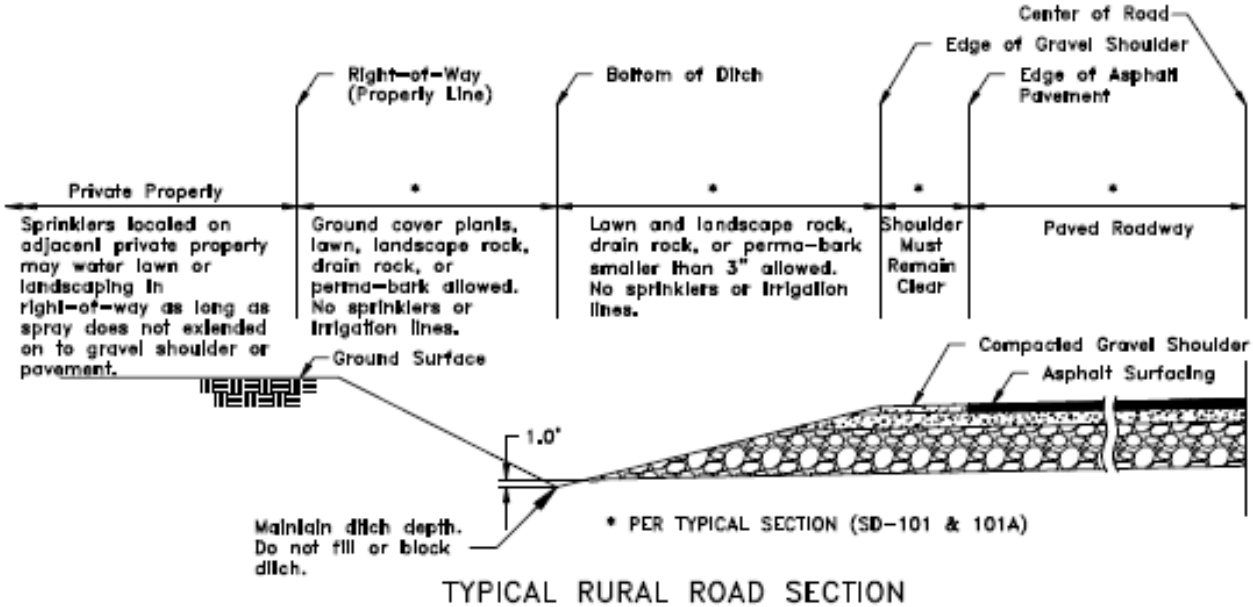
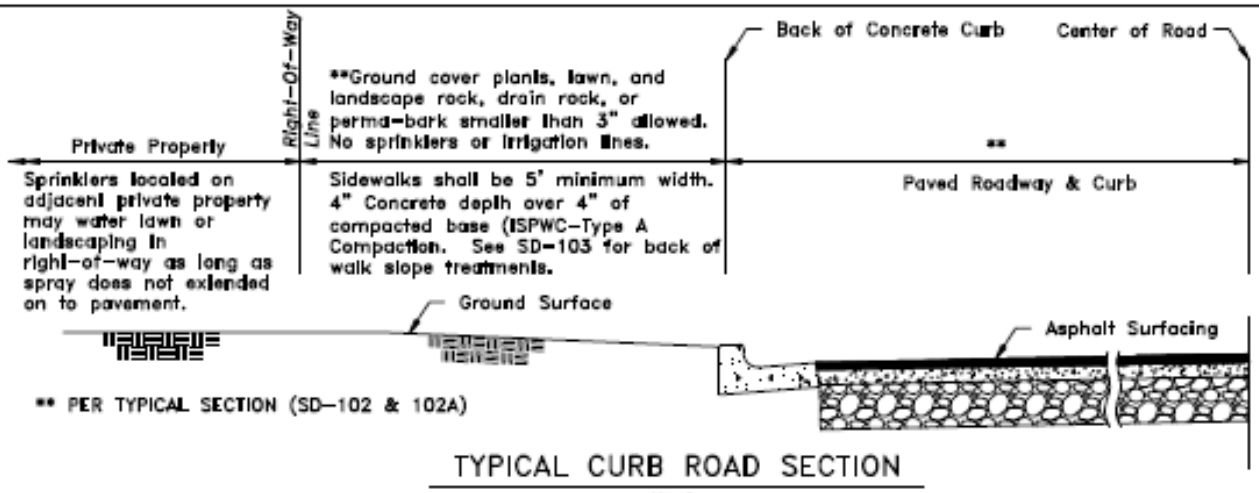


TYPICAL SLOPE STAKE INSTALLATION



TYPICAL RURAL ROAD SECTION

N.T.S.



TYPICAL CURB ROAD SECTION

N.T.S.

GENERAL NOTES:

1. Landscape rock, drain rock or perma-bark within the right-of-way must be 3" or smaller in size.
2. Use of wood landscape bark within the right-of-way is not allowed.
3. Where permitted, ground cover plants within the right-of-way shall not exceed 6" in height.
4. No irrigation piping, sprinklers, or other irrigation components are permitted in the right-of-way.
5. Any landscaping or mailbox located within the right-of-way not complying with LHJ standards or otherwise creating a safety or maintenance concern may be removed by the LHJ without notice.
6. For local roads the nearest face of the mailbox shall be located at or behind the back of curb or on rural subdivision roads at the outside edge of shoulder, or other greater distance required by the U.S. Postal Service. For collector and arterial roads place mailboxes in accordance with ISPWC SD-808.
7. Mailboxes shall be installed on a treated 4" by 4" wood post, 2" diameter galvanized steel pipe with a minimum wall thickness of 0.095", or equivalent support system approved by the LHJ. Mailboxes installed on mounting or support systems determined unacceptable by the LHJ, including, but not limited to, brick, masonry, concrete, rock, or heavy gauge metal, shall be relocated outside the right-of-way at the owner's expense. Mailbox placement shall follow the current edition of the Idaho Standards For Public Works Construction SD-709A and/or SD-808. If mailbox is located within the roadside clear zone, supports shall meet AASHTO MASH criteria.

BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO
STANDARD DRAWING No. 110 Rev. 2021

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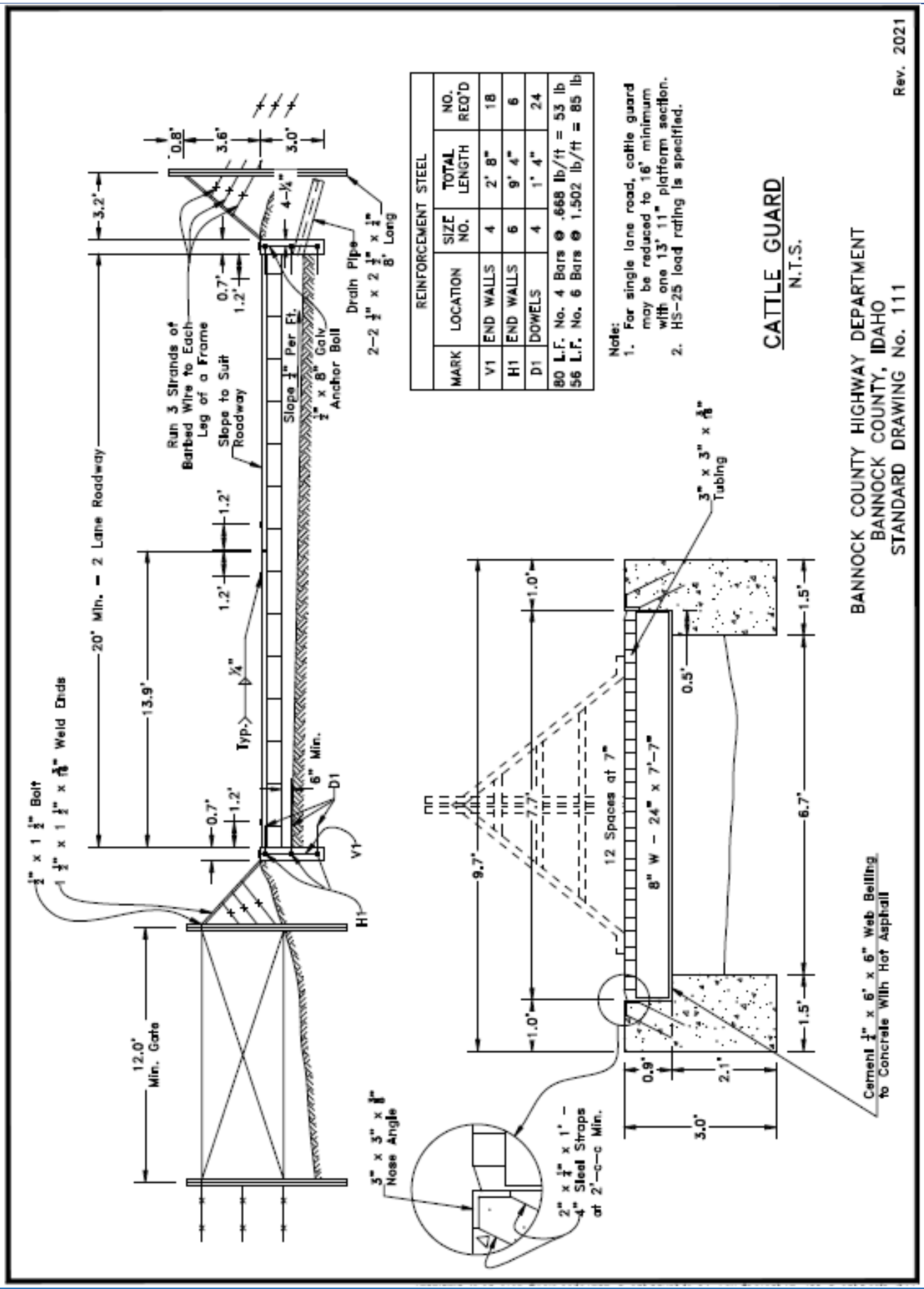
BANNOCK COUNTY HIGHWAY DEPARTMENT
BANNOCK COUNTY, IDAHO
STANDARD DRAWING No. 111
CATTLE GUARD
N.T.S.
Rev. 2021
REINFORCEMENT STEEL
MARK | LOCATION | SIZE NO. | TOTAL LENGTH | NO. REQ'D
V1 | END WALLS | 4 | 2' 8" | 18
H1 | END WALLS | 6 | 9' 4" | 6
D1 | DOWELS | 4 | 1' 4" | 24
80 L.F. No. 4 Bars @ .668 lb/ft = 53 lb
56 L.F. No. 6 Bars @ 1.502 lb/ft = 85 lb
Note:
1. For single lane road, cattle guard may be reduced to 16' minimum with one 13' 11" platform section.
2. HS-25 load rating is specified.
20' Min. - 2 Lane Roadway
13.9'
12.0' Min. Gate
Run 3 Strands of Barbed Wire to Each Leg of a Frame
Slope to Suit Roadway
Slope ¼" Per Ft.
Drain Pipe
2-2 ½" x 2 ½" x ¼" 8' Long
¾" x 8" Galv Anchor Bolt
¾" x 1 ½" Bolt
1" x 1 ½" x ⅜" Weld Ends
Typ.
6" Min.
D1
V1
H1
3" x 3" x ¼" Tubing
12 Spaces at 7"
8" W - 24" x 7'-7"
9.7'
7.7'
6.7'
0.5'
1.0'
1.5'
3" x 3" x ¼" Nose Angle
2" x ¼" x 1' - 4" Steel Straps at 2'-c-c Min.
Cement ½" x 6" x 6" Web Beilling to Concrete With Hot Asphalt
3.0'
2.1'
0.9'