City of Salmon

Transportation Master Plan 2003-2023

Source: Idaho State Historical Society – First Automobile into Salmon c. 1905

FEBRUARY 2004

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1. Introduction

Source: Idaho State Historical Society – Stagecoaches Leaving Salmon, Idaho

The Salmon River

City of Salmon

Located at the confluence of the Lemhi and Salmon Rivers, this small western town of approximately 3,200 residents is known as the "*Gateway to the Frank Church River of No Return Wilderness*" and "*Whitewater Capital of the World*," and is host to numerous recreational opportunities.

The City of Salmon sits in the heart of the Salmon Valley, at an elevation of 4,004 feet, with surrounding mountains rising to over 10,000 feet. The picturesque town began as a settlement where men and supplies were ferried across the Salmon River to get to the gold fields of Leesburg - 16 miles to the west. Soon after the height of the mining "boom" in 1867, Colonel George L. Shoup, a prominent businessman and future state governor, laid out the town site.

Many of the miners returned to Salmon and the surrounding valleys and began ranching. Lumber also became an important industry, and the town of Salmon continued its growth and development.

Today, Salmon is in transition. Timber, mining, and ranching are at the mercy of worldwide political and economic forces, and Salmon is turning to recreation and tourism as alternate economies. With these economic changes alongside a national preference for rural living, and steadily increasing traffic, it is important that Salmon plan a roadway system for the future.

The Salmon Transportation Master Plan

The Salmon Transportation Master Plan is intended to be a decision-making tool that can be used to set transportation priorities. The plan reviews the location and condition of the existing road network system; the source and extent of

any problems; the future transportation needs of the City; new regional, state, and Federal transportation projects that could affect City transportation and land uses; and strategies for meeting local transportation demands over the next 20 years.

Transportation Master Plan Recommendations 2003-2023

Engineering Studies

1. Southeast Salmon Belt Loop Study
2. Circulation Study for Daisy, Lena, and Van Dreff Streets

Roadway Construction Projects

1. Courthouse / US-93 Intersection
2. Union Street / St. Charles Collector
3. Improve Elks Road to US-93
4. East / West River Crossing
5. 18th Street Extension from Taft to Fulton
6. Extend Imperial Way to North St. Charles Street
7. Widen Challis Street between Shoup and Main Streets
8. Extend Daisy Street to Wagon Wheel Road

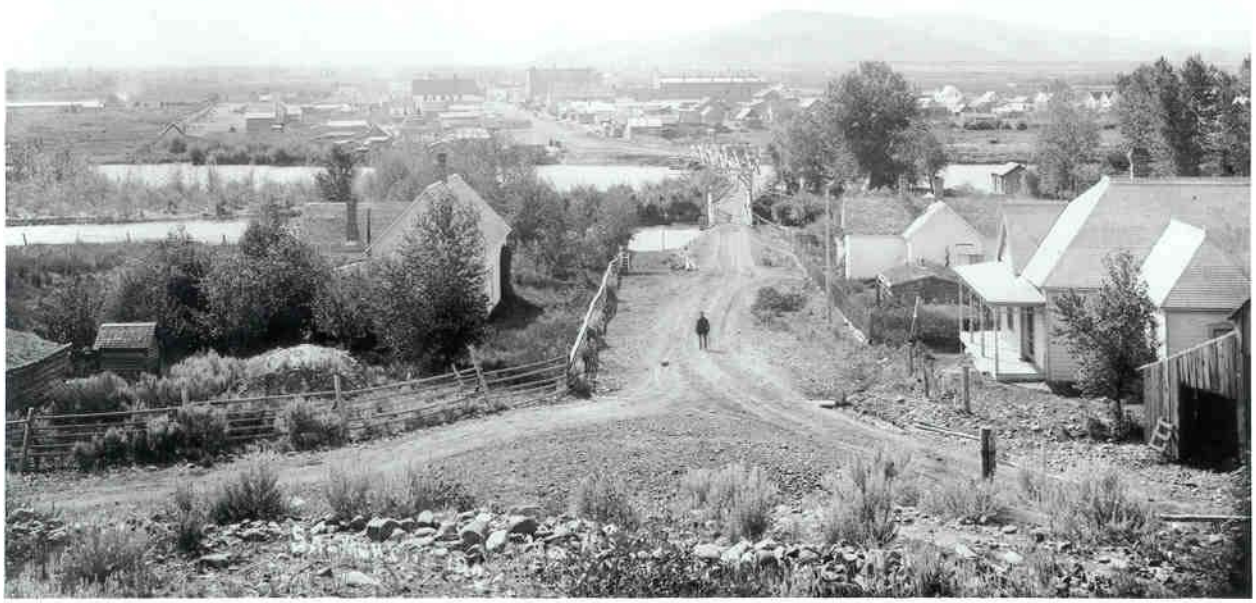
Pathways / Sidewalks

1. Pathway and new sidewalk construction for various locations within the City.

Quick Reference: What the Salmon Transportation Master Plan Includes

Recommended Transportation Projects 2002-2023	Section 1, Page 2 (above)
Transportation Goals, Objectives, and Policies	Section 2, Page 5
Street Network Map with Proposed Collector Road	Section 3, Page 3
Pathways Network and Map for Pedestrians and Bicyclists	Section 3, Page 20
Capital Improvement Plan Chart and Map	Section 4

2. Project Overview



Source: Idaho State Historical Society – Mr. John Norton on Road Looking East

Purpose of the Transportation Master Plan

As Salmon's population grows and tourism increases, the transportation network must expand fast enough to accommodate new residents and seasonal visitors. If these trends continue as anticipated, Salmon will need to make decisions about where, when, and how to accommodate traffic and mobility. The Transportation Master Plan analyzes these trends and prioritizes transportation improvements. Further, the plan looks at estimated project costs and sets the groundwork for annual budgeting in a Capital Improvement Plan.

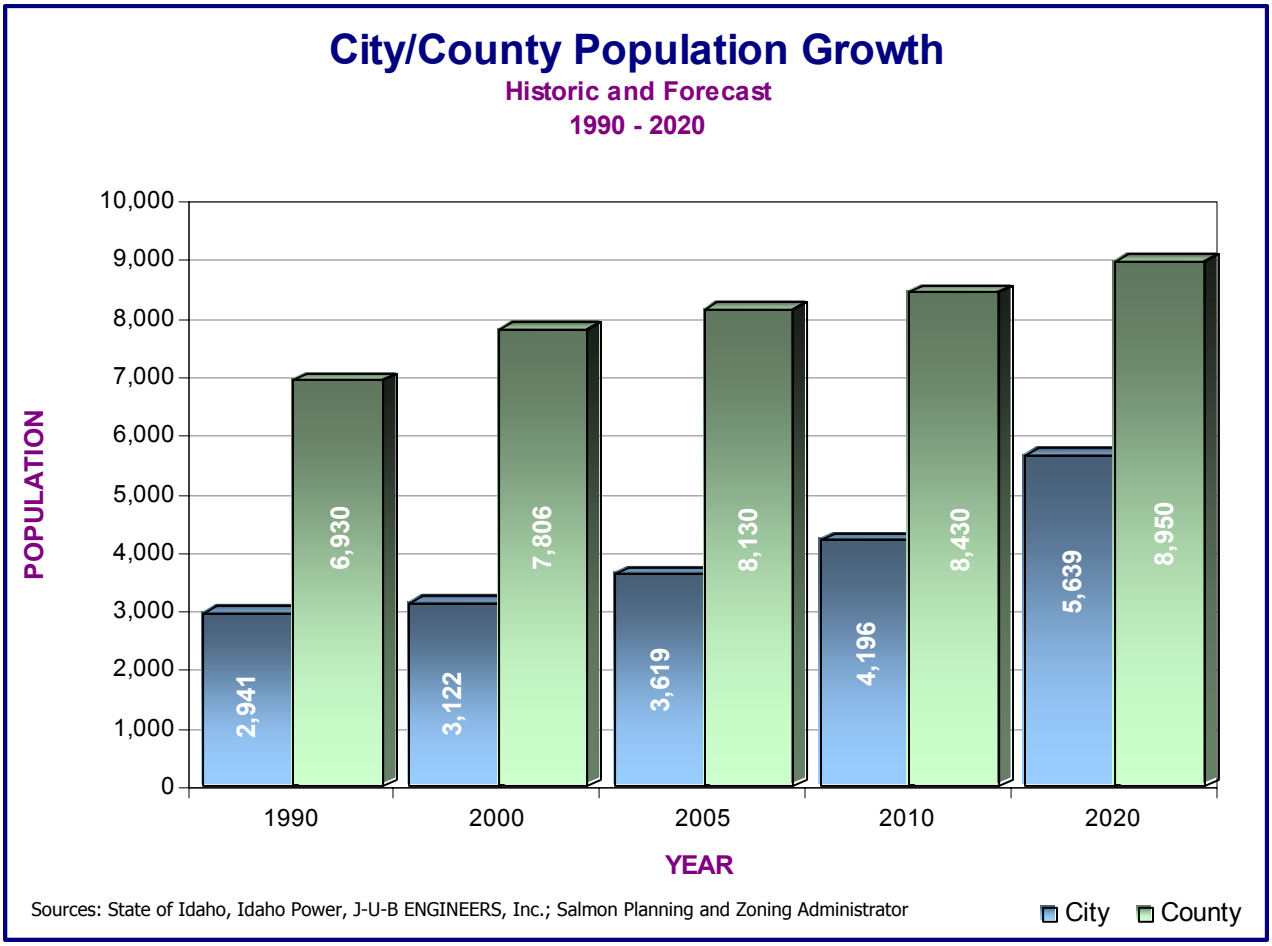
Figure 2-1 shows the historic and estimated population increases in Salmon and Lemhi County, 1990-2020.

It is recommended that the Planning Commission and/or City Council review the plan annually and make any necessary amendments to the plan and maps so that this document remains a relevant and useful plan for decision-makers and Salmon residents.

In addition, seasonal tourism is a major factor and impact to Salmon's transportation network, with 2002 lodging tax revenues/total sales of nearly $2.6 million in Lemhi County – an increase of over $831,000 from 1993.

Population Growth

Figure 2-1: City/County Population Growth



Scope of the Transportation Master Plan

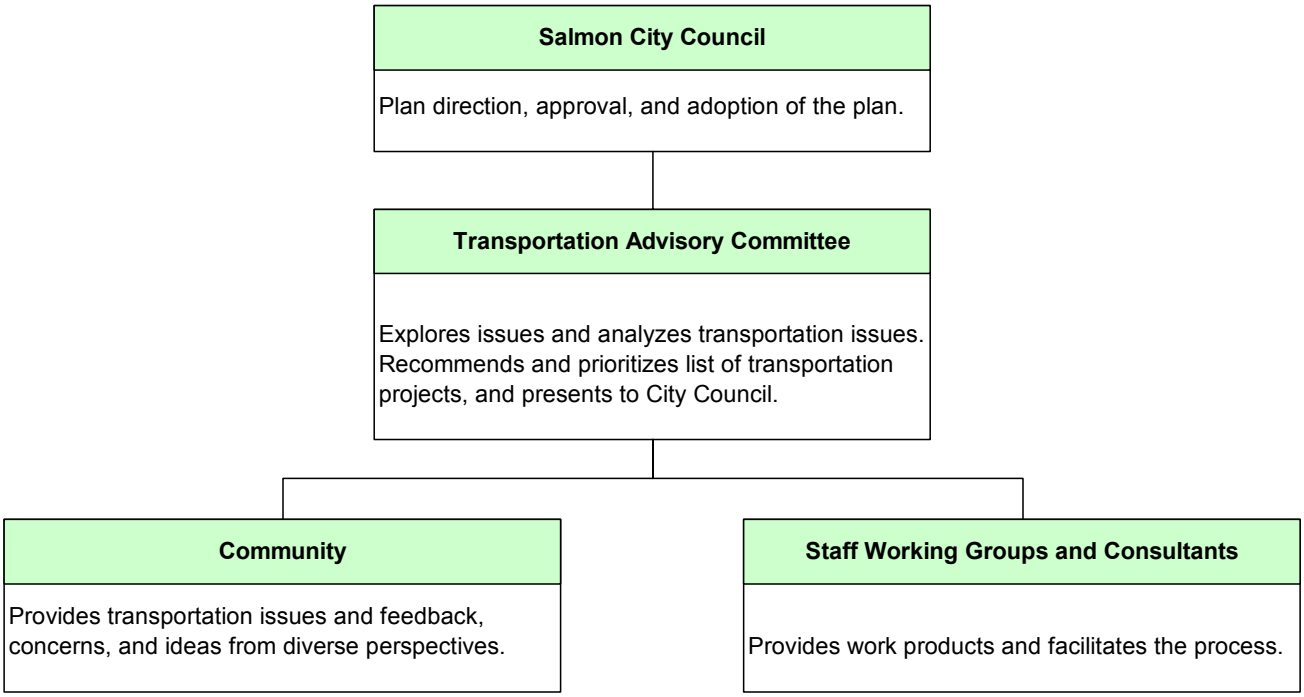
The primary purpose of the Salmon Transportation Master Plan is to:

- Provide a comprehensive and easy-to-understand document that guides transportation decision-making toward a future specified by City of Salmon residents.

  The Plan:

  - Reviews Salmon's transportation modes – bike, pedestrian, transit, air and automobile – and creates a long-term plan for improving Salmon's transportation systems – in text and maps.
  - Lists the policies and goals City staff and elected officials will use for transportation decision-making over the next 20 years.
  - Identifies future, prioritized transportation improvement projects with estimated costs. Actual project design costs are not included.

Organization of the Transportation Master Plan



What are the important transportation planning issues?

The transportation planning process included specific steps and issues to ensure a strong and comprehensive transportation plan:

- **Community involvement** – Throughout the project every effort was made to make all Salmon residents aware of the planning issues and their important role in developing solutions. Many residents responded. (Section 2, Page 3 [below])
- **Growth patterns** – Land uses and transportation are interdependent; each has a major affect on the other. City staff discussed where residential and commercial growth is occurring and is likely to occur in the future. (Section 3, Page 1)
- **Levels of service** – The purpose, time, destinations, physical improvements, and policies needed to achieve a given service roadway or intersection level of service. (Section 3, Page 8)
- **Transportation network improvements** – Major improvements are identified and prioritized. (Section 4, Page 1)
- **Capital costs and operating costs** – What will the new improvements cost the City? (Section 4, Page 1)
- **Financing options** – Funding options for financing capital, operations, and maintenance costs for selected transportation projects are laid out in the Capital Improvement Plan. (Section 4, Page 9)
- **Plan adoption** – It is important that the finished plan be adopted by City Council so that it is the City's single transportation document. The plan also may be adopted into the City's Comprehensive Plan.

Community Involvement

Transportation Advisory Committee

The Transportation Master Plan was developed by the 13-member Salmon Transportation Advisory Committee. The responsibilities of the Transportation Advisory Committee members were to:

- **Guide the development** of the Salmon Transportation Master Plan.
- **Inform the community of transportation issues** and act as a community liaison to neighbors and business associates.
- **Attend the Community Open House events**.
- **Develop specific transportation improvement recommendations**.

Technical Advisory Committee members attended five workshops facilitated by J-U-B ENGINEERS, Inc., to discuss the technical aspects of transportation planning, review transportation needs in the City, identify specific projects, and prioritize the final transportation improvements into a Capital Improvement Plan.

Student Meeting at Salmon High School

Community Open Houses

Community involvement in the Transportation Master Plan's development also included two community-wide open houses that were locally advertised and held at the Salmon Valley Center. The Transportation Advisory Committee provided exhibits, maps, and comment sheets to guests at the informal gatherings. Attending residents and business owners provided important observations and recommendations that were incorporated into the final plan.

Other Opportunities

Some of the public involvement opportunities included:

- Presentation and discussion of the proposed plan with Salmon High School students.
- Newspaper articles highlighting the plan were reported in the *Recorder Herald*.
- Newspaper and mail-back comment sheets were provided at every event. Every comment sheet was reviewed by the Technical Advisory Committee, and many ideas are incorporated into this document.
- Technical Advisory Committee meetings were opened to observers and participants. Interested residents attended these meetings to present and discuss specific transportation concerns and issues including access, parking, bike paths, stop signs, and alternate river crossing routes.

Related Plans and Studies

To ensure coordination with other transportation and land use planning efforts, several existing community development documents were examined during the preparation of this plan.

Salmon Comprehensive Plan – 1992

The Salmon City Council adopted its current comprehensive plan in 1992. "Transportation" is one of the 13 state-mandated elements provided for in the current plan.

Members of the Transportation Advisory Committee reviewed the existing transportation policies and eight recommended street improvements (pages 9-11, Salmon Comprehensive Plan below). The committee evaluated the relevance of the 10-year-old projects and/or those projects accomplished. (It should be noted that an update to the City's Comprehensive Plan is underway in 2003).

Pages 9-11, Salmon Comprehensive Plan

Policy 3 – Circulation: It will be the policy of the City of Salmon to provide for safe and efficient traffic circulation.

A. Require construction of safe, adequate streets in all new developments.

B. Require safe access to public streets.

C. Adopt a major street plan.

D. Make street improvements:

   1. Vacate undeveloped streets on the slopes on the (Smedley and Grandview Estates) southwest edge of Salmon to reduce erosion and runoff.
   2. Roosevelt, Washington, and Bulwer intersection spacing.
   3. Broadway and Fairmont intersection visibility.
   4. Fulton, Lombard, and Courthouse Drive left turns.
   5. Front Street, US-93, and Courthouse Drive intersection.
   6. St. Charles and US-93: install a traffic signal.
   7. Need "stop" signs at the intersections of Shoup with N. St. Charles, Center, and Andrews.
   8. Extend Imperial Way to North St. Charles.
   9. Area of Impact: Extension of Cemetery Road from US-93 west to South St. Charles.

E. Explore the need for a second bridge across the Salmon River.

Salmon Gem Community Program – January 2001

In 2000-2001, a number of improvements were identified as vital to Salmon Valley's future. A committee identified projects key to infrastructure improvements and economic diversification, which are listed here. Many of these are part of the recommended improvements of the Transportation Master Plan.

Short-term Projects, 2001-2002:

- Cavaness Park and Island Park Bridge
- Improve the Lemhi County Airport
- Add SH-28 to the Scenic Highway System as the "Sacajawea Scenic Byway"
- Redesign and reconstruct US-93 and Courthouse Drive intersection.

Long-term Projects:

- Redesign and construct an improved intersection at Elks Road and US-93 North.
- Extend Van Dreff Street east to connect with US-93 South.

Transportation Goals, Objectives, and Policies

During 2002, the Technical Advisory Committee developed the following goals and objectives that guided the Transportation Master Plan and the projects ultimately selected for implementation.

What are the Transportation Master Plan Goals?

1 – Overall Transportation Network
2 – Pathways
3 – Public Transportation System

1 – Overall Transportation Network

Goal: Provide a comprehensive, cost-effective transportation network that will accommodate present and future needs of the City.

Objectives:

1. To improve roadway safety.
2. To maintain the function of the street system for all users.
3. To minimize access hazards.
4. To provide alternative transportation opportunities.

Policies:

1. Coordinate with Idaho Transportation Department (ITD) and Lemhi County to promote consistency in street improvement standards.
2. Participate in regional transportation planning issues with Lemhi County, and Federal and state agencies.
3. Plan for a new east/west Salmon River crossing that provides an alternate route.
4. Develop transportation plans that sustain the economic vitality of the community.
5. Acquire adequate rights-of-way to meet long-term transportation needs, including pathway and utility easements.
6. Establish consistent road construction and design standards.
7. Plan for development connectivity to adjacent development(s) to improve vehicular and pathway accessibility and convenience.
8. Provide adequate ingress/egress into all subdivisions to accommodate emergency access, including turning radius of emergency response vehicles, and emergency evacuation.
9. Review street standards and the street functional classification system as needed.
10. Develop distinctive City corridors, which highlight Salmon's unique natural and historical heritage for the community and visitors.

11. Annually, review the City's Capital Improvement Plan including costs, funding opportunities, and the priority of projects.
12. Plan and implement transportation and information signage standards.
13. Plan for visitor safety and implement efficient downtown pedestrian parking and mobility.

2 – Pathways

Goal: Develop non-motorized trail facilities to serve the needs of Salmon's citizens and visitors.

Objectives:

1. Provide pathways which are safe and conveniently located.
2. Provide a healthy community recreation facility.
3. Develop an amenity that will support local economic development.
4. Provide an amenity that is available to all segments of the population with special attention to handicap accessibility.

Policies:

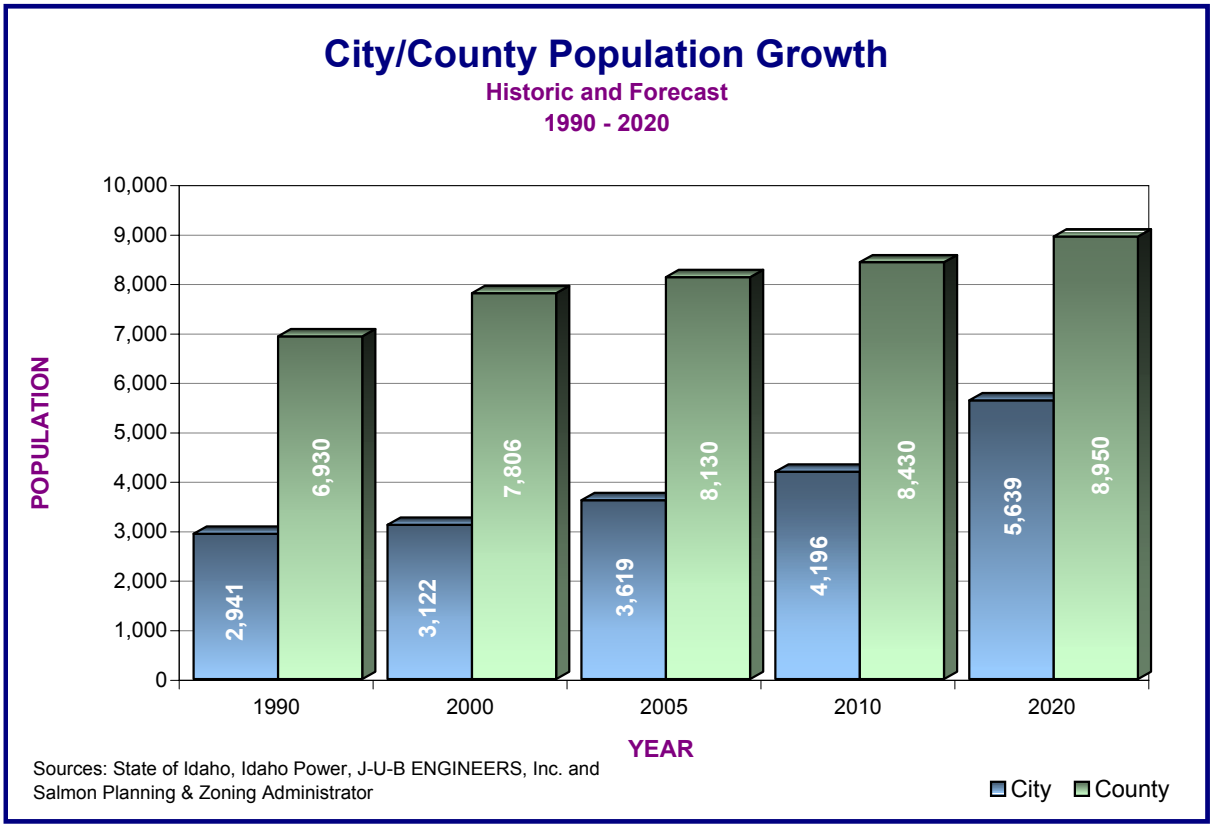
1. Develop and implement a Pathways Plan including an annual review of project priorities, which are then incorporated into the Capital Improvement Plan.
2. Develop a "looped" trail system that will connect Salmon's schools, public facilities, parks, and regional pathways – and provide a safe and interesting system for the user. Name trail segments for easy recognition.
3. Coordinate with regional and state agencies in the location and design of new public trailways.
4. Encourage the provision of pathways when improvements are made to existing bridges and roads by public or private entities.
5. Work with the school district to facilitate joint use of recreational facilities to promote a healthy community.
6. Stress safety as an essential component of the trail system and use lighting, citizen patrols, and other tools to ensure the welfare of trail users.
7. Seek sufficient resources to support the improvement, maintenance, and operation of existing trails, as well as the planning, acquisition, and development of future trails.
8. Work with governmental, volunteer, and private organizations to develop an *Adopt-a-Trails* program to help facilitate the maintenance of current and future trails.
9. Provide for trail system enhancements such as benches, historic/cultural markets, exercise stations, picnic areas, rest areas, restrooms, and/or landscaping as appropriate to make the trails more functional and enjoyable.
10. Provide community parking facilities (wherever feasible), to provide easy access to the trail network for all citizens, regardless of physical ability.
11. Provide consistent trail system signing for the benefit and safety of all users.
12. Update the trails plan when needed to ensure that current issues are addressed and to coordinate the plan with the efforts of other governmental agencies.

3 – Public Transportation System

Goal: To support a public transportation network that serves all areas of the City and its visitors.

Objective: To provide mobility for all City residents and visitors.

Policies: Encourage public and private transportation services that improve mobility for City residents.



Sources: State of Idaho, Idaho Power, J-U-B ENGINEERS, Inc. and Salmon Planning & Zoning Administrator

3. Transportation System Network

Source: Idaho State Historical Society - Main Street c. 1935

Roadway Network

Existing Conditions

The City of Salmon transportation network is comprised of approximately 4.5 miles of unpaved or gravel roads and 32.4 miles of paved roads that are currently maintained by the City's Public Works Department. According to the City's roadway superintendent, the maintenance budget for the City varies from year-to-year, averaging approximately $90,000 annually. This budget can fluctuate depending on the type of maintenance required for a given year or if the City has earmarked funds for larger roadway capital improvement projects.

Land Use

In 2003, the majority of new home construction in the Salmon vicinity is occurring along the northwestern and southern edges of the City and within the County. Specifically, growth is occurring in the Smedley Estates area of Bar Hill and areas adjacent to SH-28.

According to the Planning and Zoning Administrator, approximately 40 new homes are anticipated to be constructed annually in Salmon over the next 15-20 years based on 2003 construction data and economic factors. The administrator indicates that many people are building retirement homes because of low interest rates, poor stock market returns coupled with good land investment opportunities, in addition to the availability of communication technology in the area. Assuming economic conditions continue to remain favorable during the study period duration, the estimated annual growth of 40 dwelling units translates to an annual growth rate of approximately 3%.

Two of the areas most likely to impact the City's roads in the future are (Smedly Estates) and the south central area of Salmon between US-93 and the Salmon River. Growth has historically been slow in both locales due to historical water and sewer problems. However, recent construction trends indicate that these areas are starting to expand at a more rapid pace.

New commercial development is underway on Bar Hill, west of Elks Road, downtown Salmon and along US-93 and SH-28. Access control policies are in force, but new standards should be considered for driveway spacing (see Access Management, Chapter 3.) On Bar Hill, conflicts between residential and business traffic will be reduced by improving Elks Road/US-93 connection (see Capital Improvement #3, Chapter 4). Cross-town and downtown traffic flows will be improved by recommended changes to Main Street (see Capital Improvement #4) and Union Street (see Capital Improvement #2).

Future Growth Areas

The two primary buildable areas in Salmon are the Smedley Estates Area on Bar Hill and open space areas in southern / south eastern areas of Salmon, including some growth opportunities east along SH 28. The anticipated 3% annual growth translates into approximately 686 new dwelling units to be construction from 2003 – 2020.

Based on existing land use and conversations with the Salmon Planning and Zoning Administrator, the future growth is projected to occur with the following distribution:

1. Infill Sites – Several smaller lots exist within the City that provide opportunities for new residential construction without construction of large, new subdivisions. It is anticipated that 10% of all the new dwelling units will be constructed as "infill" sites within Salmon (68 homes).

2. Southern Area Development – Based the existing availability of land in the southern area of Salmon, it is anticipated that approximately 2/3 of the new dwelling units would be constructed in this area (408 homes).

   Of those 408 homes, it is further estimated that 275 homes would be built in the area west of US-93 roughly between McDonald and Lovers Lane. These assumptions are based on the fact that the City will require these future lots to utilize city sewer and water, allowing the lot sizes to be smaller (1/2 to 1.0 acres / home).

   The remaining 133 homes would be constructed adjacent to SH 28, towards the eastern end of Salmon.

3. Smedley Estates – This area contains several existing and proposed subdivisions that have been platted for several years but have only recently begun to see residential unit construction and growth. The following is a list of the existing subdivisions in the adjacent area:

Subdivision	No. of Lots
Smedley #1 & #2	132
Stormrider	21
Rising Sun	10
Grandview Ranch	15
Bitteroot View	21
Total	199
Built Lots:	12
Remaining Available Lots	**187**

In addition to the above platted subdivisions, several large pieces of un-platted property exist in the area that are anticipated to be developed within the 20 year planning period.

The net result of this growth is projected to yield **210 new dwelling units** in this area by the year 2020.

Functional Classification System

The 2010 Statewide Rural Functional Classification System Map - as maintained by the Idaho Transportation Department - categorizes roads according to factors of access and mobility without regard to traffic volumes (**Figure 3-1**). Classification is important since state funding for maintenance is available for collectors and arterials. It divides roadways into principal arterials for primary movement, minor arterials, collectors, and local roads. **Table 3-1** describes the criteria for different functional classifications of roads.

Currently, the City of Salmon is comprised primarily of local roads with one principal arterial and one minor arterial.

The following is a description of the current roadway classifications within the City of Salmon. **Table 3-2** presents the existing types of roads within the City of Salmon according to the functional roadway classification system.

Table 3-1: Functional Roadway

Characteristic	Category		
	Arterial	Collector	Local
Street Spacing	1 mile	1/4 mile	300 feet
Length	Continuous	3/4 mile	500-1,000 feet
Lanes	4-6	2	2
Access Spacing (feet)	1,300	< 300	60
Volume (vehicles per day)	30,000	5,000	500
Parking	Prohibited	Allowed	Encouraged
Residential Access	Prohibited	Indirect	Direct
Pedestrians	Few	Many	Frequent
Speed (miles per hour)	50+	35-45	20-35

Table 3-2: Existing Types of Roads within Salmon

Roadway	Category		
	Arterial	Collector	Local
US-93	×		
SH-28	×		
All Others			×

Figure 3-1: City of Salmon Functional Roadway Map

Insert Functional Classification Map

Principal Arterials
US-93 is the only roadway within the City of Salmon presently designated as a principal arterial. It is a major north/south route for the State of Idaho extending from Montana south to the Nevada border. This highway is also the primary transportation corridor through the City's downtown area (Main Street) and also provides the only access across the Salmon River.

Minor Arterials
SH-28 extends from the intersection of Main Street and Challis (US-93) to the City's eastern boundary and is the City's only roadway currently designated as a minor arterial. This highway continues eastward towards Leadore and is the primary east/west corridor for traffic within the City east of US-93.

Collectors
Presently, the City of Salmon does not have any roadways that are designated as collectors.

Local Roads
The remaining roads within the City are designated as "local" roads. These roads vary in travel width, right-of-way width, and surface type, as well as provisions for surface drainage (curb and gutter versus borrow ditch). A summary of the local roads in Salmon detailing the individual roadway characteristics is included as Appendix A.

Scenic Byways
The Salmon River scenic byway is located beginning at Stanley east on Idaho 75 to US-93 at Challis, north through the City of Salmon to the Montana State line. The byway is a two-lane, 161.7-mile road with outstanding history, mountain views, and wildlife.

Future Conditions

Several roadways within the City that are presently designated as local handle significant traffic volumes, and in general function more as collector roads. These roads are currently being used by the public as feeder roads, providing access from residential streets to the existing City arterials (US-93 and SH-28).

New Collector Designations
Based on a review of existing traffic patterns, discussions with the Technical Advisory Committee, and input received during public open houses, the roadways listed below (and on **Figure 3-1**) have been recommended for collector designation:

- Shoup Street
- Elks Road
- Courthouse
- St. Charles
- Union
- Fulton - Lombard
- Challis - Main to Shoup

Shoup Street parallels Main Street (US-93) to the north and provides access to business and retail locations including the post office and three grocery stores. The majority of Shoup Street has a 60-foot right-of-way with much of the roadway constructed using concrete curb and gutter. Shoup Street also provides an alternative east/west route extending from the Salmon River to the City's eastern boundary, alleviating some congestion on Main Street during peak traffic hours.

Traffic counts taken in October 2002 show an average daily traffic (ADT) of approximately 2,600 vehicles per day on Shoup Street.

Elks Road is presently a winding and fairly narrow roadway connecting the northern portion of Bar Hill to US-93. Several businesses have recently been constructed near Elks Road between State Street and Lombard, and the City has designated this area as a high priority location for future business start-ups. As a result of this intensified land use, Elks Road has become a key roadway in providing access to the new businesses. At the same time, Elks Road will minimize additional traffic generation on local Bar roads adjacent to the business locations.

Courthouse is the primary access for residences located on Bar Hill, northwest of the Salmon River. Traffic counts taken in October 2002 indicate that roughly 5,800 vehicles per day use Courthouse, making it the most highly used roadway in the City excluding US-93.

The existing right-of-way varies from 60 feet to 75 feet along the majority of Courthouse with the drainage along the roadway handled mostly through ditches. Courthouse is a critical link for local traffic accessing US-93 and provides a direct flow of traffic across the City's only bridge over the Salmon River.

St. Charles provides a north/south roadway for residents accessing US-93 east of the Salmon River. The roadway primarily runs through residential areas and varies in right-of-way from approximately 40 feet to more than 70 feet south of Union. Recent traffic counts show that an ADT of approximately 1,870 vehicles utilize St. Charles. High congestion on Main Street during peak traffic hours presently limits the ability to make left turns from St. Charles onto Main Street (LOS "D"). However, it is anticipated that traffic control improvements proposed as a part of the City's Capital Improvement Plan to this intersection will greatly enhance the use of St. Charles by locals who will no longer be "bottlenecked" at the Main Street intersection.

Union connects Center Street to US-93 South (Challis Street), providing residents in south Salmon an east/west route alternative to Main Street. Union has an ADT of approximately 1,480 vehicles and traverses through a mix of residential and commercial properties.

At present, Union's function as a collector is somewhat reduced where it intersects with a narrow 40-foot right-of-way (Center Street) on the north, as well as making a skewed intersection with US-93 (Challis Street) on the south.

Extending Union through to St. Charles and making improvements to the Union and Challis Street intersection is anticipated to greatly improve mobility for Union and solidify its proposed collector designation. A discussion of these proposed improvements is given in Section 4 (Capital Improvement Plan) of this report.

Union Avenue near St. Charles

Fulton – Lombard provides access from Courthouse (near the intersection with US-93) to residential areas along the southern part of Bar Hill. The City has identified this area of Salmon as desirable for future residential development in the Smedley Estates area and anticipates significant growth in the near future. Fulton currently intersects Courthouse with a sharp angled horizontal approach that is also on a relatively steep vertical grade near Brooklyn School.

The Fulton Street / Lombard Street intersection provides a direct perpendicular link to Courthouse Road and would offer a strong transportation link to an estimated 210 new homes anticipated to be constructed in the next 20 years in the Smedley Estates area.

Challis provides a short roadway connection between two main east/west corridors in the City and allows residents using Shoup Street access to the traffic signal located at Main and Challis. According to City maps, this 250-foot section of roadway presently has a 60-foot right-of-way and is constructed with curb and gutter.

Potential Collectors
Several potential future collectors were also identified from the Technical Advisory Committee workshops.

These roadways do not presently provide access associated with a collector road but may in the future need to be reviewed for this designation depending on City growth patterns. These roadways include:

- Wagon Wheel
- Daisy
- Lovers Lane
- Bulwer Street
- Roosevelt

Growth in southern Salmon will also necessitate construction of either a new collector or new "residential collector" to provide a strong east-west connection between US-93 and St. Charles.

As this roadway will be necessary as the direct result of future growth in this area, it is recommended that the City require future development proposals south of Poplar Avenue to dedicate an east-west residential collector to provide this connection as a part of the platting process.

The residential collector should prohibit direct access from residential driveways to reduce side conflicts. In addition, it is recommended that future development plats show extensions for Daisy Street and Finstur Street to the new residential collector. These extensions will maintain continuity in the existing street grid network and provide additional traffic distribution and ingress / egress options for future traffic growth in Southern Salmon.

Scenic Byways
A byway committee is seeking state designation of SH-28 as The Sacajawea Scenic/Historic Byway. In 2003, an advisory committee is asking Lemhi, Jefferson, Clark, and Butte counties and their highway districts, governmental agencies, and Cities adjacent to SH-28 to join the effort.

Traffic Volumes

Existing Conditions

A primary concern for the City is the existing congestion on US-93 (Main Street), particularly during peak traffic hours. Recent measurements show Main Street has the highest concentration of traffic in the City with an ADT of approximately 9,000 vehicles (for both directions).

Generally, this volume of traffic provides a good level of service for roadway segments between signalized intersections on Main Street. However, due to the confined nature of Main Street and the adjacent conflicts with parallel parking and pedestrian traffic, there is significant potential for collisions as discussed later in the report.

Table 3-3 shows a summary of existing 2002 ADT counts for key roadway segments in the City.

Table 3-3 – 2002 ADT Counts

Roadway Name	From Grid	To Grid	Current/Future Functional Classification	2002 ADT
Main Street (US-93)	Clark	Daisy	Principal Arterial	8,514
Main Street (US-93)	Lillian	Church	Principal Arterial	9,042
Main Street (US-93)	St. Charles	US-93	Principal Arterial	9,634
Courthouse	Front	US-93	Proposed Collector	5,800
US-93 North	Main	Diane	Principal Arterial	4,053
St. Charles	Main	Van Dreff	Proposed Collector	1,422
Union	Church	Daisy	Proposed Collector	1,480
Challis Street (US-93)	Van Dreff	Main	Principal Arterial	4,501
Shoup Street	Church	Lillian	Proposed Collector	2,618
SH-28	Warpath	Kay	Minor Arterial	4,462

Based on existing ADT and peak hour intersection counts, it is estimated that approximately 2,500 – 3,000 vehicles per day utilize US-93 north of Salmon as “thru-traffic”. This traffic appears to be roughly equally split between US-93 south of Salmon, and SH-28. The peak hour thru traffic is estimated at 270 vehicles per hour during peak AM periods.

Future Conditions

As discussed in the land use section of this chapter, significant residential growth in the Bar Hill area, and the south/southeast portions of the city are anticipated to greatly increase future traffic volumes within the City. In addition, existing “thru” traffic will likely grow, although at a lower rate, which will further reduce the current system’s level of service.

Growth projections from Idaho Power indicate that Lemhi County and the areas surrounding Salmon will likely grow at an annual rate of approximately 1%. For the purposes of this study, it was assumed that “thru” traffic that utilizes US-93 and SH-28 will also increase at this rate.

Future traffic generations within Salmon will increase at a slightly higher rate depending on the roadways’ proximity to the aforementioned high-growth areas.

Anticipated future traffic generation was estimated using statistical data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (7th Edition) for single family residential dwelling units. This statistical data was then correlated with existing traffic counts and used to analyze key intersections within the City’s transportation network.

Levels of Service (LOS)

What is level of service?

In 1965, The Highway Capacity Manual recommended standards that could measure how well a street network operates. The manual suggested an A to F grading system, where A is defined as excellent levels of service and F is failure.

The measurement of level of service is usually defined by travel time and delay. This travel time and delay is calculated for intersections through delay equations that analyze factors such as peak-hour intersection turn volumes, lane configurations, and signal timing.

Although the methodology for determining level of service is relatively consistent between communities and states, the standard varies.

Signalized Intersections

Intersection capacity, rather than capacity of the street itself, usually determines how many vehicles can be accommodated within a street corridor– particularly in an urban situation. Between signalized intersections, the street is alternatively heavily loaded and largely unoccupied. Under heavy traffic volumes, control by traffic signals is common; without signals in these conditions, traffic will become almost completely snarled.

Intersection LOS is largely a measure of how long motorists are stopped at an intersection. The delay as it relates to level of service at a signalized intersection is shown in **Table 3-4.**

Table 3-4: LOS at Signalized and Un-signalized Intersections

Level	Signalized Intersection	Un-signalized (stop-controlled) Intersection
A	Less than five seconds of stopped delay, average. Progression is extremely favorable and most cars arrive on the green phase. Short cycle lengths may contribute to low delay.	Less than ten seconds of delay.
B	More than five and less than 15 seconds. Reflects good progression and short cycle lengths. More vehicles stop than with LOS A causing higher levels of average delay.	More than ten and less than 15 seconds of delay.
C	More than 15, but less than 25 seconds. Higher delays result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at LOS C. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	More than 15 seconds, but less than 25 seconds of delay.
D	More than 25 seconds and less than 40 seconds of delay. At LOS D the influence of congestion becomes more noticeable. Longer delays result from the combination of poor progression, long cycle lengths, and high volume-to-capacity (v/c) ratios. Many vehicles are required to stop and individual cycle failures are noticeable.	More than 25 seconds and less than 35 seconds of delay.
E	More than 40 seconds, but less than a minute. This level is considered the limit for many agencies as acceptable. Individual cycle failures are frequent occurrences. As with LOS D, the high delay values are a result of poor progression, long cycle lengths, and high v/c ratios.	More than 35 seconds, but less than 50 seconds of delay.
F	More than 60 seconds of stopped delay. LOS F is considered unacceptable by most drivers. LOS F often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur with high v/c ratios and many individual cycle failures.	More than 50 seconds of stopped delay.

US-93 / Challis Intersection

The City of Salmon presently has two signalized intersections (Main Street / Church and Main Street / Challis Street), which were analyzed as a part of this study. In addition, the St. Charles Street / Main Street intersection, which presently operates as a two-way stop controlled intersection was analyzed to determine the effects of signalizing this intersection as a part of the Union Street / St. Charles Collector project (capital improvement priority #2).

Un-signalized Intersections

The majority of the intersections within the City of Salmon roadway network are un-signalized and perform well under the current traffic volumes. As with signalized intersections, the LOS is again a measure of the stopped delay for motorists.

The two common types of un-signalized intersections are two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. Both TWSC and AWSC intersections measure LOS by the stopped delay at the intersection. The requisite times for each LOS at a stop-controlled intersection are listed in **Table 3-4**.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow to execute crossing or turning maneuvers. In the presence of a queue, each driver on a controlled approach must also use some measurable amount of time moving into the front-of-queue position and getting ready to evaluate gaps in the major street flow.

Thus, the capacity of the controlled legs is based on three factors:

1. Distribution of gaps in the major street traffic stream.
2. Driver judgment in selecting a gap through which to execute the desired maneuver.
3. Follow-up time required by each driver in a queue.

Two significant un-signalized intersections (St. Charles Street / Main Street and US-93 / Courthouse), were studied as a part of this report. In addition, un-signalized intersections on Bar Hill (State / Courthouse, Lombard / Courthouse, Taft / Courthouse) were evaluated during peak hour conditions to estimate the effects the build-out of Smedley Estates would have on the adjacent transportation system.

Intersection LOS Analysis Summary

Signalized

<u>1. Church Street / Main Street</u>

The Church Street / Main Street Intersection presently operates at a high level of service (LOS “B”) based on 2002 peak hour traffic counts. Currently, the majority of peak hour traffic utilizes Main Street with very light volumes on the Church Street approaches.

Accordingly, the majority of green time for this signal is allocated to the east-west (Main Street) through movements.

Several years ago, general postal delivery was not provided to homes within Salmon which necessitated residents driving to the Post Office located near the north end of Church Street. According to several residents and City officials, the primary function of the traffic signal at that time was to accommodate the high volume of turning traffic accessing the Post Office from Main.

Recently, residential delivery has been established in Salmon, significantly reducing the peak hour turning traffic at this intersection.

Although the peak hour turning traffic has been reduced, this intersection also provides an

important pedestrian crossing opportunity for Main Street, particularly for school children who live on the north side of Salmon.

Future traffic growth at this intersection is anticipated to occur from residential growth in Southern Salmon, however, the signal should continue to operate at an acceptable level of service through 2022.

Signal timing should be evaluated at future intervals to optimize the signals performance in accordance with the future traffic growth. ITD should also evaluate the need for signal interconnection / coordination once a new signal is constructed at the St. Charles / Main Street Intersection (Capital Improvement Project Priority #2).

2. Main Street / Challis Street

This intersection is the crossroads for connecting US-93 with SH-28 near the heart of downtown Salmon. Based on recent peak hour traffic counts, the existing intersection average delay is 20.2 seconds per vehicle, corresponding to an overall intersection LOS "C". High percentage traffic volumes on the eastbound through and right turns and westbound left turns from SH-28 to US-93 account for most of the delay presently measured at the intersection.

Future growth from development in southern and southeastern Salmon will contribute additional peak hour trips to this intersection that will degrade the overall level of service during peak traffic periods. Intersection analysis indicates that these peak periods can be accommodated by modifying existing signal timing, however, the resulting level of service in 2022 is still projected to be LOS "D" with an average overall intersection delay of 44 seconds during peak hour traffic. Table 3-5 summarizes existing and 2023 anticipated conditions.

The City should continue to coordinate with ITD as growth occurs during the 20 year planning period to evaluate the intersection timing and make changes as necessary based on future traffic counts.

If traffic conditions grow considerably more than predicted, construction of right turn lanes for the eastbound Main Street and northbound US-93 approaches would reduce the overall "green time" allocation for those approaches, which would significantly decrease delay for the remaining approaches. These modifications are not anticipated to be necessary within the planning period.

Table 3-5 – Main Street / Challis Intersection LOS

		Main Street / Challis Street Intersection			
		2003 Conditions		2023 Conditions *	
		Peak Hour Traffic Volume	LOS	Peak Hour Traffic Volume	LOS
Eastbound	Thru	234	C	833	A
	Right	165		59	
	Left	26		47	
Westbound	Thru	208	B	523	A
	Right	16		28	
	Left	124		33	
Northbound	Thru	57	B	7	C
	Right	101		77	
	Left	158		46	
Southbound	Thru	50	B	10	C
	Right	19		34	
	Left	16		14	
Overall Intersection Avg. Peak Hour Delay:		20.2 Seconds	C	44.0 Seconds	D

* - Assumes Signal Timing Adjustments to Accommodate Additional Traffic

3. Main Street / St. Charles Street

The intersection presently operates as a Two-Way Stop Controlled intersection with approximately 1,230 vehicles utilizing the intersection during the peak morning hour. Of the 1,230 total vehicles, roughly 92% of the traffic uses the "uncontrolled" Main Street east-west approaches, which translates into an overall high level of service for the intersection. The Main Street approaches operate at LOS "A" and the St. Charles approaches operate at LOS "C" during peak hour traffic.

Future growth in the southern areas of Salmon will likely increase traffic to the St. Charles Street south approach to this intersection. In addition, the initial phase of the 2nd Salmon River Crossing (Capital Improvement Project Priority #4) will require an extension of North St. Charles, which will reallocate much of the traffic currently seen on Main Street to the St. Charles north approach.

A LOS analysis was completed for 2022 projected traffic (independent of the 2nd River Crossing) for both a two way stop controlled intersection

(existing geometry) and a signalized intersection. If the intersection remains a two-way stop, both the Northbound and Southbound St. Charles approaches will degrade to LOS "F" with peak hour delays for the northbound approach estimated at more than 4 minutes per vehicle.

Installing a signal at this intersection will greatly improve the future peak hour level of service to an overall intersection LOS "B" and will reduce the maximum anticipated average delay to 33 seconds for the northbound approach. Table 3-6 summarizes the anticipated future peak hour traffic flows with level of service for each approach.

Table 3-6 – Main Street / St. Charles Street Intersection LOS

		Main Street / St. Charles Street Intersection					
		2003 Conditions		2023 Conditions			
		Existing Geometry		No Intersection Changes		With New Signal	
		Peak Hour Traffic Volume	LOS	Peak Hour Traffic Volume	LOS	Peak Hour Traffic Volume	LOS
Eastbound	Thru	628	A	833	B	833	A
	Right	38		59		59	
	Left	40		47		47	
Westbound	Thru	372	A	523	A	523	A
	Right	23		28		28	
	Left	24		33		33	
Northbound	Thru	3	C	7	F	7	C
	Right	33		77		77	
	Left	19		46		46	
Southbound	Thru	7	C	10	F	10	C
	Right	28		34		34	
	Left	11		14		14	

Un-signalized

1. Courthouse / US-93

Improvement to this intersection was listed as the number 1 priority in the City's Capital Improvement Plan. This intersection is the "bottleneck" of the City's transportation network during peak traffic periods, particularly for southbound US-93 traffic that is stop controlled, resulting in extensive traffic queuing.

The total measured 2002 peak hour traffic was 1,292 vehicles per hour with approximately 80% of the traffic focused on the Courthouse approach legs or the free running northbound right turn lane.

The existing average peak hour delays for southbound US-93 traffic exceed 40 seconds per vehicle based on recent traffic counts, resulting in an approach level of service LOS "E".

Future traffic growth at this intersection will come from growth in the background "thru" state highway traffic and the anticipated new residential developments on Bar Hill. In addition, new businesses are anticipated near Elks Road which will likely generate additional traffic to this intersection from residents living in the south and southeastern portions of the City.

This future growth will significantly decrease the southbound approach level of service to LOS "F" in 2022 with an estimated average delay of nearly 4 minutes per vehicle based on the current intersection configuration.

Several mitigating alternatives were investigated to improve the overall intersection level of service, including all-way stop control, a round-about, and a new traffic signal.

Revising the intersection to a 3-way stop would greatly improve the level of service for Southbound US-93 traffic, however, since the majority of traffic is coming from the Courthouse approach, this leg of the intersection would be reduced to a low level of service LOS "F" with delays exceeding 100 seconds per vehicle.

An analysis for a round-about was also completed based on 2022 traffic projections. This analysis indicated that the allowable capacity of a single lane round-about would be exceeded by the projected traffic, resulting in a low level of service. In addition, physical constraints of the rock wall on Bar Hill and the close proximity to the existing Salmon River Bridge limit the availability of land necessary to construct a properly functioning round-about.

Installing a traffic signal at this intersection appears to provide the greatest improvement to the overall intersection level of service. The signal analysis indicates that an overall intersection level of service LOS "B" can be attained by installing a properly timed traffic signal. The southbound US-93 approach would improve to LOS "C" and the eastbound "downhill" traffic from Courthouse would be reduced to LOS "C" with an average vehicle delay of 20 seconds during the peak hour.

Table 3-7 summarizes the anticipated level of service for existing and future intersection peak hour traffic conditions.

Several residents expressed concern over the steep approach grade from eastbound Courthouse traffic, particularly during winter months which may create an additional hazard for stopped traffic. To mitigate this approach,

Table 3-7 – Courthouse Road / US-93 Intersection LOS

		Courthouse Road / US-93 Intersection					
		2003 Conditions		2023 Conditions			
		Existing Geometry		No Intersection Changes		With New Signal	
		Peak Hour Traffic Volume	LOS	Peak Hour Traffic Volume	LOS	Peak Hour Traffic Volume	LOS
Eastbound (Courthouse)	Thru	594	A	764	A	764	C
	Right	0		0		0	
	Left	10		12		12	
Westbound (Main Street)	Thru	286	A	398	A	398	A
	Right	148		217		217	
	Left	0		0		0	
Southbound (US-93)	Thru	0	E	0	F	0	C
	Right	33		39		39	
	Left	231		294		294	

advanced warning connected to the signal should be placed on Courthouse Road to warn approaching drivers of a red light to allow additional stopping reaction time and distance during slick roadway conditions.

2. Courthouse / Lombard

This intersection is a two-way stop controlled intersection with stop control on the Lombard approach legs. As growth continues in the Smedley Estates area, this intersection along with the State Street / Lombard intersection will see additional peak hour traffic from Fulton Street traffic accessing Courthouse Road.

Existing peak hour traffic counts show this intersection operating at a very high level of service with peak vehicles delays of 10.9 seconds (LOS “B”) for the Lombard north approach turning left on Courthouse. The remaining intersection legs operate at either a high LOS “B” or LOS “A”.

Future growth from infill development and the Smedley Estates Area will reduce the overall intersection level of service, however, it will remain within acceptable levels. In 2022, the Courthouse Road approaches will remain at LOS “A”, while the Lombard approaches will decrease slightly to a LOS “B/C”. Additional improvements to this intersection are not anticipated to adequately accommodate the future growth.

3. Courthouse / State

The Courthouse / State Street intersection is immediately northwest of Courthouse / Lombard and similarly provides a direct link in the transportation system connecting Fulton and Courthouse.

Peak AM traffic counts indicate this intersection also performs well under existing traffic conditions with the Courthouse Road approach legs exhibiting LOS “A” and the State Street approaches showing a high LOS “B”.

Future growth from Smedley Estates and infill development within Bar Hill will slightly increase time delays for vehicles, particularly on the State Street approaches, however, these delays do not result in a reduction to the intersections overall level of service, and no additional improvements are recommended for this intersection.

4. Courthouse / Taft / Granite

This intersection was analyzed primarily due to the anticipated future increase in Taft Avenue traffic from the 18th Street Extension project (Capital Improvement Project Priority #5). Construction of the 18th Street extension is anticipated at add 74 peak hour trips to Taft Avenue within the 20 year planning period.

Existing peak hour traffic measurements show this intersection presently operates at a LOS “A” for all approach legs, primarily since the intersection is located near the upper end of Bar Hill with limited traffic generation above the intersection.

The additional future peak hour traffic from the 18th Street extension will increase delays to the Taft Avenue approach, however, these delays are not anticipated to be significant and the approach should still operate at an acceptable LOS “B” without additional modifications to the intersection.

Access Management

Existing Conditions

Mobility v. Access
Properly designed roadways provide both mobility for traffic and accessibility to adjacent properties whether they are commercial or residential. Both of these functions are important depending on the type of roadway (i.e. local vs. arterial) and the roadway's primary function.

Properly implemented access management provides the following benefits:

- Separating conflict areas.
- Limiting the types of conflicts.
- Removing turning vehicles or queues from through lanes.

Poorly implemented access management will subsequently result in more dangerous driving conditions and will include the following characteristics:

- Inadequate access capacity.
- Congestion, either on site or on the public street system.
- Higher accident rates.
- Limited flexibility to adjust the design or operation to changed conditions.

Arterial roadways (SH-28 and US-93) are designed to carry more traffic at higher speeds where mobility is the primary function of the roadway. Generally arterials have restricted access to reduce potential conflict from adjacent traffic / pedestrians, subsequently increasing traffic mobility. Salmon is somewhat unique in that these arterial roadways run through the core downtown district which contains several access points, including on-street parking, which is likely a contributing factor to the high number of accidents along US-93.

The primary purpose of a ***local*** road is access. Local roads are generally lower speed and contain several access points (i.e. driveways) where conflicts with through traffic are more frequent and anticipated by the traveling public.

Other than the two arterials US-93 and SH-28 the remainder of roads in Salmon are presently designated as local roads.

Collector roads provide a "bridge" between the local roads and arterials. Generally, collector roads have more controlled access with speeds ranging between 25 mph and 45 mph depending on surrounding land use. Several new collector roads have been proposed as a part of this report as outlined previously in this section.

Access Spacing / Corner Clearances
Chapter VI – Performance Standards of the City of Salmon Development Standards provides guidelines for access to off-street parking and corner clearance including:

- Driveways shall not be within 20 feet of any local road intersection or alley or within 10 feet of another access point.
- Driveway access to an arterial road shall not be within 40 feet of its intersection with any local street or 60 feet of its intersection with another arterial.
- A clear vision triangle of 20 feet down each street shall be maintained at all street intersections and points of access to a public street.

Future Conditions

Since access location changes to existing properties along the SH-28 and US-93 arterials and the proposed new collector roads in the City is not a feasible alternative, it is recommended that the City of Salmon consider modifications to access spacing for future development along these roadways. Unsignalized direct access to both arterial streets and collectors can be accomplished without significant interruption to traffic movement as long as attention is given to location, spacing, movements permitted, and the design of such access.

Table 3-8 offers some recommended minimum center-to-center driveway spacing standards for future development along arterial roadways.

Table 3-8: Minimum Driveway Spacing Recommendations

Speed (miles per hour)	Driveway Spacing
30	185 feet
35	245 feet
40	300 feet
45	350 feet

Source: Stover and Koepke, Transportation and Land Development, p. 109

Corner clearance is the measured distance from an intersection to the nearest access in either direction of the intersection. New developments along either existing or proposed roadways should maintain corner clearances in accordance with the recommendations as outlined in **Table 3-9**.

Table 3-9: Minimum Corner Clearance – Stop-controlled Intersection

	Arterial	Collector	Local
Without Median	85 feet	85 feet	50 feet

Source: Stover and Koepke, Transportation and Land Development, p. 105

Collisions

Existing Conditions

An investigation of recorded collisions within the City of Salmon revealed a total of 70 crashes, resulting in 47 reported injuries on the State Highways (US-93 and SH-28) from 1998 to 2001. (Crash records for local streets within Salmon were not available for this report.) Of the 70 reported collisions, nearly half (32) of the crashes were the result of rear-end collisions, with the majority of crashes occurring on US-93 (Main Street) between Challis Street and the Salmon River.

Figure 3-2 shows a summary of the recorded collisions on the State Highway System within Salmon. **Table 3-10** outlines the locations of the recorded collisions with respect to adjacent intersections and **Table 3-11** shows a comparison of Salmon collision statistics to other Idaho cities with comparable population.

Table 3-10: Intersection Collision Locations

Intersection	Total Collisions
SH-28 / Warpath	3
Challis / Main	14
Challis / Sharkey	1
Challis / Union	0
Main / Daisy	3
Main / Church	13
Main / St. Charles	5
Main / Courthouse	9
US-93 North / Ida	2

Source: Idaho Transportation Department

As shown in **Table 3-11**, Salmon ranks near the average state-wide for collision rates for cities of comparable size. The majority of the reported collisions occur near the intersections of Main / Church and Main / Challis, the only two signalized intersections in the town.

Table 3-11: Vehicle Collision Range by City (1999-2002) - City Populations between 2,000-4,999

City	Approximate Population	Total Collisions	Collision Rate Per 1,000 Population
Shelly	3,800	64	16.8
Kimberly	2,600	46	17.1
Homedale	2,500	48	19.2
Middleton	3,000	59	19.7
Rathdrum	4,800	104	21.7
Heyburn	2,900	67	23.1
Grangeville	3,200	78	24.4
Dalton Gardens	2,300	58	25.2
Soda Springs	3,400	94	27.6
Gooding	3,400	97	28.5
Wendell	2,300	66	28.7
Salmon	3,100	91	29.4
American Falls	4,100	122	29.8
Montpelier	2,800	86	30.7
Malad	3,800	69	31.4
Fruitland	3,800	126	33.2
St. Anthony	3,300	114	34.5
Buhl	4,000	139	34.8
Orofino	3,200	113	35.3
Kellogg	2,400	89	37.1
Preston	4,700	181	38.5
St. Maries	2,700	112	41.5
Bonners Ferry	2,500	133	53.2
Rigby	3,000	163	54.3
McCall	2,100	118	56.2
Ketchum	3,000	231	77.0
		Average	**33.4**

Source: Idaho Transportation Department Office of Highway Safety

Figure 3-2: Summary of Recorded State Highway Collisions within the City of Salmon

Insert figure 3-2

Other crash statistics of interest are noted below:

- 58 percent of crashes occur during either lunch or evening rush hours.
- 51 percent of crashes involve drivers under the age of 25.
- 35 percent of crashes involve drivers under the age of 20.

Weather was generally not a contributing factor in crashes – roads were mostly dry with 59 percent of accidents occurring during spring or summer months.

The data listed in **Figure 3-2** indicates that a combination of high congestion and relatively inexperienced drivers (likely high school students during lunch break) are the reason for the majority of traffic. Main Street offers many driver distractions due to high pedestrian volumes and parallel parking that, when combined with the high peak hour traffic volumes, likely contribute to an increased accident rate.

Future Conditions

As shown in **Figure 3-2**, reducing congestion on Main Street will likely significantly reduce the accident rate within the City. In particular, construction of the Union / St. Charles Collector in addition to construction of an alternate Salmon River Bridge Crossing will provide alternate traffic routes, leading to less congestion on Main.

It is recommended that the City continue to coordinate with ITD on collection of collision data for the state highways within Salmon, as well as implement a formal data gathering and review process for accidents on local roadways. This information can be used to establish revised collision rates, which will help determine if the proposed roadway system changes included in this report are reducing collisions. In addition, this data will help identify whether other areas of the City need additional investigation.

The collision rates are based on the number of collisions and the traffic volume. Therefore, collision rates reflect the exposure to danger at certain transportation intersections. These rates will allow the City to compare intersections with differing traffic volumes and ultimately prioritize safety improvements at specific locations.

Pavement Management Plan

Existing Conditions

The purpose of a Pavement Management Plan is to formalize a process for maintaining roads in a manner that will optimize the life of the pavement through regular maintenance practices. Generally, a properly designed and constructed plant mix pavement section should last 20 years without requiring reconstruction, as long as proper and timely maintenance is performed.

The City of Salmon currently has an “informal” Pavement Management Plan that is based on the Public Works Director’s detailed knowledge of the roadway system, combined with anticipated funding availability through the yearly roadway maintenance / capital improvement budget. Based on this existing process, it appears that paved roadways are “chip sealed” on a fairly regular basis that averages approximately every six to seven years between improvements. This timeframe varies somewhat depending on the roadway traffic and condition of the pavement.

City staff should be commended for their efforts; with more than 32 miles of paved roadways in the City, the majority of roads are in very good condition. This is a direct result of current City practices, which include chip sealing and some roadway reconstruction / paving as necessary.

The pavement management schedule presented in Appendix A is a compilation of a roadway inventory completed by City staff and through conversations with the City’s Public Works Director. The intent of this schedule is to provide the City an additional and useful tool in the continuing evaluation of the existing roadways, which also incorporates budget recommendations from the Capital Improvement Plan. The Pavement Management Plan considers only those roadways that are currently paved; it does not account for roadways currently listed as either gravel or dirt.

The pavement management schedule is based on an estimated cost of $10,500 to chip seal one mile of roadway, including the cost of oil, cover-coat material, fog coat, equipment, and labor. It is recommended that this plan be evaluated on a regular basis by the City, in conjunction with the Capital Improvement Plan review, in the event roadway improvement priorities change or if there are significant changes in the availability of roadway funds through the City's annual budget.

Future Conditions

Appendix A details the existing roadway inventory with recommendations for yearly maintenance for the sections of roadway within the City. A summary of the proposed maintenance schedule is listed in **Table 3-12**.

Table 3-12: Summary of Pavement Management Plan Improvements

Year	Estimated Mileage to be Chip Sealed	Estimated Maintenance Cost
2004	7.6	$79,980
2006	8.6	$90,214
2008	9.4	$98,976
2009	2.1	$21,525

Source: City of Salmon and J-U-B ENGINEERS, Inc.

Bridges

Existing Conditions

The City of Salmon presently has three bridges within the City limits crossing both the Lemhi and Salmon Rivers. A licensed engineer inspects the bridges at least once every two years as a part of the State's bridge inspection program. Each bridge is assigned a sufficiency rating based on the information collected during the inspection. A sufficiency rating of less than 30 places the bridge in a critical category for replacement. A bridge with a sufficiency rating between 30 and 50 is considered eligible for replacement funding, and a bridge with a sufficiency rating between 50 and 75 is considered eligible for rehabilitation funding.

Lemhi Bridge at St. Charles Street

The US-93 Bridge is the only structure that presently crosses the Salmon River and is typically a point of high congestion during peak traffic hours. Concern has also been expressed about the reliability of having only one structure available should a problem occur with the structure (flooding, ice jams, repairs, etc.). A current project to repair the bridge deck has been funded for $80,000. This bridge currently has a sufficiency rating of 64.2.

The City currently maintains two bridges over the Lemhi River, both of which are exposed to limited traffic. A summary of the City's bridges, including sufficiency ratings and noted deficiencies are listed in **Table 3-13**.

Table 3-13: Existing Bridge Sufficiency Ratings

Bridge	Deficiencies	Sufficiency Rating
Lemhi River Bridge (NE Salmon)	Functionally Obsolete	64.6
Lemhi River Bridge	Not Deficient	57.4
Salmon River Bridge (US-93)	Not Deficient	64.2

Source: Idaho Transportation Department

Future Conditions

The City of Salmon currently has a project, programmed with ITD, to construct a new pedestrian bridge over the Salmon River immediately south of the existing US-93 Bridge. This project is programmed for fiscal year 2004. The City has also placed a high priority on constructing a new vehicular bridge over the Salmon River in the future to reduce traffic congestion on Main Street while providing a redundant crossing option in case the existing US-93 Bridge needs future repairs. A current project to repair the bridge deck has been funded for $800,000.

Pathways Network / Pedestrian Access

Existing Conditions – Pathways

A local pathways committee is actively involved in developing a city-wide Pathway Improvement Plan including both paved and non-paved routes. The committee has identified several proposed routes, as well as existing routes that are currently utilized by both tourists and local residents. During public meetings the pathways received great interest, comment, and enthusiasm.

Priority trails have been identified as follows:

- 93 North Path (length = 1.2 miles)
- Jesse Creek Loop (length = 1.1 miles)
- Lemhi Trail Access (length = 2.3 miles)
- Kids Creek Loop (length = 1.9 miles)
- S-Hill Trail Loop (length = 6.5 miles)

The committee is currently working with the City and local property owners in the area to obtain right-of-way agreements for the new pathways that traverse through both public and private property.

Each of the proposed trails offers different opportunities for residents, varying from trails within public right-of-way and adjacent to existing streets (such as Kids Creek and US-93 North) to routes that follow natural features (such as Jesse Creek), which will likely be non-paved and more of a nature trail.

Figure 3-3 shows existing and proposed pathway routes within the City of Salmon.

Future Conditions - Pathways

The enclosed Pathways Plan is a great opportunity to seek a variety of funding including local funds. The City is dedicated to pathway implementation and has committed to approximately $10,000 per year of local funding from the General Fund to advance new trails identified on the Pathway Plan. This money can also be utilized as “seed” or matching funds for accessing federal enhancement money available through ITD, as well as other governmental and private sources. The trail system promises to be valuable as a recreational facility for residents - and equally valuable as a tourist attraction.

Existing Conditions – Sidewalks

A recently completed sidewalk inventory reveals the City of Salmon has approximately 42,000 linear feet of concrete sidewalk within the City boundaries ranging in width from 3’ to approximately 10’ along Main Street. The majority of this sidewalk is in fair to good condition with the exception of several areas in the southern St. Charles area of Salmon that were in extremely poor condition. In addition, the location of existing sidewalk is primarily focused near the downtown core along Main Street and SH 28.

Figure 3-4 shows the existing sidewalk locations identified in the sidewalk inventory.

The existing downtown core area has a fairly well defined sidewalk infrastructure that has been reconstructed within the last several years as a result of a downtown revitalization project. These sidewalks are generally wider than the remainder of Salmon (10’ width) and appear to be in good condition.

Pedestrian movement observations revealed that many pedestrians, including school children are forced to walk along the edge of the streets, or during poor weather, in lanes of traffic where sidewalks are not available.

Figure 3-3: City of Salmon Pathways Network

Figure 3-4: City of Salmon Existing / Proposed Sidewalk Locations Figure

While the proposed trails and pathways identified above provide recreation opportunities for tourists and City residents, a lack of a defined sidewalk pedestrian network has raised several safety concerns, particularly relating to children walking to and from school. The elementary / middle school campus located near Sharkey and US-93 is largely void of sidewalks on the surrounding streets, forcing pedestrians to use existing borrow ditches or the street itself for pedestrian access.

Sidewalks along portions of the south side of Fulton Street provide some pedestrian access to Brooklyn School, however, the vast majority of residential streets on Bar Hill do not have sidewalks and adequate pedestrian access facilities.

In general, many primary pedestrian routes in the Bar Hill area and southern and eastern Salmon lack adequate sidewalk facilities, causing potential pedestrian / vehicle safety conflicts.

Future Conditions - Sidewalks

Constructing sidewalks for all existing neighborhood streets is estimated to require an additional 1.6 million square feet of concrete sidewalk with an estimated construction cost of $7.0 million (2003 dollars).

As this construction cost is prohibitive based on existing funding availability, it is recommended that the City instead embark on a yearly

Table 3-14: Future Sidewalk Construction Schedule

Year	Main Roadway	From Crossing Roadway	To Crossing Roadway	Approx. Length (ft)
2004	Finstur	Sharkey	Lena	560
	Finstur	Union	Edwards	110
	Sharkey	Daisy	Finstur	640
	Sharkey (Midblock - Northside)	Church	Daisy	150
2005	Sharkey (Southside)	Church	Daisy	350
	Daisy (West side)	Union	Sharkey	260
	Daisy	Sharkey	(Alley Way)	250
	Lena (North side)	Church	Daisy	490
	Lena (South side)	Church	Daisy	150
2006	Daisy	Idaho	Union	1560
2007	Daisy	Poplar	Idaho	1040
	Edwards	Daisy	Finstur	640
2008	Church	Idaho	Union	1560
2009	Church	Willow	Idaho	520
	Finstur	Hope	Union	390
	Daisy	Lena	Van Dreff	210
	Lena	Andrews	Church	400
2010	Finstur	Willow	Hope	1450
2011	McPherson	Idaho	Hope	1040
	Shoup	Challis	Opal	250
	Church (West side)	Lena	Van Dreff	110
2012	Church (East side)	Lena	Van Dreff	200
	Church (West side)	Van Dreff	Main	240
	Church (West side)	Sharkey	Lena	150
	Shoup	Opal	Warpath	1000
2013	Shoup	Warpath	Eli	1180
2014	Shoup	Eli	Lemhi	1630
2015	Lombard	Fulton	Courthouse	1300
	Courthouse (North side)	State	Lombard	140
2016	State	Courthouse	Capitol	1580
2017	State	Courthouse	Augusta	900
	Courthouse	State	Monroe	410
	Lombard (West side)	Courthouse	Neyman	190
2018	Lombard	Neyman	Augusta	1200
2019	Courthouse	Moneroe	Taft / Granite	1530
2020	Courhouse	Granite	Larson	1550
2021	Taft	Courthouse	Copper	1360
2022	Taft	Copper	11th	1740
2023	Taft	11th	14th	1740
2024	Taft	14th	17th	1500
2025	Taft	17th	19th	1050
	Broadway	Courthouse	Neyman	200

sidewalk improvement program, utilizing existing City general budget funds, to gradually expand the sidewalk facilities.

The sidewalk expansion would be incrementally constructed in strategic areas that optimize access to and from highly utilized pedestrian areas (i.e. schools, downtown, etc.), while also complimenting the proposed recreation trails network shown in **Figure 3-3**.

As an example, a number of pedestrians living on Bar Hill west of Courthouse and south of Roosevelt will utilize the proposed Jesse Creek, lessening the need for extensive sidewalk construction in that portion of town.

Table 3-14 outlines a schedule of sidewalk improvements to be constructed by the City within the 20 year planning period. The recommended improvements focus on providing direct access routes from residential neighborhoods to high pedestrian destination points, including schools and downtown shopping locations.

As it is financially impractical to construct sidewalks on all existing City streets, the proposed schedule of improvements, once implemented, will significantly reduce the distance pedestrians will travel on streets without sidewalks, which should greatly increase pedestrian safety throughout Salmon.

Based on conversations with the City Administrator, it is estimated that approximately $30,000 annually (2003 dollars) will be available from the City general fund to construct new sidewalks.

An additional funding alternative would be to establish local improvement districts (LID'S) in key neighborhoods with high pedestrian use. Funding from an LID would allow the City to accelerate construction of the sidewalks while utilizing the additional long term financing paid by adjacent property owners.

All new sidewalk construction should include ADA approved pedestrian ramps at the intersections and at mid-block (as needed) and should be constructed in accordance with the latest edition of the Idaho Standards for Public Works Construction.

In addition, all future roadway capital improvement projects and residential development projects should include funding for construction of new sidewalk in accordance with recommendations outlined in the City's existing comprehensive plan. Capital improvement projects outlined in chapter 4 of this report (i.e. Union St. / St. Charles Collector) include sidewalk construction as a part of the construction cost estimate.

Mid-Block Sidewalk Ramp near Safeway

Public Transportation - Airport

Existing Conditions

Lemhi County Airport, four miles from Salmon, has a 5,150-foot airstrip capable of handling most small jet craft. Its amenities include night lighting and a full-time fix base operator. The general aviation airport, although outside the City, provides valuable resource to regional economics, bringing in tourists, hunters, river users, and forest service staff. The airport has two (2) non-precision approaches. Life flights from Boise and Missoula use the airport to access the Lemhi Valley. During summer and fall, daily commercial flights are available to Idaho Falls and Boise. Rental cars and a local taxi are available.

Lemhi County owns the fuel, fuel system, and the land occupied by the airport. The county taxes each gallon of gas approximately $.25 to $.27 per gallon and collected $120,000-$130,000 revenues from gas tax in 2002.

Salmon Air provides scheduled commuter flights between Salmon, McCall, and Boise Monday through Friday and reports nearly 5,000 take-offs and landings annually. In addition the airline offers charter flights to other destinations including Sun Valley and Salt Lake City and backcountry airstrips. United Parcel Service contracts with Salmon Air and 35% of the airline's business is with outfitters and passengers seeking outdoor recreational experiences. In 2003, the airport is underway with planning future improvements including:

- Taxiway Construction
- Runway Construction
- Pavement Rehabilitation
- Apron Expansion

Lemhi County Airport

Future Conditions

Salmon Air has an interest in extending service to Sandpoint with hopes to grow alongside Salmon, adding new aircraft and routes as demand warrants. The Fly Sandpoint Initiative Air Service Committee is working with local, state, and federal agencies on two grant applications to request additional funds to help underwrite and market air service to Sandpoint. In addition, there has been discussion about a future terminal building for customer facilities.

The Forest Service and Bureau of Land Management are considering a future heli-base for fire fighting aircraft at the airport.

Shuttle

Shuttle services provide a valuable resource to Salmon citizens needing transit. These businesses can be a challenge to profitably operate. Public funding may have to be utilized to augment the viability of these services.

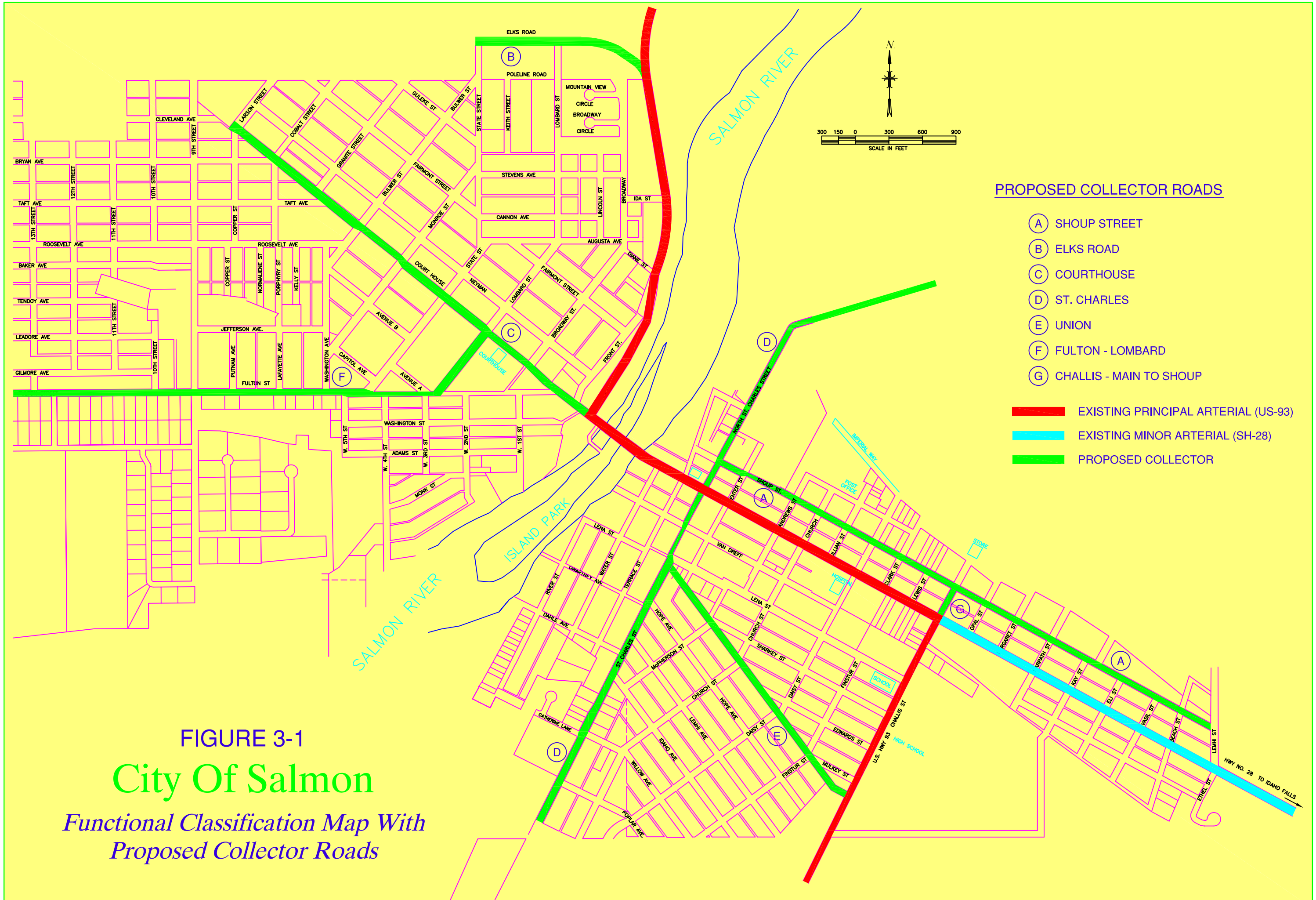
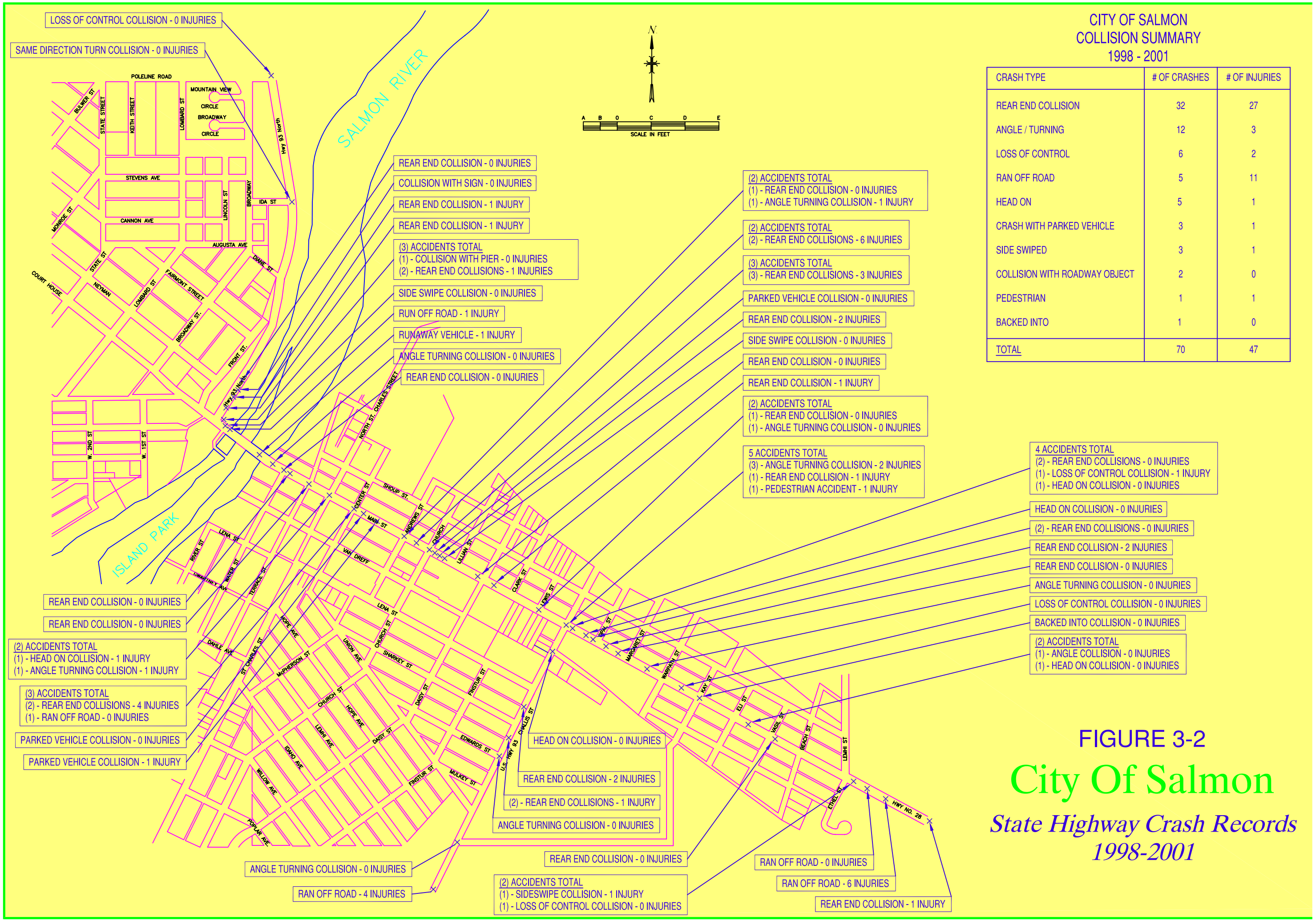


FIGURE 3-1

City Of Salmon

Functional Classification Map With Proposed Collector Roads



CITY OF SALMON
COLLISION SUMMARY
1998 - 2001

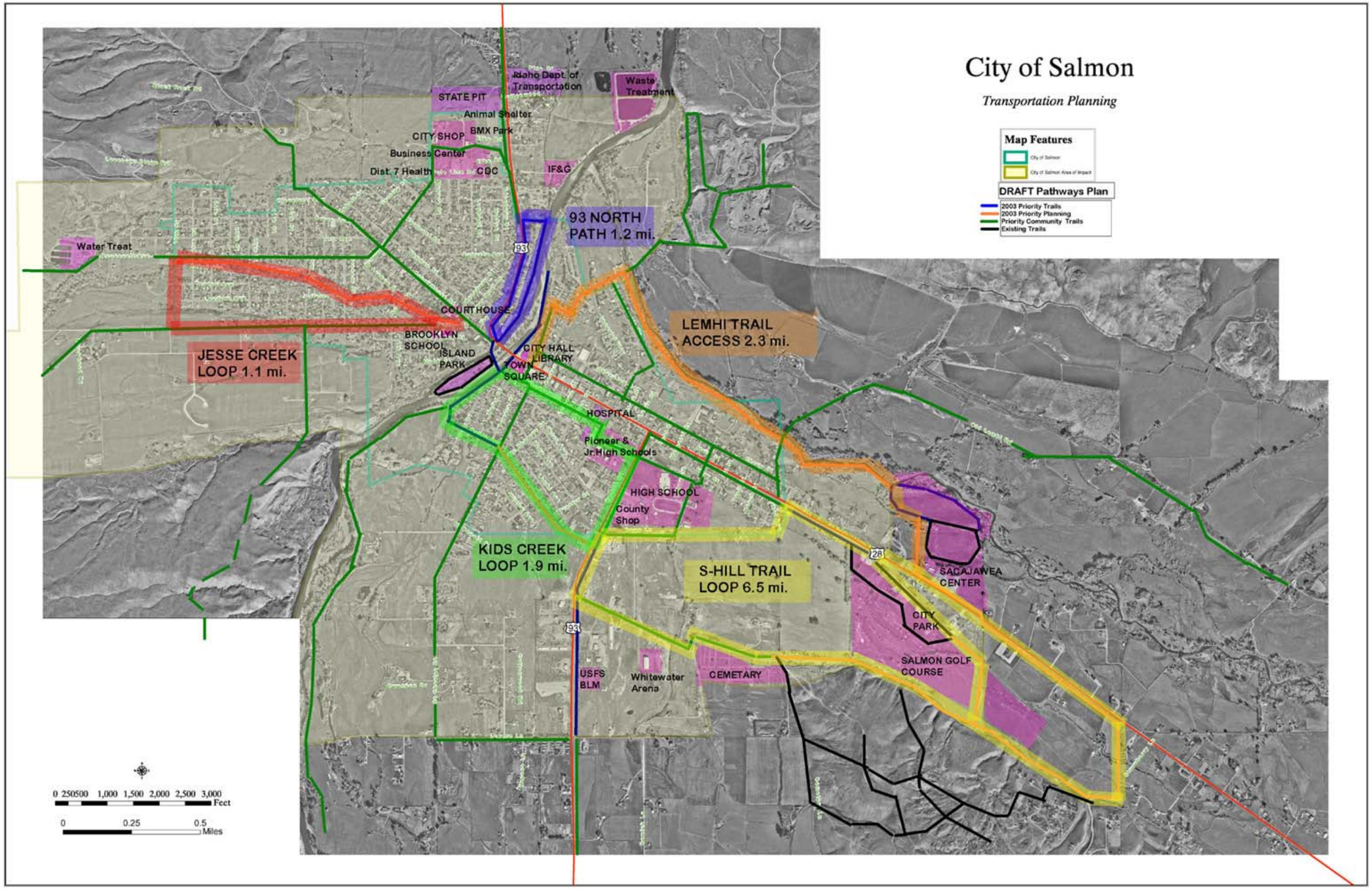
CRASH TYPE	# OF CRASHES	# OF INJURIES
REAR END COLLISION	32	27
ANGLE / TURNING	12	3
LOSS OF CONTROL	6	2
RAN OFF ROAD	5	11
HEAD ON	5	1
CRASH WITH PARKED VEHICLE	3	1
SIDE SWIPED	3	1
COLLISION WITH ROADWAY OBJECT	2	0
PEDESTRIAN	1	1
BACKED INTO	1	0
TOTAL	70	47

FIGURE 3-2

City Of Salmon

State Highway Crash Records
1998-2001

Figure 3-3: City of Salmon Pathways Plan



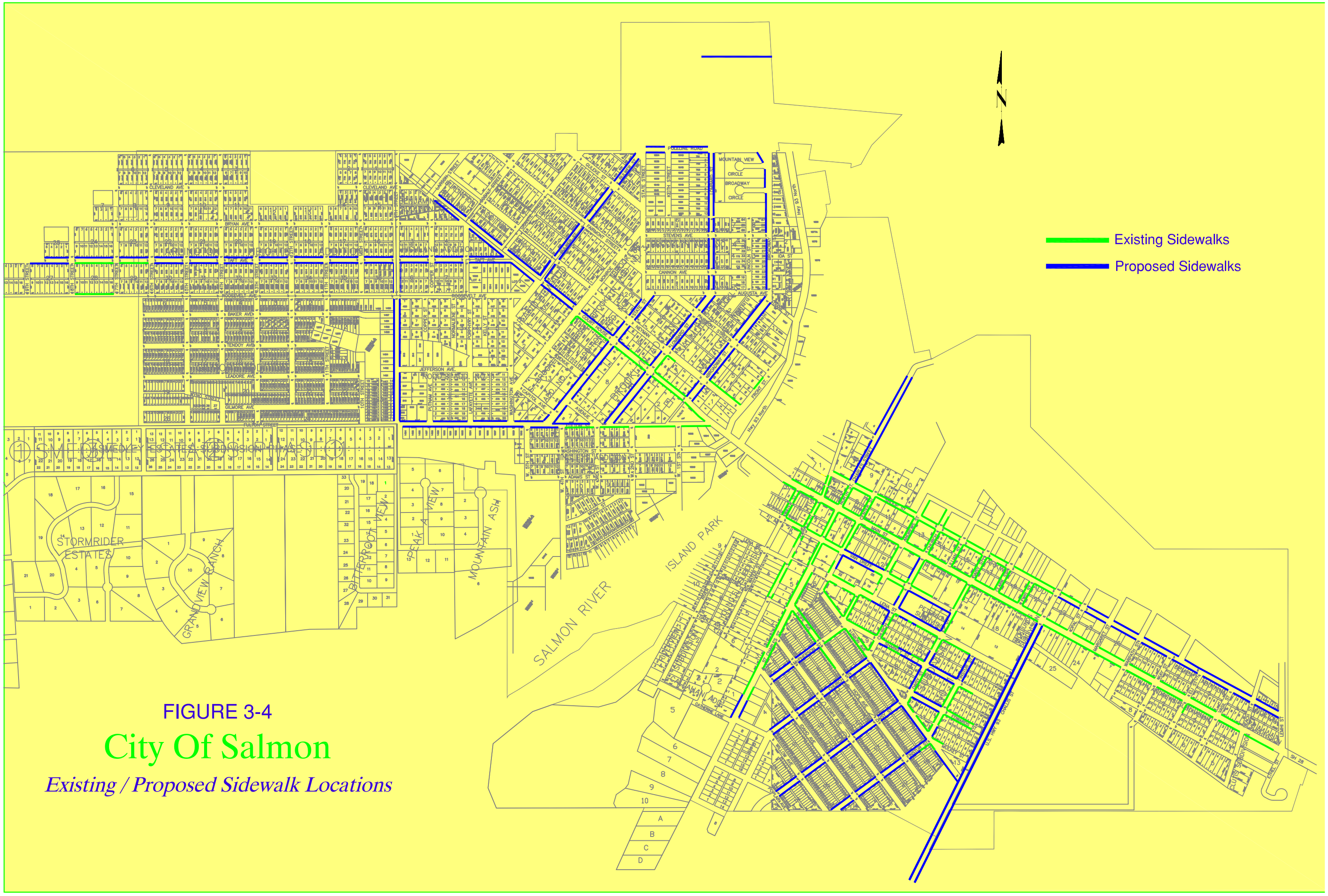


FIGURE 3-4

City Of Salmon

Existing / Proposed Sidewalk Locations

4. Capital Improvement Plan

Source: Idaho State Historical Society – Boating on the Salmon River c. 1903

What is a Capital Improvement Program?

A Capital Improvement Program is a plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arriving from the long-term work program. It sets forth each project or other contemplated expenditures in which the local government is to have a part, and it specifies full resources estimated to be available to finance the projected expenditures.

Generally, capital improvements programs are set up for a six year period with annual review.

Table 4-1 lists the transportation strategies and Capital Improvement Plan proposed for the City of Salmon. **Figure 4-1** provides a map of the capital improvement projects.

Table 4.1: Transportation Strategies and Capital Improvement Plan

3. Improve Elks Road to US 93	STP-Rural						$ 81,000		$ 1,100,000
4. East / West River Crossing	Federal Aid								Varies
5. 18th Strees Extension to Fulton	Local							$ 367,000	$ 367,000
6. Extend Imperial Way to North St. Charles	Local						$ 50,000	$ 280,000	$ 280,000
7. Widen Challis between Shoup and Main St.	STP-Rural							$ 15,000	$ 180,000
8. Extend Daisy to Wagon Wheel Rd.	Private								$ 780,000
10. Widen Fulton Street	Local								$ 119,244
11. Design and build new intersection Fulton & 9th St.	Local						$ 41,123		$ 41,123
12. Widen St. Charles Street / Lovers Lane to Hwy 93	Local		$ 15,000		$ 85,000				$ 100,000
13. Connect Lena Street to St. Charles Street	Local				$ 33,495				$ 33,495
14. Widen and Straighten N. Terrace Street	Local		$ 39,220						$ 39,220
Total - Capital Improvement Projects									
Pathways and Sidewalks									
9. Pathway and Sidewalk Construction for projects within the City	Local	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000		
Pavement Maintenance /Management Projects	Local	$ 79,980		$ 90,214		$ 98,976	$ 21,525		
Estimated Annual Roadway Budget Totals		$ 119,980	$ 94,220	$ 226,214	$ 158,495	$ 288,976	$ 237,548		

Figure 4-1: City of Salmon Transportation Master Plan Proposed Projects Map

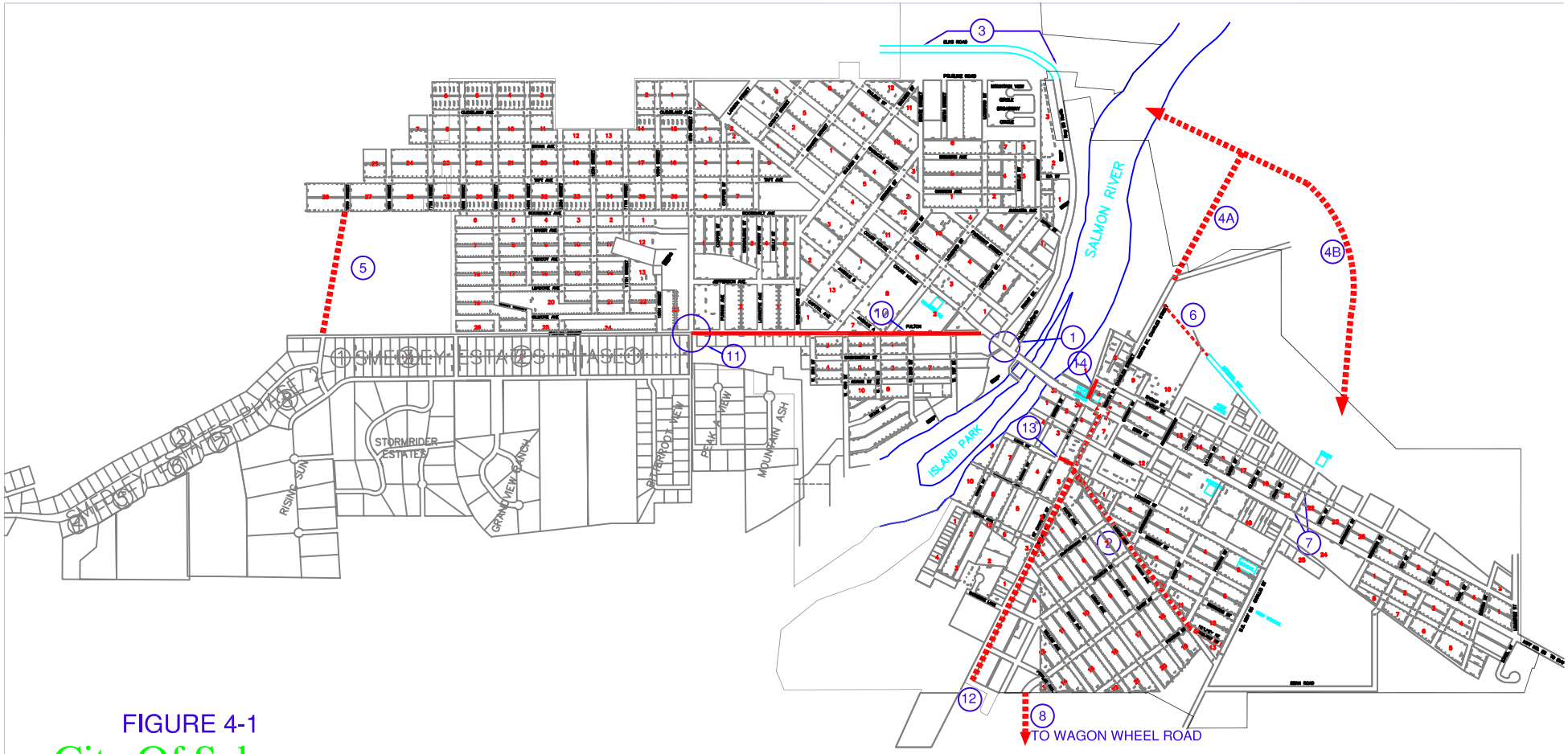


FIGURE 4-1

City Of Salmon

Capital Improvements Plan

PROJECTS

1. IMPROVEMENTS TO US-93 / COURTHOUSE ROAD INTERSECTION
2. UNION / ST. CHARLES COLLECTOR WITH SIGNAL AT MAIN AND ST. CHARLES
3. IMPROVE ELKS ROAD TO US-93
4A. CONSTRUCT NEW RIVER CROSSING NEAR IDA STREET WITH EXTENSION TO NORTH ST. CHARLES
4B. CONSTRUCT ATLERNATE ROUTE EXTENDING FROM NEW BRIDGE TO STATE HIGHWAY 93/28
5. 18TH STREET EXTENSION TO FULTON STREET
6. EXTEND IMPERIAL WAY TO N. ST. CHARLES
7. IMPROVE / WIDEN CHALLIS STREET BETWEEN SHOUP AND MAIN STREET
8. EXTEND DAISY STREET TO WAGON WHEEL ROAD
9. PATHWAYS
10. WIDEN FULTON
11. IMPROVE INTERSECTION FULTON AND 9TH
12. ST. CHARLES STREET COLLECTOR IMPROVEME
13. CONNECT LENA ST. TO ST. CHARLES
14. WIDEN AND STRAIGHTEN TERRACE ST.

Revised July 12, September 13, 2004 GVH

Engineering Studies

Engineering studies are not capital improvement projects; however, they are necessary prior to engineering designs.

1 - Southeast Salmon Belt Loop Study

Meetings with the Technical Advisory Committee indicated a desire to investigate the feasibility of constructing a “belt” route along the southeast portion of Salmon to connect US-93 South (Challis Street) with SH-28 near the City’s eastern boundary. The intent of the new route will be to further reduce congestion at the Main Street / Challis Street intersection by providing local residents and through traffic an alternate option for eastbound traffic.

The Salmon School District is also currently completing master planning efforts for a new high school in this vicinity. Completion of the study will enable the City to coordinate efforts with the School District with respect to evaluation of specific future high school traffic generation locations, as well as providing the school additional access points which will potentially reduce congestion / collisions on Main Street.

Funding Source: STP (Local), City Local Funds Match

Estimated Cost: $35,000

2 – Circulation Study for Daisy / Lena / Van Dreff Streets

Several comments were received during the public involvement process indicating concerns regarding congestion and traffic flow in and around the elementary and junior high schools at Lena Street. Parents dropping off students at the elementary school are funneled along Sharkey Street (one-way), creating driver confusion. In addition, a large quantity of cars interacting with younger students is a safety concern.

The circulation study will allow the City to take a detailed look at the traffic and pedestrian patterns around the schools, particularly during morning and afternoon peak hour volumes and make recommendations for additional capital improvements. Conversations with the Technical Advisory Committee members elicited recommendations to close Daisy Street from Lena to Van Dreff as a potential remedy to the situation. The circulation study will investigate this option as well as others and provide the City a technically sound recommendation for improving safety and traffic flow in this vicinity.

It should be noted that due to the close proximity to the southeast belt loop study, it is also possible that these two engineering studies could be “piggy-backed” and combined in a single study to improve overall “economies of scale” - potentially reducing overall costs for both studies.

Funding Source: STP (Local), City Local Funds Match

Estimated Cost: $15,000

Roadway Construction Projects

Initially, the Technical Advisory Committee identified 17 roadway projects. The committee then isolated nine transportation improvement projects (including pathway and sidewalk construction) necessary for continued transportation mobility in and around the City of Salmon. Following community open houses and received comments, the committee used a “pair-wise” comparison technique to evaluate and prioritize for implementation each of the projects. Prioritization was based on the following evaluation criteria:

- **Safety** – The transportation project has a measurable improvement to the safety conditions of the targeted project area or has a secondary safety benefit to another area as a result of its implementation.
- **Feasibility** – The transportation project is a realistic opportunity that can be achieved within the next ten fiscal years and is feasible in terms of project costs, acquisition of right-of-way, and environmental impacts.

- **Community Impacts** – The transportation project considers whether the goals and objectives of the Salmon Comprehensive Plan are being advanced to the extent that a project positively impacts quality of life, tourism, and economic development.
- **Local Access and Traffic Flow** – The transportation project measurably improves traffic flow in and around the target project area or areas adjacent to the project area as a result of implementation. Conversely, the project does not hinder or adversely affect local access to existing functional networks.

Based on the evaluation criteria, the Technical Advisory Committee ranked the following nine proposed transportation projects as the most important to the City of Salmon.

1 - Courthouse / US-93 Intersection

This intersection is the most critical intersection in the City of Salmon as it provides the only direct link from the Bar Hill residential area to the east side of Salmon while also being a major intersection for through traffic on US-93.

US-93 / Courthouse Intersection

The intersection is presently one-way stop controlled with through movements allowed for traffic on Courthouse Road and for US-93 traffic heading north. Southbound US-93 traffic is required to stop at the intersection.

The LOS of this intersection for southbound US-93 traffic is presently "E" and is projected to severely decrease to a low LOS "F" in the next 20 years during peak hour traffic. Courthouse Road is a single lane roadway that does not provide adequate gap acceptance for left turning southbound US-93 traffic during peak hour times or if there are special high traffic generating events in the City.

Local residents have stated that southbound US-93 traffic will back up several thousand feet at times forcing cars to bypass the stop sign and utilize Elks Road, creating congestion and safety concerns for the residential areas between Elks Road and Courthouse.

In addition, the 2 lane Salmon River Crossing Bridge is located immediately east of this intersection reducing potential for construction of additional lanes on Courthouse Road to improve the intersection level of service.

ITD presently has a project programmed to construct a new traffic signal at this intersection with a programmed cost of $236,000 (for fiscal year 2005). This cost will likely only cover a basic signal and will not include physical modifications to the intersection. The signal will spread the delay more evenly to other legs of the intersection (i.e. Courthouse), and should improve the overall intersection LOS for the 20-year evaluation period. Construction of the new signal may increase potential for rear-end collisions on Courthouse, particularly during winter months due to the relatively steep eastbound approach from Bar Hill.

It is recommended that any signal construction at this location include advanced signal warning signs and lights on Courthouse Drive to provide motorists additional breaking time and distance to compensate for slick winter conditions.

Funding Source: Federal Aid (ITD), FY 2005

Estimated Cost: $236,000

2 - Union Street / St. Charles Collector

One of the highest priorities expressed during the public involvement process is the need for a convenient, efficient alternate roadway to Main Street, particularly in the southern part of Salmon. Union Street presently provides a potential

Union Avenue near the Church Street Intersection

connection between Main Street and Challis Street, but is severely restricted due to limited right-of-way and street width on Center Street, as well as the lack of gap acceptance on Main Street for traffic turning left from Center to Main.The Church Street / Main Street intersection is presently signalized, which provides opportunity for left turning traffic onto Main Street. However, this route is limited as a free moving roadway due to physical limitations on Church Street, as well as a stop condition on Church at Van Dreff.

Extending Union Street through and connecting with St. Charles Street will provide a “parallel” collector route to Main Street while also connecting to the proposed north-south collector road, St. Charles.

Construction of this route will include reconstructing Union and St. Charles to collector width requirements, purchase of additional right-of-way, and installation of a traffic signal at the intersection of St. Charles and Main Street.

Construction of this route will likely reduce local traffic congestion on Main Street, while also reducing collisions and improving pedestrian conditions in the downtown core areas.

Funding Source: STP (Local), City Local Funds Match (7.34%)

Estimated Cost: $1.98 million

3 - Improve Elks Road to US-93

Elks Road is presently a narrow, winding local roadway connecting the northern residential areas of Bar Hill to US-93.

Elks Road / US-93 Intersection

The City has identified an area near the top portion of Elks Road for future business development and is concerned over future increases of traffic to adjacent neighborhood streets generated by the proposed new businesses.

It is recommended that Elks Road be reconstructed to meet collector guidelines with respect to roadway width and horizontal and vertical curvature. Improving the roadway in this manner will allow more efficient travel to and from the proposed business areas and reduce likelihood of “short-cut” traffic through residential neighborhoods on Bar Hill from the adjacent businesses.

Construction of Elks Road will also provide another more efficient route from Bar Hill to US-93, potentially reducing traffic volumes on Courthouse Road.

Funding Source: STP (Local), City Local Funds Match (7.34%)

Estimated Cost: $1.1 million

4A / 4B – East/West River Crossing

Currently, the existing US-93 Bridge across the Salmon River provides the only access connecting the east and west portions of Salmon. Traditionally, it is the cause of large traffic delays and motorist frustration during peak hour traffic conditions. Concern has also been expressed regarding the need to provide a reliable "backup" crossing in the event of repairs or damage to the existing structure.

Several alignments were explored for an alternate river crossing and presented to the Technical Advisory Committee and open houses for input. During the discussions, two common themes emerged:

- Business owners are concerned that an alternate route will potentially "bypass" the downtown core area, causing economic hardship on the local businesses.
- Federal funding for construction of an alternate route including bridge crossings will likely require the alternate route to connect existing state highways (US-93 and SH-28). Federal funding for a "local" alternate route will be more difficult to justify logical termini points needed to acquire federal funds.

The alignment options investigated include:

- Constructing a new roadway along the east side of the Salmon River to connect the Main Street / Challis Street intersection to the existing river crossing at Carmen.
- Constructing new bridges across the Salmon and Lemhi Rivers near the existing access road to the City's sewage lagoons and providing a turn-off, which connects North St. Charles Street.
- Constructing a new bridge across the Salmon River near Ida Street that will connect directly to North St. Charles, to provide a second local access river crossing.

Salmon River

Different variations of the above listed options were also reviewed, including extending the alternate route to the Lemhi Road / SH-28 intersection.

From the discussions, the general consensus was that a second river crossing is needed and if feasible, construction of this route should minimize bypassing the town with the state highway traffic if possible.

Accordingly, it is recommended that this project be constructed in two phases with the first phase of construction focused on building the Salmon River Bridge and extending N. St. Charles to the new bridge crossing location. Funding for this "local" bridge will likely require a combination of special appropriation funds with local match dollars. The new Salmon River crossing would likely be constructed between sewer pond road and Ida Road, depending on environmental / property owner impacts.

Once this first phase construction is complete, the City should work closely with ITD and local business owners to evaluate the impact to Main Street traffic and businesses in the core downtown area as a result of the new bridge.

The second phase of the project would incorporate information from this study to evaluate the purpose and need of constructing a "bypass route" specifically for state highway traffic to further reduce congestion on Main Street. This route would likely include a roadway extension from the Phase I bridge to the east and then south to provide a logical termini connection with US 93/ SH28.

Presently, the ITD has two projects in fiscal year 2003 and 2004 to study the US-93 / SH-28 corridor, as well as to study the feasibility of constructing this alternate route in Salmon. These

studies will likely include additional public input specific to the alternate route(s), preliminary environmental investigations, detailed construction cost information, as well as additional traffic analysis including origin / destination studies that are beyond the scope of this master plan.

Since these studies are currently programmed for funding within the next two years, it is recommended that the City continue to work directly with ITD to evaluate traffic impact reductions to the state highway system, based on this phased construction approach, as well as determine if funding through either local rural federal funds or special appropriation funding could be reasonably obtained to construct this project without "bypassing" the downtown area.

Funding Source: STP Rural Funding, City Local Funds, Special Appropriation Funding, STP Safety

Estimated Cost: Phase I - $2.9 million – $4.4 million. Phase II - Varies depending upon which route is selected.

5 – 18th Street Extension to Fulton

With the anticipated continued growth of the Smedley Estates area along the southern edge of Bar Hill, the City has identified a need for providing an additional point of access to Fulton Street from Courthouse. Both Fulton and Courthouse are listed as proposed collector roads as a part of this plan. Fulton provides the main east west access from south Bar Hill to Courthouse and ultimately to the US-93 bridge crossing the Salmon River.

A level of service analysis was conducted for the anticipated 20 year growth on Bar Hill which indicated that distribution of the traffic from Fulton Street to Lombard and/or State Street would provide a reduced level of service at the Lombard / Courthouse and the State Street / Courthouse intersections. While this reduced level of service would be generally limited to left turning movements, a traffic accident at either of these locations would potentially create significant "bottleneck" delays on Fulton Street.

Based on conversations with the City Administrator and Citizens Advisory Group, it is recommended that the City construct an extension of 18th Street south to Fulton Street. This new roadway is anticipated to relieve Fulton Street of roughly 1/3 of the peak hour traffic that is projected during the 20 year study period. In addition, this extension would provide a reliable, alternate route to the southern Bar Hill area in the event of an emergency closure on Fulton Street.

Funding Source: City Local Funds

Estimated Cost: $367,000

6 - Extend Imperial Way to North St. Charles

This project involves constructing a new portion of roadway from the northern end of Imperial Way to connect to North St. Charles Street. Construction of this section of roadway will improve emergency service access to Imperial Way and provide increased traffic circulation to the area.

This project will likely be constructed using local funds and possibly local City crews as Imperial Way is not designated as a collector roadway and federal funds are not available for local roadway improvements.

Funding Source: City Local Funds

Estimated Cost: $280,000

7 - Improve / Widen Challis Street between Shoup and Main Street

Improving this short section of roadway will provide better circulation and access between Main Street and Shoup Street, creating a potential couplet route in downtown Salmon. It is anticipated that minor right-of-way will be required from businesses along both sides of Challis to accommodate the proposed widening.

Challis is recommended as a collector, which will potentially qualify the improvements for federal aid funding through the Local Highway Technical Assistance Council (LHTAC) with a 7.34% match from the City.

Funding Source: STP Rural Funds, City Local Funds Match (7.34%)

Estimated Cost: $180,000

8 - Extend Daisy Street to Wagon Wheel Road

The City of Salmon anticipates one of the future residential growth areas to occur near the southern portion of town between US-93 South and St. Charles Street. Extending Daisy Street to Wagon Wheel Road will provide an additional north/south street that will eventually connect to Union Avenue.

Local citizens who live in this area have expressed concern that this proposed street will bring additional traffic through their neighborhoods. Since the need for construction of this roadway is dependent upon future growth in the area, it is recommended that the City require developers to address this roadway need through traffic impact studies specific to proposed developments, and incorporate construction of the roadway into future subdivision plans, thus reducing the City's burden to construct the street.

Funding Source: Private Developers

Estimated Cost: $780,000

9 – Pathways / Sidewalks

The City's active Pathway Committee has completed extensive research with respect to proposed pathway needs for Salmon and developed a pathway plan identifying specific pathway routes. Importantly, the pathways plan received substantial public interest and support.

As a part of this plan, the committee has identified five routes totaling approximately 13.0 miles (see Figure 3-3: City of Salmon Pathways Network).

- Jesse Creek Loop (1.1 miles)
- 93 North (1.2 miles)
- Lemhi Trail Access (2.3 miles)
- Kids Creek Loop (1.9 miles)
- S-Hill Trail Loop (6.5 miles)

Each of the proposed trails is unique with respect to terrain, required pathway surface (i.e. gravel vs. paved), as well as right-of-way requirements. Accordingly, the costs associated with constructing each of the pathway routes will vary as will funding availability.

Generally, construction of 10-foot wide paved pathways can vary from roughly $50,000 - $125,000 per mile, dependent upon construction conditions and funding requirements. ITD offers an Enhancement Funding Program that will fund up to $500,000 for a pathway project with a required match of up to 10 percent. The Enhancement Funding Program is very competitive statewide and requires that the pathway project design meet federal construction and environmental regulations.

Chapter 3 of this plan outlines a proposed construction schedule for installing new concrete sidewalks throughout the City based on observed pedestrian traffic patterns. This plan should be reviewed by the City on a yearly basis and updated as necessary based on budgetary changes or other mitigating factors.

It is recommended that the City continue to work with the Pathways Committee and budget a yearly amount that can be used either for pathway and sidewalk construction or to offset match requirements for federal funding to complete a larger project.

Funding Source: ITD Enhancement Funding, City Local Funds, and State Grant Programs, Local Improvement Districts (LID's)

Estimated Cost: Varies depending on the type of pathway constructed and funding source. Paved pathways estimated at $50,000 - $125,000 per mile. Concrete sidewalks estimated at $4.25 per square foot (2003 dollars) assuming City crew involvement during construction.

10 – Widen Fulton Street

Fulton Street is the primary collector for existing residential areas for the southwest section of the City. It is also the primary access for the Smedley Subdivision, projected to be the fastest growing residential area within the City Impact Zone. The street experiences high pedestrian traffic, is narrow in a number of locations, has no curb or gutters, and has poor intersections at most major connectors, particularly at Fulton and 9th Street. The proposed project is to widen and improve Fulton for 3,200 feet from Courthouse Drive to 9th Street, for a standard two-lane width of 25 feet with curb and gutters.

Funding Source: City Local Funds, Local Improvement Districts (LID's), or other grants to be identified.

Estimated Cost: Estimated costs for adding an average road width of 8 feet to the existing roadway are $119,264, which includes some engineering and surveying support. Cost will vary depending on subgrade and condition of existing roadway.

Fulton Street looking west

11 – Design and Construction of Intersection at Fulton and 9th Street

Fulton Street and 9th Street is a major intersection of three streets of less than required road widths, steep grades, poor visibility, and increasing traffic loads. An engineering study is required to determine the redesign of this intersection including alternatives to redirect traffic to other roads, one-way traffic, roundabout design, and traffic controls. Acquisition of property will likely be required to remedy the existing problems.

Funding Source: City Local Funds, Local Improvement Districts (LID's), or other grants to be identified.

Estimated Cost: Total estimated costs for constructing a new intersection are estimated at $41,123, which includes some $12,600 in engineering and surveying support. Cost will vary depending on design and condition of existing roadway. The estimated costs were based on a standard 4-way intersection.

Intersection of 9th Street with Fulton Street

12 – Improvements to South St. Charles Street Collector

The proposed improvements for South St. Charles Street within the City limits are to provide safety improvements for local traffic patterns and development potential. The improvements will include paving, sidewalks, and curb/gutter that will be determined by additional traffic studies, engineering analysis, and input from affected residents.

Funding Source: City Local Funds, Local Improvement Districts (LID's), or other grants to be identified.

Estimated Cost: Total estimated costs for the improvements are estimated at less than $100,000, which includes $15,000 in engineering and traffic studies. Cost will vary depending on design and condition of existing roadway.

13 – Connect Lena Street to South St. Charles Street.

The proposed project is to connect Lena Street to St. Charles Street for a distance of 150 feet and 25 feet wide along the alignment of an existing alley. The alley is currently being utilized as access to St. Charles Street and residential areas. The intersection with St. Charles is the proposed intersection identified in Capital Project #2, the Union Street and St. Charles Street Collector. The purpose of connecting Lena Street to this intersection is to provide local traffic a controlled intersection to the collector.

Widening of the alley to a two lane road width will impact existing residences. Funds will be required to purchase property and to remove and/or relocate structures. Curbs, gutters, and sidewalks are included in the project.

Funding Source: City Local Funds, Local Improvement Districts (LID's), or other grants to be identified.

Estimated Cost: Total estimated costs for constructing a new intersection are estimated at $33,495. Cost will vary depending on design and subgrade conditions.

Lena Street alley intersection with St. Charles Street

14 – Widen and Straighten N. Terrace Street

The proposed project is to straighten and widen a 250 foot section of N. Terrace Street from Main Street to Shoup Street. The current street is less than standard width and intersects at a skewed angle to Shoup Street and Main Street. This has historically been a problem for commercial truck traffic, especially during street closures for maintenance, emergencies, and festivals. North Terrace Street is also the primary access to the City Hall, Senior Center, Eagles Club, and Library parking areas which are heavily utilized for meetings and events.

Improvements for this project will include design, demolition of existing roadway and sidewalks, mitigation for impacted business, and construction of new curbs/gutters/roadway/sidewalks.

Funding Source: City Local Funds,

Estimated Cost: Total estimated costs for the project are estimated at $39,220 and includes $9,400 in design and development costs. Cost will vary depending on final design and mitigation with impacted businesses.

North Terrace Street looking from Main Street

Funding and Fiscal Management
Funding for transportation projects in the City of Salmon is available through a wide array of sources depending on the size and complexity of the project. Since US-93 and SH-28 play a significant role in Salmon's transportation network, state and federal funds are available for improvements to these state highways, generally at no cost to the City.

Roadways off the state highway system can be funded through alternate sources including local funds and funds administered by the Local Highway Technical Assistance Council (LHTAC) depending on the roadway classification. The following is a brief outline of funding opportunities available for the City of Salmon's transportation network.

Federal Aid Funding

Federal funding is available to Idaho through the Transportation Equity Act for the Twenty-First Century (TEA-21). Federal funds for improvements to state highways are programmed through the ITD, generally based on roadway needs identified in the State's six-year funding plan (program). Federal funds are awarded by the Federal Highway Administration (FHWA) or Congress that can be applied for by local government jurisdictions.

Public Lands Discretionary (PLH) Funds
PLH funds are available for any kind of transportation project eligible for assistance under Title 23, United States Code that is within, adjacent to, or provides access to the areas served by the public lands highway. These highways may be state highways, local roads, or Federal agency roads. All applications for project funding must be submitted through the ITD. There is no required state or local match on PLH discretionary funds. In the past two years, much of the funding available under this discretionary program has been ear-marked by Congress, leaving less funding available to projects submitted in the traditional manner discussed below.

> ***Project Selection:*** FHWA generally solicits projects in the spring for the following fiscal year. ITD forwards this information to the ITD Districts and other interested parties. Applications are submitted to the department by a time set in June. Project submittals are prioritized by ITD and then forwarded to FHWA. Project awards are announced by FHWA sometime after the beginning of the Federal fiscal year. Information on this national program is available at the following web site: http://www.fhwa.dot.gov/discretionary/index.htm

Funding information obtained from Local Highway Technical Assistance Council web site (http://www.lhtac.org/funding/index.html)

Local Government Jurisdiction Funding Sources

STP Enhancement
Federal funds are also available to local agencies for improvements to the pathways system and for environmental / landscaping projects adjacent to roadways through the STP Enhancement Program. Applications for enhancement projects are completed by the local sponsor (i.e. City) in coordination with ITD District 6 and are submitted for consideration to the Enhancement Advisory Committee, an advisory committee established by the Idaho Transportation Board to prioritize project applications within available funding limits.

The following transportation enhancement activities are eligible for funding under this program:

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicycles.
- Acquisition of scenic easement and scenic or historic sites.
- Scenic or historic highway programs, including the provision of tourist or welcome centers.
- Landscaping and other scenic beautification.
- Historic preservation.

- Rehabilitation and operation of historic transportation buildings, structures, or facilities.
- Preservation of abandoned railway corridors.
- Control and removal of outdoor advertising.
- Archaeological planning.
- Mitigation of water pollution due to highway runoff.
- Mitigation of wildlife mortality caused by vehicles.
- Establishment of Transportation Museums.

Enhancement funding is generally very competitive due to the limited funding availability and large number of applications submitted each year. Federal aid enhancement funds have a limit of $500,000 per project and require a local match of between two and ten percent, dependent on the amount requested.

State / Local Funds 2
The major source of state funds for all road and street jurisdictions (state, county, highway district, and City) is the Highway Distribution Account (HDA). Funds deposited into the account are collected from a number of sources and are distributed according to Idaho law.

The funding sources for the highway distribution account are:

- **Gasoline and Special Fuels Tax** – These taxes are collected by the Idaho Tax Commission and are deposited into the HDA. Idaho's state fuel tax is 25 cents per gallon. Taxes on special fuels, such as diesel and propane, also are deposited into the HDA.
- **Vehicle Registrations** – Another major source of revenue to the HDA is vehicle registrations. The registration fee for passenger cars is based on the age of the vehicle.
- **Truck Registrations** – Trucks weighing 8,000 to 60,000 pounds gross vehicle weight pay registration based on weight group and type of operation.
- **Miscellaneous Fees** – Other HDA fees are derived from license plate fees (including personalized and specialty plates), driver licenses, and fines.

Revenue from the HDA for the maintenance, repair, and construction of Idaho's 5,000-mile state highway system is deposited into the state highway account for transportation department use. The department receives approximately 56 percent of the HDA revenue. The remaining amount is divided among City, county, and highway districts and the Idaho State Police.

Surface Transportation Program (STP)
This funding is allocated to local jurisdictions by the Local Highway Technical Assistance Council (LHTAC) through a competitive application process that is reviewed each year. Local rural funds are allocated for projects in rural areas, and in Cities with populations below 5,000. They may be used for new construction, reconstruction, or rehabilitation of roadways functionally classified by the FHWA as rural major collectors or higher, with a small percentage allowed for minor collectors.

STP funds can also be used for activities such as transportation planning, corridor studies, and the purchase of minimally corrosive anti-icing material. These funds may also be used for enhancement, bridge, or safety activities. The local match requirement is 7.34 percent.

> ***Project Selection:*** Eligible projects are identified, prioritized, and requested by local agencies through a formal project application process (January-March). Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June. Once an entity is on the STIP they can no longer be in the Exchange Program.

STP Safety
Funds are for projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements, including on-

road facilities, public trails, and traffic calming activities, or for projects that improve motorist protection at railroad crossings. These funds are available for any state or local public road. The local or state match requirement is 7.34 percent.

Project Selection: Accident reduction projects at hazardous locations are identified from a systematic review of high accident locations produced from the statewide accident records system. All proposed local or state projects are prioritized statewide within available funding levels on a safety benefit to project cost ratio, which is heavily dependent on accident history and project cost data. Final project selection is by the Idaho Transportation Board.

Accident reduction projects at railroad / highway crossings are identified from a systematic review of hazardous crossings. All proposed local or state projects are prioritized statewide within available funding levels on a ranking formula, which considers vehicle traffic, train traffic, accident history, and other relevant crossing data. The Idaho Transportation Board makes the final project selection.

GASB-34

GASB-34 is an acronym for the Governmental Accounting Standards Board, Statement 34, published in June 1999, which requires state and local governments to begin reporting the value of their infrastructure assets including roads, bridges, water and sewer facilities, etc. in their annual financial reports.

Local governments have traditionally reported these infrastructure assets on a cash accounting basis: the cost of the infrastructure investment appears on the agency's financial reports the year in which its cost was incurred. GASB 34 requires cities to now report these assets on an accrual accounting basis, similar to those used in the private sector, taking into account the monetary value of assets throughout their useful life. The accrual basis would account for depreciation of the asset similar to the way businesses depreciate value of equipment, buildings, etc.

The American Public Works Association (APWA) has recently adopted a policy statement supporting the principles in GASB-34, which is proposed to be implemented in phases over the next several years. In addition, on May 20, 2003, the Governmental Accounting Standards Board (GASB) issued Statement No. 41, *Budgetary Comparison Schedule—Perspective Differences,* that clarifies existing guidance on budgetary comparisons in GASB Statement No. 34, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments.*

This amendment applies to governments with budgetary structures (for example, certain program-based budgets) that prevent them from presenting budgetary comparison information for their general funds and major special revenue funds, as currently required by Statement 34. Under Statement 41, such governments will present budgetary comparison schedules as required supplementary information based on the fund, organization, or program structure that the government uses for its legally adopted budget. Generally, governments should present budgetary comparisons for the activities that are reported in the general fund and each major special revenue fund. The accounting change is being implemented simultaneously with Statement 34.

Project Name	Estimated Local Funding Requirements for Each Fiscal Year								
	Funding Source	2004	2005	2006	2007	2008	2009	Project Development	Total Estimated Project Cost
Engineering Studies									
1. Southeast Salmon Belt Loop Study	STP-Rural					$ 2,600			$ 35,000
2. Circulation Study for Daisy / Lena / Van Dreff Streets	STP-Rural					$ 1,100			$ 15,000
Roadway Construction Projects									
1. Courthouse / US-93 Intersection	ITD - Federal Aid		$ 96,000						$ 240,000
2. Union Street / St. Charles Collector	STP-Rural				$ 150,000				$ 1,980,000
3. Improve Elks Road to US-93	STP-Rural						$ 81,000		$ 1,100,000
4. East / West River Crossing	Federal Aid								Varies
5. 18th Street Extension to Fulton	Local							$ 367,000	$ 367,000
6. Extend Imperial Way to North St. Charles	Local							$ 280,000	$ 280,000
7. Widen Challis between Shoup and Main Street	STP-Rural							$ 15,000	$ 180,000
8. Extend Daisy to Wagon Wheel Road	Private								$ 780,000
Total - Capital Improvement Projects									**$ 4,977,000**
Pathways/Sidewalks									
9. Pathway and Sidewalk Construction for Various Phases Within the City	Local	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000		
Pavement Maintenance / Management Projects	Local	$ 79,980	$ -	$ 90,214	$ -	$ 98,976	$ 21,525		
Estimated Yearly Roadway Budget Totals:		$ 119,980	$ 136,000	$ 130,214	$ 190,000	$ 142,676	$ 142,525		

Source: Idaho State Historical Society – Freight Train into Salmon c. 1911

Pavement Inventory
June 2003

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Neyman	Granite St.	Bulwer St.	0.09	1977	24	N	Paved	1978	2004	$ 232.48	$ 557.95	$ 185.98
Neyman	Lombard St.	Broadway St.	0.09	1977	24	1/2 Y	Paved	1978	2004	$ 233.90	$ 561.36	$ 187.12
Neyman	Broadway St.	Front St.	0.09	1977	24	N	Paved	1978	2004	$ 225.85	$ 542.05	$ 180.68
Center St.	Main St.	Shoup St.	0.06	1978	30	Y	Paved	1978	2004	$ 139.68	$ 335.23	$ 111.74
Center St.	Union Ave.	Lena St.	0.03	1978	30	1/2 Y	Paved	1979	2004	$ 74.81	$ 179.55	$ 59.85
Center St.	Lena St.	Van Dreff	0.06	1978	30	1/2 Y	Paved	1979	2004	$ 139.68	$ 335.23	$ 111.74
Center St.	Van Dreff	Main St.	0.07	1978	30	Y	Paved	1979	2004	$ 168.09	$ 403.41	$ 134.47
Mountain View Cir.	Mountain View Cir.	Broadway St.	0.06	1983	24	Y	Paved	1983	2004	$ 150.57	$ 361.36	$ 120.45
Broadway Cir.	Broadway Cir.	Broadway St.	0.06	1983	24	Y	Paved	1983	2004	$ 160.98	$ 386.36	$ 128.79
Union Ave.	Center St.	McPherson St.	0.07	1983	21	1/2 Y	Paved	1984	2004	$ 185.13	$ 444.32	$ 148.11
Union Ave.	McPherson St.	Church St.	0.08	1983	21	1/2 Y	Paved	1984	2004	$ 205.49	$ 493.18	$ 164.39
Union Ave.	Church St.	Daisy St.	0.10	1983	21	N	Paved	1984	2004	$ 262.31	$ 629.55	$ 209.85
Union Ave.	Daisy St.	Finstur St.	0.09	1983	21	1/2 Y	Paved	1984	2004	$ 227.75	$ 546.59	$ 182.20
Union Ave.	Finstur St.	Hwy 93	0.11	1983	21	N	Paved	1984	2004	$ 266.57	$ 639.77	$ 213.26
Lombard St.	Poleline Rd.	Elks Rd.	0.11	1984	24	N	Paved	1984	2004	$ 274.62	$ 659.09	$ 219.70
Hope Ave.	St. Charles St.	McPherson St.	0.09	1983	24	Y	Paved	1984	2004	$ 228.69	$ 548.86	$ 182.95
Hope Ave.	McPherson St.	Church St.	0.08	1960	24	N	Paved	1984	2004	$ 207.39	$ 497.73	$ 165.91
Hope Ave.	Church St.	Daisy St.	0.10	1960	24	N	Paved	1984	2004	$ 260.42	$ 625.00	$ 208.33
Hope Ave.	Daisy St.	Finstur St.	0.09	1960	24	N	Paved	1984	2004	$ 233.43	$ 560.23	$ 186.74
Elks Rd.	Lombard St.	Hwy 93	0.18	1984	24	N	Paved	1984	2004	$ 437.97	$ 1,051.14	$ 350.38
Lemhi Rd.	Main St.	Shoup St.	0.07	1972	30	N	Paved	1986	2004	$ 174.24	$ 418.18	$ 139.39
Lemhi Rd.	Shoup St.	Lemhi Bridge	0.17	1972	30	N	Paved	1986	2004	$ 423.77	$ 1,017.05	$ 339.02
N St. Charles St.	Main St.	Shoup St.	0.05	1988	34	Y	Paved	1988	2004	$ 135.89	$ 326.14	$ 108.71
N St. Charles St.	Shoup St.	Hall St.	0.10	1988	34	N	Paved	1988	2004	$ 245.74	$ 589.77	$ 196.59
N St. Charles St.	Hall St.	Salmon Meadows Trailer Ct.	0.09	1988	34	N	Paved	1988	2004	$ 215.44	$ 517.05	$ 172.35
Lena St.	River St.	Water St.	0.07	1986	24	N	Paved	1988	2004	$ 165.72	$ 397.73	$ 132.58
Lena St.	Water St.	Terrace St.	0.05	1986	24	N	Paved	1988	2004	$ 119.79	$ 287.50	$ 95.83
W 1st St.	Jordan's Driveway	Washington St.	0.03	1988	24	N	Paved	1989	2004	$ 83.33	$ 200.00	$ 66.67
W 1st St.	Washington St.	Fulton St.	0.05	1988	24	N	Paved	1989	2004	$ 126.89	$ 304.55	$ 101.52
St. Charles St.	McDonald St.	Willow Ave.	0.17	1988	34	N	Paved	1989	2004	$ 427.08	$ 1,025.00	$ 341.67
St. Charles St.	Willow Ave.	Idaho Ave.	0.11	1988	34	N	Paved	1989	2004	$ 275.09	$ 660.23	$ 220.08
St. Charles St.	Idaho Ave.	Dahle Ave.	0.03	1988	34	Y	Paved	1989	2004	$ 80.97	$ 194.32	$ 64.77
St. Charles St.	Dahle Ave.	Lemhi Ave.	0.03	1988	34	Y	Paved	1989	2004	$ 82.86	$ 198.86	$ 66.29
St. Charles St.	Lemhi Ave.	Hope Ave.	0.07	1988	34	Y	Paved	1989	2004	$ 180.87	$ 434.09	$ 144.70

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Shoup St.	Challis St. N.	Opal St.	0.06	1986	38	N	Paved	1989	2004	$ 144.41	$ 346.59	$ 115.53
Shoup St.	Opal St.	Margaret St. N.	0.06	1986	38	N	Paved	1989	2004	$ 154.36	$ 370.45	$ 123.48
Sharkey St.	McPherson St.	Church St.	0.07	1988	24	N	Paved	1989	2004	$ 187.03	$ 448.86	$ 149.62
McPherson St.	Idaho Ave.	Lemhi Ave.	0.06	1988	28	N	Paved	1989	2004	$ 150.57	$ 361.36	$ 120.45
McPherson St.	Lemhi Ave.	Hope Ave.	0.06	1988	28	N	Paved	1989	2004	$ 157.20	$ 377.27	$ 125.76
McPherson St.	Hope Ave.	Union Ave.	0.06	1988	28	1/2 Y	Paved	1989	2004	$ 154.83	$ 371.59	$ 123.86
McPherson St.	Union Ave.	Lena St.	0.06	1988	28	Y	Paved	1989	2004	$ 160.98	$ 386.36	$ 128.79
Lena St.	Church St.	Daisy St.	0.11	1988	24	N	Paved	1989	2004	$ 264.20	$ 634.09	$ 211.36
Idaho Ave.	McPherson St.	Church St.	0.08	1989	24	N	Paved	1989	2004	$ 209.75	$ 503.41	$ 167.80
Andrews St. S.	Lena St.	Van Dreff	0.05	1988	30	N	Paved	1989	2004	$ 132.10	$ 317.05	$ 105.68
Water St.	Dahle Ave.	Gwartney Ave.	0.09	1989	24	N	Paved	1990	2004	$ 228.69	$ 548.86	$ 182.95
Water St.	Gwartney Ave.	Lena St.	0.08	1989	24	N	Paved	1990	2004	$ 205.02	$ 492.05	$ 164.02
Water St.	Lena St.	Van Dreff	0.07	1989	24	1/2 Y	Paved	1990	2004	$ 178.03	$ 427.27	$ 142.42
Water St.	Van Dreff	Main St.	0.07	1989	24	N	Paved	1990	2004	$ 171.88	$ 412.50	$ 137.50
Terrace St.	Gwartney Ave.	Lena St.	0.08	1989	25	1/2 Y	Paved	1990	2004	$ 209.75	$ 503.41	$ 167.80
Terrace St.	Lena St.	Van Dreff	0.07	1989	25	N	Paved	1990	2004	$ 171.88	$ 412.50	$ 137.50
Terrace St.	Van Dreff	Main St.	0.07	1989	25	Y	Paved	1990	2004	$ 171.40	$ 411.36	$ 137.12
St. Charles St.	Hope Ave.	Lena St.	0.08	1992	34	Y	Paved	1993	2004	$ 205.02	$ 492.05	$ 164.02
St. Charles St.	Lena St.	Van Dreff	0.06	1992	34	Y	Paved	1993	2004	$ 140.63	$ 337.50	$ 112.50
St. Charles St.	Van Dreff	Main St.	0.07	1992	34	Y	Paved	1993	2004	$ 167.14	$ 401.14	$ 133.71
River St.	End of Road Dahle's R-E-mix	Dahle Ave.	0.15	1992	24	N	Paved	1993	2004	$ 366.48	$ 879.55	$ 293.18
River St.	Dahle Ave.	Gwartney Ave.	0.09	1992	24	N	Paved	1993	2004	$ 224.91	$ 539.77	$ 179.92
River St.	Gwartney Ave.	Lena St.	0.08	1992	24	N	Paved	1993	2004	$ 205.02	$ 492.05	$ 164.02
Church St.	Union Ave.	Sharkey St.	0.04	1988	27	N	Hot Mix	1993	2004	$ 92.80	$ 222.73	$ 74.24
Andrews St. S.	Van Dreff	Main St.	0.07	1992	30	Y	Paved	1993	2004	$ 169.03	$ 405.68	$ 135.23
Shoup St.	Margaret St. N.	Warpath St. N.	0.07	1986	38	N	Paved	1996	2004	$ 164.77	$ 395.45	$ 131.82
Shoup St.	Warpath St. N.	Eli St. N.	0.14	1986	38	N	Paved	1996	2004	$ 338.07	$ 811.36	$ 270.45
Shoup St.	Eli St. N.	Lemhi St.	0.18	1986	38	N	Paved	1996	2004	$ 446.97	$ 1,072.73	$ 357.58
W 2nd St.	Monk St.	Adams St.	0.04	1988	24	N	Hot Mix	1998	2004	$ 102.27	$ 245.45	$ 81.82
W 2nd St.	Adams St.	Washington St.	0.05	1988	24	N	Hot Mix	1998	2004	$ 127.84	$ 306.82	$ 102.27
W 2nd St.	Washington St.	Fulton St.	0.05	1988	24	N	Hot Mix	1998	2004	$ 126.42	$ 303.41	$ 101.14
Vasil St.	Mary St.	Main St.	0.06	1997	24	N	Paved	1998	2004	$ 142.99	$ 343.18	$ 114.39
Lombard St.	Fulton St.	Courthouse	0.14	1979	24	N	Paved	1998	2004	$ 350.38	$ 840.91	$ 280.30

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Lombard St.	Courthouse	Neyman	0.05	1979	24	N	Paved	1998	2004	$ 130.21	$ 312.50	$ 104.17
Lombard St.	Neyman	Fairmont St.	0.09	1988	24	N	Paved	1998	2004	$ 229.64	$ 551.14	$ 183.71
Lombard St.	Fairmont St.	Augusta Ave.	0.05	1988	24	N	Paved	1998	2004	$ 114.58	$ 275.00	$ 91.67
Lombard St.	Augusta Ave.	Cannon Ave.	0.04	1988	24	N	Paved	1998	2004	$ 101.33	$ 243.18	$ 81.06
Lombard St.	Cannon Ave.	Stevens Ave.	0.07	1988	24	N	Paved	1998	2004	$ 180.40	$ 432.95	$ 144.32
Lombard St.	Stevens Ave.	Poleline Rd.	0.17	1988	24	N	Paved	1998	2004	$ 415.25	$ 996.59	$ 332.20
Gwartney Ave.	Water St.	Terrace St.	0.05	1997	20	N	Paved	1998	2004	$ 116.95	$ 280.68	$ 93.56
Gwartney Ave.	Terrace St.	St. Charles St.	0.04	1997	20	N	Paved	1998	2004	$ 107.95	$ 259.09	$ 86.36
Eli St. S.	Mary St.	Main St.	0.06	1997	24	N	Paved	1998	2004	$ 143.94	$ 345.45	$ 115.15
Eli St. N.	Main St.	Shoup St.	0.06	1997	24	N	Paved	1998	2004	$ 151.04	$ 362.50	$ 120.83
Daisy St. S.	Willow Ave.	Idaho Ave.	0.06	1994	24	N	Paved	1998	2004	$ 151.04	$ 362.50	$ 120.83
Daisy St. S.	Idaho Ave.	Lemhi Ave.	0.06	1994	24	N	Paved	1998	2004	$ 154.83	$ 371.59	$ 123.86
Daisy St. S.	Lemhi Ave.	Hope Ave.	0.06	1994	24	N	Paved	1998	2004	$ 153.41	$ 368.18	$ 122.73
Daisy St. S.	Hope Ave.	Union Ave.	0.06	1994	24	N	Paved	1998	2004	$ 156.72	$ 376.14	$ 125.38
Daisy St. S.	Union Ave.	Sharkey St.	0.08	1994	24	1/2 Y	Paved	1998	2004	$ 206.44	$ 495.45	$ 165.15
Daisy St. S.	Sharkey St.	Lena St.	0.07	1994	24	1/2 Y	Paved	1998	2004	$ 165.25	$ 396.59	$ 132.20
Daisy St. S.	Lena St.	Van Dreff	0.05	1994	24	1/2 Y	Paved	1998	2004	$ 132.58	$ 318.18	$ 106.06
Daisy St. S.	Van Dreff	Main St.	0.07	1994	24	Y	Paved	1998	2004	$ 167.61	$ 402.27	$ 134.09
Daisy St. N.	Main St.	Shoup St.	0.06	2000	24	N	Paved	1998	2004	$ 152.94	$ 367.05	$ 122.35
Daisy St. N.	Shoup St.	Shanafelt St.	0.03	2000	24	N	Paved	1998	2004	$ 79.07	$ 189.77	$ 63.26
Daisy St. N.	Shanafelt St.	Imperial Way	0.07	2000	24	N	Paved	1998	2004	$ 184.19	$ 442.05	$ 147.35
Dahle Ave.	River St.	Water St.	0.07	1997	21	N	Paved	1998	2004	$ 168.56	$ 404.55	$ 134.85
Dahle Ave.	Water St.	St. Charles St.	0.09	1997	21	N	Paved	1998	2004	$ 229.17	$ 550.00	$ 183.33
Courthouse	Larson St.	Cobalt St.	0.09	2001	46	N	Paved	1998	2004	$ 226.33	$ 543.18	$ 181.06
Courthouse	Cobalt St.	Granite St.	0.09	1960	46	N	Paved	1998	2004	$ 230.59	$ 553.41	$ 184.47
Courthouse	Granite St.	Bulwer St.	0.09	1960	46	N	Paved	1998	2004	$ 223.96	$ 537.50	$ 179.17
Courthouse	Bulwer St.	Monroe St.	0.09	1960	46	N	Paved	1998	2004	$ 235.32	$ 564.77	$ 188.26
Courthouse	Monroe St.	State St.	0.09	1960	46	1/2 Y	Paved	1998	2004	$ 231.53	$ 555.68	$ 185.23
Courthouse	State St.	Lombard St.	0.09	1960	46	1/2 Y	Paved	1998	2004	$ 230.11	$ 552.27	$ 184.09
Courthouse	Lombard St.	Broadway St.	0.09	1960	46	Y	Paved	1998	2004	$ 228.22	$ 547.73	$ 182.58
Courthouse	Broadway St.	Fulton St.	0.07	1960	46	Y	Paved	1998	2004	$ 173.77	$ 417.05	$ 139.02
Courthouse	Fulton St.	Front St.	0.03	1960	46	Y	Paved	1998	2004	$ 81.44	$ 195.45	$ 65.15
Courthouse	Front St.	Hwy 93	0.02	1960	46	Y	Paved	1998	2006	$ 52.08	$ 125.00	$ 41.67

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Bulwer St.	Washington Ave.	Courthouse	0.08	1996	30	N	Hot Mix	1998	2006	$ 200.76	$ 481.82	$ 160.61
Bulwer St.	Courthouse	Neyman	0.05	1996	24	N	Hot Mix	1998	2006	$ 127.84	$ 306.82	$ 102.27
Bulwer St.	Neyman	Fairmont St.	0.09	1996	24	N	Hot Mix	1998	2006	$ 229.64	$ 551.14	$ 183.71
Bulwer St.	Fairmont St.	Guleke St.	0.09	1996	24	N	Hot Mix	1998	2006	$ 237.22	$ 569.32	$ 189.77
Bulwer St.	Guleke St.	Monroe St.	0.08	1996	24	N	Hot Mix	1998	2006	$ 197.44	$ 473.86	$ 157.95
Bryan Ave.	16th St.	15th St.	0.07	1988	24	N	Paved	1998	2006	$ 171.88	$ 412.50	$ 137.50
Willow Ave.	St. Charles St.	Church St.	0.07	1999	24	N	Paved	1999	2006	$ 180.40	$ 432.95	$ 144.32
Willow Ave.	Church St.	Daisy St.	0.10	1999	24	N	Paved	1999	2006	$ 254.73	$ 611.36	$ 203.79
Washington St.	W 5th St.	W 4th St.	0.07	1991	21	N	Paved	1999	2006	$ 164.30	$ 394.32	$ 131.44
Washington St.	W 4th St.	W 3rd St.	0.07	1991	21	N	Paved	1999	2006	$ 170.45	$ 409.09	$ 136.36
Washington St.	W 3rd St.	W 2nd St.	0.07	1991	21	N	Paved	1999	2006	$ 172.82	$ 414.77	$ 138.26
Washington St.	W 2nd St.	W 1st St.	0.09	1991	21	Y	Paved	1999	2006	$ 226.33	$ 543.18	$ 181.06
Washington Ave.	Fulton St.	Monroe St.	0.08	1999	21	N	Hot Mix	1999	2006	$ 208.33	$ 500.00	$ 166.67
Warpath St. S.	High School Parking	Mary St.	0.02	1999	24	N	Paved	1999	2006	$ 43.09	$ 103.41	$ 34.47
Warpath St. S.	Mary St.	Main St.	0.06	1999	24	N	Paved	1999	2006	$ 143.94	$ 345.45	$ 115.15
Warpath St. N.	Main St.	Shoup St.	0.06	1999	24	N	Paved	1999	2006	$ 154.36	$ 370.45	$ 123.48
W 5th St.	Washington St.	Fulton St.	0.05	1999	21	N	Hot Mix	1999	2006	$ 127.37	$ 305.68	$ 101.89
W 4th St.	Monk St.	Adams St.	0.09	1999	24	N	Hot Mix	1999	2006	$ 232.95	$ 559.09	$ 186.36
W 4th St.	Adams St.	Washington St.	0.05	1999	24	N	Hot Mix	1999	2006	$ 123.11	$ 295.45	$ 98.48
W 4th St.	Washington St.	Fulton St.	0.05	1999	24	N	Hot Mix	1999	2006	$ 125.95	$ 302.27	$ 100.76
W 3rd St.	Adams St.	Washington St.	0.05	1988	21	N	Hot Mix	1999	2006	$ 125.00	$ 300.00	$ 100.00
W 3rd St.	Washington St.	Fulton St.	0.05	1988	21	N	Hot Mix	1999	2006	$ 128.31	$ 307.95	$ 102.65
Van Dreff	Beach St.	City	0.07	1999	24	N	Paved	1999	2006	$ 165.72	$ 397.73	$ 132.58
Roosevelt Ave.	16th St.	15th St.	0.07	1988	24	N	Paved	1999	2006	$ 166.67	$ 400.00	$ 133.33
Roosevelt Ave.	15th St.	13th St.	0.14	1988	24	N	Paved	1999	2006	$ 341.38	$ 819.32	$ 273.11
Roosevelt Ave.	13th St.	12th St.	0.07	1988	24	N	Paved	1999	2006	$ 168.56	$ 404.55	$ 134.85
Roosevelt Ave.	12th St.	11th St.	0.07	1988	24	N	Paved	1999	2006	$ 170.93	$ 410.23	$ 136.74
Roosevelt Ave.	11th St.	10th St.	0.07	1988	24	N	Paved	1999	2006	$ 177.56	$ 426.14	$ 142.05
Roosevelt Ave.	10th St.	9th St.	0.07	1988	24	N	Paved	1999	2006	$ 169.98	$ 407.95	$ 135.98
Roosevelt Ave.	9th St.	Copper St.	0.05	1988	24	N	Paved	1999	2006	$ 134.00	$ 321.59	$ 107.20
Roosevelt Ave.	Copper St.	Normaliene St.	0.06	1988	24	N	Paved	1999	2006	$ 138.73	$ 332.95	$ 110.98
Roosevelt Ave.	Normaliene St.	Porphyry St.	0.03	1988	24	N	Paved	1999	2006	$ 76.23	$ 182.95	$ 60.98
Roosevelt Ave.	Porphyry St.	Kelly St.	0.03	1988	24	N	Paved	1999	2006	$ 77.65	$ 186.36	$ 62.12

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Roosevelt Ave.	Kelly St.	Washington Ave.	0.05	1988	24	N	Paved	1999	2006	$ 120.74	$ 289.77	$ 96.59
Roosevelt Ave.	Washington Ave.	Bulwer St.	0.02	1988	24	N	Paved	1999	2006	$ 53.03	$ 127.27	$ 42.42
Putnam Ave.	Fulton St.	Jefferson Ave.	0.11	1999	24	N	Hot Mix	1999	2006	$ 267.05	$ 640.91	$ 213.64
Porphyry St.	Alley	Roosevelt Ave.	0.10	1997	24	N	Paved	1999	2006	$ 252.84	$ 606.82	$ 202.27
Porphyry St.	Roosevelt Ave.	Taft Ave.	0.07	1997	24	N	Paved	1999	2006	$ 181.82	$ 436.36	$ 145.45
Porphyry St.	Taft Ave.	Bryan Ave.	0.07	1999	24	N	Hot Mix	1999	2006	$ 176.61	$ 423.86	$ 141.29
Normaliene St.	Alley	Roosevelt Ave.	0.09	1997	24	N	Paved	1999	2006	$ 236.27	$ 567.05	$ 189.02
Mary St.	Warpath St.	Kay St.	0.07	1999	24	N	Paved	1999	2006	$ 166.67	$ 400.00	$ 133.33
Mary St.	Kay St.	Eli St.	0.07	1999	24	N	Paved	1999	2006	$ 171.40	$ 411.36	$ 137.12
Mary St.	Eli St. S.	Vasil St. S.	0.07	1999	24	N	Paved	1999	2006	$ 173.30	$ 415.91	$ 138.64
Mary St.	Vasil St. S.	Beach St.	0.06	1999	24	N	Paved	1999	2006	$ 160.51	$ 385.23	$ 128.41
Lincoln St.	Cannon Ave.	Stevens Ave.	0.07	1999	24	N	Hot Mix	1999	2006	$ 168.56	$ 404.55	$ 134.85
Lincoln St.	Stevens Ave.		0.04	1999	24	N	Hot Mix	1999	2006	$ 87.59	$ 210.23	$ 70.08
Lena St.	St. Charles St.	Center St.	0.04	1999	24	N	Paved	1999	2006	$ 107.95	$ 259.09	$ 86.36
Lena St.	Center St.	McPherson St.	0.07	1999	24	Y	Paved	1999	2006	$ 166.67	$ 400.00	$ 133.33
Lena St.	McPherson St.	Andrews St.	0.03	1999	24	1/2 Y	Paved	1999	2006	$ 70.55	$ 169.32	$ 56.44
Lena St.	Andrews St.	Church St.	0.05	1999	24	N	Paved	1999	2006	$ 119.32	$ 286.36	$ 95.45
Kelly St.	End at Moser's	Roosevelt Ave.	0.10	1999	24	N	Hot Mix	1999	2006	$ 251.42	$ 603.41	$ 201.14
Kay St. S.	Mary St.	Main St.	0.06	1999	24	N	Paved	1999	2006	$ 145.36	$ 348.86	$ 116.29
Jefferson Ave.	9th St.	Putnam Ave.	0.06	1996	21	N	Hot Mix	1999	2006	$ 153.88	$ 369.32	$ 123.11
Jefferson Ave.	Putnam Ave.	Lafayette Ave.	0.08	1996	21	N	Hot Mix	1999	2006	$ 189.87	$ 455.68	$ 151.89
Finstur St.	Lemhi Ave.	Hope Ave.	0.06	1999	34	N	Paved	1999	2006	$ 157.20	$ 377.27	$ 125.76
Finstur St.	Hope Ave.	Union Ave.	0.06	1999	34	1/2 Y	Paved	1999	2006	$ 152.46	$ 365.91	$ 121.97
Finstur St.	Union Ave.	Edwards St.	0.06	1999	34	Y	Paved	1999	2006	$ 144.89	$ 347.73	$ 115.91
Finstur St.	Edwards St.	Sharkey St.	0.06	1999	34	Y	Paved	1999	2006	$ 151.04	$ 362.50	$ 120.83
Copper St.	Alley	Roosevelt Ave.	0.07	1997	24	N	Paved	1999	2006	$ 172.82	$ 414.77	$ 138.26
Copper St.	Roosevelt Ave.	Taft Ave.	0.07	1997	24	N	Paved	1999	2006	$ 179.45	$ 430.68	$ 143.56
Copper St.	Taft Ave.	Bryan Ave.	0.07	1997	24	N	Paved	1999	2006	$ 178.03	$ 427.27	$ 142.42
Center St.	Shoup St.	End North	0.04	1999	30	N	Paved	1999	2006	$ 99.43	$ 238.64	$ 79.55
Catherine Ln.	Bitterroot Park	St. Charles St. S.	0.05	1999	30	N	Paved	1999	2006	$ 125.00	$ 300.00	$ 100.00
Capitol Ave.	Monroe St.	State St.	0.09	1999	21	N	Paved	1999	2006	$ 233.43	$ 560.23	$ 186.74
Bryan Ave.	15th St.	14th St.	0.07	1988	24	N	Paved	1999	2006	$ 164.77	$ 395.45	$ 131.82
Bryan Ave.	14th St.	13th St.	0.07	1988	24	N	Paved	1999	2006	$ 170.93	$ 410.23	$ 136.74

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Bryan Ave.	13th St.	12th St.	0.07	1988	24	N	Paved	1999	2006	$ 173.30	$ 415.91	$ 138.64
Bryan Ave.	12th St.	11th St.	0.07	1988	24	N	Paved	1999	2006	$ 169.51	$ 406.82	$ 135.61
Bryan Ave.	11th St.	10th St.	0.07	1988	24	N	Paved	1999	2006	$ 167.14	$ 401.14	$ 133.71
Bryan Ave.	10th St.	9th St.	0.07	1988	24	N	Paved	1999	2006	$ 173.77	$ 417.05	$ 139.02
Bryan Ave.	9th St.	Copper St.	0.07	1988	24	N	Paved	1999	2006	$ 170.93	$ 410.23	$ 136.74
Bryan Ave.	Copper St.	Courthouse	0.07	1988	60	N	Paved	1999	2006	$ 179.45	$ 430.68	$ 143.56
9th St.	Fulton St.	Jefferson Ave.	0.11	1993	24	N	Paved	1999	2006	$ 271.31	$ 651.14	$ 217.05
14th St.	Leodore Ave.	Tendoy Ave.	0.06	1999	24	N	Hot Mix	1999	2006	$ 154.83	$ 371.59	$ 123.86
14th St.	Tendoy Ave.	Baker Ave.	0.06	1999	24	N	Hot Mix	1999	2006	$ 141.10	$ 338.64	$ 112.88
14th St.	Taft Ave.	Bryan Ave.	0.07	1999	24	N	Hot Mix	1999	2006	$ 179.45	$ 430.68	$ 143.56
14th St.	Bryan Ave.	Cleveland Ave.	0.07	1999	24	N	Hot Mix	1999	2006	$ 182.77	$ 438.64	$ 146.21
14th St.	Cleveland Ave.	Old Leesburg Rd.	0.06	1999	24	N	Hot Mix	1999	2006	$ 158.14	$ 379.55	$ 126.52
11th St.	Baker Ave.	Roosevelt Ave.	0.03	1999	24	N	Hot Mix	1999	2006	$ 87.12	$ 209.09	$ 69.70
10th St.	Taft Ave.	Bryan Ave.	0.07	1999	24	N	Hot Mix	1999	2006	$ 176.14	$ 422.73	$ 140.91
Washington Ave.	Jesse Ck.	Roosevelt Ave.	0.14	2000	21	N	Hot Mix	2000	2006	$ 341.38	$ 819.32	$ 273.11
Terrace St.	Shoup St.	Hall St.	0.10	1999	25	N	Paved	2000	2006	$ 246.21	$ 590.91	$ 196.97
Taft Ave.	16th St.	15th St.	0.07	1988	24	N	Paved	2000	2006	$ 168.56	$ 404.55	$ 134.85
Taft Ave.	15th St.	14th St.	0.07	1988	24	N	Paved	2000	2006	$ 174.24	$ 418.18	$ 139.39
Taft Ave.	14th St.	13th St.	0.07	1988	24	N	Paved	2000	2006	$ 168.56	$ 404.55	$ 134.85
Taft Ave.	13th St.	12th St.	0.07	1988	24	N	Paved	2000	2006	$ 169.51	$ 406.82	$ 135.61
Taft Ave.	12th St.	11th St.	0.07	1988	24	N	Paved	2000	2006	$ 169.51	$ 406.82	$ 135.61
Taft Ave.	11th St.	10th St.	0.07	1988	24	N	Paved	2000	2006	$ 167.61	$ 402.27	$ 134.09
Taft Ave.	10th St.	9th St.	0.07	1988	24	N	Paved	2000	2006	$ 175.19	$ 420.45	$ 140.15
Taft Ave.	9th St.	Copper St.	0.07	1988	24	N	Paved	2000	2006	$ 168.56	$ 404.55	$ 134.85
Taft Ave.	Copper St.	Porphyry St.	0.07	1988	24	N	Paved	2000	2006	$ 166.19	$ 398.86	$ 132.95
Taft Ave.	Porphyry St.	Courthouse	0.09	1988	24	N	Paved	2000	2006	$ 237.22	$ 569.32	$ 189.77
Neyman	Larson St.	Cobalt St.	0.08	1999	24	N	Paved	2000	2006	$ 212.12	$ 509.09	$ 169.70
Neyman	Cobalt St.	Granite St.	0.09	1999	24	N	Paved	2000	2006	$ 229.17	$ 550.00	$ 183.33
Neyman	Bulwer St.	Monroe St.	0.09	1999	24	N	Paved	2000	2006	$ 231.53	$ 555.68	$ 185.23
Neyman	Monroe St.	State St.	0.09	1999	24	N	Paved	2000	2006	$ 230.59	$ 553.41	$ 184.47
Neyman	State St.	Lombard St.	0.09	1999	24	N	Paved	2000	2006	$ 232.95	$ 559.09	$ 186.36
Lemhi Ave.	St. Charles St.	McPherson St.	0.06	2000	24	N	Paved	2000	2006	$ 141.10	$ 338.64	$ 112.88
Lemhi Ave.	McPherson St.	Church St.	0.08	2000	24	N	Paved	2000	2006	$ 209.28	$ 502.27	$ 167.42

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Lemhi Ave.	Church St.	Daisy St.	0.10	2000	24	N	Paved	2000	2006	$ 261.84	$ 628.41	$ 209.47
Lemhi Ave.	Daisy St.	Finstur St.	0.09	2000	24	N	Paved	2000	2006	$ 227.75	$ 546.59	$ 182.20
Keith St.	Alley South	Poleline Rd.	0.13	2000	24	N	Hot Mix	2000	2006	$ 327.18	$ 785.23	$ 261.74
Idaho Ave.	St. Charles St.	McPherson St.	0.03	2000	24	N	Paved	2000	2006	$ 69.13	$ 165.91	$ 55.30
Hall St.	Terrace St. N.	N St. Charles St.	0.06	1999	20	N	Hot Mix	2000	2006	$ 152.94	$ 367.05	$ 122.35
Guleke St.	Granite St.	Bulwer St.	0.09	1999	24	N	Paved	2000	2006	$ 214.02	$ 513.64	$ 171.21
Guleke St.	Bulwer St.	State St.	0.07	1999	24	N	Paved	2000	2006	$ 177.08	$ 425.00	$ 141.67
Fairmont St.	Cobalt St.	Granite St.	0.09	1999	24	N	Paved	2000	2006	$ 222.06	$ 532.95	$ 177.65
Fairmont St.	Granite St.	Bulwer St.	0.09	1999	24	N	Paved	2000	2006	$ 236.27	$ 567.05	$ 189.02
Fairmont St.	Bulwer St.	Monroe St.	0.09	1999	24	N	Paved	2000	2006	$ 228.22	$ 547.73	$ 182.58
Fairmont St.	Monroe St.	Cannon Ave.	0.06	1999	24	N	Paved	2000	2006	$ 150.09	$ 360.23	$ 120.08
Fairmont St.	Augusta Ave.	Lombard St.	0.08	1999	24	N	Paved	2000	2006	$ 198.39	$ 476.14	$ 158.71
Fairmont St.	Lombard St.	Broadway St.	0.09	1999	24	N	Paved	2000	2006	$ 234.38	$ 562.50	$ 187.50
Fairmont St.	Broadway St.	Front St.	0.09	1999	24	N	Paved	2000	2006	$ 219.70	$ 527.27	$ 175.76
Cleveland Ave.	16th St.	14th St.	0.13	2000	24	N	Paved	2000	2006	$ 333.33	$ 800.00	$ 266.67
Cleveland Ave.	10th St.	9th St.	0.07	2000	24	N	Paved	2000	2006	$ 168.56	$ 404.55	$ 134.85
Cleveland Ave.	9th St.	Courthouse	0.06	2000	24	N	Paved	2000	2006	$ 147.73	$ 354.55	$ 118.18
Church St.	Hope Ave.	Union Ave.	0.06	1988	27	N	Paved	2000	2006	$ 153.88	$ 369.32	$ 123.11
Avenue B	Washington Ave.	Monroe St.	0.08	1999	24	N	Paved	2000	2006	$ 209.75	$ 503.41	$ 167.80
Avenue B	Monroe St.	State St.	0.09	1999	24	N	Paved	2000	2006	$ 232.48	$ 557.95	$ 185.98
Avenue A	State St.	Fulton St.	0.08	2000	24	N	Paved	2000	2008	$ 205.97	$ 494.32	$ 164.77
16th St.	Roosevelt Ave.	Taft Ave.	0.07	2000	24	N	Hot Mix	2000	2008	$ 169.51	$ 406.82	$ 135.61
16th St.	Taft Ave.	Bryan Ave.	0.07	2000	24	N	Hot Mix	2000	2008	$ 178.50	$ 428.41	$ 142.80
16th St.	Bryan Ave.	Cleveland Ave.	0.07	2000	24	N	Hot Mix	2000	2008	$ 170.93	$ 410.23	$ 136.74
Van Dreff	Water St.	Terrace St.	0.05	2001	45	Y	Paved	2001	2008	$ 120.27	$ 288.64	$ 96.21
Van Dreff	Terrace St.	St. Charles St.	0.04	2001	45	Y	Paved	2001	2008	$ 100.38	$ 240.91	$ 80.30
Van Dreff	St. Charles St.	Center St.	0.05	2001	45	Y	Paved	2001	2008	$ 113.64	$ 272.73	$ 90.91
Van Dreff	Center St.	Andrews St.	0.10	2001	45	Y	Paved	2001	2008	$ 237.69	$ 570.45	$ 190.15
Van Dreff	Andrews St.	Church St.	0.05	2001	45	Y	Paved	2001	2008	$ 122.16	$ 293.18	$ 97.73
Van Dreff	Church St.	Daisy St.	0.10	2001	45	Y	Paved	2001	2008	$ 257.58	$ 618.18	$ 206.06
Terrace St.	Main St.	Shoup St.	0.05	2001	25	Y	Paved	2001	2008	$ 134.00	$ 321.59	$ 107.20
Tendoy Ave.	16th St.	15th St.	0.07	1996	24	N	Paved	2001	2008	$ 173.77	$ 417.05	$ 139.02
Tendoy Ave.	15th St.	14th St.	0.07	1996	24	N	Paved	2001	2008	$ 174.24	$ 418.18	$ 139.39

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Tendoy Ave.	14th St.	13th St.	0.07	1996	24	N	Paved	2001	2008	$ 167.61	$ 402.27	$ 134.09
Tendoy Ave.	13th St.	12th St.	0.07	1996	24	N	Paved	2001	2008	$ 170.45	$ 409.09	$ 136.36
Shoup St.	Terrace St. N.	N St. Charles St.	0.05	2001	38	Y	Paved	2001	2008	$ 116.00	$ 278.41	$ 92.80
Shoup St.	N St. Charles St.	Center St.	0.05	2001	38	Y	Paved	2001	2008	$ 120.27	$ 288.64	$ 96.21
Shoup St.	Center St.	Andrews St.	0.09	2001	38	Y	Paved	2001	2008	$ 236.27	$ 567.05	$ 189.02
Shoup St.	Andrews St. N.	Church St. N.	0.05	2001	38	Y	Paved	2001	2008	$ 121.21	$ 290.91	$ 96.97
Shoup St.	Church St. N.	Lillian St.	0.05	2001	38	Y	Paved	2001	2008	$ 126.42	$ 303.41	$ 101.14
Shoup St.	Lillian St.	Daisy St. N.	0.05	2001	38	Y	Paved	2001	2008	$ 133.52	$ 320.45	$ 106.82
Shoup St.	Daisy St. N.	Clark St.	0.05	2001	38	Y	Paved	2001	2008	$ 132.58	$ 318.18	$ 106.06
Shoup St.	Clark St.	Lewis St.	0.05	2001	38	Y	Paved	2001	2008	$ 129.73	$ 311.36	$ 103.79
Shoup St.	Lewis St.	Challis St. N.	0.05	2001	38	Y	Paved	2001	2008	$ 134.47	$ 322.73	$ 107.58
Sharkey St.	Church St.	Daisy St.	0.11	2000	24	N	Paved	2001	2008	$ 268.94	$ 645.45	$ 215.15
Sharkey St.	Daisy St.	Finstur St.	0.07	2001	24	Y	Paved	2001	2008	$ 178.03	$ 427.27	$ 142.42
Sharkey St.	Finstur St.	Hwy 93	0.09	2001	24	1/2 Y	Paved	2001	2008	$ 226.80	$ 544.32	$ 181.44
S. St. Charles St.	Chaffin Lane	Short Rd.	0.29	1985	34	N	Paved	2001	2008	$ 714.96	$ 1,715.91	$ 571.97
S. St. Charles St.	McDonald St.	Chaffin Lane	0.08	1985	34	N	Paved	2001	2008	$ 200.28	$ 480.68	$ 160.23
Poleline Rd.	Monroe St.	Keith St.	0.05	2000	24	N	Hot Mix	2001	2008	$ 136.84	$ 328.41	$ 109.47
Poleline Rd.	Keith St.	Lombard St.	0.08	2000	24	N	Hot Mix	2001	2008	$ 210.23	$ 504.55	$ 168.18
Poleline Rd.	Lombard St.	Broadway St.	0.10	1998	24	N	Paved	2001	2008	$ 242.90	$ 582.95	$ 194.32
Opal St.	Main St.	Shoup St.	0.06	2001	24	N	Paved	2001	2008	$ 151.99	$ 364.77	$ 121.59
Mulkey St.	Union Ave.	Hwy 93	0.09	2001	24	N	Paved	2001	2008	$ 223.48	$ 536.36	$ 178.79
Monroe St.	Capitol Ave.	Avenue B	0.09	1999	24	N	Hot Mix	2001	2008	$ 227.27	$ 545.45	$ 181.82
Monroe St.	Avenue B	Courthouse	0.09	1999	24	N	Hot Mix	2001	2008	$ 233.43	$ 560.23	$ 186.74
Monk St.	W 4th St.	W 2nd St.	0.15	2001	24	N	Hot Mix	2001	2008	$ 368.84	$ 885.23	$ 295.08
Margaret St.	Main St.	Shoup St.	0.06	2001	24	N	Paved	2001	2008	$ 152.46	$ 365.91	$ 121.97
Lillian St.	Main St.	Shoup St.	0.06	2001	34	Y	Hot Mix	2001	2008	$ 152.94	$ 367.05	$ 122.35
Lewis St.	Main St.	Shoup St.	0.06	2001	28	Y	Paved	2001	2008	$ 150.57	$ 361.36	$ 120.45
Leadore Ave.	15th St.	14th St.	0.07	1996	24	N	Paved	2001	2008	$ 167.61	$ 402.27	$ 134.09
Leadore Ave.	14th St.	13th St.	0.07	1996	24	N	Paved	2001	2008	$ 170.45	$ 409.09	$ 136.36
Leadore Ave.	13th St.	12th St.	0.07	1996	24	N	Paved	2001	2008	$ 177.08	$ 425.00	$ 141.67
Leadore Ave.	12th St.	10th St.	0.14	1996	24	N	Paved	2001	2008	$ 338.07	$ 811.36	$ 270.45
Larson St.	Courthouse	Neyman	0.06	2001	24	N	Hot Mix	2001	2008	$ 146.31	$ 351.14	$ 117.05
Lafayette Ave.	Fulton St.	Jefferson Ave.	0.10	2001	24	N	Hot Mix	2001	2008	$ 250.00	$ 600.00	$ 200.00

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Idaho Ave.	Church St.	Daisy St.	0.10	2001	24	N	Paved	2001	2008	$ 259.47	$ 622.73	$ 207.58
Idaho Ave.	Daisy St.	Jerry France's	0.04	2001	24	N	Paved	2001	2008	$ 103.22	$ 247.73	$ 82.58
Granite St.	Courthouse	Neyman	0.05	1979	24	N	Paved	2001	2008	$ 126.89	$ 304.55	$ 101.52
Granite St.	Neyman	Fairmont St.	0.09	1979	24	N	Hot Mix	2001	2008	$ 232.01	$ 556.82	$ 185.61
Fulton St.	City Limits	Cooper's House	0.26	1985	24	N	Paved	2001	2008	$ 640.15	$ 1,536.36	$ 512.12
Fulton St.	Cooper's House	9th St.	0.24	1985	24	N	Paved	2001	2008	$ 593.28	$ 1,423.86	$ 474.62
Front St.	Courthouse	Neyman	0.06	1976	21	Y	Paved	2001	2008	$ 150.09	$ 360.23	$ 120.08
Front St.	Neyman	Fairmont St.	0.09	1990	21	N	Paved	2001	2008	$ 230.11	$ 552.27	$ 184.09
Edwards St.	Finstur St.	Hwy 93	0.09	2001	44	Y	Paved	2001	2008	$ 231.53	$ 555.68	$ 185.23
Cobalt St.	Courthouse	Neyman	0.05	1999	24	N	Hot Mix	2001	2008	$ 131.16	$ 314.77	$ 104.92
Cobalt St.	Neyman	Fairmont St.	0.09	1999	24	N	Hot Mix	2001	2008	$ 224.91	$ 539.77	$ 179.92
Clark St.	Main St.	Shoup St.	0.06	2001	24	Y	Paved	2001	2008	$ 151.04	$ 362.50	$ 120.83
Church St.	Stenerson's House	Willow Ave.	0.08	2000	27	N	Paved	2001	2008	$ 210.70	$ 505.68	$ 168.56
Church St.	Willow Ave.	Idaho Ave.	0.06	2000	27	N	Hot Mix	2001	2008	$ 159.56	$ 382.95	$ 127.65
Church St.	Idaho Ave.	Lemhi Ave.	0.06	2001	27	N	Hot Mix	2001	2008	$ 155.78	$ 373.86	$ 124.62
Church St.	Lemhi Ave.	Hope Ave.	0.06	2000	27	N	Paved	2001	2008	$ 153.41	$ 368.18	$ 122.73
Church St.	Sharkey St.	Lena St.	0.07	1992	27	N	Hot Mix	2001	2008	$ 167.14	$ 401.14	$ 133.71
Church St.	Lena St.	Van Dreff	0.05	2001	27	N	Hot Mix	2001	2008	$ 130.68	$ 313.64	$ 104.55
Church St.	Van Dreff	Main St.	0.07	2001	27	Y	Paved	2001	2008	$ 167.61	$ 402.27	$ 134.09
Church St.	Main St.	Shoup St.	0.06	2001	27	Y	Paved	2001	2008	$ 152.94	$ 367.05	$ 122.35
Church St.	Shoup St.	Shanafelt St.	0.03	2001	27	Y	Hot Mix	2001	2008	$ 76.23	$ 182.95	$ 60.98
Challis St. N.	Main St.	Shoup St.	0.06	2000	36	Y	Paved	2001	2008	$ 148.20	$ 355.68	$ 118.56
Broadway St.	Courthouse	Neyman	0.05	1980	24	N	Paved	2001	2008	$ 130.21	$ 312.50	$ 104.17
Broadway St.	Neyman	Fairmont St.	0.09	1980	24	N	Paved	2001	2008	$ 230.11	$ 552.27	$ 184.09
Broadway St.	Fairmont St.	Augusta Ave.	0.12	1980	24	N	Paved	2001	2008	$ 297.35	$ 713.64	$ 237.88
Broadway St.	Augusta Ave.	Ida St.	0.07	1980	24	N	Paved	2001	2008	$ 184.19	$ 442.05	$ 147.35
Broadway St.	Ida St.	Stevens Ave.	0.04	1980	24	N	Paved	2001	2008	$ 95.17	$ 228.41	$ 76.14
Broadway St.	Stevens Ave.	Broadway Cir.	0.09	1980	24	N	Paved	2001	2008	$ 217.80	$ 522.73	$ 174.24
Broadway St.	Broadway Cir.	Mountain View Cir.	0.05	1980	24	N	Paved	2001	2008	$ 118.84	$ 285.23	$ 95.08
Broadway St.	Mountain View Cir.	Poleline Rd.	0.03	1980	24	N	Paved	2001	2008	$ 72.92	$ 175.00	$ 58.33
Beach St.	Demick's	Mary St.	0.10	1997	24	N	Paved	2001	2008	$ 248.58	$ 596.59	$ 198.86
Beach St.	Mary St.	Main St.	0.06	2001	24	N	Paved	2001	2008	$ 145.36	$ 348.86	$ 116.29
Baker Ave.	15th St.	14th St.	0.07	1999	24	N	Paved	2001	2008	$ 166.19	$ 398.86	$ 132.95

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
Baker Ave.	11th St.	9th St.	0.14	1999	24	N	Paved	2001	2008	$ 346.12	$ 830.68	$ 276.89
Andrews St. N.	Main St.	Shoup St.	0.06	2001	30	Y	Paved	2001	2008	$ 151.04	$ 362.50	$ 120.83
Andrews St. N.	Shoup St.	End North	0.03	2001	30	Y	Paved	2001	2008	$ 76.23	$ 182.95	$ 60.98
Adams St.	W 4th St.	W 3rd St.	0.07	2001	24	N	Hot Mix	2001	2008	$ 169.51	$ 406.82	$ 135.61
Adams St.	W 3rd St.	W 2nd St.	0.07	2001	24	N	Hot Mix	2001	2008	$ 174.24	$ 418.18	$ 139.39
9th St.	Jefferson Ave.	Baker Ave.	0.10	1993	24	N	Paved	2001	2008	$ 255.68	$ 613.64	$ 204.55
9th St.	Baker Ave.	Roosevelt Ave.	0.04	1993	24	N	Paved	2001	2008	$ 99.91	$ 239.77	$ 79.92
9th St.	Roosevelt Ave.	Taft Ave.	0.07	1993	24	N	Paved	2001	2008	$ 177.08	$ 425.00	$ 141.67
9th St.	Taft Ave.	Bryan Ave.	0.07	1993	24	N	Paved	2001	2008	$ 177.08	$ 425.00	$ 141.67
9th St.	Bryan Ave.	Cleveland Ave.	0.07	1999	24	N	Hot Mix	2001	2008	$ 174.72	$ 419.32	$ 139.77
15th St.	Leodore Ave.	Tendoy Ave.	0.06	1997	24	N	Paved	2001	2008	$ 139.68	$ 335.23	$ 111.74
15th St.	Tendoy Ave.	Baker Ave.	0.06	1997	24	N	Paved	2001	2008	$ 152.46	$ 365.91	$ 121.97
15th St.	Baker Ave.	Roosevelt Ave.	0.04	1997	24	N	Paved	2001	2008	$ 98.96	$ 237.50	$ 79.17
15th St.	Roosevelt Ave.	Taft Ave.	0.07	1997	24	N	Paved	2001	2008	$ 172.35	$ 413.64	$ 137.88
15th St.	Taft Ave.	Bryan Ave.	0.07	1997	24	N	Paved	2001	2008	$ 175.66	$ 421.59	$ 140.53
13th St.	Roosevelt Ave.	Taft Ave.	0.07	1997	24	N	Paved	2001	2008	$ 176.14	$ 422.73	$ 140.91
13th St.	Taft Ave.	Bryan Ave.	0.07	1997	24	N	Paved	2001	2008	$ 179.45	$ 430.68	$ 143.56
12th St.	Leodore Ave.	Tendoy Ave.	0.06	2000	24	N	Paved	2001	2008	$ 154.36	$ 370.45	$ 123.48
12th St.	Tendoy Ave.	Roosevelt Ave.	0.10	2000	24	N	Paved	2001	2008	$ 239.11	$ 573.86	$ 191.29
12th St.	Roosevelt Ave.	Taft Ave.	0.07	2000	24	N	Paved	2001	2008	$ 175.19	$ 420.45	$ 140.15
12th St.	Taft Ave.	Bryan Ave.	0.07	2000	24	N	Paved	2001	2008	$ 178.50	$ 428.41	$ 142.80
Stevens Ave.	Monroe St.	Lombard St.	0.14	1998	24	N	Paved	2002	2008	$ 359.85	$ 863.64	$ 287.88
Stevens Ave.	Lombard St.	Lincoln St.	0.07	1998	24	N	Paved	2002	2008	$ 173.77	$ 417.05	$ 139.02
Stevens Ave.	Lincoln St.	Broadway St.	0.04	1998	24	N	Paved	2002	2008	$ 104.17	$ 250.00	$ 83.33
State St.	Fulton St.	Capitol Ave.	0.03	2001	24	N	Hot Mix	2002	2008	$ 70.55	$ 169.32	$ 56.44
State St.	Capitol Ave.	Avenue A	0.04	2001	24	N	Hot Mix	2002	2008	$ 96.12	$ 230.68	$ 76.89
State St.	Avenue A	Avenue B	0.05	2001	24	N	Hot Mix	2002	2008	$ 131.16	$ 314.77	$ 104.92
State St.	Avenue B	Courthouse	0.09	1979	24	N	Paved	2002	2008	$ 231.06	$ 554.55	$ 184.85
State St.	Courthouse	Neyman	0.05	2001	24	N	Hot Mix	2002	2008	$ 129.26	$ 310.23	$ 103.41
State St.	Neyman	Augusta Ave.	0.09	2001	24	N	Hot Mix	2002	2008	$ 217.33	$ 521.59	$ 173.86
Shanafelt St.	Andrews St. N.	Church St. N.	0.05	2002	21	Y	Hot Mix	2002	2008	$ 119.79	$ 287.50	$ 95.83
Shanafelt St.	Church St. N.	Lillian St.	0.05	2002	21	N	Hot Mix	2002	2008	$ 124.05	$ 297.73	$ 99.24
Shanafelt St.	Lillian St. N.	Daisy St. N.	0.05	2002	21	N	Hot Mix	2002	2008	$ 136.84	$ 328.41	$ 109.47

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
N St. Charles St.	Salmon Meadows Trailer Park	Imperial Way	0.17	1975	24	N	Hot Mix	2002	2008	$ 432.29	$ 1,037.50	$ 345.83
N St. Charles St.	Imperial Way	Lemhi River	0.10	2001	24	N	Hot Mix	2002	2008	$ 259.00	$ 621.59	$ 207.20
Monroe St.	Courthouse	Neyman	0.05	1978	24	N	Paved	2002	2008	$ 125.47	$ 301.14	$ 100.38
Monroe St.	Neyman	Fairmont St.	0.09	1999	24	N	Hot Mix	2002	2008	$ 232.48	$ 557.95	$ 185.98
Monroe St.	Fairmont St.	Stevens Ave.	0.05	1999	24	N	Hot Mix	2002	2008	$ 131.63	$ 315.91	$ 105.30
Monroe St.	Stevens Ave.	Guleke St.	0.05	2001	24	N	Hot Mix	2002	2008	$ 117.42	$ 281.82	$ 93.94
Monroe St.	Guleke St.	Poleline Rd.	0.11	2001	24	N	Hot Mix	2002	2008	$ 270.83	$ 650.00	$ 216.67
Lillian St.	Shoup St.	Shanafelt St.	0.03	2002	34	1/2 Y	Hot Mix	2002	2008	$ 76.70	$ 184.09	$ 61.36
Lena St.	Daisy St.	Hwy 93	0.16	2001	60	1/2 Y	Penetrate Oil	2002	2008	$ 401.99	$ 964.77	$ 321.59
Imperial Way	N. St. Charles St.	Daisy St.	0.23	2002	30	1/2 Y	Hot Mix	2002	2008	$ 583.33	$ 1,400.00	$ 466.67
Ida St.	Broadway St.	Hwy 93	0.07	2001	24	N	Hot Mix	2002	2009	$ 179.45	$ 430.68	$ 143.56
Granite St.	Fairmont St.	Guleke St.	0.09	2001	24	N	Hot Mix	2002	2009	$ 230.59	$ 553.41	$ 184.47
Fulton St.	10th St.	9th St.	0.07	2002	24	N	Hot Mix	2002	2009	$ 167.61	$ 402.27	$ 134.09
Fulton St.	9th St.	Putnam Ave.	0.06	2002	28	N	Hot Mix	2002	2009	$ 160.04	$ 384.09	$ 128.03
Fulton St.	Putnam Ave.	Lafayette Ave.	0.08	2002	28	N	Hot Mix	2002	2009	$ 194.60	$ 467.05	$ 155.68
Fulton St.	Lafayette Ave.	Washington Ave.	0.08	2002	28	N	Hot Mix	2002	2009	$ 191.29	$ 459.09	$ 153.03
Fulton St.	Washington Ave.	W 5th St.	0.03	2002	28	N	Hot Mix	2002	2009	$ 70.55	$ 169.32	$ 56.44
Fulton St.	W 5th St.	State St.	0.04	2002	28	N	Hot Mix	2002	2009	$ 97.54	$ 234.09	$ 78.03
Fulton St.	State St.	W 4th St.	0.03	2002	28	N	Hot Mix	2002	2009	$ 71.02	$ 170.45	$ 56.82
Fulton St.	W 4th St.	W 3rd St.	0.07	2002	28	Y	Hot Mix	2002	2009	$ 170.45	$ 409.09	$ 136.36
Fulton St.	W 3rd St.	W 2nd St.	0.07	2002	28	Y	Hot Mix	2002	2009	$ 171.40	$ 411.36	$ 137.12
Fulton St.	W 2nd St.	W 1st St.	0.09	2002	28	Y	Hot Mix	2002	2009	$ 224.43	$ 538.64	$ 179.55
Fulton St.	W 1st St.	Courthouse	0.07	2002	28	Y	Hot Mix	2002	2009	$ 172.82	$ 414.77	$ 138.26
Daisy St. N.	Imperial Way	Confederate Dr.	0.07	2001	24	N	Hot Mix	2002	2009	$ 173.30	$ 415.91	$ 138.64
Confederate Dr.	N. St. Charles St.	Daisy St.	0.32	2001	21	N	Hot Mix	2002	2009	$ 799.24	$ 1,918.18	$ 639.39
Cannon Ave.	Monroe St.	Lombard St.	0.13	1999	24	N	Hot Mix	2002	2009	$ 312.97	$ 751.14	$ 250.38
Cannon Ave.	Lombard St.	Lincoln St.	0.07	1999	24	N	Hot Mix	2002	2009	$ 177.08	$ 425.00	$ 141.67
Bean Lane	Hwy 93	Kay St.	0.29	2002	24	N	1280' Paved 1320' Gravel	2002	2009	$ 714.96	$ 1,715.91	$ 571.97
Augusta Ave.	State St.	Lombard St.	0.09	1997	24	N	Paved	2002	2009	$ 229.17	$ 550.00	$ 183.33
Augusta Ave.	Lombard St.	Broadway St.	0.12	1998	24	N	Hot Mix	2002	2009	$ 287.88	$ 690.91	$ 230.30
Augusta Ave.	Broadway St.	Broadway Pl.	0.03	2001	24	N	Hot Mix	2002	2009	$ 73.39	$ 176.14	$ 58.71
Alley North of Wild Side Sports	Hwy 93	End of Alley East	0.06	2002	24	N	Hot Mix	2002	2009	$ 158.62	$ 380.68	$ 126.89

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10th St.	Fulton St.	Leodore Ave.	0.09	2001	24	N	Hot Mix	2002	2009	$ 214.02	$ 513.64	$ 171.21
10th St.	Bryan Ave.	Cleveland Ave.	0.07	2002	24	N	Hot Mix	2002	2009	$ 181.82	$ 436.36	$ 145.45
10th St.	Cleveland Ave.	City Limits Black Rock Rd.	0.04	2002	24	N	Hot Mix	2002	2009	$ 110.80	$ 265.91	$ 88.64
Willow Ave.	Daisy St.	Tammy Baxter's	0.05	_	24	N	Gravel	_	n/a			
Water St.	Alley West	Dahle Ave.	0.03	_	24	N	Gravel	_	n/a			
Washington St.	W 1st St.	Lund's House	0.05	_	21	N	Gravel	_	n/a			
W 5th St.	Alley West	Washington St.	0.03	_	21	N	Gravel	_	n/a			
W 4th St.	End of road	Monk St.	0.10	_	24	N	Gravel	_	n/a			
W 2nd St.	Snook Dr.	Monk St.	0.09	_	24	N	Gravel	_	n/a			
Van Dreff	River Dike	Water St.	0.03	_	60	N	Gravel	_	n/a			
Taft Ave.	18th St.	17th St.	0.09	_	60	Y	Gravel	_	n/a			
Taft Ave.	17th St.	16th St.	0.07	_	24	Y	Gravel	_	n/a			
State St.	Poleline Rd.	Waller St.	0.12	_	60	N	Gravel	_	n/a			
Shanafelt St.	Daisy St. N.	Clark St.	0.05	_	30	N	Gravel	_	n/a			
Roosevelt Ave.	Waterworks	18th St.	0.17	_	24	N	Dirt	_	n/a			
Roosevelt Ave.	18th St.	17th St.	0.09	_	24	N	Dirt	_	n/a			
Roosevelt Ave.	17th St.	16th St.	0.07	_	24	N	Gravel	_	n/a			
Opal St.	Shoup St.	End	0.03	_	24	1/2 Y	Gravel	_	n/a			
McDonald St.	S. St. Charles St.	S. Church St.	0.08	_	60	N	Gravel	_	n/a			
Margaret St.	Shoup St.	Sungate Apt.	0.11	_	60	N	Gravel	_	n/a			
Lillian St.	Shanafelt St.	Munkers' Trailer	0.02	_	15	N	Gravel	_	n/a			
Lemhi Ave.	Finstur St.	Kid's Creek	0.03	_	60	N	Gravel	_	n/a			
Kay St. S.	Bean Lane	Mary St.	0.22	_	60	N	Gravel	_	n/a			
Hope Ave.	Finstur St.	Kid's Creek	0.03	_	60	N	Gravel	_	n/a			
Gwartney Ave.	River Dike	River St.	0.05	_	20	N	Gravel	_	n/a			
Gwartney Ave.	River St.	Water St.	0.07	_	20	N	Gravel	_	n/a			
Daisy St. S.	End West	Willow Ave.	0.06	_	24	N	Gravel	_	n/a			
Confederate Dr.	Daisy St. N.	Mark Philips' Gate	0.17	_	20	N	Gravel	_	n/a			
Cleveland Ave.	14th St.	13th St.	0.03	2000	24	N	Dirt	_	n/a			
Clark St.	Shoup St.	Shanafelt St.	0.03	_	60	N	Gravel	_	n/a			
Chaffin Lane	St. Charles St.	S. Church St.	0.08	_	60	N	Gravel	_	n/a			
9th St.	Cleveland Ave.	Alley	0.04	_	24	N	Gravel	_	n/a			

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
18th St.	Roosevelt Ave.	Taft Ave.	0.07	_	60	1/2 Y	Gravel	_	n/a			
17th St.	Roosevelt Ave.	Taft Ave.	0.07	_	60	Y	Gravel	_	n/a			
13th St.	Leodore Ave.	Tendoy Ave.	0.06	_	60	N	Gravel	_	n/a			
13th St.	Bryan Ave.	Cleveland Ave.	0.04	_	18	N	Gravel	_	n/a			
12th St.	Gilmore Ave.	Leodore Ave.	0.04	_	60	N	Gravel	_	n/a			
12th St.	Bryan Ave.	Cleveland Ave.	0.04	_	60	N	Gravel	_	n/a			
11th St.	Roosevelt Ave.	Taft Ave.	0.07	_	60	N	Dirt	_	n/a			
11th St.	Taft Ave.	Bryan Ave.	0.07	_	60	N	Gravel	_	n/a			
11th St.	Bryan Ave.	Cleveland Ave.	0.04	_	60	N	Gravel	_	n/a			
10th St.	Roosevelt Ave.	Taft Ave.	0.07	_	60	N	Gravel	_	n/a			
Waller St.	Monroe St.	Lombard St.	0.14	_	60	N	Gravel					
VFW Drive	Elks Rd.	Lombard St.	0.06	_	60	N	Gravel					
Syringa Dr.		Fulton St.	0.09									
Syringa Dr.			0.15									
Syringa Dr.			0.03									
Fulton St.			0.14									
Fulton St.			0.25									
Fulton St.			0.28									
Fulton St.			0.08									
Fulton St.			0.17									
Ethel St.	Main St.	Mary St.	0.08	UNDEVELOPED					n/a			
			0.24									
			0.09									
			0.09									
			0.09									
			0.16									
		Fulton St.	0.08									
			0.07									
			0.13									
			0.16									
			0.10									

Road Name	Start	End	Length (mi)	Year Paved	Average Roadway Width	Curb & Gutter? (Y/N)	Type of Surface	Last Sealed	Next Year Sealed	Estimated Equipment / Labor Cost*	Estimated Asphalt Cost*	Estimated Aggregate Cost*
			0.15									
			0.07									
			0.18									
		Fulton St.	0.09									
		Fulton St.	0.09									
			0.09									
		Totals:	**33.80**	**Miles**								

*** - Note:**

1. Emulsified
2. Cover Coat
3. Equipment

Public Involvement Announcement

Announcing a Community Open House To Review and Comment on the Draft Master Transportation Plan for the City of Salmon Tuesday, April 8, 2003

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When: Tuesday, April 8, 2003
Time: 4:00 - 6:30 p.m.
Where: Salmon Valley Center, 200 Main Street, Council Chambers (Handicapped accessible)
What: The Mayor's Advisory Committee is proposing 9 city transportation projects for the community. Currently, the City of Salmon is working on a comprehensive Master Transportation Plan which will include short and long term plans for city streets, trail and bike ways, Salmon River crossing alternatives and other aspects of the local transportation system. Briefly the proposed projects are:

- Improvements to US-93/Courthouse Road Intersection
- Union/St. Charles improvements with a signal at Main and St. Charles
- Improvements to Elks Road and US-93
- An alternate east-west Salmon River crossing
- Elimination of the signal at Main and Church
- City-wide pathways system
- Extension of Imperial Way to N. St. Charles
- Widening of Challis St. between Shoup and Main St.
- Extension of Daisy St. to Wagon Wheel Rd.

Who: All residents and interested persons are invited to attend and comment on the Draft plan. Input is needed to develop the best solutions for Salmon.
How: There will be an opportunity to view maps and displays and comment on the proposed plans. Members of the Mayor's Advisory Committee as well as staff with J-U-B ENGINEERS, Inc., will be available to discuss your questions and concerns.
Information: Call Jay Townsend, City Administrator at 756-3214 or Nancy Taylor, **J-U-B Engineers**, 208-376-7330 or nat@jub.com.

Comment Form - City of Salmon - Transportation Master Plan

Are there any issues or comments that you have about transportation in Salmon that we need to know about? Write us a comment or a suggestion for new or old projects in the city or your neighborhood. The final list of transportation projects will be approved and adopted by City Council and constructed as funds become available. It is important to let your ideas and opinions be heard.

_____
_____
_____
_____
_____
_____

Your Name: _____

Phone: _____

Mail or hand in to: Mayor's Office:
200 Main Street, Salmon Idaho 83467 or Bring to the Open House on April 8, 2003

Pair-wise Charts

Salmon Master Transportation Plan

Project Ranking Criteria

Pair Wise Comparison

1 = Lower than
3 = The same as
5 = Greater than

	Safety	Feasibility	Community Impacts	Local Access and Traffic Flow	Sum
Safety		5	3	5	13
Feasibility	1		1	3	5
Community Impacts	3	5		3	11
Local Access and Traffic Flow	1	3	3		7

Salmon Master Transportation Projects

Ranking by Criteria - Safety

The transportation project has a projected measurable improvement to the safety conditions of the targeted project area or has a secondary safety benefit to another area as a result of its implementation. (For example, the project will reduce pedestrian and vehicular traffic conflicts, reduce speeds in limited vision areas, widen roads allowing greater driver vision and reaction to obstacles, eliminate unnecessary vehicular obstacles such as stop signs in high speed areas where their original purpose no longer exists.)

Pair Wise Comparison

1 = Lower than
3 = The same as
5 = Greater than

	Improve Elks Road to US 93	Union/St. Charles Collector	East-West River Crossing	Courthouse/US-93 Intersection	Eliminate Signal @ Church *	Pathways	Extend Imperial Way to North St. Charles	Extend Daisy to Wagon Wheel	Improve/Widen Challis from Main to Shoup	Sum	x	Safety Sum	=	Weighted
Improve Elks Road to US 93		3	1	1	3	3	5	5	3	24		13		312
Union/St. Charles Collector	3		3	3	3	3	5	5	5	32		13		416
East-West River Crossing	5	3		3	3	5	5	5	5	34		13		442
Courthouse/US-93 Intersection	5	3	3		3	5	5	5	5	34		13		442
Eliminate Signal @ Church*	3	3	3	3		5	5	5	5	32		13		416
Pathways	3	3	1	1	1		3	5	3	20		13		260
Extend Imperial Way to North St. Charles	1	1	1	1	1	3		5	3	16		13		208
Extend Daisy to Wagon Wheel	1	1	1	1	1	1	1		1	8		13		104
Improve/Widen Challis from Main to Shoup	3	1	1	1	1	3	3	5		18		13		234

* Project Removed by Technical Advisory Committee During "Draft" Report Review

Salmon Master Transportation Projects

Ranking by Criteria - Feasibility

The transportation project is a realistic opportunity that can be achieved within the next 10 fiscal years (duration of updated comprehensive plan and associated capital improvement plan). A realistic opportunity is defined as follows: 1) Project costs (real or matched) do not exceed 10 percent of the Streets & Alley Total Fund allocation for any given fiscal year and the City has a reasonable expectation that local, State, or Federal monies can be obtained to construct the project. 2) Right-of-way easements can be acquired from affected agencies or private parties within the given time period. 3) The project does not require an extensive adjudication process for such things as jurisdictional wetlands or historical sites.

Pair Wise Comparison

1 = Lower than
3 = The same as
5 = Greater than

	Improve Elks Road to US 93	Union/St. Charles Collector	East-West River Crossing	Courthouse/US-93 Intersection	Eliminate Signal @ Church *	Pathways	Extend Imperial Way to North St. Charles	Extend Daisy to Wagon Wheel	Improve/Widen Challis from Main to Shoup	Sum	x	Criteria Sum	=	Weighted
Improve Elks Road to US 93		3	5	1	1	3	3	5	5	26		5		130
Union/St. Charles Collector	3		5	1	3	3	3	5	5	28		5		140
East-West River Crossing	1	1		1	1	1	1	1	1	8		5		40
Courthouse/US-93 Intersection	5	5	5		5	3	5	5	5	38		5		190
Eliminate Signal @ Church*	5	3	5	1		3	3	5	5	30		5		150
Pathways	3	3	5	3	3		5	5	5	32		5		160
Extend Imperial Way to North St. Charles	3	3	5	1	3	1		5	5	26		5		130
Extend Daisy to Wagon Wheel	1	1	5	1	1	1	1		3	14		5		70
Improve/Widen Challis from Main to Shoup	1	1	5	1	1	1	1	3		14		5		70

* Project Removed by Technical Advisory Committee During "Draft" Report Review

Salmon Master Transportation Projects

Ranking by Criteria - Community Impacts

The transportation project considers whether the goals and objectives of the Salmon Comprehensive plan are being advanced and includes the extent that a project improves local quality of life and economic development.

Pair Wise Comparison

1 = Lower than
3 = The same as
5 = Greater than

	Improve Elks Road to US 93	Union/St. Charles Collector	East-West River Crossing	Courthouse/US-93 Intersection	Eliminate Signal @ Church *	Pathways	Extend Imperial Way to North St. Charles	Extend Daisy to Wagon Wheel	Improve/Widen Challis from Main to Shoup	Sum	×	Criteria Sum	=	Weighted
Improve Elks Road to US 93		5	5	3	5	3	5	5	5	36		11		396
Union/St. Charles Collector	1		3	3	5	3	5	5	5	30		11		330
East-West River Crossing	1	3		1	3	1	3	5	5	22		11		242
Courthouse/US-93 Intersection	3	3	5		5	3	5	5	5	34		11		374
Eliminate Signal @ Church*	1	1	3	1		1	3	3	3	16		11		176
Pathways	3	3	5	3	5		5	5	5	34		11		374
Extend Imperial Way to North St. Charles	1	1	3	1	3	1		3	3	16		11		176
Extend Daisy to Wagon Wheel	1	1	1	1	3	1	3		3	14		11		154
Improve/Widen Challis from Main to Shoup	1	1	1	1	3	1	3	3		14		11		154

* Project Removed by Technical Advisory Committee During "Draft" Report Review

Salmon Master Transportation Projects

Ranking by Criteria - Local Access and Traffic Flow

The transportation project measurably improves traffic flow in and around the target project area or areas adjacent to the project area as a result of implementation. Conversely, the transportation project does not hinder or adversely affect local access to existing functional networks.

Pair Wise Comparison

1 = Lower than
3 = The same as
5 = Greater than

	Improve Elks Road to US 93	Union/St. Charles Collector	East-West River Crossing	Courthouse/US-93 Intersection	Eliminate Signal @ Church *	Pathways	Extend Imperial Way to North St. Charles	Extend Daisy to Wagon Wheel	Improve/Widen Challis from Main to Shoup	Sum	×	Criteria Sum	=	Weighted
Improve Elks Road to US 93		3	1	3	5	5	5	5	5	32		7		224
Union/St. Charles Collector	3		3	3	5	5	5	5	5	34		7		238
East-West River Crossing	5	3		3	5	5	5	5	5	36		7		252
Courthouse/US-93 Intersection	3	3	3		5	5	5	5	5	34		7		238
Eliminate Signal @ Church*	1	1	1	1		5	3	5	5	22		7		154
Pathways	1	1	1	1	1		1	1	1	8		7		56
Extend Imperial Way to North St. Charles	1	1	1	1	3	5		3	3	18		7		126
Extend Daisy to Wagon Wheel	1	1	1	1	1	5	3		3	16		7		112
Improve/Widen Challis from Main to Shoup	1	1	1	1	1	5	3	3		16		7		112

* Project Removed by Technical Advisory Committee During "Draft" Report Review

Salmon Master Transportation Projects

Prioritization

	Safety	Feasibility	Community Impacts	Local Access and Traffic Flow	Sum	Rank	Timeframe: 0-5 Years	6-10 Years	11-20 Years
Courthouse/US-93 Intersection	442	190	374	238	1244	1	X		
Union/St. Charles Collector	416	140	330	238	1124	2		X	
Improve Elks Road to US 93	312	130	396	224	1062	3		X	X
East-West River Crossing	442	40	242	252	976	4			X
Eliminate Signal @ Church*	416	150	176	154	896	5		X	
Pathways	260	160	374	56	850	6	X	X	X
Extend Imperial Way to North St. Charles	208	130	176	126	640	7			X
Improve/Widen Challis from Main to Shoup	234	70	154	112	570	8			X
Extend Daisy to Wagon Wheel	104	70	154	112	440	9			X

* Project Removed by Technical Advisory Committee During "Draft" Report Review