

Owyhee County Transportation Master Plan Update

Prepared for:
Owyhee County
JANUARY 2024

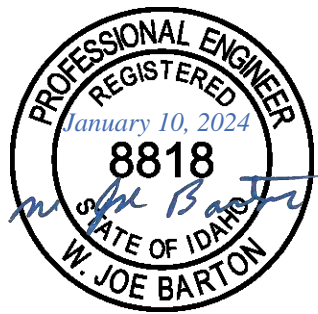


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OWYHEE COUNTY
TRANSPORTATION MASTER PLAN UPDATE
COMPLETED FOR
Owyhee County



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Executive Summary

The Original Owyhee County Master Transportation Plan was developed in December of 2009. This plan was developed by Owyhee County, Owyhee County Road & Bridge (OCRB), Gem Highway District (GHD), Homedale Highway District (HHD), and The City of Grandview. The original plan study area did not include Three Creek Highway District, The City of Homedale, and the City of Marsing.

In 2022 the Owyhee County Commissioners decided to update their existing transportation plan to more efficiently manage their roadway network and better allocate future funds to critical transportation projects. The update of the 2009 Transportation Plan began in the spring of 2022 and was completed in the fall of 2023. This plan was developed with the assistance of government agencies within Owyhee County including the Owyhee County Commissioners, OCRB, GHD, and HHD. The City of Grand View elected not to be involved in the Transportation Plan update.

Following the adoption of the 2009 Master Transportation Plan, participating agencies have collected new transportation system data, completed various Capital Improvement Projects, updated their roadway maintenance strategies, and identified new transportation system deficiencies and needs.

The intent of the Owyhee County Transportation Master Plan Update is to re-evaluate the transportation system needs and provide guidance for the participating agencies to use in developing future multimodal transportation system improvements. A brief description each chapter of the Transportation Master Plan Update is listed below:

1.0 Introduction: Chapter 1 provides an overview of the purpose of this Transportation Master Plan Update, defining the study area, identifying participating agencies, and the goals of the Transportation Master Plan Update.

2.0 Roadway Network System: Chapter 2 provides a summary of the current roadway network systems data. Data contained within this section pertains to roadway surface type, functional classification, traffic volumes, traffic generators, and crash data.

3.0 System Improvement Needs: Chapter 3 provides a summary of projects that participating agencies desire to fund and improve over the next 20 years.

4.0 Asset Management & Capital Improvements: Chapter 4 summarizes the conditions, and management plans for the participating agencies' roadway assets and how to prioritize funding for projects identified on the system improvements list.

5.0 Project Funding Opportunities: Chapter 5 provides a summary of the various opportunities for securing external funding to support the planning, design, and construction of future roadway improvement projects. The chapter outlines the available avenues for obtaining financial assistance and highlights the key considerations and requirements associated with each funding opportunity.

6.0 Public Involvement: Chapter 6 provides an overview of the County's and their engineer's efforts in collecting information on the opinions of the residents who utilize the roadways within the county. The chapter summarizes the process undertaken to gather this feedback from the roadway users.

1.0 Introduction

1.1 Purpose of This Study

Since 2009, Owyhee County has experienced an approximate population growth of 10%. In addition to the county's large growth, the adjacent areas of Ada County and Canyon County have seen some of the highest population increases in the United States. The Combine populations of these counties is approximately 750,000 people. The roadway agencies in Owyhee County are faced with the unique challenge of managing and maintaining roads for a large area with a small population adjacent to Idaho's largest metropolitan area.

In 2022 the Owyhee County Commissioners decided that they needed to update their 2009 transportation plan. The motivation for an updated plan stemmed from a need to better assess the increased traffic demands due to the Owyhee County's population growth, and the growth of the adjacent Boise-Nampa Metropolitan Area.

The Commissioner wished to develop this Transportation Master Plan Update to examine the current and anticipated transportation system needs and to lay out a course to address these needs. This transportation plan update defines both transportation strategies and investments to improve the Owyhee County Transportation System and discusses potential mechanisms to finance improvements.

1.2 Description of A Transportation Master Plan

Transportation master plans can vary 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 like Owyhee County 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 Update is, for the most part, a low traffic volume, rural roadway system. This study area has the need for a Transportation Master Plan Update that focuses on roadway system management, the development of a Capital Improvement Plan (CIP), and implementation of a project priority list.

1.3 Study Area

Owyhee County is rural county located in southwest Idaho on the outskirts of the Boise-Nampa Metropolitan Area. It is the second largest county in the state with an area of roughly 7,700 square miles and a population density of about 1.5 persons per square mile. There are three cities in Owyhee County. They are the City of Homedale, the City

of Marsing, and the City of Grand View. In addition to these cities there are two census-designated places called Bruneau and Murphy.

Owyhee County borders the State of Oregon to the West; the State of Nevada to the South; Canyon County (ID), Ada County (ID), and Elmore County (ID) To the North; and Twin Falls County (ID) to the East. The economy of Owyhee County is primarily driven by agriculture, government land management, and outdoor recreation.

Roads located in Owyhee County are managed and maintained by multiple different agencies ranging from the US Federal Government to rural municipalities and private entities. These agencies have been divided into the following agency categories:

Participating Agencies

The Transportation Master Plan Update study area includes the jurisdictional boundaries of Owyhee County Road & Bridge (OCRB), Homedale Highway District (HHD), and Gem Highway District (GHD). These three entities manage 759.6 miles of roadway over an approximate area of 6,740 square miles. The participating agencies' total managed roadway mileage is based on the Idaho Transportation Department's (ITD) Local Road Inventory (LRI) ArcGIS road surface map data. Appendix A includes meeting notes from the Transportation Master Plan Update meetings held by the participating agencies. Additionally, Appendix A includes meeting agendas from various meetings held by the Owyhee County Transportation Advisory Committee (OCTAC) over the past several years.

Federal Agencies

In addition to the miles of roadway managed by OCRB, HHD, & GHD there are numerous federal roads that intersect the study area. The primary federal agencies managing roads within the study area include:

- Bureau of Land Management (BLM) access roads located on BLM property
- Military access roads located within Saylor Creek Aerial Gunnery Range
- US Department of Ecology roads located at the US Ecology Grand View, Idaho Facility

Roads located within the jurisdictional boundaries of these agencies are excluded from this report. Many of these roadways are not illustrated or classified on the maps provided in this transportation plan update.

State Agencies

ITD manages and maintains one United States highway and six State Highways located within the study area. Many of OCRB's, GHD's, and HHD's roads intersect these highways. These highways provide the primary interconnectivity between destinations within and around Owyhee County for residents, businesses, and recreation. The following highways fall under the jurisdiction of ITD:

- United States Highway (US) 95
- Idaho State Highway (SH) 19, 45, 51, 55, 67, 78

Roads located within the jurisdictional boundaries of ITD are excluded from this report. However, due to these roads being critical to the OCRB, GHD, and HHD transportation

system, ITD's roads have been delineated and classified on the maps provided with this transportation plan update.

Other Local Agencies

Local municipalities adjacent to this transportation plan study area are the City of Homedale, the City of Marsing, the City of Grandview, and Three Creek Highway District. Roads located within the jurisdictional boundaries of these Cities and Highway Districts are excluded from this report. These roadways are either not illustrated or not classified on the maps provided in this transportation plan

Private Roads

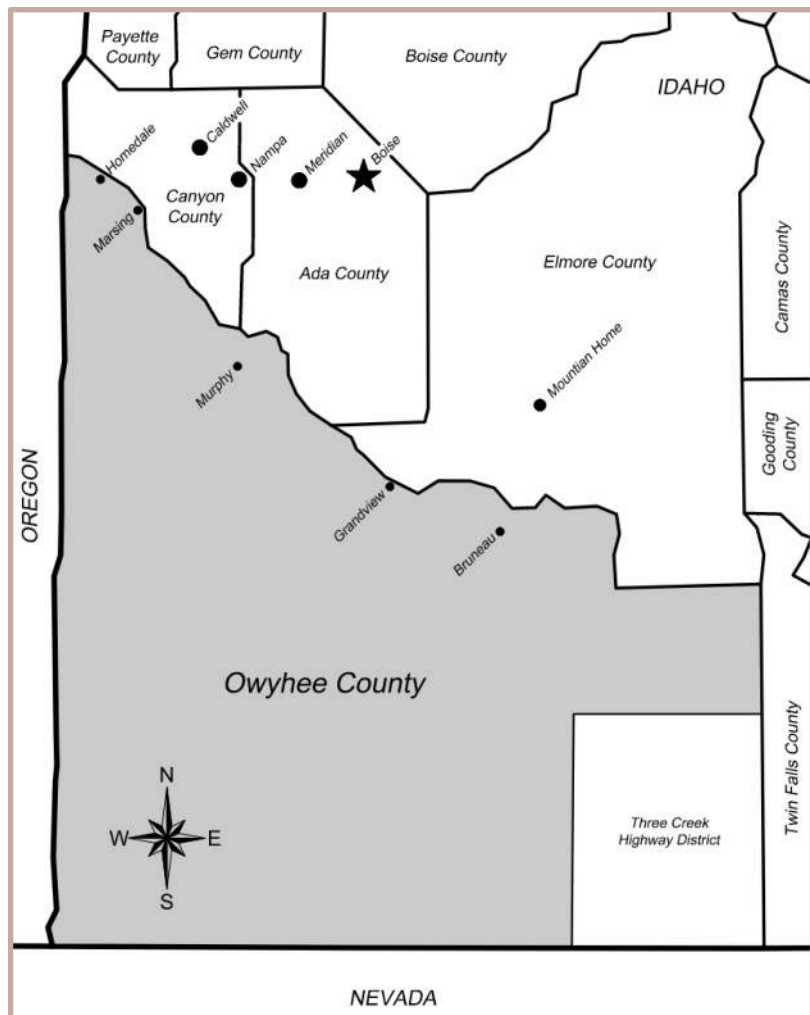
Private roads are privately funded and maintained. These roads are excluded from this study. These roadways are not illustrated or classified on the maps provided in this transportation plan.

Vicinity Map

To the right is a map with study area depicted in grey. The Cities of Homedale, Marsing, and Grandview are excluded from this study area. Additionally, the states, counties, and cities adjacent to Owyhee County are depicted on this map. For more details on the boundaries between the OCRB, GHD, and HHD See the Owyhee County Functional Classification & Surface Type Map Index located in Chapter 2 of this study.

1.4 Goals of The Study

The primary goals of the Transportation Master Plan Update are to re-evaluate transportation system needs within the study area and provide a strategy to continue maintaining and improving the current transportation system. Therefore, this transportation plan update includes the following goals:



Data Collection Goals

To better understand the deficiencies of the existing roadway system, each jurisdiction participating in this update has collected transportation system data. Below is a list of this data, collected for the purpose of itemizing, classifying, identifying, and prioritizing system roadways:

Roadway System Data Collection

- Roadway Mileage by Functional Classification & Surface Type
- Average Daily Traffic (ADT) Count Data
- Crash Data
- Paved Roadway Condition Inventory
- Road Width Inventory
- Bridge Inventory
- Culvert Inventory
- Sign Management Inventory

A summary of this transportation system data can be found in later portions of this study. All collected data for this study has been included within the attached appendices for reference.

Asset Management Goals

The primary goal of asset management is to maintain a well-managed inventory of all roadway assets on a roadway system network and provide criteria for determining when assets are in good condition, need maintenance, need repair, or need replacement.

Agency Capital Improvement Goals

The goal of developing a capital improvement plan is for the participating agencies to create rating criteria, weighting factors, and scoring descriptions used for creating project priority lists. These priority lists help agencies select which projects need funding and in what order projects get funded.

Project Funding Opportunities Goals

Rural roadway agencies have funding limitations that can prevent the repair or reconstruction of transportation facilities. A goal of this transportation plan update is to research possible outside funding opportunities that OCRB, GHD, and HHD can utilize to correct deficiencies in the roadway system.

2.0 Roadway Network System

2.1 Roadway System Descriptions

Transportation in Owyhee County is primarily centered around the region’s recreational and agricultural areas. The highway and local road networks are intended to provide access for the daily commerce operations of the region’s economy. Additionally, the highway and local road network is to provide access to public lands and recreational sites, throughout the study area.

OCRB, GHD, and HHD have jurisdiction over 759.6 total miles of roadway within Owyhee County. Road mileage is based on the latest ITD Local Road Inventory (LRI) ArcGIS road surface map data. This inventory data is updated from the “Road Mileage Reports” that are submitted by local highway jurisdictions to ITD annually. These reports identify/document any changes to a local highway jurisdiction’s roadway mileage and surface types that occur each year.

Typical Roadway Sections

The primary type of roads managed by OCRB, GHD, and HHD are gravel and cold or hot mix pavement roads. Widths of these roads can vary but tend to be between 18 and 24 feet. Below are a few examples of roadways that are found throughout the study area of this Transportation Plan Update.



FIGURE 1 – TYPICAL COLD MIX ASPHALT ROAD (PLEASANT VALLEY RD)



FIGURE 2 – TYPICAL GRAVEL ROAD (BACHMAN GRADE RD)

Roadway System by Surface Type

Road surface types in the study area vary between hot mix pavement and unimproved earth roads, with most roadway mileage consisting of graded gravel roads. Road surface classification types are based on ITD’s Local Roadway Mileage Report Nomenclature and divided into the following surface categories:

Unimproved (B)

Unimproved roadways are roads that have not been engineered and lack grading and drainage control.

Earth – Graded & Drained (C)

These roadways are earthen roads that have been graded/built to have drainage control. These roads do not have gravel or other aggregate surface materials

Gravel – Graded & Drained (E)

Gravel roadways are roads that have a gravel or aggregate travel surface that has been graded/built to have drainage control.

Asphalt Treated Gravel Less Than 1” / BST (F)

Asphalt treated gravel roads, otherwise known as Bituminous Surface Treatment (BST), are roadways with a thin protective layer of asphalt emulsion or asphalt oil that has been applied to a gravel or aggregate roadway course. Typically, BST roadways are compacted with rubber wheeled rollers.

Cold Plant Mix Asphalt (G-1)

Cold mix pavements (CMX) are asphalt pavements that are constructed at ambient temperatures. The materials are created using aggregates and asphalt emulsion. They are produced in a pugmill mixer before being transported in dump trucks to a job site and placed by a conventional paver or grader. The cold mix is then compacted with vibratory rollers.

Hot Mix Asphalt Pavement (G-2)

Hot mix pavement (HMX) is a combination of aggregates bound together by asphalt cement. Asphalt cement is heated, combined, and mixed with the aggregate at a hot mix asphalt (HMA) plant. The resulting HMX is loaded into trucks for transportation and then placed into a paving machine. The asphalt pavement is placed and then compacted using vibratory rollers.

Other – e.g., Concrete (J)

Concrete pavement consists of a combination of aggregates, cement, and admixtures that are mixed at a concrete plant, transported via truck and the poured to form a roadway travel surface consisting of concrete. Concrete roadways are typically constructed with concrete paving machine.

Road Miles By Surface Type

A summary of the roadway surface types found in the study area of this report is included in the table below.

Jurisdiction	Road Surface Types by Miles							Total
	B	C	E	F	G-1	G-2	J	
	Unimproved	Earth Graded & Drained	Gravel Graded & Drained	BST*	Cold Mix Pavement	Hot Mix Pavement	Other**	
OCRB	14.59	40.66	411.19	-	129.32	13.77	-	609.53
GHD	0.09	-	5.07	2.16	52.28	0.28	-	59.88
HHD	-	-	7.68	-	81.32	1.20	-	90.20
Total	14.68	40.66	423.94	2.16	262.92	15.25	-	759.61

*BST: Asphalt less than 1” or dust suppressant treated gravel

**Other: e.g., concrete

This information is also shown graphically on the Functional Class & Surface Type Maps. Roadway Mileage based on the latest on the ITD Local Road Inventory (LRI) ArcGIS road surface map data.

Roadway System Functional Classification

In addition to itemizing roadways by surface type, each local highway jurisdiction has developed roadway functional classifications based on the definitions established by the 2018 AASHTO, a Policy on Geometric Design of Highways and Streets (Green Book) and by the 2019 AASHTO, Geometric Design of Low-Volume Roads. 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 functional classification system used in this transportation plan update includes the following:

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, and are to be appropriately spaced apart.

Minor Arterial

Designed for relatively uninterrupted traffic movement between cities, towns, and other major traffic generators. Typically, minor arterials include state highways and major county highways. They serve most of the larger communities not connected to the principal arterial system as well as other traffic generators capable of attracting travel over long distances. Minor arterials form an integrated network, providing inter-state and inter-county service. They result in a trip length and travel density greater than those of collector systems and provide relatively high travel speeds. Minor arterials also minimize interference to through movement.

Major Collector Roads

These roads are 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 and provide service to any community not on an arterial route.

Minor Collector Roads

These roads are 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

These roads are designed to provide access to the lands adjacent to the collector road system. Typically, all roadways not classified as arterials or collectors are designated as local roads. Local roads with low traffic volumes (like traffic volumes found on many of

the roadways within the Owyhee County study area with ADT ≤ 2000) are often subdivided into sub classes. These classes are as follows:

- **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

Road Miles By Functional Classification Type

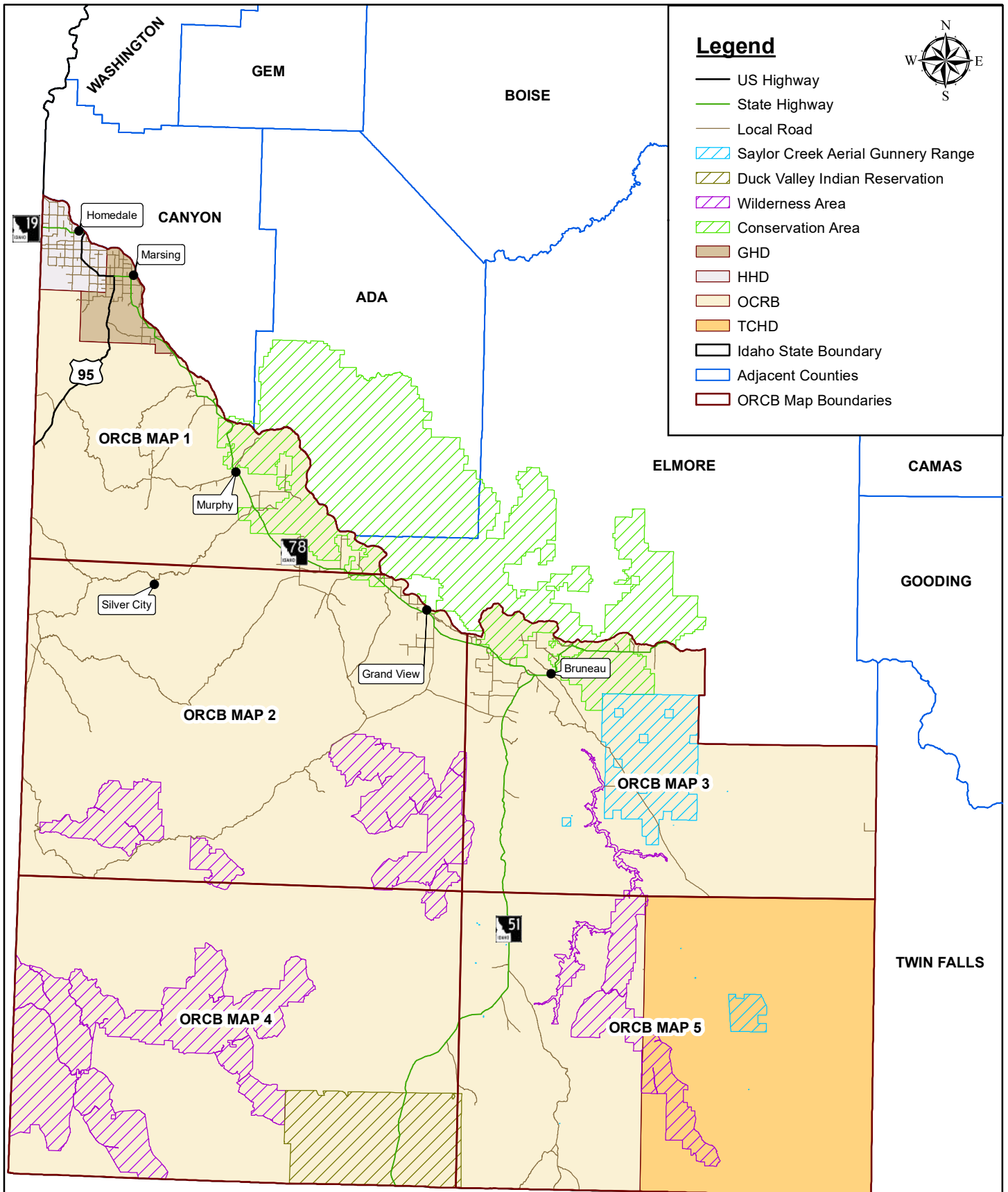
A summary of the roadway functional Classifications types found in the study area is included in the table below. This information is also shown graphically on the Functional Class & Surface Type Maps.

ROAD MILES BY FUNCTIONAL CLASSIFICATION TYPE

Jurisdiction	Road Functional Classification Types by Miles										
	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Roads						Total
					Major Access	Minor Access	Industrial & Commercial	Agricultural Access	Recreational & Scenic Rd	Resource Recovery	
OCRB	-	-	208.74	-	123.83	120.69	4.79	91.43	46.88	13.17	609.53
GHD	-	-	17.91	-	27.74	9.33	-	0.82	4.08	-	59.88
HHD	-	-	27.59	-	50.50	10.45	-	1.66	-	-	90.20
Total	-	-	254.24	-	202.6	140.47	4.79	93.61	50.96	13.17	759.61

Roadway Functional Classification and Surface Type Maps

Within the following pages are several maps identifying Functional Class & Surface Type of the roadways located in ORCB, GHD, & HHD. An itemized list of all roadways included in this study area can be found in Appendix B.

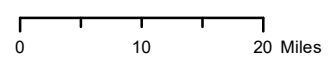


Legend

- US Highway
- State Highway
- Local Road
- ▨ Saylor Creek Aerial Gunnery Range
- ▨ Duck Valley Indian Reservation
- ▨ Wilderness Area
- ▨ Conservation Area
- GHD
- HHD
- OCRB
- TCHD
- ▭ Idaho State Boundary
- ▭ Adjacent Counties
- ▭ ORCB Map Boundaries

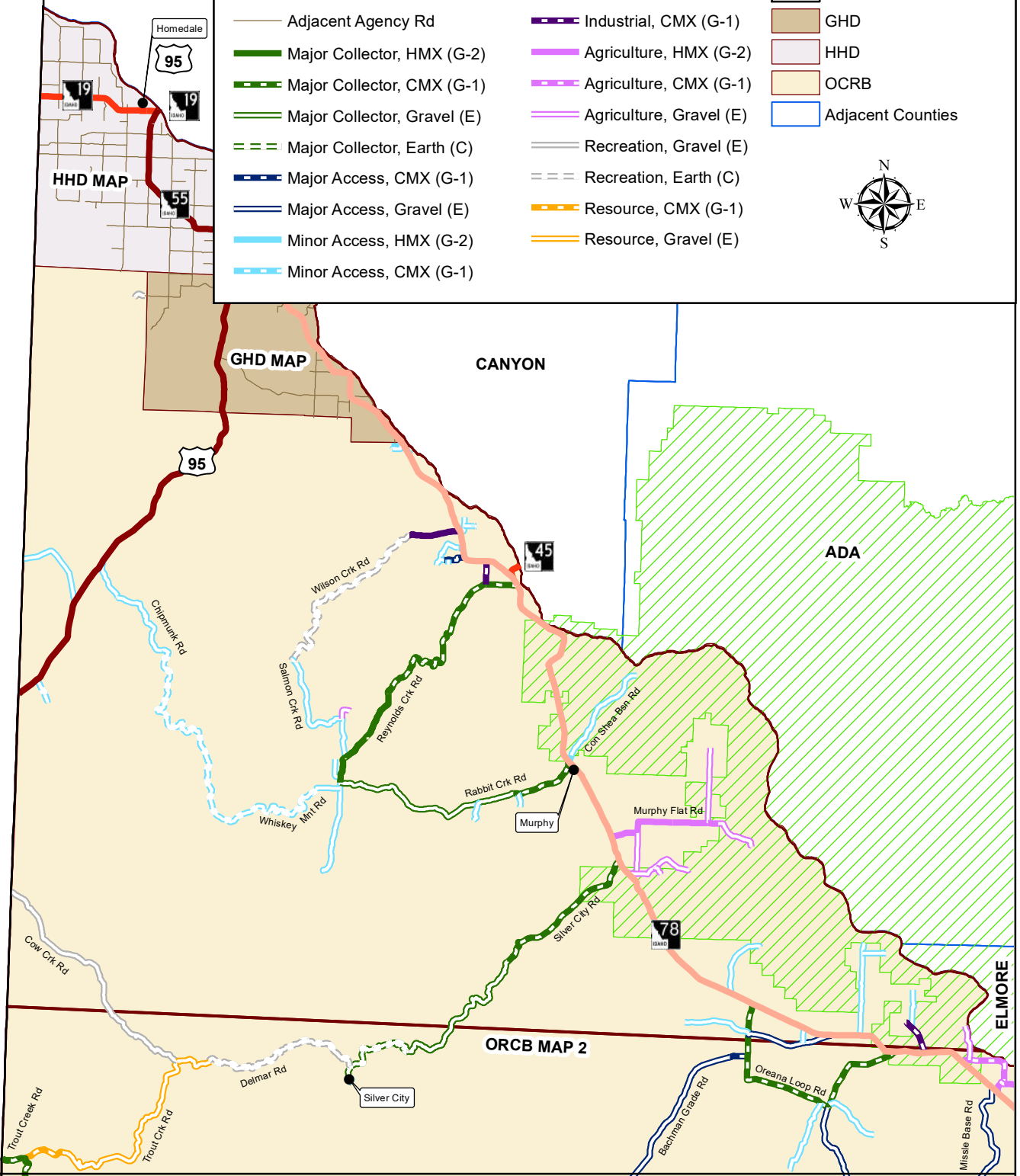


Owyhee County Functional Classification & Surface Type Map Index

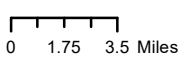


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|-----------------------------------|--------------------------|----------------------|
| ITD Principal Arterial, HMX (G-2) | Minor Access, Gravel (E) | Conservation Area |
| ITD Minor Arterial, HMX (G-2) | Minor Access, Earth (C) | ORCB Map Boundaries |
| ITD Major Collector, HMX (G-2) | Industrial, HMX (G-2) | Idaho State Boundary |
| Adjacent Agency Rd | Industrial, CMX (G-1) | GHD |
| Major Collector, HMX (G-2) | Agriculture, HMX (G-2) | HHD |
| Major Collector, CMX (G-1) | Agriculture, CMX (G-1) | OCRB |
| Major Collector, Gravel (E) | Agriculture, Gravel (E) | Adjacent Counties |
| Major Collector, Earth (C) | Recreation, Gravel (E) | |
| Major Access, CMX (G-1) | Recreation, Earth (C) | |
| Major Access, Gravel (E) | Resource, CMX (G-1) | |
| Minor Access, HMX (G-2) | Resource, Gravel (E) | |
| Minor Access, CMX (G-1) | | |

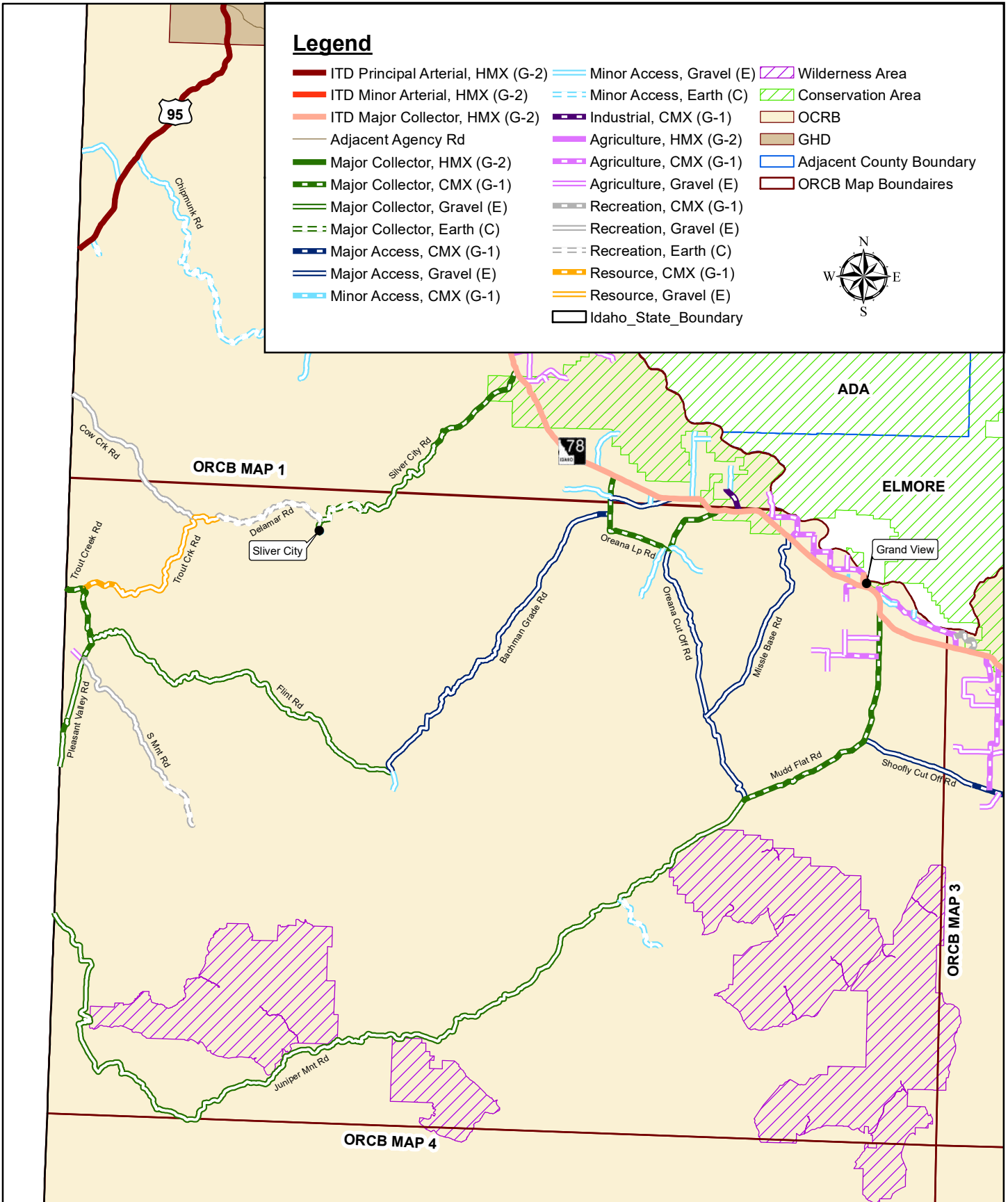


Owhee County Road & Bridge Functional Class & Surface Type - Map 1

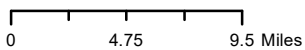


Legend

- | | | |
|-----------------------------------|--------------------------|--------------------------|
| ITD Principal Arterial, HMX (G-2) | Minor Access, Gravel (E) | Wilderness Area |
| ITD Minor Arterial, HMX (G-2) | Minor Access, Earth (C) | Conservation Area |
| ITD Major Collector, HMX (G-2) | Industrial, CMX (G-1) | OCRB |
| Adjacent Agency Rd | Agriculture, HMX (G-2) | GHD |
| Major Collector, HMX (G-2) | Agriculture, CMX (G-1) | Adjacent County Boundary |
| Major Collector, CMX (G-1) | Agriculture, Gravel (E) | ORCB Map Boundaries |
| Major Collector, Gravel (E) | Recreation, CMX (G-1) | |
| Major Collector, Earth (C) | Recreation, Gravel (E) | |
| Major Access, CMX (G-1) | Recreation, Earth (C) | |
| Major Access, Gravel (E) | Resource, CMX (G-1) | |
| Minor Access, CMX (G-1) | Resource, Gravel (E) | |
| | Idaho_State_Boundary | |

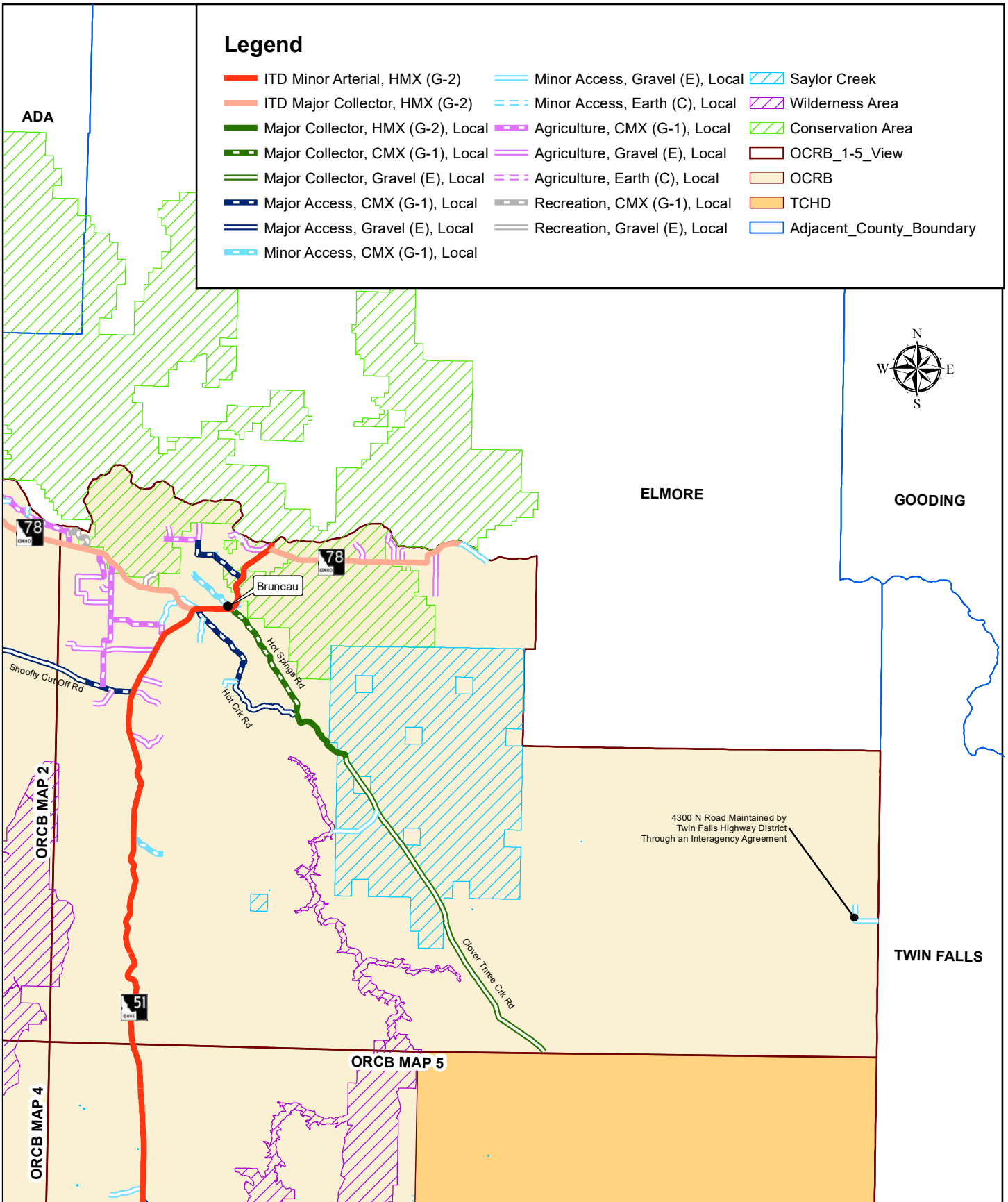


Owhee County Road & Bridge Functional Class & Surface Type - Map 2



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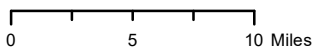
- | | | |
|------------------------------------|---------------------------------|--------------------------|
| ITD Minor Arterial, HMX (G-2) | Minor Access, Gravel (E), Local | Saylor Creek |
| ITD Major Collector, HMX (G-2) | Minor Access, Earth (C), Local | Wilderness Area |
| Major Collector, HMX (G-2), Local | Agriculture, CMX (G-1), Local | Conservation Area |
| Major Collector, CMX (G-1), Local | Agriculture, Gravel (E), Local | OCRB_1-5_View |
| Major Collector, Gravel (E), Local | Agriculture, Earth (C), Local | OCRB |
| Major Access, CMX (G-1), Local | Recreation, CMX (G-1), Local | TCHD |
| Major Access, Gravel (E), Local | Recreation, Gravel (E), Local | Adjacent_County_Boundary |
| Minor Access, CMX (G-1), Local | | |

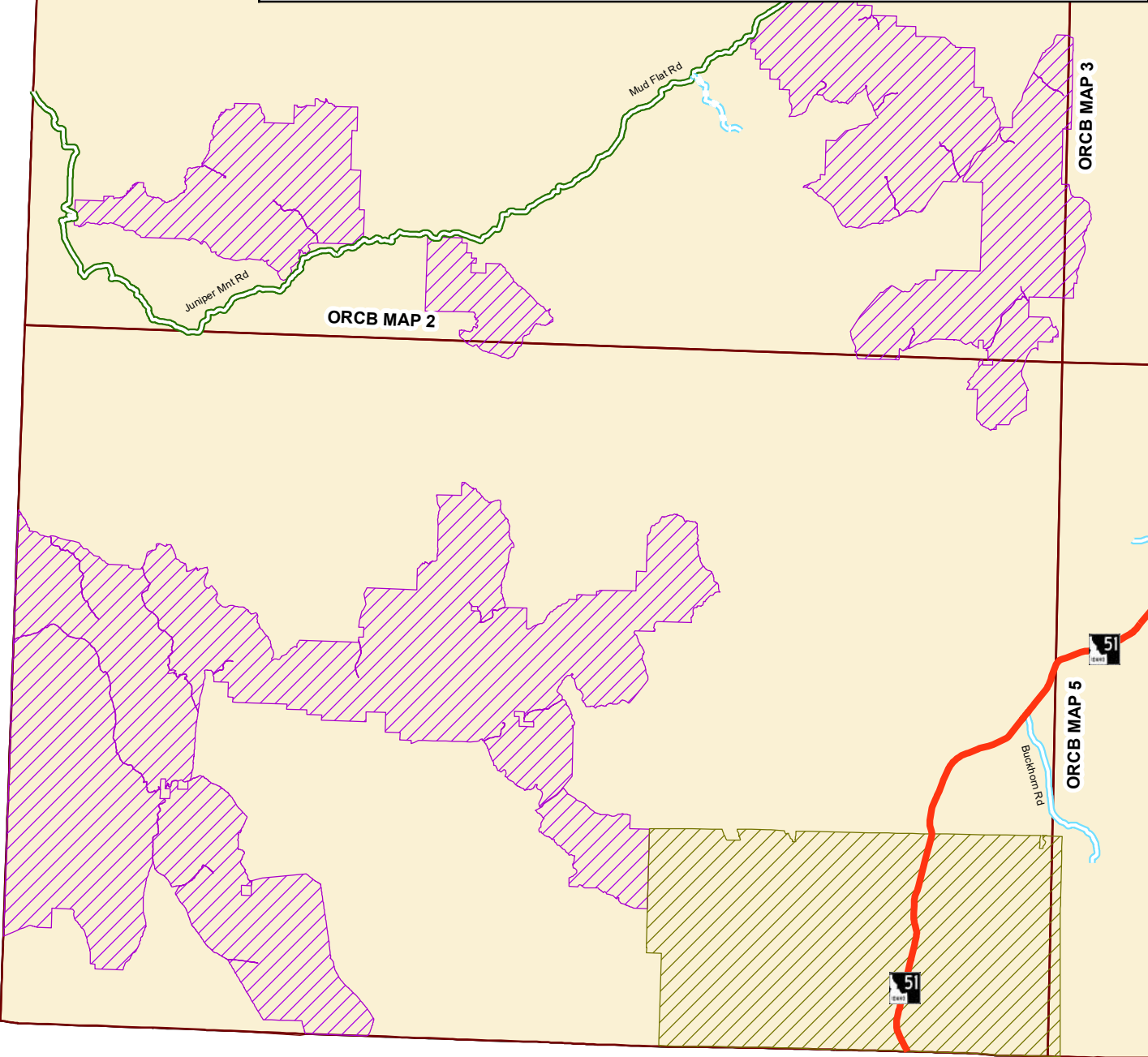
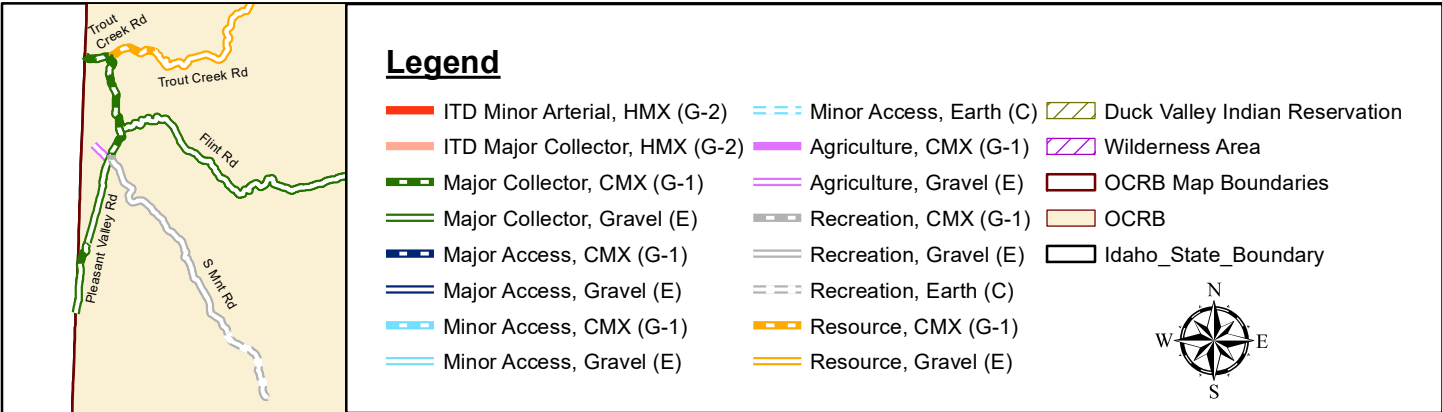


4300 N Road Maintained by Twin Falls Highway District Through an Interagency Agreement

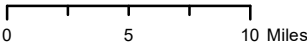


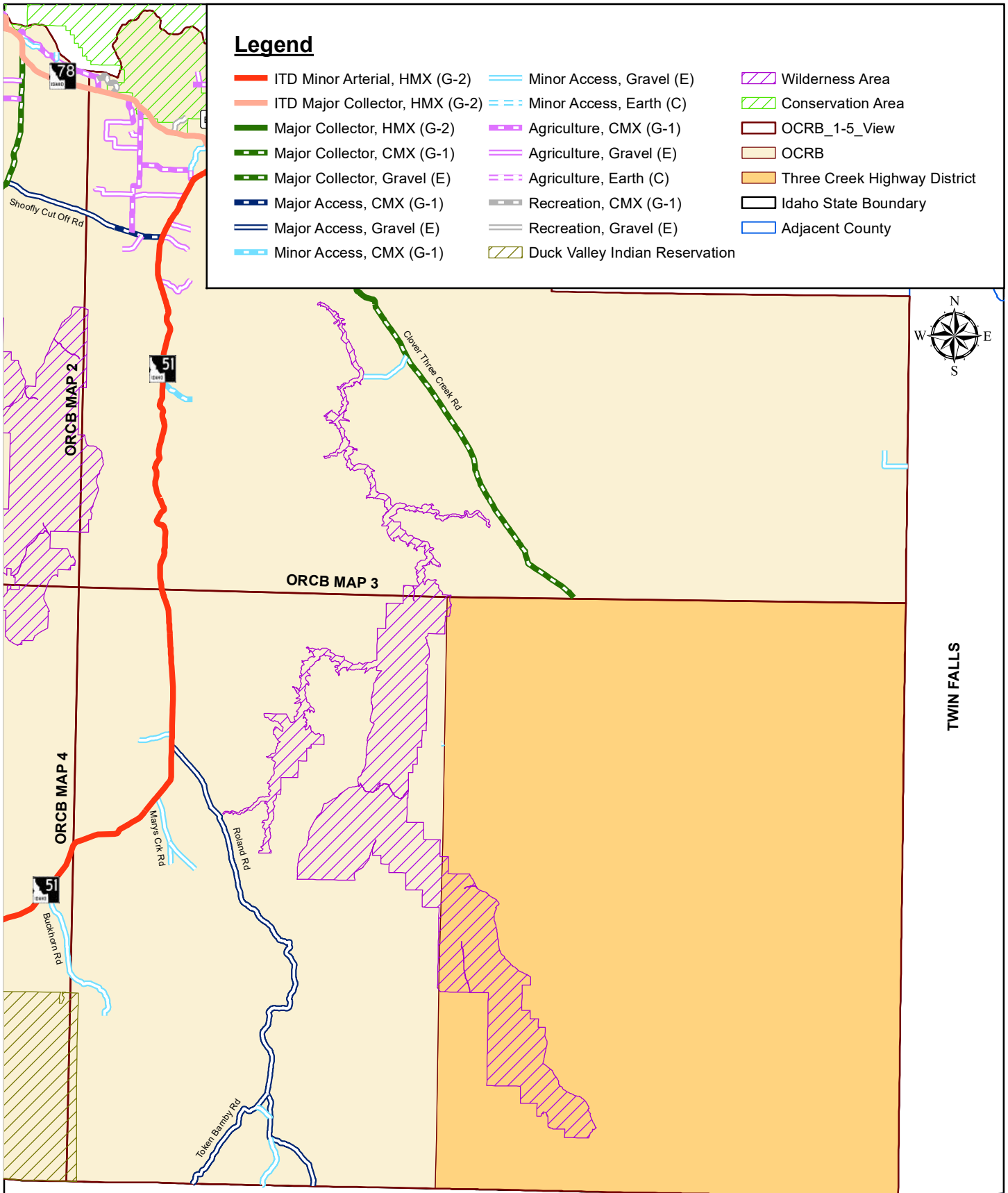
Owhee County Road & Bridge Functional Class & Surface Type - Map 3



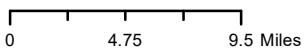


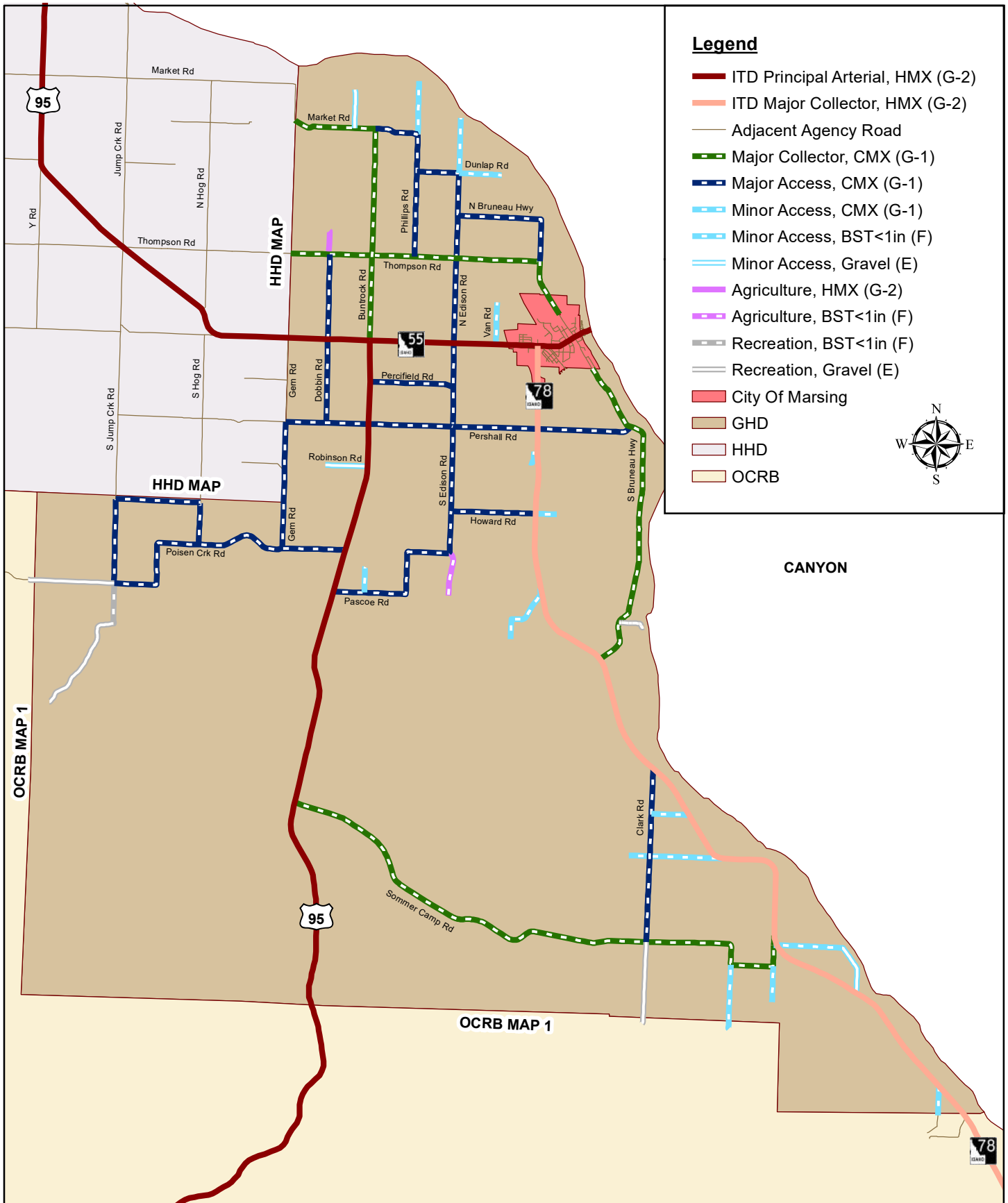
Owhee County Road & Bridge Functional Class & Surface Type - Map 4





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



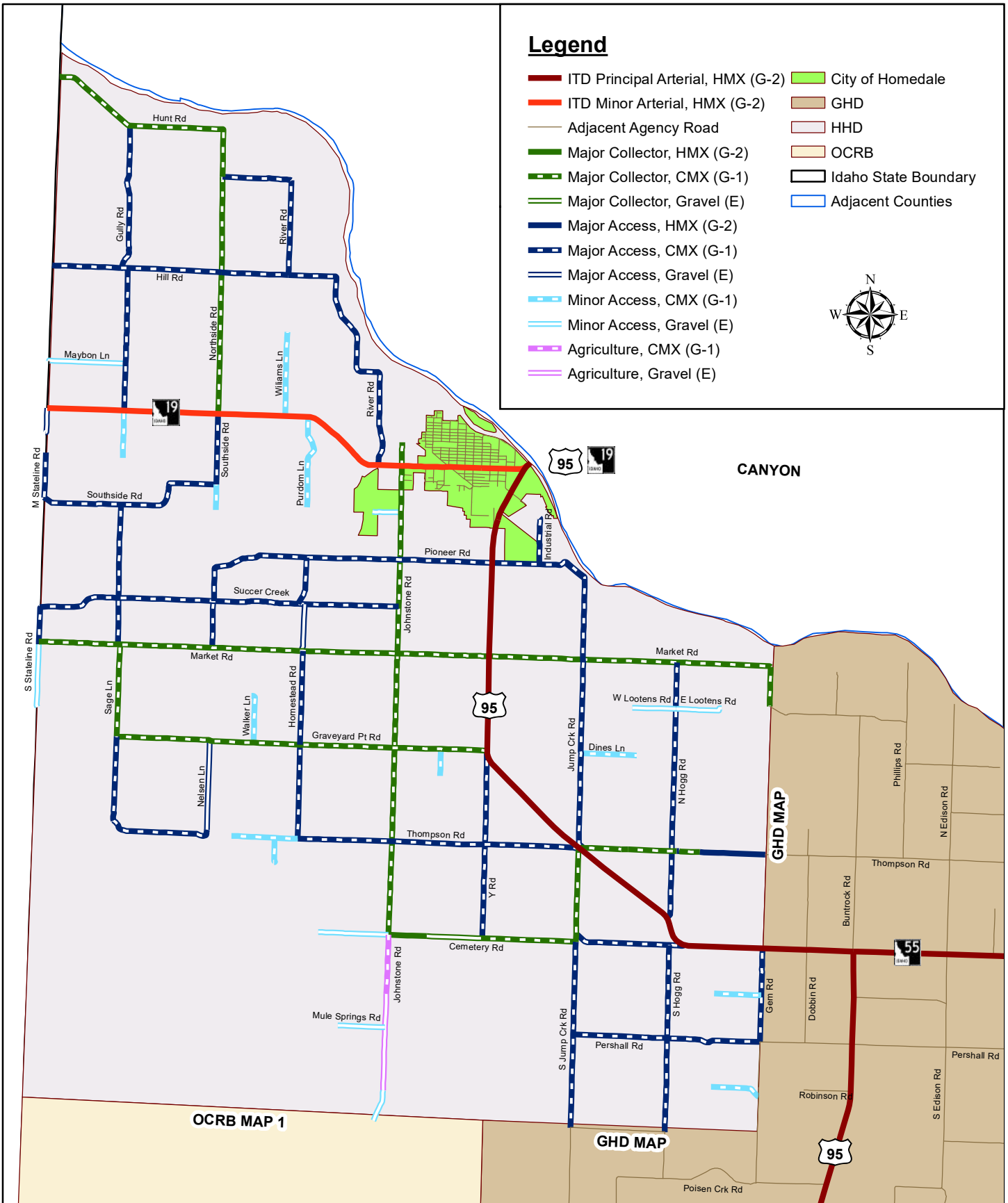
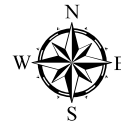


Gem Highway District Functional Class & Surface Type - Map 1

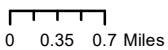
0 0.20.4 Miles

Legend

- ITD Principal Arterial, HMX (G-2)
- ITD Minor Arterial, HMX (G-2)
- Adjacent Agency Road
- Major Collector, HMX (G-2)
- Major Collector, CMX (G-1)
- Major Collector, Gravel (E)
- Major Access, HMX (G-2)
- Major Access, CMX (G-1)
- Major Access, Gravel (E)
- Minor Access, CMX (G-1)
- Minor Access, Gravel (E)
- Agriculture, CMX (G-1)
- Agriculture, Gravel (E)
- City of Homedale
- GHD
- HHD
- OCRB
- Idaho State Boundary
- Adjacent Counties



Homedale Highway District Functional Class & Surface Type - Map 1



Crash Data

The Idaho Local Road Crash Data published by the Local Highway Technical Assistance Council (LHTAC) was used to itemize crash history within the jurisdictional boundaries of OCRB, GHD, & HHD from 2017 through 2021. Local Road Crash Data reported 111 crashes in study area. Below is a table that summarizes the type of traffic crashes by jurisdiction.

Accident Type	Jurisdiction			Total
	OCRB	HHD	GHD	
Fatal Accident	-	-	1	1
A Injury Accident	9	-	2	11
B Injury Accident	4	2	6	12
C Injury Accident	8	6	9	23
Property Dmg Report	25	22	17	64
Total	46	30	35	111

Next the crash data was evaluated to identify all “Fatality” and type “A” crash locations during the evaluation period.

Jurisdiction	Roadway	Nearest Intersection	Intersection Related	Fatality or "A" Accident
GHD	Buntrock Rd	300 ft N	FALSE	Fatal Accident
GHD	Sommer Camp Rd	1.2 Mile W	FALSE	A Injury Accident
GHD	Buntrock Rd	1880 ft S	FALSE	A Injury Accident
OCRB	Silver City Rd	4.5 Mile SW	FALSE	A Injury Accident
OCRB	Tindall Rd	0.25 Mile W	FALSE	A Injury Accident
OCRB	Castle Creek Rd	1.1 Mile N	FALSE	A Injury Accident
OCRB	Hot Springs Rd	2.0 Mile S	FALSE	A Injury Accident
OCRB	Dewey Delamar Rd	1.1 Mile E	FALSE	A Injury Accident
OCRB	River Rd	1362.5 ft E	FALSE	A Injury Accident
OCRB	Mormon Blvd	1.3 Mile S	FALSE	A Injury Accident
OCRB	Bruneau Canyon Overlook Rd	2805.5 ft SW	FALSE	A Injury Accident
OCRB	Silver City Rd	0.2 Mile S	FALSE	A Injury Accident

The summary of crash data provided in the above tables identifies how many types of accidents occurred in each jurisdiction, and the locations where additional analysis is needed to reveal possible corrective actions that may reduce the potential for serious accidents. The detailed crash reports in Appendix C are also available at LHTAC’s

Idaho Local Road Crash Data site. Crash data from 2017 to 2021 was utilized due to LHTAC not having published the 2022 crash data at the time of writing this report.

2.2 Traffic Volumes

Traffic volumes for roadways are often counted using pneumatic road tube sensor counters. When a vehicle's tires pass over the tube sensor a burst of air pressure is sent along a rubber tube. The pressure pulse closes an air switch, producing an electrical signal that is transmitted to a counter or analysis software. These road tube sensors are portable and use batteries as a power source. Depending on the type of tube counter used, agencies can collect traffic volume data, speed, and axle classification data. Another common method of traffic volume data collection is through the use of radar traffic counters. These counters can be mounted adjacent to the roadway and will collect traffic volume, speed and vehicle classification data without requiring workers to step foot on the roadway.

For this Transportation Plan Update, pneumatic road tube counters and radar counters were utilized to record traffic volume. Speed and axle classification data was not compiled.

There are several different types of traffic volume parameters utilized in roadway capacity investigations. Traffic volumes, in this report, were recorded as Average Daily Traffic (ADT) for all travel lane directions. ADT within the study area varied from 10 Vehicles Per Day (VPD) to 1,757 VPD with an average ADT of 356 VPD.

Average Daily Counts

Traffic Counts, Locations, & Dates

A total of 92 traffic counts were completed for this Transportation Plan Update. Counts were completed as follows:

- 53 traffic counts were completed during 2008 and 2009.
- 1 traffic count was completed in May of 2020
- 1 traffic count was completed in May of 2021
- 29 traffic counts were completed during 2022
- 8 traffic counts were completed between January and March of 2023

Traffic counts from 2008, 2009, 2020, and 2021 were adjusted to 2022 traffic volumes by using an annual growth rate of 1.5%. Counts completed in 2023 are assumed to be 2022 traffic volumes. All counts were adjusted by a seasonal multiplier to peak seasonal demand, which typically occurs in August in the Owyhee County area.

26 of the 2020, 2021, 2022 and 2023 counts were completed at the same locations as the 2008 and 2009 counts. After growth and seasonal adjustments were made, the count volumes gathered from 2020 to 2023 were compared with those collected during 2008 and 2009. The largest of the traffic volumes between these two data sets were recorded and used in this transportation plan update.

A 1.5% annual growth rate was used to estimate the 20-year (2042) traffic projections.

The next two sections summarize how traffic growth factors and seasonal multipliers were developed for this transportation plan update.

Traffic Growth Rates

Traffic data from ITD’s Castle Creek Automatic Traffic Recorder (ATR) located on SH-78 near Grandview, Idaho was utilized for determining a County wide traffic growth rate. The annual growth rate was determined by comparing Average Annual Daily Traffic (AADT) on SH-78 from 2008 and 2021. These volumes are as follows:

- 2008: 508 VPD
- 2021: 615 VPD

A traffic growth of 21.1% has occurred over 13-years. This equates to a compounding annual growth rate of 1.48%. The annual growth rate for analysis in this report was rounded up to 1.5%.

Seasonality Multipliers

Available traffic data from ITD’s Automatic Traffic Recorders (ATRs), at the following locations, were utilized for determining County wide seasonal multipliers:

- Marsing ATR 38 US-95
- Castle Creek ATR 107 SH-78
- Homedale ATR 187 US-95
- Sunnyslope ATR 238 SH-55

Seasonal multipliers were determined by evaluating the ATR monthly traffic volumes. Based on available traffic data from 2008 to 2021, the following average monthly percentages of yearly traffic were calculated.

Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
6.70%	6.50%	8.20%	8.30%	9.20%	9.10%	9.30%	9.40%	8.90%	9.20%	8.00%	7.20%

Seasonal multipliers were calculated by multiplying the OCRB, GHD, and HHD ADT counts by the ratio of peak month traffic to the count month traffic. For example, if a traffic count was completed in February the seasonal multiplier would be 0.094/0.065 = 1.45.

Owyhee County Road & Bridge Traffic Counts

A total of 31 traffic counts were completed for the Owyhee County Road & Bridge jurisdiction. Counts were completed as follows:

- 19 traffic counts were completed during 2008 and 2009.
- 1 traffic count was completed in May of 2020
- 1 traffic count was completed in May of 2021
- 10 traffic counts were completed in May of 2022

Traffic counts from 2008, 2009, 2020, and 2021 were adjusted to 2022 traffic volumes by using an annual growth rate of 1.5%. Seasonal multipliers were used to adjust all counts to the peak seasonal demand.

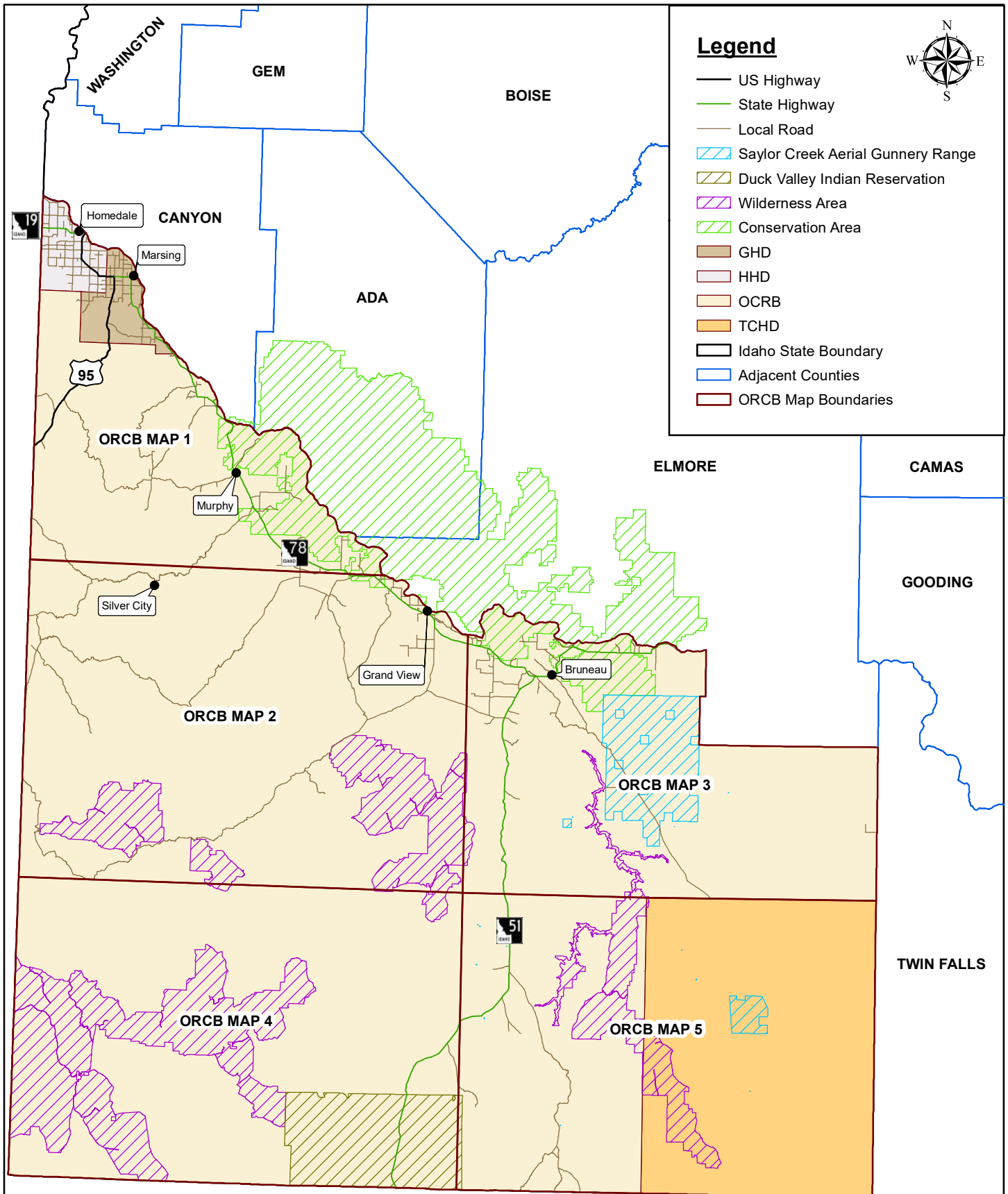
Six of the counts gathered from 2020 to 2022 were completed at the same locations as the 2008 and 2009 counts. After growth and seasonal adjustments were made, the count volumes gathered from 2020 to 2022 were compared with those collected during 2008 and 2009. The largest of the traffic volumes between these two data sets were recorded and used in this transportation plan update. A 1.5% annual growth rate was used to estimate the 20-year (2042) traffic projections. Calculations for the values found in the following table can be found in Appendix D. In addition to the traffic counts provided in the below table, ADT count location maps for OCRB are included following the table.

Owyhee County Road & Bridge Traffic Count Data		
Count Location	ADT 2022	ADT 2042
Bailey Rd (O1) ^C	495	667
Davis Rd (O2) ^C	148	199
Hot Creek Rd (O3) ^C	129	174
Hot Springs Rd (O4) ^C	342	461
Hot Springs Rd (O5) ^C	73	98
Juniper Mnt Rd (O6) ^C	116	156
Lemley Rd (O7) ^C	335	451
Mormon Rd (O8) ^C	509	686
Mud Flat Rd (O9) ^C	400	539
Mud Flat Rd (O10) ^C	199	268
Mud Flat Rd (O11) ^C	61	82
Oreana Loop Rd (O12) ^C	230	310
Oreana Loop Rd (O13) ^C	165	222
Rabbit Crk Rd (O14) ^C	117	158
Reynolds Crk Rd (O15) ^C	348	469
Shoofly Cutoff Rd (O16) ^C	152	205
Silver City Rd (O17) ^A	269	362
Wilson Creek Rd (O18) ^B	321	432
Trout Creek Rd (O19) ^B	251	338
Murphy Flat Rd (O20) ^A	55	74
Tyson Rd (O21) ^A	19	26
Bachman Grade Rd (O22) ^A	102	137
Oreana Short Cut Rd (O23) ^A	35	47
Collett Rd (O24) ^A	56	75
Oreana Cutoff Rd (O25) ^A	10	13

^A: 2022 Traffic count adjusted to peak seasonal demand.

^B: 2020/2021 Traffic count projected to 2022 and adjusted to peak seasonal demand.

^C: 2008/2009 Traffic count projected to 2022 and adjusted to peak seasonal demand.

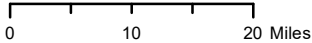


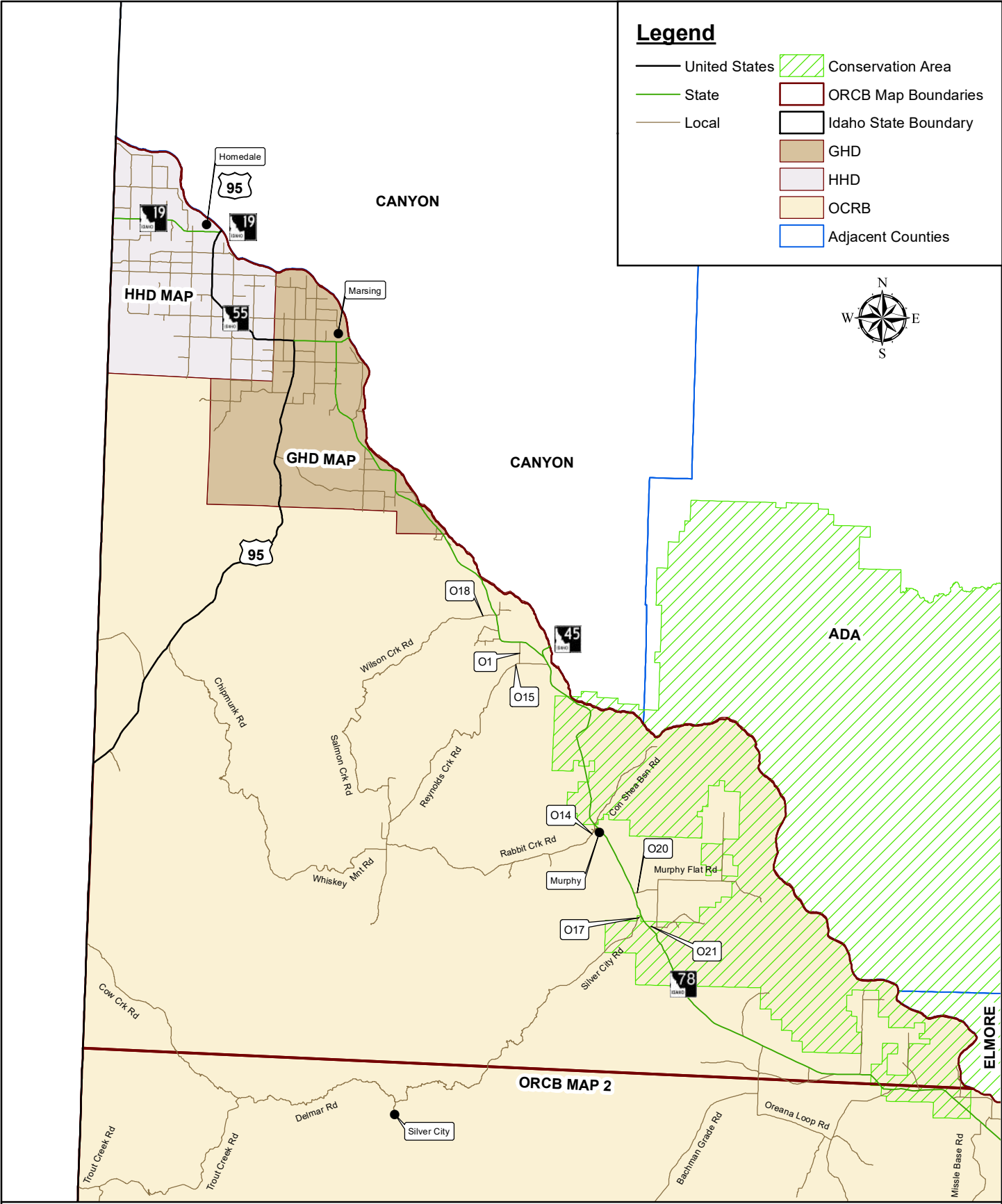
Legend

- US Highway
- State Highway
- Local Road
- Saylor Creek Aerial Gunnery Range
- Duck Valley Indian Reservation
- Wilderness Area
- Conservation Area
- GHD
- HHD
- OCRB
- TCHD
- Idaho State Boundary
- Adjacent Counties
- ORCB Map Boundaries

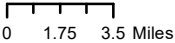


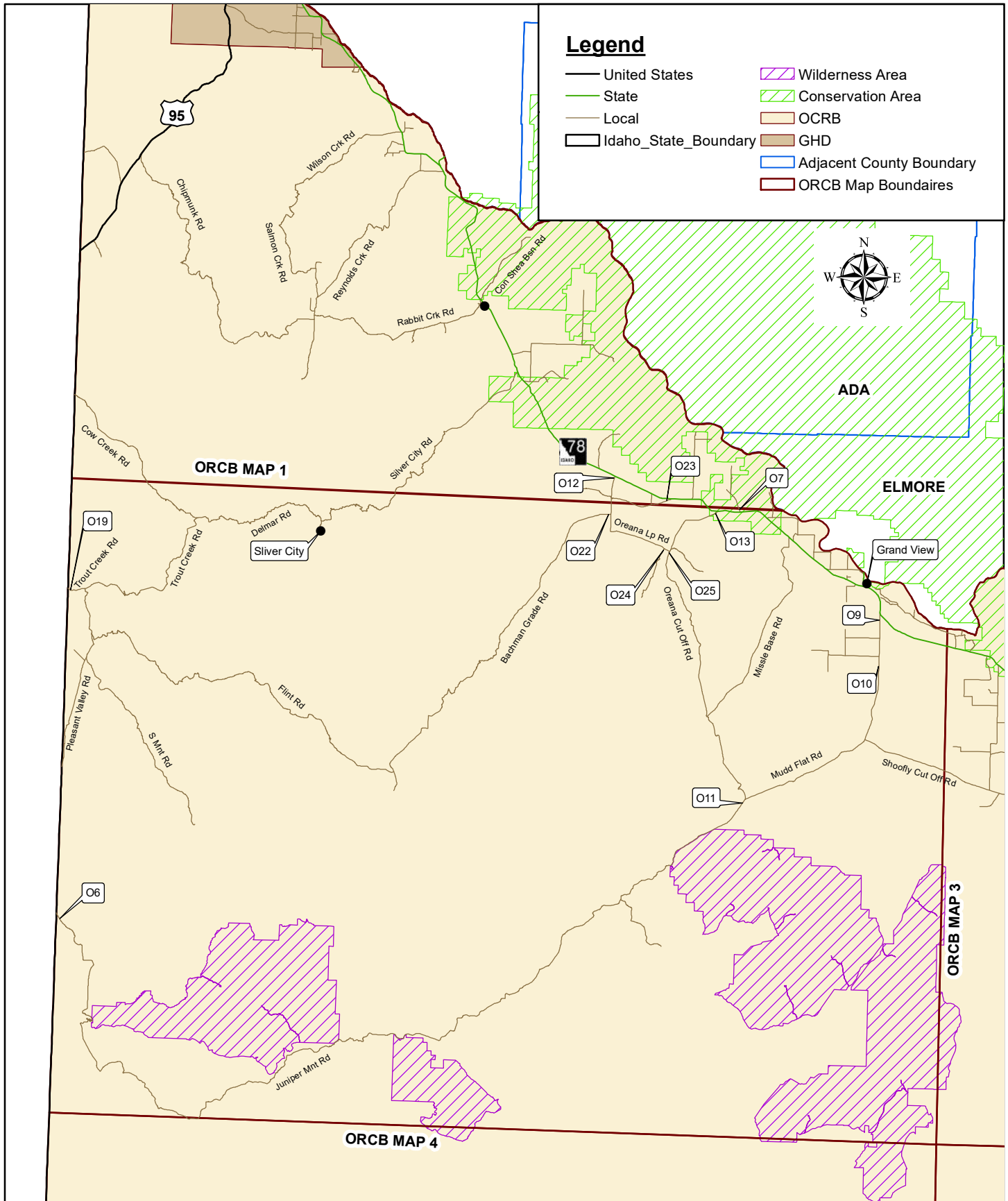
Owyhee County ADT Traffic Count Data - Map Index



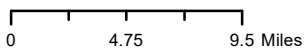


Owhee County Road & Bridge ADT Traffic Count Data - Map 1





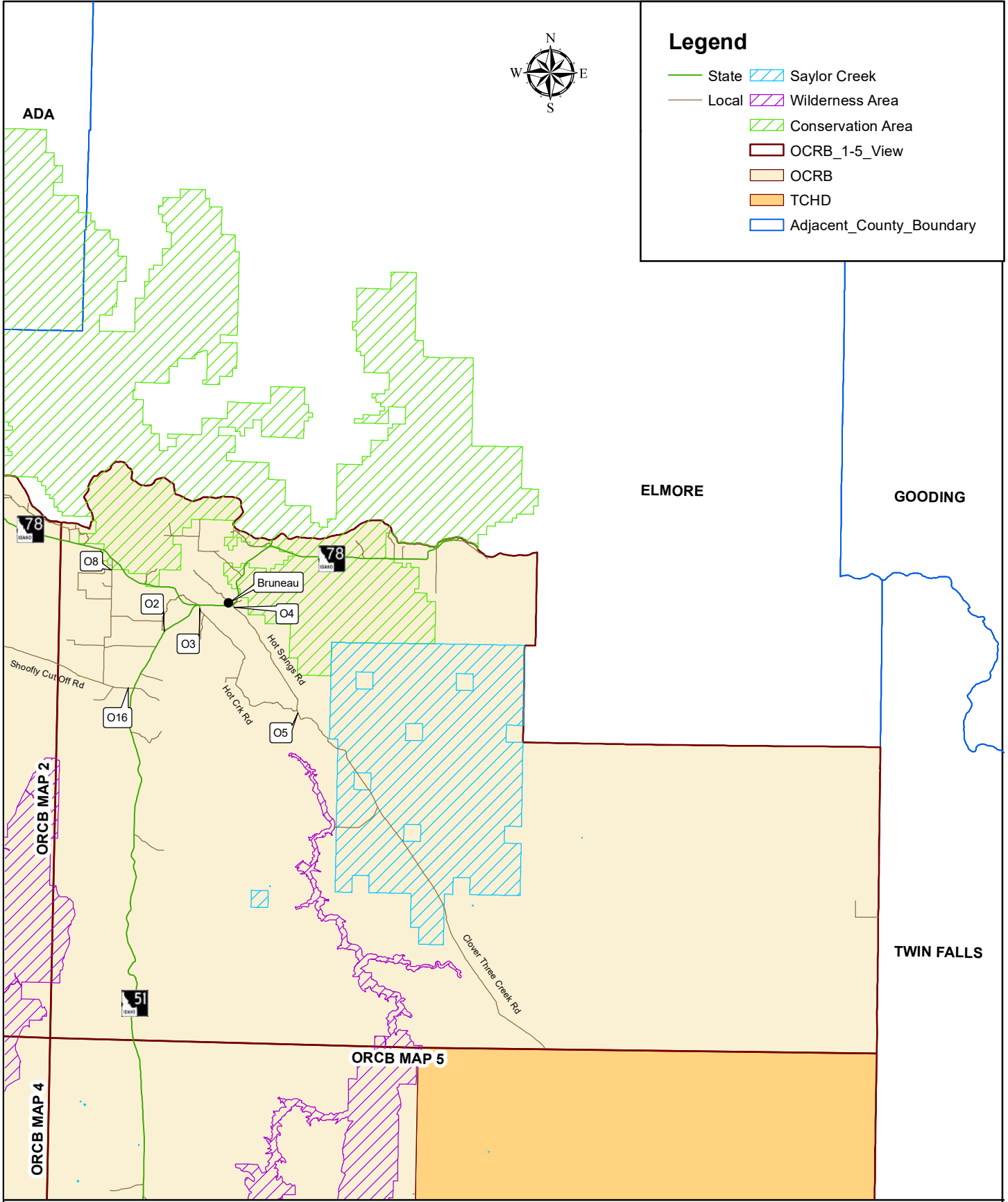
Owhee County Road & Bridge ADT Traffic Count Data - Map 2



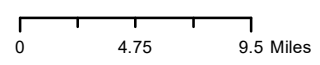


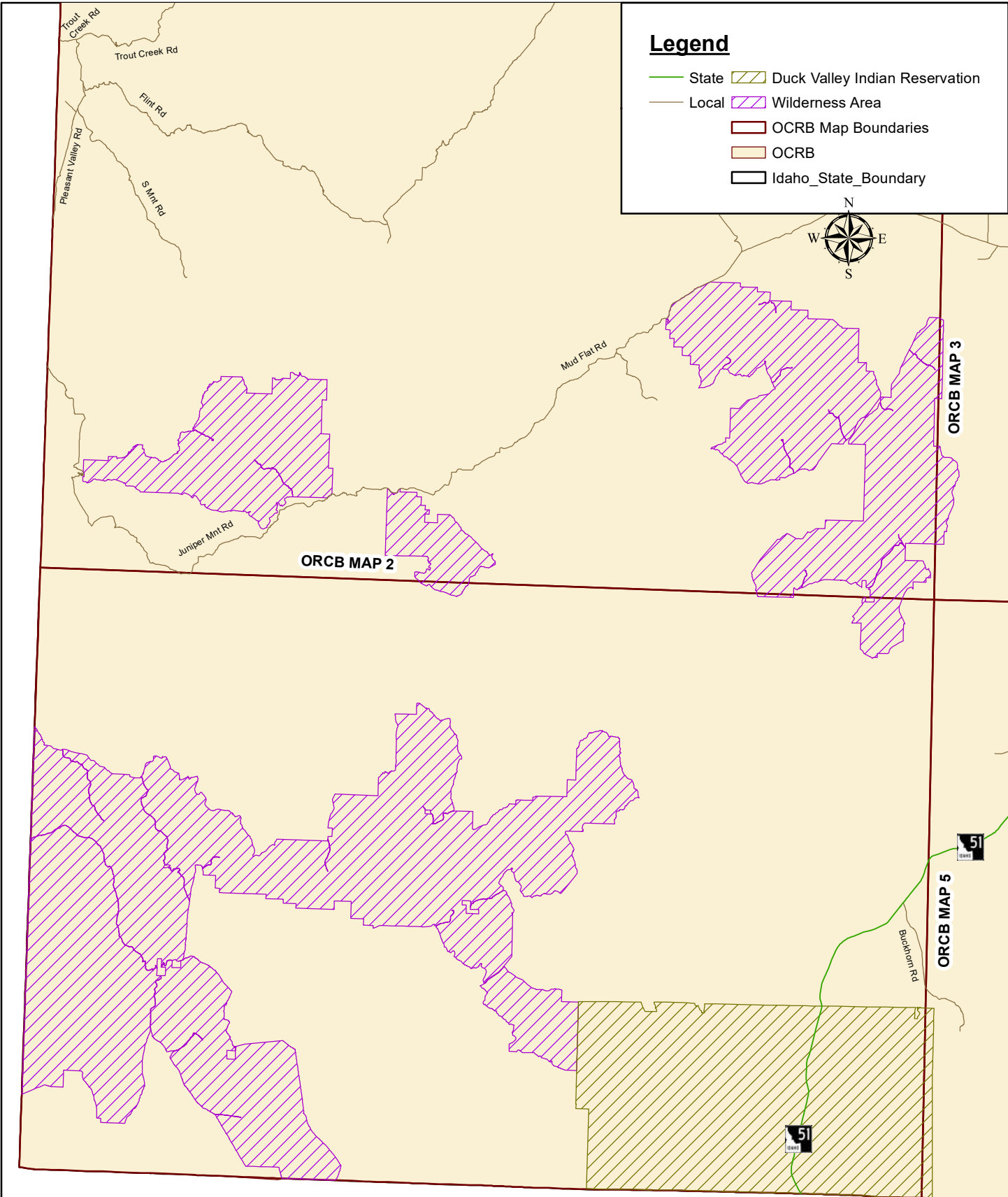
Legend

- State
- Saylor Creek
- Local
- Wilderness Area
- Conservation Area
- OCRB_1-5_View
- OCRB
- TCHD
- Adjacent_County_Boundary

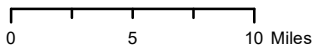


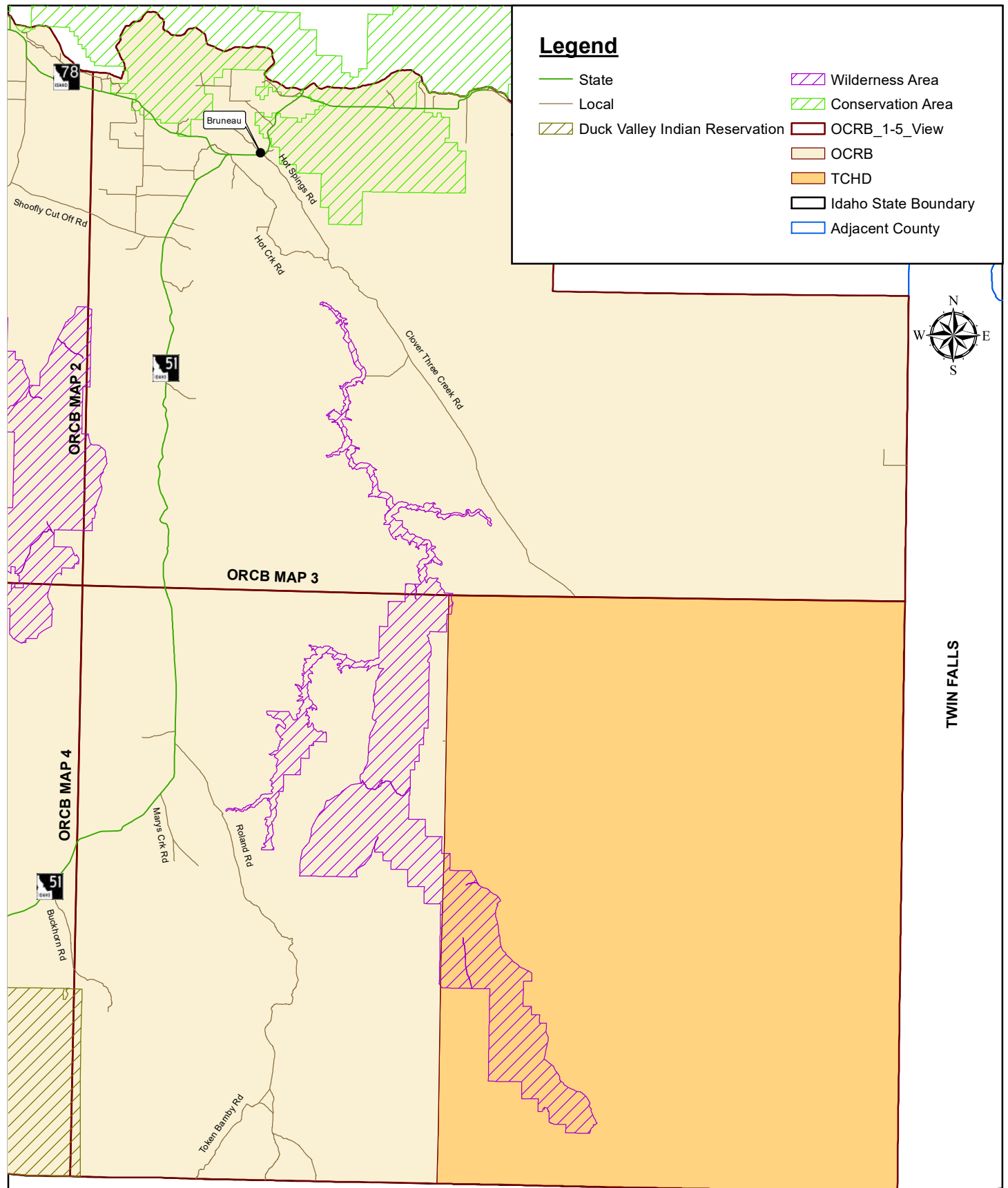
Owhee County Road & Bridge ADT Traffic Count Data - Map 3



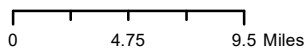


Owhee County Road & Bridge ADT Traffic Count Data - Map 4





Owhee County Road & Bridge ADT Traffic Count Data - Map 5



Gem Highway District Traffic Counts

A total of 34 traffic counts were completed for Gem Highway District. Counts were completed as follows:

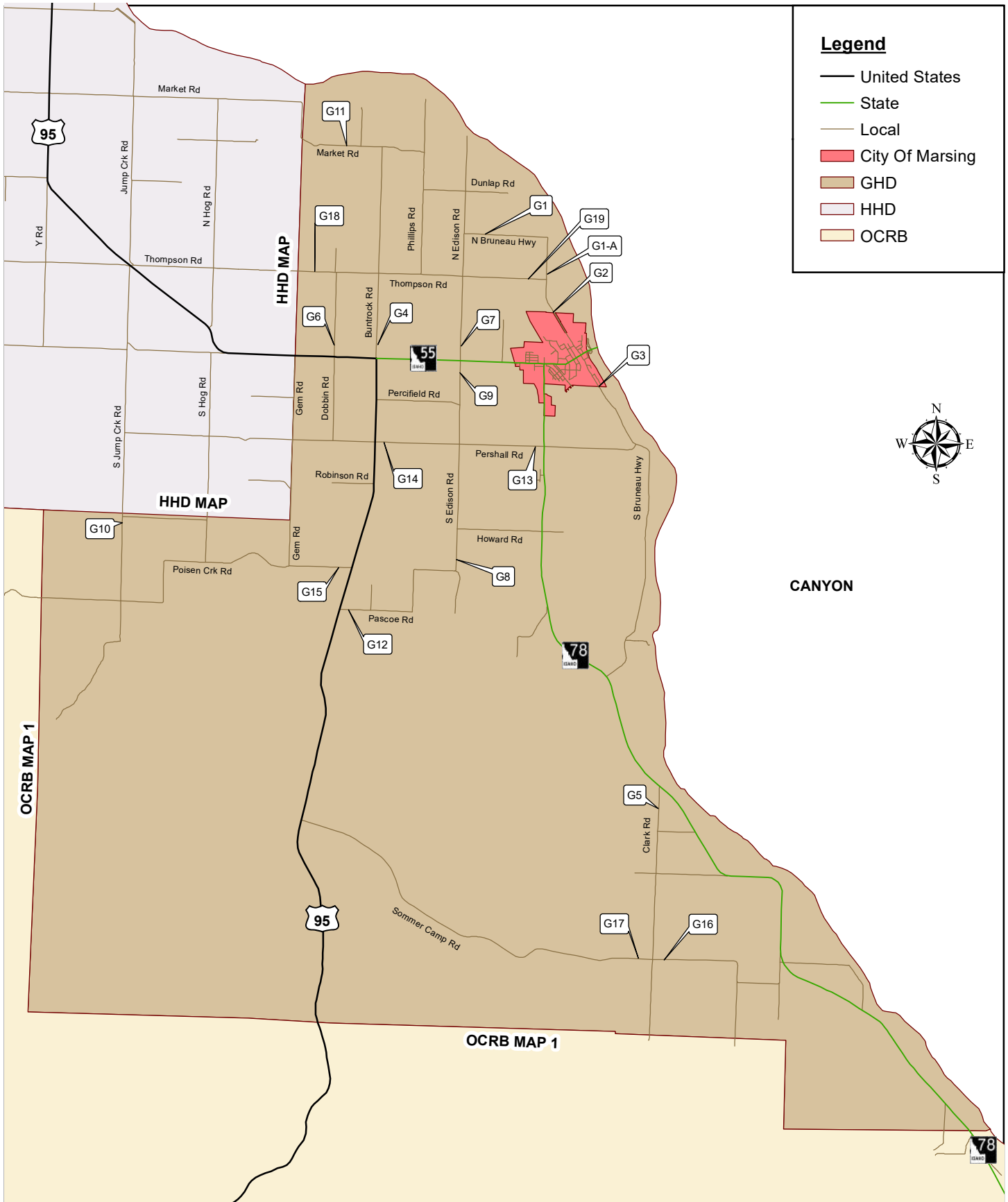
- 19 traffic counts were completed during 2008 and 2009
- 7 traffic counts were completed in 2022
- 8 Traffic counts were completed in 2023

Traffic counts from 2008 & 2009 were adjusted to 2022 traffic volumes by using an annual growth rate of 1.5%. Seasonal multipliers were used to adjust all counts to the peak seasonal demand.

14 of the 15 counts gathered during 2022 and 2023 were completed at the same location as the 2008 and 2009 counts. After growth and seasonal adjustments were made, the count volumes gathered from 2022 and 2023 were compared with those collected during 2008 and 2009. The largest of the traffic volumes between these two data sets were recorded and used in this transportation plan update. A 1.5% annual growth rate was used to estimate the 20-year (2042) traffic projections. Calculations for the values found in the below table can be found in Appendix E. In addition to the traffic counts provided in the below table, an ADT count location map for GHD are included following the table.

Gem Highway District Traffic Count Data		
Count Location	ADT 2022	ADT 2042
Bruneau Rd (G1) ^B	343	462
Bruneau Rd (G1-A) ^A	203	273
Bruneau Rd (G2) ^A	1410	1899
Bruneau Rd (G3) ^B	698	940
Buntrock Rd (G4) ^B	857	1154
Clark Rd (G5) ^A	454	611
Dobbin Rd (G6) ^B	174	234
N Edison Rd (G7) ^B	860	1158
S Edison Rd (G8) ^A	461	621
S Edison Rd (G9) ^B	595	801
Jump Crk Rd (G10) ^B	132	178
Market Rd (G11) ^B	510	687
Pascoe Rd (G12) ^A	117	158
Pershall Rd (G13) ^A	626	843
Pershall Rd (G14) ^B	160	215
Poison Crk Rd (G15) ^A	131	176
Sommer Camp Rd (G16) ^A	290	391
Sommer Camp Rd (G17) ^B	97	131
E Thompson Rd (G18) ^B	423	570
E Thompson Rd (G19) ^A	669	901

^A: 2022/2023 Traffic count adjusted to peak seasonal demand.
^B: 2008/2009 Traffic count projected to 2022 and adjusted to peak seasonal demand.



Homedale Highway District Traffic Counts

A total of 27 traffic counts were completed for Homedale Highway District. Counts were completed as follows:

- 15 traffic counts were completed in 2008 and 2009
- 12 traffic counts were completed in 2022

Traffic counts from 2008 and 2009 were adjusted to 2022 traffic volumes by using an annual growth rate of 1.5%. Seasonal multipliers were used to adjust all counts to the peak seasonal demand.










6 of the 2022 counts were completed at the same location as the 2008 and 2009 counts. After growth and seasonal adjustments were made, the count volumes gathered from 2022 were compared with those collected during 2008 and 2009. The largest of the traffic volumes between these two data sets were recorded and used in this transportation plan update. A 1.5% annual growth rate was used to estimate the 20-year (2042) traffic projections. Calculations for the values found in the below table can be found in Appendix F. In addition to the traffic counts provided in the below table, an ADT count location map for HHD are included following the table.

Homedale Highway District Traffic Count Data		
Count Location	ADT 2022	ADT 2042
Cemetery Rd (H1) ^B	266	358
Graveyard Rd (H2) ^B	602	811
Johnstone Rd (H3) ^B	1757	2366
Johnstone Rd (H4) ^A	189	255
Johnstone Rd (H5) ^B	215	290
Jump Creek Rd (H6) ^B	229	308
Jump Creek Rd (H7) ^B	228	307
Market Rd (H8) ^B	395	532
Market Rd (H9) ^B	920	1239
North Side Rd (H10) ^B	552	743
North Side Rd (H11) ^B	512	690
River Rd (H12) ^B	410	552
Sage Rd (H13) ^B	91	123
Southside Rd (H14) ^B	245	330
Thompson Rd (H15) ^B	627	844
Graveyard Rd (H16) ^A	396	533
Johnstone Rd (H17) ^A	209	281
Johnstone Rd (H18) ^A	196	264
Pioneer Rd (H19) ^A	622	838
Pioneer Rd (H20) ^A	291	392
Market Rd (H21) ^A	371	500

^A: 2022 Traffic count adjusted to peak seasonal demand.

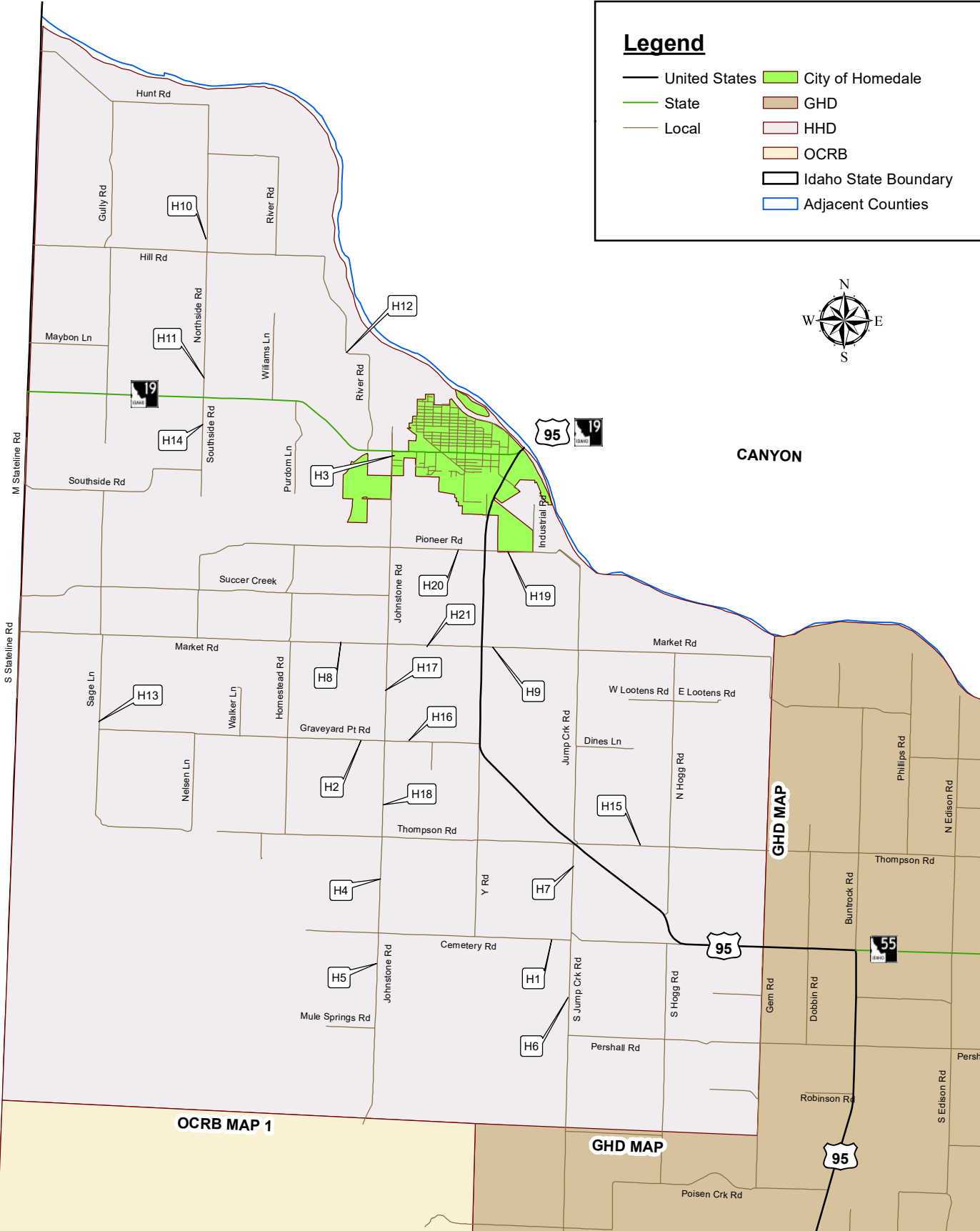
^B: 2008/2009 Traffic count projected to 2022 and adjusted to peak seasonal demand.

Legend

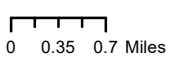
-  United States
-  State
-  Local
-  City of Homedale
-  GHD
-  HHD
-  OCRB
-  Idaho State Boundary
-  Adjacent Counties



CANYON



Homedale Highway District ADT Traffic Counts DATA - Map 1



Level Of Service Criteria

Traffic count data was used to evaluate the system capacity and level of service of roads located with-in the study area. The capacity of a system is defined by the *Highway Capacity Manual* as “the maximum rate at which 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.

LOS thresholds for OCRB, GHD, and HHD were developed using the Florida Department of Transportation’s (FDOT) Generalized Service Volumes, a common methodology used throughout the transportation industry. In the FDOT methodology, the following criteria is provided for LOS on rural, uninterrupted flow, single lane roadways.

# of Lanes	Midian	Average Daily Traffic (Both Directions)				
		LOS A	LOS B	LOS C	LOS D	LOS E
1	Undivided	< 4,600	4,600 – 8,200	8,200 – 14,000	14,000 – 29,800	> 28,500

No roadway located within the study area is currently or predicted to exceed 4,800 VPD in the next 20 years.

2.3 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 retailers. 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. Additionally, page 35 includes a map showing the location of these major traffic generators.

Owyhee County Outdoor Recreation

Owyhee County is home to some of Idaho most unique and beautiful high mountain deserts with open expanses of sagebrush plains atop plateaus and deep rocky

canyons. This rugged terrain brings a multitude of outdoor recreation to Owyhee County. Typical outdoor activities are:

- Hunting & Fishing
- Camping & Hiking
- Off Highway Vehicles (dirt bikes, four-wheelers, UTVs, and jeeps)
- Mountain Biking
- Equestrian Activities
- White Water Rafting

Below is a list of outdoor recreational areas that draw people to Owyhee County from surrounding areas.

Morley Nelson Snake River Birds of Prey Conservation Area

Located along the northern edge of Owyhee County, along the snake river, lies the 485,000 acer Morley Nelson Snake River Birds of Prey Conservation Area. The Snake River Canyon, with its unique geography and thermal uplifts, is home to some of the United States' greatest concentrations of birds of prey. Congress established this conservation area in 1993. Many people come to this area between March and June to observe raptor activity during the dawn and dusk hours of the day. Numerous other recreation activities are available in this area including camping, boating, hiking, fishing, hunting, and OHV riding.

Bruneau Dunes State Park

The Bruneau Sand Dunes are in the northeast corner of Owyhee County. These dunes are home to North America's tallest sand dune, rising 470 feet above the surrounding desert landscape. The state park includes desert, dune, prairie, lake, and marsh habitat with opportunities to observe nocturnal species. Activities include fishing, birdwatching, camping, hiking, swimming, and viewing the stars at one of only two public observatories in Idaho.

Owyhee Uplands National Back County Byway (Mudflat/Juniper Mountain Rd)

The Owyhee Uplands National Back Country Byway, known locally as the Mud Flat Road, is the primary access to central Owyhee County. From there, many rough roads and hiking routes enter more remote areas. A round-trip excursion on the Byway from Boise takes a full day and provides access to some of Idaho finest desert scenery. It can be traveled by most passenger vehicles during the summertime. This byway provides access to the Little & Big Jacks Creek, North Fork Owyhee River, and Pole Creek Wilderness areas. The Byway is a very popular destination for geocaching. Roadside caches can be found nearly every mile along the byway.

Owyhee Front Trail System

The Owyhee Front is a popular area in southwest Idaho for a wide range of OHV, mountain biking, equestrian, hiking, and camping activities. This trail system features access to hundreds of miles of roads, moderate to difficult trails and sand washes in steep rocky canyons. There are multiple trail heads throughout this trail system. Many of these trail heads are equipped with parking and staging areas with restrooms and unloading ramps. The Owyhee Front Trails system is in the northern portion of Owyhee County.

Owyhee Canyonlands Wilderness Areas

Owyhee County is home to six different wilderness areas collectively known as the Owyhee Canyonlands Wilderness Areas. These six wilderness areas, with their approximate location, are as follows:

- North Fork Owyhee Wilderness (southwestern corner of Owyhee County)
- Pole Creek Wilderness (southwestern corner of Owyhee County)
- Owyhee River Wilderness (southwestern corner of Owyhee County)
- Little Jacks Creek Wilderness (central Owyhee County)
- Big Jacks Creek Wilderness (central Owyhee County)
- Bruneau Jarbridge Wilderness (eastern Owyhee County)

Hidden within these wilderness areas is a vast high mountain plateau with deep canyons carved out by the Owyhee, Bruneau and Jarbridge Rivers; housing some of the largest concentration of sheer-walled volcanic rhyolite and basalt canyons in the western United States. Many of the canyons are more than 1,000 feet deep. These canyon rivers are visited by both kayakers and rafters March through June. Many fishermen also visit these rivers to fish for rainbow and brown trout.

Jump Creek

Jump Creek is a recreation area located in northern Owyhee County that features a 60-foot waterfall and lush riparian area. Visitors often hike to the falls overlook or swim at the base of the water fall.

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.

USDA Reynolds Creek Experimental Watershed

The Reynolds Creek Experimental Watershed (RCEW), established in 1960, serves as an "outdoor hydrological laboratory" dedicated to studying hydrological processes in the Interior Northwest and Great Basin regions of the United States. Over the years, RCEW has accumulated diverse datasets, encompassing precipitation, climate, soil temperature and moisture, snowpack, stream flow, and water quality. The Northwest Watershed Research Center (NWRC) takes charge of collecting this valuable data for in-house research purposes while also making it accessible to the public. Researchers

interested in conducting their investigations can readily access and utilize the data for their own studies.

Saylor Creek Aerial Gunner Grange

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.

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.

Descendants 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 ancestors 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 city 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 place of diverse opportunity and activity. A gateway to 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.

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 Grandview

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.

Murphy

Murphy is an unincorporated town located approximately 25 miles south of Nampa, Idaho that 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.

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.

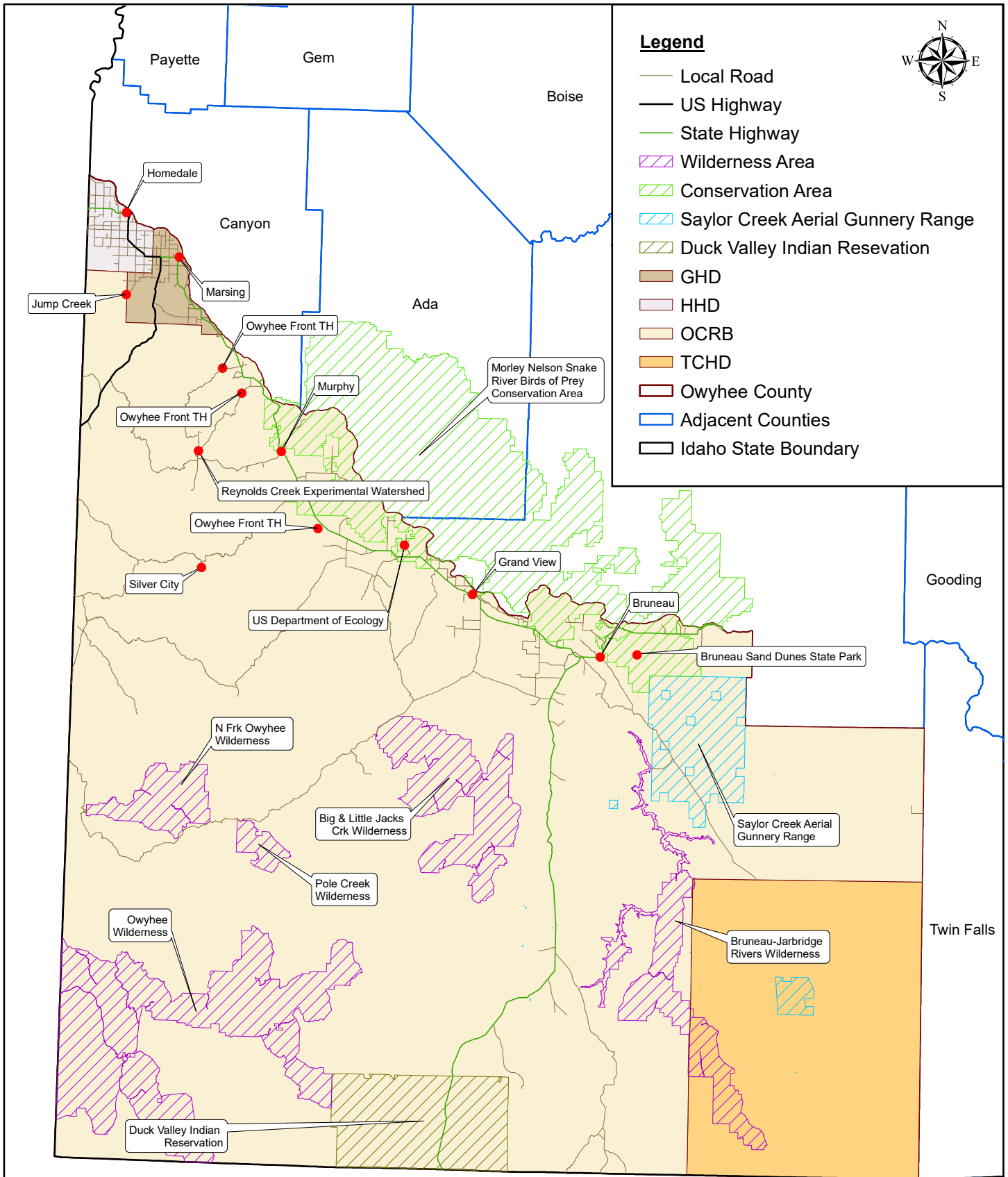
Silver City Ghost Town

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.

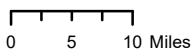
Silver City was founded in 1864 soon after silver was discovered on nearby War Eagle Mountain. The first daily newspaper and telegraph office in the Idaho Territory was established in Silver City. The town was also among the first places in Idaho to receive electric and telephone service. After the placer 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 Potosi 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.

Owyhee County Major Traffic Generator Map

Below is a map identifying major traffic generators located in Owyhee County.



Owyhee County Major Traffic Generators



3.0 System Improvement Needs

The following sections describe the capital improvement projects identified by each jurisdiction. Information pertaining to the project prioritization is included in the Capital Improvement Plan section of this Transportation Master Plan Update.

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

3.1 OCRB System Needs

Improvement Projects

Below is a list of projects that Owyhee County Road & Bridge has identified as necessary improvements. Each project has a brief description and summary of the work that is required.

Trout Creek Road

Trout Creek Road is a major collector from the Oregon State Line to the intersection of Trout Creek Road and Pleasant Valley Road. East of this intersection, Trout Creek Road is a local (resource recovery) roadway that provides access to mining and range lands. The roadway provides one of the primary accesses to the DeLamar Mine where mining activity is anticipated to increase significantly in the future. Trout Creek Road has a PCI of 40 from the Oregon State Line to the intersection with Pleasant Valley and a PCI of 34 east of the intersection.

Pleasant Valley Road

Pleasant Valley Road is a major collector roadway in western Owyhee County that is part of the Owyhee Back Country Scenic Byway. This road needs to be reconstructed to meet current standards from the Trout Creek Road intersection to the south for approximately 5 miles. The road has PCI ratings ranging from 33 to 36 and requires ± 3 feet of lane widening to reach a total width of 22 feet.

Oreana Loop Road

Oreana Loop Road is a ± 11 -mile loop, major collector roadway located in North-Central Owyhee County. It connects with Oreana Shortcut Road, Bachman Grade Road and SH-78. Oreana loop road has an average PCI of 40 and an average ADT of 198 vpd. Full depth reconstruction is recommended, as well as improvements to alignment geometry and drainage.

Oreana Short Cut Road

Oreana Shortcut Rd is a major access gravel road which connects Oreana Loop Rd with SH-78. It has an ADT of ± 35 . Several sections of this roadway are prone to washing out and therefore require significant maintenance. The project will reconstruct the roadway section, fully pave the surface, improve drainage, and increase roadway width.

Reynolds Creek Road

Reynolds Creek Road is a ±10-mile segment of paved, major collector roadway with an average PCI of 48 and sections of the roadway with a PCI as low as 37. The roadway has an average ADT of ±348 vpd. Several curves need to be corrected to increase sight distance. The widening and reconstruction will likely require additional right-of-way acquisition and possible rock blasting in select areas.

Bachman Grade Road

Bachman Grade Road, is a ±24-mile-long major access roadway that connects Oreana Loop Road to Flint Road. The northeastern ±0.8 miles of roadway are paved with the remaining length being gravel. Traffic on the steep grade and through curves causes significant maintenance issues with the gravel surface and the roadway should be reconstructed to better accommodate the roadway traffic.

Rabbit Creek Road

Rabbit Creek Road is an ±8.5-mile major collector, gravel roadway. Horizontal and vertical alignment updates are required to meet current standards. The planned improvements include curve realignment and sight distance corrections. Right-of-Way acquisition from the Bureau of Land Management is anticipated.

Mormon Boulevard

Mormon Boulevard is an agricultural roadway that connects Shoofly Cutoff to State Highway 78 and has a length of approximately 7.7 miles. During harvest season, this road receives heavy truck traffic between the sugar beet dump and State Highway 78. The southern ±2 miles of the roadway is in need of pavement rehabilitation.

Clover-Three Creek Road

Clover-Three Creek Road extends from Hot Springs Road, southeast through the Saylor Creek Aerial Gunnery Range and into the Three Creek Highway District jurisdiction. The northern ±4.5 miles of roadway is paved, with the remaining roadway having a gravel surface. Extending the paved surface ±3 miles to the southeast will provide a better and lower maintenance surface to the Bruneau Canyon Scenic Overlook turn off, a popular tourist destination.

Black Sands Road

Black Sands Road is local recreation roadway that provides access to CJ Strike Reservoir and the Black Sands Resort. The roadway is ±2 miles in length, with a deteriorated paved surface. Pavement rehabilitation or reconstruction is needed to bring the roadway up to an acceptable condition.

Vaught Road

Vaught Road is a 1.5-mile gravel, agricultural road located within a network of paved roads. Vaught Road is the primary access to the Little Valley Land feedlot operation, which is currently completing a significant expansion that will increase traffic. Paving this roadway, in cooperation with the feedlot expansion, would provide better connectivity of surface types and reduce the maintenance costs associated with the increased feedlot traffic.

Mud Flat Road

Mud Flat Road, a major collector roadway, consists of both gravel and paved roadway surfaces. The paved roadway segment starts at State Highway 78 and ends at the intersection of Oreana Cutoff and Mud Flat Road. This segment is followed by gravel roadway stretching from Oreana Cutoff Road to Juniper Mountain Road. A ±2-mile section of Mud Flat Road, near Paul Black Road, is in need of pavement rehabilitation.

A&A Road

A&A Road is an agricultural local road that provides access to farmland west of Mud Flat Road. A portion of the roadway pavement requires rehabilitation to bring it to an acceptable condition.

Hot Creek Road

Hot Creek Road is a 10.7-mile major access road spanning from State Highway 78 to Hot Springs Road. It is comprised of 5.6 miles of paved surface and 5.1 miles of gravel surface. The southern end of Hot Creek Road is in need of reconstruction from the Bruneau River Bridge to the Simplot Shipping Corral.

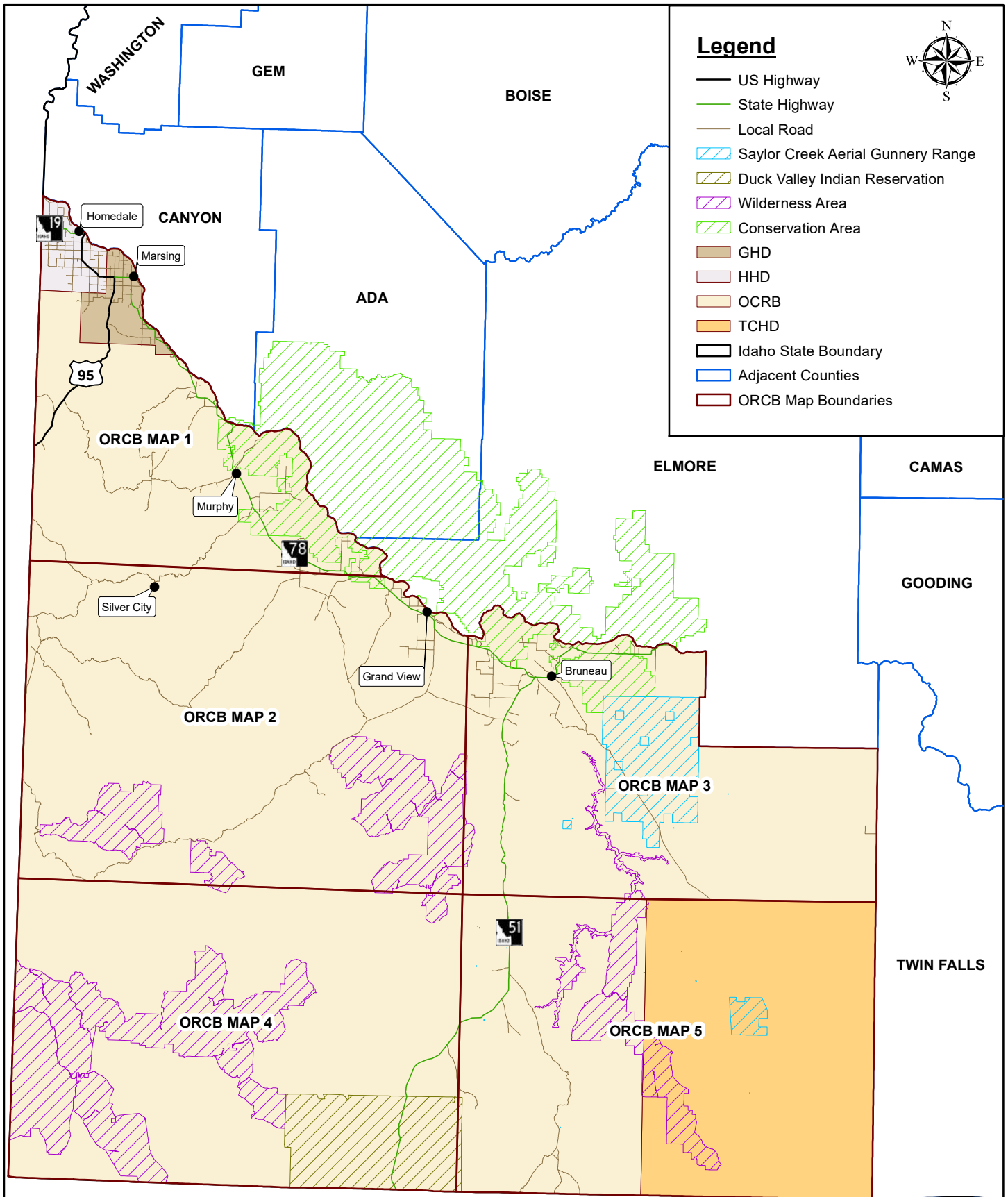
Other Roadways for Future Consideration

Along with the specific roadway projects described above, Owyhee County has identified portions of the following roadways for various levels of rehabilitation or reconstruction. These roadway segments should be incorporated into future project priority lists.

- Shoofly Cutoff Road
- Mud Flat Road (gravel section)
- Anderson Loop Road
- Oreana Cutoff Road
- Cattle Drive Road
- Crane Falls Road

Owyhee County Road & Bridge System Needs Map

The following pages contain several maps identifying OCRB road system needs.

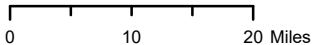


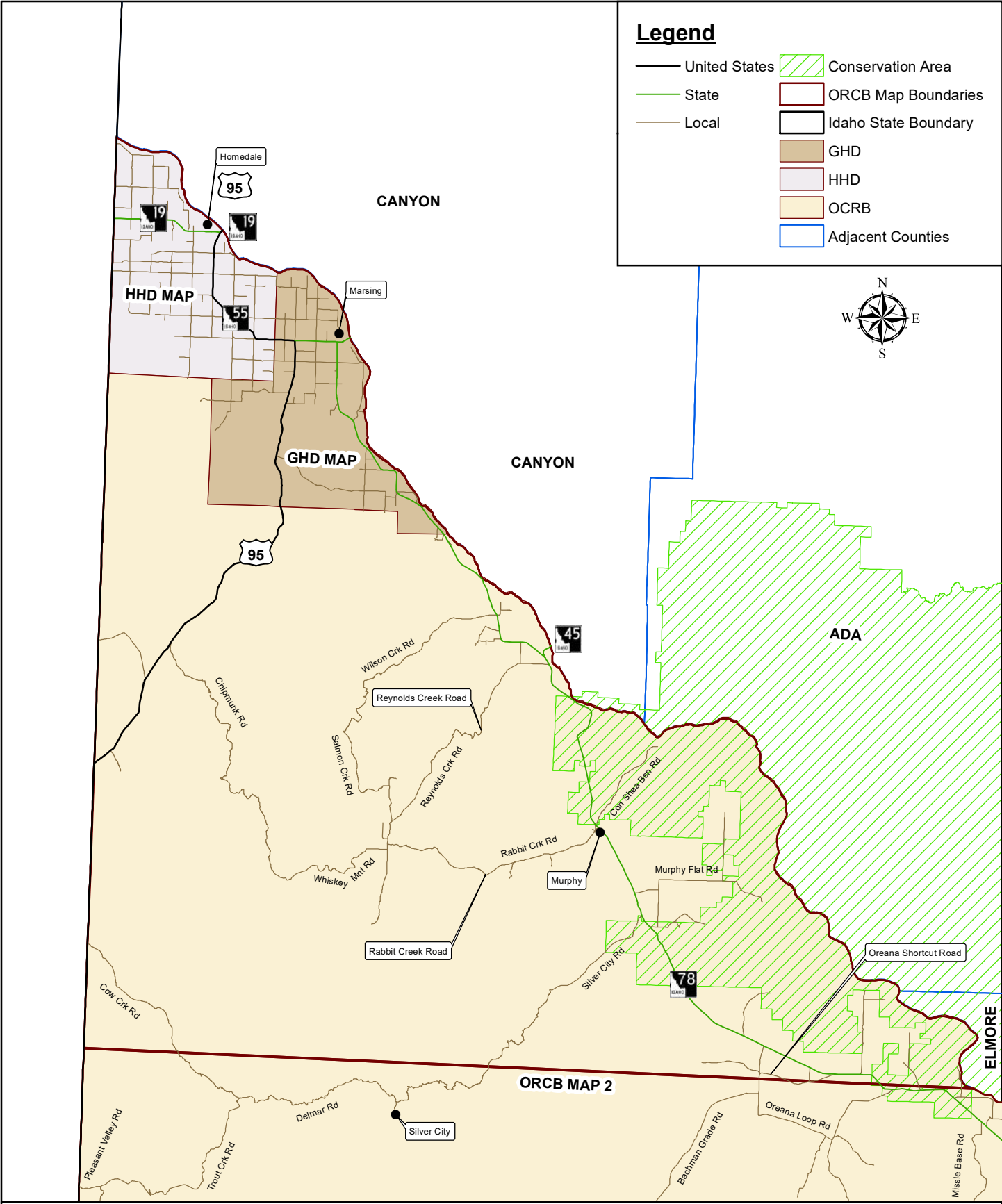
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- State Highway
- Local Road
- ▨ Saylor Creek Aerial Gunnery Range
- ▨ Duck Valley Indian Reservation
- ▨ Wilderness Area
- ▨ Conservation Area
- GHD
- HHD
- OCRB
- TCHD
- ▭ Idaho State Boundary
- ▭ Adjacent Counties
- ▭ ORCB Map Boundaries

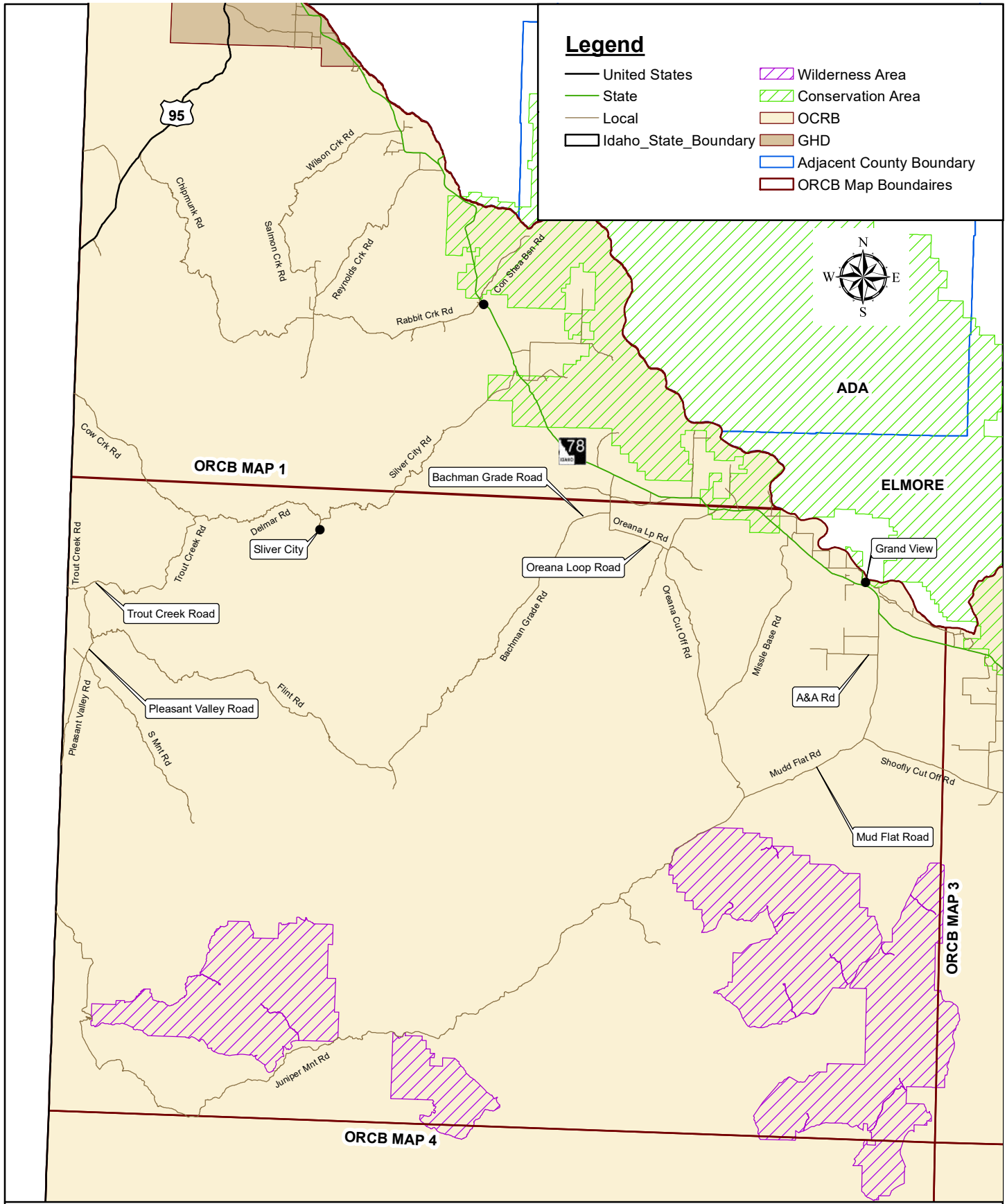


Owyhee County System Improvement - Map Index





Owhee County Road & Bridge System Improvements - Map 1

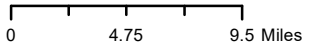


Legend

- United States
- State
- Local
- ▭ Idaho_State_Boundary
- ▨ Wilderness Area
- ▨ Conservation Area
- ▨ OCRB
- ▨ GHD
- ▭ Adjacent County Boundary
- ▭ ORCB Map Boundaires



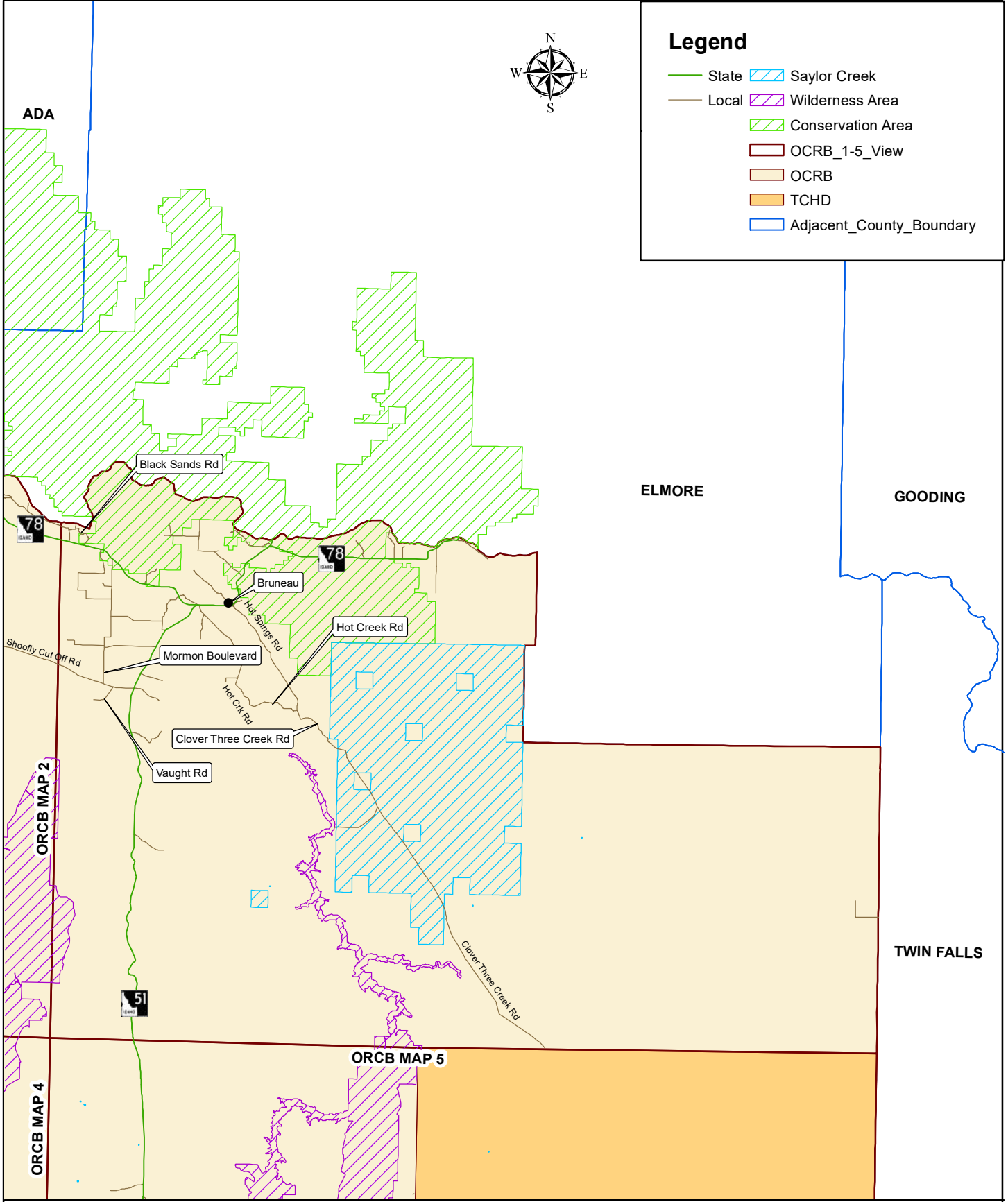
Owhee County Road & Bridge System Improvements - Map 2



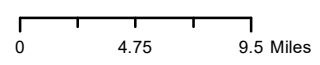


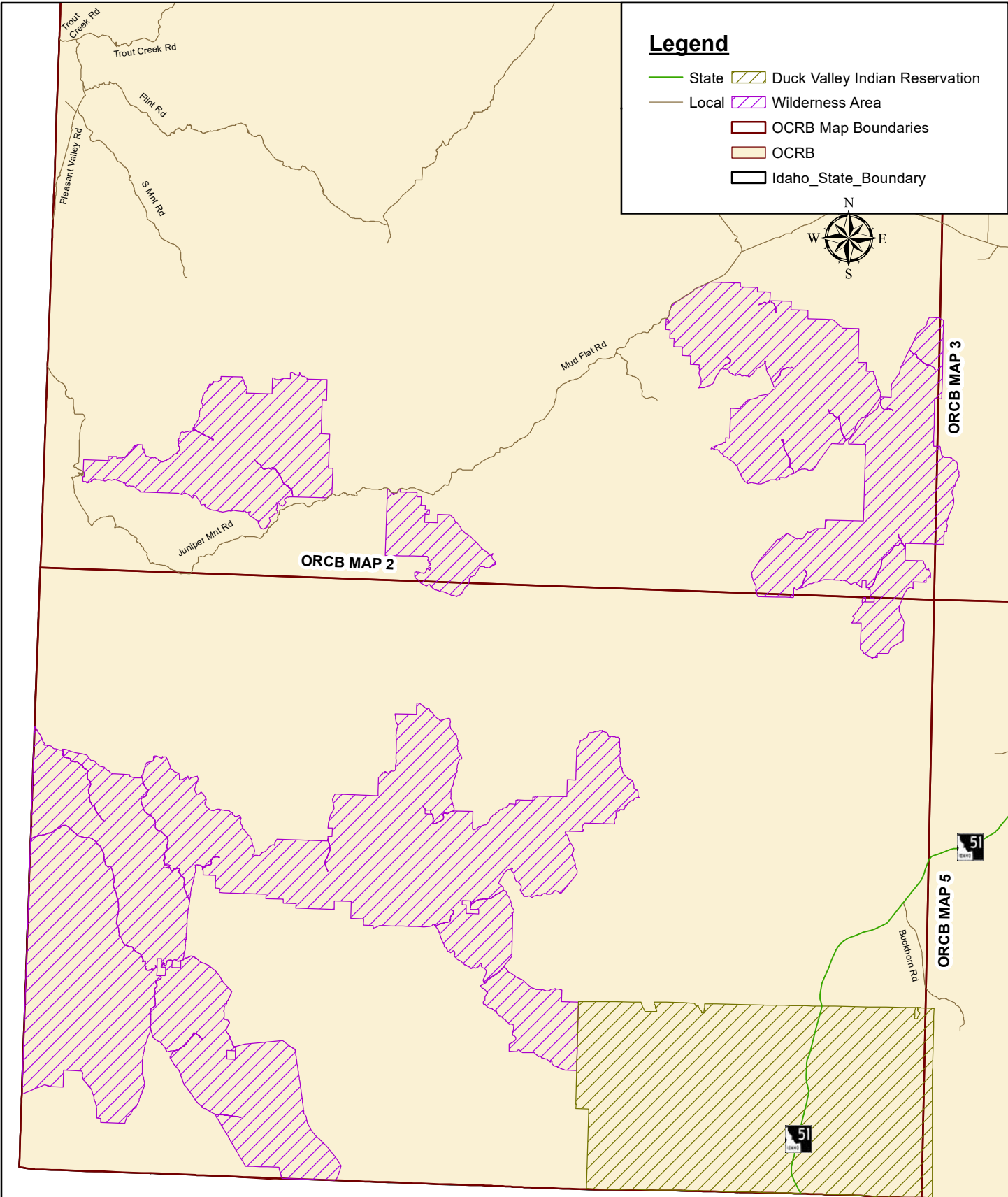
Legend

- State
- Local
- ▨ Saylor Creek
- ▨ Wilderness Area
- ▨ Conservation Area
- ▭ OCRB_1-5_View
- ▭ OCRB
- ▭ TCHD
- ▭ Adjacent_County_Boundary

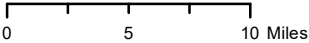


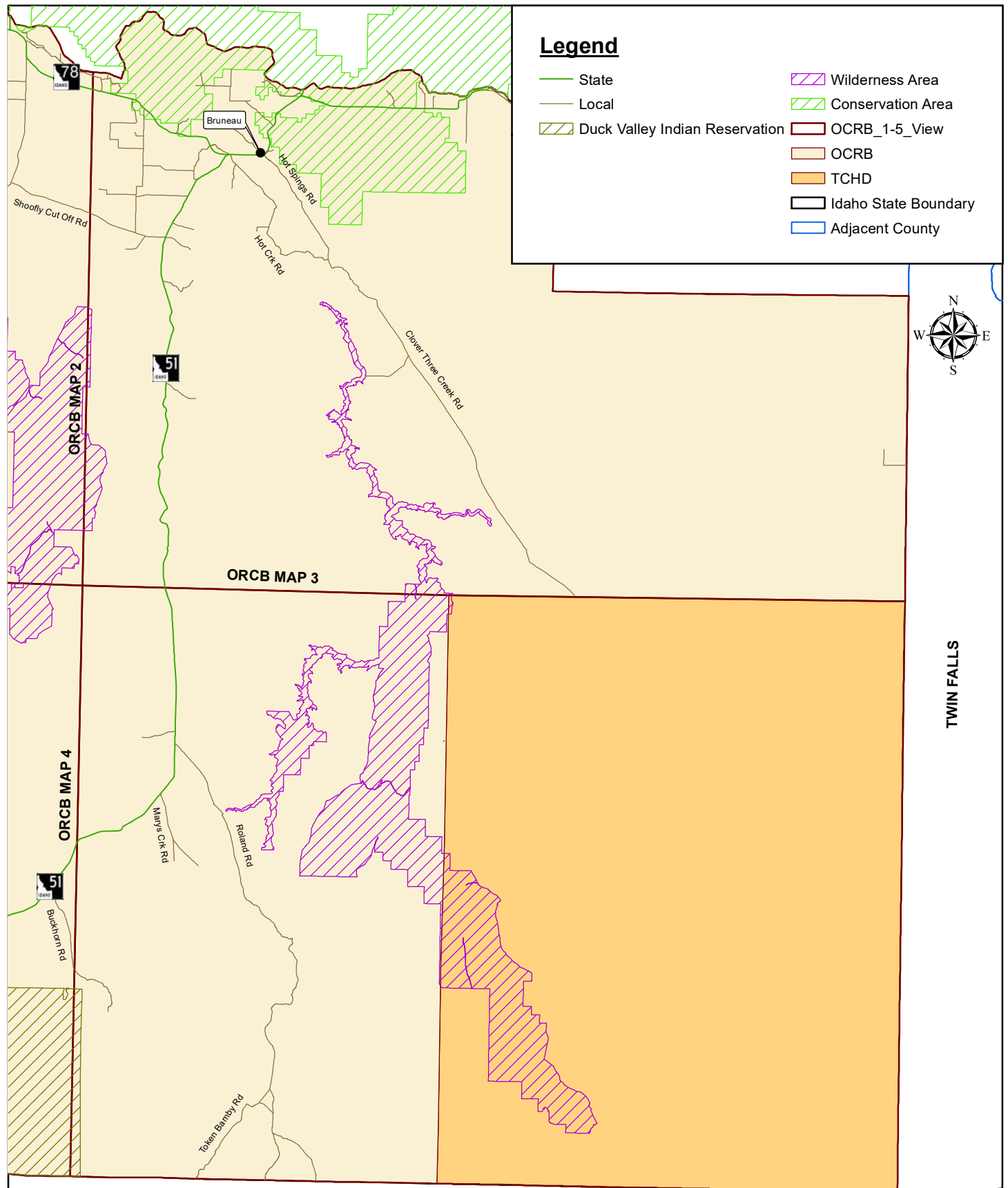
Owhee County Road & Bridge System Improvements - Map 3





Owhee County Road & Bridge System Improvements - Map 4





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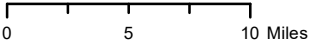
- State
- Local
- Duck Valley Indian Reservation
- OCRB_1-5_View
- OCRB
- TCHD
- Idaho State Boundary
- Adjacent County
- Wilderness Area
- Conservation Area



TWIN FALLS



Owhee County Road & Bridge System Improvements - Map 5



3.2 Gem Highway District System Needs

Improvement Projects

Below is list of projects that Gem Highway District has identified as necessary improvements. Each project has a brief description and summary of work anticipated.

Poison Creek Road Bridge

Poison Creek Road, west of Jump Creek Road, is a recreation, gravel roadway. The roadway crosses Jump Creek approximately 800-feet west of Jump Creek Road. This project will construct a new bridge structure, spanning over the existing culvert/bridge structure. The Poison Creek Road grade will be raised to accommodate the new bridge finished grade and Poison Creek Road will be reconstructed east and west of the new structure to tie back into the existing roadway.

South Bruneau Highway

South Bruneau Highway is a 4.0-mile major collector that runs from Marsing City limits to State Highway 78. This road has an average PCI of 46 and an ADT of 698 vpd. The roadway surface requires widening from 18.5 feet to 22 feet to meet current standards. A combination of full depth reconstruction and rehabilitation is necessary to provide adequate service. Right-of-Way acquisition, realignment, and utility relocation will be addressed as part of this project.

Poison Creek Road

Poison Creek Road, between Highway 95 and Gem Road is a paved major access roadway. A portion of this section of roadway needs to be raised and appropriate drainage constructed. The adjacent flood irrigated farm ground causes drainage issues at the roadway and increased maintenance needs. The project will reconstruct the roadway at an appropriate elevation relative to the adjacent ground and improve drainage.

Hardtrigger Road

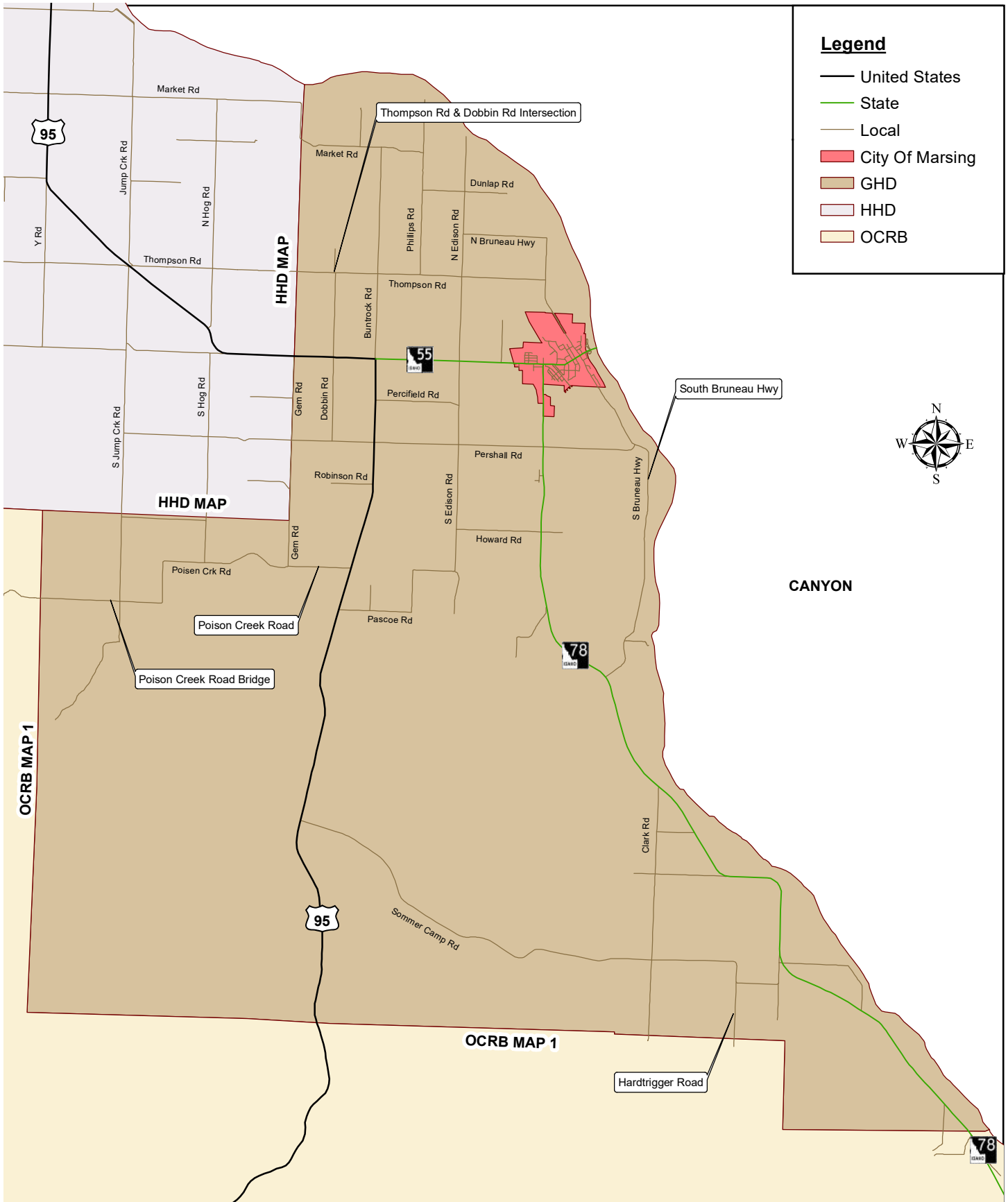
Hardtrigger Road is a paved minor access roadway. The roadway surface requires widening and reconstruction to meet current standards. The project extends along Hardtrigger Road from Summer Camp Road to the end of pavement, comprising of approximately 0.75 miles.

Thompson Road & Dobbin Road Intersection

The intersection of Thompson Road and Dobbin Road requires reconstruction to raise the grade relative to the adjacent ground and install appropriate drainage infrastructure. Thompson Road is a major collector, while Dobbin Road is a major access roadway.

Gem Highway District System Needs Map

The following page contains a map identifying GHD road system needs.



Legend

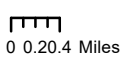
- United States
- State
- Local
- City Of Marsing
- GHD
- HHD
- OCRB



CANYON



Gem Highway District System Improvements - Map 1



3.3 Homedale Highway District System Needs

Improvement Projects

Below is a list of projects that Homedale Highway District has identified as necessary improvements. Each project has a brief description and summary of the work that is needed.

Johnstone Road

Johnstone Road spans approximately 7.3 miles and consists of two different roadway surface types. The ±6.0-mile northern segment is a major collector that is paved and runs from State Highway 19 to Mule Springs Road. The southern segment is a gravel surface agriculture roadway, beginning at Mule Springs Road and running ±1.3 miles before turning into Sands Basin Rd. Johnstone Road has an ADT of ±215 vpd near the gravel segment of the roadway. This project will extend the asphalt surfacing to the southern end of Johnstone Road, providing better access to recreation areas.

Maybon Lane

Maybon Lane is a minor access, gravel roadway that spans 1.0 mile from Gulley Road to the Oregon state line. This road is located within a network of paved roads. Paving this roadway segment will improve connectivity of surface types, thereby reducing maintenance costs.

River Road

River Road is a major access roadway that extends from North Side Rd to State Highway 19 for a total length of ±5.0 miles. This segment of road has an ADT of ±410 vpd. River Road, north of SH-19 requires rehabilitation due to recent canal break in that area. River Road was rated using the Asphalt Institutes Pavement Conditions Index (PCI) and has an average PCI of 61 in the project area.

Y Road

Y Road is a major access roadway that runs for ±2.0 miles from SH-19 to Cemetery Road. The roadway has a PCI as low as 55. The entire length of Y Road will need to be rehabilitated.

Sage Lane

Sage Lane is a ±3.5-mile roadway extending from Thompson Road to Southside Road. The roadway is classified as a major access roadway, with the portion between Graveyard Road and Market Road being classified as a major collector Roadway. Sage Kane has an ADT of 91 vpd, near Graveyard Road. Sage Lane has PCI ratings ranging from 44 to 60 and is in need of reconstruction.

Johnstone Road & Pioneer Road

The intersection of Johnstone Road and Pioneer Road is in need of reconstruction to better accommodate the high traffic volumes. Johnstone Road has an ADT of ±1750 vpd, north of Pioneer Road. Johnstone Road is a major collector roadway and Pioneer Road is a major access roadway.

Thompson Road & Hogg Road

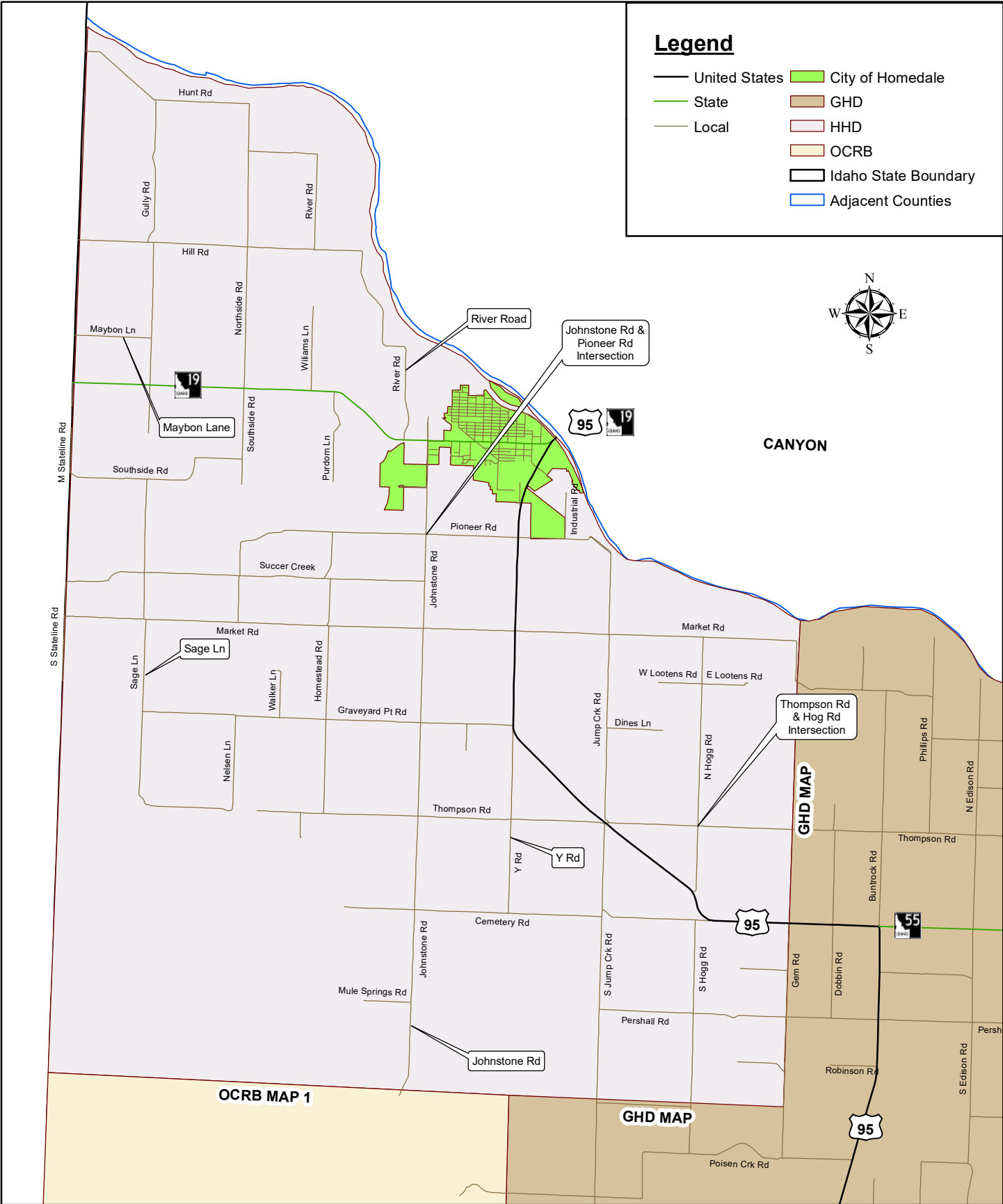
The intersection of Thompson Road and Hogg Road required reconstruction to better accommodate turning movements by agricultural vehicles and equipment. Thompson Road is a major collector roadway with an ADT of ± 630 vpd near this intersection. Hogg Road is a major access roadway.

Homedale Highway District System Needs Map

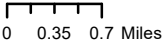
The following page contains a map identifying HHD road system needs.

Legend

- United States
- State
- Local
- City of Homedale
- GHD
- HHD
- OCRB
- Idaho State Boundary
- Adjacent Counties



Homedale Highway District System Improvements - Map 1



4.0 Asset Management & Capital Improvement Program

4.1 Asset Management Data Update

The following sections provide an overview of all participating agencies' assets, current status, and management plans. Data updates were completed for the following transportation system assets where information was available from the local highway jurisdiction:

- Roadway Inventory
- Bridge Inventory
- Culvert Inventory
- Signs Inventory

Roadway Inventory

Paved Roadway Inventory

Each of Owyhee County's local highway jurisdictions have adopted an asset management program to track the condition of paved roadways throughout their respective territory. The program utilizes the Asphalt Institute's Pavement Condition Index (PCI) in conjunction with the internet-based program iWorq. The PCI is a numerical index between 0 and 100 that is used to indicate the overall condition of a paved roadway. Methods used to determine roadway PCI are based on the standardized process identified in *ASTM D6433-20: Standard Practice for Roads & Parking Lots Pavement Condition Index Surveys*.

The PCI rating for each roadway is determined by the relevant local highway jurisdiction. These ratings are used to identify the overall condition of the roadway, recommend roadway maintenance guidelines, and determine maintenance cost estimates. The local highway jurisdictions have set the goal of reaching a minimum average PCI of 70. Participating highway jurisdictions will maintain their paved roadways according to the following table of PCI values and recommended maintenance guidelines:

PAVEMENT CONDITION INDEX

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

Local jurisdictions should complete PCI ratings on an annual basis. If roadways cannot be rated annually, agencies should complete PCI Ratings once every seven years, at minimum. The following table contains each local highway jurisdiction's PCI Ratings over the last seven years (2016-2023).

PAVEMENT CONDITION INDEX DATA

Pavement Condition Index Ratings by Miles (2017 – 2023)					
Jurisdiction	PCI 85 – 100 No Maintenance	PCI 65 – 85 Maintenance	PCI 40 – 65 Rehabilitation	PCI < 40 Reconstruction	Total
OCRB ¹	6.7 Miles	7.6 Miles	19.5 Miles	15.5 Miles	49.3 Miles
GHD ²	10.0 Miles	8.3 Miles	5.4 Miles	0.0 Miles	23.7 Miles
HHD ³	12.3 Miles	46.6 Miles	22.5 Miles	0.3 Miles	81.7 Miles

¹: OCRB most recent PCI ratings were completed in 2020.

²: GHD most recent PCI rating were completed in 2022.

³: HHD most recent PCI ratings were completed in 2016, 2017, & 2018

Not all paved roads located within the study area have had a PCI rating completed in the last seven years. Therefore, the total mileage in the above table does not match the total paved roadway milage shown in Chapter 2. The participating local agencies strive to keep their pavement inventory up to date, however, due to budget and labor limitations they are not always able to complete PCI ratings every seven years. A complete inventory of the paved roadway PCI ratings is included in Appendix G.

Gravel Roadway Inventory

Participating local highway jurisdictions’ gravel road maintenance program includes grading gravel roads in each district between one and eight times annually, depending on the surface condition. Depending on the rate of gravel loss on each roadway, the jurisdictions implement a gravel replacement program for the wearing surface (top 2” of gravel section). The length of gravel roadways within each jurisdiction is summarized as follows:

GRAVEL ROAD DATA

Gravel Road Resurfacing Program		
Jurisdiction	Treated Gravel	Untreated Gravel
OCRB	0.0 Mile	415.44 Mile
GHD	0.0 Mile	5.16 Mile
HHD	0.0 Mile	7.68 Mile
Total Milage	0.0 Mile	428.28 Mile

In addition to gravel wearing surface replacement, each local highway jurisdiction should consider a magnesium-chloride program for all gravel roadways with an ADT over 100 vehicles per day. This will reduce the amount of gravel replacement needed.

A complete inventory of gravel roadways is provided in Appendix H. The tables included in Appendix H provide a platform for each jurisdiction to track their gravel loss and estimate their annual gravel replacement needs and costs.

Graded & Drained Roadway Inventory

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 expectations of the public, these roadways may be graded once per year or even less frequently. This grading is done during the spring when soil moisture levels are conducive to grading. 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. For more information on graded and drained mileage see the “Roadway System by Surface Type” portion of this report.

Unimproved Roadway Inventory

Unimproved roadways are earthen roads that have not been engineered and lack grading and drainage facilities. These roadways typically serve remote areas and have very low traffic volumes. Due to low traffic volume, reduced expectations of the general public, and budgetary constraints, these roadways are not improved. Maintenance performed on these roads is also minimal or in some cases non-existent. For more information on unimproved roadway mileage see the “Roadway System by Surface Type” portion of this report.

Roadway Width Inventory

In addition to developing asset management plans for different roadway surface types, the participating jurisdictions have itemized their roads according to roadway width. Roadway width is an important aspect of geometric design which increases driver comfort and safety. Participating jurisdictions have adopted the *Highway Standards and Development Procedures for Owyhee County, Idaho, July 2008* for the construction of all public roads. This manual defines required roadway widths according to traffic volumes. These required roadway widths are summarized below table:

ROAD WIDTH CRITERIA

Roadway Width Program			
Roadway Type by ADT & Classification	Roadway Width (ft)	Shoulder Width (ft)	Total Width (ft)
Collector ($1,500 \leq \text{ATD} < 2,000$)	24	6	36
Collector ($\text{ADT} < 1,500$)	22	5	32
Local Road ($1,500 \leq \text{ATD} < 2,000$)	22	6	34
Local Road ($400 \leq \text{ATD} < 1,500$)	22	5	32
Local Road ($\text{ADT} < 400$)	20	2	24

The Table below provides a summary of each jurisdiction’s roadway mileage that is in need of widening, based on the stated criteria associated with “Roadway Width”. Additional roadways within each jurisdiction may require shoulder widening to meet the requirements stated in the above table.

ROAD WIDENING DATA

Roadway Widening Program by Mile	
Jurisdiction	Miles Of Roadway in Need of Widening
OCRB	105.31 Miles
GHD	12.10 Miles
HHD	6.73 Miles
Total Milage	124.14 Miles

A complete inventory of Road Widening Data for each participating jurisdiction is provided in Appendix I.

Bridge Inventory

LHTAC has provided an inventory list of all bridges within the Owyhee County Study Area. This inventory includes all structures that span at least 20-feet.

The LHTAC inventory provides critical information about each structure, including the location, the facility the structure is crosses, dimensional structure data, structure type, design information, and condition ratings for the major components of each structure. Structures with an overall condition of “Poor” are shown in the table below:

“POOR” BRIDGE INVENTORY DATA

Bridge No.	Jurisdiction	Carries	Crosses	Location	Condition	Audit Year
28235	OCRB	River Rd	Vinson Wash	2.0 N. 2.6 W. Grand View	Poor	2019
28270*	OCRB	Flint Creek Rd	North Fork Boulder Creek	29.0 W. Oreana	*	*
28298	OCRB	Salmon Creek Rd	Reynolds Creek	1.6 N 9.8 W Murphy	Poor	2019
28317	OCRB	Sheep Camp Rd	Grandview Irrigation Canal	1.3 E. Grandview	Poor	2019
28225	HHD	Sage Rd	Succor Creek	1.0 S. 3.8 W. Homedale	Poor	2019

* Bridge No. 28270, North Fork Boulder Creek, was reconstructed in 2023 and will be removed from the list upon the next bridge inspection.

A complete list of the Owyhee County bridge inventory is included in Appendix J.

Culvert Inventory

As part of this Transportation Plan Update, Gem Highway District and Homedale Highway District have completed a current culvert evaluation throughout their jurisdiction and incorporated the information into their iWorQ asset management

program. Owyhee County Road & Bridge is currently in the process of itemizing their current culvert types, locations, and conditions.

Sign Inventory

As part of this Transportation Plan Update, Gem Highway District and Homedale Highway District have completed an existing signage evaluation throughout their jurisdiction and incorporated the information into their iWorQ asset management program. Owyhee County Road & Bridge is currently in the process of itemizing their sign types, locations, and conditions.

4.2 Updated Project Priority Lists

OCRB, GHD, and HHD used their current System Improvements Needs, from Section 3 of this Transportation Master Plan Update, to prepare their project priority list.

A project rating system was developed to assist in evaluating and prioritizing the projects. OCRB, GHD, and HHD developed six criteria to rate each project. The agencies 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. At the same time, “surface type” is the sixth project rating criteria. A weighting factor of one is applied to the “surface type” score of each project.

The following table contains the rating criteria, weighting factor, and scoring description used to develop the project priority lists for each jurisdiction.

Project Rating Criteria		
Criteria	Criteria Weighting Factor	Scoring Description
Safety	4	1-10, 1-3 for minimal safety concerns (up to 1 crash in the last five years and/or up-to 1 safety deficiency), 4-7 for moderate safety concerns (1 crash in the last five years and/or up-to 3 safety deficiencies) and 8-10 for extreme safety concerns (1 or more crashes in the last five years and/or more than 3 safety deficiencies).
Anticipated Cost	3	1-10, 2 for extremely 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 extremely small projects (under \$100,000).
Traffic Volume	3	1-10, 3 for extremely 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 extremely high traffic volumes (ADT over 1500).

Project Rating Criteria		
Criteria	Criteria Weighting Factor	Scoring Description
Condition	2	Pavements; 1-10, 4 for poor surface condition (PCI under 30), 6 for fair surface condition (PCI 30-65), and 8 for good surface condition (PCI over 65). Bridges; 10 for critical structures (SR under 35), 8 for poor condition (SR 35 to 50), 6 for fair condition (SR 50 to 75), 4 for good condition (SR over 75). Other Infrastructure; 8 for critical condition, 6 for poor condition, 4 for fair condition, 2 for good condition.
Roadway Classification	2	1-10, 1-recreational/scenic, 2-resource recovery, 3-minor access, 4-agricultural, 5-industrial/commercial, 6-major access, 7-minor collector, 8-major collector, 9-minor arterial and 10-principal arterial.
Surface Type	1	1-10, 1 for graded & drained (G&D) surfaces, 2 for improving G&D to gravel, 3 for gravel, 4 for improving gravel to treated gravel, 5 for treated gravel, 6 for improving treated gravel to cold-mix (CMX), 7 for improving treated gravel to hot mix (HMX), 8 for CMX, 9 for improving CMX to HMX, 10 for HMX.

The above project rating criteria was applied to each jurisdictions’ project list in order to develop a priority list for that jurisdiction. Appendix K includes the completed project ranking lists for OCRB, GHD, and HHD. Once each jurisdictions’ list was completed, all the OCRB, GHD, and HHD projects were combined into a single list in order to prepare a county-wide priority list. This county-wide priority list is also included in Appendix K.

Each Local Highway Jurisdiction will review their project priority list and determine which projects will require outside funding and which projects can be completed from the agency’s budget. Then, the participating jurisdictions will meet, typically on an annual basis, to discuss the projects on the county-wide list that require outside funding. Using the county-wide priority list and considering other applicable factors, the group will determine which Local Highway Jurisdiction will be applying for project funding under the various funding programs. This collaboration among the jurisdictions ensures that agencies within Owyhee County are not competing for the same funding or it is agreed that it is appropriate to pursue multiple projects being funded through the same program. This collaboration also shows the funding agencies that the Owyhee County jurisdictions are working together in an effort to maintain and update the transportation system in the most efficient way possible.

4.3 Developing Capital Improvement Plans

The individual Local Highway Jurisdiction Priority Lists, discussed in Section 4.2, are 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. CIPs are working documents, that vary from agency to agency, and may change periodically through a given year.

5.0 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 jurisdiction is applying for the funding. Typical funding sources for projects include:

- Local Rural Highway Investment (LRHIP)
- Local Highway Safety Improvement (LSHIP)
- Federal-aid Rural
- Federal-aid Bridge
- Transportation Alternative Program (TAP)
- Federal Lands Access Program (FLAP)
- Recreational Trails Program
- Recreational Road & Bridge
- Americans With Disabilities (ADA) Curb/Ramp Program
- National Highway Freight Program

A summary of each funding program is included in the following pages.

5.1 Local Rural Highway Investment Program (LRHIP)

LRHIP supersedes the previous "exchange" program, in which a local highway authority had the option to exchange its Federal Aid funds at a rate of \$0.60 per dollar and utilize the generated revenue as part of its yearly budget. By replacing the "exchange" program, the Investment Program maintains the \$0.60 per Federal Aid dollar but eliminates individual jurisdiction accounts. Instead, the funding is now accessible to Counties, Highway Districts, and Cities with a population below 5,000 through a competitive selection process.

Five funding categories of projects in the investment program include:

1. Construction Projects, with a funding limit of \$100,000
2. Transportation Planning Projects, with a funding limit of \$50,000 for new Transportations Plans and \$30,000 for Transportation Plan Updates.
3. Signing Projects, with a funding limit of \$30,000
4. Federal-aid Match Construction Projects, with a funding limit of \$100,000
5. Emergency Funds, with a funding limit of \$100,000. Emergency funds require a separate application.

Investment Program funding is primarily used for smaller projects that cannot justify the expense of completing the Federal Aid process, or to obtain matching funds for federal projects. Funding from LRHIP can also be used as a portion of the matching funds on other federal aid projects (e.g., Incentive, Bridge, Enhancement, etc.).

LRHIP projects are implemented through a formal application and review process administered by LHTAC. The LHTAC application process occurs annually between September and December. Selected projects may begin at the start of the following fiscal year (FY). For example, FY25 applications are due by December of 2023 and are

for funding in October 2024 (the beginning of FY25). Only one application may be submitted per rural area annually.

More information about LRHIP can be found online at: lhtac.org/programs/lrhip/

5.2 Local Highway Safety Improvement Program (LHSIP)

The Local Highway Safety Improvement Program (LHSIP) constitutes the portion of the state's Highway Safety Improvement Program (HSIP) that is allocated to Local Highway Jurisdictions (LHJs). Similar to the national HSIP, the LHSIP necessitates the analysis of crash data to identify locations in need of safety improvements and determine the corresponding level of funding that can be utilized by the agencies involved. Fund allocation is based on a formula that takes multiple factors into account, such as lane miles, the number of fatal and serious injury crashes recorded over the past five years, and the vehicle miles traveled within each district of the Idaho Transportation Department (ITD) for both the state and local highway systems. The local share of this funding is further distributed between ITD districts.

LHJs that have had at least one Fatal or Serious Injury (Type A) crash over the last five years are eligible to apply. Some examples of potential projects include: New durable pavement markings, traffic or pedestrian crossing signals, new or increased signing, shoulder widening, access control, guardrails, road safety audits, lighting improvements, and retroreflective backplates.

All projects must meet Federal and State standards, warrants and ADA requirements. Eligible LHJs may submit multiple applications, but LHSIP funding is limited to \$1.5M per LHJ for each application year. There is a 7.34% local match requirement and no project cost limit.

More information about LHSIP can be found online at: lhtac.org/programs/lhsip/

5.3 Federal-aid Rural

LHTAC Federal-aid Surface Transportation Block Grant (STBG) Rural funds are allocated for projects in rural areas, as well as in cities with populations less than 5,000. These funds may be allocated for new construction, reconstruction, or rehabilitation of roadways classified by FHWA as arterial or rural major collectors, with a small portion being allowed for minor collectors. Successful applicants are awarded funds for a project based on estimated costs. Projects may include rehabilitation of existing roadways, new construction of roadways (including curbs, gutters, sidewalks, and storm drain facilities), and overlay or chip sealing projects. The Rural funding program requires a 7.34% funding match by the local jurisdiction.

LHTAC typically accepts applications every other year. Applications are available at [LHTAC.org](https://lhtac.org) beginning in October, and are submitted to LHTAC through a formal project application process the following January. A prioritized list of applications is assembled by LHTAC and submitted to the Idaho Transportation Board for inclusion in the Idaho Transportation Investment Program (ITIP). The project limit is set at \$2,000,000, but a jurisdiction may request additional funding at the cost of an application score penalty.

More information about STBG Rural can be found online at: lhtac.org/programs/federal-aid/rural/

5.4 Federal-aid Bridge

The LHTAC Federal-aid Surface Transportation Block Grant (STBG) Bridge Program provides funds for the rehabilitation, replacement, or preservation of bridges. To qualify, the bridge must be in the National Bridge Inventory, span at least 20 feet, and carry a public road. The bridge must also be classified as poor, fair, or good condition. The bridge condition also dictates whether the bridge is eligible for rehabilitation, replacement, or preservation. Bridge condition classification is based on the state of the deck, super-structure, sub-structure, and culvert(s). To be competitive in securing funds, one or more of these criteria needs to be rated as poor.

The Idaho Transportation Board allocates 35% of the available Bridge funding to structures on local road systems, often called “off-system” because they are not within the National Highway System. The STBG Bridge program requires a 7.34% funding match by the local jurisdiction if the bridge is on the Federal-aid system. Applications for bridges not on the Federal-aid system do not require a local match. A careful evaluation of each bridge project should be completed to ensure the funds are an efficient financial solution. LHTAC will only program \$3M or less in total project cost toward the funding package for a bridge, but the local jurisdiction may contribute additional funds above the match requirement for larger projects.

Bridge applications are accepted every other year, during the month of January. LHTAC then submits a list of approved applications to the Idaho Transportation Board for approval in the Idaho Transportation Investment Program (ITIP).

More information about the STBG Bridge Program can be found online at: lhtac.org/programs/federal-aid/bridge/

5.5 Transportation Alternative Program (TAP)

The purpose of TAP is to provide for a variety of alternative transportation projects and to advance the Idaho Transportation Department’s (ITD) strategic goals of Mobility, Safety, and Economic Opportunity while maximizing the use of federal funds. The TAP provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and safe routes to school projects. TAP infrastructure projects shall be limited to a maximum of \$500,000 in federal funding. Non-infrastructure projects shall be limited to a maximum of \$60,000. The minimum sponsor cash match is 7.34% of the total project cost. The funding match must be a cash match. Non-cash items, such as volunteer services or in-kind contributions (e.g., work performed by sponsor or right-of-way purchase) are not eligible to count towards the sponsor’s match. Also, projects must have secured the necessary right-of-way and have environmental requirements that do not exceed a Categorical Exclusion.

TAP applications are accepted by email to ITD every other year during a call for applications. Project applications will be ranked by a committee based on project need, project benefit, and application content.

More information about TAP can be found online at: lhtac.org/programs/tap/

5.6 Federal Lands Access Program (FLAP)

The Federal Lands Access Program (FLAP) was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The Program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico.

FLAP funds are allocated among states using a statutory formula based on road mileage, number of bridges, land area, and visitation. As of 2021, the Idaho FLAP is estimated to receive about \$17 million annually, with individual proposals being considered in the range of \$100,000 and \$10M. A proposal may exceed \$10M if the project cannot be subdivided into smaller phases. No matching funds are required in the Idaho FLAP. Proposals are accepted for the following project types: capital improvements, road or trail improvements, surface preservation, transit facilities/system maintenance, transportation planning, and research.

Proposals are submitted during a call for projects issued by the Idaho Programming Decision Committee (PDC), which is composed of representatives from WFLHD, ITD, and LHTAC. Submitted proposals are then evaluated by a Technical Advisory Group (TAG) which is facilitated by the Western Federal Lands Highway Division (WFLHD) and includes representatives from ITD, LHTAC, and multiple federal agencies. The TAG evaluates each proposal according to the following criteria: Safety, Preservation, Recreation/Economic, Mobility, Sustainability/Environmental Quality, and Readiness/Support. Following the TAG's review, final proposal decisions will be made by the PDC.

More information about FLAP can be found online at: lhtac.org/programs/flap/

5.7 Recreational Trails Program (RTP)

The Recreational Trails Program of 1998 establishes a program for allocating funds to the States for recreational trails and trail-related projects. Projects must be from trail plans included or referenced in a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)). The typical grant funding level for the program is approximately \$1.5 million annually.

Permissible uses of the funds include:

- maintenance and restoration of existing recreational trails
- development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
- purchase and lease of recreational trail construction and maintenance equipment
- and construction of new recreational trails (with restrictions for new trails on Federal lands)

Indirect costs, administrative activities, and grants solely for planning are not eligible. The maximum amount allowed for education is directed to the statewide safety and

education program. RTP requires a 20% match, and at least 5% of the overall project costs must be non-federal funds.

The Idaho Department of Parks and Recreation (IDPR) is responsible for the administration of the Idaho RTP. The application window opens every October and closes in January. Applications are reviewed by the RTP Advisory Committee, a group with ten representatives from various recreational trail user types.

More information about RTP can be found at: parksandrecreation.idaho.gov/grants-and-funding/the-recreational-trails-program/

5.8 Recreational Road & Bridge

The Road & Bridge Fund was created as part of the park and recreation capital improvement account and is funded from a portion of the total state gas tax revenues. Idaho Department of Parks and Recreation (IDPR) is responsible for the administration of this grant account. Approximately \$250,000 is awarded annually. These funds are used to construct and maintain roads, bridges, and parking areas within (or leading to) parks and recreation areas of the state. A minimum match of 5% of the total project cost is required to secure funding. The application process begins every year in October and ends in January. All Road and Bridge applications are reviewed by IDPR staff and recommendations are presented to the Idaho Park and Recreation Board for final approval.

More information about the Road & Bridge Fund can be found at: parksandrecreation.idaho.gov/grants-and-funding/recreational-road-bridge/

5.9 Americans with Disabilities (ADA) Curb Ramp Program

The Idaho Americans with Disabilities Act (ADA) Curb Ramp Program is a state-administered program that provides funding for projects to address curb ramps on the state highway system. The goal of the program is to provide accessible facilities for pedestrians with disabilities while allowing local jurisdiction flexibility in meeting the required standards. The Idaho Transportation Department (ITD) is allocating \$500,000 of state funds annually for this program. Applicants can qualify for up to \$60,000 of state funds for construction or alteration of curb ramps on the state highway system to meet ADA requirements. Funds can only be used for construction purposes.

Eligible applicants include local jurisdictions (cities, counties, highway districts) and tribal governments. Applications are evaluated according to project need by a review panel consisting of staff from ITD, FHA, and LHTAC.

More information about the ADA Curb Ramp Program can be found online at: lhtac.org/funding-news/ada-curb-ramp-program/

5.10 National Highway Freight Program (NHFP)

The FAST Act establishes a new National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network. support several goals, including:

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;

- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN.

More information about NHFP can be found at: lhtac.org/lhtac-news/2021-idaho-highway-freight-program-project-solicitation/

6.0 Public Involvement

Owyhee County Road & Bridge has a phone line to field calls and input from the public. As part of this plan, a public survey was created to reach out to residents of the County, and gather information on what improvements could be made. The survey was open for 74 days, and garnered Six (6) responses. The survey was published on January 16th, 2023, and closed on March 31st, 2023.

The County clerk's office shared the survey via social media on January 16th, 2023, after it was published and made available to the public. On March 9th, 2023, another marketing effort was completed and presented to the public to encourage response volumes. The survey was closed three (3) weeks later, on March 31. See Appendix M for the public survey responses.

Appendix:

Appendix A:	Agency Meetings
Appendix B:	Road Functional Class & Surface Type Inventory
Appendix C:	Crash Data
Appendix D:	OCRB Traffic Counts
Appendix E:	GHD Traffic Counts
Appendix F:.....	HHD Traffic Counts
Appendix G:.....	Pavement Management Data
Appendix H:	Gravel Road Management Data
Appendix I:.....	Road Widening Data
Appendix J	Bridge Management Data
Appendix K	Agency & County-Wide Priority List
Appendix L.....	Capital Improvement Plan Form
Appendix M.....	Public Survey Responses

Appendix: A – Agency Meetings



OWYHEE COUNTY MASTER TRANSPORTATION PLAN UPDATE



MEETING #3 AGENDA

Meeting Notes

December 6, 2023

Time: 8:00 AM

Location: Owyhee County Road & Bridge Shop
17129 County Shop Rd, Murphy, Idaho

ATTENDEES:

Paragon Consulting

Joe Barton, P.E.

Matt Hileman

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Owyhee County Commissioners

Jerry Hoagland (District 1)

Cindy Bachman (District 3)

Owyhee County Road & Bridge

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Travis Jewett

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Gem Highway District

Keith Berends

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Homedale Highway District

Dan Herman

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(208) 906-6235

Items in BLUE represent the meeting notes. Original meeting agenda shown in BLACK.

DISCUSSION ITEMS:

A. Introductions and Sign-In

B. Commissioner Questions & Comments

1. Three Creek Highway District involvement

- i. Three Creek is not involved in this *Transportation Master Plan Update* because they opted out of the original *Transportation Master Plan* around 2008
- ii. Three Creek is, however, involved in the *Highway Standards and Development Procedures for Owyhee County, Idaho*
- iii. Three Creek also completed their own *Transportation Master Plan* after being funded in 2015

2. Sho-Pai Tribes involvement

- i. Tribe should not be affected by the *Transportation Master Plan Update*
- ii. Cindy Bachman is planning to present the *Transportation Master Plan Update* at the January Tribal Council Meeting



MEETING #3 AGENDA

Meeting Notes

3. Public outreach
 - i. Cindy Bachman is planning to organize a town hall meeting in the Bruneau area to present the *Transportation Master Plan Update*, Joe Barton will attend
 - ii. *Transportation Master Plan Update* should be uploaded to Owyhee County website for public review in January
4. RS2477 Roads
 - i. Joe Barton will send *Transportation Master Plan Update* to Chris Topmiller (Prosecutor)
 - ii. Chris Topmiller can provide details on current status of RS2477 case
5. Twin Falls Highway District maintenance area (by payment from Owyhee County)
 - i. Owyhee County has a maintenance agreement for a small section of roadway at the east Owyhee County boarded – This roadway is shown on the Owyhee County map and should be mentioned in *Transportation Master Plan Update*
 - ii. Cindy Bachman has document showing the maintenance area, will provide for Paragon
6. Owyhee County P&Z and Owyhee County Natural Resources review
 - i. Joe Barton will send *Transportation Master Plan Update* to Mary Huff and Jim Desmond for review

C. Draft Document Comments (Various edits were added to the document during meeting)

1. Section 1.0, Introduction
2. Section 2.0, Roadway Network System
 - i. Traffic growth rate of 0.5% per year may be low considering the growth in the Treasure Valley, which increases tourism in Owyhee County
 - ii. *Transportation Master Plan Update* should mention that traffic counts may be updated as time goes on to show areas where traffic may be increasing due to increased agricultural or tourism
 - iii. District 3 intends to collect additional traffic counts in the summer of 2024
3. Section 3.0, System Improvement Needs
 - i. Paragon needs an updated project lists from District 3 and HDHD
4. Section 4.0, Asset Management & Capital Improvements
5. Section 5.0, Project Funding Opportunities
6. Section 6.0, Public Involvement
7. Appendix Information

Updated *Transportation Master Plan Update* timeline: Paragon is aiming to provide an updated draft by Christmas. Post final Draft on County website for public comment for two weeks in January. Final document ready for adoption by agencies in February.



MEETING #2 MINUTES

October 13, 2022

Time: 9:00 AM

Location: Owyhee County Road & Bridge Shop
17129 County Shop Rd, Murphy, Idaho

ATTENDEES:

Paragon Consulting

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(Road Supervisor, District 1)

~~Travis Jewett~~

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~~(Road Supervisor, District 3)~~

Gem Highway District

Keith Berends

(208) 896-4581

(208) 860-6918

Homedale Highway District

Dan Herman

(208) 337-3500

DISCUSSION ITEMS:

A. Data Collection

1. District 1 - To continue getting remaining traffic counts collected, Charles to follow up with JC on counts, if we can't find district 1 login, will need to request it from JC.
2. District 3 – Paragon to reach out to Travis individually for any data collection.
3. Gem HD - To hand off radar counters to Dan. Culverts and Sign data has been collected, but the Pavement ratings have not been started yet. Radar counters available, and will be delivered next week that will allow for continuous 7-day counts. Need to find out if we can get iWorq pavement ratings input to match the format of the paper PCI rating sheets.
4. Homedale HD – Meeting planned to go over current setup at Homedale HD Shop to look at iWorq together planned with Paragon and Gem on Wednesday, 10/19 @ 10:00 AM.

Paragon to inquire about cost of battery replacement.

5. Data Delivery
 - i. iWorq
 - ii. Email / Thumb Drive

B. Public Involvement

1. Questions For Data Collection
 - i. Review Public Outreach Questions –

All were in agreeance on the types of questions being asked. Suggestions by Gem HD were to mention in both the letter and the actual questions that public comments for state roads will not be considered as the state roads are not maintained



MEETING #2 MINUTES

by county or LHJs. Paragon reiterated that verbiage could be provided along those lines, as well something to cover the potential for county approaches.

ii. Outreach Method

Phil to reach out to clerk’s office to determine the method of outreach, first inclination was that survey monkey would be easiest.

- 1. SurveyMonkey – Would need Premium Version

County was made aware of \$100 monthly fee for premium version.

- 2. Notice with County Annual Property Tax Bills

Phil to find out when that happens after talking with the county clerk.

C. CIP

- 1. 2023 Funding Season

- 2. Project List

- i. Project Lists

LHJ review of existing CIPs to be completed within the next couple of weeks, this will be followed by scoring. Paragon to provide cost scoring, as well as safety (LHTAC crash data pull).

- 1. Projects Anticipated to use Local Funds
 - 2. Projects Needing Additional Outside Funding

- 3. Evaluation Criteria

- i. Reviewed Previous Criteria – All in agreeance on current criteria.
 - ii. Reviewed Weighting Factors - Paragon to use current rating system, and see where the projects land in priority. Paragon considering a ‘LHJ Preference’ weight that might favor the insight provided by LHJs that might not otherwise be brought to light based on day-to-day involvement.

- 1. Reviewed Scoring Description.

D. Stakeholder Interviews

No suggestions made by County or LHJs.



MEETING #1 AGENDA-MINUTES

MINUTES COLOR KEY

Black Text Indicates Original Agenda Items

Blue Text Indicates Meeting Discussions

April 27, 2022

Time: 2:00 PM

Location: Owyhee County Road & Bridge Shop
17129 County Shop Rd, Murphy, Idaho

ATTENDEES:

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(Road Supervisor, District 1)

Travis Jewett

~~(208) 834-2012~~

~~(208) 599-1413~~

~~(Road Supervisor, District 3)~~

Will be updated via phone call

Gem Highway District

Keith Berends

(208) 896-4581

(208) 860-6918

Homedale Highway District

Dan Herman

(208) 337-3500

DISCUSSION ITEMS:

Paragon began meeting discussing the current LHTAC Leading Idaho Local Bridge Program. Handed out published LHTAC application Instructions and application for jurisdictions to decide whether they have eligible structures and how to be part of the LHTAC application process.

A. Project Work Plan & Schedule

1. General Objectives & Timelines

PARAGON discusses general objectives and benchmarks of Project

B. Roles & Responsibilities of team members

1. Paragon Deliverables for Discussion

Hand-Outs included 2009 Functional Class & Surface Type Maps, PCI Rating form and field hand book, 2009 Count Maps and Locations, 2009 Traffic Generator Maps, 2009 future project maps and lists.



C. Critical Routes Corridors

1. Roadway & Appurtenances Information
2. Existing Roadway Section Information
3. Pedestrian Routes & General Usage
4. Roadway Treatment History
5. PCI Rating
6. Traffic Count
7. Functional Class Changes
8. Discuss Possible Freight Corridors
9. Culvert Inspections
10. Signing Inspections
11. Bridge Inspections
12. Replacement & Maintenance Methodology
13. Planned Future Projects
14. Identify 2477 Routes
15. *Crash Maps and their general relevance discussed*

PARAGON discussed each item in detail and made any clarifications for LHI's.

Existing GIS data available by LHI:

Homedale Highway: Currently using IWORQ for asset inventory which includes roads, signs, possibly culverts.

Gem Highway: Minimal, but has IWORQ

OCRB: Currently using IWORQ for asset inventory which includes roads & signs.

D. Identify Stakeholders & Additional Participants

1. Adjacent Jurisdiction Transportation Plan / Bike and Pedestrian Plan Continuity
 - a. City Of Marsing
 - b. City Of Bruneau
 - c. Three Creek HD
 - d. Golden Gate HD
 - e. Nampa HD
 - f. Glenns Ferry HD

PARAGON will acquire available adjacent jurisdiction Transportation Plans to assist with consistency between jurisdictional boundaries (i.e. functional class of roads are same from jurisdiction to jurisdiction).

2. Points Of Interest Usage Data
 - a. State Lands
 - b. Federal Lands
 - c. River/Sportsman Access
 - d. High Usage Recreational Parking/Camping Areas



2022 OWYHEE COUNTY MASTER TRANSPORTATION PLAN UPDATE
MEETING #1 AGENDA-MINUTES



- e. Wildlife Management Areas
 - f. Other(s)
3. Adjacent Jurisdiction Projects
- a. ITD – Idaho Transportation Improvements Program (ITIP)
 - b. LHTAC – Interactive GIS Information

PARAGON discussed each item in detail and made any clarifications for LHJ's.

E. Other

- 1. Traffic Generation
 - a. Stake Holders Discussion
 - b. Points Of Interest for Owyhee County List (Campgrounds, Recreation Access, etc.)
 - c. BLM Area Travel Destination Map
- 2. Public Involvement
 - a. Survey Monkey
- 3. Pavement Rating Training

PARAGON discussed each item in detail and made any clarifications for LHJ's. LHJ's will use photo geolocations during their asset inventory and inspection updates. This location and inspection data will be used to update each LHJ asset inventory location and condition. PARAGON worked with each LHJ to show them how to use this feature on their smart phones.

PARAGON will develop a check list for all items necessary to be completed for the project by each LHJ.

Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
NOVEMBER 15, 2021

AGENDA

1. Welcome, Opening Remarks, and Introductions

- ❑ Harry J. Nelson, PE, Paragon Consulting, Inc. (hnelson@paragonfbk.com)
- ❑ OCTAC Membership
 - Owyhee County: Jerry Hoagland, Kelly Aberasturi, Joe Merrick (Commissioners)
 - Gem Highway District:
 - Homedale Highway District:
 - City of Grandview:
 - City of Marsing:

2. Jurisdictional Roadway Program Maintenance Status

- ❑ Asset Management Programs (Paved Roads, Gravel Roads & Signs)
- ❑ Capital Improvement Plans
- ❑ Road Scholars
- ❑ Road & Street Reports

3. Funding Applications

- ❑ LRHIP
 - Construction [\$100,000 Max]
 - Fed Aid Match [\$100,000 Max]
 - Trans Plan [Updates \$30,000 Max, New \$50,000 Max]
 - Signs[\$30,000 Max]

SUBMITTAL DATE: December 1, 2021; 4:00 PM (Post Marked Or Hand Delivered)
- ❑ Federal Aid Rural (Program Full)
- ❑ Federal Aid Bridge (Program Full)
- ❑ LHSIP [\$1,500,000 Max ~ 7.34% Match]:

SUBMITTAL DATE: January 19, 2022; 4:00 PM (Email: applications@lhtac.org)
- ❑ TAP [\$500,000 Max ~ 7.34% Match; Large TAP \$1,000,000 ~ 7.34% Match]:

SUBMITTAL DATE: January 20, 2022; 4:00 PM (Email: applications@lhtac.org)
- ❑ Children Pedestrian Safety Program (CPSP) [\$2,000,000 Max ~ 7.34% Match]:

SUBMITTAL DATE: December 16, 2021; 4:00 PM (Email: applications@lhtac.org)
- ❑ FLAP [\$10,000,000 Max ~ 7.34% Match]:

SUBMITTAL DATE: December 17, 2021; (Email: WFL.CallForProjects@dot.gov)



4. Priority Lists for Federal/State Aid

- LRHIP (Construction):
- LRHIP (Fed Aid Match):
- LRHIP (Transplan):
- LRHIP (Signs):
- LHSIP:
- TAP:
- CPSP:
- FLAP:

5. Other Business





Owyhee County Transportation Advisory Committee



OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
OCTOBER 26, 2020

AGENDA

1. Welcome, Opening Remarks, and Introductions

- Harry J. Nelson, PE, Paragon Consulting, Inc. (hnelson@paragonfbk.com)
- OCTAC Membership
 - Owyhee County: Jerry Hoagland, Kelly Aberasturi, Joe Merrick (Commissioners)
 - Gem Highway District:
 - Homedale Highway District:
 - City of Grandview:
 - City of Marsing:

2. Jurisdictional Roadway Program Maintenance Status

- Asset Management Programs (Paved Roads, Gravel Roads & Signs)
- Capital Improvement Plans
- Road Scholars
- Road & Street Reports

3. Funding Applications

- LRHIP (Construction, Fed Aid Match, Trans Plan, Signs):
SUBMITTAL DATES: November 16, 2020 (Post Marked)
November 19, 2020; 4:30 PM (Hand Deliver)
- Federal Aid Rural (Program Full)
- Federal Aid Bridge (Off Year For Program)
- LHSIP: *SUBMITTAL DATE:* January 14, 2021; 4:30 PM (Email: applications@lhtac.org)

4. Priority Lists for Federal/State Aid

- LRHIP (Construction):
- LRHIP (Fed Aid Match):
- LRHIP (Transplan):
- LRHIP (Signs):
- LHSIP:

5. Other Business



Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
NOVEMBER 18, 2019 AT 1:00 PM

AGENDA

1. Welcome, Opening Remarks, and Introductions

- Harry J. Nelson, PE, Paragon Consulting, Inc. (hnelson@paragonfbk.com)
- OCTAC Membership
 - Owyhee County: Jerry Hoagland, Kelly Aberasturi,, Joe Merrick (Commissioners)
 - Gem Highway District:
 - Homedale Highway District:
 - City of Grandview:
 - City of Marsing:

2. Jurisdictional Roadway Program Maintenance Status

- Asset Management Programs (Paved Roads, Gravel Roads & Signs)
- Capital Improvement Plans
- Road Scholars
- Road & Street Reports

3. Funding Applications

- LRHIP (Construction, Fed Aid Match, Trans Plan, Signs):
December 2, 2019 (Post Marked); December 3, 2019 (Hand Deliver)
- Federal Aid Rural (Off Year For Program)
- Federal Aid Bridge: Deadline – January 2, 2020 (Post Marked); January 6, 2020 (Hand Deliver)
- LHSIP: Deadline - January 16, 2020

4. Priority Lists for Federal/State Aid

- LRHIP (Construction):
- LRHIP (Fed Aid Match):
- LRHIP (Transplan):
- LRHIP (Signs):
- Federal Aid Bridge:
- LHSIP:

5. Other Business



Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
NOVEMBER 19, 2018 AT 1:00 PM

Welcome, Opening Remarks, and Introductions

- ❑ Joe Barton, PE, Paragon Consulting, Inc.
- ❑ OCTAC Membership Present
 - Owyhee County: Joe Merrick, Jerry Hoagland, Phil Rittenhouse, Travis Jewett & Don Best
 - Gem Highway District: Keith Berends
 - Homedale Highway District: Dan Hevman
 - City of Grandview: Absent
 - City of Marsing: Kirby Cook

Review of Agency CIPs and Priority Lists by Funding Program

- ❑ LRHIP Funding
- ❑ Federal-Aid Rural Funding
- ❑ Federal-Aid Bridge Funding

Next Meeting

- ❑ March 4, 2019 at 1:00 PM at the Owyhee County Court House



Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
OCTOBER 29, 2015 AT 1:00 PM

Welcome, Opening Remarks, and Introductions

- ❑ Michael Kaes, PE, Paragon Consulting, Inc.
- ❑ OTAC Membership
 - Owyhee County, Phil Rittenhouse & Don Best
 - Gem Highway District, Absent
 - Homedale Highway District, Stewart Constantine, Larry Prow
 - City of Grandview, Absent
 - City of Marsing, Amy Woodruff, Kirby Cook

Funding Applications

- ❑ Results of FY-16 LRHIP Application.
- ❑ Discussion of applications for FY-17 LRHIP.
- ❑ Review projects on Priority List.
- ❑ Adoption schedule for FY-16 Priority List.



Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
AUGUST 25, 2014 AT 1:30 PM

AGENDA

Welcome, Opening Remarks, and Introductions

- Michael Kaes, PE, Paragon Consulting, Inc.
- Joe Barton, PE, Paragon Consulting, Inc.
- OTAC Membership

Funding Applications

- Road Scholar Program
- Results of FY-14 LRHIP Application.
- Discussion of applications for FY-15 STP-R & LRHIP.
- Review projects on Priority List.
- Adoption schedule for FY-15 Priority List.
- 129,000 Load Policy
- Transportation Plan Update

Other Items

Set Next OTAC Meeting

Final Questions and Adjourn



Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
NOVEMBER 4, 2012 AT 1:00 PM

AGENDA

Welcome, Opening Remarks, and Introductions

- Michael Kaes, PE, Paragon Consulting, Inc.
- OTAC Membership

Funding Applications

- Road Scholar Program
- Results of FY-13 Application
- Discussion of applications changes for FY-14.
- Review projects on Priority List.
- Adoption schedule for FY-13 Priority List.
- 129,000 Load Policy
- Transportation Plan Update

Other Items

Set Next OTAC Meeting

Final Questions and Adjourn



Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
OCTOBER 24, 2012 AT 1:00 PM

AGENDA

Welcome, Opening Remarks, and Introductions

- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Michael Kaes, PE, Paragon Consulting, Inc.
- OTAC Membership

Funding Applications

- Road Scholar Program

- Results of FY-12 Application

- Discussion of applications changes for FY-13.

- Review projects on Priority List.

- Adoption schedule for FY-13 Priority List.

Other Items

Set Next OTAC Meeting

Final Questions and Adjourn



Owyhee County Transportation Advisory Committee

OWYHEE COUNTY COURT HOUSE
20381 STATE HWY. 78
MURPHY, ID 83650
JULY 26, 2011 AT 1:00 PM

AGENDA

1:00 p.m. Welcome, Opening Remarks, and Introductions

- Stephen Freiburger, PE, Paragon Consulting, Inc.
- Chanc Meyer, EIT, Paragon Consulting, Inc.
- OTAC Membership

1:10 p.m. Funding Applications

- Results for FY-12 LRHIP and FY-11 STP-R programs.

- Priority List.

- Select applications for FY-13.

- Guidance for preparation of funding applications.

2:00 p.m. Transportation Issues

- Roadway Functional Classification.

- RS 2477 Roads.

- Other Items.

2:30 p.m. Other Items

2:45 p.m. Set Next OTAC Meeting

2: 55 p.m. Final Questions and Adjourn by 3:00 p.m.



Appendix: B – Road Functional Class & Surface Type Inventory

2023 Owyhee County Transportation Plan Update

Owyhee County Road & Bridge Local Road Inventory



FID	Objectld	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
132	73971	1st St	Major Access	Improved	CMX (G-1)	0.12	22	OCRB
89	73928	20 Mile Rd	Agriculture	Improved	Gravel (E)	2.04	24	OCRB
131	73970	2nd St	Major Access	Improved	CMX (G-1)	0.06	22	OCRB
128	73967	3rd St	Major Access	Improved	Gravel (E)	0.07	22	OCRB
32	71312	4300 N Rd	Minor Access	Improved	Gravel (E)	2.33	NR	OCRB
90	73929	A&A Rd	Agriculture	Improved	CMX (G-1)	2.02	24	OCRB
91	73930	A&A Rd	Agriculture	Improved	Gravel (E)	1.00	24	OCRB
134	73973	Anderson Loop Rd	Agriculture	Improved	Gravel (E)	4.92	24	OCRB
135	73974	Anderson Loop Rd	Agriculture	Improved	CMX (G-1)	1.60	22	OCRB
140	73979	B Tindall Ln	Agriculture	Improved	Gravel (E)	1.36	20	OCRB
2	63451	Bachman Grade Rd	Major Access	Improved	Gravel (E)	22.34	24	OCRB
3	63452	Bachman Grade Rd	Major Access	Improved	CMX (G-1)	0.79	22	OCRB
198	123034	Bailey Rd	Industrial	Improved	CMX (G-1)	1.00	26	OCRB
40	73781	Basey St	Major Access	Improved	CMX (G-1)	0.29	24	OCRB
207	73916	Bates Crk Rd	Minor Access	Improved	Gravel (E)	2.90	24	OCRB
204	63454	Beet Dump Rd	Agriculture	Improved	CMX (G-1)	0.43	24	OCRB
209	73957	Belle Rd	Major Access	Improved	CMX (G-1)	0.13	22	OCRB
133	73972	Benham Rd	Major Access	Improved	CMX (G-1)	0.24	22	OCRB
107	73946	Black Sands Rd	Recreation	Improved	CMX (G-1)	2.16	23	OCRB
175	82225	Briar Crk Rd	Minor Access	Improved	Gravel (E)	0.60	24	OCRB
181	82383	Broken Wagon Flats Rd	Minor Access	Improved	CMX (G-1)	2.07	19	OCRB
123	73962	Browns Creek Rd	Agriculture	Improved	Gravel (E)	0.05	24	OCRB
124	73963	Browns Creek Rd	Agriculture	Improved	Gravel (E)	1.05	24	OCRB
125	73964	Browns Creek Rd	Agriculture	Improved	Gravel (E)	1.57	24	OCRB
126	73965	Bruneau Cemetery Rd	Minor Access	Improved	CMX (G-1)	0.69	20	OCRB
142	73981	Buckhorn Rd	Minor Access	Improved	Gravel (E)	9.35	18	OCRB
108	73947	C Tindall Rd	Agriculture	Improved	Gravel (E)	0.84	20	OCRB
109	73948	C Tindall Rd	Agriculture	Improved	Gravel (E)	0.02	20	OCRB
110	73949	C Tindall Rd	Agriculture	Improved	CMX (G-1)	2.03	22.5	OCRB
11	63460	Cattle Dr Rd	Agriculture	Improved	Gravel (E)	3.09	24	OCRB
138	73977	Cattle Dr Rd	Agriculture	Improved	Gravel (E)	2.46	24	OCRB
173	82223	China Ditch Rd	Major Access	Improved	CMX (G-1)	0.99	24	OCRB
174	82224	China Ditch Rd	Minor Access	Improved	Gravel (E)	0.16	22	OCRB
48	73878	Chipmunk Rd	Minor Access	Improved	Gravel (E)	1.79	NR	OCRB
49	73879	Chipmunk Rd	Minor Access	Improved	Earth (C)	9.85	NR	OCRB
183	83310	Chipmunk Rd	Minor Access	Improved	Gravel (E)	3.94	NR	OCRB
184	83311	Chipmunk Rd	Minor Access	Improved	Earth (C)	3.41	NR	OCRB
16	63465	Clover 3 Crk Rd	Major Collector	Improved	HMX (G-2)	4.45	22	OCRB
17	63466	Clover 3 Crk Rd	Major Collector	Improved	Gravel (E)	21.36	18	OCRB
80	73919	Collett Rd	Minor Access	Improved	Gravel (E)	3.40	24	OCRB
118	73957	Colyer Rd	Minor Access	Improved	CMX (G-1)	3.05	22	OCRB
178	82373	Con Shea Bsn Rd	Minor Access	Improved	CMX (G-1)	0.30	22	OCRB
179	82374	Con Shea Bsn Rd	Minor Access	Improved	Gravel (E)	4.82	24	OCRB
116	73955	Cottonwood Rd	Recreation	Improved	Gravel (E)	1.28	20	OCRB
95	73934	Cow Crk Rd	Recreation	Improved	Gravel (E)	11.56	24	OCRB
111	73950	Crane Falls Rd	Agriculture	Improved	Gravel (E)	1.04	24	OCRB
112	73951	Crane Falls Rd	Major Access	Improved	CMX (G-1)	1.81	24	OCRB
115	73954	Crane Falls Rd	Major Access	Improved	CMX (G-1)	2.24	24	OCRB
93	73932	Dairy Rd	Agriculture	Improved	Gravel (E)	1.54	24	OCRB
28	63694	Dam Rd	Recreation	Improved	CMX (G-1)	0.33	24	OCRB
12	63461	Davis Rd	Agriculture	Improved	CMX (G-1)	3.82	23	OCRB
21	63473	Delmar Rd	Recreation	Unimproved	Earth (C)	7.23	NR	OCRB
33	73744	Delmar Rd	Minor Access	Improved	Gravel (E)	0.05	NR	OCRB
34	73745	Delmar Rd	Minor Access	Improved	CMX (G-1)	0.09	22	OCRB
203	63476	Delmar Rd	Resource	Improved	Gravel (E)	1.73	NR	OCRB
212	63477	Delmar Rd	Recreation	Improved	Earth (C)	1.02	NR	OCRB
55	73887	Doughty Rd	Agriculture	Improved	Gravel (E)	1.76	24	OCRB
160	74856	Duncan Butte Rd	Minor Access	Improved	Gravel (E)	2.04	18	OCRB
172	82222	Dusty Ln	Minor Access	Improved	Gravel (E)	0.61	NR	OCRB
68	73906	Field Ln	Agriculture	Improved	CMX (G-1)	0.63	23	OCRB

2023 Owyhee County Transportation Plan Update

Owyhee County Road & Bridge Local Road Inventory



FID	ObjectID	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
186	84498	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.05	NR	OCRB
187	84499	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.02	NR	OCRB
188	84500	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.07	NR	OCRB
189	84501	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.06	NR	OCRB
190	84502	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.06	NR	OCRB
1	63450	Flint Rd	Major Collector	Improved	Gravel (E)	25.48	24	OCRB
98	73937	Glue Ln	Agriculture	Improved	Gravel (E)	0.91	20	OCRB
92	73931	Good Rd	Agriculture	Improved	Gravel (E)	1.00	20	OCRB
94	73933	Good Rd	Agriculture	Improved	Gravel (E)	1.25	20	OCRB
37	73773	Hailey St	Major Access	Improved	CMX (G-1)	0.06	20	OCRB
205	73877	Hootanney Rd	Agriculture	Improved	Gravel (E)	0.68	22	OCRB
13	63462	Hot Crk Rd	Major Access	Improved	CMX (G-1)	5.57	23	OCRB
14	63463	Hot Crk Rd	Major Access	Improved	CMX (G-1)	0.07	23	OCRB
15	63464	Hot Crk Rd	Major Access	Improved	Gravel (E)	5.01	24	OCRB
27	63479	Hot Springs Rd	Major Collector	Improved	CMX (G-1)	7.59	23.5	OCRB
129	73968	Hyde St	Major Access	Improved	CMX (G-1)	0.29	22	OCRB
120	73959	Indian Cove Ln	Agriculture	Improved	Gravel (E)	1.45	20	OCRB
121	73960	Indian Cove Ln	Agriculture	Unimproved	Earth (C)	0.40	NR	OCRB
144	73983	Indian Hills Rd	Minor Access	Improved	Gravel (E)	2.19	24	OCRB
176	82227	J&S Rd	Minor Access	Improved	Gravel (E)	0.92	20	OCRB
122	73961	Joe Black Rd	Agriculture	Improved	Gravel (E)	0.79	18	OCRB
44	73874	Johnson Ln	Minor Access	Improved	Gravel (E)	0.76	18	OCRB
151	74847	Johnson Ln	Minor Access	Improved	Earth (C)	0.03	NR	OCRB
152	74848	Johnson Ln	Minor Access	Unimproved	Earth (C)	0.02	NR	OCRB
153	74849	Johnson Ln	Minor Access	Improved	Gravel (E)	0.30	24	OCRB
154	74850	Johnson Ln	Minor Access	Improved	Earth (C)	0.06	NR	OCRB
155	74851	Johnson Ln	Minor Access	Unimproved	Earth (C)	0.02	NR	OCRB
156	74852	Johnson Ln	Minor Access	Improved	Earth (C)	0.06	NR	OCRB
157	74853	Johnson Ln	Minor Access	Unimproved	Earth (C)	0.01	NR	OCRB
106	73945	Juniper Mnt Rd	Major Collector	Improved	Gravel (E)	3.52	24	OCRB
162	74859	Juniper Mnt Rd	Major Collector	Improved	Gravel (E)	26.87	24	OCRB
167	82178	Last Frontier Rd	Agriculture	Improved	Gravel (E)	2.37	24	OCRB
65	73902	Lemley Rd	Industrial	Improved	CMX (G-1)	1.57	24	OCRB
161	74857	Marys Crk Rd	Minor Access	Improved	Gravel (E)	2.86	18	OCRB
182	82522	Marys Crk Rd	Minor Access	Improved	Gravel (E)	1.27	18	OCRB
43	73873	McBride Crk Rd	Minor Access	Improved	Gravel (E)	3.79	24	OCRB
149	73991	McDonald Crk Rd	Minor Access	Improved	Gravel (E)	3.17	18	OCRB
119	73958	Mecham Ln	Agriculture	Improved	Gravel (E)	1.26	24	OCRB
69	73907	Millet Ln	Agriculture	Improved	Gravel (E)	0.86	20	OCRB
83	73922	Missle Base Rd	Major Access	Improved	Gravel (E)	13.07	24	OCRB
137	73976	Mormon Blvd	Agriculture	Improved	CMX (G-1)	7.76	23.5	OCRB
96	73935	Morning Star Rd	Minor Access	Unimproved	Earth (C)	0.22	NR	OCRB
84	73923	Mud Flat Rd	Major Collector	Improved	CMX (G-1)	15.98	24	OCRB
85	73924	Mud Flat Rd	Major Collector	Improved	Gravel (E)	23.08	24	OCRB
210	74859	Mud Flat Rd	Major Collector	Improved	Gravel (E)	10.98	24	OCRB
54	73885	Murphy Flat Rd	Agriculture	Improved	HMX (G-2)	1.16	24	OCRB
56	73888	Murphy Flat Rd	Agriculture	Improved	HMX (G-2)	2.00	24	OCRB
57	73889	Murphy Flat Rd	Agriculture	Improved	Gravel (E)	1.92	24	OCRB
59	73893	Murphy Flat Rd	Agriculture	Improved	HMX (G-2)	1.50	24	OCRB
127	73966	Myrtle St	Minor Access	Improved	CMX (G-1)	0.07	NR	OCRB
58	73891	Nahas Rd	Agriculture	Improved	Gravel (E)	0.00	22	OCRB
195	140346	Nahas Rd	Agriculture	Improved	CMX (G-1)	0.51	22	OCRB
63	73900	Nettleton Rd	Minor Access	Improved	Gravel (E)	1.00	24	OCRB
53	73883	Old Hwy 45 St	Major Collector	Improved	CMX (G-1)	0.38	22	OCRB
81	73920	Oreana Cut Off Rd	Major Access	Improved	Gravel (E)	16.78	24	OCRB
26	63478	Oreana Loop Rd	Major Collector	Improved	CMX (G-1)	7.05	22	OCRB
82	73921	Oreana Loop Rd	Major Collector	Improved	CMX (G-1)	4.15	22	OCRB
78	73916	Oreana Short Cut Rd	Major Access	Improved	Gravel (E)	3.77	24	OCRB
113	73952	Oregon Trail Rd	Minor Access	Improved	Gravel (E)	0.30	24	OCRB
143	73982	Overlook Rd	Minor Access	Improved	Gravel (E)	3.12	18	OCRB

2023 Owyhee County Transportation Plan Update

Owyhee County Road & Bridge Local Road Inventory



FID	Objectld	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
47	73877	Pack Rat Rd	Minor Access	Improved	Gravel (E)	1.77	22	OCRB
66	73903	Parkinson Rd	Agriculture	Improved	Gravel (E)	1.56	20	OCRB
35	73750	Pedracini Rd	Minor Access	Improved	CMX (G-1)	0.19	20	OCRB
201	73777	Pershall St	Major Access	Improved	CMX (G-1)	0.12	16	OCRB
75	73913	Pheasant Rd	Minor Access	Improved	Gravel (E)	0.33	20	OCRB
76	73914	Pheasant Rd	Minor Access	Unimproved	Earth (C)	0.19	20	OCRB
39	73777	Pioneer St	Major Access	Improved	CMX (G-1)	0.12	22	OCRB
31	70398	Pleasant Valley Rd	Major Collector	Improved	CMX (G-1)	4.47	19	OCRB
99	73938	Pleasant Valley Rd	Major Collector	Improved	CMX (G-1)	0.96	19	OCRB
100	73939	Pleasant Valley Rd	Major Collector	Improved	Gravel (E)	2.06	19	OCRB
101	73940	Pleasant Valley Rd	Major Collector	Improved	Gravel (E)	3.77	19	OCRB
41	73865	Poison Crk Rd	Recreation	Improved	Gravel (E)	0.50	22	OCRB
136	73975	Pond Rd	Agriculture	Improved	Gravel (E)	0.67	20	OCRB
70	73908	Quail Ln	Minor Access	Improved	CMX (G-1)	0.20	23	OCRB
51	73881	Rabbit Crk Rd	Major Collector	Improved	Gravel (E)	8.54	24	OCRB
52	73882	Rabbit Crk Rd	Major Collector	Improved	CMX (G-1)	2.86	24	OCRB
139	73978	Renicke Rd	Minor Access	Improved	Gravel (E)	1.54	NR	OCRB
0	63446	Reynolds Creek	Minor Access	Improved	Gravel (E)	4.06	22	OCRB
150	74024	Reynolds Creek	Major Collector	Improved	CMX (G-1)	1.36	22	OCRB
192	123033	Reynolds Creek	Major Collector	Improved	HMX (G-2)	2.20	24	OCRB
193	123034	Reynolds Creek	Major Collector	Improved	CMX (G-1)	8.06	22	OCRB
196	63446	Reynolds Creek	Major Collector	Improved	HMX (G-2)	1.32	24	OCRB
197	63446	Reynolds Creek	Major Collector	Improved	HMX (G-2)	1.14	24	OCRB
4	63453	River Rd	Agriculture	Improved	CMX (G-1)	2.75	23	OCRB
5	63454	River Rd	Agriculture	Improved	CMX (G-1)	1.00	23	OCRB
6	63455	River Rd	Agriculture	Improved	CMX (G-1)	2.00	23	OCRB
7	63456	River Rd	Agriculture	Improved	CMX (G-1)	2.31	23	OCRB
19	63471	River Rd	Agriculture	Improved	CMX (G-1)	6.62	23	OCRB
67	73904	River Rd	Agriculture	Improved	CMX (G-1)	1.00	23	OCRB
64	73901	Robinson Rd	Minor Access	Improved	Gravel (E)	1.68	18	OCRB
18	63468	Roland Rd	Major Access	Improved	Gravel (E)	32.10	18	OCRB
130	73969	Ruth St	Major Access	Improved	CMX (G-1)	0.18	22	OCRB
61	73895	Rye Patch Rd	Minor Access	Improved	Gravel (E)	2.86	24	OCRB
102	73941	S Mnt Rd	Recreation	Improved	Gravel (E)	8.43	22	OCRB
103	73942	S Mnt Rd	Recreation	Improved	CMX (G-1)	0.19	22	OCRB
104	73943	S Mnt Rd	Recreation	Improved	Earth (C)	3.50	NR	OCRB
105	73944	S Mnt Rd	Recreation	Improved	Gravel (E)	1.10	22	OCRB
158	74854	Salmon Crk Rd	Minor Access	Improved	Earth (C)	0.21	NR	OCRB
159	74855	Salmon Crk Rd	Minor Access	Improved	Gravel (E)	4.55	20	OCRB
77	73915	Sheep Camp Rd	Minor Access	Improved	Gravel (E)	1.17	20	OCRB
79	73918	Shirley Rd	Minor Access	Improved	Gravel (E)	0.65	22	OCRB
8	63457	Shoofly Cut Off Rd	Major Access	Improved	CMX (G-1)	2.92	23	OCRB
10	63459	Shoofly Cut Off Rd	Major Access	Improved	Gravel (E)	6.97	24	OCRB
20	63472	Silver City Rd	Major Collector	Improved	CMX (G-1)	7.00	24	OCRB
23	63475	Silver City Rd	Major Collector	Improved	Gravel (E)	8.10	22	OCRB
25	63477	Silver City Rd	Major Collector	Improved	Earth (C)	4.12	NR	OCRB
29	66905	Silver City Rd	Major Collector	Improved	Earth (C)	0.58	NR	OCRB
30	66906	Silver City Rd	Major Collector	Unimproved	Earth (C)	0.26	NR	OCRB
194	123035	Sinker Butte Rd	Agriculture	Improved	Gravel (E)	3.25	24	OCRB
208	74857	Smith Rd	Minor Access	Improved	Gravel (E)	2.17	18	OCRB
9	63458	Sugar Valley Rd	Agriculture	Improved	Gravel (E)	1.71	20	OCRB
117	73956	T Ranch Rd	Minor Access	Unimproved	Gravel (E)	3.46	20	OCRB
36	73762	Thompson Ln	Minor Access	Improved	Gravel (E)	0.94	20	OCRB
202	73777	Tilford St	Major Access	Improved	CMX (G-1)	0.08	20	OCRB
147	73989	Token Bamby Rd	Major Access	Improved	Gravel (E)	7.64	18	OCRB
191	84503	Trail Dr Rd	Minor Access	Improved	Gravel (E)	0.19	NR	OCRB
199	63451	Triangle Rd	Minor Access	Improved	Gravel (E)	1.20	24	OCRB
200	70398	Trout Crk Rd	Major Collector	Improved	CMX (G-1)	1.06	19	OCRB
22	63474	Trout Crk Rd	Resource	Improved	CMX (G-1)	2.10	19	OCRB
24	63476	Trout Crk Rd	Resource	Improved	Gravel (E)	9.34	24	OCRB

2023 Owyhee County Transportation Plan Update

Owyhee County Road & Bridge Local Road Inventory



FID	Objectld	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
60	73894	Tyson Rd	Agriculture	Improved	Gravel (E)	3.04	22	OCRB
169	82217	Tyson Rd	Agriculture	Improved	Gravel (E)	0.41	22	OCRB
86	73925	Unnamed	Minor Access	Improved	Earth (C)	3.66	NR	OCRB
87	73926	Unnamed	Minor Access	Improved	Gravel (E)	0.10	NR	OCRB
88	73927	Unnamed	Minor Access	Unimproved	Earth (C)	0.68	NR	OCRB
148	73990	Unnamed	Minor Access	Improved	Gravel (E)	1.08	NR	OCRB
166	82169	Unnamed	Minor Access	Unimproved	Earth (C)	0.10	NR	OCRB
180	82375	Unnamed	Minor Access	Improved	Earth (C)	1.10	NR	OCRB
185	84282	Unnamed	Minor Access	Improved	Gravel (E)	0.15	NR	OCRB
141	73980	Vaught Rd	Agriculture	Improved	Gravel (E)	1.54	24	OCRB
71	73909	Vista Rd	Minor Access	Improved	CMX (G-1)	0.24	23	OCRB
97	73936	Washington St	Minor Access	Unimproved	Earth (C)	0.15	NR	OCRB
62	73899	Weese Rd	Minor Access	Improved	Gravel (E)	4.04	24	OCRB
50	73880	Whiskey Mnt Rd	Minor Access	Improved	Gravel (E)	1.12	22	OCRB
206	73879	Whiskey Mnt Rd	Minor Access	Improved	Earth (C)	3.47	NR	OCRB
168	82216	White Eagle Rd	Minor Access	Improved	Gravel (E)	2.54	24	OCRB
72	73910	Whitted Ln	Agriculture	Improved	Gravel (E)	0.10	18	OCRB
73	73911	Whitted Ln	Agriculture	Improved	CMX (G-1)	1.11	23	OCRB
74	73912	Whitted Ln	Agriculture	Unimproved	Gravel (E)	0.31	18	OCRB
42	73866	Wild Horse Rd	Minor Access	Improved	CMX (G-1)	0.27	20	OCRB
38	73776	Wilson Cemetery Rd	Minor Access	Improved	Gravel (E)	1.82	24	OCRB
45	73875	Wilson Crk Rd	Recreation	Improved	Earth (C)	9.59	NR	OCRB
46	73876	Wilson Crk Rd	Industrial	Improved	CMX (G-1)	2.23	24	OCRB
114	73953	Young Rd	Agriculture	Improved	Gravel (E)	1.41	24	OCRB
170	82218	Young Rd	Agriculture	Unimproved	Earth (C)	1.07	NR	OCRB
171	82219	Young Rd	Agriculture	Unimproved	Gravel (E)	0.47	24	OCRB
177	82228	ZX Ranch Rd	Minor Access	Improved	Gravel (E)	0.97	NR	OCRB
Total						609.53		

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Gem Highway District Local Road Inventory



FID	ObjectID	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
0	63449	N Edison Rd	Major Access	Improved	CMX (G-1)	2.01	23	GHD
1	66864	Sommer Camp Rd	Major Collector	Improved	CMX (G-1)	4.81	28	GHD
2	66865	Sommer Camp Rd	Major Collector	Improved	CMX (G-1)	1.99	22	GHD
3	66866	Birmingham Rd	Minor Access	Improved	Gravel (E)	0.60	14	GHD
4	67249	Dobbin Rd	Agriculture	Improved	HMX (G-2)	0.28	22	GHD
5	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	1.12	22	GHD
6	73692	Gem Rd	Major Access	Improved	CMX (G-1)	1.50	22	GHD
7	73775	Wright Rd	Minor Access	Improved	CMX (G-1)	0.43	21	GHD
8	73783	Sommer Camp Rd	Major Collector	Improved	CMX (G-1)	0.12	22	GHD
9	73785	Van Rd	Minor Access	Improved	CMX (G-1)	0.50	16	GHD
10	73828	Thompson Rd	Major Collector	Improved	CMX (G-1)	2.95	23	GHD
11	73833	S Jump Crk Rd	Recreation	Improved	BST<1in (F)	0.48	22	GHD
12	73834	S Jump Crk Rd	Recreation	Improved	Gravel (E)	1.30	17	GHD
13	73835	S Jump Crk Rd	Major Access	Improved	CMX (G-1)	1.00	22	GHD
14	73838	S Hog Rd	Major Access	Improved	CMX (G-1)	0.49	22	GHD
15	73839	Burman Rd	Major Access	Improved	CMX (G-1)	1.00	21	GHD
16	73843	Market Rd	Major Collector	Improved	CMX (G-1)	0.98	23	GHD
17	73844	Blue Skies Rd	Minor Access	Improved	Gravel (E)	0.46	15	GHD
18	73845	Market Rd	Major Access	Improved	CMX (G-1)	1.45	23	GHD
19	73846	Dunlap Rd	Minor Access	Improved	CMX (G-1)	0.50	19	GHD
20	73847	S Bruneau Hwy	Major Collector	Improved	CMX (G-1)	3.86	19	GHD
21	73848	N Bruneau Hwy	Major Access	Improved	CMX (G-1)	1.48	23	GHD
22	73849	Robinson Rd	Minor Access	Improved	Gravel (E)	0.50	17	GHD
23	73850	Dobbin Rd	Major Access	Improved	CMX (G-1)	2.00	22	GHD
24	73851	Buntrock Rd	Major Collector	Improved	CMX (G-1)	2.51	24	GHD
25	73852	Percifield Rd	Major Access	Improved	CMX (G-1)	0.99	20	GHD
26	73853	Howard Rd	Major Access	Improved	CMX (G-1)	1.00	21	GHD
27	73854	Unnamed	Recreation	Improved	Gravel (E)	0.05	14	GHD
28	73855	Unnamed	Recreation	Improved	Gravel (E)	0.08	14	GHD
29	73856	Unnamed	Recreation	Unimproved	Gravel (E)	0.02	14	GHD
30	73857	Unnamed	Recreation	Improved	Gravel (E)	0.03	14	GHD
31	73858	Unnamed	Recreation	Improved	Gravel (E)	0.06	14	GHD
32	73859	Unnamed	Recreation	Unimproved	Gravel (E)	0.04	14	GHD
33	73860	Unnamed	Recreation	Unimproved	Gravel (E)	0.03	14	GHD
34	73861	Pascoe Rd	Major Access	Improved	CMX (G-1)	0.37	24	GHD
35	73862	Guntrap Rd	Minor Access	Improved	BST<1in (F)	0.80	22	GHD
36	73863	Poison Crk Rd	Recreation	Improved	Gravel (E)	1.02	17	GHD
37	73864	Poison Crk Rd	Major Access	Improved	CMX (G-1)	3.30	22	GHD
38	73867	Wild Horse Rd	Minor Access	Improved	BST<1in (F)	0.34	21	GHD
39	73868	Opaline Rd	Minor Access	Improved	CMX (G-1)	1.10	22	GHD
40	73869	Clark Rd	Major Access	Improved	CMX (G-1)	2.06	22	GHD
41	73870	Clark Rd	Recreation	Improved	Gravel (E)	0.96	18	GHD
42	73871	Hardtrigger Rd	Minor Access	Improved	CMX (G-1)	0.76	21	GHD
43	73872	Minegar Rd	Minor Access	Improved	CMX (G-1)	0.45	23	GHD
44	82220	S Edison Rd	Agriculture	Improved	BST<1in (F)	0.54	22	GHD
45	82221	Pascoe Rd	Major Access	Improved	CMX (G-1)	1.48	24	GHD
46	119428	Shari Hillway	Minor Access	Improved	CMX (G-1)	0.04	23	GHD
47	119429	Shari Hillway	Minor Access	Improved	CMX (G-1)	0.14	23	GHD
48	119430	Shari Hillway	Minor Access	Improved	CMX (G-1)	0.05	23	GHD
49	63449	S Edison Rd	Major Access	Improved	CMX (G-1)	1.99	22	GHD
50	66865	Birmingham Rd	Minor Access	Improved	CMX (G-1)	0.81	22	GHD
51	73845	Phillips Rd	Minor Access	Improved	CMX (G-1)	0.63	18	GHD
52	73861	Richardson Ln	Minor Access	Improved	CMX (G-1)	0.30	16	GHD
53	73848	N Bruneau Hwy	Major Collector	Improved	CMX (G-1)	0.69	23	GHD
54	73846	Dunlap Rd	Major Access	Improved	CMX (G-1)	0.50	19	GHD
55	73853	Howard Rd	Minor Access	Improved	CMX (G-1)	0.25	21	GHD
56	73843	Market Rd	Major Access	Improved	CMX (G-1)	0.51	23	GHD
57	63449	N Edison Rd	Minor Access	Improved	CMX (G-1)	0.65	18	GHD
58	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	0.98	22	GHD
59	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	1.00	23	GHD
60	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	1.00	23	GHD

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Gem Highway District Local Road Inventory

FID	ObjectId	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
61	63449	S Edison Rd	Major Access	Improved	CMX (G-1)	0.50	23	GHD
Total						59.87		

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Homedale Highway District Local Road Inventory



FID	ObjectId	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
0	63447	Nelsen Ln	Major Access	Improved	Gravel (E)	0.95	22	HHD
1	63448	Sage Ln	Major Collector	Improved	CMX (G-1)	0.98	21	HHD
2	67240	Sage Ln	Major Access	Improved	CMX (G-1)	1.49	21	HHD
3	67248	Pioneer Rd	Major Access	Improved	CMX (G-1)	0.50	21	HHD
4	70674	Pershall Rd	Major Access	Improved	CMX (G-1)	2.00	21	HHD
5	73691	Cemetery Rd	Major Access	Improved	CMX (G-1)	1.19	21	HHD
6	73693	Gem Rd	Major Access	Improved	CMX (G-1)	1.00	21	HHD
7	73788	Austrian Set	Minor Access	Improved	CMX (G-1)	0.29	20	HHD
8	73790	M State Line Rd	Major Access	Improved	Gravel (E)	0.27	NR	HHD
9	73791	Southside Rd	Major Access	Improved	CMX (G-1)	2.02	22	HHD
10	73792	Northside Rd	Major Collector	Improved	CMX (G-1)	2.52	22	HHD
11	73793	Gully Rd	Major Access	Improved	CMX (G-1)	1.55	21	HHD
12	73794	River Rd	Major Access	Improved	CMX (G-1)	1.01	21	HHD
13	73795	River Rd	Major Access	Improved	CMX (G-1)	0.73	21	HHD
14	73796	River Rd	Major Access	Improved	CMX (G-1)	2.81	21	HHD
15	73797	Maybon Ln	Minor Access	Improved	Gravel (E)	0.82	22	HHD
16	73798	Gully Rd	Major Access	Improved	CMX (G-1)	1.52	21	HHD
17	73799	Williams Ln	Minor Access	Improved	CMX (G-1)	0.90	20	HHD
18	73800	Purdom Ln	Minor Access	Improved	CMX (G-1)	1.00	21	HHD
19	73801	Eggurrola Ln	Minor Access	Improved	Gravel (E)	0.30	21	HHD
20	73802	Johnstone Rd	Agriculture	Improved	Gravel (E)	1.03	21	HHD
21	73803	Johnstone Rd	Major Collector	Improved	CMX (G-1)	5.24	22	HHD
22	73804	S Stateline Rd	Minor Access	Improved	Gravel (E)	0.67	24	HHD
23	73805	S Stateline Rd	Major Access	Improved	CMX (G-1)	0.40	22	HHD
24	73806	Succer Creek	Major Access	Improved	CMX (G-1)	3.85	21	HHD
25	73807	Pioneer Rd	Major Access	Improved	CMX (G-1)	3.33	21	HHD
26	73808	Homestead Ln	Major Access	Improved	CMX (G-1)	0.51	21	HHD
27	73809	Homestead Ln	Major Access	Improved	Gravel (E)	0.50	23	HHD
28	73811	Industrial	Major Access	Improved	CMX (G-1)	0.49	22	HHD
29	73812	Market Rd	Major Collector	Improved	CMX (G-1)	7.79	22	HHD
30	73813	Walker Ln	Minor Access	Improved	CMX (G-1)	0.53	21	HHD
31	73815	Homestead Ln	Major Access	Improved	CMX (G-1)	1.00	22	HHD
32	73816	Y Rd	Major Access	Improved	CMX (G-1)	1.98	21	HHD
33	73817	N Hog Rd	Major Access	Improved	CMX (G-1)	2.73	22	HHD
34	73818	Graveyard Pt Rd	Major Collector	Improved	CMX (G-1)	3.95	22	HHD
35	73820	E Lootens Rd	Minor Access	Improved	Gravel (E)	0.50	23	HHD
36	73821	Dunes Ln	Minor Access	Improved	CMX (G-1)	0.59	21	HHD
37	73822	Thompson Rd	Major Collector	Improved	CMX (G-1)	0.52	21	HHD
38	73823	Thompson Rd	Major Collector	Improved	CMX (G-1)	0.22	21	HHD
39	73824	Thompson Rd	Major Access	Improved	CMX (G-1)	3.01	21	HHD
40	73825	Thompson Rd	Major Access	Improved	HMX (G-2)	0.70	21	HHD
41	73826	Thompson Rd	Major Access	Improved	HMX (G-2)	0.02	21	HHD
42	73827	Thompson Rd	Major Collector	Improved	HMX (G-2)	0.07	21	HHD
43	73829	Old Sullivan Rd	Minor Access	Improved	CMX (G-1)	0.27	22	HHD
44	73831	Cemetery Rd	Major Collector	Improved	CMX (G-1)	1.01	21	HHD
45	73832	Mule Springs Rd	Minor Access	Improved	Gravel (E)	0.50	19	HHD
46	73836	S Jump Crk Rd	Major Access	Improved	CMX (G-1)	1.98	21	HHD
47	73837	S Hog Rd	Major Access	Improved	CMX (G-1)	2.00	21	HHD
48	73840	Briggs Ln	Minor Access	Improved	CMX (G-1)	0.50	22	HHD
49	73841	Malmberg Ln	Minor Access	Improved	CMX (G-1)	0.54	21	HHD
50	73842	Market Rd	Major Collector	Improved	CMX (G-1)	0.42	22	HHD
51	84037	Pioneer Rd	Major Access	Improved	CMX (G-1)	0.28	21	HHD
52	169861	Cemetery Rd	Minor Access	Improved	Gravel (E)	0.75	23.5	HHD
53	169862	Cemetery Rd	Major Collector	Improved	Gravel (E)	0.58	23.5	HHD
54	169863	Cemetery Rd	Major Collector	Improved	HMX (G-2)	0.41	24	HHD
55	63448	Nelsen Ln	Major Access	Improved	CMX (G-1)	1.10	22	HHD
56	73791	M State Line Rd	Major Access	Improved	CMX (G-1)	0.48	22	HHD
57	73807	Jump Crk Rd	Major Access	Improved	CMX (G-1)	2.88	21	HHD
58	73792	River Rd	Major Collector	Improved	CMX (G-1)	2.44	21	HHD
59	73796	Hill Rd	Major Access	Improved	CMX (G-1)	1.80	22	HHD

2023 Owyhee County Transportation Plan Update

Homedale Highway District Local Road Inventory



FID	ObjectId	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Agency
60	73820	W Lootens Rd	Minor Access	Improved	Gravel (E)	0.47	22	HHD
61	73798	Gully Rd	Minor Access	Improved	CMX (G-1)	0.51	22	HHD
62	73796	Hill Rd	Major Access	Improved	CMX (G-1)	0.71	21	HHD
63	73815	Homestead Ln	Major Access	Improved	CMX (G-1)	1.00	22	HHD
64	73802	Johnstone Rd	Minor Access	Improved	Gravel (E)	0.34	21	HHD
65	73803	Johnstone Rd	Agriculture	Improved	CMX (G-1)	0.63	22	HHD
66	73807	Pioneer Rd	Major Access	Improved	CMX (G-1)	1.07	22	HHD
67	73836	S Jump Crk Rd	Major Collector	Improved	CMX (G-1)	0.99	21	HHD
68	63448	Sage Ln	Major Access	Improved	CMX (G-1)	0.90	21	HHD
69	73792	Southside Rd	Major Access	Improved	CMX (G-1)	0.75	22	HHD
70	73792	Hunt Rd	Minor Access	Improved	CMX (G-1)	0.27	21	HHD
71	73824	Thompson Rd	Minor Access	Improved	CMX (G-1)	0.70	21	HHD
72	73824	Thompson Rd	Major Collector	Improved	CMX (G-1)	0.44	22	HHD
Total						90.21		

Appendix: C – Crash Data

2023 Owyhee County Transportation Plan Update

Owyhee County Road & Bridge Crash Inventory Data (2017-2021)



Accident Serial No.	Severity	Accident Date	Intersection Related	Distance From Intersection	Street 1	Street 2	Impaired Driver	Jurisdiction
18C490337	A Injury Accident	5/12/2018	False	4.500 Mile SW	Silver City Rd		False	Owyhee County
18C511286	A Injury Accident	10/27/2018	False	0.250 Mile W	Tindall Rd		False	Owyhee County
19C522000	A Injury Accident	6/23/2019	False	1.140 Mile N	Castle Creek Rd		False	Owyhee County
19C522532	A Injury Accident	7/27/2019	False	2.000 Mile S	Hot Springs Rd		False	Owyhee County
19C523514	A Injury Accident	7/30/2019	False	1.100 Mile E	Dewey Delamar Rd		False	Owyhee County
20C541578	A Injury Accident	2/28/2020	False	1362.500 ft E	River Rd		True	Owyhee County
20C547704	A Injury Accident	5/27/2020	False	1.300 Mile S	Mormon Blvd		False	Owyhee County
20C554425	A Injury Accident	9/15/2020	False	2805.490 ft SW	Bruneau Canyon Overlook Rd		False	Owyhee County
21C576597	A Injury Accident	6/9/2021	False	0.200 Mile S	Silver City Rd		False	Owyhee County
17C463098	B Injury Accident	6/25/2017	False	1.500 Mile S	River Rd		False	Owyhee County
20C545569	B Injury Accident	5/13/2020	False	0.250 Mile NE	Cove Recreation Rd		False	Owyhee County
20C555986	B Injury Accident	8/29/2020	False	1.500 Mile E	Roland Rd		False	Owyhee County
21C591636	B Injury Accident	10/16/2021	False	8.000 Mile W	Silver City Rd		False	Owyhee County
18C497000	C Injury Accident	8/21/2018	False	3300.000 ft S	Clover 3 Creek Rd		True	Owyhee County
19C519268	C Injury Accident	6/11/2019	False	1.600 Mile S	Mud Flat Rd		False	Owyhee County
19C522296	C Injury Accident	6/24/2019	False	11.000 Mile W	Bachman Grade Rd		False	Owyhee County
19C526111	C Injury Accident	8/17/2019	False	0.780 Mile W	Upper Reynolds Creek Rd	Parking Lot	True	Owyhee County
19C533408	C Injury Accident	11/25/2019	False	2.120 Mile S	Pleasant Valley Rd		False	Owyhee County
20C546019	C Injury Accident	5/25/2020	False	810.000 ft NE	Cottonwood Rd		False	Owyhee County
21C576603	C Injury Accident	6/20/2021	False	0.300 Mile S	Silver City Rd		True	Owyhee County
21C577769	C Injury Accident	7/5/2021	False	0.400 Mile N	Black Sands Rd		False	Owyhee County
17C476810	Property Dmg Report	11/29/2017	False	3.000 Mile S	Hot Springs Rd		False	Owyhee County
18C476850	Property Dmg Report	1/2/2018	False	1.500 Mile NW	Sheep Camp Rd		False	Owyhee County
18C485017	Property Dmg Report	4/13/2018	True		River Rd	SH 78	False	Owyhee County
19C511292	Property Dmg Report	2/17/2019	False	1.400 Mile SE	River Rd		False	Owyhee County
19C515853	Property Dmg Report	4/22/2019	False	0.300 Mile S	Cottonwood North Rd		False	Owyhee County
19C521948	Property Dmg Report	7/15/2019	False	5.000 Mile N	Mud Flat Rd		False	Owyhee County
19C536793	Property Dmg Report	12/31/2019	False	300.000 ft N	Dought Rd		False	Owyhee County
19C537923	Property Dmg Report	12/31/2019	True	5.560 Mile SE	Hot Springs Rd		False	Owyhee County
20C544413	Property Dmg Report	4/28/2020	False	1225.000 ft W	River Rd		False	Owyhee County
20C547235	Property Dmg Report	5/29/2020	False	1.000 Mile W	Reynolds Creek Rd		False	Owyhee County
20C547329	Property Dmg Report	5/31/2020	True	0.830 Mile N	Cottonwood Rd		False	Owyhee County
20C554375	Property Dmg Report	9/8/2020	False	0.750 Mile NE	Emigrant Tr		False	Owyhee County
20C557474	Property Dmg Report	10/25/2020	False	2.000 Mile S	Mud Flat Rd		False	Owyhee County
20C559070	Property Dmg Report	10/11/2020	False	0.300 Mile W	Chipmunk Meadows Rd		False	Owyhee County
20C559141	Property Dmg Report	11/12/2020	False	2.900 Mile S	Hot Springs Rd		False	Owyhee County
21C564303	Property Dmg Report	1/7/2021	False	111.000 ft E	River Rd		False	Owyhee County
21C566214	Property Dmg Report	1/22/2021	True		Murphy Flat Rd	SH 78	False	Owyhee County
21C572645	Property Dmg Report	5/1/2021	False	1.500 Mile W	River Rd		False	Owyhee County
21C576639	Property Dmg Report	6/28/2021	False	14.600 Mile S	Mud Flat Rd		False	Owyhee County
21C576720	Property Dmg Report	6/28/2021	False	6.000 Mile W	3700 North Rd		False	Owyhee County
21C587141	Property Dmg Report	10/11/2021	False	2.000 Mile E	Silver City Rd		False	Owyhee County
21C593418	Property Dmg Report	11/26/2021	False	0.360 Mile N	NFD 377 Rd		False	Owyhee County
21C593444	Property Dmg Report	12/31/2021	False	0.600 Mile E	Short Cut Rd		False	Owyhee County
17C449761	Property Dmg Report	1/31/2017	True		Murphy Flat Rd	Doughty Rd	False	Owyhee County
17C449762	Property Dmg Report	1/30/2017	False	1.600 Mile W	Sinker Butte Rd	Driveway	False	Owyhee County

Owyhee County Road & Bridge

2023 Owyhee County Transportation Plan Update

Gem Highway District Crash Inventory Data (2017-2021)



Accident Serial No.	Severity	Accident Date	Intersection Related	Distance From Intersection	Street 1	Street 2	Impaired Driver	Jurisdiction
17C476871	Fatal Accident	11/5/2017	False	300.000 ft N	Buntrock Rd		False	Gem HD
21C587242	A Injury Accident	6/26/2021	False	1.200 Mile W	SOMMER CAMP Rd		True	Gem HD
21C593391	A Injury Accident	12/13/2021	False	1880.000 ft S	Buntrock Rd		False	Gem HD
19C511235	B Injury Accident	1/25/2019	False	2.000 Mile W	Sommercamp Rd		False	Gem HD
19C536779	B Injury Accident	12/26/2019	False	0.250 Mile N	Clark Rd		False	Gem HD
20C553061	B Injury Accident	1/23/2020	False	700.000 Mile N	Canal Rd		False	Gem HD
21C566153	B Injury Accident	2/13/2021	False	0.150 Mile SE	Old Bruneau Hwy		False	Gem HD
21C568445	B Injury Accident	3/13/2021	False	175.000 ft N	Old Bruneau Hwy		False	Gem HD
21C569927	B Injury Accident	3/18/2021	False	0.100 Mile N	Clark Rd		False	Gem HD
17C470986	C Injury Accident	10/16/2017	False	0.330 Mile S	Old Bruneau Hwy	Driveway	False	Gem HD
17C471947	C Injury Accident	11/12/2017	True		Old Bruneau Hwy	Pershall Rd	True	Gem HD
18C483505	C Injury Accident	3/25/2018	False	0.440 Mile S	Jumpcreek Rd		False	Gem HD
18C511232	C Injury Accident	11/28/2018	False	35.000 Mile N	Market Rd		False	Gem HD
19C546551	C Injury Accident	7/19/2019	False	1340.000 ft N	Clark Rd	Driveway	False	Gem HD
20C544427	C Injury Accident	4/2/2020	False	0.200 Mile S	BUNTROCK Rd		False	Gem HD
20C551305	C Injury Accident	8/4/2020	False	0.250 Mile N	Old Bruneau Hwy		False	Gem HD
21C572657	C Injury Accident	5/1/2021	True	241.000 ft SW	Poison Creek Rd		True	Gem HD
21C593508	C Injury Accident	12/24/2021	True		Edison Rd	Pascoe Ln	True	Gem HD
17C455520	Property Dmg Report	4/26/2017	False	54.000 ft W	Sommercamp Rd		False	Gem HD
17C465495	Property Dmg Report	7/20/2017	False	1000.000 ft E	Bruneau Hwy		False	Gem HD
17C477949	Property Dmg Report	12/26/2017	False	1.000 Mile S	Old Bruneau Hwy		False	Gem HD
18C485061	Property Dmg Report	4/7/2018	False	0.250 Mile E	Market Rd		False	Gem HD
18C485527	Property Dmg Report	3/29/2018	False	0.200 Mile E	Market Rd		False	Gem HD
18C492922	Property Dmg Report	7/8/2018	False	0.500 Mile E	Poison Creek Rd		False	Gem HD
18C496746	Property Dmg Report	9/6/2018	True	45.000 ft E	Pershall Rd		False	Gem HD
19C515780	Property Dmg Report	4/1/2019	False	0.750 Mile NE	Old Bruneau Hwy		False	Gem HD
19C528812	Property Dmg Report	10/4/2019	False	0.250 Mile N	Old Bruneau Hwy		False	Gem HD
19C528829	Property Dmg Report	8/31/2019	False	0.250 Mile N	Old Bruneau Hwy		False	Gem HD
20C542314	Property Dmg Report	2/23/2020	True	110.000 ft E	Robinson Ln		False	Gem HD
20C555032	Property Dmg Report	9/25/2020	False	300.000 ft S	Edison Rd		True	Gem HD
20C557993	Property Dmg Report	10/22/2020	False	940.000 ft S	Old Bruneau Hwy		True	Gem HD
21C582486	Property Dmg Report	8/25/2021	False	1975.000 ft E	Pasco Rd	Driveway	True	Gem HD
21C582508	Property Dmg Report	8/22/2021	False	158.000 ft E	Thompson Rd		False	Gem HD
21C593474	Property Dmg Report	12/27/2021	False	45.000 ft W	Bruneau Hwy		False	Gem HD
17C449776	Property Dmg Report	1/27/2017	False	75.000 ft N	Hidden View Rd		False	Gem HD

Gem Highway District

2023 Owyhee County Transportation Plan Update

Homedale Highway District Crash Inventory Data (2017-2021)



Accident Serial No.	Severity	Accident Date	Intersection Related	Distance From Intersection	Street 1	Street 2	Impaired Driver	Jurisdiction
17C466556	B Injury Accident	9/9/2017	False	1888.000 ft N	River Rd		False	Homedale HD
20C548761	B Injury Accident	6/6/2020	True		Jump Creek Rd	Thompson Rd	True	Homedale HD
17C463154	C Injury Accident	6/3/2017	False	300.000 ft S	Jump Creek Rd		False	Homedale HD
18C484046	C Injury Accident	3/23/2018	True	50.000 ft N	Sage Rd		False	Homedale HD
18C497805	C Injury Accident	9/23/2018	False	480.000 ft N	Jumpcreek Rd		False	Homedale HD
20C552238	C Injury Accident	8/21/2020	False	2996.000 ft N	Y Rd		False	Homedale HD
21C582548	C Injury Accident	7/29/2021	False	0.200 Mile E	Market Rd		False	Homedale HD
21C587153	C Injury Accident	9/21/2021	False	483.000 ft S	Johnstone Rd		False	Homedale HD
17C456637	Property Dmg Report	5/2/2017	True	0.350 Mile E	River Rd		False	Homedale HD
17C467682	Property Dmg Report	9/30/2017	False	50.000 ft N	Pioneer Rd		False	Homedale HD
17C471027	Property Dmg Report	10/21/2017	False	0.250 Mile N	Market Rd		False	Homedale HD
17C471868	Property Dmg Report	10/29/2017	True		Industrial Rd	Pioneer Rd	True	Homedale HD
17C472874	Property Dmg Report	10/22/2017	False	1.220 Mile E	Hill Rd		False	Homedale HD
18C481125	Property Dmg Report	2/17/2018	True	75.000 ft S	Johnstone Rd		True	Homedale HD
18C483407	Property Dmg Report	3/18/2018	False	0.340 Mile N	Market Rd		True	Homedale HD
18C490397	Property Dmg Report	4/13/2018	True		Johnstone Rd	Pioneer Rd	False	Homedale HD
18C496950	Property Dmg Report	8/21/2018	False	300.000 ft N	Jump Creek Rd		False	Homedale HD
18C511296	Property Dmg Report	10/17/2018	False	1.000 Mile N	River Rd		False	Homedale HD
19C511301	Property Dmg Report	1/15/2019	False	0.250 Mile W	Succor Creek Rd		False	Homedale HD
19C511335	Property Dmg Report	1/28/2019	False	0.270 Mile E	Pioneer Rd		False	Homedale HD
19C521985	Property Dmg Report	6/27/2019	False	0.500 Mile S	Johnstone Rd		False	Homedale HD
19C528791	Property Dmg Report	9/17/2019	False	1571.000 ft S	Canal Rd Off Of River Rd		False	Homedale HD
19C530600	Property Dmg Report	10/21/2019	False	126.200 ft N	Hogg Rd		False	Homedale HD
19C532712	Property Dmg Report	10/3/2019	False	100.000 ft E	Market Rd		False	Homedale HD
19C532706	Property Dmg Report	11/21/2019	True		Pioneer Rd	US 95	True	Homedale HD
19C534997	Property Dmg Report	12/5/2019	True		Graveyard Point Rd	Johnstone Rd	False	Homedale HD
20C543247	Property Dmg Report	2/26/2020	False	1822.000 ft N	Market Rd		True	Homedale HD
20C548680	Property Dmg Report	6/18/2020	True		Johnstone Rd	Market Rd	False	Homedale HD
20C548715	Property Dmg Report	6/16/2020	False	1045.000 ft S	Pudom Ln		False	Homedale HD
20C558035	Property Dmg Report	10/22/2020	False	1.300 Mile NW	River Rd		False	Homedale HD

Homedale Highway District

Appendix: D – OCRB Traffic Counts

2023 Owyhee County Transportation Plan Update

OCRB Traffic Count Data Calculations

Annual Growth Rate	1.50%
May to August Multiplier	1.02
June to August Multiplier	1.03
Nov. to August Multiplier	1.18



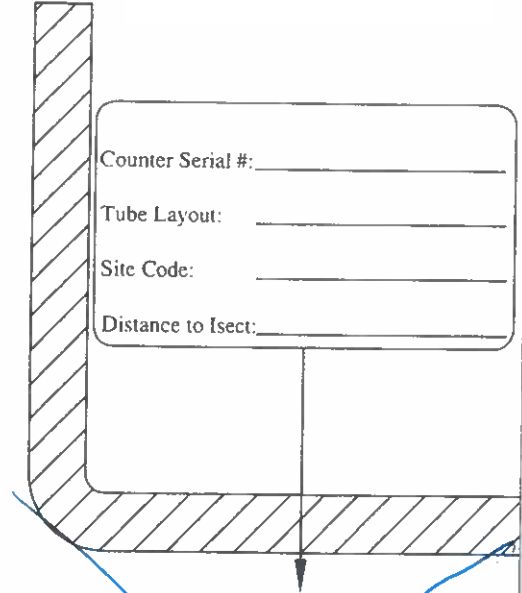
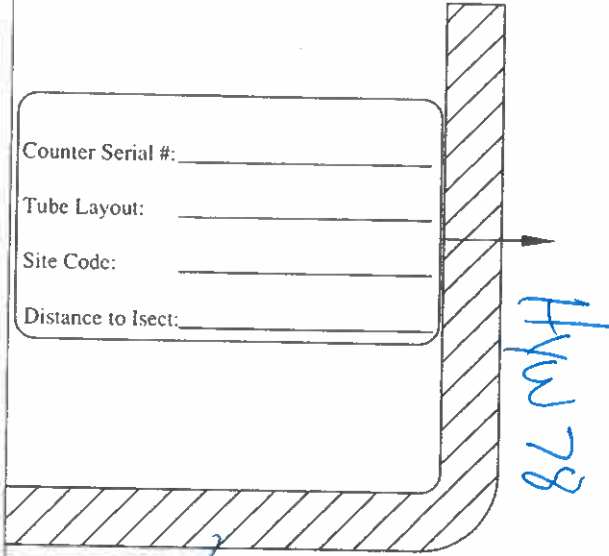
Count Location	Historic Count Information				Recent Count Information				Used for 2022	2042 Projection
	Count Year	Count Month	Count	Aug-22 Projection	Count Year	Count Month	Count	Aug-22 Projection		
Bailey Rd (O1)	2008	May	394	495	2022	May	187	191	495	667
Davis Rd (O2)	2008	May	118	148	2022	May	91	93	148	199
Hot Creek Rd (O3)	2008	May	103	129	2022	May	222	226	129	174
Hot Springs Rd (O4)	2008	May	272	342	2020	May	255	268	342	461
Hot Springs Rd (O5)	2008	May	58	73	2022	May	54	55	73	98
Juniper Mnt Rd (O6)	2008	May	92	116	2022	May	19	19	116	156
Lemley Rd (O7)	2009	May	271	335	2022	May	100	102	335	451
Morman Rd (O8)	2008	Nov	350	509	2022	May	34	35	509	686
Mud Flat Rd (O9)	2008	June	315	400	2022	May	55	56	400	539
Mud Flat Rd (O10)	2009	May	161	199	2022	May	10	10	199	268
Mud Flat Rd (O11)	2008	June	48	61	2022	May	187	191	61	82
Oreana Loop Rd (O12)	2009	May	186	230	2022	May	264	269	230	310
Oreana Loop Rd (O13)	2008	June	130	165	2021	May	310	321	165	222
Rabbit Crk Rd (O14)	2008	June	92	117	2020	May	255	268	117	158
Reynolds Crk Rd (O15)	2009	May	281	348	2022	May	222	226	348	469
Shoofly Cutoff Rd (O16)	2008	June	120	152	2022	May	264	269	152	205
Silver City Rd (O17)	2009	May	190	235	2021	May	310	321	269	362
Wilson Creek Rd (O18)	2008	June	95	121	2020	May	255	268	321	432
Trout Creek Rd (O19)	2009	May	203	251	2022	May	54	55	268	361
Murphy Flat Rd (O20)					2022	May	19	19	55	74
Tyson Rd (O21)					2022	May	19	19	19	26
Bachman Grade Rd (O22)					2022	May	100	102	102	137
Oreana Short Cut Rd (O23)					2022	May	34	35	35	47
Collett Rd (O24)					2022	May	55	56	56	75
Oreana Cutoff Rd (O25)					2022	May	10	10	10	13

N/S Street State Hwy 78
E/W Street Silvercity Rd

Start Date 5/26/22
End Date 6/2/22
7 Days

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____



Counter Serial #: ① 5002585
Count
Tube Layout: 1845
Site Code: SILVERCITY RD
Distance to Isect: _____

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

2022 Count: 1845 Veh / 7 Day = 264 VPD

VEHICLE TRAFFIC COUNT LOCATION FIELD SHEET



157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138
FX: (208) 922-9168

Scale: N.T.S.

Date: _____

Project Number: _____

Drawing Path: _____

N/S Street Feedlot Drive
E/W Street Reynolds Creek Rd

Start Date 5/26/22
End Date 6/2/22
7 Days

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

Private Drive (Feedlot)

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____



Counter Serial #: ④ J002574
Count
Tube Layout: 1577
Site Code: Reynoldscreek Rd
Distance to Isect: _____

Private Drive (Feedlot)

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

VEHICLE TRAFFIC COUNT LOCATION FIELD SHEET

Scale: N.T.S. Date: _____ Project Number: _____
Drawing Path: _____



157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138
FX: (208) 922-9168

2022 Count: 1577 Veh / 7 Day = 222 VPD

N/S Street Oreana Loop Rd / Oreana Cut Rd
 E/W Street Oreana Loop Rd

Start Date 5/24/22
 End Date 5/31/22
 7 Days

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

Oreana Loop Rd

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____



Oreana Loop Rd

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

Oreana Cut
off Rd

Counter Serial # 3502575
 Count 73
 Tube Layout: _____
 Site Code: Oreana Cut off Rd
 Distance to Isect: _____

2022 Count: 73 Veh / 7 Day = 10 VPD

VEHICLE TRAFFIC COUNT LOCATION
 FIELD SHEET

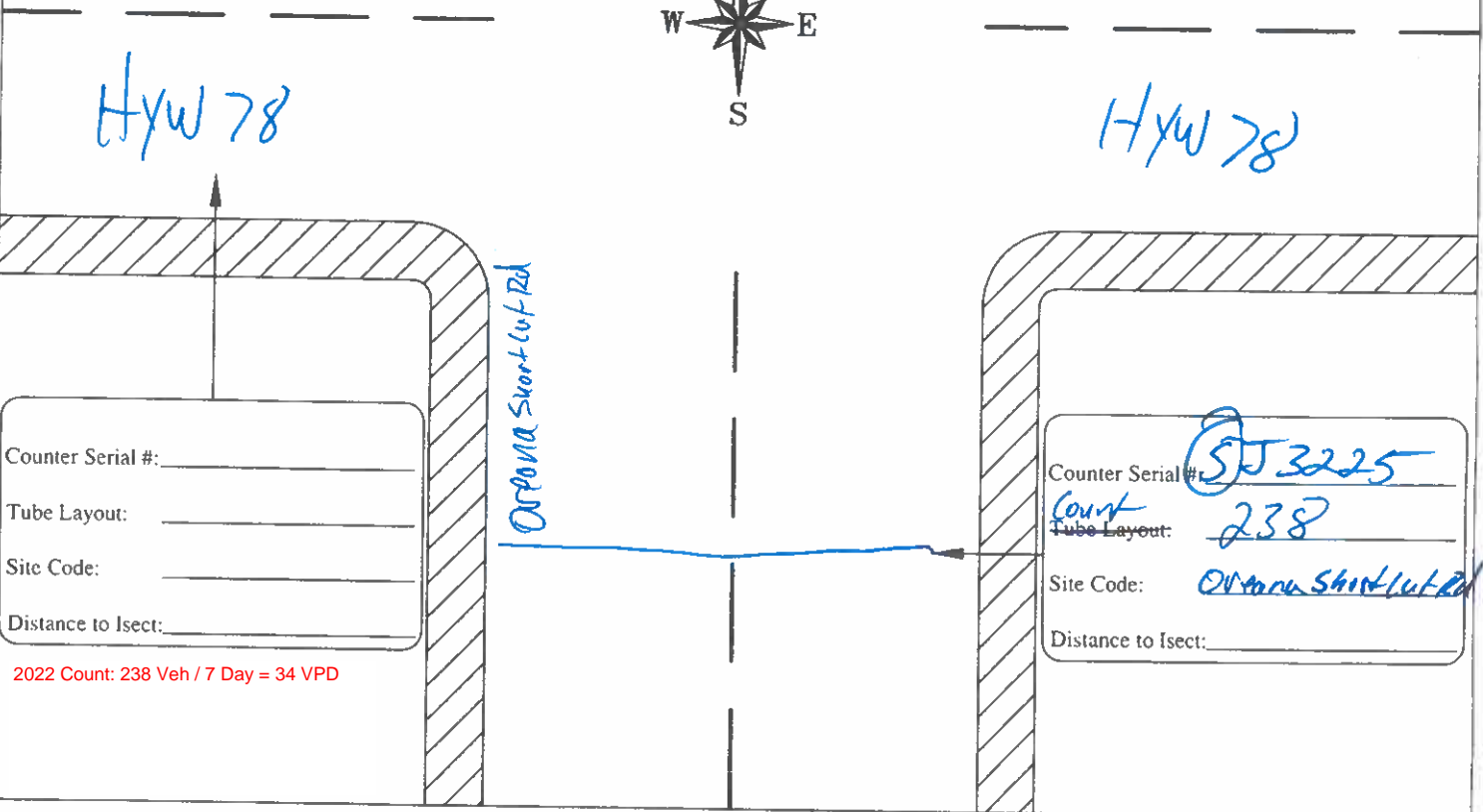
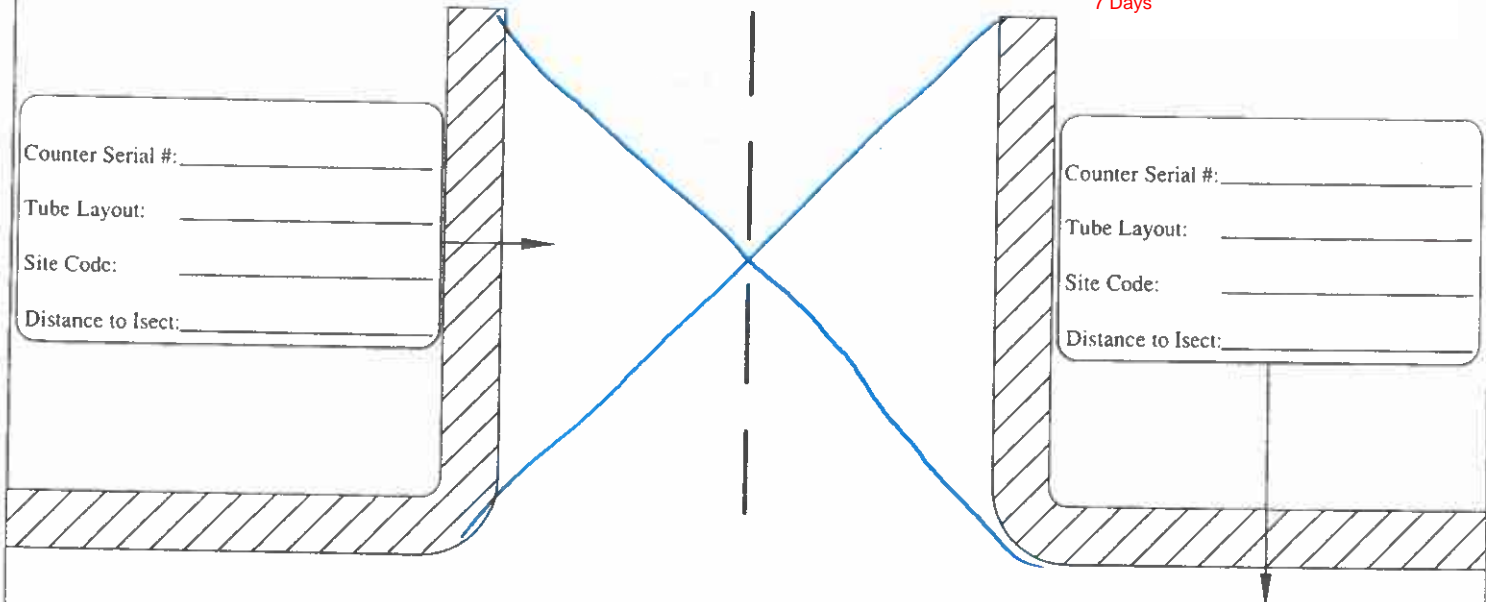


157 W. 4th Street
 Kuna, Idaho 83634
 PH: (208) 922-9138
 FX: (208) 922-9168

Scale: N.T.S. Date: _____ Project Number: _____
 Drawing Path: _____

N/S Street Oreana Shortcut Rd
E/W Street State Hwy 78

Start Date 5/24/22
End Date 5/31/22
7 Days



VEHICLE TRAFFIC COUNT LOCATION
FIELD SHEET

Scale: N.T.S. Date: Project Number:
Drawing Path:

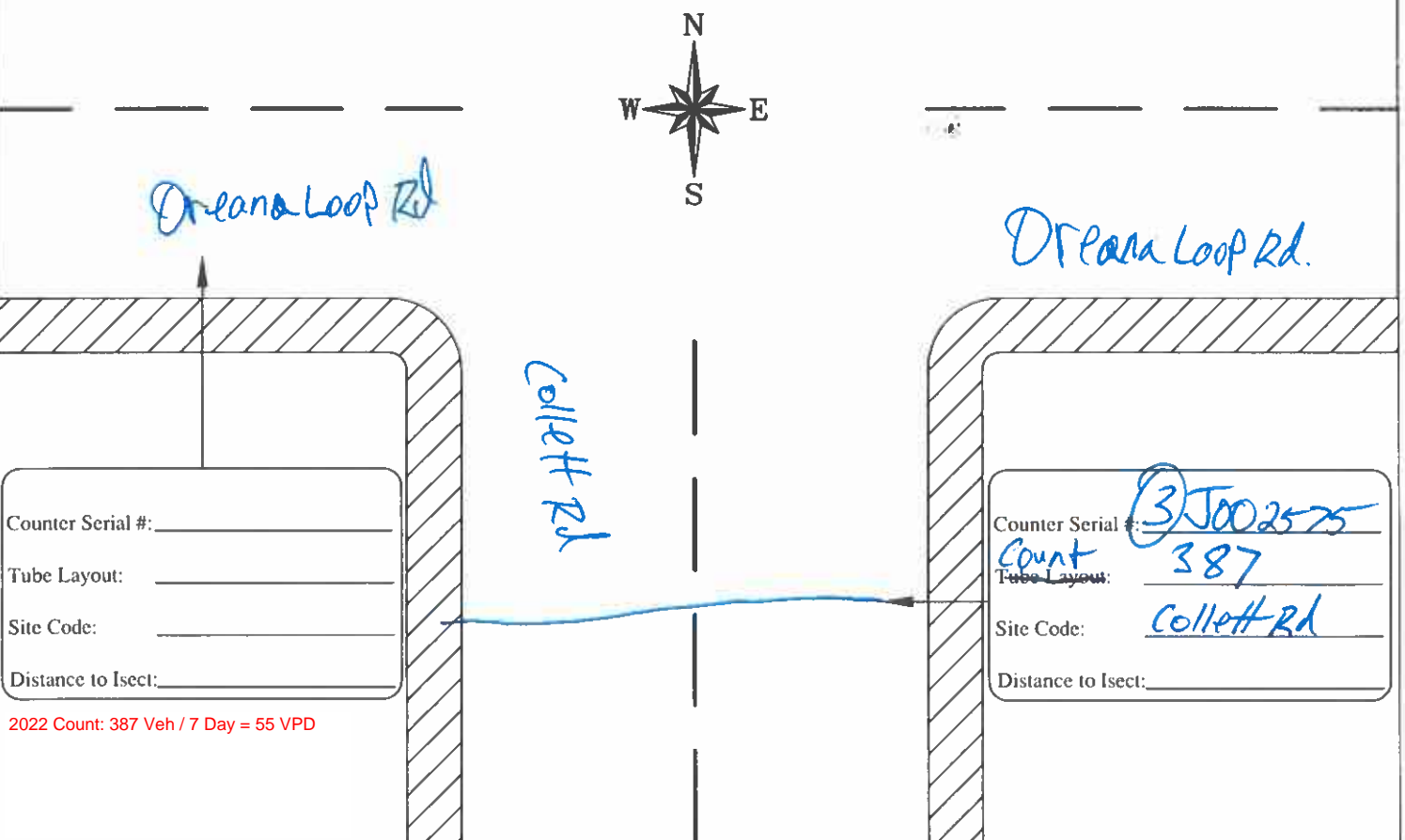
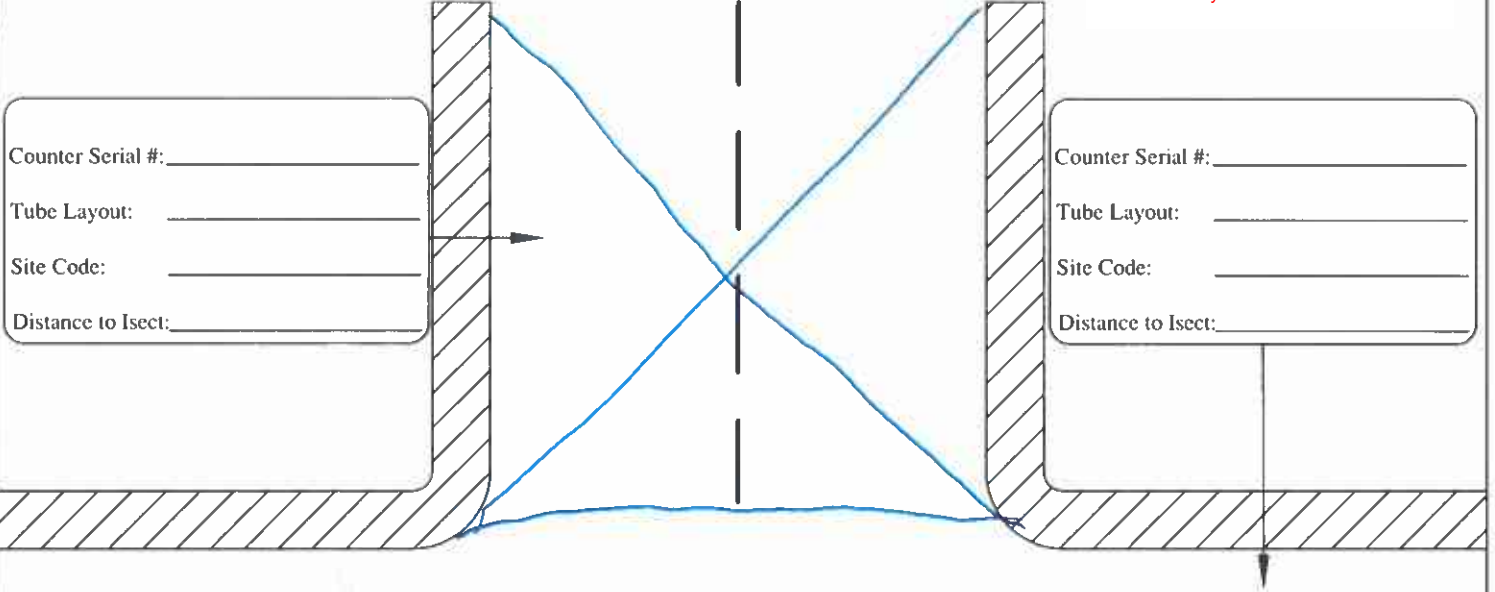
PARAGON
Consulting, Inc.
FRELBURGER-BARION-KALS

157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138
FX: (208) 922-9168

N/S Street Collett Rd
E/W Street Dreana Loop Rd

Start Date 5/17/22
End Date _____

assumed 7 Days



Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

Counter Serial #: 3J002575
Count 387
Tube Layout: _____
Site Code: Collett Rd
Distance to Isect: _____

2022 Count: 387 Veh / 7 Day = 55 VPD

VEHICLE TRAFFIC COUNT LOCATION FIELD SHEET



157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138
FX: (208) 922-9168

Scale: N.T.S. Date: _____ Project Number: _____
Drawing Path: _____

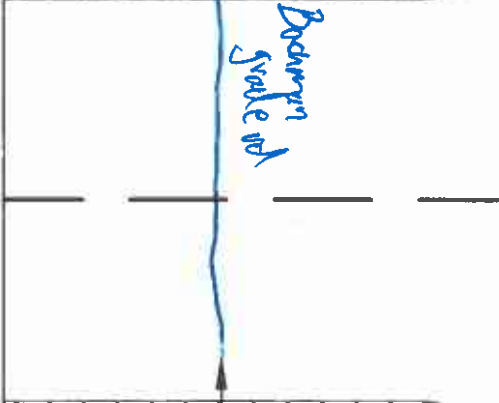
N/S Street Oreana Loop Rd
 E/W Street Bochman grade rd

Start Date 5/17/22
 End Date 5/24/22

7 Days

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____



Counter Serial #: 3 J 3225
 Count: 701
 Tube Layout: _____
 Site Code: Bochman grade rd
 Distance to Isect: _____

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

2022 Count: 701 Veh / 7 Day = 100 VPD

**VEHICLE TRAFFIC COUNT LOCATION
 FIELD SHEET**

Scale: N.T.S. Date: _____ Project Number: _____
 Drawing Path: _____



157 W. 4th Street
 Kuna, Idaho 83634
 PH: (208) 922-9138
 FX: (208) 922-9168

N/S Street Hyw 78
E/W Street Tyson Rd

Start Date 5/17/22
End Date 5/24/22
7 Days

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____



Highway 78

Tyson Rd

Tyson Rd

Highway 78

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

Counter Serial # 5189
Count 132
Tube Layout: _____
Site Code: Tyson Rd
Distance to Isect: _____

2022 Count: 132 Veh / 7 Day = 19 VPD

VEHICLE TRAFFIC COUNT LOCATION FIELD SHEET



157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138
FX: (208) 922-9168

Scale: N.T.S. Date: _____ Project Number: _____
Drawing Path: _____

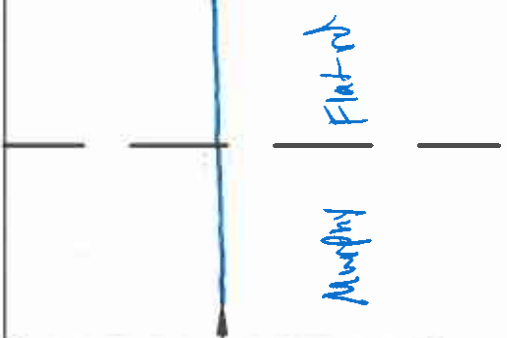
N/S Street Hyw 78
E/W Street Murphy flat

Start Date 5/9/22
End Date 5/16/22

7 Days

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____



375 Count

Counter Serial #: 5289
Count 375
Tube Layout: _____
Site Code: Murphy Flat Rd
Distance to Isect: _____

2022 Count: 375 Veh / 7 Day = 54 VPD

Hyw 78

Counter Serial #: _____
Tube Layout: _____
Site Code: _____
Distance to Isect: _____

VEHICLE TRAFFIC COUNT LOCATION FIELD SHEET

Scale: N.T.S. Date: _____ Project Number: _____
Drawing Path: _____



157 W. 4th Street
Kuna, Idaho 83634
PH: (208) 922-9138
FX: (208) 922-9168

N/S Street Oreana Loop Rd
 E/W Street Hwy 78

Start Date 5/9/22
 End Date 5/16/22

7 Days

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____



Hwy 78

Hwy 78

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

Counter Serial #: ⑤ J 3225
 Tube Layout: Count 1308
 Site Code: Oreana Loop rd.
 Distance to Isect: _____

2022 Count: 1308 Veh / 7 Day = 187 VPD

Oreana Loop Rd

**VEHICLE TRAFFIC COUNT LOCATION
 FIELD SHEET**

Scale: N.T.S. Date: _____ Project Number: _____
 Drawing Path: _____



157 W. 4th Street
 Kuna, Idaho 83634
 PH: (208) 922-9138
 FX: (208) 922-9168

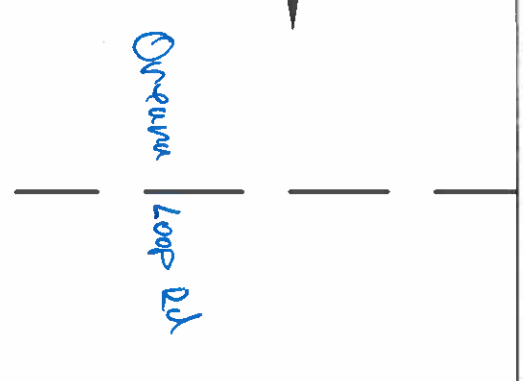
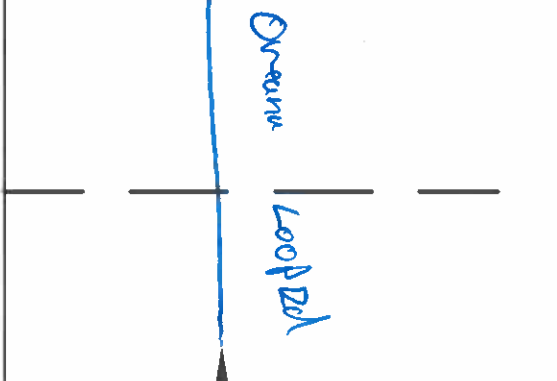
N/S Street Wolff Rd/Private Dr
 E/W Street Oreana loop rd

Start Date 5/9/22
 End Date 5/16/22

7 Days

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____



Counter Serial #: 35002575
~~Count~~ 640
 Site Code: Oreana Loop Rd
 Distance to Isect: _____

Counter Serial #: _____
 Tube Layout: _____
 Site Code: _____
 Distance to Isect: _____

2022 Count: 640 Veh / 7 Day = 91 VPD

VEHICLE TRAFFIC COUNT LOCATION
 FIELD SHEET



157 W. 4th Street
 Kuna, Idaho 83634
 PH: (208) 922-9138
 FX: (208) 922-9168

Scale: N.T.S. Date: _____ Project Number: _____
 Drawing Path: _____

Default Report Title
 Use Preferences to Define Titles

Site Code:
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Trout Creek (Near State Line)

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

Time	5/18/2020		5/19/2020		5/20/2020		5/21/2020		5/22/2020		5/23/2020		5/24/2020		
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	12
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	14
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	15
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	24
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	33
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4
Total	0	0	0	0	42	81	170	90	80	155	272	117	114	92	160
Day	0	0	0	0	42	81	170	90	80	155	272	117	114	92	286
AM Peak							7:00	10:00	11:00	8:00	11:00	8:00	11:00	8:00	11:00
Volume							6	9	11	10	8	19	10	8	14
PM Peak					6:00	4:00	6:00	3:00	2:00	6:00	2:00	6:00	4:00	2:00	5:00
Volume					11	7	10	10	14	15	14	12	9	16	33

Default Report Title
Use Preferences to Define Titles

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Trout Creek (Near State Line)

Time	5/25/2020			5/26/2020			5/27/2020			5/28/2020			5/29/2020			5/30/2020			5/31/2020		
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	1	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00	4	2	3	2	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00	5	0	4	1	4	1	9	8	6	0	0	0	0	0	0	0	0	0	0	0	0
7:00	5	6	6	7	7	6	8	7	7	0	0	0	0	0	0	0	0	0	0	0	0
8:00	5	5	7	7	6	2	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0
9:00	11	7	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10	8	6	2	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	14	19	6	6	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	7	10	5	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	9	22	3	5	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	6	25	3	8	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	10	20	4	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	9	23	9	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	6	15	8	9	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6	9	4	6	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	6	3	3	3	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	5	7	2	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	2	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	194	83	87	16	28	44	16	3	3	0	0	0	0	0	0	0	0	0	0	0
Day	319	170	170	170	173	272	312	286	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak	11:00	11:00	8:00	7:00	8:00	6:00	8:00	9:00	9:00	9:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Volume	14	19	7	7	7	9	7	3	3	3	7	8	8	8	8	8	8	8	8	8	8
PM Peak	3:00	2:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00
Volume	10	25	9	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Comb Total	319	170	170	170	173	272	312	286	0	0	0	0	0	0	0	0	0	0	0	0	0
ADT	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255	ADT: 255

ADT based on full count days of 5/21/2020 through 5/26/2020

Appendix: E – GHD Traffic Counts

2023 Owyhee County Transportation Plan Update

GHD Traffic Count Data Calculations

Annual Growth Rate	1.50%
Feb. to August Multiplier	1.45
March to August Multiplier	1.15
June to August Multiplier	1.03
July to August Multiplier	1.01
Nov. to August Multiplier	1.18



Count Location	Historic Count Information				Recent Count Information				Used for 2022	2042 Projection
	Count	Count	Count	Aug-22 Projection	Count	Count	Count	Aug-22 Projection		
	Year	Month	Month	Projection	Year	Month	Year	Projection		
Bruneau Rd (G1)	2008	July	276	343	2022	July	201	203	343	462
Bruneau Rd (G1-A)	2008	July	922	1147	2022	November	1195	1410	203	273
Bruneau Rd (G2)	2008	August	567	698	2022	November	351	414	1410	1899
Bruneau Rd (G3)	2008	July	689	857	2022	November	523	617	698	940
Buntrock Rd (G4)	2008	August	312	384	2023	February	318	454	857	1154
Clark Rd (G5)	2008	July	140	174	2023	February	174	234	454	611
Dobbin Rd (G6)	2008	July	691	860	2022	November	528	623	174	234
N Edison Rd (G7)	2008	August	352	434	2023	February	323	461	860	1158
S Edison Rd (G8)	2009	March	426	595	2022	November	410	484	461	621
S Edison Rd (G9)	2008	August	107	132	2022	February	275	393	595	801
Jump Crk Rd (G10)	2008	July	410	510	2023	February	275	393	132	178
Market Rd (G11)	2008	August	84	103	2023	March	103	117	510	687
Pascoe Rd (G12)	2008	August	263	324	2023	February	438	626	117	158
Pershall Rd (G13)	2009	March	115	160	2023	March	66	75	626	843
Pershall Rd (G14)	2008	August	82	101	2022	November	111	131	160	215
Poison Crk Rd (G15)	2009	March	167	233	2023	February	203	290	131	176
Sommer Camp Rd (G16)	2008	August	79	97	2023	February	203	290	290	391
Sommer Camp Rd (G17)	2008	July	340	423	2023	February	468	669	97	131
E Thompson Rd (G18)	2008	July	412	513	2023	February	468	669	423	570
E Thompson Rd (G19)	2008	July	412	513	2023	February	468	669	669	901

Default Report Title
Use Preferences to Define Titles

Bruneau Road (G1-A)
North of Thompson Road
July 2022

Site Code: {Site Code}
 Station ID: {Station ID}
 Location 1: {Location 1}
 Location 2: {Location 2}
 Location 3: {Location 3}
 Location 4: {Location 4}

Comment 1: {Comment 1}
 Comment 2: {Comment 2}
 Comment 3: {Comment 3}
 Comment 4: {Comment 4}

Latitude: {Latitude}
 Longitude: {Longitude}

Time	6/27/2022		6/28/2022		6/29/2022		6/30/2022		7/1/2022		7/2/2022		7/3/2022	
	X	Direction	X	Direction	X	Direction	X	Direction	X	Direction	X	Direction	X	Direction
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	139	86	134	109	138	103	68	159
Day	0	0	0	0	0	0	225	243	241	161	236			
AM Peak							8:00	8:00	8:00	8:00	8:00	8:00	10:00	9:00
Volume							10	9	13	13	12	11	8	31
PM Peak							5:00	12:00 PM	1:00	12:00 PM	5:00	12:00 PM	2:00	9:00
Volume							24	12	14	14	15	13	9	16

Default Report Title
Use Preferences to Define Titles

Bruneau Road (G1-A)
North of Thompson Road
July 2022

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Time	7/4/2022		7/5/2022		7/6/2022		7/7/2022		7/8/2022		7/9/2022		7/10/2022	
	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	1	1	1	1	1	1	1	1	1	1
5:00	0	3	1	1	1	3	2	2	2	2	2	2	2	2
6:00	1	1	1	1	2	2	2	2	2	2	2	2	2	2
7:00	1	6	5	5	9	6	3	1	1	1	1	1	1	1
8:00	3	3	9	4	13	8	8	8	8	8	8	8	8	8
9:00	6	4	10	11	5	5	5	5	5	5	5	5	5	5
10:00	6	6	8	8	6	6	5	5	5	5	5	5	5	5
11:00	7	4	11	5	6	6	8	8	8	8	8	8	8	8
12:00 PM	5	1	5	8	10	4	4	4	4	4	4	4	4	4
1:00	7	5	6	6	13	9	9	9	9	9	9	9	9	9
2:00	5	4	4	7	8	5	5	5	5	5	5	5	5	5
3:00	3	3	8	2	5	8	5	5	5	5	5	5	5	5
4:00	7	4	14	4	14	5	5	5	5	5	5	5	5	5
5:00	2	1	8	4	9	1	1	1	1	1	1	1	1	1
6:00	4	2	5	1	7	1	1	1	1	1	1	1	1	1
7:00	6	3	4	3	5	2	2	2	2	2	2	2	2	2
8:00	5	4	3	1	8	1	1	1	1	1	1	1	1	1
9:00	2	0	1	0	2	2	2	2	2	2	2	2	2	2
10:00	2	5	0	0	1	0	0	0	0	0	0	0	0	0
11:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Day	74	61	103	74	123	86	8	13	0	0	0	0	0	0
ADT	135	177	209	21	175	175	101	74	0	0	0	0	0	0
AM Peak Volume	11:00	7:00	11:00	9:00	8:00	6:00	7:00	5:00	8:00	9:00	8:00	9:00	8:00	9:00
PM Peak Volume	1:00	1:00	4:00	12:00 PM	4:00	1:00	3	4	4:00	1:00	4:00	1:00	4:00	1:00
Comb Total ADT	135	177	209	246	246	243	161	236	161	236	161	236	161	236

243+161+236+135+177+209 + (225+21) = 1407 Vehicles
 Number of Full Days 7 (The partial day counts from 6/30 & 7/7 were summed and analyzed as one full day)
 VPD = 1407 Veh / 7 Day = 201 VPD

Default Report Title
Use Preferences to Define Titles

**Bruneau Road (G2)
At Northern City Limits of Marsing
Nov 2022**

Site Code: GHD2
 Station ID:
 Location 1:
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:

Time	11/7/2022		11/8/2022		11/9/2022		11/10/2022		11/11/2022		11/12/2022		11/13/2022	
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None
	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified
12:00 AM	*	*	*	*	2	0	1	1	2	0	0	0	0	0
1:00	*	*	*	*	4	2	1	0	1	0	1	0	0	0
2:00	*	*	*	*	1	0	1	0	2	0	2	0	0	0
3:00	*	*	*	*	2	6	1	4	3	2	2	0	0	0
4:00	*	*	*	*	5	5	4	6	4	4	7	0	0	0
5:00	*	*	*	*	10	21	5	21	6	9	9	0	0	0
6:00	*	*	*	*	11	41	22	38	10	32	17	0	0	0
7:00	*	*	*	*	20	52	19	48	17	46	37	0	0	0
8:00	*	*	*	*	19	34	19	33	38	38	49	0	0	0
9:00	*	*	*	*	35	45	22	40	13	37	25	0	0	0
10:00	*	*	*	*	162	29	30	32	33	35	75	0	0	0
11:00	*	*	*	*	49	82	27	48	32	27	52	0	0	0
12:00 PM	*	*	*	*	32	31	28	25	9	1	19	0	0	0
1:00	*	*	*	*	37	27	32	35	4	0	21	0	0	0
2:00	*	*	*	*	34	34	37	29	0	0	21	0	0	0
3:00	*	*	*	*	38	23	63	48	0	0	22	0	0	0
4:00	*	*	*	*	53	34	43	35	3	0	30	0	0	0
5:00	*	*	*	*	53	41	49	44	1	0	36	1	0	0
6:00	*	*	*	*	34	36	88	29	0	0	23	1	0	0
7:00	*	*	*	*	28	10	33	12	2	0	9	0	0	0
8:00	*	*	*	*	16	7	22	9	0	0	6	0	0	0
9:00	*	*	*	*	12	3	9	40	0	0	12	0	0	0
10:00	*	*	*	*	10	3	4	4	0	0	4	0	0	0
11:00	*	*	*	*	4	2	6	3	0	0	2	0	0	0
Total	0	0	288	191	671	568	566	584	180	237	496	478	2	0
Day	0	0	479	1150	1239	1150	1150	974	417	417	974	2	0	
AM Peak					10:00	11:00	10:00	7:00	8:00	7:00	10:00	11:00		
Volume					162	82	30	48	38	46	75	52		
PM Peak			4:00	5:00	4:00	5:00	6:00	3:00	12:00 PM	12:00 PM	4:00	5:00		
Volume			76	61	53	41	88	48	9	1	44	36		

Default Report Title
Use Preferences to Define Titles

**Bruneau Road (G2)
At Northern City Limits of Marsing
Nov 2022**

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Site Code: GHD2
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	1	0	0	0	0	0	0	0	0	0	0	0
Day	2	0	1	0	0	0	0	0	0	0	0	0	0	0
AM Peak Volume	8:00													
PM Peak Volume	5:00													
Comb Total ADT	2	ADT: 498	480	ADT: 498	1239	1150	417	976	2	0	0	0	0	

1,239 + 1,150 = 2,389 Vehicles
Number of Full Days 2 (11/08, 11/11 to 11/15 were excluded from count either due to being less than 1 full day or counting errors)

VPD = 2,389 Veh / 2 Day = 1,195 VPD

Default Report Title

Use Preferences to Define Titles

Site Code: GHD3

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

**Bruneau Road (G3)
At Southern City Limits of Marsing
Nov 2022**

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	11/7/2022			11/8/2022			11/9/2022			11/10/2022			11/11/2022			11/12/2022			11/13/2022			
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	
12:00 AM	*	*	3	*	*	4	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	5
1:00	*	*	4	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	2
2:00	*	*	1	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	4
3:00	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	0
4:00	*	*	1	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	1
5:00	*	*	1	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	1
6:00	*	*	3	*	*	3	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	1
7:00	*	*	7	*	*	7	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	2
8:00	*	*	11	*	*	11	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	6
9:00	*	*	9	*	*	9	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	9
10:00	*	*	8	*	*	8	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	7
11:00	*	*	17	*	*	17	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	11
12:00 PM	*	*	12	*	*	12	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	30
1:00	*	*	20	*	*	20	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	24
2:00	*	*	25	*	*	25	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	18
3:00	*	*	21	*	*	21	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	21
4:00	*	*	16	*	*	16	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	15
5:00	*	*	42	*	*	42	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	20
6:00	*	*	29	*	*	29	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	30
7:00	*	*	42	*	*	42	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	20
8:00	*	*	26	*	*	26	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	17
9:00	*	*	11	*	*	11	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	12
10:00	*	*	11	*	*	11	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	15
11:00	*	*	5	*	*	5	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	3
Total	0	0	182	99	324	334	10	333	1	347	1	348	1	336	27	352	4	279	8	287		
Day	0	0	281	334	334	334	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	4:00	11:00	11:00	10:00	10:00	9:00		
AM Peak							4:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	4:00	11:00	11:00	10:00	10:00	9:00		
Volume							2	18	1	20	1	20	1	15	1	25	11	11	11	7		
PM Peak			5:00	6:00	6:00	1:00	6:00	6:00	8:00	6:00	8:00	6:00	6:00	6:00	6:00	3:00	12:00 PM	12:00 PM	12:00 PM	2:00		
Volume			42	28	36	1	37	37	1	40	1	40	1	36	7	39	1	30	30	1		

Default Report Title
Use Preferences to Define Titles

Site Code: GHD3
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Bruneau (G3)
At Southern City Limits of Marsing
Nov 2022

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	6	0	3	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	4	0	2	0	0	0	0	0	0	0	0	0	0	0
7:00	4	0	6	0	0	0	0	0	0	0	0	0	0	0
8:00	9	0	20	0	0	0	0	0	0	0	0	0	0	0
9:00	15	2	15	0	0	0	0	0	0	0	0	0	0	0
10:00	6	0	12	9	0	0	0	0	0	0	0	0	0	0
11:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
1:00	24	0	25	2	0	0	0	0	0	0	0	0	0	0
2:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0
3:00	23	0	15	1	0	0	0	0	0	0	0	0	0	0
4:00	37	1	*	*	*	*	*	*	*	*	*	*	*	*
5:00	28	0	*	*	*	*	*	*	*	*	*	*	*	*
6:00	36	0	*	*	*	*	*	*	*	*	*	*	*	*
7:00	22	0	*	*	*	*	*	*	*	*	*	*	*	*
8:00	31	7	*	*	*	*	*	*	*	*	*	*	*	*
9:00	14	1	*	*	*	*	*	*	*	*	*	*	*	*
10:00	13	0	*	*	*	*	*	*	*	*	*	*	*	*
11:00	2	0	*	*	*	*	*	*	*	*	*	*	*	*
Total	337	11	153	18	0	0	0	0	0	0	0	0	0	0
Day	348		171											
AM Peak	11:00	9:00	11:00	10:00										
Volume	22	2	21	9										
PM Peak	4:00	8:00	1:00	12:00 PM										
Volume	37	7	25	3										
Comb Total	348		452		334		334		348		356		287	
ADT		ADT: 351		AADT: 351										

334 + 334 + 348 + 356 + 287 + 348 + (281 + 171) = 2,459 Vehicles
Number of Full Days 7 (The partial day counts from 11/8 & 11/15 were summed and analyzed as one full day)
VPD = 2,459 Veh / 7 Day = 351 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: GHD4
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

**Bunrock Road (G4)
Between Thompson Rd & US-95/SH-55
Nov 2022**

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	11/21/2022			11/22/2022			11/23/2022			11/24/2022			11/25/2022			11/26/2022			11/27/2022		
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified
12:00 AM	*	*	3	*	*	3	4	3	4	3	3	3	3	3	0	2	2	3	1	1	0
1:00	*	*	2	*	*	6	1	2	4	2	1	3	2	3	1	0	0	1	1	0	0
2:00	*	*	1	*	*	6	3	1	5	1	2	3	2	3	2	2	2	2	1	1	0
3:00	*	*	3	*	*	4	2	2	4	2	1	3	2	3	2	2	2	2	2	0	0
4:00	*	*	7	*	*	5	7	4	6	7	4	8	5	4	3	3	4	8	8	5	5
5:00	*	*	8	*	*	13	8	3	8	3	5	8	9	6	7	4	7	4	4	4	4
6:00	*	*	14	*	*	17	14	9	9	11	14	12	13	5	8	8	5	5	5	6	6
7:00	*	*	21	*	*	17	21	7	12	7	9	12	13	5	9	9	7	7	7	7	7
8:00	*	*	20	*	*	13	20	18	18	15	15	15	14	14	14	15	10	10	10	10	10
9:00	*	*	17	*	*	23	17	14	14	10	19	19	19	13	13	13	8	8	10	10	10
10:00	*	*	20	*	*	16	20	18	18	16	19	17	18	13	13	13	19	19	16	16	16
11:00	*	*	14	*	*	17	14	17	26	17	17	22	20	8	11	20	12	20	20	12	12
12:00 PM	*	*	28	*	*	34	28	18	22	16	25	21	27	16	11	15	18	18	18	18	18
1:00	*	*	32	*	*	25	32	15	10	26	20	24	18	20	23	15	13	15	15	13	13
2:00	*	*	15	*	*	22	15	18	16	17	15	17	18	12	7	15	7	15	8	8	8
3:00	*	*	27	*	*	20	27	18	18	19	15	16	12	10	10	10	10	10	12	12	12
4:00	*	*	34	*	*	26	33	20	14	15	15	26	20	15	11	30	17	17	17	17	17
5:00	*	*	36	*	*	29	26	29	26	11	13	24	24	26	16	13	12	13	12	12	12
6:00	*	*	24	*	*	20	21	20	17	11	13	19	18	12	16	12	9	9	9	9	9
7:00	*	*	19	*	*	12	13	12	11	9	6	12	11	10	11	10	7	10	7	7	7
8:00	*	*	7	*	*	10	10	9	6	4	2	9	7	5	8	5	10	10	10	10	10
9:00	*	*	11	*	*	2	3	8	9	9	3	8	4	10	7	8	7	8	7	7	7
10:00	*	*	10	*	*	4	11	5	6	8	4	8	5	7	6	1	2	1	2	2	2
11:00	*	*	7	*	*	3	9	10	1	5	3	7	4	4	0	2	3	2	3	3	3
Total	0	149	110	359	700	589	305	284	257	237	315	290	220	211	227	188	188	188	188	188	188
Day	0	259	110	341	700	589	305	284	257	237	315	290	220	211	227	188	188	188	188	188	188
AM Peak																					
Volume				7:00	9:00	11:00	11:00	11:00	11:00	9:00	9:00	11:00	11:00	8:00	8:00	11:00	10:00	10:00	10:00	10:00	10:00
PM Peak				4:00	12:00 PM	5:00	5:00	5:00	5:00	1:00	12:00 PM	4:00	12:00 PM	5:00	1:00	4:00	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume				33	34	22	26	26	26	26	25	26	27	26	23	30	30	30	30	30	30

Default Report Title
Use Preferences to Define Titles

Site Code: GHD4
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

**Buntrock Road (G4)
Between Thompson Rd & US-95/SH-55
Nov 2022**

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	11/28/2022		11/29/2022		11/30/2022		12/1/2022		12/2/2022		12/3/2022		12/4/2022	
	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	4	3	0	3	*	*	*	*	*	*	*	*	*	*
1:00	3	4	3	1	*	*	*	*	*	*	*	*	*	*
2:00	2	3	2	3	*	*	*	*	*	*	*	*	*	*
3:00	6	1	1	2	*	*	*	*	*	*	*	*	*	*
4:00	6	3	5	1	*	*	*	*	*	*	*	*	*	*
5:00	7	7	8	9	*	*	*	*	*	*	*	*	*	*
6:00	12	7	14	19	*	*	*	*	*	*	*	*	*	*
7:00	13	14	19	17	*	*	*	*	*	*	*	*	*	*
8:00	19	11	24	19	*	*	*	*	*	*	*	*	*	*
9:00	23	14	15	14	*	*	*	*	*	*	*	*	*	*
10:00	16	12	18	16	*	*	*	*	*	*	*	*	*	*
11:00	11	9	14	16	*	*	*	*	*	*	*	*	*	*
12:00 PM	11	13	14	21	*	*	*	*	*	*	*	*	*	*
1:00	15	15	8	2	*	*	*	*	*	*	*	*	*	*
2:00	17	16	*	*	*	*	*	*	*	*	*	*	*	*
3:00	14	18	*	*	*	*	*	*	*	*	*	*	*	*
4:00	16	13	*	*	*	*	*	*	*	*	*	*	*	*
5:00	25	16	*	*	*	*	*	*	*	*	*	*	*	*
6:00	19	22	*	*	*	*	*	*	*	*	*	*	*	*
7:00	12	5	*	*	*	*	*	*	*	*	*	*	*	*
8:00	8	5	*	*	*	*	*	*	*	*	*	*	*	*
9:00	5	6	*	*	*	*	*	*	*	*	*	*	*	*
10:00	3	2	*	*	*	*	*	*	*	*	*	*	*	*
11:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*
Total	268	220	145	143	0	0	0	0	0	0	0	0	0	0
Day	488	288	288	589	700	494	431	415	501	233	1	1	1	1
AM Peak	9:00	7:00	8:00	6:00					8:00	7:00				
Volume	23	14	24	19					22	16				
PM Peak	5:00	6:00	12:00 PM	12:00 PM					5:00	6:00				
Volume	25	22	14	21					25	22				
Comb Total	488	547	547	589	700	494	431	415	1106	233	1	1	1	1
ADT	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528	ADT: 528

700 + 589 + 494 + 431 + 415 + 488 + (259 + 281) = 3,664 Vehicles
 Number of Full Days 7 (The partial day counts from 11/22 & 11/29 were summed and analyzed as one full day)
 VPD = 3,664 Veh / 7 Day = 523 VPD

Default Report Title
Use Preferences to Define Titles

Clark Road (G5) South of Highway 78 Feb 2023

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Site Code: GHD 5
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Time	2/6/2023		2/7/2023		2/8/2023		2/9/2023		2/10/2023		2/11/2023		2/12/2023	
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None
	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	94	53	161	308	147	174	163	169	176	153
Day	0	0	0	0	147	147	308	337	337	325	350	316	316	316
AM Peak							8:00	8:00	8:00	8:00	10:00	10:00	10:00	11:00
Volume							7	16	15	11	12	11	14	16
PM Peak					6:00	5:00	3:00	12:00 PM	4:00	3:00	5:00	12:00 PM	4:00	12:00 PM
Volume					20	12	23	18	19	14	19	14	19	20

Default Report Title
Use Preferences to Define Titles

Clark Road (G5) South of Highway 78 Feb 2023

Site Code: GHD 5

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:

Latitude: 0.000000
Longitude: 0.000000

Time	2/13/2023		2/14/2023		2/15/2023		2/16/2023		2/17/2023		2/18/2023		2/19/2023	
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None
	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified
12:00 AM	2	1	0	0	2	3	0	0	0	0	0	0	0	0
1:00	2	1	0	2	3	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	9	2	8	1	7	2	9	2	7	2	8	2	8
6:00	2	17	4	14	5	17	4	15	4	15	4	16	4	16
7:00	5	12	6	10	7	13	4	13	4	13	6	12	6	12
8:00	5	7	3	12	3	7	5	2	4	7	4	7	4	7
9:00	9	6	7	7	4	4	4	8	4	8	6	6	6	6
10:00	5	4	9	12	10	9	8	13	8	10	8	10	8	10
11:00	10	15	2	6	11	12	12	9	9	9	9	10	9	10
12:00 PM	9	11	15	6	5	11	8	6	6	6	8	8	8	8
1:00	16	10	12	9	12	6	5	2	2	2	11	7	7	7
2:00	16	10	8	11	5	10	10	10	10	10	10	10	10	10
3:00	11	17	15	13	11	11	11	11	11	11	12	14	12	14
4:00	17	4	19	9	18	9	9	9	9	18	18	7	18	7
5:00	15	13	19	9	21	6	6	6	6	18	9	9	9	9
6:00	7	4	9	5	12	10	10	10	10	9	9	6	9	6
7:00	7	4	7	4	10	4	4	4	4	8	8	4	8	4
8:00	4	1	6	1	8	5	5	5	5	6	6	2	6	2
9:00	7	2	5	2	2	1	1	1	1	5	5	2	5	2
10:00	3	2	3	3	3	3	3	3	3	3	3	3	3	3
11:00	2	1	2	0	1	1	1	1	1	2	2	1	2	1
Total	155	154	156	145	154	150	82	57	139	82	0	154	146	0
Day	309	301	301	304	304	154	150	139	139	154	0	300	146	0
AM Peak	11:00	6:00	10:00	6:00	11:00	6:00	6:00	11:00	6:00	11:00	6:00	11:00	6:00	6:00
Volume	10	17	9	14	11	17	15	12	15	9	9	16	16	16
PM Peak	4:00	3:00	4:00	3:00	5:00	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00	4:00	3:00	3:00	3:00
Volume	17	17	19	13	21	11	6	8	6	18	18	14	14	14
Comb Total	309	301	301	451	451	447	447	447	447	625	337	625	350	316
ADT	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312	ADT: 312

308 + 337 + 350 + 316 + 309 + 301 + 304 = 2,225 Vehicles

Number of Full Days 7 (The partial day counts from 2/8 & 2/16 were discarded from the count)

VPD = 2,225 Veh / 7 Day = 318 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: GHD7
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

N Edison Road Count (G7)
Between Thompson Rd & SH-55
Nov 2022

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	11/14/2022			11/15/2022			11/16/2022			11/17/2022			11/18/2022			11/19/2022			11/20/2022			
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	146	0	0	299	291	278	291	253	276	274	281	200	216	214	214	498	284	284	284	284
Day	0	0	255	590	569	555	529	416	416	416	416	416	416	416	416	416	416	416	416	416	416	416
AM Peak																						
Volume																						
PM Peak																						
Volume																						

Default Report Title
Use Preferences to Define Titles

Site Code: GHD7
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

N Edison Road Count (G7)
Between Thompson Rd & SH-55
Nov 2022

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	11/21/2022		11/22/2022		11/23/2022		11/24/2022		11/25/2022		11/26/2022		11/27/2022	
	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	2	0	2	2	*	*	*	*	*	*	*	*	*	*
1:00	0	0	3	0	*	*	*	*	*	*	*	*	*	*
2:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*
3:00	1	0	0	1	*	*	*	*	*	*	*	*	*	*
4:00	0	3	0	1	*	*	*	*	*	*	*	*	*	*
5:00	2	2	1	2	*	*	*	*	*	*	*	*	*	*
6:00	1	6	2	6	*	*	*	*	*	*	*	*	*	*
7:00	3	13	4	13	*	*	*	*	*	*	*	*	*	*
8:00	20	31	17	30	*	*	*	*	*	*	*	*	*	*
9:00	8	12	7	15	*	*	*	*	*	*	*	*	*	*
10:00	9	18	10	12	*	*	*	*	*	*	*	*	*	*
11:00	21	24	14	11	*	*	*	*	*	*	*	*	*	*
12:00 PM	17	18	16	17	*	*	*	*	*	*	*	*	*	*
1:00	19	22	18	19	*	*	*	*	*	*	*	*	*	*
2:00	17	14	23	15	*	*	*	*	*	*	*	*	*	*
3:00	15	16	14	17	*	*	*	*	*	*	*	*	*	*
4:00	43	15	24	*	*	*	*	*	*	*	*	*	*	*
5:00	17	24	*	*	*	*	*	*	*	*	*	*	*	*
6:00	28	31	*	*	*	*	*	*	*	*	*	*	*	*
7:00	18	11	*	*	*	*	*	*	*	*	*	*	*	*
8:00	15	8	*	*	*	*	*	*	*	*	*	*	*	*
9:00	1	5	*	*	*	*	*	*	*	*	*	*	*	*
10:00	5	3	*	*	*	*	*	*	*	*	*	*	*	*
11:00	4	4	*	*	*	*	*	*	*	*	*	*	*	*
Total	266	280	131	161	0	0	0	0	0	0	0	0	0	0
Day	546	292												
AM Peak	11:00	8:00	8:00	8:00										
Volume	21	31	17	30										
PM Peak	4:00	6:00	2:00	1:00										
Volume	43	31	23	19										
Comb Total	546	547	590	569	529	416	498							
ADT	ADT: 523	ADT: 523	ADT: 523	ADT: 523										

590 + 569 + 529 + 416 + 498 + 546 + (255 + 292) = 3,695 Vehicles
Number of Full Days 7 (The partial day counts from 11/15 & 11/22 were summed and analyzed as one full day)

VPD = 3,695 Veh / 7 Day = 528 VPD

Default Report Title
Use Preferences to Define Titles

S Edison Road (G8)
Between Pascoe & Howard
Feb 2023

Site Code: GHD 8

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	2/13/2023			2/14/2023			2/15/2023			2/16/2023			2/17/2023			Weekday Average			2/18/2023			2/19/2023		
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	84	148	64	135	158	158	135	158	158	138	149	164	181	106	106	106	120	
Day	0	0	0	0	0	0	0	0	0	293	293	293	293	293	287	287	287	345	345	226	226	226	226	
AM Peak										9:00	8:00	9:00	8:00	8:00	8:00	8:00	8:00	10:00	9:00	10:00	10:00	10:00	9:00	9:00
Volume										10	12	10	12	12	12	10	12	9	12	12	6	6	6	11
PM Peak										4:00	2:00	4:00	3:00	5:00	4:00	4:00	3:00	4:00	4:00	3:00	3:00	3:00	3:00	3:00
Volume										13	11	14	12	15	15	14	12	15	19	19	10	10	10	14

Default Report Title
Use Preferences to Define Titles

**S Edison Road (G8)
Between Pascoe & Howard
Feb 2023**

Site Code: GHD 8

Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	2/20/2023		2/21/2023		2/22/2023		2/23/2023		2/24/2023		2/25/2023		2/26/2023	
	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0
1:00	2	0	1	0	2	1	1	1	0	0	2	0	0	0
2:00	1	1	1	1	3	1	1	1	0	0	1	2	0	0
3:00	0	1	0	1	0	1	1	1	3	0	1	1	1	1
4:00	1	1	1	0	3	0	0	0	0	0	1	1	1	1
5:00	1	2	1	4	3	1	1	3	3	1	3	1	3	3
6:00	4	5	4	4	2	6	6	1	1	0	3	3	3	3
7:00	3	5	3	5	8	3	3	3	3	0	5	3	5	5
8:00	6	6	11	15	10	17	10	18	18	0	11	12	12	12
9:00	7	15	11	10	8	4	4	20	20	0	8	16	16	16
10:00	9	8	11	9	14	7	7	8	8	0	10	10	10	10
11:00	3	4	8	18	9	9	9	11	11	0	7	10	10	10
12:00 PM	11	11	11	11	14	6	6	7	7	0	9	11	11	11
1:00	9	9	9	11	10	9	9	10	10	0	12	10	10	10
2:00	17	17	13	16	21	8	7	18	18	0	9	18	18	18
3:00	8	15	14	24	14	14	8	12	12	0	10	16	16	16
4:00	6	7	14	11	16	15	*	*	*	0	12	11	11	11
5:00	10	9	12	11	10	10	*	*	*	0	9	10	10	10
6:00	16	9	14	14	6	6	*	*	*	0	17	10	10	10
7:00	16	13	13	9	19	*	*	*	*	0	14	14	14	14
8:00	11	5	10	9	8	*	*	*	*	0	9	7	7	7
9:00	8	7	9	1	3	*	*	*	*	0	8	4	4	4
10:00	4	2	3	5	4	*	*	*	*	0	4	4	4	4
11:00	0	5	3	1	3	*	*	*	*	0	3	3	3	3
Total	149	158	178	191	176	200	80	115	115	0	166	181	181	181
Day	307		369		376		195		0	0	347		0	0
AM Peak	10:00	9:00	8:00	11:00	10:00	9:00	8:00	9:00	8:00	9:00	8:00	9:00	9:00	9:00
Volume	9	15	11	18	14	18	17	20	20	11	11	16	16	16
PM Peak	6:00	2:00	3:00	3:00	6:00	2:00	1:00	2:00	2:00	6:00	2:00	2:00	2:00	2:00
Volume	16	17	14	24	20	21	9	18	18	17	17	18	18	18
Comb Total	307		369		376		343		293		634		345	226
ADT		ADT: 326		AADT: 326										

293 + 345 + 226 + 307 + 369 + 376 + (148 + 195) = 2,259 Vehicles
Number of Full Days 7 (The partial day counts from 2/16 & 2/23 were summed and analyzed as one full day)

VPD = 2,259 Veh / 7 Day = 323 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: GHD9
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

**S Edison Road (G9)
Between SH-55 & Percifield Rd
Nov 2022**

Time	11/14/2022			11/15/2022			11/16/2022			11/17/2022			11/18/2022			11/19/2022			11/20/2022		
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified
12:00 AM	*	*	3	*	*	1	1	1	1	0	2	2	2	2	0	1	1	0	0	0	2
1:00	*	*	1	*	*	1	1	1	1	1	1	1	1	1	0	1	1	1	1	0	2
2:00	*	*	1	*	*	0	1	1	1	2	1	1	1	1	2	1	1	2	1	0	0
3:00	*	*	0	*	*	0	1	1	1	1	0	0	1	1	1	0	2	2	0	0	0
4:00	*	*	2	*	*	2	4	4	4	2	3	2	4	4	2	4	4	2	2	5	5
5:00	*	*	1	*	*	1	7	7	7	3	2	2	7	7	2	5	2	2	2	2	2
6:00	*	*	5	*	*	6	12	4	4	4	4	4	8	4	6	0	6	0	0	2	2
7:00	*	*	24	*	*	24	25	10	6	16	6	10	22	10	3	5	3	5	5	5	5
8:00	*	*	18	*	*	14	10	17	17	18	17	15	16	16	4	6	4	6	5	5	5
9:00	*	*	13	*	*	16	12	7	14	17	14	14	14	13	7	10	7	10	10	1	1
10:00	*	*	21	*	*	18	16	19	16	16	10	18	16	15	7	19	7	19	4	4	4
11:00	*	*	24	*	*	15	12	13	22	17	22	18	17	10	6	6	6	6	6	6	6
12:00 PM	*	*	17	*	*	17	17	16	13	19	19	17	14	14	6	9	6	9	11	11	11
1:00	*	*	17	*	*	17	17	17	17	17	13	17	14	13	7	7	7	7	21	21	21
2:00	*	*	15	*	*	15	17	17	19	22	19	17	17	6	11	11	11	14	14	14	14
3:00	*	*	42	*	*	21	30	15	15	16	12	31	16	14	9	9	9	21	21	21	21
4:00	*	*	15	*	*	19	15	16	22	24	22	18	18	15	20	13	13	6	6	6	6
5:00	*	*	11	*	*	19	20	23	17	16	17	18	18	12	7	12	12	4	4	4	4
6:00	*	*	17	*	*	17	14	14	19	15	19	16	15	12	10	8	8	14	14	14	14
7:00	*	*	6	*	*	7	8	12	6	10	6	7	9	7	6	2	3	3	3	3	3
8:00	*	*	1	*	*	2	5	6	2	9	2	2	5	7	5	3	3	5	5	5	5
9:00	*	*	2	*	*	3	5	5	7	6	7	6	6	4	8	2	2	2	2	2	2
10:00	*	*	0	*	*	0	0	3	2	4	2	1	3	2	1	1	1	4	4	4	4
11:00	*	*	0	*	*	2	0	2	1	1	1	0	1	1	1	1	1	1	2	2	2
Total	0	0	235	85	251	218	251	218	251	251	221	260	223	174	162	128	142	142	142	142	142
Day	0	0	511	179	469	472	483	483	483	336	336	270	270	270	270	270	270	270	270	270	270
AM Peak			7:00	10:00	7:00	10:00	8:00	11:00	7:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	11:00
Volume			24	18	25	19	18	22	22	17	15	14	14	15	14	19	19	19	19	19	6
PM Peak			3:00	5:00	3:00	5:00	4:00	4:00	3:00	5:00	4:00	3:00	5:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	1:00
Volume			42	19	30	23	24	22	31	19	15	20	13	13	20	13	13	13	13	13	21

Default Report Title
Use Preferences to Define Titles

Site Code: GHD9
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

**S Edison Road (G9)
Between SH-55 & Percifield Rd
Nov 2022**

Time	11/21/2022		11/22/2022		11/23/2022		11/24/2022		11/25/2022		11/26/2022		11/27/2022	
	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	1
1:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0
3:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00	3	0	3	2	0	0	0	0	0	0	0	0	0	0
5:00	9	2	6	3	0	0	0	0	0	0	0	0	0	0
6:00	11	4	10	6	0	0	0	0	0	0	0	0	0	0
7:00	20	5	18	9	0	0	0	0	0	0	0	0	0	0
8:00	19	14	17	11	0	0	0	0	0	0	0	0	0	0
9:00	8	9	15	4	0	0	0	0	0	0	0	0	0	0
10:00	10	8	11	8	0	0	0	0	0	0	0	0	0	0
11:00	15	2	16	12	0	0	0	0	0	0	0	0	0	0
12:00 PM	12	17	17	15	0	0	0	0	0	0	0	0	0	0
1:00	19	11	19	12	0	0	0	0	0	0	0	0	0	0
2:00	11	14	6	14	0	0	0	0	0	0	0	0	0	0
3:00	32	9	*	*	0	0	0	0	0	0	0	0	0	0
4:00	14	20	*	*	0	0	0	0	0	0	0	0	0	0
5:00	11	20	*	*	0	0	0	0	0	0	0	0	0	0
6:00	14	13	*	*	0	0	0	0	0	0	0	0	0	0
7:00	7	3	*	*	0	0	0	0	0	0	0	0	0	0
8:00	1	3	*	*	0	0	0	0	0	0	0	0	0	0
9:00	3	5	*	*	0	0	0	0	0	0	0	0	0	0
10:00	1	3	*	*	0	0	0	0	0	0	0	0	0	0
11:00	1	1	*	*	0	0	0	0	0	0	0	0	0	0
Total	225	166	140	101	0	0	0	0	0	0	0	0	0	0
Day	391	241	395	224	171	171	171	171	171	171	171	171	171	171
AM Peak	7:00	8:00	7:00	11:00	7:00	8:00	7:00	8:00	7:00	8:00	7:00	8:00	7:00	8:00
Volume	20	14	18	12	19	12	19	12	19	12	19	12	19	12
PM Peak	3:00	4:00	3:00	12:00 PM	3:00	4:00	3:00	4:00	3:00	4:00	3:00	4:00	3:00	4:00
Volume	32	20	32	20	32	20	32	20	32	20	32	20	32	20
Comb Total	391	420	420	469	472	336	270	270	270	270	270	270	270	270
ADT	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410	ADT: 410

511 + 469 + 472 + 336 + 270 + 391 + (179 + 241) = 2,869 Vehicles
 Number of Full Days 7 (The partial day counts from 11/15 & 11/22 were summed and analyzed as one full day)

VPD = 2,869 Veh / 7 Day = 410 VPD

Default Report Title
Use Preferences to Define Titles

**Market Road (G11)
West of Blue Skies Road
Feb 2023**

Site Code: GHD 11

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	2/20/2023			2/21/2023			2/22/2023			2/23/2023			2/24/2023			2/25/2023			2/26/2023					
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified			
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	165	95	193	404	211	191	206	174	173	180	180	135	315	315	315
Day	0	0	0	0	0	0	0	0	0	165	95	193	404	211	191	206	174	173	180	180	135	315	315	315
AM Peak																								
Volume																								
PM Peak																								
Volume																								

Default Report Title
Use Preferences to Define Titles

**Market Road (G11)
West of Blue Skies Road
Feb 2023**

Site Code: GHD 11

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	2/27/2023		2/28/2023		3/1/2023		3/2/2023		3/3/2023		3/4/2023		3/5/2023	
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None
	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	5	0	0	0	0	0	0	0	0	0	0
10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0
11:00	4	0	0	9	0	0	0	0	0	0	0	0	0	0
12:00 PM	12	3	4	4	0	0	0	0	0	0	0	0	0	0
1:00	4	1	5	2	0	0	0	0	0	0	0	0	0	0
2:00	7	1	8	1	0	0	0	0	0	0	0	0	0	0
3:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
4:00	12	0	6	2	0	0	0	0	0	0	0	0	0	0
5:00	10	0	7	0	0	0	0	0	0	0	0	0	0	0
6:00	4	2	*	*	*	*	*	*	*	*	*	*	*	*
7:00	5	1	*	*	*	*	*	*	*	*	*	*	*	*
8:00	3	1	*	*	*	*	*	*	*	*	*	*	*	*
9:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
10:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
Total	73	9	57	62	5	0	0	0	0	0	0	0	0	0
Day	82		62											
AM Peak Volume	10:00		11:00											
PM Peak Volume	12:00 PM	12:00 PM	2:00	1:00										
Comb Total ADT	82	ADT: 234	62	ADT: 234	0	165	404	347	315					

404 + 347 + 315 + 82 + (62+165) = 1,375 Vehicles
Number of Full Days 5 (The partial day counts from 2/23 & 2/28 were summed and analyzed as one full day)

VPD = 1375 Veh / 5 Day = 275 VPD

Default Report Title
Use Preferences to Define Titles

**Pascoe Road (G12)
East of Highway 95
March 2023**

Site Code: GHD 12

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:

Latitude: 0.000000

Longitude: 0.000000

Time	3/13/2023		3/14/2023		3/15/2023		3/16/2023		3/17/2023		Weekday Average		3/18/2023		3/19/2023	
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0
1:00	*	*	*	*	*	*	*	*	*	*	*	0	1	0	0	0
2:00	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0
3:00	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0
4:00	*	*	*	*	*	*	*	*	*	*	*	6	6	2	6	0
5:00	*	*	*	*	*	*	*	*	*	*	*	2	2	2	2	1
6:00	*	*	*	*	*	*	*	*	*	*	*	0	1	1	2	0
7:00	*	*	*	*	*	*	*	*	*	*	*	1	1	3	1	0
8:00	*	*	*	*	*	*	*	*	*	*	*	4	1	0	2	0
9:00	*	*	*	*	*	*	*	*	*	*	*	0	2	3	3	1
10:00	*	*	*	*	*	*	*	*	*	*	*	4	4	4	2	1
11:00	*	*	*	*	*	*	*	*	*	*	*	2	3	2	3	1
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	2	2	1	3	6
1:00	*	*	*	*	*	*	1	4	2	2	2	2	2	4	4	3
2:00	*	*	*	*	*	*	2	4	4	3	3	2	2	2	2	3
3:00	*	*	*	*	*	*	2	2	2	4	2	4	1	2	1	1
4:00	*	*	*	*	*	*	0	3	0	5	0	4	3	3	4	3
5:00	*	*	*	*	*	*	5	3	7	4	6	4	7	3	4	1
6:00	*	*	*	*	*	*	4	5	1	3	2	4	5	2	3	2
7:00	*	*	*	*	*	*	1	0	5	5	3	2	0	1	3	3
8:00	*	*	*	*	*	*	1	3	1	2	1	2	3	5	1	5
9:00	*	*	*	*	*	*	0	1	0	2	0	2	0	0	1	1
10:00	*	*	*	*	*	*	0	1	2	1	1	1	0	2	1	0
11:00	*	*	*	*	*	*	0	1	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	16	25	43	53	39	48	41	47	37	34
Day	0	0	0	0	0	0	41	96	87	88	71					
AM Peak								4:00	4:00	4:00	4:00	4:00	10:00	4:00	9:00	4:00
Volume								4	6	4	6	6	4	6	3	5
PM Peak							5:00	3:00	5:00	4:00	5:00	3:00	5:00	8:00	12:00 PM	8:00
Volume							5	6	7	5	6	4	7	5	6	5

Default Report Title
Use Preferences to Define Titles

Pascoe Road (G12) East of Highway 95 March 2023

Site Code: GHD 12

Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	3/20/2023			3/21/2023			3/22/2023			3/23/2023			3/24/2023			3/25/2023			3/26/2023				
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	3	1	1	1	1	3	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0
4:00	4	6	4	6	4	2	6	2	4	5	4	4	4	4	5	2	5	2	5	2	6	2	6
5:00	4	3	4	4	4	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	0	3	0
6:00	2	2	1	1	2	1	2	1	0	0	1	1	1	1	1	1	1	2	1	1	0	0	0
7:00	3	4	4	2	4	5	4	5	4	4	2	1	1	3	3	2	3	2	0	1	0	1	0
8:00	1	1	5	1	5	3	2	3	0	2	3	6	3	8	3	3	3	0	0	0	0	0	1
9:00	2	2	3	2	3	1	3	2	2	2	2	2	2	2	2	2	2	2	2	2	1	3	1
10:00	1	2	2	2	3	0	0	3	0	3	0	3	1	1	1	2	1	1	2	3	2	6	2
11:00	1	1	2	2	2	4	2	4	6	1	3	3	3	3	3	3	3	3	2	4	4	4	2
12:00 PM	6	2	2	2	1	3	1	3	1	3	1	1	1	1	3	2	2	0	0	0	0	4	6
1:00	1	2	4	2	4	5	6	5	6	2	2	2	2	0	1	2	3	3	2	0	0	5	1
2:00	3	2	1	1	1	5	5	5	5	3	6	1	3	1	3	3	3	4	1	1	1	1	2
3:00	1	2	2	2	4	4	4	4	6	1	5	1	5	5	1	4	4	4	2	2	4	2	4
4:00	1	6	0	0	3	0	0	1	1	1	1	2	2	5	2	1	6	4	2	4	4	4	2
5:00	8	5	6	1	6	10	7	7	7	6	3	10	8	8	8	5	5	10	9	9	4	4	4
6:00	5	4	4	4	4	6	4	6	4	2	6	5	7	7	5	4	5	1	2	2	5	5	5
7:00	0	4	2	2	2	3	3	3	6	3	1	6	4	4	3	4	6	3	4	6	2	2	2
8:00	1	2	0	0	3	2	9	2	8	2	8	0	0	3	1	5	0	0	2	4	4	4	4
9:00	0	1	0	0	1	0	0	2	1	2	1	0	1	0	1	1	1	1	0	1	1	2	
10:00	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	1	0	0	0	1	1	2
11:00	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	2
Total	47	53	46	47	66	66	66	66	66	46	54	53	55	55	55	44	44	41	52	52	48	100	48
Day	100	93	93	132	108	108	108	108	108	100	104	85	85	85	85	100	100	85	100	100	100	100	100
AM Peak	4:00	4:00	8:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00	8:00	8:00	8:00	4:00	4:00	4:00	5:00	10:00	10:00	4:00	4:00	4:00
Volume	4	6	5	6	5	6	6	6	6	5	5	6	8	8	4	5	5	3	5	5	6	6	6
PM Peak	5:00	4:00	5:00	6:00	5:00	8:00	8:00	8:00	8:00	5:00	8:00	5:00	5:00	5:00	5:00	4:00	4:00	5:00	5:00	5:00	12:00 PM	5:00	5:00
Volume	8	6	6	5	10	9	9	9	9	6	8	10	8	8	8	6	6	10	6	6	9	6	6

100 + 93 + 132 + 100 + 108 + 85 + 100 = 718 Vehicles
Number of Full Days 7 (Counts taken from 3/20 to 3/26)

VPD = 718 Veh / 7 Day = 103 VPD

Default Report Title
Use Preferences to Define Titles

**Pascoe Road (G12)
East of Highway 95
March 2023**

Site Code: GHD 12

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	3/27/2023			3/28/2023			3/29/2023			3/30/2023			3/31/2023			Weekday Average			4/1/2023			4/2/2023			
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00	4	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	16	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day	31																								
AM Peak	8:00	4:00																							
Volume	5	8																							
PM Peak																									
Volume																									
Comb Total	131	101	101	93	101	101	132	141	204	222	173	171													
ADT																									

Default Report Title
Use Preferences to Define Titles

Pershall Road (G13)
West of Highway 78
Feb 2023

Site Code: GHD13

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:

Latitude: 0.000000

Longitude: 0.000000

Time	2/6/2023			2/7/2023			2/8/2023			2/9/2023			2/10/2023			2/11/2023			2/12/2023			
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	100	136	236	100	136	231	291	409	197	212	212	219	255	174	191	146	154	300	154
Day	0	0	0	236	474	474	236	409	409	365	365	365	365	365	365	365	365	365	365	365	365	365
AM Peak																						
Volume				6:00	4:00	4:00	8:00	8:00	9:00	11:00	8:00	8:00	8:00	10:00	11:00	8:00	10:00	11:00	11:00	11:00	11:00	11:00
PM Peak																						
Volume				21	46	23	60	60	17	17	19	19	24	19	15	15	15	15	15	15	15	15

Default Report Title
Use Preferences to Define Titles

**Pershall Road (G13)
West of Highway 78
Feb 2023**

Site Code: GHD13

Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

2/13/2023	2/14/2023			2/15/2023			2/16/2023			2/17/2023			2/18/2023			2/19/2023		
	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	2	2	4	3	3	4	3	4	4	3	4	3	3	3	3	3	3	3
6:00	2	1	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
7:00	3	1	5	5	6	3	9	3	3	3	6	3	6	3	6	3	6	3
8:00	36	36	34	31	29	40	33	40	33	40	33	40	33	40	33	40	33	40
9:00	12	9	14	11	16	9	15	15	15	15	15	15	15	15	15	15	15	15
10:00	9	18	14	15	9	12	6	11	6	11	6	11	6	11	6	11	6	11
11:00	13	11	15	13	9	11	14	14	14	14	14	14	14	14	14	14	14	14
12:00 PM	12	16	14	9	15	15	11	23	11	23	11	23	11	23	11	23	11	23
1:00	15	9	8	17	10	15	15	10	15	10	15	10	15	10	15	10	15	10
2:00	6	10	10	11	12	11	1	1	1	1	1	1	1	1	1	1	1	1
3:00	12	15	10	21	12	18	*	*	*	*	*	*	*	*	*	*	*	*
4:00	17	44	21	46	18	53	*	*	*	*	*	*	*	*	*	*	*	*
5:00	25	20	17	31	18	25	*	*	*	*	*	*	*	*	*	*	*	*
6:00	23	21	21	17	20	22	*	*	*	*	*	*	*	*	*	*	*	*
7:00	18	14	14	23	18	16	*	*	*	*	*	*	*	*	*	*	*	*
8:00	2	5	16	4	13	5	*	*	*	*	*	*	*	*	*	*	*	*
9:00	0	4	2	4	5	9	*	*	*	*	*	*	*	*	*	*	*	*
10:00	2	5	5	2	3	10	*	*	*	*	*	*	*	*	*	*	*	*
11:00	4	0	5	2	3	1	*	*	*	*	*	*	*	*	*	*	*	*
Total	217	243	235	269	220	283	110	124	234	110	124	234	110	124	234	110	124	234
Day	460	460	504	504	503	503	503	503	503	503	503	503	503	503	503	503	503	503
AM Peak	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Volume	36	36	34	31	29	40	33	40	33	40	33	40	33	40	33	40	33	40
PM Peak	5:00	4:00	4:00	4:00	6:00	4:00	1:00	12:00 PM	6:00	4:00	6:00	4:00	6:00	4:00	6:00	4:00	6:00	4:00
Volume	25	44	21	46	20	53	15	23	21	48	21	48	21	48	21	48	21	48
Comb Total	460	460	504	504	739	739	756	756	756	756	962	962	962	962	962	962	962	962
ADT	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477	ADT: 477

522+409+365+300+460+504+503 = 3063 Vehicles
Number of Full Days 7 (Counts taken from 2/9 - 2-15)

VPD = 3063 Veh / 7 Day = 438 VPD

Default Report Title
Use Preferences to Define Titles

Pershall Road (G14)
West of Highway 95
March 2023

Site Code: GHD 14

Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	3/13/2023			3/14/2023			3/15/2023			3/16/2023			3/17/2023			Weekday Average			3/18/2023			3/19/2023			
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak																									
Volume																									
PM Peak																									
Volume																									

Default Report Title
Use Preferences to Define Titles

**Pershall Road (G14)
West of Highway 95
March 2023**

Site Code: GHD 14

Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	3/20/2023		3/21/2023		3/22/2023		3/23/2023		3/24/2023		3/25/2023		3/26/2023		
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	
12:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
6:00	7	3	3	0	0	0	0	0	1	0	0	0	0	0	
7:00	9	16	5	0	0	0	2	0	5	4	4	3	0	0	
8:00	10	5	4	0	0	0	9	1	7	1	6	1	6	3	
9:00	10	4	4	0	0	0	5	1	4	1	5	6	0	2	
10:00	3	2	2	0	1	0	8	0	6	1	4	1	5	0	
11:00	5	8	0	0	0	0	4	1	2	1	2	10	1	2	
12:00 PM	4	0	1	0	0	0	3	2	2	0	2	0	0	1	
1:00	4	1	0	0	0	0	1	0	0	0	1	13	2	0	
2:00	4	7	5	0	1	0	2	0	9	0	4	8	1	2	
3:00	4	1	2	0	1	0	6	0	4	0	3	6	1	5	
4:00	1	1	0	0	0	0	3	0	8	0	2	4	0	8	
5:00	2	0	0	0	0	0	1	0	8	1	2	11	1	11	
6:00	4	0	0	0	0	0	3	0	15	1	4	4	0	4	
7:00	3	0	0	0	0	0	1	0	1	0	1	6	0	1	
8:00	0	0	0	0	0	0	3	0	2	0	1	0	0	0	
9:00	0	0	0	0	0	0	2	0	3	0	1	5	0	2	
10:00	2	0	0	0	0	0	1	0	1	0	0	1	2	1	
11:00	0	0	0	0	0	0	3	0	1	1	1	0	0	0	
Total	74	51	26	0	3	0	57	4	79	10	46	11	96	48	
Day	125	26	26	3	3	61	89	89	89	104	57	104	52	52	
AM Peak	8:00	7:00	7:00	10:00	8:00	9:00	8:00	8:00	7:00	7:00	8:00	7:00	11:00	11:00	8:00
Volume	10	16	5	1	9	1	7	4	4	4	6	4	10	1	3
PM Peak	12:00 PM	2:00	2:00	2:00	3:00	12:00 PM	6:00	5:00	5:00	5:00	2:00	2:00	1:00	1:00	5:00
Volume	4	7	5	1	6	2	15	1	1	1	4	1	13	2	11

125+26+3+61+89+104+52= 460 Vehicles
Number of Full Days 7 (Counts taken from 3/20 - 3/26)

VPD = 460 Veh / 7 Day = 66 VPD

Default Report Title
Use Preferences to Define Titles

Pershall Road (G14)
West of Highway 95
March 2023

Site Code: GHD 14

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	3/27/2023		3/28/2023		3/29/2023		3/30/2023		3/31/2023		4/1/2023		4/2/2023	
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None
	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	11	2	0	0	0	0	0	0	0	0	0	0	0	0
Day	13													
AM Peak	9:00	8:00												
Volume	7	1												
PM Peak														
Volume														
Comb Total	138	ADT: 88	26	ADT: 88	3	121	294	245	323	181				
ADT														

Default Report Title
Use Preferences to Define Titles

Site Code: GHD15_
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:
Latitude: 0.000000
Longitude: 0.000000

Poison Crk Rd Count (G15)
Between Gem Rd & US-95
Nov 2022

Comment 1:
Comment 2:
Comment 3:
Comment 4:

Time	11/21/2022			11/22/2022			11/23/2022			11/24/2022			11/25/2022			11/26/2022			11/27/2022				
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified		
12:00 AM	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	2	
1:00	*	*	1	*	*	1	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	0	
2:00	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	0	
3:00	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	2	
4:00	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	0	
5:00	*	*	2	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	1	
6:00	*	*	2	*	*	0	*	*	0	*	*	1	*	*	0	*	*	0	*	*	0	1	
7:00	*	*	1	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	*	*	0	0	
8:00	*	*	1	*	*	0	*	*	0	*	*	1	*	*	0	*	*	0	*	*	0	1	
9:00	*	*	5	*	*	1	*	*	1	*	*	2	*	*	0	*	*	0	*	*	0	1	
10:00	*	*	4	*	*	4	*	*	2	*	*	4	*	*	1	*	*	2	*	*	1	0	
11:00	*	*	9	*	*	9	*	*	8	*	*	5	*	*	1	*	*	6	*	*	3	0	
12:00 PM	*	*	2	*	*	4	*	*	5	*	*	4	*	*	4	*	*	2	*	*	8	6	
1:00	*	*	5	*	*	3	*	*	11	*	*	4	*	*	5	*	*	6	*	*	13	2	
2:00	*	*	3	*	*	4	*	*	6	*	*	4	*	*	7	*	*	10	*	*	9	4	
3:00	*	*	3	*	*	3	*	*	5	*	*	9	*	*	15	*	*	16	*	*	7	4	
4:00	*	*	1	*	*	5	*	*	4	*	*	8	*	*	4	*	*	6	*	*	9	7	
5:00	*	*	7	*	*	7	*	*	5	*	*	4	*	*	4	*	*	12	*	*	5	2	
6:00	*	*	2	*	*	2	*	*	3	*	*	4	*	*	2	*	*	2	*	*	3	3	
7:00	*	*	4	*	*	4	*	*	1	*	*	3	*	*	0	*	*	2	*	*	2	2	
8:00	*	*	2	*	*	1	*	*	1	*	*	1	*	*	2	*	*	2	*	*	2	0	
9:00	*	*	0	*	*	5	*	*	2	*	*	0	*	*	1	*	*	0	*	*	1	0	
10:00	*	*	1	*	*	1	*	*	0	*	*	0	*	*	1	*	*	0	*	*	1	0	
11:00	*	*	1	*	*	4	*	*	0	*	*	0	*	*	0	*	*	1	*	*	3	0	
Total	0	0	114	58	56	107	54	53	67	66	66	66	66	66	81	74	49	51					
Day	0	0	38	19	19	38	19	19	133	133	133	133	133	133	155	100	100	100					
AM Peak Volume			11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	9:00	10:00	10:00	10:00				
PM Peak Volume			5:00	5:00	3:00	2:00	2:00	1:00	4:00	3:00	3:00	3:00	3:00	3:00	3:00	1:00	2:00	4:00	4:00				

Default Report Title
Use Preferences to Define Titles

Site Code: GHD15_
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Poison Crk Rd Count (G15)
Between Gem Rd & US-95
Nov 2022

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	11/28/2022			11/29/2022			11/30/2022			12/1/2022			12/2/2022			12/3/2022			12/4/2022		
	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	A to B, None Specified	B to A, None Specified	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00	3	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00	3	1	5	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	7	2	4	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	1	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	5	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	3	2	5	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	2	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	3	4	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	4	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00	1	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00	4	8	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00	5	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00	0	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00	2	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	0	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	45	41	29	46	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Day	86																				
AM Peak Volume	9:00 7	10:00 3	8:00 5	9:00 3																	
PM Peak Volume	6:00 5	5:00 8	12:00 PM 5	2:00 5																	
Comb Total ADT	86		84		114		107		133		155		100								
ADT	ADT: 113		ADT: 113		ADT: 113		ADT: 113		ADT: 113		ADT: 113		ADT: 113								

114 + 107 + 133 + 155 + 100 + 86 + (38 + 46) = 779 Vehicles
 Number of Full Days 7 (The partial day counts from 11/22 & 11/29 were summed and analyzed as one full day)
 VPD = 779 Veh / 7 Day = 111 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: GHD 16

Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Sommer Camp Rd (G16)
East of Crank Road
Feb 2023

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	2/13/2023			2/14/2023			2/15/2023			2/16/2023			2/17/2023			2/18/2023			2/19/2023			
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	53	92	39	108	108	108	108	216	108	103	103	102	103	99	87	
Day	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak																						
Volume																						
PM Peak																						
Volume																						

Default Report Title
Use Preferences to Define Titles

Site Code: GHD 16

Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

**Sommer Camp Rd (G16)
East of Crank Road
Feb 2023**

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	2/20/2023		2/21/2023		2/22/2023		2/23/2023		2/24/2023		2/25/2023		2/26/2023	
	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	1	0	3	1	0	1	1	1	1	0	0	0	0	0
1:00	0	0	1	0	0	0	3	0	0	0	0	0	0	0
2:00	2	1	0	0	0	3	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0
4:00	2	2	0	0	1	2	2	1	1	1	1	2	2	2
5:00	4	1	3	3	2	4	3	2	2	2	3	2	2	2
6:00	2	4	4	5	4	7	6	5	5	4	4	5	5	5
7:00	5	7	3	8	4	4	6	4	4	3	5	6	6	6
8:00	10	2	2	4	2	1	7	1	1	1	2	2	2	2
9:00	5	6	7	4	10	8	2	3	3	3	5	5	5	5
10:00	4	3	5	3	7	5	3	6	6	6	4	4	4	4
11:00	3	6	5	9	11	3	4	6	6	6	6	6	6	6
12:00 PM	10	15	12	7	4	6	6	8	8	7	8	9	7	7
1:00	10	7	7	6	12	8	10	7	7	4	4	4	4	4
2:00	5	8	4	10	7	9	0	0	0	0	0	0	0	0
3:00	11	13	10	4	6	8	*	*	*	*	*	*	*	*
4:00	9	6	8	10	9	12	*	*	*	*	*	*	*	*
5:00	17	6	8	7	6	5	*	*	*	*	*	*	*	*
6:00	1	2	6	1	7	4	*	*	*	*	*	*	*	*
7:00	5	7	3	4	8	5	*	*	*	*	*	*	*	*
8:00	3	1	4	0	2	1	*	*	*	*	*	*	*	*
9:00	4	0	2	1	3	1	*	*	*	*	*	*	*	*
10:00	2	3	1	2	3	3	*	*	*	*	*	*	*	*
11:00	1	1	0	0	0	0	*	*	*	*	*	*	*	*
Total	116	101	99	91	111	103	53	48	0	0	0	0	0	0
Day	217		190		214		101					198		0
AM Peak	8:00	7:00	9:00	11:00	11:00	9:00	8:00	10:00				9:00	7:00	
Volume	10	7	7	9	11	8	7	6				6	6	
PM Peak	5:00	12:00 PM	12:00 PM	2:00	1:00	4:00	1:00	12:00 PM				1:00	12:00 PM	
Volume	17	15	12	10	12	12	10	8				10	9	
Comb Total	217		190		214		193		216		205		186	
ADT														
ADT: 200														
ADT: 200														

216+205+186+217+190+214 + (101+92) = 1421 Vehicles
 Number of Full Days 7 (The partial day counts from 2/17 & 2/23 were summed and analyzed as one full day)
 VPD = 1421 Veh / 7 Day = 203 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: GHD 19
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Thompson Rd (G19)
West of Bruneau Road
Feb 2023

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Time	2/20/2023		2/21/2023		2/22/2023		2/23/2023		2/24/2023		2/25/2023		2/26/2023	
	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None	A to B, None	B to A, None
	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified	Specified
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	122	82	248	266	246	251	226	188
Day	0	0	0	0	0	0	204	82	514	266	497	453	373	185
AM Peak									10:00	10:00	10:00	7:00	10:00	10:00
Volume									16	20	16	12	15	30
PM Peak							5:00	5:00	4:00	6:00	4:00	5:00	6:00	5:00
Volume							26	19	26	28	26	24	20	21

Default Report Title
Use Preferences to Define Titles

Thompson Rd (G19) West of Bruneau Road Feb 2023

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

Site Code: GHD 19
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Time	2/27/2023			2/28/2023			3/1/2023			3/2/2023			3/3/2023			3/4/2023			3/5/2023			
	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	A to B, None	B to A, None	Specified	
12:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	6	4	6	4	4	4	4	5	4	4	5	4	4	5	4	4	5	4	4	5	4
5:00	7	9	8	4	8	8	8	8	8	6	8	8	6	8	8	6	8	8	6	8	8	6
6:00	9	14	17	9	17	17	17	17	16	9	16	16	9	16	16	9	16	16	9	16	16	9
7:00	19	24	24	18	24	24	24	24	24	18	24	24	18	24	24	18	24	24	18	24	24	18
8:00	7	19	17	9	17	17	17	17	18	8	18	18	8	18	18	8	18	18	8	18	18	8
9:00	9	13	18	6	18	18	18	18	16	8	16	16	8	16	16	8	16	16	8	16	16	8
10:00	14	13	16	8	16	16	16	16	14	11	14	14	11	14	14	11	14	14	11	14	14	11
11:00	11	11	13	14	13	13	13	13	12	12	12	12	12	12	12	12	12	12	12	12	12	12
12:00 PM	11	13	11	5	11	11	11	11	8	8	8	8	8	8	8	8	8	8	8	8	8	8
1:00	23	13	9	9	9	9	9	9	16	16	11	11	16	11	11	16	11	11	16	11	11	16
2:00	10	14	8	8	17	17	17	17	9	9	9	9	9	9	9	9	9	9	9	9	9	9
3:00	12	16	13	21	13	13	13	13	16	16	16	16	16	16	16	16	16	16	16	16	16	16
4:00	20	22	14	24	14	14	14	14	22	22	22	22	22	22	22	22	22	22	22	22	22	22
5:00	21	22	*	*	*	*	*	*	21	21	21	21	21	21	21	21	21	21	21	21	21	21
6:00	16	17	*	*	*	*	*	*	16	16	16	16	16	16	16	16	16	16	16	16	16	16
7:00	10	10	*	*	*	*	*	*	10	10	10	10	10	10	10	10	10	10	10	10	10	10
8:00	11	2	*	*	*	*	*	*	11	11	11	11	11	11	11	11	11	11	11	11	11	11
9:00	3	3	*	*	*	*	*	*	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:00	3	3	*	*	*	*	*	*	3	3	3	3	3	3	3	3	3	3	3	3	3	3
11:00	0	0	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	223	246	182	145	182	327	327	327	456	456	215	241	215	241	241	215	241	241	215	241	241	215
Day	469			327			327			456			456			456			456			456
AM Peak	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Volume	19	24	24	18	24	24	24	24	18	18	24	24	18	24	24	18	24	24	18	24	24	18
PM Peak	1:00	4:00	2:00	4:00	2:00	2:00	2:00	2:00	4:00	4:00	5:00	5:00	4:00	5:00	5:00	4:00	5:00	5:00	4:00	5:00	5:00	4:00
Volume	23	22	17	24	17	17	17	17	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Comb Total	469			327			327			456			456			456			456			456
ADT	ADT: 475			ADT: 475			ADT: 475			ADT: 475			ADT: 475			ADT: 475			ADT: 475			ADT: 475

(327+204) + 514 + 453 + 373 + 469 = 2340 Vehicles
 Number of Full Days 7 (The partial day counts from 2/23 & 2/28 were summed and analyzed as one full day)
 VPD = 2340 Veh / 7 Day = 468 VPD

Appendix: F – HHD Traffic Counts

2023 Owyhee County Transportation Plan Update

HHD Traffic Count Data Calculations

Annual Growth Rate	1.50%
Jan. to August Multiplier	1.40
Feb. to August Multiplier	1.45
April to August Multiplier	1.13
Sep. to August Multiplier	1.06
Oct. to August Multiplier	1.02
Nov. to August Multiplier	1.18



Count Location	Historic Count Information				Recent Count Information				Used for 2022	2042 Projection
	Count	Count	Count	Aug-22 Projection	Count	Count	Count	Aug-22 Projection		
	Year	Month	Month	Projection	Year	Month	Month	Projection		
Cemetery Rd (H1)	2009	April	194	266	2022	February	230	334	266	358
Graveyard Rd (H2)	2009	April	439	602	2022	February	259	376	602	811
Johnstone Rd (H3)	2008	September	1346	1757	2022	November	1269	1497	1757	2366
Johnstone Rd (H4)	2009	April	101	139	2022	November	160	189	189	255
Johnstone Rd (H5)	2008	October	171	215	2022	November	103	122	215	290
Jump Creek Rd (H6)	2008	October	182	229					229	308
Jump Creek Rd (H7)	2009	April	166	228					228	307
Market Rd (H8)	2008	October	314	395					395	532
Market Rd (H9)	2009	April	671	920					920	1239
North Side Rd (H10)	2008	October	439	552					552	743
North Side Rd (H11)	2009	April	373	512	2022	February	230	334	512	690
River Rd (H12)	2008	September	314	410	2022	February	259	376	410	552
Sage Rd (H13)	2009	April	66	91					91	123
Southside Rd (H14)	2008	October	195	245					245	330
Thompson Rd (H15)	2008	October	499	627	2022	February	213	309	627	844
Graveyard Rd (H16)					2022	January	283	396	396	533
Johnstone Rd (H17)					2022	November	177	209	209	281
Johnstone Rd (H18)					2022	November	166	196	196	264
Pioneer Rd (H19)					2022	February	429	622	622	838
Pioneer Rd (H20)					2022	February	201	291	291	392
Market Rd (H21)					2022	January	265	371	371	500

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Pioneer Rd (H20)
Between Hwy 95 & Johnstone Rd
January 30th - February 7th, 2022

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	6/27/2022		6/28/2022		6/29/2022		6/30/2022 *		7/1/2022 *		7/2/2022 *		7/3/2022 *	
	X, Lane 1	Direction	X, Lane 1	Direction	X, Lane 1	Direction	X, Lane 1	Direction	X, Lane 1	Direction	X, Lane 1	Direction	X, Lane 1	Direction
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	1	0	3	2	1	2	1	2
7:00	*	*	*	*	*	*	6	8	7	2	6	5	2	2
8:00	*	*	*	*	*	*	10	9	13	13	11	4	7	4
9:00	*	*	*	*	*	*	9	4	9	12	9	8	6	3
10:00	*	*	*	*	*	*	10	8	13	11	10	10	8	7
11:00	*	*	*	*	*	*	5	7	11	7	7	10	8	5
12:00 PM	*	*	*	*	*	*	10	12	8	14	13	7	1	4
1:00	*	*	*	*	*	*	11	6	14	7	6	8	4	2
2:00	*	*	*	*	*	*	8	7	8	8	8	9	9	3
3:00	*	*	*	*	*	*	11	6	11	5	6	2	1	6
4:00	*	*	*	*	*	*	12	4	13	8	6	8	4	9
5:00	*	*	*	*	*	*	24	5	6	3	15	5	2	6
6:00	*	*	*	*	*	*	10	6	3	6	4	4	4	1
7:00	*	*	*	*	*	*	2	0	4	3	2	3	1	5
8:00	*	*	*	*	*	*	3	3	2	2	2	4	1	6
9:00	*	*	*	*	*	*	5	1	0	2	0	0	0	3
10:00	*	*	*	*	*	*	2	0	2	1	2	0	1	5
11:00	*	*	*	*	*	*	0	0	0	0	0	2	0	3
Total	0	0	0	0	0	0	139	86	134	109	138	103	68	159
Day	0	0	0	0	0	0	225	243	243	241	161	236	236	77
AM Peak							8:00	8:00	8:00	8:00	8:00	8:00	10:00	9:00
Volume							10	9	13	13	12	11	8	31
PM Peak							5:00	12:00 PM	1:00	12:00 PM	5:00	12:00 PM	2:00	9:00
Volume							24	12	14	14	15	13	9	16

*Traffic Counters recorded the incorrect months for this count. June = January; July = February. Dates were clarified with HDD.

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Pioneer Rd (H20)
Between Hwy 95 & Johnstone Rd
January 30th - February 7th, 2022

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	7/4/2022*		7/5/2022*		7/6/2022*		7/7/2022*		7/8/2022		7/9/2022		7/10/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	0	0	0	0	0	0	0	0	*	*	*	*	*	*
1:00	0	1	0	0	2	0	0	0	*	*	*	*	*	*
2:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*
3:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*
4:00	0	0	0	0	1	1	1	1	*	*	*	*	*	*
5:00	0	3	1	3	1	3	2	4	*	*	*	*	*	*
6:00	1	1	1	2	2	8	2	4	*	*	*	*	*	*
7:00	1	6	5	9	5	6	3	1	*	*	*	*	*	*
8:00	3	3	4	4	13	8	*	*	*	*	*	*	*	*
9:00	6	4	10	11	5	8	*	*	*	*	*	*	*	*
10:00	6	6	8	1	6	5	*	*	*	*	*	*	*	*
11:00	7	4	11	5	6	8	*	*	*	*	*	*	*	*
12:00 PM	5	1	5	8	10	4	*	*	*	*	*	*	*	*
1:00	7	5	6	6	13	9	*	*	*	*	*	*	*	*
2:00	5	4	4	7	8	5	*	*	*	*	*	*	*	*
3:00	3	3	8	2	5	8	*	*	*	*	*	*	*	*
4:00	7	4	14	4	14	5	*	*	*	*	*	*	*	*
5:00	2	1	8	4	9	1	*	*	*	*	*	*	*	*
6:00	4	2	5	1	7	1	*	*	*	*	*	*	*	*
7:00	6	3	4	3	5	2	*	*	*	*	*	*	*	*
8:00	5	4	3	1	8	1	*	*	*	*	*	*	*	*
9:00	2	0	1	0	2	2	*	*	*	*	*	*	*	*
10:00	2	5	0	0	1	0	*	*	*	*	*	*	*	*
11:00	2	1	0	0	0	0	*	*	*	*	*	*	*	*
Total Day	74	61	103	74	123	86	8	13	0	0	101	74	0	0
AM Peak Volume	135		177		209		21		0	0	175	0	0	0
PM Peak Volume	7	6	11	11	13	8	3	4			8	8		
Comb Total ADT	135	199	177	199	209	246	243	161	236		416			

243 + 161 + 236 + 135 + 177 + 209 + (225 + 21) = 1,407 Vehicles
Number of Full Days 7 (The partial day counts from 06/30 & 07/07 were summed and analyzed as one full day)

VPD = 1,407 Veh / 7 Day = 201 VPD

*Traffic Counters recorded the incorrect months for this count. June = January; July = February. Dates were clarified with HHD.

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
 Station ID: {Station ID}
 Location 1: {Location 1}
 Location 2: {Location 2}
 Location 3: {Location 3}
 Location 4: {Location 4}

**Pioneer Rd (H19)
 Between Hwy 95 & Industrial Rd
 February 6th - 13th, 2023**

Comment 1: {Comment 1}
 Comment 2: {Comment 2}
 Comment 3: {Comment 3}
 Comment 4: {Comment 4}

Latitude: {Latitude}
 Longitude: {Longitude}

Time	2/6/2023		2/7/2023		2/8/2023		2/9/2023		2/10/2023		2/11/2023		2/12/2023	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	0	0	2	2	2	1	1	0	0	1	1	2	0
1:00	*	6	1	1	2	1	1	5	3	4	2	2	2	4
2:00	*	0	1	2	4	2	2	1	0	2	1	2	2	4
3:00	*	3	4	5	3	4	4	4	3	4	2	2	2	1
4:00	*	5	18	3	5	13	5	3	15	4	4	3	2	3
5:00	*	14	7	15	10	7	5	8	7	12	7	3	3	3
6:00	*	15	12	15	16	16	26	8	17	14	4	6	4	2
7:00	*	7	9	15	14	14	11	16	11	13	6	5	8	3
8:00	*	6	9	6	8	6	6	17	16	9	10	4	12	8
9:00	*	15	10	18	14	13	18	24	17	18	10	11	15	10
10:00	*	12	16	13	9	20	10	20	15	16	16	14	10	12
11:00	*	13	10	18	13	15	21	13	20	15	16	5	8	16
12:00 PM	7	16	15	11	10	14	14	26	22	14	10	6	16	12
1:00	12	12	9	12	12	19	14	24	18	15	9	7	7	15
2:00	13	19	16	23	23	19	18	20	14	19	16	10	15	11
3:00	41	8	42	19	44	18	12	32	26	39	17	13	8	8
4:00	14	16	19	15	21	18	22	23	12	20	9	4	13	9
5:00	10	8	19	13	18	16	17	20	12	17	7	8	11	8
6:00	5	6	10	9	6	9	12	5	7	8	6	9	6	8
7:00	8	6	11	11	13	9	7	8	6	10	4	11	7	7
8:00	5	4	4	4	7	5	5	3	3	6	4	5	9	3
9:00	3	4	4	2	4	4	6	2	3	4	4	4	0	6
10:00	4	4	4	3	1	1	2	4	2	4	3	3	2	1
11:00	2	0	2	1	0	2	0	5	3	2	2	2	2	0
Total	124	103	252	219	278	238	277	246	295	252	178	134	169	151
Day	227		471		516		523		547		312		320	
AM Peak			6:00	4:00	9:00	6:00	10:00	6:00	9:00	11:00	10:00	10:00	9:00	11:00
Volume			15	18	18	16	20	26	24	20	16	14	15	16
PM Peak	3:00	2:00	3:00	2:00	3:00	1:00	3:00	4:00	3:00	3:00	2:00	3:00	12:00 PM	1:00
Volume	41	19	42	23	44	19	37	20	32	26	16	13	16	15

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Pioneer Rd (H19)
Between Hwy 95 & Industrial Rd
February 6th - 13th, 2023

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	2/13/2023		2/14/2023		2/15/2023		2/16/2023		2/17/2023		2/18/2023		2/19/2023	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	1	1	*	*	*	*	*	*	*	*	*	*	*	*
1:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*
2:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
3:00	1	4	*	*	*	*	*	*	*	*	*	*	*	*
4:00	6	17	*	*	*	*	*	*	*	*	*	*	*	*
5:00	9	7	*	*	*	*	*	*	*	*	*	*	*	*
6:00	21	13	*	*	*	*	*	*	*	*	*	*	*	*
7:00	6	3	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	45	45	0	0	0	0	0	0	0	0	0	0	0	0
Day	90		0		0		0		0		0		0	
AM Peak	6:00	4:00												
Volume	21	17												
PM Peak														
Volume														
Comb Total	317	ADT: 444	471	ADT: 444	516	ADT: 444	523	ADT: 444	547	ADT: 444	594	ADT: 444	312	ADT: 444

471 + 516 + 523 + 547 + 312 + 320 + (227 + 90) = 3,006 Vehicles
 Number of Full Days 3 (The partial day counts from 2/6 & 2/13 were summed and analyzed as one full day)
 VPD = 3,006 Veh / 7 Day = 429 VPD

Default Report Title
Use Preferences to Define Titles

Thompson Rd (H15)
Between Jump Crk Rd & N Hogg Rd
February 6th - 13th, 2023

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Time	2/6/2023		2/7/2023		2/8/2023		2/9/2023		2/10/2023		2/11/2023		2/12/2023	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	*	0	0	0	0	0	0	0	0	0	0	0	1
1:00	*	*	0	0	0	0	0	0	0	0	0	0	0	0
2:00	*	*	0	0	0	0	0	0	0	0	0	0	0	0
3:00	*	*	1	4	1	4	1	4	2	4	1	4	1	3
4:00	*	*	4	4	2	6	3	4	0	3	2	4	2	1
5:00	*	*	5	4	5	6	9	4	7	4	6	4	5	0
6:00	*	*	2	4	3	7	1	8	4	5	2	6	1	4
7:00	*	*	5	13	9	9	8	3	6	5	7	8	5	3
8:00	*	*	10	7	9	7	6	7	14	10	9	9	4	3
9:00	*	*	5	7	10	9	12	9	10	13	10	13	6	8
10:00	*	*	6	10	12	14	10	16	13	8	10	8	10	4
11:00	*	*	12	8	12	5	7	6	6	7	10	13	13	5
12:00 PM	3	13	8	9	7	13	4	9	7	8	11	12	12	8
1:00	9	9	6	7	6	13	7	12	3	11	6	8	7	5
2:00	3	6	11	9	10	9	8	12	8	5	8	7	3	4
3:00	7	13	11	7	11	7	9	9	15	9	11	9	8	2
4:00	12	7	8	7	12	14	5	8	10	7	9	9	8	3
5:00	6	6	4	8	11	8	6	10	8	4	7	2	6	5
6:00	1	0	4	3	9	7	1	2	1	3	4	4	3	8
7:00	3	1	3	3	2	4	0	2	0	8	2	1	1	2
8:00	2	2	0	1	4	1	5	1	1	2	2	1	1	2
9:00	0	1	1	0	0	0	0	1	3	0	1	0	1	1
10:00	1	2	0	0	0	0	0	0	0	3	0	0	0	0
11:00	0	0	1	1	0	0	1	0	0	1	0	0	2	1
Total	47	60	107	116	135	143	103	127	118	120	111	125	108	108
Day	107		223		278		230		238		236		216	144
AM Peak			11:00	7:00	10:00	10:00	9:00	10:00	8:00	9:00	8:00	10:00	9:00	11:00
Volume			12	13	12	14	12	16	14	13	10	12	13	8
PM Peak	4:00	12:00 PM	2:00	12:00 PM	4:00	4:00	3:00	1:00	3:00	1:00	3:00	12:00 PM	12:00 PM	12:00 PM
Volume	12	13	11	9	12	14	9	12	15	11	11	10	11	8

Default Report Title
Use Preferences to Define Titles

Thompson Rd (H15)
Between Jump Crk Rd & N Hogg Rd
February 6th - 13th, 2023

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}

Latitude: {Latitude}
Longitude: {Longitude}

Time	2/13/2023		2/14/2023		2/15/2023		2/16/2023		2/17/2023		2/18/2023		2/19/2023	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	0	0	*	*	*	*	*	*	*	*	*	*	*	*
1:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
2:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*
3:00	2	6	*	*	*	*	*	*	*	*	*	*	*	*
4:00	4	2	*	*	*	*	*	*	*	*	*	*	*	*
5:00	12	6	*	*	*	*	*	*	*	*	*	*	*	*
6:00	4	8	*	*	*	*	*	*	*	*	*	*	*	*
7:00	4	8	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	27	30	0	0	0	0	0	0	0	0	0	0	0	0
Day	57													
AM Peak	5:00	6:00												
Volume	12	8												
PM Peak														
Volume														
Comb Total	164		223		278		230		238		216		144	
ADT			ADT: 223		ADT: 223		ADT: 223		ADT: 223		ADT: 223		ADT: 223	

Weekday Average Direction X, Lane 1 X, Lane 2 X, Lane 1 X, Lane 2 X, Lane 1 X, Lane 2 X, Lane 1 X, Lane 2 X, Lane 1 X, Lane 2 X, Lane 1 X, Lane 2

223 + 278 + 230 + 238 + 216 + 144 + (107 + 57) = 1,493 Vehicles
Number of Full Days 7 (The partial day counts from 2/13 & 2/16 were summed and analyzed as one full day)

VPD = 1,493 Veh / 7 Day = 213 VPD

Default Report Title
Use Preferences to Define Titles

**Northside Rd (H11)
Between Hwy 19 & Hill Rd
February 13th - 16th, 2023**

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}

Latitude: {Latitude}
Longitude: {Longitude}

Time	2/13/2023		2/14/2023		2/15/2023		2/16/2023		2/17/2023		2/18/2023		2/19/2023	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	*	0	0	0	0	0	0	*	*	*	*	*	*
1:00	*	*	1	0	0	0	0	0	*	*	*	*	*	*
2:00	*	*	1	0	0	1	0	0	*	*	*	*	*	*
3:00	*	*	2	0	2	2	0	0	*	*	*	*	*	*
4:00	*	*	2	0	5	0	0	0	*	*	*	*	*	*
5:00	*	*	2	2	2	3	2	3	*	*	*	*	*	*
6:00	*	*	12	3	15	9	6	2	*	*	*	*	*	*
7:00	*	*	5	5	5	7	8	7	*	*	*	*	*	*
8:00	4	1	7	11	7	5	6	8	*	*	*	*	*	*
9:00	12	9	9	6	14	3	10	9	*	*	*	*	*	*
10:00	4	5	4	8	12	10	11	6	*	*	*	*	*	*
11:00	12	5	6	10	5	8	2	5	*	*	*	*	*	*
12:00 PM	7	12	11	6	9	8	6	6	*	*	*	*	*	*
1:00	6	5	10	7	9	9	6	4	*	*	*	*	*	*
2:00	5	8	10	12	4	5	*	*	*	*	*	*	*	*
3:00	12	5	13	9	7	13	*	*	*	*	*	*	*	*
4:00	3	6	5	10	13	4	*	*	*	*	*	*	*	*
5:00	5	6	4	5	5	7	*	*	*	*	*	*	*	*
6:00	1	5	6	3	1	1	*	*	*	*	*	*	*	*
7:00	2	3	1	3	1	1	*	*	*	*	*	*	*	*
8:00	0	1	2	1	0	0	*	*	*	*	*	*	*	*
9:00	0	0	0	3	0	1	*	*	*	*	*	*	*	*
10:00	0	0	0	0	0	1	*	*	*	*	*	*	*	*
11:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*
Total Day	73	71	113	101	118	96	69	50	0	0	0	0	0	0
AM Peak	9:00	9:00	6:00	8:00	6:00	10:00	10:00	9:00	6:00	9:00	6:00	9:00	6:00	9:00
Volume	12	9	12	11	15	10	11	9	11	7	11	7	11	7
PM Peak	3:00	12:00 PM	3:00	2:00	4:00	3:00	12:00 PM	12:00 PM	3:00	3:00	3:00	3:00	3:00	3:00
Volume	12	12	13	12	13	13	8	6	11	9	11	9	11	9
Comb Total	144	144	214	214	214	214	119	119	200	200	200	200	200	200
ADT	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200	ADT: 200

273 + 265 (157 + 99) = 691 Vehicles
 Number of Full Days 3 (The partial day counts from 2/13 & 2/16 were summed and analyzed as one full day)
 VPD = 691 Veh / 3 Day = 230 VPD

Default Report Title
Use Preferences to Define Titles

River Rd (H12)
Located At 2nd 90deg Turn North of SH-19
February 13th - 16th, 2023

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	2/13/2023		2/14/2023		2/15/2023		2/16/2023		2/17/2023		2/18/2023		2/19/2023	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	*	0	0	1	0	0	0	*	*	*	*	*	*
1:00	*	*	2	0	0	0	0	0	*	*	*	*	*	*
2:00	*	*	0	0	0	0	1	0	*	*	*	*	*	*
3:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*
4:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*
5:00	*	*	5	9	3	4	4	9	*	*	*	*	*	*
6:00	*	*	6	17	5	14	2	15	*	*	*	*	*	*
7:00	*	*	5	11	8	14	6	9	*	*	*	*	*	*
8:00	2	6	8	10	9	12	6	6	*	*	*	*	*	*
9:00	4	11	4	6	7	11	5	6	*	*	*	*	*	*
10:00	6	7	8	9	8	10	6	4	*	*	*	*	*	*
11:00	5	9	2	5	5	7	5	6	*	*	*	*	*	*
12:00 PM	4	7	7	5	8	5	4	7	*	*	*	*	*	*
1:00	3	14	5	9	8	13	2	2	*	*	*	*	*	*
2:00	9	7	9	5	5	14	*	*	*	*	*	*	*	*
3:00	9	6	19	11	13	8	*	*	*	*	*	*	*	*
4:00	14	4	13	2	14	8	*	*	*	*	*	*	*	*
5:00	7	9	9	10	9	4	*	*	*	*	*	*	*	*
6:00	6	2	7	4	10	3	*	*	*	*	*	*	*	*
7:00	4	1	3	4	6	4	*	*	*	*	*	*	*	*
8:00	0	1	5	2	1	1	*	*	*	*	*	*	*	*
9:00	0	0	2	0	0	0	*	*	*	*	*	*	*	*
10:00	0	1	1	2	1	1	*	*	*	*	*	*	*	*
11:00	2	0	0	0	1	0	*	*	*	*	*	*	*	*
Total Day	75	85	120	123	122	143	41	69	0	0	108	124	0	0
AM Peak Volume	6	11	8	17	8	6	7	6	10	10	7	6	15	7
PM Peak Volume	14	14	19	11	14	14	4	7	3	3	14	10	14	10
Comb Total ADT	160	243	243	265	265	265	110	110	0	0	232	232	0	0

243 + 265 (160 + 110) = 778 Vehicles
Number of Full Days 3 (The partial day counts from 2/13 & 2/16 were summed and analyzed as one full day)
VPD = 778 Veh / 3 Day = 259 VPD

Default Report Title
Use Preferences to Define Titles

**Market Rd (H21)
Between Hwy 95 & Johnstone Rd
January 9th - 12th, 2023**

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}

Latitude: {Latitude}
Longitude: {Longitude}

Time	1/9/2023		1/10/2023		1/11/2023		1/12/2023		1/13/2023		1/14/2023		1/15/2023	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	*	0	0	1	0	0	0	*	*	*	*	*	*
1:00	*	*	0	0	0	2	0	0	*	*	*	*	*	*
2:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*
3:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*
4:00	*	*	0	0	1	2	2	2	*	*	*	*	*	*
5:00	*	*	6	8	3	3	7	7	*	*	*	*	*	*
6:00	*	*	6	18	8	4	11	11	*	*	*	*	*	*
7:00	*	*	7	8	8	9	5	5	*	*	*	*	*	*
8:00	*	*	10	9	4	8	8	8	*	*	*	*	*	*
9:00	*	*	3	12	7	11	5	6	*	*	*	*	*	*
10:00	5	10	6	9	7	10	2	5	*	*	*	*	*	*
11:00	4	3	5	7	11	15	9	7	*	*	*	*	*	*
12:00 PM	9	5	9	8	11	3	4	4	*	*	*	*	*	*
1:00	4	14	8	5	8	8	*	*	*	*	*	*	*	*
2:00	6	11	13	9	7	9	*	*	*	*	*	*	*	*
3:00	14	7	12	10	13	6	*	*	*	*	*	*	*	*
4:00	15	14	12	14	15	5	*	*	*	*	*	*	*	*
5:00	11	5	13	11	11	6	*	*	*	*	*	*	*	*
6:00	4	4	5	4	5	6	*	*	*	*	*	*	*	*
7:00	1	1	7	2	1	3	*	*	*	*	*	*	*	*
8:00	4	0	2	2	3	0	*	*	*	*	*	*	*	*
9:00	0	0	2	3	3	1	*	*	*	*	*	*	*	*
10:00	2	1	1	3	1	2	*	*	*	*	*	*	*	*
11:00	1	2	0	0	1	0	*	*	*	*	*	*	*	*
Total Day	80	77	127	146	129	136	45	54	0	0	121	131	0	0
ADT	157	273	265	252	99	252	0	0	0	0	252	0	0	0
AM Peak Volume	10:00	10:00	8:00	6:00	11:00	6:00	7:00	6:00	7:00	7:00	6:00	6:00	8	15
PM Peak Volume	4:00	1:00	2:00	4:00	4:00	12:00 PM	12:00 PM	12:00 PM	4:00	4:00	4:00	4:00	14	11
Comb Total ADT	157	273	265	252	99	252	99	0	0	0	252	0	0	0

273 + 265 (157 + 99) = 794 Vehicles
Number of Full Days 3 (The partial day counts from 1/9 & 1/12 were summed and analyzed as one full day)
VPD = 794 Veh / 3 Day = 265 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

**Graveyard Pt Rd Count (H16)
Between Hwy 95 & Johnstone Rd
January 9th - 12th, 2023**

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	1/9/2023		1/10/2023		1/11/2023		1/12/2023		1/13/2023		1/14/2023		1/15/2023	
	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2
12:00 AM	*	*	0	0	0	0	0	0	*	*	*	*	*	*
1:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*
2:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*
3:00	*	*	1	0	2	1	2	0	*	*	*	*	*	*
4:00	*	*	2	0	4	0	2	0	*	*	*	*	*	*
5:00	*	*	9	3	8	2	8	3	*	*	*	*	*	*
6:00	*	*	12	6	14	6	14	4	*	*	*	*	*	*
7:00	*	*	12	2	10	9	10	6	*	*	*	*	*	*
8:00	*	*	11	19	3	2	10	5	*	*	*	*	*	*
9:00	*	*	11	10	6	7	11	12	*	*	*	*	*	*
10:00	9	6	10	6	9	11	12	8	*	*	*	*	*	*
11:00	6	9	12	11	9	10	8	11	*	*	*	*	*	*
12:00 PM	11	8	27	9	12	10	14	2	*	*	*	*	*	*
1:00	4	6	11	12	10	4	*	*	*	*	*	*	*	*
2:00	13	12	7	6	12	11	*	*	*	*	*	*	*	*
3:00	11	22	6	17	7	14	*	*	*	*	*	*	*	*
4:00	10	7	6	14	9	10	*	*	*	*	*	*	*	*
5:00	3	10	2	7	5	6	*	*	*	*	*	*	*	*
6:00	3	4	4	5	3	6	*	*	*	*	*	*	*	*
7:00	0	5	3	8	0	8	*	*	*	*	*	*	*	*
8:00	1	3	1	4	3	3	*	*	*	*	*	*	*	*
9:00	0	2	1	1	1	2	*	*	*	*	*	*	*	*
10:00	0	0	1	0	0	0	*	*	*	*	*	*	*	*
11:00	0	0	1	0	0	0	*	*	*	*	*	*	*	*
Total Day	71	94	150	140	128	123	91	51	0	0	134	128	0	0
ADT	165		290		251		142		0	0	262		0	0
AM Peak	10:00	11:00	6:00	8:00	6:00	10:00	6:00	9:00			6:00	9:00		
Volume	9	9	12	19	14	11	14	12			13	10		
PM Peak	2:00	3:00	12:00 PM	3:00	12:00 PM	3:00	12:00 PM	12:00 PM			12:00 PM	3:00		
Volume	13	22	27	17	12	14	14	2			16	18		
Comb Total	165		290		251		142		0	0	262		0	0
ADT														

290 + 251 + (165 + 142) = 848 Vehicles

Number of Full Days 3 (The partial day counts from 1/9 & 1/12 were summed and analyzed as one full day)

VPD = 848 Veh / 3 Day = 283 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Johnstone Rd (H4)
Between Thompson Rd & Cemetery Rd
November 8th - 14th, 2022

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/7/2022		11/8/2022		11/9/2022		11/10/2022		11/11/2022		11/12/2022		11/13/2022		
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	0	0	77	83	84	73	107	198	91	96	89	86	74	62	
Day	0	0	160	160	157	198	198	185	185	185	185	186	136	105	
AM Peak			10:00	9:00	9:00	10:00	10:00	10:00	11:00	10:00	9:00	9:00	9:00	10:00	10:00
Volume			9	15	10	10	15	14	14	10	14	11	13	10	4
PM Peak			4:00	4:00	2:00	3:00	12:00 PM	4:00	4:00	2:00	2:00	4:00	12:00 PM	1:00	3:00
Volume			19	14	7	12	11	13	11	11	12	10	8	9	11

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

**Johnstone Rd (H4)
Between Thompson Rd & Cemetery Rd
November 8th - 14th, 2022**

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	0	0	*	*	*	*	*	*	*	*	*	*	*	*
1:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
2:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
3:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*
4:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*
5:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
6:00	10	3	*	*	*	*	*	*	*	*	*	*	*	*
7:00	2	1	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	14	4	0	0	0	0	0	0	0	0	0	0	0	0
Day	18													
AM Peak	6:00	6:00												
Volume	10	3												
PM Peak														
Volume														
Comb Total	18	ADT: 161	160	157	198	185	204	136	105					
ADT			AADT: 161											

157 + 198 + 185 + 136 + 105 + (160 + 18) = 959 Vehicles
Number of Full Days 6 (The partial day counts from 11/8 & 11/14 were summed and analyzed as one full day)
VPD = 959 Veh / 6 Day = 160 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

**Johnstone Rd (H3)
Between SH-19 & Homedale Middle School
November 2022**

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/7/2022		11/8/2022		11/9/2022		11/10/2022		11/11/2022		11/12/2022		11/13/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	1	0	1	1	0	2	1	2	1	4
2:00	*	*	*	*	1	0	1	1	0	2	1	2	2	1
3:00	*	*	*	*	0	0	1	1	0	1	0	2	2	3
4:00	*	*	*	*	5	3	5	5	6	6	5	2	1	2
5:00	*	*	*	*	5	4	8	8	1	2	5	6	1	0
6:00	*	*	*	*	11	11	17	17	16	11	13	4	7	3
7:00	*	*	*	*	147	175	181	184	25	22	118	13	12	4
8:00	*	*	*	*	17	22	24	28	28	18	23	21	8	28
9:00	*	*	*	*	25	18	35	25	46	33	34	21	26	14
10:00	*	*	*	*	32	20	45	44	26	24	36	35	32	29
11:00	*	*	*	*	35	20	45	42	27	19	32	28	26	44
12:00 PM	*	*	*	*	38	27	37	45	26	21	35	30	39	19
1:00	*	*	*	*	40	36	36	40	18	38	33	22	31	22
2:00	*	*	*	*	47	43	29	31	30	32	34	24	20	23
3:00	*	*	*	*	84	97	89	94	30	38	70	35	60	26
4:00	*	*	*	*	70	113	62	62	25	34	54	25	31	23
5:00	*	*	*	*	57	81	79	69	28	44	55	21	29	38
6:00	*	*	*	*	54	72	131	76	49	46	61	23	20	19
7:00	*	*	*	*	67	31	43	31	11	27	36	9	12	8
8:00	*	*	*	*	6	14	14	22	11	10	9	10	16	5
9:00	*	*	*	*	5	8	6	22	2	6	5	5	10	7
10:00	*	*	*	*	3	4	4	3	5	5	3	4	5	3
11:00	*	*	*	*	2	4	2	5	3	2	2	1	4	3
Total	0	0	585	650	780	869	756	823	378	423	668	349	399	325
Day	0	0	1235	1649	1579	801	748	667	748	667	748	667	667	667
AM Peak			9:00	11:00	6:00	6:00	6:00	6:00	8:00	8:00	6:00	9:00	11:00	10:00
Volume			44	44	147	175	181	184	46	33	118	35	39	44
PM Peak			2:00	3:00	5:00	3:00	2:00	2:00	1:00	4:00	2:00	2:00	2:00	4:00
Volume			84	113	131	157	79	94	30	44	70	35	60	38

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code} Comment 1: {Comment 1}
 Station ID: {Station ID} Comment 2: {Comment 2}
 Location 1: {Location 1} Comment 3: {Comment 3}
 Location 2: {Location 2} Comment 4: {Comment 4}
 Location 3: {Location 3} Latitude: {Latitude}
 Location 4: {Location 4} Longitude: {Longitude}

**Johnstone Rd (H3)
Between SH-19 & Homedale Middle School
November 2022**

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	0	0	*	*	*	*	*	*	*	*	*	*	*	*
1:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*
2:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*
3:00	5	3	*	*	*	*	*	*	*	*	*	*	*	*
4:00	4	8	*	*	*	*	*	*	*	*	*	*	*	*
5:00	20	19	*	*	*	*	*	*	*	*	*	*	*	*
6:00	160	172	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	191	203	0	0	0	0	0	0	0	0	0	0	0	0
Day	394		0	0	0	0	0	0	0	0	0	0	0	0
AM Peak	6:00	6:00												
Volume	160	172												
PM Peak														
Volume														
Comb Total	394		1235	1649	1579	801	1797	748	667					
ADT	ADT: 1,186		ADT: 1,186											

See next page for the rest of 11/14 count

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

**Johnstone Rd (H3)
Between SH-19 & Homedale Middle School
November 2022**

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	*	0	0	*	*	*	*	*	*	*	*	*	*
1:00	*	*	0	0	*	*	*	*	*	*	*	*	*	*
2:00	*	*	3	0	*	*	*	*	*	*	*	*	*	*
3:00	*	*	5	2	*	*	*	*	*	*	*	*	*	*
4:00	*	*	9	9	*	*	*	*	*	*	*	*	*	*
5:00	*	*	14	12	*	*	*	*	*	*	*	*	*	*
6:00	*	*	169	186	*	*	*	*	*	*	*	*	*	*
7:00	34	31	33	34	*	*	*	*	*	*	*	*	*	*
8:00	30	30	24	17	*	*	*	*	*	*	*	*	*	*
9:00	20	27	28	23	*	*	*	*	*	*	*	*	*	*
10:00	30	27	25	27	*	*	*	*	*	*	*	*	*	*
11:00	34	39	42	43	*	*	*	*	*	*	*	*	*	*
12:00 PM	40	35	13	17	*	*	*	*	*	*	*	*	*	*
1:00	31	31	*	*	*	*	*	*	*	*	*	*	*	*
2:00	74	82	*	*	*	*	*	*	*	*	*	*	*	*
3:00	64	61	*	*	*	*	*	*	*	*	*	*	*	*
4:00	53	59	*	*	*	*	*	*	*	*	*	*	*	*
5:00	46	65	*	*	*	*	*	*	*	*	*	*	*	*
6:00	22	26	*	*	*	*	*	*	*	*	*	*	*	*
7:00	24	28	*	*	*	*	*	*	*	*	*	*	*	*
8:00	5	10	*	*	*	*	*	*	*	*	*	*	*	*
9:00	3	7	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	3	*	*	*	*	*	*	*	*	*	*	*	*
11:00	1	2	*	*	*	*	*	*	*	*	*	*	*	*
Total Day	511	563	365	370	0	0	0	0	0	0	0	0	0	0
AM Peak Volume	7:00	11:00	6:00	6:00	0	0	0	0	0	0	0	0	0	0
PM Peak Volume	2:00	12:00 PM	12:00 PM	12:00 PM	0	0	0	0	0	0	0	0	0	0
Comb Total ADT	1074	1074	735	735	0	0	0	0	0	0	0	0	0	0
ADT	ADT: 1,458	ADT: 1,458	AADT: 1,458	AADT: 1,458	0	0	0	0	0	0	0	0	0	0

See previous page for the rest of 11/14 count

1649 + 1579 + 801 + 748 + 667 + (394 + 1074) + (1235 + 735) = 8,882 Vehicles
Number of Full Days 7 (The partial day counts from 11/8 & 11/15 were summed and analyzed as one full day)

VPD = 8,882 Veh / 7 Day = 1,269 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Johnstone Rd Count (H5)
Between Mule Springs Rd & Canal 1,300' N of Mule Springs Rd
November 2022

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*
2:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*
3:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*
4:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*
5:00	*	*	*	*	1	1	0	2	*	*	*	*	*	*
6:00	*	*	*	*	4	7	2	4	*	*	*	*	*	*
7:00	*	*	*	*	5	4	4	2	*	*	*	*	*	*
8:00	*	*	*	*	1	2	1	4	*	*	*	*	*	*
9:00	*	*	*	*	2	2	4	3	*	*	*	*	*	*
10:00	*	*	*	*	5	5	4	3	*	*	*	*	*	*
11:00	*	*	*	*	2	0	2	1	*	*	*	*	*	*
12:00 PM	*	*	*	*	2	5	4	6	*	*	*	*	*	*
1:00	*	*	*	*	2	6	7	3	*	*	*	*	*	*
2:00	*	*	4	2	6	9	0	5	*	*	*	*	*	*
3:00	*	*	4	4	2	4	*	*	*	*	*	*	*	*
4:00	*	*	4	9	4	4	*	*	*	*	*	*	*	*
5:00	*	*	4	0	4	4	*	*	*	*	*	*	*	*
6:00	*	*	1	1	3	2	*	*	*	*	*	*	*	*
7:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*
8:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*
9:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*
10:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*
11:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*
Total	0	0	17	16	43	51	28	32	0	0	40	47	0	0
Day	0	0	33	94	94	60	60	87	0	0	87	0	0	0
AM Peak					7:00	6:00	7:00	6:00			7:00	6:00		
Volume					5	7	4	4			4	6		
PM Peak			2:00	4:00	2:00	2:00	1:00	12:00 PM			1:00	12:00 PM		
Volume			4	9	6	9	7	6			4	6		
Comb Total	0	0	33	94	94	60	60	87	0	0	87	0	0	0
ADT														
AADT: 89														

See next page for the rest of 11/17 count

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
 Station ID: {Station ID}
 Location 1: {Location 1}
 Location 2: {Location 2}
 Location 3: {Location 3}
 Location 4: {Location 4}

Johnstone Rd Count (H5)
Between Mule Springs Rd & Canal 1,300' N of Mule Springs Rd
November 2022

Comment 1: {Comment 1}
 Comment 2: {Comment 2}
 Comment 3: {Comment 3}
 Comment 4: {Comment 4}

Latitude: {Latitude}
 Longitude: {Longitude}

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	15	12	61	69	57	59	64	30
Day	0	0	0	0	0	0	27	130	130	116	116	128	64	64
AM Peak									10:00	11:00	10:00	11:00	11:00	7:00
Volume							3:00	3:00	2:00	2:00	2:00	2:00	2:00	2:00
PM Peak							6	5	11	12	6	7	10	4
Volume							3:00	3:00	2:00	2:00	2:00	2:00	2:00	1:00
							6	5	11	12	6	7	10	4

See Previous page for the rest of 11/17 count

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code} **Johnstone Rd Count (H5)**
 Station ID: {Station ID} **Between Mule Springs Rd & Canal 1,300' N of Mule Springs Rd**
 Location 1: {Location 1} **November 2022**
 Location 2: {Location 2} **November 2022**
 Location 3: {Location 3} **November 2022**
 Location 4: {Location 4} **November 2022**

Time	11/21/2022		11/22/2022		11/23/2022		11/24/2022		11/25/2022		Weekday Average		11/26/2022		11/27/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	0	0	0	0	*	*	*	*	*	*	*	0	0	*	*	*
1:00	0	0	0	0	*	*	*	*	*	*	*	0	0	*	*	*
2:00	0	0	0	0	*	*	*	*	*	*	*	0	0	*	*	*
3:00	0	0	0	0	*	*	*	*	*	*	*	0	0	*	*	*
4:00	0	0	0	0	*	*	*	*	*	*	*	0	0	*	*	*
5:00	0	1	1	2	*	*	*	*	*	*	*	0	2	*	*	*
6:00	2	4	2	4	*	*	*	*	*	*	*	2	4	*	*	*
7:00	6	5	5	5	*	*	*	*	*	*	*	4	5	*	*	*
8:00	2	6	0	0	*	*	*	*	*	*	*	1	3	*	*	*
9:00	8	2	7	3	*	*	*	*	*	*	*	8	2	*	*	*
10:00	4	4	4	4	*	*	*	*	*	*	*	4	4	*	*	*
11:00	4	5	5	4	*	*	*	*	*	*	*	4	4	*	*	*
12:00 PM	9	6	4	3	*	*	*	*	*	*	*	6	4	*	*	*
1:00	4	4	4	7	*	*	*	*	*	*	*	4	6	*	*	*
2:00	5	6	3	1	*	*	*	*	*	*	*	4	4	*	*	*
3:00	3	3	2	5	*	*	*	*	*	*	*	2	4	*	*	*
4:00	4	7	*	*	*	*	*	*	*	*	*	4	7	*	*	*
5:00	2	3	*	*	*	*	*	*	*	*	*	2	3	*	*	*
6:00	1	0	*	*	*	*	*	*	*	*	*	1	0	*	*	*
7:00	1	0	*	*	*	*	*	*	*	*	*	1	0	*	*	*
8:00	0	0	*	*	*	*	*	*	*	*	*	0	0	*	*	*
9:00	0	0	*	*	*	*	*	*	*	*	*	0	0	*	*	*
10:00	0	0	*	*	*	*	*	*	*	*	*	0	0	*	*	*
11:00	0	0	*	*	*	*	*	*	*	*	*	0	0	*	*	*
Total	55	56	33	38	0	0	0	0	0	0	0	47	52	0	0	0
Day	111		71								99					0
AM Peak	9:00	8:00	9:00	7:00							9:00	7:00				
Volume	8	6	7	5							8	5				
PM Peak	12:00 PM	4:00	1:00	1:00						12:00 PM	4:00					
Volume	9	7	5	7						6	7					
Comb Total	111		71		0		27		130		215		128			64
ADT		ADT: 102		ADT: 102												

94 + (60 + 27) + 130 + 128 + 64 + 111 + (33 + 71) = 718 Vehicles
 Number of Full Days 7 (The partial day counts from 11/15 & 11/22 were summed and analyzed as one full day)
 VPD = 718 Veh / 5 Day = 103 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Johnstone Rd (H17)
Between Graveyard Pt Rd & Market Rd
November 2022

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2
12:00 AM	*	*	*	*	0	0	0	0	*	*	*	*	*	*
1:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*
2:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*
3:00	*	*	*	*	1	0	1	0	*	*	*	*	*	*
4:00	*	*	*	*	1	0	1	0	*	*	*	*	*	*
5:00	*	*	*	*	0	0	2	1	*	*	*	*	*	*
6:00	*	*	*	*	1	0	2	0	*	*	*	*	*	*
7:00	*	*	*	*	9	6	8	2	*	*	*	*	*	*
8:00	*	*	*	*	5	6	4	11	*	*	*	*	*	*
9:00	*	*	*	*	2	4	8	5	*	*	*	*	*	*
10:00	*	*	*	*	6	3	4	4	*	*	*	*	*	*
11:00	*	*	*	*	5	10	3	4	*	*	*	*	*	*
12:00 PM	*	*	*	*	4	6	7	2	*	*	*	*	*	*
1:00	*	*	*	*	8	4	5	4	*	*	*	*	*	*
2:00	*	*	*	*	9	7	9	12	*	*	*	*	*	*
3:00	*	*	*	*	2	3	4	9	*	*	*	*	*	*
4:00	*	*	*	*	10	11	9	*	*	*	*	*	*	*
5:00	*	*	*	*	8	8	10	*	*	*	*	*	*	*
6:00	*	*	*	*	12	4	4	*	*	*	*	*	*	*
7:00	*	*	*	*	2	5	4	*	*	*	*	*	*	*
8:00	*	*	*	*	3	10	2	5	*	*	*	*	*	*
9:00	*	*	*	*	2	4	0	5	*	*	*	*	*	*
10:00	*	*	*	*	0	0	1	2	*	*	*	*	*	*
11:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*
Total	0	0	46	53	96	98	61	54	0	0	93	94	0	0
Day	0	0	99	194	194	115	115	187	0	0	187	0	0	0
AM Peak					6:00	10:00	6:00	7:00			6:00	7:00		
Volume					9	10	8	11			8	8		
PM Peak			2:00	4:00	5:00	4:00	1:00	1:00			3:00	4:00		
Volume			10	14	12	10	9	12			10	12		
Comb Total	0	0	99	194	194	115	115	187	0	0	187	0	0	0
ADT			ADT: 189	ADT: 189	ADT: 189	ADT: 189	ADT: 189	ADT: 187	ADT: 0	ADT: 0	ADT: 187	ADT: 0	ADT: 0	ADT: 0

See next page for the rest of 11/17 count

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

**Johnstone Rd (H17)
Between Graveyard Pt Rd & Market Rd
November 2022**

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	24	36	72	108	108	90	80	70
Day	0	0	0	0	0	0	60	60	180	180	170	150	150	150
AM Peak									10:00	9:00	8:00	10:00	9:00	9:00
Volume							4:00	4:00	5	13	11	14	14	11
PM Peak							4:00	4:00	2:00	2:00	4:00	12:00 PM	4:00	4:00
Volume							9	9	9	11	14	8	8	9

See previous page for the rest of 11/17 count

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

**Johnstone Rd (H17)
Between Graveyard Pt Rd & Market Rd
November 2022**

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/21/2022		11/22/2022		11/23/2022		11/24/2022		11/25/2022		11/26/2022		11/27/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	0	1	0	0	*	*	*	*	*	*	*	*	*	*
1:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*
2:00	1	0	1	0	*	*	*	*	*	*	*	*	*	*
3:00	1	0	1	0	*	*	*	*	*	*	*	*	*	*
4:00	0	0	1	0	*	*	*	*	*	*	*	*	*	*
5:00	2	2	0	0	*	*	*	*	*	*	*	*	*	*
6:00	2	3	3	2	*	*	*	*	*	*	*	*	*	*
7:00	4	5	4	10	*	*	*	*	*	*	*	*	*	*
8:00	4	4	3	3	*	*	*	*	*	*	*	*	*	*
9:00	6	3	8	7	*	*	*	*	*	*	*	*	*	*
10:00	4	5	8	5	*	*	*	*	*	*	*	*	*	*
11:00	3	5	4	4	*	*	*	*	*	*	*	*	*	*
12:00 PM	5	2	7	10	*	*	*	*	*	*	*	*	*	*
1:00	3	6	4	7	*	*	*	*	*	*	*	*	*	*
2:00	7	5	13	9	*	*	*	*	*	*	*	*	*	*
3:00	5	12	0	4	*	*	*	*	*	*	*	*	*	*
4:00	8	11	1	1	*	*	*	*	*	*	*	*	*	*
5:00	5	4	0	0	*	*	*	*	*	*	*	*	*	*
6:00	4	3	1	5	*	*	*	*	*	*	*	*	*	*
7:00	2	0	*	*	*	*	*	*	*	*	*	*	*	*
8:00	1	3	*	*	*	*	*	*	*	*	*	*	*	*
9:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	1	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
Total	67	75	59	67	0	0	0	0	0	0	0	0	0	0
Day	142		126											
AM Peak	9:00	7:00	9:00	7:00										
Volume	6	5	8	10										
PM Peak	4:00	3:00	2:00	12:00 PM										
Volume	8	12	13	10										
Comb Total	142		126		0	60	180	170	150					
ADT	ADT: 158	ADT: 158	AADT: 158											

194 + (115 + 60) + 180 + 170 + 150 + 142 + (99 + 126) = 1,236 Vehicles
 Number of Full Days 7 (The partial day counts from 11/15 & 11/22 were summed and analyzed as one full day)
 VPD = 1,236 Veh / 7 Day = 177 VPD

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

Johnstone Rd (H18)
Between Thompson Rd & Graveyard Pt Rd
November 17th - 22nd, 2022

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/14/2022		11/15/2022		11/16/2022		11/17/2022		11/18/2022		11/19/2022		11/20/2022	
	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2	X, Lane 1	X, Lane 2
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	24	36	72	108	108	90	80	70
Day	0	0	0	0	0	0	60	60	180	180	170	150	150	150
AM Peak									10:00	9:00	8:00	10:00	9:00	9:00
Volume							4:00	4:00	5	13	11	14	14	11
PM Peak							4:00	4:00	2:00	2:00	4:00	12:00 PM	4:00	4:00
Volume							9	9	11	11	14	8	8	9

Default Report Title
Use Preferences to Define Titles

Site Code: {Site Code}
Station ID: {Station ID}
Location 1: {Location 1}
Location 2: {Location 2}
Location 3: {Location 3}
Location 4: {Location 4}

**Johnstone Rd (H18)
Between Thompson Rd & Graveyard Pt Rd
November 17th - 22nd, 2022**

Comment 1: {Comment 1}
Comment 2: {Comment 2}
Comment 3: {Comment 3}
Comment 4: {Comment 4}
Latitude: {Latitude}
Longitude: {Longitude}

Time	11/21/2022		11/22/2022		11/23/2022		11/24/2022		11/25/2022		11/26/2022		11/27/2022	
	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2	Direction X, Lane 1	Direction X, Lane 2
12:00 AM	0	1	0	0	*	*	*	*	*	*	*	*	*	*
1:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*
2:00	1	0	1	0	*	*	*	*	*	*	*	*	*	*
3:00	1	0	1	0	*	*	*	*	*	*	*	*	*	*
4:00	0	0	1	0	*	*	*	*	*	*	*	*	*	*
5:00	2	2	0	0	*	*	*	*	*	*	*	*	*	*
6:00	2	3	3	2	*	*	*	*	*	*	*	*	*	*
7:00	4	5	4	10	*	*	*	*	*	*	*	*	*	*
8:00	4	4	3	3	*	*	*	*	*	*	*	*	*	*
9:00	6	3	8	7	*	*	*	*	*	*	*	*	*	*
10:00	4	5	8	5	*	*	*	*	*	*	*	*	*	*
11:00	3	5	4	4	*	*	*	*	*	*	*	*	*	*
12:00 PM	5	2	7	10	*	*	*	*	*	*	*	*	*	*
1:00	3	6	4	7	*	*	*	*	*	*	*	*	*	*
2:00	7	5	13	9	*	*	*	*	*	*	*	*	*	*
3:00	5	12	0	4	*	*	*	*	*	*	*	*	*	*
4:00	8	11	1	1	*	*	*	*	*	*	*	*	*	*
5:00	5	4	0	0	*	*	*	*	*	*	*	*	*	*
6:00	4	3	1	5	*	*	*	*	*	*	*	*	*	*
7:00	2	0	*	*	*	*	*	*	*	*	*	*	*	*
8:00	1	3	*	*	*	*	*	*	*	*	*	*	*	*
9:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	1	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*
Total	67	75	59	67	0	0	0	0	0	0	0	0	0	0
Day	142		126											
AM Peak	9:00	7:00	9:00	7:00										
Volume	6	5	8	10										
PM Peak	4:00	3:00	2:00	12:00 PM										
Volume	8	12	13	10										
Comb Total	142		126		0	60	180	170	150					
ADT	ADT: 158	ADT: 158	AADT: 158											

180 + 170 + 150 + 142 + (60 + 126) = 828 Vehicles
 Number of Full Days 5 (The partial day counts from 11/15 & 11/22 were summed and analyzed as one full day)
 VPD = 828 Veh / 5 Day = 166 VPD

Appendix: G – Pavement Management Data

2023 Owyhee County Transportation Plan Update

Owyhee County Road & Bridge Pavement Condition Index (PCI) Inventory



Name	From	To	Length (mile)	Pavement Type	Date Inspected	PCI	Action
OREANA LOOP ROAD (4)	90° TURN (EAST)	1MI AFTER 90° TURN (EAST)	1.00	CMX	Nov-20	33	1-RC
PLEASANT VALLEY ROAD (1)	TROUT CREEK ROAD	DRIVEWAY (WEST)	1.60	CMX	Nov-20	33	1-RC
TROUT CREEK ROAD	PLEASANT VALLEY ROAD	END (GRAVEL)	2.00	CMX	Nov-20	34	1-RC
OREANA LOOP ROAD (7)	90° TURN (NORTH)	1MI AFTER 90° TURN (NORTH)	1.00	CMX	Nov-20	35	1-RC
PLEASANT VALLEY ROAD (2)	DRIVEWAY (WEST)	FLINT ROAD	1.20	CMX	Nov-20	36	1-RC
PLEASANT VALLEY ROAD (3)	FLINT ROAD	SOUTH MOUNTAIN	1.60	CMX	Nov-20	36	1-RC
PLEASANT VALLEY ROAD (4)	SOUTH MOUNTAIN	END (GRAVEL)	0.40	CMX	Nov-20	36	1-RC
UPPER REYNOLDS CREEK (5)	MP 5.4	MP 6.4	1.00	CMX	Nov-20	37	1-RC
OREANA LOOP ROAD (8)	1MI AFTER 90° TURN (NORTH)	TURN (EAST)	1.00	CMX	Nov-20	38	1-RC
OREANA LOOP ROAD (10)	0.8MI AFTER TURN (EAST)	SH 78	1.30	CMX	Nov-20	38	1-RC
WILSON CREEK ROAD (1)	SH 78	MP 1.4	1.40	CMX	Nov-20	38	1-RC
WILSON CREEK ROAD (2)	MP 1.4	END (EARTH)	1.10	CMX	Nov-20	38	1-RC
OREANA LOOP ROAD (2)	SHORTCUT ROAD	BACHMAN GRADE ROAD	0.90	CMX	Nov-20	39	1-RC
Approximate Full Depth Reconstruction Milage			15.50				
TROUT CREEK ROAD (1)	BEGINNING (STATE LINE - OR)	PLEASANT VALLEY ROAD	1.00	CMX	Nov-20	40	2-RH
UPPER REYNOLDS CREEK (4)	MP 4	MP 5.4	1.40	CMX	Nov-20	41	2-RH
OREANA LOOP ROAD (3)	BACHMAN GRADE ROAD	90° TURN (EAST)	1.00	CMX	Nov-20	41	2-RH
UPPER REYNOLDS CREEK (2)	BAILEY RD	MP 2.4	1.00	CMX	Nov-20	42	2-RH
UPPER REYNOLDS CREEK (3)	MP 2.4	MP 4	1.60	CMX	Nov-20	42	2-RH
OREANA LOOP ROAD (9)	TURN (EAST)	0.8MI AFTER TURN (EAST)	0.80	CMX	Nov-20	42	2-RH
OREANA LOOP ROAD (5)	1MI AFTER 90° TURN (EAST)	2MI AFTER 90° TURN (EAST)	1.00	CMX	Nov-20	43	2-RH
OREANA LOOP ROAD (6)	2MI AFTER 90° TURN (EAST)	90° TURN (NORTH)	1.70	CMX	Nov-20	43	2-RH
UPPER REYNOLDS CREEK (1)	SH 78	BAILEY RD	1.40	CMX	Nov-20	47	2-RH
OREANA LOOP ROAD (1)	SH 78	SHORTCUT ROAD	1.40	CMX	Nov-20	48	2-RH
UPPER REYNOLDS CREEK (8)	MP 8.7	MP 9.7	1.00	CMX	Nov-20	50	2-RH
BAILEY ROAD	SH 78	UPPER REYNOLDS CREEK	1.00	CMX	Nov-20	51	2-RH
UPPER REYNOLDS CREEK (6)	MP 6.4	MP 7.7	1.30	CMX	Nov-20	60	2-RH
UPPER REYNOLDS CREEK (7)	MP 7.7	MP 8.7	1.00	CMX	Nov-20	63	2-RH
RABBIT CREEK ROAD (1)	SH 78	1.5 SOUTH OF 78	1.50	CMX	Nov-20	63	2-RH
RABBIT CREEK ROAD (2)	1.5 SOUTH OF 78	END (GRAVEL)	1.40	CMX	Nov-20	63	2-RH
Approximate Surface Overlay, Rehabilitation Milage			19.50				
SILVER CITY ROAD (5)	MP 4.95	MP 5.95	1.00	CMX	Nov-20	68	3-PM
NAHAS ROAD (1)	MURPHY FLAT RD	End Of Pavement	0.65	CMX	Nov-20	70	3-PM
SILVER CITY ROAD (1)	SH 78	END (BST)	1.60	CMX	Nov-20	70	3-PM
SILVER CITY ROAD (3)	MP 3.2	MP 3.95	0.75	CMX	Nov-20	70	3-PM
SILVER CITY ROAD (4)	MP 3.95	MP 4.95	1.00	CMX	Nov-20	70	3-PM
SILVER CITY ROAD (2)	BEGINNING (BST)	MP 3.2	1.60	CMX	Nov-20	71	3-PM
SILVER CITY ROAD (6)	MP 5.95	END (GRAVEL) - MP 6.95	1.00	CMX	Nov-20	85	3-PM
Approximate Crack Seal, Chip Seal, Normal Maintenance			7.60				
MURPHY FLAT ROAD (1)	SH 78	DOUGHTY ROAD	1.20	HMX	Nov 20	99	NA
MURPHY FLAT ROAD (2)	DOUGHTY ROAD	90° TURN (EAST)	0.50	HMX	Nov 20	99	NA
MURPHY FLAT ROAD (3)	90° TURN (EAST)	DRIVEWAY (SOUTH)	1.00	HMX	Nov 20	99	NA
MURPHY FLAT ROAD (4)	DRIVEWAY (SOUTH)	2MI AFTER TURN	1.00	HMX	Nov 20	99	NA
MURPHY FLAT ROAD (5)	2MI AFTER TURN	SINKER BUTTE ROAD	1.00	HMX	Nov 20	99	NA
UPPER REYNOLDS CREEK (9)	MP 9.7	MP 10.7	1.00	CMX	Nov 20	100	NA
UPPER REYNOLDS CREEK (10)	MP 10.7	END (GRAVEL) - MP 11.7	1.00	CMX	Nov 20	100	NA
Approximate No Maintenance			6.70				

2023 Owyhee County Transportation Plan Update

Gem Highway District Pavement Condition Index (PCI) Inventory



Name	From	To	Length (mile)	Pavement Type	Date Inspected	PCI	Action
Van	Hwy 55	S. End	0.76	CMX	Nov-22	46	2-RH
N. Edison	Hwy 55	Hwy 78	2.09	CMX	Nov-22	54	2-RH
Buntrock	Hwy 55/95 Jct	Sommercamp	1.02	CMX	Nov-22	60	2-RH
N. Bruneau	City Limits	Poison Creek	0.5	CMX	Nov-22	64	2-RH
E. Thompson	N. Edison	Jump Creek	1	CMX	Nov-22	64	2-RH
Approximate Surface Overlay, Rehabilitation Milage			5.37				
N. Bruneau	E. Thompson	S. End	0.33		Nov-22	67	3-PM
E. Thompson	Market	S. End	0.43		Nov-22	74	3-PM
N. Edison	E. Thompson	Opaline	1.03		Nov-22	74	3-PM
E. Thompson	Market	Clark	0.43		Nov-22	76	3-PM
Market	E. Thompson	Clark	4.79		Nov-22	81	3-PM
E. Thompson	Dobbin	End of Pavement	0.47		Nov-22	83	3-PM
Buntrock	E. Thompson	E. End	0.79		Nov-22	84	3-PM
Approximate Crack Seal, Chip Seal, Normal Maintenance			8.27				
E. Thompson	Dobbin	N. End	0.65		Nov-22	89	NA
Dobbin	E. Thompson	Gem	0.74		Nov-22	90	NA
N. Edison	N. Bruneau	Poison Creek	1.5		Nov-22	92	NA
Dunlap	N. Edison	Hogg	1.07		Nov-22	93	NA
Dunlap	Market	E. Thompson	1		Nov-22	95	NA
N. Edison	Dunlap	S. End	0.78		Nov-22	96	NA
Market	Phipps	Gem	1.01		Nov-22	96	NA
Market	Buntrock	N. Bruneau	0.51		Nov-22	96	NA
Phipps	Market	Dunlap	0.5		Nov-22	96	NA
Market	Blue Skies	Hwy 95	0.99		Nov-22	97	NA
Market	Blue Skies	E. End	0.24		Nov-22	98	NA
Blue Skies	Market	Hwy 78	0.99		Nov-22	98	NA
Approximate No Maintenance			9.98				

2023 Owyhee County Transportation Plan Update



Homedale Highway District Pavement Condition Index (PCI) Inventory

Name	From	To	Length (mile)*	Pavement Type	Date Inspected	PCI	Action
M STATE LINE RD	SH 19	END OF DISTRICT	0.25	CMX	Oct-22	0	1-RC
Approximate Full Depth Reconstruction Milage			0.25				
N GULLY RD	HILL RD	RIVER RD	1.00	CMX	Apr-16	42	2-RH
SAGE LN	SUCCERCREEK	SOUTHSIDE	0.60	CMX	Aug-17	44	2-RH
CEMETERY RD	Y-ROAD	S JUMPCREEK	1.00	CMX	May-16	44	2-RH
RIVER RD	HILL RD EAST	TO CORNER	1.00	CMX	Apr-16	47	2-RH
SAGE LN	MARKET	SUCCERCREEK	0.90	CMX	Aug-17	54	2-RH
S SIDE ROAD	SAGE LN	HUNT LN	0.50	CMX	Oct-18	54	2-RH
RIVER RD	DIST PIT	NORTHEAST CORNER	1.30	CMX	Oct-18	55	2-RH
RIVER RD	PAVED CORNER	HILL RD	1.00	CMX	Oct-18	55	2-RH
Y RD	THOMPSON	SH 95	1.00	CMX	Aug-17	55	2-RH
S SIDE ROAD	HUNT ROAD	SH 19	0.75	CMX	Oct-18	58	2-RH
RIVER RD	NORTHSIDE	east to PAVED CORNER	0.75	CMX	Oct-18	59	2-RH
HILL RD	N GULLY	END OF DISTRICT	0.80	CMX	Apr-16	59	2-RH
N GULLY RD	MAYBON LN	SH 19	0.50	CMX	Apr-16	59	2-RH
Y RD	CEMETERY	THOMPSON	1.00	CMX	Aug-17	59	2-RH
N JUMP CREEK	DINES	SH 95	1.00	CMX	Oct-18	60	2-RH
SAGE RD	GRAVEYARD	MARKET	1.00	CMX	Aug-17	60	2-RH
SAGE RD	GRAVEYARD	NIELSON	1.00	CMX	Aug-17	60	2-RH
RIVER RD	SH 19	DIST PIT	1.00	CMX	Oct-18	61	2-RH
W MARKET RD	SAGE	SSTATELINE	0.90	CMX	Apr-16	63	2-RH
N HOGG	THOMPSON	SH 95	0.75	CMX	Oct-18	64	2-RH
JOHNSTONE RD	THOMPSON	CEMETERY	1.00	CMX	Apr-16	64	2-RH
S SIDE ROAD	M STATE LINE	SAGE LN	0.85	CMX	Oct-18	65	2-RH
SUCCER CREEK	S STATELINE	SAGE	0.90	CMX	Aug-17	65	2-RH
HILL RD	NORTHSIDE	GULLY RD	1.00	CMX	Apr-16	65	2-RH
W MARKET RD	SH 95	JOHNSTONE	1.00	CMX	Apr-16	65	2-RH
Approximate Surface Overlay, Rehabilitation Milage			22.50				
NIELSEN LN	SAGE	SOUTHEAST CORNER	2.00	CMX	Oct-18	66	3-PM
HILL RD	GULLY RD	GULLY RD		CMX	Apr-16	66	3-PM
N JUMP CREEK	PIONEER	MARKET	0.90	CMX	Oct-18	67	3-PM
W THOMPSON RD	HOMESTEAD	JOHNSTONE	1.00	CMX	May-16	67	3-PM
WILLIAMS LN	SH 19	TO END	0.90	CMX	Apr-16	67	3-PM
JOHNSTONE RD	CEMETERY	MULE SPRINGS	1.00	CMX	Apr-16	68	3-PM
N JUMP CREEK	MARKET	DINES	1.00	CMX	Oct-18	68	3-PM
W THOMPSON RD	JOHNSTONE	Y-ROAD	1.00	CMX	May-16	69	3-PM
W PIONEER RD	JOHNSTONE	HOMESTEAD	1.00	CMX	Aug-17	70	3-PM
W PIONEER RD	NORTHWEST CORNER	SUCCERCREEK	0.40	CMX	Aug-17	70	3-PM
S HOGG	PERSHALL	BURMAN END OF DIST	1.00	CMX	Aug-16	71	3-PM
W MARKET RD	PIONEER	SAGE	1.00	CMX	Apr-16	71	3-PM
WALKER LN	GRAVEYARD	TO END	0.50	CMX	Apr-16	71	3-PM
JOHNSTONE RD	SUCCER CREEK	MARKET RD	0.50	CMX	Apr-16	72	3-PM
SUCCER CREEK	PIONEER	HOMESTEAD	1.00	CMX	Aug-17	72	3-PM
W PIONEER RD	SH 95	JOHNSTONE	1.00	CMX	Sep-17	72	3-PM
W THOMPSON RD	JUMP CREEK CROSSING	AT SH 95	0.60	CMX	May-16	72	3-PM
HILL RD	RIVER RD	NORTHSIDE	1.25	CMX	Apr-16	73	3-PM
W THOMPSON RD	HOMESTEAD	OLD SULLIVAN	0.25	CMX	May-16	73	3-PM
SUCCER CREEK	HOMESTEAD	JOHNSTONE	1.00	CMX	Aug-17	74	3-PM
N HOGG	THOMPSON	LOOTENS	1.50	CMX	Oct-18	75	3-PM
DINES LN	JUMPCREEK	TO END	1.00	CMX	Oct-18	75	3-PM
JOHNSTONE RD	MARKET RD	GRAVEYARD	1.00	CMX	Apr-16	75	3-PM
W PIONEER RD	SUCCERCREEK	MARKET	0.50	CMX	Aug-17	75	3-PM
HUNT RD	S SIDE	TO END	0.50	CMX	Oct-18	76	3-PM
JOHNSTONE RD	PIONEER RD	SUCCER CREEK	0.50	CMX	Apr-16	76	3-PM
HOMESTEAD RD	GRAVEYARD	THOMPSON	1.00	CMX	Apr-16	76	3-PM
JOHNSTONE RD	GRAVEYARD	THOMPSON	1.00	CMX	Apr-16	76	3-PM
W THOMPSON RD	Y-ROAD	JUMP CREEK CROSSING	0.40	CMX	May-16	76	3-PM
GEM	SH 95	BRIGGS	0.50	CMX	May-16	77	3-PM
S GULLY RD	SH 19SOUTH	TO END	0.50	CMX	Apr-16	77	3-PM
HOMESTEAD RD	MARKET	GRAVEYARD	1.00	CMX	Apr-16	77	3-PM

2023 Owyhee County Transportation Plan Update

Homedale Highway District Pavement Condition Index (PCI) Inventory



Name	From	To	Length (mile)*	Pavement Type	Date Inspected	PCI	Action
SUCCER CREEK	SAGE	PIONEER	1.00	CMX	Aug-17	77	3-PM
GRAVEYARD PT	HOMESTEAD	WALKER	0.50	CMX	Aug-16	78	3-PM
E MARKET RD	N HOGG	NORTHEAST CORNER	1.00	CMX	May-16	78	3-PM
GRAVEYARD PT	NIELSON	SAGE	1.00	CMX	Aug-16	78	3-PM
JOHNSTONE RD	EUGRRILOLA	PIONEER RD	0.50	CMX	Apr-16	79	3-PM
M STATE LINE RD	END OF DISTRICT	SOUTHSIDE	0.50	CMX	Apr-16	79	3-PM
N HOGG	LOOTENS	MARKET	0.50	CMX	Oct-18	79	3-PM
W MARKET RD	JOHNSTONE	HOMESTEAD	1.00	CMX	Apr-16	79	3-PM
JOHNSTONE RD	SH 19 SOUTH	EGURROIA LN	0.50	CMX	Apr-16	80	3-PM
PURDOM LN	SH 19	TO END	1.00	CMX	Apr-16	80	3-PM
W PIONEER RD	HOMESTEAD	TO CORNER	1.00	CMX	Aug-17	80	3-PM
GEM	BRIGGS	PERSHALL	0.50	CMX	May-16	81	3-PM
E MARKET RD	N HOGG	JUMPCREEK	1.00	CMX	May-16	81	3-PM
GRAVEYARD PT	JOHNSTONE	HOMESTEAD	1.00	CMX	Oct-16	81	3-PM
NORTHSIDE ROAD	HILL RD	SH 19	1.50	CMX	Apr-16	82	3-PM
W MARKET RD	HOMESTEAD JAG	PIONEER	1.00	CMX	Apr-16	82	3-PM
E MARKET RD	NORTHEAST	END OF DISTRICT	0.50	CMX	May-16	83	3-PM
GRAVEYARD PT	WALKER	NIELSEN	0.50	CMX	Aug-16	83	3-PM
GRAVEYARD PT	AUSTRIAN ST	JOHNSTONE	0.50	CMX	Oct-16	83	3-PM
JOHNSTONE WAY	SH 19 NORTH	TO END	0.30	CMX	Apr-16	83	3-PM
E PIONEER RD	NORTHEAST CURVE	JUMPCREEK	0.30	CMX	May-16	84	3-PM
S JUMP CREEK	PERSHALL	CEMETERY	1.00	CMX	May-16	84	3-PM
W THOMPSON RD	OLD SULLIVAN	TO END	0.50	CMX	May-16	84	3-PM
AUSTRIAN SET	GRAVEYARD	TO END	0.25	CMX	Apr-16	85	3-PM
GRAVEYARD PT	SH 95	AUSTRIAN ST	0.50	CMX	Oct-16	85	3-PM
E MARKET RD	JUMPCREEK	SH 95	1.00	CMX	May-16	85	3-PM
E THOMPSON RD	SH 95	N HOGG	1.00	CMX	May-16	85	3-PM
E THOMPSON RD	AT SH 95	AT SH 95		CMX	May-16	85	3-PM
Approximate Crack Seal, Chip Seal, Normal Maintenance			46.55				
E PIONEER RD	INDUSTRIAL	SH 95	0.50	CMX	May-16	86	NA
E THOMPSON RD	N HOOG	TO END OF DISTRICT	1.00	HMX**	May-16	86	NA
S JUMP CREEK	TO END DISTRICT	PERSHALL	1.00	CMX	May-16	86	NA
OLD SULLIVAN RD	THOMPSON	TO END	0.25	CMX	May-16	87	NA
S HOGG	CEMETERY	PERSHALL	1.00	CMX	Aug-16	87	NA
W MARKET RD	HOMESTEAD	HOMESTEAD JAG		CMX	Apr-16	87	NA
E PIONEER RD	INDUSTRIAL	EAST CURVE	0.25	CMX	May-16	88	NA
S STATE LINE RD	MARKET	SUCCER CREEK	0.50	CMX	Apr-16	88	NA
INDUSTRIAL RD	SH 95	NORTHEAST CORNER	0.40	CMX	May-16	88	NA
BRIGGS LN	GEM	TO END	1.00	HMX	May-16	88	NA
S JUMP CREEK	CEMETERY	CEMETERY JAG	1.00	CMX	May-16	88	NA
W PERSHALL RD	GEM	S HOGG	1.00	CMX	Aug-16	88	NA
S JUMP CREEK	CEMETERY	THOMPSON	0.90	CMX	May-16	89	NA
HOMESTEAD RD	PIONEER	SUCCER CREEK	0.50	CMX	Apr-16	90	NA
INDUSTRIAL RD	SOUTH 2625 FT	PIONEER	0.50	CMX	May-16	90	NA
W PERSHALL RD	S HOGG	S JUMPCREEK	1.00	CMX	Aug-16	90	NA
MALMBERG LN	GEM	TO END	0.50	CMX	May-16	91	NA
DRUM LN	INDUSTRIAL	TO END	1.00	CMX	May-16	92	NA
Approximate No Maintenance			12.30				

*: Milage Not Tracked On Iworq Milage Provied Estimtated Using Google Earth

Appendix: H – Gravel Road Management Data

Appendix: I – Road Widening Data

2023 Owyhee County Transportation Plan Update

Owyhee County Road & Bridge Local Road Inventory



FID	Objectid	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Required Width (ft)	Widen (Y/N)	Increase Travel Width By (ft)
132	73971	1st St	Major Access	Improved	CMX (G-1)	0.12	22	20	N	
89	73928	20 Mile Rd	Agriculture	Improved	Gravel (E)	2.04	24	20	N	
131	73970	2nd St	Major Access	Improved	CMX (G-1)	0.06	22	20	N	
128	73967	3rd St	Major Access	Improved	Gravel (E)	0.07	22	20	N	
32	71312	4300 N Rd	Minor Access	Improved	Gravel (E)	2.33	NR	20	N	
90	73929	A&A Rd	Agriculture	Improved	CMX (G-1)	2.02	24	20	N	
91	73930	A&A Rd	Agriculture	Improved	Gravel (E)	1.00	24	20	N	
135	73974	Anderson Loop Rd	Agriculture	Improved	CMX (G-1)	1.60	22	20	N	
134	73973	Anderson Loop Rd	Agriculture	Improved	Gravel (E)	4.92	24	20	N	
140	73979	B Tindall Ln	Agriculture	Improved	Gravel (E)	1.36	20	20	N	
3	63452	Bachman Grade Rd	Major Access	Improved	CMX (G-1)	0.79	22	20	N	
2	63451	Bachman Grade Rd	Major Access	Improved	Gravel (E)	22.34	24	20	N	
198	123034	Bailey Rd	Industrial	Improved	CMX (G-1)	1.00	26	22	N	
40	73781	Basey St	Major Access	Improved	CMX (G-1)	0.29	24	20	N	
207	73916	Bates Crk Rd	Minor Access	Improved	Gravel (E)	2.90	24	20	N	
204	63454	Beet Dump Rd	Agriculture	Improved	CMX (G-1)	0.43	24	20	N	
209	73957	Belle Rd	Major Access	Improved	CMX (G-1)	0.13	22	20	N	
133	73972	Benham Rd	Major Access	Improved	CMX (G-1)	0.24	22	20	N	
107	73946	Black Sands Rd	Recreation	Improved	CMX (G-1)	2.16	23	20	N	
175	82225	Briar Crk Rd	Minor Access	Improved	Gravel (E)	0.60	24	20	N	
181	82383	Broken Wagon Flats Rd	Minor Access	Improved	CMX (G-1)	2.07	19	20	Y	1
123	73962	Browns Creek Rd	Agriculture	Improved	Gravel (E)	0.05	24	20	N	
124	73963	Browns Creek Rd	Agriculture	Improved	Gravel (E)	1.05	24	20	N	
125	73964	Browns Creek Rd	Agriculture	Improved	Gravel (E)	1.57	24	20	N	
126	73965	Bruneau Cemetery Rd	Minor Access	Improved	CMX (G-1)	0.69	20	20	N	
142	73981	Buckhorn Rd	Minor Access	Improved	Gravel (E)	9.35	18	20	Y	2
110	73949	C Tindall Rd	Agriculture	Improved	CMX (G-1)	2.03	22.5	20	N	
108	73947	C Tindall Rd	Agriculture	Improved	Gravel (E)	0.84	20	20	N	
109	73948	C Tindall Rd	Agriculture	Improved	Gravel (E)	0.02	20	20	N	
11	63460	Cattle Dr Rd	Agriculture	Improved	Gravel (E)	3.09	24	20	N	
138	73977	Cattle Dr Rd	Agriculture	Improved	Gravel (E)	2.46	24	20	N	
173	82223	China Ditch Rd	Major Access	Improved	CMX (G-1)	0.99	24	20	N	
174	82224	China Ditch Rd	Minor Access	Improved	Gravel (E)	0.16	22	20	N	
49	73879	Chipmunk Rd	Minor Access	Improved	Earth (C)	9.85	NR	20	N	
184	83311	Chipmunk Rd	Minor Access	Improved	Earth (C)	3.41	NR	20	N	
48	73878	Chipmunk Rd	Minor Access	Improved	Gravel (E)	1.79	NR	20	N	
183	83310	Chipmunk Rd	Minor Access	Improved	Gravel (E)	3.94	NR	20	N	
17	63466	Clover 3 Crk Rd	Major Collector	Improved	Gravel (E)	21.36	18	22	Y	4
16	63465	Clover 3 Crk Rd	Major Collector	Improved	HMX (G-2)	4.45	22	22	N	
80	73919	Collett Rd	Minor Access	Improved	Gravel (E)	3.40	24	20	N	
118	73957	Colyer Rd	Minor Access	Improved	CMX (G-1)	3.05	22	20	N	
178	82373	Con Shea Bsn Rd	Minor Access	Improved	CMX (G-1)	0.30	22	20	N	
179	82374	Con Shea Bsn Rd	Minor Access	Improved	Gravel (E)	4.82	24	20	N	
116	73955	Cottonwood Rd	Recreation	Improved	Gravel (E)	1.28	20	20	N	
95	73934	Cow Crk Rd	Recreation	Improved	Gravel (E)	11.56	24	20	N	
111	73950	Crane Falls Rd	Agriculture	Improved	Gravel (E)	1.04	24	20	N	
112	73951	Crane Falls Rd	Major Access	Improved	CMX (G-1)	1.81	24	20	N	
115	73954	Crane Falls Rd	Major Access	Improved	CMX (G-1)	2.24	24	20	N	
93	73932	Dairy Rd	Agriculture	Improved	Gravel (E)	1.54	24	20	N	
28	63694	Dam Rd	Recreation	Improved	CMX (G-1)	0.33	24	20	N	
12	63461	Davis Rd	Agriculture	Improved	CMX (G-1)	3.82	23	20	N	
34	73745	Delmar Rd	Minor Access	Improved	CMX (G-1)	0.09	22	20	N	
33	73744	Delmar Rd	Minor Access	Improved	Gravel (E)	0.05	NR	20	N	
21	63473	Delmar Rd	Recreation	Unimproved	Earth (C)	7.23	NR	20	N	
212	63477	Delmar Rd	Recreation	Improved	Earth (C)	1.02	NR	20	N	
203	63476	Delmar Rd	Resource	Improved	Gravel (E)	1.73	NR	20	N	
55	73887	Doughty Rd	Agriculture	Improved	Gravel (E)	1.76	24	20	N	
160	74856	Duncan Butte Rd	Minor Access	Improved	Gravel (E)	2.04	18	20	Y	2
172	82222	Dusty Ln	Minor Access	Improved	Gravel (E)	0.61	NR	20	N	
68	73906	Field Ln	Agriculture	Improved	CMX (G-1)	0.63	23	20	N	
186	84498	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.05	NR	20	N	
187	84499	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.02	NR	20	N	
188	84500	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.07	NR	20	N	
189	84501	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.06	NR	20	N	
190	84502	Fish Pond Ln	Minor Access	Improved	Gravel (E)	0.06	NR	20	N	
1	63450	Flint Rd	Major Collector	Improved	Gravel (E)	25.48	24	22	N	
98	73937	Glue Ln	Agriculture	Improved	Gravel (E)	0.91	20	20	N	
92	73931	Good Rd	Agriculture	Improved	Gravel (E)	1.00	20	20	N	
94	73933	Good Rd	Agriculture	Improved	Gravel (E)	1.25	20	20	N	
37	73773	Hailey St	Major Access	Improved	CMX (G-1)	0.06	20	20	N	
205	73877	Hootanney Rd	Agriculture	Improved	Gravel (E)	0.68	22	20	N	
13	63462	Hot Crk Rd	Major Access	Improved	CMX (G-1)	5.57	23	20	N	
14	63463	Hot Crk Rd	Major Access	Improved	CMX (G-1)	0.07	23	20	N	
15	63464	Hot Crk Rd	Major Access	Improved	Gravel (E)	5.01	24	20	N	
27	63479	Hot Springs Rd	Major Collector	Improved	CMX (G-1)	7.59	23.5	22	N	

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Owyhee County Road & Bridge Local Road Inventory



FID	ObjectID	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Required Width (ft)	Widen (Y/N)	Increase Travel Width By (ft)
129	73968	Hyde St	Major Access	Improved	CMX (G-1)	0.29	22	20	N	
121	73960	Indian Cove Ln	Agriculture	Unimproved	Earth (C)	0.40	NR	20	N	
120	73959	Indian Cove Ln	Agriculture	Improved	Gravel (E)	1.45	20	20	N	
144	73983	Indian Hills Rd	Minor Access	Improved	Gravel (E)	2.19	24	20	N	
176	82227	J&S Rd	Minor Access	Improved	Gravel (E)	0.92	20	20	N	
122	73961	Joe Black Rd	Agriculture	Improved	Gravel (E)	0.79	18	20	Y	2
151	74847	Johnson Ln	Minor Access	Improved	Earth (C)	0.03	NR	20	N	
152	74848	Johnson Ln	Minor Access	Unimproved	Earth (C)	0.02	NR	20	N	
154	74850	Johnson Ln	Minor Access	Improved	Earth (C)	0.06	NR	20	N	
155	74851	Johnson Ln	Minor Access	Unimproved	Earth (C)	0.02	NR	20	N	
156	74852	Johnson Ln	Minor Access	Improved	Earth (C)	0.06	NR	20	N	
157	74853	Johnson Ln	Minor Access	Unimproved	Earth (C)	0.01	NR	20	N	
44	73874	Johnson Ln	Minor Access	Improved	Gravel (E)	0.76	18	20	Y	2
153	74849	Johnson Ln	Minor Access	Improved	Gravel (E)	0.30	24	20	N	
106	73945	Juniper Mnt Rd	Major Collector	Improved	Gravel (E)	3.52	24	22	N	
162	74859	Juniper Mnt Rd	Major Collector	Improved	Gravel (E)	26.87	24	22	N	
167	82178	Last Frontier Rd	Agriculture	Improved	Gravel (E)	2.37	24	20	N	
65	73902	Lemley Rd	Industrial	Improved	CMX (G-1)	1.57	24	20	N	
161	74857	Marys Crk Rd	Minor Access	Improved	Gravel (E)	2.86	18	20	Y	2
182	82522	Marys Crk Rd	Minor Access	Improved	Gravel (E)	1.27	18	20	Y	2
43	73873	McBride Crk Rd	Minor Access	Improved	Gravel (E)	3.79	24	20	N	
149	73991	McDonald Crk Rd	Minor Access	Improved	Gravel (E)	3.17	18	20	Y	2
119	73958	Mecham Ln	Agriculture	Improved	Gravel (E)	1.26	24	20	N	
69	73907	Millet Ln	Agriculture	Improved	Gravel (E)	0.86	20	20	N	
83	73922	Missle Base Rd	Major Access	Improved	Gravel (E)	13.07	24	20	N	
137	73976	Mormon Blvd	Agriculture	Improved	CMX (G-1)	7.76	23.5	22	N	
96	73935	Morning Star Rd	Minor Access	Unimproved	Earth (C)	0.22	NR	20	N	
84	73923	Mud Flat Rd	Major Collector	Improved	CMX (G-1)	15.98	24	22	N	
85	73924	Mud Flat Rd	Major Collector	Improved	Gravel (E)	23.08	24	22	N	
210	74859	Mud Flat Rd	Major Collector	Improved	Gravel (E)	10.98	24	22	N	
57	73889	Murphy Flat Rd	Agriculture	Improved	Gravel (E)	1.92	24	20	N	
54	73885	Murphy Flat Rd	Agriculture	Improved	HMX (G-2)	1.16	24	20	N	
56	73888	Murphy Flat Rd	Agriculture	Improved	HMX (G-2)	2.00	24	20	N	
59	73893	Murphy Flat Rd	Agriculture	Improved	HMX (G-2)	1.50	24	20	N	
127	73966	Myrtle St	Minor Access	Improved	CMX (G-1)	0.07	NR	20	N	
195	140346	Nahas Rd	Agriculture	Improved	CMX (G-1)	0.51	22	20	N	
58	73891	Nahas Rd	Agriculture	Improved	Gravel (E)	0.00	22	20	N	
63	73900	Nettleton Rd	Minor Access	Improved	Gravel (E)	1.00	24	20	N	
53	73883	Old Hwy 45 St	Major Collector	Improved	CMX (G-1)	0.38	22	22	N	
81	73920	Oreana Cut Off Rd	Major Access	Improved	Gravel (E)	16.78	24	20	N	
26	63478	Oreana Loop Rd	Major Collector	Improved	CMX (G-1)	7.05	22	22	N	
82	73921	Oreana Loop Rd	Major Collector	Improved	CMX (G-1)	4.15	22	22	N	
78	73916	Oreana Short Cut Rd	Major Access	Improved	Gravel (E)	3.77	24	20	N	
113	73952	Oregon Trail Rd	Minor Access	Improved	Gravel (E)	0.30	24	20	N	
143	73982	Overlook Rd	Minor Access	Improved	Gravel (E)	3.12	18	20	Y	2
47	73877	Pack Rat Rd	Minor Access	Improved	Gravel (E)	1.77	22	20	N	
66	73903	Parkinson Rd	Agriculture	Improved	Gravel (E)	1.56	20	20	N	
35	73750	Pedracini Rd	Minor Access	Improved	CMX (G-1)	0.19	20	20	N	
201	73777	Pershall St	Major Access	Improved	CMX (G-1)	0.12	16	20	Y	4
76	73914	Pheasant Rd	Minor Access	Unimproved	Earth (C)	0.19	20	20	N	
75	73913	Pheasant Rd	Minor Access	Improved	Gravel (E)	0.33	20	20	N	
39	73777	Pioneer St	Major Access	Improved	CMX (G-1)	0.12	22	20	N	
31	70398	Pleasant Valley Rd	Major Collector	Improved	CMX (G-1)	4.47	19	22	Y	3
99	73938	Pleasant Valley Rd	Major Collector	Improved	CMX (G-1)	0.96	22	22	Y	3
100	73939	Pleasant Valley Rd	Major Collector	Improved	Gravel (E)	2.06	19	22	Y	3
101	73940	Pleasant Valley Rd	Major Collector	Improved	Gravel (E)	3.77	19	22	Y	3
41	73865	Poison Crk Rd	Recreation	Improved	Gravel (E)	0.50	22	20	N	
136	73975	Pond Rd	Agriculture	Improved	Gravel (E)	0.67	20	20	N	
70	73908	Quail Ln	Minor Access	Improved	CMX (G-1)	0.20	23	20	N	
52	73882	Rabbit Crk Rd	Major Collector	Improved	CMX (G-1)	2.86	24	22	N	
51	73881	Rabbit Crk Rd	Major Collector	Improved	Gravel (E)	8.54	24	22	N	
139	73978	Renicke Rd	Minor Access	Improved	Gravel (E)	1.54	NR	20	N	
150	74024	Reynolds Creek	Major Collector	Improved	CMX (G-1)	1.36	22	22	N	
193	123034	Reynolds Creek	Major Collector	Improved	CMX (G-1)	8.06	22	22	N	
192	123033	Reynolds Creek	Major Collector	Improved	HMX (G-2)	2.20	24	22	N	
196	63446	Reynolds Creek	Major Collector	Improved	HMX (G-2)	1.32	24	22	N	
197	63446	Reynolds Creek	Major Collector	Improved	HMX (G-2)	1.14	24	22	N	
0	63446	Reynolds Creek	Minor Access	Improved	Gravel (E)	4.06	22	20	N	
4	63453	River Rd	Agriculture	Improved	CMX (G-1)	2.75	23	20	N	
5	63454	River Rd	Agriculture	Improved	CMX (G-1)	1.00	23	20	N	
6	63455	River Rd	Agriculture	Improved	CMX (G-1)	2.00	23	20	N	
7	63456	River Rd	Agriculture	Improved	CMX (G-1)	2.31	23	20	N	
19	63471	River Rd	Agriculture	Improved	CMX (G-1)	6.62	23	20	N	
67	73904	River Rd	Agriculture	Improved	CMX (G-1)	1.00	23	20	N	

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Owyhee County Road & Bridge Local Road Inventory



FID	Objectid	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Required Width (ft)	Widen (Y/N)	Increase Travel Width By (ft)
64	73901	Robinson Rd	Minor Access	Improved	Gravel (E)	1.68	18	20	Y	2
18	63468	Roland Rd	Major Access	Improved	Gravel (E)	32.10	18	20	Y	2
130	73969	Ruth St	Major Access	Improved	CMX (G-1)	0.18	22	20	N	
61	73895	Rye Patch Rd	Minor Access	Improved	Gravel (E)	2.86	24	20	N	
103	73942	S Mnt Rd	Recreation	Improved	CMX (G-1)	0.19	22	20	N	
104	73943	S Mnt Rd	Recreation	Improved	Earth (C)	3.50	NR	20	N	
102	73941	S Mnt Rd	Recreation	Improved	Gravel (E)	8.43	22	20	N	
105	73944	S Mnt Rd	Recreation	Improved	Gravel (E)	1.10	22	20	N	
158	74854	Salmon Crk Rd	Minor Access	Improved	Earth (C)	0.21	NR	20	N	
159	74855	Salmon Crk Rd	Minor Access	Improved	Gravel (E)	4.55	20	20	N	
77	73915	Sheep Camp Rd	Minor Access	Improved	Gravel (E)	1.17	20	20	N	
79	73918	Shirley Rd	Minor Access	Improved	Gravel (E)	0.65	22	20	N	
8	63457	Shoofly Cut Off Rd	Major Access	Improved	CMX (G-1)	2.92	23	20	N	
10	63459	Shoofly Cut Off Rd	Major Access	Improved	Gravel (E)	6.97	24	20	N	
20	63472	Silver City Rd	Major Collector	Improved	CMX (G-1)	7.00	24	22	N	
25	63477	Silver City Rd	Major Collector	Improved	Earth (C)	4.12	NR	22	N	
29	66905	Silver City Rd	Major Collector	Improved	Earth (C)	0.58	NR	22	N	
30	66906	Silver City Rd	Major Collector	Unimproved	Earth (C)	0.26	NR	22	N	
23	63475	Silver City Rd	Major Collector	Improved	Gravel (E)	8.10	22	22	N	
194	123035	Sinker Butte Rd	Agriculture	Improved	Gravel (E)	3.25	24	20	N	
208	74857	Smith Rd	Minor Access	Improved	Gravel (E)	2.17	18	20	Y	2
9	63458	Sugar Valley Rd	Agriculture	Improved	Gravel (E)	1.71	20	20	N	
117	73956	T Ranch Rd	Minor Access	Unimproved	Gravel (E)	3.46	20	20	N	
36	73762	Thompson Ln	Minor Access	Improved	Gravel (E)	0.94	20	20	N	
202	73777	Tilford St	Major Access	Improved	CMX (G-1)	0.08	20	20	N	
147	73989	Token Bamby Rd	Major Access	Improved	Gravel (E)	7.64	18	20	Y	2
191	84503	Trail Dr Rd	Minor Access	Improved	Gravel (E)	0.19	NR	20	N	
199	63451	Triangle Rd	Minor Access	Improved	Gravel (E)	1.20	24	20	N	
200	70398	Trout Crk Rd	Major Collector	Improved	CMX (G-1)	1.06	19	22	Y	3
22	63474	Trout Crk Rd	Resource	Improved	CMX (G-1)	2.10	19	20	Y	1
24	63476	Trout Crk Rd	Resource	Improved	Gravel (E)	9.34	24	20	N	
60	73894	Tyson Rd	Agriculture	Improved	Gravel (E)	3.04	22	20	N	
169	82217	Tyson Rd	Agriculture	Improved	Gravel (E)	0.41	22	20	N	
86	73925	Unnamed	Minor Access	Improved	Earth (C)	3.66	NR	20	N	
88	73927	Unnamed	Minor Access	Unimproved	Earth (C)	0.68	NR	20	N	
166	82169	Unnamed	Minor Access	Unimproved	Earth (C)	0.10	NR	20	N	
180	82375	Unnamed	Minor Access	Improved	Earth (C)	1.10	NR	20	N	
87	73926	Unnamed	Minor Access	Improved	Gravel (E)	0.10	NR	20	N	
148	73990	Unnamed	Minor Access	Improved	Gravel (E)	1.08	NR	20	N	
185	84282	Unnamed	Minor Access	Improved	Gravel (E)	0.15	NR	20	N	
141	73980	Vaught Rd	Agriculture	Improved	Gravel (E)	1.54	24	20	N	
71	73909	Vista Rd	Minor Access	Improved	CMX (G-1)	0.24	23	20	N	
97	73936	Washington St	Minor Access	Unimproved	Earth (C)	0.15	NR	20	N	
62	73899	Weese Rd	Minor Access	Improved	Gravel (E)	4.04	24	20	N	
206	73879	Whiskey Mnt Rd	Minor Access	Improved	Earth (C)	3.47	NR	20	N	
50	73880	Whiskey Mnt Rd	Minor Access	Improved	Gravel (E)	1.12	22	20	N	
168	82216	White Eagle Rd	Minor Access	Improved	Gravel (E)	2.54	24	20	N	
73	73911	Whitted Ln	Agriculture	Improved	CMX (G-1)	1.11	23	20	N	
72	73910	Whitted Ln	Agriculture	Improved	Gravel (E)	0.10	18	20	Y	2
74	73912	Whitted Ln	Agriculture	Unimproved	Gravel (E)	0.31	18	20	Y	2
42	73866	Wild Horse Rd	Minor Access	Improved	CMX (G-1)	0.27	20	20	N	
38	73776	Wilson Cemetery Rd	Minor Access	Improved	Gravel (E)	1.82	24	20	N	
46	73876	Wilson Crk Rd	Industrial	Improved	CMX (G-1)	2.23	24	20	N	
45	73875	Wilson Crk Rd	Recreation	Improved	Earth (C)	9.59	NR	20	N	
170	82218	Young Rd	Agriculture	Unimproved	Earth (C)	1.07	NR	20	N	
114	73953	Young Rd	Agriculture	Improved	Gravel (E)	1.41	24	20	N	
171	82219	Young Rd	Agriculture	Unimproved	Gravel (E)	0.47	24	20	N	
177	82228	ZX Ranch Rd	Minor Access	Improved	Gravel (E)	0.97	NR	20	N	
Total						609.53				

2023 Owyhee County Transportation Plan Update

Gem Highway District Local Road Inventory



FID	ObjectId	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Required Width (ft)	Widen (Y/N)	Increase Travel Way By (ft)
3	66866	Birmingham Rd	Minor Access	Improved	Gravel (E)	0.60	14	20	Y	6
50	66865	Birmingham Rd	Minor Access	Improved	CMX (G-1)	0.81	22	20	N	
17	73844	Blue Skies Rd	Minor Access	Improved	Gravel (E)	0.46	15	20	Y	5
24	73851	Bunrock Rd	Major Collector	Improved	CMX (G-1)	2.51	24	22	N	
15	73839	Burman Rd	Major Access	Improved	CMX (G-1)	1.00	21	20	N	
40	73869	Clark Rd	Major Access	Improved	CMX (G-1)	2.06	22	22	N	
41	73870	Clark Rd	Recreation	Improved	Gravel (E)	0.96	18	20	Y	2
4	67249	Dobbin Rd	Agriculture	Improved	HMX (G-2)	0.28	22	20	N	
23	73850	Dobbin Rd	Major Access	Improved	CMX (G-1)	2.00	22	20	N	
54	73846	Dunlap Rd	Major Access	Improved	CMX (G-1)	0.50	19	20	Y	1
19	73846	Dunlap Rd	Minor Access	Improved	CMX (G-1)	0.50	19	20	Y	1
6	73692	Gem Rd	Major Access	Improved	CMX (G-1)	1.50	22	20	N	
35	73862	Guntrap Rd	Minor Access	Improved	BST<1in (F)	0.80	22	20	N	
42	73871	Hardtrigger Rd	Minor Access	Improved	CMX (G-1)	0.76	21	20	N	
26	73853	Howard Rd	Major Access	Improved	CMX (G-1)	1.00	21	20	N	
55	73853	Howard Rd	Minor Access	Improved	CMX (G-1)	0.25	21	20	N	
18	73845	Market Rd	Major Access	Improved	CMX (G-1)	1.45	23	20	N	
56	73843	Market Rd	Major Access	Improved	CMX (G-1)	0.51	23	20	N	
16	73843	Market Rd	Major Collector	Improved	CMX (G-1)	0.98	23	22	N	
43	73872	Minegar Rd	Minor Access	Improved	CMX (G-1)	0.45	23	20	N	
21	73848	N Bruneau Hwy	Major Access	Improved	CMX (G-1)	1.48	23	20	N	
53	73848	N Bruneau Hwy	Major Collector	Improved	CMX (G-1)	0.69	23	22	N	
0	63449	N Edison Rd	Major Access	Improved	CMX (G-1)	2.01	23	22	N	
57	63449	N Edison Rd	Minor Access	Improved	CMX (G-1)	0.65	18	22	Y	4
39	73868	Opaline Rd	Minor Access	Improved	CMX (G-1)	1.10	22	20	N	
34	73861	Pascoe Rd	Major Access	Improved	CMX (G-1)	0.37	24	20	N	
45	82221	Pascoe Rd	Major Access	Improved	CMX (G-1)	1.48	24	20	N	
25	73852	Percifield Rd	Major Access	Improved	CMX (G-1)	0.99	20	20	N	
5	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	1.12	22	20	N	
58	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	0.98	22	20	N	
59	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	1.00	23	20	N	
60	70675	Pershall Rd	Major Access	Improved	CMX (G-1)	1.00	23	20	N	
51	73845	Phillips Rd	Minor Access	Improved	CMX (G-1)	0.63	18	20	Y	2
37	73864	Poison Crk Rd	Major Access	Improved	CMX (G-1)	3.30	22	20	N	
36	73863	Poison Crk Rd	Recreation	Improved	Gravel (E)	1.02	17	20	Y	3
52	73861	Richardson Ln	Minor Access	Improved	CMX (G-1)	0.30	16	20	Y	4
22	73849	Robinson Rd	Minor Access	Improved	Gravel (E)	0.50	17	20	Y	3
20	73847	S Bruneau Hwy	Major Collector	Improved	CMX (G-1)	3.86	19	22	Y	3
44	82220	S Edison Rd	Agriculture	Improved	BST<1in (F)	0.54	22	20	N	
49	63449	S Edison Rd	Major Access	Improved	CMX (G-1)	1.99	22	22	N	
61	63449	S Edison Rd	Major Access	Improved	CMX (G-1)	0.50	23	22	N	
14	73838	S Hog Rd	Major Access	Improved	CMX (G-1)	0.49	22	20	N	
13	73835	S Jump Crk Rd	Major Access	Improved	CMX (G-1)	1.00	22	20	N	
11	73833	S Jump Crk Rd	Recreation	Improved	BST<1in (F)	0.48	22	20	N	
12	73834	S Jump Crk Rd	Recreation	Improved	Gravel (E)	1.30	17	20	Y	3
46	119428	Shari Hillway	Minor Access	Improved	CMX (G-1)	0.04	23	20	N	
47	119429	Shari Hillway	Minor Access	Improved	CMX (G-1)	0.14	23	20	N	
48	119430	Shari Hillway	Minor Access	Improved	CMX (G-1)	0.05	23	20	N	
1	66864	Sommer Camp Rd	Major Collector	Improved	CMX (G-1)	4.81	28	22	N	
2	66865	Sommer Camp Rd	Major Collector	Improved	CMX (G-1)	1.99	22	22	N	
8	73783	Sommer Camp Rd	Major Collector	Improved	CMX (G-1)	0.12	22	22	N	
10	73828	Thompson Rd	Major Collector	Improved	CMX (G-1)	2.95	23	22	N	
27	73854	Unnamed	Recreation	Improved	Gravel (E)	0.05	14	20	Y	6
28	73855	Unnamed	Recreation	Improved	Gravel (E)	0.08	14	20	Y	6
29	73856	Unnamed	Recreation	Unimproved	Gravel (E)	0.02	14	20	Y	6
30	73857	Unnamed	Recreation	Improved	Gravel (E)	0.03	14	20	Y	6
31	73858	Unnamed	Recreation	Improved	Gravel (E)	0.06	14	20	Y	6
32	73859	Unnamed	Recreation	Unimproved	Gravel (E)	0.04	14	20	Y	6
33	73860	Unnamed	Recreation	Unimproved	Gravel (E)	0.03	14	20	Y	6
9	73785	Van Rd	Minor Access	Improved	CMX (G-1)	0.50	16	20	Y	4
38	73867	Wild Horse Rd	Minor Access	Improved	BST<1in (F)	0.34	21	20	N	
7	73775	Wright Rd	Minor Access	Improved	CMX (G-1)	0.43	21	20	N	
Total						59.87				

2023 Owyhee County Transportation Plan Update

Homedale Highway District Local Road Inventory



FID	Objectld	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Required Width (ft)	Widen (Y/N)	Increase Travel Way By (ft)
7	73788	Austrian Set	Minor Access	Improved	CMX (G-1)	0.29	20	20	N	
48	73840	Briggs Ln	Minor Access	Improved	CMX (G-1)	0.50	22	20	N	
5	73691	Cemetery Rd	Major Access	Improved	CMX (G-1)	1.19	21	20	N	
44	73831	Cemetery Rd	Major Collector	Improved	CMX (G-1)	1.01	21	22	Y	1
53	169862	Cemetery Rd	Major Collector	Improved	Gravel (E)	0.58	23.5	22	N	
54	169863	Cemetery Rd	Major Collector	Improved	HMX (G-2)	0.41	24	22	N	
52	169861	Cemetery Rd	Minor Access	Improved	Gravel (E)	0.75	23.5	20	N	
36	73821	Dunes Ln	Minor Access	Improved	CMX (G-1)	0.59	21	20	N	
35	73820	E Lootens Rd	Minor Access	Improved	Gravel (E)	0.50	23	20	N	
19	73801	Eggurrola Ln	Minor Access	Improved	Gravel (E)	0.30	21	20	N	
6	73693	Gem Rd	Major Access	Improved	CMX (G-1)	1.00	21	20	N	
34	73818	Graveyard Pt Rd	Major Collector	Improved	CMX (G-1)	3.95	22	22	N	
11	73793	Gully Rd	Major Access	Improved	CMX (G-1)	1.55	21	20	N	
16	73798	Gully Rd	Major Access	Improved	CMX (G-1)	1.52	21	20	N	
61	73798	Gully Rd	Minor Access	Improved	CMX (G-1)	0.51	22	20	N	
59	73796	Hill Rd	Major Access	Improved	CMX (G-1)	1.80	22	20	N	
62	73796	Hill Rd	Major Access	Improved	CMX (G-1)	0.71	21	20	N	
26	73808	Homestead Ln	Major Access	Improved	CMX (G-1)	0.51	21	20	N	
27	73809	Homestead Ln	Major Access	Improved	Gravel (E)	0.50	23	20	N	
31	73815	Homestead Ln	Major Access	Improved	CMX (G-1)	1.00	22	20	N	
63	73815	Homestead Ln	Major Access	Improved	CMX (G-1)	1.00	22	20	N	
70	73792	Hunt Rd	Minor Access	Improved	CMX (G-1)	0.27	21	20	N	
28	73811	Industrial	Major Access	Improved	CMX (G-1)	0.49	22	20	N	
20	73802	Johnstone Rd	Agriculture	Improved	Gravel (E)	1.03	21	20	N	
65	73803	Johnstone Rd	Agriculture	Improved	CMX (G-1)	0.63	22	20	N	
21	73803	Johnstone Rd	Major Collector	Improved	CMX (G-1)	5.24	22	24	N	
64	73802	Johnstone Rd	Minor Access	Improved	Gravel (E)	0.34	21	20	N	
57	73807	Jump Crk Rd	Major Access	Improved	CMX (G-1)	2.88	21	20	N	
8	73790	M State Line Rd	Major Access	Improved	Gravel (E)	0.27	NR	20	N	
56	73791	M State Line Rd	Major Access	Improved	CMX (G-1)	0.48	22	20	N	
49	73841	Malmberg Ln	Minor Access	Improved	CMX (G-1)	0.54	21	20	N	
29	73812	Market Rd	Major Collector	Improved	CMX (G-1)	7.79	22	22	N	
50	73842	Market Rd	Major Collector	Improved	CMX (G-1)	0.42	22	22	N	
15	73797	Maybon Ln	Minor Access	Improved	Gravel (E)	0.82	22	20	N	
45	73832	Mule Springs Rd	Minor Access	Improved	Gravel (E)	0.50	19	20	Y	1
33	73817	N Hog Rd	Major Access	Improved	CMX (G-1)	2.73	22	20	N	
0	63447	Nelsen Ln	Major Access	Improved	Gravel (E)	0.95	22	20	N	
55	63448	Nelsen Ln	Major Access	Improved	CMX (G-1)	1.10	22	20	N	
10	73792	Northside Rd	Major Collector	Improved	CMX (G-1)	2.52	22	22	N	
43	73829	Old Sullivan Rd	Minor Access	Improved	CMX (G-1)	0.27	22	20	N	
4	70674	Pershall Rd	Major Access	Improved	CMX (G-1)	2.00	21	20	N	
3	67248	Pioneer Rd	Major Access	Improved	CMX (G-1)	0.50	21	20	N	
25	73807	Pioneer Rd	Major Access	Improved	CMX (G-1)	3.33	21	20	N	
51	84037	Pioneer Rd	Major Access	Improved	CMX (G-1)	0.28	21	20	N	
66	73807	Pioneer Rd	Major Access	Improved	CMX (G-1)	1.07	22	22	N	
18	73800	Purdorn Ln	Minor Access	Improved	CMX (G-1)	1.00	21	20	N	
12	73794	River Rd	Major Access	Improved	CMX (G-1)	1.01	21	20	N	
13	73795	River Rd	Major Access	Improved	CMX (G-1)	0.73	21	20	N	
14	73796	River Rd	Major Access	Improved	CMX (G-1)	2.81	21	20	N	
58	73792	River Rd	Major Collector	Improved	CMX (G-1)	2.44	21	22	Y	1
47	73837	S Hog Rd	Major Access	Improved	CMX (G-1)	2.00	21	20	N	
46	73836	S Jump Crk Rd	Major Access	Improved	CMX (G-1)	1.98	21	20	N	
67	73836	S Jump Crk Rd	Major Collector	Improved	CMX (G-1)	0.99	21	22	Y	1
23	73805	S Stateline Rd	Major Access	Improved	CMX (G-1)	0.40	22	20	N	
22	73804	S Stateline Rd	Minor Access	Improved	Gravel (E)	0.67	24	20	N	
2	67240	Sage Ln	Major Access	Improved	CMX (G-1)	1.49	21	20	N	
68	63448	Sage Ln	Major Access	Improved	CMX (G-1)	0.90	21	20	N	
1	63448	Sage Ln	Major Collector	Improved	CMX (G-1)	0.98	21	22	Y	1
9	73791	Southside Rd	Major Access	Improved	CMX (G-1)	2.02	22	20	N	
69	73792	Southside Rd	Major Access	Improved	CMX (G-1)	0.75	22	20	N	
24	73806	Succer Creek	Major Access	Improved	CMX (G-1)	3.85	21	20	N	
39	73824	Thompson Rd	Major Access	Improved	CMX (G-1)	3.01	21	20	N	
40	73825	Thompson Rd	Major Access	Improved	HMX (G-2)	0.70	21	20	N	
41	73826	Thompson Rd	Major Access	Improved	HMX (G-2)	0.02	21	20	N	
37	73822	Thompson Rd	Major Collector	Improved	CMX (G-1)	0.52	21	22	Y	1
38	73823	Thompson Rd	Major Collector	Improved	CMX (G-1)	0.22	21	22	Y	1
42	73827	Thompson Rd	Major Collector	Improved	HMX (G-2)	0.07	21	22	Y	1
72	73824	Thompson Rd	Major Collector	Improved	CMX (G-1)	0.44	22	22	N	
71	73824	Thompson Rd	Minor Access	Improved	CMX (G-1)	0.70	21	20	N	
60	73820	W Lootens Rd	Minor Access	Improved	Gravel (E)	0.47	22	20	N	
30	73813	Walker Ln	Minor Access	Improved	CMX (G-1)	0.53	21	20	N	

2023 Owyhee County Transportation Plan Update

Homedale Highway District Local Road Inventory



FID	Objectid	Road Name	Functional Class	Road Status	Road Surface	Segment Length (mi)	Road Width (ft)	Required Width (ft)	Widen (Y/N)	Increase Travel Way By (ft)
17	73799	Williams Ln	Minor Access	Improved	CMX (G-1)	0.90	20	20	N	
32	73816	Y Rd	Major Access	Improved	CMX (G-1)	1.98	21	20	N	
Total						90.21				

Appendix: J – Bridge Management Data

2023 Owyhee County Transportation Plan Update

Bridge Inventory Data



Bridge Key	Structure No.	Crosses	Carries	Mile Post	Length (FT)	Width (FT)	Area (SF)	Location	Material Type	Design/Type	Rating	Year Built	Jurisdiction	Last Inspection
Critical Structures	28225	X993370 0.86	Succor Creek	Sage Road	104.782	94	1880	1.0 S. 3.8 W. Homedale	Steel	Truss-Thru	Poor	1930	HHD	7/27/2021
	28235	X993370 1.58	Vinson Wash	River Road	100.379	36	698	2.0 N. 2.6 W. Grand View	Steel	Stringer/GiRoader	Poor	1930	OCRB	2/16/2022
	28270*	X993370 5.55	North Fork Boulder Creek	Flint Creek Road	119.788	*	*	29.0 W. Oreana	*	*	*	*	OCRB	*
	28298	X993370 103.40	Reynolds Creek	Salmon Creek Road	102.764	32	451	1.6 N 9.8 W Murphy	Steel	Stringer/GiRoader	Poor	1960	OCRB	7/7/2021
	28317	X993370 101.28	Grandview Irrigation Canal	Sheep Camp Road	101.31	26	416	1.3 E. Grandview	Wood or Timber	Stringer/GiRoader	Poor	1991	OCRB	2/16/2022
Fair Structures	28215	X993370 0.65	'A' Line Canal	S. Edison Road	100.648	23	741	1.8 S. 1.0 W. Marsing	Prestressed Concrete	Frame	Fair	1979	GHD	2/9/2021
	28245	X993370 2.65	'B' Line Canal	Parshall Road	104.519	26	733	1.0 S. 0.4 W. Marsing	Concrete	Frame	Fair	1960	GHD	2/9/2021
	19665	93706A 4.76	Jordon Creek; Pleasant Br	S3706; Pleasant Valley	4.701	94	1927	4.8 E. Ida-Ore BoRoader	Steel	Truss-Thru	Fair	1930	OCRB	7/6/2021
	28200	X993370 0.21	Grand View Irrigation District Canal	Beet Dump Road	100.21	23	435	1.8 N. 3.0 W. Grand View	Steel	Stringer/GiRoader	Fair	1930	OCRB	2/16/2022
	28220	X993370 0.69	Grand View Irrigation District Canal	River Road	107.025	55	1320	3.1 S. 5.6 E. Grand View	Steel Continuous	Stringer/GiRoader	Fair	1965	OCRB	2/16/2022
	28240	X993370 2.08	Grand View Irrigation District Canal	River Road	100.116	24	571	1.0 N. 2.1 W. Grand View	Steel	Stringer/GiRoader	Fair	1986	OCRB	2/8/2021
	28255	X993370 3.72	Little Valley Creek	Davis Road	103.709	32	768	1.6 S. 4.0 W. Bruneau	Wood or Timber	Stringer/GiRoader	Fair	1938	OCRB	2/16/2022
	28265	X993370 5.16	Mary's Creek	Rowland Road	126.952	33	660	4.5 S. 3.0 E. Grasmere	Concrete	Tee Beam	Fair	1988	OCRB	6/17/2020
	28280	X993370 9.33	Bruneau River	Hot Springs Road	100.029	130	4381	6.1 S. 3.8 E. Bruneau	P/S Conc Continuous	Stringer/GiRoader	Fair	1989	OCRB	2/16/2022
	28285	X993370 9.63	Little Valley Creek; Meadow Creek; Spencer Reservation	Shoofly Cutoff	109.524	26	614	5.0 S. 6.1 W. Bruneau	Concrete	Frame	Fair	1974	OCRB	2/8/2021
	28316	X993370 101.63	Spencer Reservation	Boulder Road	101.618	20	322	22.7 W. Oreana	Concrete	Frame	Fair	1992	OCRB	7/6/2021
	Adequate Structures	19670	93710A 2.25	Squaw Creek	St63710; Summer Camp	102.362	20	800	6.75 SW Marsing	Concrete	Frame	Good	1988	GHD
28282		X993370 9.38	Buckaroo Canal	Hot Springs Road	100.008	20	800	6.1 S. 3.9 E. Bruneau	Concrete	Frame	Good	1989	OCRB	2/19/2020
28296		X993370 102.57	Reynolds Creek	Reynolds Creek Road	102.545	47	1316	0.5 S 10.2 W Murphy	Prestressed Concrete	Multiple Box Beam	Good	2012	OCRB	7/22/2020
28301		X993370 117.41	Sheep Creek	Rowland Road	117.678	30	600	12.0 S. 7.3 E. Grasmere	Prestressed Concrete	Tee Beam	Good	1995	OCRB	6/17/2020
28306		X993370 110.39	Jordan Creek	Flint Creek Road	110.262	51	816	38.4 W Oreana	Prestressed Concrete	Multiple Box Beam	Good	2012	OCRB	7/22/2020

* Bridge No. 28270, North Fork Boulder Creek, was reconstructed in 2023 and will be updated upon the next bridge inspection

Appendix: K – Agency & County-Wide Priority List

Owyhee County Road and Bridge
 Project List
 9-Nov-23

Agency	Project	Rating Criteria					Surface Type	Score	Functional Class	Condition (PCI or Gravel)	Note 2 Traffic Volume (#ADT)	Note 3 Cost Level	Surface Type	# of Crashes	Widening or Safety	Length (mi)
		4 Safety	3 Cost	3 Traffic Volume	2 Condition	2 Functional Class										
OCRB	Trout Creek Road - 2	7	3	7	6	9	83	Resource Recovery	34	203	5	CMX to HMX	0	Note 4 4	2.1	
OCRB	Trout Creek Road - 1	3	4	7	6	9	82	Major Collector	40	380	4	CMX to HMX	0	Note 4 2	1.0	
OCRB	Pleasant Valley Road - 4	1	6	7	6	9	80	Major Collector	36	178	3	CMX to HMX	0	Note 4 1	0.4	
OCRB	Pleasant Valley Road - 1	1	4	7	6	9	74	Major Collector	33	178	4	CMX to HMX	0	Note 4 1	1.6	
OCRB	Pleasant Valley Road - 2	1	4	7	6	9	74	Major Collector	36	178	4	CMX to HMX	0	Note 4 1	1.2	
OCRB	Pleasant Valley Road - 3	1	4	7	6	9	74	Major Collector	36	178	4	CMX to HMX	0	Note 4 1	1.6	
OCRB	Reynolds Creek Road - 2	1	4	7	6	9	74	Major Collector	42	348	4	CMX to HMX	1	Note 4 0	1.0	
OCRB	Reynolds Creek Road - 5	1	4	7	6	9	74	Major Collector	37	348	4	CMX to HMX	1	Note 4 0	1.0	
OCRB	Reynolds Creek Road - 6	1	4	7	6	9	74	Major Collector	60	348	4	CMX to HMX	1	Note 4 0	1.3	
OCRB	Reynolds Creek Road - 7	1	4	7	6	9	74	Major Collector	63	348	4	CMX to HMX	1	Note 4 0	1.0	
OCRB	Reynolds Creek Road - 8	1	4	7	6	9	74	Major Collector	50	348	4	CMX to HMX	1	Note 4 0	1.4	
OCRB	Reynolds Creek Road - 1	1	3	7	6	9	71	Major Collector	47	348	5	CMX to HMX	1	Note 4 0	1.4	
OCRB	Reynolds Creek Road - 3	1	3	7	6	9	71	Major Collector	42	348	5	CMX to HMX	1	Note 4 0	1.6	
OCRB	Reynolds Creek Road - 4	1	3	7	6	9	71	Major Collector	41	348	5	CMX to HMX	1	Note 4 0	1.4	
OCRB	Oreana Loop Road - 10	0	4	7	6	9	70	Major Collector	38	198	4	CMX to HMX	0	Note 4 0	1.3	
OCRB	Oreana Loop Road - 2	0	4	7	6	9	70	Major Collector	39	198	4	CMX to HMX	0	Note 4 0	0.9	
OCRB	Oreana Loop Road - 3	0	4	7	6	9	70	Major Collector	41	198	4	CMX to HMX	0	Note 4 0	1.0	
OCRB	Oreana Loop Road - 4	0	4	7	6	9	70	Major Collector	33	198	4	CMX to HMX	0	Note 4 0	1.0	
OCRB	Oreana Loop Road - 5	0	4	7	6	9	70	Major Collector	43	198	4	CMX to HMX	0	Note 4 0	1.0	
OCRB	Oreana Loop Road - 7	0	4	7	6	9	70	Major Collector	35	198	4	CMX to HMX	0	Note 4 0	1.0	
OCRB	Oreana Loop Road - 8	0	4	7	6	9	70	Major Collector	38	198	4	CMX to HMX	0	Note 4 0	1.0	
OCRB	Oreana Loop Road - 9	0	4	7	6	9	70	Major Collector	42	198	4	CMX to HMX	0	Note 4 0	0.8	
OCRB	Oreana Short Cut Road - 3	0	3	7	8	9	68	Major Access	Gravel	345	4	Treated Gravel to HMX	0	Note 4 0	1.3	
OCRB	Oreana Loop Road - 1	0	3	7	6	9	67	Major Collector	48	198	5	CMX to HMX	0	Note 4 0	1.4	
OCRB	Oreana Loop Road - 6	0	3	7	6	9	67	Major Collector	43	198	5	CMX to HMX	0	Note 4 0	1.7	
OCRB	Rabbit Creek Road	1	3	7	8	7	67	Minor Collector	Gravel	117	5	Gravel	0	Note 4 1	8.5	
OCRB	Clover-Three Creek Road	3	2	3	8	7	66	Major Collector	Gravel	129	6	Treated Gravel to HMX	1	Note 4 1	3.0	
OCRB	Hof Creek Road	0	3	7	8	6	65	Major Access	Gravel	102	5	Treated Gravel to HMX	0	Note 4 0	2.0	
OCRB	Memnon Boulevard	1	3	8	5	4	64	Agricultural	Pending	509	5	CMX to HMX	1	Note 4 0	2.0	
OCRB	Bachman Grade Road	0	2	7	8	6	62	Major Access	Gravel	102	6	Treated Gravel to HMX	0	Note 4 0	4.0	
OCRB	Oreana Short Cut Road - 1	1	6	3	5	6	62	Major Access	Pending	35	3	CMX to HMX	0	Note 4 1	0.2	
OCRB	Vaught Road	0	3	5	8	4	55	Agricultural	Gravel	Pending	5	Treated Gravel to HMX	0	Note 4 0	1.5	
OCRB	A&A Road	0	4	5	5	4	54	Agricultural	Pending	Pending	4	CMX to HMX	0	Note 4 0	1.0	
OCRB	Oreana Short Cut Road - 2	0	2	3	8	6	50	Major Access	Gravel	35	6	Treated Gravel to HMX	0	Note 4 0	2.2	
OCRB	Mud Flat Road	0	2	3	8	7	48	Minor Collector	Gravel	61	6	Gravel	0	Note 4 0	23.0	
OCRB	Black Sands Road	1	2	5	5	1	46	Recreational/Scenic	Pending	Pending	6	CMX to HMX	1	Note 4 0	2.0	
OCRB		0	0	0	0	0	0									
OCRB		0	0	0	0	0	0									

Note 1: The PCI being reported is from the nearest PCI evaluation along the roadway, which may not be within the Project limits. If no PCI is available, the PCI is reported as "Pending" and an average Condition Score of 5 is used in the project scoring. "Gravel" receives a Score of 8.

Note 2: The ADT being reported is from the nearest traffic count along the roadway, which may not be within the Project limits. If no ADT is available, the ADT is reported as "pending" and an average Condition Score of 5 is used in the project scoring.

Note 3: "Cost Level" represents the anticipated project cost as follows:
 Level 1 = <\$100,000
 Level 2 = \$100,000 to \$200,000
 Level 3 = \$200,000 to \$400,000
 Level 4 = \$400,000 to \$700,000
 Level 5 = \$700,000 to \$1,000,000
 Level 6 = >=\$1,000,000

Note 4: The Number of Crashes being reported for multi-phase Projects includes all crashes along the total Project length, not just the crashes within the phase. The need for roadway widening or identification of safety deficiencies will contribute to the Safety score, along with the number of crashes.

OCRB, GHD & HHD Combined Project List

Project List
9-Nov-23

Agency	Project	Rating Criteria				Score	Functional Class	Condition (PCI or Gravel)	Traffic Volume (\$ADT)	Cost Level*	Surface Type	# of Crashes	Widening or Safety	Length (mi)
		4	3	2	1									
		Safety	Cost	Traffic Volume	Condition	Functional Class	Condition	Traffic Volume	Cost Level*	Surface Type	# of Crashes	Widening or Safety	Length (mi)	
HHD	Johnstone Rd & Pioneer Rd	4	6	10	8	8	9	92	4	Gravel	1	2	0.0	
GHD	Thompson Rd & Dobbin Rd Int.	3	4	7	8	8	9	99	3	CMX to HMX	1	1	0.5	
HHD	Thompson Rd & Hogg Rd	4	2	8	8	8	9	89	4	CMX to HMX	0	2	4.0	
GHD	South Brunneau Highway	4	2	8	6	8	9	83	6	CMX to HMX	2	1	4.0	
OCRB	Trout Creek Road - 2	7	3	7	6	2	9	83	5	CMX to HMX	0	4	2.1	
OCRB	Trout Creek Road - 1	3	4	7	6	8	9	82	4	CMX to HMX	0	2	1.0	
OCRB	Pleasant Valley Road - 4	1	6	7	6	8	9	80	3	CMX to HMX	0	1	0.4	
HHD	River Road	3	4	7	6	6	9	78	4	CMX to HMX	2	0	1.0	
GHD	Poison Creek Road	3	4	7	5	6	9	76	4	CMX to HMX	2	0	0.8	
OCRB	Pleasant Valley Road - 1	1	4	7	6	8	9	74	4	CMX to HMX	0	1	1.6	
OCRB	Pleasant Valley Road - 2	1	4	7	6	8	9	74	4	CMX to HMX	0	1	1.2	
OCRB	Pleasant Valley Road - 3	1	4	7	6	8	9	74	4	CMX to HMX	0	1	1.6	
OCRB	Reynolds Creek Road - 2	1	4	7	6	8	9	74	4	CMX to HMX	1	0	1.0	
OCRB	Reynolds Creek Road - 5	1	4	7	6	8	9	74	4	CMX to HMX	1	0	1.0	
OCRB	Reynolds Creek Road - 6	1	4	7	6	8	9	74	4	CMX to HMX	1	0	1.3	
OCRB	Reynolds Creek Road - 7	1	4	7	6	8	9	74	4	CMX to HMX	1	0	1.0	
OCRB	Reynolds Creek Road - 8	1	4	7	6	8	9	74	4	CMX to HMX	1	0	1.0	
OCRB	Reynolds Creek Road - 1	1	3	7	6	8	9	71	5	CMX to HMX	1	0	1.4	
OCRB	Reynolds Creek Road - 3	1	3	7	6	8	9	71	5	CMX to HMX	1	0	1.6	
OCRB	Reynolds Creek Road - 4	1	3	7	6	8	9	71	5	CMX to HMX	1	0	1.4	
OCRB	Oreana Loop Road - 10	0	4	7	6	8	9	70	4	CMX to HMX	0	0	1.3	
OCRB	Oreana Loop Road - 7	0	4	7	6	8	9	70	4	CMX to HMX	0	0	0.9	
OCRB	Oreana Loop Road - 3	0	4	7	6	8	9	70	4	CMX to HMX	0	0	1.0	
OCRB	Oreana Loop Road - 4	0	4	7	6	8	9	70	4	CMX to HMX	0	0	1.0	
OCRB	Oreana Loop Road - 5	0	4	7	6	8	9	70	4	CMX to HMX	0	0	1.0	
OCRB	Oreana Loop Road - 7	0	4	7	6	8	9	70	4	CMX to HMX	0	0	1.0	
OCRB	Oreana Loop Road - 8	0	4	7	6	8	9	70	4	CMX to HMX	0	0	1.0	
OCRB	Oreana Loop Road - 9	0	4	7	6	8	9	70	4	CMX to HMX	0	0	0.8	
OCRB	Oreana Short Cut Road - 3	0	4	7	8	6	7	68	4	Treated Gravel to HMX	0	0	1.3	
OCRB	Oreana Loop Road - 1	0	3	7	6	8	9	67	5	CMX to HMX	0	0	1.4	
OCRB	Oreana Loop Road - 6	0	3	7	6	8	9	67	5	CMX to HMX	0	0	1.7	
GHD	Poison Creek Road Bridge	4	3	7	8	8	1	67	5	Gravel	2	1	0.3	
OCRB	Rabbit Creek Road	1	3	7	8	7	3	67	5	Gravel	0	1	8.5	
OCRB	Clover-Three Creek Road	3	2	3	8	8	7	66	6	Treated Gravel to HMX	1	1	3.0	
OCRB	Hot Creek Road	0	3	7	8	6	7	65	5	Treated Gravel to HMX	0	0	2.0	
HHD	Johnstone Road	0	4	7	8	4	7	64	4	Treated Gravel to HMX	0	0	1.3	
OCRB	Mormon Boulevard	1	2	8	5	4	9	64	5	CMX to HMX	1	0	2.0	
OCRB	Bachman Grade Road	0	2	7	8	6	7	62	6	Treated Gravel to HMX	0	0	4.0	
GHD	Hardigger Road	1	4	5	5	6	9	62	4	CMX to HMX	0	1	0.8	
OCRB	Oreana Short Cut Road - 1	1	6	3	5	6	9	62	3	CMX to HMX	0	1	0.2	
HHD	Y Road	1	3	5	6	6	9	61	5	CMX to HMX	1	0	2.0	
HHD	Sage Lane (Phase 3)	0	6	3	6	6	9	60	3	CMX to HMX	0	0	0.6	
HHD	Sage Lane (Phase 1)	1	3	3	6	6	8	59	5	CMX to HMX	0	1	1.0	
HHD	Maybon Lane	0	4	5	8	3	7	56	4	Treated Gravel to HMX	0	0	1.0	
OCRB	Vaught Road	0	3	5	8	4	7	55	5	Treated Gravel to HMX	0	0	1.5	
OCRB	A&A Road	0	4	5	5	4	9	54	4	CMX to HMX	0	0	1.0	
HHD	Sage Lane (Phase 2)	0	3	3	6	6	9	51	5	CMX to HMX	0	0	0.9	
HHD	Sage Lane (Phase 4)	0	3	3	6	6	9	51	5	CMX to HMX	0	0	1.0	
OCRB	Oreana Short Cut Road - 2	0	2	3	8	6	7	50	6	Treated Gravel to HMX	0	0	2.2	
OCRB	Mud Flat Road	0	2	3	8	7	3	48	6	Gravel	0	0	23.0	
OCRB	Black Sands Road	1	2	5	5	1	9	46	6	Gravel	1	0	2.0	
		0	0	0	0	0	0	0						
		0	0	0	0	0	0	0						
		0	0	0	0	0	0	0						
		0	0	0	0	0	0	0						

Note 1: The PCI being reported is from the nearest PCI evaluation along the roadway, which may not be within the Project limits. If no PCI is available, the PCI is reported as "Pending" and an average Condition Score of 5 is used in the project scoring. "Gravel" receives a Score of 8.

Note 2: The ADT being reported is from the nearest traffic count along the roadway, which may not be within the Project limits. If no ADT is available, the ADT is reported as "Pending" and an average Condition Score of 5 is used in the project scoring.

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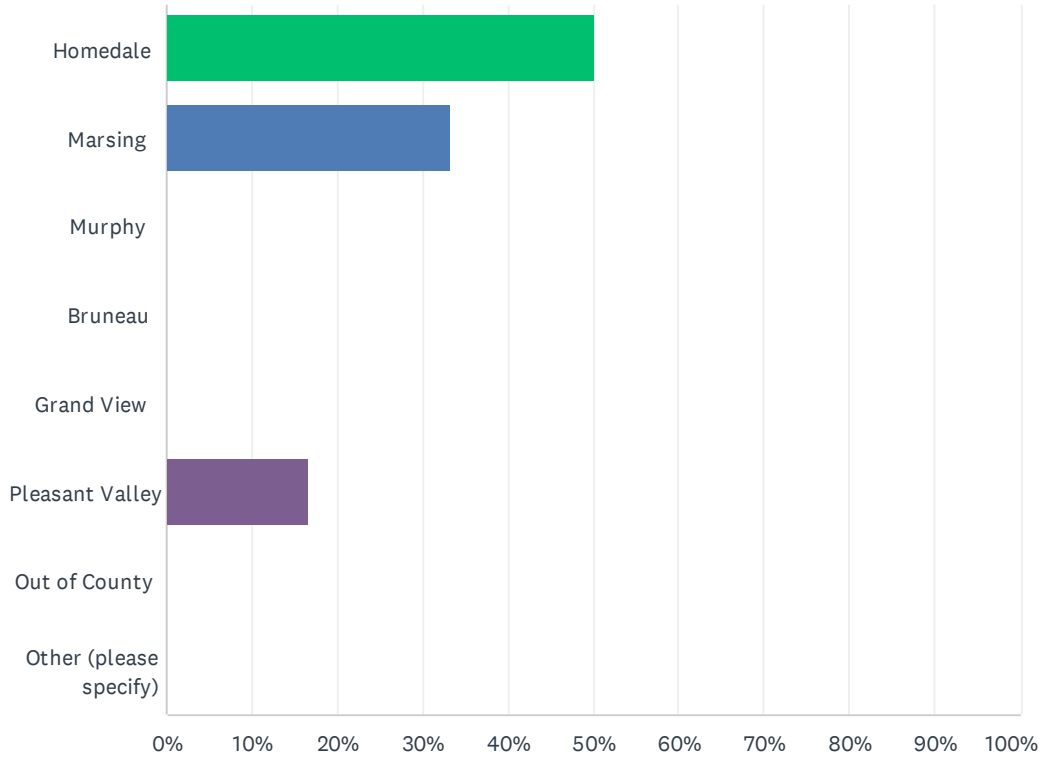
Note 4: The Number of Crashes being reported for multi-phase Projects includes all crashes along the total Project length, not just the crashes within the phase. The need for roadway widening or identification of safety deficiencies will contribute to the Safety score, along with the number of crashes.

Appendix: L – Capital Improvement Plan Form

Appendix: M – Public Survey Responses

Q1 What general area of the County is your property or residence? Please select the area that you are closest to and/or most often use the roads of.

Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
Homedale	50.00%	3
Marsing	33.33%	2
Murphy	0.00%	0
Bruneau	0.00%	0
Grand View	0.00%	0
Pleasant Valley	16.67%	1
Out of County	0.00%	0
Other (please specify)	0.00%	0
TOTAL		6

Q2 How would you rate the overall condition of paved roads in the Homedale area?

Answered: 0 Skipped: 6

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q3 How would you rate the overall condition of gravel roads in the Homedale area?

Answered: 0 Skipped: 6

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q4 Would you say the roads in the Homedale area are wide enough?

Answered: 0 Skipped: 6

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	0.00% 0
TOTAL	0

Q5 Are there any (non-state route) roads or bridges in the Homedale area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

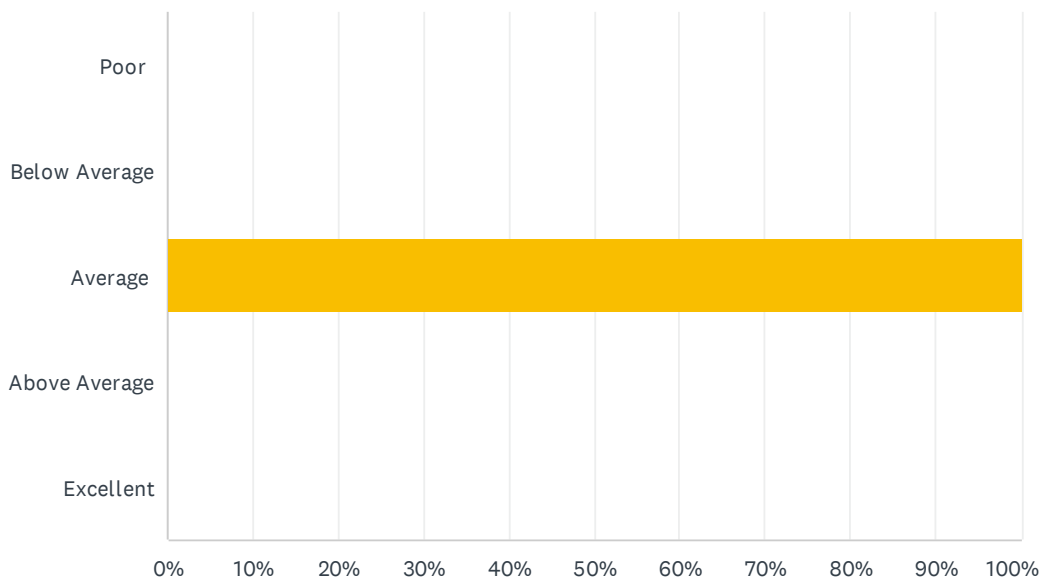
Answered: 0 Skipped: 6

Q6 The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Answered: 0 Skipped: 6

Q7 How would you rate the overall condition of paved roads in the Marsing area?

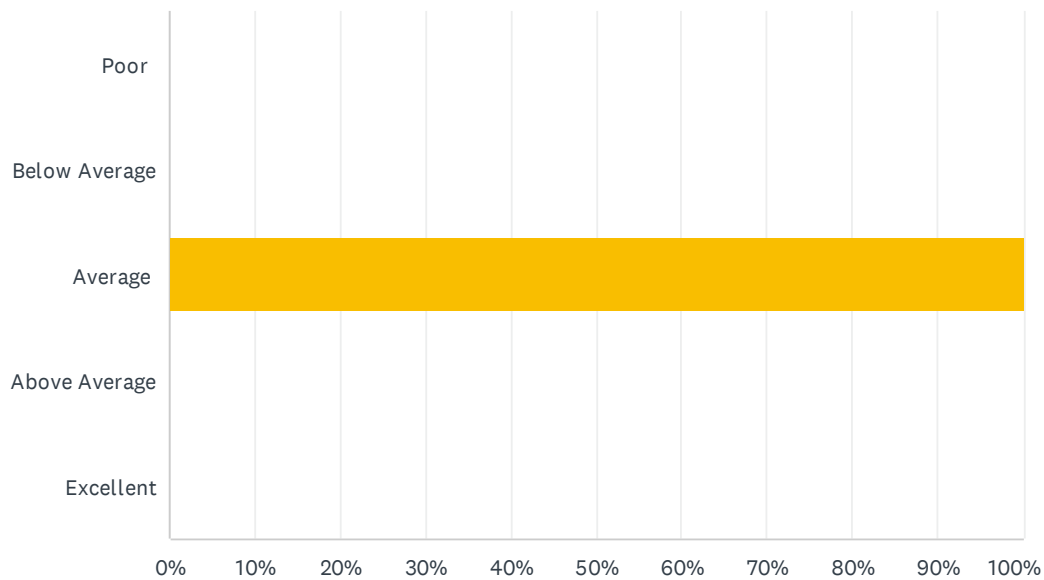
Answered: 2 Skipped: 4



ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	100.00% 2
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	2

Q8 How would you rate the overall condition of gravel roads in the Marsing area?

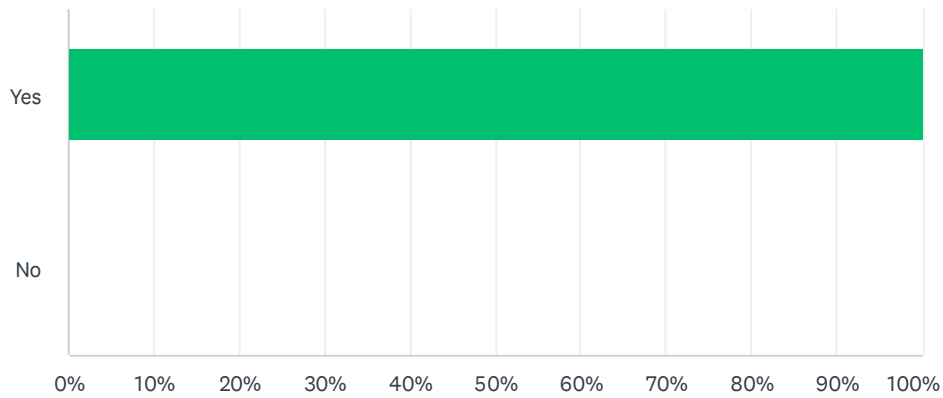
Answered: 2 Skipped: 4



ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	100.00% 2
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	2

Q9 Would you say the roads in the Marsing area are wide enough?

Answered: 2 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
TOTAL		2

Q10 Are there any (County) roads or bridges in the Marsing area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Answered: 0 Skipped: 6

Q11 The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Answered: 1 Skipped: 5

Q12 How would you rate the overall condition of paved roads in the Murphy area?

Answered: 0 Skipped: 6

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q13 How would you rate the overall condition of gravel roads in Murphy?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q14 Would you say the roads in the Murphy area are wide enough?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	0.00% 0
TOTAL	0

Q15 Are there any (County) roads or bridges in the Murphy area which need to be improved (grading, paved, repaved, realigned, drainage

repaired, guardrail installed, signing improved, etc.)?)

Answered: 0 Skipped: 6

Q16 The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Answered: 0 Skipped: 6

Q17 How would you rate the overall condition of paved roads in the Bruneau area?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q18 How would you rate the overall condition of gravel roads in the Bruneau area?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q19 Would you say the roads in the Bruneau area are wide enough?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	0.00% 0
TOTAL	0

Q20 Are there any (County) roads or bridges in the Bruneau area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Answered: 0 Skipped: 6

Q21 The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Answered: 0 Skipped: 6

Q22 How would you rate the overall condition of paved roads in the Grand View area?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES	
Poor	0.00%	0
Below Average	0.00%	0
Average	0.00%	0
Above Average	0.00%	0
Excellent	0.00%	0
TOTAL		0

Q23 How would you rate the overall condition of gravel roads in the Grand View area?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES	
Poor	0.00%	0
Below Average	0.00%	0
Average	0.00%	0
Above Average	0.00%	0
Excellent	0.00%	0
TOTAL		0

Q24 Would you say the roads in the Grand View area are wide enough?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	0.00% 0
TOTAL	0

Q25 Are there any (County) roads or bridges in the Grand View area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Answered: 0 Skipped: 6

Q26 The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Answered: 0 Skipped: 6

Q27 How would you rate the overall condition of paved roads in the Pleasant Valley area?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q28 How would you rate the overall condition of gravel roads in the Pleasant Valley area?

Answered: 0 Skipped: 6

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Poor	0.00% 0
Below Average	0.00% 0
Average	0.00% 0
Above Average	0.00% 0
Excellent	0.00% 0
TOTAL	0

Q29 Would you say the roads in the Pleasant Valley area are wide enough?

Answered: 0 Skipped: 6

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	0.00% 0
TOTAL	0

Q30 Are there any (County) roads or bridges in the Pleasant Valley area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Answered: 0 Skipped: 6

Q31 The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Answered: 0 Skipped: 6

Q32 How would you rate the overall condition of paved roads in your area?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES	
Poor	0.00%	0
Below Average	0.00%	0
Average	0.00%	0
Above Average	0.00%	0
Excellent	0.00%	0
TOTAL		0

Q33 How would you rate the overall condition of gravel roads in your area?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES	
Poor	0.00%	0
Below Average	0.00%	0
Average	0.00%	0
Above Average	0.00%	0
Excellent	0.00%	0
TOTAL		0

Q34 Would you say the roads in your area are wide enough?

Answered: 0 Skipped: 6

 No matching responses.

ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	0.00% 0
TOTAL	0

Q35 Are there any (County) roads or bridges in your area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Answered: 0 Skipped: 6

Q36 The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Answered: 0 Skipped: 6

#1

INCOMPLETE

Collector: Owyhee County ...Update Survey (Web Link)
Started: Tuesday, January 17, 2023 8:14:13 AM
Last Modified: Tuesday, January 17, 2023 8:15:03 AM
Time Spent: 00:00:50
IP Address: 174.204.4.169

Page 1

Q1

Homedale

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

Page 2

Q2

Respondent skipped this question

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

Q3

Respondent skipped this question

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

Q4

Respondent skipped this question

Would you say the roads in the Homedale area are wide enough?

Q5

Respondent skipped this question

Are there any (non-state route) roads or bridges in the Homedale area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q6

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 3

Q7 Respondent skipped this question

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

Q8 Respondent skipped this question

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

Q9 Respondent skipped this question

Would you say the roads in the Marsing area are wide enough?

Q10 Respondent skipped this question

Are there any (County) roads or bridges in the Marsing area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q11 Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 4

Q12 Respondent skipped this question

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

Q13 Respondent skipped this question

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

Q14 Respondent skipped this question

Would you say the roads in the Murphy area are wide enough?

Q15

Respondent skipped this question

Are there any (County) roads or bridges in the Murphy area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q16

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 5

Q17

Respondent skipped this question

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

Q18

Respondent skipped this question

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

Q19

Respondent skipped this question

Would you say the roads in the Bruneau area are wide enough?

Q20

Respondent skipped this question

Are there any (County) roads or bridges in the Bruneau area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q21

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 6

Q22

Respondent skipped this question

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

Q23

Respondent skipped this question

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

Q24

Respondent skipped this question

Would you say the roads in the Grand View area are wide enough?

Q25

Respondent skipped this question

Are there any (County) roads or bridges in the Grand View area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q26

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 7

Q27

Respondent skipped this question

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

Q28

Respondent skipped this question

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

Q29

Respondent skipped this question

Would you say the roads in the Pleasant Valley area are wide enough?

Q30

Respondent skipped this question

Are there any (County) roads or bridges in the Pleasant Valley area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q31

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 8

Q32

Respondent skipped this question

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

Q33

Respondent skipped this question

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

Q34

Respondent skipped this question

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

Q35

Respondent skipped this question

Are there any (County) roads or bridges in your area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q36

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

#2

INCOMPLETE

Collector: Owyhee County ...Update Survey (Web Link)
Started: Tuesday, January 17, 2023 8:59:04 AM
Last Modified: Tuesday, January 17, 2023 8:59:32 AM
Time Spent: 00:00:28
IP Address: 50.120.95.154

Page 1

Q1

Homedale

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

Page 2

Q2

Respondent skipped this question

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

Q3

Respondent skipped this question

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

Q4

Respondent skipped this question

Would you say the roads in the Homedale area are wide enough?

Q5

Respondent skipped this question

Are there any (non-state route) roads or bridges in the Homedale area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q6

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 3

Q7 Respondent skipped this question

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

Q8 Respondent skipped this question

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

Q9 Respondent skipped this question

Would you say the roads in the Marsing area are wide enough?

Q10 Respondent skipped this question

Are there any (County) roads or bridges in the Marsing area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q11 Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 4

Q12 Respondent skipped this question

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

Q13 Respondent skipped this question

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

Q14 Respondent skipped this question

Would you say the roads in the Murphy area are wide enough?

Q15

Respondent skipped this question

Are there any (County) roads or bridges in the Murphy area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q16

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 5

Q17

Respondent skipped this question

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

Q18

Respondent skipped this question

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

Q19

Respondent skipped this question

Would you say the roads in the Bruneau area are wide enough?

Q20

Respondent skipped this question

Are there any (County) roads or bridges in the Bruneau area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q21

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 6

Q22

Respondent skipped this question

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

Q23

Respondent skipped this question

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

Q24

Respondent skipped this question

Would you say the roads in the Grand View area are wide enough?

Q25

Respondent skipped this question

Are there any (County) roads or bridges in the Grand View area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q26

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 7

Q27

Respondent skipped this question

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

Q28

Respondent skipped this question

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

Q29

Respondent skipped this question

Would you say the roads in the Pleasant Valley area are wide enough?

Q30

Respondent skipped this question

Are there any (County) roads or bridges in the Pleasant Valley area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q31

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 8

Q32

Respondent skipped this question

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

Q33

Respondent skipped this question

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

Q34

Respondent skipped this question

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

Q35

Respondent skipped this question

Are there any (County) roads or bridges in your area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q36

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

#3

COMPLETE

Collector: Owyhee County ...Update Survey (Web Link)
Started: Tuesday, January 17, 2023 6:40:27 PM
Last Modified: Tuesday, January 17, 2023 6:41:48 PM
Time Spent: 00:01:20
IP Address: 174.230.194.123

Page 1

Q1 **Marsing**

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

Page 2

Q2 **Respondent skipped this question**

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

Q3 **Respondent skipped this question**

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

Q4 **Respondent skipped this question**

Would you say the roads in the Homedale area are wide enough?

Q5 **Respondent skipped this question**

Are there any (non-state route) roads or bridges in the Homedale area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q6 **Respondent skipped this question**

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 3

Q7**Average**

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

Q8**Average**

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

Q9**Yes**

Would you say the roads in the Marsing area are wide enough?

Q10**Respondent skipped this question**

Are there any (County) roads or bridges in the Marsing area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q11**Respondent skipped this question**

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 4

Q12**Respondent skipped this question**

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

Q13**Respondent skipped this question**

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

Q14**Respondent skipped this question**

Would you say the roads in the Murphy area are wide enough?

Q15

Respondent skipped this question

Are there any (County) roads or bridges in the Murphy area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q16

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 5

Q17

Respondent skipped this question

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

Q18

Respondent skipped this question

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

Q19

Respondent skipped this question

Would you say the roads in the Bruneau area are wide enough?

Q20

Respondent skipped this question

Are there any (County) roads or bridges in the Bruneau area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q21

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 6

Q22

Respondent skipped this question

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

Q23

Respondent skipped this question

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

Q24

Respondent skipped this question

Would you say the roads in the Grand View area are wide enough?

Q25

Respondent skipped this question

Are there any (County) roads or bridges in the Grand View area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q26

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 7

Q27

Respondent skipped this question

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

Q28

Respondent skipped this question

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

Q29

Respondent skipped this question

Would you say the roads in the Pleasant Valley area are wide enough?

Q30

Respondent skipped this question

Are there any (County) roads or bridges in the Pleasant Valley area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q31

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 8

Q32

Respondent skipped this question

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

Q33

Respondent skipped this question

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

Q34

Respondent skipped this question

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

Q35

Respondent skipped this question

Are there any (County) roads or bridges in your area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q36

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

#4

COMPLETE

Collector: Owyhee County ...Update Survey (Web Link)
Started: Friday, January 20, 2023 10:43:18 AM
Last Modified: Friday, January 20, 2023 10:55:24 AM
Time Spent: 00:12:06
IP Address: 174.47.93.138

Page 1

Q1**Marsing**

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

Page 2

Q2**Respondent skipped this question**

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

Q3**Respondent skipped this question**

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

Q4**Respondent skipped this question**

Would you say the roads in the Homedale area are wide enough?

Q5**Respondent skipped this question**

Are there any (non-state route) roads or bridges in the Homedale area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q6**Respondent skipped this question**

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 3

Q7**Average**

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

Q8**Average**

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

Q9**Yes**

Would you say the roads in the Marsing area are wide enough?

Q10**Respondent skipped this question**

Are there any (County) roads or bridges in the Marsing area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q11

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

??

Page 4

Q12**Respondent skipped this question**

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

Q13**Respondent skipped this question**

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

Q14**Respondent skipped this question**

Would you say the roads in the Murphy area are wide enough?

Q15

Respondent skipped this question

Are there any (County) roads or bridges in the Murphy area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q16

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 5

Q17

Respondent skipped this question

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

Q18

Respondent skipped this question

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

Q19

Respondent skipped this question

Would you say the roads in the Bruneau area are wide enough?

Q20

Respondent skipped this question

Are there any (County) roads or bridges in the Bruneau area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q21

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 6

Q22

Respondent skipped this question

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

Q23

Respondent skipped this question

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

Q24

Respondent skipped this question

Would you say the roads in the Grand View area are wide enough?

Q25

Respondent skipped this question

Are there any (County) roads or bridges in the Grand View area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q26

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 7

Q27

Respondent skipped this question

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

Q28

Respondent skipped this question

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

Q29

Respondent skipped this question

Would you say the roads in the Pleasant Valley area are wide enough?

Q30

Respondent skipped this question

Are there any (County) roads or bridges in the Pleasant Valley area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q31

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 8

Q32

Respondent skipped this question

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

Q33

Respondent skipped this question

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

Q34

Respondent skipped this question

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

Q35

Respondent skipped this question

Are there any (County) roads or bridges in your area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q36

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

#5

INCOMPLETE

Collector: Owyhee County ...Update Survey (Web Link)
Started: Friday, January 20, 2023 11:42:03 AM
Last Modified: Friday, January 20, 2023 11:43:47 AM
Time Spent: 00:01:43
IP Address: 24.116.101.138

Page 1

Q1

Homedale

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

Page 2

Q2

Respondent skipped this question

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

Q3

Respondent skipped this question

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

Q4

Respondent skipped this question

Would you say the roads in the Homedale area are wide enough?

Q5

Respondent skipped this question

Are there any (non-state route) roads or bridges in the Homedale area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q6

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 3

Q7 Respondent skipped this question

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

Q8 Respondent skipped this question

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

Q9 Respondent skipped this question

Would you say the roads in the Marsing area are wide enough?

Q10 Respondent skipped this question

Are there any (County) roads or bridges in the Marsing area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q11 Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 4

Q12 Respondent skipped this question

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

Q13 Respondent skipped this question

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

Q14 Respondent skipped this question

Would you say the roads in the Murphy area are wide enough?

Q15

Respondent skipped this question

Are there any (County) roads or bridges in the Murphy area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q16

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 5

Q17

Respondent skipped this question

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

Q18

Respondent skipped this question

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

Q19

Respondent skipped this question

Would you say the roads in the Bruneau area are wide enough?

Q20

Respondent skipped this question

Are there any (County) roads or bridges in the Bruneau area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q21

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 6

Q22

Respondent skipped this question

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

Q23

Respondent skipped this question

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

Q24

Respondent skipped this question

Would you say the roads in the Grand View area are wide enough?

Q25

Respondent skipped this question

Are there any (County) roads or bridges in the Grand View area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q26

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 7

Q27

Respondent skipped this question

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

Q28

Respondent skipped this question

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

Q29

Respondent skipped this question

Would you say the roads in the Pleasant Valley area are wide enough?

Q30

Respondent skipped this question

Are there any (County) roads or bridges in the Pleasant Valley area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q31

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 8

Q32

Respondent skipped this question

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

Q33

Respondent skipped this question

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

Q34

Respondent skipped this question

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

Q35

Respondent skipped this question

Are there any (County) roads or bridges in your area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q36

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

#6

INCOMPLETE

Collector: Owyhee County ...Update Survey (Web Link)
Started: Monday, January 23, 2023 3:17:47 PM
Last Modified: Monday, January 23, 2023 3:18:19 PM
Time Spent: 00:00:31
IP Address: 174.47.93.138

Page 1

Q1

Pleasant Valley

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

Page 2

Q2

Respondent skipped this question

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

Q3

Respondent skipped this question

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

Q4

Respondent skipped this question

Would you say the roads in the Homedale area are wide enough?

Q5

Respondent skipped this question

Are there any (non-state route) roads or bridges in the Homedale area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q6

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 3

Q7 Respondent skipped this question

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

Q8 Respondent skipped this question

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

Q9 Respondent skipped this question

Would you say the roads in the Marsing area are wide enough?

Q10 Respondent skipped this question

Are there any (County) roads or bridges in the Marsing area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q11 Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 4

Q12 Respondent skipped this question

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

Q13 Respondent skipped this question

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

Q14 Respondent skipped this question

Would you say the roads in the Murphy area are wide enough?

Q15

Respondent skipped this question

Are there any (County) roads or bridges in the Murphy area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q16

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 5

Q17

Respondent skipped this question

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

Q18

Respondent skipped this question

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

Q19

Respondent skipped this question

Would you say the roads in the Bruneau area are wide enough?

Q20

Respondent skipped this question

Are there any (County) roads or bridges in the Bruneau area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q21

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 6

Q22

Respondent skipped this question

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

Q23

Respondent skipped this question

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

Q24

Respondent skipped this question

Would you say the roads in the Grand View area are wide enough?

Q25

Respondent skipped this question

Are there any (County) roads or bridges in the Grand View area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q26

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 7

Q27

Respondent skipped this question

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

Q28

Respondent skipped this question

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

Q29

Respondent skipped this question

Would you say the roads in the Pleasant Valley area are wide enough?

Q30

Respondent skipped this question

Are there any (County) roads or bridges in the Pleasant Valley area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q31

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.

Page 8

Q32

Respondent skipped this question

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

Q33

Respondent skipped this question

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

Q34

Respondent skipped this question

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

Q35

Respondent skipped this question

Are there any (County) roads or bridges in your area which need to be improved (grading, paved, repaved, realigned, drainage repaired, guardrail installed, signing improved, etc.)?

Q36

Respondent skipped this question

The remaining area is provided for any additional comments or concerns related to the Owyhee County Road System.
