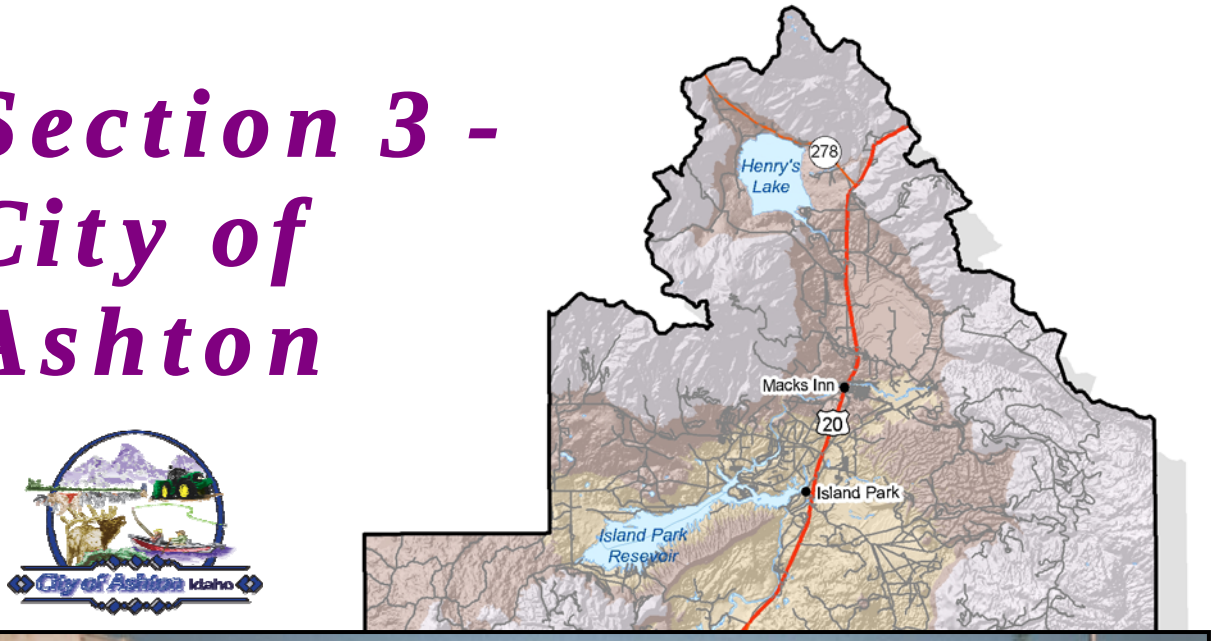
Section 3 - City of Ashton



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City of Ashton Report Overview

Introduction

The City of Ashton's quiet farming heritage belies its evolution into a recreation and vacation center for eastern Idaho. New transportation provided by the Oregon Short Line Railroad actually established the gridded town in 1906 (see **Exhibit 3-1).** Today, railroad, highways, scenic byway, pathways and public transportation are important components of this dynamic tourism center and local quality of life.

History

The City of Ashton is a farming and ranching community in the northeast corner of the state. Many of the residents making up the current population of 1,129 are descendents of the original settlers.

The City was incorporated in 1906 and is planning a centennial anniversary celebration in 2006. It was named for the chief engineer Bill Ashton of the Oregon Short Line Railroad, who homesteaded in the area.

Ashton is noted as being the largest seed-potato area in the world and is home to a potato research center. Other highlights include a wintering area for trumpeter swans, a fishing hatchery that provides trout and salmon for streams throughout Idaho, the Henry's Fork Watershed Center – which includes a research facility – and the world's largest recognized caldera.

The Ashton area has become a year-round recreational destination for tourists, attracted to the area by its proximity to Targhee National Forest, Yellowstone National Park, Harriman State Park (Idaho's newest park), Island Park, Bear Gulch Ski Area, Henry's Lake State Park and the spectacular Mesa Falls Scenic Byway. (Source: *Idaho Magazine*, February 2005)

Exhibit 3-1. Aerial View of Ashton City

Planned Transportation Projects

Exhibit 3-2 shows the following planned transportation projects envisioned by the City of Ashton in August 2005.

- ✓ Provide a new trailhead parking-lot surface for the Rails-to-Rails pathway. This pathway will eventually extend from Ashton to Tetonia on the abandoned railroad bed.
- ✓ Signalize and reinstall flashing lights for the intersection at US 20 and SH 47,
- ✓ Provide crack and chip sealing for First Street.
- ✓ Pursue public transportation opportunities with Targhee Regional Transportation.

These proposed projects were reviewed along with other projects that were suggested through the planning process. Most were included in the Capital Improvement Plan (CI-P) either in the original or a modified form. The CIP is outlined at the end of this document.

In addition, ITD lists the following Ashton area project in the Statewide Transportation Improvement Plan (STIP):

- ✓ US 20, Intersection Improvement, Ashton (Key No. 08625)
  - Milepost 360.3 to 361.3
  - Scheduled for 2009
  - The estimated construction cost is $2,000,000

This project would install curb, gutter and sidewalk, build turn and travel lanes, and manage current and future access to adjacent residences and businesses. The project begins at the south city limits (MP 360.3) and continues north for one mile, ending about ¼ mile past the north city limits.

Exhibit 3-2 – City of Ashton Planned Transportation Projects

Demographics and Land-use Trends

Ashton Population and Demographics

The following tables provide population and demographics information about Ashton.

Table 3-1. Historic Population (1970–2000)

Area	1970	1980	1990	2000
Ashton	1,187	1,219	1,114	1,129
Fremont County	8,710	10,813	10,937	11,819

Source: Idaho Department of Commerce; Idaho Economics; U.S. Census Bureau

Table 3-2. Current and Projected Population (2005–2030)

Area	2005	2010	2015	2020	2025	2030
Ashton	1,159	1,269	1,360	1,434	1,523	1,587
Fremont County	12,110	13,600	14,591	15,433	16,424	17,108

Source: Idaho Economics; J-U-B ENGINEERS, Inc.

Table 3-3. Community Age Groups (1980–2000)

Area	1980	1990	2000
Under 5 years	135	108	93
5 to 19 years	312	282	312
20 to 44 years	366	310	330
45 to 64 years	228	212	197
65+ years	178	202	197
Median age	30.2	32.7	33.3

Source: Idaho Department of Commerce; Idaho Economics.

Table 3-4. Housing (1980–2000)

Item	1980	1990	2000
Community			
Total housing units	463	448	466
Median value of owner-occupied housing	33,900	35,500	67,400
Median rent	136	184	440
County			
Total housing units	5,376	5,961	6,890
Median value of owner-occupied housing	38,200	46,200	82,200

Source: Idaho Department of Commerce.

Land Use

Eastern Idaho Railroad

New Rails-to-Trails – The Idaho State Department of Parks and Recreation is underway with a new pedestrian/bike trail along the old Union Pacific rail line that ultimately may connect Jackson with Yellowstone Park.

Mesa Falls Scenic Byway

A Corridor Management Plan for the Mesa Falls Scenic Byway, north of Ashton was completed in 2005. This corridor plan identified and highlighted 10 areas of interest well-known to Ashton area residents. The plan includes suggestions to preserve and promote these unique features of the Ashton area.

A community survey and evaluation by Idaho Rural Partnership is currently reviewing the transportation features listed in **Table 3-5**.

Table 3-5. Community Survey and Evaluation

Community Feature		Quality Rating
Transportation and Roads		
1	City streets and roads	1 2 3 4 5 6 7 Very poor Very good
3	Traffic conditions	1 2 3 4 5 6 7 Very poor Very good
4	Parking downtown	1 2 3 4 5 6 7 Very poor Very good
5	Public transit	1 2 3 4 5 6 7 Very poor Very good
6	Bicycle and pedestrian access	1 2 3 4 5 6 7 Very poor Very good

Goals and Policies

Goal: Provide a safe and well-maintained transportation system within the City that will provide for the health, safety and welfare of Ashton residents and businesses.

Policy: Protect the quality and condition of the city streets with regular maintenance and upkeep.

Policy: Encourage the use of the city's existing block size and N-S, E-W grid in future development.

Policy: Continue to work with Fremont County to accomplish cost-efficient maintenance and upkeep of the streets within the City of Ashton.

Policy: Require adequate standards for new road construction that will ensure a quality addition to the city's existing infrastructure.

Policy: Encourage continuation of the City's existing block grid in future developments wherever feasible to do so.

Goal: Promote a city roadway network that includes opportunities for pedestrian, bicycle and other recreational uses wherever feasible.

Policy: Pursue the development of a trailhead in the NE portion of the city to support the future "Rails to Trails" pathway along the old rail bed, and to support other recreational activities in the area.

Policy: Provide sidewalks and bikepaths along appropriate routes, where it is cost-effective and feasible to do so.

Policy: Encourage development of a regional pathway network that will provide connections between cities in Fremont County and surrounding counties.

Goal: Ensure that all development within the Ashton Area of Impact is in compliance with the city's ordinances and plans.

Policy: Annually review Ashton and Fremont County's Area of Impact agreement and map boundaries ordinances. Initiate an update with the County when necessary.

Policy: Request notification and review opportunities for any development being considered by the County within the City of Ashton Area of Impact.

City of Ashton Transportation System Network

Roadway Network

The City of Ashton is a rural city covering less than 1 square mile. Nearly all of the city streets are laid out in a north-south, east-west grid. Most of the city streets serve residential areas, with some commercial buildings along Main Street and the north portion of town and some industrial use along the railroad.

In 2005, the City had the following roadway inventory:

- ✓ 11.8 total miles of road
- ✓ 10.3 miles of paved road
- ✓ 1.5 miles of gravel road
- ✓ No bridges

In addition to the road network, the City maintains about 185 road signs. There are no traffic signals and seven railroad crossings within the city. Main Street has curb, gutter and sidewalk for all but the last block to the east. About half of the streets in the residential area south of Main Street have sidewalk. North of Main Street, Pine Street and the north block of 2nd Street have sidewalk but the remaining streets do not.

Functional Classification System

Description

A roadway network is typically comprised of a hierarchy of roadways that are defined by their respective functional classification. Generally, roadways serve two primary functions—access and mobility—and the degree to which the roadway serves these functions defines its functional classification.

Ashton presently has a functional classification map that is maintained and published by the Idaho Transportation Department (see **Exhibit 3-3**). The functional classification map is updated and republished every five years; however, modifications to the map can be requested at any time by highway jurisdictions depending on land-use changes and/or traffic use fluctuations on the roadways.

Table 3-6. Major Highways

Jurisdiction	Route Designation	Miles from Ashton
Federal interstate	I-15	47
Federal highway	US 20	0
State highway	33	21
State highway	32	25
Mesa Falls Scenic Byway	SH 47	0

Source: Idaho Department of Commerce

Functional classification maps are an important part of the highway system for state and federal funding requests, as generally only roads rated major collector or above are eligible for these funds.

Nationally, road networks are constituted as follows:

- ✓ Principal arterial system—2 percent to 4 percent
- ✓ Minor arterial system—7 percent to 10 percent
- ✓ Collector roads—20 percent to 25 percent
- ✓ Local roads—65 percent to 75 percent

Roadway Functional Types

The road map in **Exhibit 3-3** shows the existing and proposed functional classifications for roads in Ashton. A description of these classifications follows.

Principal Arterials and Minor Arterials

- ✓ Principal arterials carry longer-distance major traffic flows between population centers and important activity locations, including statewide or interstate travel. Minor arterials also provide direct transportation links between cities and major traffic generators.
- ✓ US 20 is the only principal arterial that passes through Ashton. This is the main north-south route through Fremont County and leads into Montana. US 20 is maintained by the ITD.
- ✓ ITD generally requires a minimum right-of-way width of 120 feet for principal arterials and 80 to 100 feet for minor arterials.
- ✓ The design speed for US 20 near Ashton is 70 mph. The posted speed is 65 mph. Design speeds are typically 5 mph higher than posted speeds.

Collectors

- ✓ Collectors link local streets with the arterial street system and provide travel corridors within a city.

- ✓ Travel speeds and volumes are generally more moderate than arterials and the travel distances shorter.
- ✓ Collector design speeds are typically higher than local street speeds, up to 35 mph.
- ✓ In Ashton, the only street designated as a collector is Main Street.
- ✓ The east portion of Main Street (east of US 20) is also known as State Highway (SH) 47.
- ✓ The City of Ashton street standards do not have a separate designation for right-of-way width for collector streets.

Local Roads

- ✓ The primary function of local roads is to provide access to adjacent residential and business land uses.
- ✓ Local roads are generally low-speed, two-lane roads that carry relatively low traffic volumes.
- ✓ The local road standards, listed in the City of Ashton *Design Requirements and Criteria*, indicate a minimum right-of-way width of 60 feet for all city streets.
- ✓ Design speeds for local roads range from 20 to 35 mph.

Recommended Changes to Functional Classification

1. Include Railroad Avenue from 3500 E to Main Street as a minor collector on the functional classification map. Much of the traffic entering Ashton from the south travels along this road. It is also a route frequently used by trucks.
2. Include Pacific Avenue from Main to Walnut, and Walnut Avenue from Pacific Avenue to US 20 as a minor collector. These streets are the primary routes used by vehicles driving through the portion of the City north of Main Street.

Exhibit 3-3. Functional Classification

Traffic Volumes and Patterns

Annual Average Daily Traffic (AADT) volumes are shown in **Exhibit 3-4 and Exhibit 3-5**. Volume data are collected periodically for all County roads. These data provide an excellent history of roadway use, or "level of service." **Table 3-7** and **Table 3-8** describe the various levels of use (sometimes shown as LOS). Major collector road segments were evaluated for current and future levels of service, shown in **Table 3-9**.

Main Street (SH 47) carries a very high traffic volume in relation to other roads within Ashton. Main Street is now operating at LOS B and will continue to do so for many years. However, operational issues such as a high percentage of turning traffic should be addressed to maintain an adequate LOS and improve safety.

Exhibit 3-4. Annual Average Daily Traffic (AADT)- Existing

Exhibit 3-5. Annual Average Daily Traffic (AADT) - Future?

Operational Measures

Roadway Levels of Service (LOS)

Traffic flow is typically measured by LOS (**Table 3-7**). LOS is an assessment of traffic-flow characteristics and mobility. Each segment of a roadway can be rated from A to F to reflect traffic conditions at the given demand or service volume. A level of service rating of A means essentially uninterrupted flow, while a rating of F indicates a breakdown of traffic flow with excessive delay. In urbanized roadways, the LOS is measured by the average travel speed for the segment of roadway. Average travel speed reflects driver mobility and accounts for delays created by traffic control devices, turning vehicles and parking maneuvers.

Table 3-7. Descriptions for Urban Street Class IV Level of Service

LOS	Description	Average Travel Speed (mph)
A	Free flow. Vehicles are completely unimpeded in their ability to maneuver in the traffic stream.	>25
B	Reasonably unimpeded flow. The ability to maneuver in the traffic stream is only slightly restricted.	>19–25
C	Stable traffic flow. The ability to maneuver in the traffic stream and change lanes mid-block may be more restricted than LOS B. Congestion is primarily due to turning traffic.	>13-19
D	Approaching unstable traffic flow. Small increase in flow may cause substantial increases in delay.	>9-13
E	Unstable flow. Significant delays and ravel speeds less than 1/3 of free flow speed.	>7-9
F	Forced or heavily congested flow. Extremely low speeds approaching 1/4 of free flow speed.	≤ 7

Source: Highway Capacity Manual (2000)

The following are optimal conditions for an urban highway:

- ✓ Capacity of 1,800 passenger cars per hour per lane.
- ✓ Lane width of 12 feet or greater
- ✓ Clear shoulders, 6 feet or greater

- ✓ Dedicated turn lanes
- ✓ Only cars (no trucks) in the traffic stream
- ✓ A 50/50 directional split of traffic
- ✓ No impediments to through traffic
- ✓ Level terrain

Typically, levels of service of C or D are acceptable on urban roadways.

Table 3-8 shows the current (2004) and projected (2025) levels of service for major collectors in Ashton.

Table 3-8. Current (2004) and Projected (2025) Levels of Service for Major Collectors—Ashton

Name	Begin Road/ Location	End Road/ Location	Average Annual Daily Traffic 2004	Average Annual Daily Traffic 2025	Avg. Travel Speed (mph) 2004	Avg. Travel Speed (mph) 2025	LOS 2004	LOS 2025
Main Street (SH 47)	US 20	2nd	2,600	3,640	19.1	19.1	B	B
Main Street (SH 47)	2nd	7th	4800	6720	21.0	21.0	B	B
Main Street (SH 47)	7th	US-32	3050	4270	23.4	23.3	B	B

Source: J-U-B ENGINEERS, Inc., 2005

Intersection Levels of Service

Traffic flow is typically measured by level of service at intersections. Two-way stop-controlled and all-way stop-controlled intersections measure level of service by the stopped delay at the intersection (**Table 3-9**).

At two-way stop-controlled intersections, drivers on the controlled approaches are required to select gaps in the major street flow before crossing the road or turning. The capacity of the controlled legs is based on the following factors:

- ✓ Distribution of gaps in the major street traffic stream
- ✓ Driver judgment in selecting a gap through which to execute the desired maneuver

✓ Follow-up time required by each driver in a queue

The five-leg intersection was analyzed using the 1985 HCM methodology. The later versions do not lend themselves for calculating intersections with more than four legs. The LOS is based on reserved capacity instead of vehicle delay although the letter designations are approximately equivalent.

The selected intersections in Ashton are unsignalized and perform well from a capacity standpoint. (**Table 3-10**) The five-leg intersection of Main/Pacific / S 4th may have other operational problems related to intersection's geometry.

Table 3-9. Level of Service at Stop-controlled Intersections

LOS	Description
A	Less than 10 second delay
B	More than 10 and less than 15 seconds of delay
C	More than 15, but less than 25 seconds of delay
D	More than 25 seconds and less than 35 seconds of delay
E	More than 35 seconds, but less than 50 seconds of delay
F	More than 50 seconds of delay

Source: *Highway Capacity Manual* (2000)

Table 3-10. Current Levels of Service at select Ashton Intersections (2006)

Intersection	Eastbound		Westbound		Northbound		Southbound		Northeast bound	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Main / Pacific / Park / S 4th	Main Street (Major)		Main Street (Major)		S 4th (Minor)		Pacific Avenue (Minor)		Park Avenue	
						A		A		A
SH 47 / SH 32 / 3600 E	3600 E (Minor)		SH 32 (Minor)		SH 47 (Major)		SH 47 (Major)			
	9.1	A	9.9	A						
SH 47 / US 20	SH 47 (Minor)		SH 47 (Minor)		US 20 (Major)		US 20 (Major)			
	10.8	B	11.1	B						

Crash Location—Road Segments and Intersections

Urban roadways trend towards numbers of crashes with lower severity than rural roadways. This can be attributed to higher traffic volumes and increased roadway access, but lower vehicular speeds.

Table 3-11 lists locations where more than two crashes occurred in Ashton.

Table 3-11. Ashton Accidents (2000–2004)

Location	Intersection or Segment	Accidents	Injuries	Fatalities	Comments
5th	Main Street	3	–	–	–
7th	Idaho Street	2	–	–	–
Main Street	2nd	2	–	–	–
Main Street	7th	2	–	–	–

Source: City of Ashton, 2005.

Exhibit 3-6 identifies the geographic locations of collisions.

Three of the four locations in Ashton that had two or more crashes are located along Main Street (SH 47). The intersection of Main Street at 5th Street experienced three crashes. Main at 2nd, Main at 7th and Idaho at 7th experienced two crashes each in the last 5 years.

Exhibit 3-6 – City of Ashton Crash Data (Wet and Dry Conditions)

Bridges

Ashton does not have any bridges over 20 ft span that the City is responsible for maintaining.

Drainage

Drainage is an important part of road construction and maintenance. The following drainage issues are related to roadways:

- ✓ Drained base and sub-grade to prevent reduced pavement section strength and failure
- ✓ Drainage parallel to the roadway to avoid localized flooding of the road surface
- ✓ Adequate cross-drainage to minimize the risk of roadway fill failure and prevent flooding of adjacent upstream lands
- ✓ Erosion protection to prevent loss of lateral support and degradation of water quality

The City does not have an underground storm drain system. As a result, there is occasional ponding of stormwater near the elevators on the north side of Main Street. These accumulations of stormwater can be managed with roadside drainage swales, a french drain or other form of underground drainage field.

Access Management Policies

Description

Roadways function for both mobility of the public and accessibility to adjacent properties. Both functions are essential, but roadways are designed with different emphasis on each function.

An **arterial** is designed to carry more traffic at higher speeds. Mobility is paramount, while the roadway's access function is minimized. This emphasis necessitates a design for higher speeds and restriction of access along the arterial.

On the other hand, access is the primary function of **local** roads. A local road is more important for providing access than for providing mobility. Travel speeds are low and accesses are permitted.

Collectors provide the bridge between local roads and arterials. A collector road should allow controlled access under specific conditions. Speeds on collectors should be from 35 to 50 miles per hour (mph), depending on the surrounding land uses. A rural collector road should be continuous between arterials, collectors, traffic generators and towns/cities to provide intracounty travel corridors.

Access Spacing

Short spacing between private access drives complicates the driving task. Drivers must watch for ingress and egress traffic at several points simultaneously while maintaining lateral and longitudinal control of the vehicle and monitoring vehicles ahead, behind and in adjacent lanes.

Longer spacing between accesses simplifies the driving task by reducing the amount of information that drivers must process and react to and increasing the time between conflict points.

Access control is an essential part of good land-use and transportation planning. It can be implemented through two primary approaches on local road systems:

- ✓ An access or right-of-way permit system
- ✓ Planning, zoning and subdivision processes

ITD and the LHTAC have similar approach policies. **Table 3-12** summarizes ITD's access spacing requirements. The LHTAC standard approach policy does the following:

- ✓ Encourages joint use approaches
- ✓ Provides for a minimum separation of 330 feet for private approaches
- ✓ Provides a maximum of two approaches per property tract or business frontage
- ✓ Provides geometric requirements that include the following:
  - Sight distance
  - Minimum and maximum width
  - Grade
  - Approach alignment

Table 3-12. Summary of ITD's Access Spacing Requirements

Access Type	Functional Classification	Type	Intersection Spacing	Approach Spacing	Signal Spacing
I	Rural Minor and Major Collector	At-Grade	0.25 mile	300 feet	0.5 mile
II	Rural Minor Arterial	At-Grade	0.25 mile	500 feet	0.5 mile
	Urban Collector and Minor Arterial	At-Grade	660 feet	150 feet	0.25 mile
III	Rural Principal Arterial	At-Grade/ Interchange	0.5 mile	1,000 feet	0.5 mile
	Urban Principal Arterial	At Grade/ Interchange	0.25 mile	300 feet	0.5 mile

Access Type	Functional Classification	Type	Intersection Spacing	Approach Spacing	Signal Spacing
IV	Rural Principal Arterial (Multiple-Lane)	At Grade/ Interchange	1 mile	N/A	0.25 mile
	Urban Principal Arterial (Multiple-Lane)	At Grade/ Interchange	1 mile	N/A	0.25 mile
V	Rural Interstate	Interchange	3 miles	N/A	N/A
	Urban Interstate	Interchange	1 mile	N/A	N/A

Source: Idaho Transportation Department

The information in Table 3-12 is provided as a guideline for determining appropriate access spacing for new development. It is understood that cities such as Ashton will have existing collector streets that have established approaches and intersections that are much closer than those indicated in the table.

Design Standards

The following text shows recommended roadway design standards for the City of Ashton. It is recommended that these revised standards be adopted into the existing city ordinances.

Purpose

The purpose of this section is to provide standards for the construction or reconstruction of roadways. These standards are for roadways in low to medium density residential and light commercial areas. A large-scale development study will be required for any development that generates sufficient traffic to necessitate additional construction requirements.

Large-Scale Development

Any requirement of this section may be altered as a result of a large-scale development study that may be required by the City of Ashton. Any alterations shall be at the discretion of the City of Ashton.

Right-of-Way

Table 3-13 shows roadway right-of-way minimum width requirements.

Table 3-13. Right-of-way Standard Widths

Type of Roadway	Minimum Width of Public Right-of-way (ft)
Arterials	80 - 100
Collectors	70 - 80
Local roads and streets	60 - 80

Subdivision streets*	60

* Subdivisions in city impact areas shall follow current right-of-way widths of the closest city.

Cul-de-Sacs and Dead-End Streets

Cul-de-sacs are discouraged in the City of Ashton.

Dead-end streets shall be prohibited except where temporarily permitted by a subdivision phasing plan or to provide for future connections between developments. A temporary cul-de-sac shall be provided when a temporary dead-end street serves four or more lots. The temporary cul-de-sac shall be constructed in accordance with the standards detailed above.

Roadway Design Criteria

Table 3-14 is intended to show the minimum and maximum values for various parameters used in design criteria for the three classes of streets and highways to be designed. Modification by the city on an individual project by project basis may be accomplished by following appropriate procedures.

Table 3-14. Roadway Design Parameters

Design Parameter	Arterial	Collector	Local Roads and Streets
Vertical Grades*			
Minimum	0.5%	0.5%	0.5%
Maximum	6.0%	6.0%	10.0%***
Horizontal Curvature	7^0	11.5^0	25^0
Minimum Radius**	510 - 1039 foot	510 ft	198 ft
Design Speed	35 – 45 mph	35 mph	25 mph
Angles of Intersection	80 - 90^0	80 - 90^0	70 - 90^0
Grade at Intersection	3% over a minimum of 50 ft from edge of pavement of major roadway		

* Roadways constructed using curb and gutter sections may have a minimum grade of 0.35 percent

** Minimum radius without super-elevation. Radius measured to centerline of roadway.

*** May be increased to 15 percent with special attention to maintenance consequences

Roadways shall be constructed with applicable characteristics shown in **Figures 3-1 through 3-4**. A geotechnical report prepared by a licensed engineer indicating an appropriate pavement section design may be required for collector streets or other roadways that may receive higher numbers of vehicle traffic than other local streets, and for roadways that are expected to carry truck traffic on a regular basis.

The minimum centerline radius of any curve shall be 100 feet (super-elevated). The minimum radius may be larger, if required by current ASHTO guidelines.

Vertical geometry and passing or stopping sight distances shall be in accordance with the latest AASHTO *Policy on Geometric Design of Highways and Streets*.

Site triangles on approaches and intersections from a stop condition shall be unobstructed along both directions of the road in accordance with AASHTO *Policy on Geometric Design of Highways and Streets*.

Clear zone distances shall be in accordance with the most recent edition of the AASHTO *Roadside Design Guide*.

Figure 3-1. Typical Road Section

Figure 3-2. Typical Road Section

Figure 3-3. Typical Road Section

Figure 3-4. Typical Road Section

Distances between approaches and from intersections vary depending on the classification of each road (see **Table 3-15**). Approaches on cul-de-sacs, dead ends and other non-through streets shall be a minimum of 12 feet apart.

Table 3-15. Non-Signalized Access Spacing for Driveways

Functional Classification	Minimum Spacing between Approaches and Intersections		
	Minimum Use (Private Driveway)	Minor Generator (Cul-de-sac)	Major Generator or Business Approach
Principal Arterial	225	350	450
Minor Arterial	175	250	325
Collector	150	200	250
Local	100	150	200

All new construction within city limits and impact areas shall be required to follow the Department of Justice document *ADA Standards for Accessible Design* for all publicly accessible areas. This is applicable, but not limited to the construction of public sidewalks, parking facilities and building construction.

Mailbox turnouts shall be in accordance with the LHTAC document *The Location, Support and Mounting of Mailboxes*.

Impact Areas

Construction within any designated impact area shall be in accordance with the city standards. The city planning and zoning board shall have the jurisdiction to review any construction plans within designated impact areas.

Drainage

All drainage facilities shall be approved by the city in conjunction with the roadway plans. The design shall be based on the Idaho Transportation Department's publication, Urban Storm Sewer Design for Idaho Highways, latest edition, or procedures as set forth by the city. The design storm shall be a 10-year, 6-hour event. The conveyance of storm water and associated runoff shall include winter and spring runoff needs. Any disruption of the normal drainage pattern of the area to be developed must have special consideration to accommodate future drainage.

Roadway surfaces shall be crowned to slope away from the roadway centerline at a grade of 2 percent.

All necessary drainage easements for accommodating drainage structures shall be shown and recorded on the plans or the plat as a part of the approved plans or plat. Drainage easements necessary for draining storm water across private property shall be shown on the plans or plat and recorded with the city by a letter

from the applicant describing the areas containing the easements such as lot lines, blocks, etc.

When a curb and gutter roadway section is proposed, a complete storm sewer system must be designed and constructed under the review of a registered professional engineer. Storm water disposal and maintenance thereof may be the responsibility of the developer or a homeowner's association.

Pavement Marking and Signing

The developer shall install stop signs at all intersections with arterial streets. The developer shall also install all other signs required for safe traffic and pedestrian movement in the development. Signs shall be in accordance with the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD).

The city shall determine pavement marking requirements subject to MUTCD requirements on a case-by-case basis. Should centerline markings or other pavement markings be required, they shall be constructed by the applicant in accordance with the MUTCD, latest edition. The spacing, location and width of markings will be determined on a case-by-case basis by the city. Paint quality shall be the same as that used by the Idaho Transportation Department for their pavement markings.

Culverts and Bridges

All culverts and bridges shall be designed by a professional engineer. Bridges and culverts are subject to the stream corridor and floodplain requirements.

All bridges and culverts on natural waterways shall be designed to pass a 100-year flood without damage to the bridge or its approaches, without diverting flood waters onto neighboring properties and without increasing the level of the base flood downstream.

The developer may be required to install a bridge rather than a culvert on any natural waterway where such action is required by the advice of the Idaho Fish and Game Department, to protect the fishery.

Culverts not included in this section shall conform to drainage standards.

All culverts and bridges shall be designed to support a minimum gross vehicle load of 40,000 pounds.

There shall be a minimum 50-foot tangent approach to all bridges.

Asset Management

As part of the transportation planning process, the City of Ashton has undertaken a comprehensive asset management process for the Road & Bridge Department. In order to provide the County with a summary of the existing geographic information, a pavement management inventory was completed. This pavement management inventory will allow the City of Ashton to develop geographic information system (GIS) mapping. A traffic sign inventory was also conducted. These elements provide the first step toward completing an overall asset management system for the city's transportation components.

The following is a summary of completed and recommended asset inventory needs.

Pavement Management

By providing the city with pavement management software and a pavement management plan, Ashton hopes to achieve an average of 10 to 12 years of remaining service life for paved roads.

Pavement Management System

Limited financial resources have created an urgent need to manage roadway inventories objectively. A pavement management system helps maintain an accurate inventory of streets, tracks pavement deterioration, diagnoses the cause of deterioration and evaluates design solutions. The system allows objective determination of strategies for maintaining and, in some instances, even improving and extending the performance life of roadways. By using effective maintenance and rehabilitation methods, city roadways can provide higher levels of service for longer periods of time, resulting in direct, immediate savings to both the city and motoring public.

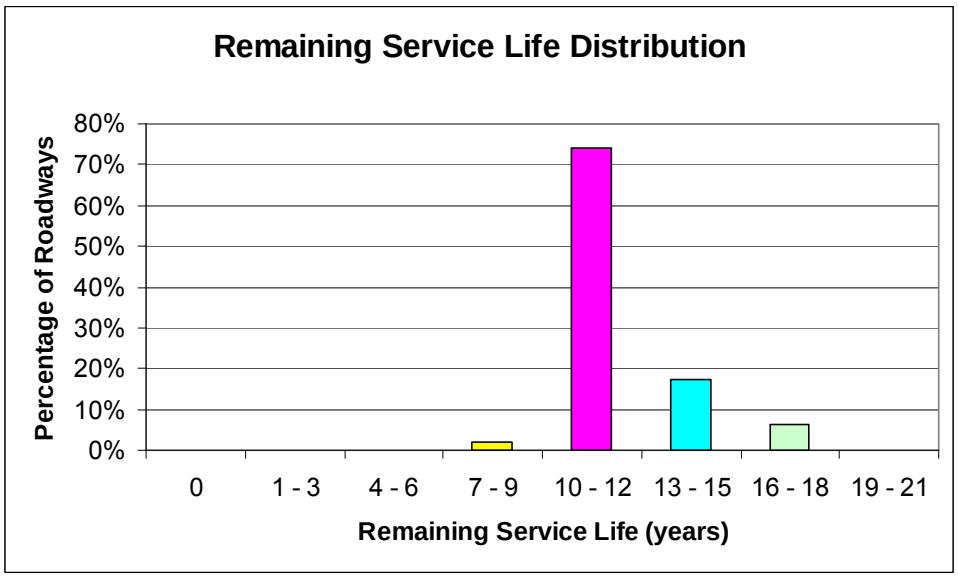
Preventative Maintenance Work

The cornerstone of pavement management is preventative maintenance. Maintenance treatments are used for several reasons: to seal cracks in the pavement, patch failed sections of asphalt and arrest oxidation aging that embrittles asphalt surfaces. Inspecting each roadway, making timely repairs and resurfacing the pavement can prolong the life of roads.

The key to preventative maintenance is identifying and performing the appropriate work at the appropriate time. Timely action prevents the pavement from advancing to the next, more expensive level of repair. Avoiding the next level of repair minimizes disruptions to roadway users once repairs are eventually performed. Most importantly, timely work is relatively inexpensive, improves the service condition, reduces the deterioration rate and extends the serviceable life of roadways.

Figure 3-5 shows the City of Ashton's remaining service life distribution for paved roads based on the 2005 inventory.

Figure 3-5. Remaining Service Life Distribution for Paved Roads



Pavement management includes the following steps:

- ✓ Inventorying all road assets
- ✓ Assessing roadway conditions at least every three years
- ✓ Establishing condition levels for each asset
- ✓ Setting the annual budget to maintain each asset at or above the established condition levels

Pavement Inventory and Analysis

As part of the transportation planning process, the city's paved roads were inventoried and assessed. An average remaining service life (RSL) for the city's paved roads was determined to be 11.84 years. This average RSL falls within the target range of 10 to 12 years. This indicates that the city's paved roadways are in good condition and are managed efficiently. Typically, the RSL distribution would form a pyramid, with the highest percentage of roads falling in the 10–12 RSL category. The current distribution shows nearly all road segments are at or above the RSL range for preventative maintenance. Preventive maintenance strategies can be used to add substantial life to the road network if implemented in 2006. A pavement management plan (a separate document) projects future RSL scenarios based on the available budget and the costs associated with various maintenance strategies. This program will help the city determine the most efficient use of maintenance strategies.

The pavement management program will need to be updated with each year's maintenance activities. These maintenance activities (chip seals, triple chip seals, etc.) should be tracked for each road segment in the asset management software. Any changes to the pavement inventory should be entered in to the

program with subsequent analysis conducted to determine the most cost-effective pavement management strategy.

Signs

The City of Ashton completed a sign inventory as part of a sign replacement project that was recently funded by an LHTAC Investment grant. This inventory and location information was entered into the asset management software. Inclusion of these data will allow the City of Ashton to develop maintenance, replacement and upgrade strategies for signs.

To maintain sign conditions and meet mandated sign upgrade requirements, the city should develop an annual sign budget for continual upgrade and replacement of signs.

Culverts

The city's culverts were inventoried during development of the transportation plan. This inventory and location information was entered into the asset management software. Inclusion of these data will allow the City of Ashton to develop maintenance, replacement and upgrade strategies for culverts and improve planning for road improvement projects by addressing culvert needs.

Sidewalks

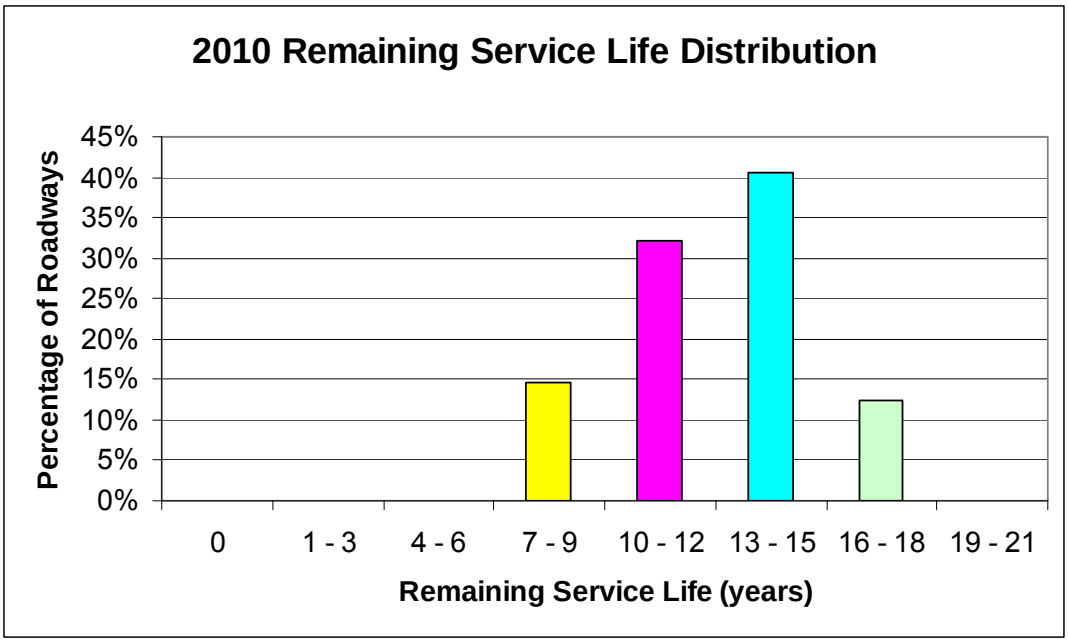
The City of Ashton desires to complete the sidewalk along both sides of Main Street to the east to the new high school. They would also like to see another route completed along Pine Street leading west from the High School to the commercial area along Park Avenue. A north-south sidewalk is needed in the southeast quadrant of the city to connect to Main Street, along 7th Street or possibly 8th Street. (See **Exhibit 3-7**.)

Exhibit 3-7. City of Ashton Sidewalk Map

Recommended Pavement Management Strategy

Several strategies were examined in determining an effective pavement management plan for the City of Ashton. The recommended strategy maintains the current favorable average remaining service life over the course of the next five years. The 2010 system-wide average remaining service life of this strategy is 12.50 years. The corresponding 2010 remaining service life distribution can be seen in **Figure 3-6**. The budget required for this strategy consists of approximately $140,000 every 2 years. The recommended pavement management strategy consists of applying a single chip seal to approximately 50% of the City's roadways in 2008 and the remaining 50% of the roadways in 2010. Thereafter, the city would employ a 5-year rotation for chip sealing, (50% of the roadways in 2013 and 50% in 2015 and so forth). A detailed analysis and allocation of funds can be seen in the pavement management plan document.

Figure 3-6. 2010 RSL Distribution—Recommended Strategy



Other Modes and Means of Transportation

Alternatives to motor vehicles whether for cost savings, convenience, recreation, or exercise are a growing component of the transportation infrastructure. **Exhibit 3-8** depicts the various existing modes and means of transportation in Fremont County and/or Ashton. See Section 2 for additional information.

Truck Routes

Ashton experiences periodic heavy truck traffic during harvest and springtime agriculture activities. As shown on **Exhibit 3-9**, Most of this traffic is along Railroad Avenue, Park Avenue, Pacific Avenue and Main Street.

Consideration must be taken for the added effect of and need for large trucks on the road network. Trucks require larger turning radius corners and stronger road sections. Additionally, trucks affect the carrying capacity of the roadways.

Therefore, planning for the future road network should include appropriate measures to accommodate necessary truck traffic.

Trails and Trailheads

Ashton has been working with the railroad and the state trails manager to obtain permission to convert the railroad bed from Ashton to Tetonia into a pedestrian/bike path. This was finally accomplished in 2005. The route for the "Rails to Trails" is shown in **Exhibit 3-8**.

As part of the Mesa Falls Scenic Byway Corridor Study, a concept plan of a trailhead parking area was drafted. This trailhead concept plan is included as **Exhibit 3-10**.

Exhibit 3-8. Fremont County Transportation Modes…

Exhibit 3-9. City of Ashton Truck Routes

Exhibit 3-10. Ashton Trailhead Concept Plan

Project Alternative Analysis

The projects described on the following pages were identified through an extensive public involvement process that included:

- ✓ A Public Open House held near Ashton
- ✓ Two Transportation Advisory Committee (TAC) meetings
- ✓ A project kick-off meeting with county and city elected officials and department supervisors
- ✓ Interviews with Ashton police officers, the public works supervisor, city clerk and emergency medical service personnel
- ✓ Joint meetings with the Ashton City Council and Planning and Zoning Commission
- ✓ An engineering review of traffic, accident and pavement condition data by the project engineers

Not all projects that were suggested through this process have been included in these lists. Many of the suggestions pertained to the state highways (SH 32, SH 47 and US 20). Changes and improvements to state highways are not within the jurisdiction of the City of Ashton. Therefore, these projects are not included. The suggestions related to the state highways are listed separately and will be forwarded to ITD District 6 for their consideration.

Pair Wise Comparison

The Pair Wise Comparison method of ranking projects through public involvement was used to prioritize projects for Fremont County, the City of Ashton and the City of St. Anthony. This process:

- ✓ Compares criteria and develop criteria weights
- ✓ Compares projects for each criteria
- ✓ Develops weighted values for each project on each criteria
- ✓ Sums weighted results for each project

At the third TAC workshop, members selected five criteria from a list of 10 examples that they felt accurately reflected the goals and objectives of the study.

Criteria

- ✓ **Cost (Including right-of-way)**
  Considers the overall cost of the project and the amount of local funds (matching funds) required to complete the project.
- ✓ **Safety**
  Evaluates the impact the project will have on overall safety conditions of the targeted project area. Also evaluates potential secondary safety benefits to

other areas as a result of its implementation. Safety issues include: roadway width, shoulders, speed and volume of accidents.

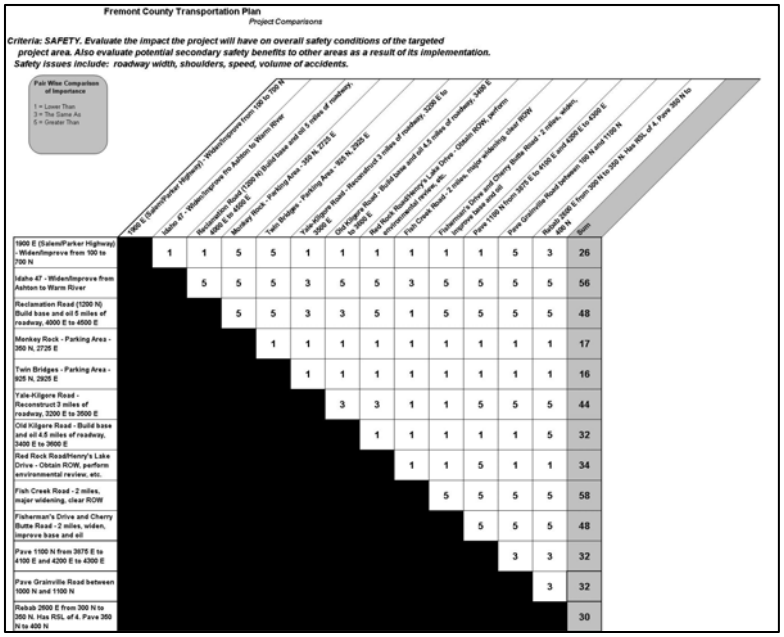
- ✓ **Local Access and Circulation**
  Evaluates how the project serves the residents and how the project provides access to appropriate / desired areas of the county and/or city. Also evaluates whether the project has a negative effect on existing functional roadways.
- ✓ **Maintenance**
  Evaluates the associated annual cost of maintaining a completed project for the design life (20 years) of the project.
- ✓ **Constructability / Feasibility**
  Evaluates ease of construction and impacts that construction will have on traffic and surrounding infrastructure. Also considers whether the project has a realistic chance of being constructed within the next 20 fiscal years.

Using a list of suggested projects gathered from open house public comment and key-person interviews, TAC members also compiled a list of the top priority transportation projects in the county and cities. This list was added to and refined by a second round of key-person interviews.

TAC members were then sent all the materials to rank the projects utilizing the Pair Wise method, including detailed descriptions of each project with cost estimates. TAC members were randomly assigned a criterion to base their comparison on (five TAC members for each criterion). Those TAC members that had a special relationship with the city of Ashton and/or St. Anthony were also asked to compare projects in their respective city, for all five criteria.

Figure 3-7 is an example of a completed Fremont County Pair Wise chart.

Figure 3-7. Completed Fremont County Pair Wise Chart



Portion of Instructions Provided (via email) to the TAC to Assist in Completing the Fremont County Pair Wise Project Comparison

Attached to this email is everything you will need to quickly and easily complete the Fremont County Pair Wise Project Comparison. Attached to this message are:

- Complete Pair Wise Comparison Excel Spreadsheet (XLS)
- Detailed project descriptions and cost estimates (DOC)

First, open and print the **Project Description** document. You will refer to this information during the Pair Wise Comparison process.

Next, open the **Fremont County** spreadsheet. Each TAC member has been randomly assigned one of the five criteria selected at the October workshop to consider when evaluating the projects. Your criterion is described at the top of the spreadsheet.

You must compare projects using the scale in the upper left hand corner of each page.

- There is no need to compare the same project; i.e. Monkey Rock Parking Area vs. Monkey Rock Parking Area. Therefore, where identical projects meet on the spreadsheet, the box has been Blacked Out.
- There is also no need to compare projects twice; the spreadsheet will automatically assign the opposite value to the chart's reversed comparison, therefore you only need to concern yourself with comparing projects with empty boxes. All others have been Blacked Out.

For example: The first two projects to compare are **1900 E – Widen/Improve from 100 N to 500 N** versus **Idaho 47 – Widen/Improve from Ashton to Warm River**. First, read and understand the evaluation criteria description, then read and understand each detailed project description and ask yourself, "Considering my criteria, is widening and improving 1900 East more important, of equal importance or less important than widening and improving Idaho 47 from Ashton to Warm River?"

Then, type in the corresponding numeric value: 1 for less important, 3 for equal, or 5 for more important. Complete this process for each project comparison, resave the Excel spreadsheet(s) on your computer and reattach the file on a return message to me.

As mentioned, each of the 25 TAC members was assigned one of five criteria; therefore four other TAC members received the same criteria as you. If we do not received everyone's completed spreadsheet our results will be unbalanced and skewed, so **PLEASE COMPLETE AND RETURN YOUR PAIR WISE COMPARISON BY FEBRUARY 14, 2006.**

At the fourth TAC workshop, group members were asked to assign a weighted value for each criterion, in an identical method to the project comparison they had completed earlier (see **Figure 3-8**).

Figure 3-8. Fremont County Project Ranking Criteria

Fremont County Transportation Plan
Project Ranking Criteria

Pair Wise Comparison of Importance

1 = Much Lower Than
2 = Lower Than
3 = The Same As
4 = Greater Than
5 = Much Greater Than

	Safety	Maintenance	Local Access/Circulation	Cost (Including ROW)	Constructability/Feasibility	Sum
Safety		5	5	5	5	20
Maintenance	1		2	2	2	7
Local Access/Circulation	1	4		2	4	11
Cost (Including ROW)	1	4	4		5	14
Construction/Feasibility	1	4	2	1		8

Project scores within each of the five criteria were then totaled and multiplied by their respective criteria weight. The five weighted scores for each project were summed and the project totals were ranked, resulting in a prioritized list of projects based on TAC input (see **Figure 3-9**).

Figure 3-9. Prioritized List of Projects

Fremont County Transportation Plan
Project Ranking

Ranking Criteria

	Safety	Local Access and Circulation	Maintenance	Cost (Including ROW)	Constructability/Feasibility	Total Project Score	Project Rank
1900 E (Salem/Parker Highway) - Widen/Improve from 100 to 700 N	3440.0	2189.0	693.0	3108.0	1240.0	**10670**	**2**
Idaho 47 - Widen/Improve from Ashton to Warm River	4520.0	2288.0	1029.0	1400.0	424.0	**9661**	**3**
Reclamation Road (1200 N) Build base and oil 5 miles of roadway, 4000 E to 4500 E	3840.0	2101.0	952.0	2744.0	1040.0	**10677**	**1**
Monkey Rock - Parking Area - 350 N, 2725 E	1340.0	957.0	763.0	1288.0	1784.0	**6132**	**13**
Twin Bridges - Parking Area - 925 N, 2925 E	1680.0	979.0	763.0	1064.0	1712.0	**6198**	**12**
Yale-Kilgore Road - Reconstruct 3 miles of roadway, 3200 E to 3500 E	3200.0	1650.0	987.0	1960.0	1176.0	**8973**	**6**
Old Kilgore Road - Build base and oil 4.5 miles of roadway, 3400 E to 3600 E	2400.0	1606.0	763.0	1876.0	1096.0	**7741**	**11**
Red Rock Road/Henry's Lake Drive - Obtain ROW, perform environmental review, etc.	2640.0	1507.0	1176.0	2240.0	920.0	**8483**	**8**
Fish Creek Road - 2 miles, major widening, clear ROW	3640.0	1232.0	952.0	2156.0	928.0	**8908**	**7**
Fisherman's Drive and Cherry Butte Road - 2 miles, widen, improve base and oil	3320.0	1441.0	1288.0	2128.0	1200.0	**9377**	**4**
Pave 1100 N from 3875 E to 4100 E and 4200 E to 4300 E	2560.0	1342.0	1155.0	2044.0	1144.0	**8245**	**10**
Pave Grainville Road between 1000 N and 1100 N	2520.0	1958.0	1288.0	2100.0	1160.0	**9026**	**5**
Rehab 2600 E from 300 N to 350 N. Has RSL of 4. Pave 350 N to 400 N	2440.0	1342.0	1288.0	2100.0	1136.0	**8306**	**9**

This ranking was then shared with the at-large community at a series of Public Open Houses throughout the county.

Projects Identified through the Pair Wise Planning Process

The planning process for this transportation plan identified the following list of projects for the Capital Improvement Plan (CIP). See **Exhibit 3-11**. These projects are not listed in order of priority.

1. Improve the intersection at Railroad Avenue and US 20
2. Rehabilitate or reconstruct 1ST Street, Main to Idaho
3. Complete the Rails-to-Trails trailhead parking and picnic area
4. Pave (Triple shot BST) Railroad Avenue from 3500 E to Idaho Street to Main Street (US 20)
5. Add sidewalk to the north side of Main Street from 8th Street to the city limits
6. Add sidewalk to the south side of Main Street from 8th Street to the city limits
7. Add sidewalk to the east side of 5th Street, Main St. to Idaho St.
8. Add sidewalk to the south side of Pine Street from 5th Street. to the high school
9. Add sidewalk to the east side of 7th Street, Main St. to Idaho St.
10. Add sidewalk to the north side of Cherry St., the east side of 10th from Cherry St to Pine St., and the east side of Pacific Ave. from Walnut St. to Cherry St.

These projects are described in more detail as follows:

1. Improve the intersection at Railroad Avenue and US 20

This would be a joint effort by ITD and the City of Ashton. The intersection is on a banked curve and consequently has a sharp drop-off onto the local street. Ashton would like to see the grade improved by ITD. The city will need to increase the grade of the roadway outside of the Hwy right-of-way. The city's portion of the cost is estimated to be $50,000.

2. Rehabilitate or reconstruct 1st Street, Main to Idaho

This block of street is in front of the elementary school and is blocked off from most through traffic while school is in session. The pavement has large potholes and areas of gravel. It is recommended to pulverize or remove the existing asphalt, repair the base underneath and repave with a BST treatment. This cost is estimated to be $115,000 for this one block length of roadway.

3. Rails-to-Trails Trailhead Parking and Picnic Area

The triangular-shaped property between the railroad tracks (north of Cherry Street and east of 7th Street) has been leased to the city to be used as a trailhead and parking area for snowmobiles, bicyclists and others who may want to use the

proposed trails along the railroad tracks. A proposed layout has been developed and grant funds will be sought to complete the plans. The estimated cost is $135,000 if the parking lot is left unpaved and $195,000 if the parking lot is paved.

4. Pave (triple shot BST) Railroad Avenue

Railroad Avenue is currently unpaved. It receives a large portion of the truck traffic in town and is a convenient route to downtown from county road 3500 E. The section from 3500 E to Idaho Street is approximately 800 feet long. The portion of Railroad Avenue from Idaho Street to Main Street (US 20) is approximately 930 feet long, for a total length of 1,730 feet. The estimated cost to apply a 24-foot wide triple shot BST treatment is $46,500. The estimated cost to pave Railroad Avenue is $135,000.

5. Add sidewalk, north side of Main Street from 8th Street to the city limits (approximately 210 feet) and west side of access road to the high school to Pine Street (approximately 340 feet).

Both sections are proposed to be a 5-foot concrete sidewalk. The estimated cost is $14,000 for Main Street, $24,000 for the north-south portion and $38,000 total.

6. Add sidewalk, south side of Main Street from 8th Street to the city limits (approximately 500 feet)

The new sidewalk is proposed to be a 5-foot concrete sidewalk. The estimated cost is $25,000 (all include 10 percent mobilization and 15 percent contingency).

7. Add sidewalk, east side of 5th St., south of Main Street

This concrete sidewalk will be approximately 660 feet long and is proposed to be 5 feet wide. The estimated cost is $32,000.

8. Add sidewalk, south side of Pine Street from 5th Street to the high school

This concrete sidewalk is approximately 2,100 feet long and is proposed to be 5 feet wide. The estimated cost is $148,000.

9. Add sidewalk, east side of 7th St., south of Main Street

This concrete sidewalk will be approximately 660 feet long and is proposed to be 5 feet wide. The estimated cost is $32,000.

10. Add sidewalk, north side of Cherry Street, east side of 10th between Cherry Street and Pine Street, also Pacific Avenue from Walnut Street to Cherry Street

This concrete sidewalk will be approximately 2360 feet long and is proposed to be 5 feet wide. The estimated cost is $165,000.

Exhibit 3-11. City of Ashton Capital Improvement Projects

Projects suggested by citizens for highways under the jurisdiction of ITD District 6

The citizens of Ashton would like to see the following projects considered by ITD and encourage ITD District 6 to include them in the planning efforts of the District.

1. Improve or signalize the intersection at SH 47 and SH 32

The accident rate at this intersection is higher than the surrounding area. (10 accidents over 5 years, from 2000 -2004, 60% were injury accidents)

2. Address future congestion on Main Street

This may involve striping to add a center turn lane.

3. Rehabilitate Main Street (SH 47) from the junction with US 20 to the railroad tracks

The existing pavement is cracking and has many potholes.

Projects for Future Consideration

The following additional projects were suggested by the public for the Ashton area, but were not selected for inclusion in the Capital Improvement Plan at this time.

- ✓ The state has put up “No Parking” signs between Cherry and Spruce / Walnut next to the highway. The state needs to put a barrier up to prevent people from parking there.
- ✓ The speed limit is 45 mph in front of the new high school on east side of town and lowers to 25 mph at the city limits. The current speed limit in front of the new high school is acceptable during the summer, but public opinion is that it should be lowered while school is in session.
- ✓ Would like to see sidewalks from Idaho Street through Spruce Street on the north end of town. Most residents live on the east side of the highway and this would benefit older residents walking to the grocery store, which is on the west side of the highway.
- ✓ Widen SH 47 out all the way to the school. It currently bottlenecks on 9th and 10th Streets.

Future Roadway Corridors

The City of Ashton has identified preferred corridors for future roads within the impact area. See **Exhibit 3-12**. These corridors extend Willow Lane east and west, White Pine Street to the east to 3500 E, Idaho Street to the west, 4th Street to the north, 3rd and 7th streets to the south and 10th Street both to the north and to the south. There is also an east-west corridor north of the city between 3500 E and 3600 E and another on the south.

The goal of identifying these corridors is to preserve the corridor for future right-of-ways by deterring any permanent construction that may be proposed within these corridors. These corridors were selected based on the understanding that they were the most feasible locations for expansion of the current infrastructure, both above and underground, such as water and sewer lines and stormwater control, as well as enhancing traffic flow though the city.

The city should provide the Future Corridor Plan to all who inquire about developing within the impact area. The developer should incorporate the Future Corridor Plan into the street layout of any proposed development.

Exhibit 3-12. Future Roadway Corridors

City of Ashton Capital Improvement Plan

Introduction

Transportation concerns that need to be met include providing for safe pedestrian walkways, improving several intersections and paving certain streets in the City of Ashton. These concerns can be addressed through a combination of improvements and additions to the existing transportation system that focus on sidewalks, capacity and safety issues and roadway upgrades. The City of Ashton will continue to maintain existing transportation facilities for the traveling public and sustain local and county economic development.

The following section summarizes the five-year capital improvements that are recommended for the City of Ashton transportation system. This list of projects is the culmination of the cooperative and creative effort of City of Ashton staff, elected officials and Ashton residents who provided excellent comments and solutions for designing a functional transportation system.

Capital Improvements

There are several characteristics of capital improvements:

- ✓ They are major projects requiring the expenditure of public funds over and above annual operating expenses for the purchase, construction or replacement of physical assets.
- ✓ They include the acquisition or construction of facilities such as roadways, bridges, rights-of-way, airport, library, park, city hall or others.
- ✓ They typically have a useful life of over 10 years.

For capital improvements to be implemented, it must be within a city's financial ability to pay for the proposed projects. The City of Ashton has developed the CIP to ensure that funds are budgeted for capital improvements. The CIP does the following:

- ✓ Outlines capital expenditures to be incurred each year over a fixed period of years, generally a five-year time period with annual review
- ✓ Optimizes the use of taxpayer dollars
- ✓ Focuses attention on community needs, goals and capabilities
- ✓ Increases opportunities for using various matching fund programs

Capital Improvement Plan Projects

This section describes projects in the 5-year CIP. See **Exhibit 3-11** for project locations.

Roadway and Bridge Projects

1 Improve Intersection of US 20 and Railroad Avenue

Location

This intersection is at the south city limits on the east side of US 20

Need—Roadway Safety

The existing intersection is not designed to current standards for sight distance or grade. Improvements at this intersection would provide a safer entrance onto and exit from US 20.

Improvements

Raise the grade of the city's portion of the intersection to make a smoother transition to the elevation of US 20. Modify the curve to improve sight distance.

Estimated Cost

- ✓ $120,000 for all improvements. City's portion is estimated to be $50,000 using city and/or county road and bridge department resources.

Funding Sources

- ✓ LHTAC Investment Program
- ✓ ITD maintenance funds

2 Reconstruct or Rehabilitate 1st Street from Idaho Street to Main Street

Location

By elementary school.

Need—Pedestrian Safety and Mobility

1st Street has potholes and extensive cracking. An overlay or seal coat alone would not be adequate without also repairing the base under the existing pavement.

Improvements

Remove existing pavement, rework and recompact base, apply triple shot BST treatment.

Estimated Cost

- ✓ To apply a 24-foot wide triple shot BST treatment is $115,000

Funding Sources

- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

3 Complete the Rails-to-Trails Trailhead Parking and Picnic Area

Location

The triangular-shaped property between the railroad tracks (north of Cherry Street and east of 7th Street) has been leased to the city to be used as a trailhead and parking area for snowmobiles, bicyclists and others who may want to use the proposed trails along the railroad tracks.

Need—Pedestrian Safety and Mobility

This would complete the sidewalk along the north side of Main Street to provide a safe pedestrian path through town and to and from the high school.

Improvements

A proposed layout has been developed and grant funds will be sought to complete the plans. The plans include parking areas for recreation vehicles with trailers, picnic areas and restrooms.

Estimated Cost

- ✓ $135,000 if the parking lot is left unpaved and $195,000 if the parking lot is paved

Funding Sources

- ✓ Enhancement Funds
- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

4 Pave (triple shot BST) Railroad Avenue from 3500 E to Idaho Street to Main Street

Location

Railroad Avenue from 3500 to Main Street

Need—Pedestrian Safety and Mobility

Railroad Avenue is currently unpaved. It receives a large portion of the truck traffic in town and is a convenient route to downtown from county road 3500 E.

Improvements

Pave or apply a triple shot BST treatment from 3500 E to Main Street (SH 47), approximately 1,730 feet.

Estimated Cost

- ✓ To apply a 24-foot wide triple shot BST treatment is $46,500
- ✓ To pave Railroad Avenue, 24 feet wide is $135,000

Funding Sources

- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

5 Sidewalk Improvements – North side of Main Street

Location

North side of Main Street from 8th Street to the city limits and along the west side of the high school access road to Pine Street

Need—Pedestrian Safety and Mobility

This would complete the sidewalk along the north side of Main Street to provide a safe pedestrian path through town and to and from the high school.

Improvements

Construct 600 feet of 5-foot wide sidewalk. An 8-foot wide sidewalk may be preferable if funding can be obtained.

Estimated Cost

- ✓ $25,000 for both sidewalks—$11,000 for Main Street and $14,000 for the north-south portion. The cost increases to $44,000 to include curb and gutter.

Funding Sources

- ✓ Enhancement Funds
- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

6 Sidewalk Improvements – South side of Main Street

Location

South side of Main Street from 9th Street to the city limits

Need—Pedestrian Safety and Mobility

This would complete the sidewalk along the south side of Main Street to provide a safe pedestrian path through town and to and from the high school.

Improvements

Construct a minimum 5-foot wide sidewalk. An 8-foot wide sidewalk may be preferable if funding can be obtained.

Estimated Cost

- ✓ $60,000 for approximately 750 feet of 5-foot wide sidewalk, including curb and gutter. The estimated cost without curb and gutter is $33,000.

Funding Sources

- ✓ Enhancement Funds
- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

7 Sidewalk Improvements along east side of 5th Street

Location

East side of 5th Street, from Main Street to Idaho Street.

Need—Pedestrian Safety and Mobility

This would provide a safe pedestrian path for the southern portion of town to and from Main Street and the high school.

Improvements

Construct a minimum 5-foot wide sidewalk.

Estimated Cost

- ✓ $32,000 for approximately 770 feet of 5-foot wide concrete sidewalk without curb and gutter

Funding Sources

- ✓ Enhancement Funds
- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

8 Sidewalk Improvements along Pine Street

Location

South side of Pine Street from 8th Street to the high school access

Need—Pedestrian Safety and Mobility

This would provide a safe pedestrian path through town and to and from the high school.

Improvements

Construct a minimum 5-foot wide sidewalk.

Estimated Cost

- ✓ $125,000 for approximately 1100 feet of 5-foot wide concrete sidewalk without curb and gutter

Funding Sources

- ✓ Enhancement Funds
- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

9 Sidewalk Improvements along east side of 7th Street

Location

East side of 7th Street, from Main Street to Idaho Street.

Need—Pedestrian Safety and Mobility

This would provide a safe pedestrian path for the southern portion of town to and from Main Street and the high school.

Improvements

Construct a minimum 5-foot wide sidewalk.

Estimated Cost

- ✓ $32,000 for approximately 770 feet of 5-foot wide concrete sidewalk without curb and gutter

Funding Sources

- ✓ Enhancement Funds
- ✓ LHTAC Investment Program
- ✓ City Roadway Budget

City of Ashton Funding Sources

State/Local Funding

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

Revenue from the HDA for the maintenance, repair and construction of Idaho's 5,000-mile state highway system is deposited into the state highway account for ITD use.

ITD receives approximately 56 percent of the HDA revenue.

The remaining amount is divided among cities, counties and highway districts and the Idaho State Police.

Funding Sources for the HDA

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

Local Federal-aid Incentive Program

This funding is allocated to local jurisdictions by the LHTAC through a competitive application process that is reviewed each year.

Local rural funds are allocated for projects in rural areas and cities with populations below 5,000.

Funds may be used for new construction, reconstruction, or rehabilitation of roadways functionally classified by the Federal Highway Administration as rural major collectors or higher, with a small percentage allowed for minor collectors.

Surface Transportation Program (STP) funds can also be used for activities such as transportation planning, corridor studies and purchase of minimally corrosive anti-icing material. These funds may also be used for enhancement, bridge, or safety activities.

The local match requirement is 7.34 percent.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funds are available to implement cost-effective activities, plans and projects that are mutually beneficial to transportation and air quality.

There are two categories of projects:

- ✓ **Construction**
  Road surfacing, bicycle and pedestrian route construction, traffic flow improvements and inter-modal facilities.
- ✓ **Non-construction**
  Dust control and prevention; transit; alternative fuels conversions; traffic flow and Intelligent Transportation Systems studies; and alternative transportation education, promotion and outreach efforts.

The local match requirement is 7.43 percent of total project cost.

Enhancement Program

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

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

- ✓ Establishment of transportation museums

Enhancement funding is generally very competitive due to the limited funding available and large number of applications submitted each year.

Federal aid enhancement funds have a limit of $500,000 per project.

Projects require a local match of between 2 percent and 10 percent, depending on the amount requested.

Public Lands Highways Program

Public Lands Highways (PLH) discretionary funds are available for any kind of transportation project eligible for assistance under Title 23 of United States Code that is within, is adjacent to, or provides access to the areas served by a public lands highway.

These highways may be state highways, local roads or federal agency roads.

There is no required state or local match on PLH discretionary funds.

In the past two years, much of the funding available under this discretionary program has been earmarked by Congress, leaving less funding available to projects submitted in the traditional manner.

Highway Safety Program

Funds are for projects that reduce accidents at identified hazardous locations, make bicycle and pedestrian safety improvements (including on-road facilities, public trails and traffic calming activities) or improve motorist protection at railroad crossings.

These funds are available for any state or local public road.

The local or state match requirement is 7.34 percent.

Scenic Byways Program

The project must be on a highway or local road designated as a scenic, historic, or backcountry byway.

Eligible projects include development and implementation of corridor management plans, safety improvements as a result of designation, pedestrian/bicycle facilities, turnouts, shoulder improvements and interpretive and tourist information facilities.

The local match requirement is 20 percent.