PARTICIPANTS IN THE PLANNING PROCESS

Following are members of the Gooding County Technical Advisory Committee who spent 2007 working with the local highway jurisdictions, cities, and residents of Gooding County in the development of this plan.

Primary Committee Members

Gooding County Road & Bridge	Bob Bolte
Bliss Highway District	Eldon Thompson, Rick Patterson
Hagerman Highway District	Dwight Osborne, Michael Luna
Gooding Highway District	Robert Fossceco, Dean Sabala
Wendell Highway District	Vern Mason, David Adams
West Point Highway District	Jerry Strickland, Justin Clapp
City of Bliss	Jimmie Pruett
City of Hagerman	Pete Weir, Casey Kelley
City of Gooding	Vern France, Todd Brown
City of Wendell	Rex Strickland

Consultants

The following consultants worked on the development of this plan:

Riedesel Engineering, Inc.
Aaron L. Wert, P.E.
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Jon Stroop
Matthew Brander

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Executive Summary

The Cities of Bliss, Hagerman, Gooding and Wendell, and the Road Departments of Gooding County Road & Bridge, Bliss Highway District, Hagerman Highway District, Gooding Highway District, Wendell Highway District, and West Point Highway District have joined together to develop this Transportation Master Plan. The intent of the Gooding County Transportation Plan is to develop a long range transportation plan for Gooding County.

Transportation issues are always a primary focus of any community, because without a functioning transportation system, the mobility, economy and ability of a community to prosper is severely deteriorated. Following are a few facts about the study area:

The four cities and six highway jurisdictions maintain over 1080 miles of roadway within the approximate 730 square miles of Gooding County. The combined jurisdictions maintain approximately 459 miles of paved roads, 212 miles of gravel roads, 412 miles of graded and drained dirt roads, 40 bridges, and numerous culverts, signs, guardrail and other highway assets.

Components of a Transportation Plan

A transportation plan is developed to examine and plan for the needs of the transportation system through the year 2027 and to lay a course out to improve the system to meet the anticipated needs and growth, while improving the existing deficiencies. There are several steps in the planning process; following are some of those steps taken during the development of the Gooding County Transportation Plan:

Data Collection

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

The existing traffic volumes within the study area range widely from very low volumes of less than 31 vehicles per day to volumes in excess of 2900 vehicles per day. The major traffic generators in the area revolve around farming, recreational, and residential activities.

Public Involvement

An essential element of the transportation plan includes public involvement. This includes the working group created by the jurisdictions and labeled as the Transportation Advisory Committee (TAC). The TAC, consisting of members of the local community and local agencies, was instrumental in assisting with the master planning process. Attending community events, discussing transportation issues and concerns, and conducting interviews with key stakeholders were completed to gather additional input.

Asset Management System

Roadway information collected as part of this plan is included in the Asset Management System. This system consists of an Arc-View software program developed as part of the Transportation Master Plan to assist agencies with management of their system inventory and condition. The local highway jurisdictions can use the system in tracking their assets, recording maintenance history, identifying the remaining service life of their paved roadways and the recommending corrective action needed.

Identification of Transportation Deficiencies and Capital Improvement Plan (CIP)

The TAC identified many transportation concerns of the local community. These concerns are broken into "general transportation concerns", "safety concerns" and "roadway system maintenance concerns". From the transportation concerns identified by the community and deficiencies identified through the planning process for potential projects in the next 20 years, the TAC developed a list of projects for inclusion in each highway district's Capital Improvement Plan (CIP) as well as a master list of projects for inclusion in the Gooding County Transportation Committee's priority list. The CIP is a planning tool that assists the jurisdictions in budgeting for projects. See Table 1 for a list of top priority projects identified by the TAC in the planning area.

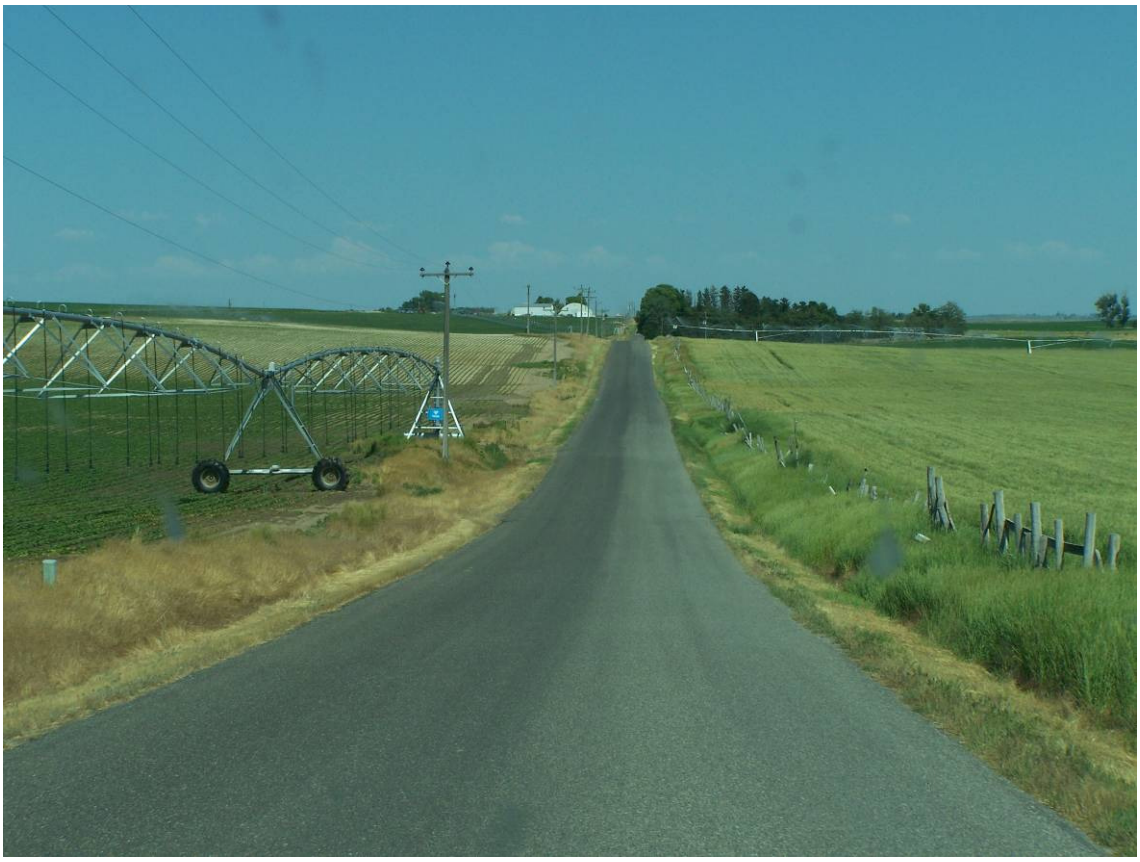
The TAC prioritized projects and identified potential funding sources allowing the local highway jurisdictions to prepare funding applications and proactively complete the project on this priority list.

Following the completion of this Transportation Master Plan, the four cities and six local jurisdictions will continue to meet annually to update the CIP and continue working together to fulfill the area transportation needs.

Table 1: Priority List of Projects

Local Highway Jurisdiction	Projects
City of Bliss	First Street, Reconstruct, Widen & Pave
City of Bliss	Fourth Street, Reconstruct, Widen & Pave
City of Gooding	Fourth Avenue, Reconstruct & Pave
City of Gooding	Washington Street, Pave
City of Hagerman	Culvert/Bridges, 5 crossings over irrigation canal
City of Hagerman	East Avenue, Reconstruct & Pave
City of Wendell	Main Street East, Reconstruct, Widen, & Pave
City of Wendell	Main Street East, Curb, Gutter, and Sidewalks
Gooding Highway District	Shoestring Road, Roto-Mill & Overlay, Phase I
Gooding Highway District	1300 South Road, Reconstruct & Pave, Phase I
Hagerman Highway District	Vader Grade, Re-align, Reconstruct & Pave
Hagerman Highway District	Justice Grade, Install Guardrail
Wendell Highway District	3300 South Road, BST Surface Project
Wendell Highway District	3300 South Road, Re-align & Reconstruct curve
West Point Highway District	1500 East Road, Intersection Re-alignment
West Point Highway District	Clearlakes Road, Widen, Drainage, Embankment

Chapter 1: Introduction



Reason for the Plan

The local highway jurisdictions in Gooding County developed this transportation plan to examine the needs through the year 2027 and to lay out a course to improve the transportation system to meet anticipated needs and growth. This plan defines both short- and long-term transportation strategies and investments to improve the Gooding County transportation system and discusses how to finance them.

Introduction to Transportation Master Planning

The purpose and scope of a Transportation Master Plan varies significantly based on the study area, study participants and goals of the study. The study area of a Transportation Master Plan is often determined by the jurisdictional boundaries of the participating agencies. These boundaries typically establish the geographic limits for data collection, transportation system evaluation and future projections for transportation needs. The

type of transportation facilities within the study area also influences the purpose and scope of a Transportation Master Plan. Large cities with several modes of transportation (light rail, public transit, commuter ride programs and private vehicles) may require extensive data collection to establish traffic patterns and ultimately generate a detailed traffic model for use in traffic management. However, a Transportation Master Plan for small rural communities may be geared more toward roadway system management to accommodate existing traffic and traffic volume increases.

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

Study Area and Study Participants

The Gooding County Transportation Master Plan study area includes the Cities of Bliss, Hagerman, Gooding, and Wendell. Also included are Gooding County Road & Bridge, Bliss Highway District, Hagerman Highway District, Gooding Highway District, Wendell Highway District, and the West Point Highway District. Figure 1 shows a Vicinity Map of the local highway jurisdictions involved. The study area covers approximately 730 square miles containing approximately 563 miles of roadway under the jurisdiction of the local highway jurisdictions of the Gooding County Transportation Master Plan participants. Interstate 84, State Highway 26, US Highway 30, and State Highway 46 are the principal arterials that run through the study area and are under the jurisdiction of the Idaho Transportation Department. Other roadways within the study area but not analyzed in the Transportation Master Plan include federal, state and private roadways. Many roadways under the local Highway Districts' jurisdiction intersect with these state and federal routes, and these routes are utilized as some of the critical corridors within the study area.

To assist with the development of the Transportation Master Plan, The local highway jurisdictions appointed a Transportation Advisory Committee (TAC) with the role of providing input concerning the transportation needs within the study area. Members of each Highway District, City, County and individuals from the community were invited to participate on the committee to represent the various local agencies and organizations including Gooding County, Gooding County Sheriff's Department, Glanbia Foods, School Districts, Idaho Transportation Department, and the Local Highway Technical Assistance Council (LHTAC).

Figure 1: Study Planning Area

Goals of the Transportation Master Plan

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

At the beginning of the planning process, the TAC reviewed and discussed the goals of the transportation plan. Those discussions resulted in the goals listed below.

Goals

The local jurisdictions of the Gooding County Transportation Committee developed this transportation plan to examine the needs through the year 2027 and to lay out a course to improve the transportation system to meet anticipated needs and growth. This plan defines both short- and long-term transportation strategies and investments to improve the Gooding County's transportation system and discusses how to finance them.

The Local Highway Jurisdictions asked for a transportation plan that addressed future growth, was compatible among jurisdictions, and addressed the financial capacity to fund needed improvements. They also recognized the need for a balanced transportation system that coordinated with the state and federal highway systems.

Objectives

- Develop a long-range transportation plan that considers transportation needs through the year 2027.
- Establish Functional Classification Maps for the Local Highway Jurisdictions.
- Maintain consistency with regional planning efforts.
- Maximize safety and efficiency of the existing transportation system.
- Establish a development policy manual.
- Establish an access management policy.
- Establish an asset management program.

The first task in determining the appropriate management of and improvements to the existing transportation system is the collection of data pertaining to the transportation network. Data collection for this Master Plan includes roadway system inventory (road surface type, road surface condition, etc.), traffic volume data and an inventory of traffic generators within the study area.

Acquiring significant public involvement and input is an essential goal of any Transportation Master Plan. To achieve this, a Transportation Advisory Committee (TAC) is set up to represent the community. The TAC is made up of members of each local highway jurisdiction and other local representatives, which may include law enforcement, emergency services, school districts and other agencies. The TAC is involved throughout the development of the Transportation Master Plan and provides valuable input concerning the future growth in the area, existing and future transportation needs; as well as identifying priority projects and developing each district's Capital Improvement Plan (CIP).

Another goal of the Transportation Master Plan is developing a Roadway Surface Management Program and an Asset Management System. Within the study area, roadway surface types include graded dirt roads, gravel roads, Bituminous Surface Treated (BST) pavement roads, cold mix asphalt roads and hot-mix asphalt roads. With varying traffic volumes and traffic types (passenger vehicles, farm equipment, dairy trucks, etc.), each roadway surface type requires different maintenance methods and effort based on functional classification and traffic loading. It is also appropriate to change roadway surface types as traffic volumes and types change. The Asset Management section of this report focuses on these issues.

Establishing a Development Policy Manual and Access Management Policy are additional objectives in the Transportation Master Plan. Establishing construction standards and standard procedures for landowners to construct roadways and approaches for new subdivisions and homes was deemed to be a priority within the planning area and county.

The final goal of this transportation plan is to identify the potential funding sources for maintenance and capital improvement projects for the local jurisdictions. It is particularly important to local agencies, because of their limited ability to generate local funding, to understand the available outside funding sources, funding schedules and the special requirements of each funding program. The typical highway funding sources are identified in the Project Funding Opportunities chapter of this Transportation Master Plan.

Plan Development

Beginning May 2007 and continuing through June 2007, the Gooding County Transportation Committee engaged in outreach efforts to inform the general public and decision-makers about the process and scope and to elicit comment and advice that would guide development of the plan.

Public Outreach

Public involvement is essential to a planning document. The Public Involvement Plan included providing opportunities to create public awareness of the planning process and solicit relevant input from the general public about transportation related issues, concerns and opinions on the transportation plan. Some of the public outreach efforts included:

- Community Events
- Transportation Advisory Committee (TAC) Meetings
- Interviews with Stakeholders
- Project Brochures

Community Events

Attending community events and soliciting public input was used as outreach efforts to seek public comments concerning transportation issues in their communities and county. Information was provided to the public about the Transportation Plan and the planning process. Concerns and issues that the general public offered at these events was noted.

Fossil Days, Hagerman

The Fossil Days festival took place on May 26, 2007, in the City of Hagerman. It was attended by many local residents who provided comments on twelve matters that were of concern regarding transportation in Gooding County.

Dairy Days, Wendell

The Dairy Days event occurred on June 16, 2007, in the City of Wendell. In speaking with the general public attending, transportation project suggestions, ideas and concerns were discussed. Fourteen issues were identified and noted.

Gooding Rural Fire Department Annual Bar-B-Que

The Annual Gooding Rural Fire Department Bar-B-Que took place in the City of Gooding on June 30, 2007. This event was attended by many local residents who provided input concerning the area transportation issues. Twelve identified concerns were discussed and noted.

Transportation Advisory Committee (TAC) Meetings

Five TAC meetings were held during the course of the planning process. The TAC members are generally the people within their respective jurisdictions with whom citizens discuss their transportation related issues/concerns. The TAC members typically have a good comprehension of public concerns, as well as the jurisdiction's capabilities and priorities.

Interviews with Stakeholders

Ten entities were interviewed to discuss transportation related issues and concerns. The entities were identified by the TAC as businesses and bodies that are heavily reliant upon the transportation system's ability to function properly. These included:

- Glanbia Foods, Inc. – Gooding
- Clear Springs Foods – Buhl
- Cheney Bus Service, School District #231 – Gooding
- Brown Bus Company, School District #232 – Wendell
- Hagerman Rural Fire Protection District – Hagerman
- Gooding Rural Fire Protection District – Gooding
- Gooding County Sheriff's Office – Gooding
- Hagerman Valley Chamber of Commerce – Hagerman
- Gooding Chamber of Commerce – Gooding
- Trans IV Buses – Twin Falls

Brochures

An introductory project brochure was developed listing the plan contact information, overview of the planning process, steps and schedules.

Key Issues

Through the public involvement process, the TAC identified the following key issues concerning the transportation system:

- Safety Concerns
  - Roadway widths
  - Speed enforcement
  - Weight limit enforcement
  - Irrigation pivots – Control of water on roadway
  - Manure on roadways
- Roadway System Maintenance Concerns
  - Funding
  - Road surface maintenance
  - Curb, gutter and sidewalk placement/replacement
  - Surface condition
  - Road surface type
  - Bridge geometry and condition
- General Transportation Concerns
  - Development standards
  - Traffic
  - Approach policy

- Right of Way widths
- Population/Development

Public Review of Draft Plan

Gooding County residents were able to review the draft Transportation Master Plan of Gooding County in December 2007. The draft plans were made available for review at City Hall of each of the four cities within Gooding County. No written or verbal comments were submitted.

Plan Policies

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

Transportation Projects

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

Functional Classification

Develop and adopt, among ten local governments, a Functional Street Classification Map and update as appropriate. The Functional Street Classification Map is based on classifying roadways in accordance with the *American Association of State Highway and Transportation Officials* (AASHTO) "A Policy on Geometric Design of Highways and Streets", a.k.a. the Light Blue Book, for roads over 400 ADT and "Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT $\leq$ 400)" for roads under 400 ADT. A more detailed explanation of functional classification is presented in Chapter 3 of this Transportation Master Plan.

Development Policy Manual

Develop and adopt, among ten local governments, a Development Policy Manual to provide construction standards and procedures for developers and contractors intending to build roads and drainage structures within Gooding County and update as appropriate. Additionally, the Development Policy Manual addresses access management, utility permitting and ways of addressing extraordinary circumstances. The Development Policy Manual closely adheres to and references the AASHTO Light Blue Book, latest edition. The Development Policy Manual will be submitted to Gooding County, the Cities of Bliss, Hagerman, Gooding and Wendell for adoption by ordinance and the other five Highway Jurisdictions by resolution.

Financial Enhancement

- Develop a financial strategy to allow local officials to pursue funding remedies to meet the needs identified in the plan.
- Work cooperatively with local governments, the Idaho Transportation Department, state legislators, business leaders, and the public to identify and implement enhanced revenue sources.
- Seek revenue sources that are equitable and user-based.
- Work with developers and landowners to require improvements or funding that result directly from planned development.
- Develop a consistent program for such requirements.

Adoption

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

Participants

The following groups contributed to development of this plan:

Local Governments	Other Organizations
• City of Bliss • City of Gooding • City of Hagerman • City of Wendell • Gooding County Road & Bridge • Bliss Highway District • Gooding Highway District • Hagerman Highway District • Wendell Highway District • West Point Highway District	• Idaho Transportation Department • Gooding County residents • Local Highway Technical Assistance Council (LHTAC)

Chapter 2: Existing Conditions

Transportation in Gooding County

Transportation in Gooding County is mostly centered on the agricultural industry. In the areas of the incorporated communities, transportation is more centered on residential access and local commercial activities. The highway and local road network is intended to provide farm-to-market and residential access for the daily operations of the region's economy. A secondary function of the highway and local road network is access to public lands and recreational sites, outside of the study area.

Gooding County History

Gooding County was established on January 28, 1913 with the City of Gooding recognized as the county seat. The county was named after Frank R. Gooding, an early pioneer in the area. Frank R. Gooding was a sheep rancher, one of the early mayors of the City of Gooding, and later was elected Governor for the State of Idaho, and later a U.S. Senator for Idaho.

In the early 1800's, the Malad River area was explored and extensively trapped by mountain men and fur traders. The Oregon Trail was then recognized and established as a primary route for settlers coming from the eastern United States to western lands. Then in the 1860's the rich agricultural lands in the Snake River Canyon and the areas above the canyon drew numerous settlers to the region. From that point to the present time, Gooding County's economy has focused and centered on the agricultural industry.

Demographics and Land Use

The composition of land use and demographics, taking into account future changes, is an important step in preparing transportation infrastructure needs for the next 20 years. Land uses, population patterns, economic changes and employment directly affect the current transportation infrastructure and potentially the need for future improvements and provide a relevant background for the planning process.

Demographics

Table 2 provides a background to gain an understanding of Gooding County's historical population patterns. Between 1980 and 2000, the county's population grew by 19.2%, while the cumulative cities in the study area grew by 30.9%

Table 2: City and County Historical Population

AREA	1980 Population	80-90 % Change	1990 Population	90-00 % Change	2000 Population	80-00 % Change	2005 Population
Bliss	208	-11.5%	185	48.6%	275	32.2%	260
Gooding	2949	-4.4%	2820	20.0%	3384	14.8%	3320
Hagerman	602	-0.03%	600	9.3%	656	9.0%	677
Wendell	1974	-0.06%	1963	19.1%	2338	18.4%	2396
Cities Total	5733	5.8%	6065	23.7%	7502	30.9%	6814
County Total	11874	-2.0%	11633	21.7%	14155	19.2%	14461
% within Cities	48.3%		52.1%		53.0%		47.1%
Source: US Census Bureau and Idaho Department of Commerce							

Table 3 shows the historical and projected population trends of Gooding County and counties adjacent to Gooding County. The projected annual growth of Gooding County is about 1.5%.

Table 3: Historical County Population Trends of Adjacent Counties.

County	1980 Population	80-90 % Change	1990 Population	90-00% Change	2000 Population	80-00 % Change	Projected 00-27 % Change	Projected 2027 Population*
Gooding	11874	-2.0%	11633	21.7%	14155	19.2%	40.3%	19860
Camas	818	-11.1%	727	36.3%	991	21.1%	32.2%	1310
Elmore	21565	-1.7%	21205	37.4%	29130	35.1%	34.5%	39180
Jerome	14840	2.0%	15138	21.7%	18342	23.6%	53.1%	28080
Lincoln	3436	-3.7%	3308	22.2%	4044	17.7%	58.5%	6410
Twin Falls	52927	1.2%	53580	20.0%	64284	21.5%	46.8%	94400

Source: US Bureau of Census

*Population Projections: 2006 Idaho Power Economic Forecast

Land Use Trends

Gooding County is experiencing very little growth or changes in land use. Table 4 shows percentage rural population versus urban population.

Table 4: Gooding County Urban versus Rural Population

	1980	1990	2000
Percent Rural	75.2%	75.8%	74.6%
Percent Urban	24.8%	24.2%	25.4%

Source: Idaho Department of Commerce and Labor

Land ownership is also an important factor in assessing the transportation needs in Gooding County. Approximately 44.7% of Gooding County is private land and primarily used for agriculture.

Table 5: Gooding County Land Ownership

Ownership	Acres	Percent of Total
Federal Land	237,503	50.8%
BLM	237,129	49.3%
USFS	-0-	-0-
Other	374	0.1%
State Land	20,124	4.3%
Private Land	209,238	44.7%
County & City	874	0.2%

Source: Idaho Department of Commerce and Labor

Light Blue indicates federal controlled land

Table 6: Gooding County Land Use

Land Use	Acres	Percent of Total

Urban	1,300	0.3%
Agricultural	126,900	27.3%
Rangeland	246,200	53.1%
Forest	-0-	-0-
Water	2,200	0.5%
Barren Land	87,400	18.8%
TOTAL	464,000	100%

Source: Idaho Department of Commerce and Labor

Transportation System

Automobiles and trucking are the general means of transportation in Gooding County. There are no ports and one transit program, primarily dealing with disabled persons and college students, in the study area. Further means of mass transit have not been implemented. This is due to the high cost of such a system which can only be offset by a very large number of possible regular passengers. Pedestrian facilities are concentrated within the city boundaries and consist primarily of concrete sidewalks. The other more commonly used modes of transportation are listed below.

Airports

The study area encompasses one public airport, Gooding Municipal Airport, owned and operated by the City of Gooding, consisting of one paved runway situated on 740 acres, and located three miles southwest of the City of Gooding. The airport accommodates crop dusters, air ambulance, corporate jets, and small general aviation aircraft. In the summer months, BLM stations SEAT's (single engine air tankers) for fire prevention purposes.

Railroad

The Union Pacific Railroad has a main route that takes in the City of Gooding as it winds through the southern portion of Idaho. This track route is very active and accommodates much of the agricultural commodities generated in southern Idaho. The Northside Branch of the Southern Segment, part of the Eastern Idaho Railroad, also serves Gooding County with a branch line ending in the City of Wendell. This line extends to Minidoka, where it connects with the Union Pacific Railroad, and primarily serves the local agricultural industry.

Bicycle/Pedestrian

The existing transportation system in Gooding County was built for motor vehicles and to lesser extent pedestrians within cities. The needs of bicyclists were generally not specifically addressed. This area has many unique and beautiful areas to see either on a bicycle or hiking. Future projects within the study area should consider the needs of both pedestrians and bicycles, and some projects will be specially designed for bicyclists and pedestrians such as shoulder widening and adding sidewalks.

Highways

The responsibility for maintenance, operational improvements and capacity expansion of local roadways resides with the five rural highway districts, four cities, and the county road and bridge agency within Gooding County. Two types of roadways exist: public roadways that are publicly owned and/or maintained and private roadways that are privately owned and/or maintained. The cities of Bliss, Gooding, Hagerman and Wendell perform all public road responsibilities within their city limits. The five highway districts and county road and bridge perform public road responsibilities within their jurisdictional boundaries. Table 7 shows the breakdown of road mileage for each local jurisdiction by surface type.

Table 7: Improved Road Miles in Gooding County Study Area

Jurisdiction	Improved and Paved (miles)	Improved Gravel (miles)	Graded and Drained (miles)	Total
Gooding Co. R & B	0.00	9.30	13.89	23.20
Bliss H.D.	55.31	54.63	112.20	222.14
Gooding H.D.	136.23	50.21	65.64	252.08
Hagerman H.D	53.17	5.97	0.42	59.56
Wendell H.D.	114.66	32.55	79.40	226.61
West Point H.D.	41.20	1.55	0.00	42.75
City of Bliss	3.03	2.26	0.00	5.29
City of Gooding	22.77	9.31	0.00	32.08
City of Hagerman	6.65	3.52	0.00	10.17
City of Wendell	20.69	9.00	0.27	29.96
Totals:	453.71	178.30	271.82	**903.84**

Existing System and Data

Many of the local roadways in Gooding County were developed for infrequent traffic and are experiencing increased loads from heavier farm machinery and agricultural trucking. Local agencies do a credible job of addressing deficiencies, but funding is not adequate to meet all roadway needs. Substandard pavement conditions, narrow roads, limited rights-of-way, and uncontrolled intersections all result in an existing system that will not meet future travel needs.

The Transportation Master Plan for Gooding County covers the roadway systems within the jurisdictions of the City of Bliss, the City of Gooding, the City of Hagerman, the City of Wendell, the Bliss Highway District, Gooding Highway District, Hagerman Highway District, Wendell Highway District, West Point Highway District and the Gooding County Road and Bridge Department. Existing transportation system information collected within each local highway jurisdiction includes:

- Inventory of the existing roadway, specifically:
    - Surface types
    - Surface widths
    - General right of way widths, where identifiable
    - Intersection geometry
- Collection of traffic volumes at key locations within the study area
- Identification of existing and potential traffic generators within the study area
- Individualized road tours with each Local Highway Jurisdiction
- Pavement Condition Inventory (PCI)

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

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

Each local jurisdiction developed functional classification and roadway surface type maps with functional classifications based on the definitions established by the AASHTO, a Policy on Geometric Design of Highways and Streets and by the AASHTO, Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400). The functional classification of the roads included principal and minor arterials, major and minor collectors and local roads. These classifications are further explained in Chapter 3 of this Transportation Master Plan.

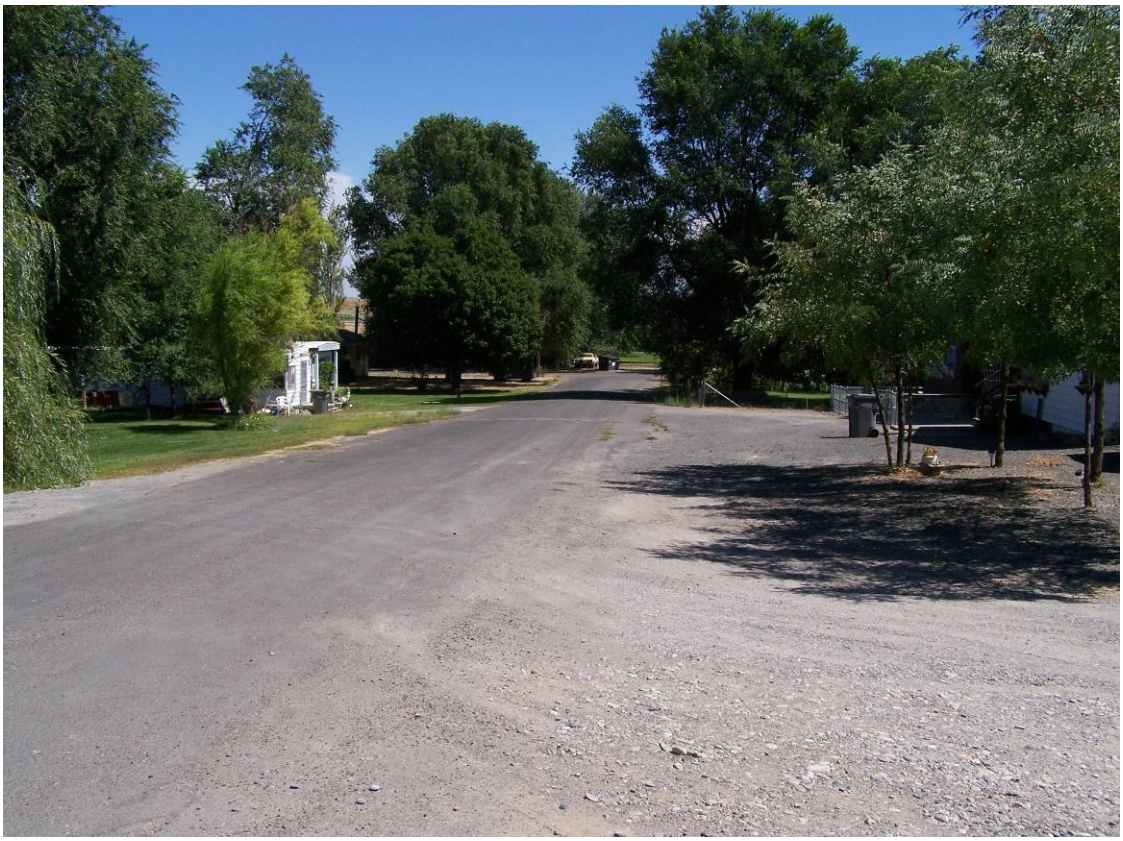
City of Bliss

The City of Bliss roads consist of gravel, BST and cold-mix surfacing (roto-mill from highway project).

The main corridor through the city is US Highway 30, which is also the Interstate 84 Business Loop, and maintained by the Idaho Transportation Department. First Street is the major north/south route in Bliss, and the only railroad crossing to access the residential area north of town.

US Highway 30 is the primary street for commercial access.

The pavement sections within the city vary in width from approximately 14 feet to 22 feet and most do not include curb. The majority of the paved streets are aged with significant drainage problems.



The intersections within the city are typically ninety degree intersections with little signage and intersection control outside of the commercial area. The major intersections within the city are located along US Highway 30 (Interstate 84 Business Loop). There are no signalized intersections in the City of Bliss.

Road Tour

The following information is a summary of meeting with the City of Bliss. The meeting was attended by Dennis Read and Steve Goolsby, City Councilmen, and Don Clemmons, responsible for city maintenance, as well as Jon Stroop from Riedesel Engineering.

The following issues were discussed:

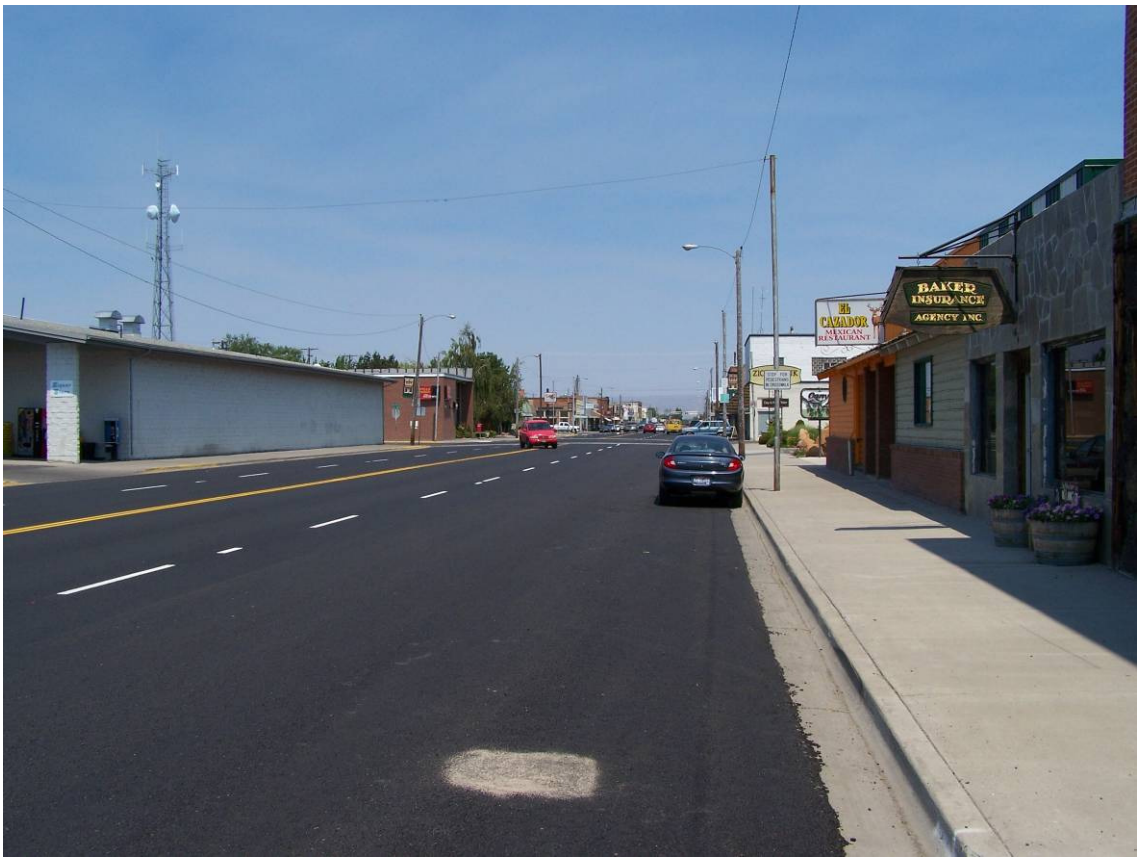
- Pavement on city streets consists of either roto-milled asphalt from state highway projects, or other asphalt, usually extra cold mix that was given to them from highway projects in the area.
- Fourth Street pavement is in poor condition due to heavy truck usage, no structured base under the paved surface.
- Every street within the city limits needs some type of repair.
- Large subdivision being developed, will add some road mileage to the City and to Bliss Highway District. Planned development will be 56 one acre parcels.
- Pavement driving surfaces of city streets narrow, with no structured subgrade.
- City street signs and regulatory signs need to be upgraded.

Figure 2: City of Bliss – Jurisdiction & Maintenance Map

City of Gooding

The City of Gooding roadways are either gravel or consist of paved streets with a surface of improved BST, cold mix, and hot-mix surfacing. The main north/south corridor of the city is Main Street, which is also State Highway 46, and maintained by Idaho Transportation Department. State Highway 26 intersects with State Highway 46 in the south portion of the city and this is a major truck route for the agricultural trucking turning south on State Highway 46 to market destinations.

Major north/south routes through the city include California Street, Idaho Street, and Montana Street. Major east/west streets are 4th Avenue, 5th Avenue, 7th Avenue, and 14th Avenue.



The primary commercial area of Gooding is located within a one to two block distance of Main Street. An industrial area exists primarily in the northern portion of town in proximity of the railroad. Traffic impacts to these areas are of concern to the City.

The gravel roadways within the city are generally treated with a dust suppressant material.

The pavement segments within the city vary in width and generally have no curb or gutter. During the past ten years the City has implemented a program of overlaying paved roadways with a cold mix paving, using an SS1 emulsion, followed by a chip seal within the following year. This program has been very successful in upgrading their streets.

Intersections within the city are typically ninety degree intersections with adequate signage and intersection control. Major intersections within the city are along Main Street and the only signalized intersection is located at Main and University Avenue (S.H. 46 & S.H. 26), with a blinking warning light. One of the identified needs of the city is a signal light at the intersection of 5th Avenue and Main Street. When traffic is heavy, motorists and pedestrians have a difficult time crossing Main Street.

Road Tour

The following information is a summary of the road tour with the City of Gooding. The tour was attended by Todd Bunn, Gooding Public Works Supervisor, and Jon Stroop from Riedesel Engineering, Inc.

Improvement Priorities:

- Street reconstruction and overlay of 4th Avenue from "Y" intersection to Washington Street. This roadway was an old state highway and consists of about 12" of old asphalt surface that is failing. This street is located in the north portion of the city and heavily used by trucking.
- Washington Street paving project. Road surface needs paving from University Avenue (S.H. 26) to 21st Avenue. Project will include installation of new city water line prior to paving.
- New road construction to connect two existing roads. Euskadi Lane serves the new Basque Center and connecting the ends of this road would create a loop from University Avenue to Main Street in the southern portion of the city.
- New road construction (2000') connecting Oregon Street to Agri Lane accessing developing industrial area, located in the northeast portion of the city. This new street would create a second corridor and straight road for trucking accessing this area. City owned right of way exists for this proposed roadway and presently contains water and sewer lines.
- New road construction (2000'), extending Oregon Street from 10th Avenue to Orchard Drive. This project would require about 2000' of new road construction and purchasing some right of way.

Other Issues Discussed:

- The City has a scheduled chip sealing program for pavement preservation.
- Majority of residential growth is occurring west of the city.

- Alleys are more of a challenge to maintain than city streets, majority are gravel surface with 16 foot right of ways. Approximately 98% of the use is for utility right of way/maintenance and trash service.
- Right of way will need to be purchased in order to connect the ends of Euskadi Lane serving the recently built Basque Center.
- Euskadi Lane area is the proposed new site for a museum and future site for a Valley Super Store.
- Obtained Enhancement Grant funding sidewalks and foot bridge for school and pedestrian access on 7th Avenue.
- Roosevelt Street located north of railroad tracks will be a future issue with increased trucking.

Figure 3: City of Gooding – Jurisdiction & Maintenance Map

City of Hagerman

The City of Hagerman roads consist of asphalt pavement and gravel streets. The main north/south corridor through the city is US Highway 30, which is also State Street and maintained by the Idaho Transportation Department.

East Avenue is a north/south corridor on the east side of the city and serves primarily residential access to the area. Hagerman Road is a main east/west corridor road in the southern portion of the city and accesses both rural areas east and west of the city limits and city residents.

The primary commercial area within the city is along State Street (US 30). The majority of the town consists of residential uses.

The pavement within the city varies in width and generally has no curb or gutter. Only limited amounts of sidewalk exist and storm drainage facilities consist of ditching to irrigation canals within the city limits.

Intersections within the city are typically ninety degree intersections with signage for intersection control.

The following information is a summary of information from Casey Kelley, Superintendent, City of Hagerman:

- Irrigation ditches flow the length of town and bridges over the ditches need to be upgraded. Presently they are narrow single lane bridges that constrict traffic and are a safety concern to the citizens and ditch company. Five small bridges need to be constructed within city limits.
- Gravel streets need to be paved. Started a Mag-Chloride Program in treating gravel roads. This would be a priority project.

Other Issues Discussed:

- Three years ago the City did a project of using roto-milled material purchased from Idaho Transportation Department. Material was bladed to six inches and compacted to three inches. It has held up well where used on city streets.
- Generally, city streets were not built with road base and paved with cold mix over dirt and gravel.
- Hagerman Street and East Avenue are the two busiest streets in the city other than US Highway 30.
- City now has a trash service and they have caused noticeable damage to the paved city streets from having to drive on edges and turning movements, in order to collect trash.
- New residential growth/housing developments are a major impact to the city infrastructure and a chief concern to the city administration regarding funding for improvements.

Figure 4: City of Hagerman – Jurisdiction & Maintenance Map

City of Wendell

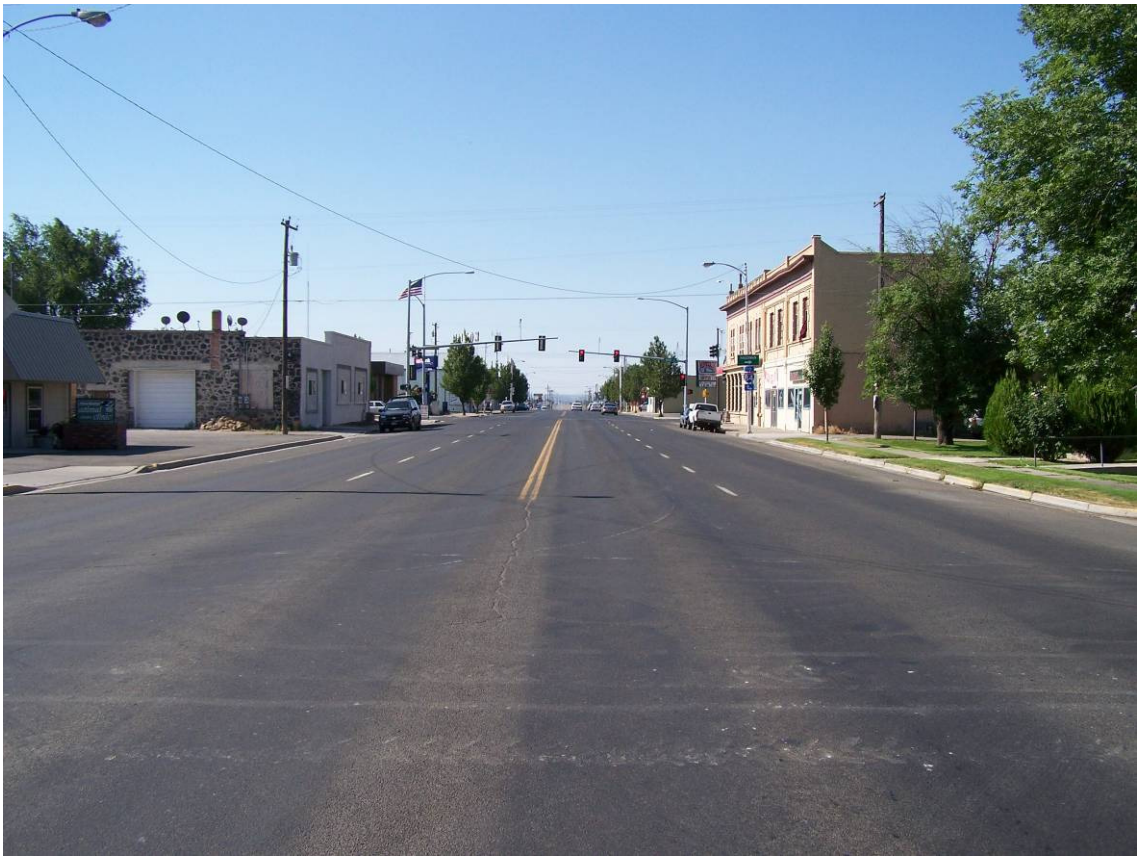
The City of Wendell is situated in the southern portion of Gooding County with Interstate 84 connected to the southwest boundary of the city limits. The City of Wendell's streets are asphalt pavement, gravel or earth. The main north/south corridor through the city is State Highway 46 also named Idaho Street. Main Street is a major east/west corridor through the city and is also Alternate State Highway 46 accessing Interstate 84 to the west of the city. Interstate 84 is also accessed from Idaho Street, south of the city.

The primary commercial area within the city is along Idaho Street and Main Street. The industrial section of the city is located in the southern portion, south of Main Street.

Pavement sections within the city vary in width and generally have a narrow driving surface. Sidewalks are generally located around parks and schools and limited residential areas.

The intersections within the city are typically ninety degree intersections with adequate signage and intersection control. However, several intersections are in need of design upgrades due to skewed intersection geometry and railroad approach issues in connection with the intersection location.

The city applies chip seals on their pavements for pavement preservation, however with tight budget issues a regular pavement program is not in place. Limited street drainage facilities exist within right of ways.



Agricultural and residential development from the outlying areas surrounding the city is a concern regarding the impact to city streets. A truck route is needed and being planned to lessen the impact of heavy trucking in the downtown streets and facilitate access to the industrial section of the city.

Road Tour

The following information is a summary of the road tour with the City of Wendell. The tour was attended by Pat Munyon, Wendell's Public Works Supervisor and Jon Stroop, Riedesel Engineering, Inc.

- Main Street and East Street need congestion mitigation for sidewalks, curb, and gutter. Pedestrian access for the area schools and parks is a needed project for the city.
- Main Street and East Street roadways need to be widened to three lanes for user safety issues. Pedestrian/bicycle vs. auto accidents have occurred making this project a priority for the city.
- A storm drainage system is needed on Main Street. The northeast portion of the city drains to Main Street and presently is unable to handle runoff. A storm drain project for Main Street would accommodate part of the city's storm drainage problems.
- Two railroad crossings within city limits are rough and need upgraded approaches. The railroad crossing at Avenue F is hazardous due to intersection geometry between the road and the tracks and a rough driving surface on the approaches.

Other Issues and Concerns Discussed:

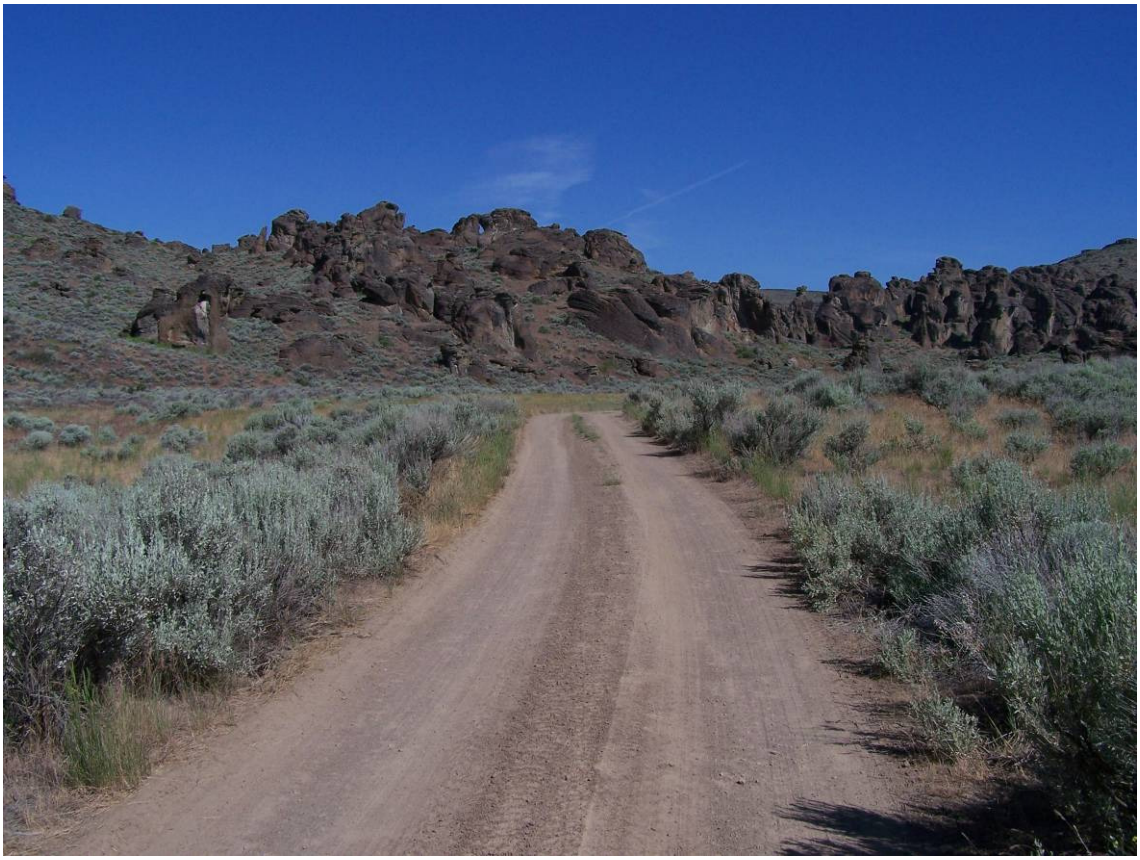
- Trash service trucks are damaging streets and alleys with driving on edges and turning movements. City is exploring idea of a surcharge on trash trucks and also forming local LID's for street improvements.
- A portion of Hagerman Street is half owned/maintained by the county and half owned and maintained by the city. Street has sight distance problems and coordinated maintenance is an issue.
- Years ago a railroad line existed on the northwest side of the city and was abandoned. Right of way for the railroad line reverted back to local properties and the city does not have right of way to connect various city streets in that area.
- Zoning problems and issues are emerging due to lack of zoning ordinance enforcement. The zoning ordinance and road standards for the city need to be reviewed and updated.
- Proposed truck route around the city using F Street and the 2950 Road would alleviate truck traffic from the school area. However truckers have concerns of the 2950 Road containing winding sharp curves and a bridge crossing the canal creating a bottleneck on the roadway.

- Need the agreement revised with the county concerning the area of impact surrounding the city.
- Need to review and update the street classifications.
- Issues with commercial enterprise encroaching on right of way and fencing/gating off right of way access.

Figure 5: City of Wendell – Jurisdiction & Maintenance Map

Gooding County Road & Bridge

The Gooding County Road & Bridge roadway system consists of unpaved roads either gravel or unimproved and periodically graded. The jurisdiction includes the area in the northern portion of the county. The roads in the northwestern portion of county, within the district's jurisdiction are presently maintained by the Bliss Highway District.



The land use in the northern section of the county is public lands under BLM control. A ranch located in Camas County, just north of the Gooding County boundary, utilizes the Little City of Rocks Road that gives them access to State Highway 46. The majority of road use is by hunters and fishermen. Thorn Creek Reservoir is located in the northeastern portion of the county and is a frequent fishing destination for the area. Overall these roads receive very little traffic.

Maintenance for the Gooding County Road & Bridge consists of grading some of their roads several times during the year. Other roads are graded only every other year, depending on condition and use. Additional maintenance consists of installing a culvert or two on an annual basis, with the work contracted out. There are four cattle guards located on the district's roads that are maintained by the BLM.

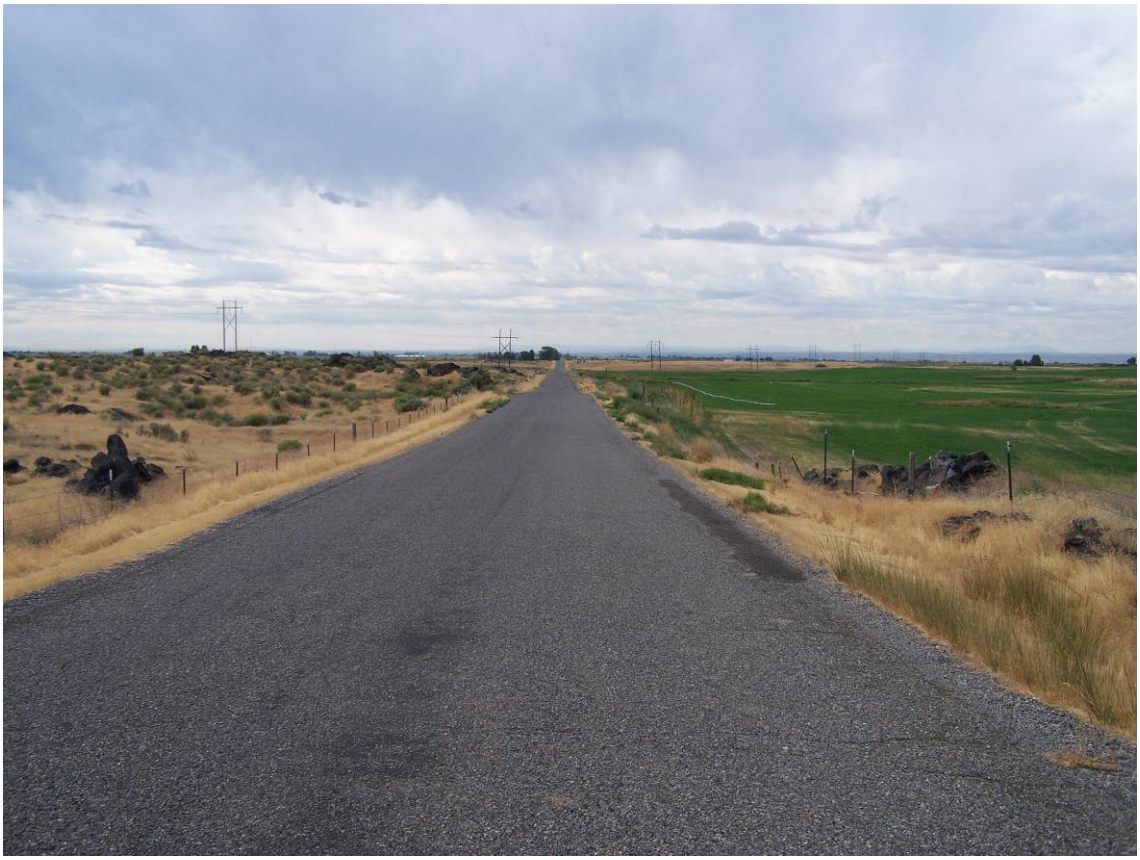
Other Issues Discussed

- Approximately one mile of county road loops into Camas County and back into Gooding County on Thorn Creek Reservoir Road. Gooding County maintains the mile with no agreement, and is not an issue.
- Gooding County R&B has a gravel pit located at Flat Top Butte. Contains a fair gravel source for the area. Roads are graveled with pit run, not crushed, and are adequate for the low volume roads.
- Agricultural area and business are south of the district's area of maintenance.
- Roads along canals are maintained by the canal companies.

Figure 6: Gooding County Road & Bridge – Jurisdiction & Maintenance Map

Bliss Highway District

The Bliss Highway District encompasses the northwest portion of Gooding County and the district maintains paved, gravel, and unimproved roadways. The roads within the district serve predominately farm to market and residential. Roads in the northern areas of the district within the BLM boundaries accommodate recreational use. The Hill City Road, also known as the Clover Creek Road, is within that portion of the Gooding County Road & Bridge jurisdiction area geographically located north of Bliss Highway District. This road is on BLM Land and presently maintained by Bliss Highway District through verbal agreement with the county.



Interstate 84 and US Highway 30 are within the Bliss Highway District boundaries and connected to local roads at several locations. The major highway district routes are the Clover Creek Road, Tuttle Road, and Old Highway 30.

Land uses within the highway district are mostly agriculture and residential with some recreational use. Recreational use is largely on BLM lands by hunters and fishermen. Residential use is generally around the City of Bliss and in the canyon area along the Snake River. Agricultural use is on the plains between the Snake River and the mountains to the north where water is available through the canal systems.

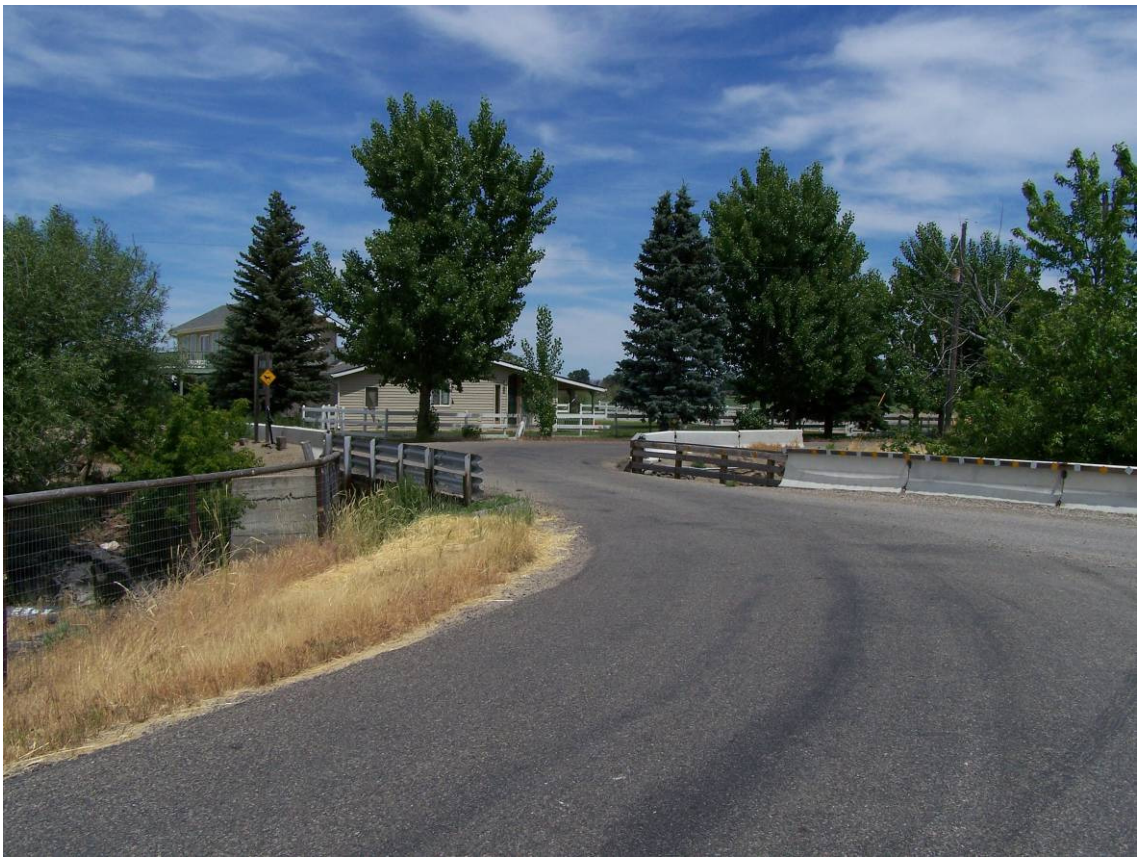
The following issues were discussed with Rick Patterson, Road Foremen for the Bliss Highway District:

- The district does not have any roads they maintain outside their district other than the Hill City Road. The highway district has a verbal agreement with Gooding County Road & Bridge to grade the road occasionally. This road is on BLM and mostly used by hunters and fishermen.
- Bliss Highway District does not receive any funding from BLM for maintenance of roads on public lands. Gooding County receives PILT funds; however, no dollars are distributed to the highway district for maintenance.
- Tuttle Road is a high volume traffic road that is connected to I-84.
- Overweight/size loads on their local roads are an increasing problem. Trucks are taking local roads not designed for large heavy loads to avoid enforcement issues and low overpasses.
- Irrigation water, usually from pivot ends, on district roads causes considerable road damage when used by heavy trucking.
- A large number of overloaded cattle and feed trucks are using local highway district roads as a convenience to bypass major truck routes resulting in damage to the roads not designed for heavy truck use.
- Highway District has no future projects in mind. Presently the budget is not even adequate for routine maintenance and upkeep of equipment. Discussed other sources of funding, head count on dairies, grants, and increased enforcement of laws.

Figure 7: Bliss Highway District – Jurisdiction & Maintenance Map

Gooding Highway District

The Gooding Highway District is located in the east central portion of Gooding County, containing a roadway system of paved, gravel and graded and drained roadways. The highway district is roughly quartered by intersecting State Highways 46 and 26, with State Highway 46 being the major north/south route. Several of the major local highway district routes are the 1800 East Road, the Shoestring Road and 1300 South Road that connects to Lincoln County.



The asphalt paved road segments of the Gooding Highway District are generally narrow with minimal pavement markings. The majority of pavement is BST with approximately 20 miles of hot mix asphalt. The paved segments primarily serve farm to market access for the agricultural industry and residential access to the City of Gooding. The highway district performs annual pavement maintenance using established practices of pothole patching and chip sealing for pavement preservation.

The Gooding Highway District's gravel roads are generally two lane segments with varied widths that allow vehicles to avoid and pass oncoming traffic. These roads have steadily increasing traffic volumes and need to be paved. They serve outlaying farms

and residences. The highway district treated about 9 miles of gravel road segments with mag-chloride this year.

Agriculture is the principle land use industry within the Gooding Highway District. Trucking to and from the numerous large dairies throughout the area have the most impact to the road system. The City of Gooding is the major population center and the county seat. Residential impact to the road system is centered around the city and nearby outlying areas. However, within the last few years a noticeable steady growth in outlying residential development is occurring.

Two bridges within the Gooding Highway District are identified as needing immediate attention. The highest traffic volume bridge, located on the 1700 South Road, spanning the Big Wood River, is structurally sound but functionally obsolete. The bridge is single lane with ninety degree access at each approach. Several fatal vehicle crashes in recent years have made this bridge a priority project for the district. The other bridge is located on the 1550 East Road, spanning Dry Creek, in a low traffic volume area. The bridge is in poor condition with the concrete abutments and decking showing considerable spalding and deterioration.

Road Tour

The following information is a summary of the road tour with the Gooding Highway District. The tour was attended by Dean Sabala, Gooding Highway District Road Foreman, and Jon Stroop from Riedesel Engineering, Inc.

- Reconstruct and overlay the1800 East Road between 2100 South and 2300 South, this road presently has a narrow gravel driving surface with numerous sight distance issues due to hilly terrain. Residential development in the area has increased the demand for road reconstruction. Increased traffic has resulted in several recent head on collisions caused by persons driving in the center of the roadway when approaching the crests of hills.
- Shoestring Road (2300 South) is a major route that connects the area to the Hagerman area. This road needs an overlay due to rough driving surface and heavy traffic use by trucking and automobiles. Years ago this road was upgraded through a Federal Aid Project.
- 1300 South Road is a major route within the highway district that connects the northern portion of the district to Lincoln County. This road needs an overlay due to heavy truck and automobile traffic.
- The bridge spanning the Big Wood River on the 1700 South Road, needs to be re-aligned in order to accommodate the increasing traffic volumes. The bridge is narrow with ninety degree approaches making it functionally obsolete and a severe traffic safety issue. Recent vehicle crashes resulting in fatalities makes this project a priority for the highway district.
- Bridge spanning Dry Creek on the 1550 East Road is another priority bridge project. This bridge has concrete abutments and decking that is deteriorating rapidly from spalding which is creating a safety issue. 1550 East Road is a low traffic volume gravel roadway.

Other Issues Discussed

- The 1600 East Road, located on the west end of the Gooding Airport will be permanently closed from State Highway 26 to the south. The road closure is a result of airport runway reconstruction. No action toward the road closure has been taken at this time.
- A new 3500 head dairy will be located on the east end of the 2000 South Road between 2100 East and 2200 East. This road is a gravel surfaced road that dead ends at the new dairy site. One mile of the road will be vacated to the dairy owner.
- Mag-chloride Program, treated between 8 and 9 miles of roadway this year. Budget determines on a year by year basis as to the amount of road that can be treated for road stabilization.
- With the increases in traffic volumes comes the demand to pave more of the existing gravel roadways.
- All gravel materials have to be imported. The Highway District has depleted their local rock sources.

Figure 8: Gooding Highway District – Jurisdiction & Maintenance Map

Hagerman Highway District

The Hagerman Highway District is located in the west-central part of Gooding County. Its roadway system consists of asphalt pavement, gravel and earth roadways. US Highway 30 is the major north-south corridor within the district. Major highway district routes include Ritchie Road, 2900 South Road, and the 2700 South Road.

Land uses within the highway district consist of largely agricultural, residential and recreational. Most of the residential is centered around the City of Hagerman, and in the canyon area along the Snake River. Agriculture is predominately located on the eastern portion of the district, on the plain above the Snake River Canyon.

The gravel roads within the highway district are two lane sections with varied widths which allow vehicles to avoid and pass oncoming traffic. The roads receive very little traffic, usually to provide access to a residence or farm.

The asphalt pavement sections within the Hagerman Highway District are generally narrow, about twenty (20) feet wide with minimal pavement markings. The paved roads serve as primary routes for residential access and farm to market access. The district performs pot hole patching, crack sealing, and regular chip seals for pavement preservation.

Intersections within the highway district are generally stop sign controlled. Most roadway intersections are at a ninety degree angle with some of the intersections at a skewed angle that provides limited sight distance for vehicles entering the intersection, such as on Vader Grade with the 1175 East Road.

Hagerman Highway District has been experiencing moderate residential growth within the study area. This increase has added more passenger car traffic to the road network connecting the City of Hagerman and the US highway to the surrounding areas and communities.

Road Tour

The following information is a summary of the road tour with the Hagerman Highway District. The tour was attended by Mike Luna, Hagerman Highway District Foreman, with Josh Baird and Jon Stroop from Riedesel Engineering.

Issues Discussed

- Vader Grade (2900 South Road), approximately one mile needs to be straightened and widened, with a turn lane constructed for the 1175 East Road approach. The intersection of the 1175 East Road needs to be reconstructed in order to eliminate the skewed angle and improve the visibility of the existing conditions
- The district presently has problems with right of way encroachments on the roadways. Presently, several roadways have irrigation ditches constructed next to the driving surface (no shoulders) creating hazards and being very costly to improve. Other right of way issues involve fences being built next to the roadway driving surface and irrigation pivots causing water damage to roadways.
- Regulatory road signs have mostly been upgraded. The rural addressing signs and road identifying signs are being upgraded as needed, usually replaced when knocked down, destroyed, or stolen.
- Current district Highway Standards are obsolete and the district is looking to upgrade their regulations to a county wide standard, concerning approaches and construction requirements for subdivisions.
  - Need a requirement for subdivisions of 10 lots or larger requiring developers to produce an impact study of the effect to local roads.
  - Need a requirement for an engineer's approval report of the development's compliance to highway standards.
  - Current access/approach standards need to be upgraded.
- Increased traffic on Justice Grade (2500 South Road) has heightened the awareness of the safety issue concerning the need for guardrail on the edge of this road. Winter time driving is extremely hazardous due to steep grade and sharp roadside inclines.

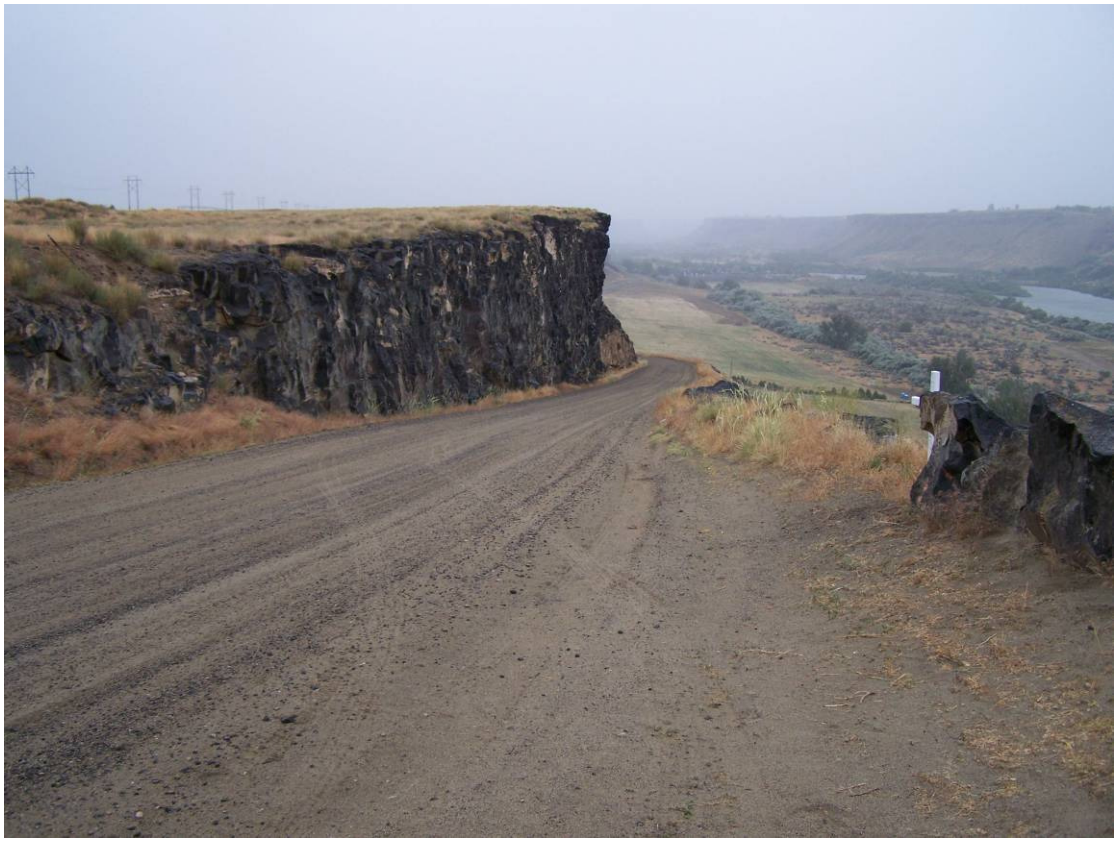
Figure 9: Hagerman Highway District – Jurisdiction & Maintenance Map

Wendell Highway District

The Wendell Highway District roadway system consists of gravel, paved, and earth roadways. The Wendell Highway District's jurisdiction is located around the City of Wendell and situated in the southeast portion of Gooding County. Interstate 84 passes through the highway district and is the major corridor with State Highway 46 also within the jurisdiction. Major highway district routes include the 1950 East Road, the 2950 South Road leading to Hagerman, and the Bob Barton Road (3500 South) coming from Jerome.

Land uses within the highway district primarily consist of agricultural and residential use. The district is also impacted by the fish hatchery industry with tanker trucks regularly using the road system to transport fish.

The gravel roads within the Wendell Highway District jurisdiction are two lane sections of varied widths which allow vehicles to avoid and pass oncoming traffic.



The asphalt pavement sections within the highway district are varied widths with minimal pavement markings. These roads serve as primary routes for farm to market access, residential access, and primary through routes. The highway district performs regular chip seals for pavement preservation.

Intersections within the district are typically ninety degree angle and stop sign controlled with some yield control on lower volume roads.

The Wendell Highway District, like other jurisdictions within the study area, has been experiencing increased residential growth. This increase has added more passenger car traffic to the road network that connects to the City of Wendell, the interstate and the state highways.

Project Priorities

The following project information is a summary of the information provided by Dave Adams, Wendell Highway District Road Foreman, to Jon Stroop, Riedesel Engineering, Inc.

Improvement Priorities:

- 3300 South Road is a heavily used gravel surfaced roadway that is a priority to place approximately two miles of BST pavement between the 2000 East Road and the 2200 East Road.
- 3300 South Road, west of the 2300 East Road, needs to be re-aligned to remove a curve and lowered in order to increase line of sight. The road is built over a lava ridge that will have to be drilled and shot in order to lower the road. Also, there is a natural gas line that will have to be moved over approximately 40 feet in order to move the roadway driving surface. Drilling and shooting is scheduled for the fall of 2007.
- Overlay the Bob Barton Road from 1950 East to 2400 East. The present driving surface is rough; however the road base is in good shape. The road needs to be widened in some places to accommodate installing turn lanes. Some right of way will need to be purchased.
- A short gravel segment of the 1950 East Road needs to be paved along with the Niagara Springs Road and grade that accesses two fish hatcheries and a state park. The Niagara Springs Road has a gravel surfaced segment with a 9 to 10% grade for approximately .5 mile that needs to be widened and guard-rail installed. This road is well used on the weekends, attracting a large amount of tourists to the state park and to view the springs supplying the fish hatcheries.

Other Issues Discussed

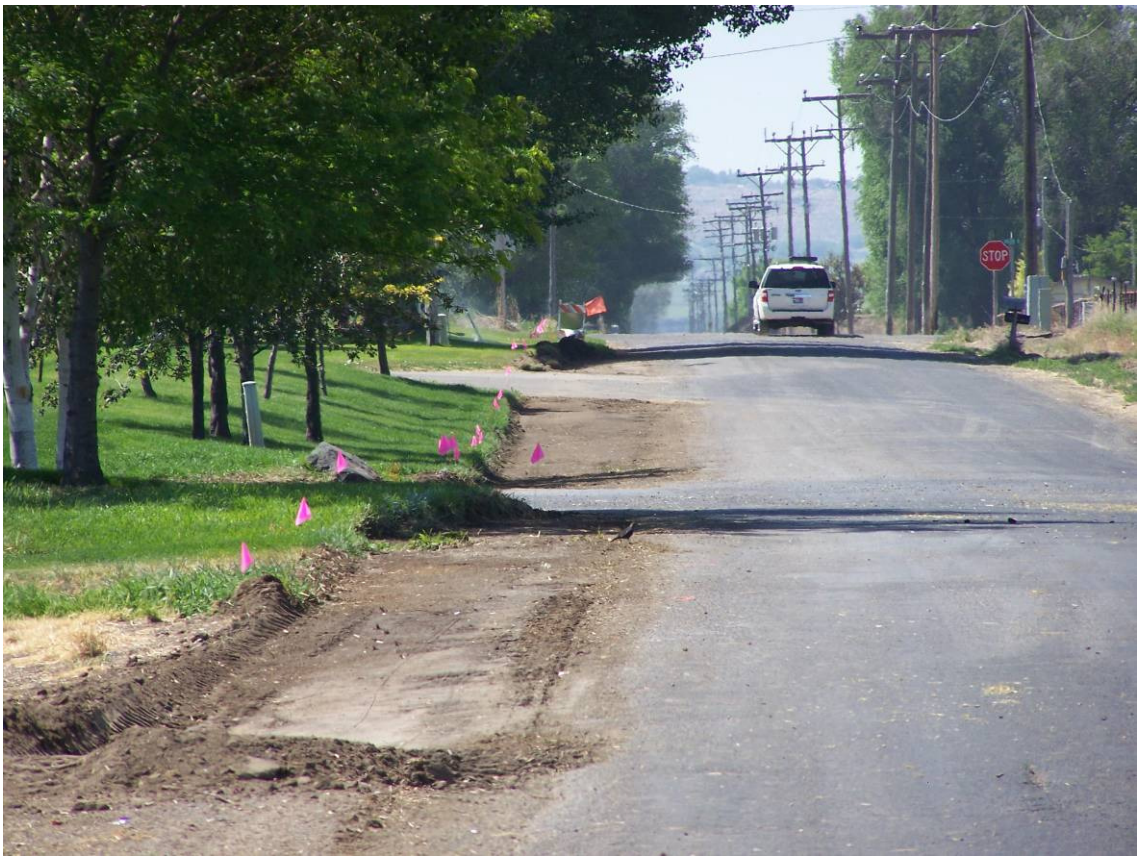
- Right of way is generally not a problem within the highway district. A majority of the roads are on sections lines and right of way was established years ago.
- A cut and fill project on 1950 East Road south of Wendell was initiated several years ago with Riedesel Engineering (Aaron Wert, P.E.) doing the project design. Funding was pulled and applied by the state to a project in McCall, Idaho.

Figure 10: Wendell Highway District – Jurisdiction & Maintenance Map

West Point Highway District

The West Point Highway District's jurisdiction is located in the southwest section of Gooding County. The Highway District maintains BST and other asphalt paved surfaces as well as gravel and earth roadways. Roads within the district are used primarily for agriculture and residential. The Bob Barton Road (3500 South), and the 1500 East Road are the busiest traffic routes within the district.

Land uses within the district consist of agriculture and residential. The dairy industry has the largest agricultural impact to the area with trucking supporting the majority of needs generated by the dairy businesses. Dairy trucks hauling feed, milk, and manure utilize roads along with farming equipment and automobiles serving area residents.



Typically, the asphalt pavement sections within the West Point Highway District are narrow with minimal pavement markings. The paved roads serve the farm to market traffic, residential access, and primary through routes. Pothole patching, pavement edge repair and chip seals are the current methods used for pavement preservation.

Intersections within the highway district are typically ninety degree angle with stop sign control. Several intersections are skewed with poor line of sight distance for vehicles entering the intersection, such as the 3600 South at 1500 East Road.

The West Point Highway District has been experiencing significant agricultural growth consisting of dairies. This increase of dairies has added truck and agricultural related equipment usage to the road network not designed to accommodate this type of traffic. Pavement sections are narrow and with the extensive use by larger vehicles, outside edges of the pavement failure have become a major maintenance issue for the highway district.

Road Tour

The following information is a summary of the road tour with the West Point Highway District. The tour was attended by Justin Clapp, West Point Highway District Foreman, with Josh Baird and Jon Stroop from Riedesel Engineering.

- Intersection of 3600 South and 1500 East, skewed angle of entry with limited sight distance. Intersection needs to be redesigned and constructed in order to improve safety.
- Clearlakes Road, driving surface is in good shape, problems with embankment sloughing off into roadway. No ditches on uphill side, roadway is narrow.
- Right of way encroachments are a problem with dairies and residences. Feeding operations being conducted in close proximity of the roadway and using the roadway as part of the operation are creating traffic problems. Residences maintaining yards out to the edge of the driving surface are an issue on various roadways.
- Irrigation pivots that are to close too the road cause water damage to road subgrades that in turn cause a breakup of the pavement surface when subjected to truck traffic.
- Manure trucks from dairies spilling effluent on road surfaces are causing foul roads to drive on and traffic hazards of slick roads and intersections.
- Overall the roads are too narrow to accommodate trucking and not designed or constructed for industrial use. The edges of the roadways are breaking down from driving to the outside when meeting oncoming vehicles.
- A large number of overweight trucks are using the roadways to haul feed and other agricultural usage that are not licensed for use on public roads and therefore are not generating any revenue for the highway district.

Other Issues Discussed

- West Point Highway District needs a shop building and covered equipment parking. The present facilities are very inadequate, with a small workshop and office area, and no covered parking.
- Budget is not adequate to keep up with maintenance required for roads, new construction, or other needs of the district. Discussed other sources of funding, head count on dairies, grants, and increased enforcement of laws.

Figure 11: West Point Highway District – Jurisdiction & Maintenance Map

Budgets

Previous annual budgets from the jurisdictions were collected and analyzed to project the jurisdiction's ability to fund projects in their Capital Improvement Plan. These budgets were then used in conjunction with the capital improvement plans to plan projects for construction for the next six fiscal years.

Traffic Volumes

Traffic volumes at key locations within the Gooding County study area were collected during June and July of 2007. Road tube counters were used to collect traffic volume data and counted only axles. These counters tally a single vehicle for every two-axles that pass the counter, not accounting for vehicles pulling trailers or multi-axle vehicles. The other counters used were electronic counters with the capability of classifying multiple-axle vehicles and determining the average speed and the direction that the vehicles were traveling at the location of the counter.

The goal of the traffic volume data collection is to determine Average Daily Traffic (ADT) volumes at key locations in the Gooding County study area. The electronic counters recorded the time a vehicle crossed the counter, as well as the direction the vehicle was traveling. The information collected by the electronic counters is electronically downloaded and the ADT for that count location is calculated. The two-axle type counters were read daily, if possible, and recorded on a worksheet. This information was used to determine the ADT at these counter locations. The traffic counters recorded information for seven to eleven days at each count location.

The electronic classification traffic counters collected information at predetermined locations in the study area. After processing the data, the counters provided the ADT, peak hour volumes, percent heavy vehicles, eighty-fifth percentage speeds and the average speeds. The ADT provided by the counters is the average traffic volume (including both directions of travel) based on the number of days traffic data was collected.

The peak hour traffic volume consists of the highest traffic hour within a day, expressed in a percentage of the total day's traffic. The peak hour volume reported is the average of the day traffic was collected. The percent heavy vehicles "trucks" is estimated by the traffic counters based on the vehicle axle configurations. Vehicles classified as autos with trailers, busses, motor homes and recreation vehicles are not included as "trucks".

A vehicle's speed is calculated by the counters based on the distance between the counter tubes and the time it takes for the vehicle to travel between the tubes. The eighty-fifth percentile (85%) speed is the speed that eighty-five percent of the vehicles are traveling at or below. The eighty-fifth percentile speed is often used to assist with determining the legal speed limit of a roadway. The average speed is simply the average speed of all the vehicles counted at the location.

Traffic Forecast

The TAC discussed some of the traffic generators that have a potential to increase traffic along the study area roads. These are discussed in detail in the Major Traffic Generators section of this report. The TAC determined that a range of 0.80% to 2.20% increase in traffic, per year, depending of the growth patterns of specific areas, is a representative estimate for the Gooding County study area. The annual population growth rate estimate is 1.5%. However, traffic growth does not always follow population growth rates. Changes in travel patterns, increase use of motor vehicles, and more commuters effect the traffic growth rates. Tables 8 through 17 (no traffic counts taken in Gooding County R & B) show the 2007 traffic as well as the 20-year traffic projection and specific growth rate for each Local Highway Jurisdiction.

City of Bliss

Average Daily Traffic count was taken at two locations within the City of Bliss. The highest ADT volume was on First Street at 591 vehicles per day. The lower count was on the Old Bliss Road at 354 vehicles per day. The classification count was taken on First Street, indicating peak hour percentage of traffic at 35.4%. First Street is the main access to the north end of town and into the northwest area of the county.

Table 8: City of Bliss Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
First Street	North of US 30	591	495	35.4%	13%	27 mph	20 mph
Old Bliss Road	South of US 30	354	495				

Light Blue indicates classification count

The classification count taken on First Street indicates a low percentage of trucks (13%) for the study area. This route is generally used by ranchers, residents, and recreational motorists accessing the northwest portion of the county.

Figure 12: City of Bliss Traffic Count Map

City of Gooding

Average Daily Traffic counts were taken at seven locations within the City of Gooding. ADT volumes ranged from 2333 vehicles per day to 522 vehicles per day. The highest traffic volumes occurred on Idaho Street, with the highest percentage of peak hour traffic occurring on 7th Avenue at 74.3%.

Table 9: City Gooding Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
4th Avenue	Texas Street	535	827	46.8%	17.2%	29 mph	24 mph
7th Avenue	Arizona Street	522	803	74.3%	41.1%	18 mph	11 mph
Roosevelt Avenue		611	783	36.0%	30.2%	28 mph	22 mph
3rd Avenue	Washington Street	1413	1866				
4th Avenue	Nebraska St.	1140	1761				
Idaho St.	6th Avenue	2333	3081				
14th Ave.	Nevada St.	1211	1799				

Light Blue indicates classification counts

The highest percentage of trucks (41.1%) occurred on 7th Avenue, a major route from the west side of the city accessing schools and agricultural areas outside of the city limits. Average speeds within the city indicate a general compliance with local traffic regulations.

Figure 13: City of Gooding Traffic Count Map

City of Hagerman

Average Daily Traffic counts were taken at two locations within the City of Hagerman. The highest ADT volume was counted at 752 vehicles per day, with the lowest at 747 vehicles per day on East Avenue. The classification count was taken on Hagerman Avenue with the peak hour percentage of traffic was 46.3%. This route accesses the residences and farms to the east and is a major traffic route connecting the area to US Highway 30.

Table 10: City of Hagerman Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
Hagerman Avenue	State Street	752	1110	46.3%	12.7%	28 mph	23 mph
East Avenue	Main Street	747	1110				

Light Blue indicates classification count

The classification count taken on Hagerman Avenue indicates a low percentage of trucks (12.7%) for the study area. This route generally serves residential and smaller farms in the area described above.

Figure 14: City of Hagerman Traffic Count Map

City of Wendell

Average Daily Traffic counts were taken at nine locations within the City of Wendell. ADT volumes ranged from 306 vehicles per day to 1469 vehicles per day. The highest traffic volumes occurred on East Avenue F Street. This section of road provides primary access to South Idaho Street (SH 46) and Interstate 84.

Table 11: City of Wendell Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
8th Ave. W.	N. Lewiston St.	393	599	25.8%	17.7%	46 mph	38 mph
E. Main St.	Pocatello St.	1438	1886	47.1%	15.6%	29 mph	23 mph
N. Frontage	S. Idaho St.	453	606	31.8%	20.5%	35 mph	28 mph
E. Ave. F	Boise St.	1469	1905	35.3%	25.3%	37 mph	30 mph
4th Ave. E.	N. Idaho St.	337	445				
4th Ave. W.	Wallace St.	306	404				
Wendell St.	1st Ave. E	335	498				
Avenue D	Boise St.	633	836				
Wendell St.	Avenue D	308	458				

Light Blue indicates classification counts

Figure 15: City of Wendell Traffic Count Map

Gooding County Road & Bridge

No traffic counts were taken within the jurisdiction of the Gooding County Road & Bridge. Roads within the jurisdiction receive very little traffic, are gravel surface, and generally see seasonal recreational use by hunters and fishermen.

Bliss Highway District

Average Daily Traffic counts were taken at five locations within the Bliss Highway District. ADT volumes ranged from 280 vehicles per day to 126 vehicles per day. The highest traffic volumes occurred on 1200 East Road. This section of road primarily serves an agricultural and residential area providing access to State Highway 26.

Table 12: Bliss Highway District Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
Clover Creek Road		145	170	23.4%	17%	48 mph	39 mph
Old Hwy 30	7th East	126	153	19.7%	33.1%	71 mph	61 mph
Bliss Grade Rd.	1950 South	224	279				
River Rd.	2040 South	271	318				
1200 E. Rd	2150 South	280	329				

Light Blue indicates classification count

The classification count on Old Highway 30 indicates the percentage of peak hour traffic is 19.7% with 33.1% of the vehicles being trucks. This roadway is adjacent to Interstate 84 and is used as an alternate route for trucking avoiding height restrictions of overpasses in the area, and weight limit enforcement.

Figure 16: Bliss Highway District Traffic Count Map

Gooding Highway District

Average Daily Traffic counts were taken at twelve locations within the Gooding Highway District. ADT volumes ranged from 33 vehicles per day to 1135 vehicles per day. The highest traffic volumes occurred on 2300 East Road. This section of road provides primary access to Glanbia Foods, one of the major employers of the area, whose business is dairy products that are produced locally.

Table 13: Gooding Highway District Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
1300 S. Rd	2250 East	559	547	26.3%	21%	68 mph	59 mph
1700 E. Rd	1420 South	37	36	23.2%	16.6%	52 mph	43 mph
2000 E. Rd	1250 South	33	40	25.4%	38.8%	65 mph	56 mph
2300 E. Rd	1750 South	1135	1446	22.6%	55.5%	48 mph	39 mph
2100 S. Rd	1750 East	459	545	18.5%	34.9%	67 mph	56 mph
Shoe String Rd (2300S)	1750 East	697	818	25.5%	31.6	68 mph	61 mph
1300 S. Rd	1850 East	236	277				
1775 S. Rd	2150 East	837	981				
1800 E. Rd	1950 South	364	514				
1800 E. Rd	2050 South	309	362				
1800 S. Rd	1720 East	492	577				
1500 E. Rd	2050 South	182	213				

Light Blue indicates classification count

The percentage of trucks (55.5%) on 2300 East Road is the highest within the study area. Glanbia Foods alone operates over 300 trucks daily from their site and the trucks access State Highway 26 in route to major distribution points. Land O' Lakes is another large dairy products processing company located off of the 2300 Road and contributes to the large number of trucks using this route.

Shoestring Road intersects with State Highway 46 in the southern portion of Gooding Highway District and at this point the 85% percentile of vehicles speed is 68 miles per hour.

Figure 17: Gooding Highway District Traffic Count Map

Hagerman Highway District

Average Daily Traffic counts were taken at five locations within the Hagerman Highway District. ADT volumes ranged from 196 vehicles per day to 2032 vehicles per day. The highest traffic volumes occurred on 2900 South Road. This section of road provides primary access across the southern portion of this highway district and connects residential and farming areas to US Highway 30.

Table 14: Hagerman Highway District Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
Ritchie Rd.	2595 South	395	461	18.5%	28.2%	62 mph	50 mph
2500 S. Rd	1010 East	415	487				
Tupper Rd	1020 East	537	759				
900 E. Rd	2450 South	196	230				
2900 S. Rd	1350 East	2032	2383				

Light Blue indicates classification count

The classification count on Ritchie Road indicates the peak hour of traffic was 18.5% with 28.2% of the vehicles being trucks. This area is predominately agricultural and trucking serving the dairies and farms in this area account for the high percentage.

Figure 18: Hagerman Highway District Traffic Count Map

Wendell Highway District

Average Daily Traffic counts were taken at eleven locations within the Wendell Highway District. ADT volumes ranged from 349 vehicles per day to 2746 vehicles per day. The highest traffic volumes occurred on 3500 South Road.

Table 15: Wendell Highway District Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
2950 South	1620 East	2411	2825	29.8%	18.0%	64 mph	57 mph
3000 South	2250 East	1262	1457	30.4%	21.4%	60 mph	53 mph
1700 East	3150 South	381	446	23.8%	16.1%	58 mph	50 mph
1950 East	3250 South	2084	2705	33.3%	31.5%	61 mph	55 mph
3200 South	2150 East	877	1001	24.8%	28.4%	64 mph	55 mph
3500 South	1850 East	2746	3157	31.8%	26.0%	63 mph	57 mph
3500 South	2150 East	1719	1977	35.6%	21.2%	60 mph	53 mph
3100 South	1850 East	705	945				
3400 South	1850 East	349	468				
2400 East	3450 South	420	492				
1950 East	3550 South	609	714				

Light Blue color indicates classification count

The peak hour traffic on 3500 South Road at 2150 East is 35.6% and the counter classified 21.2% of the vehicles as trucks. The percentage of trucks is high for this type of roadway. The majority of trucks accounted for are dairy farm and other related trucking along with trucking from the fish industry located along the Snake River.

Figure 19: Wendell Highway District Traffic Count Map

West Point Highway District

Average Daily Traffic counts were taken at three locations within the West Point Highway District. ADT volumes ranged from 182 vehicles per day to 2923 vehicles per day. The highest traffic volumes occurred on the 1700 East Road. This section of road has the highest volume of traffic within the study area.

Table 16: West Point Highway District Traffic Volumes

Road Name	Count Location	ADT 2007	ADT 2027	% in the Peak Hour	% Trucks	85% Speed	Average Speed
1500 E. Rd	3410 South	566	661	26.7%	20.7%	60 mph	51 mph
3100 S. Rd	1280 East	182	211	33.5%	24.3%	45 mph	38 mph
1700 E. Rd	3550 South	2923	3428				

Light Blue indicates classification count

The peak hour traffic on 3100 South Road is 33.5% and at this point the counter classified 24.3% of the vehicles as trucks. The percentage of trucks is average for this type of roadway. The trucks accounted for are generally dairy farm and related agricultural equipment.

Figure 20: West Point Highway District Traffic Count Map

Major Traffic Generators

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

City of Gooding

The City of Gooding is the largest town in Gooding County and is the county seat. With a population of 3,400, it is a major traffic generator in the area. The city has a number of restaurants, businesses, retail shops, and other service businesses for employment opportunities. Major employers in Gooding include the School for the Deaf & Blind, Gooding School District, and the Gooding County Memorial Hospital.

City of Hagerman

The City of Hagerman has a population of approximately 838 and is located in the Snake River Canyon on US Highway 30, in the southwestern portion of Gooding County. The city's businesses generally serve the residential and recreational activities of the area. Major employers in Hagerman are Hagerman School District, local restaurants and convenience stores.

City of Wendell

Wendell is a farming community located along Interstate 84, and offers a variety of agricultural services to area dairymen and farmers. It has a population of about 2,400 people and is the second largest community in Gooding County. Major employers include Wendell School District, Magic Valley Growers, M&K Dairy Equipment, and numerous support businesses/services that serve the agricultural industry of the area.

Glanbia Foods, Inc.

Glanbia Foods is a milk processing company that serves the areas numerous dairies. Glanbia has approximately 500 employees at the Gooding Plant located on 2300 East Road, east of the City of Gooding and within the road jurisdiction of the Gooding Highway District. The plant processes over one million gallons of milk daily and generates more than 300 truck loads of dairy product in a 24 hour period. The heavy truck traffic is an issue with area residents.

Gooding School District

Gooding School District serves the City of Gooding and the surrounding rural residential areas. The district has about 1300 students in K-12 grades with four schools located in Gooding. The schools generate a high volume of daily vehicle traffic transporting students even with utilizing a bus service. The major concerns regarding roads on 1700 South Road is a hazardous bridge and overgrown shrubs at intersections in town reducing visibility from higher vehicles (buses). Residential development in the area is increasing which relates to increased student enrollment and increased vehicle traffic.

Hagerman Fossil Beds National Monument

The Hagerman Fossil Beds are known throughout the world for horse and plant fossils. The site was established as a National Park in 1988 and has become a destination tourist attraction in Southern Idaho, drawing many seasonal visitors. The visitor center is located in the City of Hagerman on US Highway 30 with actual fossil beds on the south side of the Snake River.

Thousand Springs State Park

Thousand Springs State Park is comprised of six different units, Malad Gorge, Billingsley Creek, Ritter Island, Niagara and Crystal Springs and the Earl M. Hardy Box Canyon Springs Nature Preserve. Each unit is unique to itself and each offers various scenery and recreational activities. The park is open all year and encourages tourism and other activities (festivals) that draw people to the park sites.

Figure 21: Major Traffic Generator Map

Chapter 3: Transportation Plan Elements

Functional Street Classifications

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

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

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

Table 17: Typical Functional Classification Percentages

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

The functional classification system used includes:

- Principal Arterial – designed for traffic movement between major population centers without traffic control delays. Typically principal arterials include the interstate system and other major highways. They provide high speed travel, minimal interference to through movement, are to be appropriately space apart and constitute no more than 4% of rural mileage statewide.
    - Example: Interstate 84

- Minor Arterial – designed for relatively uninterrupted traffic movement between cities, towns and other major traffic generators. Typically rural minor arterials include state highways and major county highways. They serve most of the larger communities not served by the principal arterial system serve other traffic generators capable of attracting travel over long distances as do the larger communities. They form and integrated network, provide interstate and inter-county service, provide trip length and travel density greater than those served by the collector systems and provide relatively high travel speeds. Minor arterials also minimize interference to through movement and should be restricted at 6 to 12% of total mileage when combined with principal arterials.
    - Examples: State Highway 26 and US Highway 30

- Major Collector Roads – designed to serve large towns and traffic generators that are not directly served by an arterial. Typically major collector roads serve as important intra-county (within the county) travel corridors provide service to any county seat not on an arterial route and to the larger communities not directly served by the higher systems.
    - Examples: Bob Barton Road, State Highway 46, 1300 South Road

- Minor Collector Roads – designed to provide traffic service to smaller communities and locally important traffic generators. Typically minor collector roads accumulate traffic from the local roads and provide access to the higher type roadway system. They also are spaced at intervals consistent with population density, collect traffic data from local roads and tend to feed predominantly residential traffic from side streets into major collectors or arterials.
    - Examples: 900 East Road, Old Highway 30, 1775 South Road

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

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

- Major Access Roads – designed to provide access to abutting property as well as access through an area or between higher type roadways.
    - Examples: 3100 South Road, Spring Cove Road

- Minor Access Roads – designed to serve primarily as access to abutting property, often with no through route (dead end roads)
  - Examples: 2975 South Road, Island Ranch Road

- Industrial/Commercial Access Roads – designed to provide access from higher type roadways into an industrial/commercial area, often used by a large percentage of trucks and other heavy vehicles.
  - Example: 2300 East Road

- Agricultural Access Roads – designed to provide access into adjacent farming or ranching operations, often used by large and slow moving farm equipment.
  - Examples: 1400 East Road,

- Recreational and Scenic Roads – designed to serve special land use areas including camp sites, boat ramps and other recreational facilities.
  - Examples: Niagara Springs Road,

- Resource Recovery Roads – designed to facilitate the recovery of natural resources including mining and logging operations. These roads typically serve many large vehicles operated by professional drivers. The study area does not have any roads classified as Resource Recovery.

Private Roads - Private roads are not part of a city's street system or it is excluded from a jurisdiction's authority.

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

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

Proposed Street Functional Classifications

The following maps are the proposed Gooding County Area Transportation Master Plan Functional Classification maps.

Figure 22: City of Bliss Functional Class Map

Figure 23: City of Gooding Functional Class Map

Figure 24: City of Hagerman Functional Class Map

Figure 25: City of Wendell Functional Class Map

Figure 26: Gooding County Road & Bridge Functional Class Map

Figure 27: Bliss Highway District Functional Class Map

Figure 28: Gooding Highway District Functional Class Map

Figure 29: Hagerman Highway District Functional Class Map

Figure 30: Wendell Highway District Functional Class Map

Figure 31: West Point Highway District Functional Class Map

Asset Management System

An Asset Management Program was developed for and adopted by the area's Local Highway Jurisdictions to assist them in determining the system deficiencies, improvement alternatives, and recommended projects. Specifically the roadway surface, signing, and drainage structure condition information was obtained, reviewed, and input into a GIS program.

Roadway Surfaces

The Asset Management Program helps the Local Highway Jurisdictions manage their roadway surfaces. They have three roadway surface conditions within their jurisdictions, including graded and drained dirt roads, graveled roads and paved roads (hot-mix, cold-mix and BST pavement). Typical roadway surface maintenance operations within the Gooding County study area include occasional blade grading the graded and drained earth roads. Typical maintenance of gravel roadways includes blade grading, adding gravel, and dust suppressant on higher volume roads. Typical maintenance of paved roadways includes pothole patching, cold-mix overlays in spot locations and chip sealing. Based on the Local Highway Jurisdictions' historic maintenance procedures and anticipated system needs, the following road surface management program is being implemented by the Local Highway Jurisdictions as part of the Asset Management Program.

Paved Roadways

The Asset Management Program developed by Riedesel Engineering utilizes the Asphalt Institutes Pavement Condition Index (PCI). According to the Asphalt Institute the PCI rating system provides a fairly accurate, though subjective, index of the general condition of the road. This index can be useful in setting maintenance priorities and putting together cost estimates for a proposed treatment. The PCI will be rated annually by the local jurisdictions, which provides a number, or rating, for the road segment. The Gooding County area Local Highway Jurisdictions will strive to maintain their paved roadways according to Table 18, PCI numbers and recommended maintenance guidelines which can be found on the following page:

Table 18: Pavement Condition Index Maintenance Guidelines

PCI	Recommendation
100 – 85	No Maintenance Required
85 – 65	Crack Seal, Chip Seal, Normal Maintenance
65 – 35	Surface Overlay, Rehabilitation
Under 35	Full Depth Reconstruction

In adopting the "Development Policy Manual" and the AASHTO Light Blue Book along with the AASHTO "Geometric Design of Very Low-Volume Local Roads", the Local Highway Jurisdictions of the Gooding County Study Area have added a road structure schedule for new roadways and reconstructed roadways, without an engineered section design. This information is provided in the Development Policy Manual.

The following table shows the results of each Local Jurisdictions pavement ratings. It follows the pavement condition index maintenance guidelines.

Table 19: PCI Rating Results in Miles

Jurisdiction	Avg. PCI	No Maintenance Required	Normal Maintenance	Rehabilitation	Full Depth Reconstruction	Paved Miles Rated	Paved Miles
City of Bliss						0.00	3.10
City of Gooding	80	6.05	13.90		.48	20.75	22.78
City of Hagerman						0.00	6.77
City of Wendell						0.00	20.70
Gooding County R & B						0.00	0.00
Bliss H.D.	68	3.46	21.33	13.48	0.21	38.48	55.48
Gooding H.D.	87	90.14	40.10	0.00	0.00	130.24	135.89
Hagerman H.D.	89	35.75	15.80	0.00	0.00	51.55	55.17
Wendell H.D.						0.00	114.80
West Point H.D.	65	5.11	5.22	14.12	0.00	24.45	44.70
TOTAL	82	140.51	96.35	27.92	0.69	265.47	459.39

Gravel Roadways

To help the local highway jurisdictions budget their annual rock crushing, wearing surface calculations were performed to determine the amount of annual gravel loss. The 1" wearing surface is used to estimate annual gravel loss and the miles of road that will need to have gravel replacement each year. Table 20 below shows the gravel roadway miles for each jurisdiction broken out by functional classification and Magnesium Chloride use. The initial calculation was done for each jurisdiction by Riedesel Engineering. Refer to Appendix E in this manual for the gravel loss calculations. In the future the jurisdictions will be able to use the Asset Management Program to determine the gravel replacement needs as conditions change.

Note: The "Total Mileage" in Table 20 sometimes is different than the sum of the of the individual functional classification totals because of missing values in the data collection.

Table 20: Gravel Road Resurfacing Program

Functional Classification	Gooding County R&B	Bliss HD	Gooding HD	Hagerman HD	Wendell HD	West Point HD	City of Bliss	City of Gooding	City of Hagerman	City of Wendell
Major Collector	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00
Minor Collector	0.00	0.60	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.00
Major Access	10.25	39.55	35.23	11.92	24.26	2.88	1.59	1.35	1.14	1.91
Minor Access	0.60	14.48	14.97	18.32	8.29	7.15	0.46	7.96	2.38	7.09
Total Mileage	14.78	54.63	50.20	30.24	32.55	10.11	2.26	9.31	3.52	9.00

Graded & Drained Roadways

Graded and Drained roadways within each local highway jurisdiction typically consist of single-lane agriculture and recreational/scenic roads with occasional pull-outs. These roadways typically serve the remote areas of each District and have very low traffic volumes (20 vehicles per day or less). Because of the low traffic volume and the expectation of the general public, these roadways are typically graded once per year or less. This grading is done during the spring when the moisture in the soils promotes good grading results. However, these roadways may require subsequent grading following wet periods when rutting occurs. Rutted areas require grading to promote surface drainage to prevent compounding the drainage problems during subsequent heavy rain or snow events.

Signs

The local jurisdictions within Gooding County will have the ability to use the Asset Management Program to maintain a sign inventory. This program utilizes inventory for sign locations and stores information such as sign type and reflectivity, post type, height, and many more attributes should they choose to utilize this feature. Data will be obtained by the local jurisdictions.

Drainage Structures

The Asset Management Program gives the local jurisdictions within the study area the ability to inventory their drainage structures. This program will track size, length, and type for bridges and culverts, as well as date of last cleaning for culverts.

Level of Service (LOS)

Transportation Deficiencies

This section summarizes the capacity analysis of various road segments and intersections identified within the project limits. The existing year and future year (2027) traffic projections were used to calculate the Level of Service (LOS) using the Highway Capacity Software, based on the Highway Capacity Manual.

Roadway Segments

"Level of Service" (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F with LOS of A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels."

Source: 2000 Highway Capacity Manual

Assumptions: Most of the roadways within the study area have limited sight distance, and therefore, for calculating the LOS for roadway segments, it was assumed a worst case scenario of 100% of the roadway segment does not have adequate passing sight distance. It was also assumed that speeds are typically 45-55 mph with rolling terrain and 18% trucks and recreational vehicles. A Class II Highway is assumed for the analysis. The following table lists the basic LOS guidelines.

Table 21: Descriptions for Roadway Levels of Service

*Level of Service	*Description	*% Time Spent Following	Typical Traffic Volume (vph) Rolling Terrain	Typical Traffic Volume (vph) Level Terrain
A	Free Flow. Speeds are controlled by the driver's abilities	<40%	< 115	<165
B	Relatively Free Flowing Traffic. Drivers can expect some delays, passing becomes more common	40-55%	<250	<360
C	Stable Traffic Flow. Drivers are delayed up to 70% of the time. Platoon driving is more common. Turning traffic adds to congestion and slows the traffic	55-70%	<680	<760
D	Approaching Unstable Flow. Passing is very difficult as passing demand is high and available passing ability is very limited.	70-85%	<1430	<1430
E	Unstable Flow. Passing becomes almost impossible, many driver interruptions and driver frustration significantly increases.	85-100%	< 2080	<2230
F	Forced or heavily congested flow. Volume of traffic exceeds the capacity. Start & stop traffic, with highly variable speeds.	100%	> 2080	>2230
*Source: 2000 Highway Capacity Manual				

Using the guidelines from Table 21 as a basis for segment LOS, the following table lists the existing and future conditions for critical corridors.

Table 22: Current (2007) and Projected (2027) Levels of Service

Jurisdiction	Road Segment	ADT (2007/2027)	VPH (2007/2027)	LOS (2007/2027)
City of Bliss	First Street	350/495	35/50	A/A
City of Hagerman	East Avenue	747/1110	75/111	A/A
City of Gooding	E. 4th St & Nebraska	1140/1761	114/176	A/B
City of Gooding	E. 3rd St & Wash.	1413/1866	141/187	A/B
City of Gooding	Texas Street	535/827	54/83	A/A
City of Gooding	Arizona Street	520/803	52/80	A/A
City of Gooding	Roosevelt Street	611/783	61/78	A/A
City of Wendell	Avenue F & Boise	1443/1905	144/191	A/B
City of Wendell	Frontage Road	495/606	46/61	A/A
City of Wendell	Lewiston Street	403/599	40/60	A/A
City of Wendell	Pocatello Street	1428/1886	143/189	A/B
Bliss H.D.	Clover Crk Rd.	145/170	15/17	A/A
Bliss H.D.	Old Hwy 30	123/153	12/15	A/A
Hagerman H.D.	2900S & 1350E	2023/2383	203/238	B/B
Hagerman H.D.	Tupper Rd & 1020E	537/759	54/76	A/A
Hagerman H.D.	Ritchie Rd & 2595S	393/461	39/46	A/A
Gooding H.D.	1300S & 2250E	466/547	47/55	A/A
Gooding H.D.	2100S & 1750E	465/545	46/54	A/A
Gooding H.D.	2300E & 1750S	1128/1446	113/145	A/A
Gooding H.D.	2300S & 1750 E	698/818	70/82	A/A
Wendell H.D.	3100S & 1850E	806/945	81/95	A/A
Wendell H.D.	1700E & 3150S	380/446	38/45	A/A

Jurisdiction	Road Segment	ADT (2007/2027)	VPH (2007/2027)	LOS (2007/2027)
Wendell H.D.	1950E & 3250S	2008/2705	201/270	B/B
Wendell H.D.	2950S & 1620E	2409/2825	241/282	B/B
Wendell H.D.	3000s & 2250e	1242/1457	124/146	A/A
Wendell H.D.	3200S & 2150E	853/1001	85/100	A/A
Wendell H.D.	3500S & 1850E	2692/3157	269/316	B/B
Wendell H.D.	3500S & 2150E	1686/1977	169/198	B/B
West Point H.D.	1700E & 3550S	2923/3428	292/343	B/B
West Point H.D.	1500E & 3410S	564/661	56/66	A/A
West Point H.D.	3100E & 1280S	180/211	18/21	A/A

As shown in the preceding table, all road segments are operating at a LOS of A and B currently and in the future. A LOS of B is considered desirable for rural roadway segments.

Intersections

As with roadway segments, intersection traffic flow can also be measured by LOS. The LOS is indicated by the predicted amount delay, or stopped time, at two-way or all-way stop controlled intersections and signalized intersections. At the present time there are no signal controlled intersections within the study area. However, listed in the table below are data showing signalized intersection information; this information is left in the table for future reference. The following table shows the LOS guidelines for intersections:

Table 23: Level of Service at Intersections

Level of Service	Stop Controlled Intersection Average Vehicle Delay (sec)	Signal Controlled Intersection Average Vehicle Delay (sec)
A	<10	<10
B	10 – 15	10 – 20
C	15 – 25	20 – 35
D	25 – 35	35 – 55
E	35 – 50	55 – 80
F	> 50	> 80

Analyses of stop controlled intersections within the study area indicate a Delay/LOS value of A. The future Projected Levels of Service (2027) of intersections remain at the Level A value.

Bridges

State bridges (those at least 20 feet in length) are inspected every two years by the Idaho Department of Transportation. The purpose of the inspection is to assign each bridge a bridge sufficiency rating. These are used to compare bridges across the board and determine which bridges are in need of the most attention.

A sufficiency rating below 50 implies that the bridge is in poor condition and needs to be replaced. Sufficiency ratings between 50 and 80 suggest that the bridge is in fair condition, and that rehabilitation, if cost-effective, will bring the bridge up to current standards. Bridges with sufficiency ratings above 80 are considered to be in good or adequate condition in all areas and are not eligible for federal funding. The current bridges sufficiency ratings have been complied for Gooding County by ITD and have been included in Appendix D.

Source: *http://itd.idaho.gov/planning/reports/shp/shorterm.html*

Design Standards and Development Policy

A countywide development policy manual named Highway Standards for the Gooding County Transportation Committee was developed as part of this transportation plan. The development policy manual contains minimum highway standards to upgrade and maintain the safest roadway system available to the Local Jurisdictions. The standards are based on the American Association of State Highway and Transportation Officials (AASHTO). Minimum requirements for right of way, horizontal and vertical alignments, roadway cross section, drainage, structures, signing, traffic control, construction, striping or pavement markings, and guardrail were set. Procedures for the creating of subdivisions are found in this document. This will allow developers and highway districts to work together making sure subdivision roads are built to the minimum standards as determined in the development policy manual. Uncontrolled approach development has been an issue for the local highway jurisdictions. Section 202.03 Approach Permits addresses this issue by requiring an approach permit for ingress-egress to an existing roadway. Local jurisdictions will need to publicly adopt highway standards before this document becomes legally biding.

Chapter 4: Capital Improvement Plan System Improvement Needs

Introduction

A portion of the first TAC meeting, road tours, and the public workshops were dedicated to discussing the transportation system needs. The objective was to identify the concerns of the general public and the Local Highway Jurisdiction Officials.

Consolidation of Highway Districts

One of the system improvement needs identified by the TAC Committee was the infrastructure condition of the West Point Highway District. West Point Highway District is the smallest district within the study area, servicing approximately 63 miles of roadway. The 1700 East Road and the 1500 South Road are major traffic routes within the district and accommodate large volumes of traffic generated outside of their district boundaries. The Highway District is unable to financially address the upgrades and maintenance needed in order to support present and future traffic needs of their roadways. Their budget/revenues are not adequate to maintain their present road system. They have a small rural population, economically supported by agriculture. The TAC Committee recommends West Point Highway District consolidate with surrounding highway districts or a district.

Consolidation of Highway Districts is an option for addressing roadway needs in rural areas. It has to occur with an adjoining Highway District or districts, to form a larger district. Because Highway Districts are an independent political entity, with their own taxing base, the process for consolidation is regulated by Idaho State Statute and ultimately requires the majority vote of the electorate within each of the participating Highway Districts.

The following information is a brief description of the process for consolidation of Highway Districts within the State of Idaho.

Consolidation has to be with an adjoining Highway District or districts, and can occur with districts in separate counties. Consolidation is initially started by either a signed

petition from qualified electorate (persons registered to vote within the individual district), 5% or 25, whichever is greater, of each Highway District; or a signed petition from the majority of Commissioners from each involved Highway District. Either way, the petitions are presented to the County Commissioners (both counties if more than one is involved).

Upon presentation of the petitions, the County Commissioners, determine validity and set a public hearing date. Information concerning each Highway District's financial status and assets has to be included in the notice of hearing. Qualified electors can then file written objections or make oral objections at the hearing. During the same hearing, written and oral presentations for consolidation can be made by qualified electors.

At the conclusion of the hearing, if a majority of County Commissioners are of the opinion that consolidation is practical and in the best interests of the Highway Districts, then an order is made to hold an election within the Highway Districts involved in the consolidation. The election is required to occur within 90 days of the date of the order and follow the state election laws as required in the county. If a majority of County Commissioners are of the opinion the consolidation is not in the best interest of the Highway Districts, then the petitions are defeated and the process stops there.

After the county election process, the votes from each Highway District are counted and a determination of either for or against consolidation is made. If the majority vote from either Highway District is against consolidation, then the process is stopped and cannot be reintroduced for a period of four years.

Upon the determination of the vote being for consolidation, from each involved Highway District, the Highway District Commissioners then meet and divide the newly formed Highway District into three sub-districts. The State Governor then appoints three commissioners for the newly formed Highway District. The involved Highway Districts maintain their separate districts until the new commissioners are appointed and the business aspects of the districts are concluded and combined into one. For detailed information and the law concerning the above process, refer to Idaho State Statute, Title 40-1501 through 40-1519.

Capital Improvement Plan

The TAC used the projects identified as current system needs to develop a transportation project priority list for the study area. During this process a Capital Improvement Plan (CIP) for each Local Highway Jurisdiction in the study area was also developed. All the projects identified within each jurisdiction are included in the individual Local Highway Jurisdiction CIPs. Only projects requiring outside funding are included in the priority

list for the study area. This allows the jurisdictions to work together when outside funding is required to complete a project.

The CIP is a working document. As changes occur in the community and the roadway system requirements change, the CIP must change to reflect the new system needs. Each jurisdiction will review their CIP on an annual basis to update the project list and re-prioritize the projects. Once each jurisdiction has updated their CIP, projects requiring outside funding will be presented to the TAC for rating. This will result in an updated system-wide priority list on an annual basis.

Project Rating Criteria

To assist the TAC in evaluating the project list and ultimately prioritize the projects, a project rating system was developed. The TAC developed ten criteria to rate each project. The table below contains the rating criteria used for developing the CIPs. The criteria are also ranked with regard to importance as either most important, important, or least important. The importance of each criteria should be taken into consideration when prioritizing projects, giving more attention to those "Most Important" projects and less to those "Least Important" projects.

Table 24: Project Rating Criteria

Rating Criteria	Importance
Safety	Most Important
Traffic Volume	
Road Classification	Important
Surface Condition	
R-O-W Issues	
2007 Estimated Probable Costs	
Population Development	Least Important
Grid Integration	
Urban Development	
Surface Type	

Using the project rating criteria, each Local Jurisdiction developed the CIP for their area. The CIP's for the Local Highway Jurisdictions are represented in the tables below.

City of Bliss

Priority #1

First Street, Reconstruction & Widen – First Street is the major north/south route in the City of Bliss that receives a lot of traffic. First Street extends outside of the city limits and comes under the jurisdiction of the Bliss Highway District under the name of Clover Creek Road. Presently the street has a narrow driving surface with poor drainage and no curb or sidewalk segments. The desired project for this street is to replace the present asphalt surface, reconstruct the road base, install appropriate drainage, and widen the driving surface. The City will have to seek an outside funding source to supplement their budget and is looking to apply for Incentive and Investment Program Funding to fund this project.

Priority #2

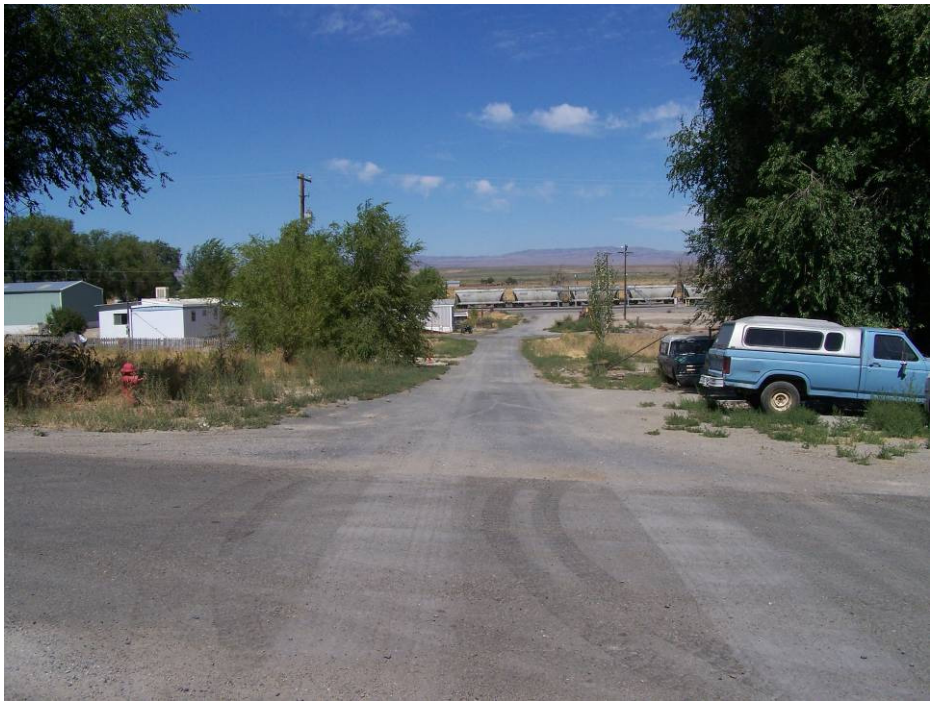
Fourth Avenue, Reconstruction & Widen – Fourth Street is another north/south route within the City of Bliss that receives a lot of traffic. Presently this street has and asphalt surface and poor or no road ballast. The City of Bliss would like to widen, pave and improve the drainage on this 1100 foot section of street. Outside funds, such as Incentive Program and Investment Funding will be needed in order for the City to construct this project.

Priority #3

Proctor Street, Reconstruction & Widen - Proctor Street is the longest street (0.83 mile) within the city limits of Bliss. This street is positioned in an east/west direction and parallels the railroad tracks for most of the distance within the city limits. Presently, Proctor Street is paved and in poor condition, needing widening, ballast reconstruction and drainage along with a new driving surface. Again, outside funding such as the Incentive Program will be needed to assist the City for construction of this project.

Priority #4

Second Avenue, Third Avenue, Kentucky Street, Reconstruction & Widen – These three streets' combined distances are approximately the same as Proctor Street. All three streets are in poor condition and the City of Bliss would like to widened, reconstruct the ballast sections, and add new paving. Outside funding, Incentive and Investment Program dollars will be needed by the City to fund this project.



Priority #5

Sign Replacement – The City of Bliss desires to replace all of the city street signs and the regulatory signs within the city limits. The signs need to be upgraded in order to comply with MUTCD regulations regarding size and retro-reflectivity. The City will apply for Investment Program Funding for signs to assist in funding this project.

Table 25: City of Bliss 2007 Capital Improvement Plan

Priority	Project
1	**First Street** – Reconstruct, widen, & Pave 0.50 mile segment from SH 30 to Iowa Street.
2	**Fourth Avenue –** Reconstruct, widen, & Pave 0.20 mile segment from SH 30 to Proctor Street.
3	**Proctor Street** – Reconstruct, widen & Pave 0.70 mile segment from SH 30 to 4th Avenue.
4	**2nd Avenue, 3rd Avenue, & Kentucky Street –** Reconstruct, widen & Pave, approximately 0.80 miles of city streets.
5	**Sign Replacement** – City street signs and regulatory signs need upgraded to meet standards.

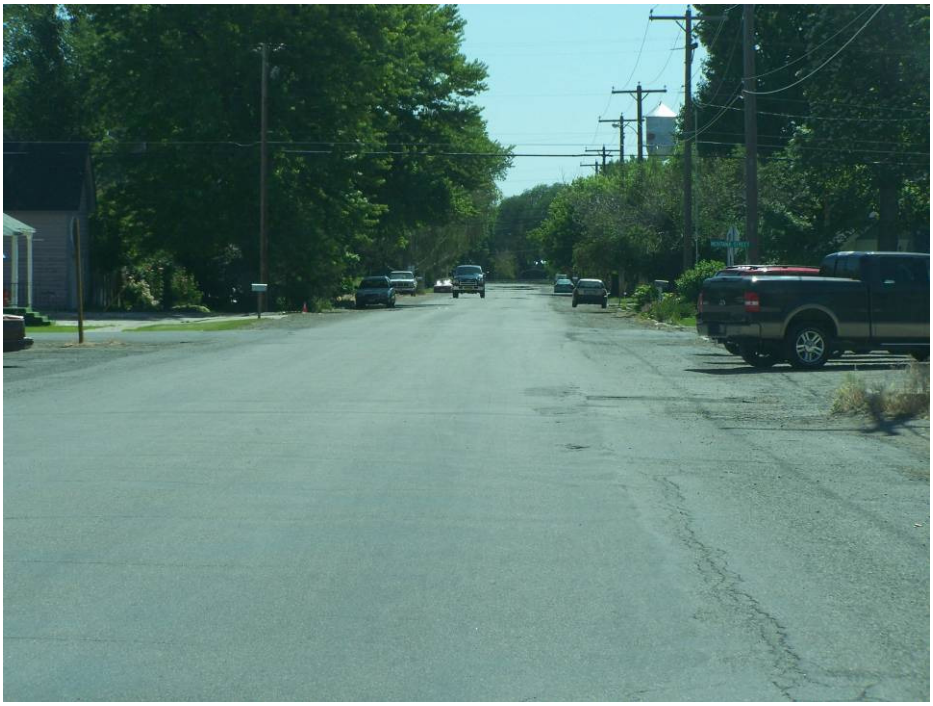
Table 26: City of Bliss Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
CB-1	0.5	First Street - Re-construct, Widen & Pave	$ 545,500.00	Minor Collector	C,I
CB-2	0.2	Fourth Street - Re-construct, Widen & Pave	$ 272,800.00	Major Access	C,I
CB-3	0.7	Proctor Street - Re-construct, Widen & Pave	$ 763,700.00	Minor Collector	C,I
CB-4	0.8	2nd, 3rd, & Kentucky St., Re-construct & Pave	$ 840,000.00	Major Access	C,I
Maintenance					
CB-5	LS	Sign Replacement - All City streets	$ 15,000.00		I
		Total	**$ 2,437,000.00**		

City of Gooding

Priority #1

Fourth Avenue, Reconstruct & Overlay – Fourth Avenue is a major east/west route within the City of Gooding that receives a lot of traffic, both pedestrian and vehicles. Presently it serves as one of the primary access streets to the City's business district and at one time was maintained as a state highway and under ITD jurisdiction. Fourth Avenue extends outside of the city limits and the jurisdiction for that portion is under the Gooding Highway District. Current conditions of the street require re-construction and overlay. The present asphalt surface is old and thick with numerous overlays which have deteriorated to the point of needing to be removed and replaced. The desired project for this street is to reconstruct and overlay the existing roadway from the "Y" intersection, west to Washington Street. Outside funds, such as Incentive Program will be needed to assist the City for construction of this project.



Priority #2

Washington Street, Paving Project – Washington Street is located in the southern portion of the City of Gooding and serves as an access street to State Highway 26. This street has a gravel driving surface with a stable ballast and adequate right of way. The City of Gooding would like to pave this gravel street section and would need outside funding such as Investment Program to supplement their budget and assist in constructing this project.

Priority #3

Euskadi Lane, New Road Construction – The City of Gooding has placed a priority on the project to extend Euskadi Lane from University Avenue (State Highway 26) and loop around to the south and connect with Main Street (State Highway 46). The City anticipates this new street would better serve the community by accommodating the traffic loads generated by the new Basque Center and future development in the area. Outside funding, Investment Program dollars will be needed to supplement funding for this project.

Priority #4

Roosevelt Avenue, New Road Construction – A project extending Roosevelt Avenue approximately 2000 feet to the east and connecting to Agri Lane would improve access to the industrial area located in the northeast section of the City. Presently, street access to this area is inadequate for trucking and the need for the additional roadway is a priority project for the City. The City has obtained a right of way across the field and has installed a water main within this right of way. Assistance in funding, such as Incentive Program dollars, will be needed by the City in order to construct this project.

Priority #5

Oregon Street, New Road Construction – Extending Oregon Street from 10th Avenue to Orchard Drive will require the construction of approximately 2000 feet of new roadway. This project would require the purchase of some additional right of way. The City of Gooding anticipates this new street would better serve the community by providing quicker response times for emergency vehicles and accommodate the future traffic burden generated by development within the area. The City's budget will need supplemental funding such as Incentive dollars in order to fund this project.

Table 27: City of Gooding 2007 Capital Improvement Plan

Priority	Project
1	**4th Avenue –** Reconstruct and Overlay 0.46 mile from "Y" to Washington Street
2	**Washington Street –** Overlay 0.23 mile from 21st Avenue to University Avenue
3	**Euskadi Lane** – 1900' New Road Construction, University Ave. to Main St.
4	**Roosevelt Avenue** – 2000' New Road Construction, Oregon St. to Agri Lane
5	**Oregon Street –** 2000' New Road Construction, 10th Ave. to Orchard Drive

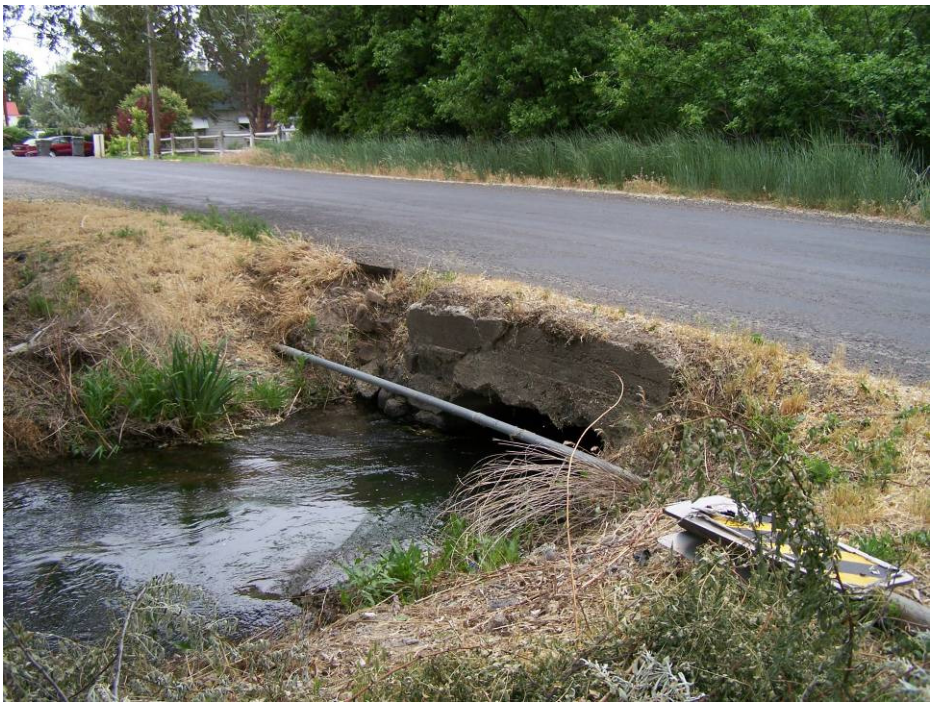
Table 28: City of Gooding Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
CG-1	0.46	4th Avenue - Re-construct and Overlay	$ 502,000.00	Minor Collector	B,C
CG-2	0.23	Washington Street - Paving Project	$ 44,300.00	Major Access	B,I
CG-3	0.36	Euskadi Lane - New Road Construction	$ 393,000.00	Major Access	B,C
CG-4	0.38	Roosevelt Avenue - New Road Construction	$ 414,600.00	Industrial/Comm	B,C
CG-5	0.38	Oregon Street - New Road Construction	$ 414,600.00	Major Access	B,C
		Total	**$ 1,768,500.00**		

City of Hagerman

Priority #1

Bridges/Culverts, Re-construction – The City of Hagerman has an irrigation canal that extends the length of the city, in a north/south direction, located within the western portion of the city limits. The City has five crossings over the canal that need to be replaced due to functional obsolesce (single lane) and deteriorated conditions. The bridges are short spanned and do not come under the state requirements for the bridge registry. The City of Gooding desires to replace all five bridges with large culverts in order to better serve the community by providing safer crossings for vehicle and pedestrian traffic.



Priority #2

East Avenue, Reconstruct and Overlay - East Avenue is a major north/south route in the City of Hagerman that receives a lot of traffic, both pedestrian and vehicles, coming from residential areas located east of the City. East Avenue connects US Highway 30 on the north end of the city limits and extends south to the 2700 South Road, a major route to the east. The City of Hagerman desires to reconstruct and pave approximately 4500 feet of roadway in order to upgrade the street condition and provide a better roadway for local users. Outside funding, such as the Incentive Program, will be needed for construction of this project.

Priority #3

Hagerman Avenue, Reconstruct and Overlay – The City of Hagerman has placed a priority on the project of reconstructing and overlaying Hagerman Avenue, which is also the 2700 South Road. Hagerman Avenue is a major east/west route located in the southern portion of the City. Hagerman Avenue extends outside the city limits and the jurisdiction for that portion is under the Hagerman Highway District. Presently, the roadway has a deteriorated driving surface and improvements are needed to accommodate the high traffic volume. The City of Hagerman will need outside funding, such as Investment Program dollars in order to construct this project.

Table 29: City of Hagerman 2007 Capital Improvement Plan

Priority	Project
1	**Bridge/Culvert Re-construction**, 5 large culverts spanning irrigation canals
2	**East Avenue, Reconstruct & Overlay**, 4500 feet
3	**Hagerman Avenue**, Reconstruct & Overlay, 3200 feet

Table 30: City of Hagerman Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
CH-1		Culvert Project, 5 large culverts/Irrigation Canal	$ 125,000.00		V,B
CH-2	0.85	East Avenue, Reconstruct & Overlay, 4500'	$ 927,300.00	Minor Collector	C,V
CH-3	0.6	Hagerman Ave., Reconstruct & Overlay, 3200'	$ 654,600.00	Minor Collector	C,V
		Total	**$ 1,706,900.00**		

City of Wendell

Priority #1

Main Street East, Reconstruct, Widen to 3 Lanes, Overlay – Main Street East is the major east/west route within the city limits of Wendell that receives a lot of traffic, both pedestrian and vehicles. Main Street East extends to the west and past Idaho Street and becomes State Highway 46. The east segment of Main Street is under the jurisdiction of the City of Wendell and the priority project is to increase the driving surface to three lanes and overlay with new asphalt. This project will create a center turn lane and new driving surface that is needed for the present high volume of traffic. The City of Wendell will need outside funds, such as the Incentive Program to assist in the construction of this project.

Priority #2

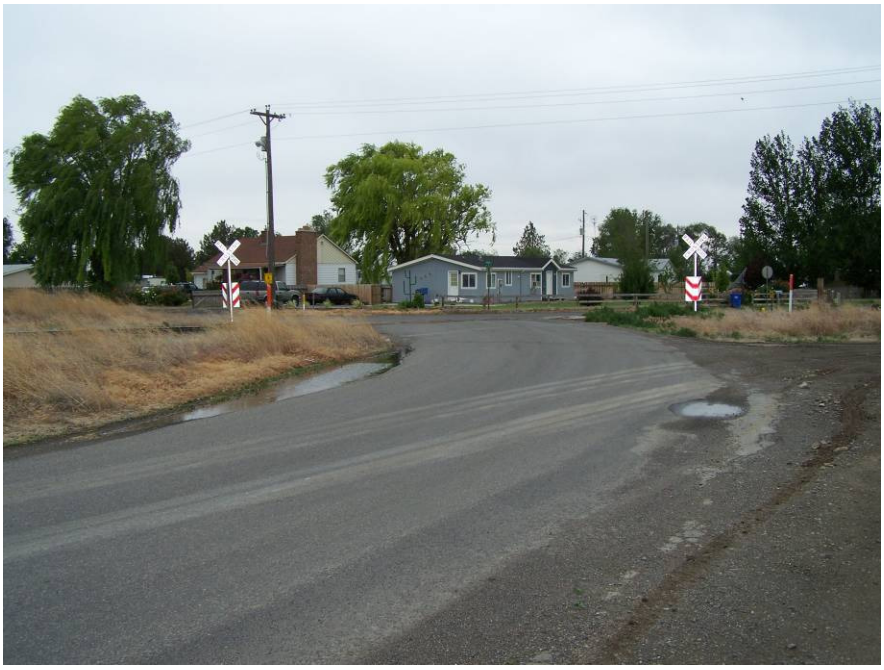
Main Street East, Curb, Gutter, & Sidewalk – The City of Wendell has identified the need for a curb, gutter, and sidewalk project as a priority for the infrastructure of the City. Sidewalks are needed to address the safety issues concerning pedestrian/students, using this route to access schools and businesses, and curb and gutter for drainage of the roadway. Outside funds, such as an Enhancement Program, will be needed to assist the City for construction of this project.

Priority #3

Main Street East and Main Street West, Upgrade Storm Drainage System – The present storm drainage system on Main Street is not adequate to handle runoff accumulating from the north portion of the City. An upgraded system is urgently needed and the City would like to coordinate this project with Idaho Transportation Department when the City's storm drain upgrade project scheduled in their (City's) jurisdiction. The City of Wendell is looking to apply for Incentive Program funding to assist in funding this project.

Priority #4

Avenue F, Bridge/Culvert Replacement – Avenue F is a truck route that gives access to State Highway 46, and the commercial district within the City, from the agricultural areas located east of the City. Presently, at the intersection of Avenue F and South Wendell Street, a small, narrow bridge spans an irrigation canal on a curve on Avenue F, creating a hazard with on-coming traffic. The City desires to replace the bridge, and re-align and widen the roadway. Outside funding, Investment Program dollars will be needed to assist with this project.



Priority #5

Avenue F, Railroad Crossing Improvements – The railroad crossing on Avenue F West in the City of Wendell is in poor condition with poor street alignment and approach. High traffic volumes on Avenue F require upgrades in the way of replacing the railroad base and re-aligning and paving the approaches in order to establish a safe crossing. The City of Wendell will work with the railroad owners to develop a project that will address current and projected future needs concerning this railroad crossing and hopes to use Investment Program funds for the project.

Table 31: City of Wendell 2007 Capital Improvement Plan

Priority	Project
1	**Main Street East, Re-construct, Widen to 3 lanes, Overlay**, 0.75 mile
2	**Main Street East, Curb, Gutter & Sidewalk**, 0.75 mile
2	**Main Street East & West, Upgrade Storm Drain System**, 1.0 mile
4	**Avenue F, Bridge Replacement (Culvert),** Spans irrigation canal
5	**Avenue F, Railroad Crossing Improvement,** Alignment upgrade, overlay

Table 32: City of Wendell Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
CW-1	0.75	Main St. East, Re-construct, Widen to 3 Lanes	$ 1,240,000.00	Major Collector	C,I,B
CW-2	0.75	Main St. East, Curb, Gutter, & Sidewalk	$ 200,000.00	Major Collector	E,B
CW-3	1	Main St. East & West, Storm Drain Upgrade	$ 500,000.00	Major Collector	E,B
CW-4		Avenue F, Bridge Replacement/Re-align road	$ 150,000.00	Minor Collector	V,B
CW-5		Avenue F (West), Railroad Crossing Improvement	$ 50,000.00	Major Access	V,B
		Total	**$ 2,140,000.00**		

Gooding County Road & Bridge

No Capital Improvement Projects were submitted by Gooding County Road & Bridge.

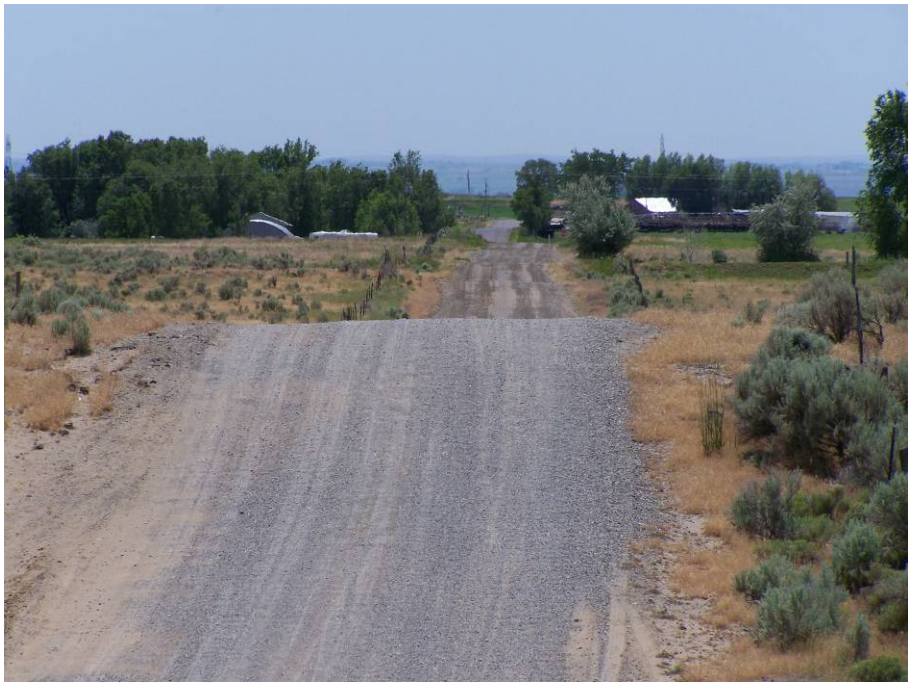
Bliss Highway District

No Capital Improvement Projects were submitted by Bliss Highway District.

Gooding Highway District

Priority#1

1800 East Road, Re-Construct and Overlay – The two mile segment of 1800 East Road between 2100 South and 2300 South Roads is a narrow gravel surfaced road with short, steep grades. This is a relative low volume roadway serving residences and agricultural businesses. The road is unsafe for school bus and vehicle traffic because of severe line of sight issues and narrow driving surface. Growing residential development in this area has made this a priority project for the Gooding Highway District who would like to widen the road and improve the grade geometry. This project would create a safer road to travel, improve sight distance, and provide better access for area residents and farming. Incentive Program funding will be required for this project.



Priority #2

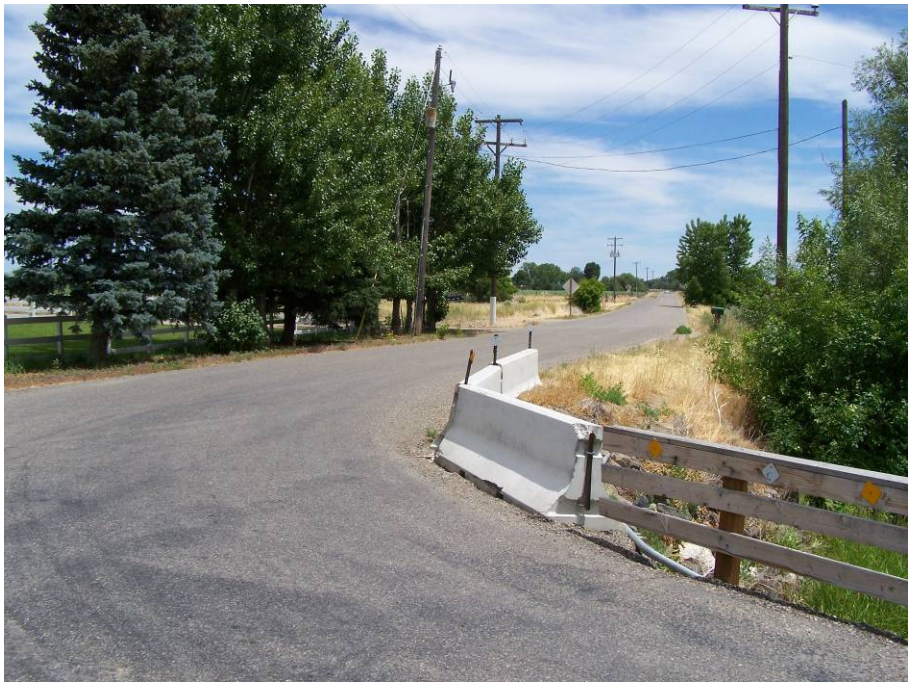
Shoestring Road (2300 South) Mill and Overlay – Gooding Highway District desires to roto-mill and overlay five miles of Shoestring Road from State Highway 46 to the 1400 East Road. This high volume collector road is a primary route for area farming and residential traffic accessing Interstate 84 to the west from State Highway 46 between the Cities of Gooding and Wendell. Resurfacing this road would contribute to increasing the safety to highway uses and prolong the life of the roadway. Gooding Highway District intends to apply for Incentive and/or Investment Program funding to assist with the construction of this project.

Priority #3

1300 South Road (Big Wood Road) Mill and Overlay – This five mile segment of roadway is a major east/west route located north of the City of Gooding and connecting area road users to Lincoln County from State Highway 46. Gooding Highway District has placed a priority on a project to roto-mill and overlay five miles of the 1300 South Road from State Highway 46 east to West County Line Road. Highway safety and prolonging the life of the roadway is serving the area highway users and a main concern for the Gooding Highway District. Incentive Program funding will be needed to assist with budget dollars to fund this project.

Project #4

1700 South Road, Bridge Replacement/Road Re-Alignment – A project to re-align the approaches and replace the existing bridge is a priority concern for the Gooding Highway District. Recently, two fatalities have resulted from vehicle crashes occurring on the bridge approaches. Both approaches to this bridge have ninety degree curves that have contributed to numerous crashes over the years. Re-alignment of the road and replacement of the bridge is required to address this safety issue. Gooding Highway District will need Bridge Program funding to finance this project.



Project#5

1550 East Road, Bridge Replacement – 1500 East Road is a low traffic volume gravel surfaced roadway located in the northwest section of the Gooding Highway District. The bridge crossing over Dry Creek needs to be replaced due to the unsafe condition caused by deterioration of the concrete abutments and decking. This road primarily serves agricultural interests and recreational activities and has become a priority for replacement before it deteriorates to the point of being unusable. Gooding Highway District will need outside funding to replace the bridge.

Table 33: Gooding Highway District 2007 Capital Improvement Plan

Priority	Project
1	**1800 East Rd, Re-Construct & Overlay,** 2.0 mi. between 2100 S. & 2300 S.
2	**Shoestring Rd, Mill & Overlay,** 5.0 mi. between 1400 E. & SH 46
3	**1300 South Rd, Mill & Overlay,** 5.0 miles between SH 46 & W. Co. Line
4	**1700 East Rd, Bridge Re-Construct,** Big Wood River, realignment of approaches
5	**1550 East Rd, Bridge Re-Construct,** Dry Creek, replace due to deterioration

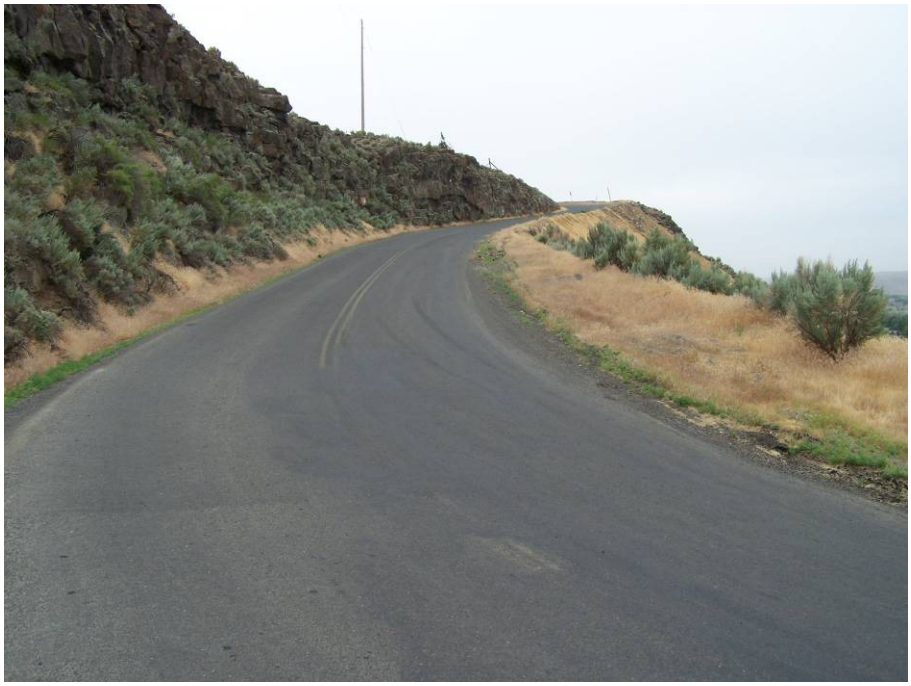
Table 34: Gooding Highway District Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
GHD-1	2.0	1800 East Rd, Reconstruct & Overlay	$ 2,182,000.00	Major Access	C,V,B
GHD-2	5.0	Shoestring Rd, Mill and Overlay	$ 1,087,700.00	Major Collector	C,V,B
GHD-3	5.0	1300 South Rd, Mill and Overlay	$ 1,087,700.00	Major Collector	C,V,B
GHD-4		1700 South Rd, Bridge reconstruct/alignment, Big Wood River	$ 600,000.00	Major Access	Br,B
GHD-5		1550 East Rd, Bridge reconstruct, Dry Creek	$ 300,000.00	Ag Access	Br,B
		Total	**$ 5,257,400.00**		

Hagerman Highway District

Priority #1

Vader Grade Road (2900 South), Reconstruct & Realign Intersection – Vader Grade Road is a high traffic volume section of road that is a classified as a major collector. Hagerman Highway District's priority project is to reconstruct and widen a one mile segment of this highway in conjunction with adding a turn lane with the reconstruction and realignment of the 1175 East Road Intersection. The present geometry of the intersection does not meet standards and requires updated design and construction. A reconstruction and widening project of this roadway will address the safety issues the present roadway presents. Hagerman Highway District desires to provide a safer driving environment for the traveling public and will need Incentive Program funding to finance this project.



Priority #2

Justice Grade Road (2500 South), Guardrail Project – Hagerman Highway District desires to install approximately 1100 feet of guardrail on the Justice Grade segment of the 2500 South Road. The guardrail would be installed on the downhill sides of the grade at previously determined points of concern. This roadway has significant hazards to the driving public and this guardrail project is needed to insure a safer driving roadway. Hagerman Highway District will need Investment Program funding to finance this project.

Table 35: Hagerman Highway District 2007 Capital Improvement Plan

Priority	Project
1	**Vader Grade, Reconstruct & Realign Intersection,** 1.0 mile
2	**Justice Grade,** 1100' Guardrail Project

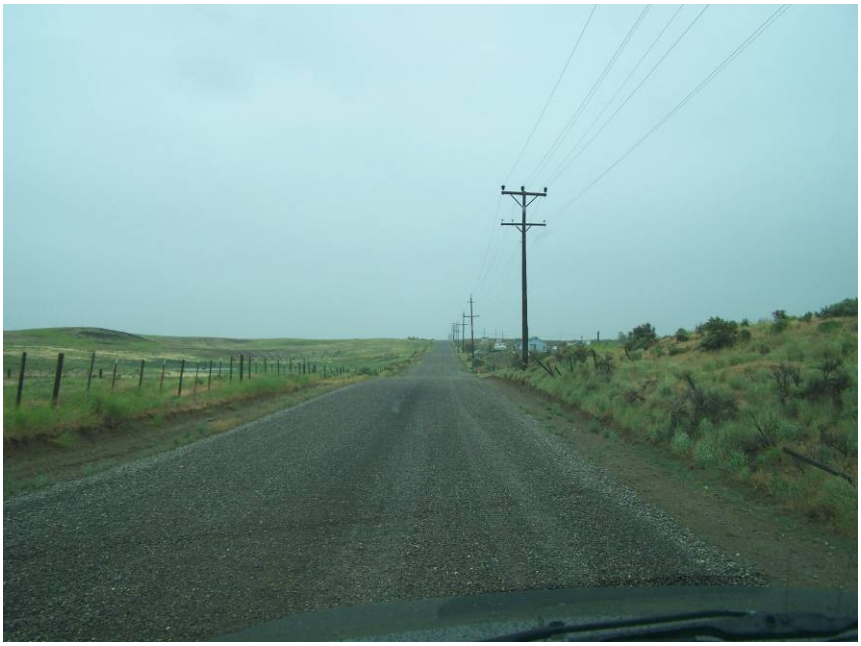
Table 36: Hagerman Highway District Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
HHD-1	1	Vader Grade, Reconstruct & Realign Intersection	$ 1,091,000.00	Major Collector	C,V,B
HHD-2	0.2	Justice Grade, Guardrail Project	$ 68,800.00	Minor Collector	V,B
		Total	**$ 1,159,800.00**		

Wendell Highway District

Priority #1

3300 South Road, BST Asphalt Surface Project – 3300 South Road between 2000 East Road and 2200 East Road is heavily used gravel surfaced roadway between two major collector roads. The road is extensively used by agricultural hauling and commuting workers. Wendell Highway District plans to place a BST asphalt surface course on this segment of road to reduce gravel loss and improve the driving surface and prolong the life of the road. Budget funds will be used to accomplish this project.



Priority #2

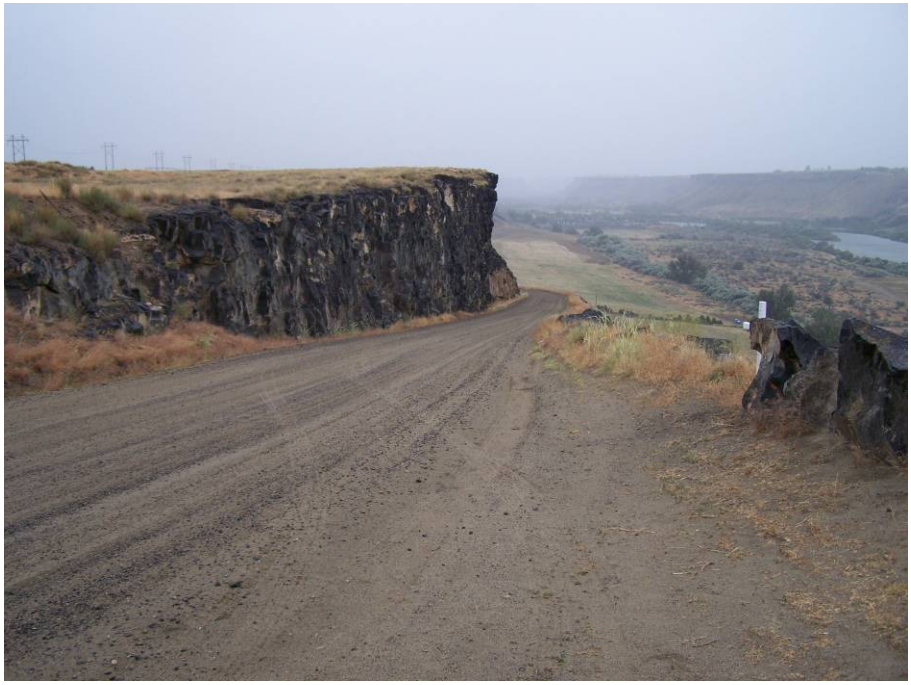
3300 South Road, Realign/Straighten Roadway – 3300 South Road, west of the 2300 East Road, contains an approximate one-quarter mile segment of road that was originally built over a lava ridge. The road was constructed with a curve and now with the increased traffic volumes, has become a priority safety project to realign and lower the driving surface. Additionally, a natural gas line will have to be moved and additional right of way acquired. Some outside funding may be required to supplement Wendell Highway District's budget to construct this project.

Priority #3

3300 South Road, Realign/Straighten Roadway – 3300 South Road, west of the 2300 East Road, contains an approximate one-quarter mile segment of road that was originally built over a lava ridge. The road was constructed with a curve and now with the increased traffic volumes, has become a priority safety project to realign and lower the driving surface. Additionally, a natural gas line will have to be moved and additional right of way acquired. Some outside funding may be required to supplement Wendell Highway District's budget to construct this project.

Priority #4

Niagara Springs Grade, Reconstruct, Widen & Install Guardrail – Niagara Springs Grade is a gravel surfaced roadway with a 9 to 10 percent grade and sharp drop-off edges. This segment of road is a continuation of the 1950 East Road and provides access to two fish hatcheries and one state park adjacent to the Snake River. The road is heavily used on weekends by tourists and locals attracted to the park and fish hatcheries. A project to widen and install guardrail on an approximate 0.5 mile segment of this road is a priority safety project for the Wendell Highway District. Incentive Program funding will be needed to supplement their budget in order to finance this project.



Priority #5

Niagara Springs Grade, Paving Project – A project to pave the Niagara Springs Grade Road for 1.0 mile, extending from the existing pavement to the bottom of the grade would be in order to improve the safety of the grade road and reduce the maintenance required for a steep gravel road. This road is heavily used on weekends by tourists, and during the week serves trucking and commuters working at the fish hatcheries and park. This project will require funding assistance, such as Investment Program dollars, to supplement Wendell Highway District's budget.

Priority #6

Replace Existing Regulatory & Street Signs – This project is proposed in order to comply with the regulations set forth in the MUTCD requirements for road signs used for regulatory, direction, and road identification located throughout the Highway District. Investment Grant funding will be needed to purchase and install the signs that need to be upgraded for compliance.

Table 37: Wendell Highway District 2007 Capital Improvement Plan

Priority	Project
1	**3300 South Road, BST Asphalt Surface,** 2.0 miles
2	**3300 South Road, Realign, Straighten roadway,** .25 mile
3	**Bob Barton Road, Widen, Add Turn Lanes, Mill & Overlay,** 4.5 miles
4	**Niagara Springs Grade Road, Reconstruct, Widen, Install Guardrail,** .5 mi.
5	**Niagara Springs Grade Road, Pave,** 1.0 mile
6	**Replace Existing Regulatory & Street Sign,** Throughout Highway District

Table 38: Wendell Highway District Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
WHD-1	2	3300 South Road, BST Asphalt Surface	$ 109,800.00	Major Access	B
WHD-2	0.25	3300 South Road, Realign & straighten road	$ 309,100.00	Major Access	V,B
WHD-3	4.5	Bob Barton Road, Widen, Turn Lanes, Overlay	$ 4,664,300.00	Major Collector	C,V,B
WHD-4	0.5	Niagara Springs Grade, Reconstruct, Widen & Install Guardrail	$ 581,500.00	Recreational/Scenic	V,B
WHD-5	1	Niagara Springs Grade, Pave	$ 321,400.00	Recreational/Scenic	V,B
WHD-6		Replace Regulatory & Street Signs	$ 38,000.00		V,B
		Total	**$ 6,024,100.00**		

West Point Highway District

Priority #1

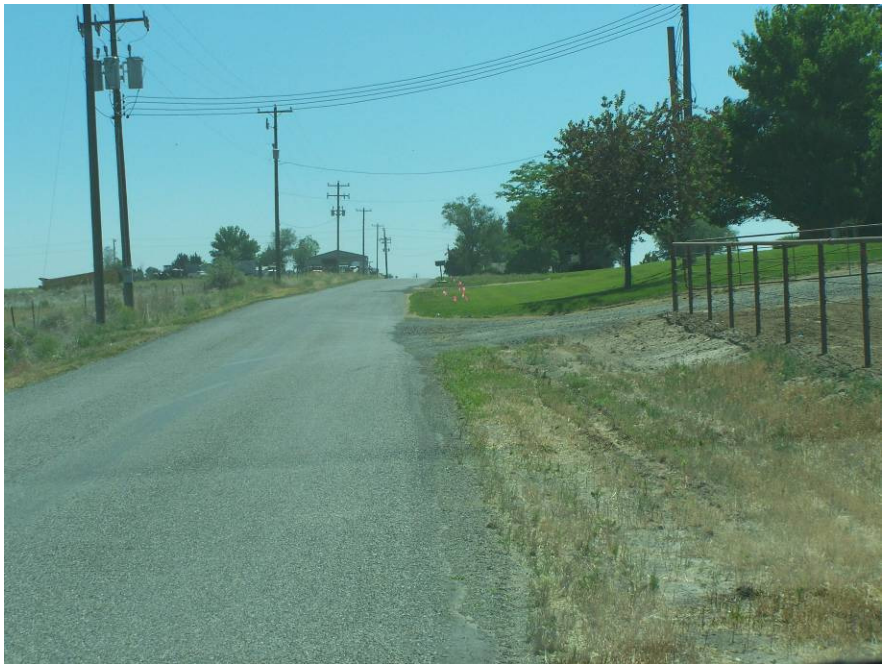
Clearlakes Road, Reconstruct, Widen, Embankment Problems – Clearlakes Road is a narrow paved road accessing a large commercial fish hatchery and an Idaho Power facility located adjacent to the Snake River. This road primarily serves commercial trucking and commuters who work at the two facilities. Clearlakse Road has a narrow driving surface with poor or non-existent drainage and in some sections the sloped embankment toe is on the pavement edge. West Point Highway District desires to reconstruct, widen and correct drainage problems on an approximate .6 mile segment of roadway. This project would create a safer road for trucks and autos, plus prolong the life of the roadway. Incentive Program and Investment funding would be needed to finance this project.

Priority #2

Bob Barton Road,(3500 South) Reconstruct, Widen & Overlay – The Bob Barton Road is a major collector with very high traffic volumes, generated by commuters from the Jerome area and the agricultural areas east and north of the West Point Highway District. This road is a continuation of the Bob Barton Road, in the Wendell Highway District that is one of their priority projects. This project would improve the road from the 1750 East Road (boundary between Wendell Highway District and West Point Highway District) to 1500 East Road, the major north/south connector within the West Point Highway District. This project would prolong the life of the roadway and provide a safer driving roadway for highway users. The West Point Highway District has placed a high priority on this segment of road and will need outside funding in the way of Incentive and Investment Program funds to construct this project.

Priority #3

1500 East Road, (Phase I) Reconstruct, Widen, & Overlay – Phase I of this project will consist of reconstruction, widening, and an asphalt overlay of 2.5 miles of roadway between the 2950 South Road (Hagerman Highway) and moving south to the 3200 South Road. The 1500 East Road is a major collector that extends north and south through the West Point Highway District and has relatively high traffic volumes. The road primarily serves the agricultural community and local commuters to larger population/commercial areas. Presently, the road driving surface needs to be widened and upgraded to accommodate the increasing number of vehicles and trucks. Because of the high cost of construction and asphalt materials, this project will be completed in two phases. Incentive and Investment Program funding will be needed to finance this project.



Priority #4

1500 East Road, (Phase II) Reconstruct, Widen & Overlay – Phase II of this project will be a continuation of Phase I and consist of the reconstruction, widening, and asphalt overlay of 3.0 miles of the 1500 East Road from 3200 South Road to the Bob Barton Road (3500 South).

Priority #5

Intersection 1500 East & 3600 South, Reconstruct Intersection – 1500 East Road is a major collector road that primarily serves a large agricultural area. The intersection of 1500 East and 3600 South roads is a priority concern due to poor sight distance caused by original intersection design. A new design and construction of the intersection is needed to address the safety concerns of the public and West Point Highway District. This project will need Investment Program funding assistance.

Table 39: West Point Highway District 2007 Capital Improvement Plan

Priority	Project
1	**Clearlakes Road, Reconstruct, Widen, Embankment Problems,** 0.6 mile
2	**Bob Barton Road, Reconstruct, Widen, and Overlay,** 2.5 miles
3	**1500 East Road, (Phase I) Reconstruct, Widen and Overlay,** 2.5 miles
4	**1500 East Road, (Phase II) Reconstruct, Widen and Overlay,** 3.0 miles
5	**1500 East & 3600 South, Intersection Redesign and Construction**

Table 40: West Point Highway District Project Costs

Project #	Miles	Project Description	2007 Estimated Probable Cost	Funct. Class	Potential Funding Source
New/Re-Construction					
WPHD-1	0.6	Clearlakes Rd, Reconstruct, Widen, Embankment	$ 662,700.00	Indust/Commercial	C,V,B
WPHD-2	2.5	Bob Barton Rd, Reconstruct, Widen, Overlay	$ 2,581,900.00	Major Collector	C,V,B
WPHD-3	2.5	1500 East Rd, Phs I, Reconstruct, Widen, Ovrly	$ 2,581,900.00	Major Collector	C,V,B
WPHD-4	3	1500 East Rd, Phs II, Reconstruct, Widen, Ovrly	$ 3,086,900.00	Major Collector	C,V,B
WPHD-5		1500E/3600S Intersection Redisgn & Constr	$ 30,000.00	Major Collector	V,B
		Total	**$ 8,943,400.00**		

Gooding Transportation Committee Area Wide Project Priorities

The Capital Improvement Plan is a working document. As changes occur in the community and the roadway system requirements change, the CIP must change to reflect the new system needs. Projects identified for supplemental funding (from outside the local jurisdiction's budget) will be prioritized by the TAC for the entire study area on an annual basis. The TAC will meet on a semi-annual basis (September and April) to discuss projects, priorities and resources. Every September, the TAC will convene to prioritize projects. This will be accomplished by a voting process agreed to by the TAC each year.

At the September meeting, each jurisdiction who has identified projects in their individual CIP, which they would like to apply for funding in one or more of the funding sources identified in Chapter 5 and other funding sources, will present their projects to the TAC. It is recommended that jurisdictions limit their proposed projects to two or three per funding source. Each jurisdiction will have an opportunity to present their projects and then the group will vote for the top 2-3 projects in the area to proceed with funding applications for the current year for each funding source. For example, the ten jurisdictions may present 5 county wide projects eligible for the Investment Program, 5 projects for the Incentive Program, and 3 projects for the Enhancement Program. The TAC would vote and recommend proceeding with the top 2-3 Investment Program projects, the top 2-3 Incentive Program projects, and possibly all 3 of the Enhancement Program projects. The TAC would then formally support the jurisdictions with the priority projects with written letters of support. An example of a letter of support is on the following page. It is recommended that the top projects selected by the TAC also be submitted to the Northside Transportation Committee for rankings and support.

At the spring meeting, held in April, the TAC will review the status of the projects applied for funding during the winter funding cycle. They will also discuss opportunities for resource sharing during the upcoming summer construction season. The TAC should review and give support by written letter to area projects listed in the Draft STIP in public review during June/July. The purpose of this is to gather support on a region wide basis to keep all roads in good condition. A worksheet has been created for the convenience of the TAC members to rank and record county-wide projects each fiscal year. This worksheet can be found in Appendix F.

Gooding Transportation Council Sample Letter

<Date>

<Chairman/Mayor>
<Address>
<Address Line 1>
<City>, ID <Zip>
<Phone Number> <Fax Number

RE: Project Support

Dear: <_____>

This letter is to confirm our support for the proposed _____ application. We understand that your Highway District is applying for _____ Program funds to accomplish this project. We support this program since it will seek to utilize funds allocable under the current application. Also, this project is a recommended project on the Transportation Planning Council's priority list.

<Project Description and benefits summary> These businesses have a tremendous amount of traffic in the form of cars, pickups and large tractor trailer rigs. _____ would benefit greatly from the proposed project.

If we can be of further assistance please let us know.

Sincerely,

Gooding County Transportation Planning Council

_____

< >, Chairman

Chapter 5: Project Funding Opportunities

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

- Surface Transportation Program (STP) Local Rural
- STP Enhancement
- Bridge
- Congestion Mitigation and Air Quality Improvement (CMAQ)
- STP Safety
- Forest Highway
- Public Lands Discretionary
- Scenic Byway

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

Source: *http://www.lhtac.org/*

Surface Transportation Program Rural (STP-R)

STP-R funding, in the State of Idaho, comes from two distinct programs; the first is the Incentive program which is the Federal Aid portion of the program where approximately $5.5 million is available, on a competitive basis, annually to Counties, Highway Districts and Cities with a population under 5000. The second is the investment program which is the Non-Federal Aid portion of the program where approximately $2.2 million is available, on a competitive basis, annually to Counties, Highway Districts and Cities with a population under 5000. These funding sources are further described below:

Incentive Program

The incentive funding is designated for projects in rural areas as well as, in small, incorporated cities with populations of less than 5000. Typical projects funded under the Incentive program include new construction, roadway reconstruction and roadway rehabilitation. Major rural collectors are typically eligible for the funding with a small portion of the funding going to minor collectors. The incentive funding is also available for transportation planning projects. The incentive funding requires a 7.34 percent funding match by the local jurisdiction.

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

The incentive program should be used for larger scale projects that can justify the time and cost associated with Federal Aid Requirements.

Local Rural Highway Investment Program

The Investment program replaces the old "exchange" program in which a local Highway jurisdiction could "exchange" its Federal Aid account for $0.60 for each Federal Aid dollar and use the resulting revenue as part of its annual budget. In replacing the "exchange" program, the Investment program continues the $0.60 per Federal Aid dollar but discontinued the individual jurisdiction accounts and made the funding available, on a competitive basis, to Counties, Highway Districts and Cities with a population under 5000.

Three funding categories of projects in the investment program include:

1. Construction Projects, with a funding limit of $100,000.
2. Transportation Planning Projects, with a funding limit of $50,000.
3. Signing Projects, with a funding limit of $25,000.

Investment projects are implemented through a formal application and review process administered by LHTAC. The LHTAC application process occurs annually between September and November. LHTAC ranks the project applications and typically makes the funding available in February the following fiscal year (i.e. November 2007 applications are for funding in February 2009).

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

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

STP Enhancement

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

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

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

Bridge

Bridge funding is allocated to the replacement or rehabilitation of bridges (structures with a span of at least 20 feet) with low “sufficiency ratings”. Typically structures with sufficiency ratings below 75 are eligible rehabilitation projects. Structures with a

sufficiency rating of 50 and under are eligible for a bridge replacement project. Structures with a sufficiency rating less than 35 are considered "critical bridges" and move to the front of the bridge program. The ITD Board allocates 35 percent of the available Bridge funding to structures on the local road systems. The Bridge funding program requires a 20 percent funding match by the local jurisdiction. LHTAC recommends Local Bridge Projects to the ITD Board for inclusion in the STIP.

Congestion Mitigation and Air Quality Improvement

The goal of the CMAQ funding program is to implement construction or equipment procurement projects that reduce the transportation related sources of air pollution around the state. Primarily the CMAQ funding is allocated to projects within air quality non-attainment and maintenance areas within the state. Primary air contaminants targeted by the CMAQ funding include ozone (O3), carbon monoxide (CO) and particulate matter (PM). A common use of the CMAQ funding program for small local jurisdictions is the procurement of magnesium chloride distribution equipment for use in dust abatement on higher volume gravel roadways. The CMAQ funding requires a 7.34 percent funding match by the local jurisdiction.

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

STP Safety

STP Safety funding is intended to implement projects to reduce accidents and improve the safety of the traveling public, including pedestrians and bicyclists. This funding is available on any qualifying state or local road. Typical STP Safety projects on the public roadway system include guardrail construction, clear zone enhancement and traffic calming (speed or traffic volume reducing features). Safety projects on bike and pedestrian paths and public trails are also eligible under the STP Safety funding. A

portion of the STP Safety funding is allocated to the improvement of at grade railroad crossings. The STP Safety funding requires a 7.34 percent funding match by the local jurisdiction.

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

Forest Highways

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

Forest Highway funding applications for projects within the state are jointly ranked by the Tri-Agency Committee consisting of members from ITD, FHWA and US Forest Service. The rankings are based primarily on the project benefits to the management of Forest Service resources. The WFLHD determines the final projects selection with the concurrence of ITD. There no set schedule for applying for the Forest Highway Program, typically the Tri-Agency will issue a "call for projects" every two or three years.

Public Lands Discretionary

Public Lands Discretionary (PLH) funds are available to any project associated with the area served by the public lands highway system. Eligible roadways may include local roads, state highways or federal agency roads. Available funding under the PLH program is dependent on the actions of the US Congress. Local matching funds are not required for PLH funding projects.

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

Scenic Byways

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

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

Chapter 6: Adopting the Plan

Adoption Process

The success of this document requires individual adoption by each of the ten local jurisdictions in Gooding County.

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

- The adoption process would start with the Gooding County Technical Advisory Committee (TAC) endorsing the plan and directing that it be sent to local governments for formal adoption.
- Each of the four cities will be asked to legally incorporate the Gooding County Transportation Master Plan, perhaps by reference, into their comprehensive plans.
- The highway districts will each be asked to formally adopt the Gooding County Transportation Master Plan by resolution.
- The Gooding County Transportation Master Plan will be submitted to the Local Highway Technical Assistance Council (LHTAC).

Appendix A - Public Workshops

Public Involvement Activities

TAC Meeting #1 – May 16, 2007

- Introduction of the planning process, schedule and deliverables
- Clarification of roles and responsibilities of the Sponsors, TAC, ITD, LHTAC and RA Team
- Review of the draft Public Involvement Plan
- Identification of initial transportation issues and concerns
- Suggestions for additional TAC members
- Preparation for the Public Open House #1.

Public Open House #1 – June 2007

- Introduction of the Sponsors, TAC and Consultant Team
- Presentation of the planning process and schedule
- Presentation of the Draft Public Involvement Plan
- Identification and prioritization of transportation issues and concerns

TAC Meeting #2 – June 2007

- Review the results of Public Open House #1
- Finalize and prioritize the key issues and concerns
- Determination of Goals
- Discuss Draft Existing Conditions
- Initial brainstorming of potential alternatives

TAC Meeting #3 – August 2007

- Presentation of the Land Use, Future Travel Demand and projections
- Discussion regarding preliminary roadway classifications
- Further discussion regarding potential improvement alternatives

TAC Meeting #4 – October 2007

- Review draft improvement alternatives
- Review draft policy and asset management recommendations

TAC Meeting #5 – January 2008

- Draft Transportation Plan review
- Discussion of possible revisions to the Draft Plan

Public Open House #2 – Feb./March 2008

- Summary presentation of Existing Conditions and Travel Demand information
- Present and discuss draft plan alternatives, recommendations, estimated costs and funding options
- Gather comments for use in the Draft Plan and preparation of the Final Plan

TAC Meeting #6 – March 2008

- Review results of Public Open House #2
- Discussion of possible revisions to the Draft Plan

Gooding County Transportation Plan

Summary of Public Comment at Fossil Days in Hagerman, Idaho

May 26, 2007

1. A bus system from the small outlying towns to Twin Falls would be great since Hagerman and other smaller communities in the area are retirement locations. Retired people have a hard time driving so far and it sometimes isn't too safe.
2. The key issues in Gooding County include (in order of their priority):

   a) History of ITD Planning

   b) History of local plan(s) of all jurisdictions

   c) River/canal crossings
3. Widening of the road from Hagerman to Wendell. It is especially bad when potato, beet and hay trucks use the road.
4. People drive through Bliss at 50 mph or more. No cops in town. The key issue(s) in Gooding County include (in order of their priority):

   a) Speed limit in Bliss
5. Good roads all around. The key issues in Gooding County include (in order of their priority):

   a) Passing lanes on Highway 46 between Wendell and Gooding.

   b) Bob Barton Road between Wendell and the Buhl Bridge (rough and narrow)
6. More and more people entering Idaho. The interstate is the worst. It wasn't built for traveling from city to city, rather for traffic getting across the country.
7. Fill in the potholes and smooth out the roads. I own a mustang and believe it or not, I got it up to 145 mph on Gooding County roads.
8. Passing zones from Wendell to Gooding need to be implemented.
9. We need more money for maintenance.
10. Pave the gravel roads in Hagerman.
11. When will the road be built between Buhl and Wendell?
12. People need to quit moving from California and Ketchum to Gooding County.

Gooding County Transportation Plan

Summary of Public Comment at Gooding Rural Fire Department BBQ
June 30, 2007

1. Need passing lanes on State Highway 46 between Gooding and Wendell.
2. Need a truck route around the City of Wendell. (2 comments)
3. Roads within Gooding County are in good shape. (3 comments)
4. Need for public transportation to Twin Falls from the smaller communities in Gooding County. (5 comments)
5. Bob Barton Road needs to be rebuilt and widened.
6. State Highway 46 needs to be a 4 lane highway to accommodate trucking and passenger cars.
7. City of Gooding needs more sidewalks.
8. Main Street (Gooding) paving project needs to be completed. (12 comments)
9. Pleased to see sidewalk project to the school in City of Gooding. (6 comments)
10. Speeding trucks on highway between Gooding and Wendell.
11. Need sidewalks in town designed and placed so snow from plows will not block, in order to keep kids from walking to school in the streets.
12. Roads unsafe for retired people to drive on with large number of trucks, would like public transportation to Twin Falls for major shopping.

Gooding County Transportation Plan

Summary of Public Comment at Dairy Days in Wendell, Idaho

June 16, 2007

1. Put in passing lanes on State Highway 46 to avoid more accidents. (3 comments)
2. Bus system to surrounding cities (including Twin Falls) (3 comments).
3. Control the noxious weeds on the interstate and state highway.
4. Provide a senior shuttle bus.
5. Too many aggressive drivers.
6. When will the Buhl to Wendell widening begin for Rex Leland.
7. Add sidewalks in Wendell.
8. Speeding on road system.
9. Wendell to Hagerman road needs improvements, including widening.
10. Install signals and better approach control on State Highway 46 & U.S. Highway 26 intersection.
11. Plan future interstate accesses for Wendell and a possible loop around Wendell (plan for growth).
12. Irrigation water and manure on the road system.
13. Speed limit reduction down to 55 mph from Wendell to transfer station.
14. Buhl to Wendell needs to happen as soon as possible.

Appendix B - Transportation Advisory Committee Meetings

April 30, 2007

To: Gooding County Transportation Advisory Committee (TAC) Members

Re: Welcome and Invitation to TAC Meeting #1

Wednesday, May 16, 2007 – Gooding County Courthouse

On behalf of the Gooding County Commissioners, Bliss Highway District, Gooding Highway District, Hagerman Highway District, Wendell Highway District, West Point Highway District, and the City of Bliss, City of Gooding, City of Hagerman and the City Wendell it is my pleasure to invite you to participate as a member of the Gooding County Transportation Advisory Committee (TAC). I appreciate your willingness to participate in the development of a Transportation Plan and Capital Improvement Plan to meet Gooding County's transportation needs for the next 20 years. If you haven't already, please select and appoint a representative for your organization and area of interest to help guide the planning process. This will ensure that the final transportation plan meets the varied needs of Gooding County area residents.

The first meeting of the TAC will be held on ***Wednesday, May 16th, 2007 from 5:00 p.m. to 7:00 p.m. at the Gooding County Courthouse in Gooding.*** An agenda for the upcoming meeting is attached for your review prior to the meeting. As you will see from the agenda, the purpose of the meeting includes two primary activities; project orientation and initial issues identification (as time allows). Orientation will include an overview of the planning process, activities, schedule, public involvement plan and deliverables. Issue identification involves an opportunity to brainstorm a list of initial transportation issues and concerns regarding Gooding County's transportation system. We will also confirm the membership of the TAC and answer any of your questions regarding the planning process.

As you may know, a planning team led by Riedesel Engineering, Inc. (RA) has been hired to lead the development of the transportation plan. They will provide the technical expertise, guidance and facilitation to evaluate the existing conditions, identify needs and alternatives for improvements and create the transportation plan and a capital improvements plan. With the help of the RA Team, we will also engage the public in the planning process to define their needs and develop support for the final plan recommendations.

Prior to the meeting, please give some thought to your most important issues and concerns for Gooding County's transportation system as well as any additional members for the TAC who you believe would provide critical input to the development of the final transportation plan.

Again, thank you for your willingness to assist Gooding County and other sponsors in this important endeavor. If you have any questions prior to the meeting, please contact me at (208) 733-2446. See you on May 16th.

Sincerely,

Aaron Wert, P.E.

Project Manager

Riedesel Engineering, Inc.

Gooding County Transportation Plan

Wednesday, May 16th, 2007 –5 – 7 p.m.

Gooding County Court House-Gooding

Transportation Advisory Committee

(TAC) Meeting #1

Agenda

5:00 p.m. Welcome and Opening Remarks

- Project Sponsors

  Aaron Wert, Riedesel Engineering, Inc.– Project Manager

  Introduction of other planning team members in attendance

  Introduction of TAC members

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

5:15 p.m. Overview of the Planning Area and Process

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

5:30 p.m. Roles and Responsibilities

- Project Sponsors – *Gooding County Commissioners, Bliss Highway District, Gooding Highway District, Hagerman Highway District, Wendell Highway District, West Point Highway District and the cities of Bliss, Gooding, Hagerman, and Wendell.*
- Consultant Team – Members and Roles
- Transportation Advisory Committee – Membership and Role
  - Identify additional members if needed

5:50 p.m. Draft Public Involvement Plan (PIP) – Overview

- TAC, Stakeholder Interviews, Public Workshops, Presentations, Comment Forms, Flyers, Media Releases, Project Mailing List, Web Site and Project Team Contact List
- Approximate schedule of public involvement opportunities and events
- Discussion for additions and modifications to PIP to meet residents needs

6:00 p.m. Asset Management Plan

- Discuss management of the Asset Management Plan

6:15 p.m. Initial Transportation System Issues and Concerns

- Brainstorm initial transportation issues and concerns from TAC members

6:30 p.m. Capital Improvement Plan

- Discussion about completion of form.

6:50 p.m. Final Questions, Next Steps and Adjourn by 7:00 p.m.

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

Gooding County Transportation Plan

TAC Meeting #1 Minutes

Location: Gooding County Courthouse
Commissioners Meeting Room

Time: Wednesday, May 16, 2007 from 5:00 PM to 6:30 PM

Attended: Aaron Wert, Jon Stroop, Josh Baird, Helen Edwards, Vernon Mason, Bob Bolte, Diane Houser, Mike Luna, Justin Clapp, Chuck Carnohan, Lance Holmstrom, Patrick Munyan, Rex L. Strickland

Meeting began with introductions and sign-in

Discussion of who should be invited to participate on the TAC

Gooding County Planning and Zoning, Cities Planning and Zoning, & Sheriff

Casey Kelley (City of Hagerman Superintendent)

Sponsors can include BLM and others above and beyond

BLM doesn't usually participate in TAC.

Sheriff's Department would also be valuable, could give accident locations and other data.

We will be interviewing the city police departments as well.

There are more options for TAC members: Big industries (school districts, trucking industries, emergency services, SIRCOMM)

SIRCOMM should be interviewed.

Discussion on what is the best time to hold meetings

We decided on morning meetings.

Discussion on best ways to get public input/involvement

Suggestion of upcoming events occurring in Gooding County such as:

- May 26-28 Hagerman Fossil Days (Hagerman)
    - Check with Tony Barren at Senior Center (breakfast there)
    - Check with Wendy Umeck
- Jun 16-18 Magic Valley Dairy Days (Wendell)
- Jun 24-25 Arts in the Park (Gooding)
- July 4 at Park, includes parade (Bliss)?
- July 4 at Park, includes parade (Gooding)
- Aug 16-20 Gooding County Fair
- Sep 23-24 Thousand Springs Festival
- Art Festival in September?
- Bass Festival in July?
    - Probably won't get too many locals
- Fireman's Festival will get the local population
    - Contact Fire Chief

Discussion on putting standards, plan, data collection together

Are we going to include Storm Water Act, discharge for City?

Contact Mayor for Hagerman because the P&Z is so new.

Do some background analysis; provide TAC members with spreadsheet of population changes over the last 30 years for a growth rate estimate

Discussion on Road Tours

Glanbia, all school districts (individually), school bus providers, recreation groups? (none known), Eastern Idaho Railroad, State Police, Local Trucking firms (Glanbia, Rick Thompson, D & D Transportation, J & C Custom, Dog Creek Earl Brown, Land O' Lakes, Fish Hatcheries, Green Giant, Scott Pafco, Faulkners, Manure haulers)

Southfield Dairies, Benton Court, Vienstra, Box Canyon, Clear Springs, Grain Elevator at Bliss, Valley Beef, Heiskell Grainery, Blick Farmer, Hailey Nursery, Magic Valley growers are big businesses. Look at Chamber of commerce.

We'll also be doing road tours with the Highway Districts.

Review of Schedule:

Begin stakeholder meetings

Begin data collection

Public Open Houses

Come back after summer and set goals, see where we want to take it.

Land Uses by the 3rd meeting, we should have some good data to use.

We will be developing county wide standards, and the results of our asset management.

Riedesel would like a copy of everyone's standards and we can try to mesh and mold those together. We'll also give more options from previous transportation plans.

Then we'll put everything together in draft plan and will then put in out to the public again.

Does a City or the County have a webpage? County should get one shortly, Riedesel could probably use theirs, ITD standards may apply, however

Discussion of Agency CIP's

Individual City CIP's would be advantageous and then a large county wide CIP. Annually the sponsors will need to get together to help support each other and write letters of recommendation to help funding.

Discussion regarding Asset Management

Asset Management, best idea is having a single person trained on it. More than likely it will be done in ArcView possibly TAMS.

TAMS is a separate interface with no real compatibility with other data. ArcView will more than likely be used. Someone needs to be identified early on to run the ArcView in order to keep up your pavement management system.

What are the chief concerns, big problems, a brainstorming activity:

Enhancement, Safety, SR2S, Incentive, Investment, Department of Land Grants Funds, Bridge Money for Projects. Remember this is 20 years, so it's a wish list.

1. Widening both lanes of the Vader Grade all the way down. Have land but no money to do it. Need to work with the State Park. We have traffic counts from ITD.
2. Pedestrians going to school, Wendell Main Street. SR2S might be a source of funding.
3. Clear Springs Road – LID may be a good option
4. West Main Street – lack of sight distance
5. Extension 46 to Buhl. State's IT Board already involved
6. Owsley bridge – It used to be a highway bridge, so it can never receive a dime on it. National Historic bridge. TF tried to get their half abandoned. Salmon Falls Land and livestock, he wants it to remain open.
7. Cattle guards
8. Hagerman National Monument bunch, Box Canyon, Thousand Springs, Malad Gorge (Dave Landrom –837-4505 , 539-0519)
9. Turning lanes needed into those park, traffic safety issues? Evaluate entrances into parks. Especially into Box Canyon
10. Contact Canal Company
11. What about access issues? Hagerman has an access control plan.
12. What about water going over roadways? ROW encroachments?
13. Turning movements creating traffic problems?
14. Setting up a truck route for Wendell, waiting for state to set it up, they already know where it is.

Check road inventory maps to start, verify who is in charge of each road. Looks like BLM is in charge

Riedesel will create a current land use and a future land use map for the entire city. Hagerman is growing, keep in idea future signalizations.

More communication is necessary between the city P&Z and Highway Districts.

Look at tax levels on dairies, especially for West Point Highway Districts. LID may be another good idea.

Conclusions

Our next meeting will be late June or early July. Are you going to use PCI? Yes

We'd like everyone to put together a capital improvement plan. We will indivdually visit you for PCI ratings. Don't limit yourself to what you would like to do, not what you think you can do.

Develop a list of projects for the next meeting. Talk to your commissioners and determine what are the most important issues for the next 20 years. Note high accident location sites too.

Formal CIP covers 5 years of projects. Meeting adjourned – 6:30 PM

RIEDESEL ENGINEERING, INC.

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June 8, 2007

To: Gooding County Transportation Advisory Committee (TAC) Members

Re: Welcome and Invitation to TAC Meeting #2
Tuesday, July 10, 2007, 9:00 A.M., Gooding County Courthouse
Gooding, Idaho

On behalf of Gooding County, Gooding County Road & Bridge, Gooding Highway District, Bliss Highway District, Hagerman Highway District, Wendell Highway District, West Point Highway District, and the Cities of Bliss, Gooding, Hagerman, and Wendell, it is my pleasure to invite you to participate in the second Gooding County Transportation Advisory Committee (TAC). If you missed the first meeting, do not be concerned, just appoint a representative for your organization and area of interest to join us. Your representative will help guide the planning process and ensure that the final transportation plan meets the varied needs of Gooding County area residents.

The second meeting of the TAC will be held on ***Tuesday, July 10th, 2007, from 9:00 a.m. to 11:00 a.m. at the Gooding County Courthouse, Commissioner Meeting Room, in Gooding.*** An agenda for the upcoming meeting is attached for your review prior to the meeting. As you will see from the agenda, the purpose of the meeting includes two primary activities; Refine issues and develop goals. Refining issues will include an overview of the results of public input/involvement, results of the stakeholder interviews and preliminary existing conditions. Developing goals involves a preliminary look at what Gooding County's transportation system should be. ***Please bring with you any information you have in regards to Capital Improvement Plans (CIP)and the last 3 years budget for you jurisdiction for discussion.***

Again, thank you for your willingness to assist Gooding County and other sponsors in this important endeavor. If you have any questions prior to the meeting, please contact me at (208) 733-2446. See you on the 10th.

Sincerely,

Aaron Wert

Aaron Wert, Project Manager
Riedesel Engineering, Inc.

Gooding County Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #2

Tuesday, July 10th, 2007, 9:00 – 11:00 a.m.

Gooding County Courthouse

Gooding, Idaho

AGENDA

9:00 a.m. Welcome and Opening Remarks

- Project Sponsors
- Aaron Wert, Riedesel Engineering, Inc. – Project Manager
- Josh Baird, Riedesel Engineering, Inc. – Project Engineer
- Introduction of other planning team members in attendance
- Introduction of TAC members

Purpose of the Meeting: *To review the results of the public input/involvement, finalize key issues, discuss preliminary existing conditions, establish goals and brainstorm initial alternatives.*

9:15 a.m. Preliminary Issues and Existing Conditions Information

- Results of public input/involvement
- Results of stakeholder interviews
- Preliminary existing conditions
- Discuss existing Capital Improvement Plans (CIP) and past 3 years of budgets

9:45 a.m. Preliminary Goals

- Develop draft goals – additional discussion at TAC #3 Meeting

10:15 a.m. Initial Functional Classifications

- Begin identifying roadway classification – additional discussion at TAC #3 Meeting

10:50 a.m. Final Questions, Next Steps and Adjourn by 11:00 a.m.

- Next Transportation Advisory Committee Meeting – tentative- mid September
- Complete existing conditions review, land use assessment and future travel demand

Gooding County Transportation Plan

TAC Meeting #2 Minutes

Location: Gooding County Courthouse
Commissioners Meeting Room

Time: Tuesday, July 10, 2007 from 9:00 AM to 11:00 AM

Attended: Aaron Wert, Jon Stroop, Josh Baird, Bob Bolte, Justin Clapp, Chuck Carnohan, Patrick Munyan Jr., Rex L. Strickland, Rick Patterson, Elden Thompson, Bob Fosseco

Meeting began with introductions and sign-in, and progress to date.

Discussion of Public Comments

Discussed the following comments more in depth:

- Mustang Owner
- Manure Hauling
- Public Transportation System – discuss in the transportation plan what kind of numbers you need to make a transit system pencil out financially
- Enforcement Issues
    - The sheriff doesn't feel they have the teeth to enforce weight limits and such.
    - Jerome County is getting a person trained on the scales and working together to enforce those limits. It is the job of the County sheriff to enforce the weight limits. Do they have scales? The sheriff doesn't have one probably.
    - This committee can't change it, because the political will is not there. It is a smaller scale version of the overweight trucks on the Interstates.
    - We can, however, address it in the report. Would the highway districts be interested in combining monies to purchase a scale? ITD could probably provide the training. You would probably have to hire another individual to enforce it.
    - Same thing with the water on the road, there is a state and county law for water on the road.
    - We could do a cost benefit analysis for what it may cost to hire an individual and train them, and the more importantly, how much it would save in repairs.
    - Make a recommendation on what to enforce and how much, where to enforce.

    - Are the highway districts willing to put together some money?
    - Even if we put out some signs to divert traffic…it will work.
- Concern for Truck Routes
    - Plan in place for Wendell and Gooding
    - Gooding does not have that many trucks
    - Wendell is ready to have the truck route and is only waiting for ITD
    - Need to have good traffic counts to make solid recommendations
    - Turning bays may be warranted during beet season.
- Passing lanes are needed
    - They are working on them a little at a time
    - Nothing scheduled currently
    - Encourage ITD to do some of these things in the report
    - Brag how well the state has done between Buhl to Gooding.

Discussion on Stakeholder Interviews

Go and read these on your own time

Most think the HD have done a great job

Quite pleased with how everything has been going

Discussion on Preliminary Goals

What is the goal to get out of this plan?

- Initially just trying to get funding by having a plan.
- Safety.
- Trying to get funding for projects.
- Public safety and welfare.
- Develop a plan that improves motorist safety while maintaining road system infrastructure.
- Which roads do you really need to keep improved; this can be done with the functional classification maps.
- Impact fees? Generally you need a model to do them. Have the developers pay for the impact study. The state may make you put in these.
- LIDs are another way to do create extra funds.

Discussion on Functional Classification Maps

You want to try to get the traffic to use your collector system and make those roads adhere to a higher standard. One way you can do this is to require all roads coming onto them to be stop controlled. They also need connectivity. Most roads in the county are well connected to a higher collection system. There is only one collector road in Gooding which ends. The old highway has a dead end. It is gravel now and only collects local residential traffic, so the TAC was not too worried about this lack of connectivity.

Collectors typically are in the range of 300-400 ADT. If there is a road out there that has such traffic, it may need to be checked and classified as such. One may also want to match up with other counties to keep their roads in good condition as well.

Should Clover Creek Road be a collector all the way across?

- Paved to Clover Creek, can't pass through it during the wintertime?
- It is strictly a farm to market road, although it is the only road that goes through without having to go all the way around.
- Should be a local road probably, a minor collector at best.

City of Bliss

- It appears that the ITD ratings are correct

City of Gooding

- Check 3rd and 4th, it has been considered shutting 4th down near that park.
- They want to classify 4th, it also has more connectivity (the old SH).
- What about 7th coming out of town, it has quite a bit of traffic. They have a project for sidewalks and a footbridge.
- What about 14th? It dead ends in about a ½ mile, but it may be a minor collector.

City of Hagerman

- What about East Avenue? It runs from the SH to another collector. It seems to be the major road that runs along the east side of the city.

City of Wendell

- Main Street East should probably be classified a collector.
- Look at 8th and Hagerman roads as potential collectors.
- Gooding Street will go through eventually, but not yet.
- Check Hagerman Street to see whether or not we have a counter there.

County of Gooding

- Check 1800 East Road to see whether it may be classified as a collector between SH 26 and 1700 South.

Let's see if we can get people here from the various Planning & Zoning agencies to look at growth areas and percentages.

The County will be a part of this at the end of the plan because they have to adopt it.

TAC Members: Please bring a draft of the development standards next time.

RIEDESEL ENGINEERING, INC.

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August 30, 2007

To: Gooding County Transportation Advisory Committee (TAC) Members

Re: Welcome and Invitation to TAC Meeting #3
September 27th, 2007; 9:00 – 11:30 a.m.
Gooding County Courthouse, Gooding, Idaho

The third meeting of the TAC will be held on ***Thursday, September 27th, 2007, from 9:00 to 11:30 a.m., in the Commissioners Room in the Gooding County Courthouse.*** An agenda for the upcoming meeting is attached for your review prior to the meeting. As you will see from the agenda, the purpose of the meeting includes several activities; reviewing traffic volumes, roadway functional classifications, preliminary capital improvement projects, and reviewing the draft of the highway standards and policies.

The functional classifications of your roadways will be discussed in detail at the meeting. We would like to take some time and review your jurisdiction's roads and initially classify them. Enclosed is some information regarding classification categories that will aid you in the process. The committee will review the classifications at the meeting and determine if modifications need to be made so that there is a uniform classification between highway districts and cities.

Included is a compiled list of Capital Improvement Projects for the combined jurisdictions. We would like to review the current projects and make changes to the list as needed. Please bring information of the last three years of your jurisdiction's operating budget.

A review of the results of the traffic counts (copy of the data included), and discussion of land use areas, are agenda items in order to gather your input on the future effects on local transportation facilities. Our land use discussion will explore areas of existing and future development, types of development and estimated growth rates.

Enclosed is a copy of the draft Development Policy/Highway Standards for your review. Each jurisdiction is asked to review the information and offer comments for review by the TAC committee.

Thank you for your willingness to support this important project. If you have any questions prior to the meeting, please contact me at (208) 733-2446. See you on the 27th.

Sincerely,

Aaron Wert, P.E.

Project Manager

Riedesel Engineering, Inc.

Gooding County Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #3

Thursday, September 27, 2007, 9:00 – 12:00 a.m.

Gooding County Courthouse

Gooding, Idaho

AGENDA

9:00 a.m. Welcome and Opening Remarks

- Project Sponsors
- Aaron Wert, Riedesel Engineering, Inc. – Project Manager
- Josh Baird, Riedesel Engineering, Inc. – Project Engineer
- Introduction of other planning team members in attendance
- Introduction of TAC members

Purpose of the Meeting: *To present and discuss proposed road classifications, discuss and review development standards, discuss current and projected traffic demands, and capital improvement projects and priorities.*

9:15 a.m. Functional Classifications

- Major roads and critical corridors - does the road classification map fit?
- Arterial and collectors (TAC)
- Verify Maps/Local roads (each district)
- Consistency between highway districts

9:45 a.m. Capital Improvement List

- Review current projects on list.
- Make changes to the list as needed
- Incentive Projects
- CMAQ Projects
- Investment Projects
- Bridge Projects

10:15 a.m. Traffic Volumes

- Traffic volumes for primary roadways
- Effects on future transportation facilities

10:45 a.m. Development Policy/Highway Standards

- Review standards
- Comments/questions

11:15 a.m. Final Questions, Next Steps and Adjourn by 11:30 a.m.

- Next Transportation Advisory Committee Meeting
- Transportation Master Plan Review

TAC Meeting #3 Minutes

Location: Gooding County Courthouse
Commissioners Meeting Room

Time: Thursday, September 27, 2007 from 9:00 AM – 11:00 AM

Attendees: Aaron Wert, Jon Stroop, Josh Baird, Justin Clapp, Bob Fosseco, Vernon Mason, Mike Luna, Dean Sabala, Jerry Strickland, Bob Bolte

Meeting began with introductions, sign-in, and progress to date.

Traffic Volumes

The traffic volumes are higher than expected.Typically 300-400 vpd would be a collector street, are there any other street you can think of that may have these volumes…

1850 South from 2000-2300 from Dean Sabala.

Clear Lakes Road from Justin Clapp – it may classify as a collector just because of the industry that is down there.

Growth rates were determined by using data given us by the County Planning and Zoning. They ranged from 1.5% to 3%.

Are there any other streets we should have been looking at for functional classification….No.

Capital Improvement Plan (CIP)

Is there anything that needs to be done to update or improve this CIP? This should really a wish list over the next 20 years.

PCI Data – We need to get it as soon as possible to wrap up this plan.We would also like to bump up the schedule…and finish by the end of the year.

Improvement portion of the wish list….Shoestring Road….is over 6 miles, only 5 are listed…the first 3 are pretty urgent….two phases would better. Three miles each.

1300 South Road, it is not termed Big Wood Road….and it is 6 miles long. It also needs reconstruction, not just rehabilitation. There are also vertical curve issues.

Development Policy

What are the comments you have on it?

These standards reference ISPWC, AASHTO Light Blue Book, and MUTCD Manuals.

303.02….His board still says no to cul-de-sacs. Put an asterisk there and say that Hagerman HD does not accept theses.

306.05 Irrigation facilities. Revise to include runoff water from private property.

313.01 Make sure it has the requirements for subdivisions…as far as lot numbers it is a mandatory for TIS after XX lots. Hagerman HD would like to see the minimum number of lots to be 10 lots.

Put an asterisk in for Hagerman HD to change the number to 10.

40 may be a little high…the committee thinks that 20 dwelling units may be more reasonable.

306.07 Circular Drives.

What about continuous drives…not allowed and the case specific mentioned was on a state road.

The committee was okay with the driveway spacing standards.

Standard Drawings

SD-1 – This drawing has room for a varying section based on R values. No corrections.

SD-2 – Verify these are necessary with the cities.

SD-3 – These have been updated to reflect longer distances. No corrections.

SD-4 – No Corrections.

SD-5 – Most urban.

SD-6 – Cul-de-sacs look okay, no corrections.

SD-7 – This is for urban areas as well…but if you have trucks….this can be useful.

SD-8 – Do we want to add that it must be hot-mix by a licensed contractor? If we do then we also need to follow that standard.

SD-9 – Refer to previous drawing.

SD-10 – No Corrections.

SD-11 – move this drawing before the current SD-10. Maybe we could combine some of these drawings.

SD-12 – No corrections.

SD-13A – Specify it is for controlled intersections ONLY….Eliminate A possibly.

SD-13B – Check tree height.

SD-13C – Check tree height.

SD-14 – Mostly urban…No corrections.

SD-15 – These should be taken care of by the private owner.

SD-16 – Get with P & Z because any mailboxes in the ROW need to be crash worthy.

SD-17 – Check 4X4 and 6X6 posts.

It is a good idea to put up a sign that says "seasonal maintenance only"?

It might be a good idea….to avoid litigation.

Road cuts/crossings fees….Hagerman requires they go to our standards, with hot mix….rather than cold mix… it was $600.00….however no fee if bored.

Also there is no permit example…we need to put it in the standards. Permit for everything on the fee schedule.

Need Extra Manuals.

Draft copy of the manual out in about 2-4 weeks.

We'll have another meeting in November.

What is the best way of getting it out to the public?

We may post it on our website or post it in buildings.

Asset Management – The county needs to identify an individual who may or may not perform the Asset Management portion of the plan.

RIEDESEL
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November 27, 2007

To: Gooding County Transportation Advisory Committee
(TAC) Members

Re: Welcome and Invitation to TAC Meeting #4
December 18th, 2007, 9:00 a.m. – 11:00 a.m.
Gooding County Courthouse, Commissioners Meeting Room

The fourth meeting of the TAC will be held on ***Tuesday, December 18, 2007, from 9:00 a.m. to 11:00 a.m. at the Gooding County Courthouse, Gooding..*** The agenda for the upcoming meeting is attached for your review prior to the meeting. As you will see from the agenda the purpose of the meeting includes approving the Transportation Master Plan, selecting the priority projects to submit for grants, and finalizing the Highway Standards and Development Policy Manual.

Thank you for you willingness to assist Gooding County and other sponsors in the important matter. If you have any questions prior to the meeting, please contact me at (208) 733-2446. See you on the 18th.

Sincerely,

Aaron Wert, P.E., Project Manager
Riedesel Engineering, Inc.

Gooding County Transportation Plan

Transportation Advisory Committee
(TAC) Meeting #4

Tuesday, December 18th, 2007 from 9:00 – 11:00 am
Gooding County Courthouse, Commissioners Meeting Room
Gooding, Idaho

AGENDA

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

- □ Chuck Carnohan, ITD
- □ Aaron Wert, Riedesel Engineering, Inc. – Project Manager
- □ Josh Baird, Riedesel Engineering, Inc.
- □ Jon Stroop, Riedesel Engineering, Inc.

Purpose of the Meeting: Review comments/questions and recommend approval of the Transportation Master Plan, final review and approval of Development Policy, elect chairman for TAC, selection of priority projects for grant submittal, and identify asset management person.

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

- □ Review all Jurisdictions Comments
- □ Answer Questions
- □ Approve Plan

10:00 a.m. **Highway Standards & Development Policy**

- □ Review Jurisdiction Comments
- □ Answer Questions
- □ Approve Standards and Policies

10:20 a.m. **Project Priority Ratings**

- □ Elect Chairman
- □ Review and agree upon method of priority rating
- □ Jurisdictions presentation of proposed projects for funding
    - Investment Program
    - Incentive Program
    - Enhancement (Letters of intend due in June)
    - CMAQ
    - Bridge
    - Safety
    - Others
- □ Rank Projects
- □ Review Funding Cycles

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

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January 7, 2008

To: Gooding County Transportation Advisory Committee
(TAC) Members

Re: ***Welcome and Invitation to TAC Meeting #5***
January 17, 2008, 8:30 a.m. to 10:30 a.m.
Toponis Club, Inc. 413 Main Street, Gooding, Idaho

The fifth meeting of the TAC will be held on ***Thursday, January 17th, 2008, from 8:30 to 10:30 a.m., in the Toponis Club meeting room, located at 413 Main Street, Gooding.*** An agenda for the upcoming meeting is attached for your review prior to the meeting. The meeting will start immediately after the Northside Transportation Committee Meeting that is being held at the same location.

The agenda for this meeting is attached for your review prior to the meeting. As you will see from the agenda the purpose of the meeting is handing out the final Master Plan document and answering any questions concerning the plan, funding grants, the Highway Standards and Policy, and other items concerning the TAC.

Included with this letter is an updated copy of the right-of-way encroachment permits to be inserted in your Highway Standards and Policy Manuel. Also, as a reminder, please bring your binders for the Master Plan Document.

Thank you for your participation with the TAC Committee and Gooding County. If you have any questions prior to the meeting, please contact me at (208) 733-2446. See you on the 17th.

Sincerely,

Aaron Wert, P.E., Project Manager
Riedesel Engineering, Inc.

Gooding County Transportation Plan

TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING #5

Thursday, January 17, 2008, 8:30a.m. to 10:30 a.m.
Toponis Club, Inc., 413 Main Street
Gooding, Idaho

AGENDA

8:30 a.m. **Welcome and Opening Remarks**

- Project Sponsors, TAC Members
- Chuck Carnohan, ITD
- Aaron Wert, Riedesel Engineering, Inc. – Project Manager
- Josh Baird, Riedesel Engineering, Inc. – Project Engineer
- Jon Stroop, Riedesel Engineering, Inc.

Purpose of the Meeting: *To hand out Transportation Master Plan Document, answer questions, comments, and next steps.*

8:45 a.m. **Transportation Master Plan**

- Review comments, if any
- Answer questions concerning Plan and Policies

9:15 a.m. **Projects**

- Discuss new proposed projects for funding, if any.
- Make changes to the list as needed

9:45 a.m. **Final Questions**

- Next Steps
- Adjourn by 10:30 a.m.

Appendix C - Traffic Count Data

Bliss Highway District											
Date Set	Road	Location	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Totals	Avg.
7/27/2007	**Old Hwy 30**	7th East	46	106	143	101	126	133	123	889	**126**
7/27/2007	**Clover Crk Rd**		33	130	138	173	139	149	146	1026	**145**
	1200 E. Rd	2150 South	247	206	282	308	286	332	300	1961	**280**
	River Road	2040 South	311	278	274	300	251	256	226	1896	**271**
	Bliss Grade	1950 South	247	251	191	258	194	242	184	1567	**224**

Gooding Highway District											
Date Set	Road	Location	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Totals	Avg.
7/20/2007	**1300 South Rd**	2250 East	323	441	463	563	616	645	633	3799	**559**
7/21/2007	**1700 East Rd**	1420 south	20	42	34	43	32	34	6	211	**37**
7/20/2007	**2000 East Rd**	1250 South	14	36	35	35	27	39	35	224	**33**
7/6/2007	**2100 South Rd**	1750 East	189	450	397	484	497	489	471	3157	**459**
7/13/2007	**2300 East Rd**	1750 South	430	867	861	1319	1190	1201	1329	7756	**1135**
7/6/2007	**2300 South Rd**	1750 East	312	556	488	791	802	783	766	4761	**697**
	1300 South Rd	1850 East	228	192	205	273	281	260	213	1652	**236**
	1775 South Rd	2150 East	789	636	819	976	914	979	744	5857	**837**
	1800 East Rd`	1950 South	399	338	335	415	338	403	307	2545	**364**
	1800 East Rd`	2050 South	379	299	257	355	306	306	259	2161	**309**
	1800 South Rd	1720 East	442	398	443	456	480	461	496	5411*	**492**
	1500 East Rd	2050 South	185	192	204	164	150	225	151	1271	**182**

*Total 11 Day Count

Hagerman Highway District											
Date Set	Road	Location	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Totals	Avg.
6/29/2007	**Ritchie Rd**	2595 South	234	370	369	429	421	344	424	2729	**395**
	2500 South Rd	1010 East	504	397	418	386	385	428	395	2908	**415**
	Tupper Rd	1020 East	585	481	495	525	557	594	519	3756	**537**
	900 East Rd	2450 South	216	277	163	190	189	175	165	1375	**196**
	2900 South Rd	1350 east	2164	1891	1924	2094	2194	2196	1760	14223	**2032**

West Point Highway District											
Date Set	Road	Location	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Totals	Avg.
6/22/2007	**1500 East Rd**	3410 South	384	546	464	579	528	627	640	3916	**566**
6/29/2007	**3100 South Rd**	1280 East	142	167	191	161	185	179	193	1260	**182**
	1700 East Rd	3550 South	3863	2724	2682	3613	3614	3000	3466	23381	**2923**

Wendell Highway District											
Date Set	**Road**	**Location**	**Day 1**	**Day 2**	**Day 3**	**Day 4**	**Day 5**	**Day 6**	**Day 7**	**Totals**	**Avg.**
6/15/2007	**2950 South Rd**	1620 East	1348	2467	1898	2474	2506	2558	2550	16373	**2411**
5/22/2007	**3000 south Rd**	2250 East	522	1359	1338	1412	1262	976	1106	10990*	**1262**
6/22/2007	**1700 East Rd**	3150 South	240	390	341	397	398	406	350	2619	**381**
6/1/2007	**1950 East Rd**	3250 South	1814	2060	1650	2151	2162	1854	2172	14852	**2084**
5/23/2007	**3200 South Rd**	2150 East	571	1004	1004	781	641	673	1017	6869**	**877**
6/8/2007	**3500 South Rd**	1850 East	1985	2481	1934	2878	2989	2943	2926	19076	**2746**
6/1/2007	**3500 South Rd**	2150 East	1354	1652	1319	1816	1905	1628	1795	11893	**1719**
	3100 South Rd	1850 East	872	797	675	534	560	560	790	5642***	**705**
	3400 South Rd	1850 East	450	396	302	437	371	331	412	2794***	**349**
	2400 East Rd	3450 South	485	308	361	480	509	416	378	2937	**420**
	1950 East Rd	3550 South	612	630	734	602	554	536	594	4262	**609**

*Count Total 10 Days

**Count Total 9 Days

***Count Total 8 Days

City of Bliss											
Date Set	**Road**	**Location**	**Day 1**	**Day 2**	**Day 3**	**Day 4**	**Day 5**	**Day 6**	**Day 7**	**Totals**	**Avg.**
7/27/2007	**First St.**	n/o US Hwy 30	307	576	601	615	588	554	533	4213	**591**
	Old Bliss Rd	s/o US Hwy 30	380	349	338	336	340	377	359	2479	**354**

City of Gooding											
Date Set	**Road**	**Location**	**Day 1**	**Day 2**	**Day 3**	**Day 4**	**Day 5**	**Day 6**	**Day 7**	**Totals**	**Avg.**
7/13/2007	**4th Avenue**	Texas Street	239	441	335	642	558	644	590	3612	**529**
7/6/2007	**7th Avenue**	Arizona Street	327	381	355	614	595	550	624	3588	**522**
7/13/2007	**Roosevelt Ave**		314	430	554	749	683	583	655	4142	**606**
	3rd Avenue	Washington St	1499	991	1356	1808	1481	1510	1248	9893	**1413**
	4th Avenue	Nebraska St	1190	989	1205	1234	1185	1222	953	7978	**1140**
	Idaho Street	6th Avenue	1450	939	1375	2661	3290	3604	3013	16332	**2333**
	14th Avenue	Nevada St.	1204	1065	1176	1182	1284	1314	1250	8475	**1211**

City of Hagerman											
Date Set	**Road**	**Location**	**Day 1**	**Day 2**	**Day 3**	**Day 4**	**Day 5**	**Day 6**	**Day 7**	**Totals**	**Avg.**
6/29/2007	**Hagerman Ave**	State Street	513	790	653	790	841	656	753	5136	**752**
	East Avenue	Main Street	555	414	450	446	407	430	327	3029	**433**

City of Wendell											
Date Set	**Road**	**Location**	**Day 1**	**Day 2**	**Day 3**	**Day 4**	**Day 5**	**Day 6**	**Day 7**	**Totals**	**Avg.**
6/15/2007	**8th Avenue**	N. Lewiston St	189	427	396	375	391	393	437	2667	**393**
6/22/2007	**E. Main St.**	Pocatello St.	1188	1378	1106	1387	1595	1570	1534	10009	**1438**
6/15/2007	**N. Frontage Rd**	S. Idaho St.	223	472	368	472	508	477	458	3079	**453**
6/8/2007	**E. Avenue F**	Boise St.	870	1660	1033	1436	1486	1495	1547	9979	**1469**
	4th Ave. East	N. Idaho St.	317	243	329	388	379	422	280	2358	**337**
	4th Ave. West	Wallace St.	412	247	279	318	311	328	245	2140	**306**
	Wendell St.	1st Ave. East	374	335	311	326	342	387	272	2347	**335**
	E. Avenue D	Boise St.	704	428	655	724	739	667	512	4429	**633**
	Wendell St.	Avenue D	308	292	279	300	324	360	296	2159	**308**

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 4th E of Texas
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/20/07	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
01:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00	1	9	1	0	1	0	0	0	0	0	0	0	0	0	12
09:00	0	14	11	3	6	1	0	0	0	0	0	0	0	0	35
10:00	1	11	6	0	6	2	1	2	0	0	0	0	0	0	29
11:00	0	13	14	0	3	1	0	1	0	0	0	0	0	0	32
12 PM	0	7	14	0	4	1	0	0	0	0	0	0	0	0	26
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	75	51	4	21	5	1	3	0	0	0	0	0	1	163
Percent	1.2%	46.0%	31.3%	2.5%	12.9%	3.1%	0.6%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	08:00	09:00	11:00	09:00	09:00	10:00	10:00	10:00						07:00	
Volume	1	14	14	3	6	2	1	2						1	
PM Peak		12:00	12:00		12:00	12:00									
Volume		7	14		4	1									
Grand Total	28	1995	969	29	397	55	4	67	10	2	0	0	5	51	3612
Percent	0.8%	55.2%	26.8%	0.8%	11.0%	1.5%	0.1%	1.9%	0.3%	0.1%	0.0%	0.0%	0.1%	1.4%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 4th E of Texas
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
07/20/07	0	2	11	2	0	0	0	0	0	0	0	0	0	0	15	25	26
01:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	30	31
02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	26	26
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	26	26
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	21	21
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	26	26
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	18	18
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
08:00	0	1	5	5	0	1	0	0	0	0	0	0	0	0	12	29	30
09:00	0	8	13	11	3	0	0	0	0	0	0	0	0	0	35	29	31
10:00	1	4	14	9	1	0	0	0	0	0	0	0	0	0	29	28	30
11:00	2	3	16	9	2	0	0	0	0	0	0	0	0	0	32	28	30
12 PM	0	0	19	7	0	0	0	0	0	0	0	0	0	0	26	27	29
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	21	83	47	7	1	0	0	0	0	0	0	0	0	163		
Percent	2.5%	12.9%	50.9%	28.8%	4.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	09:00	09:00	08:00									09:00		
Volume	2	8	16	11	3	1									35		
PM Peak			12:00	12:00											12:00		
Volume			19	7											26		
Grand Total	151	608	1690	980	155	19	3	1	1	0	0	1	1	2	3612		
Percent	4.2%	16.8%	46.8%	27.1%	4.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%			

Statistics		
	15th Percentile :	19 MPH
	50th Percentile :	24 MPH
	85th Percentile :	29 MPH
	95th Percentile :	31 MPH
	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	2670
	Percent in Pace :	73.9%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 7th Arizona
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/13/07	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	3	8
06:00	0	6	1	0	2	0	0	0	0	0	0	0	0	3	12
07:00	1	9	6	1	3	0	0	0	0	0	0	0	0	6	26
08:00	1	13	3	1	3	0	0	0	0	0	0	0	0	8	29
09:00	1	10	6	0	1	1	0	0	0	0	0	0	0	10	29
10:00	2	6	6	0	0	1	1	2	0	0	0	0	0	12	30
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	5	51	24	2	10	3	1	2	0	0	0	0	0	44	142
Percent	3.5%	35.9%	16.9%	1.4%	7.0%	2.1%	0.7%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	31.0%	
AM Peak	10:00	08:00	07:00	07:00	07:00	00:00	10:00	10:00						10:00	10:00
Volume	2	13	6	1	3	1	1	2						12	30
PM Peak															
Volume															
Grand Total	71	1476	563	25	205	40	4	21	5	0	0	0	4	1174	3588
Percent	2.0%	41.1%	15.7%	0.7%	5.7%	1.1%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.1%	32.7%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 7th Arizona
Station ID:

A to B, B to A

Latitude: 0° 0.000' South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/13/07	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	13-22	3
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	2
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7-16	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	*	7
06:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12	*	10
07:00	23	2	1	0	0	0	0	0	0	0	0	0	0	0	26	*	17
08:00	24	3	2	0	0	0	0	0	0	0	0	0	0	0	29	*	18
09:00	16	10	1	1	0	1	0	0	0	0	0	0	0	0	29	11-20	15
10:00	22	5	3	0	0	0	0	0	0	0	0	0	0	0	30	*	16
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	106	25	9	1	0	1	0	0	0	0	0	0	0	0	142		
Percent	74.6%	17.6%	6.3%	0.7%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	10:00	09:00		09:00									10:00		
Volume	24	10	3	1		1									30		
PM Peak																	
Volume																	
Total	2666	815	88	5	3	1	2	2	0	1	0	0	2	3	3588		
Percent	74.3%	22.7%	2.5%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%			

	15th Percentile :	3 MPH
	50th Percentile :	10 MPH
	85th Percentile :	18 MPH
	95th Percentile :	20 MPH
Stats	10 MPH Pace Speed :	-1-8 MPH
	Number in Pace :	1670
	Percent in Pace :	46.5%
	Number of Vehicles > 55 MPH :	6
	Percent of Vehicles > 55 MPH :	0.2%

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/22/07	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
07:00	0	12	2	0	1	2	0	0	0	0	0	0	0	0	17
08:00	0	8	6	0	4	1	0	0	0	0	0	0	0	1	20
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1	30	15	0	8	3	0	0	0	0	0	0	0	2	59
Percent	1.7%	50.8%	25.4%	0.0%	13.6%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	
AM Peak	03:00	07:00	08:00		08:00	07:00								01:00	08:00
Volume	1	12	6		4	2								1	20
PM Peak															
Volume															
Grand Total	30	1425	739	14	223	25	3	40	33	7	0	0	61	67	2667
Percent	1.1%	53.4%	27.7%	0.5%	8.4%	0.9%	0.1%	1.5%	1.2%	0.3%	0.0%	0.0%	2.3%	2.5%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 8th Ave N Lewis
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/22/07	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	32-41	3
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17-26	1
02:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3	37-46	2
03:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	12-21	1
04:00	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4	22-31	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	2	1	2	2	2	0	0	0	0	0	0	0	9	33-42	6
07:00	0	0	0	0	5	10	1	1	0	0	0	0	0	0	17	31-40	15
08:00	0	0	0	2	6	4	5	2	1	0	0	0	0	0	20	29-38	10
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	3	7	14	18	10	5	2	0	0	0	0	0	59		
Percent	0.0%	0.0%	5.1%	11.9%	23.7%	30.5%	16.9%	8.5%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			06:00	04:00	08:00	07:00	08:00	08:00	03:00						08:00		
Volume			2	2	6	10	5	2	1						20		
PM Peak																	
Volume																	
Total	30	32	111	319	607	688	437	255	130	41	5	5	2	5	2667		
Percent	1.1%	1.2%	4.2%	12.0%	22.8%	25.8%	16.4%	9.6%	4.9%	1.5%	0.2%	0.2%	0.1%	0.2%			

	15th Percentile :	29 MPH
	50th Percentile :	37 MPH
	85th Percentile :	46 MPH
	95th Percentile :	53 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	1295
	Percent in Pace :	48.6%
	Number of Vehicles > 55 MPH :	58
	Percent of Vehicles > 55 MPH :	2.2%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1300S 2250E
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/27/07	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	7	0	0	0	1	0	1	0	0	0	0	0	0	9
06:00	0	14	7	0	1	1	0	0	0	0	0	0	0	0	23
07:00	0	17	10	2	4	1	0	0	0	0	0	0	0	1	35
08:00	2	19	9	1	2	0	0	1	0	0	0	0	0	0	34
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	2	69	28	3	7	3	0	2	0	0	0	0	0	1	115
Percent	1.7%	60.0%	24.3%	2.6%	6.1%	2.6%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak	08:00	08:00	07:00	07:00	07:00	05:00		05:00						07:00	07:00
Volume	2	19	10	2	4	1		1						1	35
PM Peak															
Volume															
Grand Total	55	1882	1063	32	415	48	4	154	32	1	0	4	27	82	3799
Percent	1.4%	49.5%	28.0%	0.8%	10.9%	1.3%	0.1%	4.1%	0.8%	0.0%	0.0%	0.1%	0.7%	2.2%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1300S 2250E
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/27/07	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	54-63	5
01:00	0	0	0	0	0	0	0	1	1	2	0	2	2	0	8	48-57	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	47-56	1
05:00	0	0	0	0	0	0	0	0	1	4	0	1	2	1	9	50-59	5
06:00	0	0	0	0	0	0	0	2	4	4	7	3	1	2	23	57-66	12
07:00	0	0	0	0	0	0	1	2	5	10	6	5	2	4	35	52-61	16
08:00	0	1	0	0	1	1	0	2	5	11	4	6	0	3	34	51-60	16
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	0	0	1	1	1	7	16	34	20	17	7	10	115		
Percent	0.0%	0.9%	0.0%	0.0%	0.9%	0.9%	0.9%	6.1%	13.9%	29.6%	17.4%	14.8%	6.1%	8.7%			
AM Peak		08:00			08:00	08:00	07:00	06:00	07:00	08:00	06:00	08:00	01:00	07:00	07:00		
Volume		1			1	1	1	2	5	11	7	6	2	4	35		
PM Peak																	
Volume																	
Total	23	14	28	11	31	44	95	302	702	1001	795	452	187	114	3799		
Percent	0.6%	0.4%	0.7%	0.3%	0.8%	1.2%	2.5%	7.9%	18.5%	26.3%	20.9%	11.9%	4.9%	3.0%			

	15th Percentile :	51 MPH
	50th Percentile :	59 MPH
	85th Percentile :	68 MPH
	95th Percentile :	73 MPH
Stats	10 MPH Pace Speed :	56-65 MPH
	Number in Pace :	1796
	Percent in Pace :	47.3%
	Number of Vehicles > 55 MPH :	2549
	Percent of Vehicles > 55 MPH :	67.1%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1500E 3410S
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/29/07	1	1	0	0	0	0	0	0	0	0	0	0	1	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
04:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
05:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	8	6	0	0	1	0	0	0	0	0	0	0	0	15
07:00	0	15	9	0	1	0	0	0	0	0	0	0	0	1	26
08:00	0	15	11	0	3	6	0	3	0	0	0	0	0	2	40
09:00	0	11	8	0	4	6	1	1	2	0	0	0	1	2	36
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1	68	40	0	9	15	1	4	2	0	0	0	3	5	148
Percent	0.7%	45.9%	27.0%	0.0%	6.1%	10.1%	0.7%	2.7%	1.4%	0.0%	0.0%	0.0%	2.0%	3.4%	
AM Peak	00:00	07:00	08:00		09:00	09:00	09:00	08:00	09:00				00:00	08:00	08:00
Volume	1	15	11		4	6	1	3	2				1	2	40
PM Peak															
Volume															
Grand Total	68	1930	1103	16	258	138	7	83	119	15	0	0	48	131	3918
Percent	1.7%	49.3%	28.2%	0.4%	6.6%	3.5%	0.2%	2.1%	3.0%	0.4%	0.0%	0.0%	1.2%	3.3%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1500E 3410S
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/29/07	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3	37-46	2
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	52-61	1
02:00	0	0	0	0	1	1	0	0	1	0	0	0	1	0	4	27-36	2
03:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	4	37-46	2
04:00	0	0	0	0	1	0	0	1	2	1	0	2	0	0	7	47-56	4
05:00	0	0	0	0	0	0	1	2	1	3	1	0	0	2	10	52-61	5
06:00	0	0	0	0	0	2	0	3	6	1	0	3	0	0	15	47-56	10
07:00	0	1	0	0	0	1	0	4	7	4	6	2	1	0	26	46-55	11
08:00	2	0	0	0	1	1	3	6	14	6	3	2	1	1	40	47-56	21
09:00	0	1	0	1	3	1	10	3	7	4	4	1	1	2	38	40-49	13
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	2	0	1	6	6	16	21	38	22	15	10	4	5	148		
Percent	1.4%	1.4%	0.0%	0.7%	4.1%	4.1%	10.8%	14.2%	25.7%	14.9%	10.1%	6.8%	2.7%	3.4%			
AM Peak	08:00	07:00		09:00	09:00	06:00	09:00	08:00	08:00	08:00	07:00	06:00	02:00	05:00	08:00		
Volume	2	1		1	3	2	10	6	14	6	6	3	1	2	40		
PM Peak																	
Volume																	
Total	88	24	29	52	93	202	486	765	1045	617	302	123	37	53	3916		
Percent	2.2%	0.6%	0.7%	1.3%	2.4%	5.2%	12.4%	19.5%	26.7%	15.8%	7.7%	3.1%	0.9%	1.4%			

	15th Percentile :	42 MPH
	50th Percentile :	52 MPH
	85th Percentile :	60 MPH
	95th Percentile :	66 MPH
Stats	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	1810
	Percent in Pace :	46.2%
	Number of Vehicles > 55 MPH :	1132
	Percent of Vehicles > 55 MPH :	28.9%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1700E 1420S
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/27/07	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
Percent	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	00:00												
Volume		2	1												
PM Peak															
Volume															
Grand Total	1	107	68	0	24	0	0	8	2	0	0	0	0	1	211
Percent	0.5%	50.7%	32.2%	0.0%	11.4%	0.0%	0.0%	3.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.5%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1700E 1420S
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
07/27/07	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	56	56
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	21	21
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	31	31
10:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	56	56
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	1	0	2	0	1	0	0	2	0	0	0	0	6		
Percent	0.0%	0.0%	16.7%	0.0%	33.3%	0.0%	16.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak			02:00		00:00		10:00			00:00					00:00		
Volume			1		1		1			1					2		
PM Peak																	
Volume																	
Grand Total	2	2	2	14	25	37	49	42	20	9	7	2	0	0	211		
Percent	0.9%	0.9%	0.9%	6.6%	11.8%	17.5%	23.2%	19.9%	9.5%	4.3%	3.3%	0.9%	0.0%	0.0%			

Statistics		
	15th Percentile :	33 MPH
	50th Percentile :	43 MPH
	85th Percentile :	52 MPH
	95th Percentile :	59 MPH
	10 MPH Pace Speed :	39-48 MPH
	Number in Pace :	91
	Percent in Pace :	43.1%

A to B, B to A — Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/29/07	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
01:00	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	1	0	0	0	0	0	0	0	0	0	1	0	4
07:00	0	3	2	0	1	0	0	0	0	0	0	0	1	0	7
08:00	1	12	1	0	0	0	0	0	0	0	0	0	0	0	14
09:00	0	8	6	0	2	0	0	0	0	0	0	0	0	0	16
10:00	1	3	7	0	3	0	0	2	0	0	0	0	0	1	17
11:00	0	6	5	0	1	0	0	1	0	0	0	0	0	1	14
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	46	33	0	8	0	0	3	0	0	0	0	2	3	97
Percent	2.1%	47.4%	34.0%	0.0%	8.2%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	2.1%	3.1%	
AM Peak	08:00	08:00	10:00		10:00			10:00					06:00	02:00	
Volume	1	12	7		3			2					1	1	
PM Peak Volume															
Grand Total	23	1366	810	2	170	50	7	39	31	7	1	0	87	26	2619
Percent	0.9%	52.2%	30.9%	0.1%	6.5%	1.9%	0.3%	1.5%	1.2%	0.3%	0.0%	0.0%	3.3%	1.0%	

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Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1950 3250 S
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/06/07	0	7	4	0	3	0	0	0	2	2	0	0	3	0	21
01:00	0	6	1	0	1	1	0	0	1	1	0	0	2	0	13
02:00	1	7	3	1	0	0	0	0	0	0	0	0	5	0	17
03:00	2	6	3	1	3	1	0	0	0	1	0	0	0	1	18
04:00	0	12	3	0	0	0	0	0	0	0	0	0	1	0	16
05:00	0	26	5	0	0	0	0	0	2	0	0	0	6	1	40
06:00	0	34	8	1	2	0	0	0	4	1	0	0	3	1	54
07:00	2	50	37	0	12	4	0	4	5	3	0	0	5	3	125
08:00	1	56	35	0	12	8	0	10	9	5	0	1	8	4	149
09:00	3	44	38	2	12	7	0	4	11	2	0	1	8	7	139
10:00	5	35	28	2	19	9	0	9	6	3	0	0	4	5	125
11:00	7	37	31	3	16	4	0	5	8	2	0	0	9	11	133
12 PM	2	52	35	2	11	4	0	8	8	3	0	0	7	7	139
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	23	372	231	12	91	38	0	40	56	23	0	2	61	40	989
Percent	2.3%	37.6%	23.4%	1.2%	9.2%	3.8%	0.0%	4.0%	5.7%	2.3%	0.0%	0.2%	6.2%	4.0%	
AM Peak	11:00	08:00	09:00	11:00	10:00	10:00		08:00	09:00	08:00		08:00	11:00	11:00	08:00
Volume	7	56	38	3	19	9		10	11	5		1	9	11	149
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00	12:00			12:00	12:00	12:00
Volume	2	52	35	2	11	4		8	8	3			7	7	139
Grand Total	496	6240	3430	125	1240	433	17	535	547	256	9	52	563	910	14852
Percent	3.3%	42.0%	23.1%	0.8%	8.3%	2.9%	0.1%	3.6%	3.7%	1.7%	0.1%	0.4%	3.8%	6.1%	

Site Code: 1700E 3150 S
Station ID:

Latitude: 0° 0.000 South

					85th	95th
1	66	71	76			
5	70	75	9999	Total	Percent	Percent
0	0	0	0	11	55	56
0	0	0	0	7	56	57
0	1	0	0	3	66	66
1	0	0	0	1	61	61
0	0	0	0	3	56	56
0	0	0	0	0	*	*
0	0	0	0	4	46	56
0	1	0	1	7	66	76
0	0	0	0	14	51	52
1	1	0	0	16	59	65
1	1	0	1	17	58	66
1	0	0	0	14	52	60
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
4	4	0	2	97		
6	4.1%	0.0%	2.1%			
0	02:00		07:00	10:00		
1	1		1	17		
7	57	17	20	2619		
6	2.2%	0.6%	0.8%			

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 1950 3250 S
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/08/07	0	0	0	0	0	0	4	1	8	5	2	1	0	0	21	50-59	13
01:00	0	0	0	0	0	0	1	3	8	1	0	0	0	0	13	47-56	12
02:00	0	0	0	0	0	0	1	3	9	2	2	0	0	0	17	45-54	12
03:00	0	0	0	0	0	1	0	2	4	2	7	2	0	0	18	58-67	11
04:00	0	0	0	0	0	0	0	2	6	5	3	0	0	0	16	49-58	11
05:00	0	0	0	0	0	0	3	10	13	7	4	2	1	0	40	46-55	23
06:00	0	0	0	0	0	0	0	13	11	15	8	6	0	1	54	51-60	26
07:00	0	0	0	0	0	0	5	12	41	35	21	8	3	0	125	51-60	76
08:00	1	0	0	0	0	0	10	29	40	39	19	8	2	1	149	51-60	79
09:00	0	0	0	0	0	0	8	33	43	33	14	5	2	1	139	48-57	78
10:00	0	0	0	0	0	1	13	23	32	36	13	4	3	0	125	51-60	68
11:00	1	1	0	0	0	2	3	26	45	35	15	3	0	2	133	51-60	80
12 PM	0	0	0	0	0	1	6	29	45	35	16	6	0	1	139	51-60	80
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	1	0	0	0	5	54	186	305	250	124	45	11	6	989		
Percent	0.2%	0.1%	0.0%	0.0%	0.0%	0.5%	5.5%	18.8%	30.8%	25.3%	12.5%	4.6%	1.1%	0.6%			
AM Peak	08:00	11:00				11:00	10:00	09:00	11:00	08:00	07:00	07:00	07:00	11:00	08:00		
Volume	1	1				2	13	33	45	39	21	8	3	2	149		
PM Peak						12:00	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00		
Volume						1	6	29	45	35	16	6		1	139		
Total	20	4	3	6	32	121	826	2865	4946	3589	1671	551	130	88	14852		
Percent	0.1%	0.0%	0.0%	0.0%	0.2%	0.8%	5.6%	19.3%	33.3%	24.2%	11.3%	3.7%	0.9%	0.6%			

	15th Percentile :	48 MPH
	50th Percentile :	54 MPH
	85th Percentile :	61 MPH
	95th Percentile :	66 MPH
Stats	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	8535
	Percent in Pace :	57.5%
	Number of Vehicles > 55 MPH :	6029
	Percent of Vehicles > 55 MPH :	40.6%

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/27/07	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	1	3
Percent	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	
AM Peak		08:00			00:00									08:00	08:00
Volume		1			1									1	2
PM Peak															
Volume															
Grand Total	0	59	78	0	51	0	0	29	1	0	0	0	0	6	224
Percent	0.0%	26.3%	34.8%	0.0%	22.8%	0.0%	0.0%	12.9%	0.4%	0.0%	0.0%	0.0%	0.0%	2.7%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 2000E 1250S
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/27/07	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	47-56	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	52-61	2
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%			
AM Peak										00:00	08:00				08:00		
Volume										1	1				2		
PM Peak																	
Volume																	
Total	4	0	1	1	2	9	9	27	57	49	34	21	7	3	224		
Percent	1.8%	0.0%	0.4%	0.4%	0.9%	4.0%	4.0%	12.1%	25.4%	21.9%	15.2%	9.4%	3.1%	1.3%			

	15th Percentile :	47 MPH
	50th Percentile :	56 MPH
	85th Percentile :	65 MPH
	95th Percentile :	70 MPH
Stats	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	106
	Percent in Pace :	47.3%
	Number of Vehicles > 55 MPH :	114
	Percent of Vehicles > 55 MPH :	50.9%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 2100S 1750E
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/13/07	0	3	3	0	3	0	0	1	0	0	0	0	0	0	10
01:00	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
02:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
07:00	0	5	0	0	3	0	0	0	0	0	0	0	0	0	8
08:00	0	6	5	0	2	0	0	1	0	0	0	0	0	0	14
09:00	0	10	6	1	4	2	0	0	1	0	0	0	0	1	25
10:00	0	8	10	0	6	0	0	6	0	0	0	0	1	1	32
11:00	0	5	10	0	7	0	0	0	0	0	0	0	0	0	22
12 PM	0	0	10	0	6	3	0	1	0	0	0	0	0	1	21
13:00	1	14	6	0	11	3	0	1	0	1	0	0	0	1	38
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	55	51	1	43	8	0	10	2	1	0	0	1	4	180
Percent	2.2%	30.6%	28.3%	0.6%	23.9%	4.4%	0.0%	5.6%	1.1%	0.6%	0.0%	0.0%	0.6%	2.2%	
AM Peak	01:00	09:00	10:00	09:00	11:00	09:00		10:00	06:00				10:00	09:00	
Volume	2	10	10	1	7	2		6	1				1	1	
PM Peak	13:00	13:00	12:00		13:00	12:00		12:00		13:00				12:00	
Volume	1	14	10		11	3		1		1				1	
Grand Total	42	1021	990	21	691	75	4	134	52	5	0	1	50	71	3157
Percent	1.3%	32.3%	31.4%	0.7%	21.9%	2.4%	0.1%	4.2%	1.6%	0.2%	0.0%	0.0%	1.6%	2.2%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 2100S 1750E
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
07/13/07	0	0	0	0	0	0	2	2	3	1	1	0	1	0	10	60	61
01:00	0	0	0	0	0	0	1	1	1	0	0	1	0	0	4	51	66
02:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	51	51
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	56	56
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	51	51
07:00	0	0	0	0	0	0	1	0	0	2	1	1	2	1	8	72	76
08:00	0	0	0	0	0	1	1	0	3	3	3	2	1	0	14	66	67
09:00	0	0	0	0	1	0	1	3	4	5	4	1	6	0	25	71	74
10:00	0	0	0	0	2	0	1	5	4	9	8	2	0	1	32	63	66
11:00	0	0	0	1	0	1	4	2	5	6	1	1	1	0	22	60	70
12 PM	0	0	0	0	1	1	1	2	3	6	4	2	0	1	21	64	67
13:00	0	0	0	0	0	3	3	5	6	9	5	5	2	0	38	66	70
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	1	4	6	18	20	31	42	27	15	13	3	180		
Percent	0.0%	0.0%	0.0%	0.6%	2.2%	3.3%	10.0%	11.1%	17.2%	23.3%	15.0%	8.3%	7.2%	1.7%			
AM Peak				11:00	10:00	08:00	11:00	10:00	11:00	10:00	10:00	08:00	09:00	07:00	10:00		
Volume				1	2	1	4	5	5	9	8	2	6	1	32		
PM Peak					12:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	12:00	13:00		
Volume					1	3	3	5	6	9	5	5	2	1	38		
Grand Total	13	25	41	61	70	147	250	393	560	583	462	305	162	85	3157		
Percent	0.4%	0.8%	1.3%	1.9%	2.2%	4.7%	7.9%	12.4%	17.7%	18.5%	14.6%	9.7%	5.1%	2.7%			

Statistics		
15th Percentile :	43 MPH	
50th Percentile :	56 MPH	
85th Percentile :	67 MPH	
95th Percentile :	73 MPH	
10 MPH Pace Speed :	51-60 MPH	
Number in Pace :	1143	
Percent in Pace :	36.2%	

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/20/07	2	1	1	1	2	1	0	0	3	2	0	0	6	0	19
01:00	2	1	0	0	3	2	0	0	7	2	0	0	5	0	25
02:00	2	3	2	2	1	1	0	0	3	2	0	0	5	1	22
03:00	2	2	0	3	2	1	0	0	2	3	0	0	9	0	24
04:00	0	6	3	0	1	1	0	0	2	1	0	0	14	0	28
05:00	6	14	11	2	3	2	0	0	6	2	0	0	6	1	53
06:00	5	31	12	3	4	4	0	0	10	1	0	0	11	4	85
07:00	2	11	8	4	8	1	0	1	6	3	0	0	13	2	59
08:00	8	18	9	6	4	3	0	0	4	3	0	0	13	0	68
09:00	4	11	11	3	2	0	0	0	8	4	0	0	12	2	57
10:00	6	11	12	3	6	2	1	1	6	3	0	0	7	2	60
11:00	8	13	1	3	4	3	0	2	11	2	0	0	11	0	58
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	47	122	70	30	40	21	1	4	68	28	0	0	116	12	559
Percent	8.4%	21.8%	12.5%	5.4%	7.2%	3.8%	0.2%	0.7%	12.2%	5.0%	0.0%	0.0%	20.8%	2.1%	
AM Peak	08:00	06:00	06:00	08:00	07:00	06:00	10:00	11:00	11:00	09:00			04:00	06:00	06:00
Volume	8	31	12	6	8	4	1	2	11	4			14	4	85
PM Peak															
Volume															
Grand Total	596	1682	1165	487	722	302	17	65	769	259	1	0	1529	162	7756
Percent	7.7%	21.7%	15.0%	6.3%	9.3%	3.9%	0.2%	0.8%	9.9%	3.3%	0.0%	0.0%	19.7%	2.1%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 2300E 1740S
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/20/07	0	0	0	2	8	4	3	2	0	0	0	0	0	0	19	29-38	13
01:00	0	0	1	0	9	9	4	1	2	0	0	0	0	0	26	31-40	18
02:00	0	0	2	4	9	1	5	0	0	1	0	0	0	0	22	25-34	13
03:00	0	0	2	2	4	9	2	5	0	0	0	0	0	0	24	30-39	13
04:00	0	0	0	6	8	5	5	4	0	0	0	0	0	0	28	26-35	14
05:00	0	0	5	5	9	15	6	9	4	0	0	0	0	0	53	31-40	24
06:00	0	0	6	8	21	16	10	12	6	3	1	1	1	0	85	31-40	37
07:00	0	1	2	4	14	9	12	7	5	2	1	0	0	2	59	31-40	23
08:00	0	0	2	2	15	25	13	6	3	2	0	0	0	0	68	31-40	40
09:00	0	1	5	4	13	16	11	4	1	1	1	0	0	0	57	32-41	30
10:00	0	2	3	8	6	15	13	5	5	2	1	0	0	0	60	35-44	28
11:00	0	0	0	9	9	12	15	4	4	2	2	0	0	1	58	36-45	27
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	4	28	54	125	136	99	59	30	13	6	1	1	3	559		
Percent	0.0%	0.7%	5.0%	9.7%	22.4%	24.3%	17.7%	10.6%	5.4%	2.3%	1.1%	0.2%	0.2%	0.5%			
AM Peak		10:00	06:00	11:00	06:00	08:00	11:00	06:00	06:00	06:00	11:00	06:00	06:00	07:00	06:00		
Volume		2	6	9	21	25	15	12	6	3	2	1	1	2	85		
PM Peak																	
Volume																	
Total	54	83	324	808	1621	1750	1498	816	520	169	62	22	8	21	7756		
Percent	0.7%	1.1%	4.2%	10.4%	20.9%	22.6%	19.3%	10.5%	6.7%	2.2%	0.8%	0.3%	0.1%	0.3%			

	15th Percentile :	30 MPH
	50th Percentile :	38 MPH
	85th Percentile :	48 MPH
	95th Percentile :	54 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	3371
	Percent in Pace :	43.5%
	Number of Vehicles > 55 MPH :	282
	Percent of Vehicles > 55 MPH :	3.6%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 2300S 1750E
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/13/07	1	3	0	1	1	0	0	0	0	0	0	0	0	0	6
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
03:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	2	3	0	1	0	0	0	0	0	0	0	1	1	8
06:00	0	7	2	0	2	0	0	0	0	0	0	0	1	1	13
07:00	1	25	14	1	6	0	0	1	1	0	0	0	1	0	50
08:00	0	24	9	0	5	1	0	2	2	1	0	0	3	0	47
09:00	2	13	11	0	3	1	0	5	1	0	0	0	1	0	37
10:00	1	13	16	3	11	1	0	4	1	0	0	0	0	0	50
11:00	2	15	10	1	8	2	0	2	1	0	0	0	0	0	41
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	8	105	68	7	38	5	0	14	7	1	0	0	8	2	263
Percent	3.0%	39.9%	25.9%	2.7%	14.4%	1.9%	0.0%	5.3%	2.7%	0.4%	0.0%	0.0%	3.0%	0.8%	
AM Peak	09:00	07:00	10:00	10:00	10:00	11:00		09:00	08:00	08:00			08:00	05:00	07:00
Volume	2	25	16	3	11	2		5	2	1			3	1	50
PM Peak															
Volume															
Grand Total	154	1777	1326	89	751	112	3	202	97	32	0	1	182	36	4761
Percent	3.2%	37.3%	27.9%	1.9%	15.8%	2.4%	0.1%	4.2%	2.0%	0.7%	0.0%	0.0%	3.8%	0.7%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 2300S 1750E
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/13/07	0	0	0	0	0	0	0	1	1	0	0	3	1	0	6	62-71	4
01:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	32-41	1
02:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	37-46	1
03:00	0	0	0	0	0	0	0	0	1	0	1	2	0	2	6	58-67	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	62-71	1
05:00	0	0	0	0	0	0	0	0	2	5	1	0	0	0	8	52-61	8
06:00	0	0	0	0	0	0	2	1	3	2	3	2	0	0	13	58-67	7
07:00	0	0	0	0	0	0	1	3	11	6	17	8	3	1	50	59-68	26
08:00	0	0	0	0	0	0	2	2	5	13	10	10	3	2	47	56-65	23
09:00	0	0	3	0	0	0	2	3	6	6	7	6	4	0	37	53-62	14
10:00	0	0	0	1	0	1	3	3	7	8	15	8	2	2	50	58-67	25
11:00	0	0	0	0	0	0	0	4	6	13	6	7	3	2	41	51-60	19
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	3	1	0	1	11	18	42	53	60	48	17	9	263		
Percent	0.0%	0.0%	1.1%	0.4%	0.0%	0.4%	4.2%	6.8%	16.0%	20.2%	22.8%	18.3%	6.5%	3.4%			
AM Peak			09:00	10:00		10:00	10:00	11:00	07:00	08:00	07:00	08:00	09:00	03:00	07:00		
Volume			3	1		1	3	4	11	13	17	10	4	2	50		
PM Peak Volume																	
Total	9	8	10	5	5	24	125	335	819	1213	1120	643	271	174	4761		
Percent	0.2%	0.2%	0.2%	0.1%	0.1%	0.5%	2.6%	7.0%	17.2%	25.5%	23.5%	13.5%	5.7%	3.7%			

	15th Percentile :	52 MPH
	50th Percentile :	60 MPH
	85th Percentile :	68 MPH
	95th Percentile :	74 MPH
Stats	10 MPH Pace Speed :	56-65 MPH
	Number in Pace :	2333
	Percent in Pace :	49.0%
	Number of Vehicles > 55 MPH :	3421
	Percent of Vehicles > 55 MPH :	71.9%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 2950S 1620E
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/22/07	0	11	5	0	0	0	0	0	1	1	0	0	1	0	19
01:00	0	8	4	0	2	0	0	1	0	0	0	0	0	0	15
02:00	0	6	3	0	0	1	0	0	1	0	0	0	1	0	12
03:00	0	12	3	0	0	0	0	0	0	1	0	0	0	0	16
04:00	0	9	1	0	1	0	0	1	1	1	0	0	2	0	16
05:00	2	13	8	0	1	2	0	0	3	0	0	0	2	0	31
06:00	2	46	8	0	4	0	0	0	1	0	0	2	2	2	67
07:00	4	74	27	0	9	3	0	5	2	0	0	0	0	4	128
08:00	3	72	46	1	18	4	2	1	0	2	0	0	1	3	153
09:00	2	46	34	0	20	6	0	4	0	1	0	0	1	1	115
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	13	297	139	1	55	16	2	12	9	6	0	2	10	10	572
Percent	2.3%	51.9%	24.3%	0.2%	9.6%	2.8%	0.3%	2.1%	1.6%	1.0%	0.0%	0.3%	1.7%	1.7%	
AM Peak	07:00	07:00	08:00	08:00	09:00	09:00	08:00	07:00	05:00	08:00		05:00	04:00	07:00	08:00
Volume	4	74	46	1	20	6	2	5	3	2		2	2	4	153
PM Peak															
Volume															
Grand Total	346	8918	4159	60	1268	211	14	447	278	80	4	11	269	308	16373
Percent	2.1%	54.5%	25.4%	0.4%	7.7%	1.3%	0.1%	2.7%	1.7%	0.5%	0.0%	0.1%	1.6%	1.9%	

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/31/07	0	4	0	0	0	0	0	0	1	0	0	0	2	0	7
01:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	2	1	0	1	0	0	0	1	0	0	0	0	0	6
04:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	13	3	0	1	0	0	0	2	0	0	0	1	0	20
06:00	0	18	10	0	2	0	0	0	6	0	0	0	2	0	38
07:00	1	39	26	1	7	0	0	3	6	0	0	0	2	0	85
08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	2	87	43	1	11	0	0	3	17	0	0	0	7	0	171
Percent	1.2%	50.9%	25.1%	0.6%	6.4%	0.0%	0.0%	1.8%	9.9%	0.0%	0.0%	0.0%	4.1%	0.0%	
AM Peak	03:00	07:00	07:00	07:00	07:00			07:00	06:00				00:00		07:00
Volume	1	39	26	1	7			3	6				2		85
PM Peak															
Volume															
Grand Total	92	5490	3065	66	844	87	8	403	396	84	2	8	309	136	10990
Percent	0.8%	50.0%	27.9%	0.6%	7.7%	0.8%	0.1%	3.7%	3.6%	0.8%	0.0%	0.1%	2.8%	1.2%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3000 2250E
Station ID:

A to B, B to A

Latitude: 0' 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
05/31/07	0	0	0	0	0	0	1	3	2	1	0	0	0	0	7	43-52	6
01:00	0	0	0	0	0	0	2	0	1	2	0	0	0	0	5	48-57	3
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	47-56	1
03:00	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	53-62	6
04:00	0	0	0	0	0	1	1	1	3	3	0	0	0	0	9	49-58	7
05:00	0	0	0	0	0	1	2	3	6	5	2	1	0	0	20	48-57	11
06:00	1	0	0	0	1	3	4	7	9	8	5	0	0	0	38	49-58	19
07:00	0	0	0	0	1	0	7	20	19	20	12	4	1	1	85	46-55	39
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	0	0	2	5	17	34	40	44	21	5	1	1	171		
Percent	0.6%	0.0%	0.0%	0.0%	1.2%	2.9%	9.9%	19.9%	23.4%	25.7%	12.3%	2.9%	0.6%	0.6%			
AM Peak	06:00				06:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00		
Volume	1				1	3	7	20	19	20	12	4	1	1	85		
PM Peak																	
Volume																	
Total	122	53	31	38	92	310	996	2393	3336	2102	879	369	148	121	10990		
Percent	1.1%	0.5%	0.3%	0.3%	0.8%	2.8%	9.1%	21.8%	30.4%	19.1%	8.0%	3.4%	1.3%	1.1%			

	15th Percentile :	46 MPH
	50th Percentile :	53 MPH
	85th Percentile :	60 MPH
	95th Percentile :	67 MPH
Stats	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	5729
	Percent in Pace :	52.1%
	Number of Vehicles > 55 MPH :	3619
	Percent of Vehicles > 55 MPH :	32.9%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3100S 1280E
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/06/07	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
08:00	0	4	3	0	0	1	0	0	0	0	0	0	0	0	8
09:00	0	6	2	0	1	0	0	0	0	0	0	0	0	1	10
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	0	24	12	0	2	1	0	0	1	1	0	0	0	1	42
Percent	0.0%	57.1%	28.6%	0.0%	4.8%	2.4%	0.0%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	2.4%	
AM Peak		07:00	08:00		07:00	08:00			05:00	04:00				09:00	09:00
Volume		6	3		1	1			1	1				1	10
PM Peak															
Volume															
Grand Total	36	590	329	2	70	65	0	8	23	5	0	0	29	103	1260
Percent	2.9%	46.8%	26.1%	0.2%	5.6%	5.2%	0.0%	0.6%	1.8%	0.4%	0.0%	0.0%	2.3%	8.2%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3100S 1280E
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/06/07	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	27-36	1
01:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	37-46	3
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	22-31	1
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	28-37	2
04:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	37-46	3
05:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	22-31	1
06:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	27-36	3
07:00	0	0	0	0	2	2	2	2	0	0	0	0	0	0	8	38-47	6
08:00	0	0	0	2	1	0	3	1	1	0	0	0	0	0	8	41-50	4
09:00	0	0	0	2	2	3	2	1	0	0	0	0	0	0	10	29-38	7
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	4	9	9	13	6	1	0	0	0	0	0	42		
Percent	0.0%	0.0%	0.0%	9.5%	21.4%	21.4%	31.0%	14.3%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak				08:00	06:00	09:00	08:00	07:00	08:00						09:00		
Volume				2	2	3	3	2	1						10		
PM Peak																	
Volume																	
Total	6	6	23	96	254	422	319	102	26	5	0	0	0	1	1260		
Percent	0.5%	0.5%	1.8%	7.6%	20.2%	33.5%	25.3%	8.1%	2.1%	0.4%	0.0%	0.0%	0.0%	0.1%			

	15th Percentile :	32 MPH
	50th Percentile :	38 MPH
	85th Percentile :	45 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	741
	Percent in Pace :	58.8%
	Number of Vehicles > 55 MPH :	6
	Percent of Vehicles > 55 MPH :	0.5%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3100 2150 E
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/31/07	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	0	0	1	0	0	0	0	0	0	0	1	0	5
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	1	1	0	0	0	0	1	0	0	0	3	0	10
04:00	0	6	3	0	3	0	0	0	0	0	0	0	2	0	14
05:00	0	12	4	0	0	0	0	0	1	1	0	0	2	0	20
06:00	1	15	7	0	4	0	0	0	4	1	0	0	2	0	34
07:00	3	30	26	2	12	0	0	3	3	1	0	0	1	0	81
08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	4	80	46	3	20	0	0	3	9	3	0	0	11	0	179
Percent	2.2%	44.7%	25.7%	1.7%	11.2%	0.0%	0.0%	1.7%	5.0%	1.7%	0.0%	0.0%	6.1%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00			07:00	06:00	05:00			03:00		07:00
Volume	3	30	26	2	12			3	4	1			3		81
PM Peak															
Volume															
Grand Total	99	2839	1985	61	926	88	4	243	306	65	0	5	221	27	6869
Percent	1.4%	41.3%	28.9%	0.9%	13.5%	1.3%	0.1%	3.5%	4.5%	0.9%	0.0%	0.1%	3.2%	0.4%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3100 2150 E
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
05/31/07	0	0	0	0	1	0	1	2	1	2	0	0	0	1	8	38-47	3
01:00	0	0	0	0	0	0	2	1	1	1	0	0	0	0	5	41-50	3
02:00	0	0	0	1	0	1	1	0	1	3	0	0	0	0	7	49-58	4
03:00	0	0	0	0	0	0	1	2	2	4	1	0	0	0	10	49-58	7
04:00	0	0	0	1	0	0	1	4	6	1	0	1	0	0	14	47-56	11
05:00	0	0	0	0	0	0	3	3	7	4	1	2	0	0	20	48-57	12
06:00	0	0	0	0	0	0	6	4	8	5	10	1	0	0	34	56-65	15
07:00	0	0	1	0	2	2	6	12	24	16	15	2	1	0	81	49-58	40
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	1	2	3	3	21	28	50	36	27	6	1	1	179		
Percent	0.0%	0.0%	0.6%	1.1%	1.7%	1.7%	11.7%	15.6%	27.9%	20.1%	15.1%	3.4%	0.6%	0.6%			
AM Peak			07:00	02:00	07:00	07:00	06:00	07:00	07:00	07:00	07:00	05:00	07:00	00:00	07:00		
Volume			1	1	2	2	6	12	24	16	15	2	1	1	81		
PM Peak																	
Volume																	
Total	13	9	27	53	65	167	583	1229	1704	1352	870	456	198	143	6869		
Percent	0.2%	0.1%	0.4%	0.8%	0.9%	2.4%	8.5%	17.9%	24.8%	19.7%	12.7%	6.6%	2.9%	2.1%			

	15th Percentile :	46 MPH
	50th Percentile :	54 MPH
	85th Percentile :	64 MPH
	95th Percentile :	70 MPH
Stats	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	3056
	Percent in Pace :	44.5%
	Number of Vehicles > 55 MPH :	3019
	Percent of Vehicles > 55 MPH :	44.0%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3500S 1850E
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/15/07	0	49	22	1	8	0	0	1	1	1	1	0	3	1	88
01:00	3	26	14	0	0	3	0	0	1	0	0	1	3	0	51
02:00	0	10	4	0	0	0	0	0	2	2	0	0	1	0	19
03:00	1	7	5	0	2	1	0	0	2	0	0	0	3	0	21
04:00	0	7	0	0	0	1	0	0	2	1	0	0	0	0	11
05:00	0	8	3	0	1	0	0	0	0	0	0	0	3	0	15
06:00	0	31	7	0	2	1	0	1	2	0	0	0	2	0	46
07:00	3	32	18	2	6	1	0	0	1	1	0	0	2	1	67
08:00	4	72	27	1	11	1	0	3	0	3	0	0	6	1	129
09:00	4	91	54	0	18	4	0	10	0	5	0	1	6	2	195
10:00	3	51	38	0	14	5	1	8	5	7	0	0	7	4	143
11:00	10	48	41	1	25	8	1	3	7	3	0	0	3	5	155
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	28	432	233	5	87	25	2	26	23	23	1	2	39	14	940
Percent	3.0%	46.0%	24.8%	0.5%	9.3%	2.7%	0.2%	2.8%	2.4%	2.4%	0.1%	0.2%	4.1%	1.5%	
AM Peak	11:00	09:00	09:00	07:00	11:00	11:00	10:00	09:00	11:00	10:00	00:00	01:00	10:00	11:00	
Volume	10	91	54	2	25	8	1	10	7	7	1	1	7	5	
PM Peak Volume															
Grand Total	431	8532	5122	167	1821	361	24	794	542	313	8	34	521	406	19076
Percent	2.3%	44.7%	26.9%	0.9%	9.5%	1.9%	0.1%	4.2%	2.8%	1.6%	0.0%	0.2%	2.7%	2.1%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3500S 1850E
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
06/15/07	0	0	0	0	0	2	6	18	35	20	6	0	0	1	88	59	62
01:00	0	0	0	0	0	0	3	10	24	6	8	0	0	0	51	60	63
02:00	0	0	0	0	0	0	1	0	10	6	1	1	0	0	19	59	65
03:00	0	0	0	0	0	0	1	5	5	8	0	1	0	1	21	59	66
04:00	0	0	0	0	0	0	0	2	5	1	1	2	0	0	11	65	66
05:00	0	0	0	0	0	0	0	0	5	6	4	0	0	0	15	62	63
06:00	0	0	0	0	0	0	2	6	11	17	7	0	2	1	46	62	71
07:00	0	0	0	0	0	1	3	4	16	22	15	3	3	0	67	64	70
08:00	0	0	0	0	0	0	1	14	46	32	23	11	0	2	129	64	68
09:00	0	0	0	0	0	0	1	21	52	66	36	11	4	4	195	64	69
10:00	0	0	0	2	0	0	2	17	50	43	17	11	1	0	143	62	67
11:00	0	0	0	0	0	0	3	21	46	48	26	10	1	0	155	63	67
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	2	0	3	23	118	305	275	144	50	11	9	940		
Percent	0.0%	0.0%	0.0%	0.2%	0.0%	0.3%	2.4%	12.6%	32.4%	29.3%	15.3%	5.3%	1.2%	1.0%			
AM Peak				10:00		00:00	00:00	09:00	09:00	09:00	09:00	08:00	09:00	09:00	09:00		
Volume				2		2	6	21	52	66	36	11	4	4	195		
PM Peak Volume																	
Grand Total	40	4	8	26	24	87	448	1860	5944	6070	3104	988	271	202	19076		
Percent	0.2%	0.0%	0.0%	0.1%	0.1%	0.5%	2.3%	9.8%	31.2%	31.8%	16.3%	5.2%	1.4%	1.1%			

Statistics		
	15th Percentile :	51 MPH
	50th Percentile :	56 MPH
	85th Percentile :	63 MPH
	95th Percentile :	68 MPH
	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	12014
	Percent in Pace :	63.0%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3500S 2150E
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/08/07	0	15	3	0	0	0	0	0	0	0	0	0	2	0	20
01:00	0	12	1	0	2	0	0	1	1	0	0	0	2	0	19
02:00	0	9	2	0	1	0	0	0	1	0	0	0	2	0	15
03:00	0	8	2	0	0	0	0	0	1	1	0	0	2	0	14
04:00	0	17	2	0	1	0	0	0	2	0	0	0	2	0	24
05:00	0	24	4	0	0	0	0	0	0	0	0	0	2	0	30
06:00	0	45	10	0	6	0	0	0	3	2	0	0	5	0	71
07:00	1	75	33	0	8	0	0	3	6	0	0	0	1	2	129
08:00	0	43	27	0	10	3	0	5	6	1	0	0	6	1	102
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1	248	84	0	28	3	0	9	20	4	0	0	24	3	424
Percent	0.2%	58.5%	19.8%	0.0%	6.6%	0.7%	0.0%	2.1%	4.7%	0.9%	0.0%	0.0%	5.7%	0.7%	
AM Peak	07:00	07:00	07:00		08:00	08:00		08:00	07:00	06:00			08:00	07:00	07:00
Volume	1	75	33		10	3		5	6	2			6	2	129
PM Peak															
Volume															
Grand Total	53	6533	2791	53	815	105	7	297	464	117	1	17	499	141	11893
Percent	0.4%	54.9%	23.5%	0.4%	6.9%	0.9%	0.1%	2.5%	3.9%	1.0%	0.0%	0.1%	4.2%	1.2%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: 3500S 2150E
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/08/07	0	0	0	0	0	0	2	7	5	3	0	2	1	0	20	44-53	12
01:00	0	1	0	0	0	0	2	3	5	5	2	0	1	0	19	48-57	10
02:00	0	0	0	0	0	0	2	1	2	6	2	1	0	1	15	53-62	10
03:00	0	0	0	0	0	0	1	3	5	4	1	0	0	0	14	48-57	10
04:00	0	0	0	0	0	0	1	7	9	5	2	0	0	0	24	45-54	16
05:00	0	0	0	0	0	0	3	6	8	5	4	3	1	0	30	44-53	14
06:00	0	0	0	0	0	0	4	20	16	17	12	1	1	0	71	46-55	36
07:00	1	0	0	0	0	0	1	26	51	32	10	4	2	2	129	50-59	83
08:00	2	1	0	0	0	1	3	11	38	27	15	3	1	0	102	51-60	65
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	2	0	0	0	1	19	84	139	104	48	14	7	3	424		
Percent	0.7%	0.5%	0.0%	0.0%	0.0%	0.2%	4.5%	19.8%	32.8%	24.5%	11.3%	3.3%	1.7%	0.7%			
AM Peak	08:00	01:00				08:00	06:00	07:00	07:00	07:00	08:00	07:00	07:00	07:00	07:00		
Volume	2	1				1	4	26	51	32	15	4	2	2	129		
PM Peak																	
Volume																	
Total	137	53	31	39	57	149	696	2519	4238	2569	970	288	76	71	11893		
Percent	1.2%	0.4%	0.3%	0.3%	0.5%	1.3%	5.9%	21.2%	35.6%	21.6%	8.2%	2.4%	0.6%	0.6%			

	15th Percentile :	47 MPH
	50th Percentile :	53 MPH
	85th Percentile :	60 MPH
	95th Percentile :	65 MPH
Stats	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	6807
	Percent in Pace :	57.2%
	Number of Vehicles > 55 MPH :	3974
	Percent of Vehicles > 55 MPH :	33.4%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: E AVE F BOISE
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/15/07	0	14	4	0	1	1	0	0	0	0	0	0	0	0	20
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	1	10
02:00	0	4	1	0	0	0	0	0	0	1	0	0	0	0	6
03:00	0	2	1	0	1	0	0	0	1	0	0	0	2	0	7
04:00	1	6	2	0	0	1	0	0	1	1	0	0	0	0	12
05:00	0	7	5	0	0	0	0	0	0	0	0	0	2	2	16
06:00	0	10	15	0	2	1	0	1	2	0	0	0	4	1	36
07:00	1	39	25	1	2	2	0	0	1	0	0	0	6	2	79
08:00	1	32	22	3	10	2	0	3	6	1	0	0	5	1	86
09:00	2	29	21	0	5	3	1	3	4	0	0	0	3	2	73
10:00	1	45	20	2	18	1	0	4	3	1	0	0	6	6	107
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	6	195	118	6	39	11	1	11	18	4	0	0	28	15	462
Percent	1.3%	43.1%	26.1%	1.3%	8.6%	2.4%	0.2%	2.4%	4.0%	0.9%	0.0%	0.0%	6.2%	3.3%	
AM Peak	09:00	10:00	07:00	08:00	10:00	09:00	09:00	10:00	08:00	02:00			07:00	10:00	10:00
Volume	2	45	25	3	18	3	1	4	6	1			6	6	107
PM Peak Volume															
Grand Total	144	4550	2763	60	944	259	24	304	279	87	1	6	288	270	9979
Percent	1.4%	45.6%	27.7%	0.6%	9.5%	2.6%	0.2%	3.0%	2.8%	0.9%	0.0%	0.1%	2.9%	2.7%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: E AVE F BOISE
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/15/07	0	0	10	5	4	1	0	0	0	0	0	0	0	0	20	21-30	15
01:00	3	0	2	1	1	2	0	1	0	0	0	0	0	0	10	28-37	4
02:00	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6	24-33	6
03:00	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7	22-31	7
04:00	0	1	2	6	3	0	0	0	0	0	0	0	0	0	12	24-33	11
05:00	2	0	2	5	4	2	1	0	0	0	0	0	0	0	16	24-33	10
06:00	0	3	5	17	5	5	0	0	1	0	0	0	0	0	36	21-30	22
07:00	1	3	13	26	22	10	1	0	1	0	0	0	0	2	79	26-35	48
08:00	2	2	18	20	27	11	5	0	0	1	0	0	0	0	86	26-35	47
09:00	3	0	14	25	16	9	4	2	0	0	0	0	0	0	73	22-31	41
10:00	0	4	23	37	22	17	2	2	0	0	0	0	0	0	107	23-32	62
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	11	13	90	150	108	57	13	5	2	1	0	0	0	2	452		
Percent	2.4%	2.9%	19.9%	33.2%	23.9%	12.6%	2.9%	1.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.4%			
AM Peak	01:00	10:00	10:00	10:00	08:00	10:00	08:00	09:00	06:00	08:00				07:00	10:00		
Volume	3	4	23	37	27	17	5	2	1	1				2	107		
PM Peak																	
Volume																	
Total	130	284	1698	3523	2580	1244	373	89	13	10	5	1	0	29	9979		
Percent	1.3%	2.8%	17.0%	35.3%	25.9%	12.5%	3.7%	0.9%	0.1%	0.1%	0.1%	0.0%	0.0%	0.3%			

	15th Percentile :	24 MPH
	50th Percentile :	30 MPH
	85th Percentile :	37 MPH
	95th Percentile :	41 MPH
Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	6103
	Percent in Pace :	61.2%
	Number of Vehicles > 55 MPH :	45
	Percent of Vehicles > 55 MPH :	0.5%

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/06/07	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	1	7
06:00	0	4	1	0	3	1	0	0	0	0	0	0	0	0	9
07:00	0	22	9	0	1	0	0	0	0	0	0	0	0	1	33
08:00	0	13	11	0	2	1	0	1	0	0	0	0	0	1	29
09:00	0	26	18	0	1	1	0	0	0	0	0	0	0	0	46
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	0	81	43	1	8	3	0	1	0	0	0	0	0	3	140
Percent	0.0%	57.9%	30.7%	0.7%	5.7%	2.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	
AM Peak		09:00	09:00	04:00	06:00	06:00		08:00						09:00	09:00
Volume		26	18	1	3	1		1						1	46
PM Peak															
Volume															
Grand Total	49	2918	1513	25	380	15	2	64	2	3	1	1	3	160	5136
Percent	1.0%	56.8%	29.5%	0.5%	7.4%	0.3%	0.0%	1.2%	0.0%	0.1%	0.0%	0.0%	0.1%	3.1%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: E HAGER off STATE
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/06/07	0	1	9	0	1	0	0	0	0	0	0	0	0	0	11	16-25	10
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7-16	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17-26	1
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
05:00	1	1	4	1	0	0	0	0	0	0	0	0	0	0	7	15-24	6
06:00	2	3	0	2	2	0	0	0	0	0	0	0	0	0	9	9-18	5
07:00	2	5	15	7	3	0	0	0	0	0	1	0	0	0	33	18-27	22
08:00	2	2	15	7	3	0	0	0	0	0	0	0	0	0	29	19-28	22
09:00	1	12	22	8	3	0	0	0	0	0	0	0	0	0	46	16-25	34
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	9	25	67	26	12	0	0	0	0	0	1	0	0	0	140		
Percent	6.4%	17.9%	47.9%	18.6%	8.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%			
AM Peak	06:00	09:00	09:00	09:00	07:00						07:00				09:00		
Volume	2	12	22	8	3						1				46		
PM Peak																	
Volume																	
Total	334	1144	2376	1051	175	29	6	1	2	2	2	2	1	11	5136		
Percent	6.5%	22.3%	46.3%	20.5%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%			

	15th Percentile :	17 MPH
	50th Percentile :	23 MPH
	85th Percentile :	28 MPH
	95th Percentile :	30 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	3520
	Percent in Pace :	68.5%
	Number of Vehicles > 55 MPH :	18
	Percent of Vehicles > 55 MPH :	0.4%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: Frontage N
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/22/07	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:00	1	2	0	0	0	0	0	0	1	0	0	0	0	0	4
03:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
04:00	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
06:00	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
07:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
08:00	1	7	5	0	0	0	0	2	0	0	0	0	0	0	15
09:00	0	8	6	0	1	0	1	0	0	0	0	0	0	0	16
10:00	0	5	8	0	3	0	1	0	0	0	0	0	0	0	17
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	48	36	0	7	1	2	3	1	0	0	0	0	0	101
Percent	3.0%	47.5%	35.6%	0.0%	6.9%	1.0%	2.0%	3.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	09:00	10:00		10:00	04:00	09:00	08:00	02:00						
Volume	1	8	8		3	1	1	2	1						
PM Peak Volume															
Grand Total	24	1552	872	16	275	94	26	104	24	5	0	1	73	13	3079
Percent	0.8%	50.4%	28.3%	0.5%	8.9%	3.1%	0.8%	3.4%	0.8%	0.2%	0.0%	0.0%	2.4%	0.4%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: Frontage N
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
06/22/07	1	0	5	6	0	0	0	0	0	0	0	0	0	0	12	28	29
01:00	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	26	27
02:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	27	31
03:00	0	1	4	1	0	1	1	0	0	0	0	0	0	0	8	40	41
04:00	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3	51	51
05:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4	31	32
06:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6	26	27
07:00	0	0	4	2	3	1	0	0	0	0	0	0	0	0	10	32	33
08:00	0	0	6	5	4	0	0	0	0	0	0	0	0	0	15	32	33
09:00	0	2	3	4	2	4	1	0	0	0	0	0	0	0	16	38	39
10:00	0	1	5	5	4	1	0	1	0	0	0	0	0	0	17	33	36
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	8	35	30	16	7	2	1	1	0	0	0	0	0	101		
Percent	1.0%	7.9%	34.7%	29.7%	15.8%	6.9%	2.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	06:00	08:00	00:00	08:00	09:00	03:00	10:00	04:00						10:00		
Volume	1	2	6	6	4	4	1	1	1						17		
PM Peak																	
Volume																	
Grand Total	73	254	793	980	597	265	81	27	5	2	1	0	0	1	3079		
Percent	2.4%	8.2%	25.8%	31.8%	19.4%	8.6%	2.6%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			

Statistics		
	15th Percentile :	21 MPH
	50th Percentile :	28 MPH
	85th Percentile :	35 MPH
	95th Percentile :	40 MPH
	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1773
	Percent in Pace :	57.6%

A to B, B to A — Latitude: 0° 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/06/07	0	4	1	0	2	0	0	1	0	0	0	1	0	1	10
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:00	1	1	1	0	1	0	0	0	0	0	0	0	0	1	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	8	0	0	0	0	0	0	0	0	0	0	1	0	9
08:00	1	4	7	0	1	0	0	0	0	0	0	0	0	2	15
09:00	2	10	8	0	4	0	0	0	0	0	0	0	1	1	26
10:00	1	8	7	0	1	2	0	1	0	0	0	0	2	2	24
11:00	0	7	3	0	9	1	0	0	0	0	0	0	0	1	21
12 PM	0	2	8	0	3	1	0	1	0	0	0	0	0	1	16
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	53	37	0	22	4	0	3	0	0	0	1	4	9	138
Percent	3.6%	38.4%	26.8%	0.0%	15.9%	2.9%	0.0%	2.2%	0.0%	0.0%	0.0%	0.7%	2.9%	6.5%	
AM Peak	09:00	09:00	09:00		11:00	10:00		00:00				00:00	10:00	08:00	
Volume	2	10	8		9	2		1				1	2	2	
PM Peak		12:00	12:00		12:00	12:00		12:00						12:00	
Volume		2	8		3	1		1						1	
Grand Total	62	1053	849	8	332	111	7	87	26	3	0	3	37	151	2729
Percent	2.3%	38.6%	31.1%	0.3%	12.2%	4.1%	0.3%	3.2%	1.0%	0.1%	0.0%	0.1%	1.4%	5.5%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: RITCHIE 2595S
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
07/06/07	0	0	0	0	2	1	1	1	1	3	0	1	0	0	10	57	58
01:00	0	0	0	1	0	0	1	1	1	2	0	0	0	0	6	56	57
02:00	0	0	0	1	0	2	0	0	0	1	1	0	0	0	5	60	61
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	36	36
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	36	36
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	1	0	0	1	1	0	0	0	3	61	61
07:00	0	0	0	0	1	0	1	2	3	0	2	0	0	0	9	61	62
08:00	0	0	0	1	0	2	1	2	3	3	3	0	0	0	15	61	62
09:00	0	0	0	1	1	2	3	2	6	4	6	1	0	0	26	62	65
10:00	0	1	1	0	0	2	4	1	5	5	2	3	0	0	24	64	67
11:00	0	1	0	0	3	1	3	3	6	1	2	1	0	0	21	60	62
12 PM	0	0	0	1	1	1	0	1	1	6	2	2	1	0	16	66	67
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	2	1	5	9	13	15	13	26	26	19	8	1	0	138		
Percent	0.0%	1.4%	0.7%	3.6%	6.5%	9.4%	10.9%	9.4%	18.8%	18.8%	13.8%	5.8%	0.7%	0.0%			
AM Peak		10:00	10:00	01:00	11:00	02:00	10:00	11:00	09:00	10:00	09:00	10:00			09:00		
Volume		1	1	1	3	2	4	3	6	5	6	3			26		
PM Peak				12:00	12:00	12:00		12:00	12:00	12:00	12:00	12:00	12:00		12:00		
Volume				1	1	1		1	1	6	2	2	1		16		
Grand Total	9	21	48	114	197	262	288	321	504	435	314	152	43	21	2729		
Percent	0.3%	0.8%	1.8%	4.2%	7.2%	9.6%	10.6%	11.8%	18.5%	15.9%	11.5%	5.6%	1.6%	0.8%			

Statistics		
15th Percentile :		36 MPH
50th Percentile :		52 MPH
85th Percentile :		62 MPH
95th Percentile :		68 MPH
10 MPH Pace Speed :		51-60 MPH
Number in Pace :		939
Percent in Pace :		34.4%

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
07/20/07	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	2	2	0	0	0	0	0	0	0	0	6
05:00	0	5	3	0	0	4	0	0	0	0	0	0	0	0	12
06:00	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
07:00	0	9	12	0	4	0	0	0	1	0	0	0	1	0	27
08:00	0	14	10	0	3	0	0	0	0	0	0	0	1	3	31
09:00	0	6	11	0	4	0	0	0	2	0	0	0	0	1	24
10:00	2	17	8	0	9	0	0	2	0	2	0	1	1	4	46
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	2	65	50	0	22	6	0	2	3	2	0	1	3	8	164
Percent	1.2%	39.6%	30.5%	0.0%	13.4%	3.7%	0.0%	1.2%	1.8%	1.2%	0.0%	0.6%	1.8%	4.9%	
AM Peak	10:00	10:00	07:00		10:00	05:00		10:00	09:00	10:00		10:00	07:00	10:00	10:00
Volume	2	17	12		9	4		2	2	2		1	1	4	46
PM Peak Volume															
Grand Total	70	1622	1203	36	591	115	9	97	72	27	3	7	85	205	4142
Percent	1.7%	39.2%	29.0%	0.9%	14.3%	2.8%	0.2%	2.3%	1.7%	0.7%	0.1%	0.2%	2.1%	4.9%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: Roosevelt
Station ID:

A to B, B to A

Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/20/07	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17-26	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	18-27	5
05:00	0	4	4	4	0	0	0	0	0	0	0	0	0	0	12	17-26	9
06:00	0	2	3	4	5	0	0	0	2	0	0	0	0	0	16	23-32	9
07:00	0	2	15	7	1	1	1	0	0	0	0	0	0	0	27	19-28	22
08:00	8	8	7	7	1	0	0	0	0	0	0	0	0	0	31	16-25	15
09:00	5	9	5	4	1	0	0	0	0	0	0	0	0	0	24	11-20	14
10:00	6	18	15	5	1	1	0	0	0	0	0	0	0	0	46	16-25	33
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	19	43	53	34	10	2	1	0	2	0	0	0	0	0	164		
Percent	11.6%	26.2%	32.3%	20.7%	6.1%	1.2%	0.6%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	07:00	07:00	06:00	07:00	07:00		06:00						10:00		
Volume	8	18	15	7	5	1	1		2						46		
PM Peak																	
Volume																	
Total	487	1064	1490	806	214	56	5	5	4	2	1	0	0	8	4142		
Percent	11.8%	25.7%	36.0%	19.5%	5.2%	1.4%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%			

	15th Percentile :	16 MPH
	50th Percentile :	22 MPH
	85th Percentile :	28 MPH
	95th Percentile :	33 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	2554
	Percent in Pace :	61.7%
	Number of Vehicles > 55 MPH :	11
	Percent of Vehicles > 55 MPH :	0.3%

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: W Main Pocatello
Station ID:

A to B, B to A — Latitude: 0' 0.000 South

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/29/07	2	9	3	0	1	0	0	1	0	1	0	0	0	1	18
01:00	0	2	0	0	0	0	0	0	1	0	0	0	0	1	4
02:00	0	3	2	0	0	0	0	1	0	0	0	0	0	1	7
03:00	0	1	1	0	0	0	0	0	0	0	0	0	1	0	3
04:00	0	2	1	0	0	0	0	0	0	0	0	0	1	0	4
05:00	0	3	5	0	0	1	0	0	0	0	0	0	1	0	10
06:00	0	11	5	0	2	0	0	1	0	0	0	0	0	3	22
07:00	0	23	17	0	8	0	0	4	0	0	0	0	0	0	52
08:00	0	43	15	1	4	0	0	2	0	0	0	0	0	1	66
09:00	0	32	18	0	10	0	0	1	0	0	0	0	0	4	65
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	2	129	67	1	25	1	0	10	1	1	0	0	3	11	251
Percent	0.8%	51.4%	26.7%	0.4%	10.0%	0.4%	0.0%	4.0%	0.4%	0.4%	0.0%	0.0%	1.2%	4.4%	
AM Peak	00:00	08:00	09:00	08:00	09:00	05:00		07:00	01:00	00:00			03:00	09:00	08:00
Volume	2	43	18	1	10	1		4	1	1			1	4	66
PM Peak															
Volume															
Grand Total	87	5855	2498	42	764	55	6	173	31	18	0	2	48	430	10009
Percent	0.9%	58.5%	25.0%	0.4%	7.6%	0.5%	0.1%	1.7%	0.3%	0.2%	0.0%	0.0%	0.5%	4.3%	

Gooding County Transportation Plan
202 Falls Avenue
Twin Falls, ID 83301
Riedesel Engineering, Inc.

Site Code: W Main Pocatello
Station ID:

A to B, B to A — Latitude: 0° 0.000 South

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/29/07	1	6	7	2	2	0	0	0	0	0	0	0	0	0	18	15-24	13
01:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	17-26	3
02:00	1	1	5	0	0	0	0	0	0	0	0	0	0	0	7	15-24	6
03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	22-31	3
04:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4	14-23	3
05:00	1	3	5	1	0	0	0	0	0	0	0	0	0	0	10	17-26	9
06:00	3	2	12	5	0	0	0	0	0	0	0	0	0	0	22	19-28	17
07:00	0	1	23	25	3	0	0	0	0	0	0	0	0	0	52	21-30	48
08:00	1	7	28	25	5	0	0	0	0	0	0	0	0	0	66	21-30	53
09:00	4	8	29	20	4	0	0	0	0	0	0	0	0	0	65	21-30	49
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	12	29	114	80	16	0	0	0	0	0	0	0	0	0	251		
Percent	4.8%	11.6%	45.4%	31.9%	6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	07:00	08:00										08:00		
Volume	4	8	29	25	5										66		
PM Peak																	
Volume																	
Total	681	1566	4711	2569	369	35	6	3	4	1	6	1	2	55	10009		
Percent	6.8%	15.6%	47.1%	25.7%	3.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.5%			

	15th Percentile :	18 MPH
	50th Percentile :	23 MPH
	85th Percentile :	29 MPH
	95th Percentile :	30 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	7280
	Percent in Pace :	72.7%
	Number of Vehicles > 55 MPH :	65
	Percent of Vehicles > 55 MPH :	0.6%

Appendix D - Bridge Sufficiency Ratings

Bridge Key	Structure Name	Features	Route	Milepost	Length	Width	SqFt	Location	Structure Type Material	Structure Type Design	Deficien	Sufficiency Rating	Admin. Jurisdiction
19520	92777A	'X-4' LATERAL CANAL	STC2777;SHOESTRING	9.59	40	59.4	2379	GOODING	Steel	Culvert		99.9	Gooding Highway District
19525	92781A	THORN CREEK	STC2781;1300 S. RD	4.074	67	25.9	1733	GOODING	Steel	Stringer/Girder		83.9	Gooding Highway District
24295	X992240	T.F.NORTHSIDE MAIN CNL	1850 S RD;14th AVE	102.622	33	24	797	GOODING	Steel	Stringer/Girder		63.4	Gooding Highway District
24300	X992240	DRY CREEK	1550 EAST ROAD	102.633	62	23.3	1442	GOODING	Steel	Stringer/Girder	SD	39	Gooding Highway District
24310	X992240	LITTLE WOOD RIVER	2050 EAST ROAD	100.38	34	24.6	840	GOODING	Steel	Stringer/Girder	SD	57.4	Gooding Highway District
24315	X992240	T.F.NORTHSIDE MAIN CNL	1750 SOUTH ROAD	100.394	30	30.3	904	GOODING	Concrete	Stringer/Girder		85.4	Gooding Highway District
24320	X992240	T.F.NORTHSIDE MAIN CNL	CO RD;PLNG#036E	100.486	30	30	893	GOODING	Concrete	Stringer/Girder		88.7	Gooding Highway District
24325	X992240	T.F.NORTHSIDE MAIN CNL	2000 SOUTH ROAD	101.973	31	24.7	764	GOODING	Steel	Stringer/Girder		89.5	Gooding Highway District
24330	X992240	'W' CANAL	1900 EAST ROAD	100.335	25	32	797	WENDELL	Prestressed Concrete	Tee Beam		97	Wendell Highway District
24335	X992240	LITTLE WOOD RIVER	1800 EAST ROAD	105.506	22	24.5	517	GOODING	Steel	Stringer/Girder		85	Gooding Highway District
24340	X992240	SNAKE RIVER	1000 EAST ROAD	99.954	433	23	9946	HAGERMAN	Steel Continuous	Truss-Thru	SD	19	Hagerman Highway District
24345	X992240	GOODING MAIN CANAL	2400 EAST ROAD	108.131	26	18	463	GOODING	Steel	Stringer/Girder	FO	72.1	Gooding Highway District
24350	X992240	BILLINGSLEY CREEK	1050 EAST ROAD	108.192	36	27	969	HAGERMAN	Steel	Stringer/Girder		70.1	Hagerman Highway District
24355	X992240	BIG WOOD RIVER	CO.RD;PLNG#036C	101.199	32	20.7	667	GOODING	Steel	Stringer/Girder	FO	71.2	Gooding Highway District
24365	X992240	GOODING MAIN CANAL	2500 EAST ROAD	101.439	25	26.9	667	GOODING	Steel	Stringer/Girder		97	Gooding Highway District
24370	X992240	BIG WOOD RIVER	1800 EAST ROAD	106.465	120	28.5	3423	GOODING	Concrete	Stringer/Girder		75.9	Gooding Highway District
24375	X992240	DRY CREEK	NORTH ROAD	102.23	43	23.3	1001	GOODING	Steel	Stringer/Girder		80.5	Gooding Highway District
24380	X992240	GOODING MAIN CANAL	2400 EAST ROAD	100.847	26	26.9	700	GOODING	Steel	Stringer/Girder		98.2	Gooding Highway District
24385	X992240	CANAL	1375 SOUTH ROAD	101.78	25	23.3	581	GOODING	Concrete	Slab		77.5	Gooding Highway District
24390	X992240	LITTLE WOOD RIVER	2200 EAST ROAD	100.215	39	23.3	904	GOODING	Steel Continuous	Stringer/Girder		95.2	Gooding Highway District
24395	X992240	DRY CREEK	CO.RD;PLNG#030A	104.159	61	24	1464	GOODING	Steel	Stringer/Girder		93.8	Gooding Highway District
24401	X992240	BIG WOOD RIVER	1625 EAST ROAD	101.782	138	26.9	3714	GOODING	Steel	Multiple Box Beam		50.3	Gooding Highway District
24405	X992240	N.GOODING MAIN CANAL	2300 EAST ROAD	106.265	30	15.7	474	GOODING	Steel Continuous	Stringer/Girder		82.9	Gooding Highway District
24410	X992240	DOG CREEK	1700 EAST ROAD	101.555	22	27.9	614	GOODING	Concrete	Frame		84	Gooding Highway District
24415	X992240	S.GOODING MAIN CANAL	2000 EAST ROAD	102.441	35	23.8	840	GOODING	Steel	Stringer/Girder		97	Gooding Highway District
24420	X992240	'W' CANAL	2800 SOUTH ROAD	102.895	22	32	710	WENDELL	Prestressed Concrete	Tee Beam		97	Wendell Highway District
24425	X992240	CLOVER CREEK	CO.RD;PLNG#0022	101.329	28	27.3	764	BLISS	Steel	Stringer/Girder		84.7	Bliss Highway District
24430	X992240	DRY CREEK	CO RD;PLNG#033B	101.466	62	24.3	1507	GOODING	Steel	Stringer/Girder		93.8	Gooding Highway District
24435	X992240	DOG CREEK	1300 SOUTH ROAD	103.249	22	27.9	614	GOODING	Concrete	Frame		89.5	Gooding Highway District
24440	X992240	BIG WOOD RIVER	CO RD;PLNG#0047	104.731	95	22.2	2120	GOODING	Steel	Truss-Thru		87.1	Gooding Highway District
24445	X992240	LITTLE WOOD RIVER	1775 SOUTH ROAD	105.291	35	24.2	850	GOODING	Concrete	Stringer/Girder	FO	63.8	Gooding Highway District
24450	X992240	CANAL	1400 SOUTH ROAD	108.881	24	24	570	GOODING	Steel	Stringer/Girder		77.2	Gooding Highway District
24455	X992240	T.F.NORTHSIDE MAIN CNL	7th AVENUE WEST	103.48	44	37.4	1647	GOODING	Concrete Continuous	Slab		85.3	City of Gooding
24460	X992240	'X' CANAL	2000 EAST ROAD	101.586	33	18.4	614	GOODING	Steel	Stringer/Girder		64.3	Gooding Highway District
24465	X992240	CLOVER CREEK	1200 SOUTH ROAD	106.463	39	17.7	689	BLISS	Steel	Truss-Thru	FO	60.9	Bliss Highway District
24470	X992240	LITTLE WOOD RIVER	CO RD;PLNG#0047	100.573	32	28.4	915	GOODING	Concrete	Slab		92.9	Gooding Highway District
24475	X992240	S. GOODING MAIN CANAL	2100 EAST ROAD	101.02	28	23.4	646	GOODING	Steel	Stringer/Girder		72.8	Gooding Highway District
24480	92710A	CLOVER CREEK	STC2710;HILL CITY	113.8	32	24.2	786	BLISS	Prestressed Concrete	Tee Beam		78.5	Bliss Highway District
24485	X992240	LITTLE WOOD RIVER	2100 EAST ROAD	101.632	27	24.5	667	GOODING	Steel	Stringer/Girder	SD	56.2	Gooding Highway District
24515	X992240	MALAD RIVER GORGE	OLD MALAD RIVER RD	101.445	120	32.2	3864	BLISS	Concrete	Arch-Deck		75.9	Bliss Highway District

Appendix E - Gravel Replacement Analysis

Gooding County Transportation Plan **1" Wearing Surface** **November 2007**

Surfacing Life-Cycle Cost Analysis with Longer Replacement Life Cycle

Designated Surface Life AADT Projections

Classification	surface	width (ft)	Wearing Surface (1"-tpm)	Replacement Life (yrs)	annual loss (tpm)	loss factors (t/adt/mi)	AADT
26 Feet Mag Chloride	**Mag-Chloride**	**26**	**898**	**6**	**150**	**1.00**	**150**
Major Collector	gravel	26	897	4.0	224	2.04	110
Minor Collector	gravel	26	897	5.0	179	1.90	94
24 Feet Mag Chloride	**Mag-Chloride**	**24**	**839**	**6.0**	**140**	**1.00**	**140**
Major Access	gravel	24	838	5.0	168	1.90	88
Minor Access	gravel	24	779	6.0	130	1.90	68

Gooding County R & B

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	**-**
Major Collector	-	4	224	-
Minor Collector		5	179	-
24 Feet Mag Chloride		**6**	**140**	**-**
Major Access	10.25	5	168	1,718
Minor Access	0.60	6	130	78
Total	10.85			1,796

Bliss Highway District

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	**-**
Major Collector	-	4	224	-
Minor Collector	0.06	5	179	11
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	39.55	5	168	6,630
Minor Access	14.48	6	130	1,880
Total	54.09			8,521

Gooding Highway District

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	**-**
Major Collector	-	4	224	-
Minor Collector	-	5	179	-
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	35.23	5	168	5,906
Minor Access	14.97	6	130	1,944
Total	50.20			7,850

Hagerman Highway District

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	**-**
Major Collector	-	4	224	-
Minor Collector		5	179	-
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	11.92	5	168	1,998
Minor Access	18.32	6	130	2,379
Total	30.24			4,377

Wendell Highway District

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	-
Major Collector		4	224	-
Minor Collector	-	5	179	-
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	24.26	5	168	4,067
Minor Access	8.29	6	130	1,076
Total	32.55			5,143

West Point Highway District

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	-
Major Collector	0.08	4	224	18
Minor Collector	-	5	179	-
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	2.88	5	168	483
Minor Access	7.15	4	130	928
Total	10.11			1,429

City of Bliss

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	-
Major Collector	-	4	224	-
Minor Collector	0.21	5	179	38
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	1.59	5	168	267
Minor Access	0.46	4	130	60
Total	2.26			364

City of Gooding

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	-
Major Collector	-	4	224	-
Minor Collector	-	5	179	-
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	1.35	5	168	226
Minor Access	7.96	4	130	1,034
Total	9.31			1,260

City of Hagerman

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	-
Major Collector	-	4	224	-
Minor Collector	-	5	179	-
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	1.14	5	168	191
Minor Access	2.38	4	130	309
Total	3.52			500

City of Wendell

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	-
Major Collector	-	4	224	-
Minor Collector	-	5	179	-
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	1.91	5	168	320
Minor Access	7.09	4	130	921
Total	9.00			1,241

Totals

Classification	Total Milage	Replacement Interval (yrs)	Replacement Rate (tpy)	Annual Volume (t)
26 Feet Mag Chloride		**6**	**150**	-
Major Collector	0.08	4	224	18
Minor Collector	0.27	5	179	48
24 Foot Mag Chloride		**6**	**140**	**-**
Major Access	130.08	5	168	21,806
Minor Access	81.70	4	130	10,608
Total	212.13			32,481

Major Collector
Gooding County Transportation Plan
Surfacing Life-Cycle Cost Analysis with Longer Replacement Life Cycle

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	26.00			26.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.08	2.43	26.00	cy
Gravel Surfacing	0.08	2.08	26.00	407
Shoulders	0.08	0.35	4.70	68
PMX & Shoulder			30.70	
BASE	0.00	-	30.70	-
SUBBASE	0.00	-	30.70	-
Average Ex/Emb Depth	-	-	30.70	-

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units
Gravel Surfacing	140	#/cf	769	ton
Shoulder Material	140	#/cf	129	ton
3/4"(-) for Base	140	#/cf	-	ton
Granular SubBase	135	#/cf	-	ton
Excavation/Borrow			-	cy
CRS-2R for Seal	0.35	gal/sy	22	ton
Cover Coat-Cl 4	28.00	#/sy	214	ton
Rejects for Maint.	5.00	#/sy	38	ton
CSS-1 for fog	0.15	gal/sy	10	ton

Minor Collector
Gooding County Transportation Plan
Surfacing Life-Cycle Cost Analysis with Longer Replacement Life Cycle

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	26.00			26.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.08	2.43	26.00	cy
Gravel Surfacing	0.08	2.08	26.00	407
Shoulders	0.08	0.35	4.70	68
PMX & Shoulder			30.70	
BASE	0.00	-	30.70	-
SUBBASE	0.00	-	30.70	-
Average Ex/Emb Depth	-	-	30.70	-

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units
Gravel Surfacing	140	#/cf	769	ton
Shoulder Material	140	#/cf	129	ton
3/4"(-) for Base	140	#/cf	-	ton
Granular SubBase	135	#/cf	-	ton
Excavation/Borrow			-	cy
CRS-2R for Seal	0.35	gal/sy	22	ton
Cover Coat-Cl 4	28.00	#/sy	214	ton
Rejects for Maint.	5.00	#/sy	38	ton
CSS-1 for fog	0.15	gal/sy	10	ton

Major Access
Gooding County Transportation Plan
Surfacing Life-Cycle Cost Analysis with Longer Replacement Life Cycle

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	24.00			24.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.08	2.27	24.00	cy
Gravel Surfacing	0.08	1.92	24.00	375
Shoulders	0.08	0.35	4.70	68
PMX & Shoulder			28.70	
BASE	0.00	-	28.70	-
SUBBASE	0.00	-	28.70	-
Average Ex/Emb Depth	-	-	28.70	-

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units
Gravel Surfacing	140	#/cf	710	ton
Shoulder Material	140	#/cf	129	ton
3/4"(-) for Base	140	#/cf	-	ton
Granular SubBase	135	#/cf	-	ton
Excavation/Borrow			-	cy
CRS-2R for Seal	0.35	gal/sy	21	ton
Cover Coat-CI 4	28.00	#/sy	197	ton
Rejects for Maint.	5.00	#/sy	35	ton
CSS-1 for fog	0.15	gal/sy	9	ton

Minor Access
Gooding County Transportation Plan
Surfacing Life-Cycle Cost Analysis with Longer Replacement Life Cycle

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	24.00			24.00
Shoulders	1.00			1.00
LANES	2.00			2.00

CROWN	2.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.08	2.11	24.00	cy
Gravel Surfacing	0.08	1.92	24.00	375
Shoulders	0.08	0.19	2.70	37
PMX & Shoulder			26.70	
BASE	0.00	-	26.70	-
SUBBASE	0.00	-	26.70	-
Average Ex/Emb Depth	0.00	-	26.70	-

QUANTITY ESTIMATES

MATERIALS	estimating data		quantity	units
Gravel Surfacing	140	#/cf	710	ton
Shoulder Material	140	#/cf	69	ton
3/4"(-) for Base	140	#/cf	-	ton
Granular SubBase	135	#/cf	-	ton
Excavation/Borrow			-	cy
CRS-2R for Seal	0.35	gal/sy	21	ton
Cover Coat-Cl 4	28.00	#/sy	197	ton
Rejects for Maint.	5.00	#/sy	35	ton
CSS-1 for fog	0.15	gal/sy	9	ton

26 Foot MgCl
Gooding County Transportation Plan
Surfacing Life-Cycle Cost Analysis with Longer Replacement Life Cycle

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	26.00			26.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	4.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.08	2.43	26.00	cy
Gravel Surfacing	0.08	2.08	26.00	407
Shoulders	0.08	0.35	4.76	69
PMX & Shoulder			30.76	
BASE	0.00	-	30.76	-
SUBBASE	0.00	-	30.76	-
Average Ex/Emb Depth	-	-	30.76	-
QUANTITY ESTIMATES				
MATERIALS	estimating data		quantity	units
Gravel Surfacing	140	#/cf	769	ton
Shoulder Material	140	#/cf	130	ton
Mag-Chloride	0.50	gal/sy	48	ton
3/4"(-) for Base	140	#/cf	-	ton
Granular SubBase	135	#/cf	-	ton
Excavation/Borrow	-	cy	-	cy
CRS-2R for Seal	0.35	gal/sy	22	ton
Cover Coat-CI 4	28.00	#/sy	214	ton
Rejects for Maint.	5.00	#/sy	38	ton
CSS-1 for fog	0.15	gal/sy	10	ton

24 Foot MgCl
Gooding County Transportation Plan
Surfacing Life-Cycle Cost Analysis with Longer Replacement Life Cycle

PARAMETERS

	Segment # 1	Segment # 2	Segment # 3	Total/Ave
Begin Const. MP	-			-
End Const. MP	1.000			1.000
LENGTH (MI)	1.000		-	1.000
FT	5,280		-	5,280
Traveled Way	24.00			24.00
Shoulders	2.00			2.00
LANES	2.00			2.00

CROWN	4.00%
FORESLOPE (X:1)	4

SECTION	BALLAST	AREA	BASE WIDTH	VOLUME
TOTAL	0.08	2.27	24.00	cy
Gravel Surfacing	0.08	1.92	24.00	375
Shoulders	0.08	0.35	4.76	69
PMX & Shoulder			28.76	
BASE	0.00	-	28.76	-
SUBBASE	0.00	-	28.76	-
Average Ex/Emb Depth	-	-	28.76	-
QUANTITY ESTIMATES				
MATERIALS	estimating data		quantity	units
Gravel Surfacing	140	#/cf	710	ton
Shoulder Material	140	#/cf	130	ton
Mag-Chloride	0.50	gal/sy	45	ton
3/4"(-) for Base	140	#/cf	-	ton
Granular SubBase	135	#/cf	-	ton
Excavation/Borrow	-	cy	-	cy
CRS-2R for Seal	0.35	gal/sy	21	ton
Cover Coat-CI 4	28.00	#/sy	197	ton
Rejects for Maint.	5.00	#/sy	35	ton
CSS-1 for fog	0.15	gal/sy	9	ton

Life Cycle Analysis (1 inch) Gravel.xls;mgcl (24) 1 of 1 11/8/2007

Appendix F - TAC Project Priorities Worksheet

Gooding County TAC Project Priorities

Fiscal Year _____ Date _____

The TAC will decide which projects are the COUNTY-WIDE top 3 projects for each of the following funding categories each year. Those projects which make the top 3 one year but are not funded may still be on the top 3 for subsequent years.

Funding Category		Project	Jurisdiction
Incentive Program	1.		
	2.		
	3.		
STP Enhancement	1.		
	2.		
	3.		
Bridge	1.		
	2.		
	3.		
CMAQ	1.		
	2.		
	3.		
STP Safety	1.		
	2.		
	3.		
Forest Highways	1.		
	2.		
	3.		
Public Lands Discretionary	1.		
	2.		
	3.		
Scenic Byways	1.		
	2.		
	3.		
_____ (Other Funding Source)	1.		
	2.		
	3.		