

**Surface Transportation Block Grant Program – Urban (STBG-U)
Project Application and Ranking Process - Roadway Reconstruct/Expansion**

Due: February 3, 2021

Project Name, Location and Brief Description: Woodruff; Lincoln to Yellowstone, Idaho Falls. This is a roadway reconstruction and widening project from Lincoln to Yellowstone. It will increase the roadway from 2 lanes to 5 lanes (2 thru lanes NB, 2 thru lane SB and 1 center turn lane).

[Attachment 2435 Form](#)

A) Congestion Relief and System Operations (0-25 points)

When assigning points consider how well the project provides immediate and long term congestion relief at an intersection, roadway or the network as a whole.

How congested is the intersection or roadway segment currently and projected to be in the future? Traffic on Woodruff backs up significantly (over 2 blocks) during the afternoon peak hours South of Lincoln and South of Yellowstone as the roadway on the north side of the intersection of Lincoln and Woodruff is restricted to 1 lane each direction.

1) Current v/c ratio: 1.03

2) Projected no-build v/c ratio: 1.25

To what degree is the project expected to improve capacity, not only on the roadway itself but elsewhere in the transportation system? Woodruff South of the intersection of Lincoln and Woodruff will improve significantly with this project. This project will also grant significant relief to 25th East as the area grows significantly due to the development of the Costco at the intersection of 25th East and Lincoln.

3) Projected build v/c ratio*: 0.50

Location:	Transportation system v/c ratios*:	
4)	No-build v/c ratio:	Build v/c ratio:
5)	No-build v/c ratio:	Build v/c ratio:
6)	No-build v/c ratio:	Build v/c ratio:
7)	No-build v/c ratio:	Build v/c ratio:
8)	No-build v/c ratio:	Build v/c ratio:

*may require additional model runs to determine traffic projections under build conditions. Contact BMPO.

[Capacity Worksheet](#)

B) Safety (0-25 points)

When assigning points consider how well the project addresses high accident locations by including safety improvements to mediate the primary causes of crashes.

What location(s) exist within the projects scope that are considered to have a high degree of accidents? Why are they deemed to be critical accident locations that need attention? The intersections of Woodruff and Lincoln and the South leg of the Intersection of Woodruff and Yellowstone. There are also a number of accidents along the roadway between these intersections.

Accident Location and Rates:

1) Intersection of Woodruff & Lincoln	Crash: 2	Severity: 3	Density: 1	Overall: 2.00
2) Woodruff between Lincoln & Yellowstone	Crash: 2	Severity: 3	Density: 0	Overall: 1.67
3) Intersection of Woodruff & Yellowstone (South leg only)	Crash: 4	Severity: 4	Density: 0	Overall: 2.67

Accident Worksheet

What are the primary causes of accidents and contributing circumstances from crash reports? 52% of the accidents are rear end accidents due to traffic back-ups and inattention. 35% are angle turning accidents and head on accidents that would be prevented by the addition of the center left turn lane. The remaining accidents 13% are utility pole strikes, side swipe and run off the roadway accidents.

Identify project design elements/counter measures implemented to address primary causes of accidents. Include related crash reduction factor:

Crash reduction counter measures:	Crash reduction factor:
1) Center Left Turn Lane Installation	92% per CMF Clearing House (see attached)
2) Construction of Curb & Sidewalks	78% of Pedestrian accidents per CMF Clearinghouse (see attached)
3) Additional Thru lanes	24% per CMF Clearing House (see attached)

C) System Preservation (0-20 points)

When assigning points consider how well the project preserves or enhances the transportation system.

What is the current pavement condition? **Poor with evidence of potholing and block stress cracking. See attached photos.**

Pavement surface rating: **3**

[Pavement Rating System \(for more information regarding surface rating\)](#)

What traffic control devices, if any, will be added or upgraded? **Roadway Illumination will be provided. Pavement Striping and crosswalks at the intersections will be enhanced. Signing throughout the project will be upgraded.**

What bridges in poor condition, if any, will be replaced (deck, superstructure, and/or substructure or culvert) as part of this project? What bridges in fair or poor condition, if any, will be rehabilitated as part of this project?
N/A

D) Multi-modal and Accessibility (0-10 points)

When scoring points consider if the project includes multi-modal facilities for improved accessibility, connectivity and safety.

Plan or study that identifies multi-modal project or need: **Connecting Our Community Plan**

What bicycle and pedestrian improvements, if any, are included in the project? **Sidewalk connectivity will be accommodated on the East and West side of the roadway.**

What public transportation improvements, if any, are included in the project? **Pedestrian access for bus stops can be accommodated with the design along this route.**

E) Support Economic Vitality (0-10 points)

When scoring points consider if the project improves access to housing, jobs, recreation and other areas of economic importance.

What corridor preservation techniques, if any, were implemented in relation to the project? **The corridor has been preserved through platting dedicated right of way to accommodate this facility.**

Does the project extend an existing roadway or address a gap in the roadway network? **No, however additional lanes are provided as the roadway is above capacity and traffic is increasing drastically.**

F) Project Feasibility (0-10 points)

When scoring points consider if the project is good fit for federal funds based on cost and impacts.

Attachment 1150 Form

What is the total estimated cost of the project? **\$2,535,000**

What is the estimated cost per mile? **\$4,424,031**

Is the project coordinated with other funding sources? **No**

What potential environmental impacts may require remediation? **None other than normal proejects.**

WOODRUFF; Lincoln to Yellowstone

APPENDIX A: VICINITY MAP

VICINITY MAP



1" = 1,000'

N WOODRUFF AVE -
LINCOLN RD TO N YELLOWSTONE HWY

MP 7.075 TO MP 7.592

BONNEVILLE COUNTY

CITY OF IDAHO FALLS

WOODRUFF; Lincoln to Yellowstone

APPENDIX B: ITD 1150



Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		2/2/2021	
Location			District
Woodruff, Lincoln to Yellowstone; Idaho Falls			6
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
4180	7.075	7.592	0.517

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$25,000
1b. Preliminary Engineering by Consultant (PEC)		\$200,000
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		
4. Earthwork		\$94,000
5. Drainage and Minor Structures		\$106,000
6. Pavement and Base		\$688,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$170,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$50,000
11. Detours		
12. Landscaping		\$40,000
13. Mitigation Measures		\$20,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$387,000
15. Cost of Constructions (Items 3 through 14)		\$1,555,000
16. Mobilization 10 % of Item 15		\$156,000
17. Construction Engineer and Contingencies 35 % of Items 15 and 16		\$599,000
18. Total Construction Cost (15 + 16 + 17)		\$2,310,000
19. Total Project Cost (1 + 2 + 18)		\$2,535,000
20. Project Cost Per Mile	\$1,000	\$4,903,000

Prepared By:

Chris Canfield, P.E. Assistant Public Works Director

WOODRUFF; Lincoln to Yellowstone

APPENDIX C: ITD 2435

Local Federal-Aid Project Request



Instructions

- Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
- Attach a Vicinity Map showing the extent of the project limits.
- Attach an ITD 1150, Project Cost Summary Sheet.
- Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) Idaho Falls			Date 2/2/21		
Project Title (Name of Street or Road) Woodruff; Lincoln to Yellowstone		F.A. Route Number 004180	Project Length 0.568 Mile	Bridge Length N/A	
Project Limits (Local Landmarks at Each End of the Project) Woodruff; Lincoln to Yellowstone					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk		
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input checked="" type="checkbox"/> Seal Coat		
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____		
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 225,000			
Right-of-Way (ITD 1150, Line 2)		\$ 0.00			
Construction (ITD 1150, Line 18)		\$ 2,310,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		N/A			
Within 2 miles of an Airport		N/A			
Parks (City, County, State or Federal)		N/A			
Environmentally Sensitive Areas		N/A			
Federal Lands (Indian, BLM, etc.)		N/A			
Historical Sites		N/A			
Schools		N/A			
Other		N/A			
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	5	Roadway Width (Shoulder to Shoulder)	28 ft	65 ft
Pavement Type	Plantmix	Plantmix	Right-of-Way Width	100 ft	100 ft

Sponsor's Signature 	Title Asst. Public Works Director
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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WOODRUFF; Lincoln to Yellowstone

APPENDIX D: Capacity Worksheets

Capacity Worksheet for Roadway Segments

Roadway Segment	Woodruff 004180; Lincoln to Yellowstone		
Current/Model Year	2021		
Functional Classification	Minor Arterial	https://static1.squarespace.com/static/5f4818ef31f0ff53d986ae65/t/5f909fe001f962385e5ebd7f/1603313637320/2040-LRTP.pdf	(see pages 8 and 9)
Number of Current/Future Lanes	2/5		
Capacity Threshold	12501		
Current/Projected Traffic Volume	12890	https://www.bmpo.org/traffic-counts	adjusted from the 2014 count
V/C Ratio	1.03		

Collector

One Lane	5251
Two Lanes	10501
Three Lanes	13001
Four Lanes	20501
Five Lanes	25001

Minor Arterial

Two Lanes	12501
Three Lanes	16001
Four Lanes	26001
Five Lanes	31001

Principal Arterial

Two Lanes	14001
Three Lanes	18501
Four Lanes	31001
Five Lanes	37001
Six Lanes	47001
Seven Lanes	56001

Freeway

Four Lanes	83001
Six Lanes	124001

Capacity Worksheet for Roadway Segments

Roadway Segment	Woodruff	
Current/Model Year	004180; Lincoln to Yellowstone	
Functional Classification	2021	
Number of Current/Future Lanes	Minor Arterial	https://static1.squarespace.com/static/5f4818ef31f0ff53d986ae65/t/5f909fe001f962385e5ebd7f/1603313637320/2040-LRTP.pdf (see pages 8 and 9)
Capacity Threshold	2/5	
Current/Projected Traffic Volume	12501	
V/C Ratio	15610	https://www.bmpo.org/traffic-counts based on 2040 projection fomr 2014 count
	1.25	

Collector

One Lane	5251
Two Lanes	10501
Three Lanes	13001
Four Lanes	20501
Five Lanes	25001

Minor Arterial

Two Lanes	12501
Three Lanes	16001
Four Lanes	26001
Five Lanes	31001

Principal Arterial

Two Lanes	14001
Three Lanes	18501
Four Lanes	31001
Five Lanes	37001
Six Lanes	47001
Seven Lanes	56001

Freeway

Four Lanes	83001
Six Lanes	124001

Capacity Worksheet for Roadway Segments

Roadway Segment	Woodruff 004180; Lincoln to Yellowstone	
Current/Model Year	2021	
Functional Classification	Minor Arterial	https://static1.squarespace.com/static/5f4818ef31f0ff53d986ae65/t/5f909fe001f962385e5ebd7f/1603313637320/2040-LRTP.pdf (see pages 8 and 9)
Number of Current/Future Lanes	2/5	
Capacity Threshold	31001	
Current/Projected Traffic Volume	15610	https://www.bmpo.org/traffic-counts based on 2040 projection fomr 2014 count
V/C Ratio	0.50	

Collector

One Lane	5251
Two Lanes	10501
Three Lanes	13001
Four Lanes	20501
Five Lanes	25001

Minor Arterial

Two Lanes	12501
Three Lanes	16001
Four Lanes	26001
Five Lanes	31001

Principal Arterial

Two Lanes	14001
Three Lanes	18501
Four Lanes	31001
Five Lanes	37001
Six Lanes	47001
Seven Lanes	56001

Freeway

Four Lanes	83001
Six Lanes	124001

WOODRUFF; Lincoln to Yellowstone

APPENDIX D: Accident Worksheets & CMF's

Basic Intersection Crash Performance

Location:

Woodruff & Lincoln

Years:

2015 - 2020

Input Analysis Period (in years)

5

Input # Fatal Crashes at Intersection (Not # of Persons)

0

Input # of 'A' Severity Crashes at Intersection

0

Input # of 'B' Severity Crashes at Intersection

4

Input # of 'C' Severity Crashes at Intersection

9

Input # of Property Damage Crashes at Intersection

22

Input Average # of Vehicles Entering Intersection Daily*

26690

[Historical Crash Data - WebCARS Office of Highway Safety](#)

<https://www.bmpo.org/traffic-counts>

*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50

Intersection Crash Rate (average 0.65) =

0.72

per million entering vehicles

Intersection Severity Rate (average 1.00) =

1.07

Intersection Crash Density (average 5.00) =

7.00

crashes per year

Crash Rate Score

2

Severity Rate Score

3

Crash Density Score

1

Overall Rate (average 1.33)

2.00

Basic Intersection Crash Performance

Location:

Woodruff; Lincoln to Yellowstone

Years:

2015 - 2020

Input Analysis Period (in years)

5

Input # Fatal Crashes at Intersection (Not # of Persons)

0

Input # of 'A' Severity Crashes at Intersection

1

Input # of 'B' Severity Crashes at Intersection

2

Input # of 'C' Severity Crashes at Intersection

5

Input # of Property Damage Crashes at Intersection

7

Input Average # of Vehicles Entering Intersection Daily*

12890

[Historical Crash Data - WebCARS Office of Highway Safety](#)

<https://www.bmpo.org/traffic-counts>

*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50

Intersection Crash Rate (average 0.65) =

0.64

per million entering vehicles

Intersection Severity Rate (average 1.00) =

1.15

Intersection Crash Density (average 5.00) =

3.00

crashes per year

Crash Rate Score

2

Severity Rate Score

3

Crash Density Score

0

Overall Rate (average 1.33)

1.67

Basic Intersection Crash Performance

Location:

Woodruff & Yellowstone (South Approach)

Years:

2015 - 2020

Input Analysis Period (in years)
Input # Fatal Crashes at Intersection (Not # of Persons)
Input # of 'A' Severity Crashes at Intersection
Input # of 'B' Severity Crashes at Intersection
Input # of 'C' Severity Crashes at Intersection
Input # of Property Damage Crashes at Intersection
Input Average # of Vehicles Entering Intersection Daily*

5
0
1
1
3
8
6445

[Historical Crash Data - WebCARS Office of Highway Safety](#)

<https://www.bmpo.org/traffic-counts>

*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50

Intersection Crash Rate (average 0.65) =

1.11

 per million entering vehicles

Intersection Severity Rate (average 1.00) =

1.79

Intersection Crash Density (average 5.00) =

2.60

 crashes per year

Crash Rate Score

4

Severity Rate Score

4

Crash Density Score

0

Overall Rate (average 1.33)

2.67

Woodruff (Lincoln to Yellowstone) Accident reduction Crash Modification Factors

2/2/21

[CMF Clearinghouse >> Search Results](#)

▼ Countermeasure: Add two-way left-turn lane

<input type="checkbox"/> Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input type="checkbox"/>	0.92	8	★☆☆☆☆	All	All		HOVEY AND CHOWDHURY, 2005	

[CMF Clearinghouse >> Search Results](#)

▼ Countermeasure: Install sidewalk

<input type="checkbox"/> Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input type="checkbox"/>	1.78	-78	★☆☆☆☆	Vehicle/bicycle		Urban	ALLURI ET AL., 2017	Minor Arterial, Major Collector, and... [READ MORE]

[CMF Clearinghouse >> Search Results](#)

▼ Countermeasure: Install an additional lane

<input type="checkbox"/> Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input type="checkbox"/>	0.76	24	★☆☆☆☆	All	Fatal,Serious injury,Minor injury	Urban	DIXON ET AL., 2016	CMF applies to adding one ... [READ MORE]
<input type="checkbox"/>	0.75	25	★☆☆☆☆	All	Fatal,Serious injury,Minor injury	Urban	DIXON ET AL., 2016	CMFs of adding one additional ... [READ MORE]
<input type="checkbox"/>	0.74	26	★☆☆☆☆	All	Fatal,Serious injury,Minor injury	Urban	DIXON ET AL., 2016	CMFs of adding one additional ... [READ MORE]

WOODRUFF; Lincoln to Yellowstone

APPENDIX E: Photos



Woodruff Existing Conditions



Woodruff Pavement Conditions (cracking and potholing)



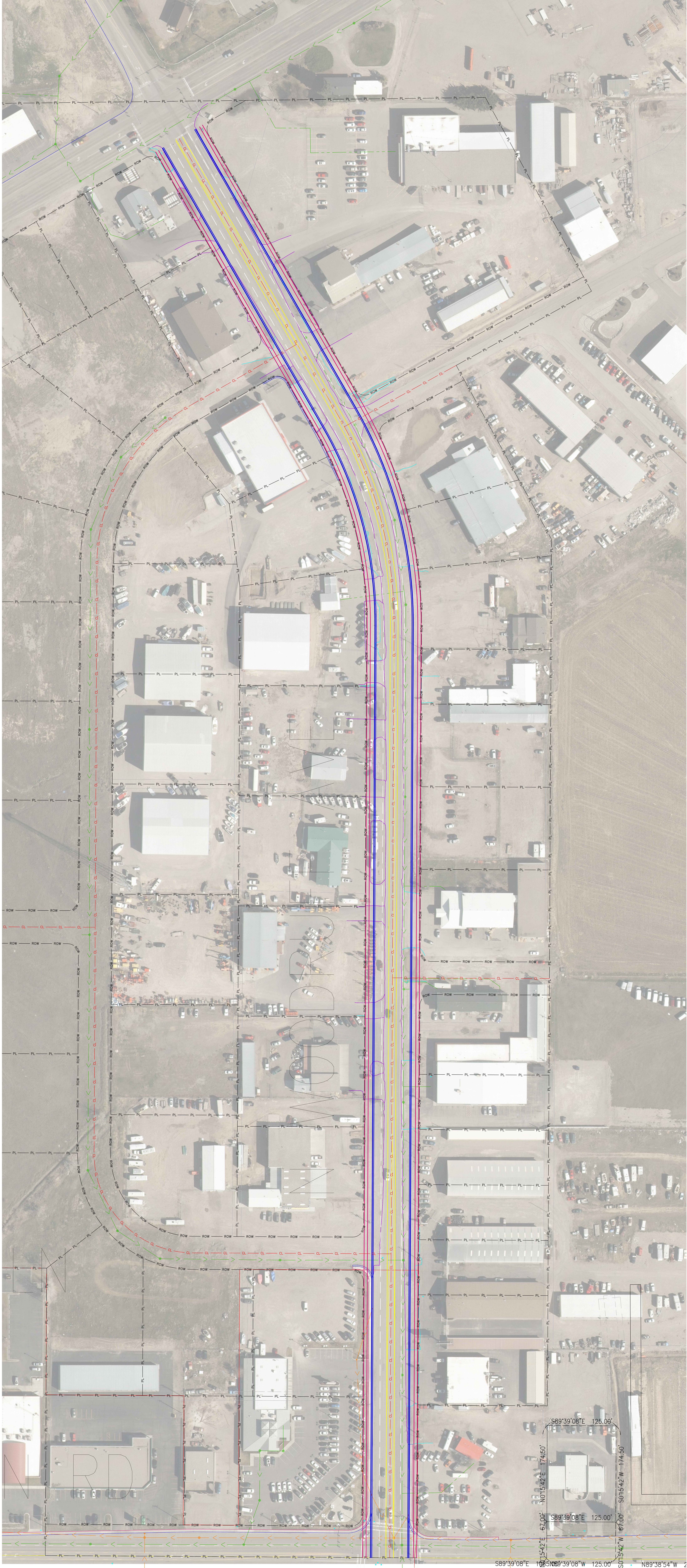
Woodruff pavement cracking and rutting



Woodruff pavement cracking, rutting and potholing.

WOODRUFF; Lincoln to Yellowstone

APPENDIX F: Preliminary Plans



67.00' N01°15'42"E 174.50'
S89°39'08"E 125.00'
S01°15'42"W 87.00'
S01°15'42"W 174.50'
S89°39'08"E 125.00'
N89°38'54"W 2

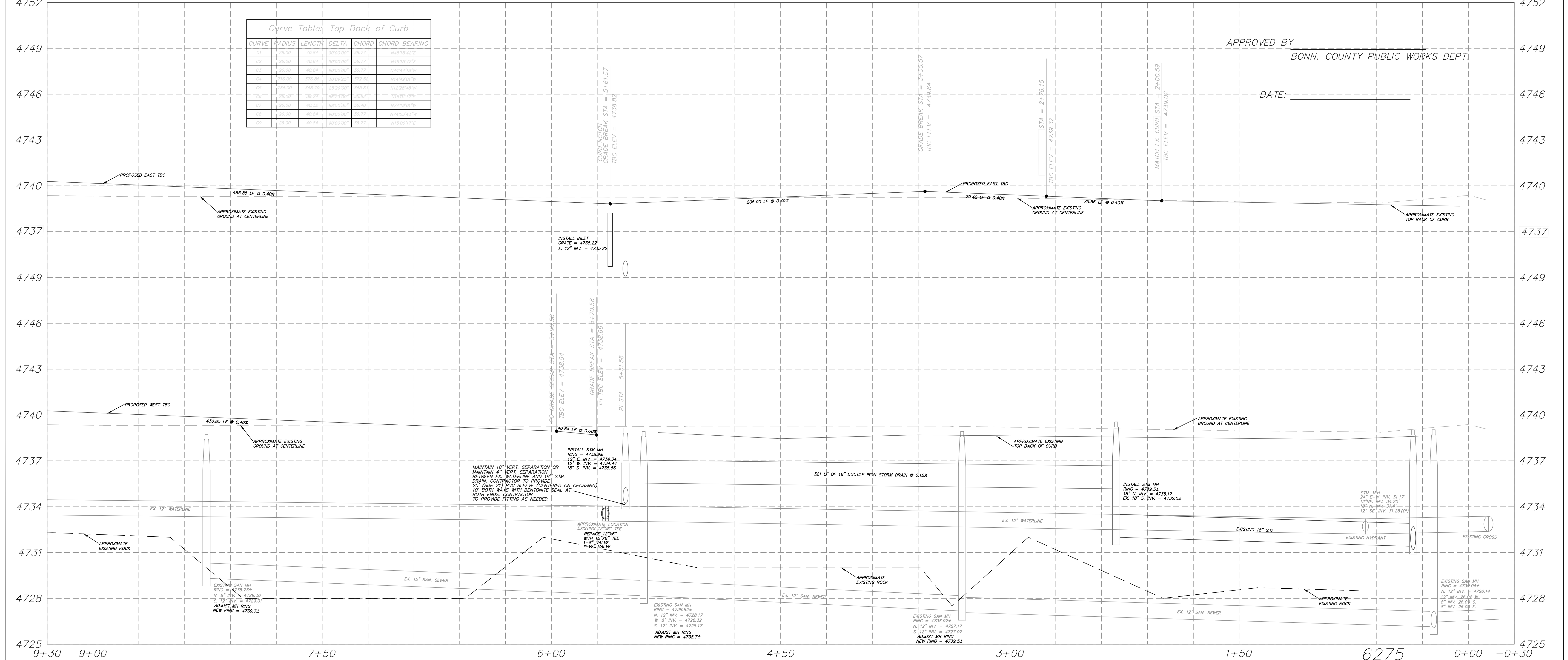
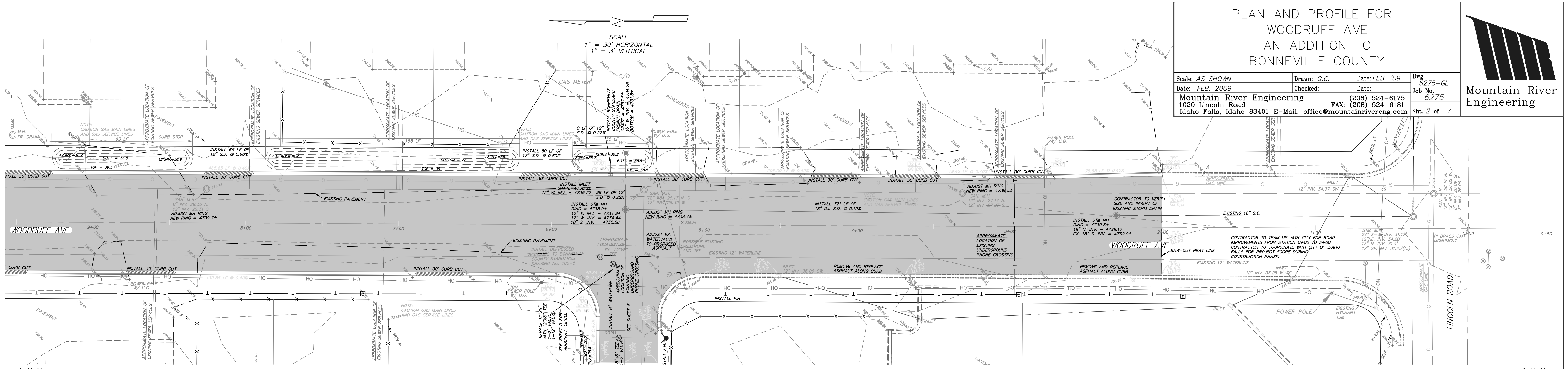
PLAN AND PROFILE FOR
WOODRUFF AVE
AN ADDITION TO
BONNEVILLE COUNTY



Mountain River
Engineering

Scale: AS SHOWN
Date: FEB. 2009
Mountain River Engineering
1020 Lincoln Road
Idaho Falls, Idaho 83401 E-Mail: office@mountainrivereng.com

Drawn: G.C.
Checked:
Date:
Job No.: 6275
Sht. 2 of 7

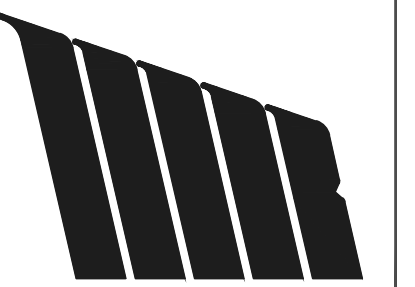


APPROVED BY
BONN. COUNTY PUBLIC WORKS DEPT.

DATE: _____

APPROVED BY
 BONN. COUNTY PUBLIC WORKS DEPT.

PLAN AND PROFILE FOR
 WOODRUFF AVE
 AN ADDITION TO
 BONNEVILLE COUNTY



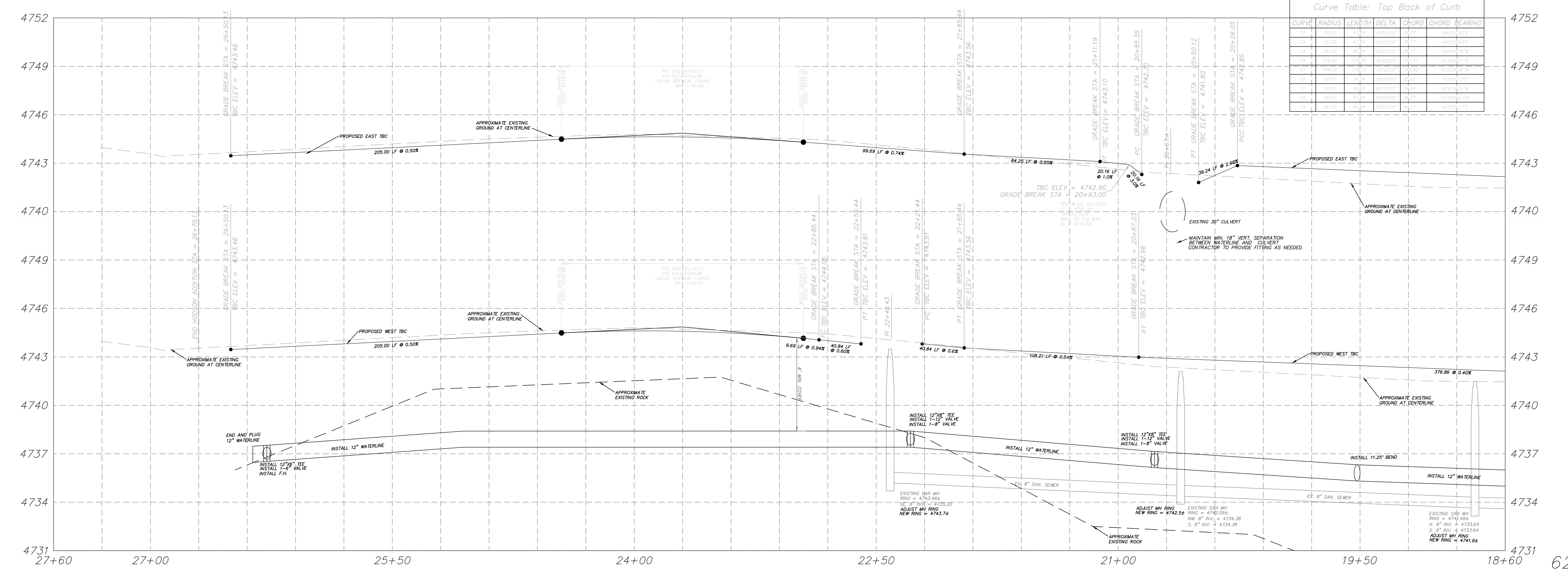
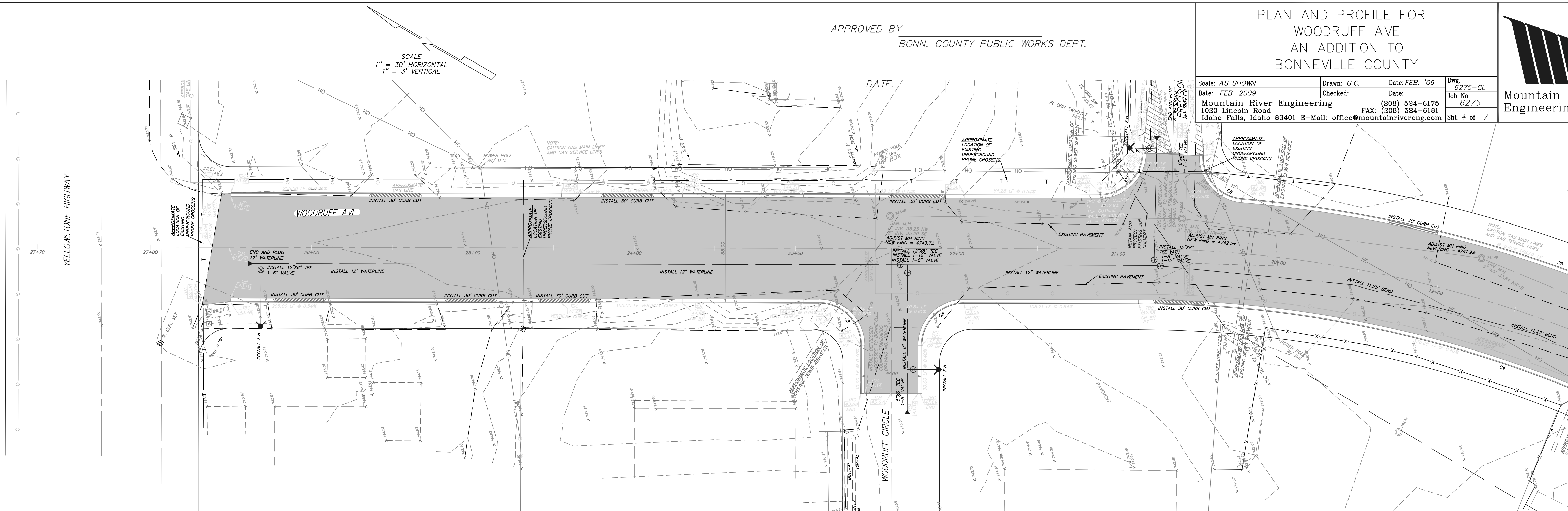
Mountain River
 Engineering

Scale: AS SHOWN
 Date: FEB. 2009
 Mountain River Engineering
 1020 Lincoln Road
 Idaho Falls, Idaho 83401 E-Mail: office@mountainrivereng.com

Drawn: G.C.
 Checked: (Date)
 Date: FEB. '09
 (208) 524-6175
 FAX: (208) 524-6181

Dwg. No. 6275-GL
 Job No. 6275
 Sht. # of 7

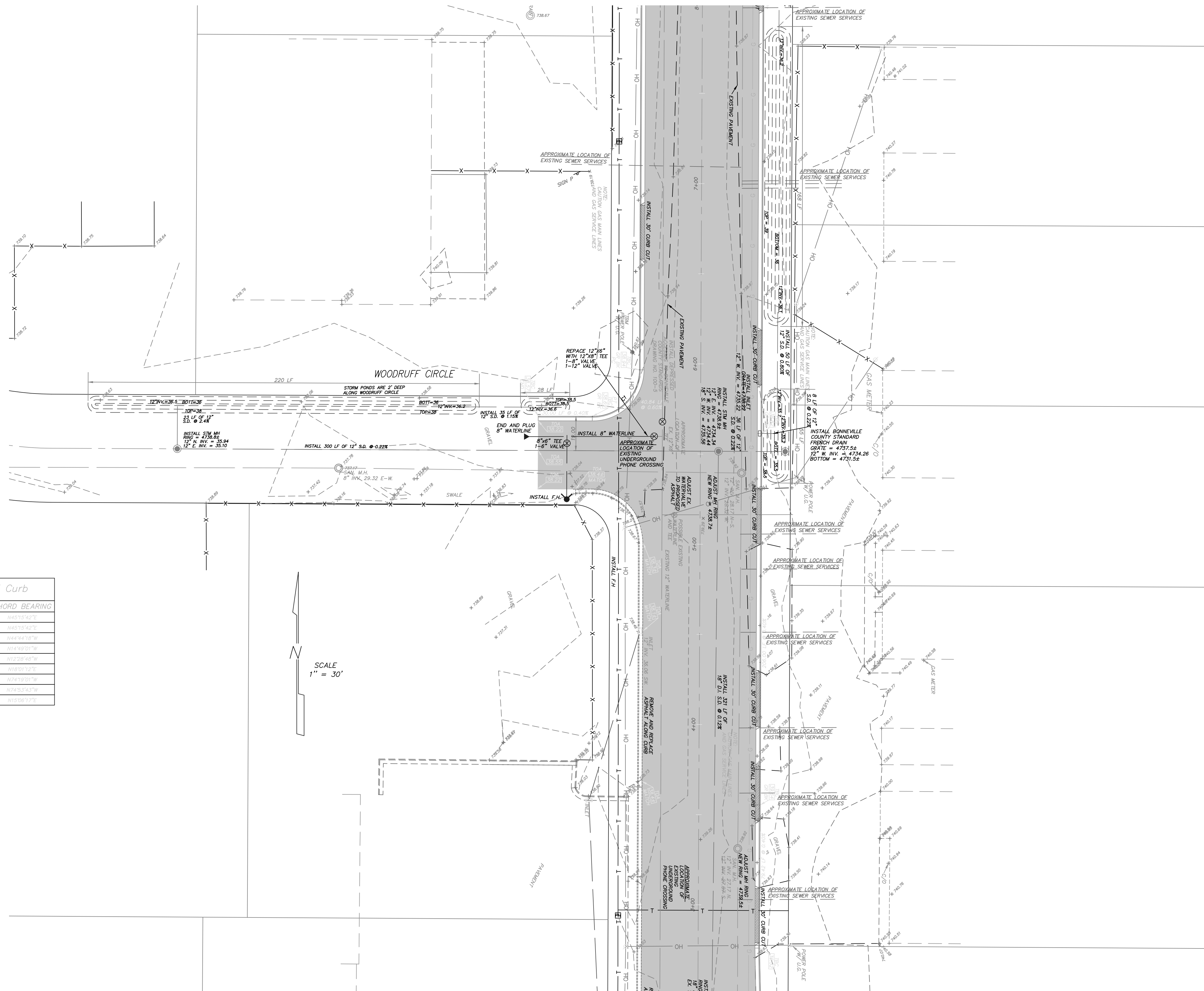
SCALE
 1" = 30' HORIZONTAL
 1" = 3' VERTICAL



SYMBOL LEGEND

PRO.	EXIST.	DESCRIPTION
+	+	PROPOSED/EXISTING ELEVATION
⊗	⊗	PROPOSED/EXISTING FIRE HYDRANT
⊗	⊗	PROPOSED/EXISTING VALVE
▶	▶	PROPOSED/EXISTING PLUG
⊙	⊙	PROPOSED/EXISTING MANHOLE
□	□	PROPOSED/EXISTING STORM DRAIN INLET
⊕	⊕	PROPOSED/EXISTING POWER POLE W/ ANCHOR
☀	☀	PROPOSED/EXISTING STREET LIGHT
---	---	PROPOSED/EXISTING CURB AND GUTTER
---	---	PROPOSED/EXISTING WALK
●	○	SET/FOUND IRON ROD (PROP. CORNER)
→	→	DRAINAGE FLOW ARROW
█	█	PROPOSED ASPHALT

LINETYPE	DESCRIPTION
---	PRESSURE LINE (WATER LINE)
---	PIPE FLOW LINE (SANITARY AND STORM)
-X-	FENCE LINE
-C-	GAS LINE
-T-	TELEPHONE LINE
-OH-	OVERHEAD POWER LINE
-UG-	UNDERGROUND POWER LINE
-E-	UNDERGROUND PVC POWER CONDUIT
---	DRAINAGE FLOW BREAKLINE



Curve Table: Top Back of Curb

CURVE	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C1	20.00	40.84	90°00'00"	36.72	N45°10'42"E
C2	20.00	40.84	90°00'00"	36.72	N45°10'42"E
C3	20.00	40.84	90°00'00"	36.72	N44°44'18"W
C4	716.00	376.86	30°02'24"	332.32	N14°40'01"W
C5	784.00	348.20	30°02'00"	345.83	N12°28'48"W
C6	26.00	58.24	90°02'00"	53.62	N8°00'12"E
C7	26.00	46.32	90°00'35"	39.46	N9°19'01"W
C8	26.00	40.84	90°00'00"	36.72	N74°53'43"W
C9	26.00	40.84	90°00'00"	36.72	N10°06'17"E

SCALE
1" = 30'

APPROVED BY _____
BONN. COUNTY PUBLIC WORKS DEPT.

DATE: _____

Revision

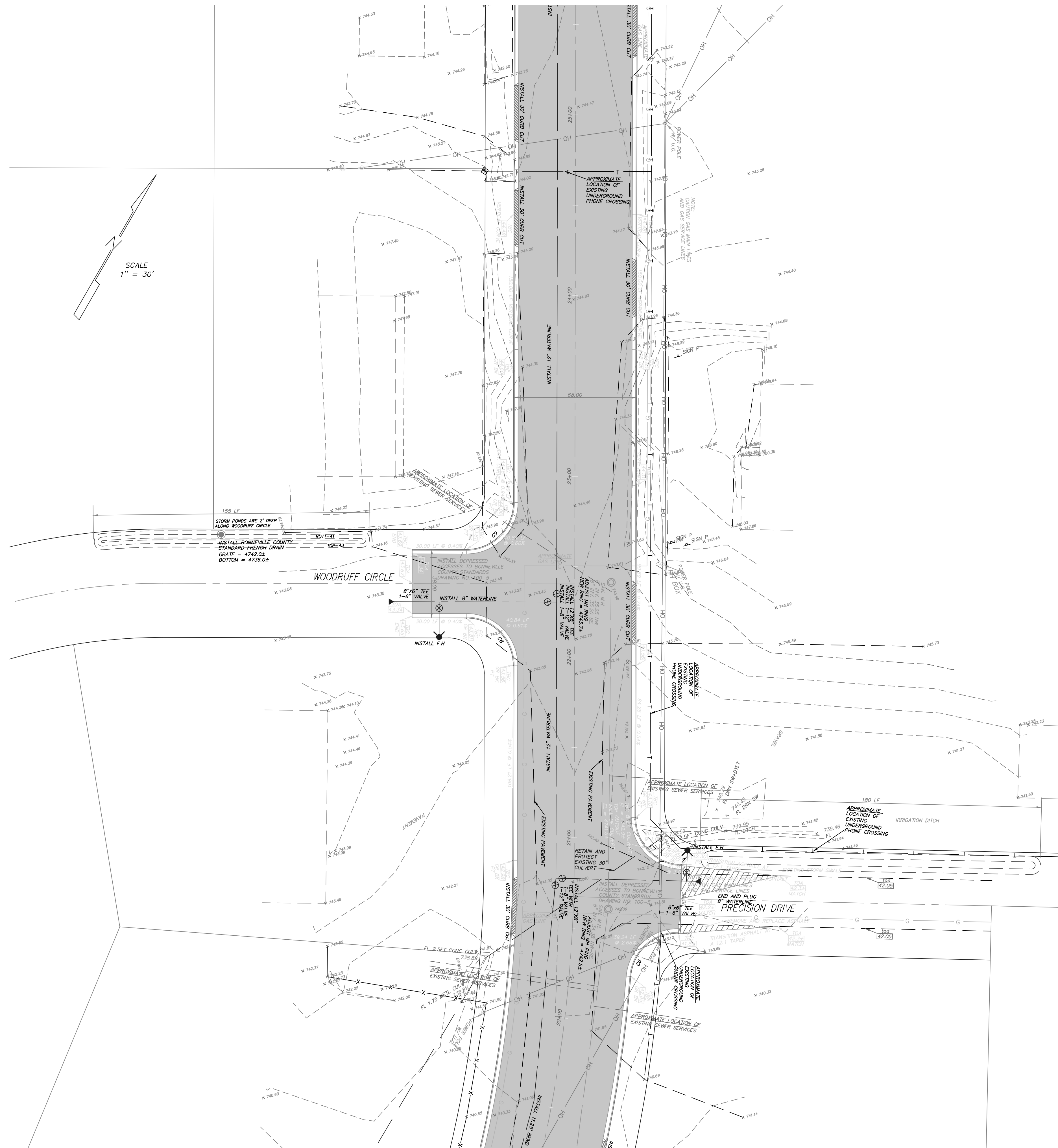
GENERAL LAYOUT FOR
WOODRUFF CIRCLE
AN ADDITION TO
BONNEVILLE COUNTY

Scale: 1" = 30'	Drawn: G.C.	Date: FEB. '09	Dwg. No. 6275-GL
Date: FEB. 2009	Checked:	Date:	Job No. 6275
Mountain River Engineering 1020 Lincoln Road Idaho Falls, Idaho 83401 E-Mail: office@mountainrivereng.com	(208) 524-6175 FAX: (208) 524-6181		Sht. 5 of 7



SYMBOL LEGEND		
PRO.	EXIST.	DESCRIPTION
		PROPOSED/EXISTING ELEVATION
		PROPOSED/EXISTING FIRE HYDRANT
		PROPOSED/EXISTING VALVE
		PROPOSED/EXISTING PLUG
		PROPOSED/EXISTING MANHOLE
		PROPOSED/EXISTING STORM DRAIN INLET
		PROPOSED/EXISTING POWER POLE W/ ANCHOR
		PROPOSED/EXISTING STREET LIGHT
		PROPOSED/EXISTING CURB AND GUTTER
		PROPOSED/EXISTING WALK
		SET/FOUND IRON ROD (PROP. CORNER)
		DRAINAGE FLOW ARROW
		PROPOSED ASPHALT
LINETYPE		DESCRIPTION
		PRESSURE LINE (WATER LINE)
		PIPE FLOW LINE (SANITARY AND STORM)
		FENCE LINE
		GAS LINE
		TELEPHONE LINE
		OVERHEAD POWER LINE
		UNDERGROUND POWER LINE
		UNDERGROUND PVC POWER CONDUIT
		DRAINAGE FLOW BREAKLINE

SCALE
1" = 30'



Curve Table: Top Back of Curb

CURVE	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
01	38.00	43.84	30.00000°	36.77	N43.31142°E
02	38.00	43.84	30.00000°	36.77	S44.94180°W
03	718.00	178.06	30.00000°	172.52	N14.91017°W
04	384.00	148.70	30.00000°	148.83	N12.28140°W
05	38.00	38.24	30.00000°	31.40	N18.01112°E
06	38.00	40.32	30.00000°	33.46	N17.19101°W
07	38.00	40.32	30.00000°	33.77	N17.51141°W
08	38.00	40.32	30.00000°	33.77	N13.08117°E

APPROVED BY _____
BONN. COUNTY PUBLIC WORKS DEPT.

DATE: _____

Revision			
GENERAL LAYOUT FOR WOODRUFF CIRCLE AND PRECISION DRIVE AN ADDITION TO BONNEVILLE COUNTY			
Scale: 1" = 30'	Drawn: G.C.	Date: FEB. '09	Dwg. No. 6275-GL
Date: FEB. 2009	Checked:	Date:	Job No. 6275
Mountain River Engineering 1020 Lincoln Road Idaho Falls, Idaho 83401 E-Mail: office@mountainrivereng.com	(208) 524-6175 FAX: (208) 524-6181		Sht. 6 of 7

