OWYHEE COUNTY

TRANSPORTATION MASTER PLAN

DECEMBER 2009

Prepared By:
Paragon Consulting, Inc.
157 W. 4th Street
Kuna, Idaho 83634

OWYHEE COUNTY

TRANSPORTATION MASTER PLAN

PREPARED FOR:

OWYHEE COUNTY
GEM HIGHWAY DISTRICT
HOMEDALE HIGHWAY DISTRICT
CITY OF GRAND VIEW

PROFESSIONAL ENGINEER
REGISTERED
6585
18 Dec 09
STATE OF IDAHO
STEPHEN F. FREIBURGER

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FREIBURGER-BARTON-KAIS

PARTICIPANTS IN THE PLANNING PROCESS

The following are members of the Owyhee County Technical Advisory Committee (TAC) who spent the winter, spring, summer, and fall of 2009 working with the local highway jurisdictions and residents in Owyhee County, Idaho for the development of this plan.

Primary Committee Members

Jerry Hoagland, Owyhee County; Dick Freund, Owyhee County; Larry McDaniel, Owyhee County; Dave Miller, Owyhee County; Lenard J. Hall, Gem Highway District; Rick Meade, Gem Highway District; Fred Demshar, Homedale Highway District; Paul Spang, City of Grand View.

Consultants

The following consultants worked on the development of this plan:

PARAGON *Consulting, Inc.*

- Stephen F. Freiburger, P.E.
- W. Joe Barton, P.E.
- Michael L. Kaes, P.E./P.L.S.
- Chanc Meyer E.I.T.
- Harry Nelson E.I.T.

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Executive Summary

Owyhee County is located in southwest Idaho. It ranks 25th among Idaho counties in population and 2nd in area. The federal government owns over 76 percent of the county. Agriculture is the major industry, with recreation, trade, services, and government providing the largest employment opportunities.

The Owyhee County Road & Bridge, Gem Highway District, Homedale Highway District, and the City of Grand View have joined together to develop this Transportation Master Plan. These jurisdictions consist of approximately 747 miles of roadway covering approximately 6,740 square miles. A Transportation Advisory Committee (TAC), consisting of members of the local community and local agencies, was instrumental in assisting with the planning process.

The first critical element of the Transportation Master Planning process included collection of the existing roadway system data. Data collected included an inventory of the existing roadways, traffic volumes and identification of the areas largest traffic generators. Each local highway jurisdiction used the collected data to identify each of their roadways by functional classifications, established by AASHTO, a Policy on Geometric Design of Highways and Streets and by AASHTO, Geometric Design of Very Low-Volume Local Roads (ADT≤400).

The existing traffic volumes within the study area range widely from very low volumes of less than 47 vehicles per day to volumes in excess of 1346 vehicles per day. The major traffic generators in the area revolve around recreation and agriculture related activities.

The TAC identified many transportation concerns of the local community. These concerns are broken into “general transportation concerns”, “safety concerns” and “roadway system maintenance concerns”. From the transportation concerns identified by the community, the TAC developed a list of projects for inclusion in each jurisdiction’s Capital Improvement Plan (CIP) as well as a master list of projects for inclusion in the Owyhee County Transportation Committee’s priority list. The TAC prioritized projects using evaluation criteria developed as part of the planning process. The TAC also identified potential funding sources allowing the local highway jurisdictions to prepare funding applications and proactively complete the projects on this priority list.

Roadway information collected as part of this plan is included in the Asset Management System. This system consists of a web based program called iWorQ, developed as part of the Transportation Master Plan to assist agencies

with management of their system, inventory, and condition. The local highway jurisdictions will use the system in tracking their assets and identifying the condition as well as projecting future conditions for their paved roadways.

Following the completion of this Transportation Master Plan the jurisdictions will continue to meet semi-annually to update the CIP and continue working together to fulfill the areas transportation needs.

Introduction

Reason for the Plan

The local highway jurisdictions plan to examine the needs through the year 2029 and to lay out a course to improve the transportation system to meet anticipated needs and growth. This plan defines both short and long term transportation strategies and investments to improve the Owyhee County area's transportation system and discusses how to finance them.

Introduction to Transportation Master Planning

The purpose and scope of a Transportation Master Plan varies significantly based on the study area, study participants and the goals of the study. The study area of a Transportation Master Plan is often determined by the jurisdictional boundaries of the participating agencies. These boundaries typically establish the geographic limits for data collection, transportation system evaluation and future projections for transportation needs. The type of transportation facilities within the study area also influences the purpose and scope of a Transportation Master Plan. Large cities with several modes of transportation (light rail, public transit, commuter ride programs and private vehicles) may require extensive data collection to establish traffic patterns and ultimately generate a detailed traffic model for use in traffic management. However, a Transportation Master Plan for small rural communities may be geared more toward roadway system management to accommodate existing traffic and traffic volume increases.

The study area of the Owyhee County Transportation Master Plan is, for the most part, a low traffic volume, rural roadway system. This study area lends itself to a transportation master plan that focuses on roadway system management, the development of a Capital Improvement Plan (CIP), and implementation of a project priority list.

Study Area and Study Participants

The Owyhee County Transportation Master Plan study area includes Owyhee County along with the City Grand View, however, it excludes the Three Creek Good Roads Highway District. The study area covers approximately 6,740 square miles containing approximately 747 miles of roadway under the jurisdiction of the Owyhee County Transportation Master Plan participants. US Highway 95, and State Highway 55 are the principal arterials that run through the

study area and are under the jurisdiction of the Idaho Transportation Department. State Highway 19, State Highway 45, State Highway 51, State Highway 67, and State Highway 78 also run through the study area and are under the jurisdiction of the Idaho Transportation Department. Many roadways studied within this plan, intersect with these State Highways. Other roadways within the study area, but not analyzed in the Transportation Master Plan, include federal and private roadways.

To assist with the development of the Transportation Master Plan, the local highway jurisdictions appointed a Transportation Advisory Committee (TAC) with the role of providing input concerning the transportation needs within the study area. Members of each local highway jurisdiction and individuals from the community were invited to participate on the committee to represent various local agencies and organizations.

Goals of the Transportation Master Plan

The Transportation Master Plan for Owyhee County focuses on the roadway system management and capital improvement of the existing transportation infrastructure, as well as the future transportation needs within the county.

The first goal is determining the county roadway system deficiencies, both current and projected, and identifying the necessary improvements to the existing transportation system through the collection of data pertaining to the transportation network. Data collection required includes roadway system inventory (road surface type, road surface condition, etc.), traffic volume data and an inventory of traffic generators within the study area.

The second goal of the Transportation Master Plan is developing a Roadway Surface Management Program and an Asset Management System. Within the County, roadway surface types include graded dirt roads, gravel roads, Bituminous Surface Treated (BST) roads, and cold-mix or hot-mix asphalt roads. With varying traffic volumes and traffic types (passenger vehicles, farm equipment, cattle trucks, etc.), each roadway surface type requires different maintenance methods and effort based on functional classification and traffic loading. A significant element of this goal is to identify changes in roadway surface types as traffic volumes and vehicle types change.

The final goal of this transportation plan is to prioritize the required improvements, from the above goals, then identify the potential funding sources for maintenance and capital improvement projects for the local highway jurisdictions. It is particularly important to local agencies, because of their limited local funding, to understand the available outside funding sources, funding schedules and the special requirements of each funding program.

The Transportation Master Plan for Owyhee County focuses on the roadway system management and capital improvement of the existing transportation infrastructure as transportation needs within the study area change.

Plan Development

Beginning February and continuing through December of 2009, the Owyhee County Transportation Committee engaged in outreach efforts to inform the general public and decision-makers about the process and scope and to elicit comment and advice that would guide development of the plan.

Public Comments

To assist in the development of the transportation plan, the Owyhee County Transportation Advisory Committee advertised a questionnaire in three local newspapers the Mountain Home News, Idaho Press Tribune, and the Owyhee Avalanche. The advertisement provided two location for residents to provide information, the first was an on-line questionnaires posted on the county website, along with written questionnaires located at the Owyhee County Courthouse in Murphy. These questionnaires were used to solicit input from the general public about transportation related issues, concerns, and opinions relevant to the plan. Owyhee County residents provided a total 45 responses to the questionnaire.

Plan Elements

The primary goals of the transportation plan are to maintain the current transportation system, improve operations, and make the system more efficient. Thus, the transportation plan includes the following elements:

Transportation Projects

Provide a transportation system that focuses on meeting operational and maintenance needs first, and provides for mobility by including alternative transportation. The transportation plan meets these needs by identifying a list of transportation projects including: committed projects; needs assessment; and major capital investments.

Functional Classification

Develop and adopt a Functional Street Classification Map and update as appropriate. The Functional Street Classification Map is based on classifying roadways in accordance with the *American Association of State Highway and Transportation Officials* (AASHTO) “A Policy on Geometric Design of Highways and Streets”, a.k.a. the Green Book, for roads over 400 ADT and “Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)” for roads under 400 ADT. A more detailed explanation of functional classification is

presented in Chapter 2 of this Transportation Master Plan.

Financial Enhancement

- Develop a financial strategy to allow local officials to pursue funding remedies to meet the needs identified in the plan.
- Work cooperatively with local governments, the Idaho Transportation Department, state legislators, business leaders, and the public to identify and implement enhanced revenue sources.
- Seek revenue sources that are equitable and user-based.

Adoption

The success of this plan requires individual adoption by each of the local jurisdictions in Owyhee County.

Participants

The following groups contributed to development of this plan:

Local Governments	Other Organizations
• Owyhee County Road & Bridge • Gem Highway District • Homedale Highway District • City of Grand View	• Idaho Transportation Department (ITD) • Owyhee County residents • Bureau of Land Management (BLM) • Local Highway Technical Assistance Council (LHTAC)

Chapter 1: Existing Conditions

Transportation in Owyhee County

Transportation in Owyhee County is primarily centered on the regions recreational areas and local agriculture. The highway and local road network is intended to provide access for the daily operations of the regions economy. A secondary function of the highway and local road network is to provide access to public lands and recreational sites, throughout the study area.

Roadway System

The responsibility for maintenance, operational improvements and capacity expansion of local roadways resides with Owyhee County Road & Bridge, Gem and Homedale Highway Districts, and the City of Grand View. Two types of roadways exist: public roadways that are publicly owned and/or maintained and private roadways that are privately owned and/or maintained. The City of Grand View is to perform all public road responsibilities within their city limits. Gem and Homedale Highway Districts, and Owyhee County Road & Bridge Department perform all public road responsibilities within their jurisdictional boundaries. Table 1 shows the breakdown of road mileage for each local jurisdiction by surface type.

Table 1: Road Miles in Owyhee County Study Area (From Asset Management Program)

Jurisdiction	Improved Paved (miles)	Improved Gravel (miles)	Graded & Drained (miles)	Total (miles)
Owyhee County Road & Bridge Dist. I	55.9	211.4	17.7	285.0
Owyhee County Road & Bridge Dist. III	91.6	211	2.7	305.3
Gem Highway District	54.6	4.9	-	59.5
Homedale Highway District	83.8	8.4	-	92.2
City of Grand View	4.1	0.7	0.1	4.9

Existing System Data

Many local roadways in Owyhee County that have been developed for sporadic farm-based and mining activity traffic are experiencing increased loads from heavier machinery and trucks. Local agencies do a credible job of addressing deficiencies, but funding is not adequate to meet all of the roadway needs. Substandard pavement conditions, narrow roads, limited rights-of-way, uncontrolled intersections and poor intersection geometry result in an existing system that will not meet future travel needs.

The Transportation Master Plan for Owyhee County covers the roadway systems within the jurisdiction of Owyhee County Road & Bridge, Gem Highway District, Homedale Highway District, and the City of Grand View. Existing transportation system information collected within each local highway jurisdiction includes:

- Inventory of the existing roadway, specifically:
    - Surface types
    - Surface widths
- Collection of traffic volumes at key locations within the study area
- Identification of existing and potential traffic generators within the study area
- Individualized road tours with each local highway jurisdiction
- Pavement Condition Inventory

This existing transportation system information was collected through a series of roadway tours, traffic counts, meetings with local highway jurisdiction officials, and Transportation Advisory Committee (TAC) meetings.

Data collected for the existing roadway networks was used to evaluate the existing conditions, establish functional classifications, develop roadway section design standards, and evaluate the maintenance recommendations for gravel roads.

Each local jurisdiction developed roadway surface type maps with functional classifications based on the definitions established by the AASHTO, a Policy on Geometric Design of Highways and Streets and by the AASHTO, Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400). The functional classification of the roads included principal and minor arterials, major and minor collectors and local roads. These classifications are further explained in Chapter 2 of this Transportation Master Plan.

Owyhee County Road & Bridge District I

Owyhee County Road & Bridge District I maintains approximately 285.0 miles of roadway in the northwest corner of Owyhee County. The boundary for the District is all roads west of Oreana Loop Road including Oreana Loop Road, all roads 1.5 miles west of Missle Base Road on Oreana Cut Off Road, and all roads west of Mud Flat Road. The District road miles are comprised of approximately 42.2 miles cold-mix surfacing, 13.7 miles of improved BST, 211.4 miles of gravel roadway surfacing, and 17.7 miles of graded and drained earth roadways.

Owyhee County Road & Bridge District III

Owyhee County Road & Bridge District III maintains approximately 305.3 miles of roadway in the eastern half of Owyhee County. The boundary for the District is all roads east of Oreana Loop Road, all roads 9.2 miles east of Oreana Loop Road on Oreana Cut Off Road, and all roads east of Juniper Mountain Road. The district road miles are comprised of approximately 66.1 miles cold-mix and hot-mix surfacing, 25.5 miles of improved BST, 211.0 miles of gravel roadway surfacing, and 2.7 miles of graded and drained earth roadways.

Gem Highway District

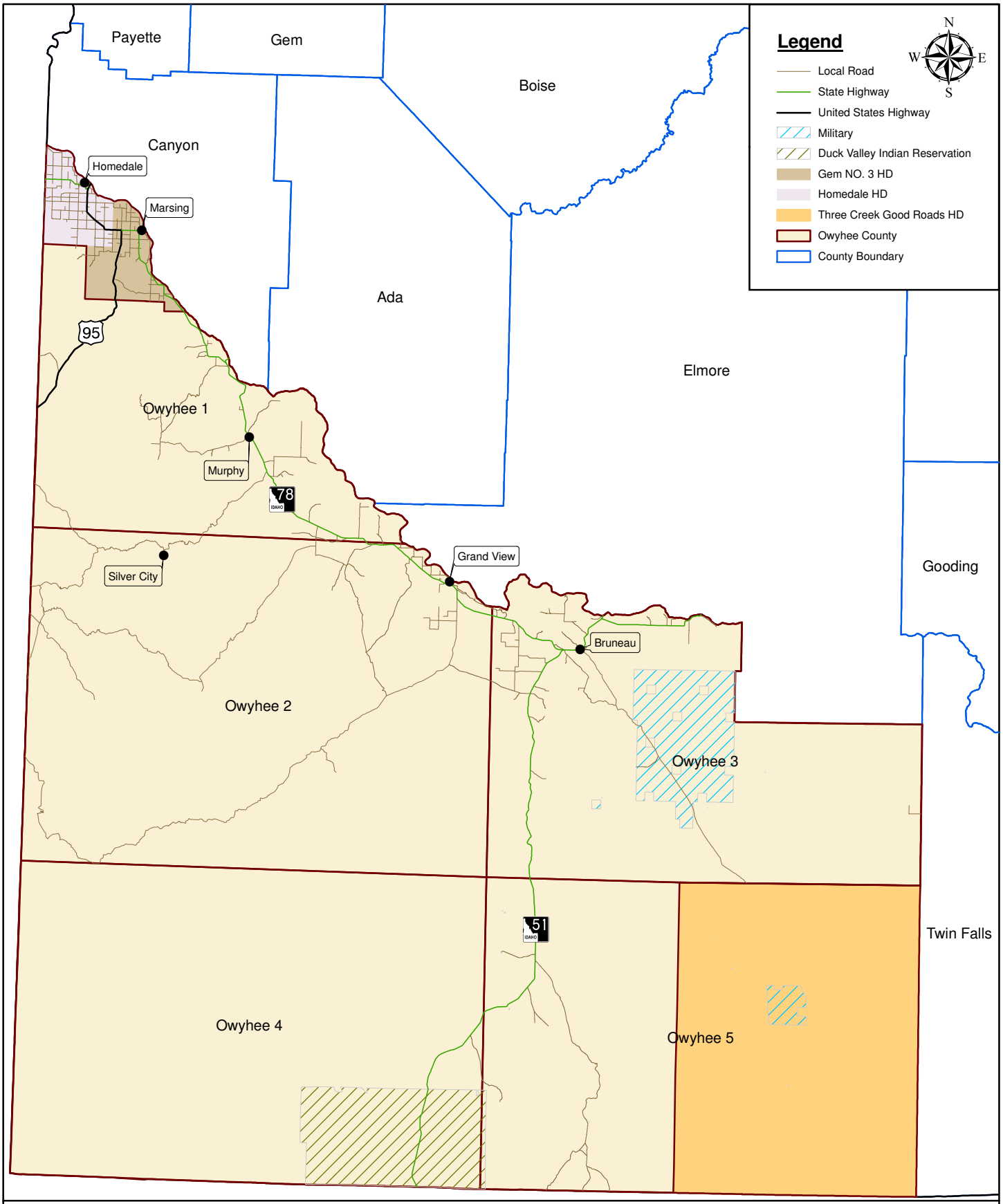
Gem Highway District maintains approximately 59.5 miles of roadway, comprised of approximately 14.1 miles cold-mix and hot-mix surfacing, 40.5 miles of improved BST, and 4.9 miles of gravel roadway surfacing.

Homedale Highway District

Homedale Highway District maintains approximately 92.2 miles of roadway, comprised of approximately 82.5 miles cold-mix and hot-mix surfacing, 1.3 miles of improved BST, 8.4 miles of gravel roadway surfacing.

City of Grand View

The City of Grand View maintains approximately 4.9 miles of roadway, comprised of approximately 1.5 miles cold-mix and hot-mix surfacing, 2.6 miles of improved BST, 0.7 miles of gravel roadway surfacing, and 0.1 miles of graded and drained earth roadways.



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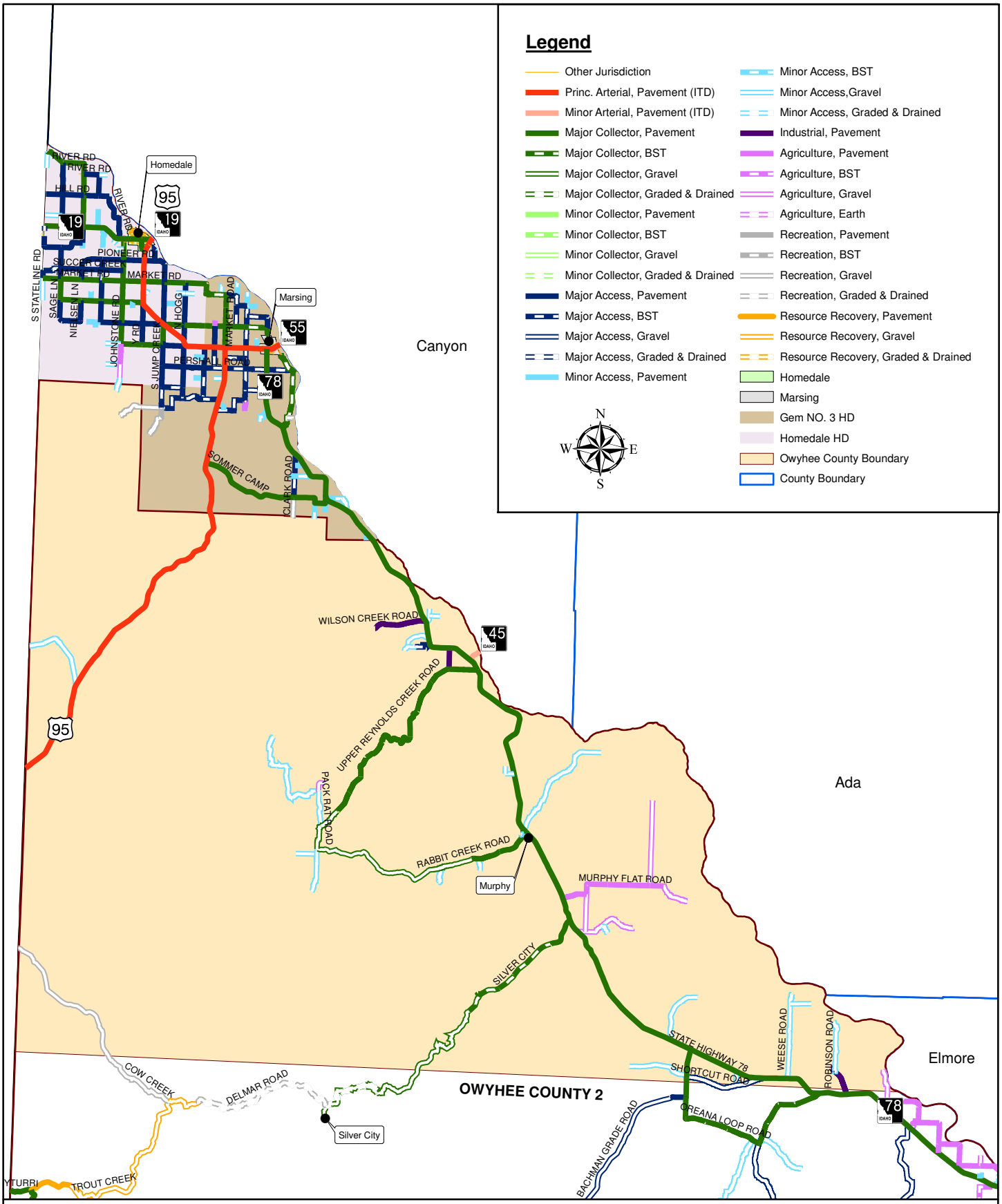
Owyhee County Functional Classification & Surface Type Map Index

0 10 20 Miles



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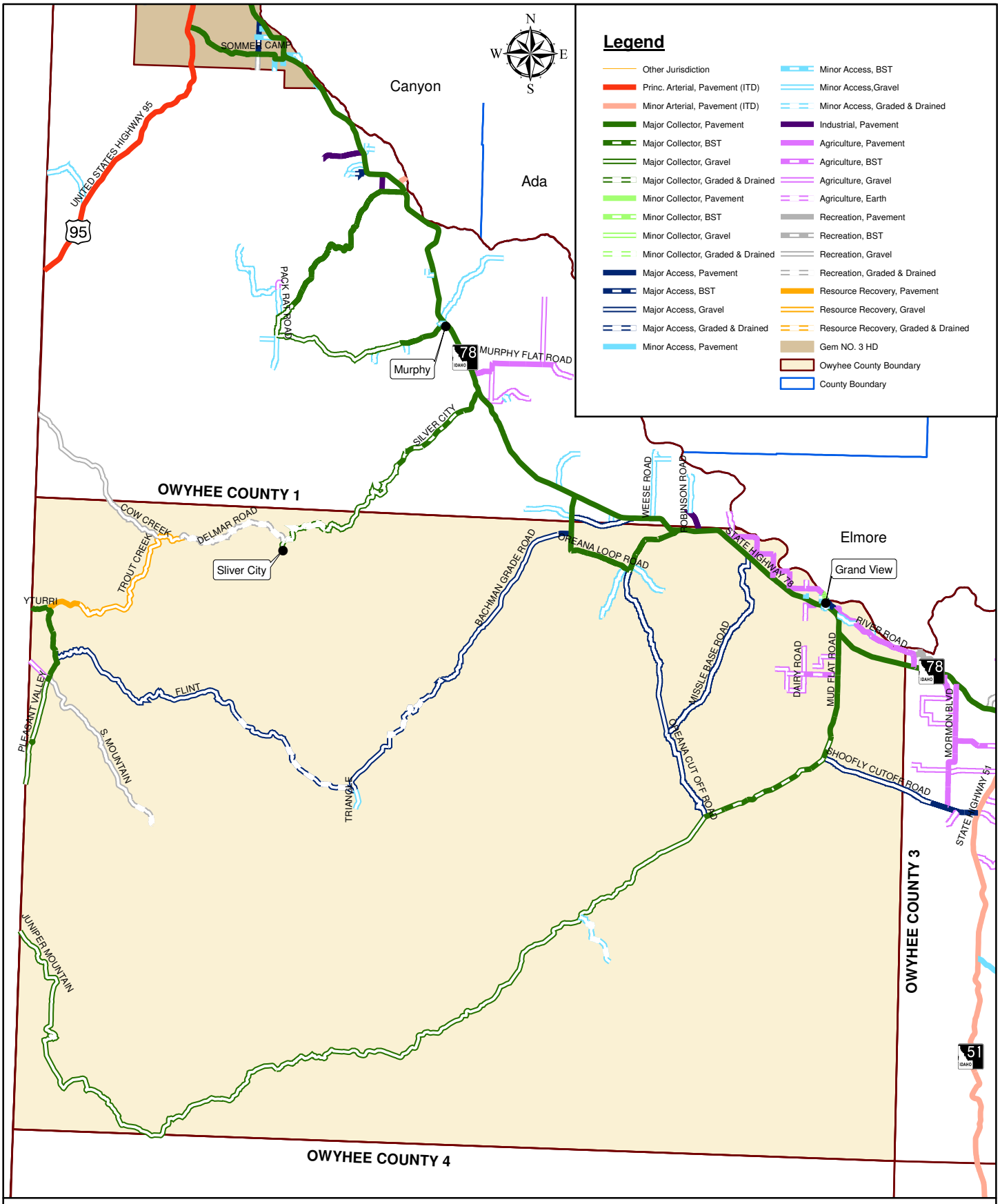
Owhee County Road & Bridge Functional Class & Surface Type - Map 1

0 2 4 Miles



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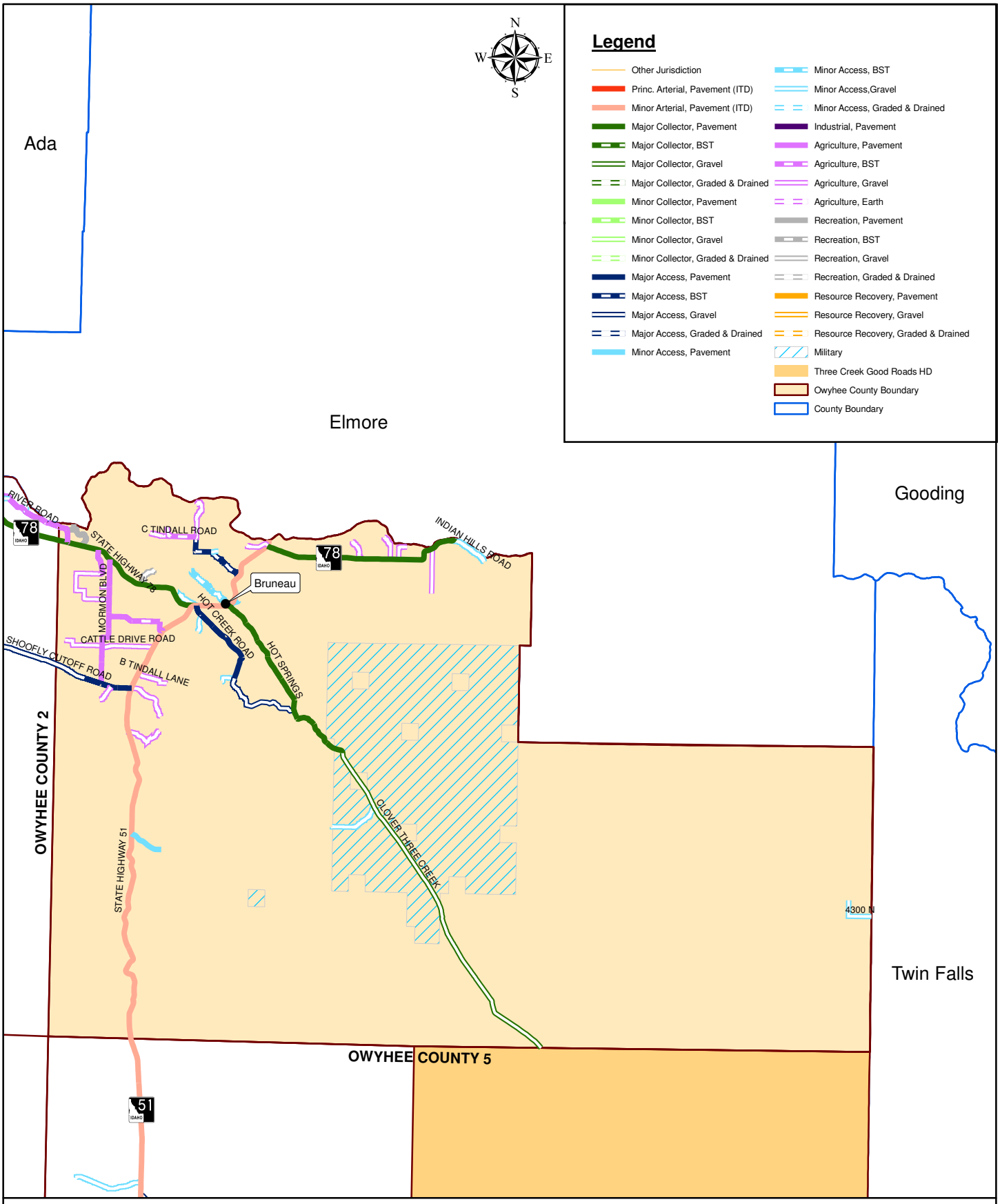
Owhee County Road & Bridge Functional Class & Surface Type - Map 2

0 5 10 Miles



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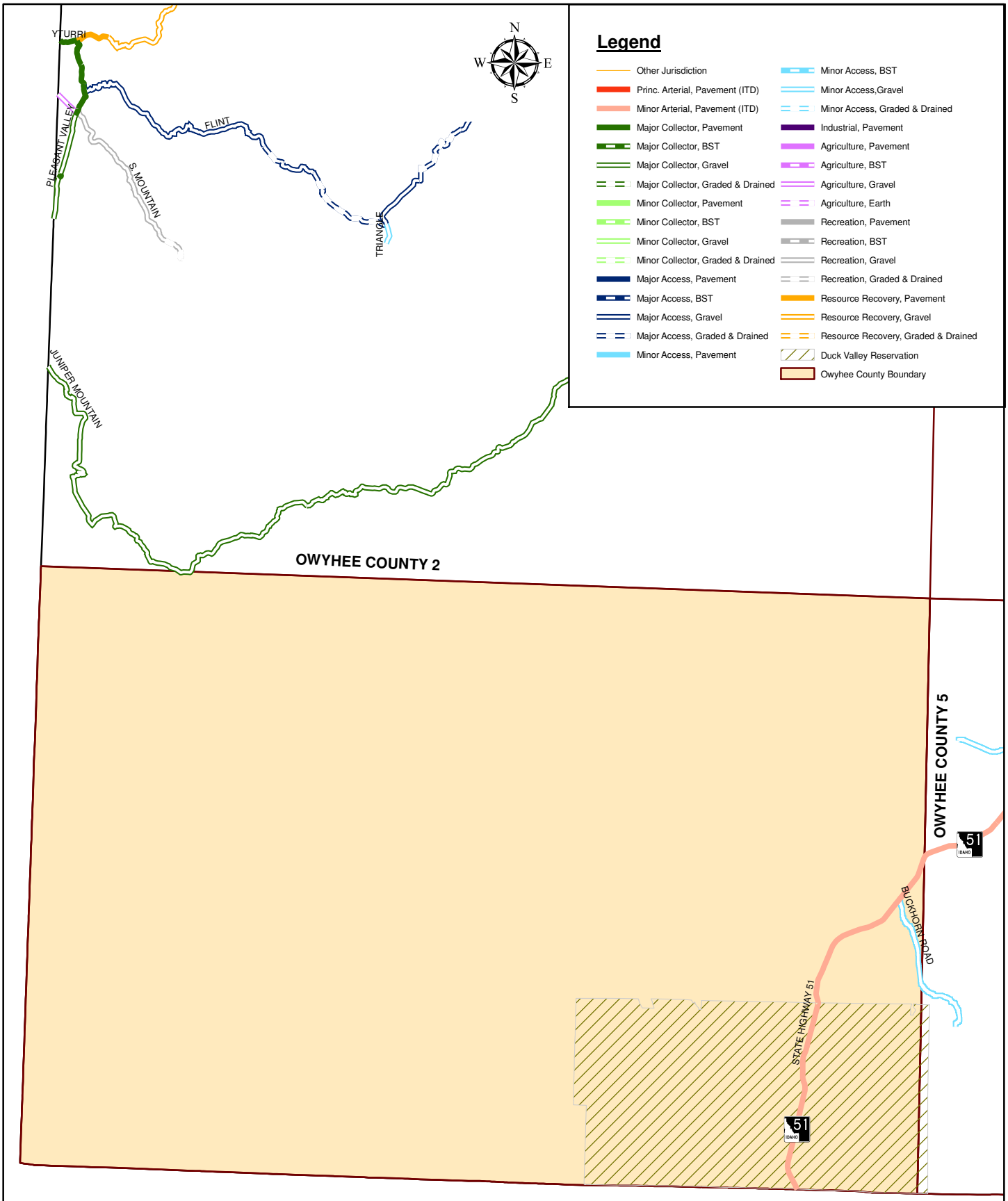
Owhee County Road & Bridge Functional Class & Surface Type - Map 3

0 5 10 Miles



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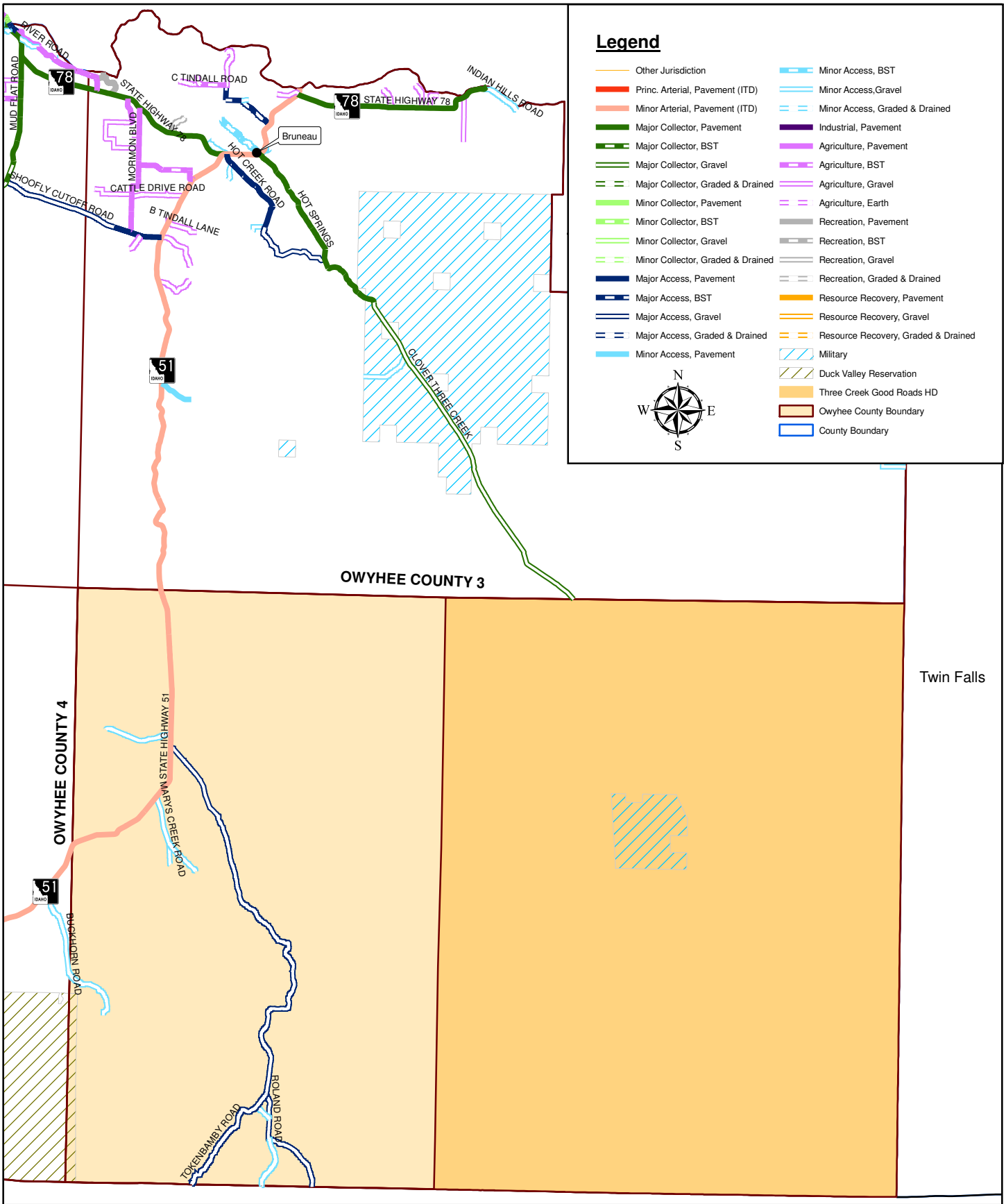
Owhee County Road & Bridge Functional Class & Surface Type - Map 4

0 5 10 Miles



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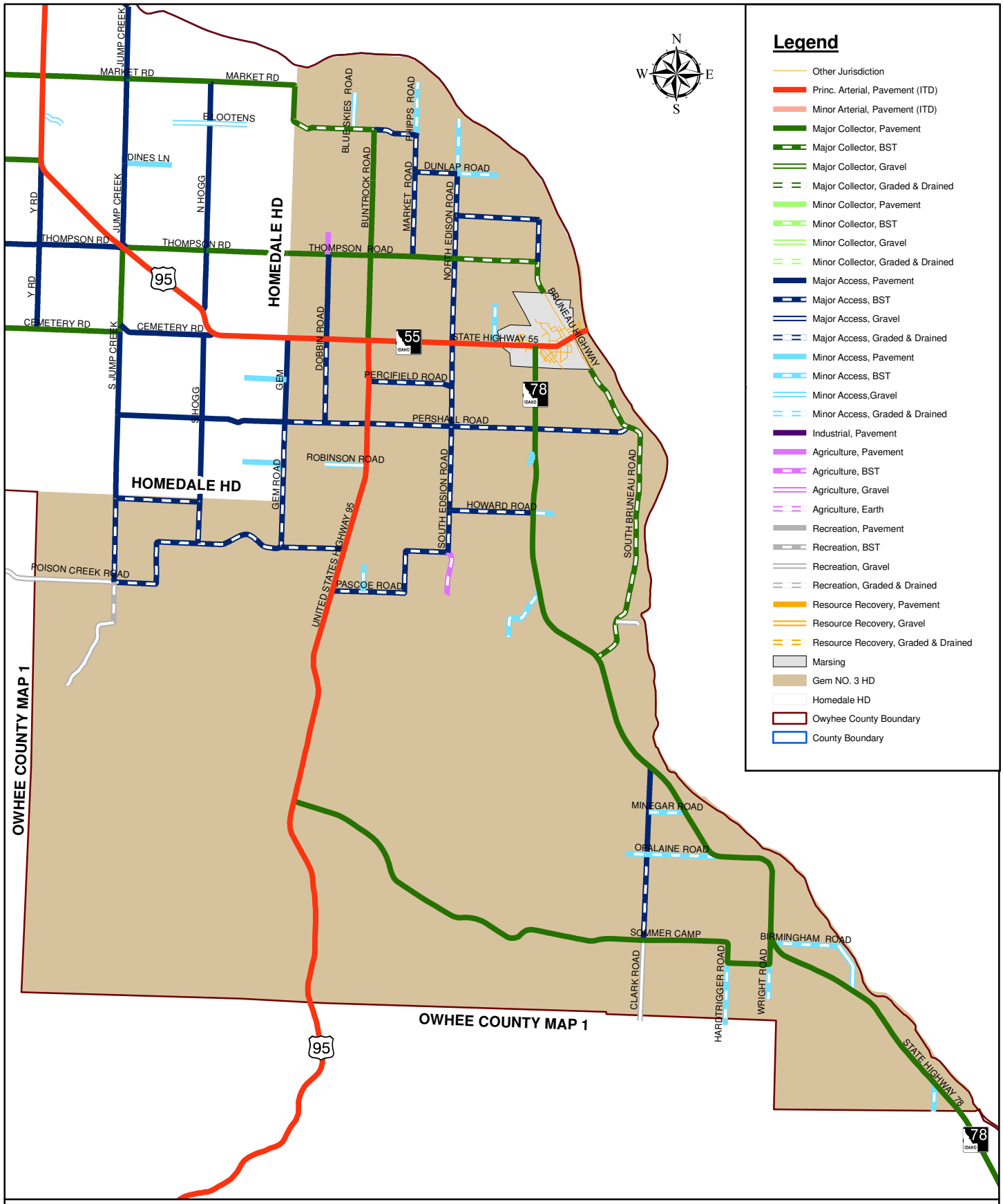
Owhee County Road & Bridge Functional Class & Surface Type - Map 5

0 5 10 Miles



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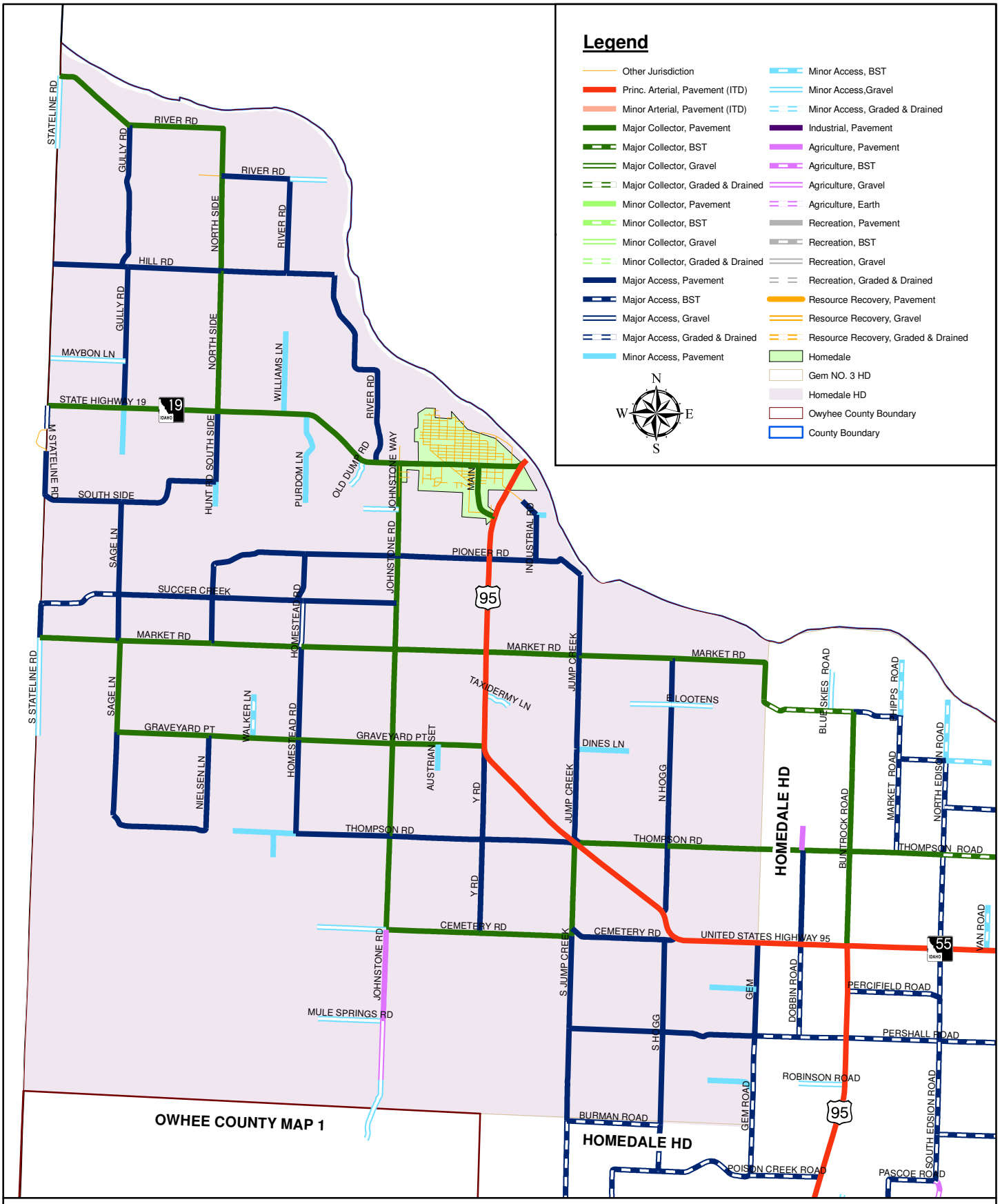
Gem Highway District Functional Class & Surface Type

0 0.250.5 Miles



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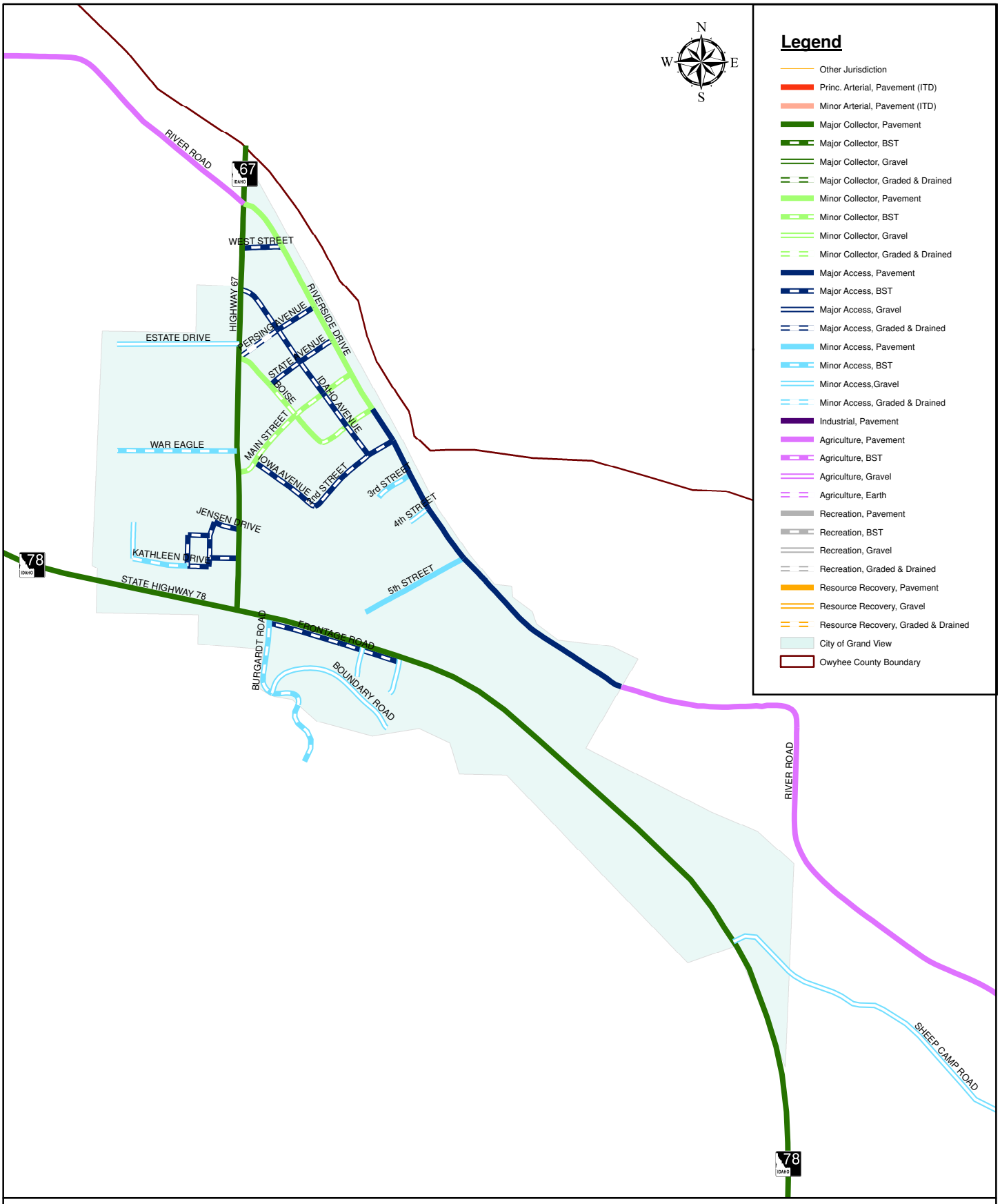
Homedale Highway District Functional Class & Surface Type

0 0.4 0.8 Miles



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City of Grand View Functional Class & Surface Type

0 0.15 0.3 Miles

Traffic Volumes

Traffic volumes at fifty-sixty (56) key locations, within the Owyhee County study area were collected from April 2008 through May 2009. A combination of road tube counters and class counters were used to collect the traffic volume data. The road tube counters only collect data by counted axles. These counters tally a single vehicle for every two axles that pass the counter, not accounting for vehicles pulling trailers or multi-axle vehicles. The class counters, on the other hand, group vehicles based on the number of axles and vehicle configuration into different classes. This allows for a more accurate count, especially on roads with a significant amount of tuck traffic.

The goal of the traffic volume data collection is to determine Average Daily Traffic (ADT) volumes at key locations in the Owyhee County study area. The traffic counters recorded information for six to twenty days at each count location.

This data was used to evaluate the system capacity and level of service. The capacity of a system is defined by the *Highway Capacity Manual* as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform segment of a lane or roadway during a given time period under prevailing traffic, roadway, and control conditions." The Owyhee County study area is currently operating at an above satisfactory level of capacity, due to the relatively low traffic volumes and few congestion situations.

The level of service (LOS) is a letter designation that describes a range of operating conditions on a particular roadway. The *Highway Capacity Manual* defines the level of service concept as "a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers." There are six levels of service defined for capacity analysis. They are assigned letter designations A through F, with a LOS A representing the best range of operating conditions and LOS F representing the worst. Most of the roadways analyzed in the Owyhee County study area are currently operating at a LOS A.

The TAC discussed some of the traffic generators that have a potential to increase traffic along the study area roads. These are discussed in the Major Traffic Generators section of this report, located at the end of this chapter. The TAC determined that a 2% increase in traffic, per year, is a representative estimate for the Owyhee County area, the Homedale Highway District, and the City of Grand View while a 1.5% increase in traffic, per year, is a representative estimate for the Gem Highway District. The following tables show the 2009 traffic as well as the 20-year traffic projection for each Jurisdiction.

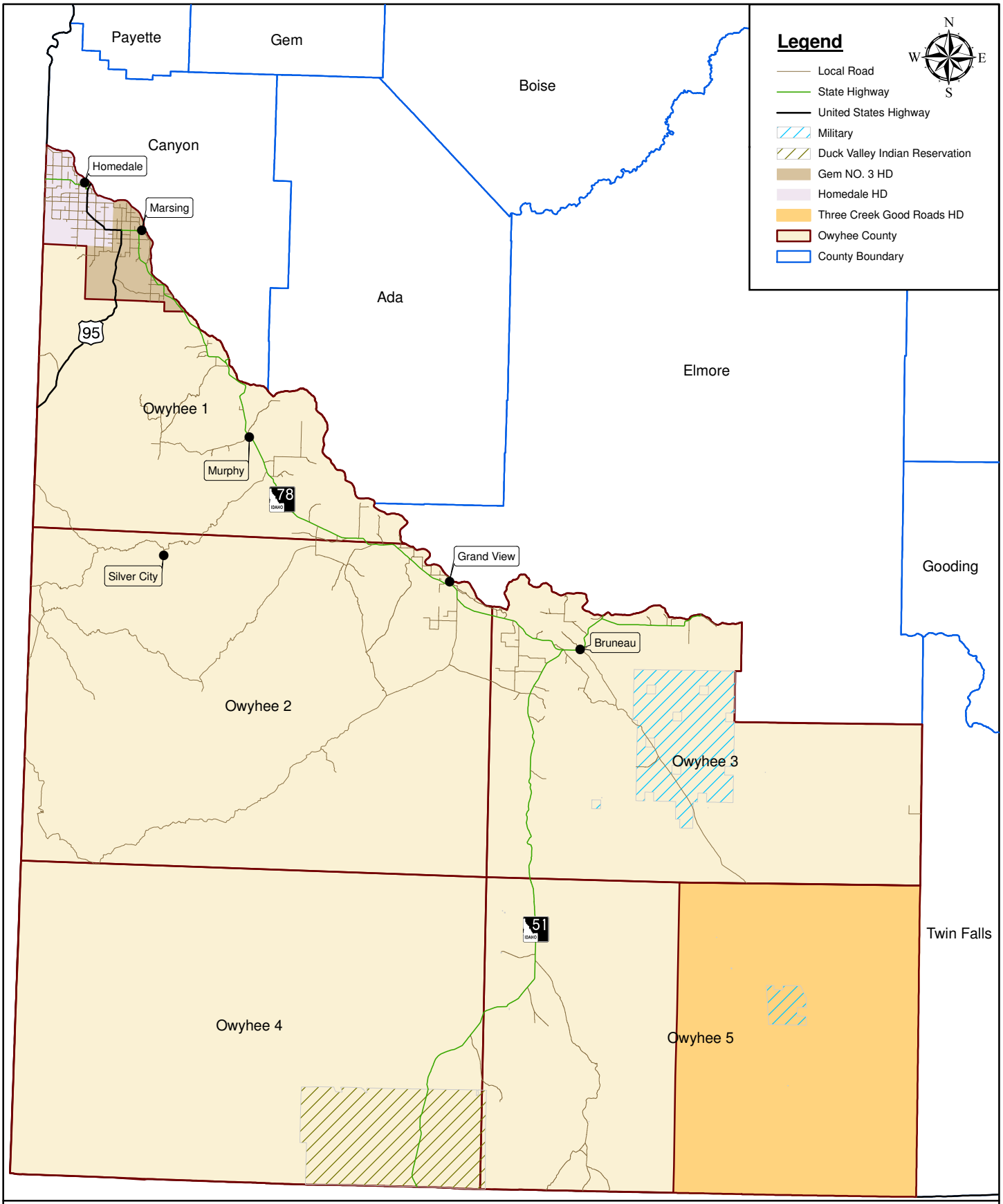
The local highway jurisdictions have adopted a count policy for counting collector roads every year and all other roads once every five years.

Owyhee County Road & Bridge

Average Daily Traffic counts were taken at nineteen (19) locations within the Owyhee County Road & Bridge jurisdiction. ADT volumes ranged from 48 vehicles per day to 394 vehicles per day.

Owyhee County Road & Bridge Traffic Count Data			
Count Location	**ADT 2009**	**ADT 2029**	**% Trucks**
Bailey Road (O1)	394	585	NA
Davis Road (O2)	118	175	NA
Hot Creek Road (O3)	103	153	NA
Hot Springs Road (O4)	272	404	35.1
Hot Springs Road (O5)	58	71	NA
Juniper Mountain Road (O6)	92	137	NA
Lemley Road (O7)	271	403	65.0
Morman Road (O8)	350	520	56.6
Mud Flat Road (O9)	315	468	NA
Mud Flat Road (O10)	161	239	26.6
Mud Flat Road (O11)	48	71	NA
Oreana Loop Road (O12)	186	276	53.0
Oreana Loop Road (O13)	130	192	NA
Rabbit Creek Road (O14)	92	137	NA
Reynolds Creek Road (O15)	281	418	26.3
Shoofly Cutoff Road (O16)	120	178	23.8
Silver City Road (O17)	190	282	26.4
Wilson Creek Road (O18)	95	141	NA
Yturri Road (O19)	203	302	31.5

Owyhee County Road & Bridge Traffic Count Data		
Surface or Functional Classification	**Average ADT 2009**	**Average ADT 2029**
All Counted Roads	183	271
Paved Industrial Roads	253	376
Paved Agriculture Roads	234	348
Paved Major Collector Roads	189	281
Paved Major Access Roads	112	166
Gravel Major Collector Roads	70	104



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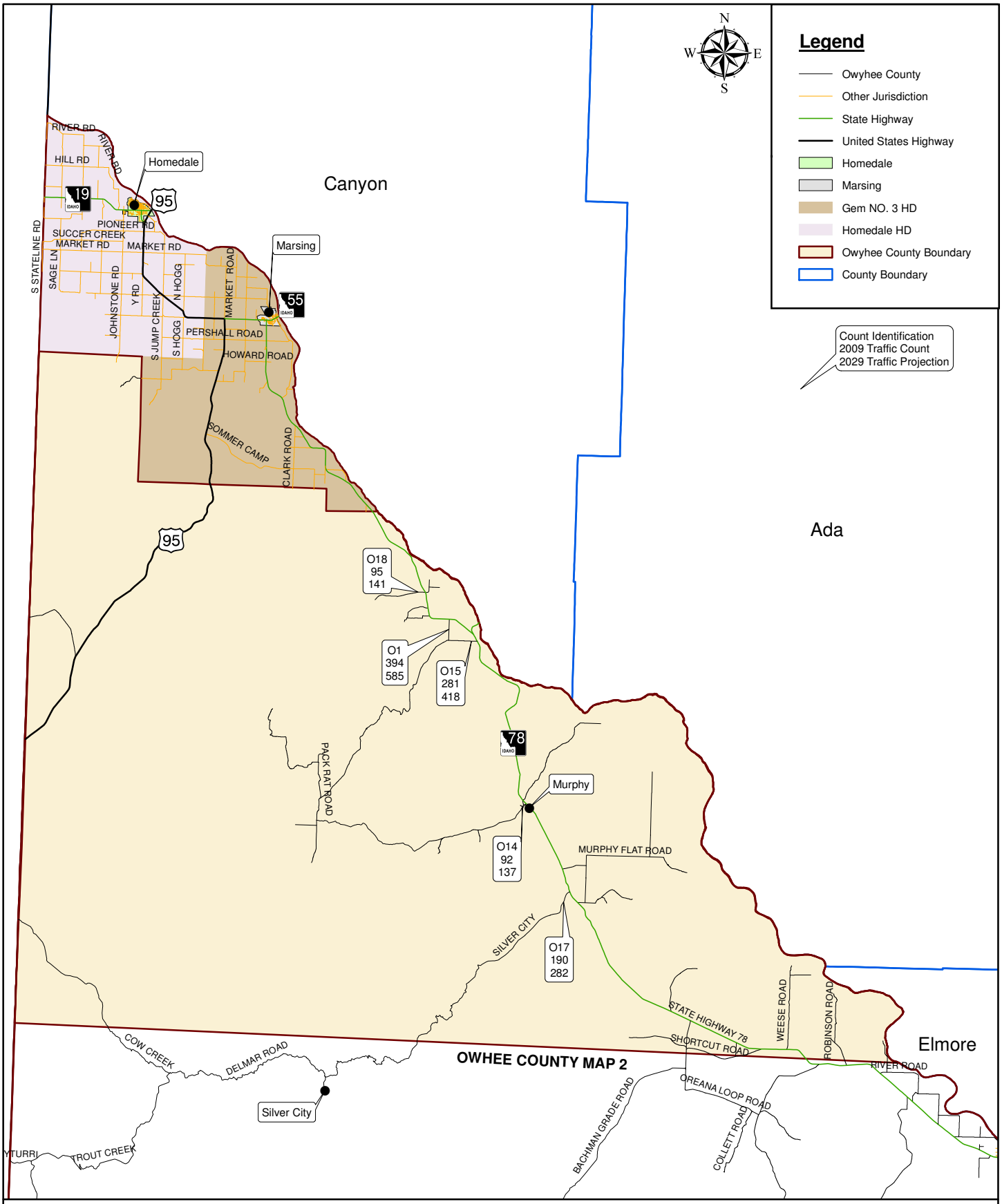
Owyhee County ADT Count Data Map Index

0 10 20 Miles



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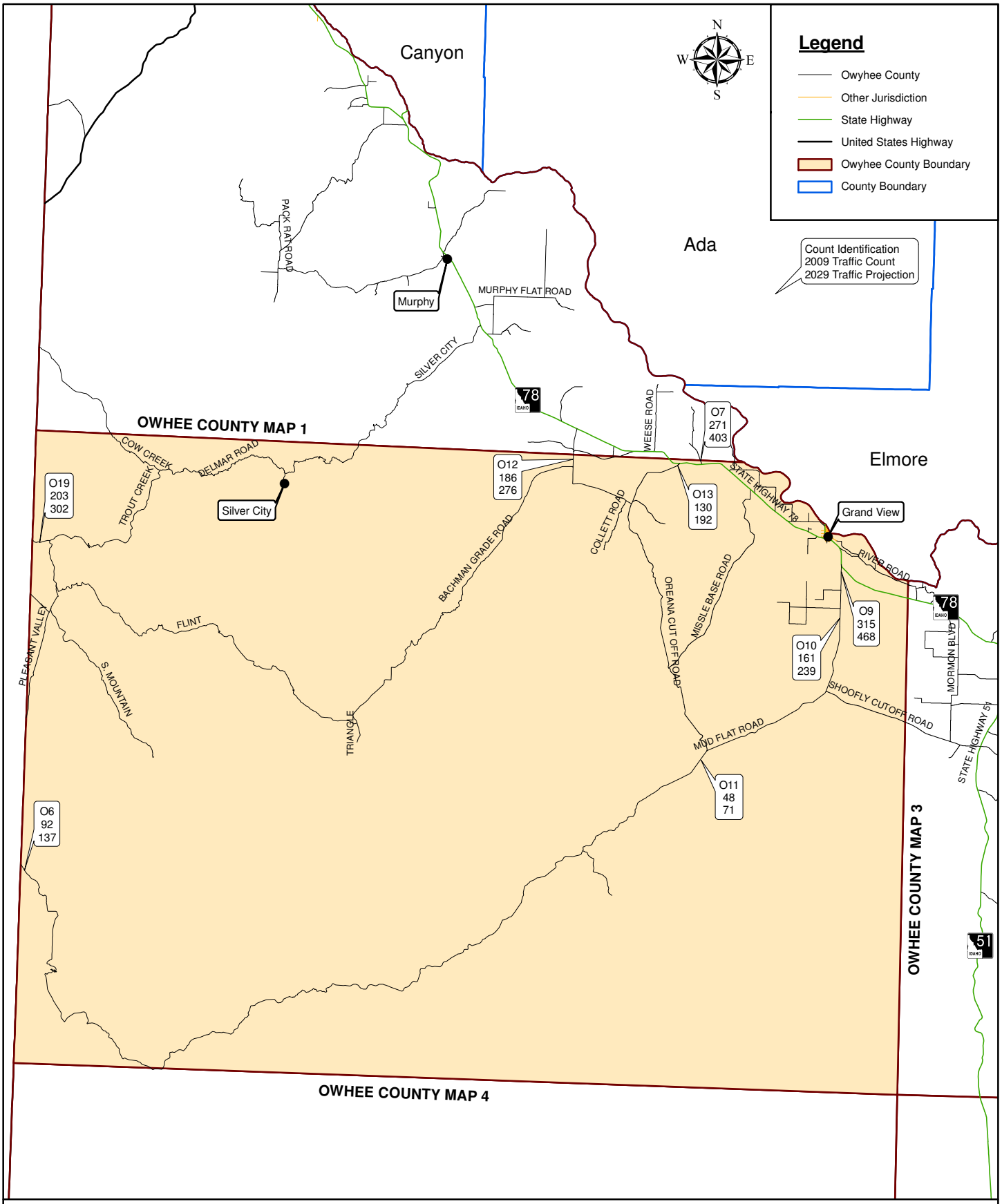
Owhee County Road & Bridge ADT Count Data - Map 1



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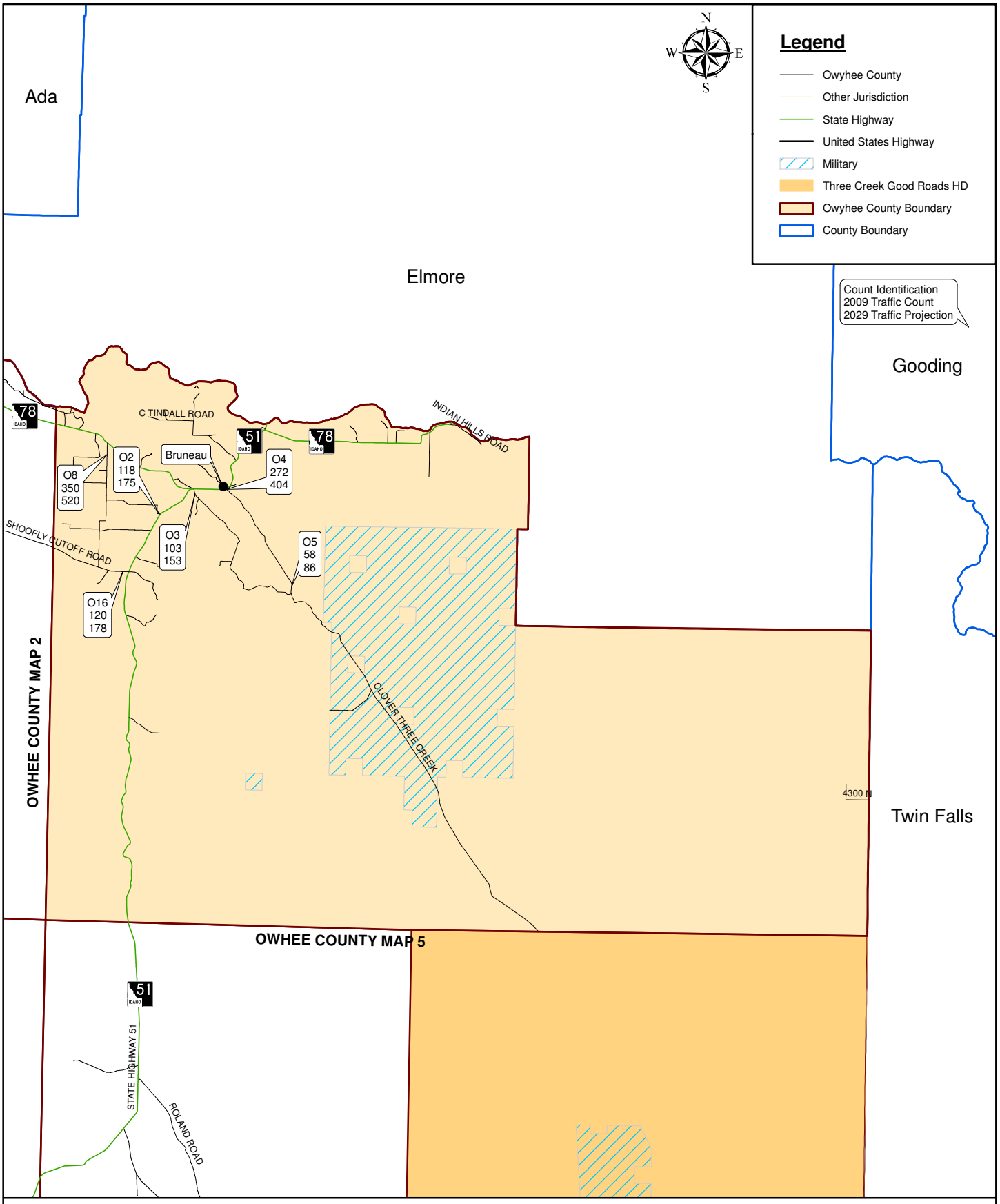
Owhee County Road & Bridge ADT Count Data - Map 2

0 2.5 5 Miles



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Owhee County Road & Bridge ADT Count Data - Map 3

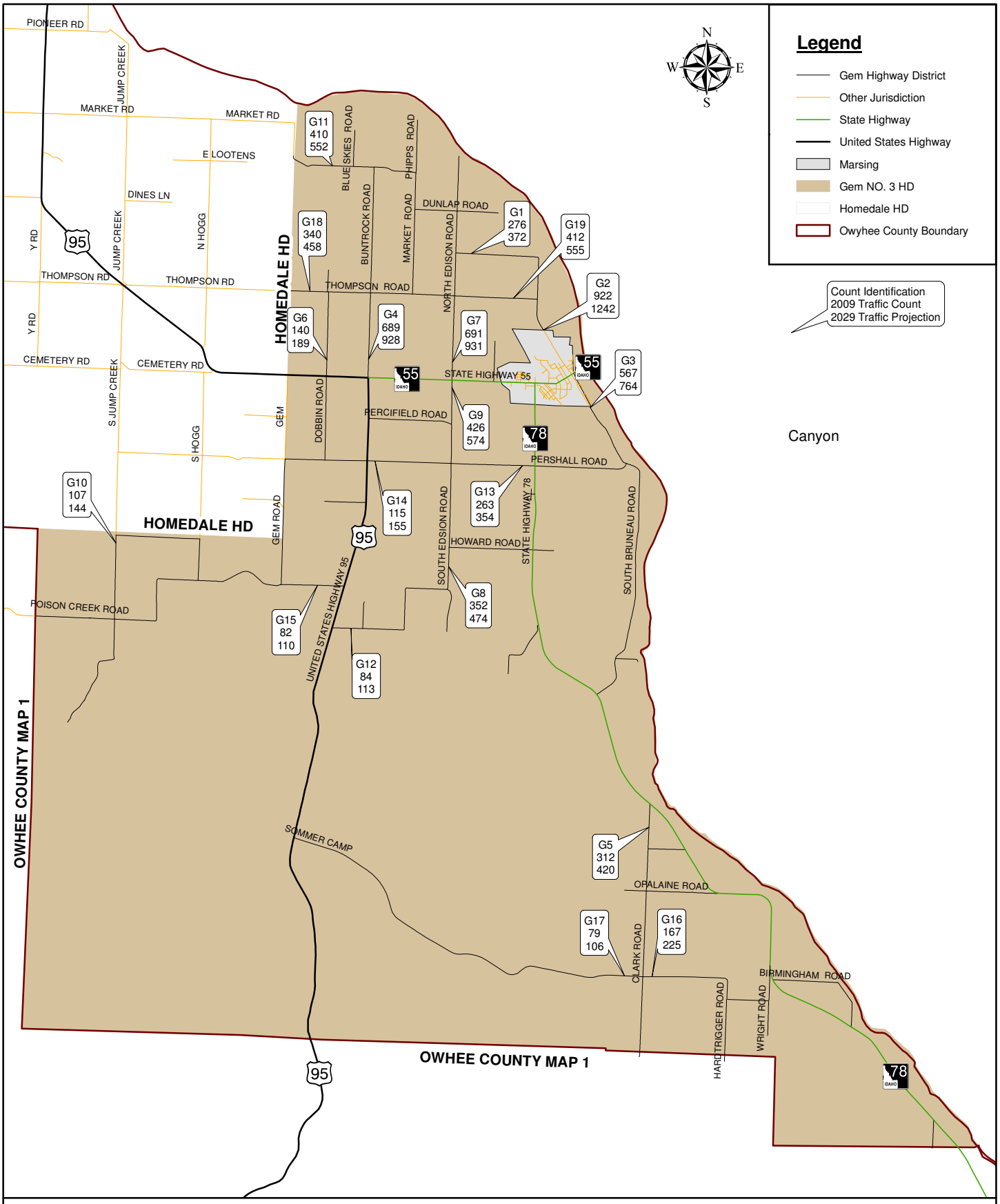
0 5 10 Miles

Gem Highway District

Average Daily Traffic counts were taken at nineteen (19) locations within the Gem Highway District jurisdiction. ADT volumes ranged from 79 vehicles per day to 922 vehicles per day.

Gem Highway District Traffic Count Data			
Count Location	**ADT 2009**	**ADT 2029**	**% Trucks**
Bruneau Road (G1)	276	372	NA
Bruneau Road (G2)	922	1242	NA
Bruneau Road (G3)	567	764	NA
Buntrock Road (G4)	689	928	28.0
Clark Road (G5)	312	420	NA
Dobbin Road (G6)	140	189	NA
N. Edison Road (G7)	691	931	NA
S. Edison Road (G8)	352	474	NA
S. Edison Road (G9)	426	574	21.5
Jump Creek Road (G10)	107	144	NA
Market Road (G11)	410	552	NA
Pascoe Road (G12)	84	113	NA
Pershall Road (G13)	263	354	NA
Pershall Road (G14)	115	155	17.7
Poison Creek Road (G15)	82	110	NA
Sommer Camp Road (G16)	167	225	25.4
Sommer Camp Road (G17)	79	106	NA
E. Thompson Road (G18)	340	458	NA
E. Thompson Road (G19)	412	555	NA

Gem Highway District Traffic Count Data		
Surface or Functional Classification	**Average ADT 2009**	**Average ADT 2029**
All Counted Roads	339	456
Paved Major Collector Roads	319	429
Paved Major Access Roads	226	304
BST Major Collector Roads	578	778
BST Major Access Roads	266	359



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Gem Highway District ADT Count Data

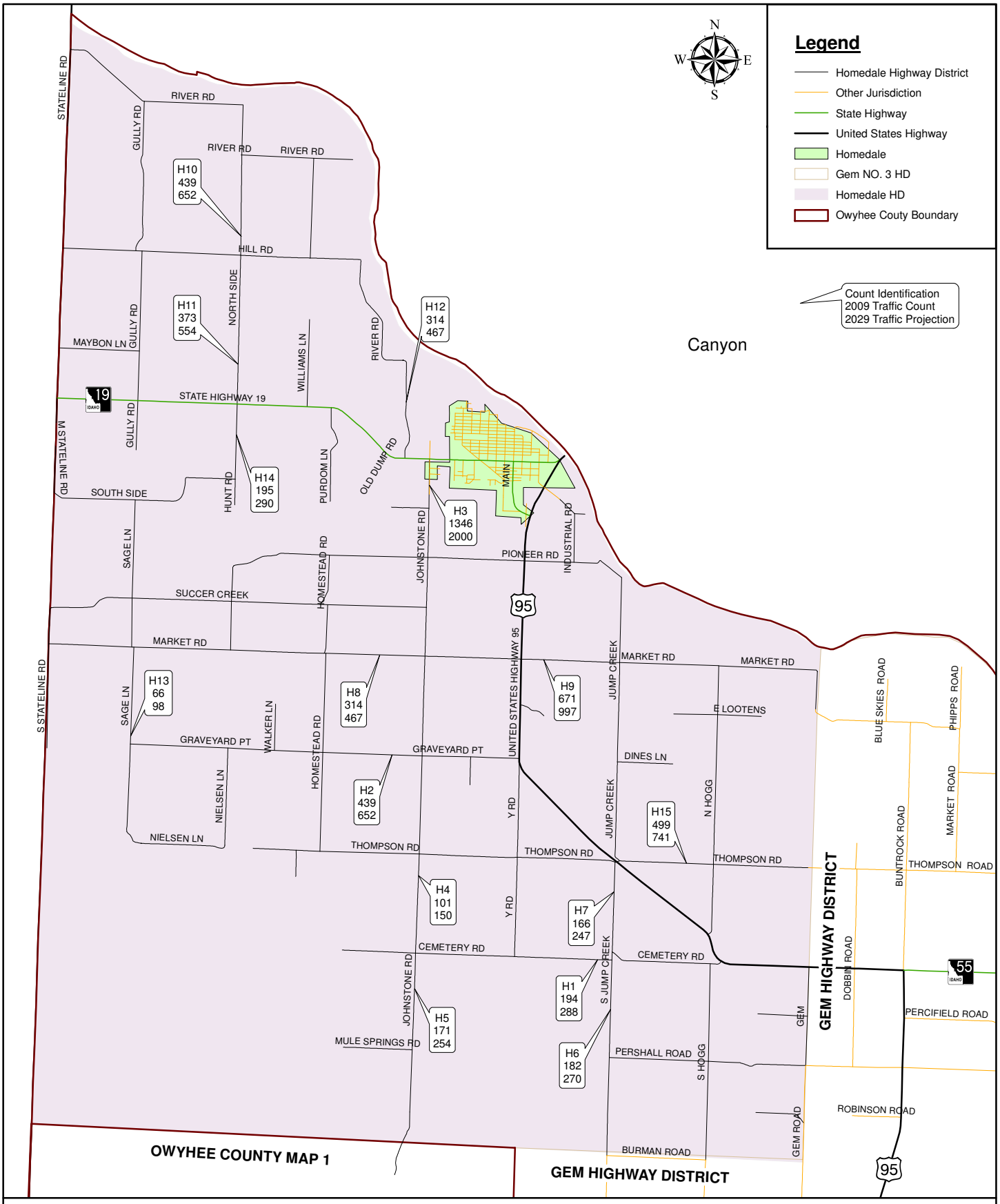
0 0.5 1 Miles

Homedale Highway District

Average Daily Traffic counts were taken at fifteen (15) locations within the Homedale Highway District. ADT volumes ranged from 66 vehicles per day to 1,346 vehicles per day.

Homedale Highway District Traffic Count Data			
Count Location	**ADT 2009**	**ADT 2029**	**% Trucks**
Cemetary Road (H1)	194	288	17.5
Graveyard Point Road (H2)	439	652	NA
Johnstone Road (H3)	1,346	2,000	NA
Johnstone Road (H4)	101	150	21.4
Johnstone Road (H5)	171	254	NA
Jump Creek Road (H6)	182	270	NA
Jump Creek Road (H7)	166	247	NA
Market Road (H8)	314	467	NA
Market Road (H9)	671	997	NA
North Side Road (H10)	439	652	17
North Side Road (H11)	373	554	NA
River Road (H12)	314	467	NA
Sage Road (H13)	66	98	23.4
South Side Road (H14)	195	290	NA
Thompson Road (H15)	499	741	NA

Homedale Highway District Traffic Count Data		
Surface or Functional Classification	**Average ADT 2009**	**Average ADT 2029**
All Counted Roads	365	542
Paved Major Collector Roads	419	622
Paved Major Access Roads	230	342
Paved Agriculture Roads	171	254



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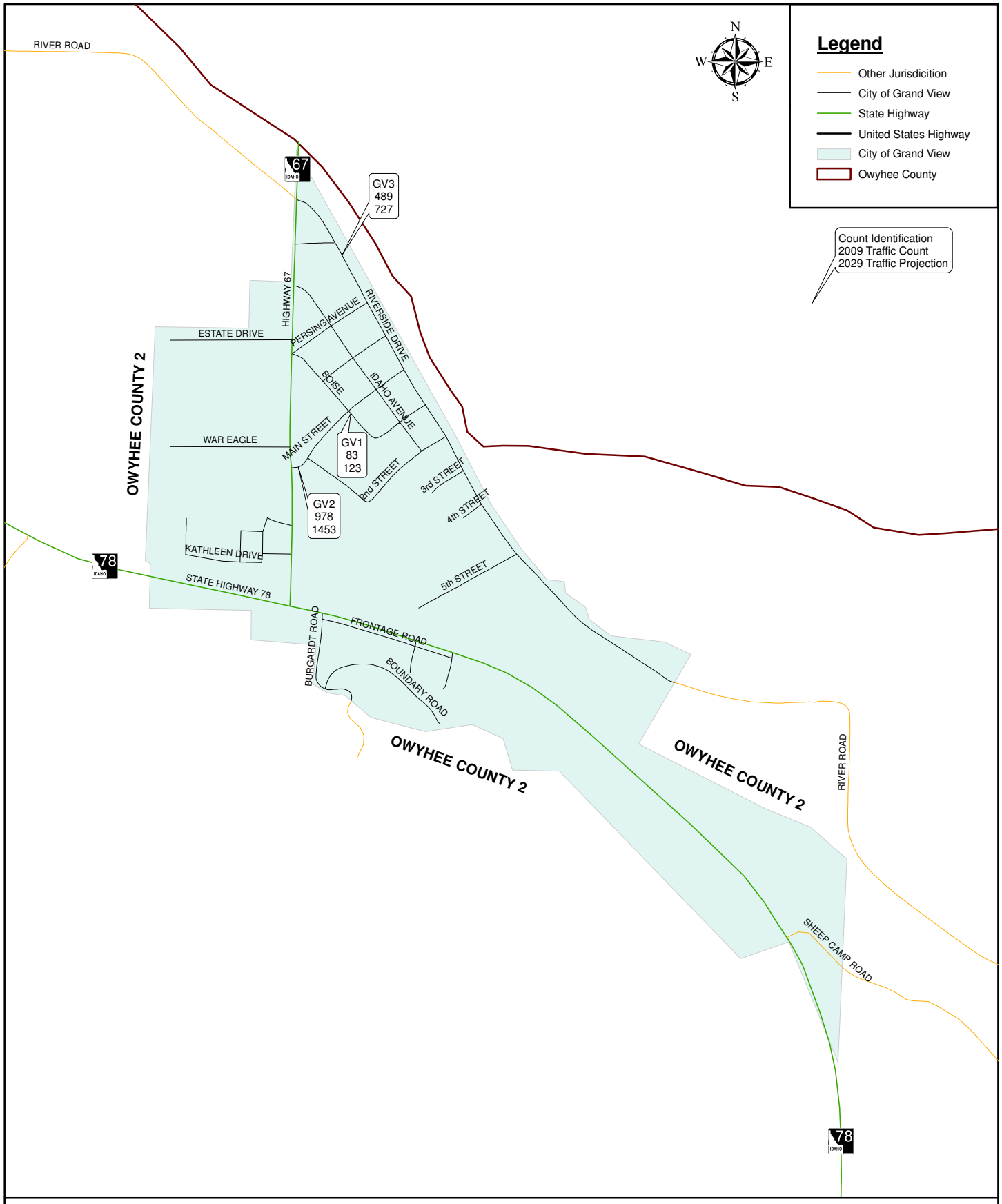
Homedale Highway District ADT Count Data

City of Grand View

Average Daily Traffic counts were taken at three (3) locations within the City of Grand View. ADT volumes ranged from 83 vehicles per day to 978 vehicles per day.

City of Grand View Traffic Count Data		
Count Location	**ADT 2009**	**ADT 2029**
Boise Road (GV1)	83	123
Main Road (GV2)	978	1453
Riverside Drive (GV3)	489	727

Owyhee County Road & Bridge Traffic Count Data		
Surface or Functional Classification	**Average ADT 2009**	**Average ADT 2029**
All Counted Roads	517	768
Paved Minor Collector Roads	286	425
BST Minor Collector Roads	978	1453



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City of Grand View ADT Count Data Map

0 750 1,500 Feet

Major Traffic Generators

One important part of a Transportation Master Plan is to identify the major traffic generators within the study area. Traffic generators are the origin and destination locations for the traveling public. Traffic generators may include residential subdivisions, retail shopping centers, commercial employers, farms and ranches, recreational destinations or schools. In large cities, major traffic generators may include factories that employ hundreds of people or shopping malls that have hundreds of shops. In rural areas, such as the Owyhee County Transportation Plan study area, major traffic generators may include towns, farms or recreational sites. The major traffic generators identified for the study area are described in the following sections.

Owyhee County

Historical and scenic Owyhee County, founded in 1863 is located in southwest Idaho, has a population of 11,104 and an area of 7,678 square miles. Towns include Murphy, Grand View, Bruneau, Homedale, Marsing, Murphy, and Silver City. Its landscape consists of arid desert, flat green valleys, and rugged canyon gorges. The scenery of the county contains the headwaters of the Owyhee River as well as Bruneau Dunes State Park. Owyhee County relies on ranching, agriculture, recreation, and tourism as its main resources.

US Department of Ecology

US Ecology Idaho's Grand View facility, located approximately 10 miles northwest of Grand View, treats and disposes hazardous waste, non-hazardous industrial wastes and low-activity radioactive material. The site's arid climate, deep groundwater, and favorable geology help ensure permanent waste isolation. It is one of a few sites in the nation that also accepts PCBs and hazardous / PCB "mixed wastes". In January 2007, the Idaho facility was named an OSHA Voluntary Protection Program (VPP) "Star" site.

The Idaho facility accepts both bulk solids and containerized waste (including lab packs) and maintains an on-site laboratory to perform required analytical analyses, including TCLP tests, pretreatment recipe formulation, and waste treatment verification.

Located on a major rail line, US Ecology Idaho's rail transfer facility offers railcar service anywhere in the U.S. The railhead can receive and unload gondola and hopper car shipments around the clock, along with intermodal containers by truck or rail.

Saylor Creek Aerial Gunnery Range

The Saylor Creek Range is the current training range for the 366th Wing, consisting of approximately 110,000 acres of land for the purpose of weapons delivery training. The range is situated approximately 16 miles southeast of Bruneau. The exclusive use area (EUA) consists of approximately 12,200 acres located in a fenced area near the center of the range and includes all of the range's training targets. A zone of about 97,800 acres surrounds the EUA; livestock grazing and hunting represent the primary land uses in this zone.

Military aircraft training and operations have been conducted over southwest Idaho since 1942. To train aircrews for combat in the Second World War, the U.S. Army Air Force established training airfields in Boise (now Gowen Field) and Mountain Home (now Mountain Home AFB). Training included a wide variety of activities such as aerial gunnery, bombing practice, low-altitude flight, and navigation.

Duck Valley Indian Reservation

The Duck Valley Indian Reservation was established as a homeland for members of both the Shoshone and Paiute tribes of Native Americans. It lies on the state line between Idaho and Nevada. The reservation is almost evenly divided in land area between the two states, with the northern 50.2 percent lying in southern Owyhee County. The total land area is approximately 450 square miles and a resident population of 1,265 persons was reported in the 2000 census, under 20 percent of whom live on the Idaho side.

Descendents of the Western Shoshone and the Northern Paiute occupy the Duck Valley Indian Reservation of Idaho and Nevada. Various bands of the two closely related tribes have jointly utilized the area from time immemorial. The Tribes once freely occupied the land of their forefather and foremothers in the tri-state area of what are now Idaho, Nevada, and Oregon. This however changed at the coming of the populations from Europe. Land and resources were wrestled away from the Shoshone and Paiute. Treaties were made with the United States of which some were ratified and others not. The tribal Chiefs signed all the treaties in good faith and for the survival of their people.

On April 16, 1877, United States President Rutherford B. Hayes established the reservation for the Western Shoshone. Today farming and ranching are mainstays for Duck Valley and is reflected in the 12,000 acres of subjugated lands. The Duck Valley Reservation is composed of 289,819 acres held in trust by the United States Government for the use and occupancy of the Shoshone-Paiute Tribes. Included in the total acreage of the Reservation is 22,231 acres of Wetlands. Wildhorse Reservoir was constructed in 1936 for the Duck Valley Irrigation Project. Tribal membership is over 2000 with approximately 1700 living on the reservation. The Shoshone-Paiute Tribes of Duck Valley continue to exist within the original territories of their ancestors.

City of Homedale

Homedale is the largest in Owyhee County. Jacob Mussell was the first known permanent settler in the area, in 1898, when he built a ferry boat to help people cross the Snake River.

With a new town established, a two-story brick school house soon followed in 1913. That same year the Union Pacific Railroad built a line connecting Homedale to Nyssa, Oregon. The railroad, coupled with irrigation, helped turn Homedale and Owyhee County into a productive farming region.

Homedale continued to grow over the years with the first bridge spanning the Snake River in 1921. The town now attracts people looking for the quiet, comfortable and close-knit life that can only be had in rural Idaho.

City of Marsing

Marsing Idaho is considered the Gateway to Owyhee County and is a land of diverse opportunity and activity. A gateway open to a land of outdoor recreation, history, and agriculture.

Recreational activities include: fishing, jet skiing on the Snake River, hunting, rock hounding, camping in the high desert, or floating the river. Four distinct seasons allow for snowmobiling in the winter and four wheeling in the summer months. Home of one of the few Jet Sprint Boat race tracks in the United States. Small boats race against time on a narrow, twisting water track. The sport provides chills, thrill and lots of spills.

World famous vineyards and wineries are plentiful on the rich sandy slopes above the Snake River. Fruit orchards are as numerous as the varieties they produce: apples, peaches, apricots and cherries grow in the region known as Sunny Slope. Dairies ranging from 5,000 to 15,000 head find that the right kind of hay produces the right kind of milk. Row crops are abundant: sugar beets, beans, seed corn, seed alfalfa, grains and more.

City of Murphy

Murphy is an unincorporated town located approximately 25 miles south of Nampa, Idaho and has an approximate population of 50 people. Murphy is the county seat of Owyhee County and is one of the smallest county seats in the nation.

Murphy formed around a railhead of the Boise, Nampa and Owyhee Railroad built in 1899. The town succeeded Silver City as county seat in 1934. The railroad operated until 1947. The town is named after Cornelius "Con" Murphy, a local Railroad crew boss.

City of Silver City

Silver City at its height in the 1880s was a gold and silver mining town with a population of around 2,500, approximately 75 businesses, and served as county seat of Owyhee County from 1867 to 1934. Today, the town is a ghost town with about 70 standing buildings, all of which are privately owned. Many of the owners are third or fourth generation descendants of the original miners. There are a handful of small businesses, but no gas or service stations.

Silver City was founded in 1864 soon after silver was discovered on nearby War Eagle Mountain. The first daily newspaper and telegraph office in the Idaho Territory was established in Silver City. The town was also among the first places in Idaho to receive electric and telephone service. After the placer and quartz vein mines were played out around the time Idaho became a state in 1890, and due in part to its extremely remote location, Silver City began a slow decline, but was never completely abandoned. Small-scale mining continued off and on until World War II; the last mine to be operated all year round in Silver City was the Potossi Mine. Silver City's most notable business the Idaho Hotel was restored and re-opened in 1972. The historic Idaho Hotel, Sinker Creek Outfitter's and Pat's What Not Shop are the only serving business left in the area and aid to the recreational attraction of the city.

City of Grand View

The history of the valley was tied to the development of irrigation. In 1887, the Snake River Land Irrigation Company of Rhode Island began construction of the dam on the Bruneau River to provide water for the valley. But promoters were not able to develop the land until the turn of the century. Early promoters were also aware that there was gold in the Snake River. In 1892, 26 placer mining claims were filed on the Snake River near Grand View. By 1904, Grand View boasted two ferries that were busy taking travelers and freighters across the Snake River.

The Dorsey Ferry at first worked the Bruneau River near its mouth. After several years it moved to Grand View and became the nucleus for the town sometimes called Dorsey and later named Grand View. In 1921, the first bridge was constructed upstream from the Grand View Ferry.

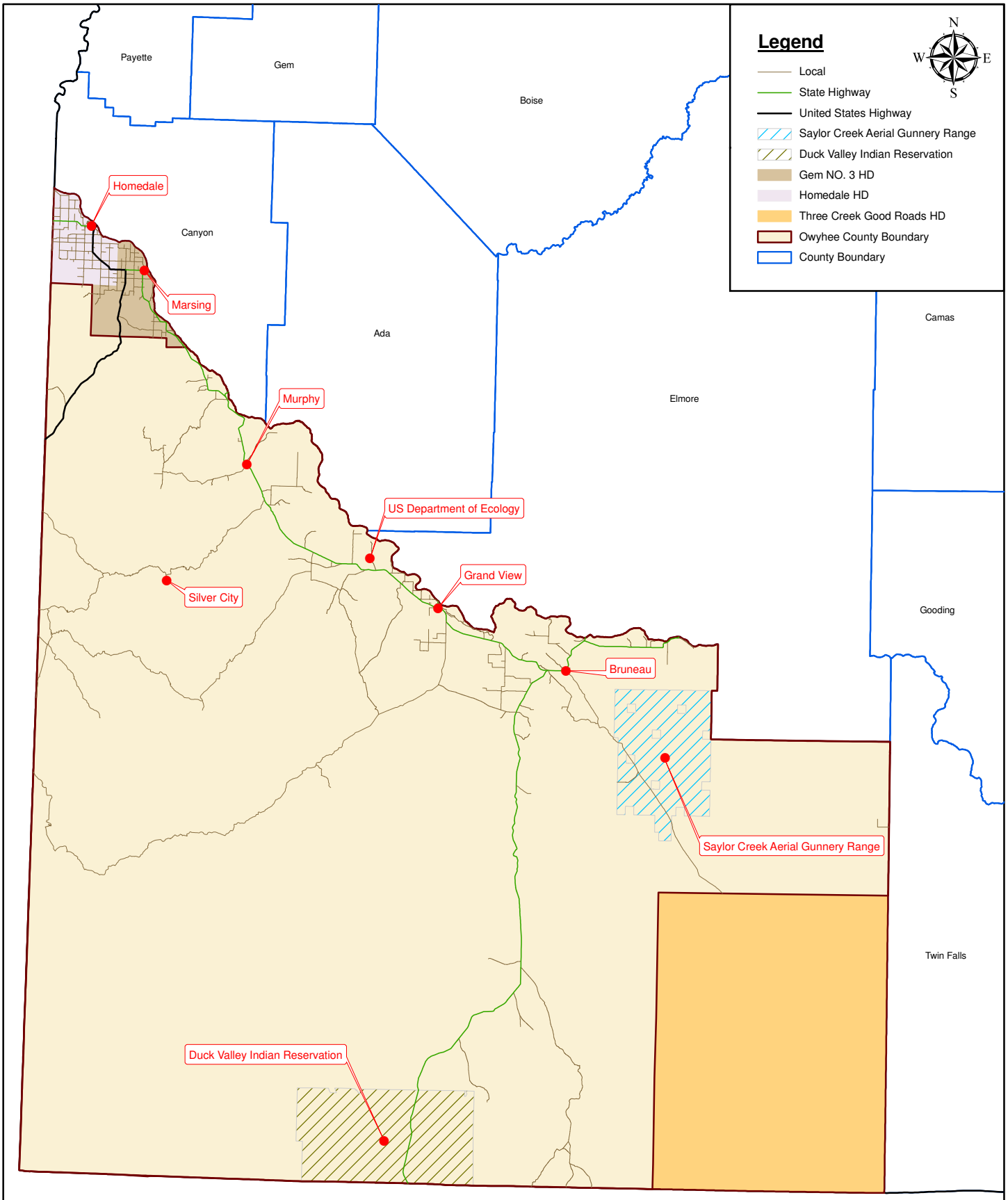
Raising hay for the many sheep companies that wintered in the valley helped to develop the area. The area was promoted for raising fruit, berries and melons. The years from 1910 to 1921 saw continued growth of the town with the construction of the two-story brick bank building, a dance hall and ice cream parlor, two general stores, a saloon, pool hall, and a four-room brick schoolhouse.

Bruneau

Bruneau is an unincorporated community in northeastern Owyhee County. A location known primarily for sagebrush and the aircraft from nearby Mountain Home Air Force Base. The surrounding Owyhee Desert can open windows onto geology, ancient culture, and celestial bodies, all in a first-rate natural playground.

At Bruneau Dunes State Park, massive sandpiles remain trapped in a semicircular basin, due largely to opposing wind currents. The park contains the tallest freestanding dune (470 feet) in North America. The Bruneau Dunes Observatory houses a giant 25-inch Obsession, the largest telescope in the West that's accessible to the public.

Bruneau is also the last stop before you head into the nearly 3 million-acre Owyhee-Bruneau Canyonlands. This high-desert plateau is dotted with small lakes where sturgeon, crappie, and largemouth and smallmouth bass are plentiful. Guided rafts run down the Bruneau River, which slices through the region. The challenging white water rushes past rust-hued canyon walls that rise to heights of 1,000 feet.



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Owyhee County Major Traffic Generators

0 10 20 Miles

Chapter 2: Transportation Plan Elements

Functional Street Classifications

Functional street classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

The existing transportation system information was collected through a series of roadway tours, traffic counts, meetings with highway jurisdiction officials and Transportation Advisory Committee (TAC) meetings.

Each jurisdiction developed roadway surface type maps with functional classifications based on the definitions established by the AASHTO, a Policy on Geometric Design of Highways and Streets and by the AASHTO, Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400). The guidelines used for classifying the roadways followed the Federal Highway Administration's recommendation for percentage of each type of classification. The following table outlines these guidelines:

Proportion of Total Rural Mileage Assigned to Each Functional Classification	
Principal Arterial System	2 – 4 %
Principal Arterial plus Minor Arterial System	6 -12 %
Collector Road System	20 – 25 %
Local Road System	65 – 75 %

The functional classification system used includes:

- Principal Arterial – designed for traffic movement between major population centers without traffic control delays. Typically principal arterials include the interstate system and other major highways. They provide high speed travel, minimal interference to through movement, are to be appropriately space apart and constitute no more than 4% of rural mileage statewide.

- Minor Arterial – designed for relatively uninterrupted traffic movement between cities, towns and other major traffic generators. Typically rural minor arterials include state highways and major county highways. They serve most of the larger communities not served by the principal arterial system and serve other traffic generators capable of attracting travel over long distances. They form an integrated network, provide interstate and inter-county service, provide trip length and travel density greater than those served by the collector systems and provide relatively high travel speeds. Minor arterials also minimize interference to through movement and should be restricted at 6 to 12% of total mileage when combined with principal arterials.

- Major Collector Roads – designed to serve large towns and traffic generators that are not directly served by an arterial. Typically major collector roads serve as important intra-county (within the county) travel corridors, provide service to any county seat not on an arterial route and to the larger communities not directly served by the higher systems.

- Minor Collector Roads – designed to provide traffic service to smaller communities and locally important traffic generators. Typically minor collector roads accumulate traffic from the local roads and provide access to the higher type roadway system. They also are spaced at intervals consistent with population density, collect traffic from local roads and tend to feed predominantly local traffic from side streets into major collectors or arterials.

- Local Roads – designed to provide access to the lands adjacent to the collector road system. Typically all rural roadways not classified as arterials or collectors are designated as local roads.

Local roads with low traffic volumes (similar to the traffic volumes found on many of the roadways within the Owyhee County study area with ADT ≤ 400) are often subdivided into sub classes. These functional subclasses of local roads are based on the "Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)" published by AASHTO and include:

  - **Major Access Roads** – designed to provide access to abutting property as well as access through an area or between higher type roadways.

  - **Minor Access Roads** – designed to serve primarily as access to abutting property, often with no through route (dead end roads).

  - **Industrial/Commercial Access Roads** – designed to provide access from higher type roadways into an industrial/commercial area, often used by a large percentage of trucks and other heavy vehicles.

- **Agricultural Access Roads** – designed to provide access into adjacent farming or ranching operations, often used by large and slow moving farm equipment.

- **Recreational and Scenic Roads** – designed to serve special land use areas including camp sites, boat ramps and other recreational facilities.

- **Resource Recovery Roads** – designed to facilitate the recovery of natural resources including mining and logging operations. These roads typically serve many large vehicles operated by professional drivers.

Private Roads Private roads are not part of a Local Highway Jurisdiction's street system road network. When a private road is in a subdivision it is excluded from a jurisdiction's authority.

Private roads are owned, constructed, repaired and maintained by homeowners' associations or landowners who use the private roads. Private roads are used to provide access from public roads to residences and, to a lesser extent, commercial, industrial and other uses.

This plan recommends that new private roads be built and certified to applicable local standards. In rural areas, this plan recommends private roads be paved, conform to county design and construction standards, and be certified by a professional engineer. No private road should occupy a location needed for a functionally classified road designated on the adopted Functional Street Classification Map. All other decisions and guidelines concerning the appropriateness of private roads should be made by the responsible governmental entities.

The agency maps, included in Chapter 1, show the Owyhee County Study Area Transportation Master Plan Roadway Functional Classification.

Roadway Surface Management Program

The local highway jurisdictions have three roadway surface conditions within their jurisdictions, including graded and drained dirt roads, graveled roads and paved roads (hot-mix, cold-mix and BST pavement). Typical roadway surface maintenance operations within the Owyhee County study area include blade grading the graded and drained dirt roads, and gravel roads. Typical maintenance of paved roadways include; pothole patching, cold-mix overlays in spot locations and chip sealing. Based on the local highway jurisdictions' historic maintenance procedures and anticipated system needs, the following road surface management program is being implemented by the local highway jurisdictions.

Paved Roadways

The Owyhee County area's local highway jurisdictions have adopted an Asset Management program to track the condition of the pavement throughout each jurisdiction. The program utilizes the Asphalt Institutes Pavement Condition Index (PCI) in conjunction with the internet based program iWorq. This system can provide recommended treatments and cost estimates of the proposed treatment. The PCI is based on Pavement Condition Ratings, rated annually by the local jurisdictions, which provide a number, or rating, for the road segment. These ratings are used to establish the overall condition the road segments and provides guidelines for recommended treatment procedures. The local highway jurisdictions have set the goal to achieve a minimum average PCI level of 70. The Owyhee County area local highway jurisdictions will maintain their paved roadways according to the following table of PCI numbers and recommended maintenance guidelines:

Pavement Condition Index Maintenance Guidelines	
PCI	Recommendation
100 - 85	No Maintenance Required
85 - 65	Crack Seal, Chip Seal, Normal Maintenance
65 - 40	Surface Overlay, Rehabilitation
Under 40	Full Depth Reconstruction

The following table shows the results of each local jurisdictions pavement ratings, following the pavement condition index maintenance guidelines.

PCI Rating Results in Miles					
Jurisdiction	**Average PCI**	**No Maintenance Required (mi)**	**Normal Maintenance (mi)**	**Rehabilitation (mi)**	**Full Depth Reconstruction (mi)**
Owyhee County Road & Bridge Dist.I	67	8.0	6.2	32.4	5.6
Owyhee County Road & Bridge Dist.III	66	12.2	26.9	42.1	4.3
Gem Highway District	83	30.2	19.4	1.3	3.6
Homedale Highway District	70	4.6	49.4	33.0	2.0
City of Grand View	78	0.8	3.1	-	-

Gravel Roadways

The Owyhee County area local highway jurisdictions' gravel road maintenance program includes grading the gravel roads in each district one to eight times annually, depending on the surface condition. Based on the current level of estimated annual gravel loss the jurisdictions implemented a gravel replacement program for the wearing surface (top 2" of gravel section) as follows:

Gravel Road Resurfacing Program					
Classification	**Owyhee County Dist. I**	**Owyhee County Dist. III**	**Gem HD**	**Homedale HD**	**City of Grand View**
Treated (mi)*	-	-	-	-	-
Untreated (mi)	220.6	220.2	4.9	8.4	0.7
Total Mileage (mi)	220.6	220.2	4.9	8.4	0.7
Annual Replacement Volume (tons/yr)	28,600	25,700	400	1300	100

*Limited counts were taken on gravel roads during the planning process – Each agency should implement a count program to update ADT levels on their gravel road and update the Treatment and Untreated mileage list annually.

Additionally each local highway jurisdiction should consider a magnesium-chloride program for all gravel roadways with an ADT over 100 vehicles per day. This will not only increase the life of the roadway but reduce the amount of gravel replacement needed.

Graded & Drained Roadways

Graded and Drained roadways within each local highway jurisdiction typically consist of recreational/scenic roads with occasional pull-offs. These roadways typically serve remote areas and have very low traffic volumes. Because of the low traffic volume and the expectation of the general public, these roadways are typically graded once per year. This grading is done during the spring when the moisture in the soils promotes good grading results. However, these roadways may require subsequent grading following wet periods when rutting occurs. Rutted areas require grading to promote surface drainage to prevent compounding the drainage problems during subsequent heavy rain or snow events.

Design Standards

The local highway jurisdictions of Owyhee County have adopted, as of July 2008, a manual for "Highway Standards and Development Procedures" for the construction of all public roads. A road structure schedule for roadways is shown in the following table:

Roadway Structure Schedule [1]						
Classification	Sub-Base	Base	Surfacing,[2,3]	Width [4]	Shoulders	Right of Way [5]
Collector (1,500≤ADT> 2,000)	[6]	[6]	[6]	36'	6'	100'
Collector (ADT<1,500)	21"	9"	6"	32'	5'	100'
Local Road (1,500≤ADT<2,000)	21"	6"	3"	34'	6'	70'
Local Road (400≤ADT<1,500)	15"	6"	3"	32'	5'	60'
Local Road (ADT <400)	12"	6"	2.5"	24'	2'	56'

[1] Roadway crown of 4% to 6% for gravel roads and 2% for paved roads.

[2] Gravel Roadways over 100 ADT require Mg-Cl treatment.

[3] Roadways over 380 ADT require plantmix surfacing.

[4] Total width, including shoulders.

[5] Minimum, may be increased to accommodate site specific conditions (cut / fill slopes, etc.).

[6] Determined by the Local Highway Jurisdiction.

Bridge Management Program

The local highway jurisdictions has implemented a management program based on the local highway jurisdictions historic maintenance procedures, ITD bridge rating score, and anticipated system needs.

Chapter 3: System Improvement Needs

After identification of the concerns from the TAC, a roadway system tour of each local highway jurisdiction was conducted with maintenance foremen and local jurisdiction officials. These tours provided a general overview of the transportation system within each jurisdiction as well as identified some specific projects that were considered important. The following sections describe the capital improvement projects in each jurisdiction. Information pertaining to the project prioritization is included in the Capital Improvement Plan section of this Transportation Master Plan.

Portions of the first two (2) TAC meeting were dedicated to discussing the transportation system needs within the study area. The objective was to identify the concerns of the general public and the local highway jurisdiction officials.

Crash data was collected and reviewed to ascertain whether there were any high accident locations. Based on the data collected for the previous 10 years, using ITD's "Web CARS" program, there are currently no high accident locations that justified an in-depth analysis.

Owyhee County Road & Bridge District I

Pleasant Valley Road

Pleasant Valley Road is a 4.8-mile major collector roadway in western Owyhee County and is part of the Owyhee Back Country Scenic Byway, and needs to be reconstructed to current functional classification standards for width. The road has an average PCI of 52, and ADT of 160, and requires 3-feet of lane widening to 22-feet.

Oreana Loop Road

Oreana Loop Road is an 11-mile loop that connects to State Highway 78 with an ADT of 190 vpd. The roadway is a paved major collector with an average PCI of 61. This project requires geometric changes and drainage improvements that need to be corrected as part of the reconstruction.

Upper Reynolds Creek Road

Upper Reynolds Creek Road is an approximately 12-miles segment of paved road with an average PCI of 63 and an ADT of 175 vpd. Several curves need to be corrected to increase sight distance. The widening and reconstruction is anticipated to require additional right-of-way and possibly rock blasting in select areas.

Bachman Grade Road

Bachman Grade Road connects to Oreana Loop Road and is approximately 0.8-mile of paved roadway with an average PCI of 61. This roadway should be rehabilitated to correct the deficient pavement surface.

Murphy Flat Road

Murphy Flat Road is a 5.5-mile segment of severely deteriorated asphalt with an average PCI of 33, followed by 1.5-miles of gravel road. The paved segment of road needs full depth reconstruction to rebuild the road so that it can provide the necessary bearing capacity to accommodate 230 vpd along with the heavy trucks that use this road to access State Highway 78. Necessary improvements for this roadway include adjusting the vertical alignment to current standards.

Bailey Road

Bailey Road which connects Upper Reynolds Creek Road to State Highway 78 is a 1-mile stretch of paved road that has seen significant rutting due to increasing heavy truck traffic. The Bailey Road reconstruction/rehabilitation is needed to provide better bearing capacity for trucks, increased width to meet standard and to improve the aged asphalt surfacing.

Lone Tree Creek Crossing

Lone Tree Creek crosses Pleasant Valley Road through a culvert under the roadway. The current alignment is an “S” curve through wet lands and over the creek. This project will straighten the roadway and replace the existing culvert with an appropriately sized structure to accommodate spring runoff and floods.

Rabbit Creek Road

Rabbit Creek Road is a 8.4-mile gravel road that has poor geometrics both horizontally and vertically. The planned improvements include curve realignment and sight distance corrections. Right-of-way acquisition from the Bureau of Land Management is anticipated.

Owyhee County Road & Bridge District III

Beet Dump Road

Beet Dump Road is approximately 0.5-miles long and joins State Highway 78 to River Road. This road currently has an ADT of 230 vehicles per day (vpd) and meets current standards for width at 24-feet. Improvements are needed to correct failing portions of the road. This road has a PCI of 42 and should be rehabilitated as soon as possible before it drops into the full depth reconstruction category.

Mormon Boulevard

Mormon Boulevard connects Shoofly Cutoff to State Highway 78 and has a length of approximately 7.7-miles. This road receives heavy truck traffic during harvest season from the beet dump to the state highway. The road has an average PCI of 54 and requires a combination of full depth reconstruction and rehabilitation to provide the needed bearing capacity for the road to support the heavy truck traffic.

Bruneau City Streets

The City of Bruneau contains approximately 1.3-miles of roadway that are maintained by Owyhee County. These streets have an average ADT of 100 vpd with an average PCI of 31. At this condition full depth reconstruction is recommended.

Hot Springs Road

Hot Springs Road is paved road with a length of 8.2-miles, beginning at State Highway 51 and ending at Clover Three Creek Road. This road has been identified for rehabilitation due to the poor condition of the north half of the road which has an average PCI of 57. This road is used by heavy trucks and has an ADT of 272 vpd.

River Road

River Road has two major segments within Owyhee County Road & Bridge District III, River Road West and River Road East. Both segments need rehabilitation with an average PCI of 56. River Road West is 9-miles long & River Road East is 6.5-miles long.

Shoofly Cutoff Road

Shoofly Cutoff Road is a 7-mile segment of gravel road located in an area with the majority of the surrounding and connecting roads being paved. Providing a paved surface along this segment would provide better connectivity of surface types thereby reducing the maintenance cost associate with maintaining a different surface type on a single segment.

Vaught Road

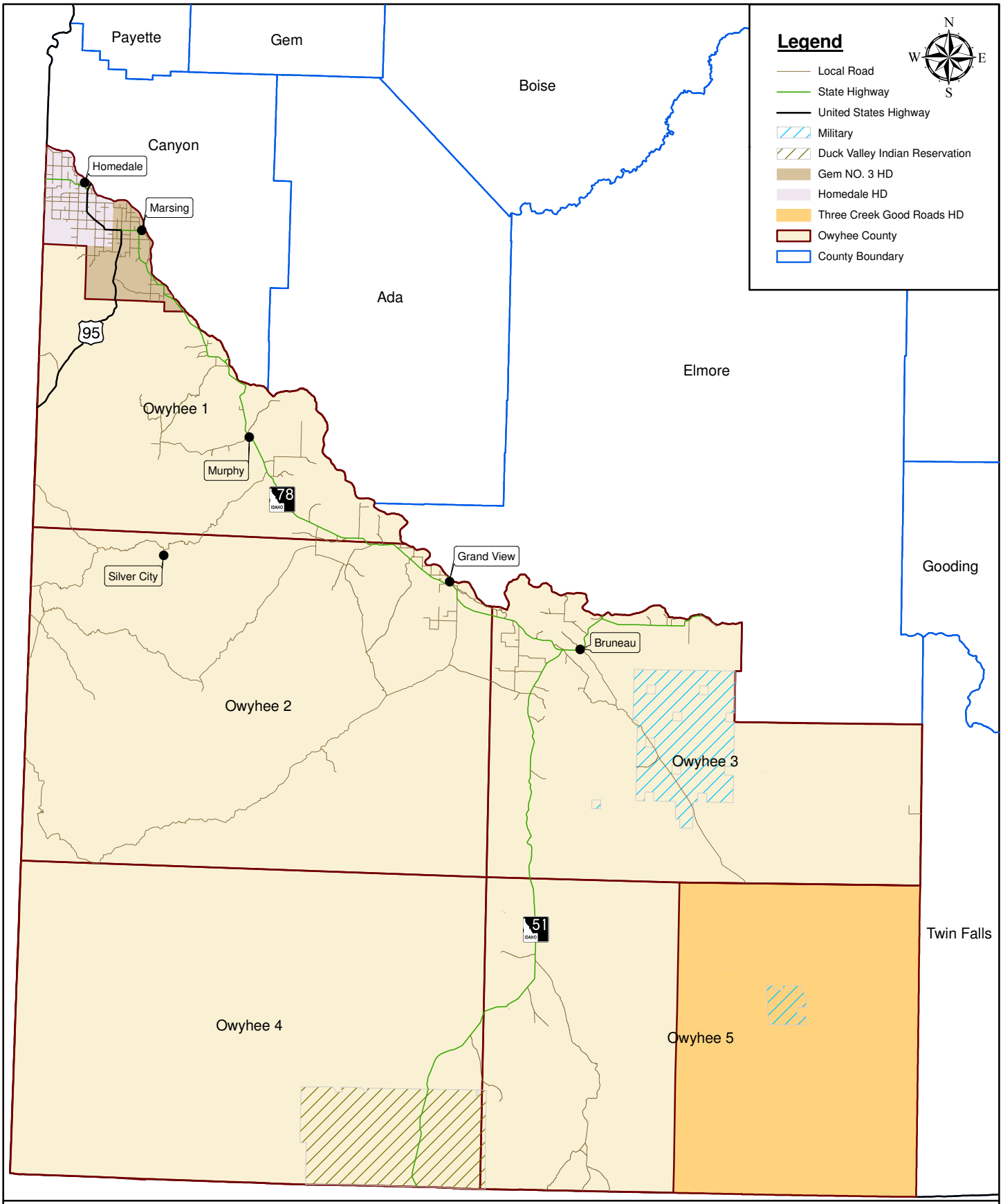
Vaught Road is a 1.5-mile gravel road located in an area with the majority of the surrounding and connecting roads being paved. Providing a paved surface along this segment would provide better connectivity of surface types thereby reducing the maintenance cost associate with maintaining a different surface type on a single segment.

Mud Flat Road

Mud Flat Road is a 15.5-mile paved road with an average PCI of 78. The paved section of road starts at State Highway 78 and ends at the intersection of Oreana Cutoff and Mud Flat Road. The pavement is followed by 34-miles of gravel roadway stretching from Oreana Cutoff Road to Juniper Mountain Road. The gravel segment has a current ADT of 70 vpd that generates an annual gravel loss of 4,500 tons of aggregate per year. This segment of road needs to have the aggregate surfacing material replaced so that the structural layer of roadway remains intact.

Hot Creek Road

Hot Creek Road is a paved road from State Highway 78 to Hot Springs Road with a total length of 10.7-miles, comprised of 5.6-miles of paved surfaces starting at State Highway 78 and ending with 5.1-miles of gravel. This segment of road has an average PCI of 65 which requires rehabilitation. Hot Creek Road currently has a width of 23-feet, which meets current functional standards.



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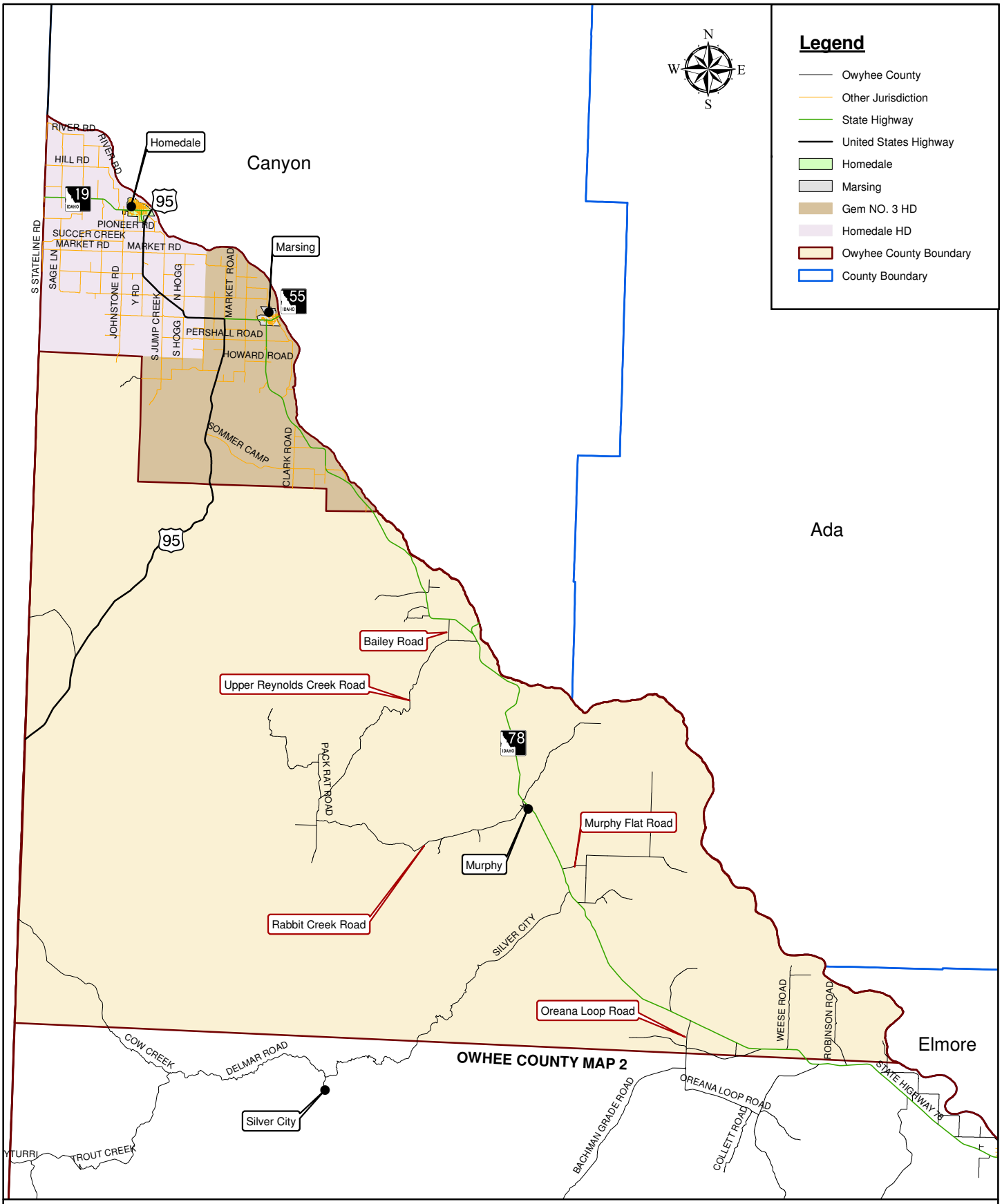
Owyhee County Project Location Map Index

0 10 20 Miles



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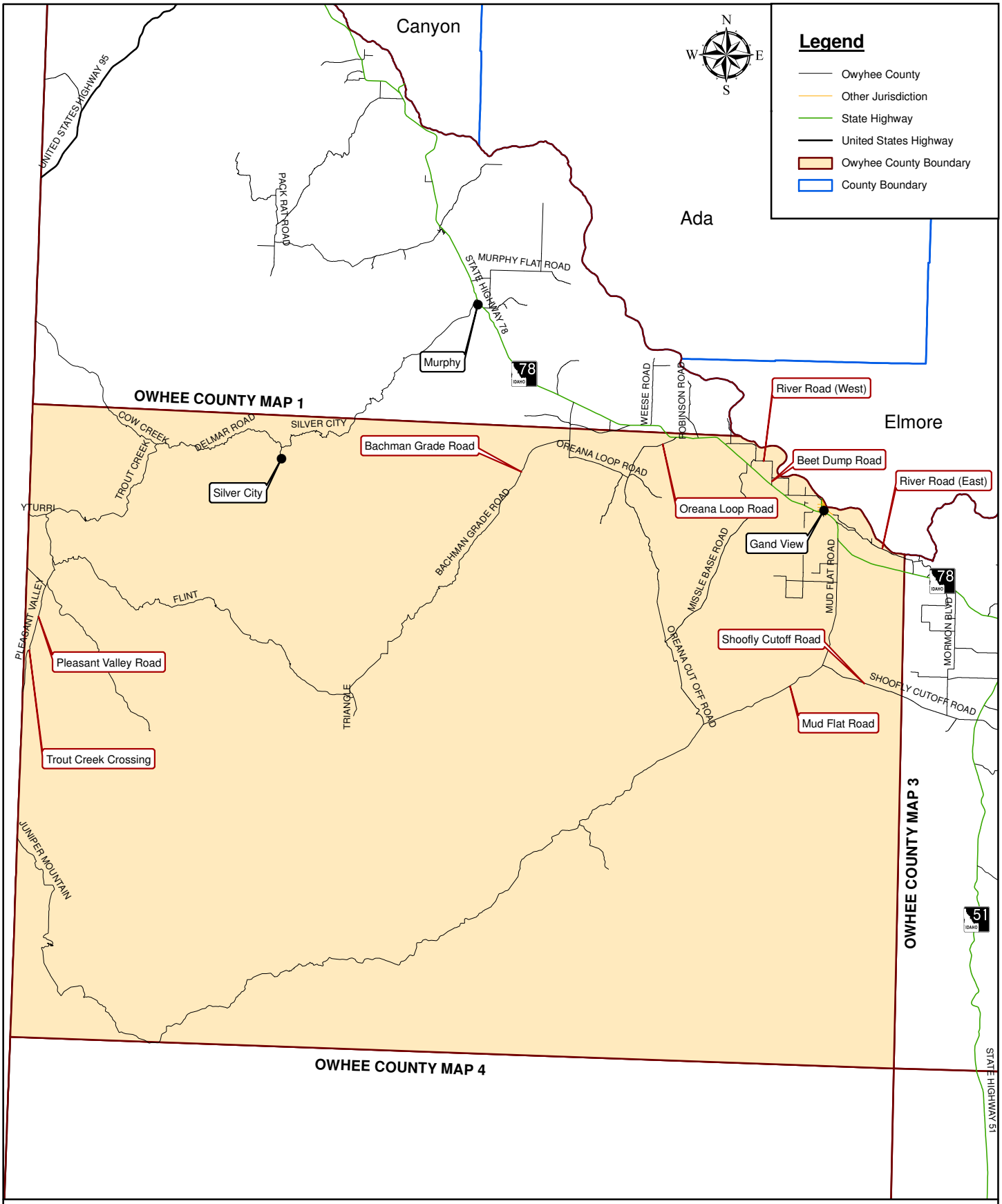
Owhee County Project Locations - Map 1

0 1.5 3 Miles



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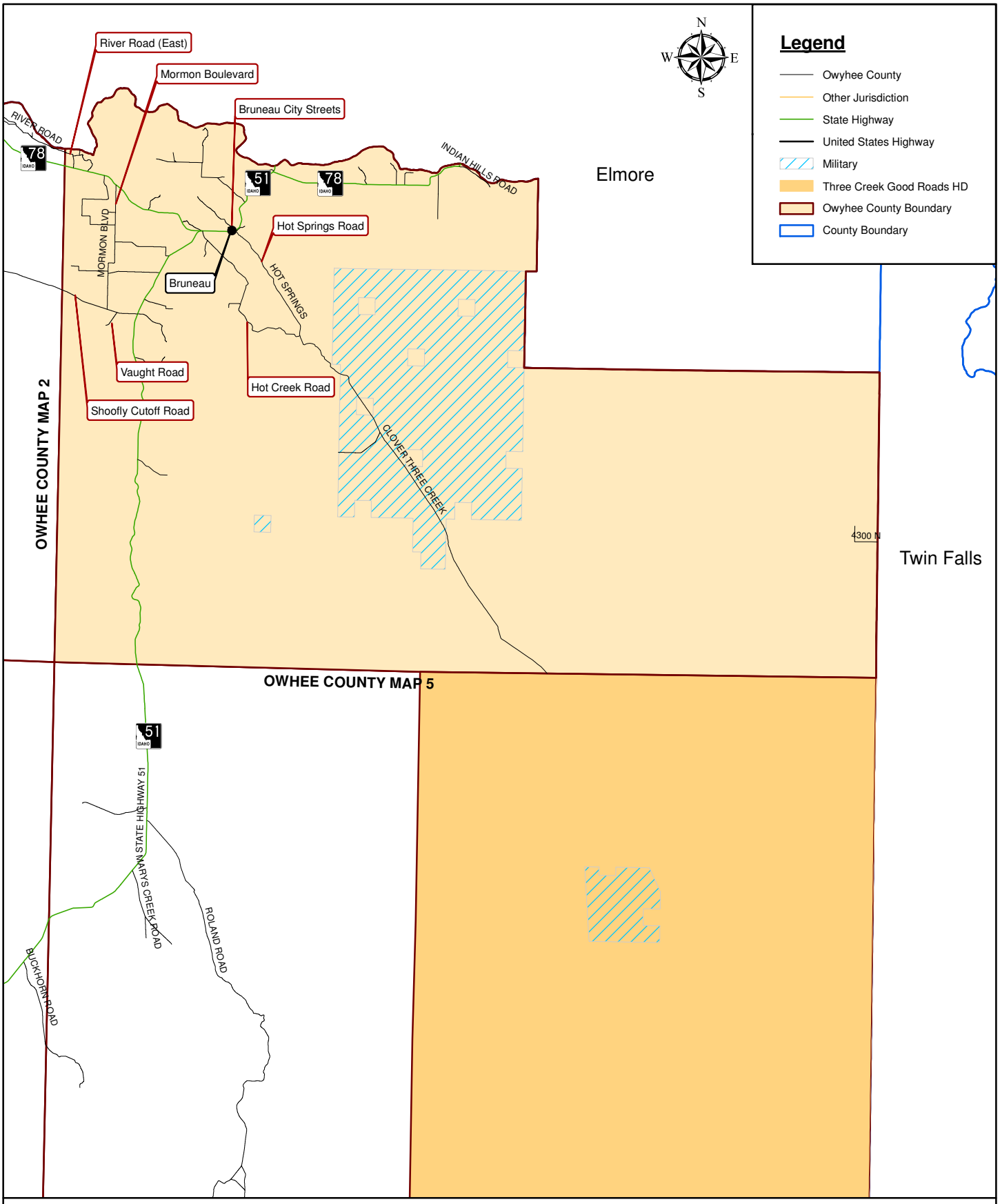
Owhee County Project Locations - Map 2

0 2.5 5 Miles



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Owhee County Project Locations - Map 3

0 5 10 Miles

Gem Highway District

South Edison Road

South Edison connects State Highway 55 to Desert View Road and is approximately 2.6-miles long. This road currently has an ADT range of 260 to 426 vehicles per day (vpd). This project is needed to correct failing portions of the road. This road has a PCI varying from 58 to 88 and needs rehabilitation.

South Bruneau Road

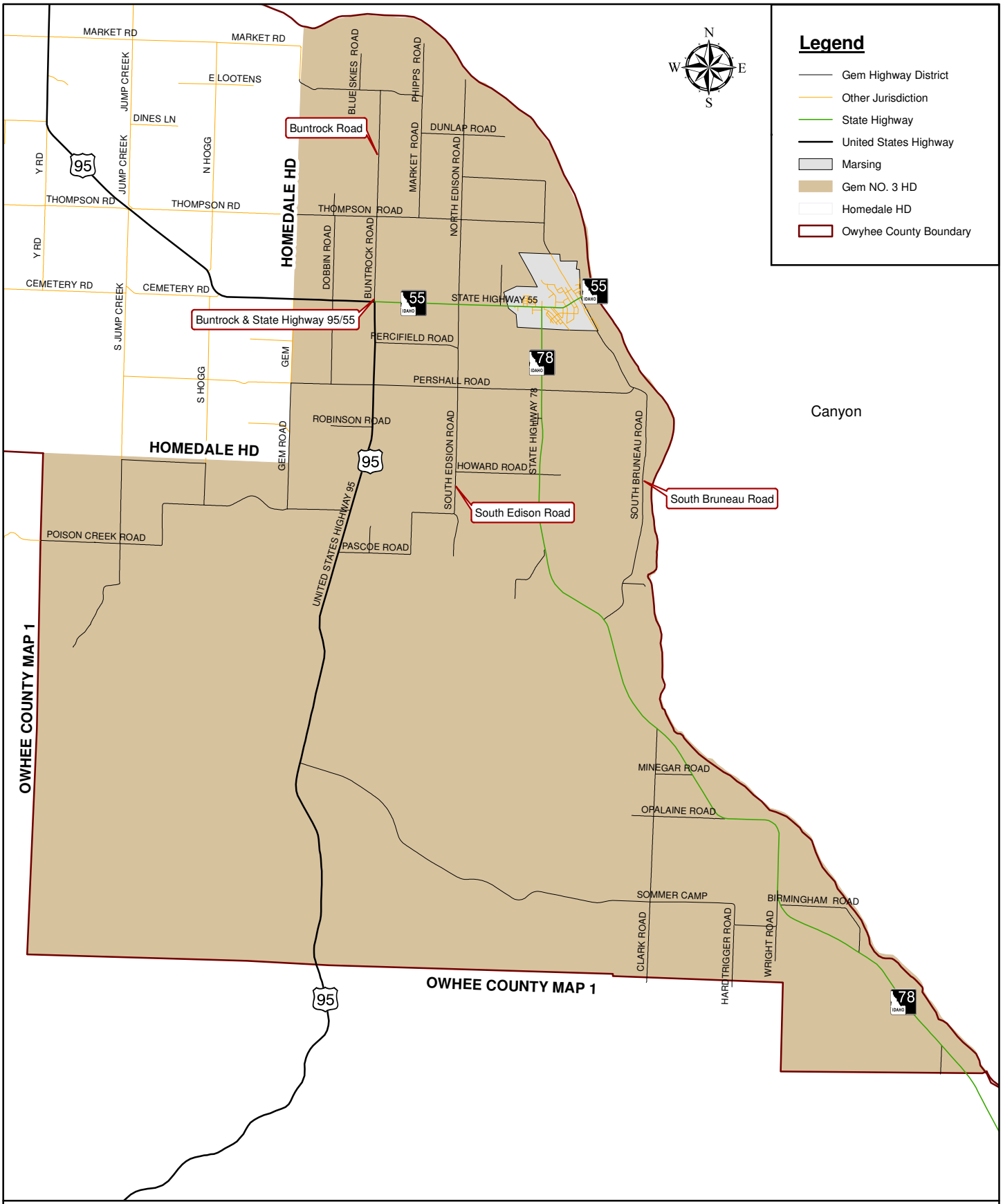
South Bruneau Road runs from the City limits of Marsing to State Highway 78 is approximately 4.0-miles long. This road has an average PCI of 46 and requires widening of the current pavement from 18.5-feet to 22-feet. A combination of full depth reconstruction and rehabilitation is necessary to provide adequate service to travelers that produce a vpd of 567. Right-of-way acquisition, realignment, and utility relocation need to be addressed as part of the project.

Buntrock Road

Buntrock Road is a 2.6-mile road from State Highway 95/55 to Market Road and sections of this road have been identified for full depth reconstruction. This road has an average PCI of 65 and is used primarily by three dairies that operate heavy trucks. These trucks are a majority of the 370 vpd.

Buntrock & State Highway 95/55

The intersection of Buntrock and State Highway 95/55 has a significant amount of truck traffic because local dairies and a Chevron Truck Plaza located on the Northeast corner of the intersection. The heavy truck traffic at the intersection has eroded the pavement at the intersection, leaving severe pot holes and failing base sections.



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Gem Highway District Project Locations Map

Homedale Highway District

River Road

River Road extends from Stateline Road to State Highway 19 is a 7.0-mile segment of road that has an ADT ranging from 230 to 400 vehicles per day (vpd). In order to meets current standards for width River Road will need to be widened from Stateline Road to North Side Road. This project will include replacing a large failing culvert and correcting failing portions of the road. River Road in certain segments needs guard rail to improve safety to drivers. River Road was rated using the Asphalt Institutes Pavement Conditions Index (PCI) and has an average PCI of 64. This plan recommends that any road with a PCI between 65-40 be rehabilitated.

Johnstone Road

Johnstone Road from State Highway 19 to the end of the segment is approximately 7.3-miles. The north portion of Johnstone Road from State Highway 19 to Mule Springs Road is paved and approximately 6.0-miles. While the southern portion of Johnstone Road from Mule Springs Road to the end of the segment is approximately 1.3-miles of gravel road. This road currently has an ADT range of 101 to 171 vehicles per day (vpd). This project is needed to correct failing portions of the road. This road was rated using the Asphalt Institutes Pavement Conditions Index (PCI) and has an average PCI of 65.

Maybon Lane

From Gulley Road to the State Line of Oregon is Maybon Lane, a gravel road with a length of 1-mile. This road is located in an area with the majority of the surrounding roads being paved. Providing a paved surface along this segment would provide better connectivity of surface types thereby reducing the maintenance cost associated with maintaining a different surface type on a single segment.

Dines Road

Dines Road is a 1-mile road that runs from Jump Creek Road to the end of the segment with an ADT of 70 and an average PCI of 72. Corrective action is necessary to fix drainage problems that impact the condition of this road.

Market Road

Market Road is a Major Collector cutting across the middle of the Highway District from the District line with Gem Highway District to the Stateline of Oregon. This road has an average PCI of 50, which makes this road eligible for rehabilitation. The ADT range for this road is 314 to 671 vpd.

Thompson Road

Thompson Road is a paved surface from the District line with Gem Highway District to 0.7-miles west of Homestead Road with an average PCI of 53. This road has an ADT ranging from 70 to 499 vpd and requires rehabilitation to bring the road to current standards.

Cemetery Road

From State Highway 78 to 0.75-miles west of Johnstone Road is Cemetery Road, a 3.9-mile long road, comprised of 3.15-miles of paved surface, starting at State Highway 95 and ending with 0.75-miles of gravel. This road has an ADT range of 194 to 400 vpd and an average PCI of 61 making this road eligible for rehabilitation.

Jump Creek Road

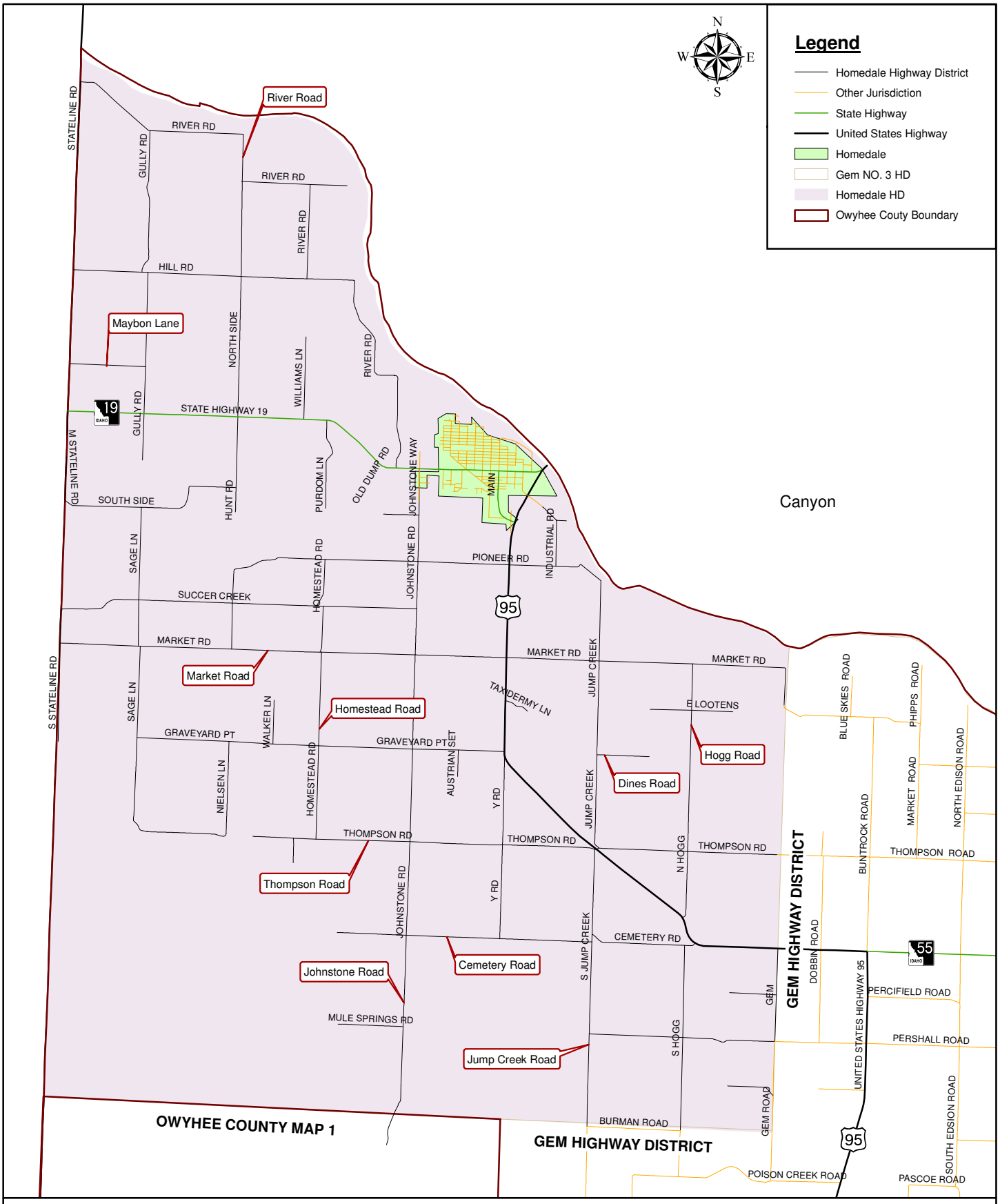
Jump Creek Road is a 6.0-mile paved road from Pioneer Road to the District line with Gem Highway District. This road has an average PCI of 65, which makes this segment eligible for rehabilitation. Traffic volumes on this road vary from 166 to 230 vpd.

Hogg Road

Hogg Road from Market Road on the north to the District line with Gem Highway District on the south is a 4.75-mile paved road with an average PCI of 72. The ADT of this road is 230 vpd with segments in need of rehabilitation prior to chip sealing.

Homestead Road

Homestead Road is a major access road from Pioneer Road to Thompson Road. This road has a length of 3.0-miles, comprised of 2.5-miles of pavement and 0.5-miles of gravel. This road has an average PCI of 70 and has certain segments eligible for rehabilitation.



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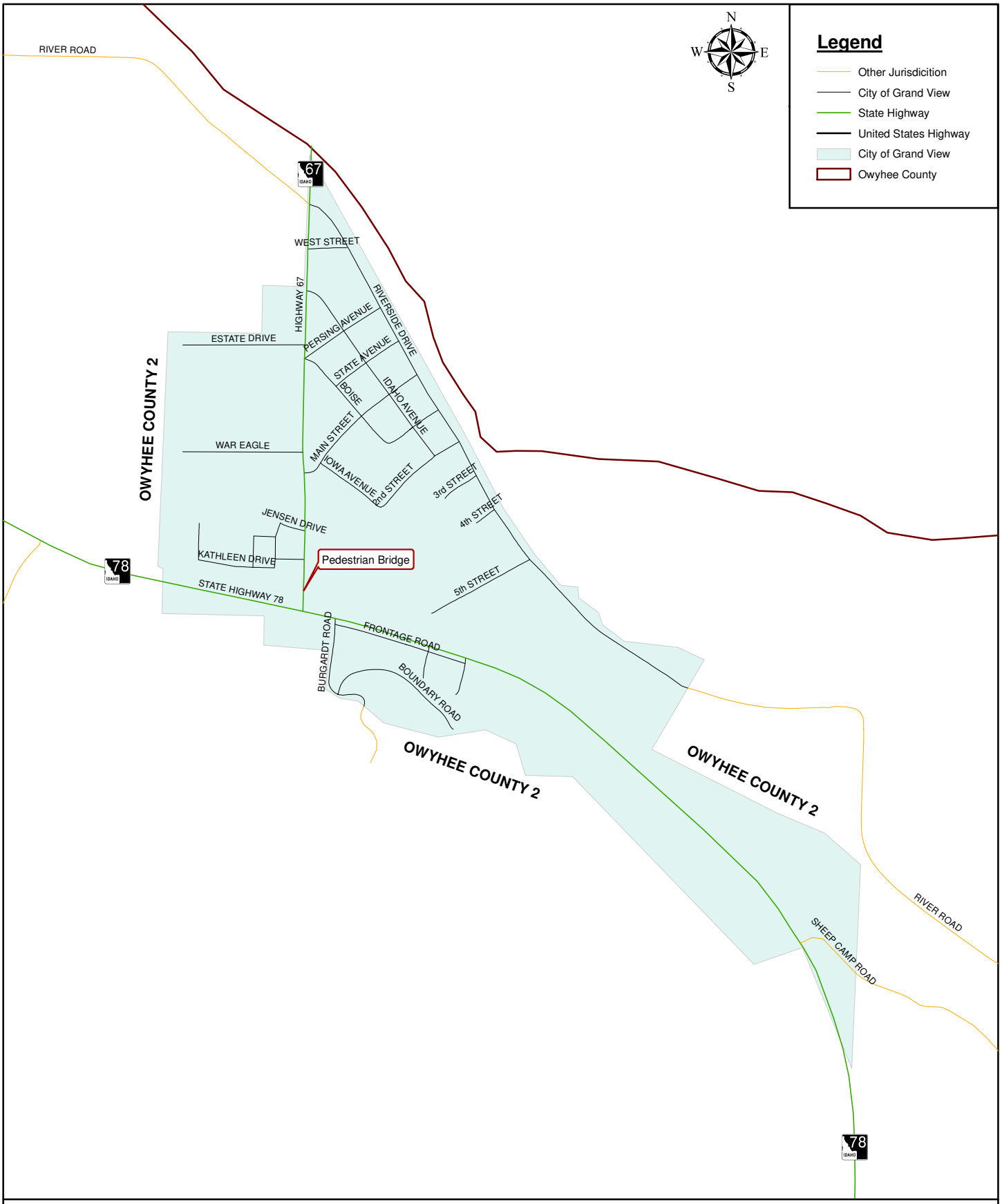
Homedale Highway District Project Locations Map

0 0.25 0.5 Miles

City of Grand View

Pedestrian Bridge

The City of Grand View Pedestrian Bridge Project is vital to the safety of the residents of Grand View to eliminate pedestrian traffic on the State Highway 67. Additionally, this project is identified as part of the City's Evacuation Plan, as it would provide a safer pedestrian route for the nearby senior center as well as the schools.



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City of Grand View Project Locations Map

0 750 1,500 Feet

General Priorities for All Agencies

Additionally, as funding becomes available, the local highway jurisdictions will continue to upgrade their transportation system by:

- Locating appropriate aggregate source(s) for all local jurisdictions.
- Correcting intersection site distances and skew angles throughout the area.
- Improving roadside clear zone conditions throughout the area.
- Upgrading roadways throughout the area to meet the appropriate AASHTO Geometric Standards for the designated roadway classification.
- Implementing gravel road maintenance strategies to reduce dust emissions and wash-boarding throughout the area.
- Adopting a sign management system to improve the safety throughout the area, while maintaining the existing uncluttered appearance by utilizing only the essential signage within the area.
- Implementing geometric standards that discourage driving down the middle of the gravel roads (i.e. 4%-6% roadway crown and “keep right” signage at critical intersections).
- Implementing a road widening program to bring current roadway widths and shoulders up to current standards as other construction work is completed or if deemed necessary by the local jurisdiction.
- Implement a culvert maintenance program to provide adequate drainage along with a replacement program to upgrade aging culverts.

Chapter 4: Capital Improvement Planning

Developing Local Highway Jurisdictions Priority Lists

The TAC used the current system needs identified in Chapter 3 to develop a county-wide transportation project priority list for the study area. During this process a Project Priority List was developed for each local highway jurisdiction in the study area. All the projects identified within each jurisdiction are included in the individual local highway jurisdiction Priority List. Only projects requiring outside funding are included in the priority list for the study area. This allows the jurisdictions to work together when outside funding is required to complete a project.

To assist the TAC in evaluating and ultimately prioritizing the projects, a project rating system was developed. The TAC developed six criteria to rate each project. The TAC placed the rating criteria in order of importance and developed criteria weighting factors. For example, “safety” is the number one project rating criteria and a weighting factor of four is applied to the safety score of each project, while road classification is the sixth project rating criteria and a weighting factor of one is applied to the road classification score of each project.

The table on the following page contains the rating criteria, weighting factor and scoring description used for developing the county-wide and individual local highway jurisdiction Priority Lists.

Project Rating Criteria		
Criteria	**Crteria Weighting Factor**	**Scoring Discription**
Safety	4	1-10, 1 for minimal safety concerns (1 crash in the last three years and/or 1 safety deficiency or less) and 10 for extreme safety concerns (over 5 crashes in the last three years and/or 5 safety deficiencies or more).
Surface Condition	3	1-10, 4 for poor surface condition (PCI under 40), 6 for fair surface condition (PCI 40-65) and 8 for good surface condition (PCI over 65).
Anticipated Costs	3	1-10, 2 for extreamly large projects (over $1,000,000), 3 for large projects ($1,000,000 - $700,000), 4 for moderately large projects ($700,000 - $400,000), 6 for moderately small projects ($400,000 - $200,000), 8 for small projects ($200,000 - $100,000), and 10 for extreamly small projects (under $100,000).
Surface Type	2	1-10, 1-3 for graded surfaces (1-graded less than once per year, 2-graded once per year, 3-graded more than twice per year), 4-7 for graveled surfaces (4-gravel w/ substandard ballast, 5-gravel w/ adequate ballast, 6-treated w/substandard ballast, 7-treated w/ adequate ballast) and 8-10 for paved surfaces (8-BST, 9-Coldmix, 10-Hotmix).
Traffic Volume	2	1-10, 3 for extremly low traffic volumes (less than 100 ADT), 7 for low traffic volumes (100 to 500 ADT), 8 for moderate traffic volumes (500 to 1000 ADT), 9 for high traffic volumes (1000 to 1500 ADT), and 10 for extremly high traffic volumes (ADT over 1500).
Road Classification	1	1-10, 1-recreational/scenic, 2-resource recovery, 3-minor access, 4-agricultural, 5-industrial, 6-major access, 7-minor collector, 8-major collector, 9-minor arterial and 10-principal arterial.

Using above the project rating criteria, each local jurisdiction developed a Priority List for their area. The individual jurisdictions Priority List consider the project scorings from only the representatives of the local highway jurisdiction with jurisdiction over the project.

Developing CIPs

The purpose of the individual local highway jurisdiction Priority Lists is to be the basis for developing each agencies Capital Improvement Plan (CIP). A Capital Improvement Plan is a working document that an agency uses to project its capital expenditures for the upcoming six year period. A blank CIP is provided in Appendix L for each participating agency to use in preparing their initial CIP and annual updates. Since CIPs are working documents, that vary from agency to agency, and may change periodically through a given year. Preparation of an individual CIPs are outside the scope of this transportation plan.

Chapter 5: Project Funding Opportunities

Many sources of project funding are available to local highway jurisdictions. These funding opportunities vary by type of project, percent of local funding match and what type of (size) local agency is applying for the funding. Typical funding sources for projects include:

- Surface Transportation Program
    - Local Federal Aid - Incentive Program
    - Local Rural Highway Investment Program (LRHIP)
- Bridge
- Congestion Mitigation and Air Quality Improvement (CMAQ)
- STP Safety
- Forest Highway
- Public Lands Discretionary
- Scenic Byway
- Safe Routes to Schools
- Parks & Recreation

A brief description of each funding program is included below. The information provided is a summary of the local funding information provided on the Local Highway Technical Assistance Council (LHTAC) internet web site.

SURFACE TRANSPORTATION PROGRAM

STP-R funding, in the State of Idaho, comes from two distinct programs; the first is the Incentive program which is the Federal Aid portion of the program where approximately $8 to $10 million is available, on a competitive basis, annually to Counties, Highway Districts and Cities with a population under 5000. The second is the investment program which is the Non-Federal Aid portion of the program where approximately $2.2 million is available, on a competitive basis, annually to Counties, Highway Districts and Cities with a population under 5,000. These funding sources are further described below:

LOCAL FEDERAL AID - INCENTIVE PROGRAM

The incentive funding is designated for projects in rural areas as well as, in small, incorporated cities with populations of less than 5000. Typical projects funded under the Incentive program include new construction, roadway reconstruction and roadway rehabilitation. Major rural collectors are typically eligible for the funding. The incentive funding is also available

for transportation planning projects. The incentive funding requires a 7.34 percent funding match by the local jurisdiction.

Incentive projects are implemented through a formal application and review process administered by the Local Highway Technical Assistance Council (LHTAC). The LHTAC application process occurs annually between November and February. LHTAC ranks the project applications and makes a recommendation to the Idaho Transportation Department (ITD) Board. Once accepted by the ITD Board the approved projects are placed on the Statewide Transportation Improvement Program (STIP) for funding.

The incentive program should be used for larger scale projects that can justify the time (2-6 years) and cost ($500,000 minimum) associated with Federal Aid Requirements.

LOCAL RURAL HIGHWAY INVESTMENT PROGRAM (LRHIP)

The Investment program replaces the old "exchange" program in which a local highway jurisdiction could "exchange" its Federal Aid account for $0.60 for each Federal Aid dollar and use the resulting revenue as part of its annual budget. In replacing the "exchange" program, the Investment program continues the $0.60 per Federal Aid dollar but discontinued the individual jurisdiction accounts and made the funding available, on a competitive basis, to Counties, Highway Districts and Cities with a population under 5,000.

Three funding categories of projects in the investment program include:

1. Construction Projects, with a funding limit maximum of $100,000.
2. Transportation Planning Projects, with a funding upper limit of $50,000.
3. Signing Projects, with a maximum funding limit of $35,000.

Investment projects are implemented through a formal application and review process administered by LHTAC. The LHTAC application process occurs annually between September and December. LHTAC ranks the project applications and typically makes the funding available in February the following fiscal year (i.e. December 2009 applications are for funding in February 2011).

Funding from the Investment program can also be used as part of the matching funds on other federal aid project (i.e. Incentive, Bridge, Enhancement, CMAQ, etc.).

Investment funding is primarily used for smaller projects that cannot justify the expense of completing the Federal Aid process and for matching funds on federal projects. This funding also lends itself to joint projects.

STP ENHANCEMENT

STP Enhancement Funds are available to local, state and federal agencies as well as state universities and Indian tribes. The STP Enhancement funds are available for projects that enhance public education, promote historic and archeological sites, promote non-motorized modes of transportation and protect the environment. Project types applicable for the STP Enhancement Funds, as listed by the LHTAC, include:

- Provision of facilities for pedestrian and bicycles
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs, including the provision of tourist or welcome centers
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities
- Preservation of abandoned railway corridors
- Control and removal of outdoor advertising
- Archeological planning
- Mitigation of water pollution because of highway runoff
- Mitigation of wildlife mortality caused by vehicles
- Establishment of transportation museums

STP Enhancement projects are implemented through a formal application and review process administered by the Enhancement Advisory Committee (EAC). The EAC application process occurs annually between November and February. The EAC ranks the project applications and makes a recommendation to the Idaho Transportation Department (ITD) Board, which makes the final project selections. The local funding match for STP Enhancement projects ranges from 10-50% of the total project cost.

BRIDGE

Bridge funding is allocated to the replacement or rehabilitation of bridges (structures with a span of at least 20 feet) with low “sufficiency ratings”. Typically structures with sufficiency ratings below 75 are eligible rehabilitation projects. Structures with a sufficiency rating of 50 and under are eligible for a bridge replacement project. Structures with a sufficiency rating less than 35 are considered “critical bridges” and move to the front of the bridge program. The ITD Board allocates 35 percent of the available Bridge funding to structures on the local road systems often called “off-system” because they are “off” the National Highway System. The Bridge funding program requires a 7.34 percent funding match by the local jurisdiction. LHTAC recommends Local Bridge Projects to the ITD Board for inclusion in the STIP.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)

The goal of the CMAQ funding program is to implement construction or equipment procurement projects that reduce the transportation related sources of air pollution around the state. Primarily the CMAQ funding is allocated to projects within air quality non-attainment and maintenance areas within the state. Air contaminants targeted by the CMAQ funding include ozone (O_3), carbon monoxide (CO) and particulate matter (PM). A common use of the CMAQ funding program for small local jurisdictions is the procurement of magnesium chloride distribution equipment for use in dust abatement on higher volume gravel roadways. The CMAQ funding requires a 7.34 percent funding match by the local jurisdiction.

CMAQ projects are implemented through a formal application and review process administered by the CMAQ Technical Review Committee. The CMAQ application process occurs annually between November and February. The Technical Review Committee ranks the project applications and recommends the highest-ranking projects to the Idaho Transportation Department (ITD) Board, who makes the final project selections. Project rankings are based on the air quality benefits and the cost effectiveness of each project.

STP SAFETY

STP Safety funding is intended to implement projects to reduce accidents and improve the safety of the traveling public, including pedestrians and bicyclists. This funding is available on any qualifying state or local road. Typical STP Safety projects on the public roadway system include guardrail construction, clear zone enhancement and traffic calming (speed or traffic volume reducing features). Safety projects on bike and pedestrian paths and public trails are also eligible under the STP Safety funding. A portion of the STP Safety funding is allocated to the improvement of at grade railroad crossings. The STP Safety funding requires a 7.34 percent funding match by the local jurisdiction.

STP Safety projects are identified through a review process that includes a systematic evaluation of high accident locations produced from a statewide accident records system. The projects are compared based on a cost to benefit ratio that is developed using accident history and project cost data. The Idaho Transportation Department Board makes the final STP Safety project selection.

FOREST HIGHWAYS

Forest Highway funding is available for projects on local roads, state highways and federal agency roadways that provide access to or through National Forest Lands. The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA) administers these projects. No local funding match is required for Forest Highway funding projects.

Forest Highway funding applications for projects within the state are jointly ranked by the Tri-Agency Committee consisting of members from ITD, FHWA and the US Forest Service. The rankings are based primarily on the project

benefits to the management of Forest Service resources. The WFLHD determines the final projects selection with the concurrence of ITD. There is no set schedule for applying for the Forest Highway Program. Typically the Tri-Agency will issue a "call for projects" every two or three years.

PUBLIC LANDS DISCRETIONARY

Public Lands Discretionary (PLD) funds are available to any project associated with the area served by the public lands highway system. Eligible roadways may include local roads, state highways or federal agency roads. Available funding under the PLH program is dependent on the actions of the US Congress. Local matching funds are determined by congress and can range from 0-20%.

Project applications for the PLD funding are solicited by the FHWA on an annual basis, typically in the spring. However, application solicitations are dependent on the US Congress. Applications are submitted to the ITD in June for prioritization and recommendation to the FHWA. The FHWA determines the final projects for funding and project funding becomes available after the beginning of the federal fiscal year.

SCENIC BYWAYS

Scenic Byway Funding is available on a nationally competitive basis for routes designated as state scenic, historic, or back country byways. The ITD Board determines the routes designations for state scenic byways. Currently 20 routes have byway designation in Idaho. Scenic byway projects can include the development of corridor management plan for a specific byway or for roadway enhancement work on the corridor once a management plan is complete.

Scenic Byway funding application are through ITD and prioritized through the state's Scenic Advisory Committee, with the ITD Board making the final determination on which projects are submitted to FHWA for funding consideration. Project awards typically occur after the beginning of the federal fiscal year. Scenic Byway projects require twenty percent matching funds from the local jurisdiction.

SAFE ROUTES TO SCHOOLS PROGRAM

Safe Routes to Schools Program is available for infrastructure related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle pathway or trail in the vicinity of schools. The Safe Routes to Schools Program has no matching funds from the local jurisdiction (the Federal share is 100%).

RECREATIONAL ROAD AND BRIDGE FUND

The 1993 session of the legislature passed HB 185 which authorized the Idaho Department of Parks and Recreation to administer 0.44% of the state gas tax revenues to “be used solely to develop, construct, maintain, and repair roads, bridges, and parking areas within and leading to parks and recreation areas of the state.”

The typical grant funding level for the program is approximately $300,000 annually.

Currently all Road and Bridge applications are reviewed by IDPR staff and recommendations are presented to the Idaho Park and Recreation Board for final approval.

Chapter 6: Adopting the Plan

Adoption Process

The success of this document requires individual adoption by each of the local jurisdictions in the Owyhee County study area.

The Owyhee County Transportation Master Plan must be adopted by local governments and incorporated into their respective comprehensive plans or policy documents.

- The adoption process would start with the Owyhee County Technical Advisory Committee (TAC) endorsing the plan and directing that it be sent to local governments for formal adoption.
- Grand View and Owyhee County will be asked to legally incorporate the Owyhee County Transportation Master Plan, by reference, into their comprehensive plans.
- Gem & Homedale Highway Districts will be asked to formally adopt the Owyhee County Transportation Master Plan by resolution.
- The Owyhee County Transportation Master Plan will be submitted to the Local Highway Technical Assistance Council (LHTAC).

Appendix:

Appendix: A

TAC AGENDAS

Owyhee Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #1

Monday February 2, 2009: 1 – 3 p.m.
Murphy, ID - Owyhee County Courthouse

AGENDA

1:00 p.m. **Welcome and Opening Remarks**

- Project Sponsors
- Stephen Freiburger, Paragon Consulting, Inc.
- Michael Kaes, Paragon Consulting, Inc.
- Introduction of other planning team members in attendance
- Introduction of TAC members

Purpose of the meeting: *To introduce the Owyhee transportation planning process steps and activities, schedule, public involvement plan and role of the Transportation Advisory Committee (TAC), and the Consulting Team.*

1:15 p.m. **Overview of the Planning Area and Process**

- Project Background and Development
- The Planning Area
- The Planning Process, Activities, Schedule and Deliverables
- Primary purpose of the planning process: *To reach consensus on the desired Owyhee transportation system improvements and development of a Capital Improvement Plan to prioritize and implement the desired transportation system improvements.*

1:30 p.m. **Roles and Responsibilities**

- Project Sponsors – *Owyhee County, and Gem Highway District*
- Consultant Team – Members and Roles
- Transportation Advisory Committee – Membership and Role
  - Identify additional members if needed

1:50 p.m. **Public Involvement Plan (PIP) – Overview**

- TAC, Stakeholder Interviews, Project Mailing List, and Project Team Contact List

2:00 p.m. **Initial Transportation System Issues and Concerns**

- Brainstorm initial transportation issues and concerns from TAC members

2:50 p.m. **Final Questions, Next Steps and Adjourn by 3:00 p.m.**

- Next Transportation Advisory Committee meeting
- Existing Conditions & Data Gathering
- Public Workshop #1 – date, time, location, format, invitations, advertisement, etc.

Owyhee Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #1A

Thursday March 5, 2009: 3 – 5 p.m.
Murphy, ID - Owyhee County Courthouse

AGENDA

3:00 p.m. **Welcome and Opening Remarks**

- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Michael Kaes, PE/PLS, Paragon Consulting, Inc.

Purpose of the meeting:

Review the draft goal statement
Review traffic counts and update the county's functional classification system
Review Roles & Responsibilities
Review Stakeholder List
Discuss issues from TAC #1.

3:20 p.m. **Goal Statement**

- Modifications of proposed goals
- Additional goals
- Evaluation Criteria

3:30 p.m. **Traffic Counts & Functional Classifications**

- Presentation on Functional Classifications
- Review of Base Maps
- Verify traffic count locations
- Review existing classifications & traffic volumes
- Preliminary revisions to roadway classifications
- Identify additional traffic collection (i.e. turning movements & classification counts)

4:30 p.m. **Asset Management Program**

- Review Pavement Rating Criteria (PCI)
- Schedule PCI Training with agency staff
- Identify other Elements of Asset Program

4:50 p.m. **Final Questions, Next Steps and Adjourn by 5:00 p.m.**

- Updated Schedule & Planning Steps
- Next Transportation Advisory Committee Meeting
- Next meeting to Coordinate Funding Applications

Owyhee Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #2

Thursday May 7, 2009: 1 – 3 p.m.
Murphy, ID – Owyhee County Historical Museum Library & Community Center (McKeeth Hall)

AGENDA

1:00 p.m. **Welcome and Opening Remarks**

- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Joe Barton, PE, Paragon Consulting, Inc.
- Chanc Meyer, EIT, Paragon Consulting, Inc.

Purpose of the meeting:
Review the current land use plan and discuss the asset management program(s)

1:10 p.m. **Review Land Use Plan**

- Review proposed land uses
- Determine impacts to roadway network
- Discuss growth projections

2:00 p.m. **Asset Management Program**

- Review program options
- TAMS (Total Asset Management System)
- IWORQs (Internet Based Asset Management)
- ArcView
- Identify other Elements of Asset Program

3:00 p.m. **Final Questions, Next Steps and Adjourn by 3:15 p.m.**

- Updated Schedule & Planning Steps
- Next Transportation Advisory Committee Meeting

Owyhee Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #3

Monday June 15, 2009: 1 – 3 p.m.
Murphy, ID – Owyhee County Courthouse

AGENDA

1:00 p.m. **Welcome and Opening Remarks**

- Michael Kaes, PE/PLS, Paragon Consulting, Inc.
- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Chanc Meyer, EIT, Paragon Consulting, Inc.

Purpose of the meeting:
Review agency fiscal capabilities, available capital funding, planning cost projections, capital/maintenance policies, and establish project rating criteria.

1:10 p.m. **Summary of Last Meeting**

- Asset Management System (iWorQ)

1:20 p.m. **Project Ratings**

- Evaluation Criteria
- Project Rating Guidelines
- Discuss Priority List

2:00 p.m. **Agency Fiscal Analysis**

- Maintenance vs. Capital Projects
- Available Capital Funding
- Project Cost Projection (Planning Level)

2:15 p.m. **Capital/Maintenance Policies**

- Paved Roadways
- Gravel Roadways
- Bridges
- Other (i.e. signs, culverts, etc.)

2:45 p.m. **Final Questions, Next Steps, and Adjourn by 3:00 p.m.**

- Updated Schedule & Planning Steps
- Next Transportation Advisory Committee Meeting

Owyhee Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #4

Monday August 17, 2009: 9 – 11 a.m.
Murphy, ID – Owyhee County Courthouse

AGENDA

9:00 a.m. **Welcome and Opening Remarks**

- Michael Kaes, PE/PLS, Paragon Consulting, Inc.
- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Chanc Meyer, EIT, Paragon Consulting, Inc.

Purpose of the meeting:
Review the draft transportation master plan review, project priority, and project description sheet.

9:10 a.m. **Draft Transportation Master Plan Review**

- Discuss elements of plan
- Review all jurisdictions comments
- Answer any questions

9:30 a.m. **Project Priority**

- Review Draft Priority List
- Remaining information required from local jurisdictions
- Capital Improvement Plan
- Fill out Project Description Forms

10:15 a.m. **Project Description Sheet**

- Review Project Description Forms
- Schedule to have them filled out and returned
- Review Project Rating Criteria

10:45 a.m. **Final Questions, Next Steps, and Adjourn by 11:00 a.m.**

- Updated Schedule & Planning Steps
- Next Transportation Advisory Committee Meeting

Owyhee Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #5

Monday September 21, 2009: 9 – 11 a.m.
Murphy, ID – Owyhee County Courthouse

AGENDA

9:00 a.m. **Welcome and Opening Remarks**

- Michael Kaes, PE/PLS, Paragon Consulting, Inc.
- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Chanc Meyer, EIT, Paragon Consulting, Inc.

Purpose of the meeting:
To review project prioritization in the final draft of the Transportation Master Plan.

9:10 a.m. **Review Draft Transportation Master Plan**

- Address Agency Comments

9:20 a.m. **Project (Agency–vs.–Group)**

- Capital Improvement Plan
- Transportation Project List
- Verify project locations
- Answer any questions

9:40 a.m. **Project Priority List**

- Review Priority List
- Discuss planning horizons (5-yr. and 10-yr.)
- Adding projects in the future

10:40 a.m. **Adoption Schedule**

- Final Revisions
- Public Review
- Adoption

10:45 a.m. **Asset management**

- Available dates

10: 55 a.m. **Final Questions, Next Steps, and Adjourn by 11:00 a.m.**

Owyhee Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #6

Monday November 16, 2009: 1 – 3 p.m.
Murphy, ID – Owyhee County Courthouse

AGENDA

1:00 p.m. **Welcome and Opening Remarks**

- Michael Kaes, PE/PLS, Paragon Consulting, Inc.
- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Chanc Meyer, EIT, Paragon Consulting, Inc.

Purpose of the meeting:
To review project priority list, funding sources, and adoption.

1:10 p.m. **Project Priority List**

- Review Priority List
- Discuss planning horizons (5-yr. and 10-yr.)
- Managing Project Priority List in the future

2:00 p.m. **Funding Sources**

- Current fiscal year
- Future fiscal years

2:40 p.m. **Adoption**

- Final Review
- Adoption

2: 55 p.m. **Final Questions, Next Steps, and Adjourn by 3:00 p.m.**

Appendix: B

TRAFFIC COUNTS

Bailey Road (O1)		
DATE	TIME	RUNNING COUNT
5/16/2008		Set Up
5/19/2008	Noon	1421
5/22/2008	11:00am	2666

AVERAGE DAILY TRAFFIC (Vehicles per day) = 394

Davis Road (O2)		
DATE	TIME	RUNNING COUNT
5/26/2008	9:00am	Set Up
5/29/2008	8:00am	316
6/2/2008		829

AVERAGE DAILY TRAFFIC (Vehicles per day) = 118

Hot Creek Road (O3)		
DATE	TIME	RUNNING COUNT
5/26/2008	9:00am	Set Up
5/29/2008	8:00am	214
6/2/2008		720

AVERAGE DAILY TRAFFIC (Vehicles per day) = 103

Hot Springs Road (O4)		
DATE	TIME	RUNNING COUNT
5/19/2008	8:00am	Set Up
5/21/2008	8:00am	598
5/22/2008	5:00pm	1002
5/26/2008		1902

AVERAGE DAILY TRAFFIC (Vehicles per day) = 272

Hot Springs Road (O5)		
DATE	TIME	RUNNING COUNT
5/19/2008	8:00am	Set Up
5/21/2008	8:00am	139
5/22/2008	5:00pm	191
5/26/2008		404

AVERAGE DAILY TRAFFIC (Vehicles per day) = 58

Juniper Mountain Road (O6)		
DATE	TIME	RUNNING COUNT
5/20/2008		Set Up
5/23/2008		286
5/27/2008		646

AVERAGE DAILY TRAFFIC (Vehicles per day) = 92

Mud Flat Road (O9)		
DATE	TIME	RUNNING COUNT
6/9/2008	8:00am	Set Up
6/10/2008	4:00pm	555
6/13/2008	2:00pm	1639
6/16/2008		2207

AVERAGE DAILY TRAFFIC (Vehicles per day) = 315

Mud Flat Road (O11)		
DATE	TIME	RUNNING COUNT
6/9/2008	8:00am	Set Up
6/10/2008	4:00pm	58
6/13/2008	2:00pm	187
6/16/2008		337

AVERAGE DAILY TRAFFIC (Vehicles per day) = 48

Oreana Loop Road (O13)		
DATE	TIME	RUNNING COUNT
5/29/2008		Set Up
6/2/2008		572
6/5/2008		909

AVERAGE DAILY TRAFFIC (Vehicles per day) = 130

Rabbit Creek Road (O14)		
DATE	TIME	RUNNING COUNT
6/6/2008		Set Up
6/9/2008		413
6/12/2008		549

AVERAGE DAILY TRAFFIC (Vehicles per day) = 92

Shoofly Road (O16)		
DATE	TIME	RUNNING COUNT
6/2/2008	8:00am	Set Up
6/4/2008	4:00pm	327
6/9/2008		841

AVERAGE DAILY TRAFFIC (Vehicles per day) = 120

Wilson Creek Road (O18)		
DATE	TIME	RUNNING COUNT
6/6/2008		Set Up
6/9/2008		347
6/12/2008		569

AVERAGE DAILY TRAFFIC (Vehicles per day) = 95

Bruneau Road (G1)	
DATE	RUNNING COUNT
7/17/2008	261
7/18/2008	576
7/19/2008	866
7/20/2008	1092
7/21/2008	1472
7/22/2008	1691
7/23/2008	1931

AVERAGE DAILY TRAFFIC (Vehicles per day) = 276

Bruneau Road (G2)	
DATE	RUNNING COUNT
7/24/2008	868
7/25/2008	1834
7/26/2008	2765
7/27/2008	3538
7/28/2008	4686
7/29/2008	5513
7/30/2008	6455

AVERAGE DAILY TRAFFIC (Vehicles per day) = 922

Bruneau Road (G3)	
DATE	RUNNING COUNT
7/31/2008	499
8/1/2008	1147
8/2/2008	1772
8/3/2008	2270
8/4/2008	2749
8/5/2008	3392
8/6/2008	3965

AVERAGE DAILY TRAFFIC (Vehicles per day) = 567

Buntrock Road (G4)	
DATE	RUNNING COUNT
7/24/2008	662
7/25/2008	1369 (Rest)
7/26/2008	673
7/27/2008	1265
7/28/2008	1846
7/29/2008	2579
7/30/2008	3453

AVERAGE DAILY TRAFFIC (Vehicles per day) = 689

Clark Road (G5)	
DATE	RUNNING COUNT
8/7/2008	320
8/8/2008	640
8/9/2008	942
8/10/2008	1228
8/11/2008	1542
8/12/2008	1864
8/13/2008	2185

AVERAGE DAILY TRAFFIC (Vehicles per day) = 312

Dobbin Road (G6)	
DATE	RUNNING COUNT
7/24/2008	175
7/25/2008	330
7/26/2008	488
7/27/2008	606
7/28/2008	701
7/29/2008	838
7/30/2008	980

AVERAGE DAILY TRAFFIC (Vehicles per day) = 140

Edison Road (G7)	
DATE	RUNNING COUNT
7/24/2008	572
7/25/2008	1174
7/26/2008	1958
7/27/2008	2630
7/28/2008	3463
7/29/2008	4144
7/30/2008	4835

AVERAGE DAILY TRAFFIC (Vehicles per day) = 691

Edison Road (G8)	
DATE	RUNNING COUNT
7/31/2008	358
8/1/2008	814
8/2/2008	1231
8/3/2008	1568
8/4/2008	1787
8/5/2008	2155
8/6/2008	2464

AVERAGE DAILY TRAFFIC (Vehicles per day) = 352

Jump Creek Road (G10)	
DATE	RUNNING COUNT
8/7/2008	100
8/8/2008	212
8/9/2008	301
8/10/2008	410
8/11/2008	551
8/12/2008	641
8/13/2008	751

AVERAGE DAILY TRAFFIC (Vehicles per day) = 107

Market Road (G11)	
DATE	RUNNING COUNT
7/17/2008	428
7/18/2008	851
7/19/2008	1263
7/20/2008	1657
7/21/2008	2045
7/22/2008	2494
7/23/2008	2870

AVERAGE DAILY TRAFFIC (Vehicles per day) = 410

Pascoe Road (G12)	
DATE	RUNNING COUNT
7/31/2008	121
8/1/2008	200
8/2/2008	279
8/3/2008	368
8/4/2008	429
8/5/2008	523
8/6/2008	286

AVERAGE DAILY TRAFFIC (Vehicles per day) = 84

Pershall Road (G13)	
DATE	RUNNING COUNT
7/31/2008	235
8/1/2008	541
8/2/2008	813
8/3/2008	1046
8/4/2008	1257
8/5/2008	1530
8/6/2008	1839

AVERAGE DAILY TRAFFIC (Vehicles per day) = 263

Poison Creek Road (G15)	
DATE	RUNNING COUNT
8/7/2008	94
8/8/2008	198
8/9/2008	269
8/10/2008	323
8/11/2008	391
8/12/2008	469
8/13/2008	577

AVERAGE DAILY TRAFFIC (Vehicles per day) = 82

Sommer Camp Road (G17)	
DATE	RUNNING COUNT
8/7/2008	103
8/8/2008	192
8/9/2008	273
8/10/2008	334
8/11/2008	406 (Reset)
8/12/2008	74
8/13/2008	147

AVERAGE DAILY TRAFFIC (Vehicles per day) = 79

Thompson Road (G18)	
DATE	RUNNING COUNT
7/17/2008	369
7/18/2008	745
7/19/2008	1045
7/20/2008	1397 (Reset)
7/21/2008	245
7/22/2008	603
7/23/2008	984

AVERAGE DAILY TRAFFIC (Vehicles per day) = 340

Thompson Road (G19)	
DATE	RUNNING COUNT
7/17/2008	449
7/18/2008	889
7/19/2008	1327
7/20/2008	1689
7/21/2008	2034
7/22/2008	2467
7/23/2008	2881

AVERAGE DAILY TRAFFIC (Vehicles per day) = 412

Graveyard Point Road (H2)	
DATE	DAILY COUNT
4/1/2009	369
4/2/2009	394
4/3/2009	426
4/4-5-6/2009	1136
4/7/2009	421
4/8/2009	330

AVERAGE DAILY TRAFFIC (Vehicles per day) = 439

Johnstone Road (H3)	
DATE	DAILY COUNT
9/26/2009	1352
9/27-28-29/2008	4179
9/30/2008	1446
10/1/2008	1333
10/2/2008	1113

AVERAGE DAILY TRAFFIC (Vehicles per day) = 1346

Johnstone Road (H5)	
DATE	DAILY COUNT
10/3/2008	168
10/4-5-6/2008	460
10/7/2008	201
10/8/2008	196
10/9/2008	171

AVERAGE DAILY TRAFFIC (Vehicles per day) = 171

Jump Creek Road (H6)	
DATE	DAILY COUNT
10/17/2008	213
10/18-19-20/2008	572
10/21/2008	157
10/22/2008	143
10/23/2008	190

AVERAGE DAILY TRAFFIC (Vehicles per day) = 182

S. Jump Creek Road (H7)	
DATE	DAILY COUNT
4/1/2009	138
4/2/2009	154
4/3/2009	155
4/4-5-6/2009	425
4/7/2009	188
4/8/2009	99

AVERAGE DAILY TRAFFIC (Vehicles per day) = 166

Market Road (H8)	
DATE	DAILY COUNT
10/3/2008	353
10/4-5-6/2008	750
10/7/2008	397
10/8/2008	319
10/9/2008	376

AVERAGE DAILY TRAFFIC (Vehicles per day) = 314

Market Road (H9)	
DATE	DAILY COUNT
4/1/2009	475
4/2/2009	590
4/3/2009	653
4/4-5-6/2009	1722
4/7/2009	686
4/8/2009	571

AVERAGE DAILY TRAFFIC (Vehicles per day) = 671

North Side Road (H10)	
DATE	DAILY COUNT
10/10/2008	450
10/11-12-13/2008	1163
10/14/2008	571
10/15/2008	488
10/16/2008	402

AVERAGE DAILY TRAFFIC (Vehicles per day) = 439

River Road (H12)	
DATE	DAILY COUNT
9/26/2009	312
9/27-28-29/2008	862
9/30/2008	369
10/1/2008	347
10/2/2008	310

AVERAGE DAILY TRAFFIC (Vehicles per day) = 314

South Side Road (H14)	
DATE	DAILY COUNT
10/10/2008	207
10/11-12-13/2008	566
10/14/2008	207
10/15/2008	157
10/16/2008	228

AVERAGE DAILY TRAFFIC (Vehicles per day) = 195

Thompson Road (H15)	
DATE	**DAILY COUNT**
10/17/2008	1046
10/18-19-20/2008	1201
10/21/2008	443
10/22/2008	411
10/23/2008	393

AVERAGE DAILY TRAFFIC (Vehicles per day) = 499

Boise Road (GV1)		
DATE	TIME	RUNNING COUNT
3/24/2009	8:05am	37
3/25/2009	7:55am	101
3/26/2009	8:20am	169
3/27/2009	8:05am	224
3/28/2009	9:06am	288
3/29/2009	9:45am	300
3/30/2009	8:30am	375
3/31/2009	10:13am	580

AVERAGE DAILY TRAFFIC (Vehicles per day) = 83

Main Road (GV2)		
DATE	TIME	RUNNING COUNT
3/24/2009	8:14am	602
3/25/2009	8:25am	1448
3/26/2009	8:10am	2237
3/27/2009	8:15am	3216
3/28/2009	9:14am	4387
3/29/2009	9:30am	5120
3/30/2009	8:30am	5754
3/31/2009	10:20am	6707

AVERAGE DAILY TRAFFIC (Vehicles per day) = 978

Riveside Drive (GV3)		
DATE	TIME	RUNNING COUNT
3/24/2009	8:10am	328
3/25/2009	8:20am	709
3/26/2009	8:15am	1128
3/27/2009	8:20am	1626
3/28/2009	9:00am	2194
3/29/2009	9:35am	2535
3/30/2009	8:15am	2902
3/31/2009	10:06am	3423

AVERAGE DAILY TRAFFIC (Vehicles per day) = 489

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: LEMLEY RD
Station ID:
O7

Latitude: 0' 0.000 Undefined

Start	27-Apr-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	0	1	1	1	1	**1**	1	1
06:00	*	*	*	*	*	*	*	*	1	18	0	1	0	0	0	6
07:00	*	*	*	*	*	*	*	*	5	21	1	1	0	0	2	7
08:00	*	*	*	*	*	*	*	*	15	16	1	**2**	0	0	5	6
09:00	*	*	*	*	*	*	*	*	13	**22**	**3**	2	**2**	0	6	**8**
10:00	*	*	*	*	*	*	*	*	**22**	15	0	1	0	0	**7**	5
11:00	*	*	*	*	*	*	**11**	**15**	10	10	0	0	1	1	6	6
12:00 PM	*	*	*	*	*	*	**24**	19	18	**19**	1	0	0	0	**11**	10
01:00	*	*	*	*	*	*	14	8	15	10	0	0	0	0	7	4
02:00	*	*	*	*	*	*	15	**24**	**19**	17	1	0	0	2	9	**11**
03:00	*	*	*	*	*	*	22	10	19	4	**2**	1	0	0	11	4
04:00	*	*	*	*	*	*	21	12	16	7	0	0	**2**	2	10	5
05:00	*	*	*	*	*	*	13	0	16	4	0	0	0	1	7	1
06:00	*	*	*	*	*	*	10	1	4	1	2	**2**	1	2	4	2
07:00	*	*	*	*	*	*	2	2	1	1	1	1	1	1	1	1
08:00	*	*	*	*	*	*	1	3	1	2	0	1	1	**4**	1	2
09:00	*	*	*	*	*	*	1	2	1	0	0	1	0	1	0	1
10:00	*	*	*	*	*	*	3	1	0	0	1	0	1	0	1	0
11:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
Lane	0	0	0	0	0	0	137	97	176	168	14	14	10	15	89	80
Day	0		0		0		234		344		28		25		169	
AM Peak							11:00	11:00	10:00	09:00	09:00	08:00	09:00	05:00	10:00	09:00
Vol.							11	15	22	22	3	2	2	1	7	8
PM Peak							12:00	14:00	14:00	12:00	15:00	18:00	16:00	20:00	12:00	14:00
Vol.							24	24	19	19	2	2	2	4	11	11

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: LEMLEY RD
Station ID:
O7

Latitude: 0' 0.000 Undefined

Start	04-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	2	0	0	0	1	1	2	0	*	*	*	*	1	0
01:00	0	0	0	0	0	1	1	0	0	0	*	*	*	*	0	0
02:00	0	0	0	0	0	0	0	0	0	1	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	0	0	1	*	*	*	*	0	0
04:00	0	2	0	0	1	0	0	0	0	1	*	*	*	*	0	1
05:00	0	0	0	1	0	1	0	1	0	1	*	*	*	*	0	1
06:00	2	**24**	4	25	2	**23**	3	22	1	25	*	*	*	*	2	**24**
07:00	8	22	14	20	7	19	11	26	11	**26**	*	*	*	*	10	23
08:00	**12**	11	14	14	**19**	9	14	16	**17**	19	*	*	*	*	**15**	14
09:00	9	12	12	**26**	10	20	14	**28**	0	0	*	*	*	*	9	17
10:00	12	12	**16**	13	14	14	**17**	22	*	*	*	*	*	*	15	15
11:00	7	7	8	8	9	8	12	16	*	*	*	*	*	*	9	10
12:00 PM	14	10	17	**19**	13	**17**	**26**	**30**	*	*	*	*	*	*	18	**19**
01:00	7	10	13	11	14	12	12	14	*	*	*	*	*	*	12	12
02:00	15	**16**	14	13	17	17	16	27	*	*	*	*	*	*	16	18
03:00	**22**	11	**23**	14	**24**	14	24	11	*	*	*	*	*	*	**23**	12
04:00	18	6	18	3	15	4	20	13	*	*	*	*	*	*	18	6
05:00	11	5	20	15	9	5	15	9	*	*	*	*	*	*	14	8
06:00	12	4	12	3	11	1	11	2	*	*	*	*	*	*	12	2
07:00	2	4	1	3	3	1	13	1	*	*	*	*	*	*	5	2
08:00	0	0	1	0	0	2	1	5	*	*	*	*	*	*	0	2
09:00	1	1	0	2	0	2	1	2	*	*	*	*	*	*	0	2
10:00	1	2	1	4	1	1	0	0	*	*	*	*	*	*	1	2
11:00	0	0	0	1	0	0	0	2	*	*	*	*	*	*	0	1
Lane	153	159	190	195	169	171	212	248	31	74	0	0	0	0	180	191
Day	312		385		340		460		105		0		0		371	
AM Peak	08:00	06:00	10:00	09:00	08:00	06:00	10:00	09:00	08:00	07:00					08:00	06:00
Vol.	12	24	16	26	19	23	17	28	17	26					15	24
PM Peak	15:00	14:00	15:00	12:00	15:00	12:00	12:00	12:00							15:00	12:00
Vol.	22	16	23	19	24	17	26	30							23	19

Comb. Total	312	385	340	694	449	28	25	540

ADT ADT 271 AADT 271

Paragon Consulting Inc.
157 West. 4th. Street
Kuna, Idaho 83634
(208) 922-9138

Site Code: MORMON BLVD
Station ID:
O8

Latitude: 0' 0.000 South

Start	20-Oct-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.
12:00 AM	*	*	*	*	*	*	1	1	1	0	0	0	2	1	1	0
01:00	*	*	*	*	*	*	1	1	0	1	1	1	0	0	0	1
02:00	*	*	*	*	*	*	6	4	1	1	0	0	1	0	2	1
03:00	*	*	*	*	*	*	1	1	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	3	5	0	1	0	1	0	0	1	2
05:00	*	*	*	*	*	*	0	0	1	0	2	0	0	0	1	0
06:00	*	*	*	*	*	*	3	4	2	1	3	2	0	0	2	2
07:00	*	*	*	*	*	*	6	6	7	6	**6**	**5**	1	0	5	4
08:00	*	*	*	*	*	*	**14**	**15**	3	**8**	0	2	0	2	4	7
09:00	*	*	*	*	*	*	6	7	6	4	4	2	**3**	**25**	5	**10**
10:00	*	*	*	*	*	*	7	7	2	6	3	5	1	7	3	6
11:00	*	*	*	*	**11**	**7**	11	5	**8**	7	5	4	2	6	**7**	6
12:00 PM	*	*	*	*	8	**12**	10	9	4	9	4	6	9	7	7	9
01:00	*	*	*	*	**15**	10	9	7	**9**	6	1	2	10	4	**9**	6
02:00	*	*	*	*	7	10	6	9	9	5	5	4	9	2	7	6
03:00	*	*	*	*	9	6	8	**13**	5	**10**	5	3	11	3	8	7
04:00	*	*	*	*	7	9	9	4	7	5	3	7	10	3	7	6
05:00	*	*	*	*	7	4	**11**	9	7	8	4	5	7	5	7	6
06:00	*	*	*	*	5	9	7	4	4	8	5	3	6	7	5	6
07:00	*	*	*	*	8	6	3	6	5	10	**9**	**9**	5	**21**	6	**10**
08:00	*	*	*	*	7	9	0	1	7	5	6	4	4	1	5	4
09:00	*	*	*	*	7	1	0	1	2	3	0	2	**13**	1	4	2
10:00	*	*	*	*	3	1	0	0	5	3	2	1	2	0	2	1
11:00	*	*	*	*	2	5	2	0	6	0	0	0	7	1	3	1
Lane	0	0	0	0	96	89	124	119	101	107	68	68	103	96	101	103
Day	0		0		185		243		208		136		199		204	
AM Peak					11:00	11:00	08:00	08:00	11:00	08:00	07:00	07:00	09:00	09:00	11:00	09:00
Vol.					11	7	14	15	8	8	6	5	3	25	7	10
PM Peak					13:00	12:00	17:00	15:00	13:00	15:00	19:00	19:00	21:00	19:00	13:00	19:00
Vol.					15	12	11	13	9	10	9	9	13	21	9	10

Paragon Consulting Inc.
157 West. 4th. Street
Kuna, Idaho 83634
(208) 922-9138

Site Code: MORMON BLVD
Station ID:
O8

Latitude: 0' 0.000 South

Start Time	27-Oct-08 North B.	27-Oct-08 South B.	Tue North B.	Tue South B.	Wed North B.	Wed South B.	Thu North B.	Thu South B.	Fri North B.	Fri South B.	Sat North B.	Sat South B.	Sun North B.	Sun South B.	Week Average North B.	Week Average South B.
12:00 AM	0	0	1	0	2	1	1	2	1	1	1	0	5	3	2	1
01:00	0	0	1	1	0	0	0	0	0	0	0	0	5	6	1	1
02:00	1	1	0	0	0	1	0	0	0	0	0	0	4	2	1	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	3	3	1	0
04:00	0	1	1	1	0	0	0	0	0	0	1	0	2	2	1	1
05:00	0	1	1	2	0	1	0	1	1	0	2	1	5	3	1	1
06:00	4	1	4	1	7	0	6	2	5	2	10	2	6	3	6	2
07:00	4	4	**5**	5	5	5	7	5	3	3	3	4	5	4	5	4
08:00	7	**12**	4	4	4	**11**	5	9	4	**6**	1	2	5	6	4	7
09:00	6	3	4	1	6	6	3	6	**9**	4	3	3	8	**15**	6	5
10:00	7	7	3	2	4	3	**15**	5	2	3	3	5	**9**	12	6	5
11:00	**8**	10	4	**7**	**10**	6	8	**12**	5	6	**12**	**15**	2	14	**7**	**10**
12:00 PM	6	**8**	5	5	7	7	5	6	1	4	6	8	7	14	5	7
01:00	3	3	7	9	4	4	**11**	2	**8**	7	4	7	5	10	6	6
02:00	4	0	3	9	4	8	5	7	3	5	5	9	**24**	3	7	6
03:00	7	4	7	5	10	9	7	**9**	3	6	13	12	10	4	8	7
04:00	5	6	7	8	6	6	5	6	3	**12**	23	13	7	9	8	9
05:00	**13**	8	4	4	**11**	8	9	8	7	7	19	23	8	4	**10**	9
06:00	5	8	**12**	5	7	**13**	5	8	3	7	**24**	**30**	17	12	10	**12**
07:00	1	3	5	**10**	8	12	3	9	8	10	12	18	15	**15**	7	11
08:00	2	8	1	1	5	4	7	7	7	7	7	6	4	4	5	5
09:00	0	1	0	1	1	3	5	3	7	3	8	4	6	6	4	3
10:00	0	0	2	1	1	1	1	3	3	1	11	9	7	4	4	3
11:00	1	0	0	0	1	1	1	0	1	3	1	2	7	7	2	2
Lane	84	89	82	82	103	110	109	110	84	97	169	173	176	165	117	118
Day	173		164		213		219		181		342		341		235	
AM Peak	11:00	08:00	07:00	11:00	11:00	08:00	10:00	11:00	09:00	08:00	11:00	11:00	10:00	09:00	11:00	11:00
Vol.	8	12	5	7	10	11	15	12	9	6	12	15	9	15	7	10
PM Peak	17:00	12:00	18:00	19:00	17:00	18:00	13:00	15:00	13:00	16:00	18:00	18:00	14:00	19:00	17:00	18:00
Vol.	13	8	12	10	11	13	11	9	8	12	24	30	24	15	10	12

Paragon Consulting Inc.
157 West. 4th. Street
Kuna, Idaho 83634
(208) 922-9138

Site Code: MORMON BLVD
Station ID:

O8

Latitude: 0' 0.000 South

Start	03-Nov-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.	North B.	South B.
12:00 AM	7	4	3	3	2	6	4	2	6	4	5	5	13	4	6	4
01:00	2	2	3	2	5	2	8	4	2	5	4	5	12	14	5	5
02:00	4	4	4	3	12	7	6	6	8	3	12	9	2	8	7	6
03:00	2	2	6	10	5	5	4	6	7	5	11	5	9	4	6	5
04:00	5	3	2	2	1	2	6	5	5	3	0	1	4	6	3	3
05:00	6	6	5	2	7	4	15	10	9	4	8	2	17	14	10	6
06:00	3	5	6	4	10	9	4	6	10	8	13	15	12	13	8	9
07:00	7	4	12	9	5	5	9	11	5	6	9	11	4	5	7	7
08:00	10	12	1	6	8	7	9	5	7	8	10	9	3	3	7	7
09:00	16	25	**36**	**29**	13	**17**	11	12	13	**17**	22	**18**	**18**	12	18	**19**
10:00	**31**	25	29	22	**22**	11	15	8	17	7	19	17	11	**35**	**21**	18
11:00	28	**32**	31	26	10	10	**17**	**15**	**18**	16	**24**	12	5	15	19	18
12:00 PM	26	22	22	22	11	5	9	7	**25**	12	**18**	12	5	12	17	13
01:00	27	**29**	**41**	**28**	**26**	**18**	**16**	6	10	12	11	13	**42**	13	**25**	**17**
02:00	17	23	21	24	9	9	13	10	14	13	17	**17**	23	16	16	16
03:00	29	23	14	10	7	9	10	**13**	12	18	16	17	16	10	15	14
04:00	26	26	10	8	9	9	11	12	15	**19**	9	11	11	9	13	13
05:00	**31**	26	16	12	14	14	13	8	10	10	9	12	12	8	15	13
06:00	30	24	19	14	20	7	12	11	14	14	16	7	13	11	18	13
07:00	19	20	12	8	7	12	12	5	12	16	13	13	7	18	12	13
08:00	13	13	5	4	6	5	3	5	6	5	11	7	3	**19**	7	8
09:00	5	9	16	10	10	8	8	6	9	6	8	17	1	4	8	9
10:00	8	4	16	9	11	5	11	11	20	13	5	6	24	13	14	9
11:00	11	8	11	5	8	8	11	6	6	9	11	10	26	17	12	9
Lane	363	351	341	272	238	194	237	190	260	233	281	251	293	283	289	254
Day	714		613		432		427		493		532		576		543	
AM Peak	10:00	11:00	09:00	09:00	10:00	09:00	11:00	11:00	11:00	09:00	11:00	09:00	09:00	10:00	10:00	09:00
Vol.	31	32	36	29	22	17	17	15	18	17	24	18	18	35	21	19
PM Peak	17:00	13:00	13:00	13:00	13:00	13:00	13:00	15:00	12:00	16:00	12:00	14:00	13:00	20:00	13:00	13:00
Vol.	31	29	41	28	26	18	16	13	25	19	18	17	42	19	25	17

Paragon Consulting Inc.
157 West. 4th. Street
Kuna, Idaho 83634
(208) 922-9138

Site Code: MORMON BLVD
Station ID:
O8

Latitude: 0' 0.000 South

Start Time	10-Nov-08 North B.	10-Nov-08 South B.	Tue North B.	Tue South B.	Wed North B.	Wed South B.	Thu North B.	Thu South B.	Fri North B.	Fri South B.	Sat North B.	Sat South B.	Sun North B.	Sun South B.	Week Average North B.	Week Average South B.
12:00 AM	13	6	*	*	*	*	*	*	*	*	*	*	*	*	13	6
01:00	3	3	*	*	*	*	*	*	*	*	*	*	*	*	3	3
02:00	6	4	*	*	*	*	*	*	*	*	*	*	*	*	6	4
03:00	11	7	*	*	*	*	*	*	*	*	*	*	*	*	11	7
04:00	9	6	*	*	*	*	*	*	*	*	*	*	*	*	9	6
05:00	7	7	*	*	*	*	*	*	*	*	*	*	*	*	7	7
06:00	8	9	*	*	*	*	*	*	*	*	*	*	*	*	8	9
07:00	5	4	*	*	*	*	*	*	*	*	*	*	*	*	5	4
08:00	5	3	*	*	*	*	*	*	*	*	*	*	*	*	5	3
09:00	18	**20**	*	*	*	*	*	*	*	*	*	*	*	*	18	**20**
10:00	**29**	19	*	*	*	*	*	*	*	*	*	*	*	*	**29**	19
11:00	15	15	*	*	*	*	*	*	*	*	*	*	*	*	15	15
12:00 PM	**30**	15	*	*	*	*	*	*	*	*	*	*	*	*	**30**	15
01:00	14	**16**	*	*	*	*	*	*	*	*	*	*	*	*	14	**16**
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane Day	173	134	0	0	0	0	0	0	0	0	0	0	0	0	173	134
	307		0		0		0		0		0		0		307	
AM Peak	10:00	09:00													10:00	09:00
Vol.	29	20													29	20
PM Peak	12:00	13:00													12:00	13:00
Vol.	30	16													30	16
Comb. Total	1194		777		830		889		882		1010		1116		1289	
ADT	ADT 350		AADT 350													

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: MUD FLAT RD
Station ID:

O10

Latitude: 0' 0.000 South

Start	27-Apr-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	*	*	1	0	1	1	0	0	1	0
01:00	*	*	*	*	*	*	*	*	0	0	2	0	2	1	1	0
02:00	*	*	*	*	*	*	*	*	0	0	1	1	0	0	0	0
03:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	0	0	0	2	0	0	0	1
05:00	*	*	*	*	*	*	*	*	2	0	2	1	1	1	2	1
06:00	*	*	*	*	*	*	*	*	4	3	2	3	3	2	3	3
07:00	*	*	*	*	*	*	*	*	5	6	4	3	3	1	4	3
08:00	*	*	*	*	*	*	*	*	6	**8**	4	5	4	2	5	5
09:00	*	*	*	*	*	*	*	*	4	8	5	**9**	5	**8**	5	**8**
10:00	*	*	*	*	*	*	*	*	4	5	3	1	1	6	3	4
11:00	*	*	*	*	*	*	*	*	**10**	4	**6**	3	**7**	2	**8**	3
12:00 PM	*	*	*	*	*	*	5	8	**9**	7	3	2	**7**	**6**	6	6
01:00	*	*	*	*	*	*	5	6	2	**10**	6	5	2	5	4	6
02:00	*	*	*	*	*	*	8	5	3	5	3	5	3	3	4	4
03:00	*	*	*	*	*	*	12	6	5	2	**9**	4	2	5	7	4
04:00	*	*	*	*	*	*	**17**	**11**	7	4	5	4	4	6	**8**	6
05:00	*	*	*	*	*	*	6	8	6	8	4	**6**	7	5	6	**7**
06:00	*	*	*	*	*	*	4	7	7	5	4	3	3	5	4	5
07:00	*	*	*	*	*	*	2	3	2	4	2	2	2	2	2	3
08:00	*	*	*	*	*	*	1	2	5	0	4	5	1	4	3	3
09:00	*	*	*	*	*	*	3	0	5	3	0	0	1	2	2	1
10:00	*	*	*	*	*	*	2	1	2	0	1	2	1	2	2	1
11:00	*	*	*	*	*	*	1	0	1	2	2	2	0	0	1	1
Lane	0	0	0	0	0	0	66	57	90	84	73	69	59	68	81	75
Day	0		0		0		123		174		142		127		156	
AM Peak									11:00	08:00	11:00	09:00	11:00	09:00	11:00	09:00
Vol.									10	8	6	9	7	8	8	8
PM Peak							16:00	16:00	12:00	13:00	15:00	17:00	12:00	12:00	16:00	17:00
Vol.							17	11	9	10	9	6	7	6	8	7

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: MUD FLAT RD
Station ID:
O10

Latitude: 0' 0.000 South

Start Time	04-May-09 Direction 1	Direction	Tue Direction	Direction	Wed Direction	Direction	Thu Direction	Direction	Fri Direction	Direction	Sat Direction	Direction	Sun Direction	Direction	Week Average Direction	Direction
12:00 AM	2	0	0	0	0	0	0	1	2	1	*	*	*	*	1	0
01:00	0	0	0	0	0	0	1	0	0	0	*	*	*	*	0	0
02:00	0	0	0	0	0	0	0	0	0	0	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	1	0	0	*	*	*	*	0	0
04:00	0	1	1	0	0	1	0	0	1	1	*	*	*	*	0	1
05:00	0	0	0	0	0	0	0	0	0	1	*	*	*	*	0	0
06:00	0	5	1	4	3	4	3	3	**5**	2	*	*	*	*	2	4
07:00	6	5	**8**	7	**10**	7	8	6	5	4	*	*	*	*	**7**	6
08:00	2	6	6	**11**	4	**8**	**10**	**10**	2	**13**	*	*	*	*	5	**10**
09:00	4	3	3	6	3	7	3	10	0	0	*	*	*	*	3	5
10:00	4	3	4	1	7	2	9	0	*	*	*	*	*	*	6	2
11:00	**8**	**9**	7	1	4	6	5	2	*	*	*	*	*	*	6	4
12:00 PM	3	**5**	9	6	9	**9**	5	3	*	*	*	*	*	*	6	6
01:00	6	5	7	7	**12**	9	**8**	5	*	*	*	*	*	*	**8**	6
02:00	3	1	4	**13**	5	6	4	6	*	*	*	*	*	*	4	6
03:00	5	5	9	8	9	7	5	**11**	*	*	*	*	*	*	7	**8**
04:00	**8**	4	**11**	9	11	8	3	5	*	*	*	*	*	*	8	6
05:00	2	5	4	8	4	4	6	8	*	*	*	*	*	*	4	6
06:00	5	1	2	5	4	6	5	3	*	*	*	*	*	*	4	4
07:00	1	4	3	4	5	6	2	3	*	*	*	*	*	*	3	4
08:00	2	0	2	1	3	2	5	3	*	*	*	*	*	*	3	2
09:00	5	1	5	0	4	0	3	3	*	*	*	*	*	*	4	1
10:00	1	1	3	0	5	3	3	1	*	*	*	*	*	*	3	1
11:00	0	0	1	0	0	0	2	4	*	*	*	*	*	*	1	1
Lane	67	64	90	91	102	95	90	88	15	22	0	0	0	0	85	83
Day	131		181		197		178		37		0		0		168	
AM Peak	11:00	11:00	07:00	08:00	07:00	08:00	08:00	08:00	06:00	08:00					07:00	08:00
Vol.	8	9	8	11	10	8	10	10	5	13					7	10
PM Peak	16:00	12:00	16:00	14:00	13:00	12:00	13:00	15:00							13:00	15:00
Vol.	8	5	11	13	12	9	8	11							8	8
Comb. Total	131		181		197		301		211		142		127		324	

ADT ADT 161 AADT 161

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: OREANA LOOP
Station ID:
O12
Latitude: 0' 0.000 South

Start	18-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	1	0	0	0	2	1	0	1	1	0
01:00	*	*	*	*	*	*	0	0	1	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	0	0	0	0	1	0	0	0	0	0
03:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	0	0	0	1	0	0	0	0	0	0
05:00	*	*	*	*	*	*	0	1	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	2	4	4	1	2	1	1	1	2	2
07:00	*	*	*	*	*	*	3	2	1	2	4	1	1	3	2	2
08:00	*	*	*	*	*	*	8	4	6	6	**19**	3	6	0	**10**	3
09:00	*	*	*	*	*	*	**9**	3	**9**	6	17	6	5	11	10	6
10:00	*	*	*	*	*	*	1	10	3	10	12	**14**	**8**	7	6	10
11:00	*	*	*	*	*	*	0	**15**	3	**11**	11	10	4	**19**	4	**14**
12:00 PM	*	*	*	*	*	*	1	**10**	4	7	10	16	**11**	6	6	10
01:00	*	*	*	*	*	*	5	5	9	5	7	8	6	5	**7**	6
02:00	*	*	*	*	0	10	5	4	10	5	10	11	3	12	6	8
03:00	*	*	*	*	3	8	2	6	11	**9**	**14**	13	4	10	7	9
04:00	*	*	*	*	5	**12**	5	5	9	4	10	13	3	**21**	6	**11**
05:00	*	*	*	*	4	3	4	6	7	5	14	**20**	2	13	6	9
06:00	*	*	*	*	**8**	11	**6**	9	13	7	4	5	5	3	7	7
07:00	*	*	*	*	7	5	3	3	**18**	8	3	1	2	8	7	5
08:00	*	*	*	*	7	4	3	6	2	5	2	1	5	4	4	4
09:00	*	*	*	*	6	3	4	2	8	3	1	8	1	3	4	4
10:00	*	*	*	*	3	0	3	1	6	1	1	1	5	0	4	1
11:00	*	*	*	*	0	0	2	0	2	0	1	0	0	1	1	0
Lane	0	0	0	0	43	56	67	96	126	96	145	133	72	128	100	111
Day	0		0		99		163		222		278		200		211	
AM Peak							09:00	11:00	09:00	11:00	08:00	10:00	10:00	11:00	08:00	11:00
Vol.							9	15	9	11	19	14	8	19	10	14
PM Peak					18:00	16:00	18:00	12:00	19:00	15:00	15:00	17:00	12:00	16:00	13:00	16:00
Vol.					8	12	6	10	18	9	14	20	11	21	7	11

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: OREANA LOOP
Station ID:
O12
Latitude: 0' 0.000 South

Start	25-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
01:00	0	1	0	0	0	0	0	0	*	*	*	*	*	*	0	0
02:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	0	0	0	1	0	0	0	1	*	*	*	*	*	*	0	0
05:00	0	0	0	1	0	0	0	0	*	*	*	*	*	*	0	0
06:00	1	1	1	4	2	4	1	4	*	*	*	*	*	*	1	3
07:00	3	2	4	1	2	1	4	2	*	*	*	*	*	*	3	2
08:00	4	1	3	5	4	**7**	1	2	*	*	*	*	*	*	3	4
09:00	5	3	4	3	1	4	**7**	4	*	*	*	*	*	*	4	4
10:00	**8**	6	4	**7**	**6**	1	5	4	*	*	*	*	*	*	**6**	4
11:00	6	**8**	**5**	3	4	6	2	**9**	*	*	*	*	*	*	4	**6**
12:00 PM	2	10	2	5	5	5	**3**	**3**	*	*	*	*	*	*	3	6
01:00	1	12	2	5	1	6	2	3	*	*	*	*	*	*	2	6
02:00	3	**18**	4	5	3	**8**	0	0	*	*	*	*	*	*	2	8
03:00	**5**	8	0	0	5	2	*	*	*	*	*	*	*	*	3	3
04:00	1	13	**7**	**8**	1	6	*	*	*	*	*	*	*	*	3	**9**
05:00	4	9	1	5	1	3	*	*	*	*	*	*	*	*	2	6
06:00	3	6	7	6	3	3	*	*	*	*	*	*	*	*	4	5
07:00	5	7	7	4	**6**	8	*	*	*	*	*	*	*	*	**6**	6
08:00	1	4	3	3	6	4	*	*	*	*	*	*	*	*	3	4
09:00	4	6	4	2	6	3	*	*	*	*	*	*	*	*	5	4
10:00	4	1	2	1	5	0	*	*	*	*	*	*	*	*	4	1
11:00	2	1	2	0	0	0	*	*	*	*	*	*	*	*	1	0
Lane	62	117	62	69	61	71	25	32	0	0	0	0	0	0	59	81
Day	179		131		132		57		0		0		0		140	
AM Peak	10:00	11:00	11:00	10:00	10:00	08:00	09:00	11:00							10:00	11:00
Vol.	8	8	5	7	6	7	7	9							6	6
PM Peak	15:00	14:00	16:00	16:00	19:00	14:00	12:00	12:00							19:00	16:00
Vol.	5	18	7	8	6	8	3	3							6	9

Comb. Total	179	131	231	220	222	278	200	351

ADT ADT 186 AADT 186

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: REYNODLS CREEK
Station ID:

O15

Latitude: 0' 0.000 South

Start	18-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	0	0	2	0	1	0	0	0	1	0
01:00	*	*	*	*	*	*	1	0	0	0	1	0	0	0	0	0
02:00	*	*	*	*	*	*	1	0	0	0	1	1	1	0	1	0
03:00	*	*	*	*	*	*	0	0	1	0	1	0	1	0	1	0
04:00	*	*	*	*	*	*	0	2	1	1	2	1	0	2	1	2
05:00	*	*	*	*	*	*	8	0	4	0	6	1	1	1	5	0
06:00	*	*	*	*	*	*	4	2	3	4	2	2	1	0	2	2
07:00	*	*	*	*	*	*	4	5	2	5	6	5	7	1	5	4
08:00	*	*	*	*	*	*	11	4	5	3	10	6	6	10	8	6
09:00	*	*	*	*	*	*	10	8	3	5	18	**9**	20	**14**	13	9
10:00	*	*	*	*	**6**	2	8	3	8	3	**22**	7	7	9	10	5
11:00	*	*	*	*	2	**5**	**17**	**11**	**14**	**10**	17	8	**25**	14	**15**	**10**
12:00 PM	*	*	*	*	6	8	**8**	10	12	5	13	**20**	10	4	**10**	9
01:00	*	*	*	*	1	6	2	5	8	7	13	15	**20**	12	9	9
02:00	*	*	*	*	8	4	7	4	5	6	5	8	18	**23**	9	9
03:00	*	*	*	*	6	6	6	4	8	5	6	10	11	16	7	8
04:00	*	*	*	*	4	16	8	8	8	10	**15**	18	10	15	9	13
05:00	*	*	*	*	7	**18**	7	**15**	11	**20**	12	15	9	22	9	**18**
06:00	*	*	*	*	**9**	2	5	11	5	15	7	15	9	17	7	12
07:00	*	*	*	*	7	3	7	7	**15**	9	8	9	5	17	8	9
08:00	*	*	*	*	2	1	7	9	6	3	2	4	5	4	4	4
09:00	*	*	*	*	3	2	6	1	4	1	3	4	7	3	5	2
10:00	*	*	*	*	3	0	2	1	4	2	1	4	2	2	2	2
11:00	*	*	*	*	3	1	1	0	0	2	1	2	2	2	1	1
Lane	0	0	0	0	67	74	130	110	129	116	173	164	177	188	142	134
Day	0		0		141		240		245		337		365		276	
AM Peak					10:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	11:00	09:00	11:00	11:00
Vol.					6	5	17	11	14	10	22	9	25	14	15	10
PM Peak					18:00	17:00	12:00	17:00	19:00	17:00	16:00	12:00	13:00	14:00	12:00	17:00
Vol.					9	18	8	15	15	20	15	20	20	23	10	18

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: REYNODLS CREEK
Station ID:
O15

Latitude: 0' 0.000 South

Start	25-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	1	0	0	0	3	0	0	0	*	*	*	*	*	*	1	0
01:00	1	1	1	0	0	0	0	0	*	*	*	*	*	*	0	0
02:00	1	0	0	0	0	1	0	0	*	*	*	*	*	*	0	0
03:00	0	0	1	0	1	0	1	0	*	*	*	*	*	*	1	0
04:00	3	3	2	0	1	0	1	0	*	*	*	*	*	*	2	1
05:00	5	1	4	1	4	3	5	0	*	*	*	*	*	*	4	1
06:00	2	0	2	3	5	3	4	3	*	*	*	*	*	*	3	2
07:00	4	3	4	1	8	**9**	4	6	*	*	*	*	*	*	5	5
08:00	9	3	8	10	8	5	6	**10**	*	*	*	*	*	*	8	7
09:00	18	9	6	8	7	5	**10**	3	*	*	*	*	*	*	10	6
10:00	14	**10**	**11**	6	5	4	0	0	*	*	*	*	*	*	8	5
11:00	**19**	9	8	**11**	**10**	9	*	*	*	*	*	*	*	*	**12**	**10**
12:00 PM	**22**	**24**	**7**	8	3	8	*	*	*	*	*	*	*	*	**11**	13
01:00	10	9	6	4	8	6	*	*	*	*	*	*	*	*	8	6
02:00	10	21	3	5	3	3	*	*	*	*	*	*	*	*	5	10
03:00	7	21	4	5	4	2	*	*	*	*	*	*	*	*	5	9
04:00	6	12	5	8	5	11	*	*	*	*	*	*	*	*	5	10
05:00	10	23	4	**15**	**10**	**16**	*	*	*	*	*	*	*	*	8	**18**
06:00	6	17	7	13	7	5	*	*	*	*	*	*	*	*	7	12
07:00	9	12	4	4	3	7	*	*	*	*	*	*	*	*	5	8
08:00	1	2	5	1	6	1	*	*	*	*	*	*	*	*	4	1
09:00	5	9	6	3	5	3	*	*	*	*	*	*	*	*	5	5
10:00	2	2	0	1	0	2	*	*	*	*	*	*	*	*	1	2
11:00	0	0	2	1	4	1	*	*	*	*	*	*	*	*	2	1
Lane	165	191	100	108	110	104	31	22	0	0	0	0	0	0	120	132
Day	356		208		214		53		0		0		0		252	
AM Peak	11:00	10:00	10:00	11:00	11:00	07:00	09:00	08:00							11:00	11:00
Vol.	19	10	11	11	10	9	10	10							12	10
PM Peak	12:00	12:00	12:00	17:00	17:00	17:00									12:00	17:00
Vol.	22	24	7	15	10	16									11	18

Comb. Total	356	208	355	293	245	337	365	528

ADT ADT 281 AADT 281

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SILVER CITY RD
Station ID:
O17
Latitude: 0' 0.000 South

Start	18-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	0	0	0	1	0	1	0	0	0	0
01:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	0	0	0	1	0	0	0	0	0	0
04:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	0	0	0	0	1	0	0	0	0	0
06:00	*	*	*	*	*	*	0	0	0	0	2	0	0	0	0	0
07:00	*	*	*	*	*	*	0	0	0	0	3	0	0	0	1	0
08:00	*	*	*	*	*	*	0	0	2	0	10	0	7	1	5	0
09:00	*	*	*	*	*	*	3	0	**9**	0	20	1	12	4	11	1
10:00	*	*	*	*	*	*	**5**	0	8	1	17	1	26	**7**	14	**2**
11:00	*	*	*	*	*	*	3	**1**	3	**2**	**27**	**5**	**33**	0	**16**	2
12:00 PM	*	*	*	*	*	*	**5**	1	2	0	**22**	5	**26**	8	**14**	4
01:00	*	*	*	*	*	*	5	2	9	5	20	8	18	9	13	6
02:00	*	*	*	*	0	4	1	3	8	7	7	10	19	17	7	8
03:00	*	*	*	*	1	**8**	1	**5**	**11**	2	17	25	8	17	8	11
04:00	*	*	*	*	**3**	1	2	4	3	**9**	4	**37**	5	**41**	3	**18**
05:00	*	*	*	*	3	3	1	3	7	9	6	24	3	38	4	15
06:00	*	*	*	*	3	3	1	3	11	3	8	16	1	13	5	8
07:00	*	*	*	*	0	2	3	1	9	3	1	6	4	6	3	4
08:00	*	*	*	*	0	0	1	1	3	0	0	1	0	10	1	2
09:00	*	*	*	*	0	0	0	0	6	0	2	2	2	3	2	1
10:00	*	*	*	*	0	0	0	0	3	0	0	4	0	1	1	1
11:00	*	*	*	*	0	0	0	0	1	1	0	0	0	0	0	0
Lane	0	0	0	0	10	21	31	24	95	44	167	146	164	175	108	83
Day	0		0		31		55		139		313		339		191	
AM Peak							10:00	11:00	09:00	11:00	11:00	11:00	11:00	10:00	11:00	10:00
Vol.							5	1	9	2	27	5	33	7	16	2
PM Peak					16:00	15:00	12:00	15:00	15:00	16:00	12:00	16:00	12:00	16:00	12:00	16:00
Vol.					3	8	5	5	11	9	22	37	26	41	14	18

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SILVER CITY RD
Station ID:
O17

Latitude: 0' 0.000 South

Start	25-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	3	2	0	0	0	0	0	0	*	*	*	*	*	*	1	0
01:00	0	0	0	1	0	0	0	0	*	*	*	*	*	*	0	0
02:00	0	0	0	0	0	0	0	1	*	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
05:00	1	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
06:00	0	1	0	0	0	0	0	0	*	*	*	*	*	*	0	0
07:00	3	0	1	1	0	0	0	0	*	*	*	*	*	*	1	0
08:00	11	2	2	**2**	1	1	1	1	*	*	*	*	*	*	4	2
09:00	20	2	1	1	**6**	1	**8**	**3**	*	*	*	*	*	*	9	2
10:00	19	9	3	1	3	1	6	3	*	*	*	*	*	*	8	**4**
11:00	**24**	**10**	**8**	1	3	**2**	5	1	*	*	*	*	*	*	**10**	4
12:00 PM	22	6	**4**	1	**6**	**6**	**2**	**2**	*	*	*	*	*	*	**8**	4
01:00	**23**	19	4	**8**	3	3	0	0	*	*	*	*	*	*	8	8
02:00	9	31	4	5	5	2	*	*	*	*	*	*	*	*	6	13
03:00	9	21	0	3	1	6	*	*	*	*	*	*	*	*	3	10
04:00	3	**37**	1	6	0	2	*	*	*	*	*	*	*	*	1	**15**
05:00	2	17	0	2	1	1	*	*	*	*	*	*	*	*	1	7
06:00	2	23	0	3	0	2	*	*	*	*	*	*	*	*	1	9
07:00	1	18	0	1	2	0	*	*	*	*	*	*	*	*	1	6
08:00	0	3	1	0	0	2	*	*	*	*	*	*	*	*	0	2
09:00	1	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
10:00	0	1	0	0	0	2	*	*	*	*	*	*	*	*	0	1
11:00	0	0	0	0	1	0	*	*	*	*	*	*	*	*	0	0
Lane	153	202	29	36	32	31	22	11	0	0	0	0	0	0	62	87
Day	355		65		63		33		0		0		0		149	
AM Peak	11:00	11:00	11:00	08:00	09:00	11:00	09:00	09:00							11:00	10:00
Vol.	24	10	8	2	6	2	8	3							10	4
PM Peak	13:00	16:00	12:00	13:00	12:00	12:00	12:00	12:00							12:00	16:00
Vol.	23	37	4	8	6	6	2	2							8	15
Comb. Total	355		65		94		88		139		313		339		340	

ADT ADT 190 AADT 190

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: YTURRI RD
Station ID:
O19

Latitude: 0' 0.000 South

Start	18-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	0	1	0	0	2	1	0	0	0	0
01:00	*	*	*	*	*	*	0	0	0	0	0	0	0	2	0	0
02:00	*	*	*	*	*	*	0	1	0	0	1	0	0	0	0	0
03:00	*	*	*	*	*	*	0	1	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	0	1	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	1	7	0	1	0	2	0	1	0	3
06:00	*	*	*	*	*	*	2	1	1	1	1	3	1	0	1	1
07:00	*	*	*	*	*	*	5	2	1	**9**	2	1	0	4	2	4
08:00	*	*	*	*	*	*	5	7	**7**	9	4	9	3	4	5	7
09:00	*	*	*	*	*	*	**8**	**8**	6	9	2	14	6	**13**	**6**	**11**
10:00	*	*	*	*	*	*	6	7	5	5	**6**	**16**	7	10	6	10
11:00	*	*	*	*	*	*	5	8	4	6	2	11	**9**	9	5	8
12:00 PM	*	*	*	*	7	7	4	5	7	4	6	8	6	6	6	6
01:00	*	*	*	*	3	3	3	6	6	6	12	9	8	**16**	6	**8**
02:00	*	*	*	*	3	2	6	2	**9**	5	11	**12**	9	6	8	5
03:00	*	*	*	*	8	3	8	**8**	9	7	10	2	19	9	**11**	6
04:00	*	*	*	*	**16**	**12**	4	8	4	10	6	9	**22**	3	10	8
05:00	*	*	*	*	7	5	**16**	5	5	6	**18**	6	11	6	11	6
06:00	*	*	*	*	9	4	4	5	3	**12**	13	5	12	3	8	6
07:00	*	*	*	*	9	7	3	4	4	10	5	4	6	3	5	6
08:00	*	*	*	*	1	1	2	2	2	12	2	2	4	6	2	5
09:00	*	*	*	*	4	3	1	2	1	7	1	2	4	4	2	4
10:00	*	*	*	*	1	1	1	3	1	3	1	2	2	4	1	3
11:00	*	*	*	*	1	1	0	1	0	1	2	0	0	0	1	1
Lane	0	0	0	0	69	49	84	95	75	123	107	118	129	109	96	108
Day	0		0		118		179		198		225		238		204	
AM Peak							09:00	09:00	08:00	07:00	10:00	10:00	11:00	09:00	09:00	09:00
Vol.							8	8	7	9	6	16	9	13	6	11
PM Peak					16:00	16:00	17:00	15:00	14:00	18:00	17:00	14:00	16:00	13:00	15:00	13:00
Vol.					16	12	16	8	9	12	18	12	22	16	11	8

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: YTURRI RD
Station ID:
O19

Latitude: 0' 0.000 South

Start	25-May-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	1	1	1	1	0	0	2	1	*	*	*	*	*	*	1	1
01:00	0	0	0	1	0	1	0	0	*	*	*	*	*	*	0	0
02:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
05:00	0	1	0	5	0	7	0	6	*	*	*	*	*	*	0	5
06:00	1	0	4	1	4	4	3	7	*	*	*	*	*	*	3	3
07:00	2	5	6	4	3	3	0	4	*	*	*	*	*	*	3	4
08:00	5	5	**8**	1	**10**	7	5	5	*	*	*	*	*	*	7	4
09:00	7	6	7	8	8	**9**	**9**	**13**	*	*	*	*	*	*	**8**	**9**
10:00	8	8	5	**10**	2	1	2	5	*	*	*	*	*	*	4	6
11:00	**10**	**10**	6	4	4	4	0	0	*	*	*	*	*	*	5	4
12:00 PM	**22**	**7**	1	3	6	8	*	*	*	*	*	*	*	*	10	6
01:00	19	6	8	5	1	7	*	*	*	*	*	*	*	*	9	6
02:00	17	7	8	2	4	3	*	*	*	*	*	*	*	*	10	4
03:00	5	6	5	5	4	**9**	*	*	*	*	*	*	*	*	5	**7**
04:00	13	2	10	**8**	8	2	*	*	*	*	*	*	*	*	10	4
05:00	14	1	**15**	8	**9**	9	*	*	*	*	*	*	*	*	**13**	6
06:00	7	6	4	1	3	5	*	*	*	*	*	*	*	*	5	4
07:00	7	1	2	4	4	5	*	*	*	*	*	*	*	*	4	3
08:00	10	6	5	3	3	2	*	*	*	*	*	*	*	*	6	4
09:00	4	4	3	4	4	2	*	*	*	*	*	*	*	*	4	3
10:00	1	0	0	2	0	1	*	*	*	*	*	*	*	*	0	1
11:00	0	1	1	1	0	0	*	*	*	*	*	*	*	*	0	1
Lane	153	83	99	81	77	89	21	41	0	0	0	0	0	0	107	85
Day	236		180		166		62		0		0		0		192	
AM Peak	11:00	11:00	08:00	10:00	08:00	09:00	09:00	09:00							09:00	09:00
Vol.	10	10	8	10	10	9	9	13							8	9
PM Peak	12:00	12:00	17:00	16:00	17:00	15:00									17:00	15:00
Vol.	22	7	15	8	9	9									13	7
Comb. Total	236		180		284		241		198		225		238		396	

ADT ADT 203 AADT 203

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: EDISON ROAD
Station ID:

G9

Latitude: 0' 0.000 South

Start	23-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	0	0	2	2	1	2	1	0	0	2	1	2	1	1
01:00	*	*	0	0	2	3	1	2	0	1	0	2	0	1	0	2
02:00	*	*	0	1	0	0	1	1	1	2	0	1	1	0	0	1
03:00	*	*	0	0	0	0	0	2	0	0	1	0	2	1	0	0
04:00	*	*	0	1	1	2	1	1	1	0	0	0	0	0	0	1
05:00	*	*	0	2	0	0	0	2	0	2	0	1	0	1	0	1
06:00	*	*	2	0	2	0	2	0	0	1	2	2	1	1	2	1
07:00	*	*	9	7	7	7	9	2	9	8	7	7	2	2	7	6
08:00	*	*	12	9	11	7	13	12	**18**	9	17	9	10	4	**14**	8
09:00	*	*	**17**	14	11	8	11	12	15	10	**18**	11	5	7	13	10
10:00	*	*	16	9	**13**	**16**	9	10	18	**15**	13	4	9	13	13	11
11:00	*	*	14	**19**	12	10	**16**	**16**	15	9	13	**14**	**17**	**17**	14	**14**
12:00 PM	*	*	28	16	21	15	16	16	**21**	18	**23**	**18**	17	7	21	15
01:00	*	*	12	17	**26**	**17**	20	13	19	15	13	12	**57**	5	**24**	13
02:00	*	*	9	11	18	10	**24**	11	21	14	16	14	30	**17**	20	13
03:00	*	*	14	13	17	11	15	12	16	11	14	17	11	8	14	12
04:00	*	*	16	17	8	16	16	11	13	13	10	15	13	17	13	15
05:00	16	**19**	22	23	14	5	19	18	11	10	10	11	8	6	14	13
06:00	**22**	16	17	**40**	16	9	13	20	16	**20**	12	8	12	8	15	**17**
07:00	12	14	8	14	9	12	6	**22**	10	13	19	7	12	11	11	13
08:00	11	13	9	4	10	9	11	7	12	12	7	6	4	14	9	9
09:00	7	5	11	6	4	8	3	6	7	5	4	7	6	3	6	6
10:00	2	3	**32**	2	3	6	22	3	5	7	3	6	3	3	10	4
11:00	2	2	1	1	2	0	2	3	2	3	1	4	0	1	1	2
Lane	72	72	249	226	209	173	231	204	231	198	203	178	221	149	222	188
Day	144		475		382		435		429		381		370		410	
AM Peak			09:00	11:00	10:00	10:00	11:00	11:00	08:00	10:00	09:00	11:00	11:00	11:00	08:00	11:00
Vol.			17	19	13	16	16	16	18	15	18	14	17	17	14	14
PM Peak	18:00	17:00	22:00	18:00	13:00	13:00	14:00	19:00	12:00	18:00	12:00	12:00	13:00	14:00	13:00	18:00
Vol.	22	19	32	40	26	17	24	22	21	20	23	18	57	17	24	17

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: EDISON ROAD
Station ID:
G9

Latitude: 0' 0.000 South

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	1	0	*	*	*	*	*	*	*	*	*	*	0	0
01:00	1	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
02:00	2	0	1	0	*	*	*	*	*	*	*	*	*	*	2	0
03:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
04:00	0	1	0	1	*	*	*	*	*	*	*	*	*	*	0	1
05:00	1	0	0	1	*	*	*	*	*	*	*	*	*	*	0	0
06:00	7	2	5	0	*	*	*	*	*	*	*	*	*	*	6	1
07:00	14	5	13	9	*	*	*	*	*	*	*	*	*	*	14	7
08:00	15	15	**19**	12	*	*	*	*	*	*	*	*	*	*	17	14
09:00	14	**16**	14	11	*	*	*	*	*	*	*	*	*	*	14	14
10:00	**21**	14	15	**20**	*	*	*	*	*	*	*	*	*	*	18	17
11:00	21	16	19	20	*	*	*	*	*	*	*	*	*	*	**20**	**18**
12:00 PM	21	20	**16**	**25**	*	*	*	*	*	*	*	*	*	*	18	22
01:00	19	11	0	0	*	*	*	*	*	*	*	*	*	*	10	6
02:00	17	15	*	*	*	*	*	*	*	*	*	*	*	*	17	15
03:00	20	21	*	*	*	*	*	*	*	*	*	*	*	*	20	21
04:00	**24**	12	*	*	*	*	*	*	*	*	*	*	*	*	**24**	12
05:00	15	**25**	*	*	*	*	*	*	*	*	*	*	*	*	15	**25**
06:00	22	16	*	*	*	*	*	*	*	*	*	*	*	*	22	16
07:00	14	15	*	*	*	*	*	*	*	*	*	*	*	*	14	15
08:00	11	19	*	*	*	*	*	*	*	*	*	*	*	*	11	19
09:00	9	6	*	*	*	*	*	*	*	*	*	*	*	*	9	6
10:00	4	3	*	*	*	*	*	*	*	*	*	*	*	*	4	3
11:00	2	4	*	*	*	*	*	*	*	*	*	*	*	*	2	4
Lane	274	236	103	99	0	0	0	0	0	0	0	0	0	0	257	236
Day	510		202		0		0		0		0		0		493	
AM Peak	10:00	09:00	08:00	10:00											11:00	11:00
Vol.	21	16	19	20											20	18
PM Peak	16:00	17:00	12:00	12:00											16:00	17:00
Vol.	24	25	16	25											24	25

Comb. Total	654	677	382	435	429	381	370	903

ADT ADT 426 AADT 426

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: PERSHALL
Station ID:

G14

Latitude: 0' 0.000 South

Start	23-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	0	0	2	2	0	0	0	1	0	1	0	0	0	1
01:00	*	*	1	1	0	0	1	1	0	0	0	0	0	1	0	0
02:00	*	*	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	0	0	0	0	0	0	1	0	0	0	0	1	0	0
04:00	*	*	2	1	0	1	0	1	0	0	0	1	1	1	0	1
05:00	*	*	2	1	3	1	3	0	**5**	2	3	1	1	1	3	1
06:00	*	*	1	1	1	2	0	2	1	1	1	2	**2**	1	1	2
07:00	*	*	5	**7**	3	**5**	4	2	3	**4**	3	2	2	0	3	3
08:00	*	*	1	2	**5**	1	4	2	4	3	**6**	2	1	**4**	**4**	2
09:00	*	*	3	4	2	4	**7**	**5**	2	2	3	6	0	0	3	**4**
10:00	*	*	3	0	1	3	7	3	2	0	5	2	2	0	3	1
11:00	*	*	**6**	5	1	2	5	1	2	1	1	**7**	0	1	2	3
12:00 PM	*	*	5	6	4	**6**	3	**10**	4	3	5	5	3	2	**4**	**5**
01:00	*	*	4	1	3	4	2	4	2	2	4	6	1	2	3	3
02:00	*	*	3	2	2	4	5	3	7	3	5	0	1	5	4	3
03:00	1	4	6	2	3	4	**6**	1	3	4	**6**	**10**	3	3	4	4
04:00	4	**9**	3	2	**5**	3	6	4	**10**	3	1	7	0	0	4	4
05:00	**7**	7	**7**	4	5	5	3	6	3	6	2	9	2	1	4	5
06:00	1	8	4	**8**	4	2	3	6	6	**9**	2	2	2	3	3	5
07:00	5	4	3	2	5	1	1	2	2	1	2	5	3	2	3	2
08:00	3	3	2	2	0	3	4	4	6	5	5	3	0	**6**	3	4
09:00	3	1	0	0	2	2	0	0	1	2	5	1	1	3	2	1
10:00	1	3	0	0	0	3	1	1	2	4	2	2	**4**	2	1	2
11:00	3	0	1	0	1	1	1	1	2	1	4	0	1	0	2	0
Lane	28	39	63	51	52	59	66	59	68	57	65	74	30	39	56	56
Day	67		114		111		125		125		139		69		112	
AM Peak			11:00	07:00	08:00	07:00	09:00	09:00	05:00	07:00	08:00	11:00	06:00	08:00	08:00	09:00
Vol.			6	7	5	5	7	5	5	4	6	7	2	4	4	4
PM Peak	17:00	16:00	17:00	18:00	16:00	12:00	15:00	12:00	16:00	18:00	15:00	15:00	22:00	20:00	12:00	12:00
Vol.	7	9	7	8	5	6	6	10	10	9	6	10	4	6	4	5

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: PERSHALL
Station ID:
G14

Latitude: 0' 0.000 South

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
01:00	0	0	0	1	*	*	*	*	*	*	*	*	*	*	0	0
02:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
03:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
04:00	1	1	2	1	*	*	*	*	*	*	*	*	*	*	2	1
05:00	3	0	2	0	*	*	*	*	*	*	*	*	*	*	2	0
06:00	2	2	1	2	*	*	*	*	*	*	*	*	*	*	2	2
07:00	**4**	**8**	**8**	**7**	*	*	*	*	*	*	*	*	*	*	**6**	**8**
08:00	4	2	3	4	*	*	*	*	*	*	*	*	*	*	4	3
09:00	4	2	5	6	*	*	*	*	*	*	*	*	*	*	4	4
10:00	1	3	5	2	*	*	*	*	*	*	*	*	*	*	3	2
11:00	4	4	0	0	*	*	*	*	*	*	*	*	*	*	2	2
12:00 PM	6	3	*	*	*	*	*	*	*	*	*	*	*	*	6	3
01:00	4	0	*	*	*	*	*	*	*	*	*	*	*	*	4	0
02:00	3	3	*	*	*	*	*	*	*	*	*	*	*	*	3	3
03:00	**9**	4	*	*	*	*	*	*	*	*	*	*	*	*	**9**	4
04:00	4	5	*	*	*	*	*	*	*	*	*	*	*	*	4	5
05:00	6	**8**	*	*	*	*	*	*	*	*	*	*	*	*	6	**8**
06:00	1	8	*	*	*	*	*	*	*	*	*	*	*	*	1	8
07:00	2	1	*	*	*	*	*	*	*	*	*	*	*	*	2	1
08:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
09:00	1	3	*	*	*	*	*	*	*	*	*	*	*	*	1	3
10:00	0	2	*	*	*	*	*	*	*	*	*	*	*	*	0	2
11:00	2	1	*	*	*	*	*	*	*	*	*	*	*	*	2	1
Lane	62	61	26	23	0	0	0	0	0	0	0	0	0	0	64	61
Day	123		49		0		0		0		0		0		125	
AM Peak	07:00	07:00	07:00	07:00											07:00	07:00
Vol.	4	8	8	7											6	8
PM Peak	15:00	17:00													15:00	17:00
Vol.	9	8													9	8

Comb. Total	190	163	111	125	125	139	69	237

ADT ADT 115 AADT 115

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SOMMER CAMP
Station ID:

G16

Latitude: 0' 0.000 South

Start	23-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	0	2	0	0	0	2	0	1	0	1	0	0	0	1
01:00	*	*	0	0	0	1	0	1	0	3	0	1	0	0	0	1
02:00	*	*	0	0	0	3	0	0	0	4	0	1	0	2	0	2
03:00	*	*	1	0	0	0	1	1	0	0	1	0	0	0	0	0
04:00	*	*	0	0	0	0	2	0	1	0	0	0	0	0	0	0
05:00	*	*	3	2	2	2	1	1	2	3	0	1	0	1	1	2
06:00	*	*	3	2	2	1	5	1	3	0	2	1	1	0	3	1
07:00	*	*	6	4	5	2	4	0	3	0	4	0	1	0	4	1
08:00	*	*	1	4	1	5	3	3	3	4	7	5	1	2	3	4
09:00	*	*	4	**6**	**10**	4	2	3	8	4	7	6	**6**	2	6	4
10:00	*	*	**7**	1	6	2	**6**	4	13	**8**	4	**10**	6	**3**	7	5
11:00	*	*	6	5	7	**7**	4	**7**	**14**	6	**12**	8	3	1	**8**	**6**
12:00 PM	*	*	6	6	6	5	5	3	**9**	2	7	4	5	6	6	4
01:00	2	6	6	**10**	7	7	5	7	5	9	7	6	7	5	6	7
02:00	7	6	6	8	7	3	7	9	6	3	**10**	9	**8**	4	**7**	6
03:00	7	6	3	7	**8**	**13**	6	4	6	4	7	8	4	6	6	7
04:00	9	**10**	5	3	6	5	**8**	5	4	**11**	10	**17**	4	**8**	7	**8**
05:00	**10**	10	**7**	6	5	11	4	**11**	4	5	6	4	5	7	6	8
06:00	8	9	3	5	4	2	4	6	4	8	2	8	1	6	4	6
07:00	1	4	2	6	1	4	5	1	6	8	3	8	1	5	3	5
08:00	1	4	2	3	2	3	4	7	0	4	1	4	2	1	2	4
09:00	3	3	1	1	0	1	1	2	3	6	2	3	0	3	1	3
10:00	1	2	3	4	1	0	0	1	6	1	1	1	0	2	2	2
11:00	1	3	0	0	1	1	1	2	0	1	1	3	0	0	1	1
Lane	50	63	75	85	81	82	78	81	100	95	94	109	55	64	83	88
Day	113		160		163		159		195		203		119		171	
AM Peak			10:00	09:00	09:00	11:00	10:00	11:00	11:00	10:00	11:00	10:00	09:00	10:00	11:00	11:00
Vol.			7	6	10	7	6	7	14	8	12	10	6	3	8	6
PM Peak	17:00	16:00	17:00	13:00	15:00	15:00	16:00	17:00	12:00	16:00	14:00	16:00	14:00	16:00	14:00	16:00
Vol.	10	10	7	10	8	13	8	11	9	11	10	17	8	8	7	8

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SOMMER CAMP
Station ID:
G16

Latitude: 0' 0.000 South

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	1	1	*	*	*	*	*	*	*	*	*	*	0	0
01:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
02:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
03:00	1	0	1	0	*	*	*	*	*	*	*	*	*	*	1	0
04:00	2	0	0	2	*	*	*	*	*	*	*	*	*	*	1	1
05:00	2	3	1	1	*	*	*	*	*	*	*	*	*	*	2	2
06:00	3	0	2	3	*	*	*	*	*	*	*	*	*	*	2	2
07:00	**7**	2	**8**	5	*	*	*	*	*	*	*	*	*	*	**8**	4
08:00	5	**9**	2	4	*	*	*	*	*	*	*	*	*	*	4	**6**
09:00	3	4	3	**8**	*	*	*	*	*	*	*	*	*	*	3	6
10:00	5	5	1	3	*	*	*	*	*	*	*	*	*	*	3	4
11:00	2	4	0	0	*	*	*	*	*	*	*	*	*	*	1	2
12:00 PM	5	8	*	*	*	*	*	*	*	*	*	*	*	*	5	8
01:00	3	5	*	*	*	*	*	*	*	*	*	*	*	*	3	5
02:00	6	3	*	*	*	*	*	*	*	*	*	*	*	*	6	3
03:00	6	6	*	*	*	*	*	*	*	*	*	*	*	*	6	6
04:00	**7**	4	*	*	*	*	*	*	*	*	*	*	*	*	**7**	4
05:00	7	9	*	*	*	*	*	*	*	*	*	*	*	*	7	9
06:00	5	**11**	*	*	*	*	*	*	*	*	*	*	*	*	5	**11**
07:00	4	8	*	*	*	*	*	*	*	*	*	*	*	*	4	8
08:00	5	3	*	*	*	*	*	*	*	*	*	*	*	*	5	3
09:00	3	2	*	*	*	*	*	*	*	*	*	*	*	*	3	2
10:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*	1	0
11:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
Lane	83	87	19	27	0	0	0	0	0	0	0	0	0	0	78	87
Day	170		46		0		0		0		0		0		165	
AM Peak	07:00	08:00	07:00	09:00											07:00	08:00
Vol.	7	9	8	8											8	6
PM Peak	16:00	18:00													16:00	18:00
Vol.	7	11													7	11

Comb. Total	283	206	163	159	195	203	119	336

ADT ADT 167 AADT 167

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: CEMETARY
Station ID:

H1

Latitude: 0' 0.000 South

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	3	0	2	0	1	0	1	0	2	0	2	0
01:00	*	*	*	*	0	0	0	1	0	1	0	0	2	1	0	1
02:00	*	*	*	*	0	0	0	0	0	0	0	1	0	0	0	0
03:00	*	*	*	*	0	1	1	1	0	0	0	0	0	0	0	0
04:00	*	*	*	*	0	0	0	0	0	1	0	1	0	0	0	0
05:00	*	*	*	*	1	9	1	10	1	8	1	4	0	1	1	6
06:00	*	*	*	*	1	**12**	1	9	3	6	0	2	2	2	1	6
07:00	*	*	*	*	2	7	3	**14**	2	**11**	2	3	0	0	2	**7**
08:00	*	*	*	*	5	8	2	3	1	3	4	4	1	5	3	5
09:00	*	*	*	*	5	6	**6**	8	4	5	**6**	**10**	2	4	5	7
10:00	*	*	*	*	**9**	6	3	6	**8**	7	6	5	**6**	**9**	**6**	7
11:00	*	*	*	*	3	9	4	6	2	6	2	9	2	7	3	7
12:00 PM	*	*	1	1	2	1	1	1	4	6	8	7	6	4	4	3
01:00	*	*	4	**8**	9	5	4	4	7	6	8	**9**	5	8	6	**7**
02:00	*	*	5	7	6	7	8	7	7	5	**9**	4	**10**	7	**8**	6
03:00	*	*	6	4	7	4	4	4	**10**	6	5	2	9	9	7	5
04:00	*	*	9	4	10	4	8	3	7	**7**	4	2	4	**10**	7	5
05:00	*	*	**11**	7	**11**	4	**9**	**8**	9	6	5	4	4	9	8	6
06:00	*	*	6	3	7	**8**	8	6	10	2	2	6	9	8	7	6
07:00	*	*	11	6	7	2	4	0	7	5	5	6	4	3	6	4
08:00	*	*	2	1	3	3	5	3	7	4	5	0	3	1	4	2
09:00	*	*	0	2	2	4	4	1	3	3	4	3	4	2	3	2
10:00	*	*	2	0	3	1	5	1	3	0	1	1	0	2	2	1
11:00	*	*	0	0	1	0	0	0	4	1	1	1	2	0	1	0
Lane	0	0	57	43	97	101	83	96	100	99	79	84	77	92	86	93
Day	0		100		198		179		199		163		169		179	
AM Peak					10:00	06:00	09:00	07:00	10:00	07:00	09:00	09:00	10:00	10:00	10:00	07:00
Vol.					9	12	6	14	8	11	6	10	6	9	6	7
PM Peak			17:00	13:00	17:00	18:00	17:00	17:00	15:00	16:00	14:00	13:00	14:00	16:00	14:00	13:00
Vol.			11	8	11	8	9	8	10	7	9	9	10	10	8	7

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: CEMETARY
Station ID:
H1

Latitude: 0' 0.000 South

Start	06-Apr-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	2	0	0	0	1	0	*	*	*	*	*	*	*	*	1	0
01:00	0	0	1	1	0	0	*	*	*	*	*	*	*	*	0	0
02:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	0	1	0	2	0	1	*	*	*	*	*	*	*	*	0	1
04:00	0	0	1	3	0	1	*	*	*	*	*	*	*	*	0	1
05:00	1	4	1	6	1	9	*	*	*	*	*	*	*	*	1	6
06:00	1	9	2	**12**	1	9	*	*	*	*	*	*	*	*	1	10
07:00	5	**14**	**4**	9	**3**	**10**	*	*	*	*	*	*	*	*	4	**11**
08:00	4	4	3	4	1	0	*	*	*	*	*	*	*	*	3	3
09:00	2	9	3	6	0	0	*	*	*	*	*	*	*	*	2	5
10:00	**12**	6	3	7	*	*	*	*	*	*	*	*	*	*	**8**	6
11:00	8	12	4	6	*	*	*	*	*	*	*	*	*	*	6	9
12:00 PM	3	5	4	4	*	*	*	*	*	*	*	*	*	*	4	4
01:00	4	4	6	7	*	*	*	*	*	*	*	*	*	*	5	6
02:00	8	10	4	4	*	*	*	*	*	*	*	*	*	*	6	7
03:00	11	2	**12**	5	*	*	*	*	*	*	*	*	*	*	12	4
04:00	8	9	10	7	*	*	*	*	*	*	*	*	*	*	9	8
05:00	**17**	9	10	7	*	*	*	*	*	*	*	*	*	*	**14**	8
06:00	9	**12**	9	**8**	*	*	*	*	*	*	*	*	*	*	9	**10**
07:00	2	3	8	8	*	*	*	*	*	*	*	*	*	*	5	6
08:00	6	4	6	4	*	*	*	*	*	*	*	*	*	*	6	4
09:00	10	3	3	1	*	*	*	*	*	*	*	*	*	*	6	2
10:00	4	1	2	0	*	*	*	*	*	*	*	*	*	*	3	0
11:00	2	3	0	0	*	*	*	*	*	*	*	*	*	*	1	2
Lane	119	124	96	111	7	30	0	0	0	0	0	0	0	0	106	113
Day	243		207		37		0		0		0		0		219	
AM Peak	10:00	07:00	07:00	06:00	07:00	07:00									10:00	07:00
Vol.	12	14	4	12	3	10									8	11
PM Peak	17:00	18:00	15:00	18:00											17:00	18:00
Vol.	17	12	12	8											14	10

Comb. Total	243	307	235	179	199	163	169	398

ADT ADT 194 AADT 194

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: JOHNSTONE
Station ID:
H4
Latitude: 0' 0.000 South

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	0	0	1	1	0	0	1	0	0	0	0	0
01:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	0	0	0	0	0	0	0	0	1	0	0	0
03:00	*	*	*	*	0	0	0	1	0	0	0	0	0	0	0	0
04:00	*	*	*	*	0	0	0	0	1	0	1	0	0	0	0	0
05:00	*	*	*	*	0	2	0	1	0	2	0	0	1	1	0	1
06:00	*	*	*	*	1	3	0	3	0	1	0	2	0	0	0	2
07:00	*	*	*	*	2	4	0	**4**	1	1	0	0	0	0	1	2
08:00	*	*	*	*	**9**	**6**	**5**	3	**6**	**4**	5	2	1	**3**	**5**	**4**
09:00	*	*	*	*	3	5	0	2	2	1	2	0	**3**	3	2	2
10:00	*	*	*	*	3	3	4	3	3	3	**7**	**8**	1	1	4	4
11:00	*	*	*	*	1	2	0	1	2	4	5	4	2	2	2	3
12:00 PM	*	*	*	*	2	7	3	**8**	3	4	3	7	3	**6**	3	**6**
01:00	*	*	*	*	4	**10**	**5**	3	**7**	6	**7**	3	2	2	**5**	5
02:00	*	*	**4**	2	**5**	4	3	6	2	4	0	4	5	4	3	4
03:00	*	*	1	3	2	2	3	5	5	1	1	0	3	4	2	2
04:00	*	*	3	4	3	5	2	3	7	3	2	3	2	3	3	4
05:00	*	*	3	1	5	4	2	1	2	**8**	2	3	3	0	3	3
06:00	*	*	4	**5**	1	3	2	1	2	1	4	**10**	3	2	3	4
07:00	*	*	2	3	0	3	3	5	7	6	2	4	**6**	4	3	4
08:00	*	*	0	0	3	0	0	1	0	3	0	3	0	0	0	1
09:00	*	*	1	1	1	0	3	2	3	1	0	0	2	1	2	1
10:00	*	*	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00	*	*	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Lane	0	0	19	19	45	64	36	55	54	53	42	53	38	36	41	52
Day	0		38		109		91		107		95		74		93	
AM Peak					08:00	08:00	08:00	07:00	08:00	08:00	10:00	10:00	09:00	08:00	08:00	08:00
Vol.					9	6	5	4	6	4	7	8	3	3	5	4
PM Peak			14:00	18:00	14:00	13:00	13:00	12:00	13:00	17:00	13:00	18:00	19:00	12:00	13:00	12:00
Vol.			4	5	5	10	5	8	7	8	7	10	6	6	5	6

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: JOHNSTONE
Station ID:
H4
Latitude: 0' 0.000 South

Start	06-Apr-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	0	1	0	0	*	*	*	*	*	*	*	*	0	0
01:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
02:00	0	0	1	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
05:00	0	2	0	3	0	1	*	*	*	*	*	*	*	*	0	2
06:00	0	2	0	0	0	2	*	*	*	*	*	*	*	*	0	1
07:00	1	2	1	2	1	2	*	*	*	*	*	*	*	*	1	2
08:00	**6**	**6**	**8**	**9**	**9**	**5**	*	*	*	*	*	*	*	*	**8**	**7**
09:00	4	2	3	1	2	2	*	*	*	*	*	*	*	*	3	2
10:00	1	4	5	7	3	3	*	*	*	*	*	*	*	*	3	5
11:00	0	2	6	6	0	0	*	*	*	*	*	*	*	*	2	3
12:00 PM	5	**10**	6	**8**	*	*	*	*	*	*	*	*	*	*	**6**	**9**
01:00	**6**	5	5	2	*	*	*	*	*	*	*	*	*	*	6	4
02:00	2	6	3	2	*	*	*	*	*	*	*	*	*	*	2	4
03:00	1	2	4	4	*	*	*	*	*	*	*	*	*	*	2	3
04:00	4	4	**8**	6	*	*	*	*	*	*	*	*	*	*	6	5
05:00	3	6	5	4	*	*	*	*	*	*	*	*	*	*	4	5
06:00	3	5	1	4	*	*	*	*	*	*	*	*	*	*	2	4
07:00	2	2	3	8	*	*	*	*	*	*	*	*	*	*	2	5
08:00	1	4	0	0	*	*	*	*	*	*	*	*	*	*	0	2
09:00	2	0	0	1	*	*	*	*	*	*	*	*	*	*	1	0
10:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
11:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
Lane	41	64	59	68	15	15	0	0	0	0	0	0	0	0	48	63
Day	105		127		30		0		0		0		0		111	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00									08:00	08:00
Vol.	6	6	8	9	9	5									8	7
PM Peak	13:00	12:00	16:00	12:00											12:00	12:00
Vol.	6	10	8	8											6	9

Comb. Total	105	165	139	91	107	95	74	204

ADT ADT 101 AADT 101

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: NORTH SIDE
Station ID:

H11

Latitude: 0' 0.000 South

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	0	3	0	1	0	2	0	1	0	2	0	2
01:00	*	*	*	*	0	0	0	0	0	0	0	2	0	2	0	1
02:00	*	*	*	*	0	2	0	1	0	0	0	0	0	2	0	1
03:00	*	*	*	*	0	1	3	1	0	2	0	3	0	2	1	2
04:00	*	*	*	*	3	0	2	2	1	0	2	3	2	1	2	1
05:00	*	*	*	*	9	1	13	2	7	1	2	0	2	0	7	1
06:00	*	*	*	*	8	3	6	1	7	1	6	3	1	0	6	2
07:00	*	*	*	*	**23**	5	**21**	4	**21**	6	3	3	0	2	**14**	4
08:00	*	*	*	*	13	4	7	10	8	8	**17**	11	7	1	10	7
09:00	*	*	*	*	7	8	12	6	12	**10**	11	11	11	**11**	11	9
10:00	*	*	*	*	11	7	14	**12**	16	9	12	9	**13**	5	13	8
11:00	*	*	*	*	10	**14**	7	8	8	9	17	**16**	4	8	9	**11**
12:00 PM	*	*	*	*	11	19	11	5	13	11	13	**16**	9	12	11	13
01:00	*	*	*	*	12	17	7	12	13	12	**20**	14	8	**18**	12	15
02:00	*	*	*	*	8	12	6	15	14	**22**	12	9	9	8	10	13
03:00	*	*	*	*	**22**	15	15	15	13	21	4	14	**12**	11	13	15
04:00	*	*	**25**	16	18	21	12	23	**17**	17	14	14	7	15	**16**	**18**
05:00	*	*	9	15	10	**31**	**16**	**25**	11	16	7	9	8	15	10	18
06:00	*	*	9	**19**	9	18	5	11	8	13	11	13	4	2	8	13
07:00	*	*	7	14	10	11	8	10	8	15	5	4	6	7	7	10
08:00	*	*	6	8	3	11	6	6	5	7	3	8	6	9	5	8
09:00	*	*	1	2	6	6	4	10	1	7	5	4	2	3	3	5
10:00	*	*	3	4	4	5	1	4	4	7	1	7	2	6	2	6
11:00	*	*	0	4	1	3	1	0	2	2	1	4	0	2	1	2
Lane	0	0	60	82	198	217	177	184	189	198	166	178	113	144	171	185
Day	0		142		415		361		387		344		257		356	
AM Peak					07:00	11:00	07:00	10:00	07:00	09:00	08:00	11:00	10:00	09:00	07:00	11:00
Vol.					23	14	21	12	21	10	17	16	13	11	14	11
PM Peak			16:00	18:00	15:00	17:00	17:00	17:00	16:00	14:00	13:00	12:00	15:00	13:00	16:00	16:00
Vol.			25	19	22	31	16	25	17	22	20	16	12	18	16	18

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: NORTH SIDE
Station ID:
H11
Latitude: 0' 0.000 South

Start	06-Apr-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	3	0	2	0	3	*	*	*	*	*	*	*	*	0	3
01:00	1	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
02:00	0	2	0	1	0	2	*	*	*	*	*	*	*	*	0	2
03:00	0	2	1	2	0	1	*	*	*	*	*	*	*	*	0	2
04:00	1	0	1	0	2	0	*	*	*	*	*	*	*	*	1	0
05:00	13	2	9	2	11	4	*	*	*	*	*	*	*	*	11	3
06:00	6	1	6	2	6	3	*	*	*	*	*	*	*	*	6	2
07:00	**21**	8	**22**	5	**16**	7	*	*	*	*	*	*	*	*	**20**	7
08:00	10	8	11	11	15	8	*	*	*	*	*	*	*	*	12	9
09:00	12	9	9	10	14	7	*	*	*	*	*	*	*	*	12	9
10:00	11	10	11	8	9	**14**	*	*	*	*	*	*	*	*	10	11
11:00	12	**12**	17	**14**	*	*	*	*	*	*	*	*	*	*	14	**13**
12:00 PM	18	17	16	9	*	*	*	*	*	*	*	*	*	*	17	13
01:00	13	19	6	10	*	*	*	*	*	*	*	*	*	*	10	14
02:00	**22**	11	12	14	*	*	*	*	*	*	*	*	*	*	17	12
03:00	16	17	10	15	*	*	*	*	*	*	*	*	*	*	13	16
04:00	17	**28**	**19**	**26**	*	*	*	*	*	*	*	*	*	*	**18**	**27**
05:00	9	27	14	23	*	*	*	*	*	*	*	*	*	*	12	25
06:00	13	14	12	22	*	*	*	*	*	*	*	*	*	*	12	18
07:00	6	8	9	12	*	*	*	*	*	*	*	*	*	*	8	10
08:00	5	13	5	8	*	*	*	*	*	*	*	*	*	*	5	10
09:00	4	6	6	7	*	*	*	*	*	*	*	*	*	*	5	6
10:00	0	3	0	7	*	*	*	*	*	*	*	*	*	*	0	5
11:00	1	3	1	3	*	*	*	*	*	*	*	*	*	*	1	3
Lane	211	223	197	213	73	49	0	0	0	0	0	0	0	0	204	220
Day	434		410		122		0		0		0		0		424	
AM Peak	07:00	11:00	07:00	11:00	07:00	10:00									07:00	11:00
Vol.	21	12	22	14	16	14									20	13
PM Peak	14:00	16:00	16:00	16:00											16:00	16:00
Vol.	22	28	19	26											18	27

Comb. Total	434	552	537	361	387	344	257	780

ADT ADT 373 AADT 373

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SAGE
Station ID:
H13

Latitude: 0' 0.000 South

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	0	0	0	0	0	0	0	0	1	1	0	0
01:00	*	*	*	*	0	0	0	0	0	0	0	0	0	1	0	0
02:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	1	1	1	2	1	2	0	0	0	0	1	1
06:00	*	*	*	*	0	0	0	1	0	0	0	0	0	0	0	0
07:00	*	*	*	*	1	3	1	3	1	**3**	1	1	1	0	1	2
08:00	*	*	*	*	2	**4**	1	1	0	0	1	**5**	1	0	1	2
09:00	*	*	*	*	0	2	1	2	1	1	**7**	5	1	**2**	2	2
10:00	*	*	*	*	1	3	3	2	3	3	4	3	**2**	2	**3**	**3**
11:00	*	*	*	*	**3**	2	**5**	**4**	**4**	2	2	1	2	0	3	2
12:00 PM	*	*	*	*	2	3	2	0	1	1	2	0	2	3	2	1
01:00	*	*	*	*	**5**	1	1	1	**7**	**4**	2	2	1	**7**	**3**	3
02:00	*	*	*	*	2	1	3	**6**	2	4	2	0	0	2	2	3
03:00	*	*	**6**	**5**	2	2	4	6	2	4	**3**	2	**3**	5	3	**4**
04:00	*	*	6	3	5	**4**	4	5	2	3	0	**5**	1	1	3	4
05:00	*	*	2	0	2	2	**5**	0	3	3	1	3	3	5	3	2
06:00	*	*	2	2	3	2	2	0	3	2	3	2	2	0	2	1
07:00	*	*	4	2	0	2	2	0	4	1	2	3	2	2	2	2
08:00	*	*	0	0	3	2	0	1	3	0	2	1	1	2	2	1
09:00	*	*	0	1	1	1	0	1	0	0	1	0	0	0	0	0
10:00	*	*	0	0	1	1	0	0	0	0	2	2	0	0	0	0
11:00	*	*	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Lane	0	0	20	13	34	36	35	35	37	33	35	36	23	33	33	33
Day	0		33		70		70		70		71		56		66	
AM Peak					11:00	08:00	11:00	11:00	11:00	07:00	09:00	08:00	10:00	09:00	10:00	10:00
Vol.					3	4	5	4	4	3	7	5	2	2	3	3
PM Peak			15:00	15:00	13:00	16:00	17:00	14:00	13:00	13:00	15:00	16:00	15:00	13:00	13:00	15:00
Vol.			6	5	5	4	5	6	7	4	3	5	3	7	3	4

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SAGE
Station ID:

H13

Latitude: 0' 0.000 South

Start	06-Apr-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
01:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
02:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	0	0	1	0	0	0	*	*	*	*	*	*	*	*	0	0
05:00	1	**2**	2	2	1	**2**	*	*	*	*	*	*	*	*	1	**2**
06:00	0	1	0	1	0	0	*	*	*	*	*	*	*	*	0	1
07:00	2	2	1	3	**2**	2	*	*	*	*	*	*	*	*	**2**	2
08:00	1	2	1	0	0	0	*	*	*	*	*	*	*	*	1	1
09:00	**3**	0	1	1	1	0	*	*	*	*	*	*	*	*	2	0
10:00	2	2	0	1	1	2	*	*	*	*	*	*	*	*	1	2
11:00	1	2	**5**	**5**	0	0	*	*	*	*	*	*	*	*	2	2
12:00 PM	1	0	2	2	*	*	*	*	*	*	*	*	*	*	2	1
01:00	0	4	0	**3**	*	*	*	*	*	*	*	*	*	*	0	**4**
02:00	1	2	0	0	*	*	*	*	*	*	*	*	*	*	0	1
03:00	**7**	**5**	2	1	*	*	*	*	*	*	*	*	*	*	4	3
04:00	7	3	**4**	3	*	*	*	*	*	*	*	*	*	*	**6**	3
05:00	2	4	3	3	*	*	*	*	*	*	*	*	*	*	2	4
06:00	2	3	3	2	*	*	*	*	*	*	*	*	*	*	2	2
07:00	5	0	1	1	*	*	*	*	*	*	*	*	*	*	3	0
08:00	2	1	1	1	*	*	*	*	*	*	*	*	*	*	2	1
09:00	0	1	0	0	*	*	*	*	*	*	*	*	*	*	0	0
10:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
11:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
Lane	37	34	27	29	5	6	0	0	0	0	0	0	0	0	30	29
Day	71		56		11		0		0		0		0		59	
AM Peak	09:00	05:00	11:00	11:00	07:00	05:00									07:00	05:00
Vol.	3	2	5	5	2	2									2	2
PM Peak	15:00	15:00	16:00	13:00											16:00	13:00
Vol.	7	5	4	3											6	4

Comb. Total	71	89	81	70	70	71	56	125

ADT ADT 66 AADT 66

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: HOT SPRINGS RD
Station ID: 04
Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/08/09	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	4	3	0	2	1	0	1	2	2	0	0	0	0	15
07:00	0	5	8	2	3	0	0	0	3	2	0	0	0	0	23
08:00	1	6	14	2	6	2	0	4	5	3	0	0	1	2	46
09:00	0	8	18	0	4	0	0	0	0	0	0	0	0	1	31
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	23	43	4	15	3	0	5	11	7	0	0	1	3	116
Percent	0.9%	19.8%	37.1%	3.4%	12.9%	2.6%	0.0%	4.3%	9.5%	6.0%	0.0%	0.0%	0.9%	2.6%	
AM Peak	08:00	09:00	09:00	07:00	08:00	08:00		08:00	08:00	08:00			08:00	08:00	08:00
Vol.	1	8	18	2	6	2		4	5	3			1	2	46
PM Peak Vol.															
Grand Total	6	679	704	52	379	24	0	165	81	17	0	0	7	28	2142
Percent	0.3%	31.7%	32.9%	2.4%	17.7%	1.1%	0.0%	7.7%	3.8%	0.8%	0.0%	0.0%	0.3%	1.3%	

64.9% ← → 35.1%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: LEMLEY RD
Station ID: 07

Latitude: 0' 0.000 Undefined

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/08/09	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
06:00	0	12	6	0	4	0	0	1	0	1	0	0	0	2	26
07:00	3	5	1	0	6	1	0	2	3	1	0	0	5	10	37
08:00	1	3	10	1	4	1	0	1	3	5	0	0	5	2	36
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	22	17	1	15	2	0	4	7	8	0	0	11	14	105
Percent	3.8%	21.0%	16.2%	1.0%	14.3%	1.9%	0.0%	3.8%	6.7%	7.6%	0.0%	0.0%	10.5%	13.3%	
AM Peak	07:00	06:00	08:00	08:00	07:00	07:00		07:00	07:00	08:00			07:00	07:00	07:00
Vol.	3	12	10	1	6	1		2	3	5			5	10	37
PM Peak															
Vol.															
Grand Total	22	490	271	23	263	61	5	29	101	148	0	0	437	383	2233
Percent	1.0%	21.9%	12.1%	1.0%	11.8%	2.7%	0.2%	1.3%	4.5%	6.6%	0.0%	0.0%	19.6%	17.2%	

35% ↔ 65%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: MORMON BLVD
Station ID: 08

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/10/08	1	0	2	0	3	1	0	1	1	0	0	0	1	9	19
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	5	6
02:00	1	1	0	0	0	1	0	0	0	0	0	0	0	6	9
03:00	1	0	2	0	1	0	1	0	0	0	0	0	0	17	22
04:00	2	0	0	0	1	1	1	0	0	0	0	0	0	7	12
05:00	1	0	1	0	1	1	0	0	0	1	0	0	1	8	14
06:00	1	1	0	0	0	0	0	1	0	0	0	0	1	11	15
07:00	1	1	0	0	0	0	0	0	1	0	0	0	0	6	9
08:00	0	2	0	2	2	0	0	0	0	0	0	0	0	3	9
09:00	0	4	5	0	5	1	0	0	0	0	0	0	0	21	36
10:00	2	2	5	1	8	2	1	3	0	0	0	0	0	26	50
11:00	2	6	3	1	1	0	0	0	0	0	0	0	1	15	29
12 PM	3	9	5	0	1	0	0	1	1	0	0	0	2	23	45
13:00	2	3	4	0	2	1	0	0	0	1	0	0	0	16	29
14:00	0	3	2	0	2	1	0	0	0	0	0	0	0	10	18
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	17	32	29	4	28	9	3	6	3	2	0	0	6	183	322
Percent	5.3%	9.9%	9.0%	1.2%	8.7%	2.8%	0.9%	1.9%	0.9%	0.6%	0.0%	0.0%	1.9%	56.8%	
AM Peak	04:00	11:00	09:00	08:00	10:00	10:00	03:00	10:00	00:00	05:00			00:00	10:00	10:00
Vol.	2	6	5	2	8	2	1	3	1	1			1	26	50
PM Peak	12:00	12:00	12:00		13:00	13:00		12:00	12:00	13:00			12:00	12:00	12:00
Vol.	3	9	5		2	1		1	1	1			2	23	45
Grand Total	216	1560	1133	49	523	582	39	114	85	61	0	9	472	1869	6712
Percent	3.2%	23.2%	16.9%	0.7%	7.8%	8.7%	0.6%	1.7%	1.3%	0.9%	0.0%	0.1%	7.0%	27.8%	

43.4% ← → 56.6%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: MUD FLAT RD
Station ID:
010

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/08/09	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
06:00	0	2	4	0	0	0	0	0	0	0	0	0	1	0	7
07:00	0	1	5	0	0	0	0	1	0	0	0	0	1	1	9
08:00	0	8	4	0	2	0	0	0	0	0	0	0	0	1	15
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	14	13	0	2	0	0	1	0	0	0	1	3	3	37
Percent	0.0%	37.8%	35.1%	0.0%	5.4%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	2.7%	8.1%	8.1%	
AM Peak		08:00	07:00		08:00			07:00				04:00	05:00	04:00	08:00
Vol.		8	5		2			1				1	1	1	15
PM Peak															
Vol.															
Grand Total	2	449	496	10	130	6	0	42	16	4	0	4	15	116	1290
Percent	0.2%	34.8%	38.4%	0.8%	10.1%	0.5%	0.0%	3.3%	1.2%	0.3%	0.0%	0.3%	1.2%	9.0%	

73.4% ↔ 26.6%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: OREANA LOOP
Station ID:
012

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/28/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
07:00	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	4	1	0	2	0	0	2	0	0	0	0	0	2	11
10:00	0	4	1	0	0	0	1	1	0	0	0	0	0	2	9
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	8	11
12 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	3	6
13:00	0	0	1	0	1	0	0	0	1	0	0	0	0	2	5
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	17	12	1	5	0	1	3	1	0	0	0	0	17	57
Percent	0.0%	29.8%	21.1%	1.8%	8.8%	0.0%	1.8%	5.3%	1.8%	0.0%	0.0%	0.0%	0.0%	29.8%	
AM Peak		09:00	07:00		06:00		10:00	09:00						11:00	09:00
Vol.		4	5		2		1	2						8	11
PM Peak		12:00	12:00	12:00	13:00				13:00					12:00	12:00
Vol.		1	1	1	1				1					3	6
Grand Total	2	339	346	13	223	2	1	96	21	8	0	0	2	408	1461
Percent	0.1%	23.2%	23.7%	0.9%	15.3%	0.1%	0.1%	6.6%	1.4%	0.5%	0.0%	0.0%	0.1%	27.9%	

47% ← → 53%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: REYNODLS CREEK
Station ID:
015

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/28/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
07:00	0	3	4	0	1	0	0	2	0	0	0	0	0	0	10
08:00	0	9	2	0	1	0	0	3	0	1	0	0	0	0	16
09:00	0	6	3	0	2	0	0	2	0	0	0	0	0	0	13
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	27	13	1	4	0	0	7	0	1	0	0	0	0	53
Percent	0.0%	50.9%	24.5%	1.9%	7.5%	0.0%	0.0%	13.2%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	07:00	06:00	09:00			08:00		08:00					08:00
Vol.		9	4	1	2			3		1					16
PM Peak															
Vol.															
Grand Total	16	850	723	14	250	1	0	156	13	14	1	0	10	111	2159
Percent	0.7%	39.4%	33.5%	0.6%	11.6%	0.0%	0.0%	7.2%	0.6%	0.6%	0.0%	0.0%	0.5%	5.1%	

73.7% ↔ 26.3%

ADT = 281

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SHOOFLY
Station ID:
016

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	1	4	1	0	0	0	0	0	0	0	0	0	1	8
08:00	0	2	3	0	1	0	0	1	0	0	0	0	0	0	7
09:00	2	1	6	0	0	0	0	0	0	0	0	0	0	1	10
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	5	13	1	1	1	0	1	0	0	0	0	0	2	27
Percent	11.1%	18.5%	48.1%	3.7%	3.7%	3.7%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	
AM Peak	09:00	08:00	09:00	07:00	08:00	05:00		08:00						07:00	09:00
Vol.	2	2	6	1	1	1		1						1	10
PM Peak Vol.															
Grand Total	25	275	367	14	57	12	0	43	12	7	0	0	2	62	876
Percent	2.9%	31.4%	41.9%	1.6%	6.5%	1.4%	0.0%	4.9%	1.4%	0.8%	0.0%	0.0%	0.2%	7.1%	

76.2% ↔ 23.8%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SILVER CITY RD
Station ID:
017

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/28/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
09:00	0	1	5	0	2	0	0	2	0	0	0	0	0	1	11
10:00	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9
11:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
12 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	8	17	0	4	0	0	3	0	0	0	0	0	1	33
Percent	0.0%	24.2%	51.5%	0.0%	12.1%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	
AM Peak		10:00	10:00		09:00			09:00						09:00	09:00
Vol.		2	6		2			2						1	11
PM Peak		12:00	12:00												12:00
Vol.		1	3												4
Grand Total	2	477	548	4	157	1	0	117	2	0	0	0	0	85	1393
Percent	0.1%	34.2%	39.3%	0.3%	11.3%	0.1%	0.0%	8.4%	0.1%	0.0%	0.0%	0.0%	0.0%	6.1%	

73.6% ↔ 26.4%

ADT = 190

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: YTURRI RD
Station ID:
019

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/28/09	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	3	3	0	1	0	0	2	0	0	0	0	0	1	10
07:00	0	0	1	0	1	1	0	1	0	0	0	0	0	0	4
08:00	0	0	8	0	1	0	0	1	0	0	0	0	0	0	10
09:00	0	5	12	1	3	0	0	1	0	0	0	0	0	0	22
10:00	0	1	2	0	1	1	0	0	0	0	0	0	0	2	7
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	14	30	1	7	2	0	5	0	0	0	0	0	3	62
Percent	0.0%	22.6%	48.4%	1.6%	11.3%	3.2%	0.0%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	
AM Peak		09:00	09:00	09:00	09:00	07:00		06:00						10:00	09:00
Vol.		5	12	1	3	1		2						2	22
PM Peak															
Vol.															
Grand Total	11	526	560	3	277	13	0	175	12	1	0	0	1	23	1602
Percent	0.7%	32.8%	35.0%	0.2%	17.3%	0.8%	0.0%	10.9%	0.7%	0.1%	0.0%	0.0%	0.1%	1.4%	

68.5% ↔ 31.5%

ADT = 203

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: 95/BUNTROCK
Station ID:
G4
Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
03/31/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
05:00	0	5	2	0	0	0	0	1	0	0	0	0	1	1	10
06:00	0	10	3	1	1	0	0	1	0	1	0	0	0	1	18
07:00	0	23	7	1	4	0	0	2	1	0	0	0	0	2	40
08:00	0	14	5	0	0	0	0	0	0	0	0	0	0	2	21
09:00	0	10	4	0	11	0	0	1	1	0	0	0	0	1	28
10:00	0	17	7	1	1	2	0	1	1	1	0	0	0	2	33
11:00	0	12	3	0	2	1	0	1	1	0	0	0	2	0	22
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	95	33	3	20	3	0	8	4	2	0	0	3	11	182
Percent	0.0%	52.2%	18.1%	1.6%	11.0%	1.6%	0.0%	4.4%	2.2%	1.1%	0.0%	0.0%	1.6%	6.0%	
AM Peak		07:00	07:00	06:00	09:00	10:00		07:00	07:00	06:00			11:00	04:00	07:00
Vol.		23	7	1	11	2		2	1	1			2	2	40
PM Peak Vol.															
Grand Total	23	1566	775	17	359	10	1	190	79	8	0	0	34	228	3290
Percent	0.7%	47.6%	23.6%	0.5%	10.9%	0.3%	0.0%	5.8%	2.4%	0.2%	0.0%	0.0%	1.0%	6.9%	

72% ↔ 28%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: EDISON ROAD
Station ID:
G9
Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
03/31/09	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
07:00	0	7	8	1	4	0	0	1	0	0	0	0	0	1	22
08:00	0	14	8	0	8	0	0	1	0	0	0	0	0	0	31
09:00	0	12	3	1	6	1	0	1	0	0	0	0	0	1	25
10:00	0	16	7	2	5	0	0	0	3	0	0	0	0	2	35
11:00	0	14	10	2	6	0	0	2	3	0	0	0	0	2	39
12 PM	0	8	9	0	7	0	0	1	3	0	0	0	0	13	41
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	74	49	6	38	1	0	6	9	0	0	0	0	19	202
Percent	0.0%	36.6%	24.3%	3.0%	18.8%	0.5%	0.0%	3.0%	4.5%	0.0%	0.0%	0.0%	0.0%	9.4%	
AM Peak		10:00	11:00	10:00	08:00	09:00		11:00	10:00					10:00	11:00
Vol.		16	10	2	8	1		2	3					2	39
PM Peak		12:00	12:00		12:00			12:00	12:00					12:00	12:00
Vol.		8	9		7			1	3					13	41
Grand Total	7	1571	1033	18	443	21	1	104	25	2	0	0	1	102	3328
Percent	0.2%	47.2%	31.0%	0.5%	13.3%	0.6%	0.0%	3.1%	0.8%	0.1%	0.0%	0.0%	0.0%	3.1%	

78.5% ↔ 21.5%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: PERSHALL
Station ID:
G14
Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
03/31/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	7	6	1	1	0	0	0	0	0	0	0	0	0	15
08:00	1	3	1	0	1	0	0	0	0	0	0	0	0	1	7
09:00	0	9	0	0	1	0	0	0	0	0	0	0	0	1	11
10:00	0	1	4	0	1	0	0	0	0	0	0	0	0	1	7
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	24	14	1	4	0	0	0	1	0	0	0	0	4	49
Percent	2.0%	49.0%	28.6%	2.0%	8.2%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	8.2%	
AM Peak	08:00	09:00	07:00	07:00	07:00				04:00					04:00	07:00
Vol.	1	9	6	1	1				1					1	15
PM Peak															
Vol.															
Grand Total	3	472	283	7	93	5	0	16	12	0	0	0	3	28	922
Percent	0.3%	51.2%	30.7%	0.8%	10.1%	0.5%	0.0%	1.7%	1.3%	0.0%	0.0%	0.0%	0.3%	3.0%	

82.3% ⟷ 17.7%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SOMMER CAMP
Station ID:
G16
Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
03/31/09	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	4	5	1	0	0	0	1	1	0	0	0	0	1	13
08:00	0	3	1	0	1	0	0	0	1	0	0	0	0	0	6
09:00	0	2	2	1	3	0	0	1	0	1	0	0	0	1	11
10:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	21	11	2	5	0	0	2	2	1	0	0	0	2	46
Percent	0.0%	45.7%	23.9%	4.3%	10.9%	0.0%	0.0%	4.3%	4.3%	2.2%	0.0%	0.0%	0.0%	4.3%	
AM Peak		06:00	07:00	07:00	09:00			07:00	07:00	09:00				07:00	07:00
Vol.		4	5	1	3			1	1	1				1	13
PM Peak															
Vol.															
Grand Total	7	614	371	26	149	7	0	56	38	13	0	0	8	39	1328
Percent	0.5%	46.2%	27.9%	2.0%	11.2%	0.5%	0.0%	4.2%	2.9%	1.0%	0.0%	0.0%	0.6%	2.9%	

74.6% ← → 25.4%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: CEMETARY
Station ID:
H1

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/08/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	4	3	1	2	0	0	0	0	0	0	0	0	0	10
07:00	0	8	4	1	0	0	0	0	0	0	0	0	0	0	13
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	24	9	2	2	0	0	0	0	0	0	0	0	0	37
Percent	0.0%	64.9%	24.3%	5.4%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	07:00	06:00	06:00										07:00
Vol.		9	4	1	2										13
PM Peak															
Vol.															
Grand Total	2	830	400	35	103	18	0	43	20	1	0	0	29	14	1495
Percent	0.1%	55.5%	26.8%	2.3%	6.9%	1.2%	0.0%	2.9%	1.3%	0.1%	0.0%	0.0%	1.9%	0.9%	

82.4% ←→ 17.5%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: JOHNSTONE
Station ID:
H4

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	1	4	6	0	2	0	0	0	0	0	0	0	0	1	14
09:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	1	4	0	1	0	0	0	0	0	0	0	0	0	6
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	11	13	0	4	0	0	0	0	0	0	0	0	1	30
Percent	3.3%	36.7%	43.3%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	
AM Peak	08:00	08:00	08:00		08:00									08:00	08:00
Vol.	1	4	6		2									1	14
PM Peak															
Vol.															
Grand Total	8	316	286	6	103	14	0	21	0	1	0	0	0	21	776
Percent	1.0%	40.7%	36.9%	0.8%	13.3%	1.8%	0.0%	2.7%	0.0%	0.1%	0.0%	0.0%	0.0%	2.7%	

78.6% ↔ 21.4%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: NORTH SIDE
Station ID:
H11
Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/08/09	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
06:00	0	4	3	1	1	0	0	0	0	0	0	0	0	0	9
07:00	0	13	6	0	4	0	0	0	0	0	0	0	0	0	23
08:00	0	12	4	0	3	1	0	0	0	1	0	0	0	2	23
09:00	0	16	5	0	0	0	0	0	0	0	0	0	0	0	21
10:00	1	14	7	1	0	0	0	0	0	0	0	0	0	0	23
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	76	30	2	9	1	0	0	0	1	0	0	0	2	122
Percent	0.8%	62.3%	24.6%	1.6%	7.4%	0.8%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	1.6%	
AM Peak	10:00	09:00	10:00	06:00	07:00	08:00				08:00				08:00	07:00
Vol.	1	16	7	1	4	1				1				2	23
PM Peak Vol.															
Grand Total	8	1593	781	28	283	36	0	58	17	3	0	0	7	58	2872
Percent	0.3%	55.5%	27.2%	1.0%	9.9%	1.3%	0.0%	2.0%	0.6%	0.1%	0.0%	0.0%	0.2%	2.0%	

83% ↔ 17%

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: SAGE
Station ID:
H13

Latitude: 0' 0.000 South

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	4	4	1	2	0	0	0	0	0	0	0	0	0	11
Percent	0.0%	36.4%	36.4%	9.1%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	07:00	07:00	05:00										07:00
Vol.		2	2	1	1										4
PM Peak															
Vol.															
Grand Total	0	225	164	22	72	1	0	7	1	0	0	2	0	14	508
Percent	0.0%	44.3%	32.3%	4.3%	14.2%	0.2%	0.0%	1.4%	0.2%	0.0%	0.0%	0.4%	0.0%	2.8%	

76.6% ↔ 23.4%

Appendix: C

BRIDGE MANAGEMENT DATA

Owyhee Transportation Plan

Bridge Information & Ratings

Bridge Key	Str No	Features	Route	Milepost	Length	Width	Sqft	Location	Material Type	Design Type	NBI Rating	Sufficiency Rating	Admin Jurisdiction	Last Date Inspected
Critical Structures														
28275	X993370 5.90	MAMMOTH CREEK	FLINT CREEK ROAD	119.338	21	16.8	355	29.4 W. OREANA	Steel	Stringer/Girder	Structurally Deficient	22.4	Owyhee County	July 25, 2008
28305	X993370 14.92	JORDAN CREEK	FLINT CREEK ROAD	110.386	46	15.3	710	38.4 W. OREANA	Timber	Stringer/Girder	Structurally Deficient	23.8	Owyhee County	July 25, 2008
28295	X993370 13.24	REYNOLDS CREEK	REYNOLDS CR RD	102.567	30	16.3	495	0.5 S. 10.2 W. MURPHY	Steel	Stringer/Girder	Structurally Deficient	26.4	Owyhee County	July 25, 2008
Structures Eligible for Replacement														
28270	X993370 5.55	N.FK.BOULDER CREEK*	FLINT CREEK ROAD	119.688	26	17	442	29.0 W. OREANA	Steel	Stringer/Girder	Not Deficient	31.9	Owyhee County	July 25, 2008
28235	X993370 1.58	VINSON WASH	RIVER ROAD	101.617	36	19.4	700	2.0 N. 2.6 W. GRAND VIEW	Steel	Stringer/Girder	Structurally Deficient	38	Owyhee County	March 14, 2008
Structures Eligible for Rehabilitation														
28240	X993370 2.08	GRAND VIEW IRRG.DIST.CNL	RIVER ROAD	100.118	24	23.8	570	1.0 N. 2.1 W. GRAND VIEW	Steel	Stringer/Girder	Not Deficient	65.3	Owyhee County	March 14, 2008
28215	X993370 0.65	'A' LINE CANAL	S. EDISON ROAD	100.648	23	32.2	743	1.8 S. 1.0 W. MARSING	Prestressed Con.	Frame	Structurally Deficient	69.9	Gem HD	March 18, 2008
Adequate Structures														
28317	X993370 101.28	GRANDVIEW IRRIGATION CNL	COUNTY ROAD	101.279	26	16	420	1.3 E. GRANDVIEW	Timber	Stringer/Girder	Not Deficient	70	Owyhee County	March 14, 2008
28225	X993370 0.86	SUCCOR CREEK	SAGE ROAD	104.785	94	22.6	2131	1.0 S. 3.8 W. HOMEDALE	Steel	Truss-Thru	Not Deficient	74.6	Homedale HD	March 23, 2007
28255	X993370 3.72	LITTLE VALLEY CREEK	DAVIS ROAD	103.717	32	24	775	1.6 S. 4.0 W. BRUNEAU	Timber	Stringer/Girder	Not Deficient	75.5	Owyhee County	April 28, 2008
28220	X993370 0.69	GRAND VIEW IRRG.DIST.CNL	RIVER ROAD	107.086	55	24	1324	3.1 S. 5.6 E. GRAND VIEW	Steel	Stringer/Girder	Not Deficient	76.4	Owyhee County	March 14, 2008
28316	X993370 101.63	MEADOW CR;SPENCER RES BR	BOULDER ROAD	101.628	22	16.1	355	22.7 W. OREANA	Concrete	Frame	Not Deficient	77.9	Owyhee County	July 31, 2007
19670	93710A 2.25	SQUAW CREEK	STC3710;SUMMER CMP	102.357	22	40	883	SQUAW CR;SUMMER CAMP RD	Concrete	Frame	Not Deficient	79.6	Gem HD	February 24, 2007
28285	X993370 9.63	LITTLE VALLEY CREEK	SHOOFLY CUTOFF	109.578	28	23.6	657	5.0 S. 6.1 W. BRUNEAU	Concrete	Frame	Not Deficient	82.8	Owyhee County	April 27, 2007
19665	93706A 4.76	JORDON CREEK;PLEASANT BR	STC 3706	4.76	94	22.6	2131	4.8 E. IDA-ORE BORDER	Steel	Truss-Thru	Functionally Obsolete	83.2	Owyhee County	July 31, 2007
28245	X993370 2.65	'B' LINE CANAL	PERSHALL RD	104.517	28	28.2	786	1.0 S. 0.4 W. MARSING	Concrete	Frame	Not Deficient	88.5	Gem HD	March 17, 2007
28265	X993370 5.16	MARYS CREEK	MARYS CREEK ROAD	122.767	33	20	667	4.5 S. 3.0 E. GRASMERE	Concrete	Tee Beam	Not Deficient	88.5	Owyhee County	June 21, 2008
28200	X993370 0.21	GRAND VIEW IRRG.DIST.CNL	YARBROGH ROAD	100.208	23	18.9	441	1.8 N. 3.0 W. GRAND VIEW	Steel	Stringer/Girder	Functionally Obsolete	89	Owyhee County	March 14, 2008
28301	X993370 117.41	SHEEP CREEK	MARYS CREEK ROAD	117.408	30	20	603	12.0 S. 7.3 E. GRASMERE	Prestressed Con.	Tee Beam	Not Deficient	89.9	Owyhee County	June 21, 2008
28282	X993370 9.38	BUCKAROO CANAL	HOT SPRINGS ROAD	100.008	22	40	883	6.1 S. 3.9 E. BRUNEAU	Concrete	Frame	Not Deficient	96.9	Owyhee County	April 28, 2008
28280	X993370 9.33	BRUNEAU RIVER	HOT SPRINGS ROAD	100.029	130	33.7	4392	6.1 S. 3.8 E. BRUNEAU	Prestressed Con.	Stringer/Girder	Not Deficient	99.9	Owyhee County	April 28, 2008

* Needs replacement but is not eligible for Bridge Program because it is Not Deficient and the criteria to obtain bridge funding is that Sufficiency Rating is under 50 **and** the structure is Structurally Deficient or Functionally Obsolete.

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Appendix: D

PAVEMENT MANAGEMENT DATA

Owyhee County Roads Bridges District I - Pavement Management System

Name	From	To	Length (mile)	Travel Way (feet)	Pavement Type	Date Inspected	PCI 2009	Action 2009	Date Last Chipped	ADT	FC
MURPHY FLAT ROAD (1)	SH 78	DOUGHTY ROAD	1.20	22	CMX	06/17/09	33	1-RC	2000	230	AG
MURPHY FLAT ROAD (2)	DOUGHTY ROAD	90° TURN (EAST)	0.50	22	CMX	06/17/09	33	1-RC	2000	230	AG
MURPHY FLAT ROAD (3)	90° TURN (EAST)	DRIVEWAY (SOUTH)	1.00	22	CMX	06/17/09	33	1-RC	2000	230	AG
MURPHY FLAT ROAD (4)	DRIVEWAY (SOUTH)	2MI AFTER TURN	1.00	22	CMX	06/17/09	33	1-RC	2000	230	AG
MURPHY FLAT ROAD (5)	2MI AFTER TURN	SINKER BUTTE ROAD	1.00	22	CMX	06/17/09	33	1-RC	2000	230	AG
MURPHY FLAT ROAD (6)	SINKER BUTTE ROAD	END (GRAVEL)	0.65	22	CMX	06/17/09	33	1-RC	2000	230	AG
PEDRACINI ROAD	OLD HIGHWAY 45 STREET	END	0.20	20	BST	09/21/09	0	1-RC		70	MIA
			5.55				**1-RC Total**				
UPPER REYNOLDS CREEK (1)	SH 78	BAILEY RD	1.40	22	CMX	06/22/09	63	2-RH	2008	281	MC
UPPER REYNOLDS CREEK (2)	BAILEY RD	MP 2.4	1.00	22	CMX	06/22/09	63	2-RH	2008	160	MC
UPPER REYNOLDS CREEK (3)	MP 2.4	MP 4	1.60	22	CMX	06/22/09	63	2-RH	2008	160	MC
UPPER REYNOLDS CREEK (4)	MP 4	MP 5.4	1.40	22	CMX	06/22/09	63	2-RH	2008	160	MC
UPPER REYNOLDS CREEK (5)	MP 5.4	MP 6.4	1.00	22	CMX	06/22/09	63	2-RH	2008	160	MC
UPPER REYNOLDS CREEK (6)	MP 6.4	MP 7.7	1.30	22	CMX	06/22/09	63	2-RH	2008	160	MC
UPPER REYNOLDS CREEK (7)	MP 7.7	MP 8.7	1.00	22	CMX	06/22/09	63	2-RH	2008	160	MC
UPPER REYNOLDS CREEK (8)	MP 8.7	MP 9.7	1.00	22	CMX	06/22/09	63	2-RH	2008	160	MC
UPPER REYNOLDS CREEK (9)	MP 9.7	MP 10.7	1.00	22	CMX	06/22/09	63	2-RH	2009	160	MC
UPPER REYNOLDS CREEK (10)	MP 10.7	END (GRAVEL) - MP 11.7	1.00	22	CMX	06/22/09	63	2-RH	2009	160	MC
OREANA LOOP ROAD (1)	SH 78	SHORTCUT ROAD	1.40	22	CMX	06/17/09	61	2-RH	2007	190	MC
OREANA LOOP ROAD (10)	0.8MI AFTER TURN (EAST)	SH 78	1.30	22	CMX	06/17/09	61	2-RH	2008	190	MC
OREANA LOOP ROAD (2)	SHORTCUT ROAD	BACHMAN GRADE ROAD	0.90	22	CMX	06/17/09	61	2-RH	2007	186	MC
OREANA LOOP ROAD (3)	BACHMAN GRADE ROAD	90° TURN (EAST)	1.00	22	CMX	06/17/09	61	2-RH	2008	190	MC
OREANA LOOP ROAD (4)	90° TURN (EAST)	1MI AFTER 90° TURN (EAST)	1.00	22	CMX	06/17/09	61	2-RH	2008	190	MC
OREANA LOOP ROAD (5)	1MI AFTER 90° TURN (EAST)	2MI AFTER 90° TURN (EAST)	1.00	22	CMX	06/17/09	61	2-RH	2008	190	MC
OREANA LOOP ROAD (6)	2MI AFTER 90° TURN (EAST)	90° TURN (NORTH)	1.70	22	CMX	06/17/09	61	2-RH	2008	190	MC
OREANA LOOP ROAD (7)	90° TURN (NORTH)	1MI AFTER 90° TURN (NORTH)	1.00	22	CMX	06/17/09	61	2-RH	2008	190	MC
OREANA LOOP ROAD (8)	1MI AFTER 90° TURN (NORTH)	TURN (EAST)	1.00	22	CMX	06/17/09	61	2-RH	2008	190	MC
OREANA LOOP ROAD (9)	TURN (EAST)	0.8MI AFTER TURN (EAST)	0.80	22	CMX	06/17/09	61	2-RH	2008	190	MC
PLEASANT VALLEY ROAD (1)	YTURRI RD	DRIVEWAY (WEST)	1.60	19	CMX	05/12/09	52	2-RH	2004	160	MC
PLEASANT VALLEY ROAD (2)	DRIVEWAY (WEST)	FLINT ROAD	1.20	19	CMX	05/12/09	52	2-RH	2004	160	MC
PLEASANT VALLEY ROAD (3)	FLINT ROAD	SOUTH MOUNTAIN	1.60	19	CMX	05/12/09	52	2-RH	2004	160	MC
PLEASANT VALLEY ROAD (4)	SOUTH MOUNTAIN	0.4MI SOUTH OF S MOUNTAIN	0.40	19	CMX	05/12/09	52	2-RH	2004	160	MC
TROUT CREEK ROAD	PLEASANT VALLEY ROAD	END (GRAVEL)	2.00	19	CMX	05/12/09	52	2-RH		100	RR
YTURRI RD	BEGINNING (STATE LINE - OR)	PLEASANT VALLEY RD	1.00	19	CMX	05/12/09	52	2-RH	2004	203	MC
BAILEY ROAD	SH 78	UPPER REYNOLDS CREEK	1.00	21	CMX	06/22/09	49	2-RH	2004	394	IND
			31.60				**2-RH Total**				
IDAHO STREET	SH 78	BASEY STREET	0.06	18	BST	09/21/09	84	3-PM		100	MA
WILSON CREEK ROAD (1)	SH 78	MP 1.4	1.40	24	BST	06/22/09	84	3-PM	2008	95	IND
WILSON CREEK ROAD (2)	MP 1.4	END (EARTH)	1.10	24	BST	06/22/09	84	3-PM	2008	95	IND
PIONEER STREET (1)	SH 78	BASEY STREET	0.06	22	BST	09/21/09	83	3-PM		100	MA
PIONEER STREET (2)	BASEY STREET	TILFORD STREET	0.06	22	BST	09/21/09	83	3-PM		100	MA
PIONEER STREET (3)	TILFORD STREET	END	0.08	22	BST	09/21/09	83	3-PM		70	MIA
PERSHALL STREET (1)	SH 78	BASEY STREET	0.06	16	BST	09/21/09	82	3-PM		100	MA
PERSHALL STREET (2)	BASEY STREET	TILFORD STREET	0.06	16	BST	09/21/09	82	3-PM		100	MA
BASEY STREET (1)	PIONEER ST	PERSHALL ST	0.07	24	BST	09/21/09	81	3-PM		100	MA
BASEY STREET (2)	PERSHALL ST	HAILEY ST	0.07	24	BST	09/21/09	81	3-PM		100	MA
BASEY STREET (3)	HAILEY ST	IDAHO ST	0.06	24	BST	09/21/09	81	3-PM		100	MA
BASEY STREET (4)	IDAHO ST	OLD HIGHWAY 45 ST	0.09	24	BST	09/21/09	81	3-PM		100	MA
HAILEY ROAD (1)	SH 78	BASEY STREET	0.06	20	BST	09/21/09	80	3-PM		100	MA
HAILEY ROAD (2)	BASEY STREET	TILFORD STREET	0.06	20	BST	09/21/09	80	3-PM		100	MA
RABBIT CREEK ROAD (1)	SH 78	1.5 SOUTH OF 78	1.50	24	BST	06/17/09	80	3-PM	2005	92	MC
RABBIT CREEK ROAD (2)	1.5 SOUTH OF 78	END (GRAVEL)	1.40	24	BST	06/17/09	80	3-PM	2005	92	MC
OLD HIGHWAY 45 STREET	SH 78	SH 78	0.04	22	BST	09/21/09	79	3-PM		92	MC
			6.23				**3-PM Total**				
SILVER CITY ROAD (1)	SH 78	END (BST)	1.60	24	CMX	05/13/09	98	NA	2008	190	MC
CHINA DITCH	SH 78	END (GRAVEL)	0.80	24	BST	06/22/09	95	NA	2005	100	MA
SILVER CITY ROAD (2)	BEGINNING (BST)	MP 3.2	1.60	24	BST	06/17/09	95	NA	2008	190	MC
SILVER CITY ROAD (3)	MP 3.2	MP 3.95	0.75	24	BST	06/17/09	95	NA	2008	190	MC
SILVER CITY ROAD (4)	MP 3.95	MP 4.95	1.00	24	BST	06/17/09	95	NA	2009	190	MC
SILVER CITY ROAD (5)	MP 4.95	MP 5.95	1.00	24	BST	06/17/09	95	NA	2009	190	MC
SILVER CITY ROAD (6)	MP 5.95	END (GRAVEL) - MP 6.95	1.00	24	BST	06/17/09	95	NA	2009	190	MC
DELMAR ROAD	RABBIT CREEK ROAD	END (GRAVEL)	0.07	22	BST	09/21/09	86	NA		70	MIA
TILFORD STREET (1)	PIONEER STREET	PERSHALL STREET	0.07	20	BST	09/21/09	86	NA		100	MA
TILFORD STREET (2)	PERSHALL STREET	HAILEY STREET	0.07	20	BST	09/21/09	86	NA		100	MA
			7.96				**NA Total**				
			51.34				**Grand Total**				
						AVERAGE=	**67**				

Owyhee County Roads Bridges District III - Pavement Management System

Name	From	To	Length (mile)	Travel Way (feet)	Pavement Type	Date Inspected	PCI 2009	Action 2009	Date Last Chipped	ADT	FC
MORMON BLVD (1)	SH 78	POND ROAD	1.60	23	CMX	05/19/09	37	1-RC	2004	350	AG
MORMON BLVD (2)	POND ROAD	APPROCH (W/E) - MP 3.1	1.50	23	CMX	05/19/09	37	1-RC	2004	350	AG
Bruneau - 1st STREET	HYDE	END	0.10	22	CMX	05/13/09	31	1-RC	1980	100	MA
Bruneau - 2nd STREET	BENHAM	HYDE	0.06	22	CMX	05/13/09	31	1-RC	1980	100	MA
Bruneau - 3rd STREET	BENHAM	HYDE	0.06	22	CMX	05/13/09	31	1-RC	1980	100	MA
Bruneau - BELLE	SH 51	RUTH	0.10	22	CMX	05/13/09	31	1-RC	1980	100	MA
Bruneau - BENHAM	SH 78	RUTH ROAD	0.40	22	CMX	05/13/09	31	1-RC	1980	100	MA
Bruneau - HYDE	SH 78	3rd STREET	0.30	22	CMX	05/13/09	31	1-RC	1980	100	MA
Bruneau - RUTH ROAD	SH 78	END	0.20	22	CMX	05/13/09	31	1-RC	1980	100	MA
			4.32				**1-RC Total**				
HOT CREEK (1)	SH 51	RENICKE ROAD	0.70	23	CMX	05/12/09	65	2-RH	2003	103	MA
HOT CREEK (2)	RENICKE ROAD	DRIVEWAY (WEST) - MP1.7	1.00	23	CMX	05/12/09	65	2-RH	2003	103	MA
HOT CREEK (3)	DRIVEWAY (WEST) - MP1.7	DRIVEWAY (WEST) - MP2.7	1.00	23	CMX	05/12/09	65	2-RH	2003	103	MA
HOT CREEK (4)	DRIVEWAY (WEST) - MP2.7	DRIVEWAY (EAST) - MP4.3	1.60	23	CMX	05/12/09	65	2-RH	2003	103	MA
HOT CREEK (5)	DRIVEWAY (EAST) - MP4.3	END (PAVEMENT) - MP5.6	1.30	23	CMX	05/12/09	65	2-RH	2003	103	MA
C. TINDALL	CRANE FALLS	END (PAVEMENT)	1.50	23	BST	05/12/09	60	2-RH	2009	70	AG
HOT SPRINGS (4)	MP 3.95	APPROCH (W/E) - MP 5.55	1.60	23	CMX	05/13/09	57	2-RH	2006	48	MC
HOT SPRINGS (5)	APPROCH (W/E) - MP 5.55	APPROCH (EAST) - MP 7.05	1.50	23	CMX	05/13/09	57	2-RH	2006	48	MC
HOT SPRINGS (6)	APPROCH (EAST) - MP 7.05	CLOVER ROAD - MP 8.2	1.15	23	CMX	05/13/09	57	2-RH	2006	48	MC
LEMLY	SH 78	END	1.50	24	CMX	05/26/09	57	2-RH	2003	271	IND
RIVER ROAD EAST (1)	CITY LIMITS	SHEEP CAMP ROAD	1.80	23	CMX	05/26/09	57	2-RH	2003	230	AG
RIVER ROAD EAST (2)	SHEEP CAMP ROAD	PHEASANT ROAD	1.20	23	CMX	05/26/09	57	2-RH	2003	230	AG
RIVER ROAD EAST (3)	PHEASANT ROAD	FIELD LINE ROAD - MP5.7	1.50	23	CMX	05/26/09	57	2-RH	2003	230	AG
RIVER ROAD EAST (4)	FIELD LINE ROAD - MP5.7	BLACK SANDS	1.30	23	CMX	05/26/09	57	2-RH	2003	230	AG
RIVER ROAD EAST (5)	BLACK SANDS ROAD	SH 78	0.70	23	CMX	05/26/09	57	2-RH	2003	230	AG
MUD FLAT (10)	MP11	MP12.75	1.75	23	BST	05/13/09	56	2-RH	2007	161	MC
MUD FLAT (11)	MP12.75	MP14.25	1.50	23	BST	05/13/09	56	2-RH	2007	161	MC
MUD FLAT (12)	MP14.25	OREANA CUTOFF ROAD	1.25	23	BST	05/13/09	56	2-RH	2007	161	MC
BROKEN WAGON FLATS	SH 51	END	2.00	19	CMX	05/12/09	55	2-RH	2004	70	MIA
RIVER ROAD WEST (1)	SH 67	MILLET LN	1.00	23	CMX	05/26/09	55	2-RH	2009	230	AG
RIVER ROAD WEST (2)	MILLET LN	SH 78	1.25	23	CMX	05/26/09	55	2-RH	2009	230	AG
RIVER ROAD WEST (3)	RIVER ROAD WEST	90° TURN (WEST)	1.00	23	CMX	05/26/09	55	2-RH	2009	230	AG
RIVER ROAD WEST (4)	90° TURN (WEST)	BEET DUMP ROAD	1.00	23	CMX	05/26/09	55	2-RH	2009	230	AG
RIVER ROAD WEST (5)	BEET DUMP ROAD	90° TURN (WEST)	1.00	23	CMX	05/26/09	55	2-RH	2009	230	AG
RIVER ROAD WEST (6)	90° TURN (WEST)	FIELD ROAD	1.00	23	CMX	05/26/09	55	2-RH	2009	230	AG
RIVER ROAD WEST (7)	FIELD ROAD	TURN (W) / DRIVEWAY (S)	1.15	23	CMX	05/26/09	55	2-RH	2009	230	AG
RIVER ROAD WEST (8)	TURN (W) / DRIVEWAY (S)	SH 78	1.60	23	CMX	05/26/09	55	2-RH	2009	230	AG
SHOOFLY CUTOFF (1)	SH 51	LAHTINEN LN	0.80	23	CMX	05/19/09	55	2-RH	2004	120	MA
SHOOFLY CUTOFF (2)	LAHTINEN LN	MORMON BLVD	1.00	23	CMX	05/19/09	55	2-RH	2004	120	MA
SHOOFLY CUTOFF (3)	MORMON BLVD	END (PAVEMENT)	1.00	23	CMX	05/19/09	55	2-RH	2007	120	MA
BRUNEAU CEMETERY	HOT SPRINGS	END	0.80	20	CMX	05/19/09	54	2-RH		70	MIA
MORMON BLVD (4)	APPROCH (W/E) - MP 4.1	CATTLE DRIVE ROAD	1.35	23	CMX	05/19/09	53	2-RH	2004	350	AG
MORMON BLVD (5)	CATTLE DRIVE ROAD	APPROCH (W/E) - MP 6.45	1.00	23	CMX	05/19/09	53	2-RH	2004	350	AG
MORMON BLVD (6)	APPROCH (W/E) - MP 6.45	SHOOFLY CUTOFF	1.25	23	CMX	05/19/09	53	2-RH	2004	350	AG
BEET DUMP	SH 78	RIVER ROAD	0.50	24	CMX	05/26/09	42	2-RH	2009	230	AG
			42.55				**2-RH Total**				
QUAIL	VISSTA ROAD	END	0.20	23	BST	05/26/09	85	3-PM	2004	70	MIA
A & A	MUD FLAT ROAD	DAIRY ROAD	2.00	24	BST	05/26/09	83	3-PM	2006	230	AG
ANDERSON LOOP	SH 78	END (PAVEMENT)	1.60	22	CMX	05/12/09	83	3-PM	2005	230	AG
VISSTA	SH 78	END	0.25	23	BST	05/26/09	83	3-PM	2004	70	MIA
CLOVER ROAD (1)	HOT SPRINGS	MP 1.2	1.20	22	HMX	05/26/09	81	3-PM	2004	170	MC
CLOVER ROAD (2)	MP 1.2	MP 2.6	1.40	22	HMX	05/26/09	81	3-PM	2004	170	MC
CLOVER ROAD (3)	MP 2.6	END (PAVEMENT)	1.20	22	HMX	05/26/09	81	3-PM	2004	170	MC
MUD FLAT (7)	SHOOFLY CUTOFF ROAD	MP8.5	1.00	24	BST	05/13/09	80	3-PM	2007	161	MC
MUD FLAT (8)	MP8.5	DRAINAGE CROSSING - MP10	1.50	24	BST	05/13/09	80	3-PM	2007	161	MC
MUD FLAT (9)	DRAINAGE CROSSING - MP10	MP11	1.00	24	BST	05/13/09	80	3-PM	2007	161	MC
FIELD ROAD	SH 78	RIVER ROAD	0.70	23	BST	05/26/09	79	3-PM		230	AG
WHITTED	SH 78	END (PAVEMENT)	1.00	23	BST	05/26/09	79	3-PM	2004	230	AG
BURGHART	CITY LIMITS (GRAND VIEW)	END (PAVEMENT)	0.30	22	BST	05/26/09	77	3-PM	2002	230	AG
COLYER (1)	RUTH	MP 1.4	1.40	22	BST	05/12/09	77	3-PM	2003	70	MIA
COLYER (2)	MP 1.4	END	1.60	22	BST	05/12/09	77	3-PM	2003	70	MIA
CRANE FALLS (1)	SH 51	OREGON TRAIL ROAD	2.50	24	BST	05/12/09	76	3-PM	2008	230	MA
CRANE FALLS (2)	OREGON TRAIL ROAD	90° TURN (NORTH)	0.90	24	BST	05/12/09	76	3-PM	2009	230	MA
CRANE FALLS (3)	90° TURN (NORTH)	C. TINDALL	0.90	24	BST	05/12/09	76	3-PM	2009	230	MA
DAVIS ROAD (1)	SH 51	90° TURN (WEST)	0.70	23	CMX	05/19/09	74	3-PM	2005	118	AG
DAVIS ROAD (2)	90° TURN (WEST)	CURVE (NORTH)	1.70	23	BST	05/19/09	74	3-PM	2005	118	AG
DAVIS ROAD (3)	CURVE (NORTH)	MORMON ROAD	1.50	23	CMX	05/19/09	74	3-PM	2005	118	AG
BLACK SANDS	SH 78	RIVER ROAD	2.10	23	CMX	05/26/09	71	3-PM	2003	230	REC
DAM ROAD	BLACK SANDS ROAD	COUNTY LINE	0.25	24	CMX	05/26/09	71	3-PM	2003	230	REC
			26.90				**3-PM Total**				
HOT SPRINGS (1)	SH 51	APPROCH (WEST) - MP 1.5	1.50	24	CMX	05/13/09	94	NA	2005	272	MC
HOT SPRINGS (2)	APPROCH (WEST) - MP 1.5	DRIVEWAY (WEST) - MP 2.75	1.25	24	CMX	05/13/09	94	NA	2005	272	MC
HOT SPRINGS (3)	DRIVEWAY (WEST) - MP 2.75	MP 3.95	1.20	24	CMX	05/13/09	94	NA	2005	272	MC
MORMON BLVD (3)	APPROCH (W/E) - MP 3.1	APPROCH (W/E) - MP 4.1	1.00	24	CMX	05/19/09	88	NA	2004	350	AG
MUD FLAT (1)	SH 78	TWENTY MILE ROAD	1.50	24	CMX	05/13/09	88	NA	2008	315	MC
MUD FLAT (2)	TWENTY MILE ROAD	A & A ROAD	1.00	24	CMX	05/13/09	88	NA	2008	315	MC
MUD FLAT (3)	A & A ROAD	DRIVEWAY (WEST) - MP3.5	1.00	24	CMX	05/13/09	88	NA	2008	161	MC
MUD FLAT (4)	DRIVEWAY (WEST) - MP3.5	DRAINAGE CROSSING - MP4.9	1.40	24	CMX	05/13/09	88	NA	2008	161	MC
MUD FLAT (5)	DRAINAGE CROSSING - MP4.9	TURN (SW) - MP6.2	1.30	24	CMX	05/13/09	88	NA	2008	161	MC
MUD FLAT (6)	TURN (SW) - MP6.2	SHOOFLY CUTOFF ROAD	1.30	24	BST	05/13/09	88	NA	2008	161	MC
			12.45				**NA Total**				
			86.22				**Grand Total**				
						AVERAGE=	66				

Gem Highway District - Pavement Management System

Name	From	To	Length (mile)	Travel Way (feet)	Pavement Type	Date Inspected	PCI 2009	Action 2009	Date Last Chipped	ADT	FC
BRUNEAU RD - SOUTH (2)	E PERSHALL RD	HWY 78	3.00	19	BST	07/28/09	40	1-RC	August-99	450	MC
BUNTROCK ROAD (3)	(DYRUTER ENTRY)	MARKET RD	0.60	24	CMX	07/28/09	27	1-RC	September-03	370	MC
			3.6				**1-RC Count**				
EDISON - SOUTH (4)	PASCOE	END (DESERT VIEW)	0.33	22	BST	07/28/09	58	2-RH	September-05	260	MA
BRUNEAU RD - SOUTH (1)	CITY LIMITS	E PERSHALL RD	1.00	19	BST	07/28/09	52	2-RH	August-99	567	MC
			1.3				**2-RH Count**				
JUMP CREEK RD - SOUTH (1)	BURMAN	POISEN CREEK RD	1.00	22	BST	07/28/09	85	3-PM	August-09	107	MA
MARKET ROAD (3)	BUNTROCK	END (DIST. LINE)	1.00	23	BST	07/28/09	85	3-PM	August-08	410	MC
PHIPPS RD	MARKET	END	0.63	18	BST	07/28/09	85	3-PM	August-08	70	MIA
HOGG RD	BURMAN	POISEN CREEK	0.50	22	BST	07/28/09	83	3-PM	July-01	260	MA
DOBBIN ROAD (2)	HWY 95	E THOMPSON	1.00	22	BST	07/28/09	81	3-PM	August-08	140	MA
GEM RD	PERSHALL RD	POISEN CREEK RD	1.50	22	BST	07/28/09	81	3-PM	July-01	260	MA
OPALAINE RD	HWY 78	END	1.00	22	BST	07/28/09	80	3-PM	August-00	70	MIA
PERSHALL RD - E (2)	SOUTH EDISON	HWY 95	1.00	23	BST	07/28/09	80	3-PM	September-05	115	MA
WRIGHT RD	SOMMER CAMP	END	0.50	21	BST	07/28/09	80	3-PM	August-00	70	MIA
HOWARD RD (1)	S EDISON	HWY 78	1.00	21	BST	07/28/09	79	3-PM	August-99	260	MA
DOBBIN ROAD (1)	PERSHALL RD	HWY 95	1.00	22	BST	07/28/09	78	3-PM	August-08	140	MA
EDISON RD - NORTH (1)	HWY 55	E THOMPSON	1.00	23	BST	07/28/09	78	3-PM	August-08	691	MA
GUNTRAP ROAD	HWY 78	END	0.75	22	BST	08/21/09	77	3-PM	August-99	70	MIA
RICHARDSON LANE	PASCOE	END	0.25	16	BST	07/28/09	77	3-PM	September-05	70	MIA
HARD TRIGGER	SOMMER CAMP	END	0.63	21	BST	07/28/09	75	3-PM	August-00	70	MIA
PERSHALL RD - E (3)	HWY 78	SOUTH EDISON	1.00	23	BST	07/28/09	75	3-PM	August-99	263	MA
PERCIFIELD	HWY 95	S EDISON RD	1.00	20	BST	08/21/09	73	3-PM	August-99	260	MA
BUNTROCK ROAD (1)	HWY 95/55	E THOMPSON	1.00	24	CMX	07/28/09	72	3-PM	August-08	689	MC
VAN RD	HWY 55	END	0.50	16	BST	07/28/09	71	3-PM	August-97	70	MIA
EDISON - SOUTH (2)	PERSHALL	HOWARD	1.00	22	BST	07/28/09	70	3-PM	September-05	260	MA
PERSHALL RD - E (1)	HWY 78	S BRUNEAU	1.13	22	BST	07/28/09	70	3-PM	August-99	260	MA
EDISON - SOUTH (1)	HWY 55	PERSHALL	1.00	22	BST	07/28/09	69	3-PM	September-05	426	MA
			19.4				**3-PM Count**				
BIRMINGHAM RD	HWY 78	END (GRAVEL)	0.75	22	BST	07/28/09	100	NA	August-09	70	MIA
CLARK RD (1)	HWY 78	OPALAINE RD	1.00	22	CMX	07/28/09	100	NA	August-09	312	MA
CLARK RD (2)	OPALAINE RD	SOMMER CAMP RD	1.00	22	BST	07/28/09	100	NA	August-09	260	MA
MEININGER	CLARK	HWY 78	0.50	23	BST	07/28/09	100	NA	August-09	70	MIA
SOMMER CAMP RD (1)	HYW 95	CLARK RD	4.75	28	HMX	07/28/09	100	NA	August-09	79	MC
SOMMER CAMP RD (2)	CLARK RD	HWY 78	2.13	22	BST	07/28/09	100	NA	August-09	167	MC
WILD HORSE RD	HWY 78	END	0.33	21	BST	07/28/09	100	NA	August-09	70	MIA
JUMP CREEK RD - SOUTH (2)	POISON CREEK	END (GRAVEL)	0.33	22	BST	07/28/09	97	NA	August-09	100	REC
SHARI HILL WAY	HWY 78	END	0.33	23	BST	07/28/09	97	NA	September-05	70	MIA
BUNTROCK ROAD (2)	E THOMPSON	(DYRUTER ENTRY)	1.00	24	CMX	07/28/09	95	NA	August-08	370	MC
DOBBIN ROAD (3)	E THOMPSON	END	0.25	22	BST	07/28/09	95	NA	August-08	200	AG
BRUNEAU RD - NORTH (2)	E THOMPSON RD	(TURN WEST)	0.50	23	BST	07/28/09	94	NA	August-08	276	MA
DUNLAP (2)	N EDISON	END	0.50	19	BST	07/28/09	91	NA	August-08	70	MIA
PASCOE ROAD	HWY 95	SOUTH EDISON	1.75	24	BST	07/28/09	91	NA	September-05	84	MA
THOMPSON - EAST (1)	N BRUNEAU	N EDISON	1.00	23	BST	07/28/09	91	NA	August-08	412	MC
BRUNEAU RD - NORTH (1)	CITY LIMITS	E THOMPSON RD	0.75	23	BST	07/28/09	90	NA	August-08	922	MC
EDISON RD - NORTH (3)	DUNLAP	END	0.50	18	BST	07/28/09	90	NA	August-08	70	MIA
BRUNEAU RD - NORTH (3)	(TURN WEST)	NORTH EDISON	1.00	23	BST	07/28/09	89	NA	August-08	276	MA
DUNLAP (1)	MARKET	N EDISON	0.50	19	BST	07/28/09	89	NA	August-08	260	MA
BURMAN	HOGG	JUMP CREEK	1.00	21	BST	07/28/09	88	NA	July-01	265	MA
EDISON - SOUTH (3)	HOWARD	PASCOE	0.33	23	BST	07/28/09	88	NA	September-05	352	MA
HOWARD RD (2)	HWY 78	END	0.25	21	BST	07/28/09	88	NA	August-99	70	MIA
MARKET ROAD (1)	E THOMPSON	DUNLAP	1.00	23	BST	07/28/09	88	NA	August-08	260	MA
POISEN CREEK RD (3)	HOGG RD	JUMP CREEK	1.50	22	BST	07/28/09	88	NA	July-01	260	MA
THOMPSON - EAST (2)	N EDISON	BUNTROCK	1.00	23	CMX	07/28/09	88	NA	August-08	450	MC
MARKET ROAD (2)	DUNLAP	BUNTROCK	1.00	23	BST	07/28/09	87	NA	August-08	260	MA
POISEN CREEK RD (2)	GEM RD	HOGG RD	1.50	22	BST	07/28/09	87	NA	July-01	260	MA
THOMPSON - EAST (3)	BUNTROCK	END (DIST. LINE)	1.00	23	CMX	07/28/09	87	NA	August-08	340	MC
EDISON RD - NORTH (2)	E THOMPSON	DUNLAP	1.00	23	BST	07/28/09	86	NA	August-08	260	MA
PERSHALL RD - W	HWY 95	GEM RD	1.00	22	BST	07/28/09	86	NA	July-01	260	MA
POISEN CREEK RD (1)	HWY 95	GEM RD	0.75	22	BST	07/28/09	86	NA	July-01	82	MA
			30.2				**NA Count**				
			54.5				**Grand Count**				
						Average PCI=	**83**				

Homedale Highway District - Pavement Management System

Name	From	To	Length (mile)	Travel Way (feet)	Pavement Type	Date Inspected	PCI 2009	Reduced PCI 2009	Action 2009	Date Last Chipped	ADT	FC
JOHNSTONE (5)	THOMPSON RD	CEMETERY RD	1.00	22	CMX	06/15/09	45	40	1-RC	2007	101	MC
JOHNSTONE (6)	CEMETERY RD	MULE SPRINGS RD	1.00	22	CMX	06/15/09	45	40	1-RC	2007	171	AG
			2.00					**1-RC Total**				
HOGG RD (3)	CEMETERY RD	PERSHALL RD	1.00	21	CMX	06/15/09	72	65	2-RH	2005	230	MA
HOGG RD (4)	PERSHALL RD	BURMAN RD	1.00	21	CMX	06/15/09	72	65	2-RH	2005	230	MA
JUMP CREEK (1)	PIONEER RD	MARKET RD	1.00	21	CMX	06/15/09	72	65	2-RH	2003	230	MA
JUMP CREEK (2)	MARKET RD	DINES LN	1.00	21	CMX	06/15/09	72	65	2-RH	2003	230	MA
JUMP CREEK (3)	DINES LN	THOMPSON RD	1.00	21	CMX	06/15/09	72	65	2-RH	2003	230	MA
JUMP CREEK (4)	SH 95	CEMETERY RD	1.00	21	CMX	06/15/09	72	65	2-RH	2005	166	MC
JUMP CREEK (5)	CEMETERY RD	PERSHALL RD	1.00	21	CMX	06/15/09	72	65	2-RH	2005	182	MA
JUMP CREEK (6)	PERSHALL RD	BURMAN RD	1.00	21	CMX	06/15/09	72	65	2-RH	2005	230	MA
RIVER RD (1)	STATELINE RD	GULLY RD	1.00	21	CMX	06/15/09	71	64	2-RH	2009	400	MC
RIVER RD (2)	GULLY RD	NORTH SIDE RD	1.50	21	CMX	06/15/09	71	64	2-RH	2009	400	MC
RIVER RD (3)	NORTH SIDE RD	HILL RD	1.75	21	CMX	06/15/09	71	64	2-RH	2009	230	MA
RIVER RD (4)	HILL RD	SH 19	2.75	21	CMX	06/15/09	71	64	2-RH	2009	314	MA
HOMESTEAD RD (2)	MARKET RD	GRAVEYARD PT	1.00	22	CMX	06/15/09	69	62	2-RH	2000	230	MA
HOMESTEAD RD (3)	GRAVEYARD PT	THOMPSON RD	1.00	22	CMX	06/15/09	69	62	2-RH	2000	230	MA
THOMPSON (1)	END	HOMESTEAD RD	0.50	21	CMX	06/15/09	64	58	2-RH	2000	70	MIA
THOMPSON (2)	HOMESTEAD RD	JOHNSTONE RD	1.00	21	CMX	06/15/09	64	58	2-RH	2000	230	MA
THOMPSON (3)	JOHNSTONE RD	Y RD	1.00	21	CMX	06/15/09	64	58	2-RH	2000	230	MA
THOMPSON (4)	Y RD	SH 95	1.00	21	CMX	06/15/09	64	58	2-RH	2005	230	MA
CEMETERY (1)	JOHNSTONE RD	Y ROAD	1.00	21	CMX	06/15/09	62	56	2-RH	2005	400	MC
CEMETERY (2)	Y ROAD	S. JUMPCREEK	1.00	21	CMX	06/15/09	62	56	2-RH	2000	194	MC
MARKET - EAST (1)	SH 95	JUMP CREEK RD	1.00	22	CMX	06/15/09	61	55	2-RH	2003	671	MC
MARKET - EAST (2)	JUMP CREEK RD	HOGG RD	1.00	22	CMX	06/15/09	61	55	2-RH	2003	400	MC
MARKET - EAST (3)	HOGG RD.	END (HD LINE)	1.50	22	CMX	06/15/09	61	55	2-RH	2003	400	MC
MARKET - WEST (1)	END (STATE LINE-OR)	SAGE RD	1.00	22	CMX	06/15/09	52	47	2-RH	2004	400	MC
MARKET - WEST (2)	SAGE RD	PIONEER RD	1.00	22	CMX	06/15/09	52	47	2-RH	2004	400	MC
MARKET - WEST (3)	PIONEER RD	HOMESTEAD RD	1.00	22	CMX	06/15/09	52	47	2-RH	2004	400	MC
MARKET - WEST (4)	HOMESTEAD RD	JOHNSTONE RD	1.00	22	CMX	06/15/09	52	47	2-RH	2004	314	MC
MARKET - WEST (5)	JOHNSTONE RD	SH 95	1.00	22	CMX	06/15/09	52	47	2-RH	2004	400	MC
THOMPSON (5)	SH 95	HOGG RD	1.00	22	CMX	06/15/09	49	44	2-RH	2003	499	MC
THOMPSON (6)	HOGG RD	END (HD LINE)	1.00	22	CMX	06/15/09	49	44	2-RH	2003	400	MC
			33.00					**2-RH Total**				
GRAVEYARD PT (1)	SH 95	JOHNSTONE RD.	1.00	22	CMX	06/15/09	94	85	3-PM	2006	400	MC
GRAVEYARD PT (2)	JOHNSTONE RD.	HOMESTEAD RD.	1.00	22	CMX	06/15/09	94	85	3-PM	2006	439	MC
GRAVEYARD PT (3)	HOMESTEAD RD.	NIELSEN LN.	1.00	22	CMX	06/15/09	94	85	3-PM	2006	400	MC
GRAVEYARD PT (4)	NIELSEN LN	SAGE LN	1.00	22	CMX	06/15/09	94	85	3-PM	2006	400	MC
WALKER LN	GRAVEYARD PT.	END	1.00	21	BST	06/15/09	91	82	3-PM	2006	70	MIA
DRUM LN	INDUSTRIAL RD	END	0.10	17	CMX	08/28/09	90	81	3-PM	2009	70	MIA
NORTH SIDE (1)	SH 19	HILL RD	1.50	22	CMX	06/15/09	90	81	3-PM	2008	373	MC
HOGG RD (1)	MARKET RD	THOMPSON RD	2.00	22	CMX	06/15/09	88	79	3-PM	2006	230	MA
HOGG RD (2)	THOMPSON RD	SH 95	0.75	22	CMX	06/15/09	88	79	3-PM	2005	230	MA
HILL ROAD (1)	END (STATE LINE-OR)	GULLY RD	1.00	22	CMX	06/15/09	87	78	3-PM	2008	230	MA
HILL ROAD (2)	GULLY RD	NORTH SIDE RD	1.00	22	CMX	06/15/09	87	78	3-PM	2008	230	MA
INDUSTRIAL	PIONEER RD	CITY LIMITS	1.00	22	CMX	06/15/09	87	78	3-PM	2009	230	MA
PIONEER (1)	MARKET RD	90° TURN	1.00	21	CMX	06/15/09	87	78	3-PM	2007	230	MA
PIONEER (2)	90° TURN	HOMESTEAD RD	1.00	21	CMX	06/15/09	87	78	3-PM	2007	230	MA
PIONEER (3)	HOMESTEAD RD	JOHNSTONE RD	1.00	21	CMX	06/15/09	87	78	3-PM	2007	230	MA
PIONEER (4)	JOHNSTONE RD	SH 95	1.00	21	CMX	06/15/09	87	78	3-PM	2007	230	MA
PURDOM LN	SH 19	END	1.00	21	CMX	06/15/09	87	78	3-PM	2009	70	MIA
GULLEY RD (2)	SH 19	HILL RD	1.50	21	CMX	06/15/09	86	77	3-PM	2008	230	MA
GULLEY RD (3)	HILL RD	RIVER RD	1.50	21	CMX	06/15/09	86	77	3-PM	2008	230	MA
JOHNSTONE (1)	SH 19	PIONEER RD	1.00	22	CMX	06/15/09	86	77	3-PM	2007	1346	MC
JOHNSTONE (2)	PIONEER RD	MARKET RD	1.00	22	CMX	06/15/09	86	77	3-PM	2007	400	MC
JOHNSTONE (3)	MARKET RD	GRAVEYARD PT	1.00	22	CMX	06/15/09	86	77	3-PM	2007	400	MC
JOHNSTONE (4)	GRAVEYARD PT	THOMPSON RD	1.00	22	CMX	06/15/09	86	77	3-PM	2007	400	MC
PIONEER (5)	SH 95	JUMP CREEK RD	1.00	22	CMX	06/15/09	86	77	3-PM	2007	230	MA
SAGE (1)	SOUTH SIDE	MARKET RD	1.50	21	CMX	06/15/09	86	77	3-PM	2008	230	MA
SAGE (2)	MARKET RD	GRAVEYARD PT	1.00	21	CMX	06/15/09	86	77	3-PM	2008	66	MC
SAGE (3)	GRAVEYARD PT	NIELSEN LN	1.00	21	CMX	06/15/09	86	77	3-PM	2008	230	MA
SOUTH SIDE ROAD (1)	MIDDLE STATELIND RD	SAGE LN	1.00	22	CMX	06/15/09	84	76	3-PM	2008	230	MA
SOUTH SIDE ROAD (2)	SAGE LN	HUNT RD	1.00	22	CMX	06/15/09	84	76	3-PM	2008	230	MA
SOUTH SIDE ROAD (3)	HUNT RD	SH 19	0.75	22	CMX	06/15/09	84	76	3-PM	2008	195	MA
GEM	SH 95	PERSHALL RD	1.00	21	CMX	06/15/09	83	75	3-PM	2003	230	MA
WILLIAMS LN	SH 19	END	1.00	20	CMX	06/15/09	83	75	3-PM	2009	70	MIA
Y ROAD (1)	SH 95	THOMPSON RD	2.00	21	CMX	06/15/09	82	74	3-PM	2005	230	MA
Y ROAD (2)	THOMPSON RD	CEMETERY RD	2.00	21	CMX	06/15/09	82	74	3-PM	2005	230	MA
DINES LN	JUMP CREEK	END	1.00	21	CMX	06/15/09	80	72	3-PM	2003	70	MIA
CEMETERY (3)	S. JUMPCREEK RD	SH 95	1.15	21	CMX	06/15/09	79	71	3-PM	2000	230	MA
SUCCOR CREEK (1)	SOUTH STATELINE RD	SAGE RD	1.00	21	BST	06/15/09	79	71	3-PM	2009	70	MIA
SUCCOR CREEK (2)	SAGE RD	PIONEER RD	1.00	21	CMX	06/15/09	79	71	3-PM	2009	230	MA
SUCCOR CREEK (3)	PIONEER RD	HOMESTEAD RD	1.00	21	CMX	06/15/09	79	71	3-PM	2009	230	MA
SUCCOR CREEK (4)	HOMESTEAD RD	JOHNSTONE RD	1.00	21	CMX	06/15/09	79	71	3-PM	2009	230	MA
NIELSEN LN (1)	SAGE LN	(CORNER)	1.00	22	CMX	06/15/09	77	69	3-PM	2005	230	MA
NIELSEN LN (2)	(CORNER)	GRAVEYARD PT.	1.00	22	CMX	06/15/09	77	69	3-PM	2005	230	MA
NORTH SIDE (2)	HILL RD	RIVER RD	1.00	22	CMX	06/15/09	77	69	3-PM	2009	439	MC
HILL ROAD (3)	NORTH SIDE RD	RIVER RD	0.75	21	CMX	06/15/09	76	68	3-PM	2009	230	MA
PERSHALL ROAD (1)	JUMP CREEK RD	HOGG RD	1.00	21	CMX	08/19/09	73	66	3-PM	2005	230	MA
PERSHALL ROAD (2)	HOGG RD	GEM RD	1.00	21	CMX	08/19/09	73	66	3-PM	2005	230	MA
			49.50					**3-PM Total**				
OLD SULLIVAN	THOMPSON RD	END	0.25	22	CMX	06/16/09	99	89	NA	2003	70	MIA
HUNT LN	SOUTH SIDE	END	0.25	21	CMX	06/15/09	98	88	NA	2008	70	MIA
MIDDLE STATELINE RD	SH 19	SOUTH SIDE	0.50	22	CMX	06/15/09	98	88	NA	2008	230	MA
AUSTRIAN SETTLEMENT	GRAVEYARD PT.	END	0.25	20	CMX	06/15/09	97	87	NA	2006	70	MIA
BRIGGS LN	GEM RD	END	1.00	22	HMX	06/15/09	97	87	NA	2004	70	MIA
GULLEY RD (1) - SOUTH	SH 19	END	0.50	22	CMX	06/15/09	97	87	NA	2003	70	MIA
MALMBERG	GEM RD	END	1.00	21	HMX	06/15/09	97	87	NA	2004	70	MIA
SOUTH STATELINE RD	SUCCER CREEK	MARKET RD	0.33	22	CMX	06/15/09	97	87	NA	2009	70	MIA
HOMESTEAD RD (1)	PIONER RD	SUCCER CREEK RD	0.50	21	CMX	06/15/09	96	86	NA	2000	230	MA
			4.58					**NA Total**				
			89.08					**Grand Total**				
						Average PCI=	**78**	**70**				

City of Grand View - Pavement Management System

Name	From	To	Length (mi)	Travel Way (feet)	Pavement Type	Date Inspected	PCI 2009	Action 2009	Date Last Chipped	ADT	FC
IDAHO AVE (1)	STATE HIGHWAY 67	PERSING AVE	0.10	24	BST	04/02/09	83	3-PM		250	MA
IDAHO AVE (2)	PERSING AVE	STATE AVE	0.07	24	BST	04/02/09	83	3-PM		250	MA
IDAHO AVE (3)	STATE AVE	MAIN ST	0.07	24	BST	04/02/09	83	3-PM		250	MA
IDAHO AVE (4)	MAIN ST	1st STREET	0.07	24	BST	04/02/09	83	3-PM		250	MA
IDAHO AVE (5)	1st STREET	2nd STREET	0.06	24	BST	04/02/09	83	3-PM		250	MA
3rd STREET	RIVERSIDE DRIVE	END	0.07	20	BST	04/01/09	78	3-PM		80	MIA
1st STREET (1)	RIVERSIDE DRIVE	IDAHO AVE	0.05	22	BST	04/02/09	77	3-PM		500	MIC
1st STREET (2)	IDAHO AVE	BOISE AVE	0.06	22	BST	04/02/09	77	3-PM		500	MIC
5th STREET	RIVERSIDE DRIVE	END	0.20	20	BST	03/30/09	76	3-PM		80	MIA
WEST SREET	STATE HIGHWAY 67	RIVERSIDE DRIVE	0.07	22	BST	04/01/09	72	3-PM		250	MA
2nd STREET (1)	RIVERSIDE DRIVE	IDAHO AVE	0.05	20	BST	03/30/09	71	3-PM		250	MA
2nd STREET (2)	IDAHO AVE	IOWA AVE.	0.13	20	BST	03/30/09	71	3-PM		250	MA
BOISE STREET (1)	HIGHWAY 67	STATE AVE	0.08	24	CMX	04/02/09	71	3-PM		500	MIC
BOISE STREET (2)	STATE AVE	MAIN ST	0.07	24	BST	04/02/09	71	3-PM		500	MIC
BOISE STREET (3)	MAIN ST	1st AVE	0.07	24	CMX	04/02/09	71	3-PM		83	MIC
IOWA STREET	MAIN STREET	3rd STREET	0.13	20	BST	04/02/09	71	3-PM		250	MA
FRONTAGE ROAD	BURGHARDT ROAD	STATE HIGHWAY 78	0.24	20	BST	04/01/09	70	3-PM		250	MA
RIVERSIDE DRIVE (1)	STATE HIGHWAY 67	WEST ST	0.11	24	CMX	04/01/09	70	3-PM		500	MIC
RIVERSIDE DRIVE (2)	WEST ST	PERSING AVE	0.12	24	CMX	04/01/09	70	3-PM		489	MIC
RIVERSIDE DRIVE (3)	PERSING AVE	STATE AVE	0.07	24	BST	04/01/09	70	3-PM		500	MIC
RIVERSIDE DRIVE (4)	STATE AVE	MAIN ST	0.07	24	BST	04/01/09	70	3-PM		500	MIC
RIVERSIDE DRIVE (5)	MAIN ST	1st STREET	0.07	24	BST	04/01/09	70	3-PM		500	MIC
RIVERSIDE DRIVE (6)	1st STREET	2nd STREET	0.07	24	BST	04/01/09	70	3-PM		250	MA
RIVERSIDE DRIVE (7)	2nd STREET	5th STREET	0.25	24	BST	04/01/09	70	3-PM		250	MA
RIVERSIDE DRIVE (8)	5th STREET	CITY LIMITS	0.37	24	BST	04/01/09	70	3-PM		250	MA
STATE STREET (1)	RIVERSIDE DRIVE	IDAHO AVE	0.07	22	BST	03/27/09	69	3-PM		250	MA
STATE STREET (2)	IDAHO AVE	BOISE AVE	0.07	22	BST	03/27/09	69	3-PM		250	MA
MAIN STREET (1)	STATE HIGHWAY 67	BOISE AVE	0.15	24	BST	04/02/09	67	3-PM		978	MIC
MAIN STREET (2)	BOISE AVE	IDAHO AVE	0.06	24	BST	04/02/09	67	3-PM		500	MIC
MAIN STREET (3)	IDAHO AVE	RIVERSIDE DRIVE	0.06	24	BST	04/02/09	67	3-PM		500	MIC
			3.13					**3-PM Total**			
PERSHING AVE	RIVERSIDE DRIVE	IDAHO AVE	0.08	24	BST	03/30/09	98	NA		250	MA
BLAINE STREET	STATE HIGHWAY 67	JACK AVE	0.05	24	BST	03/26/09	97	NA		250	MA
JENSEN DRIVE	STATE HIGHWAY 67	JACK AVE	0.05	24	BST	03/26/09	96	NA		250	MA
JACK AVE	JENSEN DRIVE	KATHLEEN DRIVE	0.03	22	BST	03/26/09	94	NA		250	MA
JUDITH DRIVE	JACK AVE	REX AVE	0.04	22	BST	03/27/09	92	NA		250	MA
KATHLEEN DRIVE (1)	WESTPHAL AVE	REX AVE	0.04	20	BST	03/27/09	92	NA		80	MIA
KATHLEEN DRIVE (2)	JACK AVE	REX AVE	0.10	20	BST	03/27/09	92	NA		250	MA
REX AVE	KATHLEEN DRIVE	JUDITH AVE	0.06	18	BST	03/30/09	92	NA		250	MA
WAR EAGLE	STATE HIGHWAY 67	END	0.20	24	BST	03/30/09	90	NA		80	MIA
BURGHARDT ROAD	STATE HIGHWAY 78	END	0.14	24	BST	03/30/09	88	NA		80	MIA
			0.77					**NA Total**			
			3.91					**Grand Total**			
						AVERAGE=	78				

Appendix: E

GRAVEL MANAGEMENT DATA

Owyhee County Dist. I
2009 Gravel Road Summary
Paragon Consulting, Inc.
17-Aug-09

Gravel Road Maintenance												Aggregate Cost	$ 10.00	
Roadway	FROM	TO	LENGTH (mi)	WIDTH (ft)	Surfacing Thickness (in)	ADT	Treated or Untreated	Annual Loss (TPY)	Replacement Interval (yr)	Resurfacing Tonnage	Last Surfacing	Next Surfacing	Replacement Cost ($/yr)	Grading Cost ($/mi)
		Total/Average=	**232.0**	**22.7**	**4.1**	**70**		**30,100**	**23**				**$ 301,100**	**$ 232,200**
-	COW CREEK RD.	END	1.7	24.0	4.0	70	U	230	22	5,100	1998	2020	$ 2,300	$ 1,700
-	JOHNSON LN	END (EARTH)	0.2	18.0	3.0	70	U	20	17	300	1998	2015	$ 200	$ 200
-	UPPER REYONLDS CREEK RD	END	0.7	20.0	4.0	70	U	79	22	1,800	1999	2021	$ 800	$ 700
-	WHITE HORSE RD	END	0.4	24.0	8.0	70	U	49	45	2,200	2007	2052	$ 500	$ 400
BACHMAN GRADE ROAD	CMX (END)	TRIANGLE RD	22.3	24.0	4.0	70	U	2,957	22	66,100	2002	2024	$ 29,600	$ 22,300
BATES CREEK ROAD	OREANA LOOP RD.	END	2.9	24.0	4.0	70	U	383	22	8,600	2002	2024	$ 3,800	$ 2,900
BLAIR CREEK ROAD	RABBIT CREEK RD.	END	0.6	24.0	4.0	70	U	77	22	1,700	2004	2026	$ 800	$ 600
CHINA DITCH ROAD	CMX (END)	WILSON CEMETERY LN	0.3	22.0	3.0	70	U	42	17	700	2000	2017	$ 400	$ 300
COLLETT ROAD	OREANA LOOP RD.	END	3.4	24.0	4.0	70	U	455	22	10,200	2006	2028	$ 4,600	$ 3,400
CON SHEA BASIN ROAD	CMX (END)	END	5.6	24.0	6.0	70	U	736	34	24,700	2006	2040	$ 7,400	$ 5,600
TROUT CREEK	CMX (END)	DELEMAR	9.3	24.0	4.0	70	U	1,236	22	27,600	1999	2021	$ 12,400	$ 9,300
COW CREEK	DELEMAR	END	11.6	24.0	4.0	70	U	1,530	22	34,200	2000	2022	$ 15,300	$ 11,600
DOUGHTY ROAD	MURPHY FLATS RD.	TYSON RD	1.8	24.0	4.0	70	U	234	22	5,200	2004	2026	$ 2,300	$ 1,800
FLINT	PLEASANT VALLEY RD.	EARTH (END)	17.9	24.0	4.0	70	U	2,373	22	53,000	2005	2027	$ 23,700	$ 17,900
GLUE LANE	PLEASANT VALLEY RD.	END	1.6	20.0	6.0	70	U	171	34	5,700	2002	2036	$ 1,700	$ 1,600
J & S ROAD	RABBIT CREEK RD.	END	0.9	20.0	4.0	70	U	99	22	2,200	2000	2022	$ 1,000	$ 900
JOHNSON LN	STATE HIGHWAY 78	END	0.8	18.0	3.0	70	U	74	17	1,200	1999	2016	$ 700	$ 800
JUNIPER MOUNTAIN	STATE LINE (OR)	MUD FLAT RD	30.4	24.0	4.0	70	U	4,020	22	89,800	2001	2023	$ 40,200	$ 30,400
MCBRIDE CREEK ROAD	US HIGHWAY 95	END	3.8	24.0	4.0	70	U	501	22	11,200	2000	2022	$ 5,000	$ 3,800
MUD FLAT	OREANA CUTOFF RD.	JUNIPER MOUNTAIN RD	34.3	24.0	4.0	70	U	4,539	22	101,400	1998	2020	$ 45,400	$ 34,300
MURPHY FLAT ROAD	CMX (END)	END	1.4	24.0	4.0	70	U	190	22	4,200	2004	2026	$ 1,900	$ 1,400
NETTLETON ROAD	WEESE RD.	END	1.0	24.0	4.0	70	U	132	22	2,900	2007	2029	$ 1,300	$ 1,000
OREANA CUT OFF ROAD	OREANA CUTOFF RD.	DISTRICT LINE	9.2	24.0	4.0	70	U	1,218	22	27,200	2005	2027	$ 12,200	$ 9,200
POISON CREEK ROAD	GEM HD LINE	END	1.3	22.0	3.0	70	U	153	17	2,600	2000	2017	$ 1,600	$ 1,300
RABBIT CREEK ROAD	UPPER REYONLDS CREEK RD	CMX (END)	8.4	24.0	4.0	70	U	1,117	22	24,900	1999	2021	$ 11,100	$ 8,400
RYE PATCH ROAD	STATE HIGHWAY 78	END	2.9	24.0	4.0	70	U	381	22	8,500	2001	2023	$ 3,800	$ 2,900
S. MOUNTAIN	CMX (END)	EARTH (END)	9.3	22.0	4.0	70	U	1,124	22	25,100	2004	2026	$ 11,200	$ 9,300
SALMON CREEK ROAD	PACK RAT RD.	EARTH (END) - BLM	5.4	20.0	6.0	70	U	597	34	20,000	1998	2032	$ 6,000	$ 5,400
SHIRLEY ROAD	STATE HIGHWAY 78	SHORTCUT RD	0.7	22.0	4.0	70	U	79	22	1,800	2006	2028	$ 800	$ 700
SHORTCUT ROAD	STATE HIGHWAY 78	OREANA LOOP RD	3.7	24.0	4.0	70	U	495	22	11,000	2006	2028	$ 4,900	$ 3,700
SILVER CITY	BST (END)	EARTH (END)	8.2	22.0	4.0	70	U	993	22	22,200	2003	2025	$ 9,900	$ 8,200
SINKER BUTTE ROAD	CMX (END)	END	4.0	24.0	4.0	70	U	536	22	12,000	2006	2028	$ 5,400	$ 4,000
TRIANGLE	BACHMAN GRAD RD.	EARTH (END)	5.0	24.0	3.0	70	U	656	17	11,000	2001	2018	$ 6,600	$ 5,000
TRIANGLE	EARTH (END)	END	1.4	24.0	3.0	70	U	192	17	3,200	2003	2020	$ 1,900	$ 1,400
TYSON ROAD	STATE HIGHWAY 78	END	3.0	22.0	4.0	70	U	366	22	8,200	2005	2027	$ 3,700	$ 3,000
TYSON ROAD	TYSON RD.	END	0.4	22.0	4.0	70	U	49	22	1,100	2005	2027	$ 500	$ 400
UPPER REYNOLDS CREEK ROAD	CMX (END)	RABBIT CREEK RD	2.2	22.0	4.0	70	U	267	22	6,000	2003	2025	$ 2,700	$ 2,200
UPPER REYNOLDS CREEK ROAD	RABBIT CREEK RD.	END	2.1	22.0	4.0	70	U	250	22	5,600	2003	2025	$ 2,500	$ 2,100
WEESE ROAD	STATE HIGHWAY 78	END	4.0	24.0	4.0	70	U	535	22	11,900	2007	2029	$ 5,300	$ 4,000
PACK RAT ROAD	UPPER REYONLDS CREEK RD	SALMON CREEK RD	1.8	22.0	3.0	70	U	212	17	3,600	2000	2017	$ 2,100	$ 1,800
WHISKEY MOUNTAIN ROAD	UPPER REYONLDS CREEK RD	EARTH (END)	1.0	22.0	3.0	70	U	122	17	2,100	2000	2017	$ 1,300	$ 1,000
HOOTNANNEY ROAD	PACK RAT RD.	END	0.7	22.0	3.0	70	U	81	17	1,300	2000	2017	$ 800	$ 700
WHITE EAGLE ROAD	OREANA CUTOFF RD.	END	2.6	24.0	4.0	70	U	338	22	7,600	1999	2021	$ 3,400	$ 2,600
WHITE HORSE ROAD	STATE HIGHWAY 78	-	0.4	24.0	4.0	70	U	56	22	1,200	1999	2021	$ 500	$ 400
WILSON CEMETERY LANE	STATE HIGHWAY 78	END	1.6	18.0	8.0	70	U	158	45	7,100	1999	2044	$ 1,600	$ 1,600

* Owyhee County Road & Bridge District I should confirm surface depth and implement a 3-5 year count plan to obtain accurate cost and replacement data on their gravel roadways.

Owyhee County Dist. III
2009 Gravel Road Summary
Paragon Consulting, Inc.
17-Aug-09

Gravel Road Maintenance												Aggregate Cost	$ 10.00	
Roadway	FROM	TO	LENGTH	WIDTH (ft)	Surfacing Thickness (in)	ADT	Treated or Untreated	Annual Loss (TPY)	Replacement Interval (yr)	Resurfacing Tonnage	Last Surfacing	Next Surfacing	Replacement Cost ($/yr)	Grading Cost ($/mi)
		Total/Average=	**210.9**	**21.1**	**4.0**	**70**		**24,400**	**22**				**$ 244,500**	**$ 210,800**
A&A ROAD	DAIRY RD.	GOOD RD.	1.0	24.0	4.0	70	U	133	22	3,000	2002	2024	$ 1,300	$ 1,000
ANDERSON LOOP ROAD	MORMON RD.	CMX (END)	4.9	24.0	4.0	70	U	651	22	14,500	1995	2017	$ 6,500	$ 4,900
B TINDALL LANE	STATE HIGHWAY 51	END	1.9	20.0	4.0	70	U	210	22	4,700	1995	2017	$ 2,100	$ 1,900
BROWNS CREEK ROAD	STATE HIGHWAY 78	END	2.7	24.0	4.0	70	U	354	22	7,900	2002	2024	$ 3,500	$ 2,700
BUCKHORN ROAD	STATE HIGHWAY 51	END	9.3	18.0	4.0	70	U	921	22	20,600	2003	2025	$ 9,200	$ 9,300
C TINDALL ROAD	CMX (END)	END	1.4	20.0	4.0	70	U	154	22	3,400	1995	2017	$ 1,500	$ 1,400
CATTLE DRIVE ROAD	MORMON RD.	END	2.4	24.0	4.0	70	U	323	22	7,200	2004	2026	$ 3,200	$ 2,400
CATTLE DRIVE ROAD	STATE HIGHWAY 51	MORMON RD.	3.1	24.0	4.0	70	U	410	22	9,200	1995	2017	$ 4,100	$ 3,100
CLOVER THREE CREEK	CMX (END)	3CHD LINE	21.6	18.0	4.0	70	U	2,142	22	47,800	2003	2025	$ 21,400	$ 21,600
COTTONWOOD ROAD	STATE HIGHWAY 78	END	1.3	20.0	4.0	70	U	140	22	3,100	2004	2026	$ 1,400	$ 1,300
CRANE FALLS ROAD	CMX (END)	END	2.5	24.0	4.0	70	U	330	22	7,400	1995	2017	$ 3,300	$ 2,500
DAIRY ROAD	GOOD RD.	END	3.5	24.0	4.0	70	U	468	22	10,500	2002	2024	$ 4,700	$ 3,500
DUNCAN BUTTE ROAD	STATE HIGHWAY 51	END	4.1	18.0	6.0	70	U	406	34	13,600	2003	2037	$ 4,100	$ 4,100
GOOD ROAD	DAIRY RD.	END	2.0	20.0	4.0	70	U	218	22	4,900	2003	2025	$ 2,200	$ 2,000
HOT CREEK ROAD	THOMPSON LN.	HOT SPRINGS RD.	5.1	24.0	4.0	70	U	675	22	15,100	2001	2023	$ 6,800	$ 5,100
INDIAN COVE LANE	STATE HIGHWAY 78	END	1.4	20.0	4.0	70	U	159	22	3,600	1998	2020	$ 1,600	$ 1,400
INDIAN HILLS ROAD	STATE HIGHWAY 78	END	2.3	24.0	4.0	70	U	307	22	6,900	2003	2025	$ 3,100	$ 2,300
JOE BLACK ROAD	STATE HIGHWAY 77	END	1.2	18.0	4.0	70	U	118	22	2,600	2000	2022	$ 1,200	$ 1,200
LAST FRONTIER ROAD	STATE HIGHWAY 51	END	2.4	24.0	4.0	70	U	312	22	7,000	2004	2026	$ 3,100	$ 2,400
MARYS CREEK ROAD	STATE HIGHWAY 51	END	4.1	18.0	4.0	70	U	410	22	9,200	2004	2026	$ 4,100	$ 4,100
MCDONALD CREEK ROAD	ROLAND RD.	STATE LINE (NV)	3.2	18.0	2.0	70	U	314	11	3,500	2000	2011	$ 3,100	$ 3,200
MECHAM LANE	STATE HIGHWAY 78	END	1.2	24.0	4.0	70	U	165	22	3,700	2005	2027	$ 1,700	$ 1,200
MILLET LANE	RIVER RD.	END	0.5	20.0	4.0	70	U	56	22	1,300	2002	2024	$ 600	$ 500
MISSLE BASE ROAD	STATE HIGHWAY 78	OREANA CUTOFF RD.	13.1	24.0	4.0	70	U	1,729	22	38,600	1995	2017	$ 17,300	$ 13,100
MUD FLAT	OREANA CUTOFF RD.	JUNIPER MOUNTAIN RD	34.3	24.0	4.0	70	U	4,539	22	101,400	1998	2020	$ 45,400	$ 34,300
OREANA CUT OFF ROAD	MUD FLAT RD.	DISTRICT LINE	7.5	24.0	4.0	70	U	993	22	22,200	2005	2027	$ 9,900	$ 7,500
OREGON TRAIL	CRANE FALLS RD.	END	0.4	24.0	4.0	70	U	59	22	1,300	2004	2026	$ 600	$ 400
OVERLOOK ROAD	CLOVER THREE CREEK RD.	END	3.1	18.0	4.0	70	U	303	22	6,800	2003	2025	$ 3,000	$ 3,100
PARKINSON ROAD	RIVER RD.	END	1.6	20.0	4.0	70	U	171	22	3,800	2002	2024	$ 1,700	$ 1,600
PHEASANT ROAD	RIVER RD.	END	0.3	20.0	4.0	70	U	37	22	800	2001	2023	$ 400	$ 300
POND ROAD	MORMON RD.	END	0.4	20.0	4.0	70	U	48	22	1,100	2000	2022	$ 500	$ 400
RENICKE ROAD	HOT CREEK RD.	END	1.5	20.0	4.0	70	U	169	22	3,800	2001	2023	$ 1,700	$ 1,500
ROBINSON ROAD	LEMLEY RD.	END	2.4	18.0	4.0	70	U	243	22	5,400	2002	2024	$ 2,400	$ 2,400
ROLAND ROAD	STATE HIGHWAY 51	STATE LINE (NV)	32.1	18.0	4.0	70	U	3,183	22	71,100	2000	2022	$ 31,800	$ 32,100
SHEEP CAMP ROAD	STATE HIGHWAY 78	RIVER RD.	1.3	20.0	4.0	70	U	146	22	3,300	2002	2024	$ 1,500	$ 1,300
SHOOFLY CUTOFF ROAD	MUD FLAT RD.	CMX (END)	7.0	24.0	4.0	70	U	925	22	20,700	1995	2017	$ 9,300	$ 7,000
SMITH ROAD	MARYS CREEK RD.	END	2.3	18.0	4.0	70	U	229	22	5,100	2003	2025	$ 2,300	$ 2,300
SUGAR VALLEY ROAD	STATE HIGHWAY 51	END	2.8	20.0	4.0	70	U	303	22	6,800	2000	2022	$ 3,000	$ 2,800
T RANCH ROAD	STATE HIGHWAY 78	STATE HIGHWAY 78	1.4	20.0	4.0	70	U	154	22	3,400	2002	2024	$ 1,500	$ 1,400
THOMPSON LANE	HOT CREEK RD.	END	0.9	20.0	4.0	70	U	103	22	2,300	2004	2026	$ 1,000	$ 900
TOKENBAMBY ROAD	ROLAND RD.	STATE LINE (NV)	7.6	18.0	4.0	70	U	757	22	16,900	2003	2025	$ 7,600	$ 7,600
TWENTY MILE ROAD	MUD FLAT RD.	DAIRY RD.	2.0	24.0	4.0	70	U	269	22	6,000	2002	2024	$ 2,700	$ 2,000
UNAMED ROAD	TWENTY MILE RD.	EARTH (END)	0.6	24.0	4.0	70	U	76	22	1,700	2002	2024	$ 800	$ 600
UNNAMED ROAD	TOKENBAMBAY RD.	ROLAND RD.	1.1	18.0	4.0	70	U	110	22	2,400	1995	2017	$ 1,100	$ 1,100
VAUGHT ROAD	SHOOFLY CUTOFF RD.	END	2.3	24.0	4.0	70	U	302	22	6,700	2001	2023	$ 3,000	$ 2,300
WHITTED LANE	CMX (END)	END	0.4	18.0	4.0	70	U	43	22	1,000	1995	2017	$ 400	$ 400
YOUNG ROAD	STATE HIGHWAY 51	END	1.3	24.0	4.0	70	U	177	22	4,000	2004	2026	$ 1,800	$ 1,300

* Owyhee County Road & Bridge District III should confirm surface depth and implement a 3-5 year count plan to obtain accurate cost and replacement data on their gravel roadways.

Gem Highway District
2009 Gravel Road Summary
Paragon Consulting, Inc.
17-Aug-09

Gravel Road Maintenance												Aggregate Cost	$ 10.00	
Roadway	FROM	TO	LENGTH (mi)	WIDTH (ft)	Surfacing Thickness (in)	ADT	Treated or Untreated	Annual Loss (TPY)	Replacement Interval (yr)	Resurfacing Tonnage	Last Surfacing	Next Surfacing	Replacement Cost ($/yr)	Grading Cost ($/mi)
		Total/Average	**4.9**	**16.0**	**1.3**	**70**		**400**	**7**				**$ 4,400**	**$ 5,000**
BLUE SKIES ROAD	MARKET RD	END	0.43	15.0	2	70	U	36	11	400	2009	2020	$ 400	$ 400
ROBINSON ROAD	US HIGHWAY 95	END	0.49	17.0	2	70	U	46	11	500	2007	2018	$ 400	$ 500
POISON CREEK ROAD	BST (END)	OWYHEE DIST. LINE	0.98	17.0	1	70	U	92	6	500	2007	2013	$ 900	$ 1,000
JUMPCREEK ROAD	POISON CREEK RD	END	1.17	17.0	1	70	U	109	6	600	2006	2012	$ 1,100	$ 1,200
CLARK ROAD	SOMMER CAMP RD	END	0.96	18.0	1	70	U	95	6	500	2006	2012	$ 900	$ 1,000
BIRMINGHAM ROAD	STATE HIGHWAY 78	STATE HIGHWAY 78	0.59	14.0	1	70	U	46	6	300	2007	2013	$ 500	$ 600
-	SOUTH BRUNEAU RD	END	0.28	14.0	1	70	U	22	6	100	2004	2010	$ 200	$ 300

Homedale Highway District
2009 Gravel Road Summary
Paragon Consulting, Inc.
17-Aug-09

Gravel Road Maintenance											Aggregate Cost		$ 10.00	
Roadway	FROM	TO	LENGTH (mi)	WIDTH (ft)	Surfacing Thickness (in)	ADT	Treated or Untreated	Annual Loss (TPY)	Replacement Interval (yr)	Resurfacing Tonnage	Last Surfacing	Next Surfacing	Replacement Cost ($/yr)	Grading Cost ($/mi)
		Total/Average	**8.1**	**20.6**	**1.5**	**100**		**1,300**	**6**				**$ 11,400**	**$ 8,000**
MULE SPRINGS RD	JOHNSTONE RD.	END	0.7	19.0	1.0	100	U	104	4	400	2004	2008	$ 1,000	$ 700
CEMETERY RD	JOHNSTONE RD.	END	0.7	23.5	2.0	100	U	137	8	1,100	1998	2006	$ 1,400	$ 700
S STATELINE RD	MARKET RD.	END	1.1	24.0	3.0	100	U	199	12	2,300	2006	2018	$ 2,000	$ 1,100
TAXIDERMY LN	US HIGHWAY 95	END	0.3	20.5	1.0	100	U	48	4	200	1950	1954	$ 500	$ 300
JOHNSTONE RD	MULE SPRINGS RD.	END	1.3	21.0	1.0	100	U	214	4	800	2001	2005	$ 2,000	$ 1,300
W LOOTENS	HOGG RD.	END	0.4	22.0	2.0	100	U	77	8	600	1987	1995	$ 800	$ 400
E LOOTENS	HOGG RD.	END	0.4	23.0	2.0	100	U	80	8	600	1987	1995	$ 800	$ 400
RIVER RD	RIVER RD.	END	0.4	14.0	0.0	100	U	44	0	-	1970	1970	$ -	$ 400
HOMESTEAD RD	SUCCER CREEK RD.	MARKET RD.	0.5	23.0	2.0	100	U	90	8	700	2006	2014	$ 900	$ 500
STATELINE RD	RIVER RD.	END	0.8	16.0	0.0	100	U	98	0	-	2001	2001	$ -	$ 800
MAYBON LN	GULLY RD.	END	0.8	22.0	2.0	100	U	140	8	1,100	2004	2012	$ 1,400	$ 800
EGGURROLA LN	JOHNSTONE RD.	END	0.4	21.0	3.0	100	U	63	12	700	2005	2017	$ 600	$ 400
M STATELINE RD	STATE HIGHAY 19	STATE LINE (OR)	0.2	19.0	0.0	100	U	37	0	-	1980	1980	$ -	$ 200

Grand View
2009 Gravel Road Summary
Paragon Consulting, Inc.
17-Aug-09

Gravel Road Maintenance											Aggregate Cost		$ 10.00	
Roadway	FROM	TO	LENGTH (mi)	WIDTH (ft)	Surfacing Thickness (in)	ADT	Treated or Untreated	Annual Loss (TPY)	Replacement Interval (yr)	Resurfacing Tonnage	Last Surfacing	Next Surfacing	Replacement Cost ($/yr)	Grading Cost ($/mi)
		Total/Average	**0.7**	**18.0**	**8.7**	**80**		**100**	**42**				**$ 900**	**$ 800**
4th STREET	RIVERSIDE DRIVE	END	0.0	20.0	12	80	U	5	59	300	1997	2056	$ 100	$ -
BOUNDARY ROAD	BURGARDT RD.	END	0.3	16.0	4	80	U	27	20	500	1998	2018	$ 300	$ 300
ESTATE DRIVE	HIGHWAY 67	END	0.2	16.0	12	80	U	22	59	1,300	2004	2063	$ 200	$ 200
JOHNSON ROAD	FRONTAGE RD.	END	0.1	16.0	10	80	U	6	49	300	2004	2053	$ 100	$ 100
KESSINGER LANE	FRONTAGE RD.	END	0.1	20.0	8	80	U	9	39	300	2004	2043	$ 100	$ 100
WESTPHAL AVENUE	KATHLEEN AVE.	END	0.1	20.0	6	80	U	8	29	200	2005	2034	$ 100	$ 100

Appendix: F

ROAD WIDING DATA

Owyhee Count District I
Gravel Road Widening
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
-	COW CREEK RD.	END	1.7	24.0	100	MIA	20	2	N		
-	JOHNSON LN	END (EARTH)	0.2	18.0	394	MIA	20	2	Y	2	2
-	UPPER REYONLDS CREEK RD.	END	0.7	20.0	100	MIA	20	2	N		2
-	WHITE HORSE RD	END	0.4	24.0	100	MIA	20	2	N		
BACHMAN GRADE ROAD	CMX (END)	TRIANGLE RD.	22.3	24.0	100	MA	20	2	N		
BATES CREEK ROAD	OREANA LOOP RD.	END	2.9	24.0	100	MIA	20	2	N		
BLAIR CREEK ROAD	RABBIT CREEK RD.	END	0.6	24.0	100	MIA	20	2	N		
CHINA DITCH ROAD	CMX (END)	WILSON CEMETERY LN.	0.3	22.0	70	MIA	20	2	N		1
COLLETT ROAD	OREANA LOOP RD.	END	3.4	24.0	100	MIA	20	2	N		
CON SHEA BASIN ROAD	CMX (END)	END	5.6	24.0	100	MIA	20	2	N		
TROUT CREEK	CMX (END)	DELEMAR	9.3	24.0	100	RR	20	2	N		
COW CREEK	DELEMAR	END	11.6	24.0	230	REC	20	2	N		
DOUGHTY ROAD	MURPHY FLATS RD.	TYSON RD.	1.8	24.0	230	AG	20	2	N		
FLINT	PLEASANT VALLEY RD.	EARTH (END)	17.9	24.0	230	MA	20	2	N		
GLUE LANE	PLEASANT VALLEY RD.	END	1.6	20.0	230	AG	20	2	N		2
J & S ROAD	RABBIT CREEK RD.	END	0.9	20.0	230	MIA	20	2	N		2
JOHNSON LN	STATE HIGHWAY 78	END	0.8	18.0	230	MIA	20	2	Y	2	2
JUNIPER MOUNTAIN	STATE LINE (OR)	MUD FLAT RD.	30.4	24.0	92	MC	22	5	N		4
MCBRIDE CREEK ROAD	US HIGHWAY 95	END	3.8	24.0	190	MIA	20	2	N		
MUD FLAT	OREANA CUTOFF RD.	JUNIPER MOUNTAIN RD.	34.3	24.0	186	MC	22	5	N		4
MURPHY FLAT ROAD	CMX (END)	END	1.4	24.0	190	AG	20	2	N		
NETTLETON ROAD	WEESE RD.	END	1.0	24.0	190	MIA	20	2	N		
OREANA CUT OFF ROAD	OREANA CUTOFF RD.	DISTRICT LINE	9.2	24.0	190	MA	20	2	N		
POISON CREEK ROAD	GEM HD LINE	END	1.3	22.0	190	REC	20	2	N		1
RABBIT CREEK ROAD	UPPER REYONLDS CREEK RD.	CMX (END)	8.4	24.0	190	MC	22	5	N		4
RYE PATCH ROAD	STATE HIGHWAY 78	END	2.9	24.0	190	MIA	20	2	N		
S. MOUNTAIN	CMX (END)	EARTH (END)	9.3	22.0	190	REC	20	2	N		1
SALMON CREEK ROAD	PACK RAT RD.	EARTH (END) - BLM	5.4	20.0	190	MIA	20	2	N		2
SHIRLEY ROAD	STATE HIGHWAY 78	SHORTCUT RD.	0.7	22.0	100	MIA	20	2	N		1
SHORTCUT ROAD	STATE HIGHWAY 78	OREANA LOOP RD.	3.7	24.0	100	MA	20	2	N		
SILVER CITY	BST (END)	EARTH (END)	8.2	22.0	100	MC	22	5	N		5
SINKER BUTTE ROAD	CMX (END)	END	4.0	24.0	100	AG	20	2	N		
TRIANGLE	BACHMAN GRAD RD.	EARTH (END)	5.0	24.0	70	MIA	20	2	N		
TRIANGLE	EARTH (END)	END	1.4	24.0	160	MIA	20	2	N		
TYSON ROAD	STATE HIGHWAY 78	END	3.0	22.0	160	AG	20	2	N		1
TYSON ROAD	TYSON RD.	END	0.4	22.0	160	MIA	20	2	N		1
UPPER REYNOLDS CREEK ROAD	CMX (END)	RABBIT CREEK RD.	2.2	22.0	160	MC	22	5	N		5
UPPER REYNOLDS CREEK ROAD	RABBIT CREEK RD.	END	2.1	22.0	92	MIA	20	2	N		1
WEESE ROAD	STATE HIGHWAY 78	END	4.0	24.0	92	MIA	20	2	N		
PACK RAT ROAD	UPPER REYONLDS CREEK RD.	SALMON CREEK RD.	1.8	22.0	70	MIA	20	2	N		1
WHISKEY MOUNTAIN ROAD	UPPER REYONLDS CREEK RD.	EARTH (END)	1.0	22.0	190	MIA	20	2	N		1
HOOTNANNEY ROAD	PACK RAT RD.	END	0.7	22.0	190	AG	20	2	N		1
WHITE EAGLE ROAD	OREANA CUTOFF RD.	END	2.6	24.0	190	MIA	20	2	N		
WHITE HORSE ROAD	STATE HIGHWAY 78	-	0.4	24.0	190	MIA	20	2	N		
WILSON CEMETERY LANE	STATE HIGHWAY 78	END	1.6	18.0	190	MIA	20	2	Y	2	2
		Total Length =	**2.5**					**Average Increase =**		**2.0**	**2.1**

Owyhee Count District I
Road Widening
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
BACHMAN GRADE ROAD	OREANA LOOP ROAD	END (GRAVEL)	0.8	22	100	MA	20	2	N		1
BAILEY ROAD	SH 78	UPPER REYNOLDS CREEK	1	21	394	IND	20	2	N		1.5
BASEY STREET (1)	PIONEER ST	PERSHALL ST	0.07	24	100	MA	20	2	N		
BASEY STREET (2)	PERSHALL ST	HAILEY ST	0.07	24	100	MA	20	2	N		
BASEY STREET (3)	HAILEY ST	IDAHO ST	0.06	24	100	MA	20	2	N		
BASEY STREET (4)	IDAHO ST	OLD HIGHWAY 45 ST	0.09	24	100	MA	20	2	N		
CHINA DITCH	SH 78	END (GRAVEL)	0.8	24	100	MA	20	2	N		
DELMAR ROAD	RABBIT CREEK ROAD	END (GRAVEL)	0.07	22	70	MIA	20	2	N		1
HAILEY ROAD (1)	SH 78	BASEY STREET	0.06	20	100	MA	20	2	N		2
HAILEY ROAD (2)	BASEY STREET	TILFORD STREET	0.06	20	100	MA	20	2	N		2
IDAHO STREET	SH 78	BASEY STREET	0.06	18	100	MA	20	2	Y	2	2
MURPHY FLAT ROAD (1)	SH 78	DOUGHTY ROAD	1.2	22	230	AG	20	2	N		1
MURPHY FLAT ROAD (2)	DOUGHTY ROAD	90° TURN (EAST)	0.5	22	230	AG	20	2	N		1
MURPHY FLAT ROAD (3)	90° TURN (EAST)	DRIVEWAY (SOUTH)	1	22	230	AG	20	2	N		1
MURPHY FLAT ROAD (4)	DRIVEWAY (SOUTH)	2MI AFTER TURN	1	22	230	AG	20	2	N		1
MURPHY FLAT ROAD (5)	2MI AFTER TURN	SINKER BUTTE ROAD	1	22	230	AG	20	2	N		1
MURPHY FLAT ROAD (6)	SINKER BUTTE ROAD	END (GRAVEL)	0.65	22	230	AG	20	2	N		1
OLD HIGHWAY 45 STREET	SH 78	SH 78	0.04	22	92	MC	22	5	N		5
OREANA LOOP ROAD (1)	SH 78	SHORTCUT ROAD	1.4	22	190	MC	22	5	N		5
OREANA LOOP ROAD (2)	SHORTCUT ROAD	BACHMAN GRADE ROAD	0.9	22	186	MC	22	5	N		5
OREANA LOOP ROAD (3)	BACHMAN GRADE ROAD	90° TURN (EAST)	1	22	190	MC	22	5	N		5
OREANA LOOP ROAD (4)	90° TURN (EAST)	1MI AFTER 90° TURN (EAST)	1	22	190	MC	22	5	N		5
OREANA LOOP ROAD (5)	1MI AFTER 90° TURN (EAST)	2MI AFTER 90° TURN (EAST)	1	22	190	MC	22	5	N		5
OREANA LOOP ROAD (6)	2MI AFTER 90° TURN (EAST)	90° TURN (NORTH)	1.7	22	190	MC	22	5	N		5
OREANA LOOP ROAD (7)	90° TURN (NORTH)	1MI AFTER 90° TURN (NORTH)	1	22	190	MC	22	5	N		5
OREANA LOOP ROAD (8)	1MI AFTER 90° TURN (NORTH)	TURN (EAST)	1	22	190	MC	22	5	N		5
OREANA LOOP ROAD (9)	TURN (EAST)	0.8MI AFTER TURN (EAST)	0.8	22	190	MC	22	5	N		5
OREANA LOOP ROAD (10)	0.8MI AFTER TURN (EAST)	SH 78	1.3	22	190	MC	22	5	N		5
PERSHALL STREET (1)	SH 78	BASEY STREET	0.06	16	100	MA	20	2	Y	4	2
PERSHALL STREET (2)	BASEY STREET	TILFORD STREET	0.06	16	100	MA	20	2	Y	4	2
PIONEER STREET (1)	SH 78	BASEY STREET	0.06	22	100	MA	20	2	N		1
PIONEER STREET (2)	BASEY STREET	TILFORD STREET	0.06	22	100	MA	20	2	N		1
PIONEER STREET (3)	TILFORD STREET	END	0.08	22	70	MIA	20	2	N		1
PLEASANT VALLEY ROAD (1)	YTURRI RD	DRIVEWAY (WEST)	1.6	19	160	MC	22	5	Y	3	5
PLEASANT VALLEY ROAD (2)	DRIVEWAY (WEST)	FLINT ROAD	1.2	19	160	MC	22	5	Y	3	5
PLEASANT VALLEY ROAD (3)	FLINT ROAD	SOUTH MOUNTAIN	1.6	19	160	MC	22	5	Y	3	5
PLEASANT VALLEY ROAD (4)	SOUTH MOUNTAIN	0.4MI SOUTH OF S MOUNTAIN	0.4	19	160	MC	22	5	Y	3	5
RABBIT CREEK ROAD (1)	SH 78	1.5 SOUTH OF 78	1.5	24	92	MC	22	5	N		4
RABBIT CREEK ROAD (2)	1.5 SOUTH OF 78	END (GRAVEL)	1.4	24	92	MC	22	5	N		4
PEDRACINI ROAD	OLD HIGHWAY 45 STREET	END	0.2	20	70	MIA	20	2	N		2
SILVER CITY ROAD (1)	SH 78	END (BST)	1.6	24	190	MC	22	5	N		4
SILVER CITY ROAD (2)	BEGINNING (BST)	MP 3.2	1.6	24	190	MC	22	5	N		4
SILVER CITY ROAD (3)	MP 3.2	MP 3.95	0.75	24	190	MC	22	5	N		4
SILVER CITY ROAD (4)	MP 3.95	MP 4.95	1	24	190	MC	22	5	N		4
SILVER CITY ROAD (5)	MP 4.95	MP 5.95	1	24	190	MC	22	5	N		4
SILVER CITY ROAD (6)	MP 5.95	END (GRAVEL) - MP 6.95	1	24	190	MC	22	5	N		4
TILFORD STREET (1)	PIONEER STREET	PERSHALL STREET	0.07	20	100	MA	20	2	N		2
TILFORD STREET (2)	PERSHALL STREET	HAILEY STREET	0.07	20	100	MA	20	2	N		2
TROUT CREEK ROAD	PLEASANT VALLEY ROAD	END (GRAVEL)	2	19	100	RR	20	2	Y	1	2
UPPER REYNOLDS CREEK (1)	SH 78	BAILEY RD	1.4	22	281	MC	22	5	N		5
UPPER REYNOLDS CREEK (2)	BAILEY RD	MP 2.4	1	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (3)	MP 2.4	MP 4	1.6	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (4)	MP 4	MP 5.4	1.4	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (5)	MP 5.4	MP 6.4	1	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (6)	MP 6.4	MP 7.7	1.3	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (7)	MP 7.7	MP 8.7	1	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (8)	MP 8.7	MP 9.7	1	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (9)	MP 9.7	MP 10.7	1	22	160	MC	22	5	N		5
UPPER REYNOLDS CREEK (10)	MP 10.7	END (GRAVEL) - MP 11.7	1	22	160	MC	22	5	N		5
WILSON CREEK ROAD (1)	SH 78	MP 1.4	1.4	24	95	IND	20	2	N		
WILSON CREEK ROAD (2)	MP 1.4	END (EARTH)	1.1	24	95	IND	20	2	N		
YTURRI RD	BEGINNING (STATE LINE - OR)	PLEASANT VALLEY RD	1	19	203	MC	22	5	Y	3	5
		Total Length =	**8.0**					**Average Increase =**		**2.9**	**3.5**

Owyhee Count District III
Gravel Road Widening
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
A&A ROAD	DAIRY RD.	GOOD RD.	1.0	24	70	AG	20	2	N		
ANDERSON LOOP ROAD	MORMON RD.	CMX (END)	4.9	22	70	AG	20	2	N		1
B TINDALL LANE	STATE HIGHWAY 51	END	1.9	24	70	AG	20	2	N		
BROWNS CREEK ROAD	STATE HIGHWAY 78	END	2.7	23	70	AG	20	2	N		0.5
BUCKHORN ROAD	STATE HIGHWAY 51	END	9.3	19	70	MIA	20	2	Y	1	2
C TINDALL ROAD	CMX (END)	END	1.4	22	70	AG	20	2	N		1
CATTLE DRIVE ROAD	MORMON RD.	END	2.4	22	70	AG	20	2	N		1
CATTLE DRIVE ROAD	STATE HIGHWAY 51	MORMON RD.	3.1	22	70	AG	20	2	N		1
CLOVER THREE CREEK	CMX (END)	3CHD LINE	21.6	22	70	MC	22	5	N		5
COTTONWOOD ROAD	STATE HIGHWAY 78	END	1.3	22	70	REC	20	2	N		1
CRANE FALLS ROAD	CMX (END)	END	2.5	22	70	AG	20	2	N		1
DAIRY ROAD	GOOD RD.	END	3.5	22	70	AG	20	2	N		1
DUNCAN BUTTE ROAD	STATE HIGHWAY 51	END	4.1	20	70	MIA	20	2	N		2
GOOD ROAD	DAIRY RD.	END	2.0	22	70	AG	20	2	N		1
HOT CREEK ROAD	THOMPSON LN.	HOT SPRINGS RD.	5.1	23	70	MA	20	2	N		0.5
INDIAN COVE LANE	STATE HIGHWAY 78	END	1.4	22	70	AG	20	2	N		1
INDIAN HILLS ROAD	STATE HIGHWAY 78	END	2.3	22	70	MIA	20	2	N		1
JOE BLACK ROAD	STATE HIGHWAY 77	END	1.2	22	70	AG	20	2	N		1
LAST FRONTIER ROAD	STATE HIGHWAY 51	END	2.4	22	70	AG	20	2	N		1
MARYS CREEK ROAD	STATE HIGHWAY 51	END	4.1	22	70	MIA	20	2	N		1
MCDONALD CREEK ROAD	ROLAND RD.	STATE LINE (NV)	3.2	24	70	MIA	20	2	N		
MECHAM LANE	STATE HIGHWAY 78	END	1.2	24	70	AG	20	2	N		
MILLET LANE	RIVER RD.	END	0.5	24	70	AG	20	2	N		
MISSLE BASE ROAD	STATE HIGHWAY 78	OREANA CUTOFF RD.	13.1	24	70	MA	20	2	N		
MUD FLAT	OREANA CUTOFF RD.	JUNIPER MOUNTAIN RD.	34.3	23	70	MC	22	5	N		4.5
OREANA CUT OFF ROAD	MUD FLAT RD.	DISTRICT LINE	7.5	23	70	MIA	20	2	N		0.5
OREGON TRAIL	CRANE FALLS RD.	END	0.4	23	70	MIA	20	2	N		0.5
OVERLOOK ROAD	CLOVER THREE CREEK RD.	END	3.1	23	70	MIA	20	2	N		0.5
PARKINSON ROAD	RIVER RD.	END	1.6	23	70	AG	20	2	N		0.5
PHEASANT ROAD	RIVER RD.	END	0.3	23	70	MIA	20	2	N		0.5
POND ROAD	MORMON RD.	END	0.4	23	70	AG	20	2	N		0.5
RENICKE ROAD	HOT CREEK RD.	END	1.5	23	70	MIA	20	2	N		0.5
ROBINSON ROAD	LEMLEY RD.	END	2.4	24	70	MIA	20	2	N		
ROLAND ROAD	STATE HIGHWAY 51	STATE LINE (NV)	32.1	24	70	MA	20	2	N		
SHEEP CAMP ROAD	STATE HIGHWAY 78	RIVER RD.	1.3	24	70	MIA	20	2	N		
SHOOFLY CUTOFF ROAD	MUD FLAT RD.	CMX (END)	7.0	23	70	MA	20	2	N		0.5
SMITH ROAD	MARYS CREEK RD.	END	2.3	23	70	MIA	20	2	N		0.5
SUGAR VALLEY ROAD	STATE HIGHWAY 51	END	2.8	23	70	AG	20	2	N		0.5
T RANCH ROAD	STATE HIGHWAY 78	STATE HIGHWAY 78	1.4	24	70	MIA	20	2	N		
THOMPSON LANE	HOT CREEK RD.	END	0.9	23	70	MIA	20	2	N		0.5
TOKENBAMBY ROAD	ROLAND RD.	STATE LINE (NV)	7.6	23	70	MA	20	2	N		0.5
TWENTY MILE ROAD	MUD FLAT RD.	DAIRY RD.	2.0	24	70	AG	20	2	N		
UNAMED ROAD	TWENTY MILE RD.	EARTH (END)	0.6	23	70	AG	20	2	N		0.5
UNNAMED ROAD	TOKENBAMBAY RD.	ROLAND RD.	1.1	23	70	AG	20	2	N		0.5
VAUGHT ROAD	SHOOFLY CUTOFF RD.	END	2.3	23	70	AG	20	2	N		0.5
WHITTED LANE	CMX (END)	END	0.4	24	70	AG	20	2	N		
YOUNG ROAD	STATE HIGHWAY 51	END	1.3	23	70	AG	20	2	N		0.5
		Total Length=	**9.3**					**Average Increase =**		**1.0**	**1.0**

Owyhee Count District III
Road Widening
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
A & A	MUD FLAT ROAD	DAIRY ROAD	2	24	230	AG	20	2	N		
ANDERSON LOOP	SH 78	END (PAVEMENT)	1.6	22	230	AG	20	2	N		1
BEET DUMP	SH 78	RIVER ROAD	0.5	24	230	AG	20	2	N		
BLACK SANDS	SH 78	RIVER ROAD	2.1	23	230	REC	20	2	N		0.5
BROKEN WAGON FLATS	SH 51	END	2	19	70	MIA	20	2	Y	1	2
Bruneau - 1st STREET	HYDE	END	0.1	22	100	MA	20	2	N		1
Bruneau - 2nd STREET	BENHAM	HYDE	0.06	22	100	MA	20	2	N		1
Bruneau - 3rd STREET	BENHAM	HYDE	0.06	22	100	MA	20	2	N		1
Bruneau - BELLE	SH 51	RUTH	0.1	22	100	MA	20	2	N		1
Bruneau - BENHAM	SH 78	RUTH ROAD	0.4	22	100	MA	20	2	N		1
Bruneau - HYDE	SH 78	3rd STREET	0.3	22	100	MA	20	2	N		1
Bruneau - RUTH ROAD	SH 78	END	0.2	22	100	MA	20	2	N		1
BRUNEAU CEMETERY	HOT SPRINGS	END	0.8	20	70	MIA	20	2	N		2
BURGHART	CITY LIMITS (GRAND VIEW)	END (PAVEMENT)	0.3	22	230	AG	20	2	N		1
C. TINDALL	CRANE FALLS	END (PAVEMENT)	1.5	23	70	AG	20	2	N		0.5
CLOVER ROAD (1)	HOT SPRINGS	MP 1.2	1.2	22	170	MC	22	5	N		5
CLOVER ROAD (2)	MP 1.2	MP 2.6	1.4	22	170	MC	22	5	N		5
CLOVER ROAD (3)	MP 2.6	END (PAVEMENT)	1.2	22	170	MC	22	5	N		5
COLYER (1)	RUTH	MP 1.4	1.4	22	70	MIA	20	2	N		1
COLYER (2)	MP 1.4	END	1.6	22	70	MIA	20	2	N		1
CRANE FALLS (1)	SH 51	OREGON TRAIL ROAD	2.5	24	230	MA	20	2	N		
CRANE FALLS (2)	OREGON TRAIL ROAD	90° TURN (NORTH)	0.9	24	230	MA	20	2	N		
CRANE FALLS (3)	90° TURN (NORTH)	C. TINDALL	0.9	24	230	MA	20	2	N		
DAM ROAD	BLACK SANDS ROAD	COUNTY LINE	0.25	24	230	REC	20	2	N		
DAVIS ROAD (1)	SH 51	90° TURN (WEST)	0.7	23	118	AG	20	2	N		0.5
DAVIS ROAD (2)	90° TURN (WEST)	CURVE (NORTH)	1.7	23	118	AG	20	2	N		0.5
DAVIS ROAD (3)	CURVE (NORTH)	MORMON ROAD	1.5	23	118	AG	20	2	N		0.5
FIELD ROAD	SH 78	RIVER ROAD	0.7	23	230	AG	20	2	N		0.5
HOT CREEK (1)	SH 51	RENICKE ROAD	0.7	23	103	MA	20	2	N		0.5
HOT CREEK (2)	RENICKE ROAD	DRIVEWAY (WEST) - MP1.7	1	23	103	MA	20	2	N		0.5
HOT CREEK (3)	DRIVEWAY (WEST) - MP1.7	DRIVEWAY (WEST) - MP2.7	1	23	103	MA	20	2	N		0.5
HOT CREEK (4)	DRIVEWAY (WEST) - MP2.7	DRIVEWAY (EAST) - MP4.3	1.6	23	103	MA	20	2	N		0.5
HOT CREEK (5)	DRIVEWAY (EAST) - MP4.3	END (PAVEMENT) - MP5.6	1.3	23	103	MA	20	2	N		0.5
HOT SPRINGS (1)	SH 51	APPROCH (WEST) - MP 1.5	1.5	24	272	MC	22	5	N		4
HOT SPRINGS (2)	APPROCH (WEST) - MP 1.5	DRIVEWAY (WEST) - MP 2.75	1.25	24	272	MC	22	5	N		4
HOT SPRINGS (3)	DRIVEWAY (WEST) - MP 2.75	MP 3.95	1.2	24	272	MC	22	5	N		4
HOT SPRINGS (4)	MP 3.95	APPROCH (W/E) - MP 5.55	1.6	23	48	MC	22	5	N		4.5
HOT SPRINGS (5)	APPROCH (W/E) - MP 5.55	APPROCH (EAST) - MP 7.05	1.5	23	48	MC	22	5	N		4.5
HOT SPRINGS (6)	APPROCH (EAST) - MP 7.05	CLOVER ROAD - MP 8.2	1.15	23	48	MC	22	5	N		4.5
LEMLY	SH 78	END	1.5	24	271	IND	20	2	N		
MORMON BLVD (1)	SH 78	POND ROAD	1.6	23	350	AG	20	2	N		0.5
MORMON BLVD (2)	POND ROAD	APPROCH (W/E) - MP 3.1	1.5	23	350	AG	20	2	N		0.5
MORMON BLVD (3)	APPROCH (W/E) - MP 3.1	APPROCH (W/E) - MP 4.1	1	24	350	AG	20	2	N		
MORMON BLVD (4)	APPROCH (W/E) - MP 4.1	CATTLE DRIVE ROAD	1.35	23	350	AG	20	2	N		0.5
MORMON BLVD (5)	CATTLE DRIVE ROAD	APPROCH (W/E) - MP 6.45	1	23	350	AG	20	2	N		0.5
MORMON BLVD (6)	APPROCH (W/E) - MP 6.45	SHOOFLY CUTOFF	1.25	23	350	AG	20	2	N		0.5
MUD FLAT (1)	SH 78	TWENTY MILE ROAD	1.5	24	315	MC	22	5	N		4
MUD FLAT (10)	MP11	MP12.75	1.75	23	161	MC	22	5	N		4.5
MUD FLAT (11)	MP12.75	MP14.25	1.5	23	161	MC	22	5	N		4.5
MUD FLAT (12)	MP14.25	OREANA CUTOFF ROAD	1.25	23	161	MC	22	5	N		4.5
MUD FLAT (2)	TWENTY MILE ROAD	A & A ROAD	1	24	315	MC	22	5	N		4
MUD FLAT (3)	A & A ROAD	DRIVEWAY (WEST) - MP3.5	1	24	161	MC	22	5	N		4
MUD FLAT (4)	DRIVEWAY (WEST) - MP3.5	DRAINAGE CROSSING - MP4.9	1.4	24	161	MC	22	5	N		4
MUD FLAT (5)	DRAINAGE CROSSING - MP4.9	TURN (SW) - MP6.2	1.3	24	161	MC	22	5	N		4
MUD FLAT (6)	TURN (SW) - MP6.2	SHOOFLY CUTOFF ROAD	1.3	24	161	MC	22	5	N		4
MUD FLAT (7)	SHOOFLY CUTOFF ROAD	MP8.5	1	24	161	MC	22	5	N		4
MUD FLAT (8)	MP8.5	DRAINAGE CROSSING - MP10	1.5	24	161	MC	22	5	N		4
MUD FLAT (9)	DRAINAGE CROSSING - MP10	MP11	1	24	161	MC	22	5	N		4
QUAIL	VISSTA ROAD	END	0.2	23	70	MIA	20	2	N		0.5
RIVER ROAD EAST (1)	CITY LIMITS	SHEEP CAMP ROAD	1.8	23	230	AG	20	2	N		0.5
RIVER ROAD EAST (2)	SHEEP CAMP ROAD	PHEASANT ROAD	1.2	23	230	AG	20	2	N		0.5
RIVER ROAD EAST (3)	PHEASANT ROAD	FIELD LINE ROAD - MP5.7	1.5	23	230	AG	20	2	N		0.5
RIVER ROAD EAST (4)	FIELD LINE ROAD - MP5.7	BLACK SANDS	1.3	23	230	AG	20	2	N		0.5
RIVER ROAD EAST (5)	BLACK SANDS ROAD	SH 78	0.7	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (1)	SH 67	MILLET LN	1	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (2)	MILLET LN	SH 78	1.25	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (3)	RIVER ROAD WEST	90° TURN (WEST)	1	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (4)	90° TURN (WEST)	BEET DUMP ROAD	1	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (5)	BEET DUMP ROAD	90° TURN (WEST)	1	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (6)	90° TURN (WEST)	FIELD ROAD	1	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (7)	FIELD ROAD	TURN (W) / DRIVEWAY (S)	1.15	23	230	AG	20	2	N		0.5
RIVER ROAD WEST (8)	TURN (W) / DRIVEWAY (S)	SH 78	1.6	23	230	AG	20	2	N		0.5
SHOOFLY CUTOFF (1)	SH 51	LAHTINEN LN	0.8	23	120	MA	20	2	N		0.5
SHOOFLY CUTOFF (2)	LAHTINEN LN	MORMON BLVD	1	23	120	MA	20	2	N		0.5
SHOOFLY CUTOFF (3)	MORMON BLVD	END (PAVEMENT)	1	23	120	MA	20	2	N		0.5
VISSTA	SH 78	END	0.25	23	70	MIA	20	2	N		0.5
WHITTED	SH 78	END (PAVEMENT)	1	23	230	AG	20	2	N		0.5
		Total Length=	**2**						**Average Increase =**	**1.0**	**1.8**

Gem Highway District
Gravel Road Widening List
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
BLUE SKIES ROAD	MARKET RD	END	0.43	15.0	70	MIA	20	2	Y	5	2
ROBINSON ROAD	US HIGHWAY 95	END	0.49	17.0	70	MIA	20	2	Y	3	2
POISON CREEK ROAD	BST (END)	OWYHEE DIST. LINE	0.98	17.0	70	REC	20	2	Y	3	2
JUMPCREEK ROAD	POISON CREEK RD	END	1.17	17.0	70	REC	20	2	Y	3	2
CLARK ROAD	SOMMER CAMP RD	END	0.96	18.0	70	REC	20	2	Y	2	2
BIRMINGHAM ROAD	STATE HIGHWAY 78	STATE HIGHWAY 78	0.59	14.0	70	MIA	20	2	Y	6	2
-	SOUTH BRUNEAU RD	END	0.28	14.0	70	REC	20	2	Y	6	2
		Length Total=	**4.9**						**Average Increase =**	**4.0**	**2.0**

Gem Highway District
Road Widening List
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
BIRMINGHAM RD	HWY 78	END (GRAVEL)	0.75	22	70	MIA	20	2	N		1
BRUNEAU RD - NORTH (1)	CITY LIMITS	E THOMPSON RD	0.75	23	922	MC	22	5	N		4.5
BRUNEAU RD - NORTH (2)	E THOMPSON RD	(TURN WEST)	0.5	23	276	MA	20	2	N		0.5
BRUNEAU RD - NORTH (3)	(TURN WEST)	NORTH EDISON	1	23	276	MA	20	2	N		0.5
BRUNEAU RD - SOUTH (1)	CITY LIMITS	E PERSHALL RD	1	18.5	567	MC	22	5	Y	3.5	5
BRUNEAU RD - SOUTH (2)	E PERSHALL RD	HWY 78	3	18.5	450	MC	22	5	Y	3.5	5
BUNTROCK ROAD (1)	HWY 95/55	E THOMPSON	1	24	689	MC	22	5	N		4
BUNTROCK ROAD (2)	E THOMPSON	(DYRUTER ENTRY)	1	24	370	MC	22	5	N		4
BUNTROCK ROAD (3)	(DYRUTER ENTRY)	MARKET RD	0.6	24	370	MC	22	5	N		4
BURMAN	HOGG	JUMP CREEK	1	21	265	MA	20	2	N		1.5
CLARK RD (1)	HWY 78	OPALAINE RD	1	22	312	MA	20	2	N		1
CLARK RD (2)	OPALAINE RD	SOMMER CAMP RD	1	22	260	MA	20	2	N		1
DOBBIN ROAD (1)	PERSHALL RD	HWY 95	1	22	140	MA	20	2	N		1
DOBBIN ROAD (2)	HWY 95	E THOMPSON	1	22	140	MA	20	2	N		1
DOBBIN ROAD (3)	E THOMPSON	END	0.25	22	200	AG	20	2	N		1
DUNLAP (1)	MARKET	N EDISON	0.5	19	260	MA	20	2	Y	1	2
DUNLAP (2)	N EDISON	END	0.5	19	70	MIA	20	2	Y	1	2
EDISON - SOUTH (1)	HWY 55	PERSHALL	1	22	426	MA	22	5	N		5
EDISON - SOUTH (2)	PERSHALL	HOWARD	1	22	260	MA	20	2	N		1
EDISON - SOUTH (3)	HOWARD	PASCOE	0.33	23	352	MA	20	2	N		0.5
EDISON - SOUTH (4)	PASCOE	END (DESERT VIEW)	0.33	22	260	MA	20	2	N		1
EDISON RD - NORTH (1)	HWY 55	E THOMPSON	1	23	691	MA	22	5	N		4.5
EDISON RD - NORTH (2)	E THOMPSON	DUNLAP	1	23	260	MA	20	2	N		0.5
EDISON RD - NORTH (3)	DUNLAP	END	0.5	18	70	MIA	20	2	Y	2	2
GEM RD	PERSHALL RD	POISEN CREEK RD	1.5	22	260	MA	20	2	N		1
GUNTRAP ROAD	HWY 78	END	0.75	22	70	MIA	20	2	N		1
HARD TRIGGER	SOMMER CAMP	END	0.625	21	70	MIA	20	2	N		1.5
HOGG RD	BURMAN	POISEN CREEK	0.5	22	260	MA	20	2	N		1
HOWARD RD (1)	S EDISON	HWY 78	1	21	260	MA	20	2	N		1.5
HOWARD RD (2)	HWY 78	END	0.25	21	70	MIA	20	2	N		1.5
JUMP CREEK RD - SOUTH (1)	BURMAN	POISEN CREEK RD	1	22	107	MA	20	2	N		1
JUMP CREEK RD - SOUTH (2)	POISON CREEK	END (GRAVEL)	0.33	22	100	REC	20	2	N		1
MARKET ROAD (1)	E THOMPSON	DUNLAP	1	23	260	MA	20	2	N		0.5
MARKET ROAD (2)	DUNLAP	BUNTROCK	1	23	260	MA	20	2	N		0.5
MARKET ROAD (3)	BUNTROCK	END (DIST. LINE)	1	23	410	MC	22	5	N		4.5
MEININGER	CLARK	HWY 78	0.5	23	70	MIA	20	2	N		0.5
OPALAINE RD	HWY 78	END	1	22	70	MIA	20	2	N		1
PASCOE ROAD	HWY 95	SOUTH EDISON	1.75	24	84	MA	20	2	N		
PERCIFIELD	HWY 95	S EDISON RD	1	20	260	MA	20	2	N		2
PERSHALL RD - E (1)	HWY 78	S BRUNEAU	1.125	22	260	MA	20	2	N		1
PERSHALL RD - E (2)	SOUTH EDISON	HWY 95	1	23	115	MA	20	2	N		0.5
PERSHALL RD - E (3)	HWY 78	SOUTH EDISON	1	23	263	MA	20	2	N		0.5
PERSHALL RD - W	HWY 95	GEM RD	1	22	260	MA	20	2	N		1
PHIPPS RD	MARKET	END	0.625	18	70	MIA	20	2	Y	2	2
POISEN CREEK RD (1)	HWY 95	GEM RD	0.75	22	82	MA	20	2	N		1
POISEN CREEK RD (2)	GEM RD	HOGG RD	1.5	22	260	MA	20	2	N		1
POISEN CREEK RD (3)	HOGG RD	JUMP CREEK	1.5	22	260	MA	20	2	N		1
RICHARDSON LANE	PASCOE	END	0.25	16	70	MIA	20	2	Y	4	2
SHARI HILL WAY	HWY 78	END	0.33	23	70	MIA	20	2	N		0.5
SOMMER CAMP RD (1)	HYW 95	CLARK RD	4.75	28	79	MC	22	5	N		2
SOMMER CAMP RD (2)	CLARK RD	HWY 78	2.125	22	167	MC	22	5	N		5
THOMPSON - EAST (1)	N BRUNEAU	N EDISON	1	23	412	MC	22	5	N		4.5
THOMPSON - EAST (2)	N EDISON	BUNTROCK	1	23	450	MC	22	5	N		4.5
THOMPSON - EAST (3)	BUNTROCK	END (DIST. LINE)	1	23	340	MC	22	5	N		4.5
VAN RD	HWY 55	END	0.5	16	70	MIA	20	2	Y	4	2
WILD HORSE RD	HWY 78	END	0.33	21	70	MIA	20	2	N		1.5
WRIGHT RD	SOMMER CAMP	END	0.5	21	70	MIA	20	2	N		1.5
		Length Total=	**52.8**						**Average Increase =**	**2.6**	**1.9**

Homedale Highway District
Gravel Road Widening
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
MULE SPRINGS RD	JOHNSTONE RD.	END	0.7	19.0	100	MIA	20	2	Y	1	2
CEMETERY RD	JOHNSTONE RD.	END	0.7	23.5	100	MIA	20	2	N		0.25
S STATELINE RD	MARKET RD.	END	1.1	24.0	100	MIA	20	2	N		
TAXIDERMY LN	US HIGHWAY 95	END	0.3	20.5	100	MIA	20	2	N		1.75
JOHNSTONE RD	MULE SPRINGS RD.	END	1.3	21.0	100	AG	20	2	N		1.5
W LOOTENS	HOGG RD.	END	0.4	22.0	100	MIA	20	2	N		1
E LOOTENS	HOGG RD.	END	0.4	23.0	100	MIA	20	2	N		0.5
RIVER RD	RIVER RD.	END	0.4	14.0	100	MIA	20	2	Y	6	2
HOMESTEAD RD	SUCCER CREEK RD.	MARKET RD.	0.5	23.0	100	MA	20	2	N		0.5
STATELINE RD	RIVER RD.	END	0.8	16.0	100	MIA	20	2	Y	4	2
MAYBON LN	GULLY RD.	END	0.8	22.0	100	MIA	20	2	N		1
EGGURROLA LN	JOHNSTONE RD.	END	0.4	21.0	100	MIA	20	2	N		1.5
M STATELINE RD	STATE HIGHAY 19	STATE LINE (OR)	0.2	19.0	100	MA	20	2	Y	1	2
		Total Length=	**2.1**					**Average Increase =**		**3.0**	**1.3**

Homedale Highway District
Road Widening
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mile)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
AUSTRIAN SETTLEMENT	GRAVEYARD PT.	END	0.25	20	70	MIA	20	2	N		2
BRIGGS LN	GEM RD	END	1	22	70	MIA	20	2	N		1
CEMETERY (1)	JOHNSTONE RD	Y ROAD	1	21	400	MC	22	5	Y	1	5
CEMETERY (2)	Y ROAD	S. JUMPCREEK	1	21	194	MC	22	5	Y	1	5
CEMETERY (3)	S. JUMPCREEK RD	SH 95	1.15	21	230	MA	20	2	N		1.5
DINES LN	JUMP CREEK	END	1	21	70	MIA	20	2	N		1.5
DRUM LN	INDUSTRIAL RD	END	0.1	17	70	MIA	20	2	Y	3	2
GEM	SH 95	PERSHALL RD	1	21	230	MA	20	2	N		1.5
GRAVEYARD PT (1)	SH 95	JOHNSTONE RD.	1	22	400	MC	22	5	N		5
GRAVEYARD PT (2)	JOHNSTONE RD.	HOMESTEAD RD.	1	22	439	MC	22	5	N		5
GRAVEYARD PT (3)	HOMESTEAD RD.	NIELSEN LN.	1	22	400	MC	22	5	N		5
GRAVEYARD PT (4)	NIELSEN LN	SAGE LN	1	22	400	MC	22	5	N		5
GULLEY RD (1) - SOUTH	SH 19	END	0.5	22	70	MIA	20	2	N		1
GULLEY RD (2)	SH 19	HILL RD	1.5	21	230	MA	20	2	N		1.5
GULLEY RD (3)	HILL RD	RIVER RD	1.5	21	230	MA	20	2	N		1.5
HILL ROAD (1)	END (STATE LINE-OR)	GULLY RD	1	22	230	MA	20	2	N		1
HILL ROAD (2)	GULLY RD	NORTH SIDE RD	1	22	230	MA	20	2	N		1
HILL ROAD (3)	NORTH SIDE RD	RIVER RD	0.75	21	230	MA	20	2	N		1.5
HOGG RD (1)	MARKET RD	THOMPSON RD	2	22	230	MA	20	2	N		1
HOGG RD (2)	THOMPSON RD	SH 95	0.75	22	230	MA	20	2	N		1
HOGG RD (3)	CEMETERY RD	PERSHALL RD	1	21	230	MA	20	2	N		1.5
HOGG RD (4)	PERSHALL RD	BURMAN RD	1	21	230	MA	20	2	N		1.5
HOMESTEAD RD (1)	PIONER RD	SUCCER CREEK RD	0.5	21	230	MA	20	2	N		1.5
HOMESTEAD RD (2)	MARKET RD	GRAVEYARD PT	1	22	230	MA	20	2	N		1
HOMESTEAD RD (3)	GRAVEYARD PT	THOMPSON RD	1	22	230	MA	20	2	N		1
HUNT LN	SOUTH SIDE	END	0.25	21	70	MIA	20	2	N		1.5
INDUSTRIAL	PIONEER RD	CITY LIMITS	1	22	230	MA	20	2	N		1
JOHNSTONE (1)	SH 19	PIONEER RD	1	22	1346	MC	22	5	N		5
JOHNSTONE (2)	PIONEER RD	MARKET RD	1	22	400	MC	22	5	N		5
JOHNSTONE (3)	MARKET RD	GRAVEYARD PT	1	22	400	MC	22	5	N		5
JOHNSTONE (4)	GRAVEYARD PT	THOMPSON RD	1	22	400	MC	22	5	N		5
JOHNSTONE (5)	THOMPSON RD	CEMETERY RD	1	22	101	MC	22	5	N		5
JOHNSTONE (6)	CEMETERY RD	MULE SPRINGS RD	1	22	171	AG	20	2	N		1
JUMP CREEK (1)	PIONEER RD	MARKET RD	1	21	230	MA	20	2	N		1.5
JUMP CREEK (2)	MARKET RD	DINES LN	1	21	230	MA	20	2	N		1.5
JUMP CREEK (3)	DINES LN	THOMPSON RD	1	21	230	MA	20	2	N		1.5
JUMP CREEK (4)	SH 95	CEMETERY RD	1	21	166	MC	22	5	Y	1	5
JUMP CREEK (5)	CEMETERY RD	PERSHALL RD	1	21	182	MA	20	2	N		1.5
JUMP CREEK (6)	PERSHALL RD	BURMAN RD	1	21	230	MA	20	2	N		1.5
MALMBERG	GEM RD	END	1	21	70	MIA	20	2	N		1.5
MARKET - EAST (1)	SH 95	JUMP CREEK RD	1	22	671	MC	22	5	N		5
MARKET - EAST (2)	JUMP CREEK RD	HOGG RD	1	22	400	MC	22	5	N		5
MARKET - EAST (3)	HOGG RD.	END (HD LINE)	1.5	22	400	MC	22	5	N		5
MARKET - WEST (1)	END (STATE LINE-OR)	SAGE RD	1	22	400	MC	22	5	N		5
MARKET - WEST (2)	SAGE RD	PIONEER RD	1	22	400	MC	22	5	N		5
MARKET - WEST (3)	PIONEER RD	HOMESTEAD RD	1	22	400	MC	22	5	N		5
MARKET - WEST (4)	HOMESTEAD RD	JOHNSTONE RD	1	22	314	MC	22	5	N		5
MARKET - WEST (5)	JOHNSTONE RD	SH 95	1	22	400	MC	22	5	N		5
MIDDLE STATELINE RD	SH 19	SOUTH SIDE	0.5	22	230	MA	20	2	N		1
NIELSEN LN (1)	SAGE LN	(CORNER)	1	22	230	MA	20	2	N		1
NIELSEN LN (2)	(CORNER)	GRAVEYARD PT.	1	22	230	MA	20	2	N		1
NORTH SIDE (1)	SH 19	HILL RD	1.5	22	373	MC	22	5	N		5
NORTH SIDE (2)	HILL RD	RIVER RD	1	22	439	MC	22	5	N		5
OLD SULLIVAN	THOMPSON RD	END	0.25	22	70	MIA	20	2	N		1
PERSHALL ROAD (1)	JUMP CREEK RD	HOGG RD	1	21	230	MA	20	2	N		1.5
PERSHALL ROAD (2)	HOGG RD	GEM RD	1	21	230	MA	20	2	N		1.5
PIONEER (1)	MARKET RD	90° TURN	1	21	230	MA	20	2	N		1.5
PIONEER (2)	90° TURN	HOMESTEAD RD	1	21	230	MA	20	2	N		1.5
PIONEER (3)	HOMESTEAD RD	JOHNSTONE RD	1	21	230	MA	20	2	N		1.5
PIONEER (4)	JOHNSTONE RD	SH 95	1	21	230	MA	20	2	N		1.5
PIONEER (5)	SH 95	JUMP CREEK RD	1	22	230	MA	20	2	N		1
PURDOM LN	SH 19	END	1	21	70	MIA	20	2	N		1.5
RIVER RD (1)	STATELINE RD	GULLY RD	1	21	400	MC	22	5	Y	1	5
RIVER RD (2)	GULLY RD	NORTH SIDE RD	1.5	21	400	MC	22	5	Y	1	5
RIVER RD (3)	NORTH SIDE RD	HILL RD	1.75	21	230	MA	20	2	N		1.5
RIVER RD (4)	HILL RD	SH 19	2.75	21	314	MA	20	2	N		1.5
SAGE (1)	SOUTH SIDE	MARKET RD	1.5	21	230	MA	20	2	N		1.5
SAGE (2)	MARKET RD	GRAVEYARD PT	1	21	66	MC	22	5	Y	1	5
SAGE (3)	GRAVEYARD PT	NIELSEN LN	1	21	230	MA	20	2	N		1.5
SOUTH SIDE ROAD (1)	MIDDLE STATELIND RD	SAGE LN	1	22	230	MA	20	2	N		1
SOUTH SIDE ROAD (2)	SAGE LN	HUNT RD	1	22	230	MA	20	2	N		1
SOUTH SIDE ROAD (3)	HUNT RD	SH 19	0.75	22	195	MA	20	2	N		1
SOUTH STATELINE RD	SUCCER CREEK	MARKET RD	0.33	22	70	MIA	20	2	N		1
SUCCOR CREEK (1)	SOUTH STATELINE RD	SAGE RD	1	21	70	MIA	20	2	N		1.5
SUCCOR CREEK (2)	SAGE RD	PIONEER RD	1	21	230	MA	20	2	N		1.5
SUCCOR CREEK (3)	PIONEER RD	HOMESTEAD RD	1	21	230	MA	20	2	N		1.5
SUCCOR CREEK (4)	HOMESTEAD RD	JOHNSTONE RD	1	21	230	MA	20	2	N		1.5
THOMPSON (1)	END	HOMESTEAD RD	0.5	21	70	MIA	20	2	N		1.5
THOMPSON (2)	HOMESTEAD RD	JOHNSTONE RD	1	21	230	MA	20	2	N		1.5
THOMPSON (3)	JOHNSTONE RD	Y RD	1	21	230	MA	20	2	N		1.5
THOMPSON (4)	Y RD	SH 95	1	21	230	MA	20	2	N		1.5
THOMPSON (5)	SH 95	HOGG RD	1	22	499	MC	22	5	N		5
THOMPSON (6)	HOGG RD	END (HD LINE)	1	22	400	MC	22	5	N		5
WALKER LN	GRAVEYARD PT.	END	1	21	70	MIA	20	2	N		1.5
WILLIAMS LN	SH 19	END	1	20	70	MIA	20	2	N		2
Y ROAD (1)	SH 95	THOMPSON RD	2	21	230	MA	20	2	N		1.5
Y ROAD (2)	THOMPSON RD	CEMETERY RD	2	21	230	MA	20	2	N		1.5
		Total Length=	**6.6**						**Average Increase =**	**1.3**	**2.5**

Grand View
2009 Gravel Road Widening
Paragon Consulting, Inc.
17-Nov-09

Name	From	To	Length (mi)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
4th STREET	RIVERSIDE DRIVE	END	0.0	20.0	80	MIA	20	2	N		2
BOUNDARY ROAD	BURGARDT RD.	END	0.3	16.0	80	MIA	20	2	Y	4	2
ESTATE DRIVE	HIGHWAY 67	END	0.2	16.0	80	MIA	20	2	Y	4	2
JOHNSON ROAD	FRONTAGE RD.	END	0.1	16.0	80	MIA	20	2	Y	4	2
KESSINGER LANE	FRONTAGE RD.	END	0.1	20.0	80	MIA	20	2	N		2
WESTPHAL AVENUE	KATHLEEN AVE.	END	0.1	20.0	80	MIA	20	2	N		2
		Length Total=	**0.7**					**Average Increase =**		**4.0**	**2.0**

Grand View
Road Widening
Paragon Consulting, Inc.
17-Aug-09

Name	From	To	Length (mi)	Travel Way (feet)	ADT	FC	Travel Way Required (feet)	Required Shoulder (feet)	Widen (Y/N)	Increase Travel Way By	Increase Shoulder By
1st STREET (1)	RIVERSIDE DRIVE	IDAHO AVE	0.05	22	500	MIC	22	5	N		5
1st STREET (2)	IDAHO AVE	BOISE AVE	0.06	22	500	MIC	22	5	N		5
2nd STREET (1)	RIVERSIDE DRIVE	IDAHO AVE	0.05	20	250	MA	20	2	N		2
2nd STREET (2)	IDAHO AVE	IOWA AVE.	0.13	20	250	MA	20	2	N		2
3rd STREET	RIVERSIDE DRIVE	END	0.07	20	80	MIA	20	2	N		2
5th STREET	RIVERSIDE DRIVE	END	0.20	20	80	MIA	20	2	N		2
BLAINE STREET	STATE HIGHWAY 67	JACK AVE	0.05	24	250	MA	20	2	N		
BOISE STREET (1)	HIGHWAY 67	STATE AVE	0.08	24	500	MIC	22	5	N		4
BOISE STREET (2)	STATE AVE	MAIN ST	0.07	24	500	MIC	22	5	N		4
BOISE STREET (3)	MAIN ST	1st AVE	0.07	24	83	MIC	22	5	N		4
BURGHARDT ROAD	STATE HIGHWAY 78	END	0.14	24	80	MIA	20	2	N		
FRONTAGE ROAD	BURGHARDT ROAD	STATE HIGHWAY 78	0.24	20	250	MA	20	2	N		2
IDAHO AVE (1)	STATE HIGHWAY 67	PERSING AVE	0.10	24	250	MA	20	2	N		
IDAHO AVE (2)	PERSING AVE	STATE AVE	0.07	24	250	MA	20	2	N		
IDAHO AVE (3)	STATE AVE	MAIN ST	0.07	24	250	MA	20	2	N		
IDAHO AVE (4)	MAIN ST	1st STREET	0.07	24	250	MA	20	2	N		
IDAHO AVE (5)	1st STREET	2nd STREET	0.06	24	250	MA	20	2	N		
IOWA STREET	MAIN STREET	3rd STREET	0.13	20	250	MA	20	2	N		2
JACK AVE	JENSEN DRIVE	KATHLEEN DRIVE	0.03	22	250	MA	20	2	N		1
JENSEN DRIVE	STATE HIGHWAY 67	JACK AVE	0.05	24	250	MA	20	2	N		
JUDITH DRIVE	JACK AVE	REX AVE	0.04	22	250	MA	20	2	N		1
KATHLEEN DRIVE (1)	WESTPHAL AVE	REX AVE	0.04	20	80	MIA	20	2	N		2
KATHLEEN DRIVE (2)	JACK AVE	REX AVE	0.10	20	250	MA	20	2	N		2
MAIN STREET (1)	STATE HIGHWAY 67	BOISE AVE	0.15	24	978	MIC	22	5	N		4
MAIN STREET (2)	BOISE AVE	IDAHO AVE	0.06	24	500	MIC	22	5	N		4
MAIN STREET (3)	IDAHO AVE	RIVERSIDE DRIVE	0.06	24	500	MIC	22	5	N		4
PERSHING AVE	RIVERSIDE DRIVE	IDAHO AVE	0.08	24	250	MA	20	2	N		
REX AVE	KATHLEEN DRIVE	JUDITH AVE	0.06	18	250	MA	20	2	Y	2	2
RIVERSIDE DRIVE (1)	STATE HIGHWAY 67	WEST ST	0.11	24	500	MIC	22	5	N		4
RIVERSIDE DRIVE (2)	WEST ST	PERSING AVE	0.12	24	489	MIC	22	5	N		4
RIVERSIDE DRIVE (3)	PERSING AVE	STATE AVE	0.07	24	500	MIC	22	5	N		4
RIVERSIDE DRIVE (4)	STATE AVE	MAIN ST	0.07	24	500	MIC	22	5	N		4
RIVERSIDE DRIVE (5)	MAIN ST	1st STREET	0.07	24	500	MIC	22	5	N		4
RIVERSIDE DRIVE (6)	1st STREET	2nd STREET	0.07	24	250	MA	20	2	N		
RIVERSIDE DRIVE (7)	2nd STREET	5th STREET	0.25	24	250	MA	20	2	N		
RIVERSIDE DRIVE (8)	5th STREET	CITY LIMITS	0.37	24	250	MA	20	2	N		
STATE STREET (1)	RIVERSIDE DRIVE	IDAHO AVE	0.07	22	250	MA	20	2	N		1
STATE STREET (2)	IDAHO AVE	BOISE AVE	0.07	22	250	MA	20	2	N		1
WAR EAGLE	STATE HIGHWAY 67	END	0.20	24	80	MIA	20	2	N		
WEST SREET	STATE HIGHWAY 67	RIVERSIDE DRIVE	0.07	22	250	MA	20	2	N		1
		Total Length=	**2.3**						**Average Increase =**	**2.0**	**2.9**

Appendix: G

LIFE CYCLE COST ANALYSIS

Owyhee County Transportation Plan
Life Cycle Section Analysis
11/28/09
Traffic Ranges for Standard Sections

Inflation 3.00%

3" HMX w-21" Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
595	$ 140,476.98	20	$9,442.26	$ 192,856.54	35	$8,975.41	$4,012.66	$22,430.33
282	$ 140,476.98	35	$6,537.70	$ 192,856.54	35	$8,975.41	$4,012.66	$19,525.76

3" HMX w-15" Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
165	$ 140,476.98	20	$9,442.26	$ 139,749.60	35	$6,503.85	$4,012.66	$19,958.77
78	$ 140,476.98	35	$6,537.70	$ 139,749.60	35	$6,503.85	$4,012.66	$17,054.21

2-1/2" HMX w/ 12" Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
110	$ 116,956.54	20	$7,861.32	$ 138,795.29	35	$6,459.43	$4,012.66	$18,333.41
52	$ 116,956.54	35	$5,443.07	$ 138,795.29	35	$6,459.43	$4,012.66	$15,915.17

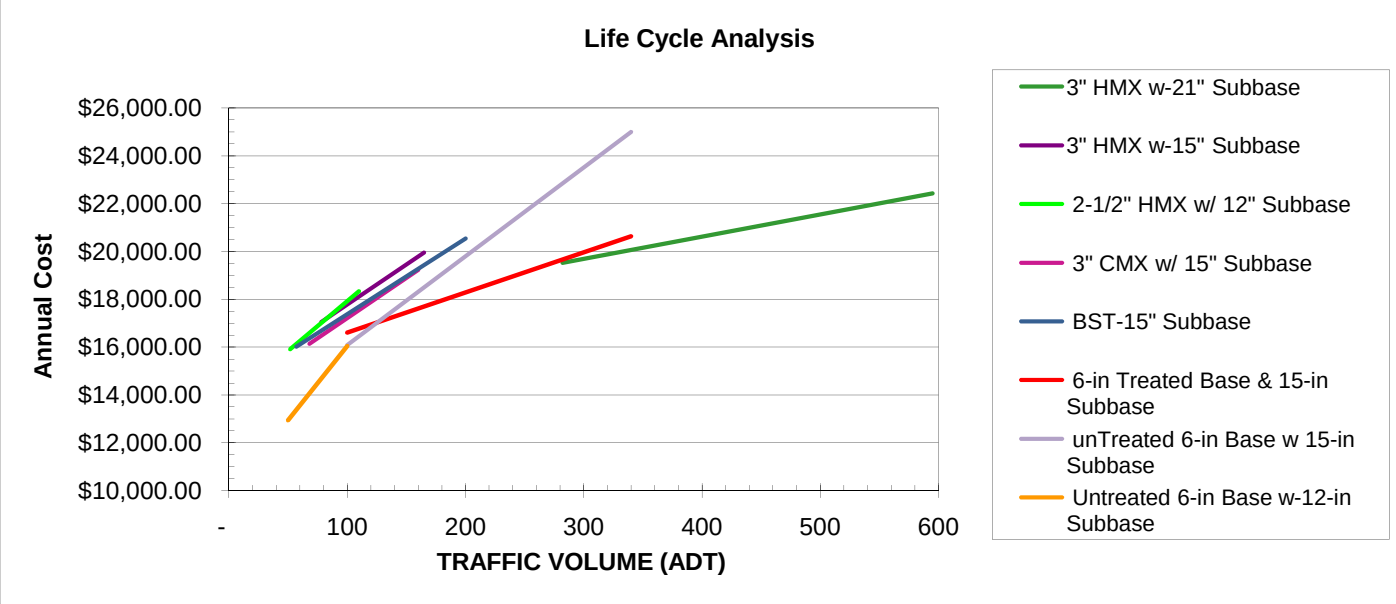
3" CMX w/ 15" Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
160	$ 87,841.98	14	$7,776.33	$ 139,749.60	28	$7,447.71	$4,012.66	$19,236.70
68	$ 87,841.98	28	$4,681.38	$ 139,749.60	28	$7,447.71	$4,012.66	$16,141.75

BST-15" Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
200	$ 47,387.05	7	$7,605.92	$ 137,602.41	21	$8,926.51	$4,012.66	$20,545.09
57	$ 47,387.05	21	$3,074.08	$ 137,602.41	21	$8,926.51	$4,012.66	$16,013.25

6-in Treated Base & 15-in Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
340	$ 15,272.89	6	$3,031.54	$ 152,790.22	15	$12,798.71	$4,800.00	$20,630.26
100	$ 15,272.89	19	$1,072.67	$ 152,790.22	19	$10,730.98	$4,800.00	$16,603.64

unTreated 6-in Base w 15-in Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
340	$ 15,272.89	2	$7,195.21	$ 152,790.22	15	$12,798.71	$5,000.00	$24,993.92
100	$ 15,272.89	8	$2,285.75	$ 152,790.22	15	$12,798.71	$1,000.00	$16,084.46

Untreated 6-in Base w-12-in Subbase								
ADT	Surfacing Cost	Surface Life	Annual Surfacing	Ballast Cost	Ballast Life	Annual Ballast	Annual maint	Total Annual
100	$ 15,272.89	8	$2,285.75	$ 128,386.10	15	$10,754.46	$3,000.00	$16,040.21
50	$ 15,272.89	15	$1,270.18	$ 128,386.10	15	$10,677.31	$1,000.00	$12,947.49



Appendix: H

PLANNING COSTS
&
RATING CRITERIA

Owyhee County Transportation Committee
Project Rating Form
22-Nov-09

Cost	Score
$ 100,000	10
$ 250,000	8
$ 500,000	6
$ 1,000,000	4
$ 2,500,000	3
$ 2,500,000	2

Cost	Action
$ 430,000	1-RC
$ 140,000	2-RH1 (PCI 40-60)
$ 200,000	2-RH2 (PCI 60-65)
$ 25,000	3-PM
$ 0	NA

ADT	Annual Daily Traffic	Score
100	or less	3
100	up to	7
500	up to	8
1000	up to	9
1500	or more	10

Cond.	Surface Condition	Score
Good	PCI over 65	9
Fair	PCI 35-65	6
Poor	PCI under 35	2
EX	Improve Existing Surf	4
IMP	GD to GVL or GVL to PVD	6
GD-PMT	GD to PVD	10

FC	Functional Classification	Score
MC	Major Collector	8
MIC	Minor Collector	7
MA	Major Access Road	6
IND	Induustrial	5
AG	Agricultural	4
MIA	Minor Access Road	3
RR	Recourse Recovery	2
REC	Recreational Scenic	1

Type	Surface Type	Score
HMX	Hot Mix	10
CMX	Cold Mix	9
BST	Chip Surface	8
TR	Treated	7
UT	Untreated	5
GD	Graded & Drained	3

Owyhee County Transportation Plan
Bridge Rating Form
August 13, 2009

Cost	Score
$ 100,000	10
$ 200,000	8
$ 400,000	6
$ 700,000	4
$ 1,000,000	3
$ 2,500,000	2

Cost ($/sf^2)	Action
$ 200	CS
$ 200	ER
$ 100	Erh
$ -	AS

ADT	Annual Daily Traffic	Score
100	or less	3
100	up to	7
500	up to	8
1000	up to	9
1500	or more	10

Condition	Bridge Condition	Score
CS	Critical Structures	10
ER	Eligible for Replacement	8
ERh	Eligible for Rehabilitation	6
AS	Adequate Structures	4

FC	Functional Classification	Score
MC	Major Collector	8
MIC	Minor Collector	7
MA	Major Access Road	6
IND	Induustrial	5
AG	Agricultural	4
MIA	Minor Access Road	3
RR	Recourse Recovery	2
REC	Recreational Scenic	1

Type	Surface Type	Score
PMX	Plantmix	10
CMX	Cold Mix	9
BST	Chip Surface	8
TR	Treated	7
UT	Untreated	5
GD	Graded & Drained	3

Owyhee County
Tranportation Plan
Section Analysis
2-1/2" HMX w-18" Subbase

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	22.00			22.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	2.21	75.71	22.00	cy
Surfacing Mix	0.21	4.58	22.00	896
Shoulders	0.21	1.02	5.81	200
PMX & Shoulder			27.81	
BASE	0.50	12.09	32.16	2,364
SUBBASE	1.50	58.02	45.20	11,346
Average Ex/Emb Depth	1.50	77.59	58.25	15,173

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units	unit cost	total cost		
PMX	145.00	#/cf	1,755	ton	$ 75.00	$ 131,587.50		
BST AC-1st Lift	-	gal/sy	-	ton	$ 600.00	$ -		
BST Cover Coat-1st Lift	-	#/sy	-	ton	$ 15.00	$ -		
BST AC-2nd Lift	-	gal/sy	-	ton	$ 550.00	$ -		
BST Cover Coat-2nd Lift	-	#/sy	-	ton	$ 15.00	$ -		
BST AC-3rd Lift	-	gal/sy	-	ton	$ 550.00	$ -		
BST Cover Coat-3rd Lift	-	#/sy	-	ton	$ 15.00	$ -		
Shoulder Material	135.00	#/cf	364	ton	$ 8.00	$ 2,914.04		
3/4"(-) for Base	135.00	#/cf	4,308	ton	$ 8.00	$ 34,462.33	Surfacing	$ 134,501.54
Granular SubBase	130.00	#/cf	19,913	ton	$ 5.00	$ 99,565.30		
Excavation/Borrow	-	0	15,173	cy	$ 2.00	$ 30,345.12	Ballast	$ 164,372.76
CRS-2R for Seal	0.35	gal/sy	19	ton	$ -	$ -		
Cover Coat-Cl 4	28.00	#/sy	181	ton	$ -	$ -		
Rejects for Maint.	5.00	#/sy	32	ton	$ -	$ -		
CSS-1 for fog	0.15	gal/sy	8	ton	$ -	$ -		
						major items total	$ 298,874.30	$ 298,874.30

MISC	estimating data		quantity	units	unit cost	total cost
dust ab. water	-	gal/mi	-	MG	$ 9.00	$ -
brooming	-	mi/mi	-	mi	$ 750.00	$ -
Approaches	-	ea/mi	-	ea	$ 150.00	$ -
R/W	25.00	ft/ft	3.03	ac	$ 5,000.00	$ 15,151.52
Metal Guardrail	-	ft/mi	-	ft	$ 25.00	$ -
Fence	-	mi/mi	-	ft	$ 6.00	$ -
Terminal End Section	-	ea/mi	-	ea	$ 2,000.00	$ -
Rent Signs-Cl A	25.00	sf/mi	25.00	sf	$ 15.00	$ 375.00
Rent Signs-Cl B	50.00	sf/mi	50.00	sf	$ 10.00	$ 500.00
temp stripe-white	-	ft/lane-mi	-	ft	$ 1.00	$ -
temp stripe-yellow	-	ft/lane-mi	-	ft	$ 1.00	$ -
traffic control maintenance	25.00	hr/mi	25.00	hr	$ 30.00	$ 750.00
temp raised markers	-	ea/lane-mi	-	ea	$ 1.00	$ -
flagging	50.00	hr/mi	50.00	hr	$ 25.00	$ 1,250.00
pilot car	-	hr/mi	-	hr	$ 30.00	$ -
Erosion Control	-	$ per/mile	1	ls	$ -	$ -
Permanent Signs	-	sf/mi	-	sf	$ 25.00	$ -
Pavement Markings	-	sf/mi	-	sf	$ 0.50	$ -
ACCEPTANCE TEST STRIP	1.00	ea	1	ea	$ 3,500.00	$ 3,500.00
Culverts	-	ea/mi	-	ea	$ 2,500.00	$ -
Seeding	-	ft/ft	-	ac	$ 100.00	$ -
Mobilization	1.00	ls	@	8%	$ 320,400.81	$ 25,632.07

misc items total		$ 47,158.58
sub-total		$ 346,032.88
contingency @	10%	$ 34,603.29
engineering @	15%	$ 51,904.93
Total Project Cost		**$ 432,541.10**
Cost/Mile		$ 432,541.10

Owyhee County Tranportation Plan
Standard Section Analysis
8/17/09
Overlay

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	22.00			22.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.13	3.32	22.00	cy
Surfacing Mix	0.13	2.75	22.00	538
Shoulders	0.13	0.57	5.09	111
PMX & Shoulder			27.09	
BASE		-	27.09	-
SUBBASE		-	27.09	-
Average Ex/Emb Depth		-	27.09	-

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units	unit cost	total cost			
PMX	145.00	#/cf	1,053	ton	$ 75.00	$ 78,952.50			
BST AC-1st Lift	-	gal/sy	-	ton	$ 600.00	$ -			
BST Cover Coat-1st Lift	-	#/sy	-	ton	$ 15.00	$ -			
BST AC-2nd Lift	-	gal/sy	-	ton	$ 550.00	$ -			
BST Cover Coat-2nd Lift	-	#/sy	-	ton	$ 15.00	$ -			
BST AC-3rd Lift	-	gal/sy	-	ton	$ 550.00	$ -			
BST Cover Coat-3rd Lift	-	#/sy	-	ton	$ 15.00	$ -			
Shoulder Material	135.00	#/cf	202	ton	$ 8.00	$ 1,619.30			
3/4"(-) for Base	135.00	#/cf	-	ton	$ 8.00	$ -	Surfacing	$	80,571.80
Granular SubBase	130.00	#/cf	-	ton	$ 5.00	$ -			
Excavation/Borrow	-	0	-	cy	$ 2.00	$ -	Ballast	$	-
CRS-2R for Seal	0.35	gal/sy	19	ton	$ -	$ -			
Cover Coat-Cl 4	28.00	#/sy	181	ton	$ -	$ -			
Rejects for Maint.	5.00	#/sy	32	ton	$ -	$ -			
CSS-1 for fog	0.15	gal/sy	8	ton	$ -	$ -			
						major items total	$ 80,571.80	$	80,571.80

MISC	estimating data		quantity	units	unit cost	total cost
Milling	1.00	mi	12,907	sy	$ 3.60	$ 46,464.00
dust ab. water	-	gal/mi	-	MG	$ 9.00	$ -
brooming	-	mi/mi	-	mi	$ 750.00	$ -
Approaches	-	ea/mi	-	ea	$ 150.00	$ -
R/W	25.00	ft/ft	3.03	ac	$ 5,000.00	$ 15,151.52
Metal Guardrail	-	ft/mi	-	ft	$ 25.00	$ -
Fence	-	mi/mi	-	ft	$ 6.00	$ -
Terminal End Section	-	ea/mi	-	ea	$ 2,000.00	$ -
Rent Signs-Cl A	25.00	sf/mi	25.00	sf	$ 15.00	$ 375.00
Rent Signs-Cl B	50.00	sf/mi	50.00	sf	$ 10.00	$ 500.00
temp stripe-white	-	ft/lane-mi	-	ft	$ 1.00	$ -
temp stripe-yellow	-	ft/lane-mi	-	ft	$ 1.00	$ -
traffic control maintenance	25.00	hr/mi	25.00	hr	$ 30.00	$ 750.00
temp raised markers	-	ea/lane-mi	-	ea	$ 1.00	$ -
flagging	50.00	hr/mi	50.00	hr	$ 25.00	$ 1,250.00
pilot car	-	hr/mi	-	hr	$ 30.00	$ -
Erosion Control	-	$ per/mile	1	ls	$ -	$ -
Permanent Signs	-	sf/mi	-	sf	$ 25.00	$ -
Pavement Markings	-	sf/mi	-	sf	$ 0.50	$ -
ACCEPTANCE TEST STRIP	1.00	ea	1	ea	$ 3,500.00	$ 3,500.00
Culverts	-	ea/mi	-	ea	$ 2,500.00	$ -
Seeding	-	ft/ft	-	ac	$ 100.00	$ -
Mobilization	1.00	ls	@	8%	$ 148,562.31	$ 11,884.98

	misc items total	$ 79,875.50
	sub-total	$ 160,447.30
contingency @	10%	$ 16,044.73
engineering @	15%	$ 24,067.09
	Total Project Cost	**$ 200,559.12**
	Cost/Mile	$ 200,559.12

Owyhee County Tranportation Plan
Standard Section Analysis
8/17/09
Overlay

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	22.00			22.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.13	3.32	22.00	cy
Surfacing Mix	0.13	2.75	22.00	538
Shoulders	0.13	0.57	5.09	111
PMX & Shoulder			27.09	
BASE		-	27.09	-
SUBBASE		-	27.09	-
Average Ex/Emb Depth		-	27.09	-

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units	unit cost	total cost			
PMX	145.00	#/cf	1,053	ton	$ 75.00	$ 78,952.50			
BST AC-1st Lift	-	gal/sy	-	ton	$ 600.00	$ -			
BST Cover Coat-1st Lift	-	#/sy	-	ton	$ 15.00	$ -			
BST AC-2nd Lift	-	gal/sy	-	ton	$ 550.00	$ -			
BST Cover Coat-2nd Lift	-	#/sy	-	ton	$ 15.00	$ -			
BST AC-3rd Lift	-	gal/sy	-	ton	$ 550.00	$ -			
BST Cover Coat-3rd Lift	-	#/sy	-	ton	$ 15.00	$ -			
Shoulder Material	135.00	#/cf	202	ton	$ 8.00	$ 1,619.30			
3/4"(-) for Base	135.00	#/cf	-	ton	$ 8.00	$ -	Surfacing	$	80,571.80
Granular SubBase	130.00	#/cf	-	ton	$ 5.00	$ -			
Excavation/Borrow	-	0	-	cy	$ 2.00	$ -	Ballast	$	-
CRS-2R for Seal	0.35	gal/sy	19	ton	$ -	$ -			
Cover Coat-Cl 4	28.00	#/sy	181	ton	$ -	$ -			
Rejects for Maint.	5.00	#/sy	32	ton	$ -	$ -			
CSS-1 for fog	0.15	gal/sy	8	ton	$ -	$ -			
						major items total	$ 80,571.80	$	80,571.80

MISC	estimating data		quantity	units	unit cost	total cost
dust ab. water	-	gal/mi	-	MG	$ 9.00	$ -
brooming	-	mi/mi	-	mi	$ 750.00	$ -
Approaches	-	ea/mi	-	ea	$ 150.00	$ -
R/W	25.00	ft/ft	3.03	ac	$ 5,000.00	$ 15,151.52
Metal Guardrail	-	ft/mi	-	ft	$ 25.00	$ -
Fence	-	mi/mi	-	ft	$ 6.00	$ -
Terminal End Section	-	ea/mi	-	ea	$ 2,000.00	$ -
Rent Signs-Cl A	25.00	sf/mi	25.00	sf	$ 15.00	$ 375.00
Rent Signs-Cl B	50.00	sf/mi	50.00	sf	$ 10.00	$ 500.00
temp stripe-white	-	ft/lane-mi	-	ft	$ 1.00	$ -
temp stripe-yellow	-	ft/lane-mi	-	ft	$ 1.00	$ -
traffic control maintenance	25.00	hr/mi	25.00	hr	$ 30.00	$ 750.00
temp raised markers	-	ea/lane-mi	-	ea	$ 1.00	$ -
flagging	50.00	hr/mi	50.00	hr	$ 25.00	$ 1,250.00
pilot car	-	hr/mi	-	hr	$ 30.00	$ -
Erosion Control	-	$ per/mile	1	ls	$ -	$ -
Permanent Signs	-	sf/mi	-	sf	$ 25.00	$ -
Pavement Markings	-	sf/mi	-	sf	$ 0.50	$ -
ACCEPTANCE TEST STRIP	1.00	ea	1	ea	$ 3,500.00	$ 3,500.00
Culverts	-	ea/mi	-	ea	$ 2,500.00	$ -
Seeding	-	ft/ft	-	ac	$ 100.00	$ -
Mobilization	1.00	ls	@	8%	$ 102,098.31	$ 8,167.86

	misc items total	$	29,694.38
	sub-total	$	110,266.18
contingency @	10%	$	11,026.62
engineering @	15%	$	16,539.93
	Total Project Cost	**$**	**137,832.72**
	Cost/Mile	$	137,832.72

Owyhee County Tranportation Plan
Standard Section Analysis
8/17/09
Overlay

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	22.00			22.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.13	3.32	22.00	cy
Surfacing Mix	0.13	2.75	22.00	538
Shoulders	0.13	0.57	5.09	111
PMX & Shoulder			27.09	
BASE		-	27.09	-
SUBBASE		-	27.09	-
Average Ex/Emb Depth		-	27.09	-

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units	unit cost	total cost		
PMX	-	#/cf	-	ton	$ 75.00	$ -		
BST AC-1st Lift	-	gal/sy	-	ton	$ 600.00	$ -		
BST Cover Coat-1st Lift	-	#/sy	-	ton	$ 15.00	$ -		
BST AC-2nd Lift	-	gal/sy	-	ton	$ 550.00	$ -		
BST Cover Coat-2nd Lift	-	#/sy	-	ton	$ 15.00	$ -		
BST AC-3rd Lift	-	gal/sy	-	ton	$ 550.00	$ -		
BST Cover Coat-3rd Lift	-	#/sy	-	ton	$ 15.00	$ -		
Shoulder Material	-	#/cf	-	ton	$ 8.00	$ -		
3/4"(-) for Base	-	#/cf	-	ton	$ 8.00	$ -	Surfacing	$ -
Granular SubBase	-	#/cf	-	ton	$ 5.00	$ -		
Excavation/Borrow	-	0	-	cy	$ 2.00	$ -	Ballast	$ -
CRS-2R for Seal	0.35	gal/sy	19	ton	$ 550.00	$ 10,435.04		
Cover Coat-Cl 4	28.00	#/sy	181	ton	$ 8.00	$ 1,445.55		
Rejects for Maint.	5.00	#/sy	32	ton	$ 8.00	$ 258.13		
CSS-1 for fog	0.15	gal/sy	8	ton	$ 500.00	$ 4,065.60		
						major items total	$ 16,204.32	$ -

MISC	estimating data		quantity	units	unit cost	total cost
dust ab. water	-	gal/mi	-	MG	$ 9.00	$ -
brooming	-	mi/mi	-	mi	$ 750.00	$ -
Approaches	-	ea/mi	-	ea	$ 150.00	$ -
R/W	-	ft/ft	-	ac	$ 5,000.00	$ -
Metal Guardrail	-	ft/mi	-	ft	$ 25.00	$ -
Fence	-	mi/mi	-	ft	$ 6.00	$ -
Terminal End Section	-	ea/mi	-	ea	$ 2,000.00	$ -
Rent Signs-Cl A	25.00	sf/mi	25.00	sf	$ 15.00	$ 375.00
Rent Signs-Cl B	50.00	sf/mi	50.00	sf	$ 10.00	$ 500.00
temp stripe-white	-	ft/lane-mi	-	ft	$ 1.00	$ -
temp stripe-yellow	-	ft/lane-mi	-	ft	$ 1.00	$ -
traffic control maintenance	25.00	hr/mi	25.00	hr	$ 30.00	$ 750.00
temp raised markers	-	ea/lane-mi	-	ea	$ 1.00	$ -
flagging	50.00	hr/mi	50.00	hr	$ 25.00	$ 1,250.00
pilot car	-	hr/mi	-	hr	$ 30.00	$ -
Erosion Control	-	$ per/mile	1	ls	$ -	$ -
Permanent Signs	-	sf/mi	-	sf	$ 25.00	$ -
Pavement Markings	-	sf/mi	-	sf	$ 0.50	$ -
ACCEPTANCE TEST STRIP	-	ea	-	ea	$ 3,500.00	$ -
Culverts	-	ea/mi	-	ea	$ 2,500.00	$ -
Seeding	-	ft/ft	-	ac	$ 100.00	$ -
Mobilization	1.00	ls	@	8%	$ 19,079.32	$ 1,526.35

	misc items total	$	4,401.35
	sub-total	$	20,605.67
contingency @	10%	$	2,060.57
engineering @	15%	$	3,090.85
	Total Project Cost	**$**	**25,757.08**
	Cost/Mile	$	25,757.08

Appendix: I

PUBLIC COMMENT SUMMARY

Survey Results

1. What general area of the County is your property or residence in? Please select the area that you are closest to and/or most often use the roads of.

Homedale		8	18%
Marsing		10	22%
Murphy		20	44%
Bruneau		1	2%
Grand View		0	0%
Pleasant Valley		1	2%
Out of County		0	0%
Other		5	11%
	Total	45	100%

2. How would you rate the overall condition of paved roads in the Homedale area?

Poor		1	12%
Below average		4	50%
Average		2	25%
Above average		1	12%
Excellent		0	0%
Other, please specify		0	0%
	Total	8	100%

3. How would you rate the overall condition of gravel roads in the Homedale area?

Poor		0	0%
Below average		3	38%
Average		4	50%
Above average		1	12%
Excellent		0	0%
Other, please specify		0	0%
	Total	8	100%

4. Would you say the roads in your area are wide enough?

Yes		2	25%
No		6	75%
	Total	8	100%

5. If No, list which road(s)?

View 6 Responses

5. If No, list which road(s)?

#	Response
1	All secondary roads
2	highway 95 from homedale to marsing
3	hiway 95
4	W. Thompson Rd.
5	Highway 95 between Homedale and Marsing
6	hwy 95

6. Are there any roads/bridges in your area which need to be improved? (grading, paved, repaved, realigned, drainage repaired, guard rail installed, etc.)

Yes		5	62%
No		3	38%
	Total	8	100%

7. If Yes, list which road/bridge(s) & what you feel should be done

View 5 Responses

7. If Yes, list which road/bridge(s) & what you feel should be done

#	Response
1	Bridge west of Neilson Road on Graveyard Point Road needs to be widened. Bridge crossing Jump Creek on State Highway 95 needs to be widened.
2	approach to bridge on W. Thompson Rd. needs paving
3	canal bridge on W Thompson Rd
4	Pioneer Road and Succor Creek has 2 deep waste ditches with no guard rails. these roads are used as connector roads to get into Homedale
5	west thompson rd

8. Are the roads in your area comfortable to drive? (good ride ability, safe corners and grades, adequate signage, etc.)

Yes		4	50%
No		4	50%
	Total	8	100%

9. If No, list which road(s) & the condition(s) that needs corrected

View 4 Responses

9. If No, list which road(s) & the condition(s) that needs corrected

#	Response
1	Buntrock,Market,Pershall,Johnstone,Succor Creek,Thompson,Cemetery,Sage,Homestead,Pioneer,River,Industrial,Gully,Northside, Southside Roads are in poor condition because of over weight dairy traffic. There are road signs through out the county that are missing which is a detriment to emergency vehicles.
2	Highway 95 from homedale to marsing.To narrow,broken up,rough,patched potholes,cracked and uneven
3	Intersection of Jump Creek and Thompson Rd, west side of Hwy 95 needs a solid, fixed signpost that can't be turned. Highway 95 between Homedale and Marsing at least needs shoulders. I understand widening is to begin next year. Widening W. Thompson would help the visibility going down the grade just west of highway 95.
4	Highway 95 between Homedale and Marsing

10. How would you rate the overall condition of the roads in the Homedale area?

Poor		1	12%
Below average		4	50%
Average		2	25%
Above average		1	12%
Excellent		0	0%
Other, please specify		0	0%
	Total	8	100%

11. How would you rate the overall condition of paved roads in the Marsing area?

Poor		0	0%
Below average		3	30%
Average		3	30%
Above average		2	20%
Excellent		1	10%
Other, please specify View Responses		1	10%
	Total	10	100%

11. How would you rate the overall condition of paved roads in the Marsing area?

#	Response
1	south breaneau is the poorest condition

12. How would you rate the overall condition of gravel roads in the Marsing area?

Poor		0	0%
Below average		1	10%
Average		6	60%
Above average		1	10%
Excellent		0	0%
Other, please specify View Responses		2	20%
	Total	10	100%

12. How would you rate the overall condition of gravel roads in the Marsing area?

#	Response
1	Unknown
2	don't know where we have any

13. Would you say the roads in your area are wide enough?

Yes		3	30%
No		7	70%
	Total	10	100%

14. If No, list which road(s)?

View 7 Responses

14. If No, list which road(s)?

#	Response
1	Highway 95; Old Bruneau Highway, Market Road
2	Highway 95 highway 55
3	95 Marsing to Homedale
4	Any road that milk trucks, honey manure wagons and manure wagons/trucks are on. i.e. all roads.
5	again south breaneau is the worst offender for narrow spots
6	Hwy. 55 from Marsing to Hwy 95 into Homedale
7	Old Bruneau South

15. Are there any roads/bridges in your area which need to be improved? (grading, paved, repaved, realigned, drainage repaired, guard rail installed, etc.)

Yes		5	50%
No		5	50%
	Total	10	100%

16. If Yes , list which road/bridge(s) & what you feel should be done

View 5 Responses

16. If Yes , list which road/bridge(s) & what you feel should be done

#	Response
1	Old Bruneau Highway
2	Hwy 95 Marsing to Homedale
3	Dobbin and Edison
4	south breaneau
5	Old Bruneau South

17. Are the roads in your area comfortable to drive? (good ride ability, safe corners and grades, adequate signage, etc.)

Yes		4	40%
No		6	60%
	Total	10	100%

18. If No , list which road(s) & the condition(s) that needs corrected

View 6 Responses

18. If No , list which road(s) & the condition(s) that needs corrected

#	Response
1	No lines and cow dung from the dairies
2	Hwy 78 several dangerous intersections and dips. Hwy 78/Howard Hwy/ bruneau Rd Hwy 78/Shari Hills
3	Dobbin and Edison. Dairy equipment is tearing up the roads. It truly is becoming a hazard due to the traffic, speed and size of equipment.
4	if you meet a large truck on breaneau road where upland property slufs onto the road it can be very close
5	Hwy 55 from Marsing to Hwy 95 and from Hwy 95 at the Ion Station to Homedale are uneven and have no shoulder on which to pull over
6	Old Bruneau South

19. How would you rate the overall condition of the roads in the Marsing area?

Poor		0	0%
Below average		3	30%
Average		5	50%
Above average		1	10%
Excellent		1	10%
Other, please specify		0	0%
	Total	10	100%

20. How would you rate the overall condition of paved roads in the Murphy area?

Poor		5	25%
Below average		6	30%
Average		6	30%
Above average		1	5%
Excellent		0	0%
Other, please specify View Responses		2	10%
	Total	20	100%

20. How would you rate the overall condition of paved roads in the Murphy area?

#	Response
1	Only travel Murphly Flat Road and it is terrible
2	Murphy Flat Road is a county and horrible

21. How would you rate the overall condition of gravel roads in the Murphy area?

Poor		4	20%
Below average		3	15%
Average		12	60%
Above average		1	5%
Excellent		0	0%
Other, please specify		0	0%
	Total	20	100%

22. Would you say the roads in your area are wide enough?

Yes		14	70%
No		6	30%
	Total	20	100%

23. If No, list which road(s)?

View 6 Responses

23. If No, list which road(s)?

#	Response
1	Silver City Rd.
2	Baily,rabbit creek, upper reynolds creek,clark,etc.,etc
3	Silver City Road - we are property owners up there.
4	reynolds creek,bailey rd
5	Murpny Flat Road...It's so torn up from trucks and is never maintained. It's a county road so what are our tax dollars going to?
6	murphy flat rd

24. Are there any roads/bridges in your area which need to be improved? (grading, paved, repaved, realigned, drainage repaired, guard rail installed, etc.)

Yes		14	78%
No		4	22%
	Total	18	100%

25. If Yes, list which road/bridge(s) & what you feel should be done

View 14 Responses

25. If Yes, list which road/bridge(s) & what you feel should be done

#	Response
1	Rabbit Creek at Murphy
2	scorpion drainage
3	Rabbit Creek up to Black Mountain, even when it gets graded they do such a poor job that within a few weeks its just as bad as it started out. The water always washes over the road that connects Pedracini and Rabbit Creek, that drainage needs fixed.
4	Dirt lanes/roads off HWY 78 for residential access need to be properly maintained. I do not believe that grading a road in the middle of summer, without using a water truck or roller is a good idea, for instance.
5	upper reynolds creek
6	THere are culverts in town that need improvement
7	Rabbit creek road, some of the curves on that road are very dangerous and people drive way too fast taking up both sides of the road with their toy hauler trailers taking up even more of the road. The trash all over and vandalism of all of the signs is very sad. You can't even go for a enjoying drive up there anymore. We're better than to allow this to happen out here.
8	bailey rd and reynolds cr need to be widend
9	Jordan Creek culvert at Silver City. It needs some structure and fill on both sides. It is too narrow.
10	Murphy Flat Road!!! Needs to be repaved hasn't been completely redone in years and was never seal coated when first paved
11	Murphy Flat Road
12	Murphy Flat Road. This road needs to be repaved not just fixed with a little patch. The truck traffic on this road tears up the patches within days. This road at one time was a well kept paved road.
13	Murphy Flat Road needs to be repaved. It hasn't been repaved in many, many moons!
14	murphy flat rd needs repaved.

26. Are the roads in your area comfortable to drive? (good ride ability, safe corners and grades, adequate signage, etc.)

Yes		9	45%
No		11	55%
	Total	20	100%

27. If No , list which road(s) & the condition(s) that needs corrected

View 10 Responses

27. If No , list which road(s) & the condition(s) that needs corrected

#	Response
1	Sinage? What sinage? IF there happens to be a sign left that has not been stolen or knocked down... then what is left there has a bunch of bullet hols in it. The washboards in all of the gravel roads are so bad that you practically bounce off the roads, especially on the hills.
2	Tyson--the 90 degree turn could be improved (a vehicle tipped over a few weeks ago making that turn and people frequently end up in the desert). Also, in the winter, Fed-Ex will not even go down the steep hill because they get stuck trying to climb out. Need better winter mainenance.
3	Silver City Rd -Extremely Rough
4	washboards washboards washboards and no signs at all except for the ones laying down in the ditch.
5	Murphy Flat Road again really in need of attention, just dumping gravel in areas or patching the holes isn't working anymore.
6	Murphy Flat Road it all needs resurfaced
7	Murphy Flat Road...It might as well be gravel. That's the type of pave job we have at the moment.
8	Murphy Flat road is full of pot holes. It is uneven and dangerous to drive on. Trucks often doge the holes so they don't damage their vehicle.
9	Murphy Flat Road needs to be repaved.
10	murphy flat rd is not safe at all it needs repaved really bad the pot holes in the road are way to big the county needs to stop doing the poor work that they do on the roads.

28. How would you rate the overall condition of the roads in the Murphy area?

Poor		5	25%
Below average		7	35%
Average		6	30%
Above average		1	5%
Excellent		0	0%
Other, please specify View Responses		1	5%
	Total	20	100%

28. How would you rate the overall condition of the roads in the Murphy area?

#	Response
1	Again my main concern is Muirphy Flat road which I

29. How would you rate the overall condition of paved roads in the Bruneau area?

Poor		0	0%
Below average		0	0%
Average		1	100%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	1	100%

30. How would you rate the overall condition of gravel roads in the Bruneau area?

Poor		0	0%
Below average		0	0%
Average		1	100%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	1	100%

31. Would you say the roads in your area are wide enough?

Yes		1	100%
No		0	0%
	Total	1	100%

32. If No, list which road(s)?

0 Responses

33. Are there any roads/bridges in your area which need to be improved? (grading, paved, repaved, realigned, drainage repaired, guard rail installed, etc.)

Yes		1	100%
No		0	0%
	Total	1	100%

34. If Yes, list which road/bridge(s) & what you feel should be done

View 1 Responses

34. If Yes, list which road/bridge(s) & what you feel should be done

#	Response
1	Mecham Lane. Paved or Remade with a proper base.

35. Are the roads in your area comfortable to drive? (good ride ability, safe corners and grades, adequate signage, etc.)

Yes		1	100%
No		0	0%
	Total	1	100%

36. If No, list which road(s) & the condition(s) that needs corrected

0 Responses

37. How would you rate the overall condition of the roads in the Bruneau area?

Poor		0	0%
Below average		0	0%
Average		1	100%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	1	100%

38. How would you rate the overall condition of paved roads in the Grand View area?

Poor		0	0%
Below average		0	0%
Average		0	0%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	0	0%

39. How would you rate the overall condition of gravel roads in the Grand View area?

Poor		0	0%
Below average		0	0%
Average		0	0%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	0	0%

40. Would you say the roads in your area are wide enough?

Yes		0	0%
No		0	0%
	Total	0	0%

41. If No, list which road(s)?

0 Responses

42. Are there any roads/bridges in your area which need to be improved? (grading, paved, repaved, realigned, drainage repaired, guard rail installed, etc.)

Yes		0	0%
No		0	0%
	Total	0	0%

43. If Yes, list which road/bridge(s) & what you feel should be done

0 Responses

44. Are the roads in your area comfortable to drive? (good ride ability, safe corners and grades, adequate signage, etc.)

Yes		0	0%
No		0	0%
	Total	0	0%

45. If No, list which road(s) & the condition(s) that needs corrected

0 Responses

46. How would you rate the overall condition of the roads in the Grand View area?

Poor		0	0%
Below average		0	0%
Average		0	0%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	0	0%

47. How would you rate the overall condition of paved roads in the Pleasant Valley area?

Poor		0	0%
Below average		0	0%
Average		1	100%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	1	100%

48. How would you rate the overall condition of gravel roads in the Pleasant Valley area?

Poor		0	0%
Below average		0	0%
Average		1	100%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	1	100%

49. Would you say the roads in your area are wide enough?

Yes		0	0%
No		1	100%
	Total	1	100%

50. If No, list which road(s)?

View 1 Responses

50. If No, list which road(s)?

#	Response
1	Flint Creek, South Mountain

51. Are there any roads/bridges in your area which need to be improved? (grading, paved, repaved, realigned, drainage repaired, guard rail installed, etc.)

Yes		1	100%
No		0	0%
	Total	1	100%

52. If Yes, list which road/bridge(s) & what you feel should be done

View 1 Responses

52. If Yes, list which road/bridge(s) & what you feel should be done

#	Response
1	South Mountain Road has several culverts that have deteriorated (over time) around the ends, making the road narrower, with little or no warning to people who don't know the road or understand the necessity to yield on the culverts.

53. Are the roads in your area comfortable to drive? (good ride ability, safe corners and grades, adequate signage, etc.)

Yes		0	0%
No		1	100%
	Total	1	100%

54. If No, list which road(s) & the condition(s) that needs corrected

View 1 Responses

54. If No, list which road(s) & the condition(s) that needs corrected

#	Response
1	As addressed above, either the road needs repaired around the culverts, or there needs to be warning signs --some of the road damage is 2-4 feet on EACH side of the culvert--that means 4-8 feet out of the road surface.

55. How would you rate the overall condition of the roads in the Pleasant Valley area?

Poor		0	0%
Below average		0	0%
Average		1	100%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	1	100%

56. How would you rate the overall condition of paved roads in your area?

Poor		0	0%
Below average		2	40%
Average		3	60%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	5	100%

57. How would you rate the overall condition of gravel roads in your area?

Poor		1	20%
Below average		1	20%
Average		3	60%
Above average		0	0%
Excellent		0	0%
Other, please specify		0	0%
	Total	5	100%

58. Would you say the roads in your area are wide enough?

Yes		3	60%
No		2	40%
	Total	5	100%

59. If No, list which road(s)?

View 2 Responses

59. If No, list which road(s)?

#	Response
1	mud flat road, gutters to steep and road to narrow
2	The west end of shortcut road some of the land owners fences have narrowed the road to where large farm implements can not get through.

60. Are there any roads/bridges in your area which need to be improved? (grading, paved, repaved, realigned, drainage repaired, guard rail installed, etc.)

Yes		5	100%
No		0	0%
	Total	5	100%

61. If Yes, list which road/bridge(s) & what you feel should be done

View 4 Responses

61. If Yes, list which road/bridge(s) & what you feel should be done

#	Response
1	birch creek crossing, poison creek cut off, oreana
2	China Ditch Road
3	Oreana Loop road will probably need to be repaved in the next 20 years.
4	Oreana Loop Road could use repaved in the near future.

62. Are the roads in your area comfortable to drive? (good ride ability, safe corners and grades, adequate signage, etc.)

Yes		0	0%
No		5	100%
	Total	5	100%

63. If No, list which road(s) & the condition(s) that needs corrected

View 5 Responses

63. If No, list which road(s) & the condition(s) that needs corrected

#	Response
1	mudflat road, washboards are never really graded out, makes for a really rough road.
2	washboardy gravel roads is a constant problem
3	China Ditch Road, (the graveled portion) is in horrible condition. Extremely hard on vehicles. Oreana Loop road is gettin getting pretty bumpy from all of the patching - it's not an emergency.
4	I appreciate the frequency our gravel roads are grated. The road grater puts in a nice crown. Unfortunately in this dry desert and with the heavy truck traffic it doesnt take long for the washboards to reoccure. Not much we can do about that. I think we get good service with road grating on our gravel roads.
5	Oreana Loop Road is bumpy.

64. How would you rate the overall condition of the roads in your area?

Poor		0	0%
Below average		0	0%
Average		4	80%
Above average		0	0%
Excellent		0	0%
Other, please specify View Responses		1	20%
	Total	5	100%

64. How would you rate the overall condition of the roads in your area?

#	Response
1	based on travels probably avg/BUT NEEDS WORK

65. What is your area?

View 5 Responses

65. What is your area?

#	Response
1	Oreana
2	Oreana
3	China Ditch / Wilson Creek
4	Oreana
5	Oreana

66. Please provid any additional comments or concerns related to the Owyhee County roads

View 24 Responses

66. Please provid any additional comments or concerns related to the Owyhee County roads

#	Response
1	In the fall the gravel roads are extremely rough when it drys out and it does no good to grade them. Is there anyway to avoid this other than reduce the speed limit and enforce it?
2	Why are the Murphy roads never plowed until way after the snow? And why when you call to get some action on a dangerous road condition is nothing done? Murphy needs a new road supervisor so we can get some things done besides sitting in the store all the time and refusing to work at the hours when the work needs done...thats what a road supervisor is supposed to do, make the roads safe when the conditions happen, not when the crew is scheduled next. How long will the county put up with lazy employees, especially when they are the ones who are supposed to be in charge.
3	Road district III has been difficult to work with. the condition of mudflat road is not acceptable. this has been designated a senic byway and has a lot of tourism traffic which adds to the poor conditions of the road. the road district never seems to be able to keep up with it. in the past when you try and talk to the crew about it they have been rude and basically tell you when they feel like they want to grade it they will. but mainly we would like to see it paved up to what we call the cotton woods rest area. that was in the original plan a few years ago but the commissioners were told by district III that there was not that much traffic on that road, which of course is not true. we have noticed that a lot of the tourist seem to realize when they get to that point that they are pulling a pretty good grade and turn around when they are not in an appropriate vehicle. granted a good share still continue on but that would definately help the conditions of the road. thanks for the opportunity to participate in this process.
4	Painting of lines on the roads would help driving after dark.
5	Need to remember that we have mixed uses: ag machinery movements; passenger cars speeding; semis; etc. and need to keep a balanced approach for our rural area.
6	Our road crew is very dedicated to grade after the rains and to remove snow promptly so our kids have safe passage to school and back. We have always appreciated this.
7	In light of recent events, I think this county should seriously reasses the drainages and water flow at typically dry creek beds where they cross the road. Flash floods are frequent in this area, and there are too many areas where water is over the Hwy.
8	The road crew does a good job keeping the silver city road graded and in decent condition. The biggest issue is the culverts in town and the width of the road at the entrance to town.
9	John Tyson is the only person I ever see working, it's no wonder the roads are bad if just one person is trying to do it all by himself. He does a real good job, but the amount of traffic around Murphy just keeps increasing more and more from the out of area people who tear up our beautiful landscape that we have taken care of for decades, and our parents before us did the same.
10	State Highways between marsing & homedale and marsing to Nampa
11	Hwy 95 Marsing to Homedale should be a first priority
12	Other than the culvert listed above I believe the Silver City road has been improved enough. Roads within Silver City should not be improved. (except for the culvert)
13	Manure drippings from dairy equipment stain the roads. There is no clean up or attempt to clean the manure drippings. Flies and odor (particulates) have increase through out the road infrastructure in the area due to this factor. This is something no on thinks about but is truly a fact.
14	pershale road was chip sealed a couple of years ago with only three residences.We seem lucky to get a pot hole fixed and south breaneau has homes all the way
15	The Hwy 55 from Marsing to Hwy 95 to Homedale is unsafe and I have had semi trucks almost run me off the road due to the narrownees of the highway.
16	Need sprayed because of rains

17	I think our road dep stays on top every thing pretty good.
18	Really request that Murphy Flat Road be given priority attention as it appears to have been on the bottom of the list for years.
19	Most of the main roads are fine, the side roads need some work
20	Murhpy Flat Road needs to be re-paved. The gravel road is taken better care of than the paved road.
21	It seems that roads that were once taken care of have been neglected.
22	I would like to see China Ditch Road, paved or black-topped all the way through, it is a highly traveled road. Thank you
23	the county needs to spend more time fixing the roads right instead of just quick fixes they can't hardly pach a road. they sood grade the gravel roads more than what they do and do the hole road instead of just part of it.
24	Considering the funds available to Owyhee County transportation, I think they do an adequate job.

Appendix: J

AGENCY PROJECT LISTS

Owyhee Count District I
Project List
Paragon Consulting, Inc.
22-Nov-09

		Rating Criteria													
		4	3	3	2	2	1								
Project No.	**Road Name**	Safety	Cond.	Cost	Traffic	Type	Class.	**Score**	**Average Score**	**Cost**	**Length (mi)**	**FC**	**Program**	**Combined Project No.**	**Remarks**
OC (I) - B1	REYNOLDS CREEK	4	10	10	3	4	8	98	98	$ 97,800		MC	BROS		In Design
OC (I) - B3	JORDAN CREEK	2	10	8	3	4	6	82	82	$ 140,760		MA	BROS		In Design
OC (I) - PM23	TROUT CREEK ROAD	4	6	6	7	8	2	84	84	$ 400,000	2.00	RR	Budget		
OC (I) - PM1	BACHMAN GRADE ROAD	1	6	8	7	8	6	82	82	$ 112,000	0.80	MA	Budget		
OC (I) - PM3	MURPHY FLAT ROAD (2)	1	4	6	7	8	4	68	68	$ 215,000	0.50	AG	Budget		
OC (I) - PM7	MURPHY FLAT ROAD (6)	1	4	6	7	8	4	68	68	$ 279,500	0.65	AG	Budget		
OC (I) - PM18	PEDRACINI ROAD	1	4	10	3	6	3	67	67	$ 86,000	0.20	MIA	Budget		
OC (I) - PM35	BAILEY ROAD	2	6	8	7	8	5	85	85	$ 200,000	1.00	IND	LRHIP		
OC (I) - PM2	MURPHY FLAT ROAD (1)	1	4	4	7	8	4	62	62	$ 516,000	1.20	AG	LRHIP		
OC (I) - PM4	MURPHY FLAT ROAD (3)	1	4	4	7	8	4	62	62	$ 430,000	1.00	AG	LRHIP		
OC (I) - PM5	MURPHY FLAT ROAD (4)	1	4	4	7	8	4	62	62	$ 430,000	1.00	AG	LRHIP		
OC (I) - PM6	MURPHY FLAT ROAD (5)	1	4	4	7	8	4	62	62	$ 430,000	1.00	AG	LRHIP		
OC (I) - PM8	OREANA LOOP ROAD (1)	4	6	8	7	8	8	96	91	$ 196,000	1.40	MC	STP-R	OI-1	
OC (I) - PM9	OREANA LOOP ROAD (2)	4	6	8	7	8	8	96	91	$ 126,000	0.90	MC	STP-R	OI-1	
OC (I) - PM10	OREANA LOOP ROAD (3)	1	6	8	7	8	8	84	91	$ 140,000	1.00	MC	STP-R	OI-1	
OC (I) - PM11	OREANA LOOP ROAD (4)	3	6	8	7	8	8	92	91	$ 140,000	1.00	MC	STP-R	OI-1	
OC (I) - PM12	OREANA LOOP ROAD (5)	4	6	8	7	8	8	96	91	$ 140,000	1.00	MC	STP-R	OI-1	
OC (I) - PM13	OREANA LOOP ROAD (6)	2	6	6	7	8	8	82	91	$ 238,000	1.70	MC	STP-R	OI-1	
OC (I) - PM14	OREANA LOOP ROAD (7)	4	6	8	7	8	8	96	91	$ 140,000	1.00	MC	STP-R	OI-1	
OC (I) - PM15	OREANA LOOP ROAD (8)	2	6	8	7	8	8	88	91	$ 140,000	1.00	MC	STP-R	OI-1	
OC (I) - PM16	OREANA LOOP ROAD (9)	4	6	8	7	8	8	96	91	$ 112,000	0.80	MC	STP-R	OI-1	
OC (I) - PM17	OREANA LOOP ROAD (10)	1	6	8	7	8	8	84	91	$ 182,000	1.30	MC	STP-R	OI-1	
OC (I) - PM19	PLEASANT VALLEY ROAD (1)	4	6	6	7	8	8	90	94	$ 320,000	1.60	MC	STP-R	OI-2	
OC (I) - PM20	PLEASANT VALLEY ROAD (2)	5	6	6	7	8	8	94	94	$ 240,000	1.20	MC	STP-R	OI-2	
OC (I) - PM21	PLEASANT VALLEY ROAD (3)	4	6	6	7	8	8	90	94	$ 320,000	1.60	MC	STP-R	OI-2	
OC (I) - PM22	PLEASANT VALLEY ROAD (4)	4	6	10	7	8	8	102	94	$ 80,000	0.40	MC	STP-R	OI-2	
OC (I) - PM34	YTURRI RD	4	6	8	7	8	8	96	94	$ 200,000	1.00	MC	STP-R	OI-2	
OC (I) - PM24	UPPER REYNOLDS CREEK (1)	4	6	8	7	8	8	96	89	$ 196,000	1.40	MC	STP-R	OI-3	
OC (I) - PM25	UPPER REYNOLDS CREEK (2)	2	6	8	7	8	8	88	89	$ 140,000	1.00	MC	STP-R	OI-3	
OC (I) - PM26	UPPER REYNOLDS CREEK (3)	2	6	6	7	8	8	82	89	$ 224,000	1.60	MC	STP-R	OI-3	
OC (I) - PM27	UPPER REYNOLDS CREEK (4)	2	6	8	7	8	8	88	89	$ 196,000	1.40	MC	STP-R	OI-3	
OC (I) - PM28	UPPER REYNOLDS CREEK (5)	2	6	8	7	8	8	88	89	$ 140,000	1.00	MC	STP-R	OI-3	
OC (I) - PM29	UPPER REYNOLDS CREEK (6)	2	6	8	7	8	8	88	89	$ 182,000	1.30	MC	STP-R	OI-3	
OC (I) - PM30	UPPER REYNOLDS CREEK (7)	2	6	8	7	8	8	88	89	$ 140,000	1.00	MC	STP-R	OI-3	
OC (I) - PM31	UPPER REYNOLDS CREEK (8)	4	6	8	7	8	8	96	89	$ 140,000	1.00	MC	STP-R	OI-3	
OC (I) - PM32	UPPER REYNOLDS CREEK (9)	1	6	8	7	8	8	84	89	$ 140,000	1.00	MC	STP-R	OI-3	
OC (I) - PM33	UPPER REYNOLDS CREEK (10)	4	6	8	7	8	8	96	89	$ 140,000	1.00	MC	STP-R	OI-3	
OW (I) - 2A	Lone Tree Creek Crossing Rebuild on Pleasant Valley	5	6	8	7	5	8	94		$ 114,000	0.50	MC	TBD		Coord w- Property Owners
OC (I) - B2	MAMMOTH CREEK	3	10	10	3	4	6	92		$ 70,560		MA	TBD		Repaired
OC (I) - B4	N.FK.BOULDER CREEK	1	8	10	3	4	6	78		$ 88,400		MA	TBD		
OW (I) - 1A	Delmar Road Upgrade (Silver City to Delmar)	6	6	4	3	5	1	71		$ 722,500	8.50	REC	TBD		Complete in segments

Owyhee Count District III
Project List
Paragon Consulting, Inc.
22-Nov-09

		Rating Criteria													
		4	3	3	2	2	1								
Project No.	**Road Name**	Safety	Cond.	Cost	Traffic	Type	Class.	**Score**	**Average Score**	**Cost**	**Length (mi)**	**FC**	**Program**	**Combined Project No.**	**Remarks**
OC (III) - PM12	HOT CREEK (1)	2	6	10	7	8	6	92	92	$ 98,000	0.70	MA	Budget		
OC (III) - B1	VINSON WASH	2	8	8	7	8	4	90	90	$ 139,680	-	AG	Budget		
OC (III) - B2	GRAND VIEW IRRG.DIST.CNL	2	6	10	7	8	4	90	90	$ 57,120	-	AG	Budget		
OC (III) - PM24	MORMON BLVD (5)	3	6	8	7	8	4	88	88	$ 200,000	1.00	AG	Budget		
OC (III) - PM20	LEMLY	4	6	6	7	8	5	87	87	$ 300,000	1.50	IND	Budget		
OC (III) - PM1	BEET DUMP	1	6	10	7	8	4	86	86	$ 100,000	0.50	AG	Budget		
OC (III) - PM13	HOT CREEK (2)	2	6	8	7	8	6	86	86	$ 140,000	1.00	MA	Budget		
OC (III) - PM14	HOT CREEK (3)	2	6	8	7	8	6	86	86	$ 140,000	1.00	MA	Budget		
OC (III) - PM16	HOT CREEK (5)	2	6	8	7	8	6	86	86	$ 182,000	1.30	MA	Budget		
OC (III) - PM15	HOT CREEK (4)	2	6	6	7	8	6	80	80	$ 224,000	1.60	MA	Budget		
OW (III) - 2A	Vaught Road (1.5miles New Pavement)	4	6	4	3	5	4	66	66	$ 645,000	1.5	AG	Budget		
OC (III) - PM25	MORMON BLVD (6)	2	6	6	7	8	4	78	78	$ 250,000	1.25	AG	Budget		
OC (III) - PM10	BRUNEAU CEMETERY	2	6	8	3	8	3	75	75	$ 160,000	0.80	MIA	Budget		
OW (III) - 1A	Marys Creek Bridge Replacement (Buckhorn Road)	9	6	10	3	5	3	103	103	$ 64,000	-	MIA	Budget		
OC (III) - PM23	MORMON BLVD (4)	1	6	6	7	8	4	74	74	$ 270,000	1.35	AG	Budget		
OC (III) - PM2	BROKEN WAGON FLATS	3	6	6	3	8	3	73	73	$ 400,000	2.00	MIA	Budget		
OC (III) - PM11	C. TINDALL	1	6	6	3	6	4	62	62	$ 300,000	1.50	AG	Budget		
OC (III) - PM21	MORMON BLVD (1)	10	4	4	7	8	4	98	98	$ 688,000	1.60	AG	LRHIP		
OC (III) - PM3	Bruneau - 1st STREET	5	4	10	7	8	6	98	96	$ 43,000	0.10	MA	LRHIP	OIII-1	
OC (III) - PM4	Bruneau - 2nd STREET	5	4	10	7	8	6	98	96	$ 25,800	0.06	MA	LRHIP	OIII-1	
OC (III) - PM5	Bruneau - 3rd STREET	5	4	10	7	8	6	98	96	$ 25,800	0.06	MA	LRHIP	OIII-1	
OC (III) - PM6	Bruneau - BELLE	5	4	10	7	8	6	98	96	$ 43,000	0.10	MA	LRHIP	OIII-1	
OC (III) - PM7	Bruneau - BENHAM	5	4	8	7	8	6	92	96	$ 172,000	0.40	MA	LRHIP	OIII-1	
OC (III) - PM8	Bruneau - HYDE	5	4	8	7	8	6	92	96	$ 129,000	0.30	MA	LRHIP	OIII-1	
OC (III) - PM9	Bruneau - RUTH ROAD	5	4	10	7	8	6	98	96	$ 86,000	0.20	MA	LRHIP	OIII-1	
OC (III) - PM37	RIVER ROAD WEST (4)	3	6	8	7	8	4	88	88	$ 200,000	1.00	AG	LRHIP	OIII-7	
OC (III) - PM38	RIVER ROAD WEST (5)	3	6	8	7	8	4	88	88	$ 200,000	1.00	AG	LRHIP	OIII-7	
OC (III) - PM39	RIVER ROAD WEST (6)	3	6	8	7	8	4	88	88	$ 200,000	1.00	AG	LRHIP	OIII-7	
OC (III) - PM42	SHOOFLY CUTOFF (1)	3	6	8	7	8	6	90	87	$ 160,000	0.80	MA	LRHIP	OIII-9	
OC (III) - PM43	SHOOFLY CUTOFF (2)	3	6	8	7	8	6	90	87	$ 200,000	1.00	MA	LRHIP	OIII-9	
OC (III) - PM44	SHOOFLY CUTOFF (3)	1	6	8	7	8	6	82	87	$ 200,000	1.00	MA	LRHIP	OIII-9	
OC (III) - PM34	RIVER ROAD WEST (1)	3	6	8	7	8	4	88	86	$ 200,000	1.00	AG	LRHIP	OIII-6	
OC (III) - PM35	RIVER ROAD WEST (2)	3	6	6	7	8	4	82	86	$ 250,000	1.25	AG	LRHIP	OIII-6	
OC (III) - PM36	RIVER ROAD WEST (3)	3	6	8	7	8	4	88	86	$ 200,000	1.00	AG	LRHIP	OIII-6	
OW (III) - 3A	Shoofly Cutoff (2miles New Pavement)	3	6	4	7	5	6	72	72	$ 860,000	2	MA	LRHIP		
OW (III) - 4A	Shoofly Cutoff (2miles New Pavement)	3	6	4	7	5	6	72	72	$ 860,000	2	MA	LRHIP		
OW (III) - 5A	Shoofly Cutoff (1.9miles New Pavement)	3	6	4	7	5	6	72	72	$ 817,000	1.9	MA	LRHIP		
OW (III) - 6A	Shoofly Cutoff (0.9miles New Pavement)	3	6	6	7	5	6	78	78	$ 387,000	0.9	MA	LRHIP		
OC (III) - PM29	RIVER ROAD EAST (1)	4	6	6	7	8	4	86	84	$ 360,000	1.80	AG	LRHIP	OIII-4	
OC (III) - PM30	RIVER ROAD EAST (2)	3	6	6	7	8	4	82	84	$ 240,000	1.20	AG	LRHIP	OIII-4	
OC (III) - PM40	RIVER ROAD WEST (7)	3	6	6	7	8	4	82	82	$ 230,000	1.15	AG	LRHIP	OIII-8	
OC (III) - PM41	RIVER ROAD WEST (8)	3	6	6	7	8	4	82	82	$ 320,000	1.60	AG	LRHIP	OIII-8	
OC (III) - PM31	RIVER ROAD EAST (3)	3	6	6	7	8	4	82	81	$ 300,000	1.50	AG	LRHIP	OIII-5	
OC (III) - PM32	RIVER ROAD EAST (4)	3	6	6	7	8	4	82	81	$ 260,000	1.30	AG	LRHIP	OIII-5	
OC (III) - PM33	RIVER ROAD EAST (5)	1	6	8	7	8	4	80	81	$ 140,000	0.70	AG	LRHIP	OIII-5	
OC (III) - PM22	MORMON BLVD (2)	3	4	4	7	8	4	70	70	$ 645,000	1.50	AG	LRHIP		
OC (III) - PM17	HOT SPRINGS (4)	5	6	6	3	8	8	86	77	$ 320,000	1.60	MC	STP-R	OIII-2	
OC (III) - PM18	HOT SPRINGS (5)	2	6	6	3	8	8	74	77	$ 300,000	1.50	MC	STP-R	OIII-2	
OC (III) - PM19	HOT SPRINGS (6)	1	6	6	3	8	8	70	77	$ 230,000	1.15	MC	STP-R	OIII-2	
OC (III) - PM26	MUD FLAT (10)	1	6	6	7	6	8	74	77	$ 350,000	1.75	MC	STP-R	OIII-3	
OC (III) - PM27	MUD FLAT (11)	2	6	6	7	6	8	78	77	$ 300,000	1.50	MC	STP-R	OIII-3	
OC (III) - PM28	MUD FLAT (12)	2	6	6	7	6	8	78	77	$ 250,000	1.25	MC	STP-R	OIII-3	

Gem Highway District
Project List
Paragon Consulting, Inc.
22-Nov-09

		Rating Criteria													
		4	3	3	2	2	1								
Project No.	**Road Name**	Safety	Cond.	Cost	Traffic	Type	Class.	**Score**	**Average Score**	**Cost**	**Length (mi)**	**FC**	**Program**	**Combined Project No.**	**Remarks**
GHD - PM4	EDISON - SOUTH (4)	1	6	10	7	6	6	84	84	$ 66,000.00	0.33	MA	Budget		
GHD - B1	'A' LINE CANAL	1	6	10	7	6	6	84	84	$ 74,060.00		MA	Budget		
GHD - 1A	Replace Bridge on Poison Creek Road (CCC Bridge)	4	6	10	3	5	1	81	81	$ 36,000.00	0	REC	Budget		
GHD - 2A	Reconstruct intersection of Buntrock-Hwy95/Hwy55	4	9	6	8	9	8	103	103	$ 430,000.00	0	MC	LRHIP		
GHD - PM3	BUNTROCK ROAD (3)	2	4	6	7	8	8	76	76	$ 258,000.00	0.60	MC	LRHIP		
GHD - PM1	BRUNEAU RD - SOUTH (1)	3	6	8	8	6	8	90	81	$ 200,000.00	1.00	MC	STP-R	GHD-1	
GHD - PM2	BRUNEAU RD - SOUTH (2)	5	4	2	7	6	8	72	81	$ 1,290,000.00	3.00	MC	STP-R	GHD-1	

Homedale Highway District
Project List
Paragon Consulting, Inc.
22-Nov-09

		Rating Criteria													
		4	3	3	2	2	1								
Project No.	**Project Description**	Safety	Cond.	Cost	Traffic	Type	Class.	**Score**	**Average Score**	**Cost**	**Length (mi)**	**FC**	**Program**	**Combined Project No.**	**Remarks**
HHD - 3A	East Cemetery Replace Culvert	3	6	8	7	9	8	94	94	$ 219,250.00	1.0	MC	Budget		
HHD - 1A	Culvert Replacement on River Road (@ Stubby Place)	2	6	8	7	9	8	90	90	$ 214,000.00	1.0	MC	Budget		
HHD - 4A	Dines Lane Replace Culvert	5	6	10	3	5	3	87	87	$ 14,000.00	-	MIA	Budget		
HHD-2P	Guard Rail on Succor Creek Road	5	9	6	7	9	6	103	103	$ 295,680.00	-	MA	LRHIP		
HHD-3P	Intersection Jump Creek/Thompson	6	6	6	7	9	8	100	100	$ 430,000.00	-	MC	LRHIP		
HHD-1P	Guard Rail on Pioneer Road	5	9	4	7	9	6	97	97	$ 517,440.00	-	MA	LRHIP		
HHD - PM30	THOMPSON (4)	2	6	8	7	8	6	86	91	$ 200,000.00	1.0	MA	LRHIP	HHD-10	
HHD - PM31	THOMPSON (5)	5	6	8	7	8	8	100	91	$ 200,000.00	1.0	MC	LRHIP	HHD-10	
HHD - PM32	THOMPSON (6)	2	6	8	7	8	8	88	91	$ 200,000.00	1.0	MC	LRHIP	HHD-10	
HHD - PM27	THOMPSON (1)	2	6	10	3	8	3	81	84	$ 100,000.00	0.5	MIA	LRHIP	HHD-9	
HHD - PM28	THOMPSON (2)	2	6	8	7	8	6	86	84	$ 200,000.00	1.0	MA	LRHIP	HHD-9	
HHD - PM29	THOMPSON (3)	2	6	8	7	8	6	86	84	$ 200,000.00	1.0	MA	LRHIP	HHD-9	
HHD - PM1	CEMETERY (1)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	LRHIP	HHD-1	
HHD - PM2	CEMETERY (2)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	LRHIP	HHD-1	
HHD - PM11	JUMP CREEK (3)	1	6	8	7	8	6	82	83	$ 140,000.00	1.0	MA	LRHIP	HHD-5	
HHD - PM12	JUMP CREEK (4)	1	6	8	7	8	8	84	83	$ 140,000.00	1.0	MC	LRHIP	HHD-5	
HHD - PM3	HOGG RD (3)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-2	
HHD - PM4	HOGG RD (4)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-2	
HHD - PM5	HOMESTEAD RD (2)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-3	
HHD - PM6	HOMESTEAD RD (3)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-3	
HHD - PM9	JUMP CREEK (1)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-4	
HHD - PM10	JUMP CREEK (2)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-4	
HHD - PM13	JUMP CREEK (5)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-6	
HHD - PM14	JUMP CREEK (6)	1	6	8	7	8	6	82	82	$ 140,000.00	1.0	MA	LRHIP	HHD-6	
HHD - PM8	JOHNSTONE (6)	5	4	4	7	8	4	78	78	$ 430,000.00	1.0	AG	LRHIP		
HHD - PM25	RIVER RD (3)	1	6	6	7	8	6	76	76	$ 245,000.00	1.8	MA	LRHIP		
HHD - PM26	RIVER RD (4)	1	6	6	7	8	6	76	76	$ 385,000.00	2.8	MA	LRHIP		
HHD - PM7	JOHNSTONE (5)	1	4	4	7	8	8	66	66	$ 430,000.00	1.0	MC	LRHIP		
HHD - 2A	Maybon Lane (1mile Upgrade)	1	6	6	7	5	3	67	67	$ 430,000.00	1.0	MIA	LRHIP		
HHD - PM23	RIVER RD (1)	2	6	8	7	8	8	88	85	$ 140,000.00	1.0	MC	STP-R	HHD-8	
HHD - PM24	RIVER RD (2)	2	6	6	7	8	8	82	85	$ 210,000.00	1.5	MC	STP-R	HHD-8	
HHD - PM15	MARKET - EAST (1)	1	6	8	8	8	8	86	84	$ 200,000.00	1.0	MC	STP-R	HHD-7	
HHD - PM16	MARKET - EAST (2)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	STP-R	HHD-7	
HHD - PM17	MARKET - EAST (3)	2	6	6	7	8	8	82	84	$ 300,000.00	1.5	MC	STP-R	HHD-7	
HHD - PM18	MARKET - WEST (1)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	STP-R	HHD-7	
HHD - PM19	MARKET - WEST (2)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	STP-R	HHD-7	
HHD - PM20	MARKET - WEST (3)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	STP-R	HHD-7	
HHD - PM21	MARKET - WEST (4)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	STP-R	HHD-7	
HHD - PM22	MARKET - WEST (5)	1	6	8	7	8	8	84	84	$ 200,000.00	1.0	MC	STP-R	HHD-7	

City of Grand View
Project List
Paragon Consulting, Inc.
22-Nov-09

		Rating Criteria													
		4	3	3	2	2	1								
Project No.	**Feature**	Safety	Cond.	Cost	Traffic	Type	Class.	**Score**	**Average Score**	**Cost**	**Length (mi)**	**FC**	**Program**	**Combined Project No.**	**Remarks**
GV - 1A	Pedestrian Bridge Along SH 67	9	6	10	10	10	8	132	132	$ 63,000	0	MC	LRHIP		
GV - 2A	Riverside Drive Widen & Improve	1	9	10	7	8	7	98	98	$ 18,750	0.75	MIC	LRHIP	GV-1	
GV - 3A	Main Street Widen & Improve	1	9	10	8	8	7	100	98	$ 6,750	0.27	MIC	LRHIP	GV-1	
GV - 4A	State Street Widen & Improve	1	9	10	7	8	6	97	98	$ 3,500	0.14	MA	LRHIP	GV-1	
GV - 5A	2nd Street Widen & Improve	1	9	10	7	8	6	97	98	$ 4,500	0.18	MA	LRHIP	GV-1	

Appendix: K

COUNTY-WIDE PRIORITY LIST

Owyhee County
Countywide LRHIP Priority List
Paragon Consulting, Inc.
30-Nov-09

Rank	Project No.	Description	Score	Cost	Length (mi)	Program	Combined Project No.	Remarks
Five (5) Year Horizon								
1	GV - 1A	Pedestrian Bridge Along SH 67	132.0	$ 63,000	-	LRHIP		
2	GHD - 2A	Reconstruct intersection of Buntrock-Hwy95/Hwy55	103.0	$ 430,000	-	LRHIP		
3	HHD-3P	Intersection Jump Creek/Thompson	100.0	$ 430,000	-	LRHIP		
4	OC (III) - PM21	MORMON BLVD (1)	98.0	$ 688,000	1.60	LRHIP		
5	OC (I) - PM35	BAILEY ROAD	85.0	$ 200,000	1.00	LRHIP		
6	GV - 2A	Riverside Drive Widen & Improve	98.0	$ 18,750	0.75	LRHIP	GV-1	
6	GV - 3A	Main Street Widen & Improve	98.0	$ 6,750	0.27	LRHIP	GV-1	
6	GV - 4A	State Street Widen & Improve	98.0	$ 3,500	0.14	LRHIP	GV-1	
6	GV - 5A	2nd Street Widen & Improve	98.0	$ 4,500	0.18	LRHIP	GV-1	
7	OC (III) - PM3	Bruneau - 1st STREET	96.3	$ 43,000	0.10	LRHIP	OIII-1	
7	OC (III) - PM4	Bruneau - 2nd STREET	96.3	$ 25,800	0.06	LRHIP	OIII-1	
7	OC (III) - PM5	Bruneau - 3rd STREET	96.3	$ 25,800	0.06	LRHIP	OIII-1	
7	OC (III) - PM6	Bruneau - BELLE	96.3	$ 43,000	0.10	LRHIP	OIII-1	
7	OC (III) - PM7	Bruneau - BENHAM	96.3	$ 172,000	0.40	LRHIP	OIII-1	
7	OC (III) - PM8	Bruneau - HYDE	96.3	$ 129,000	0.30	LRHIP	OIII-1	
7	OC (III) - PM9	Bruneau - RUTH ROAD	96.3	$ 86,000	0.20	LRHIP	OIII-1	
8	HHD - PM30	THOMPSON (4)	91.3	$ 200,000	1.00	LRHIP	HHD-10	
8	HHD - PM31	THOMPSON (5)	91.3	$ 200,000	1.00	LRHIP	HHD-10	
8	HHD - PM32	THOMPSON (6)	91.3	$ 200,000	1.00	LRHIP	HHD-10	
9	GHD - PM3	BUNTROCK ROAD (3)	76.0	$ 258,000	0.60	LRHIP		
10	OC (I) - PM2	MURPHY FLAT ROAD (1)	62.0	$ 516,000	1.20	LRHIP		
Ten (10) Year Horizon								
11	HHD-2P	Guard Rail on Succor Creek Road	103.0	$ 295,680	-	LRHIP		
12	OC (III) - PM34	RIVER ROAD WEST (1)	86.0	$ 200,000	1.00	LRHIP	OIII-6	
12	OC (III) - PM35	RIVER ROAD WEST (2)	86.0	$ 250,000	1.25	LRHIP	OIII-6	
12	OC (III) - PM36	RIVER ROAD WEST (3)	86.0	$ 200,000	1.00	LRHIP	OIII-6	
13	OC (I) - PM4	MURPHY FLAT ROAD (3)	62.0	$ 430,000	1.00	LRHIP		
14	HHD-1P	Guard Rail on Pioneer Road	97.0	$ 517,440	-	LRHIP		
15	OC (III) - PM37	RIVER ROAD WEST (4)	88.0	$ 200,000	1.00	LRHIP	OIII-7	
15	OC (III) - PM38	RIVER ROAD WEST (5)	88.0	$ 200,000	1.00	LRHIP	OIII-7	
15	OC (III) - PM39	RIVER ROAD WEST (6)	88.0	$ 200,000	1.00	LRHIP	OIII-7	
16	OC (I) - PM5	MURPHY FLAT ROAD (4)	62.0	$ 430,000	1.00	LRHIP		
17	OC (III) - PM42	SHOOFLY CUTOFF (1)	87.3	$ 160,000	0.80	LRHIP	OIII-9	
17	OC (III) - PM43	SHOOFLY CUTOFF (2)	87.3	$ 200,000	1.00	LRHIP	OIII-9	
17	OC (III) - PM44	SHOOFLY CUTOFF (3)	87.3	$ 200,000	1.00	LRHIP	OIII-9	
18	HHD - PM27	THOMPSON (1)	84.3	$ 100,000	0.50	LRHIP	HHD-9	
18	HHD - PM28	THOMPSON (2)	84.3	$ 200,000	1.00	LRHIP	HHD-9	
18	HHD - PM29	THOMPSON (3)	84.3	$ 200,000	1.00	LRHIP	HHD-9	
19	OC (I) - PM6	MURPHY FLAT ROAD (5)	62.0	$ 430,000	1.00	LRHIP		
20	OC (III) - PM29	RIVER ROAD EAST (1)	84.0	$ 360,000	1.80	LRHIP	OIII-4	
20	OC (III) - PM30	RIVER ROAD EAST (2)	84.0	$ 240,000	1.20	LRHIP	OIII-4	

Owyhee County
Countywide LRHIP Priority List
Paragon Consulting, Inc.
30-Nov-09

Rank	Project No.	Description	Score	Cost	Length (mi)	Program	Combined Project No.	Remarks
Twenty (20) Year Horizon								
21	OW (III) - 3A	Shoofly Cutoff (2miles New Pavement)	72.0	$ 860,000	2.00	LRHIP		
22	HHD - PM1	CEMETERY (1)	84.0	$ 200,000	1.00	LRHIP	HHD-1	
22	HHD - PM2	CEMETERY (2)	84.0	$ 200,000	1.00	LRHIP	HHD-1	
23	OW (III) - 4A	Shoofly Cutoff (2miles New Pavement)	72.0	$ 860,000	2.00	LRHIP		
24	HHD - PM11	JUMP CREEK (3)	83.0	$ 140,000	1.00	LRHIP	HHD-5	
24	HHD - PM12	JUMP CREEK (4)	83.0	$ 140,000	1.00	LRHIP	HHD-5	
25	OW (III) - 5A	Shoofly Cutoff (1.9miles New Pavement)	72.0	$ 817,000	1.90	LRHIP		
26	HHD - PM3	HOGG RD (3)	82.0	$ 140,000	1.00	LRHIP	HHD-2	
26	HHD - PM4	HOGG RD (4)	82.0	$ 140,000	1.00	LRHIP	HHD-2	
27	OW (III) - 6A	Shoofly Cutoff (0.9miles New Pavement)	78.0	$ 387,000	0.90	LRHIP		
28	HHD - PM5	HOMESTEAD RD (2)	82.0	$ 140,000	1.00	LRHIP	HHD-3	
28	HHD - PM6	HOMESTEAD RD (3)	82.0	$ 140,000	1.00	LRHIP	HHD-3	
29	OC (III) - PM31	RIVER ROAD EAST (3)	81.3	$ 300,000	1.50	LRHIP	OIII-5	
29	OC (III) - PM32	RIVER ROAD EAST (4)	81.3	$ 260,000	1.30	LRHIP	OIII-5	
29	OC (III) - PM33	RIVER ROAD EAST (5)	81.3	$ 140,000	0.70	LRHIP	OIII-5	
30	HHD - PM9	JUMP CREEK (1)	82.0	$ 140,000	1.00	LRHIP	HHD-4	
30	HHD - PM10	JUMP CREEK (2)	82.0	$ 140,000	1.00	LRHIP	HHD-4	
31	OC (III) - PM40	RIVER ROAD WEST (7)	82.0	$ 230,000	1.15	LRHIP	OIII-8	
31	OC (III) - PM41	RIVER ROAD WEST (8)	82.0	$ 320,000	1.60	LRHIP	OIII-8	
32	HHD - PM13	JUMP CREEK (5)	82.0	$ 140,000	1.00	LRHIP	HHD-6	
32	HHD - PM14	JUMP CREEK (6)	82.0	$ 140,000	1.00	LRHIP	HHD-6	
33	OC (III) - PM22	MORMON BLVD (2)	70.0	$ 645,000	1.50	LRHIP		
34	HHD - PM8	JOHNSTONE (6)	78.0	$ 430,000	1.00	LRHIP		
35	HHD - PM25	RIVER RD (3)	76.0	$ 245,000	1.75	LRHIP		
36	HHD - PM26	RIVER RD (4)	76.0	$ 385,000	2.75	LRHIP		
37	HHD - PM7	JOHNSTONE (5)	66.0	$ 430,000	1.00	LRHIP		
38	HHD - 2A	Maybon Lane (1mile Upgrade)	67.0	$ 430,000	1.00	LRHIP		

Owyhee County
Countywide Incentive (STP-R) Priority List
Paragon Consulting, Inc.
30-Nov-09

Rank	Project No.	Description	Score	Cost	Length (mi)	Program	Combined Project No.	Remarks
1	GHD - PM1	BRUNEAU RD - SOUTH (1)	81.0	$ 200,000	1.00	STP-R	GHD-1	
1	GHD - PM2	BRUNEAU RD - SOUTH (2)	81.0	$ 1,290,000	3.00	STP-R	GHD-1	
2	OC (I) - PM19	PLEASANT VALLEY ROAD (1)	94.4	$ 320,000	1.60	STP-R	OI-2	
2	OC (I) - PM20	PLEASANT VALLEY ROAD (2)	94.4	$ 240,000	1.20	STP-R	OI-2	
2	OC (I) - PM21	PLEASANT VALLEY ROAD (3)	94.4	$ 320,000	1.60	STP-R	OI-2	
2	OC (I) - PM22	PLEASANT VALLEY ROAD (4)	94.4	$ 80,000	0.40	STP-R	OI-2	
2	OC (I) - PM34	YTURRI RD	94.4	$ 200,000	1.00	STP-R	OI-2	
3	HHD - PM23	RIVER RD (1)	85.0	$ 140,000	1.00	STP-R	HHD-8	
3	HHD - PM24	RIVER RD (2)	85.0	$ 210,000	1.50	STP-R	HHD-8	
4	OC (III) - PM17	HOT SPRINGS (4)	76.7	$ 320,000	1.60	STP-R	OIII-2	
4	OC (III) - PM18	HOT SPRINGS (5)	76.7	$ 300,000	1.50	STP-R	OIII-2	
4	OC (III) - PM19	HOT SPRINGS (6)	76.7	$ 230,000	1.15	STP-R	OIII-2	
5	OC (I) - PM8	OREANA LOOP ROAD (1)	91.0	$ 196,000	1.40	STP-R	OI-1	
5	OC (I) - PM9	OREANA LOOP ROAD (2)	91.0	$ 126,000	0.90	STP-R	OI-1	
5	OC (I) - PM10	OREANA LOOP ROAD (3)	91.0	$ 140,000	1.00	STP-R	OI-1	
5	OC (I) - PM11	OREANA LOOP ROAD (4)	91.0	$ 140,000	1.00	STP-R	OI-1	
5	OC (I) - PM12	OREANA LOOP ROAD (5)	91.0	$ 140,000	1.00	STP-R	OI-1	
5	OC (I) - PM13	OREANA LOOP ROAD (6)	91.0	$ 238,000	1.70	STP-R	OI-1	
5	OC (I) - PM14	OREANA LOOP ROAD (7)	91.0	$ 140,000	1.00	STP-R	OI-1	
5	OC (I) - PM15	OREANA LOOP ROAD (8)	91.0	$ 140,000	1.00	STP-R	OI-1	
5	OC (I) - PM16	OREANA LOOP ROAD (9)	91.0	$ 112,000	0.80	STP-R	OI-1	
5	OC (I) - PM17	OREANA LOOP ROAD (10)	91.0	$ 182,000	1.30	STP-R	OI-1	
6	HHD - PM15	MARKET - EAST (1)	84.0	$ 200,000	1.00	STP-R	HHD-7	
6	HHD - PM16	MARKET - EAST (2)	84.0	$ 200,000	1.00	STP-R	HHD-7	
6	HHD - PM17	MARKET - EAST (3)	84.0	$ 300,000	1.50	STP-R	HHD-7	
6	HHD - PM18	MARKET - WEST (1)	84.0	$ 200,000	1.00	STP-R	HHD-7	
6	HHD - PM19	MARKET - WEST (2)	84.0	$ 200,000	1.00	STP-R	HHD-7	
6	HHD - PM20	MARKET - WEST (3)	84.0	$ 200,000	1.00	STP-R	HHD-7	
6	HHD - PM21	MARKET - WEST (4)	84.0	$ 200,000	1.00	STP-R	HHD-7	
6	HHD - PM22	MARKET - WEST (5)	84.0	$ 200,000	1.00	STP-R	HHD-7	
7	OC (III) - PM26	MUD FLAT (10)	76.7	$ 350,000	1.75	STP-R	OIII-3	
7	OC (III) - PM27	MUD FLAT (11)	76.7	$ 300,000	1.50	STP-R	OIII-3	
7	OC (III) - PM28	MUD FLAT (12)	76.7	$ 250,000	1.25	STP-R	OIII-3	
8	OC (I) - PM24	UPPER REYNOLDS CREEK (1)	89.4	$ 196,000	1.40	STP-R	OI-3	
8	OC (I) - PM25	UPPER REYNOLDS CREEK (2)	89.4	$ 140,000	1.00	STP-R	OI-3	
8	OC (I) - PM26	UPPER REYNOLDS CREEK (3)	89.4	$ 224,000	1.60	STP-R	OI-3	
8	OC (I) - PM27	UPPER REYNOLDS CREEK (4)	89.4	$ 196,000	1.40	STP-R	OI-3	
8	OC (I) - PM28	UPPER REYNOLDS CREEK (5)	89.4	$ 140,000	1.00	STP-R	OI-3	
8	OC (I) - PM29	UPPER REYNOLDS CREEK (6)	89.4	$ 182,000	1.30	STP-R	OI-3	
8	OC (I) - PM30	UPPER REYNOLDS CREEK (7)	89.4	$ 140,000	1.00	STP-R	OI-3	
8	OC (I) - PM31	UPPER REYNOLDS CREEK (8)	89.4	$ 140,000	1.00	STP-R	OI-3	
8	OC (I) - PM32	UPPER REYNOLDS CREEK (9)	89.4	$ 140,000	1.00	STP-R	OI-3	
8	OC (I) - PM33	UPPER REYNOLDS CREEK (10)	89.4	$ 140,000	1.00	STP-R	OI-3	

Appendix: L

CAPITAL IMPROVEMENT PLAN FORM

Capital Improvement Plan
Agency: _____
Date: _____
Prepared by: _____

								Budget Year	CIP Years (FY)					
Description		Funding Source	Year	Quantity	Unit	Unit Price	Estimated							PD
TOTAL														
							Annual Const. Budget							
							Remaining							
							Grant Funding							
							CIP Carry-Over							
						Carry-Over								