

NEZ PERCE COUNTY TRANSPORTATION PLAN

2020



This plan was produced for Nez Perce County with assistance from J-U-B Engineers, Inc.



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ACKNOWLEDGMENTS

NEZ PERCE COUNTY STAFF AND COMISSIONERS

Mark Ridinger, Director, Nez Perce County Road & Bridge
Bill Reynolds, GIS, Nez Perce County
Alison Tompkins, Planner, Nez Perce County
Don Beck, Chairman, Nez Perce County Commissioner
Doug Havens, Second District, Nez Perce County Commissioner
Doug Zenner, Third District, Nez Perce County Commissioner

TECHINICAL ADVISORY COMMITTEE

Shannon Grow, Director, Lewis Clark Valley MPO
Ken Helm, Planner, ITD District 2
Shawn Stubbers, City Engineer, City of Lewiston
Mary Beth Frank, Manager, Nez Perce Tribe Transportation Department

STAKEHOLDERS

Allen White, Transportation Director, Lapwai School District 341
Jaynie Bentz, Port of Lewiston
Brandon Johnson, CEO, Latah Sanitation Inc.
Joe Rodriguez, Sherriff, Nez Perce County Sherriff's Office
Joshua Hall, Fire Chief, Nez Perce County Fire Department
Toby Thill, Transportation Supervisor, Lewiston Independent School District #1
Travis Sparkman, USPS Postmaster
Bill Arnold, Two River Cyclist

CONSULTANT

Kayla Brown, P.E., J-U-B Engineers, Inc.
Lisa Bachman, AICP, J-U-B Engineers, Inc.
Addison Coffelt, Planner, J-U-B Engineers, Inc.
Chris Yake, GIS Specialist, Gateway Mapping
Gemma Puddy, Public Involvement Specialist, The Langdon Group



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1. INTRODUCTION

1.1 Purpose, Vision, Goals & Policies

Purpose

The purpose of the Nez Perce County Transportation Plan is to evaluate existing and future transportation conditions and identify short and long-term priorities to improve safety, access and mobility for the traveling public. The following vision, goals and policies developed by the County sets the framework to achieve this purpose.

VISION

Create and maintain a safe, efficient, and convenient multi-modal transportation system that meets the current needs of the County and establishes a foundation for a transportation system that will serve future generations.

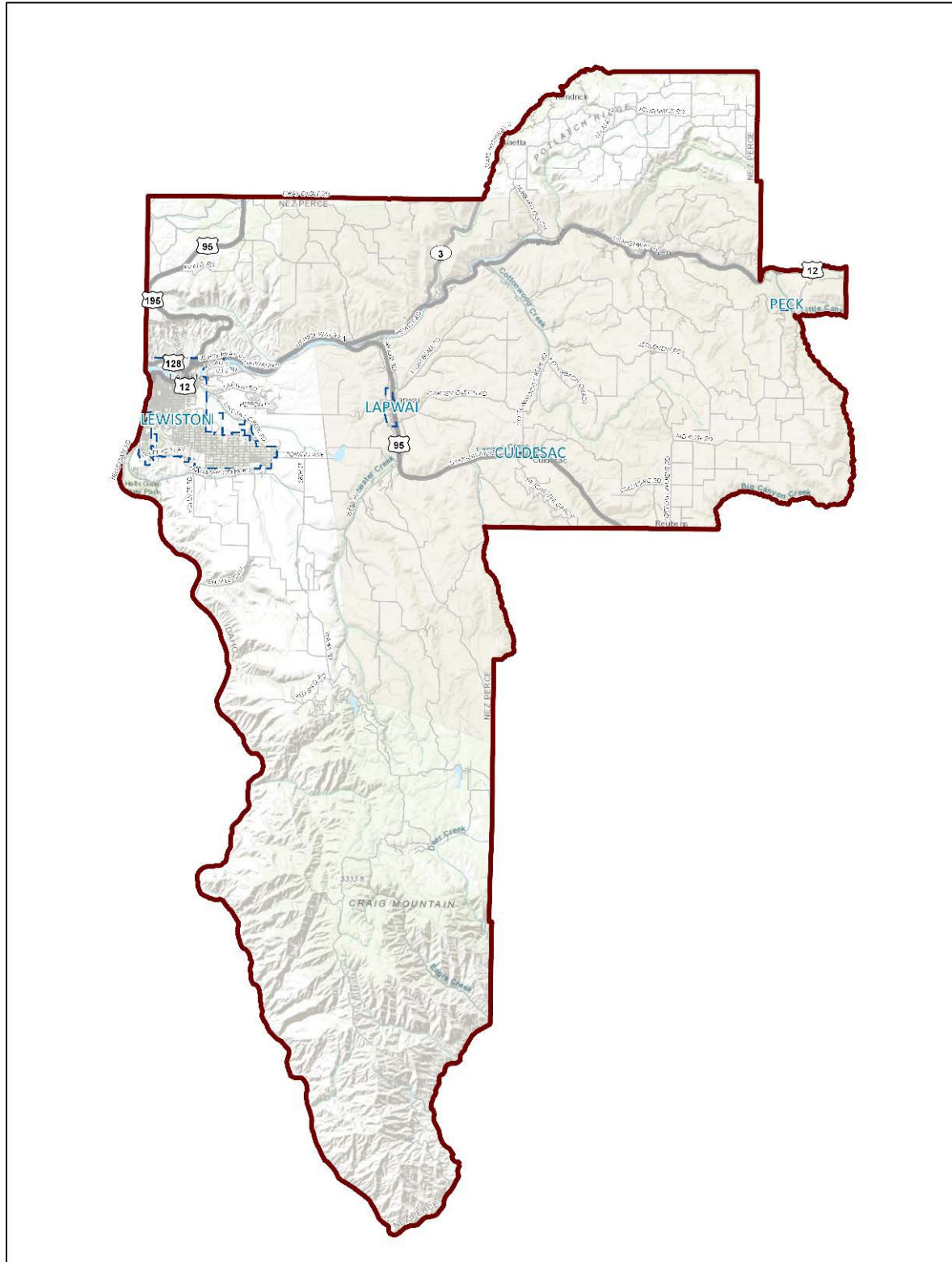
GOALS & POLICIES

- **Goal 1:** Evaluate current and future land uses that will assist in promoting a sustainable, long-term transportation system.
 - Policy 1.1:** Require new development to dedicate right-of-way and develop roads to Nez Perce County Standards.
 - Policy 1.2:** Collaborate with County Development Services to ensure consistency with provisions of the Comprehensive Plan.
- **Goal 2:** Implement policies and projects that prioritize safety, preservation, and access while balancing the needs of multi-modal facilities, street capacity and future development.
 - Policy 2.1:** Improve roadways according to the Nez Perce County standards while incorporating multi-modal facilities whenever possible.
 - Policy 2.2:** Identify projects that allow for potential partnerships with neighboring jurisdictions to increase funding opportunities.
 - Policy 2.3:** Provide adequate funding for the preservation of existing infrastructure.
 - Policy 2.4:** Evaluate safety data throughout Nez Perce County on an annual basis to identify critical safety improvements/needs.
- **Goal 3:** Consider the importance and value of current and future plans and policies.
 - Policy 3.1:** Ensure all existing and future routes (truck, emergency, etc.) are identified on the Functional Classification Map.
 - Policy 3.2:** Ensure all proposed projects comply with the Nez Perce County Comprehensive Plan, All Hazards Mitigation Plan, and any other applicable planning documents.
- **Goal 4:** Plan for a transportation system that will allow for sustainability, accessibility, and enhance the economic vitality of the County.
 - Policy 4.1:** Collaborate with neighboring cities and counties to identify opportunities for increased public transportation and/or ride sharing options.
- **Goal 5:** Collaborate with neighboring jurisdictions and agencies (MPO, Cities and Counties, Highway Districts, Nez Perce Tribe, ITD, etc.).
 - Policy 5.1:** Support cooperative partnerships.

1.2 Planning Area

Nez Perce County planning area, shown in **Figure 1-1**, encompasses approximately 855 square miles and includes 638 miles of roadways maintained by the County.

Figure 1-1 – Nez Perce County Planning Area



2. EXISTING AND FUTURE CONDITIONS

2.1 Existing Plans, Policies and Projects

Existing plans, policies, and planned projects located within Nez Perce County were reviewed and documented (see **Appendix A**).

2.2 Demographics and Land Use

Demographics

Table 2-1 – Demographics Information

Population						
Area	1990	2000	2010	Projected 2020	Projected 2030	Projected 2040
<i>Culdesac</i>	280	378	380	392	435	478
<i>Lapwai</i>	932	1,134	1,137	1,180	1,309	1,439
<i>Lewiston</i>	28,082	30,904	31,894	33,903	37,632	41,395
<i>Peck</i>	160	186	197	204	227	250
City Total	29,454	32,602 <i>(1.06%/year)</i>	33,608 <i>(0.3%/year)</i>	35,679 <i>(0.62%/year)</i>	39,604 <i>(1.1%/year)</i>	43,332 <i>(0.94%/year)</i>
Nez Perce County Total	33,754	37,410 <i>(1.08%/year)</i>	39,265 <i>(0.49%/year)</i>	41,718 <i>(0.62%/year)</i>	44,638 <i>(0.7%/year)</i>	47,316 <i>(0.6%/year)</i>
Population Characteristics (2018)						
Characteristic	Nez Perce County		State of Idaho			
Median Age	40.9		36.1			
Total Households	17,739		711,731			
Average Persons per Household	2.51		2.73			
Median Income	\$54,174		\$53,089			
Unemployment	2.8%		2.9%			

Sources: US Census Bureau: American Community Survey, Community Facts; Idaho Department of Labor: Population Projections (*italicized numbers indicate annual percent growth*)

Land Use

Currently, the majority of Nez Perce County is zoned agricultural, agricultural residential, forest area, and sparse rural residential throughout the County. With the City of Lewiston providing a largely populated urban area within the County, zoning within the County includes farmland, agricultural transition land, industrial, and suburban residential approaching the city limits. The Nez Perce County Future Land Use Map displays the County increasing rangelands in areas currently zoned agriculture as well as increasing suburban areas around the City of Lewiston. The County has identified the following areas as exhibiting notable residential growth: Pheasant Trail Estates, Cougar Ridge, Canyon Crest (City of Lewiston), and Skyview Estates.

Nez Perce County Comprehensive Plan and Future Land Use Map:

<https://www.co.nezperce.id.us/Departments/PlanningandBuilding/ComprehensivePlan/ComprehensivePlanHome.aspx>

2.3 Roadway Network

Functional Classification

While the large majority of Nez Perce County is rural, an urban area exists within the City of Lewiston that creates the need for a roadway network that can serve both rural and urban areas. **Figure 2-1** shows the existing and proposed functional classification system of principal arterials, minor arterials, and major and minor collectors.

Webb Road is the only existing roadway that has a current classification with a proposed classification change. Webb Road is currently classified as a Major Collector and is being proposed as a Minor Arterial from Tammany Creek Road to US 95.

Proposed Connections

As population increases and roadways become more utilized, it is necessary for new roadways to be built, improved or existing roads to be reclassified to more efficiently move traffic throughout the County. **Table 2-2 and Figure 2-2** displays the proposed future connections and classifications.

Table 2-2 – *Proposed Future Connections*

Future Connector	Extent	Proposed Classification
*Cecil Andrus Way	Community Drive to Nez Perce Dr	Collector
Nez Perce Dr	Gun Club Rd to Lindsay Creek Rd	Collector
*Pathfinder Way	Warner Ave to Lindsay Creek Rd	Collector
*18th St	Hidden Valley Loop to Lindsay Creek Rd	Collector
**Hepton Ln	Lindsay Creek Rd to Hepton Ln	Collector
*11th Ave	29th St to Gun Club Rd	Collector
*16th Ave	29th St to Gun Club Rd	Collector
*Southport Ave	Southport Ave to Tammany Creek Rd	Collector
28th St	28th St to Lapwai Rd	Collector
Hewett Rd	US 95 to Hewett Rd	Collector

**Future connections located within City Limits*

***Private ownership currently, will require support from property owners*

Figure 2-1 – Functional Classification

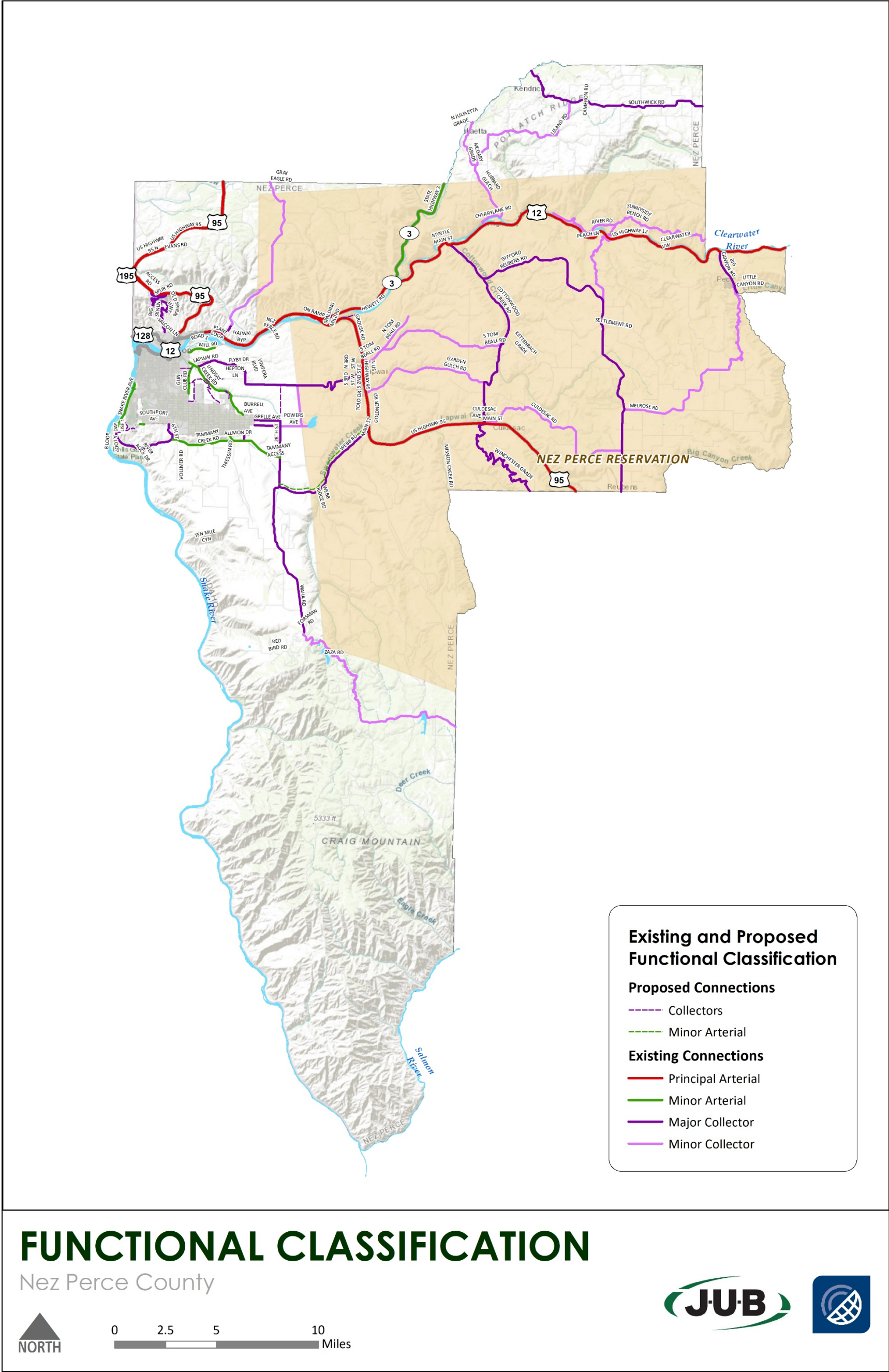
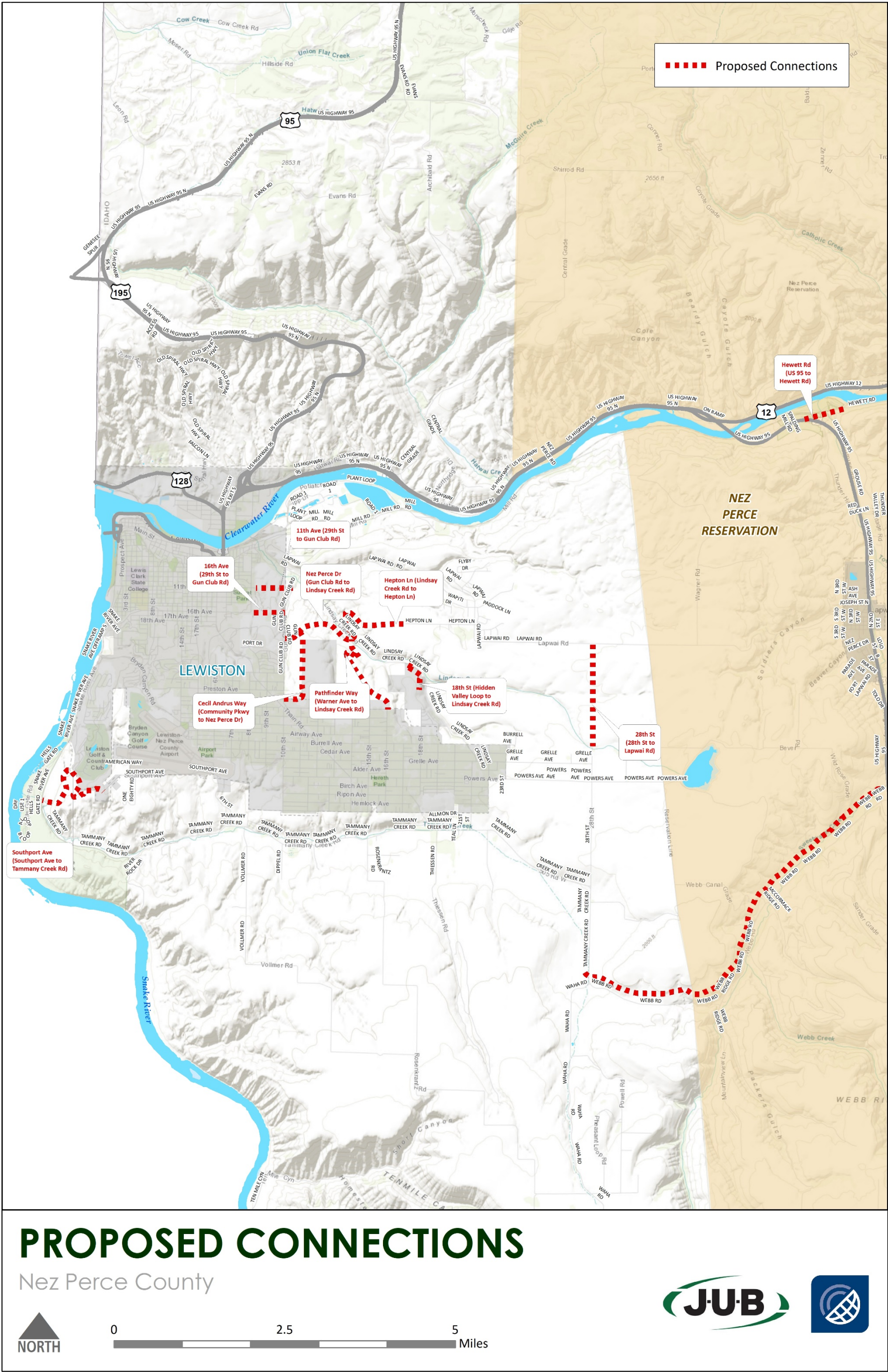


Figure 2-2 – Proposed Connections



Access Management

Access and mobility are the primary functions of the roadways throughout Nez Perce County. Roadways are designed to emphasize the needed function for subsequent or surrounding areas. Access spacing for the roadways within Nez Perce County are shown in **Table 2-3**.

Table 2-3 – Nez Perce County Roadway Access Spacing

Roadway Classification	Minimum Spacing
Arterials Designed to carry more traffic higher speeds. Mobility is the primary function while the emphasis necessitates a design for higher speeds and restriction of access along the arterial.	330 feet
Local Roads Designed for low speed and increased access. Access is the primary function as local roads are designed for low travel speeds.	40 feet
Collectors Designed to bridge the gap between local roads and arterials. Speeds vary depending on surrounding land uses and provide controlled access under specific conditions.	330 feet

Source: LHTAC Manual for Use of Public Right-of-Way Standard Approach Policy

The construction of new approaches on any public roadway, whether dirt, gravel, or pavement, requires an application and permit to use public right-of-way that is issued by the County.

Design Standards

Nez Perce County currently utilizes the Local Highway Technical Assistance Council (LHTAC) guidelines for roadway design standards. These standards are outlined in **Table 2-4**.

Table 2-4 – Roadway Design Standards

Design Parameter	Arterial	Collector	Local Road
Pavement Width	28 feet	26 feet	24 feet
Right-of-Way Width	80 to 100 feet	60 to 80 feet	60 feet
Vertical Grades	6% maximum	6% maximum	6% maximum
Curvature	839 feet	510 feet	250 feet
Design Speed	35 to 60 mph	35 to 45 mph	25 to 35 mph
Intersection Angles	80 to 90 degrees	80 to 90 degrees	70 to 90 degrees

Source: 2001 LHTAC Highway & Street Guidelines for Design and Construction

Roads, stormwater systems and facilities constructed within an area of city impact may be subject to the associated City requirements and review. For instance, all roads, stormwater systems, and facilities constructed within the Lewiston Area of City Impact shall comply with the Lewiston Public Works Department Standards as approved by current ordinance.

2.4 Traffic Volumes & Level of Service

Existing and Future Traffic Volumes

Annual Average Daily Traffic (AADT) volumes collected in 2017 provided by the Idaho Transportation Department (ITD) are shown in **Figure 2-3**. Supplemental traffic volume data is collected periodically for county roads by the Nez Perce County Road and Bridge Department. The data helps to monitor traffic growth and patterns as well as to evaluate Level of Service (LOS). Generally, traffic volumes on county roads are low enough that delay from congestion is low and capacity issues do not arise.

Roadway Segment Level of Service

Roadway segment volumes were collected by the Nez Perce County Road and Bridge Department at six (6) locations in the spring of 2019. A summary of the traffic volumes collected is shown in **Table 2-5**. Each of the roadways were evaluated for LOS calculating the volume to capacity ratio. Each roadway consists of one lane in each direction except for the segment of Mill road near the city/county line, and generally has a speed limit of 35 MPH. Future traffic volumes for these six (6) segments were estimated by using a 2 percent annual growth rate, which is likely conservatively high, given the historic annual population growth rates shown in **Table 2-1**.

Table 2-5 – Roadway Segment Level of Service

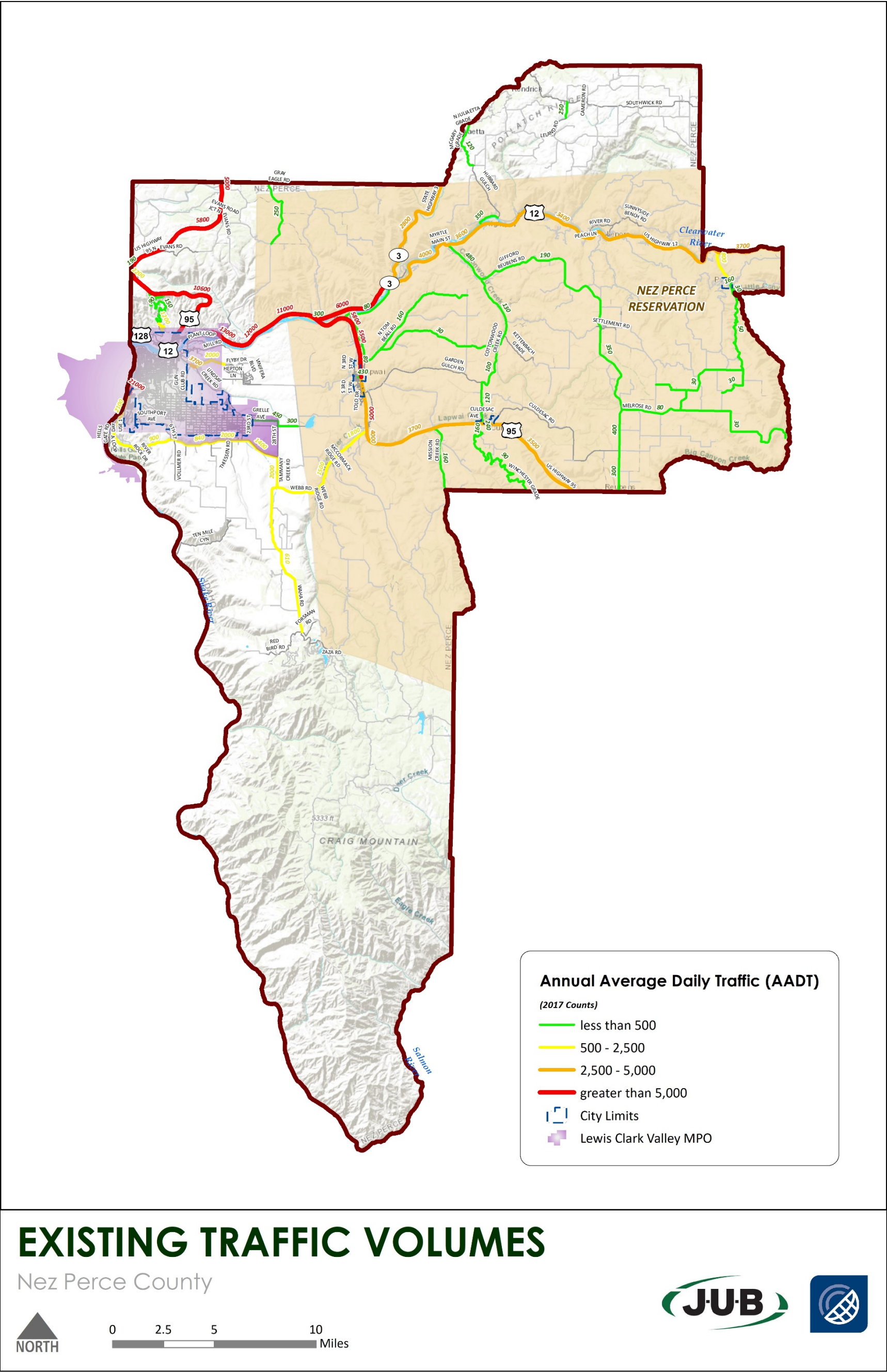
Roadway Segment	2019 Average Daily Traffic	Capacity	2019 Peak Hour Peak Direction Volume	2019 Volume to Capacity ratio/Level of Service	2039 Peak Hour Peak Direction Volume	2039 volume to capacity ratio/Level of Service
Snake River Avenue: South of Country Club Rd	2762	800	143	0.18 / A	212	0.27 / A
Mill Road: East of County Line	5358	1600	311	0.19 / A	462	0.29 / A
Mill Road: East of Gate 1	1635	800	75	0.09 / A	111	0.14 / A
Lapwai Road: West of Gun Club Rd	6387	800	430	0.54 / A	639	0.80 / B
Lapwai Road: Middle	2196	800	113	0.14 / A	168	0.21 / A
Tammany: Lower	916	800	60	0.08 / A	89	0.11 / A

Intersection Level of Service

Some of the busiest intersections that fall under Nez Perce County jurisdiction lie within the Lewis Clark Valley Metropolitan Planning Organization boundary and are evaluated for improvements through their planning process. As part of the County Transportation Plan, intersection turning movement volumes were collected during the morning, afternoon and evening peak periods, with LOS data

included in **Appendix B**. These volumes were evaluated for capacity purposes using Highway Capacity Software at the two (2) intersections, Lapwai Road/Cougar Ridge Road and Lapwai Road/Lindsay Creek. All three time periods currently function with excellent Levels of Service of "A" and average vehicle delay of 9.7 seconds for the stop-controlled approach for the Lapwai Road/Cougar Ridge Road intersection and 9.5 seconds for the Lapwai Road/Lindsay Creek intersection. Traffic volumes were increased 2 percent per year for 20 years and evaluated for potential future conditions. Based on the analysis, delay time will increase to 10.5 seconds for the Lapwai Road/Cougar Ridge Road intersection and 10.4 seconds for the Lapwai Road/Lindsay Creek intersection, resulting in a future LOS "B" for both intersections, well within the county standards.

Figure 2-3 – Annual Average Daily Traffic



2.5 Bridge Inventory

The County is responsible for the maintenance of 35 bridges. The National Bridge Inventory recently altered the bridge rating system; Rather than a single bridge rating on a scale from 0-100, bridges are now rated on National Bridge Inventory (NBI) codes (9-7 ranks as good, 6-5 ranks as fair, and 4-0 ranks as poor) for the three main components that comprise the condition of a bridge: the deck, superstructure, and substructure. Each component is ranked separately to analyze the varying degrees of condition and establish the need for rehabilitation or replacement. According to 2014-2018 data collected, seven (7) bridges within the County are structurally deficient and four (4) bridges are listed as functionally obsolete, all of which are located in **Table 2-6**.

Table 2-6 presents a summary of the 34 bridges in Nez Perce County and the most recent inspection year. Current bridge ratings based on the most recent inspection reports provided by the County are included in Appendix C. **Table 2-7** summarizes all County bridges that have been deemed functionally obsolete or structurally deficient and displays the bridge conditions of the deck, substructure, and superstructure as a means of highlighting the need for rehabilitation or replacement. Structurally deficient means part of the bridge may require monitoring or repair but does not indicate the bridge is unsafe or likely to collapse; however, functionally obsolete indicates the design may be outdated and may have a low clearance and/or narrow shoulders. The table in **Appendix C** includes additional information such as waterways, ADT, sufficiency ratings, deficiency status and condition classification. Refer to **Figure 2-4** for the locations of the bridges and the associated bridge ratings.

Bridges with 'Good' sufficiency ratings should be assessed by the County annually to determine if preventative maintenance is required to maintain that good sufficiency rating. Local Rural Highway Investment Program (LRHIP) funding should be considered as a funding mechanism for preventative maintenance on bridges.

Table 2-6 –Bridge Inventory Summary

Bridge Key No.	Name	Route	Inspection Year
29925	Cow Creek	Leon Rd	2019
29915	Cow Creek	Moser Rd	2018
29910	Hatwai	Central Grade	2019
20266	Potlatch River/Wauncher	Southwick	2018
29841	Potlatch River/Ne Juliaetta	McGary Grade	2018
29935	Potlatch River/Kendrick (Sperry)	Sperry Grade Rd/ Mill Street	2019
29965	Clearwater Lenore Bridge	Lenore	2020
29960	Cherrylane	Cherrylane Rd	2018 Construction in progress
29920	Pine Creek	River Rd	2019
29945	Bedrock Crk/Nw Lenore	River Rd	2017
29951	Wheeler Canyon Creek	Sunnyside Bench	2019
29845	Potlatch River (Arrow Jct)	Arrow Highline Rd	2019
29865	Spalding	Grouse Rd	2019

Bridge Key No.	Name	Route	Inspection Year
29850	Lapwai Creek	McIntyre St	2017
29855	Lapwai Creek Jacques Spur	Lyle Gulch	2017
29825	Big Canyon Creek Se Peck	Little Canyon Rd	2019
29930	Cottonwood Creek/Twin	Tom Beall/Cottonwood Creek	2018
29905	Coyote Creek	Cottonwood Creek Road	2019
29875	Lapwai Creek	Red Duck Ln	2020
20225	Cottonwood Creek	Gifford/ Reubens	2019
29890	Cottonwood/Cedar Creek	Cedar Rd	2019
29860	Lapwai Creek	Tom Beall Rd	2018
29831	Lapwai Creek/Garden Gulch	Garden Gulch	2018
20230	Big Canyon Creek/Peck City	Big Canyon Rd.	2019
20235	Bear Creek	Big Canyon Rd.	Currently Under Construction
21470	Lindsay Creek	Gun Club Rd	2019
21473	Tammany Creek	Tammany Creek	2019
20250	Sweetwater Creek	Webb Rd	2020
20252	Sweetwater Creek	Webb Ridge Rd	2020
29940	Mission Creek	Slickpoo Rd	2018
20261	Mission Creek/Rock Creek	Mission Creek Rd	2019
20255	Mission Creek/Aherin	Mission Creek Rd	2019
21495	Southway Bridge	Snake River	2018
	White Bridge	White Road	New Construction

Source: Nez Perce County

Bridge conditions for the deck, superstructure and substructure are rated on a numerical system as follows: 0-2 qualifies as critical, 3-4 qualifies as poor, 5 qualifies as fair, 6 as satisfactory, and 7 as good. Any bridge with a condition of critical, poor, structurally deficient, or functionally obsolete should be considered for rehabilitation/replacement funding through LHTAC's Local Federal-aid Bridge Program.

Table 2-7 – Bridge Condition Analysis (Poor and SD/FO Only)

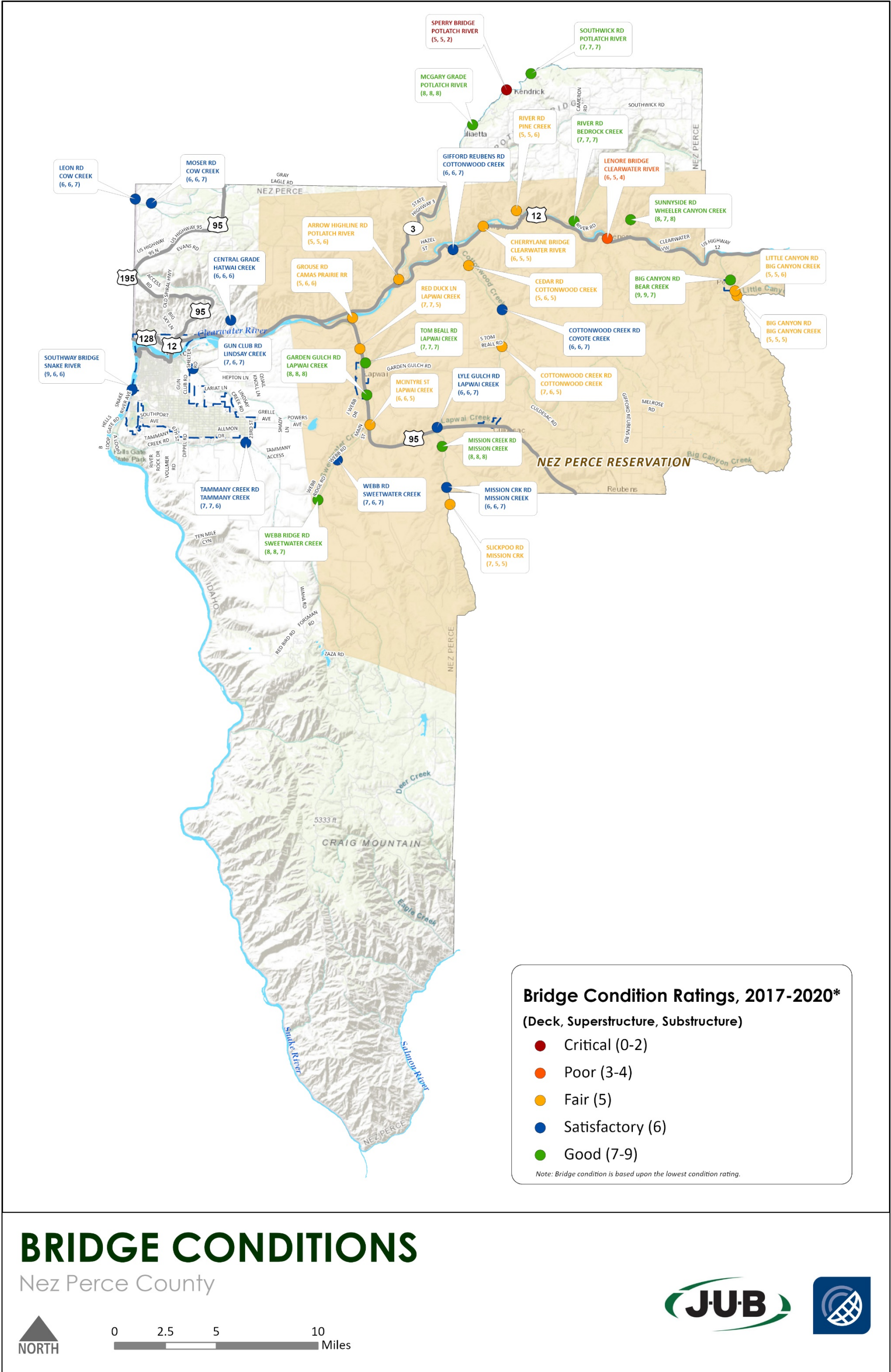
Key No.	Bridge	Route (Current Functional Classification)	Deck Condition	Superstructure Condition	Substructure Condition	SD/FO
Bridges for Replacement/ Major Repair						
21470	Lindsay Creek	Gun Club Rd (minor arterial)	7	6	7	*SD
Comments: Complete concurrently with identified roadway improvements.						
20250	Sweetwater Creek	Webb Rd (major collector)	7	6	7	*FO
Comments: Complete concurrently with next design phase of Webb Road, Webb Canal Grade towards HWY 95						
29935	Potlatch River/Kendrick (Sperry)	Sperry Grade Rd./Mill St. (local road)	5	5	2	*SD
Comments: Partner with Latah County; Reach out to assess interest.						
29960	Clearwater Lenore Bridge	Lenore Grade (minor collector)	6	5	4	*SD
Comments: Bridge feasibility study funding received.						
29845	Potlatch River (Arrow Jct)	Arrow Highline Rd (local road)	5	5	6	*FO
29825	Big Canyon Creek SE Peck	Little Canyon Rd (local road)	5	5	6	*SD
29850	Lapwai Creek	Mcintyre St (local road)	6	6	5	*FO
20230	Big Canyon Creek/Peck City	Big Canyon Road (major collector)	5	5	5	*SD
29945	Pine Creek	River Rd (local road)	5	5	6	*FO
29890	Cottonwood/Cedar Creek	Cedar Rd (local road)	5	6	5	*SD
29920	Cherrylane Bridge	Cherry Lane Rd. (local road)	6	5	5	*SD
Comments: Currently in process of being replaced through BUILD funding.						
	White Bridge (box culvert replacement)	White Road (local road)	Fish Barrier			
Comments: Currently in process, partnership with Nez Perce Co. Soil & Water Conservation District						

Bridge Condition Analysis (Poor and SD/FO Only), Source: Nez Perce County, Idaho Transportation Department

***SD: Structurally Deficient**

***FO: Functionally Obsolete**

Figure 2-4 – Bridge Conditions



2.6 Sign Inventory and Management

Nez Perce County keeps an updated inventory of all signs throughout the County including sign types, location, and condition. The County should regularly analyze the conditions of signs and develop a budget for continual upgrades and replacement of signs. If a sign upgrade or replacement is not fiscally feasible, the County should apply for LRHIP sign grant funds from LHTAC to ensure all signs meet Manual on Uniform Traffic Control Devices (MUTCD) standards. Nez Perce County has received two LRHIP sign grants from LHTAC prior to 2014. Additional information regarding the County's sign inventory and management can be found at the County's website: <http://www.co.nezperce.id.us/>

2.7 Intermodal Transportation System

Existing and Future Conditions

Table 2-8 – Existing Modes of Transportation

System	Existing Conditions	Future Conditions
<i>Pathways</i> See Figure 2-6 & Figure 2-7	<ul style="list-style-type: none"> Lewiston/Clarkston Riverfront Levee System Clearwater and Snake River Recreational Trails (25 miles) <p>Off-Road: Lapwai Road: Lindsay Creek to end of pavement – pathway Tammany Creek Road: Barr Road to east side of rodeo ground - pathway</p>	<ul style="list-style-type: none"> Tammany Creek Road: Barr Road to Waha Road – Shared shoulder Webb Road: US-95 to Waha Road – Shared shoulder Lapwai Road: end of pavement to City of Lapwai – Shared shoulder Tammany Creek Road: Barr Road to Snake River Ave – Shared shoulder Sweetwater to Spalding Bridge – Bike path, shared shoulder Spalding Bridge to Ed Corkill Memorial Trail – Bike path Lindsay Creek Road – Bike path, shared shoulder Sweetwater to Culdesac – Bike path, shared shoulder
<i>Public Transportation</i>	<p>Available to the greater Lewiston-Clarkston area and to and from the City of Asotin.</p> <ul style="list-style-type: none"> Lewiston Transit Appaloosa Express Public Transportation Benefit Area (PTBA) 	<p>Regional Public Transportation plans on expanding services to neighboring communities and counties to increase transportation to and from the City of Lewiston.</p> <p>http://ridethevalley.org/ https://www.nezperce.org/wp-content/uploads/2018/08/FixedRouteTrifoldRevisedJanuary2018.pdf</p>
<i>Rail</i>	<p>Camas Prairie Railnet: 225 miles of track in Idaho and Washington and a major railroad yard west of Clearwater Paper Corporation in East Lewiston.</p>	<p>There has been discussions of potentially utilizing the historic features of the railway to provide tours of the trestles and tunnels along the US-95 and Winchester Grade.</p> <p>https://www.american-rails.com/csp.html</p>
<i>Airports & Private Strips</i>	<p>Lewiston-Nez Perce County Regional Airport (primary commercial airport)</p>	<p>Planned future improvements include the reconstruction of taxiways and one runway.</p> <p>https://www.golws.com/</p>
<i>Navigable Waterways</i>	<p>Port of Lewiston</p>	<p>https://portoflewiston.com/</p>

System	Existing Conditions	Future Conditions
<i>Truck Routes</i> See Figure 2-5	<p>There are currently no designated truck routes; however, there are commercial vehicle routes identified by the County and the Technical Advisory Committee:</p> <ul style="list-style-type: none"> • Webb Road/Tammany Creek Road: alternate route between Lewiston and US-95. • Gifford Reubens Road: link US-95 in Lewis County to US-12 in Nez Perce County. • Lindsay Creek Road, Gun Club Road, Cottonwood Creek Road, Southwick Road, Waha Road, Lapwai Road • Mill Road – only designated 129,000 lb. route • 6th Street (Tammany Creek to Airport Industrial area) 	Nez Perce County should work to designate several more truck routes throughout the County, in addition to Mill Road.
<i>Emergency Routes</i>	Routes P1 – P4 are not officially designated.	The County should establish designated emergency routes and adopt an Emergency Routes Map. Refer to the <i>Nez Perce County All Hazard Mitigation Plan</i> .

Source: Nez Perce County Webpage

Truck Routes

The truck routes shown in **Figure 2-5** are the result of a collaborative effort between the County, the Technical Advisory Committee (TAC), and local farmers and businesses. Agriculture and commercial transport remains a significant part of Nez Perce County and therefore was given consideration during the transportation planning process. US 95 and Highway 12 are undoubtedly the most trafficked and utilized roadways for trucks and freight, but other routes identified by the County and TAC include Webb Road/Tammany Creek Road, Gifford Reubens Road, Lindsay Creek road, Gun Club Road, Cottonwood Creek Road, Southwick Road, Waha Road, Lapwai Road, Mill Road, and 6th Street.

Pathways

While there is currently not a fully connected regional pathway network in place, there are existing bicycle and pedestrian pathways throughout the County. Proposed and existing pathways currently exist within ITD's jurisdiction; therefore, Nez Perce County should work collaboratively with ITD on any pathway upgrades or development located along a state highway. Additional connections can be added as roadway and pathway improvement projects are completed. **Figure 2-6** shows pathway typical sections and **Figure 2-7** shows locations of existing and proposed pathways. **Table 2-9** outlines pathway types and descriptions.

Figure 2-5 – Truck Routes

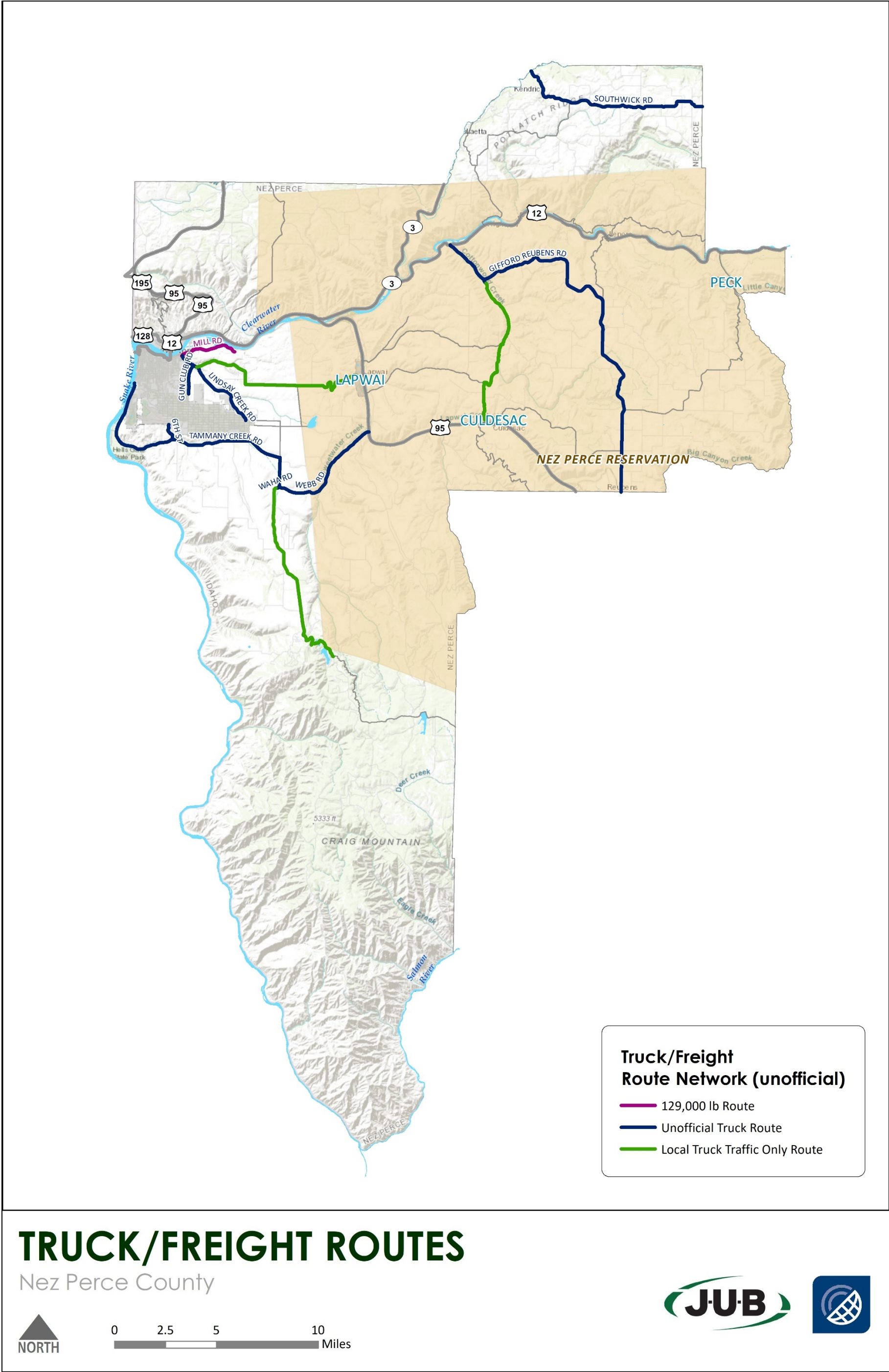


Table 2-9 – Pathway Facility Descriptions

Facility	Description
<i>Shared Roadway</i>	<ul style="list-style-type: none"> Bicycles share roadway lanes with motor vehicles May be signed
<i>Shared Shoulder/Shoulder Bikeway</i>	<ul style="list-style-type: none"> Smooth, paved shoulder Shared with roadway (i.e. emergency parking, pavement edge support)
<i>Bicycle Lane</i>	<ul style="list-style-type: none"> Separate designated lanes Adjacent to roadway and bicycles travel with vehicular traffic
<i>Shared Use Pathways/Multiple-Use Path</i>	<ul style="list-style-type: none"> Shared with other non-motorized transportation modes (i.e. pedestrians and skaters)

Figure 2-6 – Pathway Typical Section Options (2004 Transportation Plan)

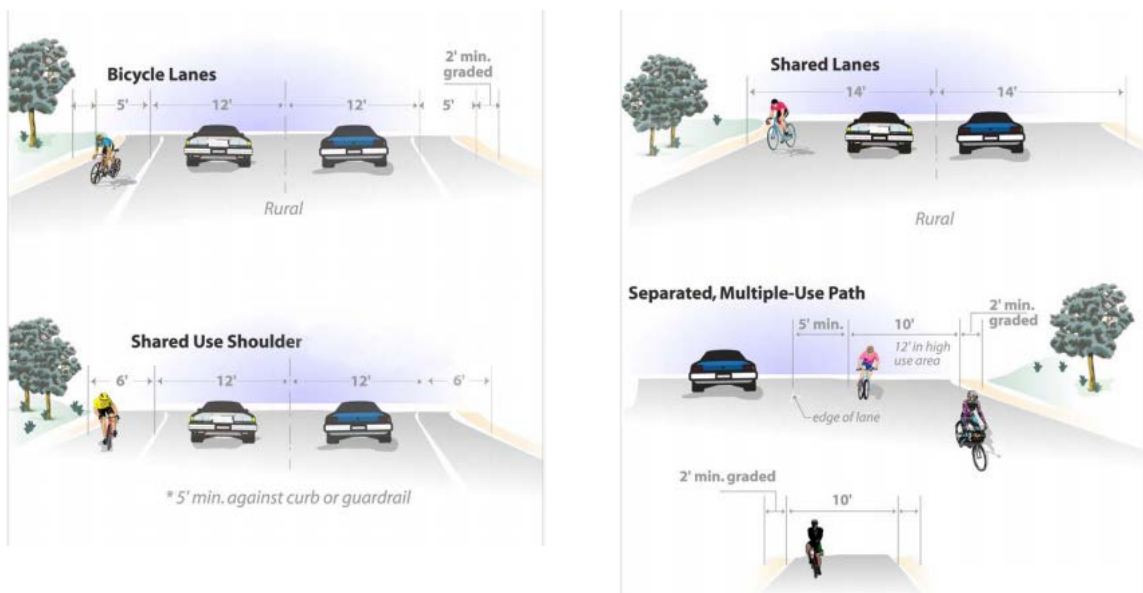
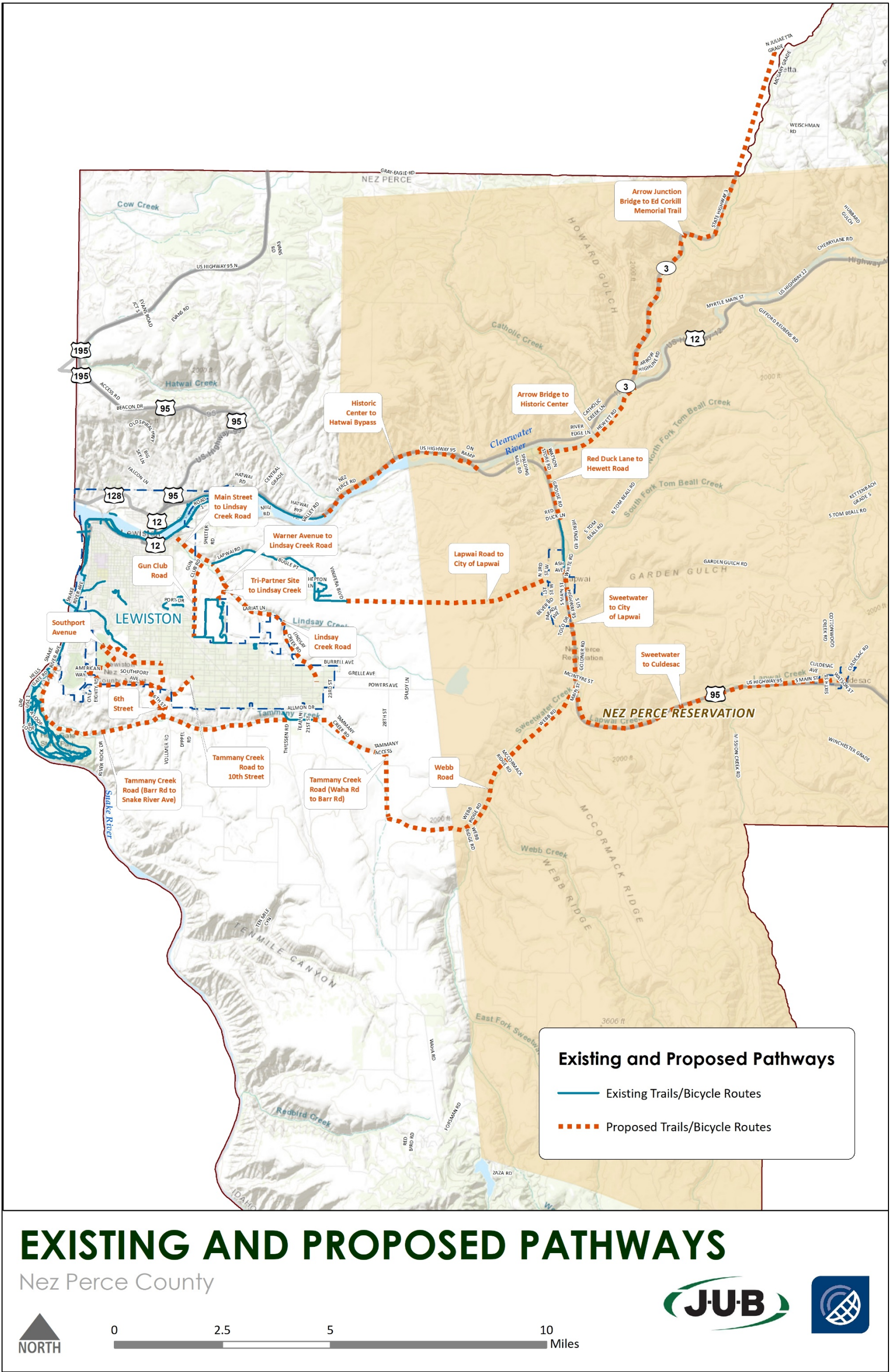


Figure 2-7 – Existing and Proposed Pathways



3. DEMAND AND NEEDS ANALYSIS

3.1 Public Involvement

Public involvement was a critical part in updating this Transportation Plan as efforts were made to receive valuable input from the community. The County attempted to reach as many individuals throughout the community as possible to understand transportation issues and needs and to drive, strengthen and support the recommendations made within this plan. Public involvement efforts included TAC meetings, stakeholder interviews, and a public open house. A summary of the public involvement efforts is located in **Appendix D**.

3.2 Traffic Safety

Crash Analysis

Available crash data from ITD was collected and classified into five accident categories based upon the most severe injury that resulted from the crash.

Table 3-1 summarizes the vehicle crashes in Nez Perce County between the years 2014-2018 and **Figure 3-1** shows the locations and types of crashes. For more information, access the LHTAC interactive crash map: <http://gis.lhtac.org/safety/>.

Injury Types

- **Fatality** – death occurred within one month of crash
- **A Injury** (Serious Injuries) – incapacitating injury (unconscious, transported to hospital)
- **B Injury** (Visible Injuries) – visible signs of injury (cuts, broken bones)
- **C Injury** (Possible Injuries) – no visible signs of injury (whiplash, soreness)
- **Property Damage** – collision with property damage of \$751 or more to any one person but no injuries or fatalities

Table 3-1 – Crash Data (2014-2018)

Year	Type/Severity of Accident					Total	% Change
	Fatality	A	B	C	Property Damage		
2014	3	22	22	18	127	192	
2015	3	17	22	30	120	192	0.0%
2016	2	11	39	24	144	220	14.5%
2017	4	11	30	39	139	223	+1.3%
2018	7	14	35	31	130	217	-2.6%
TOTAL	19	75	148	142	660	1,044	

Source: Idaho Transportation Department

Accidents involving fatalities as well as high frequency crash locations were evaluated to identify contributing factors and potential safety issues.

Fatalities

Fatalities within Nez Perce County occurred along the following five (5) roadways:

1. (14 Fatalities) US Highway 95/Highway 12 – Contributing factors include failing to maintain lane, failing to yield, driving too fast for conditions, and alcohol impairment (ITD Jurisdiction)
2. (2 Fatalities) Old Spiral Highway – Failed to maintain lane (County safety project identified)
3. (1 Fatality) Lapwai Road – Failed to maintain lane (County safety project identified)

4. (1 Fatality) Waha Road – Contributing factors include loss of control and driving too fast for conditions (County safety project identified)
5. (1 Fatality) Gun Club Road – Alcohol impairment, failed to maintain lane (2021 Safety Audit)

High Frequency Crash Locations & Locations of Concern

US Highway 12, US Highway 95 N, and US 95 contain over half of the total crashes within Nez Perce County from 2014-2018. Higher speeds, weather conditions, and impairment are all leading causes to crashes on the main thoroughfares. Other local roadways containing more than 30 crashes (primarily property damage and Type C crashes) include State Highway 3, Tammany Creek Road, Webb Road and Lapwai Road. State Highway 3 is under the jurisdiction of Idaho Transportation Department to complete safety improvements. Tammany Creek Road, Webb Road, and Lapwai Road crashes are primarily speed related. Tammany Creek Road and Webb Road serious injury crashes are related to alcohol impairment, inattentive driving, and icy roads.

The Technical Advisory Committee (TAC) identified roadways and intersections with safety concerns:

- Gun Club Road: The Gun Club Safety Audit is forthcoming
- Intersection of Thunder Hill Road and US Highway 95
- Intersection of Southwick Road and Leland Road
- Intersection of Lapwai Road and Lindsay Creek Road

Table 3-2 includes a summary of the areas of concern. **Figure 3-2** displays the high frequency crash locations in a heat map.

Table 3-2 – High frequency crash locations and areas of concern

Roadway or Intersection	Identified Reason/Cause of Safety Concern	Identified/ Recommended Solution
Gun Club Rd and Lapwai Rd Intersection	Capacity (turn lanes warranted); poorly lit	Complete 2016 study recommended improvements; add overhead lighting and solar stop sign
Gun Club Road	Narrow corridor; little to no shoulder for recovery; steep embankments with limited guardrail; poorly lit	Roadway/ Shoulder Widening; Install Guardrail & Lighting
Lapwai Rd/ Lindsay Creek Rd Intersection	Poor visibility and driver anticipation due to uncommon intersection alignment	Intersection realignment; sight distance and signing improvements
Lapwai Road	Speeding; 1 fatality	Install Solar Radar Instant Feedback Speed Limit Signs
Old Spiral Highway	Steep embankment, no recovery; 2 fatalities	Guardrail installation
Waha Road	Speeding and curve (geometry); 1 fatality	Install Solar Radar Instant Feedback Speed Limit Signs and solar curve warning signs
Tammany Creek Road	Speeding	Install Solar Radar Instant Feedback Speed Limit Signs
Webb Road	Speeding	Install Solar Radar Instant Feedback Speed Limit Signs

Figure 3-1 – Vehicle Collisions (2014-2018)

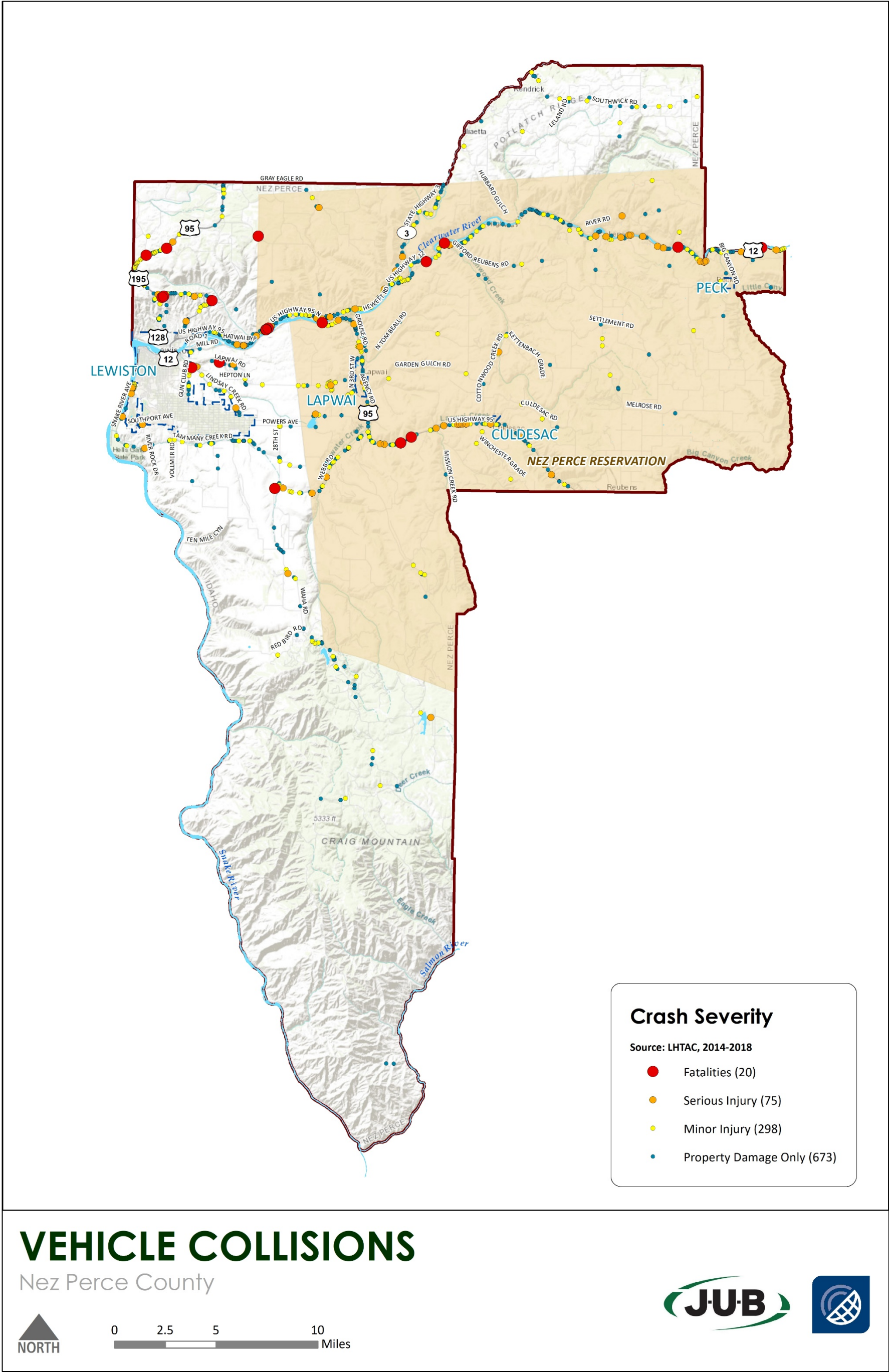
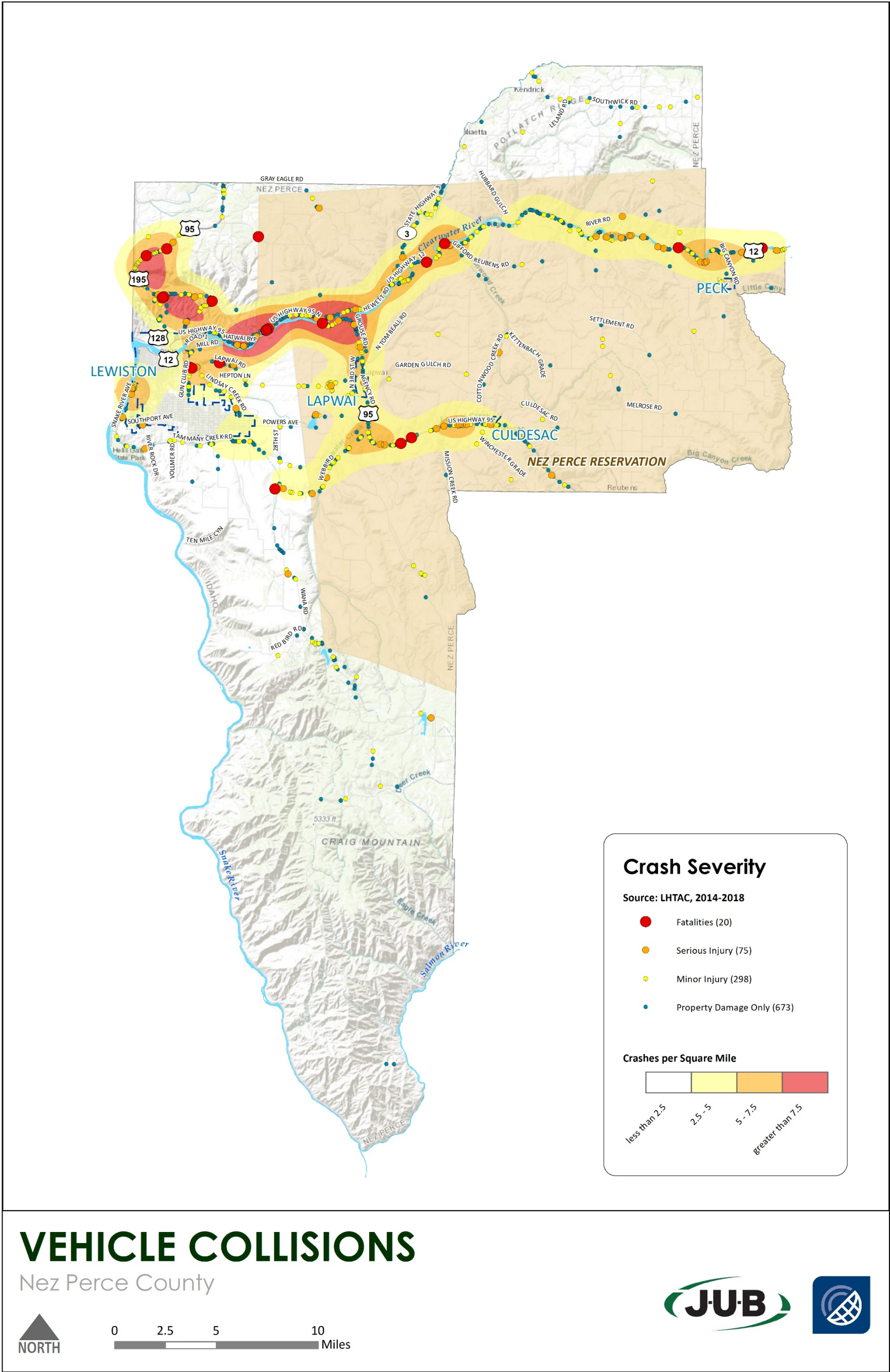


Figure 3-2 – Vehicle Collisions Heat Map (2014-2018)



4. PAVEMENT MANAGEMENT

4.1 Current & Future Pavement Management Practice

Nez Perce County maintains approximately 638 miles of paved and unpaved roadways. **Figure 4-1** displays the surface type of the roadways within the County.

The County developed a formal Pavement Management Plan (PMP) in 2004 to document the pavement length and width, remaining service life, and identified recommended treatments and future capital improvement projects. The County has decided with this update to adopt the iWorQ Pavement Management system as recommended by LHTAC.

The iWorQ system follows a process of first identifying roadway pavement segments, second collecting the condition of those segments in the field, third entering that data into the iWorQ software, and lastly utilizing the software to prioritize and budget pavement maintenance. The system is based upon annually collecting the condition of those segments in the field.

Methodology

1. Roadway Pavement Segments

Each individual roadway was divided into segments for analysis purposes. A roadway segment is a continuous section of roadway with similar characteristics; (i.e. condition, surface type, width, traffic), for practicality, the road segments may be broken at intersections of other roads. Each roadway was divided into segments by the County given this information and each segment was entered into GIS.

2. Field Data Collection

The County's road foremen completed the field data collection. The data collection consisted of measuring the average width of the segment as well as providing analysis of the pavement by assigning a numerical number for each of the following pavement distress' observed:

- a. Fatigue (alligator cracking)
- b. Longitudinal cracking
- c. Transverse cracking
- d. Edge cracking
- e. Patching/ Potholes

3. Data Entry

The field data collected was submitted to iWorQ company to upload into the pavement management software. The program determines the remaining service life (RSL) for each roadway segment and will recommend the optimal treatment based on the distress associated with the pavement rating.

The County should update the PMP regularly to reflect the current conditions of the roadways that the County maintains.

4.2 Pavement Condition & Recommended Treatment

Based upon the County's field data pavement condition collection, the iWorQ program has assigned a remaining service life (RSL) as shown in **Figure 4-2. Table 4-1** displays the higher priority roadways requiring treatment with a RSL of one of the following: 'less than 2 years' and '2 to 4 years'. The entire list of roadway RSL including **Table 4-1** as well as the other categories (RSL of '5 to 9 years', or 'greater than 10 years') are identified in **Appendix E. Figure 4-3** illustrates the Recommended Treatment.

Table 4-1 – Pavement Conditions Summary (RSL of 'Less than 2 years' and '2-4 years')

RSL	Current RSL	ADT	Roadway	From	To	Recommended Treatment
Less than 2 years	0	480 (2017)	Gifford Reubens Rd	Highway 12	Cottonwood Creek Rd	Thick Overlay
	0	120 (2017)	McGary Grade	Highway 3	Top of McGary Grade	Rebuild
	0	91 (2019)	River Road	Wild Horse Lane	Old Vineland Lane	Thick Overlay
	0	146 (2019)	Sunnyside Bench Rd	Wheeler Canyon	Hanks Grade	Thick Overlay
	0	No counts	Valley Road	Highway 95	Hatwai Bypass	Rebuild
	0	No counts	Vista Road	Highway 95	Hatwai Bypass	Rebuild
	0	No counts	Myrtle Main Street	Myrtle	Main Street	Thick Overlay
2-4 years	0	No counts	Shelter Road	Shelter Road	Shelter Road	Thick Overlay
	2	146 (2019)	Sunnyside Bench Rd	River Road/ Lenore Grade	Cooks Grade	Thick Overlay
	2	120	Cottonwood Creek Road	Mattson Road	Garden Gulch Road	Rebuild
	2	128 (2014)	Culdesac Road	Matson Cut-Off Road	Gifford Reubens Road	Thick Overlay
	2	212 (2019)	Red Bird Road	Red Bird Road	Red Bird Road	Rebuild
	2	18 (2014)	Chambers Road	Highway 95	Culdesac	Rebuild
	2	159 (2019)	Goldner Road	McIntyre Street	Garden Gulch Road	Rebuild
	2	67 (2014)	Hewett Road	Spalding Park	Highway 12	Thick Overlay
	4	90	Winchester Grade	Cut off Road	Cut off Road	Thick Overlay
	4	90	Winchester Grade	Cut off Road	Mile Marker 12	Thick Overlay
	4	90	Winchester Grade	Mile Marker 12	County Line	Thick Overlay
	4	498 (2014)	Garden Gulch Road	Misner Road	Cottonwood Creek Road	Rebuild
	4	160	N Tom Beall Road	Split	Middle Tom Beall Road	Thick Overlay
	4	160	S Tom Beall Road	Highway 95	Split	Rebuild
	4	41 (2019)	Forsman Road	Rocky Lane	Waha Road	Thick Overlay
	4	160	Mission Creek Road	Highway 95	Rock Creek	Rebuild
	4	160	Mission Creek Road	South Side of Bridge	County Line	Thick Overlay
	4	No counts	Grouse Road	Red Duck Lane	Park View Lane	Thick Overlay

Source: iWorQ Program and Idaho Transportation Department

4.3 Maintenance

Determining a cost-effective treatment strategy for any road system is a matter of identifying roadway deficiencies and considering various alternatives to implement the best maintenance strategy.

Routine & Preventative Maintenance

The County's preferred preventative treatment/ current maintenance plan is a chip seal on a 7-8 year cycle with patching as needed. The pavement condition has not been routinely inspected and prioritized; however, now with the implementation of the annual reporting in the iWorQ software, the County will now have that information to help them decide how to best manage and prioritize their pavement maintenance on an annual basis.

The County has been and will continue to implement a routine maintenance plan that will prolong the life of paved surfaces.

A PMP has been developed with this new system/ program for managing pavements. The PMP along with additional information on pavement management can be found in **Appendix E**.

Figure 4-1 – Road Surface Type

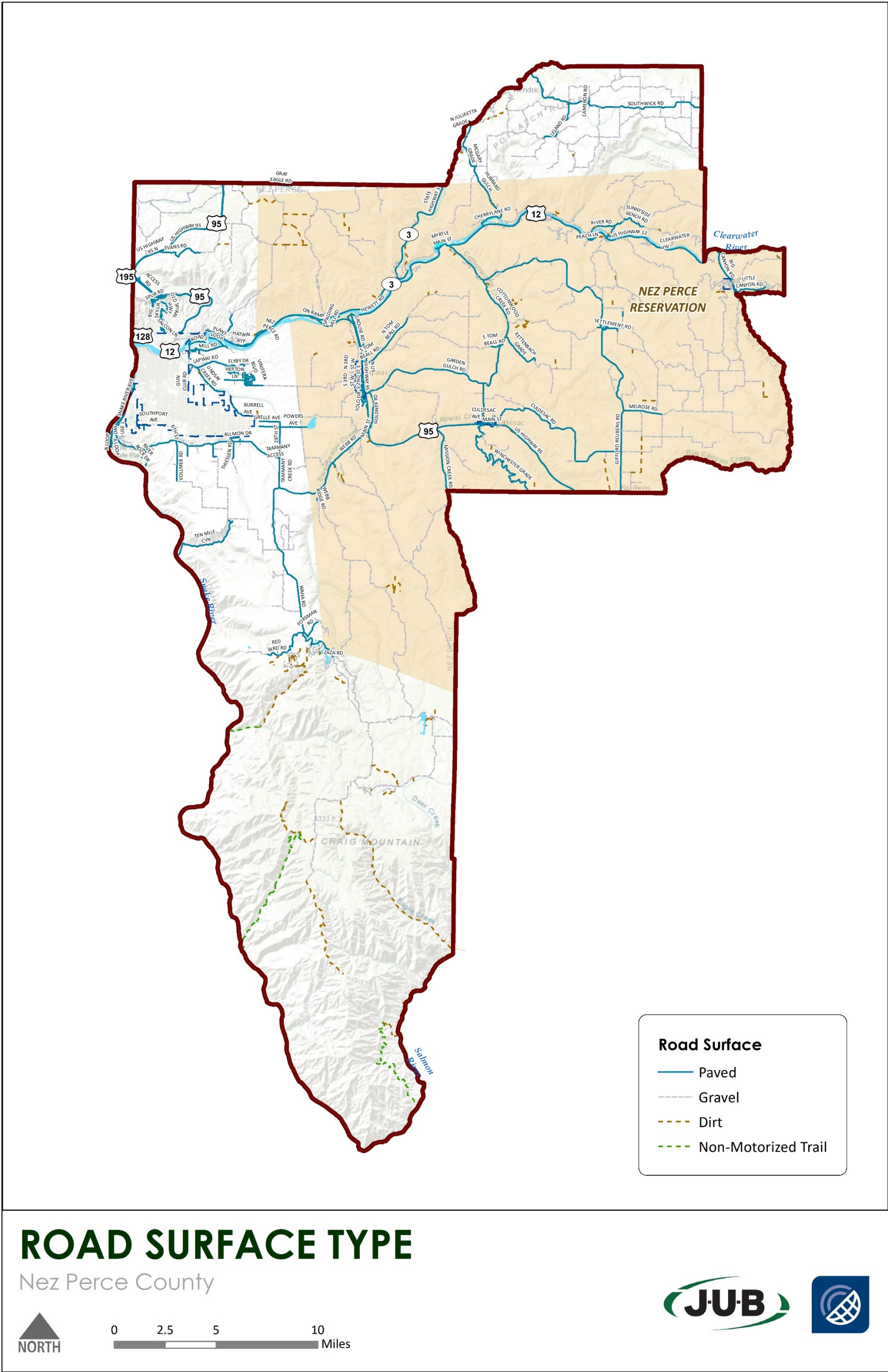


Figure 4-2 – Pavement Remaining Service Life

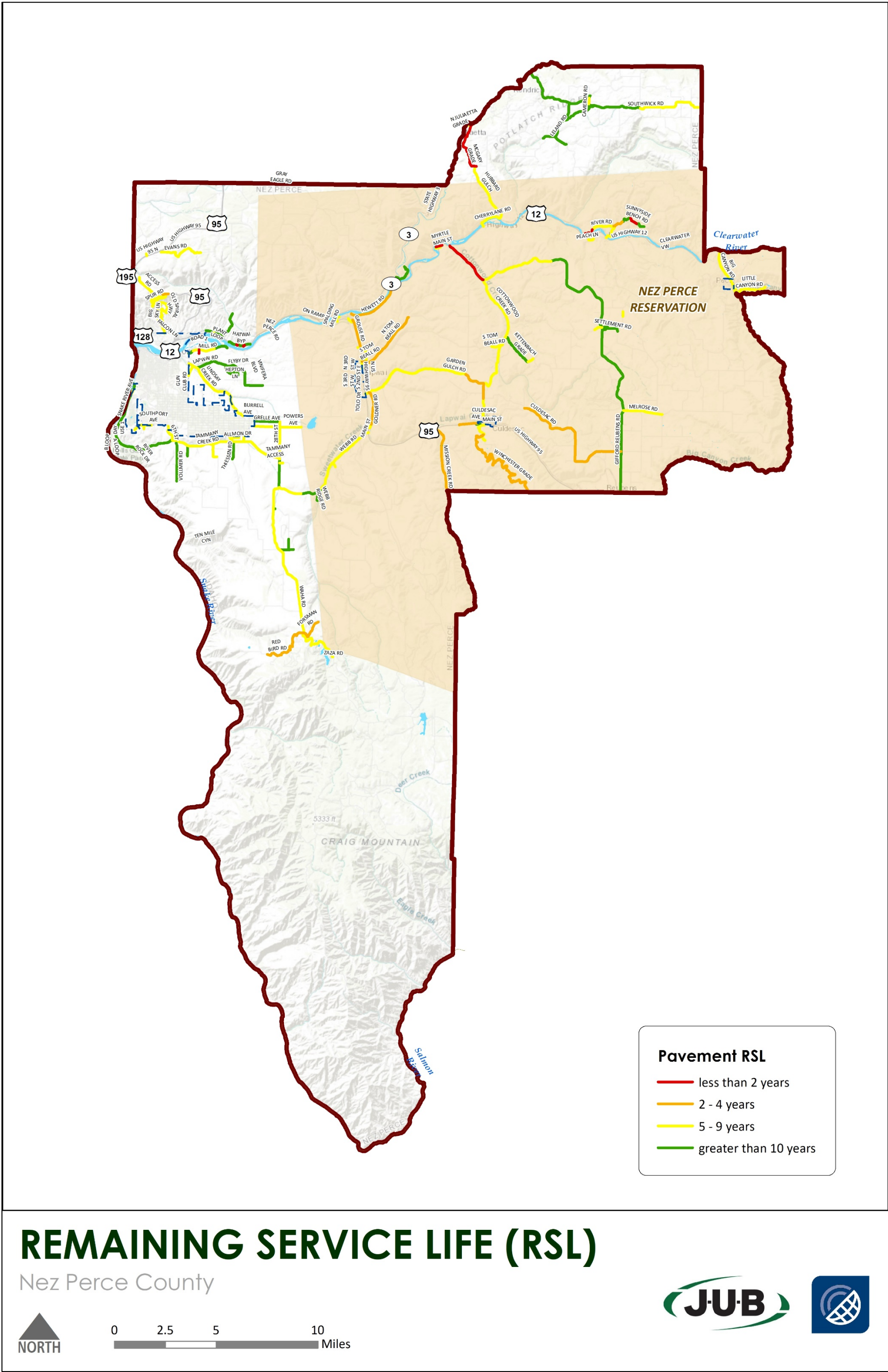
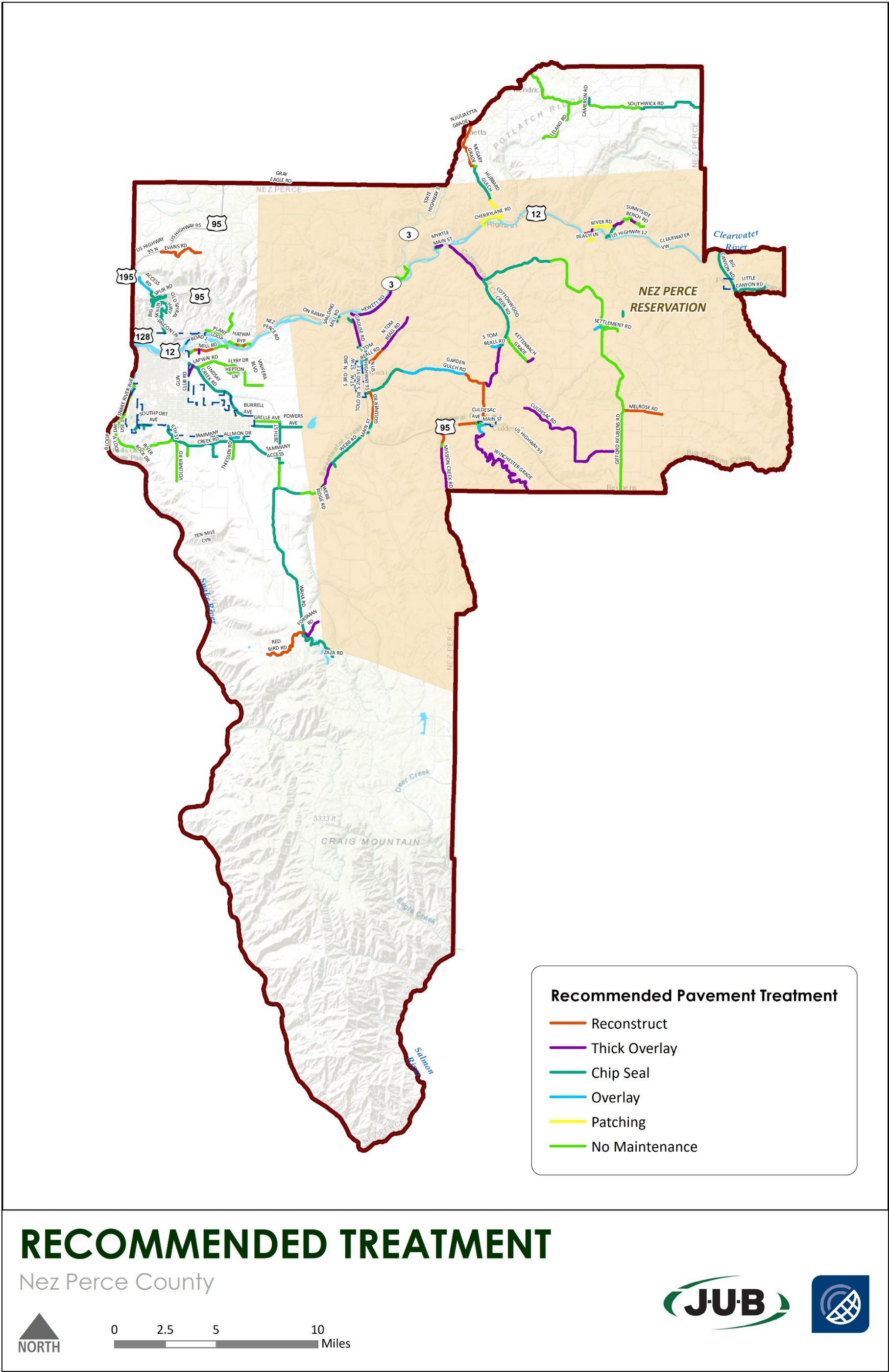


Figure 4-3 – Recommended Treatment



5 · CAPITAL IMPROVEMENT PLAN

5.1 Recommended Projects

Table 5-1 summarizes the Recommended Projects identified within Nez Perce County. The map numbers correlate to the locations on the Recommended Projects maps (**Figure 5-1**). The asterisk (*) indicate the top seventeen (17) capital improvement projects that were determined from input from members of the public and County staff. More information is included in Capital Improvement Plan and Funding & Implementation sections of this plan.

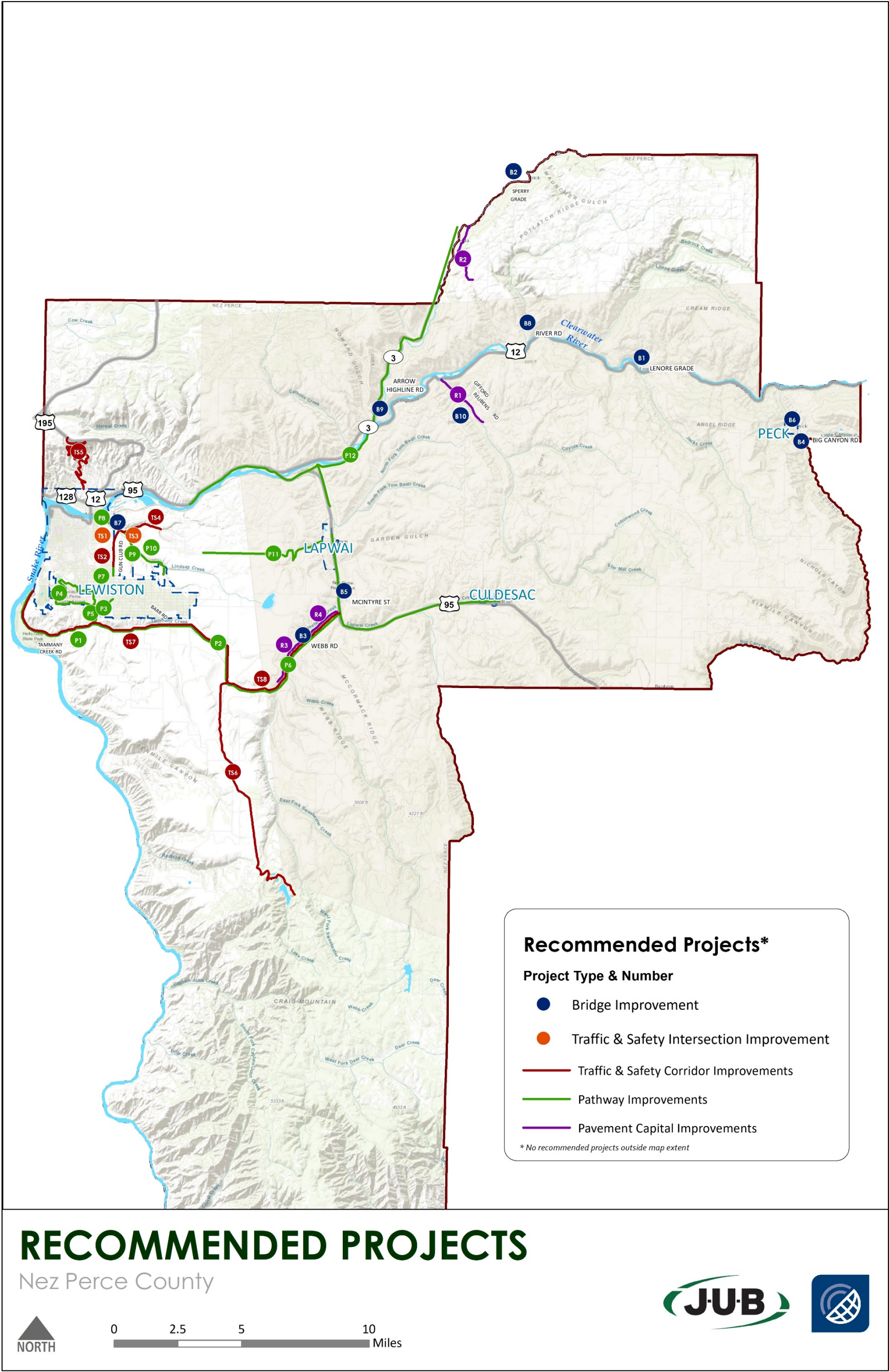
Table 5-1 – *Recommended Projects List*

Map Number	Project Name
BRIDGES	
B1*	Clearwater Lenore Bridge (Lenore Grade)
B2*	Potlatch River/Kendrick (Sperry)(Mill St./Sperry Grade Rd.)
B3*	Sweetwater Creek (Webb Rd.)
B4*	Big Canyon Creek SE Peck (Little Canyon Rd)
B5	Lapwai Creek (McIntyre St.)
B6	Big Canyon Creek/Peck City (Big Canyon/Peck Ridge)
B7*	Lindsay Creek (Gun Club Road)
B8	Pine Creek (River Road)
B9*	Potlatch River (Arrow Jct) (Highline Arrow Rd.)
B10	Cottonwood/Cedar Creek (Cedar Rd.)
TRAFFIC & SAFETY	
TS1*	Gun Club and Lapwai Road Intersection Improvements (Gun Club Corridor Study Revisited after school is built – LOS results)
TS2*	Gun Club Road Safety Improvements (guardrail, speed audit, widening/shoulders; Gun Club Safety Audit forthcoming in 2021; capacity review based upon new traffic counts Fall 2020-Fall 2021)
TS3*	Lapwai Road/ Lindsay Creek Rd. Intersection Realignment & Safety Improvements
TS4*	Lapwai Road Safety Improvements – install solar radar instant feedback speed limit signs
TS5*	Old Spiral Highway Safety Improvements – Guardrail installation
TS6*	Waha Road Safety Improvements – Updated signage (solar lighted warning curve signs (just south of Webb Road intersection plus other similar condition corners), solar radar instant feedback speed limit signs, local truck traffic only signs)
TS 7	Tammany Creek Road – install solar radar instant feedback speed limit signs
TS 8	Webb Road – install solar radar instant feedback speed limit signs
ROADS	
R3	Webb Road, Phase 2, Webb Ridge Road to McCormack Ridge Road (currently in design)
R4	Webb Road, Remainder Phase(s), McCormack Ridge Road to US Hwy 95
PATHWAYS	
P1*	Tammany Creek Road (Barr Road to Snake River Ave), Pathway
P2	Tammany Creek Road (Waha Road to Barr Road), Pathway

P3	Tammany Creek Road to 10 th Street, Pathway
P4	Southport Avenue Pathway
P5	6 th Street Pathway
P6	Webb Road Pathway
P7*	Gun Club Road Pathway
P8*	Main street to Lindsay Creek Road Pathway
P9*	Tri Partner Site to Lindsay Creek Road Pathway
P10*	Lindsay Creek Road Pathway
P11	Lapwai Road to City of Lapwai Pathway
P12	Arrow Bridge to Historic Center (Along Hewett Rd) Pathway (Ph1 to connect US95 to SH3/Ed Corkill Memorial Trail

Recommended roadway pavement projects are listed in the Pavement Management Plan and those that are getting nearer to needing a full reconstruction or major rehabilitation are displayed in **Table 4-1**.

Figure 5-1 – Recommended Projects



5.2 Capital Improvement Projects

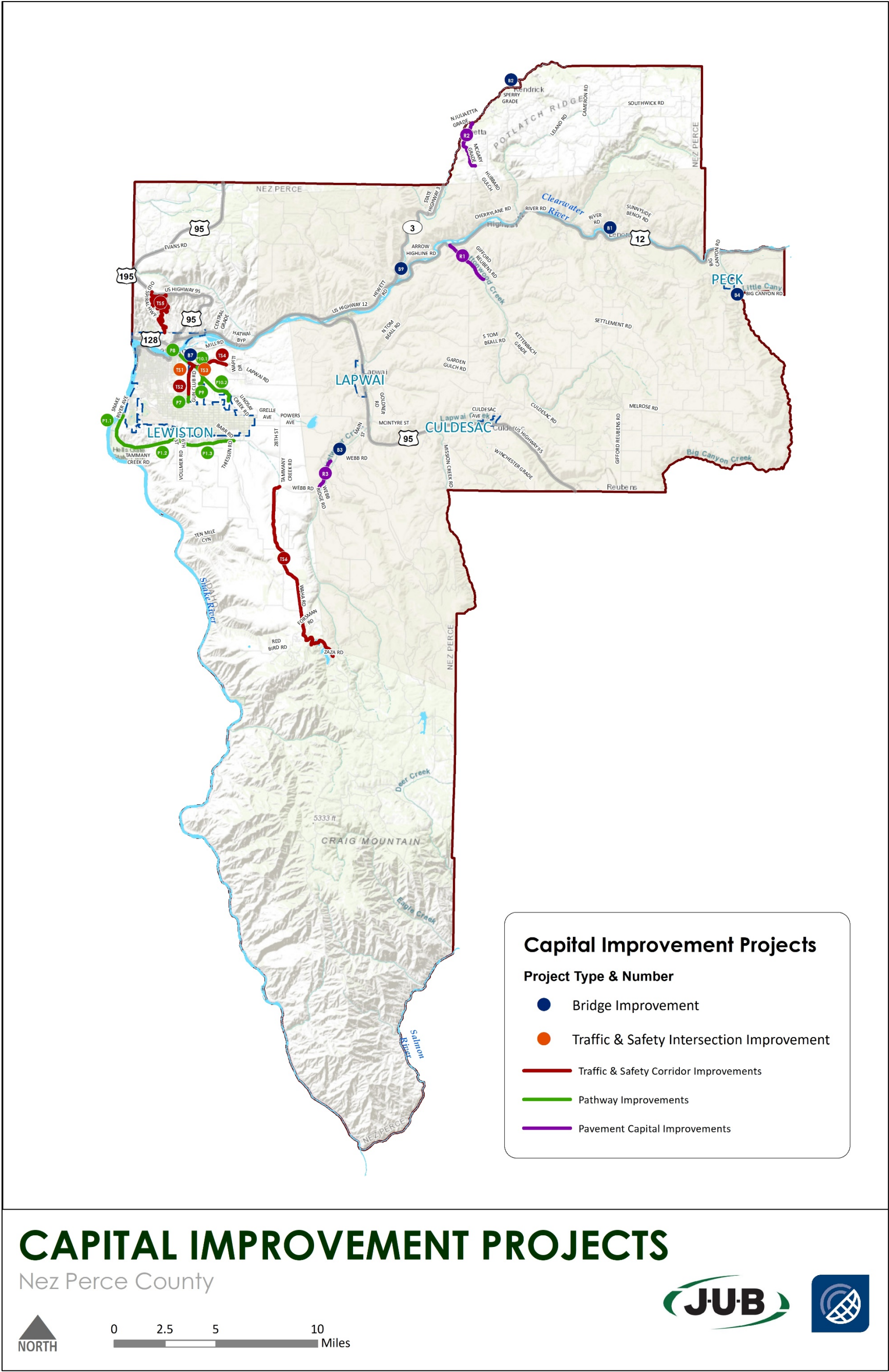
The Capital Improvement Plan (CIP) is comprised of the 20 capital improvement projects identified through public outreach efforts as well as input from the County. **Table 5-2** summarizes the CIP projects. These projects are displayed in no particular order in terms of priority. Short term projects (completion within 1-5 years) were identified through the likelihood of funding opportunities, available budget, and need. Additionally, projects were weighted through a set of criteria, that were modified through further direction and input given by the TAC, including project safety, economic benefits, future development potential, bicycle/pedestrian/recreation opportunities, improved local access and circulation, and overall existing condition. Refer to **Figure 5-2**, Capital Improvement Projects. Refer to **Appendix F** to access the full Capital Improvement Plan.

Table 5-2 – *Capital Improvement Projects*

Map #	Project Name	Project Type	Potential Funding Sources
B1	Lenore Bridge	Bridge	Federal-Aid Bridge; LRHIP Construction
B2	Sperry Bridge	Bridge	
B3	Sweetwater Creek Bridge	Bridge	
B4	Big Canyon Creek, Little Canyon Road	Bridge	
B7	Lindsay Creek Bridge	Bridge	
B9	Potlatch River Bridge	Bridge	
P1	Tammany Creek Road (Barr Road to Snake River Avenue Pathway)	Pathway	IDPR: Recreational Trails Program
P7	Gun Club Road Pathway	Pathway	
P8	Main Street to Lindsay Creek Road Pathway	Pathway	
P9	Tri Partner Site to Lindsay Creek	Pathway	
P10	Lindsay Creek Road Pathway	Pathway	
TS1	*Gun Club and Lapwai Road Intersection Improvements	Safety	LHSIP; LRHIP Construction; STP-Urban (Inside MPO Boundary); STP-Rural (Outside MPO Boundary)
TS2	*Gun Club Road Safety Improvements; if warranted, widening	Safety	
TS3	*Lapwai Road: Lindsay Creek Road Intersection Realignment and Safety Improvements	Safety	
TS4	Lapwai Road Safety Improvements	Safety	
TS5	Old Spiral Highway Safety Improvements	Safety	
TS6	Waha Road Safety Improvements	Safety	
R1	Gifford Reubens Rd	Road	LRHIP Construction; STP-Rural
R2	McGary Grade	Road	
R3	Webb Road, Phase 2, Webb Ridge Road to McCormack Ridge Road (currently in design)	Road	

*Projects within MPO Boundary – STP-Urban funding is applicable

Figure 5-2 – Capital Improvement Projects



5.3 Short-Term Project List (1-5 years)

The short-term project list shown in **Table 5-3** below was determined through input from the County and the project team as these projects were identified to be the highest priority projects within the County that should be developed within the next one to five years. Projects were weighted through a series of criteria including safety, economic benefits, future development potential, bicycle/pedestrian/recreation opportunities, local access and circulation, and overall project need. The result of weighting/ project prioritization completed is the short-term projects displayed in **Figure 5-2**, Capital Improvement Projects map. Further details of the short-term projects are outlined in the project summary sheets located in **Appendix F**. Additional project summary sheets were also developed for the remainder of the capital improvement projects and are located in **Appendix G**.

Table 5-3 – Short-Term Project List

Map #	Project Name	Project Type
R1	Gifford Reubens	Roadway major rehabilitation project
TS1	Gun Club Road and Lapwai Road Intersection	Intersection improvements (coupled with a larger project design, construction done in advance)
TS2, P7, B7	Gun Club Road Widening and Road Safety Improvements	Combined project; capacity (if applicable) and safety of the roadway, pathway and bridge. The scope of this project will be better defined based upon the safety audit to be conducted in 2021 as well as traffic count data to be collected Fall 2020-Fall 2021 to determine if capacity improvements are warranted.
TS4, TS6	Lapwai Road and Waha Road	Safety improvement project; combined signing project
B1, B2, B4	Lenore, Sperry, and Big Canyon Creek	Bridge maintenance, combination of bridge maintenance, or one bridge replacement

The project summary sheets for B1, B2, and B4 reflect bridge maintenance repairs. Project summary sheets and cost estimates were also developed for bridge replacements and are located in **Appendix G**.

6. IMPLEMENTATION PLAN

Implementation Overview

In order to successfully implement projects identified in this Transportation Plan, available funding opportunities should be monitored on an annual, bi-annual, or quarterly basis. During the annual budgeting process, the County should update the overall CIP and determine which projects will be implemented in the budget cycle and include details such as potential funding sources, match requirements, etc.

Grants and Funding

Transportation funding programs are enabled through the passage of the Fixing America's Surface Transportation (FAST) Act. For purposes of providing baseline information about potential grants and funding programs, a brief description of funding sources available through the current transportation bill is provided below.

- **Local Rural Highway Investment Program (LRHIP); Administered by LHTAC** — The funding limit is \$100,000 for construction/maintenance uses and \$30,000 for sign replacement/compliance uses. This program does not require a local match. Applications for these funds are accepted once a year and funds are distributed about one year later.
- **Local Highway Safety Improvement Program (LHSIP); Administered by LHTAC** — Local highway jurisdictions receive approximately \$3.7 million through Highway Safety Improvement Program and LHSIP (through LHTAC) to assist in phasing out Type A crashes from roadway systems; Local Highway Jurisdiction's with at least one Type A crash in the last five years are eligible. Notification of qualification occurs each fall to begin application process. The application requires a local match not to exceed 7.34 percent.
- **LHTAC Federal-Aid (STP Local Rural); Administered by LHTAC** — This program provides funding for reconstruction, rehabilitation, corridor studies, transportation planning-populations below 5,000, classified roadways by the Federal Highway Administration (through ITD's process) as collectors, requires a 7.34 percent non-federal match, and is ultimately included in the Idaho Transportation Investment Program (ITIP) when the project is awarded.
- **Federal-Aid (STP Urban); Administered by LHTAC** — Surface Transportation Program (STP) Urban funds are allocated for projects in urban areas with populations greater than 5,000 and less than 50,000 as determined by the US Census Bureau. Current urban areas are based on the 2010 census. Funds may be used for a new or updated Transportation Plan encompassing the entire urban area. The local match requirement is 7.34 percent.
- **Bridge Federal-Aid; Administered by LHTAC** — This program provides funding for rehabilitation or replacement of bridges and limits one project application per year per jurisdiction. The bridge must be longer than 20 feet and carry a public road, have a sufficiency rating of less than 50 percent for replacement and less than 75% for

rehabilitation, and be classified as structurally deficient. Funds are administered by LHTAC and Local Federal Aid Incentive Program and requires a 7.34 percent match.

- **ITD State Rail program** — This funding is for minor railroad crossing surface improvements. This program provides 100 percent funding, of which no local match is required. Requests may be made to ITD District 3 staff each year. Projects will be evaluated and, if selected, programmed for implementation.
- **ITD Federal Rail program** — This funding is available for larger railroad improvement projects involving signals, gate arms, etc. This program provides 100 percent funding, of which no local match is required. Requests may be made to ITD District 3 staff each year. Projects will be evaluated and, if selected, programmed for implementation.
- **ITD Transportation Alternatives Program (TAP)** — A maximum of \$500,000 is available and these funds are eligible for projects including pedestrian and bicycle facilities, community improvements, recreational trails, etc. These set-aside funds are administered every year.
- **US DOT Better Utilizing Investments to Leverage Developments (BUILD)** — The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. For rural areas, there is typically a minimum grant amount of \$1 million for construction projects and no minimum match requirement. In order to be competitive, a minimum match of 20 percent is recommended. The Notice of Funding Availability (NOFA) typically comes out in February each year with an application due date in late-April.

Implementation Strategies

Attend annual LHTAC and ITD grant and funding workshops and federal funding webinars. Funding workshops are typically held annually or periodically to educate eligible applicants on upcoming funding opportunities, scoring criteria, and program changes. This will help the County establish and maintain a solid knowledge base on the availability and status of various state and federal grant and funding programs.

The County should update relevant/pertinent sections of this overall plan every five years, or as projects are completed or priorities change. This will keep information up-to-date and help the County qualify for grant funding (by having an up-to-date plan versus an out-of-date plan), and provide guidance as development is proposed.

Continuing Education on Roadway Maintenance

Funding agencies typically encourage roadway agency staff to be educated on roadway maintenance and roadway safety. Through LHTAC's Training and Technical Assistance (T2) program, Road Department personnel can attend courses and earn certifications. If the

agencies can demonstrate to LHTAC that their personnel have attended and/or earned certifications through this program, the agency's proposed project and grant application would rank higher.

Contact Funding Agencies Early and Often, Well Before the Deadline

It is good practice to inform funding agencies of a potential upcoming project well in advance of a grant application deadline. If an agency desires to submit a grant application that is due in the fall or winter, it is recommended that County staff contact funding agencies as early as the beginning of the year. Grant agency staff can offer invaluable advice on how to put a successful application together as well as specific ideas about a project.

Project Development / Neighboring Agency Coordination

For projects the County wants to implement in the near future, it is recommended to identify next steps. A typical next step towards implementation would involve taking a project from the planning phase to the project development phase. Depending on the type and location of the project, project development may involve site investigation, survey, environmental evaluation or a specific study, etc. For projects that abut neighboring jurisdictions, the County should work closely with the affected agency to determine the next step to move the project forward.

Project Follow-Up

Stakeholders provided significant input into this Plan. It is important to maintain ongoing communication with one another, as well as with the public as the Plan is implemented. Demonstrating projects that were completed is important for continued and future support of the Plan and its objectives. Forms of communicating with the public may include press releases, newsletters, social media, web links, etc.



APPENDIX A

Existing Plans, Policies, and Planned Projects

EXISTING PLANS, POLICIES, AND PLANNED PROJECTS

Nez Perce County Plans

Nez Perce County Comprehensive Plan (2018)

The Nez Perce County Transportation Plan applies to all geographic areas within Nez Perce County's jurisdiction. The comprehensive plan is the document through which Nez Perce County has stated how land development and redevelopment should occur and how it will be managed. Basic goals of the plan are intended to guide future growth in a manner consistent with the reasons people enjoy living and working in Nez Perce County.

https://www.co.nezperce.id.us/Portals/0/Planning%20and%20Building/NPC_Comp_Plan_2018.pdf

NEZ PERCE COUNTY COMPREHENSIVE PLAN PROJECTS IDENTIFIED WITHIN NEZ PERCE COUNTY:

Transportation Policies

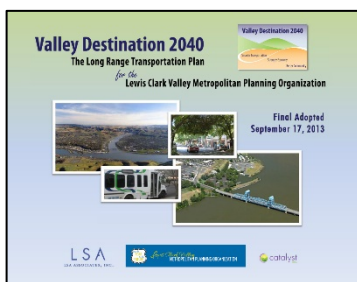
- Increase the scope, efficiency, and safety of transportation systems by making transportation planning an integral part of the total planning effort.
- Encourage the appropriate public agencies to prevent, reduce, or eliminate hazards and traffic conflicts between bicycles/pedestrians and vehicular traffic, and for all traffic along major arterials through appropriate regulations and standards.
- Require that new subdivisions and major developments contribute to necessary upgrading of access roads on which they are located.
- Limit commercial signs and sign lighting along major routes to avoid distractions for motorists and prevent scenic degradation.
- Cooperate with road district, city, county, and state agencies on plans to improve roads and other transportation facilities.
- Cooperate with the Idaho Transportation Department regarding their access management requirements when reviewing development along state-maintained roads.
- Develop Nez Perce County's potential as a transportation center for the interior Northwest region.
- Encourage development of business and industry that can take advantage of the multi-modal transportation capabilities of the area.
- Cooperate with Port of Lewiston in efforts to improve port capabilities.
- Continue to participate in the Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) as a partner in regional transportation planning.
- Support bicycle and pedestrian infrastructure in such a manner where they do not conflict with vehicular traffic or create public safety hazards.
- Support multi-use pathway development that will draw tourists and provide transportation options and recreational opportunities to residents.

Future Transportation Needs

- Current development is outpacing the County Road and Bridge Departments ability to maintain existing roads and develop new roads.
- Several roads (i.e. Mill Road, Old Winchester Grade) are in need of major repair due to increased truck traffic.
- Pavement management is a top priority – currently maintaining asphalt roads on a 5-7 year rotation for chip seals.
- Upgraded/updated equipment and trucks are needed to support the County Road and Bridge Department.

LCVMPO Plans

LCVMPO Valley Destination 2040



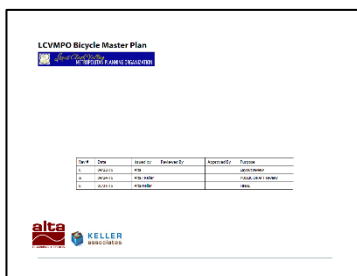
LCVMPO Valley Destination 2040 defines the policies, programs, and projects to be implemented over the next 27 years to build an effective and efficient transportation system.

<https://www.lewisclarkmpo.org/DocumentCenter/View/217/2040-Valley-Destinations-Plan-Long-Range-Plan>

LCVMPO VALLEY DESTINATION 2040 PROJECTS IDENTIFIED WITHIN NEZ PERCE COUNTY:

- 28th Street from Grelle Avenue to Tammany Creek Road: Reconstruction to Complete Streets
- Lapwai Road Extension from Lapwai Road to Grelle Avenue: Construct New 2-Lane Collector
- 16th Street from Richardson Avenue to Tammany Creek Road: Construct New 2-Lane Collector
- 14th Street from Richardson Avenue to Tammany Creek Road: Construct New 2-Lane Minor Arterial
- 10th Street from Richardson Avenue to Tammany Creek Road: Construct New 2-Lane Collector
- Tammany Creek Road from Barr Road to Hells Gate Road: Reconstruction to Complete Streets
- Snake River Avenue from Bryden Canyon Road to Hells Gate Road: New Center Left Turn Lane
- Lapwai Road & Gun Club Road: Signalize

LCVMPO Bicycle Master Plan 2016

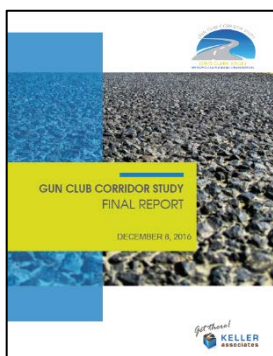


The purpose of the LCVMPO BMP is to provide a framework for improving the bicycling environment throughout the region. The actions and investments identified in the plan will advance the vision through new bicycle infrastructure (off-street trails and on street bicycle facilities); maintenance; bicycle parking spaces and other end-of-trip facilities; and programs to enhance safety for all roadway users and encourage more people to ride bicycles.

LCVMPO BICYCLE MASTER PLAN PROJECTS IDENTIFIED WITHIN NEZ PERCE COUNTY:

- 4th Street/5th Street (Connects via Linden Avenue and extends to Burrell Avenue) – includes bike route signing and shared lanes markings
- 6th Street (Park Avenue to Burrell Avenue) – includes bike route signage and shared lane markings
- 7th Street (Park Avenue to Burrell Avenue) – includes bike route signage, shared lane markings, and minor traffic calming measures
- Burrell Avenue (4th Street to 7th Street) – includes bike route signage and shared lane markings
- 8th Street (Stewart Avenue to Burrell Avenue) – includes bike route signage and shared lane markings
- Burrell Avenue (7th Street to Thain Road) – includes bike route signage and shared lane markings
- O'Connor Road/Southport Avenue/7th Street (Loop from 4th Street to Grelle Avenue around Airport) – includes bike route signage and shared lane markings
- Tammany Creek Road (Hells Gate Road to Barr Road) – includes bike route signage and shared lane markings
- Lindsay Creek Road Bicycle Route 3.84 miles
- Bicycle Lanes / Protected bicycle lanes on Thain Road, Diagonal Street, and Bridge Street
- Separated bicycle facilities with safe logical connections on the Southway Bridge, Interstate (Blue) Bridge, and Clearwater Bridge
- A connection from Mill Road to Railroad Avenue near or over the railroad yard
- The design and implementation of single-track routes (or a single-track park) for mountain bicyclists, along with associated trailheads. One potential location is near the proposed community park and high school location off of Warner Avenue.

LCVMPO Gun Club Corridor Study 2016



The Lewis Clark Valley Metropolitan Planning Organization (MPO) retained Keller Associates to conduct a study of the Gun Club Corridor (GCC) within the City of Lewiston and Nez Perce County.

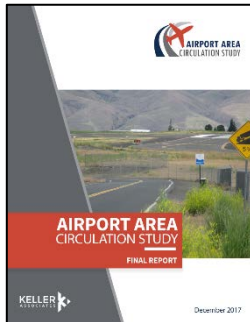
<http://www.lewisclarkmpo.org/DocumentCenter/View/262/Gun-Club-Corridor-Study>

LCVMPO GUN CLUB CORRIDOR STUDY PROJECTS IDENTIFIED WITHIN NEZ PERCE COUNTY:

- Intersection of Main St & Lapwai Rd: Install roundabout
- Intersection of Lapwai Rd & Gun Club Rd: Install a roundabout
- Intersection of 10th St & Warner Ave: Stop signs NW-bound and SE-bound, remove existing NE-bound stop sign
- Intersection of Thain Rd & 10th St: Flashing yellow arrow on 10th Street left turns
- Lapwai Rd (Main St to Gun Club Rd): Three lane minor arterial/five lane minor arterial
- 11th Ave (29th St to Gun Club Rd): Three lane collector
- 16th Ave (29th St to Gun Club Rd): Three lane collector

- Nez Perce Dr (Gun Club Rd to Lindsay Creek Rd): Three lane collector
- Gun Club Rd (Lapwai Rd to Stewart Ave): Two lanes up, one lane down

LCVMPO Airport Area Circulation Study



The purpose of the Airport Area Circulation Study is to evaluate existing conditions and effectively plan for future growth in the vicinity of the Airport. This study does not specifically look at traffic generated by the Airport.

<https://www.lewisclarkmpo.org/DocumentCenter/View/407/Airport-Area-Circulation-Study-Final-Report>

LCVMPO AIRPORT AREA CIRCULATION STUDY PROJECTS IDENTIFIED WITHIN NEZ PERCE COUNTY:

- Southport Avenue Extension (Southport Avenue to Tammany Creek Road): – New two-lane Minor Arterial
- Grelle Avenue (8th Street C to 7th Street E): New two-lane Collector
- 7th Street/Southport Avenue (Bryden Avenue to Southport Avenue Extension): Reconstruction to Complete Streets
- Tammany Creek Road (Barr Road to Hells Gate Road): Reconstruction to Complete Streets
- Bryden Avenue (4th Street to Thain Road): sidewalks improvements
- 5th Street (Bryden Avenue to Cedar Avenue) & Cedar Avenue (5th Street to 6th Street) to connect to Airport Park: sidewalk improvements
- 7th Street (Stewart Avenue to Burrell Avenue): sidewalk improvements
- Burrell Avenue (7th Street to Thain Road): sidewalk improvements
- 10th Street (Thain Road to Grelle Avenue): sidewalk improvements
- 12th Street (Thain Road to Alder Avenue): sidewalk improvements
- Southport Avenue Extension: proposed Minor Arterial
- Tammany Creek Road – Shoulder rumble strips
- 7th Street & Bryden Avenue intersection –Signal ahead warning signs on Bryden Avenue
- 7th Street & Burrell Avenue intersection – Stop bar markings and oversized stop signs on 7th Street; left turn bays on Burrell Avenue
- 6th Street & Southport Avenue intersection – Construct turn bays on Southport Avenue
- O'Connor Road & Southport Avenue intersection – Relocate stop sign and add arrow-panel warning sign

FY19 ITD ITIP Projects

- OFFSYS, CHERRYLANE BR, NEZ PERCE CO
 - This project will replace the Cherrylane bridge over the Clearwater River on Cherrylane Road off of Hwy-12 in Nez Perce County. Roadway approaches including Hwy- 12 will be improved as a part of the project.
- US 95, MISSION CR TO GOLDEN EAGLE RD, NEZ PERCE CO

- This project will widen US-95 from milepost 293.7-296.32 to include constructing a 1.5-mile northbound passing lane from Mission Creek Bridge, a right turn lane and southbound acceleration lane at Webb Road. This project will increase mobility and safety by adding additional passing opportunities on US-95.
- STC-4756, LAPWAI RD SAFETY IMPRV, NEZ PERCE CO (Completed 2019)
 - This project will Build a superelevation into this curve section, install guardrail on the outside of the curve to prevent vehicles from driving over a steep embankment and into the adjacent gravel pit, Upgrade warning signage to meet current MUTCD sign standards
- US 95, FY24 CULDESAC CANYON PASSING LN PH 5, NEZ PER
 - This project consists of constructing a South Bound passing lane in Culdesac Canyon, Phase 5
- STC-4771, SOUTHWICK RD SAFETY IMPRV, NEZ PERCE CO (Project will be completed Summer 2020)
 - The Southwick Road Safety Improvements project is located near Kendrick in Nez Perce County includes the design and construction of 1200 feet of roadway to straighten out a curve, flatten slopes and widen shoulders along this section of roadway to improve safety to reduce/eliminate serious injury crashes and fatalities.
- SH 3, MP 0.5 CURVE IMPROVEMENT, NEZ PERCE CO
 - This project consists of flattening two curves located on SH-3 approximately 0.5 miles from the junction of US-12 and SH-3.
- US 12, BIG CANYON CR TO OROFINO WCL, NEZ PERCE CO
 - This project consists of a Mill and Inlay to maintain the pavement in good condition.
- LOCAL, HELL'S GATE STATE PARK SURFACE PRESERVATION
 - Micro-surfacing, crack sealing/filling, and restriping of Hell's Gate Rd and the boat parking area.
- US 95, FY25 ROCK CR BR, NEZ PERCE CO
 - This project replaces three culverts that crosses Rock Creek on US 95 at Milepost 285.789. Rock creek is a drainage that flows into Lapwai creek which runs along US 95. The replacement will be one larger fish friendly bottomless arch culvert.

Nez Perce County Plans

The Nez Perce Soil and Water Conservation District (NPSWCD) develops land management plans by watershed within Nez Perce County. These plans focus on treating identified natural resource issues which include water quality, hazard mitigation, flooding and fish habitat restoration. Roads and culverts are part of the inventory and analysis completed for each of the plans. Road related projects are prioritized within the watershed restoration plan. Details of the specific watershed's priorities are outlined by watershed.

COTTONWOOD CREEK WATERSHED PLAN

The roads within the Cottonwood Creek watershed were inventoried with 273 culverts identified and 66 of those were determined to be aquatic organism passage barriers. The goals of the

restoration plan are to 1) Improve Aquatic Habitat Suitability, 2) Reduce Stream Temperatures and 3) Reduce excess sediment. Projects identified in the plan that are road related include (listed in order of priority, page 52 of plan):

- Remove or retrofit fish barrier culverts rated high to extreme – 13 each
- Evaluate, maintain, and or repair culverts with high to extreme hazard rating and located in floodplain – 6 each
- Treat Unstable road bank cut/fills – 3.5 miles
- Establish buffers in cropland to prevent sediment entry to road ditches – 805.1 acres
- Stabilize down cutting road ditches – 6 miles
- Evaluate, maintain and or repair culverts with high to extreme hazard rating – 44 each
- Maintain agricultural field and residential access culverts identified as plugged – 24 each

JACKS CREEK WATERSHED RESTORATION PLAN

The roads within the Jacks Creek watershed were inventoried as part of the Jacks Creek Watershed Restoration Plan development. The detailed assessment is the Jacks Creek Road Erosion Inventory and Assessment. The goals of the restoration plan are to 1) Improve Aquatic Habitat Suitability, 2) Reduce Stream Temperatures and 3) Reduce excess sediment. Projects identified in the plan that are road related include:

- Repair or replace culverts with high to extreme hazard ratings and identified as fish passage barriers – 6 each
- Stabilize road banks/fills identified as unstable – 0.25 miles
- Install vegetated buffers between crop fields and road in areas identified as critical – 7.7 miles
- Stabilize down cutting road ditches – 0.56 miles
- Evaluate, replace, repair and/or maintain culverts rated high or very high risk – 8 each (page 10 of Jacks Creek Road Erosion Inventory and Assessment)
- Repair the road drainage obstructions identified as plugged culverts – 13 each (page 15 of Jacks Creek Road Erosion Inventory and Assessment)
- Install road erosion reduction measures in roads located within 200 feet of the stream and located on >20% slope – 4 miles (page 11 of Jacks Creek Road Erosion Inventory and Assessment)
- Install road erosion reduction measures in roads located within 200 feet of the stream and located on > 20% slope 1.7 miles (page 11 of Jacks Creek Road Erosion Inventory and Assessment)

RATTLESNAKE CANYON ROAD INVENTORY AND ASSESSMENT

The roads within the Rattlesnake Canyon watershed were inventoried. The detailed assessment is the Rattlesnake Canyon Creek Road Erosion Inventory and Assessment. Projects identified in the plan that are road related include (listed in order of priority on page 14):

- 1) Repair and/or maintain cropland field and residential access culverts identified as plugged – 3 each.

LINDSAY CREEK ROAD INVENTORY AND ASSESSMENT

The roads within the Lindsay Creek watershed were inventoried as part of a watershed improvement plan for water quality. Projects identified in the plan that are road related include (listed in order of priority on page 22):

- Repair or replace culverts identified as high to extreme risk ratings and identified as fish passage barriers – 16 each
- Repair or replace culverts identified as high to extreme and located within the floodplain -19 each
- Treat road banks/fills identified as unstable – 14 miles
- Repair or replace culverts identified as high to extreme risk rating (not included in 1 or 2 above) – 19 each
- Repair and/or maintain agricultural field and residential access culverts identified as plugged – 72 each

BEDROCK CREEK WATERSHED RESTORATION PLAN

The roads within the Bedrock Creek watershed were assessed as part of the watershed planning effort. The projects identified in the plan related to roads and culverts are identified as (in order of priority on page 6 of plan)

- Remove or retrofit fish barriers – 1 each
- Reduce road related sediment delivery to the stream – 33.5 miles

PINE CREEK WATERSHED RESTORATION PLAN

The roads within the Pine Creek watershed were assessed as part of the watershed planning effort. The projects identified in the plan related to roads and culverts are identified as (in order of priority):

- Remove or retrofit fish barriers – 4 each - Road culvert number PC5.98, PC7.45, PC9.89 and PC10.35
- Reduce road related sediment delivery to the stream – 34.8 miles

CATHOLIC CREEK ROAD EROSION INVENTORY AND ASSESSMENT

The roads within the Catholic Creek watershed were assessed as part of the watershed planning effort. The projects identified in the plan related to roads and culverts are identified as (in order of priority on page 7 of plan)

- Remove or retrofit culverts identified as fish barriers and have a high to extreme hazard rating – 10 each
- Reduce road related sediment delivery to the stream from road segments within 200 feet of a stream – 5.4 miles

- Treat unstable road cuts/fills – 14 miles
- Treat down cutting road ditches – 2 miles
- Repair or replace culverts identified with high to extreme hazard rating – 19 each
- Repair and/or maintain agricultural and residential access culverts identified as plugged – 3 each

HATWAI CREEK STEELHEAD HABITAT RESTORATION PLAN

The roads within the Hatwai Creek watershed were assessed as part of the watershed planning effort. The projects identified in the plan related to roads and culverts are identified as (in order of priority on page 6 of plan)

- Remove or retrofit fish barriers – 1 each
- Reduce road related sediment delivery to the stream – 23.9 miles

TAMMANY CREEK ROAD EROSION INVENTORY AND ASSESSMENT

The roads within the Tammany Creek watershed were assessed as part of the watershed planning effort. The projects identified in the plan related to roads and culverts are identified as (in order of priority on page 7 of plan)

- Replace or retrofit culverts identified with high to extreme hazard ratings and are fish barriers – 5 each
- Replace or retrofit culverts identified with high to extreme hazard ratings and are located within the floodplain – 23 each
- Treat road banks identified as unstable – 83 miles
- Treat down cutting road ditches – 41 miles
- Repair or replace culverts with high to extreme risk rating (not identified in priority 1 or 2) – 39 each
- Repair and/or maintain agricultural and residential access culverts identified as plugged with sediment – 112 each.

LOWER CANYON TRIBUTARIES ROAD EROSION INVENTORY AND ASSESSMENT

The roads within the Beardy Gulch, Cole Canyon, Coyote Gulch, East Face Drainages, Hubbard Gulch, West Face Drainages, Wheeler Canyon and Zenner Canyon were assessed as part of the watershed planning effort. The projects identified in the plan related to roads and culverts are identified as (in order of priority on page 11, of plan)

- Evaluate, Replace or retrofit culverts identified as high priority for erosion and flood damage – 57 each
- Evaluate, repair and improve road segments located within 200 feet of the stream and on >20% slope – 55.1 miles

Other plans reviewed but no relevant policies, projects, etc. identified:

ITD Public Transportation Plan

2009 Nez Perce Indian Reservation – 20-year Transportation Plan



APPENDIX B

Level of Service Raw Roadway/Intersection Data

HCS7 Two-Way Stop-Control Report

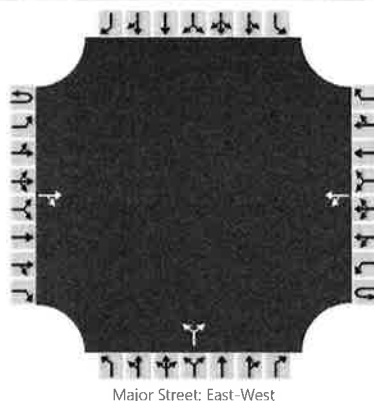
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	8/2/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Nez Perce County Transportation Plan

Site Information

Intersection	Lapwai Rd/Cougar Ridge Rd
Jurisdiction	Nez Perce County
East/West Street	Lapwai Road
North/South Street	Cougar Ridge Road
Peak Hour Factor	0.72
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			48	19		1	70			32		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					45					
Capacity, c (veh/h)						1493					810					
v/c Ratio						0.00					0.06					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						7.4					9.7					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.1				9.7							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

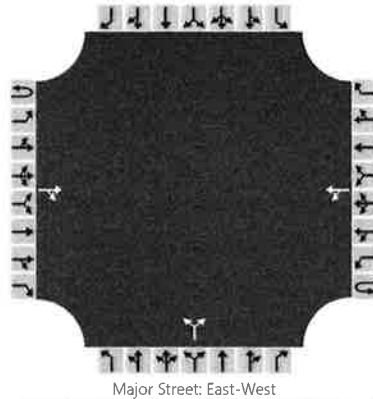
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	8/2/2019
Analysis Year	2019
Time Analyzed	Afternoon Peak Hour
Intersection Orientation	East-West
Project Description	Nez Perce County Transportation Plan

Site Information

Intersection	Lapwai Rd/Cougar Ridge Rd
Jurisdiction	Nez Perce County
East/West Street	Lapwai Road
North/South Street	Cougar Ridge Road
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			74	32		1	60			21		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

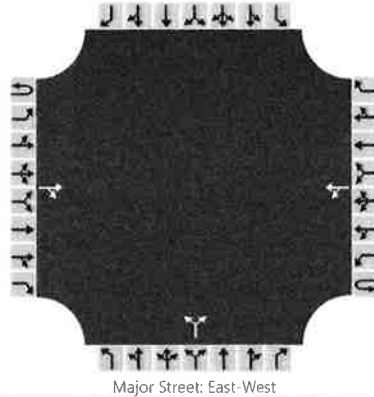
Flow Rate, v (veh/h)						1					27					
Capacity, c (veh/h)						1438					788					
v/c Ratio						0.00					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.5					9.7					
Level of Service, LOS						A					A					
Approach Delay (s/veh)						0.1				9.7						
Approach LOS										A						

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Montgomery	Intersection	Lapwai Rd/Cougar Ridge Rd
Agency/Co.	JUB Engineers	Jurisdiction	Nez Perce County
Date Performed	8/2/2019	East/West Street	Lapwai Road
Analysis Year	2019	North/South Street	Cougar Ridge Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Nez Perce County Transportation Plan		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			107	34		0	72			18		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					19					
Capacity, c (veh/h)						1428					782					
v/c Ratio						0.00					0.02					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.5					9.7					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.0				9.7							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

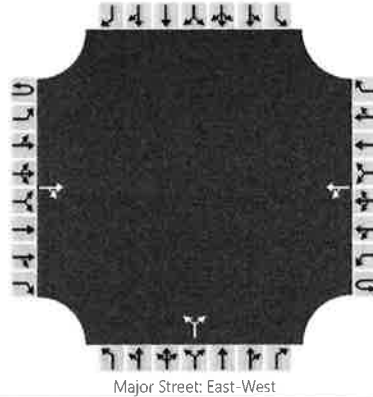
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	8/2/2019
Analysis Year	2039
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Nez Perce County Transportation Plan

Site Information

Intersection	Lapwai Rd/Cougar Ridge Rd
Jurisdiction	Nez Perce County
East/West Street	Lapwai Road
North/South Street	Cougar Ridge Road
Peak Hour Factor	0.72
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			71	28		1	104			48		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					68					
Capacity, c (veh/h)						1438					724					
v/c Ratio						0.00					0.09					
95% Queue Length, Q ₉₅ (veh)						0.0					0.3					
Control Delay (s/veh)						7.5					10.5					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.1				10.5							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

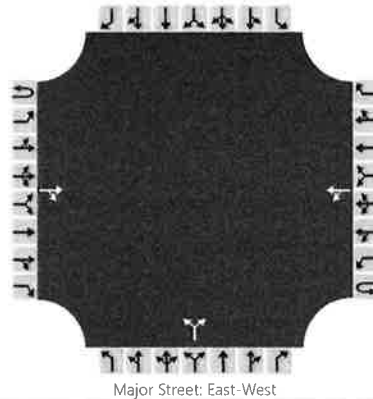
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	8/2/2019
Analysis Year	2039
Time Analyzed	Afternoon Peak Hour
Intersection Orientation	East-West
Project Description	Nez Perce County Transportation Plan

Site Information

Intersection	Lapwai Rd/Cougar Ridge Rd
Jurisdiction	Nez Perce County
East/West Street	Lapwai Road
North/South Street	Cougar Ridge Road
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			110	48		0	89			31		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

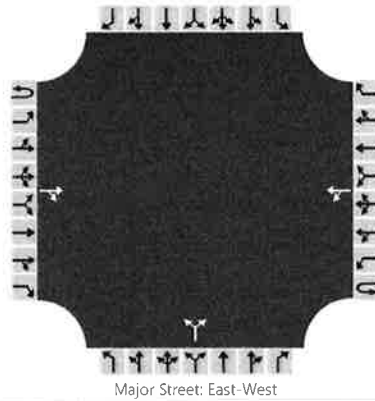
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					40					
Capacity, c (veh/h)						1359					698					
v/c Ratio						0.00					0.06					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						7.6					10.5					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.0				10.5							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Lapwai Rd/Cougar Ridge Rd
Agency/Co.	JUB Engineers	Jurisdiction	Nez Perce County
Date Performed	8/2/2019	East/West Street	Lapwai Road
Analysis Year	2039	North/South Street	Cougar Ridge Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Nez Perce County Transportation Plan		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			159	51		0	107			27		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					28					
Capacity, c (veh/h)						1343					685					
v/c Ratio						0.00					0.04					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.7					10.5					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.0				10.5							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

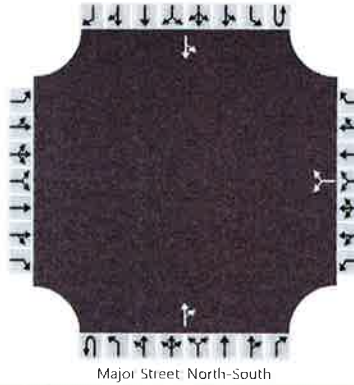
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	10/8/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Nez Perce County Transportation Plan

Site Information

Intersection	Lapwai Rd/Lindsey Creek
Jurisdiction	Nez Perce County
East/West Street	Lindsey Creek Road
North/South Street	Lapwai Road
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						3		134			97	0		26	28	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

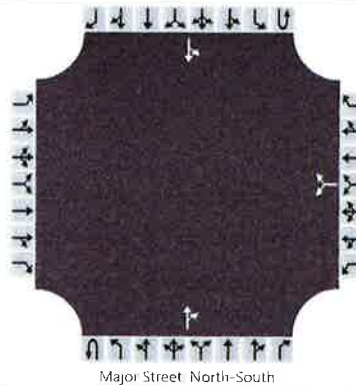
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						147								28		
Capacity, c (veh/h)						943								1480		
v/c Ratio						0.16								0.02		
95% Queue Length, Q ₉₅ (veh)						0.6								0.1		
Control Delay (s/veh)						9.5								7.5		
Level of Service, LOS						A								A		
Approach Delay (s/veh)					9.5								3.7			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Lapwai Rd/Lindsey Creek
Agency/Co.	JUB Engineers	Jurisdiction	Nez Perce County
Date Performed	10/8/2019	East/West Street	Lindsey Creek Road
Analysis Year	2019	North/South Street	Lapwai Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Nez Perce County Transportation Plan		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						2		57			54	3		117	111	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						65								130		
Capacity, c (veh/h)						972								1531		
v/c Ratio						0.07								0.08		
95% Queue Length, Q ₉₅ (veh)						0.2								0.3		
Control Delay (s/veh)						9.0								7.6		
Level of Service, LOS						A								A		
Approach Delay (s/veh)					9.0								4.2			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

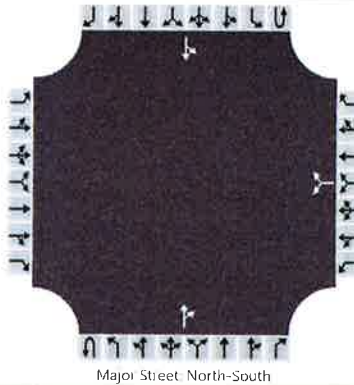
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	10/8/2019
Analysis Year	2039
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Nez Perce County Transportation Plan

Site Information

Intersection	Lapwai Rd/Lindsey Creek
Jurisdiction	Nez Perce County
East/West Street	Lindsey Creek Road
North/South Street	Lapwai Road
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						4		199			144	0		39	42	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						218								42		
Capacity, c (veh/h)						883								1417		
v/c Ratio						0.25								0.03		
95% Queue Length, Q ₉₅ (veh)						1.0								0.1		
Control Delay (s/veh)						10.4								7.6		
Level of Service, LOS						B								A		
Approach Delay (s/veh)					10.4								3.8			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

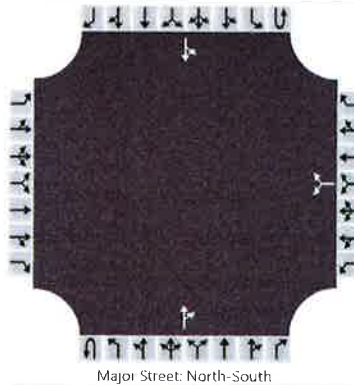
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	10/8/2019
Analysis Year	2039
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Nez Perce County Transportation Plan

Site Information

Intersection	Lapwai Rd/Lindsey Creek
Jurisdiction	Nez Perce County
East/West Street	Lindsey Creek Road
North/South Street	Lapwai Road
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						3		85			80	4		174	165	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						97								193		
Capacity, c (veh/h)						918								1493		
v/c Ratio						0.11								0.13		
95% Queue Length, Q ₉₅ (veh)						0.4								0.4		
Control Delay (s/veh)						9.4								7.8		
Level of Service, LOS						A								A		
Approach Delay (s/veh)					9.4								4.5			
Approach LOS					A											



APPENDIX C

Bridge Inventory

NPC BR#	BR KEY	BRIDGE	ROUTE	INSPECTION YR	Condition Based Upon Lowest Rating	(58) Deck	(59) Superstructure	(61) Substructure
B111-1	29925	COW CREEK	LEON RD	2019	Satisfactory	6	6	7
B118-1	29915	COW CREEK	MOSER RD	2018	Satisfactory	6	6	7
B150-1	29910	HATWAI	CENTRAL GRADE	2019	Satisfactory	6	6	6
B215-1	20266	POTLATCH RIVER/WAUNCHER	SOUTHWICK	2018	Good	7	7	7
B220-1	29841	POTLATCH RIVER/NE JULIAETTA	MCGARY GRADE	2018	Good	8	8	8
B230-1	29935	POTLATCH RIVER/KENDRICK (SPERRY)	MILL STREET/ SPERRY GRADE RD	2019 *SD	Critical	5	5	2
B254-1	29965	CLEARWATER LENORE BRIDGE	LENORE GRADE	2020 *SD	Poor	6	5	4
B273-1	29960	CHERRY LANE	CHERRY LANE ROAD	2018 *SD	Fair	6	5	5
B274-2	29920	PINE CREEK	RIVER RD	2019 *FO	Fair	5	5	6
B274-3	29945	BEDROCK CRK/NW LENORE	RIVER RD	2017	Good	7	7	7
B275-5	29951	WHEELER CANYON CREEK	SUNNYSIDE BENCH	2019	Good	8	7	8
B285-1	29845	POTLATCH RIVER (ARROW JCT)	HIGHLINE ARROW RD	2019 *FO	Fair	5	5	6
B311-1	29865	SPALDING	GROUSE RD	2019	Fair	5	6	6
B312-1	29850	LAPWAI CREEK	MCINTYRE ST	2017 *FO	Fair	6	6	5
B320-1	29855	LAPWAI CREEK SPUR	LYLE GULCH	2017	Satisfactory	6	6	7
B329-1	29825	BIG CANYON CREEK SE PECK	LITTLE CANYON RD	2019 *SD	Fair	5	5	6
B330-1	29930	COTTONWOOD CREEK/TWIN	TOM BEALL - COTTONWOOD CREEK	2018	Fair	7	6	5
B330-2	29905	COYOTE CREEK	GEORGE GRADE	2019	Satisfactory	6	6	7
B343-1	29875	LAPWAI CREEK	RED DUCK LN	2020	Fair	7	7	5
B350-1	20225	COTTONWOOD CREEK	GIFFORD/REUBENS	2019	Satisfactory	6	6	7
B350AA-1	29890	COTTONWOOD/CEDAR CREEK	CEDAR RD	2019 *SD	Fair	5	6	5
B355-1	29860	LAPWAI CREEK	TOM BEALL RD	2020	Good	7	7	7
B371-1	29831	LAPWAI CREEK/GARDEN GULCH	GARDEN GULCH	2018	Good	8	8	8
B392-1	20230	BIG CANYON CREEK/PECK CITY	BIG CANYON RD	2019 *SD	Fair	5	5	5
B392-2	20235	BEAR CREEK	PECK	(new const.) 2019	Good	9	9	7
B432-1	21470	LINDSAY CREEK	GUN CLUB RD	2019 *SD	Satisfactory	7	6	7
B505-1	21473	TAMMANY CREEK	TAMMANY CREEK	2019	Satisfactory	7	7	6
B506-1	20250	SWEETWATER CREEK	WEBB RD	2020 *FO	Satisfactory	7	6	7
B550-1	20252	SWEETWATER CREEK	WEBB RIDGE RD	2020	Good	8	8	7
B566-1	29940	MISSION CREEK	SLICKPOO RD	2020	Fair	7	5	5
B570-1	20261	MISSION CREEK/ROCK CREEK	MISSION CREEK RD	2019	Good	8	8	8
B570-2	20255	MISSION CREEK/AHERIN	MISSION CREEK RD	2019	Satisfactory	6	6	7
Joint Ownership	21495	SOUTHWAY BRIDGE (bridge deck replaced in 2020)	SNAKE RIVER	2018	Satisfactory	6, This will change with new deck	6	6

* SD Structurally Deficient

* FO Functionally Obsolete

0-2 Critical

3-4 Poor

5 Fair

6 Satisfactory

7-9 Good



APPENDIX D

Public Involvement Summary



STAKEHOLDER INTERVIEWS SUMMARY

Nez Perce County Transportation Plan

STAKEHOLDERS INTERVIEWED:

Stakeholders throughout the community were interviewed and asked project/issue related questions (See attached questionnaires). The purpose of the interviews were to obtain information to better understand the Nez Perce County transportation system and the issues/shortfalls within it. The stakeholders that were interviewed included:

- Alan White – Transportation Director, Lapwai School District 341
- Jaynie Bentz – Port of Lewiston
- Brandon Johnson – CEO, Latah Sanitation Inc.
- Joe Rodriguez – Sherriff, Nez Perce County Sherriff's Office
- Joshua Hall – Fire Chief, Nez Perce County Fire Department
- Toby Thill – Transportation Supervisor, Lewiston Independent School District #1
- Travis Sparkman – USPS Postmaster

KEY THEMES, COMMENTS AND CONCERNS:

- High speeds on the Highway in front of the Casino on Highway 12
- Need to install more traffic lights to regulate traffic speeds
- McCormick Ridge needs guardrails
- The roadways need better maintenance during the winter conditions
- Many pot holes need filling
- Drainage issues need to be addressed
- More public transportation options that cater to the County
- Guard rails should be installed on steep grades throughout the County

LEADERS OR ACTIVE GROUPS IN THE COMMUNITY

- Nez Perce Tribe
- Schools
- Board of County Commissioners
- First responders

EFFORTS TO IMPROVE THE PUBLIC INVOLVEMENT PROCESS

- Mailings
- Phone calls
- Radio/social media/newspapers to notify of open houses
- Town hall meetings
- Make sure information is available online



Nez Perce County Transportation Plan

RECOMMENDATIONS FOR OTHER CONTACTS

- Ranchers/Farmers
- Home owners

ATTACHMENT:

- Stakeholder Interview Form



Nez Perce County Transportation Plan

Stakeholder Interview PRE-INTERVIEW INFORMATION		
Name of Stakeholder		
Position/organization		
Contact details (WORK / HOME)	Phone:	Fax:
Circle one	E-mail:	
Name of Interviewer(s)		
Date		
PROJECT/ISSUE-RELATED QUESTIONS		
1. What is your connection or history to Nez Perce County? (ex: City leader, business owner, resident, etc.)		
<hr/> <hr/>		
2. Thinking about how you get to [work / church / school / _____], what are the ways the County's transportation system works?		
<hr/> <hr/> <hr/> <hr/>		
3. How could the transportation system be changed?		
<hr/> <hr/> <hr/> <hr/>		
4. What are the three most important transportation issues that need to be addressed by this plan?		
<hr/> <hr/>		



Nez Perce County Transportation Plan

5. What do you think your friends and neighbors view as Nez Perce County's biggest transportation short comings?

6. Who are the opinion leaders or active groups in the community?

7. Thinking about earlier efforts to involve this community, (public meetings, mailings, gathering comments) – what can we learn from this? Is there anything we do to improve the process?

8. Who else should we talk to?



Nez Perce County Transportation Plan

9. Is there anything else you want to tell us?

Interviewer's comments

FOLLOW-UP NEEDED

--	--	--



OTHER J-U-B COMPANIES

Nez Perce County Transportation Master Plan Update 2020

Open House and Public Comment Summary

Nez Perce County (NPC) hosted an open house on Wednesday, Dec. 18, 2019 at the Brammer Building, 1225 Idaho St, Lewiston, Idaho to gather public input to help shape the Transportation Plan process. The purpose of the open house and public comment outreach was to gather information and to understand where the public sees the need to improve the roads or safety, and what the public sees as the potential goals.

To inform the public of the time and place for the open house, NPC emailed an invitation flier (see Appendix A) to key stakeholders and posted the information on their website. Additionally, NPC promoted additional commenting by submitting information to the local paper, The Lewiston Tribune, that printed an article (see Appendix B).

Thirteen people signed in at the event. Seven display boards were used to show the public the project schedule, who pays for the projects and how, how to stay involved in the project, five NPC maps – Existing Traffic Volumes, Bridge Conditions, Existing and Proposed Pathways, Vehicle Collisions, Truck/Freight Routes -- and an interactive map was available to zoom into specific-interest areas. (See open house displays in Appendix D).

Attendees were given the opportunity to discuss the planning process with the project team, to use stickers to illustrate preferences of potential goals, and were given comment forms to provide feedback. This open house generated two written comment forms and an additional six comment forms were generated through emails and follow-up phone calls (see Appendix C).

The comments provided during this open house have been summarized below and will be used in the development of the Transportation Master Plan Update.

Key themes communicated by the public include:

- Commenters described sightline and roadside safety issues in reference to narrow and curvy County roads and suggested that a combination of increased lane width and turn-outs would be an improvement.
- Narrow roads were cited both as an inevitable feature of the region's topography and as a common source of concern for stakeholders.
- Bridge conditions were mostly referenced in terms of narrow bridges; commenters cited specific bridges that present issues for cars, bicyclists and trucks to safely encounter each other.
- Drainage was highlighted as a priority, especially in reference to the canyons and valleys prominent in the County road system.
- Strategic preparation and coordination for future development was commonly stated to be necessary.
- Continued attention to pavement conditions was cited by commenters as extra important in the context of the County's narrow roads.
- Improved bicyclist access was stated as a priority, particularly in reference to the narrow roads.



OTHER J-U-B COMPANIES

Potential Goals

The following table is a transcription of the public input received on the “Potential Goals” display boards as part of the interactive display provided at the open house. Attendee were given stickers to place by goals they agree with and were given an opportunity to write in goals as well. They were also given a chance to identify specific locations related to each goal.

Nez Perce Transportation Master Plan Update Open House Wednesday, Dec. 18, 4-7 p.m. Potential Goals Preference Exercise	
Potential Goals	Number of Agreements
Improve Roadway Striping	3
Improve Bike Access	6
Improve Roadway Signage	3
Prepare for Future Development	12
Improve Gravel Roads	7
Improve Pavement Conditions	10
Improve Lighting	1
Improve Pedestrian Access	5
Improve Available Turn-Outs	7
Improve Roadside Safety	8
Improve Drainage	8
Increase Lane Width	11
Improve Bridge Conditions	11
Other: (write in)	Provide Public transportation to key county services: DMV, jail, etc. - 1



THE
LANGDON
GROUP
a JUB Company



GATEWAY
MAPPING
INC.
a JUB Company

OTHER J-U-B COMPANIES

Appendices

Appendix A: Open House Invitation

Appendix B: The Lewiston Tribune Article

Appendix C: Public Comments

Appendix D: Open House Display Boards and Maps



OTHER J-U-B COMPANIES

Appendix A: Open House Invitation

OPEN HOUSE

Transportation Master Plan Update

WHEN: Wednesday, Dec. 18, 4-7 p.m.

WHERE: Brammer Building, 1225 Idaho Street, Lewiston, Idaho 83501

WHAT: Nez Perce County is updating their Transportation Master Plan to identify and prioritize mobility, safety, and maintenance improvements on local roads. This is an opportunity to provide input to help identify local concerns, meet the project team, and ask questions. No formal presentation will be made, and light refreshments will be provided.



Any person needing special accommodations to participate in the open house should contact the County 24 hours prior to the meeting at 208-799-3060.

The County assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (Public Law 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

For more information about the Transportation Master Plan or open house, please contact Kayla Brown at kbrown@jub.com or 509-254-6011.



Appendix B: The Lewiston Tribune Article



THE
LANGDON
GROUP
a JUB Company



GATEWAY
MAPPING
INC.
a JUB Company

OTHER J-U-B COMPANIES

NPC seeking comments on transportation plan


Nez Perce County is seeking public comment on a new transportation master plan.

Officials from the county Road and Bridge Department recently held an open house on the plan, which is being developed by JUB Engineers. Those who were unable to attend may review the draft plan and leave comments on the road department's homepage at www.co.nezperce.

id.us/Departments/RoadandBridge.aspx.

Once approved, the plan will identify transportation deficiencies in the county and prioritize capital improvement projects to improve access and safety for motorists, according to Road and Bridge Director Mark Ridinger.

The plan is in its final stages of development, and the final draft should be complete next month.



NRA
YHEC
YOUTH HUNTER EDUCATION CHALLENGE

For youth 18 and under who have completed a Hunter Safety course.
Gain Further understanding of ethics, wildlife ID, map and compass.
Hone skills with archery, rifle, and shotgun.

12 classroom and 14 field sessions from January 7 to June 13, 2020.
Sponsored by NRA and Jack O'Connor Center.
For more info call 208-743-5043 or Dave Pakula 509-758-9673.



Appendix C: Public Comments



The table below is a transcription of the written comment forms from the open house and follow-up emails and calls.

Nez Perce Transportation Master Plan Update Open House Wednesday, Dec. 18, 4-7 p.m.	
Comments from Open House Comment Cards	
Name/Contact Information	Comment
Anonymous	Maybe add a transit layer to at least recognize what exists and what doesn't— for future planning, funding opportunities.
Anonymous	Please widen roads so shoulders can take on bikes/pedestrians if designated bike/pedestrian pathways aren't done.
Anonymous	Please let Port of Lewiston know of projects so possible fiber can be considered in trying to reach some of the rural communities.
Anonymous	Want pedestrian traffic confined to walk paths where the paths are available. If there is a path, use it. Enforce if necessary.
Comments from Follow-Up Emails and Calls	
Anonymous	<p>Thank you for accepting comments on the transportation master plan. My main priorities are as follows:</p> <ol style="list-style-type: none"> 1. IMPROVING PEDESTRIAN ACCESS - specifically on the 17th Street grade between WinCo and Valley View Apartments. <ul style="list-style-type: none"> - I drive this road often and see pedestrians, including children, clinging to the grasses on the roadcut as cars zoom at 40 mph next to them. I live two blocks up this road, and I would never use it to walk to WinCo, the mall, etc., which is a shame as by moving there I was hoping to be able to access those stores by foot. However, I refuse to brave the danger of that hill, especially in the dark or in inclement weather. It is simply not safe for pedestrians. - I also cannot access the new Hot Shots Café at 7th Street or any of the other businesses in Southgate Plaza using 5th and Bryden for the same reason—fast cars and few sidewalks. I have to use the residential streets behind it (which are also mostly lacking sidewalks, but have the benefit of a 25 mph limit, lowered further by how narrow the roads are). 2. IMPROVING BIKE ACCESS – needed throughout the city, but especially to connect residential areas in the Orchards to sites of commerce. <ul style="list-style-type: none"> - Similar arguments as above. We don't even have sidewalks in most places, let alone bike lanes. I do not feel safe biking in this community anywhere except the levee and some residential areas. It is pointless to promote bike access if you can't safely use it to get to places of business. 3. MODIFYING THE INTERSECTION OF D STREET AND THE LEVEE BYPASS <ul style="list-style-type: none"> - This is particularly to reduce wait times to turn left onto the levee from D Street, which can stretch 60 to 90 seconds (a wait I often have to make—I time it!). I believe a roundabout or other traffic revision would keep traffic moving more efficiently here.



OTHER J-U-B COMPANIES

4. PREPARING FOR FUTURE DEVELOPMENT

- As a city and county we need to be more oriented toward future planning rather than being reactive to needs that should have been obvious. Identify projected areas of multi-family development (especially in the Orchards) or areas of general strong growth in the next 10-to-20 years and get ahead of the infrastructure needs in those places, including road and pedestrian access to schools.

5. NOT INCREASING LANE WIDTH

- Narrower lanes mean slower moving traffic, which means higher safety for vehicles and pedestrians. This also means less congestion as cars don't have to speed up/slow down so much when needing to make turns, so traffic moves more smoothly.

6. MODIFYING THE INTERSECTION OF 5TH STREET AND BRYDEN AVENUE

- In general, I DO NOT support five lanes on Bryden. However, the addition of a right-turn lane for those traveling east on Bryden and turning right onto south-bound 5th seems necessary to alleviate the long back-ups down the hill during peak travel times. This would widen this section of road to four lanes. Complementary to this, the west-bound lane of Bryden is already four lanes; they just need to go back further (so that those attempting to turn right onto north-bound 5th can get there earlier, again alleviating some of the back up there.)

- CONVERSELY: Why not a roundabout?

7. A hope, but not a necessity: Add turn lanes for those trying to get up the 11th Avenue hill from Snake River Avenue, or some other mechanism to improve traffic flow at that point.

Again, thank you for the opportunity to submit comments! I look forward to seeing the finalized master plan when it is made available.

Bill Arnold, Twin River Cyclist

1. IMPROVE BIKE ACCESS – Main concerns revolve around cycling issues, particularly narrow lanes and the negative effects on bicyclists' safety. Safety issues are common on the gravel roads prominent in the county.

2. INCREASE LANE WIDTH – As long as increased width does not cut into the bike shoulder or bike lane. Would hate to see the fog line moved closer to the dirt.

3. IMPROVE BRIDGE CONDITIONS – Spaulding bridge stated as the only bridge with a serious issue due to the narrow lane widths, which presents significant safety challenges for bicyclists.

4. IMPROVE GRAVEL ROADS – Would be preferable to have better cycling access on county roads, with margins on side of road and designated space. Issues with the gravel roads designed to prevent wind from blowing gravel off the road but end up dirtier in the areas for bicyclists.

5. IMPROVE PAVEMENT CONDITIONS – Issue areas are where the fog line is at the edge of the pavement, as this leaves no room to get off the road.



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	<p>Concerns with roads that have rumble strips on the fog line area as these interfere with cycling, especially when there is no other room for bicyclists; prefer rumble strips in the middle of road between lanes.</p> <p>Locations of Concern - Lindsay Creek Road, popular for cyclist; Barley to Taney Creek Road to Snake River Avenue.</p>
<p>Josh Hall, Fire Chief, Nez Perce County Fire Department</p>	<p>OVERALL – Issue of narrow roads, which can create issues for emergency responders and law enforcement to get places in a hurry.</p> <ol style="list-style-type: none"> 1. IMPROVE BIKE ACCESS – Could use more bike lanes. Issues are caused when people try to ride on narrow and curvy county roads. 2. PREPARE FOR FUTURE DEVELOPMENT – Yes, especially important. 3. IMPROVE GRAVEL ROADS and LANE WIDTH – Gravel roads are fairly narrow, which is an issue from a public safety standpoint. If someone is pulled over, there sometimes isn't a lot of space for others to pass and to protect the safety of the responding officer. 4. IMPROVE PAVEMENT CONDITIONS – Hard to speak on the pavement conditions county wide but a few areas are at the end of their life, particularly Garden Gulch. 5. IMPROVE PEDESTRIAN ACCESS – Yes, and runners should be considered part of the pedestrian conversation. 6. IMPROVE AVAILABLE TURN-OUTS – The existing turn-outs are pretty good, but additional turn-outs are always useful for law enforcement to pull people over or to respond to accidents. A new turn-out would be useful on Waha grade, going up old PFI grade on Craig Mountain. 7. IMPROVE ROADSIDE SAFETY – For pulling people over or responding to accidents, areas without a shoulder can be extra dangerous for law enforcement, particularly if pulled over in a valley going out on gravel roads with poor sightlines. 8. IMPROVE BRIDGE CONDITIONS – Only Spaulding bridge is a priority, as this bridge is narrow and quite dangerous. This bridge is a hot spot as accidents can be common there and people try to walk or ride bicycles.
<p>Allen White, Lapwai School District-Transportation</p>	<ol style="list-style-type: none"> 1. IMPROVE GRAVEL ROADS – Issue of wash boarding on gravel roads is pertinent for school bus drivers. Specific areas of concerns are McCormick Ridge, Eberhardt Grade, Tom Beall and Sneath. Improved gravel roads that are kept smooth would save on bus maintenance. Bus drivers have reported issues in winter in Cottonwood. 2. IMPROVE PAVEMENT CONDITIONS – Shoulders are breaking up some, especially on Tom Beall – one spot in the shoulder where cracks induce the rig to lean right (right past Apple Lane, heading toward Lewiston, mile from highway on the righthand side). Also noticed cracks on Webb Road.



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	<p>3. IMPROVE ROADSIDE SAFETY – Issues with the shoulders, particularly on gravel roads where the fog line is right up against the edge of the road. Garden Gulch is a problem area. Goldner Road also floods.</p> <p>4. IMPROVE BRIDGE CONDITIONS - Webb Road right before the smoke shop presents issues for school bus drivers when they meet trucks.</p>
Travis Sparkman, Postmaster, Lewiston Post Office (Rural)	<p>1. ROADWAY SIGNAGE - Area of concern: Recently redesigned intersection at 21st, there is confusion as to the lane or direction that people should use, especially coming from Lewiston.</p> <p>2. IMPROVE TURN-OUTS AND IMPROVE LANE WIDTH - Postal drivers can always benefit from additional turn-outs and wider roads.</p> <p>3. IMPROVE BRIDGE CONDITIONS - If any bridges are of concern, bridge condition should be prioritized.</p>
Joe Rodriguez, Sheriff, Nez Perce County Sheriff's Department	<p>1. IMPROVE ROADWAY STRIPING – Suggest options to potentially save money with the use of reflectors, as seen in Washington State. Sheriff's Department interacts with truck drivers who get lost past the last turn-around area before they are on a road not maintained by the county. These areas need better signage. Especially on Waha Road and Tammany Creek Road. Currently working to post signs at the bottom of some areas.</p> <p>2. IMPROVE BIKE ACCESS – Heard that children who live by the lower port (near Ahtway Bypass Road), want to ride their bikes into town and have no good access point to get from the north side of the highway to the south side.</p> <p>3. IMPROVE ROADWAY SIGNAGE – Recommend increasing the size of signs, both overall size and font size, to increase their visibility to drivers at higher speeds. Signs in Washington State's Union County referenced as an example of bigger, more useful signs.</p> <p>4. PREPARE FOR FUTURE DEVELOPMENT – Please ensure that future developments considers accessibility and ingress/egress from site to other roads.</p> <p>5. IMPROVE GRAVEL ROADS – Maintenance of gravel roads is important, but they should not be turned into paved roads. Drivers often respond to new pavement or resurfacing by increasing speeds and create dangerous situations. We have seen this on Lapwai Road and the Cougar Ridge area. The speed was 35 mph and people went 45 mph, then it was raised the speed to 45 mph and now people still go in the 50-60 mph range.</p> <p>6. IMPROVE PAVEMENT CONDITIONS – Suggest using techniques to lay paper or some type of material underneath the asphalt before paving to prevent frost underneath the ground coming up and breaking the asphalt apart. Seen this in Spokane.</p>



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	<p>7. IMPROVE LIGHTING – Need to get LEDs on the streetlights due to the brighter lights and energy cost savings.</p> <p>8. IMPROVE PEDESTRIAN ACCESS – No exact spots as issue areas, but support efforts to build walking paths along the highways to get people off the main highway or shoulder.</p> <p>9. IMPROVE AVAILABLE TURN-OUTS – Not a priority as drivers can use primitive roads as turn-outs along county roads, when they have a clear line of sight and speed control, examples of options are on are Tammany Creek Road or in the Lapwai area.</p> <p>10. IMPROVE ROADSIDE SAFETY AND LANE WIDTH – Not a top priority. Need to consider potential trade-offs where an improvement in one area may have a negative effect on another area. County roads with valleys and canyons that cut into the mountain can leave dirt and rock falling into the roads, which is an existing issue.</p> <p>11. IMPROVE DRAINAGE – Need to emphasize the importance of keeping creeks clear and taking available precautionary measures to prevent floods and creeks running down into the roads. Lapwai Creek is of major concern and drainage is needed on Stagecoach in the Waha area.</p>
Tim O'Connor, Driver Manager, Latah County Sanitation	<p>1. PREPARE FOR FUTURE DEVELOPMENT – Hope to see the continued addition of turning lanes. Drivers have reported some issues accessing sideroads off Highway 12.</p> <p>2. IMPROVE GRAVEL ROADS – County does a good job for the most part, a few roads do have issues; Old Melrose Grade for example is pretty narrow and has potholes but unsure of the extent that it's used outside residents and sanitation.</p> <p>3. IMPROVE LIGHTING – Some issues, such as up and above Culdesac Road, it's hard to see the intersection in poor weather conditions but not sure how much lighting will help. Lighting is adequate in rural towns.</p> <p>4. IMPROVE AVAILABLE TURN-OUTS – Definitely helpful for our drivers. Example issue area is River Road outside Lenore, heading back to Cherrylane. Currently, if two cars are across the road, we wait until they get to a wide spot. Would be a big improvement.</p> <p>5. IMPROVE LANE WIDTH AND ROADSIDE SAFETY – Similar to turn-outs, helpful for drivers to have a wider shoulder on narrow roads. If they need to stop to put on chains or if there is an issue, like a flat tire, it's a lot better to have a place to get over and not be worried about getting hit – or hitting someone else that is pulled over.</p> <p>6. IMPROVE BRIDGE CONDITIONS – Most the bridges are pretty good and have clear signage as far as weight and height restrictions. Only a few trestle bridges on small creeks can be an issue sometimes. There are a</p>



	<p>few worries about height clearance overall for trucks that use the roads. A few bridges above Kendrick on small creeks work just well enough as they have enough sightlines to stop and pull over if occupied by cars. Another example of an issue area is Sperry Grade truss bridge -- sanitation vehicles meet the weight requirements; however, the bridge is quite narrow.</p> <p>7. OTHER – WINTER TREATMENT – This comment really depends on future growth, budget and manpower, but whenever possible, it's helpful to improve the rate of winter snow plow clearing. However, the sanitation drivers also understand that EMS and school bus access routes get top priority.</p>
Toby Thill, Lewiston School District- Transportation	<p>OVERALL - In the county in general, Red Bird Road is horrible, as it's curvy and narrow for buses. Red Bird Road goes out and dead ends and is only maintained by the county to the silos. There are no good turn-around spot for buses. The only bus turn around option is on private property and not wide enough; plus, buses get stuck in the softer ground.</p> <p>Buchanan is another example, where it is very difficult to get buses down in winter; buses mostly don't drive there anymore, instead more on the south end, where most of the houses are, but they still have to turn around in a private driveway, which is not suitable for buses in the winter.</p> <p>Especially in winter, narrow roads are tough for buses when plows make roads narrower. Winter is also a hard time for the Waha area to the Glen.</p> <p>1. IMPROVE ROADWAY STRIPING – Yes, would be a benefit.</p> <p>2. IMPROVE BIKE ACCESS – Yes, always good to add bike lanes but only if widening the road.</p> <p>3. PREPARE FOR FUTURE DEVELOPMENT – Always a good idea.</p> <p>4. IMPROVE GRAVEL ROADS – Paving any road is always a plus for the county, improves ease to maintain and plow.</p> <p>5. IMPROVE PEDESTRIAN CONDITIONS – If there are areas that are noted to be of high use, then always good to improve.</p> <p>6. IMPROVE AVAILALE TURN-OUTS AND INCREASE LANE WIDTH – Yes, always good, especially on Red Bird Road.</p> <p>7. IMPROVE ROADSIDE SAFETY – Yes, very important.</p> <p>8. IMPROVE DRAINAGE – Yes, always a big deal.</p> <p>9. IMPROVE BRIDGE CONDITIONS – Yes, always important to track.</p>



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Becky Jacobson, 2539 Remington
Way, Clarkston, WA

The new intersection of Highway 12 and 21st Street is beautiful. It improved that intersection by 110%!

When I first drove the new completion of the project of Highway 12 and 21st Street intersection, I was coming from the west heading east on Highway 12. I could not locate the signs as of what lane to be in, it may be simple to a longtime resident, but for me I have not lived here that long and do not use that intersection that much. Think of out of towners driving on Highway 12.

My suggestion is to paint the name of the HWY on the road (stencil it) just before the lane divides off in that direction. (It would have to be done just where the lane is created.) Especially for Highway 12. Possibly on the other lanes, stencil the name on the road as to where that road is heading to.

I know I have driven in the Phoenix Arizona freeway system. Many miles before the split of freeway Interstate 10 and Interstate 17; they have it stenciled in the lanes (10 or 17) what lane you need to be in before you get to that point of dividing. I realize this is a very short distance in considering the 12/21 intersection. But maybe it could be considered?



Map supplements Becky Jacobson's comment:



Figure 1: Map sent in to supplement comment from community member.



Appendix D: Open House Display Boards and Maps



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County of Nez Perce Transportation Master Plan Update

WELCOME

PUBLIC OPEN HOUSE

Wednesday, Dec. 18, 2019



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County of Nez Perce Transportation Master Plan Update

PROJECT SCHEDULE

March 2019	Nez Perce County (NPC) initiated contract to complete a transportation master plan update utilizing funding awarded from the Local Highway Technical Assistance Council (LHTAC).
April-July 2019	Collect background information and other area transportation plans; begin to collect and analyze traffic, crash data, connectivity, existing features, maintenance, and economic data.
August 2019	Conduct stakeholder interviews and a Technical Advisory Committee (TAC) meeting.
September - October 2019	Summarize input from the stakeholders and TAC, analyze and refine data in transportation master plan update, and develop draft project list.
November 2019	Submit rough draft to TAC for review.
December 2019	Conduct public engagement—public open house.
January 2020	Summarize input, analyze and refine data and develop Capital Improvement Project (CIP) list.
February 2020	Develop Draft Transportation Master Plan Update for review by TAC and NPC at a second TAC meeting.
March 2020	Incorporate TAC and NPC input and conduct a second round of public engagement and education including an opportunity for report review at a regularly scheduled NPC Commissioner's Meeting.
March—April 2020	Update Draft Transportation Master Plan based on second round of public engagement.
April 2020	Complete Final Transportation Master Plan for adoption and NPC use in applying for funding.



FINAL OPPORTUNITY FOR PUBLIC INPUT



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County of Nez Perce Transportation Master Plan Update

POT

POTENTIAL GOALS	DO YOU AGREE? PLACE STICKER IF YOU AGREE	SPECIFIC LOCATION/ISSUE
IMPROVE ROADWAY STRIPING		
IMPROVE BIKE ACCESS		
IMPROVE ROADWAY SIGNAGE	●	
PREPARE FOR FUTURE DEVELOPMENT	● ● ● ● ●	
IMPROVE GRAVEL ROADS	● ● ● ● ●	
IMPROVE PAVEMENT CONDITIONS	● ● ● ● ● ● ●	
IMPROVE LIGHTING		
IMPROVE PEDESTRIAN ACCESS		
IMPROVE AVAILABLE TURN-OUTS	● ● ●	
IMPROVE ROADSIDE SAFETY	● ● ●	



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County of Nez Perce Transportation Master Plan Update

POTENTIAL GOALS	DO YOU AGREE? PLACE STICKER IF YOU AGREE	SPECIFIC LOCATION/ISSUE
IMPROVE DRAINAGE	● ● ●	
INCREASE LANE WIDTH	● ● ● ● ● ● ●	
IMPROVE BRIDGE CONDITIONS	● ● ● ● ● ● ● ●	
OTHER: Provide public transportation to key county services: DMV, Jail, etc.	●	
OTHER:		
OTHER:		
OTHER:		
OTHER:		
OTHER:		
OTHER:		



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County of Nez Perce Transportation Master Plan Update

HOW YOU CAN PARTICIPATE TONIGHT

- Indicate areas of concern on the County map.
- Identify your preferred goals on the charts.
- Fill out a comment form and leave it in the comment box.
- Take a comment form for yourself, friends, family or neighbors.
- Talk to a J-U-B or Nez Perce County project representative.
- Email comments and/or forms to **kbrown@jub.com**.

Comments are always welcome, but must be received by January 20, 2020 to be considered in the formal comment period.



County of Nez Perce Transportation Master Plan Update

WHO PAYS FOR PROJECTS?

Nez Perce County funds transportation projects from levy taxes and user fee revenues.

This includes approximately **\$3.4 million** of maintenance and capital improvement projects per year.

Other sources that are sometimes available include:

- Federal Grants
- State Grants
- Local Funding and Agency Partnering

Projects generally do not require additional contribution from citizens for funding.





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County of Nez Perce Transportation Master Plan Update

WHAT'S NEXT?

- All comments will be compiled and reviewed.
- Your comments will help guide Nez Perce County as we identify projects and policies for your community.
- We will provide results for public review in **March 2020**.

PLEASE STAY INVOLVED!

E-mail us at **kbrown@jub.com**.

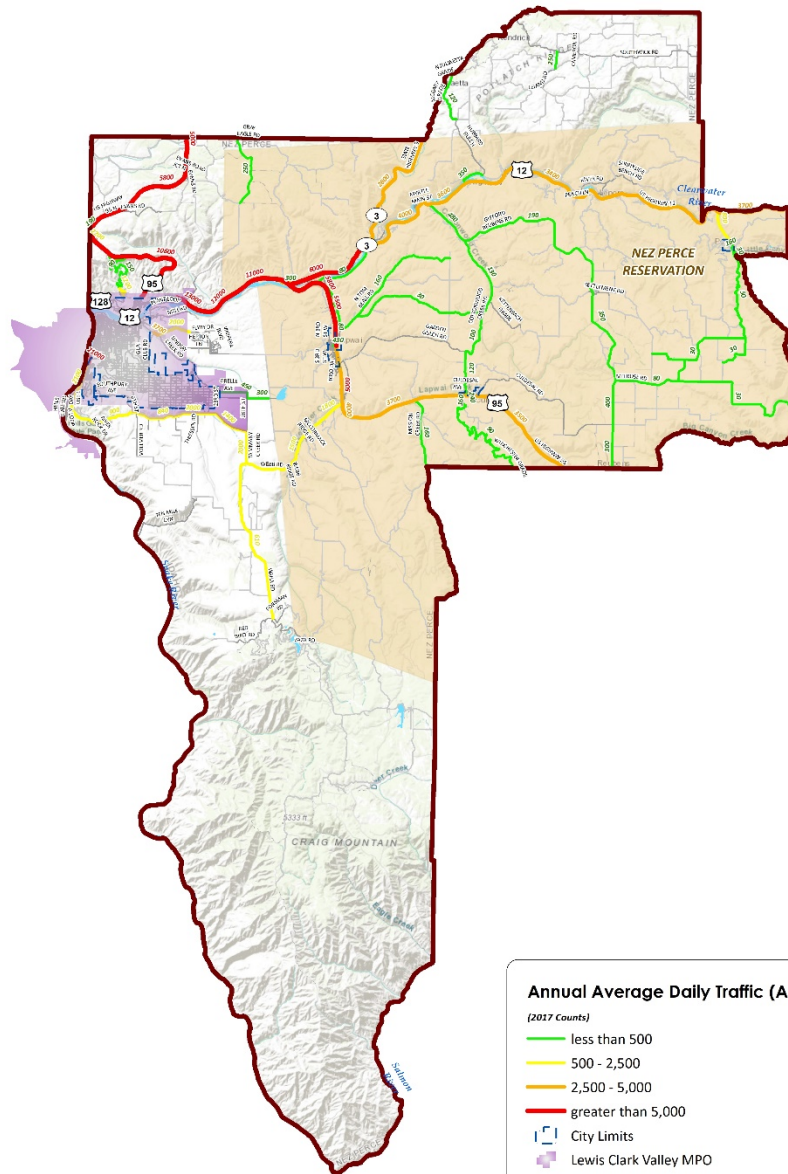
Tell your neighbors and friends!



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EXISTING TRAFFIC VOLUMES

Nez Perce County

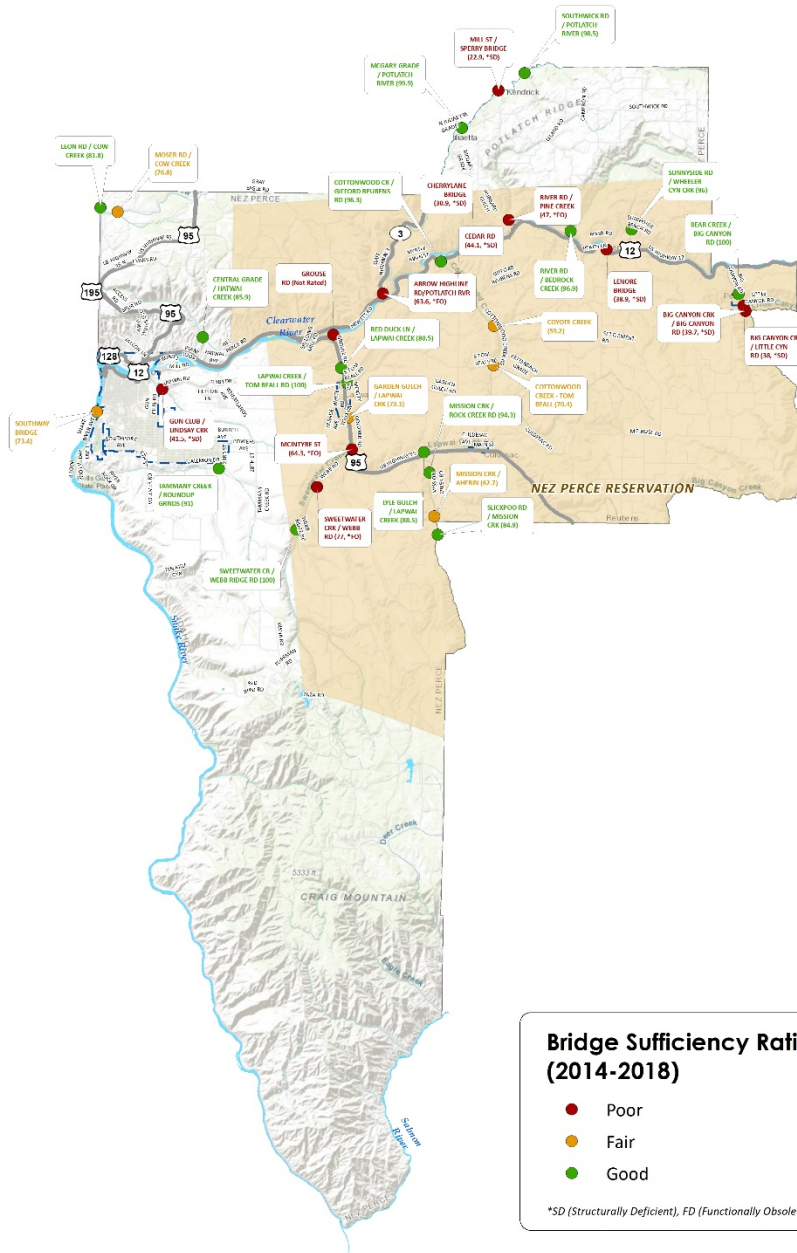


0 2.5 5 10
Miles





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BRIDGE CONDITIONS

Nez Perce County



0 2.5 5 10 Miles



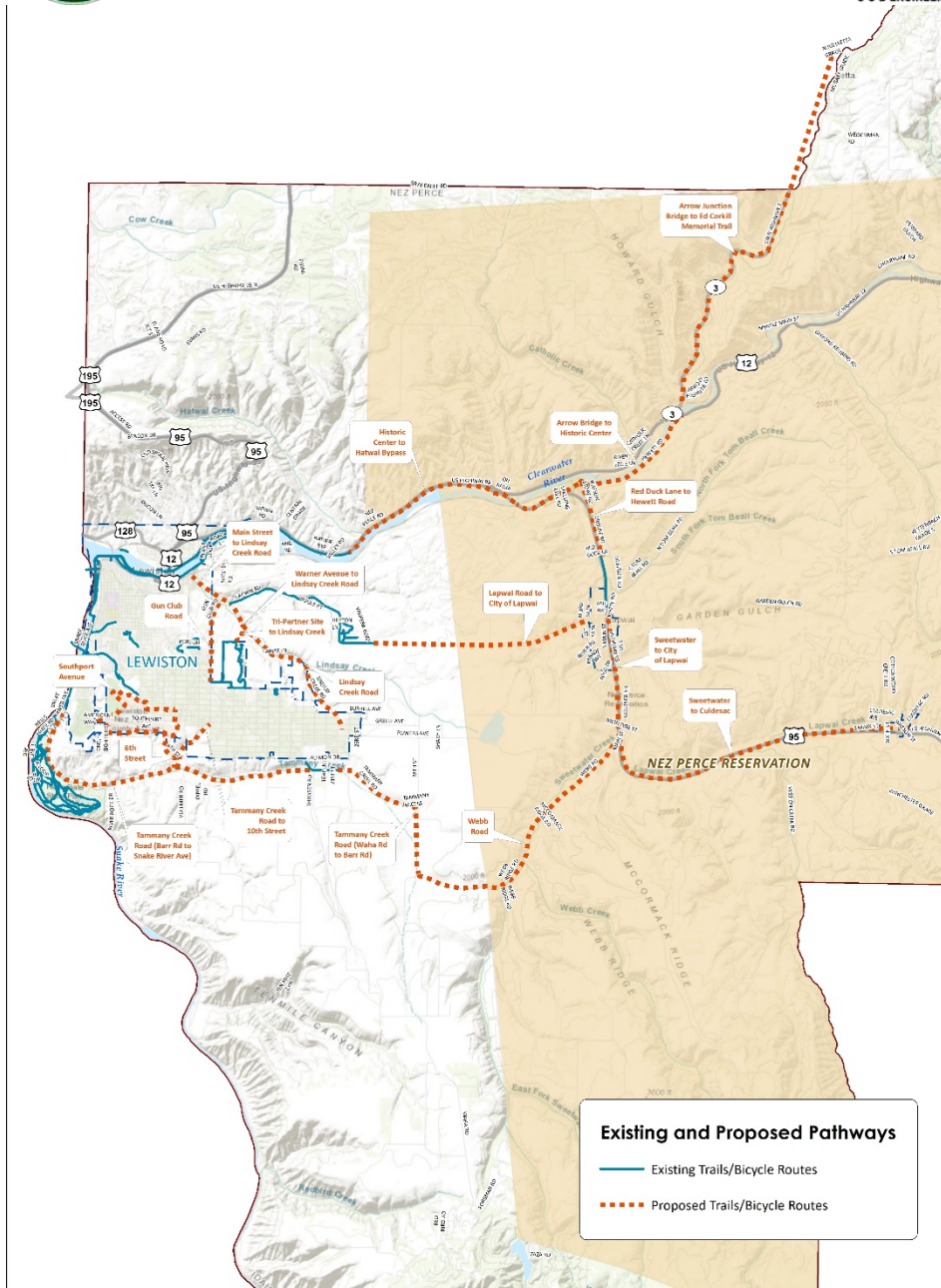


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EXISTING AND PROPOSED PATHWAYS

Nez Perce County



0 2.5 5 10 Miles



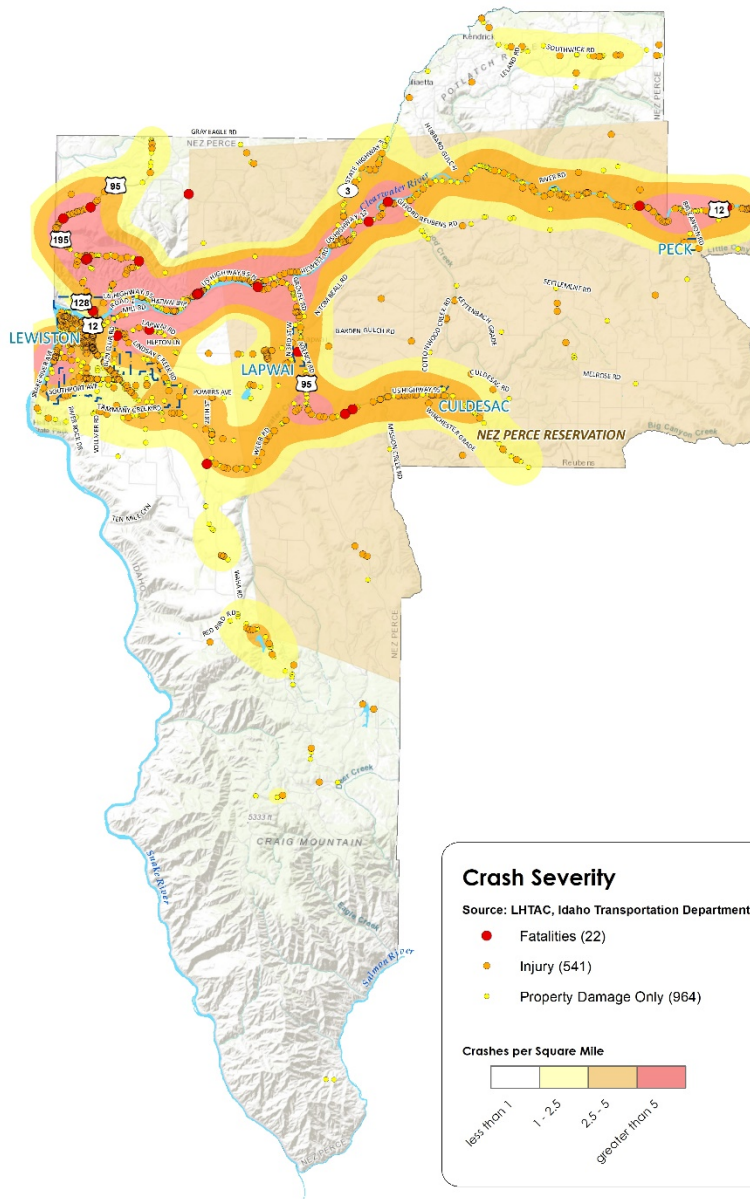


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VEHICLE COLLISIONS

Nez Perce County



0 2.5 5 10 Miles



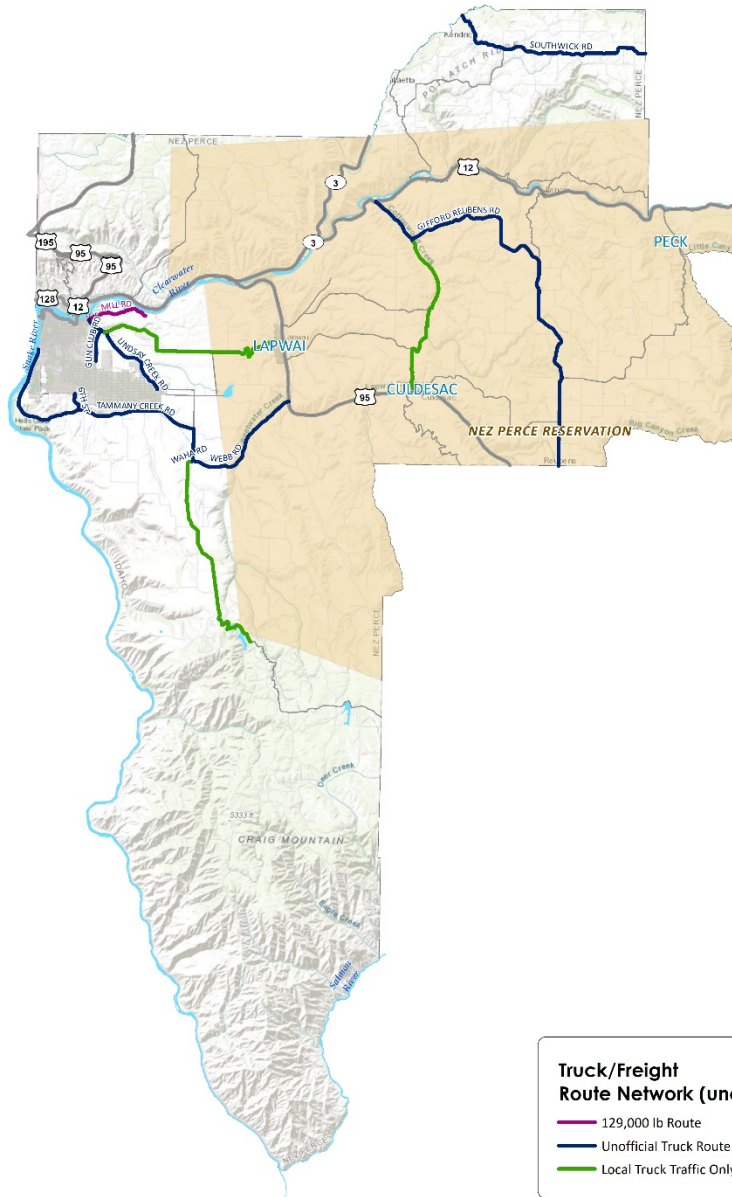


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TRUCK/FREIGHT ROUTES

Nez Perce County



0 2.5 5 10
Miles





APPENDIX E

Pavement Management Plan, Pavement Evaluations, RSL
IWorQs Analysis, and Recommendations

Nez Perce County

Pavement Management Plan

July 2020

Draft for Agency Review



J-U-B ENGINEERS, INC.

846 6th Street
Clarkston, WA 99403
www.jub.com
509.254.6011

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Introduction

The primary goal of this pavement evaluation report is to develop a strategic maintenance plan that minimizes the long-term cost to Nez Perce County while improving the overall service life of the asphalt-paved road network. This report offers pavement repair strategies. The pavement repair strategies and Remaining Service Life (RSL) will provide a better understanding and give a systematic approach to maintaining paved roadways. The key to this effort is maximizing the maintenance of roads through preventative maintenance rather than reactive solutions that will add significant reconstruction costs in the future and create a loss of value to the County's assets.

Nez Perce County is responsible for maintaining approximately 180 miles of public paved roads and 460 miles of public gravel and dirt roads (422 miles of gravel roads and 38 miles of dirt roads). This pavement management plan exclusively takes into consideration the asphalt-paved roads, but if any of Nez Perce County gravel or otherwise unpaved public roads are paved in the future, they would also be incorporated in this analysis. Nez Perce County inspected paved road conditions in the summer of 2019. The data resulting from the County's pavement inspection is available in Appendix I. An updated analysis based upon the County's inspection of the paved road network condition was completed using the IWOROQ program. This analysis of current conditions allows the county to plan for future road improvements, maintenance projects, and expected changes in remaining service life (RSL) as a result of aging, weathering, and traffic loading. The entire analysis of paved road conditions is available in Appendix II.

According to the updated data collected, the IWOROQ paved road condition report, and engineering judgement, different maintenance and reconstruction strategies can be used to maintain or improve the pavement condition. Pavement maintenance strategies vary depending on the condition and remaining service life of each specific road segment. Some of these strategies include routine maintenance, preventative maintenance, and reconstruction. These strategies are compared (costs versus benefits) and explained in detail in the "Strategies" section of this report.

Extending the overall service life and improving the value of the paved road network can be achieved by strategically allocating funds. The following budget overview was provided by Nez Perce County Road and Bridge:

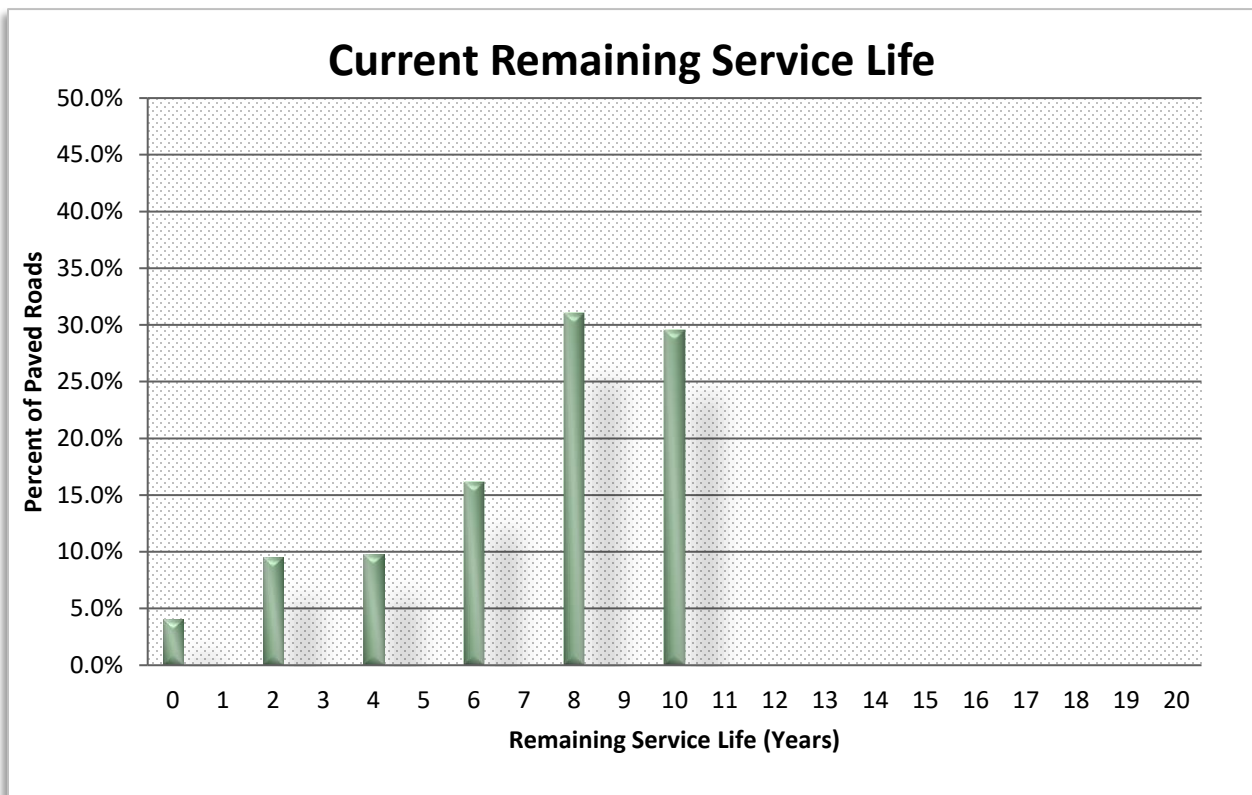
- A five-year annual pavement maintenance budget in the amounts of \$600,000 - \$900,000 with approximately \$300,000-\$400,000 being used for chip seals and the remainder being used for overlays and rebuilds.

Background

An inspection of current paved road conditions was performed and the IWOROQ program was updated with the results. The IWOROQ program is used to store road condition information for each segment of paved roadway and help estimate its remaining service life compared to its

design life. For example, since a paved road is assumed to be designed for a 20-year life, and if it has existed for eight years having no maintenance done to it, the assumed remaining service life is 12 years. **Figure 1** shows the current distribution of remaining service life for the paved road network within the county limits. The average service life for the 180 miles of paved roads is approximately 7 years. All the paved road's segments and their RSL can be seen in a map in **Appendix III**.

Figure 1 – Distribution of Initial Paved Road Conditions (2019 Data)



Currently, Nez Perce sets an annual budget of 600,000 to be invested in road maintenance. A road maintenance budget is typically used to perform preventative and routine maintenance, road reconstruction, and any other unforeseen or catastrophic maintenance. It excludes staff costs and the engineering fees associated with maintenance. Engineering fees may range from 10% to 15% of project costs depending on the type of maintenance performed.

This evaluation was conducted to provide a five-year plans for preventative and routine maintenance. Proper execution of this Pavement Management Plan can allow Nez Perce County to invest money in paved roads using a preventative strategy instead of making short-term budget decisions. Over several years, the plan's goal is to better preserve the road network value, but do so with the most cost-effective long-term budget.

Strategies

Various strategies are used to maintain and preserve paved roads. These strategies range from simple routine maintenance and pavement preservation to paved road reconstruction. The type of treatment necessary depends on the current condition of a paved road. For example, if a paved road is fairly new, it may only need minor preventative repair such as a chip seal, while an older paved road that has not been maintained may require an overlay or reconstruction to provide acceptable conditions for drivers.

This section compares and discusses the pavement repair strategies that can be used within Nez Perce County. The benefits and costs of each strategy are discussed and compared to provide an explanation of paved road repair and the benefits of preventative maintenance.

The three categories of paved road repair are full reconstruction, preventative preservation, and reactive repair. **Table 1** shows the benefits of the strategies that are widely used.

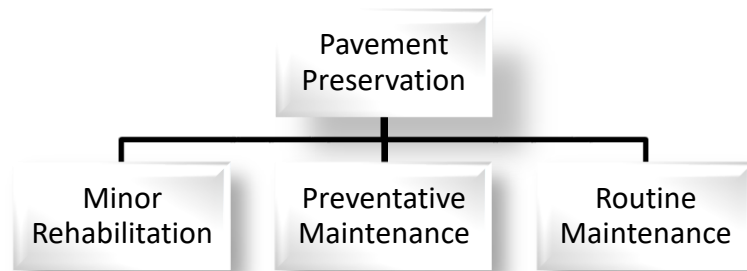
Table 1 – Typical Benefits of Pavement Improvement Strategies

	Strategy	Increase Capacity	Increase Strength	Reduce Aging	Restore Serviceability
Full Reconstruction	New Construction	X	X	X	X
	Reconstruction	X	X	X	X
	Major Rehabilitation		X	X	X
	Structural Overlay		X	X	X
Preventative Preservation	Minor Rehabilitation			X	X
	Preventative Maintenance			X	X
	Routine Maintenance				X
Reactive Repair	Corrective Maintenance				X
	Catastrophic Maintenance				X

Reactive repair is performed when a major event occurs that requires immediate repair. This is typically something that cannot be planned for, but it may restore the serviceability of a roadway if it becomes unusable or unsafe.

Preventative preservation can restore serviceability and reduce the aging of a roadway. It can enhance pavement performance, extend pavement life, reduce user delays, and provide improved safety and mobility. Cost-effectiveness can also be enhanced. Scheduled maintenance of this kind will typically lower the long-term cost of repairing a paved road to an acceptable level of service rather than allowing the paved road to deteriorate significantly or completely fail and require reconstruction. **The three main types of pavement preservation outlined by the Federal Highway Administration (FHWA) are minor rehabilitation, preventative maintenance, and routine maintenance, as shown in Figure 2.**

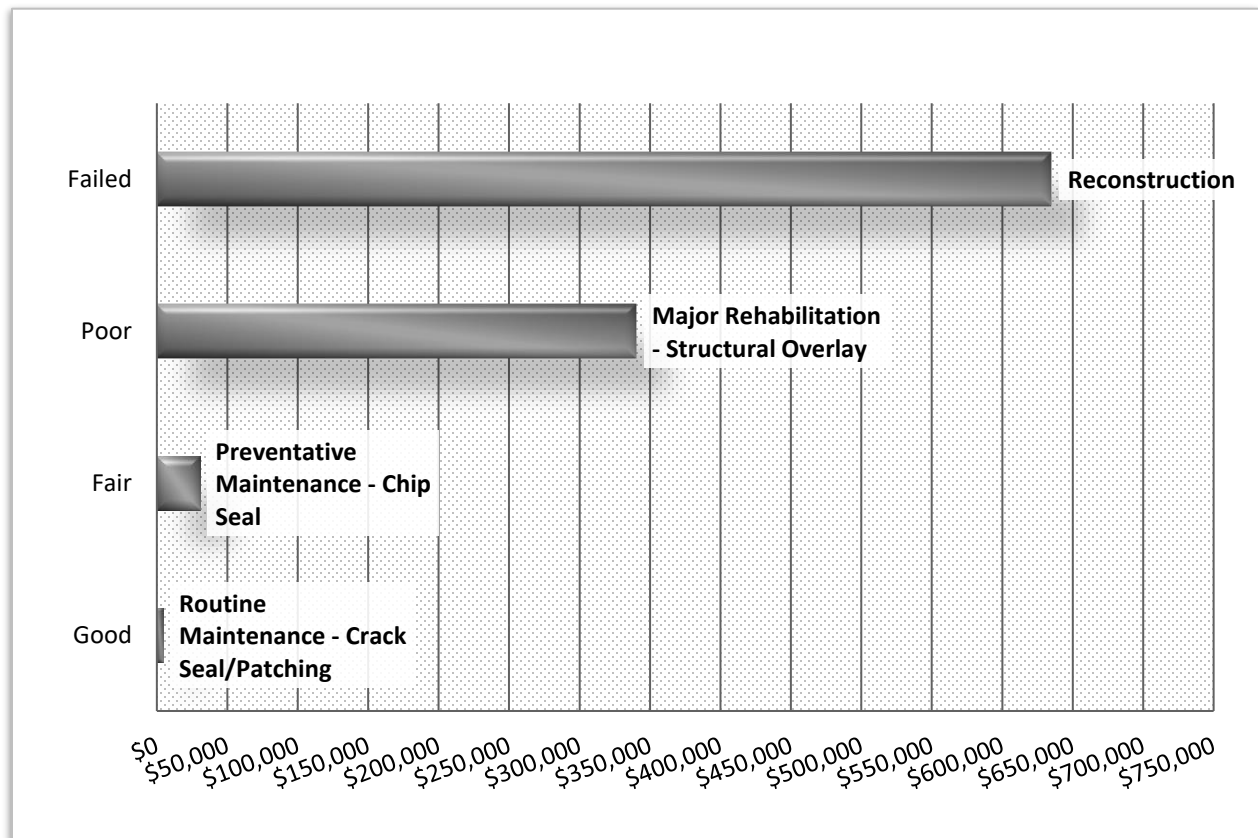
Figure 2 – Pavement Preservation Strategies (FHWA)



The final strategy is reconstruction and rehabilitation. Reconstruction is typically a reactive measure used to repair failing or functionally obsolete paved roads (roads that no longer meet current needs). When the serviceability becomes so low that travel is considered unsafe on a roadway, a structural overlay, major rehabilitation, or reconstruction is typically used to restore the roadway. These strategies can provide increased capacity and strength, reduce roadway aging, and restore the serviceability of a roadway. Reconstruction provides the greatest benefit of the pavement strategies, but it is also the most expensive option in the long term.

Figure 3 shows the pavement strategy that is typically used on each specific road condition. This figure also shows an approximate cost per mile to perform each pavement repair or preservation strategy. These costs can vary depending on each road condition, location, or other roadside features that may impact costs.

Figure 3 – Pavement Condition versus Cost per Mile



Each strategy mentioned in this comparison is described in detail in the following sections and includes the benefits, costs, appropriate condition of pavement each strategy should be used on, and what the method entails.

Routine Maintenance

Routine maintenance is generally one of the lowest-cost strategies (\$3,000 to \$5,000 per mile). It can reduce aging and restore serviceability of a roadway. Routine maintenance typically “consists of work that is planned and performed on a routine basis to maintain and preserve the condition... to specific conditions,” (AASHTO Highway Subcommittee on Maintenance). Examples of routine maintenance include crack repair and sealing, fixing potholes, maintaining pavement markings, etc.

Preventative Maintenance

Preventative maintenance is “a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, delays future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity)” (AASHTO Standing Committee on Highways, 1997). Preventative maintenance techniques include chip sealing and fog sealing. These treatments

are typically performed between three and twelve years after initial construction of the roadway and on a repeating cycle, depending on the condition of the paved road. Preventative maintenance typically costs anywhere from \$25,000 to \$45,000 per mile of repair and can restore the service life of the paved road by three to five years.

Major Rehabilitation Structural Overlay

A structural overlay (2-3 inches for typical Nez Perce County roads) is a pavement repair strategy typically used on road sections with a high level of deterioration that require increased structural capacity but do not need full reconstruction. This is a lower cost alternative for roads that have not completely failed but are on the verge of failing. Structural overlays typically cost between \$330,000 and \$350,000 per mile, depending on the thickness, and are typically performed on roads that have a remaining service life between four and seven years. Benefits of a structural overlay include increasing the road capacity, reducing the aging of the road, and restoring serviceability of the road. This overlay typically restores the service life of the road by seven to nine years. Additional options and treatments available with a structural overlay are typically evaluated on a case-by-case basis.

Reconstruction

Reconstruction is an extreme measure that is often used on paved roads that have deteriorated to a point where the paved road is unsafe, unusable, or irreparable. This is the costliest strategy. Reconstruction does provide more short-term benefits, but it is generally not cost-effective to let a paved road deteriorate to the point of reconstruction (allowing total failure is not typically planned). Full reconstruction of a paved road typically ranges between \$600,000 to \$650,000 per mile, depending on the terrain, location, and available materials. Reconstruction is typically performed on failing paved roads with a remaining service life ranging from zero to three years and restores the service life of the paved road to 20 years.

Corrective Maintenance

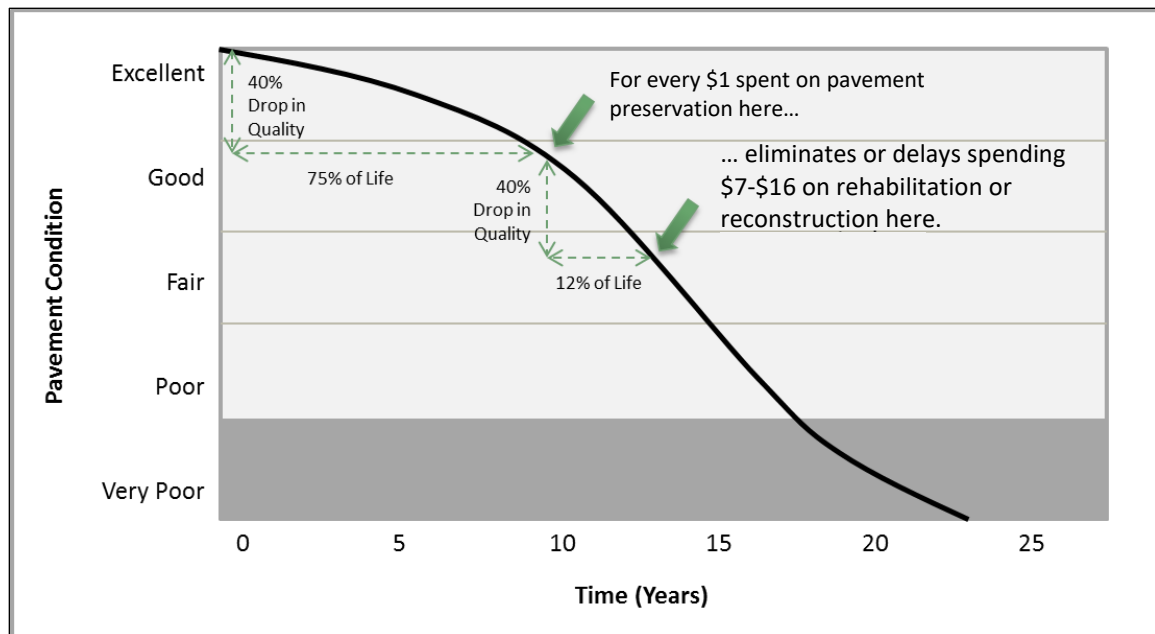
Corrective maintenance is performed as a reactive measure when deficiencies develop that “negatively impact the safe, efficient operations of the facility and future integrity of the pavement section” (FHWA). These measures are generally used when unforeseen issues occur such as repairing potholes, edge failures, and localized deterioration.

Catastrophic Maintenance

Catastrophic maintenance typically describes work that is necessary to return a roadway to a minimum level of service after an unforeseen catastrophic event such as a spring thaw failure or washout. This is typically a temporary fix, while permanent restoration is designed and scheduled.

Figure 4 illustrates the relationship between pavement strategies and preservation versus the cost of improvements. This figure shows how cost-effective pavement preservation strategies can be in the long run.

Figure 4 – Typical Pavement Deterioration Curve and Value of Preventative Maintenance



** National Center for Pavement Preservation, values adjusted for inflation*

Analysis

This analysis was performed based on the information collected for Nez Perce County and the costs/benefits of pavement preservation strategies. The Pavement Management Plan can be executed in order to better preserve the current 180 miles of paved roads located within Nez Perce County and increase the value of investment in paved road repair. The current value of the public paved network in Nez Perce County is estimated to be approximately \$80,238,504. If all roads were new, the total value would be approximately \$114,782,516 (but an agency having all new roads is not typical and thus the total value is only provided as a reference point).

The value of a paved road was estimated using the following method. One mile of paved road with a remaining service life of 20 years was estimated to have a net value of \$635,000. To estimate the value of a paved road (per mile) with a remaining service life of less than 20 years, the cost to restore the road to a remaining service life of 20 years was subtracted from the value of a mile of paved road with a remaining service life of 20 years.

For example, if a mile of paved road required a \$200,000 structural overlay to restore the paved road to 20 years of remaining service life, the net value of the paved road would be calculated as:

$$\$635,000 - \$200,000 = \$435,000$$

Where:

\$635,000 represents the value of a paved road with a remaining service life of 20 years

\$200,000 represents a given value for repairing a paved road to a remaining service life of 20 years

\$435,000 represents the current value of a paved road that needs a \$200,000 maintenance improvement to restore the road to a remaining service life of 20 years

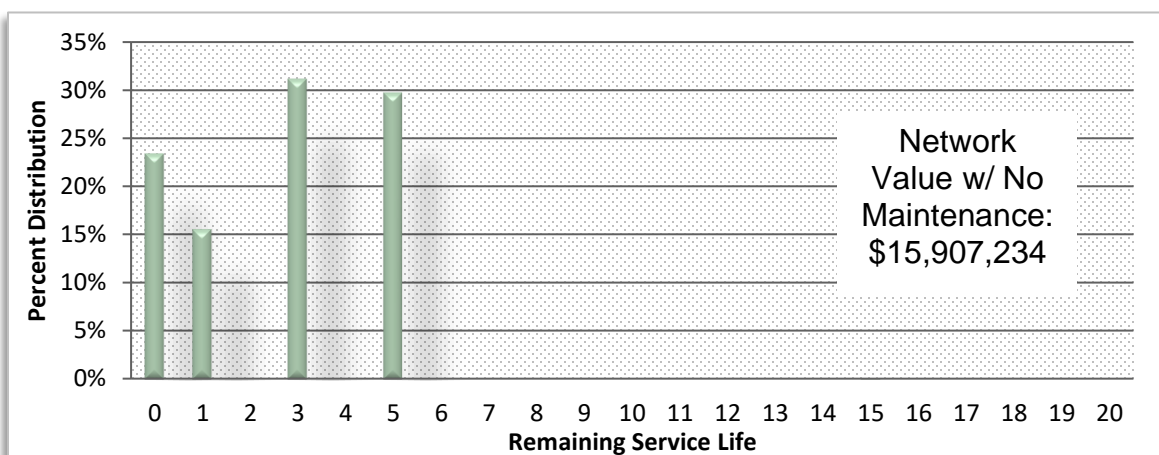
Based on the existing road conditions, three budget scenarios were considered, such as not investing in the roadway, investing \$600,000 annually, and investing \$900,000 annually. Each scenario is discussed in detail in the following sections.

Scenario 1: No Reinvestment

The first analysis estimated the network value after five years if no maintenance is performed. This information was used to establish a baseline value to show how the total value of the paved road network would decrease over the five-year period due to pavement deterioration.

Figure 5 shows the remaining service life distribution after five years with no repairs and continuous deterioration. The total value of the network was estimated to be \$15,907,234 for a total decrease in value of approximately \$64,330,000 over the five years.

Figure 5 – Network Remaining Service Life Distribution w/o Reinvestment after 5 Years



Scenario 2: \$600,000 Annual Pavement Management Strategy

An analysis was completed to determine the \$600,000 annual pavement management strategy and estimate its effect on remaining service life for network roads if Nez Perce County continues to use their similar budget. **Figure 6** shows the projected service life distribution after five years as well as the projected total value of the paved network. The future value of the network was estimated to be \$45,599,740. This shows a total increase in value of \$29,692,505 over the no reinvestment strategy, which is a return in investment of +989.75% ($\$29,692,505 / [\$600,000 \times 5 \text{ year}]$) over five years. However, there is an overall decrease in network value of \$34,638,763 (-43.17%) over the five years compared to the current network value.

Figure 6 – Projected Remaining Service Life Using \$600k Annual Budget Pavement Management Strategy

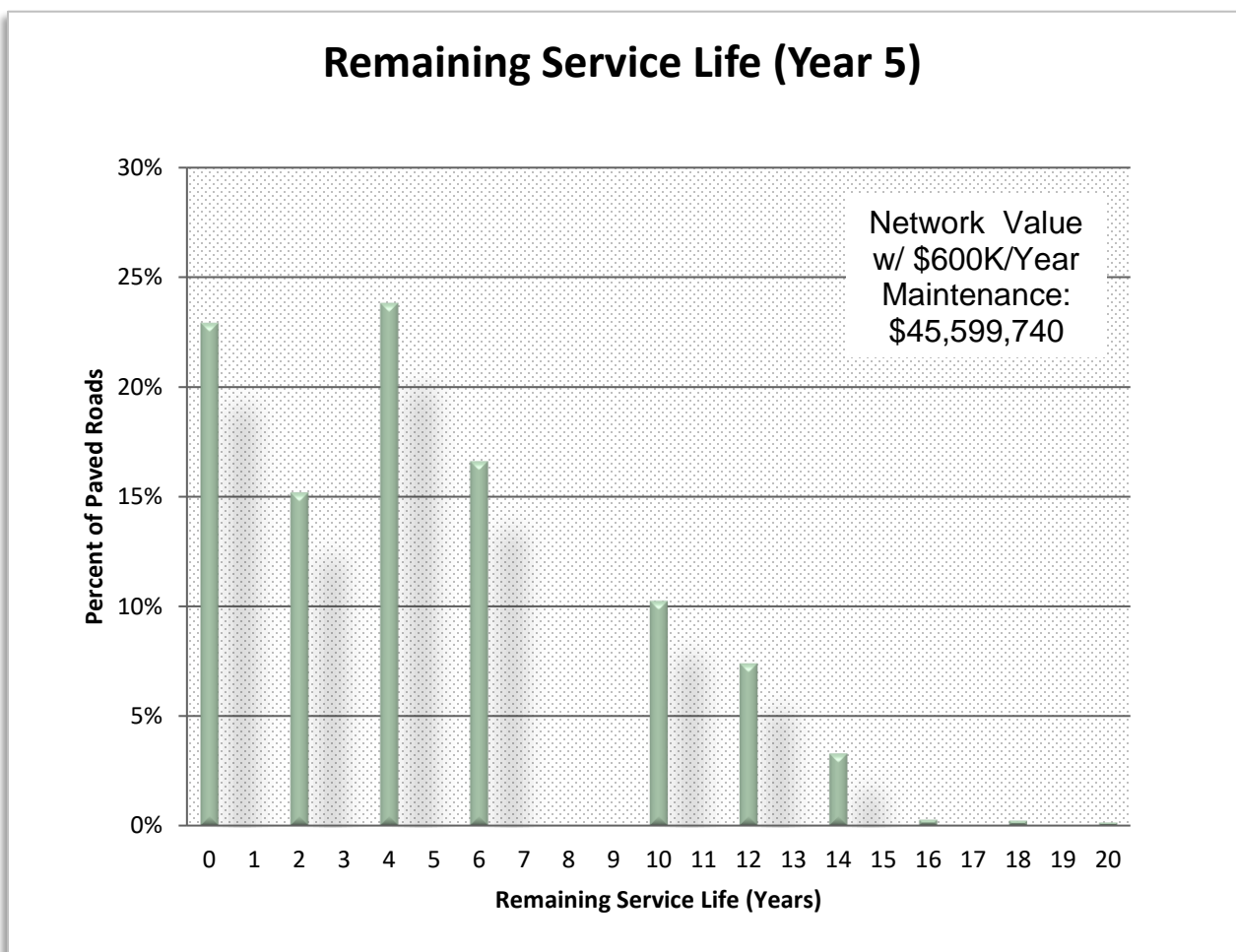
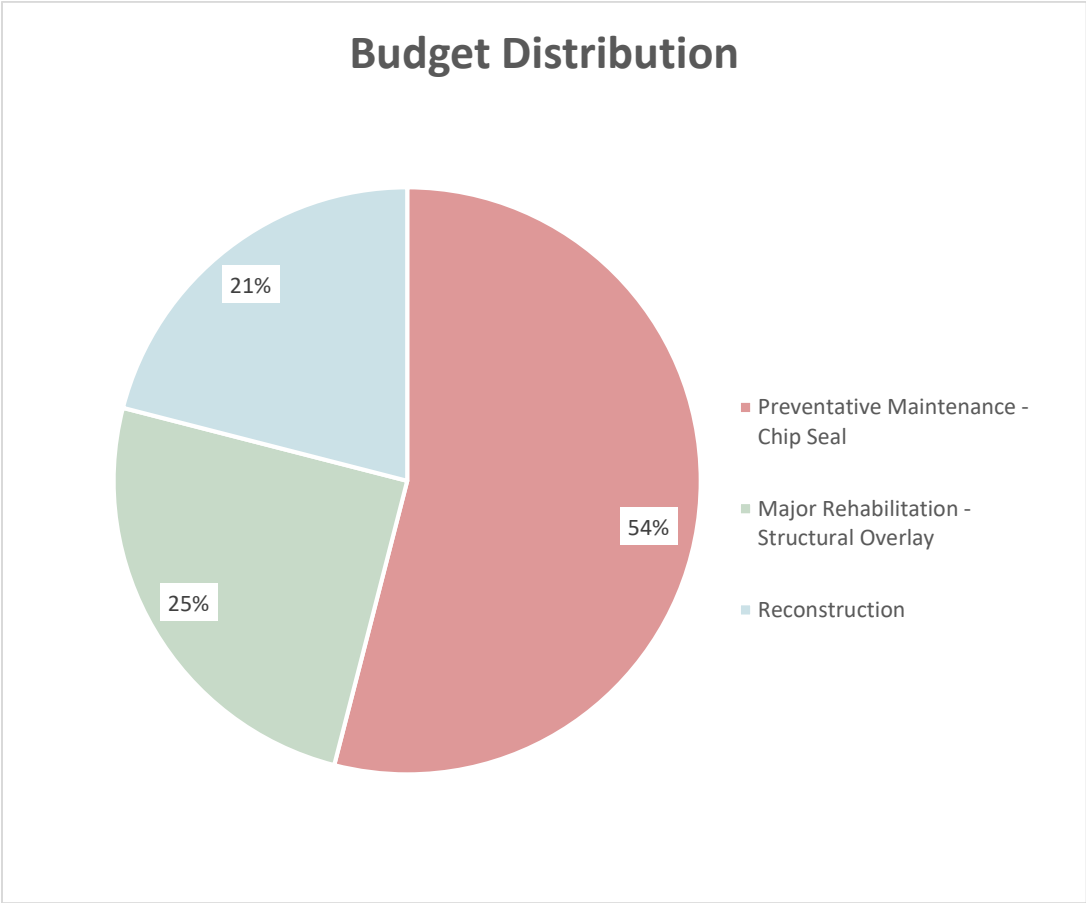


Figure 7 shows the proposed distribution for the \$600,000 annual budget strategy. Based on Nez Perce County current management strategy approximately half the budget is used for preventative maintenance chip seals, while the other half of the budget is allocated towards major rehabilitation or reconstruction. With this said, this distribution is the most practical approach to maintain serviceability to the low-value roads while preserving the “better” roads from further deterioration so that the overall RSL and value of the roadway network is improved the most.

Figure 7 – \$600k Pavement Management Strategy Budget Distribution



Scenario 3: \$900,000 Annual Pavement Management Strategy

An analysis was completed to determine the \$900,000 annual pavement management strategy and estimate its effect on remaining service life for network roads if Nez Perce County was able to increase their budget. **Figure 8** shows the projected service life distribution after five years as well as the projected total value of the paved network. The future value of the network was estimated to be \$60,239,505. This shows a total increase in value of \$44,332,271 over the no reinvestment strategy, which is a return in investment of +985.16% ($\$44,332,271 / [\$900,000 \times 5]$) over five years. However, this is an overall decrease in network value of \$19,998,999 (-24.92%) over the five years compared to the current network value.

Figure 8 – Projected Remaining Service Life Using \$900k Annual Budget Pavement Management Strategy

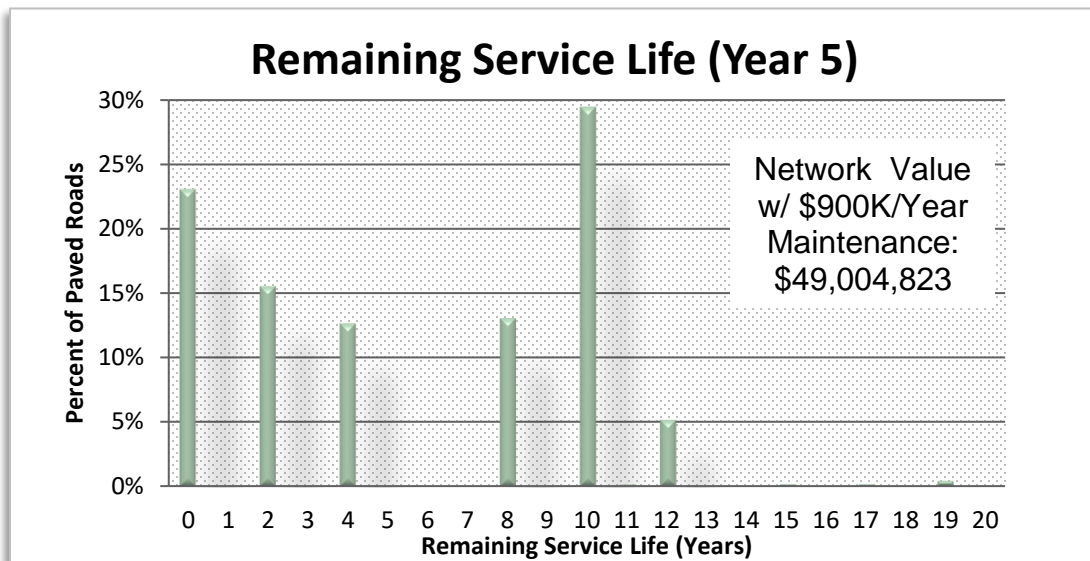
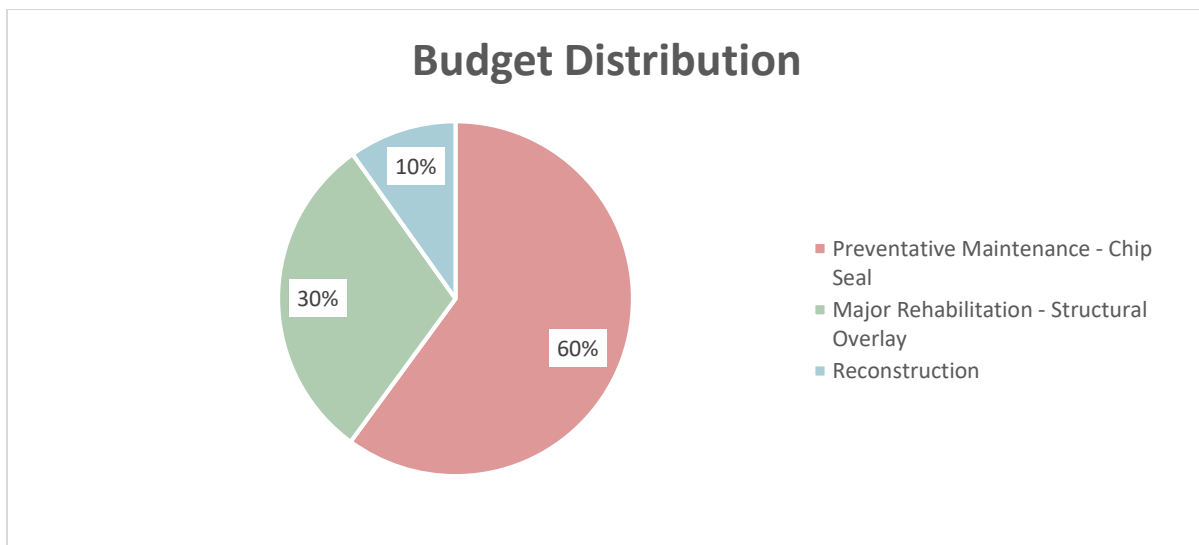


Figure 9 shows the proposed distribution for the \$900,000 annual budget strategy. Based on Nez Perce County current management strategy approximately half the budget is used for preventative maintenance chip seals, while the other half of the budget is allocated towards major rehabilitation and/or reconstruction. With this said, this distribution is the most practical approach to maintain serviceability to the low-value roads while preserving the “better” roads from further deterioration so that the overall RSL and value of the roadway network is improved the most.

Figure 9 – \$900k Pavement Management Strategy Budget Distribution



Results

The value of performing the two budget strategies versus a no reinvestment strategy is shown in **Table 2**. This table summarizes the total value of the paved road network under the various conditions discussed previously.

Table 2 – Paved Road Network Value for Various Scenarios

Scenario	Network State	Network Value (\$)	Change in Value
-	Current	80,238,504	-
1	5-year No Reinvestment	15,907,234	-80.18%
2	5-year \$600,000 Annual Budget	45,599,740	-43.17%
3	5-year \$900,000 Annual Budget	60,239,505	-24.92%

Given that the current network value is \$80,579,286, **Table 2** shows that over a five-year period, the network value would decrease to approximately \$15,907,235 if no maintenance is performed, for a total loss of approximately \$65,672,050. Scenario 2 causes a network value loss of approximately \$34,979,550 over five years and Scenario 3 causes a network value loss of approximately \$19,998,999 over five years. Inflation was not considered in this analysis.

Conclusions

Based on Scenario 1, if no money is invested in road maintenance and repair, the paved road network value will depreciate by approximately 80% over the next five years. However, using roadway budget scenario 2 this depreciation can be slowed by nearly half and approximately a quarter using budget scenario 3.

Scenario 2 and 3, the \$600,000 and \$900,000 annual budget strategies, would work to slow the depreciation of the roadway network. Even so, they would still lead to accelerating network value decline in future years. The current annual budget cannot keep up with the rate that the pavement network ages, and as roads age, the cost to repair the roadway to usable levels accelerates. To combat this issue Nez Perce County would need to receive grants/addition funding to help offset the deficit between their budget and what is required to stop the decline in network value.

Given the discussed conclusions of the analyses, it is recommended that Nez Perce County utilize an annual maintenance budget of \$900,000 and also seek addition funding in order to stop the decline in value of their roadway network.

Table 3 shows a budget breakdown for pavement maintenance types for paved road maintenance using a relatively balanced, preventative approach. This table was developed based on Pavement Management Strategy Scenarios 2 and 3 and should help maintain the highest overall remaining service life for the paved road network.

Table 3 – 5-Year Total Budget Distribution Plan

Pavement Strategy	Total
Maintenance Type	% of Budget
Routine & Preventative Maintenance	50% - 60%
Rehabilitation Structural Overlay	25% - 30%
Major Rehabilitation Reconstruction	10% -20%

This table should be used as a guide, not a standard. For instance, one year the County may decide not to spend a larger percentage on major rehabilitation, and the following year, invest a two-year budget percentage on structural overlays. Conversely, the County may budget more each year than needed and carry over the remaining amount to save for a larger project. To maintain this preventative approach, it is important that at the end of the five-year period, the correct total proportion of paved roads have received pavement upgrades. The anticipated Pavement Management Plan for both routine and preventative maintenance and minor/major rehabilitation can be seen in **Appendix IV**.

Public roads that are gravel or otherwise unpaved in Nez Perce County did not come into consideration for analysis for this pavement management plan, but if any of the unpaved public roads in Nez Perce County are paved in the future, they will need to be incorporated in this management plan's analysis.

A map showing all the paved and unpaved roadways can be seen in **Appendix V**.

Appendices

- Appendix I – Nez Perce County Pavement Evaluation
- Appendix II – Nez Perce County Paved Road RSL iWorQs Analysis
- Appendix III – Nez Perce County Paved Road RSL Map
- Appendix IV – Nez Perce County Paved Road Recommendations and Map
- Appendix V – Nez Perce County Paved and Unpaved Road Map

Appendix I

Nez Perce County Pavement Evaluation

Nez Perce County Pavement Evaluation

Segment ID	Road Name	Length (ft)	Width (ft)	Rating Date	Lanes	Surface	Functional Class	Survey Date	Fatigue	Transverse	Longitudinal	Patching	Edge
1	SOUTHWICK RD	15240	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
3	SOUTHWICK RD	17712	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	3:LOW-HIGH	5:MED-MED	1:LOW-LOW	1:LOW-LOW
4	SOUTHWICK RD	19545	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	2:LOW-MED
7	MCGARY GRADE	14344	24	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	9:HIGH-HIGH	5:MED-MED	5:MED-MED	6:MED-HIGH	8:HIGH-MED
8	HUBBARD GULCH	10217	22	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	4:MED-LOW	1:LOW-LOW	4:MED-LOW	4:MED-LOW	1:LOW-LOW
9	HUBBARD GULCH	5898	18	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	1:LOW-LOW	4:MED-LOW	1:LOW-LOW	1:LOW-LOW	5:MED-MED
10	SUNNYSIDE BENCH RD	5247	18	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW
11	SUNNYSIDE BENCH RD	5247	18	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	9:HIGH-HIGH	7:HIGH-LOW	7:HIGH-LOW	9:HIGH-HIGH	8:HIGH-MED
12	SUNNYSIDE BENCH RD	5040	18	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	8:HIGH-MED	6:MED-HIGH	6:MED-HIGH	8:HIGH-MED	8:HIGH-MED
13	SUNNYSIDE BENCH RD	2464	20	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW
14	RIVER RD	6099	18	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	7:HIGH-LOW	6:MED-HIGH	6:MED-HIGH	8:HIGH-MED	8:HIGH-MED
15	RIVER RD	2911	18	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	9:HIGH-HIGH	6:MED-HIGH	6:MED-HIGH	9:HIGH-HIGH	8:HIGH-MED
16	LENORE GRADE	4740	18	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	4:MED-LOW	4:MED-LOW	4:MED-LOW	4:MED-LOW	4:MED-LOW
17	PEACH LN	1524	22	8/28/2019	2	PAVED	LOCAL ROAD	5/20/2019	1:LOW-LOW	7:HIGH-LOW	2:LOW-MED	0:NONE	1:LOW-LOW
18	GIFFORD REUBENS RD	19705	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/14/2019	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
19	GIFFORD REUBENS RD	12592	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/14/2019	9:HIGH-HIGH	9:HIGH-HIGH	9:HIGH-HIGH	2:LOW-MED	5:MED-MED
20	ARROW HIGHLINE RD	6218	20	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED
21	GIFFORD REUBENS RD	17517	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/14/2019	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW
22	HEWETT RD	15643	21	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	8:HIGH-MED	9:HIGH-HIGH	6:MED-HIGH	8:HIGH-MED	6:MED-HIGH
23	ACCESS RD	5222	26	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	4:MED-LOW	8:HIGH-MED	3:LOW-HIGH	1:LOW-LOW	3:LOW-HIGH
24	GIFFORD REUBENS RD	11402	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/14/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
25	COTTONWOOD CREEK RD	16756	22	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/14/2019	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW
26	OLD SPIRAL HWY	19323	35	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	3:LOW-HIGH	6:MED-HIGH	6:MED-HIGH	2:LOW-MED	1:LOW-LOW
27	SPALDING MILL RD	1770	21	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	4:MED-LOW	2:LOW-MED	2:LOW-MED	1:LOW-LOW	2:LOW-MED
28	GIFFORD REUBENS RD	25065	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW
29	SETTLEMENT RD	4598	20	8/28/2019	2	PAVED	LOCAL ROAD	5/14/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW

Segment ID	Road Name	Length (ft)	Width (ft)	Rating Date	Lanes	Surface	Functional Class	Survey Date	Fatigue	Transverse	Longitudinal	Patching	Edge
30	GROUSE RD	7387	23	8/28/2019	2	PAVED	LOCAL ROAD	6/10/2019	6:MED-HIGH	6:MED-HIGH	6:MED-HIGH	8:HIGH-MED	3:LOW-HIGH
31	N TOM BEALL RD	11300	23	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/11/2019	6:MED-HIGH	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	6:MED-HIGH
32	KETTENBACH GRADE	9818	18	8/28/2019	2	PAVED	SECONDARY	5/14/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW
33	COTTONWOOD CREEK RD - 1	3211	22	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/14/2019	2:LOW-MED	3:LOW-HIGH	2:LOW-MED	2:LOW-MED	1:LOW-LOW
34	COTTONWOOD CREEK RD - 2	7438	22	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	5:MED-MED	2:LOW-MED	2:LOW-MED	6:MED-HIGH	6:MED-HIGH
35	COTTONWOOD CREEK RD - 3	6090	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	2:LOW-MED	8:HIGH-MED	2:LOW-MED	2:LOW-MED	4:MED-LOW
36	HATWAI BYP	5857	23	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	1:LOW-LOW	4:MED-LOW	1:LOW-LOW	5:MED-MED	4:MED-LOW
37	VISTA RD	337	22	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	9:HIGH-HIGH	6:MED-HIGH	1:LOW-LOW	2:LOW-MED	6:MED-HIGH
38	VALLEY RD	407	29	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	9:HIGH-HIGH	8:HIGH-MED	2:LOW-MED	3:LOW-HIGH	5:MED-MED
39	S TOM BEALL RD	2481	21	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/10/2019	5:MED-MED	2:LOW-MED	2:LOW-MED	7:HIGH-LOW	5:MED-MED
40	MILL RD	3459	25	8/28/2019	2	PAVED	LOCAL ROAD	6/10/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
41	S TOM BEALL RD	6597	23	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/11/2019	6:MED-HIGH	5:MED-MED	5:MED-MED	4:MED-LOW	9:HIGH-HIGH
42	MILL RD	1319	51	8/28/2019	4	PAVED	URBAN MINOR ARTERIAL	6/10/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
43	SHELTER RD	967	15	8/28/2019	2	PAVED	PRIMITIVE	6/10/2019	9:HIGH-HIGH	1:LOW-LOW	2:LOW-MED	9:HIGH-HIGH	5:MED-MED
44	HERITAGE RD	3757	21	8/28/2019	2	PAVED	SECONDARY	6/11/2019	3:LOW-HIGH	6:MED-HIGH	3:LOW-HIGH	2:LOW-MED	2:LOW-MED
45	LAPWAI RD	8235	37	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
46	WHITE RD	3385	21	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	4:MED-LOW	2:LOW-MED	2:LOW-MED	4:MED-LOW	4:MED-LOW
47	LAPWAI RD	13374	38	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
48	GARDEN GULCH RD	17320	20	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/10/2019	5:MED-MED	2:LOW-MED	4:MED-LOW	8:HIGH-MED	6:MED-HIGH
49	GARDEN GULCH RD	12185	25	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/10/2019	4:MED-LOW	5:MED-MED	4:MED-LOW	4:MED-LOW	4:MED-LOW
50	GARDEN GULCH RD	5657	20	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/10/2019	6:MED-HIGH	2:LOW-MED	6:MED-HIGH	8:HIGH-MED	6:MED-HIGH
51	COTTONWOOD CREEK ROAD	5834	26	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	5:MED-MED	5:MED-MED	4:MED-LOW	8:HIGH-MED	6:MED-HIGH
52	COTTONWOOD CREEK RD	3983	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	8:HIGH-MED	2:LOW-MED	2:LOW-MED	8:HIGH-MED	5:MED-MED
53	CULDESAC RD	37134	22	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	8:HIGH-MED	8:HIGH-MED	6:MED-HIGH	8:HIGH-MED	4:MED-LOW
54	MELROSE RD	4758	26	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	0:NONE	8:HIGH-MED	1:LOW-LOW	0:NONE	2:LOW-MED
55	MELROSE RD	5411	26	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	0:NONE	8:HIGH-MED	1:LOW-LOW	0:NONE	2:LOW-MED
56	GOLDNER RD	8932	21	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	8:HIGH-MED	4:MED-LOW	5:MED-MED	8:HIGH-MED	3:LOW-HIGH
57	MCINTYRE ST	957	21	8/28/2019	2	PAVED	LOCAL ROAD	6/10/2019	5:MED-MED	5:MED-MED	4:MED-LOW	7:HIGH-LOW	4:MED-LOW
58	MAIN ST	1043	21	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	2:LOW-MED

Segment ID	Road Name	Length (ft)	Width (ft)	Rating Date	Lanes	Surface	Functional Class	Survey Date	Fatigue	Transverse	Longitudinal	Patching	Edge
59	28TH ST	9431	25	8/28/2019	2	PAVED	URBAN COLLECTOR	6/11/2019	4:MED-LOW	6:MED-HIGH	2:LOW-MED	2:LOW-MED	2:LOW-MED
60	ONE EIGHTY RD	996	25	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	6:MED-HIGH	4:MED-LOW	1:LOW-LOW	1:LOW-LOW
61	MISSION CREEK RD	4871	22	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	6:MED-HIGH	4:MED-LOW	4:MED-LOW	8:HIGH-MED	3:LOW-HIGH
62	GIFFORD REUBENS RD	10780	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW
63	WEBB RD	12479	26	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	4:MED-LOW	4:MED-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED
64	WINCHESTER GRADE	4817	21	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	5:MED-MED	6:MED-HIGH	4:MED-LOW	5:MED-MED	8:HIGH-MED
65	6TH ST	4285	28	8/28/2019	2	PAVED	URBAN COLLECTOR	6/12/2019	1:LOW-LOW	6:MED-HIGH	4:MED-LOW	3:LOW-HIGH	1:LOW-LOW
66	DIPPEL RD	2740	16	8/28/2019	2	PAVED	PRIMITIVE	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED
67	THIESSEN RD	4625	22	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	4:MED-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW
68	WINCHESTER GRADE	14915	22	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	6:MED-HIGH	6:MED-HIGH	6:MED-HIGH	8:HIGH-MED	8:HIGH-MED
69	WEBB RD	7439	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	4:MED-LOW	4:MED-LOW	2:LOW-MED	7:HIGH-LOW	4:MED-LOW
70	GIFFORD REUBENS RD	10610	25	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW
71	WINCHESTER GRADE	10049	21	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	6:MED-HIGH	6:MED-HIGH	6:MED-HIGH	8:HIGH-MED	8:HIGH-MED
72	VOLLMER RD	10884	22	8/28/2019	2	PAVED	SECONDARY	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED
73	WINCHESTER GRADE	14689	21	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	6:MED-HIGH	6:MED-HIGH	6:MED-HIGH	6:MED-HIGH	8:HIGH-MED
74	WEBB RD	6039	26	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	4:MED-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	5:MED-MED
75	WAHA RD	10108	26	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/13/2019	2:LOW-MED	3:LOW-HIGH	2:LOW-MED	2:LOW-MED	2:LOW-MED
76	WEBB RD	5862	43	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
77	WAHA RD	12047	26	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/13/2019	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	2:LOW-MED
78	WAHA RD	5605	27	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/12/2019	4:MED-LOW	7:HIGH-LOW	5:MED-MED	2:LOW-MED	2:LOW-MED
79	FORSMAN RD	6486	20	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	6:MED-HIGH	1:LOW-LOW	6:MED-HIGH	1:LOW-LOW	6:MED-HIGH
80	WAHA RD	10063	25	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/12/2019	2:LOW-MED	4:MED-LOW	2:LOW-MED	2:LOW-MED	4:MED-LOW
81	WAHA RD	4918	26	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/12/2019	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	2:LOW-MED
82	RED BIRD RD	15311	20	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	8:HIGH-MED	1:LOW-LOW	5:MED-MED	7:HIGH-LOW	6:MED-HIGH
83	CAMERON RD	1584	22	8/28/2019	2	PAVED	LOCAL ROAD	5/20/2019	4:MED-LOW	1:LOW-LOW	1:LOW-LOW	4:MED-LOW	1:LOW-LOW
84	RED DUCK LN	1742	21	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	4:MED-LOW	5:MED-MED	4:MED-LOW	2:LOW-MED	2:LOW-MED
85	TAMMANY CREEK RD	7326	28	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW

Segment ID	Road Name	Length (ft)	Width (ft)	Rating Date	Lanes	Surface	Functional Class	Survey Date	Fatigue	Transverse	Longitudinal	Patching	Edge
87	HAZEL ST	1390	22	8/28/2019	2	PAVED	LOCAL ROAD	5/14/2019	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED
92	SNAKE River Ave. S-1	1816	26	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/11/2019	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
93	N JULIAETTA GRADE	1893	20	8/28/2019	2	PAVED	LOCAL ROAD	5/20/2019	4:MED-LOW	4:MED-LOW	4:MED-LOW	5:MED-MED	2:LOW-MED
94	HATWAI RD	4843	23	8/28/2019	2	PAVED	URBAN COLLECTOR	5/29/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
95	MCATTY RD	2710	19	8/28/2019	2	PAVED	PRIMITIVE	6/11/2019	4:MED-LOW	2:LOW-MED	2:LOW-MED	9:HIGH-HIGH	2:LOW-MED
96	MYRTLE MAIN ST	1622	18	8/28/2019	2	PAVED	LOCAL ROAD	5/14/2019	9:HIGH-HIGH	9:HIGH-HIGH	5:MED-MED	8:HIGH-MED	9:HIGH-HIGH
97	MISSION CREEK RD	12357	22	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	6:MED-HIGH	6:MED-HIGH	6:MED-HIGH	2:LOW-MED	2:LOW-MED
98	CHERRYLANE RD	6273	22	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	1:LOW-LOW	4:MED-LOW	4:MED-LOW	1:LOW-LOW	5:MED-MED
99	LITTLE CANYON RD	9100	18	8/28/2019	2	PAVED	LOCAL ROAD	5/20/2019	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
100	ROSENKRANTZ RD	4243	21	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	2:LOW-MED
101	LELAND RD	13937	24	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	5/20/2019	1:LOW-LOW	4:MED-LOW	4:MED-LOW	1:LOW-LOW	2:LOW-MED
102	CHURCH RD	1808	20	8/28/2019	2	PAVED	SECONDARY	5/14/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW
103	GIFFORD ST	888	20	8/28/2019	2	PAVED	LOCAL ROAD	5/14/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW
104	THORN ST	501	20	8/28/2019	2	PAVED	LOCAL ROAD	6/10/2019	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	2:LOW-MED
105	CRAWFORD ST	347	20	8/28/2019	2	PAVED	LOCAL ROAD	6/10/2019	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	2:LOW-MED
106	COUGAR RIDGE DR	2506	22	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
107	COUGAR RIDGE RD	4795	24	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
108	BIGHORN DR	2582	22	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
109	WAPITI DR	1806	22	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
110	WAPITI DR	1119	21	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	4:MED-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
111	21ST ST	1345	19	8/28/2019	2	PAVED	URBAN COLLECTOR	6/12/2019	2:LOW-MED	4:MED-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW
112	LINDSAY CREEK RD	10743	25	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/12/2019	2:LOW-MED	3:LOW-HIGH	2:LOW-MED	2:LOW-MED	2:LOW-MED
113	LINDSAY CREEK RD	7955	25	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/12/2019	2:LOW-MED	2:LOW-MED	2:LOW-MED	2:LOW-MED	2:LOW-MED
114	BIG CANYON RD	1256	22	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	3:LOW-HIGH	0:NONE	1:LOW-LOW	2:LOW-MED
115	CHAMBERS RD	4912	19	8/28/2019	2	PAVED	LOCAL ROAD	6/10/2019	8:HIGH-MED	8:HIGH-MED	8:HIGH-MED	7:HIGH-LOW	6:MED-HIGH
116	LAPWAI RD	2272	25	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/12/2019	2:LOW-MED	2:LOW-MED	2:LOW-MED	2:LOW-MED	2:LOW-MED
118	POWERS AVE	5751	24	8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	6/12/2019	2:LOW-MED	4:MED-LOW	2:LOW-MED	1:LOW-LOW	2:LOW-MED
119	GRELLE AVE	6622	25	8/28/2019	2	PAVED	URBAN COLLECTOR	6/12/2019	1:LOW-LOW	4:MED-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED
120	POWERS AVE	6673	23	8/28/2019	2	PAVED	URBAN COLLECTOR	6/12/2019	2:LOW-MED	4:MED-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW

Segment ID	Road Name	Length (ft)	Width (ft)	Rating Date	Lanes	Surface	Functional Class	Survey Date	Fatigue	Transverse	Longitudinal	Patching	Edge
121	S MAIN ST	1006	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/10/2019	1:LOW-LOW	2:LOW-MED	2:LOW-MED	4:MED-LOW	2:LOW-MED
122	TAMMANY CREEK RD	21809	27	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
123	SOUTHPORT AVE	4840	26	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/20/2019	1:LOW-LOW	5:MED-MED	4:MED-LOW	2:LOW-MED	2:LOW-MED
124	EVANS RD	13309	20	8/28/2019	2	PAVED	SECONDARY	6/11/2019	5:MED-MED	1:LOW-LOW	5:MED-MED	6:MED-HIGH	5:MED-MED
125	OLD SPIRAL HWY	15403	37	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/11/2019	1:LOW-LOW	5:MED-MED	2:LOW-MED	1:LOW-LOW	1:LOW-LOW
127	MILL RD	5857	26	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/10/2019	1:LOW-LOW	5:MED-MED	1:LOW-LOW	5:MED-MED	1:LOW-LOW
128	CENTRAL GRADE	7304	21	8/28/2019	2	PAVED	URBAN COLLECTOR	5/29/2019	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
129	ALLMON DR	2273	25	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	8:HIGH-MED	4:MED-LOW	6:MED-HIGH	3:LOW-HIGH
130	GUN CLUB RD	2856	24	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/12/2019	2:LOW-MED	4:MED-LOW	2:LOW-MED	4:MED-LOW	2:LOW-MED
131	TAMMANY CREEK RD	16619	27	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/12/2019	1:LOW-LOW	5:MED-MED	4:MED-LOW	1:LOW-LOW	1:LOW-LOW
132	BARR RD	1623	25	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/12/2019	4:MED-LOW	4:MED-LOW	2:LOW-MED	4:MED-LOW	4:MED-LOW
133	TAMMANY CREEK RD	13412	26	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/12/2019	4:MED-LOW	5:MED-MED	4:MED-LOW	6:MED-HIGH	1:LOW-LOW
134	N MAIN ST	2968	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	3:LOW-HIGH	0:NONE	1:LOW-LOW	1:LOW-LOW
135	BIG CANYON RD	7574	24	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	5/20/2019	1:LOW-LOW	3:LOW-HIGH	0:NONE	0:NONE	1:LOW-LOW
136	WAHA RD	13373	27	8/28/2019	2	PAVED	RURAL MAJOR COLLECTOR	6/13/2019	3:LOW-HIGH	6:MED-HIGH	6:MED-HIGH	2:LOW-MED	2:LOW-MED
137	BRAMMER RD	1268	15	8/28/2019	2	PAVED	LOCAL ROAD	5/14/2019	2:LOW-MED	3:LOW-HIGH	2:LOW-MED	0:NONE	1:LOW-LOW
138	MCCORMACK RIDGE RD	1285	20	8/28/2019	2	PAVED	SECONDARY	6/11/2019	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED
139	RESERVATION LINE	867	23	8/28/2019	2	PAVED	SECONDARY	6/11/2019	1:LOW-LOW	5:MED-MED	4:MED-LOW	2:LOW-MED	2:LOW-MED
140	BUGLE PT	783	24	8/28/2019	2	PAVED	LOCAL ROAD	6/12/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
142	Hatwai Jct.	118	26	8/28/2019	2	PAVED	URBAN COLLECTOR	6/4/2019	1:LOW-LOW	3:LOW-HIGH	1:LOW-LOW	5:MED-MED	1:LOW-LOW
143	Snake River Ave. S-2	1124	44	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/11/2019	5:MED-MED	5:MED-MED	2:LOW-MED	4:MED-LOW	1:LOW-LOW
144	Snake River Ave. S-3	6795	27	8/28/2019	2	PAVED	URBAN MINOR ARTERIAL	6/11/2019	1:LOW-LOW	4:MED-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
147	KETTENBACH GRADE	2545	20	8/28/2019	2	PAVED	SECONDARY	5/14/2019	5:MED-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
148	WEISCHMAN RD	391		8/28/2019	2	PAVED	RURAL MINOR COLLECTOR	1/1/1900	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE
149	MISSION CREEK RD	576	23	8/28/2019	2	PAVED	LOCAL ROAD	6/11/2019	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
150	KETTENBACH GRADE	1695	20	8/28/2019	2	PAVED	SECONDARY	5/14/2019	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW
151	WATSON STORE RD	1304	21	8/28/2019	2	PAVED	PRIVATE ROAD	6/11/2019	4:MED-LOW	2:LOW-MED	2:LOW-MED	4:MED-LOW	2:LOW-MED

Appendix II

Nez Perce County Paved Road RSL iWorQs Analysis

Nez Perce County Paved Road RSL iWorQs Analysis

	Segment ID	Road Name	Current RSL	Length (ft)	FromAddress	ToAddress	Maint Zone	Functional Class	Recommended Treatment
RSL 0-4	19	GIFFORD REUBENS RD	0	12,592	Highway 12	Cottonwood Creek	3	RURAL MAJOR COLLECTOR	Rebuild/Thick Overlay
	7	MCGARY GRADE	0	14,344	Highway 3	top of McGary grade	2	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	96	MYRTLE MAIN ST	0	1,622	Myrtle	Main Street	4	LOCAL ROAD	Rebuild/Thick Overlay
	15	RIVER RD	0	2,911	Wild Horse Lane	Old Vineyard Lane	2	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	43	SHELTER RD	0	967	Shelter Road	Shelter Road	4	PRIMITIVE	Rebuild/Thick Overlay
	11	SUNNYSIDE BENCH RD	0	5,247	Wheeler Canyon	Hanks Grade	2	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	38	VALLEY RD	0	407	HWY 95	Hatwai Bypass	1	LOCAL ROAD	Rebuild/Thick Overlay
	37	VISTA RD	0	337	HWY 95	Hatwai Bypass	1	LOCAL ROAD	Rebuild/Thick Overlay
	115	CHAMBERS RD	2	4,912	HWY 95	Culdesac	4	LOCAL ROAD	Rebuild/Thick Overlay
	52	COTTONWOOD CREEK RD	2	3,983	Mattson Road	Garden Gulch Road	3	RURAL MAJOR COLLECTOR	Rebuild/Thick Overlay
	53	CULDESAC RD	2	37,134	Matson Cut-Off Rd	Gifford Reubens Road	3	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	56	GOLDNER RD	2	8,932	McIntyre Street	Garden Gulch Road	4	LOCAL ROAD	Rebuild/Thick Overlay
	22	HEWETT RD	2	15,643	Spalding Park	Highway 12	4	LOCAL ROAD	Rebuild/Thick Overlay
	82	RED BIRD RD	2	15,311	Red Bird Road	Red Bird Road	5	LOCAL ROAD	Rebuild/Thick Overlay
	12	SUNNYSIDE BENCH RD	2	5,040	River Road/Lenore Grade	Cooks Grade	2	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	79	FORSMAN RD	4	6,486	Rocky Lane	Waha Road	5	LOCAL ROAD	Rebuild/Thick Overlay
	50	GARDEN GULCH RD	4	5,657	Misner Road	Cottonwood Creek Road	4	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	30	GROUSE RD	4	7,387	Red Duck Lane	Park View Lane	4	LOCAL ROAD	Rebuild/Thick Overlay
	61	MISSION CREEK RD	4	4,871	Highway 95	Rock Creek	5	LOCAL ROAD	Rebuild/Thick Overlay
	97	MISSION CREEK RD	4	12,357	South Side of Bridge	County line	5	LOCAL ROAD	Rebuild/Thick Overlay
	31	N TOM BEALL RD	4	11,300	Split	Middle Tom Beall Road	4	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	41	S TOM BEALL RD	4	6,597	Highway 95	split	4	RURAL MINOR COLLECTOR	Rebuild/Thick Overlay
	68	WINCHESTER GRADE	4	14,915	Cut Off Road	Cut Off Road	5	RURAL MAJOR COLLECTOR	Rebuild/Thick Overlay
	71	WINCHESTER GRADE	4	10,049	Cut Off Road	Mile Marker 12	5	RURAL MAJOR COLLECTOR	Rebuild/Thick Overlay
	73	WINCHESTER GRADE	4	14,689	Mile Marker 12	County line	5	RURAL MAJOR COLLECTOR	Rebuild/Thick Overlay
RSL 5-9	59	28TH ST	6	9,431	Grelle Avenue	Tammany Creek Road	4	URBAN COLLECTOR	Chip Seal
	65	6TH ST	6	4,285	Tammany Creek Road	City Limits	4	URBAN COLLECTOR	Chip Seal
	23	ACCESS RD	6	5,222	Access Road	Highway 95	1	LOCAL ROAD	Overlay
	129	ALLMON DR	6	2,273	Allmon Drive	Barr Road	4	LOCAL ROAD	Overlay
	34	COTTONWOOD CREEK RD - 2	6	7,438	Garden Gulch Road	bottom of Grade, CC Segment 2	3	RURAL MAJOR COLLECTOR	Overlay
	35	COTTONWOOD CREEK RD - 3	6	6,090	Bottom	S. Tom Beale CC Segment 3	3	RURAL MAJOR COLLECTOR	Overlay
	51	COTTONWOOD CREEK ROAD	6	5,834	Culdesac city limits	Mattson Cutoff Road	3	RURAL MAJOR COLLECTOR	Overlay
	124	EVANS RD	6	13,309	Evans Road	Highway 95	1	SECONDARY	Overlay
	48	GARDEN GULCH RD	6	17,320	Boyer Shop	Misner Road	4	RURAL MINOR COLLECTOR	Overlay
	44	HERITAGE RD	6	3,757	Red Duck Lane	Tom Beall Road	4	SECONDARY	Chip Seal
	147	KETTENBACH GRADE	6	2,545	Approach	Gifford Reubens Rd	3	SECONDARY	Overlay
	99	LITTLE CANYON RD	6	9,100	Lazy Horse Lane	Main Street	3	LOCAL ROAD	Chip Seal
	95	MCATTY RD	6	2,710	McAtty Road	Tom Beall Road	4	PRIMITIVE	Overlay
	57	MCINTYRE ST	6	957	Highway 95	Goldner Road	4	LOCAL ROAD	Overlay
	54	MELROSE RD	6	4,758	Gifford Reubens Road	Woods Road	3	RURAL MINOR COLLECTOR	Overlay
	55	MELROSE RD	6	5,411	Woods Road	Ruckman Road	3	RURAL MINOR COLLECTOR	Overlay
	26	OLD SPIRAL HWY	6	19,323	City Limits	Basalt Lane	1	RURAL MAJOR COLLECTOR	Chip Seal
	60	ONE EIGHTY RD	6	996	Approach	Southport Avenue	4	LOCAL ROAD	Chip Seal
	14	RIVER RD	6	6,099	Old Vineyard Lane	Sunnyside Bench	2	RURAL MINOR COLLECTOR	Patching
	39	S TOM BEALL RD	6	2,481	Cottonwood Creek Road	Cottonwood Creek Road	4	RURAL MINOR COLLECTOR	Overlay

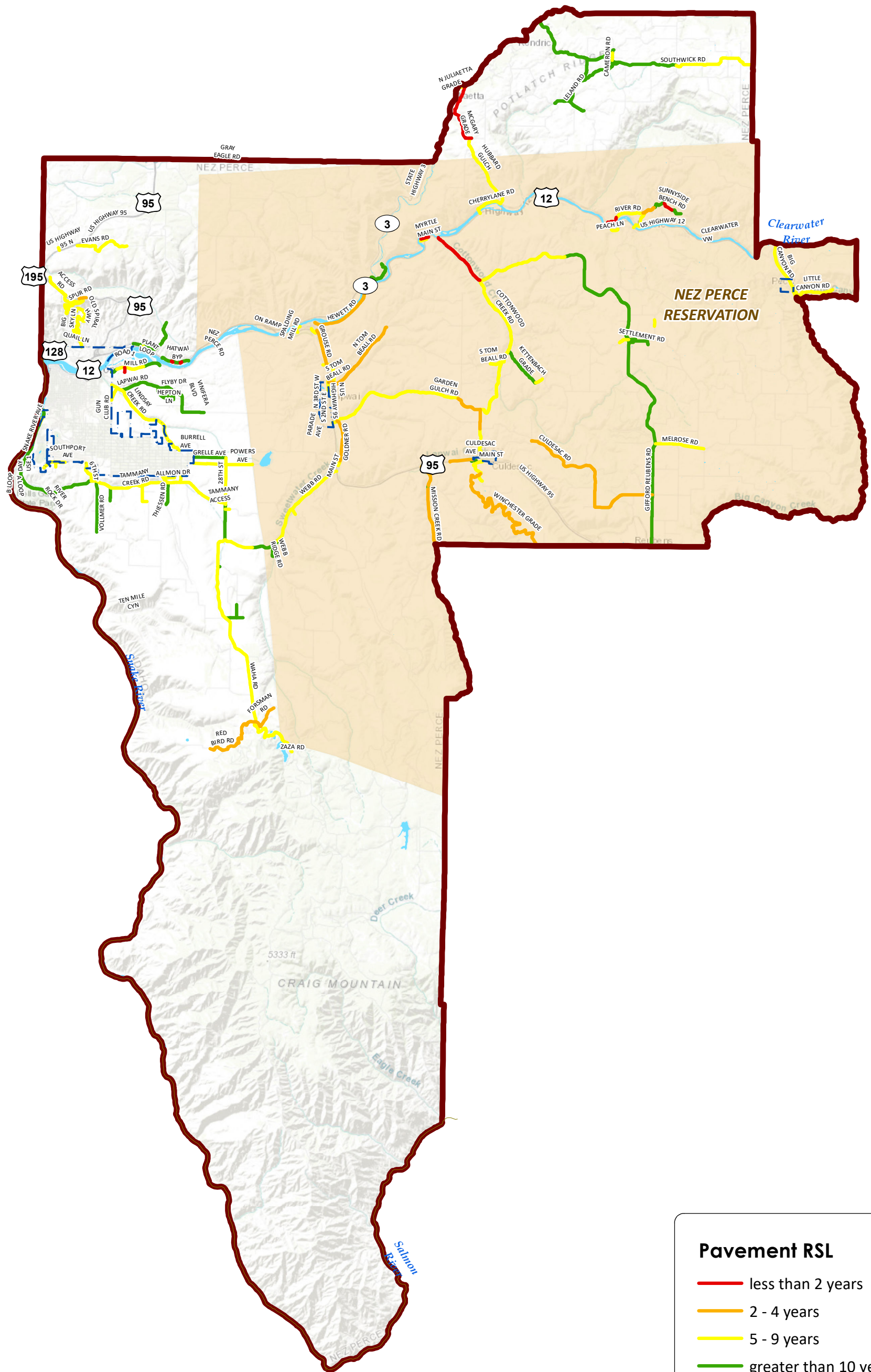
RSL 5-9

Segment ID	Road Name	Current RSL	Length (ft)	FromAddress	ToAddress	Maint Zone	Functional Class	Recommended Treatment
143	Snake River Ave. S-2	6	1,124	Substation	Country Club Drive	4	URBAN MINOR ARTERIAL	Overlay
136	WAHA RD	6	13,373	Angel Acres	Miller Road	5	RURAL MAJOR COLLECTOR	Chip Seal
64	WINCHESTER GRADE	6	4,817	Highway 95	Cut Off Road	5	RURAL MAJOR COLLECTOR	Overlay
111	21ST ST	8	1,345	Tammany Creek	City limits	4	URBAN COLLECTOR	Chip Seal
132	BARR RD	8	1,623	City limits	Tammany Creek Road	4	URBAN MINOR ARTERIAL	Chip Seal
114	BIG CANYON RD	8	1,256	Little Canyon Road	County line	3	RURAL MAJOR COLLECTOR	Chip Seal
135	BIG CANYON RD	8	7,574	Highway 12	Peck	3	RURAL MAJOR COLLECTOR	Chip Seal
137	BRAMMER RD	8	1,268	Brammer Road	Brammer Road	3	LOCAL ROAD	Chip Seal
83	CAMERON RD	8	1,584	Southwick Road	North Road	2	LOCAL ROAD	Chip Seal
98	CHERRYLANE RD	8	6,273	Highway 12	Hubbard Gulch	2	RURAL MINOR COLLECTOR	Patching
25	COTTONWOOD CREEK RD	8	16,756	Gifford Reubens Road	Kettenbach Grade	3	RURAL MAJOR COLLECTOR	Chip Seal
33	COTTONWOOD CREEK RD - 1	8	3,211	CC Segment 1	CC Segment 1	3	RURAL MAJOR COLLECTOR	Chip Seal
105	CRAWFORD ST	8	347	Thorn Street	Main Street	4	LOCAL ROAD	Chip Seal
49	GARDEN GULCH RD	8	12,185	Boyer Shop	Highway 95	4	RURAL MINOR COLLECTOR	Chip Seal
18	GIFFORD REUBENS RD	8	19,705	Cottonwood Creek Road	Summers Road	3	RURAL MAJOR COLLECTOR	Chip Seal
130	GUN CLUB RD	8	2,856	Seagull Lane	Lapwai Road	4	URBAN MINOR ARTERIAL	Thick Overlay
142	Hatwai Jct.	8	118	Highway 95	Hatwai Rd	1	URBAN COLLECTOR	Thick Overlay
87	HAZEL ST	8	1,390	Highway 12	Riverside Blvd	4	LOCAL ROAD	Chip Seal
8	HUBBARD GULCH	8	10,217	Creekside Lane	McGary Grade	2	RURAL MINOR COLLECTOR	Chip Seal
9	HUBBARD GULCH	8	5,898	Cherry Lane Road	Creekside Lane	2	RURAL MINOR COLLECTOR	Patching
150	KETTENBACH GRADE	8	1,695	Top of Kettenbach Grade	Leroy Steigers	3	SECONDARY	Thick Overlay
116	LAPWAI RD	8	2,272	City limits	Lindsay Creek Road	4	URBAN MINOR ARTERIAL	Chip Seal
16	LENORE GRADE	8	4,740	Highway 12	Sunnyside Bench	2	RURAL MINOR COLLECTOR	Chip Seal
112	LINDSAY CREEK RD	8	10,743	Lariat Lane	Burrell Avenue	4	URBAN MINOR ARTERIAL	Chip Seal
113	LINDSAY CREEK RD	8	7,955	Lapwai Road	Lariat Lane	4	URBAN MINOR ARTERIAL	Chip Seal
58	MAIN ST	8	1,043	McIntyre Street	Gurney Street	4	LOCAL ROAD	Chip Seal
138	MCCORMACK RIDGE RD	8	1,285	Approach	Webb Road	5	SECONDARY	Chip Seal
127	MILL RD	8	5,157	Sycamore Dr	Gate 2	4	URBAN MINOR ARTERIAL	Chip Seal
93	N JULIAETTA GRADE	8	1,893	McGary Grade	Gem Lane	2	LOCAL ROAD	Chip Seal
134	N MAIN ST	8	2,968	Angel Ridge Road	Little Canyon Road	3	RURAL MAJOR COLLECTOR	Chip Seal
125	OLD SPIRAL HWY	8	15,403	Basalt Lane	Highway 95	1	RURAL MAJOR COLLECTOR	Chip Seal
17	PEACH LN	8	1,524	Peach Lane	Highway 12	3	LOCAL ROAD	Patching
118	POWERS AVE	8	5,751	28th Street	Reservation Line	4	RURAL MINOR COLLECTOR	Chip Seal
120	POWERS AVE	8	6,673	23rd Street	28th Street	4	URBAN COLLECTOR	Chip Seal
84	RED DUCK LN	8	1,742	Heritage Road	Highway 95	4	LOCAL ROAD	Chip Seal
139	RESERVATION LINE	8	867	Tammany Creek Road	Gravel	4	SECONDARY	Chip Seal
100	ROSENKRANTZ RD	8	4,243	Approach	Tammany Creek Road	5	LOCAL ROAD	Chip Seal
123	SOUTHPORT AVE	8	4,840	Southport Avenue	City limits	4	URBAN MINOR ARTERIAL	Chip Seal
3	SOUTHWICK RD	8	17,712	Tshantz-Lohman Road	County line	2	RURAL MAJOR COLLECTOR	Chip Seal
27	SPALDING MILL RD	8	1,770	Approach	Highway 95	4	LOCAL ROAD	Chip Seal
131	TAMMANY CREEK RD	8	16,619	6th Street	Thiessen Road	5	URBAN MINOR ARTERIAL	Chip Seal
133	TAMMANY CREEK RD	8	13,412	Thiessen Road	28th Street	5	URBAN MINOR ARTERIAL	Chip Seal
104	THORN ST	8	501	Thorn Street	Crawford Street	4	LOCAL ROAD	Chip Seal
75	WAHA RD	8	10,108	Tammany Creek Road	Angel Acres	5	RURAL MAJOR COLLECTOR	Chip Seal
77	WAHA RD	8	12,047	Miller Road	Miller Road	5	RURAL MAJOR COLLECTOR	Chip Seal
78	WAHA RD	8	5,605	Miller Road	Red Bird Road	5	RURAL MAJOR COLLECTOR	Chip Seal
80	WAHA RD	8	10,063	Red Bird Road	Waha Lake Road	5	RURAL MINOR COLLECTOR	Chip Seal
81	WAHA RD	8	4,918	Waha Lake Road	Zaza Road	5	RURAL MINOR COLLECTOR	Chip Seal
151	WATSON STORE RD	8	1,304	Watson Store Road	Highway 95	4	PRIVATE ROAD	Chip Seal

	Segment ID	Road Name	Current RSL	Length (ft)	FromAddress	ToAddress	Maint Zone	Functional Class	Recommended Treatment
RSL 5-9	63	WEBB RD	8	12,479	McCormack Ridge Road	Highway 95	5	RURAL MAJOR COLLECTOR	Chip Seal
	69	WEBB RD	8	7,439	Webb Ridge Road	McCormack Ridge Road	5	RURAL MAJOR COLLECTOR	Thick Overlay
	74	WEBB RD	8	6,039	Waha Road	Top of Webb Road Grade	5	RURAL MAJOR COLLECTOR	Chip Seal
	46	WHITE RD	8	3,385	City limits	Tom Beall Road	4	LOCAL ROAD	Chip Seal
RSL 10+	20	ARROW HIGHLINE RD	10	6,218	Arrow Highline Road	Highway 3	2	LOCAL ROAD	No Maintenance
	108	BIGHORN DR	10	2,582	Big Horn Drive	Wapiti Drive	4	LOCAL ROAD	No Maintenance
	140	BUGLE PT	10	783	Bugle Pt	Cougar Ridge Road	4	LOCAL ROAD	No Maintenance
	128	CENTRAL GRADE	10	7,304	End of Pavement	Hatwai Road	1	URBAN COLLECTOR	No Maintenance
	102	CHURCH RD	10	1,808	Church Road	Church Road	3	SECONDARY	No Maintenance
	106	COUGAR RIDGE DR	10	2,506	Wapiti Drive	Big Horn Drive	4	LOCAL ROAD	No Maintenance
	107	COUGAR RIDGE RD	10	4,795	Lapwai Road	Big Horn Drive	4	LOCAL ROAD	No Maintenance
	66	DIPPEL RD	10	2,740	Approach	Tammany Creek Road	5	PRIMITIVE	No Maintenance
	21	GIFFORD REUBENS RD	10	17,517	Summers Road	Berriman Road	3	RURAL MAJOR COLLECTOR	No Maintenance
	24	GIFFORD REUBENS RD	10	11,402	Berriman Road	Kettenbach Grade	3	RURAL MAJOR COLLECTOR	No Maintenance
	28	GIFFORD REUBENS RD	10	25,065	Kettenbach Grade	Melrose Road	3	RURAL MAJOR COLLECTOR	No Maintenance
	62	GIFFORD REUBENS RD	10	10,780	Melrose Road	Culdesac Road	3	RURAL MAJOR COLLECTOR	No Maintenance
	70	GIFFORD REUBENS RD	10	10,610	Culdesac Road	County line	3	RURAL MAJOR COLLECTOR	No Maintenance
	103	GIFFORD ST	10	888	Gifford Street	Gifford Street	3	LOCAL ROAD	No Maintenance
	119	GRELLE AVE	10	6,622	23rd Street	28th Street	4	URBAN COLLECTOR	No Maintenance
	36	HATWAI BYP	10	5,857	Hatwai Bypass	Hatwai Bypass	1	LOCAL ROAD	No Maintenance
	94	HATWAI RD	10	4,843	City/County Line	Central Grade	1	URBAN COLLECTOR	No Maintenance
	32	KETTENBACH GRADE	10	9,818	Cottonwood Creek Road up. Bottom approaches	Cottonwood Creek Road up. Bottom approaches	3	SECONDARY	No Maintenance
	45	LAPWAI RD	10	8,235	Lindsey Creek Road	Cougar Ridge Road	4	RURAL MAJOR COLLECTOR	No Maintenance
	47	LAPWAI RD	10	13,374	Cougar Ridge Road	End of pavement	4	RURAL MAJOR COLLECTOR	No Maintenance
	101	LELAND RD	10	13,937	Southwick Road	Hoffman Road	2	RURAL MINOR COLLECTOR	No Maintenance
	40	MILL RD	10	3,459	Gate 2	End of Road	4	LOCAL ROAD	No Maintenance
	42	MILL RD	10	2,019	City Limits	Sycamore Dr	4	URBAN MINOR ARTERIAL	No Maintenance
	149	MISSION CREEK RD	10	576	Rock Creek	South Side of Bridge	5	LOCAL ROAD	No Maintenance
	121	S MAIN ST	10	1,006	Highway 95	Culdesac	4	RURAL MAJOR COLLECTOR	No Maintenance
	29	SETTLEMENT RD	10	4,598	Settlement Road	Settlement Road	3	LOCAL ROAD	No Maintenance
	92	SNAKE River Ave. S-1	10	1,816	City limits	Substation	4	URBAN MINOR ARTERIAL	No Maintenance
	144	Snake River Ave. S-3	10	6,795	Country Club	Tammany	4	URBAN MINOR ARTERIAL	No Maintenance
	1	SOUTHWICK RD	10	15,240	Cedar Creek Bridge	Leland Road	2	RURAL MAJOR COLLECTOR	No Maintenance
	4	SOUTHWICK RD	10	19,545	Leland Road	Tschantz-Lohman Road	2	RURAL MAJOR COLLECTOR	No Maintenance
	10	SUNNYSIDE BENCH RD	10	5,247	Cooks Grade	Wheeler Canyon	2	RURAL MINOR COLLECTOR	No Maintenance
	13	SUNNYSIDE BENCH RD	10	2,464	Hanks Grade	End of Pavement	2	RURAL MINOR COLLECTOR	No Maintenance
	85	TAMMANY CREEK RD	10	7,326	28th Street	Webb Road	5	RURAL MAJOR COLLECTOR	No Maintenance
	122	TAMMANY CREEK RD	10	21,809	Snake River Avenue	6th Street	5	RURAL MAJOR COLLECTOR	No Maintenance
	67	THIESSEN RD	10	4,625	Approach	Tammany Creek Road	5	LOCAL ROAD	No Maintenance
	72	VOLLMER RD	10	10,884	Approach	Tammany Creek Road	5	SECONDARY	No Maintenance
	109	WAPITI DR	10	1,806	Cougar Ridge Drive	Cougar Ridge Road	4	LOCAL ROAD	No Maintenance
	110	WAPITI DR	10	1,119	Cougar Ridge Road	Big Horn Drive	4	LOCAL ROAD	No Maintenance
	76	WEBB RD	10	5,862	Section 2	Webb Ridge Road	5	RURAL MAJOR COLLECTOR	No Maintenance
	148	WEISCHMAN RD	20	391	Hubbard Gulch	Leland Rd	2	RURAL MINOR COLLECTOR	No Maintenance

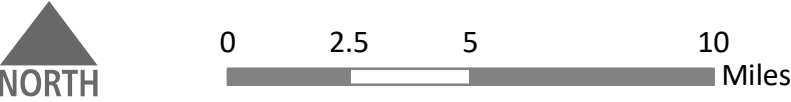
Appendix III

Nez Perce County Paved Road RSL Map



REMAINING SERVICE LIFE (RSL)

Nez Perce County



Appendix IV

Nez Perce County Road Recommendations & Map

Nez Perce County Paved Road Recommendations Chip Seals

Segment ID	Road Name	Current RSL	Length (ft)	From Address	To Address	Maint Zone	Functional Class	NPC Recommended Treatment
18	GIFFORD REUBENS RD	8	19,705	Cottonwood Creek Road	Summers Road	3	RURAL MAJOR COLLECTOR	Chip Seal
25	COTTONWOOD CREEK RD	8	16,756	Gifford Reubens Road	Kettenbach Grade	3	RURAL MAJOR COLLECTOR	Chip Seal
33	COTTONWOOD CREEK RD - 1	8	3,211	CC Segment 1	CC Segment 1	3	RURAL MAJOR COLLECTOR	Chip Seal
49	GARDEN GULCH RD	8	12,185	Boyer Shop	Highway 95	4	RURAL MINOR COLLECTOR	Chip Seal
59	28TH ST	6	9,431	Grelle Avenue	Tammany Creek Road	4	URBAN COLLECTOR	Chip Seal
65	6TH ST	6	4,285	Tammany Creek Road	City Limits	4	URBAN COLLECTOR	Chip Seal
136	WAHA RD	6	13,373	Angel Acres	Miller Road	5	RURAL MAJOR COLLECTOR	Chip Seal
75	WAHA RD	8	10,108	Tammany Creek Road	Angel Acres	5	RURAL MAJOR COLLECTOR	Chip Seal
77	WAHA RD	8	12,047	Miller Road	Miller Road	5	RURAL MAJOR COLLECTOR	Chip Seal
78	WAHA RD	8	5,605	Miller Road	Red Bird Road	5	RURAL MAJOR COLLECTOR	Chip Seal
80	WAHA RD	8	10,063	Red Bird Road	Waha Lake Road	5	RURAL MINOR COLLECTOR	Chip Seal
81	WAHA RD	8	4,918	Waha Lake Road	Zaza Road	5	RURAL MINOR COLLECTOR	Chip Seal
26	OLD SPIRAL HWY	6	19,323	City Limits	Basalt Lane	1	RURAL MAJOR COLLECTOR	Chip Seal
125	OLD SPIRAL HWY	8	15,403	Basalt Lane	Highway 95	1	RURAL MAJOR COLLECTOR	Chip Seal
99	LITTLE CANYON RD	6	9,100	Lazy Horse Lane	Main Street	3	LOCAL ROAD	Chip Seal
60	ONE EIGHTY RD	6	996	Approach	Southport Avenue	4	LOCAL ROAD	Chip Seal
44	HERITAGE RD	6	3,757	Red Duck Lane	Tom Beall Road	4	SECONDARY	Chip Seal
131	TAMMANY CREEK RD	8	16,619	6th Street	Thiessen Road	5	URBAN MINOR ARTERIAL	Chip Seal
133	TAMMANY CREEK RD	8	13,412	Thiessen Road	28th Street	5	URBAN MINOR ARTERIAL	Chip Seal
132	BARR RD	8	1,623	City limits	Tammany Creek Road	4	URBAN MINOR ARTERIAL	Chip Seal
116	LAPWAI RD	8	2,272	City limits	Lindsay Creek Road	4	URBAN MINOR ARTERIAL	Chip Seal
112	LINDSAY CREEK RD	8	10,743	Lariat Lane	Burrell Avenue	4	URBAN MINOR ARTERIAL	Chip Seal
113	LINDSAY CREEK RD	8	7,955	Lapwai Road	Lariat Lane	4	URBAN MINOR ARTERIAL	Chip Seal
123	SOUTHPORT AVE	8	4,840	Southport Avenue	City limits	4	URBAN MINOR ARTERIAL	Chip Seal
111	21ST ST	8	1,345	Tammany Creek	City limits	4	URBAN COLLECTOR	Chip Seal
120	POWERS AVE	8	6,673	23rd Street	28th Street	4	URBAN COLLECTOR	Chip Seal
118	POWERS AVE	8	5,751	28th Street	Reservation Line	4	RURAL MINOR COLLECTOR	Chip Seal
63	WEBB RD	8	12,479	McCormack Ridge Road	Highway 95	5	RURAL MAJOR COLLECTOR	Chip Seal
74	WEBB RD	8	6,039	Waha Road	Top of Webb Road Grade	5	RURAL MAJOR COLLECTOR	Chip Seal
3	SOUTHWICK RD	8	17,712	Tshantz-Lohman Road	County line	2	RURAL MAJOR COLLECTOR	Chip Seal
114	BIG CANYON RD	8	1,256	Little Canyon Road	County line	3	RURAL MAJOR COLLECTOR	Chip Seal
135	BIG CANYON RD	8	7,574	Highway 12	Peck	3	RURAL MAJOR COLLECTOR	Chip Seal
134	N MAIN ST	8	2,968	Angel Ridge Road	Little Canyon Road	3	RURAL MAJOR COLLECTOR	Chip Seal
8	HUBBARD GULCH	8	10,217	Creekside Lane	McGary Grade	2	RURAL MINOR COLLECTOR	Chip Seal
16	LENORE GRADE	8	4,740	Highway 12	Sunnyside Bench	2	RURAL MINOR COLLECTOR	Chip Seal
100	ROSENKRANTZ RD	8	4,243	Approach	Tammany Creek Road	5	LOCAL ROAD	Chip Seal
83	CAMERON RD	8	1,584	Southwick Road	North Road	2	LOCAL ROAD	Chip Seal
137	BRAMMER RD	8	1,268	Brammer Road	Brammer Road	3	LOCAL ROAD	Chip Seal
105	CRAWFORD ST	8	347	Thorn Street	Main Street	4	LOCAL ROAD	Chip Seal
87	HAZEL ST	8	1,390	Highway 12	Riverside Blvd	4	LOCAL ROAD	Chip Seal
58	MAIN ST	8	1,043	McIntyre Street	Gurney Street	4	LOCAL ROAD	Chip Seal
84	RED DUCK LN	8	1,742	Heritage Road	Highway 95	4	LOCAL ROAD	Chip Seal

Segment ID	Road Name	Current RSL	Length (ft)	From Address	To Address	Maint Zone	Functional Class	NPC Recommended Treatment
27	SPALDING MILL RD	8	1,770	Approach	Highway 95	4	LOCAL ROAD	Chip Seal
104	THORN ST	8	501	Thorn Street	Crawford Street	4	LOCAL ROAD	Chip Seal
46	WHITE RD	8	3,385	City limits	Tom Beall Road	4	LOCAL ROAD	Chip Seal
138	MCCORMACK RIDGE RD	8	1,285	Approach	Webb Road	5	SECONDARY	Chip Seal
139	RESERVATION LINE	8	867	Tammany Creek Road	Gravel	4	SECONDARY	Chip Seal
151	WATSON STORE RD	8	1,304	Watson Store Road	Highway 95	4	PRIVATE ROAD	Chip Seal

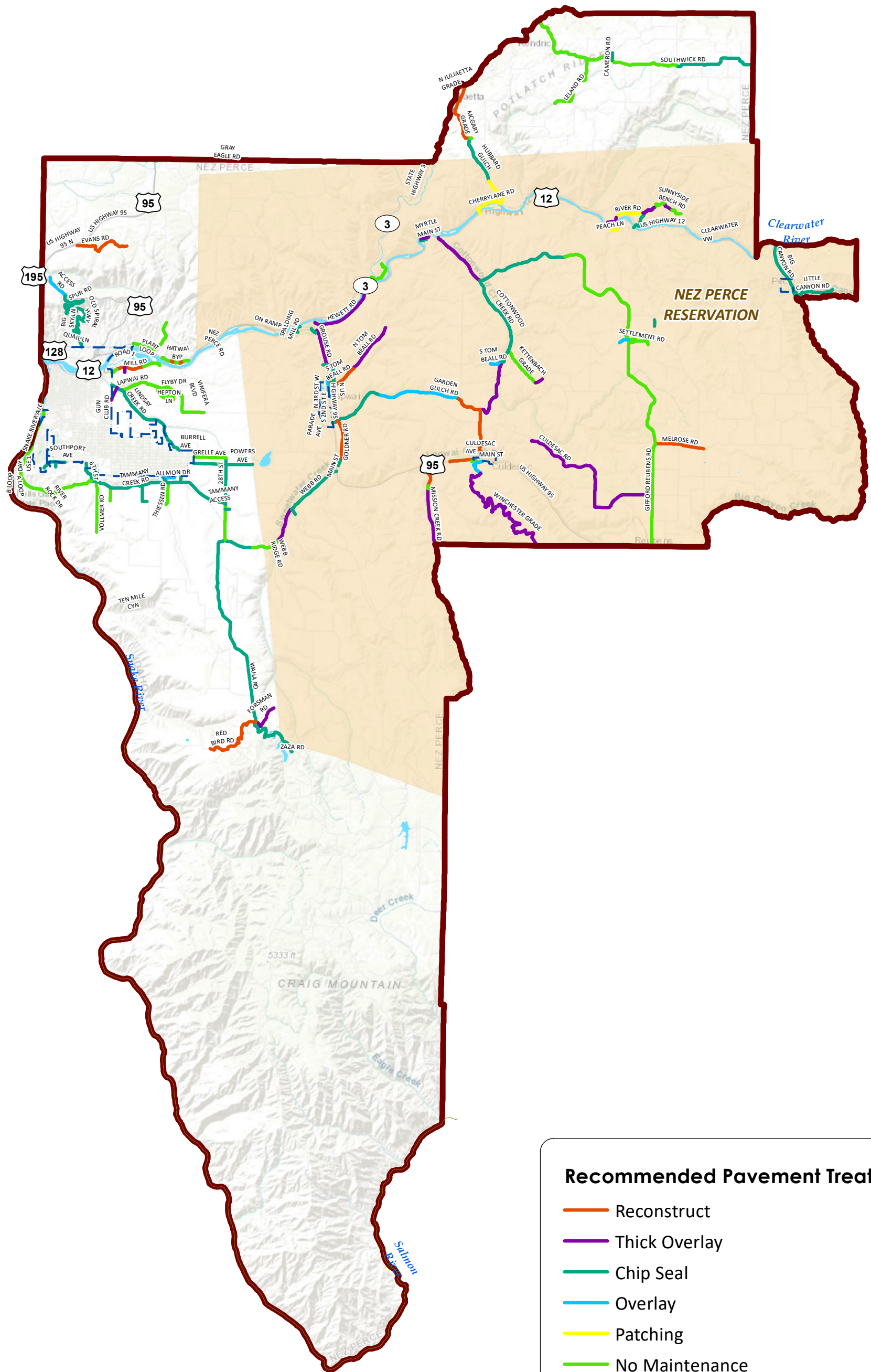
Nez Perce County Paved Road Recommendations Thick Overlay/Reconstruct

Segment ID	Road Name	Current RSL	Length (ft)	From Address	To Address	Main Zone	Functional Class	NPC Recommended Treatment
19	GIFFORD REUBENS RD	0	12,592	Highway 12	Cottonwood Creek	3	RURAL MAJOR COLLECTOR	Thick Overlay
7	MCGARY GRADE	0	14,344	Highway 3	top of McGary grade	2	RURAL MINOR COLLECTOR	*Reconstruct
15	RIVER RD	0	2,911	Wild Horse Lane	Old Vineyard Lane	2	RURAL MINOR COLLECTOR	*Thick Overlay
11	SUNNYSIDE BENCH RD	0	5,247	Wheeler Canyon	Hanks Grade	2	RURAL MINOR COLLECTOR	*Thick Overlay
12	SUNNYSIDE BENCH RD	2	5,040	River Road/Lenore Grade	Cooks Grade	2	RURAL MINOR COLLECTOR	*Thick Overlay
38	VALLEY RD	0	407	HWY 95	Hatwai Bypass	1	LOCAL ROAD	Reconstruct
37	VISTA RD	0	337	HWY 95	Hatwai Bypass	1	LOCAL ROAD	Reconstruct
96	MYRTLE MAIN ST	0	1,622	Myrtle	Main Street	4	LOCAL ROAD	Thick Overlay
43	SHELTER RD	0	967	Shelter Road	Shelter Road	4	PRIMITIVE	Thick Overlay
52	COTTONWOOD CREEK RD	2	3,983	Mattson Road	Garden Gulch Road	3	RURAL MAJOR COLLECTOR	Reconstruct
34	COTTONWOOD CREEK RD - 2	6	7,438	Garden Gulch Road	bottom of Grade. CC Segment 2	3	RURAL MAJOR COLLECTOR	Thick Overlay
35	COTTONWOOD CREEK RD - 3	6	6,090	Bottom	S. Tom Beale CC Segment 3	3	RURAL MAJOR COLLECTOR	Thick Overlay
51	COTTONWOOD CREEK ROAD	6	5,834	Culdesac city limits	Mattson Cutoff Road	3	RURAL MAJOR COLLECTOR	Reconstruct
53	CULDESAC RD	2	37,134	Matson Cut-Off Rd	Gifford Reubens Road	3	RURAL MINOR COLLECTOR	*Thick Overlay
82	RED BIRD RD	2	15,311	Red Bird Road	Red Bird Road	5	LOCAL ROAD	Reconstruct
115	CHAMBERS RD	2	4,912	HWY 95	Culdesac	4	LOCAL ROAD	Reconstruct
56	GOLDNER RD	2	8,932	McIntyre Street	Garden Gulch Road	4	LOCAL ROAD	Reconstruct
22	HEWETT RD	2	15,643	Spalding Park	Highway 12	4	LOCAL ROAD	Thick Overlay
68	WINCHESTER GRADE	4	14,915	Cut Off Road	Cut Off Road	5	RURAL MAJOR COLLECTOR	Thick Overlay
71	WINCHESTER GRADE	4	10,049	Cut Off Road	Mile Marker 12	5	RURAL MAJOR COLLECTOR	Thick Overlay
73	WINCHESTER GRADE	4	14,689	Mile Marker 12	County line	5	RURAL MAJOR COLLECTOR	Thick Overlay
64	WINCHESTER GRADE	6	4,817	Highway 95	Cut Off Road	5	RURAL MAJOR COLLECTOR	Overlay
50	GARDEN GULCH RD	4	5,657	Misner Road	Cottonwood Creek Road	4	RURAL MINOR COLLECTOR	Reconstruct
48	GARDEN GULCH RD	6	17,320	Boyer Shop	Misner Road	4	RURAL MINOR COLLECTOR	Overlay
31	N TOM BEALL RD	4	11,300	Split	Middle Tom Beall Road	4	RURAL MINOR COLLECTOR	Thick Overlay
41	S TOM BEALL RD	4	6,597	Highway 95	split	4	RURAL MINOR COLLECTOR	Reconstruct
39	S TOM BEALL RD	6	2,481	Cottonwood Creek Road	Cottonwood Creek Road	4	RURAL MINOR COLLECTOR	Overlay
79	FORSMAN RD	4	6,486	Rocky Lane	Waha Road	5	LOCAL ROAD	Thick Overlay
61	MISSION CREEK RD	4	4,871	Highway 95	Rock Creek	5	LOCAL ROAD	Reconstruct
97	MISSION CREEK RD	4	12,357	South Side of Bridge	County line	5	LOCAL ROAD	Thick Overlay
30	GROUSE RD	4	7,387	Red Duck Lane	Park View Lane	4	LOCAL ROAD	Thick Overlay
143	Snake River Ave. S-2	6	1,124	Substation	Country Club Drive	4	URBAN MINOR ARTERIAL	Overlay
54	MELROSE RD	6	4,758	Gifford Reubens Road	Woods Road	3	RURAL MINOR COLLECTOR	Reconstruct
55	MELROSE RD	6	5,411	Woods Road	Ruckman Road	3	RURAL MINOR COLLECTOR	Reconstruct
23	ACCESS RD	6	5,222	Access Road	Highway 95	1	LOCAL ROAD	Overlay
129	ALLMON DR	6	2,273	Allmon Drive	Barr Road	4	LOCAL ROAD	Overlay
57	MCINTYRE ST	6	957	Highway 95	Goldner Road	4	LOCAL ROAD	Reconstruct
124	EVANS RD	6	13,309	Evans Road	Highway 95	1	SECONDARY	Reconstruct
147	KETTENBACH GRADE	6	2,545	Approach	Gifford Reubens Rd	3	SECONDARY	Overlay
150	KETTENBACH GRADE	8	1,695	Top of Kettenbach Grade	Leroy Steigers	3	SECONDARY	Thick Overlay
95	MCATTY RD	6	2,710	McAtty Road	Tom Beall Road	4	PRIMITIVE	Overlay
130	GUN CLUB RD	8	2,856	Seagull Lane	Lapwai Road	4	URBAN MINOR ARTERIAL	Thick Overlay

*Nez Perce County Road and Bridge Completed Blade Patching in Summer 2020

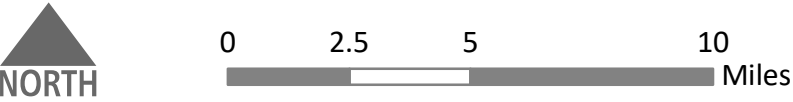
Segment ID	Road Name	Current RSL	Length (ft)	From Address	To Address	Main Zone	Functional Class	NPC Recommended Treatment
127	MILL RD	8	5,157	Sycamore Dr	Gate 2	4	URBAN MINOR ARTERIAL	Reconstruct
142	Hatwai Jct.	8	118	Highway 95	Hatwai Rd	1	URBAN COLLECTOR	Thick Overlay
69	WEBB RD	8	7,439	Webb Ridge Road	McCormack Ridge Road	5	RURAL MAJOR COLLECTOR	Thick Overlay
93	N JULIAETTA GRADE	8	1,893	McGary Grade	Gem Lane	2	LOCAL ROAD	Reconstruct

*Nez Perce County Road and Bridge Completed Blade Patching in Summer 2020



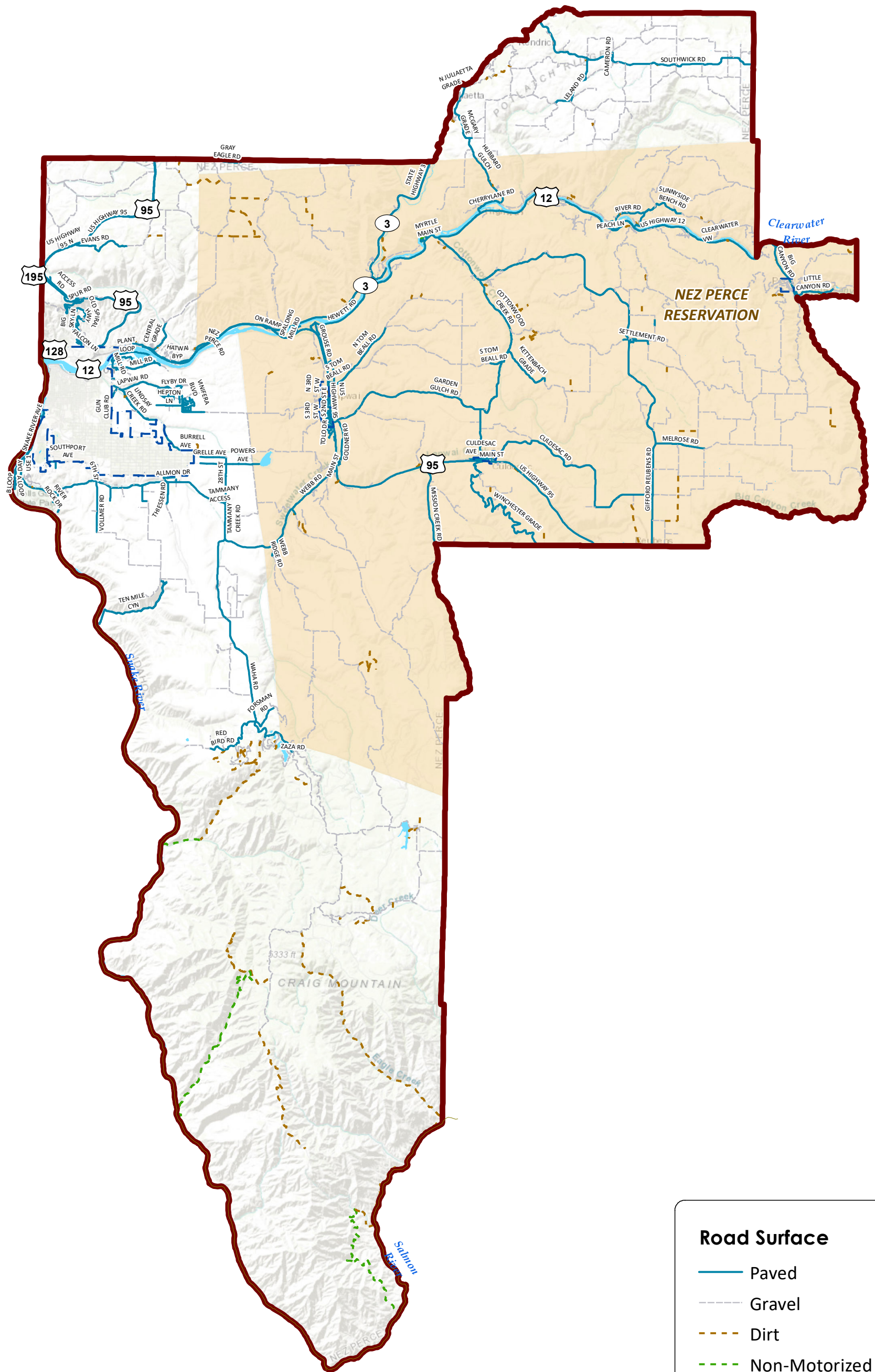
RECOMMENDED TREATMENT

Nez Perce County



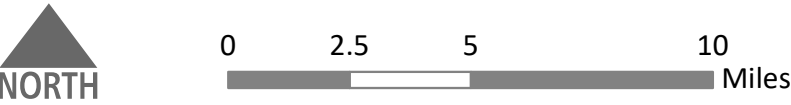
Appendix V

Nez Perce County Paved and Unpaved Road Map



ROAD SURFACE TYPE

Nez Perce County





APPENDIX F

Capital Improvement Plan & Short-term Project
Summary Sheets and Cost Estimates

Nez Perce County Capital Improvement Plan (CIP), FY21-FY25

Note: Projects are not listed by priority, rather grouped by type of project. This CIP is meant to be updated at minimum yearly or as frequently as conditions change. Concept Dollar Estimates have been entered for short term projects prioritized by County.

Description	Length Quantity	Units	Grant Funding Source	Preliminary Development (PD) - Survey, Env., Engr Design	Estimated Construction Cost (ECC) & CE&I	Total Project Cost	FY-21	FY-22	FY-23	FY-24	FY-25	FY-25+	Long Term Projects
ROADS													
PMP: Annual Maintenance													
Annual Maintenance (Mill/Overlay, Chip Seals, Fixing Pot Holes, etc.)	50-60	MILES	Local Funds				\$900,000	\$900,000	\$900,000	\$900,000	\$450,000		
Sign Replacements	0.0	SF	Local Funds										
PMP: Rehabilitation/ Reconstruction													
R-1 Gifford Reubens Rd. Mill and Overlay	2.4	MILES	LRHIP (Apply Annually, Funds Available for 2 Yrs. After) and STP Rural (Apply 2021, Funds Distributed for 2 Yrs.)	\$174,240	\$1,355,200	\$1,529,440		\$174,240	\$1,355,200				
R-2 McGary Grade Reconstruction	2.7	MILES	LRHIP (Apply Every Yr., Funds Available for 2 Yrs. After)	\$396,298	\$3,082,319	\$3,478,617						\$3,478,617	
Capacity/ Corridor Improvements													
R-3Webb Road, PH2, Webb Ridge Road to McCormack Ridge Rd	1.5	MILES	LRHIP (Apply 2020); NPC Local Funds		\$3,182,000		\$3,182,000						
Webb Road, Multiple Phases to Finish, McCormack Ridge Rd to US Hwy 95 Including Sweetwater Creek Bridge, B-3 Below	2.4	MILES	NPC Local Funds/ STP Rural			\$7,000,000 +							\$7,000,000 +
Road Drainage and Erosion Improvements (Projects Identified in Collaboration with and Funded by Grants from Nez Perce Soil and Water Conservation; County labor and equipment contribution only anticipated)													
White Road Culvert Replacement			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$475,000							
Flat Iron Road Culvert Replacement			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$170,000							
George Grade/ Coyote Gulch Barrier Replacement			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$550,000							
Tammany Creek Barrier Design			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$110,000							
Magpie Creek Barrier Design			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$80,000							
Bedrock Creek Barrier Design			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$115,000							
Timmons Road Culvert Replacement			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$160,000							
Main Tom Beall Culvert Replacement			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$400,000							
Tom Beall Road Shoulders			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$200,000							
South Tom Beall Reconnect			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$400,000							
Big Canyon Road Flood Protection			Nez Perce Soil and Water Conservation Grant/ NPC Local Labor and Equipment			\$900,000							
TRAFFIC SAFETY													
TS-1 Gun Club and Lapwai Road Intersection Improvements			STP Urban (Apply Jan 2022, Funds Distributed for 2 Yrs.)	\$30,240	\$47,260	\$77,500			\$30,240		\$47,260		
*TS-2 Gun Club Rd Safety Improvements/Road Widening	1.5	MILES	STP Urban (Apply Jan 2022, Funds Distributed for 2 Yrs.)	\$993,000	\$2,900,000	\$3,893,000			\$993,000		\$2,900,000		
TS-3 Lapwai Road & Lindsay Creek Intersection Re-Alignment			LHSIP (Apply Every Yr., Funds Available 2 Yrs. Later)	\$51,500	\$365,015	\$416,400						\$416,400	
TS-4 Lapwai Road Safety Improvements (Speed Signs)	2.7	MILES	LHSIP (Apply 2021, Funds Available 2 Yrs. Later)	\$2,080	\$15,420	\$17,400			\$17,400				

TS-5 Old Spiral Highway Safety Improvements (Guardrail)	0.67	MILES	LHSIP (Apply Every Yr., Funds Available 2 Yrs. Later)	\$36,640	\$284,860	\$321,530						\$321,530	
TS-6 Waha Road Safety Improvements (Speed and Warning Signs)	8.0	MILES	LHSIP (Apply 2021 , Funds Available 2 Yrs. Later)	\$7,480	\$57,520	\$65,000			\$65,000				
TS-7 Tammany Creek Road Safety Improvements (Speed Signs)		MILES	County Only (Current crash history would not be eligible for LHSIP)			\$15,000			\$15,000				
TS-8 Webb Road Safety Improvements (Speed Signs)		MILES	County Only (Current crash history would not be eligible for LHSIP)			\$15,000			\$15,000				
MULTI-MODAL (BICYCLE, PEDESTRIAN)													
P-1.1 Tammany Creek Road (Snake River Ave. to Hiking Path Parking Lot)	6875	LF	LHTAC TAP (Apply Every Year, Funds Distributed for 2 Yrs.)	\$36,656	\$285,094	\$321,750							\$321,750
P-1.2 Tammany Creek Road (Hiking Path Parking Lot to 6th St.)	15350	LF	LHTAC TAP (Apply Every Year, Funds Distributed for 2 Yrs.)	\$109,900	\$854,778	\$964,678							\$964,678
P-1.3 Tammany Creek Road (6th St. to Barr Rd.)	16375	LF	LHTAC TAP (Apply Every Year, Funds Distributed for 2 Yrs.)	\$87,096	\$677,408	\$764,504							\$764,504
P-7 Gun Club Road Pathway	7920	LF	LHTAC TAP (Apply 2023 , Funds Distributed for 2 Yrs.)	\$47,670	\$370,770	\$418,441				\$47,670		\$370,770	
P-8 Lapwai Road (Main St. to Lindsay Creek Rd.)	4750	LF	LHTAC TAP (Apply Every Year, Funds Distributed for 2 Yrs.)	\$46,500	\$360,900	\$407,400							\$407,400
P-9 Tri-Partnership Site to Lindsay Creek Road	3000	LF	LHTAC TAP (Apply Every Year, Funds Distributed for 2 Yrs.)	\$21,040	\$164,460	\$185,500							\$185,500
P-10.1 Lindsay Creek Road (Lapwai Rd. to Tri-Partner Pathway)	3000	LF	LHTAC TAP (Apply Every Year, Funds Distributed for 2 Yrs.)	\$20,140	\$155,785	\$175,737							\$175,737
P-10.2 Lindsay Creek Road (Tri-Partner Pathway to 18th St.)	8200	LF	LHTAC TAP (Apply Every Year, Funds Distributed for 2 Yrs.)	\$76,640	\$595,808	\$672,410							\$672,410
BRIDGE													
Bridge Maintenance													
B-1 Lenore Bridge, Lenore Grade	16667	SF	NPC, Local Funds	\$72,000	\$329,800	\$401,800							
B-2 Sperry Bridge, Sperry Grade	8000	SF	NPC, Local Funds	\$90,000	\$599,940	\$689,940							
B-4 Big Canyon Creek, Little Canyon Rd.	2500	SF	NPC, Local Funds	\$24,000	\$146,000	\$170,000							
B-9 Pottlatch River, Arrow Highline Rd.	4480	SF	NPC, Local Funds	\$39,000	\$351,000	\$390,000							
**Pre-Fabricated Bridge Super Structure Replacement													
B-3 Sweetwater Creek Bridge, Webb Rd.	1920	SF	NPC, Local Funds			\$145,000							
B-4 Big Canyon Creek Bridge, Little Canyon Rd.	2500	SF	NPC, Local Funds			\$180,000							
B-7 Lindsay Creek Bridge, Gun Club Rd	3698	SF	NPC, Local Funds			\$355,000							
Pine Creek Bridge, River Road (Placeholder on CIP, no cost estimate completed)			NPC, Local Funds										
Bridge Replacement													
Cherry Lane Bridge (2021 Bridge Construction)			BUILD	\$1,281,001	\$19,527,999	\$20,809,000	\$19,527,999						
Lenore Bridge Feasibility Study			Federal Aid Bridge Grant Received	\$155,000		\$155,000		\$155,000			\$0		
B-1 Lenore Bridge, Lenore Grade	16667	SF	Federal Aid Bridge (Apply 2022, Funds Distributed for 2 Yrs.)	\$856,000	\$10,170,000	\$11,026,000			\$856,000		\$10,170,000		
B-2 Sperry Bridge, Sperry Grade	8000	SF	Federal Aid Bridge	\$512,000	\$5,047,500	\$5,559,500							
B-3 Sweetwater Creek Bridge, Webb Rd.	1920	SF	Federal Aid Bridge	\$213,800	\$812,800	\$1,026,080							
B-4 Big Canyon Creek, Little Canyon Rd.	2500	SF	Federal Aid Bridge	\$242,640	\$1,053,440	\$1,295,904							
B-7 Lindsay Creek, Gun Club Rd	3698	SF	Federal Aid Bridge	\$178,752	\$1,502,220	\$1,680,972							
B-9 Pottlatch River, Arrow Highline Rd.	4500	SF	Federal Aid Bridge	\$260,320	\$1,827,200	\$2,087,520							
OTHER													
Total Funds Needed							\$23,609,999	\$1,229,240	\$4,246,840	\$947,670	\$13,567,260	\$4,587,317	\$3,491,979

Notes: *Gun Club Road Project
 (TS-2, B-7,and P-7 are assumed to occur simultaneously); The costs for Gun Club Road are a worse case/ most cost scenario programmed in for funding. Actual project is contingent upon traffic counts /revised capacity analysis and 2021 safety audit.
 **Pre-fabricated bridge super structure costs (incorporated as a current option for NPC) include only costs of pre-fabricated structure and stamped plans. It is assumed that County would utilize their own labor and equipment to install. No cost is included for roadway approaches or County Labor and Equipment.

NPC Annual Maintenance Fund	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000
NPC Federal State Matching Fund	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000
LRHIP (Up to 100k, Max \$100k)	\$100,000		\$100,000		\$100,000		\$0
STP Rural (92.66%, Local 7.34%, Max \$2 Mil)							\$0
STP Urban (92.66%, Local 7.34%, Max \$2 Mil)			\$948,134		\$2,000,000		\$0
LHSIP (92.66%, Local 7.34%, No Max \$)			\$76,352				
TAP (92.66%, Local 7.34%, Max \$500k)				\$44,171		\$343,556	\$0
Federal Aid Bridge (92.66%, Local 7.34%, No Max \$)		\$143,623	\$793,170		\$9,423,522	\$0	\$0
State Transportation Block Grant	\$3,072,969						
Nez Perce Tribe Funds	\$300,000						
BUILD	\$15,704,700						
Total Funds Identified	\$21,977,669	\$2,943,623	\$4,717,656	\$2,844,171	\$14,323,522	\$3,143,556	\$2,800,000
Funding Balance/ (Shortfall)	(\$1,632,330)	\$1,714,383	\$470,816	\$1,896,501	\$756,262	(\$1,443,762)	(\$691,979)

Project Name	Gifford-Reubens Road (Highway 12 to Cottonwood Creek) (R1)
Purpose	The purpose of this project is to increase the remaining service life of Gifford-Reubens road. This will be achieved by completing a mill (3") and thick asphalt overlay (3").
Project Need/Existing Conditions	Gifford-Reubens Road is a rural major collector road that consists of residential traffic and agricultural traffic. During harvest the road is used by many farms as a direct route to agricultural markets. Due to its heavy use the road has sustained extensive wear and exhibits rutting and cracking.
Stakeholder/ Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

ROW Assumptions	No new right of way will be required for this project.	Environmental Aspects	CATEX anticipated
Safety Issues	Poor Roadway Surface	AADT	480 (2017)
Length/ Dimensions	2.4 Miles	Crash Information	Property Damage Only (One Incident, 2016)
Drainage Assumptions	N/A		

PROJECT FUNDING

Funding Sources & Match Required	Local Rural Highway Investment Program (No Match Required) STP-Rural (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$968,000
	30% Contingency	\$290,400
	Survey	\$29,040
	Engineering & CE&I	\$242,000
	Project Total	\$1,529,440



Project Section —————

Project Name	Lapwai Rd & Gun Club Rd Turning Lanes (TS1)
Purpose	The purpose of this project is to improve the safety of drivers making a left hand turn on Lapwai Road and onto Gun Club Road. The construction of designated turn lanes on Lapwai Road would protect vehicles turning onto Gun Club and construction of designated turn lanes on Gun Club Road would protect vehicles turning onto Lapwai Road. In addition, a Solar Lighted Stop Sign would be installed at the bottom of Gun Club as well as an additional overhead street light south west of the intersection.
Project Need/Existing Conditions	Lapwai and Gun Club Road are both Urban Minor arterial roads that have residential, commercial, and agricultural traffic. Currently traffic turning left off Lapwai Road onto Gun Club Road must yield to through southeast bound traffic on Lapwai road resulting in complete stoppage of the northwest bound traffic on Lapwai Road. The same scenario happens for traffic turning left off Gun Club on to Lapwai Road. They must wait for traffic to clear in both directions before turning onto Lapwai Road, resulting in increased wait times for cars turning right onto Lapwai Road.
Stakeholder/ Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

ROW Assumptions	Project will occur within existing right-of-way	Environmental Aspects	No Environmental Aspects are expected to be impacted.
Safety Issues	Sight Distance, Traffic Flow	AADT	Lapwai Rd: 3700 (2017) Gun Club Rd: 4500 (2017)
Length/ Dimensions	0.2	Crash Information	Property Damage Only (Three Incident, 2015, 2018, 2018)
Drainage Assumptions	N/A		



PROJECT FUNDING

Funding Sources & Match Required	Local Highway Safety Improvement Program LHSIP (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$35,000
Contingency	\$5,500
Right of Way	\$20,000
Survey	\$100
Engineering & CE&I	\$16,900
Project Total	\$77,500





ENGINEER'S OPINION OF PROBABLE COST

PROJECT: Lapwai Rd & Gun Club Rd Turning Lanes (TS1)

DATE: 5/20/2020

PROJECT DESCRIPTION: Additional Safety Improvements at Gun Club Road and Lapwai Road Intersection.

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1	36" Solar Powered Flashing LED Octagon Stop Sign	1	EA	\$2,000.00	\$2,000.00
2	Intersection Light on Existing Pole	1	EA	\$200.00	\$200.00

Construction Total	\$2,200.00
Contingency 30%	\$660.00
Survey 3%	\$66.00
Engineering & CE&I 25%	\$550.00
Project Total	\$3,476.00

J-U-B ENGINEERS, INC.

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

I-2 Lapwai Rd & Gun Club Rd

Project No.

Key No. I-2

October 7, 2016

PRE-DESIGN**Turn Lanes on Lapwai Rd**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Roadway Excavation (18" depth)	SY	250	\$ 5.00	\$1,250
Granular Subbase (12" depth)	SY	250	\$ 8.00	\$2,000
Base (6" depth)	SY	250	\$ 7.00	\$1,750
Asphalt Paving (3" depth)	SY	250	\$ 13.00	\$3,250
Tack Coat	SY	250	\$ 0.15	\$38
Traffic Control Items	LS	1	\$ 20,000.00	\$20,000
SUBTOTAL (Rounded up to the nearest \$1,000)				\$29,000
Mobilization	%	10%	\$ 2,900	\$2,900
Contingency	%	15%	\$ 4,785	\$4,785
Construction Engineering & Inspection	%	20%	\$ 7,337	\$7,337
CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)				\$45,000
Design	%	20%	\$ 9,000	\$9,000
Right-of-Way	LS	1	\$ 20,000	\$20,000
TOTAL (Rounded up to the nearest \$1,000)				\$74,000

Project Name	Gun Club Road (TS 2), Pathway(P7), and Bridge (B7)		
Purpose	<p>Multi-Modal: Improve multi-modal transportation (bicyclists and pedestrians) service and safety along Gun Club Road as well as increase the road safety of Gun Club Road. The construction of the pathway will eliminate the need for bicyclists and pedestrians to share the road with cars and trucks that use Gun Club Road as a direct access route to residential, and commercial properties.</p> <p>Safety: Improve roadway safety which may include shoulder widening, roadway widening, guardrail installation. Safety improvements will be better defined based upon the safety audit to be conducted in 2021.</p> <p>Capacity: Traffic count data to be collected Fall 2020-Fall 2021 to determine if capacity improvements are warranted. If warranted, improve roadway capacity including reconstruction, widening, and a potential additional up-hill (southbound) lane.</p> <p>Bridge: Replace the existing bridge which will remove the current load limitations, structure damage, and functionality of the bridge. If warranted by capacity, road widening will require the bridge to be replaced with a wider structure.</p>		
Project Need/Existing Conditions	<p>Multi-Modal: The current corridor is narrow and in disrepair with no multi-modal designated lane or pathway along the corridor affecting the safety of the current bike/pedestrian traffic.</p> <p>Safety: A fatality along with several other crashes along this roadway has prompted a safety audit that will be conducted in 2021. The narrow corridor is poorly lit, has no shoulders, steep embankments, and very limited guardrail.</p> <p>Capacity: Gun Club Road is an Urban Minor arterial road that is mainly residential and commercial traffic. With the completion of the new Lewiston High School, Lewis-Clark State College Career and Technical Center, and community park there is the potential for traffic volumes on Gun Club Road to drastically increase. Analysis of traffic data anticipated to be collected Fall 2020-Fall 2021 will determine if roadway capacity warrants the roadway improvements recommended in the Gun Club Corridor Study previously conducted by Keller Associates Inc. in 2016.</p> <p>Bridge: The existing bridge is posted for load limitations, functionally obsolete, and structurally deficient.</p>		
Stakeholder/ Affected Agencies	Nez Perce County, City of Lewiston		
TECHNICAL INFORMATION			
ROW Assumptions	Project will require the purchase of new right-of-way	Environmental Aspects	Documented CATEX or EA/FONSI anticipated depending upon impacts.
Safety Issues	Pedestrians/Bicyclists sharing the road with vehicles and semi-trucks. There are narrow lanes and an increase in traffic volume anticipated.	AADT	4500 (2017)
Length/ Dimensions	1.5 Miles, 10' Shared Use Path and 1.5 Miles of 2 lanes up and one lane down	Crash Information	No pedestrian/bike safety incursions are known. 1 Documented Vehicle Fatality within last 5 years of LHTAC crash data; see LHTAC crash data for additional crash information.
Drainage Assumptions	It is assumed that the road and pathway would be constructed along the same alignment of the existing roadway. No known drainage problems exist that would require modification for this project.		

PROJECT SUMMARY SHEET
TS2, P7, B7

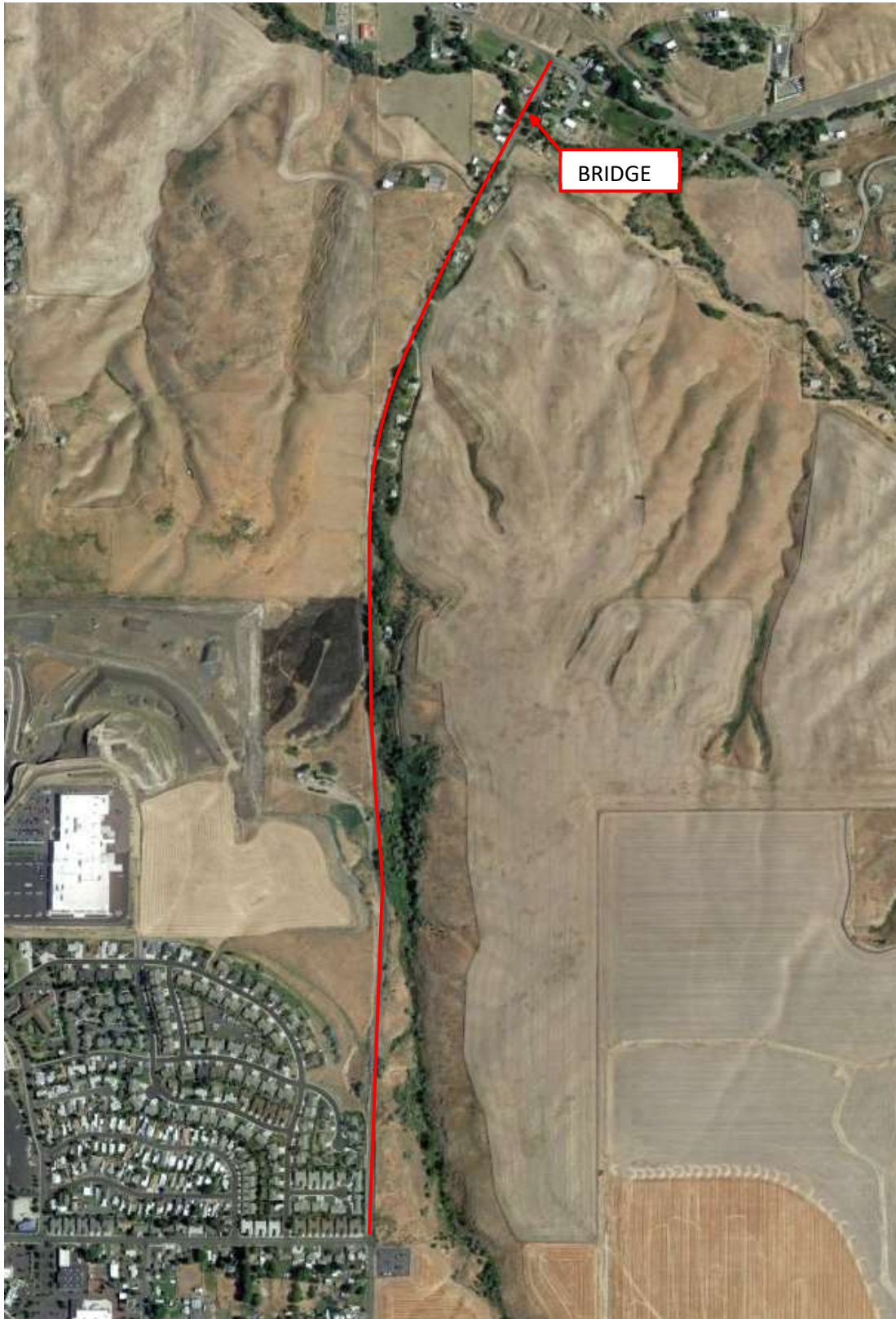
PROJECT FUNDING

Funding Sources & Match Required	Transportation Alternative Program (7.34% Match Required) STP Urban (7.34% Match Required) Federal-Aid Bridge Program (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Road Widening	Pathway	Bridge
\$4,198,900	\$418,500	\$1,681,000
*See Detailed Cost Estimates for the Road Widening Completed by Keller Associates Inc. in 2016 with assumed inflation of \$1 in 2016 equals \$1.07858 in 2020.		Construction (rounded)
		\$3,743,600
		Contingency
		\$649,500
		Environmental
		\$55,500
		Right of Way
		\$601,900
		Survey
		\$41,300
		Engineering & CE&I
		\$1,206,600
		Project Total
		\$6,298,400





Project Section 

S-6 Gun Club Rd (Lapwai Rd to Stewart Ave)

Project No.

Key No. S-6

October 7, 2016

PRE-DESIGN**Two Lanes Up, One Lane Down**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Bituminous Surface (3" depth)	SY	32,267	\$ 3.00	\$96,800
Earthwork/Rock Blasting	LS	1	\$ 800,000.00	\$800,000
Roadway Excavation (18" depth)	SY	32,267	\$ 5.00	\$161,333
Granular Subbase (12" depth)	SY	32,267	\$ 8.00	\$258,133
Base (6" depth)	SY	32,267	\$ 7.00	\$225,867
Asphalt Paving (3" depth)	SY	32,267	\$ 13.00	\$419,467
Tack Coat	SY	32,267	\$ 0.15	\$4,840
Traffic Control Items	LS	1	\$ 30,000.00	\$30,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$1,997,000
Mobilization	%	10%	\$ 199,700	\$199,700
Contingency	%	10%	\$ 219,670	\$219,670
Construction Engineering & Inspection	%	20%	\$ 483,274	\$483,274
<i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$2,900,000
Design	%	15%	\$ 435,000	\$435,000
Right-of-Way	LS	1	\$ 558,000	\$558,000
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$3,893,000



DATE: 5/20/2020

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

Construction Total	\$1,109,400.00
Contingency 30%	\$332,820.00
Survey 3%	\$33,282.00
Engineering and CE&I	\$150,000.00
Environmental 5%	\$55,470.00
Project Total	\$1,680,972.00

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PROJECT: Gun Club Road Pathway (P7)

DATE: 6/16/2020

PROJECT DESCRIPTION: New Installation of a 10' Shared Use Pathway along Gun Club Road, constructed simultaneously with roadway reconstruction/widening safety project (TS2) and Lindsay Creek Bridge Replacement Project (B7).

CLIENT: Nez Perce County

CLIENT PROJ. NO.

J-U-B PROJ. NO.: 23-18-043

[illegible]

Construction Total	\$264,836.00
Contingency 30%	\$79,450.80
Survey 3%	\$7,945.08
Engineering & CE&I 25%	\$66,209.00
Project Total	\$418,440.88


Note: If separation of the road and pathway is desired: Jersey Barriers @ \$120/LF x Length (10,032 LF) = \$1,203,840
Guardrail @ \$30/LF x Length (10,032 LF) = \$300,960

J-U-B ENGINEERS, INC.

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Project Name	Lapwai Road Safety Improvement Project (TS4); (Lindsay Creek Road to Cougar Ridge Drive)
Purpose	The purpose of this project is to improve the safety of drivers through the corridor. The installation of new Solar Radar Instant Feedback Speed Limit Signs will help to reduce traffic speed and improve safety.
Project Need/Existing Conditions	Lapwai Road is a urban collector road that mainly consists of residential traffic with some industrial traffic. The speed limit is 35 - 45 MPH and driver frequently speed through the corridor. There are speed limit signs sparingly through the corridor mainly at major intersections.
Stakeholder/ Affected Agencies	Nez Perce County, City of Lewiston

TECHNICAL INFORMATION

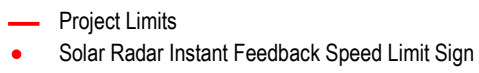
ROW Assumptions	It is assumed that the signs will be installed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated.	
Safety Issues	Speeding	AADT	2000 (2017)	
Length/ Dimensions	2.7 Miles	Crash Information	Property Damage Only (Six Incidents, 2015, 2016, 2016, 2016, 2017, 2018) Minor Injury (One Incident, 2016) Serious Injury (One Incident, 2014) Fatality (One Incident, 2017)	
Drainage Assumptions	N/A			

PROJECT FUNDING

Funding Sources & Match Required	Local Highway Safety Improvements Program (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$11,000
30% Contingency	\$3,300
Survey	\$400
Engineering & CE&I	\$2,800
Project Total	\$17,400





ENGINEER'S OPINION OF PROBABLE COST

PROJECT: Lapwai Road Safety Improvement Project (TS4); (Lindsay Creek Road to Cougar Ridge Drive)

DATE: 5/20/2020

PROJECT DESCRIPTION: New installation of Solar Radar Instant Feed back Speed Limit Signs on Lapwai Road.

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1	Solar Radar Instant Feedback Speed Limit Sign	2	EA	\$5,000.00	\$10,000.00
2	Mobilization	1	LS	\$1,000.00	\$1,000.00

Construction Total	\$11,000.00
Contingency 30%	\$3,300.00
Survey 3%	\$330.00
Engineering & CE&I 25%	\$2,750.00
Project Total	\$17,380.00

J-U-B ENGINEERS, INC.

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Project Name	Waha Road Safety Improvements (TS6); (Webb Rd to Red Bird Rd.)
Purpose	The purpose of this project is to improve the safety of drivers along Waha Road. The installation of Solar Lighted Warning Curve Signs, Solar Radar Instant Feedback Speed Limit Signs and Local Truck Traffic Only Signs will reduce the amount of crashes caused by missed corners and speeding as well as also prevent truck traffic that is lost from getting stuck on the narrow corridor and not being able to turn around.
Project Need/Existing Conditions	Waha Road is a local road that is mainly residential traffic with some industrial traffic. The road experiences crashes on corners that have limited sight distance issues. There are also speed-related accidents along the road. There have been cases of large semi-trucks with trailers who take Waha Road by accident and there is little to no turn arounds for vehicles that large.
Stakeholder/ Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

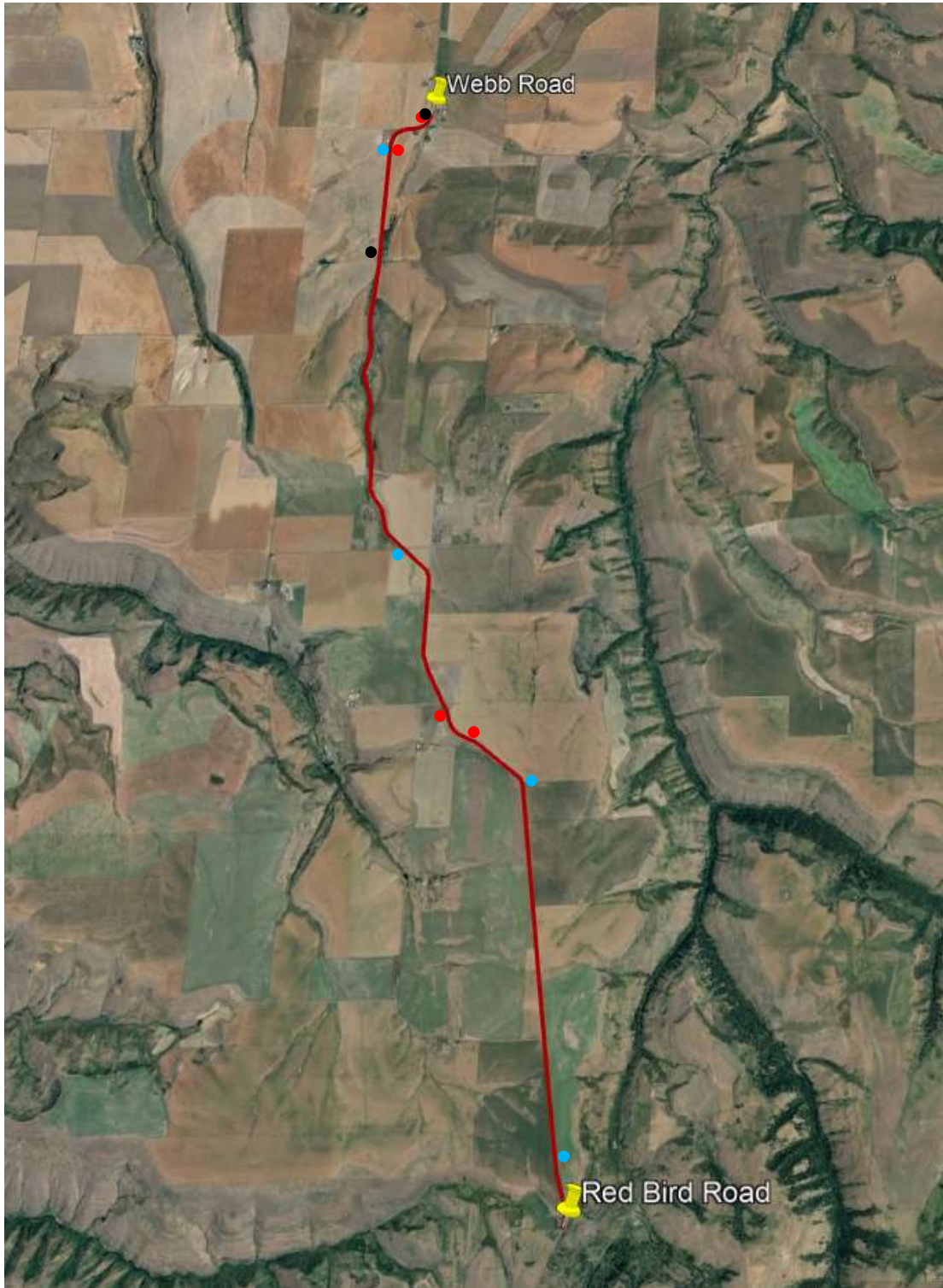
ROW Assumptions	It is assumed that the signs will be installed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated.
Safety Issues	Sight Distance (corners), Speeding and Semi-Truck traffic	AADT	610 (2017)
Length/ Dimensions	8 Miles	Crash Information	Property Damage Only (Thirteen Incidents, 2014, 2014, 2014, 2014, 2015, 2016, 2016, 2017, 2017, 2017, 2017, 2017, 2017) Minor Injury (Two Incidents, 2016, 2016) Serious Injury (One Incident, 2016) Fatality (One Incident, 2017)
Drainage Assumptions	N/A		

PROJECT FUNDING

Funding Sources & Match Required	Local Highway Safety Improvement Program (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$41,100
30% Contingency	\$12,300
Survey	\$1,300
Engineering & CE&I	\$10,300
Project Total	\$65,000



- Solar Lighted Warning Curve Sign
- Solar Radar Instant Feedback Speed Limit Sign
- Local Truck Traffic Only Sign







DATE: 6/16/2020

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

Construction Total	\$41,100.00
Contingency 30%	\$12,330.00
Survey 3%	\$1,233.00
Engineering & CE&I 25%	\$10,275.00
Project Total	\$64,938.00

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

PROJECT SUMMARY SHEET
B1 REPAIR

Project Name	Lenore Bridge Rehabilitation Project (B1) (Lenore Grade) Bridge Key: 29965
Purpose	The purpose of this project is to repair the Lenore Bridge in Lenore ID. This would improve access and safety for the residents and businesses of Lenore and the recreational traffic for the Clearwater River.
Project Need/Existing Conditions	The Lenore Bridge is a Rural Bridge that crosses the Clearwater River and is the only crossing for traffic from Highway 12 to Lenore. The Steel Girder Bridge was built in 1935 and spans well over 500 feet.
Stakeholder/ Affected Agencies	Nez Perce County, City of Lenore

TECHNICAL INFORMATION

ROW Assumptions	Project will occur within existing right-of-way	Environmental Aspects	Federal 401/404 Permit will be required
Safety Issues	Poor Condition	AADT	400 (2016)
Length/ Dimensions	526 ft Long x 18 ft Wide Existing Bridge	Crash Information	No crash history
Drainage Assumptions	N/A		

PROJECT FUNDING

Funding Sources & Match Required	Local Rural Highway Investment Program (\$100k; Construction Only; No Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$201,800
	30% Contingency	\$80,000
	Survey	\$0.00
	Engineering	\$120,000
	Project Total	\$401,800

PROJECT SUMMARY SHEET
B1 REPAIR





DATE: 6/16/2020

CLIENT: Nez Perce County

[illegible]

Construction Total	\$201,800.00
Contingency	\$80,000.00
Survey	\$0.00
Engineering	\$120,000.00
Project Total	\$401,800.00

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PROJECT SUMMARY SHEET
B2 REPAIR

Project Name	Sperry Bridge Rehabilitation Project (B2) (Sperry Grade Rd.) Bridge Key:29935		
Purpose	The purpose of this project is to repair the Sperry Bridge in Kendrick, ID. This would improve access and safety for drivers driving on Mill Street/Sperry Grade Rd.		
Project Need/Existing Conditions	Sperry Bridge is a Rural Bridge that crosses the Potlatch River and is at the base of Sperry Grade Rd. The Steel Truss Bridge was built in 1908 and spans well over 250 feet.		
Stakeholder/ Affected Agencies	Nez Perce County, City of Kendrick		
TECHNICAL INFORMATION			
ROW Assumptions	Project will occur within existing right-of-way	Environmental Aspects	Federal 401/404 Permit will be required
Safety Issues	Poor Condition	AADT	170 (2016)
Length/ Dimensions	242 ft Long x 17 ft Wide Existing Bridge	Crash Information	No crash history
Drainage Assumptions			
PROJECT FUNDING			
Funding Sources & Match Required	Local Rural Highway Investment Program (\$100k; Construction Only; No Match Required)		

PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$359,940
	30% Contingency	\$180,000
	Survey	\$0
	Engineering	\$150,000
	Project Total	\$689,940

PROJECT SUMMARY SHEET
B2 REPAIR



PROJECT SUMMARY SHEET
B4 REPAIR

Project Name	Little Canyon Road Bridge Rehabilitation Project (B4) (Little Canyon Rd.) Bridge Key: 20230
Purpose	The purpose of this project is to repair the Little Canyon Rd. Bridge in Peck ID. This would improve access and safety for drivers driving on Little Canyon Rd.
Project Need/Existing Conditions	Little Canyon Road Bridge is a Rural Bridge that crosses Big Canyon Creek and is the beginning of Little Canyon Road. The Steel Truss Bridge was built in 1930 and spans well over 100 feet.
Stakeholder/ Affected Agencies	Nez Perce County, Town of Peck

TECHNICAL INFORMATION

ROW Assumptions	Project will occur within existing right-of-way	Environmental Aspects	Federal 401/404 Permit; NEPA Process
Safety Issues	Poor Condition	AADT	190 (2015)
Length/ Dimensions	107 ft Long x 18 ft Wide Existing Bridge	Crash Information	No crash history
Drainage Assumptions	N/A		

PROJECT FUNDING

Funding Sources & Match Required	Local Rural Highway Investment Program (\$100k; Construction Only; No Match Required)
---	---

PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$100,000
	30% Contingency	\$30,000
	Survey	\$0
	Engineering	\$40,000
	Project Total	\$170,000

PROJECT SUMMARY SHEET

B4 REPAIR





APPENDIX G

Project Summary Sheets and Cost Estimates

Project Name	Sweetwater Creek Bridge Replacement Project (B3) (Webb Rd.) Bridge Key: 20250
Purpose	The purpose of this project is to replace the Sweetwater Creek Bridge along Webb Rd. near Lewiston, ID. This would improve access and safety for drivers driving on Webb Rd.
Project Need/Existing Conditions	Sweetwater Creek Bridge is a Rural Bridge that crosses Sweetwater Creek. The Bridge is a Multi-Steel Girder Bridge with a Corrugated Steel Deck and an Asphalt Wear surface.
Stakeholder/Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

ROW Assumptions	Project will occur within existing right-of-way in its current location	Environmental Aspects	Federal 401/404 Permit; NEPA Process
Safety Issues	Poor Condition	AADT	1500 (2016)
Length/Dimensions	60 ft Long x 32 ft Wide New Bridge	Crash Information	No crash history
Drainage Assumptions	Bridge location is assumed unchanged for the purpose of this estimate, however the bridge location will shift with the anticipated road realignment/widening capital project.		

PROJECT FUNDING

Funding Sources & Match Required	Federal-aid Bridge Program (7.34% Match Required)
---	---

PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$576,000
30% Contingency	\$172,800
Survey	\$17,800
Engineering and CE&I	\$160,000
Environmental	\$100,000
Project Total	\$1,026,080





DATE: 5/20/2020

PROJECT DESCRIPTION: This is a concept level cost estimate to replaced this bridge.

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

Construction Total	\$576,000.00
Contingency 30%	\$172,800.00
Survey 3%	\$17,280.00
Engineering and CE&I	\$160,000.00
Environmental	\$100,000.00
Project Total	\$1,026,080.00

Roadway and approach design, construction and CEI not included. The existing bridge has weight limit restrictions and is functionally obsolete

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Project Name	Potlatch River Bridge Replacement Project (B9) (Arrow Highline Rd.) Bridge Key: 29845
Purpose	The purpose of this project is to replace the Potlatch River Bridge near Spalding ID. This would improve access and safety for drivers driving on Arrow Highline Rd.
Project Need/Existing Conditions	Potlatch River Bridge is a Rural Bridge that crosses the Potlatch River. The Steel Truss Bridge was built in 1920 and spans 130 feet. It is much passed its design life and needs replacement.
Stakeholder/ Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

ROW Assumptions	Project will occur within existing right-of-way	Environmental Aspects	Federal 401/404 Permit; NEPA Process
Safety Issues	Poor Condition	AADT	90 (2016)
Length/ Dimensions	140 ft Long x 32 ft Wide New Bridge	Crash Information	No crash information related to the bridge
Drainage Assumptions	Assuming same bridge height, dimensions, and location. No changes in drainage.		

PROJECT FUNDING

Funding Sources & Match Required	Federal-aid Bridge Program (7.34% Match Required)
---	---

PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$1,344,000
	30% Contingency	\$403,200
	Survey	\$40,320
	Engineering and CE&I	\$200,000
	Environmental	\$100,000
	Project Total	\$2,087,520





DATE: 6/16/2020

CLIENT: Nez Perce County

[illegible]

Construction Total	\$1,344,000.00
Contingency 30%	\$403,200.00
Survey 3%	\$40,320.00
Engineering and CE&I	\$200,000.00
Environmental	\$100,000.00
Project Total	\$2,087,520.00

Roadway and approach design, construction and CEI not included. The existing bridge has height restrictions and is functionally obsolete

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Project Name	Tammany Creek Road Pathway (P1); (Barr Road to Snake River Avenue)
Purpose	The purpose of this project is to improve multi-modal transportation service (bikes, pedestrians) connectivity and safety along Tammany Creek Road, connecting the City of Lewiston to the broader Nez Perce County.
Project Need/Existing Conditions	Tammany Creek Road is an Urban Minor Arterial that connects Snake River Ave. to the larger Tammany Creek Road Corridor. This is a local truck route and provides residential, recreational and industrial traffic. There is currently no Bike/Pedestrian designated lane or pathway along the corridor and the large amounts of truck traffic affect the safety of the current Bike/Pedestrian traffic.
Stakeholder/ Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

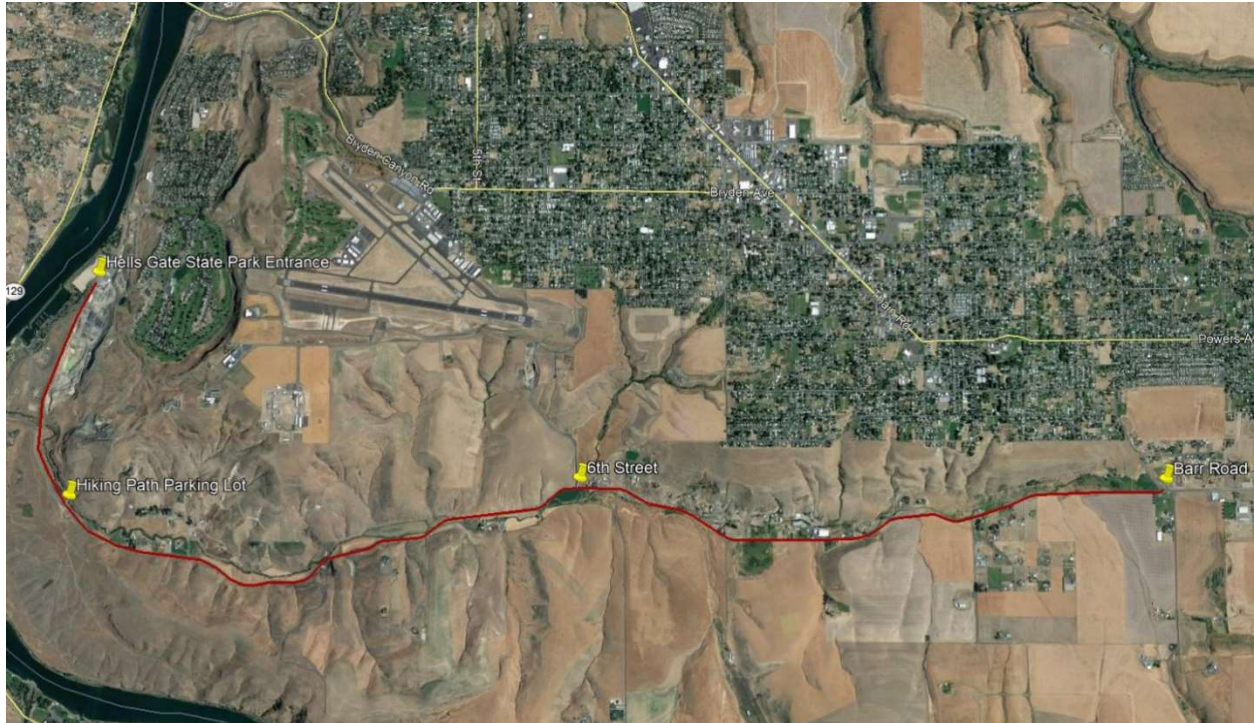
ROW Assumptions	It is assumed that the project will be constructed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated.
Safety Issues	Bike/Pedestrian Traffic	AADT	900
Length/ Dimensions	7.5 Miles, 6' Shared Use Pathway	Crash Information	No pedestrian/bike safety incursions are known.
Drainage Assumptions	It is assumed that the path would be constructed alongside the existing roadway. No known drainage problems exist that would require modification for this project.		

PROJECT FUNDING

Funding Sources & Match Required	Transportation Alternatives Program (7.34%)
----------------------------------	---

PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$1,298,100.00
30% Contingency	\$389,500.00
Survey	\$39,000.00
Engineering	\$324,600.00
Project Total	\$2,051,200.00





ENGINEER'S OPINION OF PROBABLE COST

PROJECT: Tammany Creek Road Pathway (P1); (Barr Road to Snake River Avenue)

DATE: 5/20/2020

PROJECT DESCRIPTION: New Installation of a 6' Shared Use Pathway along Tammany Creek Road

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
PHASE 1 - HELLS GATE RD TO HIKING PATH PARKING LOT					
1	6' Shared Use Pathway	6,875	LF	\$23.00	\$158,125.00
2	Mobilization (10% of Construction Cost)	1	LS	\$18,512.50	\$18,513.00
3	Embankment Material	900	CY	\$15.00	\$13,500.00
4	Signage	1	LS	\$5,500.00	\$5,500.00
5	Traffic Control	1	LS	\$8,000.00	\$8,000.00
Construction Total					\$203,638.00
Contingency 30%					\$61,092.00
Survey 3%					\$6,110.00
Engineering and CE&I 25%					\$50,910.00
Phase 1 Total					\$321,750.00
PHASE 2 - HIKING PATH PARKING LOT TO 6TH STREET					
1	6' Shared Use Pathway	15,350	LF	\$23.00	\$353,050.00
2	Mobilization (10% of Construction Cost)	1	LS	\$55,505.00	\$55,505.00
3	Embankment Material	2,000	CY	\$15.00	\$30,000.00
4	Signage	1	LS	\$12,000.00	\$12,000.00
5	Traffic Control	1	LS	\$160,000.00	\$160,000.00
Construction Total					\$610,555.00
Contingency 30%					\$183,167.00
Survey 3%					\$18,317.00
Engineering and CE&I 25%					\$152,639.00
Phase 2 Total					\$964,678.00
PHASE 3 - 6TH STREET TO BARR ROAD					
1	6' Shared Use Pathway	16,375	LF	\$23.00	\$376,625.00
2	Mobilization (10% of Construction Cost)	1	LS	\$43,987.50	\$43,988.00
3	Embankment Material	2,150	CY	\$15.00	\$32,250.00
4	Signage	1	LS	\$13,000.00	\$13,000.00
5	Traffic Control	1	LS	\$18,000.00	\$18,000.00
Construction Total					\$483,863.00
Contingency 30%					\$145,159.00
Survey 3%					\$14,516.00
Engineering and CE&I 25%					\$120,966.00
Phase 3 Total					\$764,504.00
Construction Total					\$1,298,056.00
Contingency 30%					\$389,418.00
Survey 3%					\$38,943.00
Engineering and CE&I 25%					\$324,515.00
Project Total					\$2,050,932.00

J-U-B ENGINEERS, INC.

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Project Name	Lapwai Road Pathway (P8); (East Main St. to Lindsay Creek Road)
Purpose	The purpose of this project is to improve the multi-modal connection and safety between Lapwai Road and the City of Lewiston via a Bike/Pedestrian Pathway. This section connects to an existing bike path along the shoulder of Lapwai Road. The connectivity goal is to link the communities of Lewiston, Lapwai, and Cougar Ridge area.
Project Need/Existing Conditions	Lapwai Road is a Urban Minor Arterial that connects Residents on Lapwai road to the E. Main St. in Lewiston. This is a local truck route and provides residential and industrial traffic. There is currently no Bike/Pedestrian designated lane or pathway along the corridor and the large amounts of truck traffic affect the safety of the current Bike/Pedestrian traffic.
Stakeholder/ Affected Agencies	Nez Perce County, City of Lewiston, City of Lapwai

TECHNICAL INFORMATION

ROW Assumptions	It is assumed that the project will be constructed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated
Safety Issues	Bike/Pedestrian Traffic	AADT	3700 (2017)
Length/ Dimensions	1 Mile, 6' Shared Use Pathway	Crash Information	No pedestrian/bike safety incursions are known.
Drainage Assumptions	It is assumed that the path would be constructed alongside the existing roadway. No known drainage problems exist that would require modification for this project.		

PROJECT FUNDING

Funding Sources & Match Required	Transportation Alternatives Program (7.34% Match Required)
---	--

PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$257,700
30% Contingency	\$77,400
Survey	\$7,800
Engineering and CE&I	\$64,500
Project Total	\$407,400



Pathway 



DATE: 6/16/2020

PROJECT DESCRIPTION: New Installation of a 10' Shared Use Pathway along Lapwai Road from E. Main St. to Lindsay Creek Road.

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

[illegible]

Construction Total	\$257,696.00
Contingency 30%	\$77,308.80
Survey 3%	\$7,730.88
Engineering and CE&I 25%	\$64,424.00
Project Total	\$407,159.68

Note: If separation of the road and pathway is desired: Jersey Barriers @ \$120/LF x Length (4,752 LF) = \$570,240
Guardrail @ \$30/LF x Length (4,752 LF) = \$142,560

J-U-B ENGINEERS, INC.

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Project Name	Tri-Partnership to Lindsay Creek Road Pathway (P9); (Tri-Partnership Site to Lindsay Creek Road)
Purpose	The purpose of this project is to improve the connection of residents and students from the new Lewiston High School, Lewis-Clark State College Career and Technical Center, and community park to Lindsay Creek Road.
Project Need/Existing Conditions	The City of Lewiston currently has a pathways system near the Tri-Partnership Site that is a closed loop. The installation of this new pathway would expand that system to connect down to Lindsay Creek Rd.
Stakeholder/ Affected Agencies	Nez Perce County, City of Lewiston

TECHNICAL INFORMATION

ROW Assumptions	It is assumed that the project will be constructed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated.
Safety Issues	Bike/Pedestrian Traffic	AADT	N/A
Length/ Dimensions	0.5 Miles, 10' Shared Use Pathway	Crash Information	N/A
Drainage Assumptions	No known drainage problems exist that would require modification for this project		

PROJECT FUNDING

Funding Sources & Match Required	Transportation Alternatives Program (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$117,400
	30% Contingency	\$35,300
	Survey	\$3,400
	Engineering	\$29,400
	Project Total	\$185,500



Pathway 



DATE: 5/20/2020

PROJECT DESCRIPTION: New Installation of a 6' Shared Use Pathway from the Tri Partnership site to Lindsay Creek Road.

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

[illegible]

Construction Total	\$117,400.00
Contingency 30%	\$35,220.00
Survey 3%	\$3,522.00
Engineering and CE&I 25%	\$29,350.00
Project Total	\$185,492.00

J-U-B ENGINEERS, INC.

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

PROJECT SUMMARY SHEET

P10 – Phase 1

Project Name	Lindsay Creek Road Pathway – Phase 1 (P10); (Lapwai Road to Tri-Partnership Pathway)
Purpose	The purpose of this project is to improve the safety and access for multi-modal transportation service (bicyclists and pedestrians) along Lindsay Creek Road. The construction of the pathway will eliminate the need for bicyclists and pedestrians to share the road with vehicles and semi-trucks, while connecting the City of Lewiston to the broader Nez Perce County.
Project Need/Existing Conditions	Lindsay Creek Road is an Urban Minor arterial road that is currently mainly residential and agricultural traffic. There is currently no Bike/Pedestrian designated lane or pathway along the corridor and the large amounts of truck traffic affect the safety of the current Bike/Pedestrian traffic.
Stakeholder/ Affected Agencies	Nez Perce County, Lapwai, Lewiston

TECHNICAL INFORMATION

ROW Assumptions	It is assumed that the project will be constructed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated.
Safety Issues	Pedestrians/Bicyclists sharing road with vehicles and semi-trucks.	AADT	1700 (2017)
Length/ Dimensions	0.57 Miles, 6' Shared Use Path	Crash Information	No pedestrian/bike safety incursions are known.
Drainage Assumptions	It is assumed that the path would be constructed alongside the existing roadway. No known drainage problems exist that would require modification for this project.		

PROJECT FUNDING

Funding Sources & Match Required	Transportation Alternative Program (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$111,300
30% Contingency	\$33,400
Survey	\$3,400
Engineering	\$27,900
Project Total	\$176,000



Pathway 



DATE: 5/26/2020

CLIENT: Nez Perce County

[illegible]

Construction Total	\$111,225.00
Contingency 30%	\$33,368.00
Survey 3%	\$3,337.00
Engineering and CE&I 25%	\$27,807.00
Project Total	\$175,737.00

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

PROJECT SUMMARY SHEET**P10 – Phase 2**

Project Name	Lindsay Creek Road Pathway – Phase 2 (P10); (Tri-Partnership Pathway to 18 th Street)
Purpose	The purpose of this project is to improve the safety and access for multi-modal transportation service (bicyclists and pedestrians) along Lindsay Creek Road. The construction of the pathway will eliminate the need for bicyclists and pedestrians to share the road with vehicles and semi-trucks, while connecting the City of Lewiston to the broader Nez Perce County.
Project Need/Existing Conditions	Lindsay Creek Road is an Urban Minor arterial road that is currently mainly residential and agricultural traffic. There is currently no Bike/Pedestrian designated lane or pathway along the corridor and the large amounts of truck traffic affect the safety of the current Bike/Pedestrian traffic.
Stakeholder/ Affected Agencies	Nez Perce County, Lapwai, Lewiston

TECHNICAL INFORMATION

ROW Assumptions	It is assumed that the project will be constructed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated.
Safety Issues	Pedestrians/Bicyclists sharing road with vehicles and semi-trucks.	AADT	1700 (2017)
Length/ Dimensions	1.53 Miles, 6' Shared Use Path	Crash Information	No pedestrian/bike safety incursions are known.
Drainage Assumptions	It is assumed that the path would be constructed alongside the existing roadway. No known drainage problems exist that would require modification for this project.		

PROJECT FUNDING

Funding Sources & Match Required	Transportation Alternative Program (7.34% Match Required)
---	---

PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$425,600
30% Contingency	\$127,700
Survey	\$12,800
Engineering	\$106,400
Project Total	\$672,500



Pathway 

ENGINEER'S OPINION OF PROBABLE COST

Project Name	McGary Grade (Highway 3 to top of McGary Grade) (R2)
Purpose	The purpose of this project is to increase the remaining service life of McGary Grade. This will be achieved by removing the existing asphalt surface, reconstructing the subgrade with an additional 8" of base rock, and placing 3" of new asphalt pavement.
Project Need/Existing Conditions	McGary Grade is a rural minor collector road that consists of residential traffic. Due to its age the road is exhibiting rutting and cracking.
Stakeholder/ Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

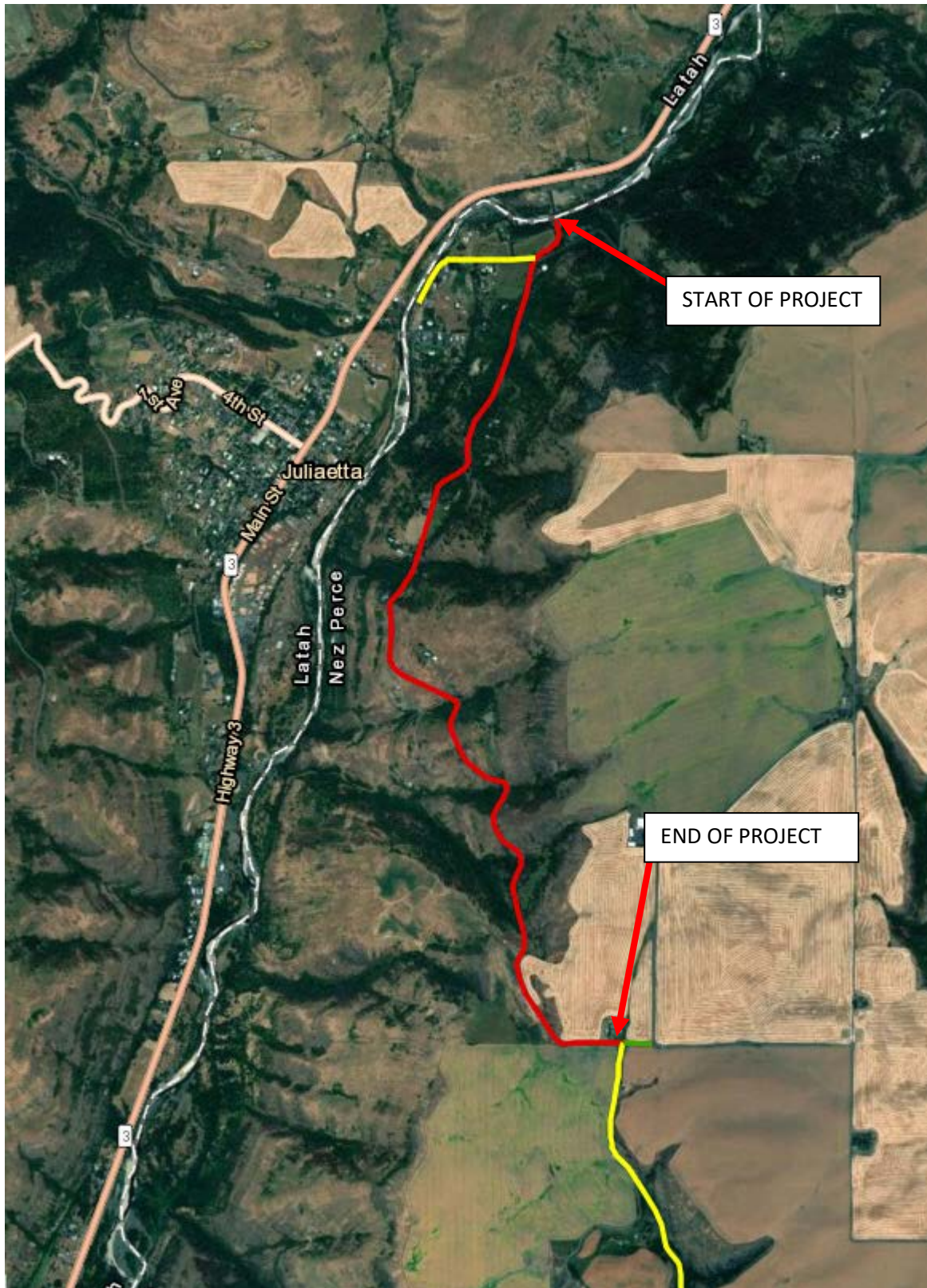
ROW Assumptions	No new right of way will be required for this project.	Environmental Aspects	CATEX anticipated
Safety Issues	Poor Roadway Surface	AADT	120 (2017)
Length/ Dimensions	2.7 Miles	Crash Information	Minor Injury (One Incident, 2018)
Drainage Assumptions	N/A		

PROJECT FUNDING

Funding Sources & Match Required	Local Rural Highway Investment Program
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$2,201,656
	30% Contingency	\$660,497
	Survey	\$66,050
	Engineering & CE&I	\$550,414
	Project Total	\$3,478,617





DATE: 5/20/2020

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

Construction Total	\$2,201,656.00
Contingency 30%	\$660,497.00
Survey 3%	\$66,050.00
Engineering and CE&I 25%	\$550,414.00
Project Total	\$3,478,617.00

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Project Name	Lapwai Road and Lindsay Creek Road Intersection Realignment and Safety Improvements Project (TS3)
Purpose	The purpose of this project is to improve the safety of the intersection. The Realignment will allow the drivers to have better sight distance at a typical 90 degree stop intersection.
Project Need/Existing Conditions	The Lapwai Road and Lindsay Creek Road Intersection is a busy residential Y intersection with industrial traffic. Lapwai Rd. makes a rounded left turn at the intersection and Lindsay Creek Rd. continues straight off Lapwai Rd. Lindsay Creek Rd. traffic does not stop and Lapwai Rd. traffic must turn left across Lindsay Creek Rd. or stop and turn right onto Lapwai Rd. In the middle of the Y, the homeowner has built a tall chain link fence with slats that prohibits vision from the stop bar.
Stakeholder/ Affected Agencies	Nez Perce County, City of Lewiston

TECHNICAL INFORMATION

ROW Assumptions	It is assumed that the project will be constructed within the existing right-of-way and/or easements.	Environmental Aspects	CATEX anticipated.
Safety Issues	Sight Distance Non-typical Stop Intersection	AADT	Lapwai Rd: 2000 Lindsay Creek Rd: 1700 Combined: 3700
Length/ Dimensions	400ft	Crash Information	Property Damage (Two Incidents, 2014, 2016) Serious Injury (One Incident, 2016)
Drainage Assumptions	No known issues exist at this intersection. No improvements anticipated.		

PROJECT FUNDING

Funding Sources & Match Required	STP Rural (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

Construction (rounded)	\$263,600
30% Contingency	\$79,000
Survey	\$7,900
Engineering & CE&I	\$65,900
Project Total	\$416,400



Plot Date: 5/12/2020 11:16 AM Plotted By: Nathan Height
Date Created: 4/14/2020 U:\CIVIL\PUBLIC\PROJECTS\JUB23-18-043\NEZ PERCE CO. TRANSPORTATION PLAN\CAD\SHEET\EXHIBITS\LAPWAI RD. LINDSAY CREEK RD. INTERSECTION CONCEPT.DWG



LAPWAI ROAD

LINDSAY CREEK ROAD



LAST UPDATE: 5/12/2020
PLOT DATE: 5/12/2020
FILE: LAPWAI RD. LINDSAY CREEK RD. INTERSECTION CONCEPT

J-U-B ENGINEERS, INC.

NEZ PERCE COUNTY TRANSPORTATION PLAN
NEZ PERCE COUNTY
LAPWAI ROAD AND LINDSAY CREEK ROAD
INTERSECTION REALIGNMENT



ENGINEER'S OPINION OF PROBABLE COST

PROJECT: Lapwai Road and Lindsay Creek Road Intersection Realignment and Safety Improvements Project (TS3)

DATE: 6/16/2020

PROJECT DESCRIPTION: New Alignment of Lapwai Road constructing a 90 degree intersection with Lindsay Creek Road.

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
1	Removal of Asphalt	2,400	SY	\$20.00	\$48,000.00
2	Removal of Tree	2	EA	\$150.00	\$300.00
3	Excavation	1,700	CY	\$25.00	\$42,500.00
4	Sub-Base	300	CY	\$25.00	\$7,500.00
5	3/4" Road Base	250	CY	\$25.00	\$6,250.00
6	Plant Mix Pavement	2,600	SY	\$35.00	\$91,000.00
7	Signage and Paint Markings	1	LS	\$10,000.00	\$10,000.00
8	6' Chain Link Fence	100	LF	\$100.00	\$10,000.00
9	Traffic Control	1	LS	\$20,000.00	\$20,000.00
10	Mobilization	1	LS	\$24,000.00	\$24,000.00
	ROW Allocation	0.2	ACRE	\$20,000.00	\$4,000.00

Construction Total	\$263,550.00
Contingency 30%	\$79,065.00
Survey 3%	\$7,906.50
Engineering & CE&I 25%	\$65,887.50
Project Total	\$416,409.00

J-U-B ENGINEERS, INC.

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Project Name	Old Spiral Highway Safety Improvements Project (TS5); (Hairpin Corner after Beacon Drive Intersection)
Purpose	The purpose of this project is to improve the safety of drivers along the Old Spiral Highway. The installation of new guardrail along the corridor will greatly reduce the risk of fatal accidents.
Project Need/Existing Conditions	The Old Spiral Highway has existing sections of road with guardrail but mostly just on sharp corners. The installation of guardrail will be located in a section of roadway that has no shoulder and is atop of a large steep slope.
Stakeholder/ Affected Agencies	Nez Perce County

TECHNICAL INFORMATION

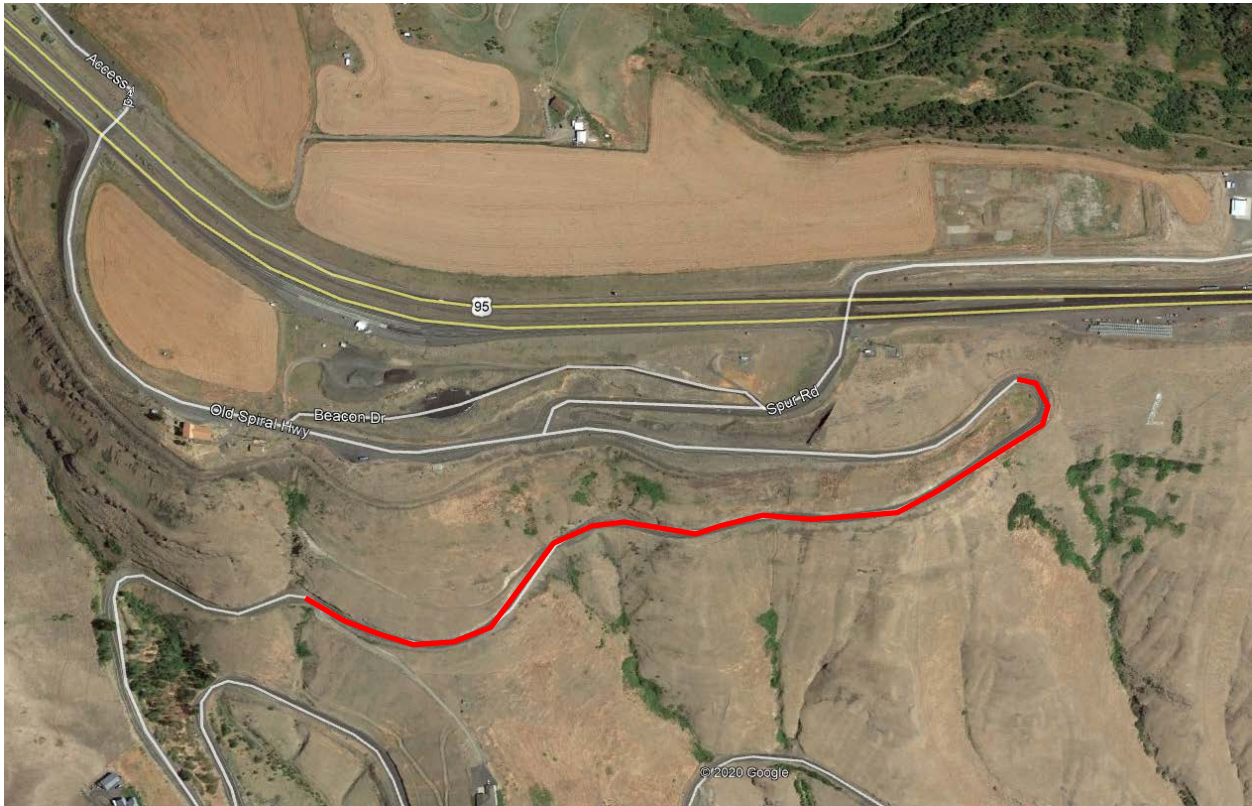
ROW Assumptions	Project will occur within existing right-of-way	Environmental Aspects	CATEX anticipated.
Safety Issues	Steep Slope, No Recovery	AADT	150 (2017)
Length/ Dimensions	Approximately 200 feet	Crash Information	Fatality (Two Incidents, 2017, 2018)
Drainage Assumptions	N/A		

PROJECT FUNDING

Funding Sources & Match Required	Local Highway Safety Improvement Program (7.34% Match Required)
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PLANNING-LEVEL COST ESTIMATE (2020 DOLLARS)

	Construction (rounded)	\$203,500
	30% Contingency	\$61,000
	Survey	\$6,100
	Engineering & CE&I	\$50,900
	Project Total	\$321,500



Project location in red.





DATE: 6/17/2020

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

Construction Total	\$203,500.00
Contingency 30%	\$61,050.00
Survey 3%	\$6,105.00
Engineering & CE&I 25%	\$50,875.00
Project Total	\$321,530.00

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011

Prefabricated Bridge Estimates



DATE: 8/27/2020

CLIENT: Nez Perce County

J-U-B PROJ. NO.: 23-18-043

[illegible]

846 Sixth Street, CLARKSTON, WA 99403 (509) 254-6011