# 2015 Idaho Federal Lands Access Program

**Proposal ID #:** *(For WFL Use Only)* ID-FY15-

**(To be completed jointly by Federal Land Manager and State/County/Local/Tribal Government)**

| | |
|---|---|
| **Project Name** | Idaho 47 Corridor Plan |
| **Route Name/Number** | Idaho Highway 47 |
| **Federal Land(s) Accessed** | Targhee Forest Ashton/Island Park Ranger District |
| **Agency (ies) with Title to Road, Bridge, Trail or Transit System** | Idaho Transportation Department |
| **Agency (ies) with Title to Enhancement Facility** | Idaho Transportation Department |
| **Agency (ies) with Maintenance Responsibility for Road, Bridge, Trail or Transit System** | Idaho Transportation Department |
| **Agency (ies) with Maintenance Responsibility for Enhancement Facility** | Idaho Transportation Department |
| **Type of Proposal** | ☐ Capital Improvements ☐ Transit<br>☐ Enhancement ☑ Planning<br>☐ Surface Preservation ☐ Research |
| **Key Items of Work (check all that apply)** | ☐ Paving ☐ Earthwork ☐ Major Concrete Structures<br>☐ Bridges ☐ Major Culverts ☐ Road Base or Surface Course<br>☐ Roadside Safety Structures ☑ Planning Study ☐ Bicycle/Pedestrian Facilities<br>☐ Safety Enhancements ☐ Transit Facilities or Operations<br>☐ Ancillary Parking Areas, Pullouts/Interpretive Sites ☐ Major Drainage Improvements<br>☐ Other **(specify)** _____ |
| **Proposed Work Summary** | Plan for the reconstruction and enhancement of Idaho Highway 47 as a direct multi-modal transportation gateway to Caribou-Targhee National Forest, the Yellowstone and Grand Teton National Parks, and their greater ecosystem. |
| **Primary Visitor Destinations** | Caribou-Targhee National Forest.<br>Warm River, Mesa Falls, Cave Falls and Bechler Ranger Station.<br>Yellowstone and Grand Teton National Parks and their greater ecosystems.<br>Idaho State Parks.<br>Ashton-Tetonia Rail Trail. |
| **High Use Federal Recreation Sites and/ or Federal Economic Generators (as determined by Federal Land Management Agency)** | Mesa Falls Visitor Center (over 100,000 visitors per year.)<br>Warm River and Grand View Forest Service Campgrounds.<br>Grand View Forest Service Campground.<br>Greater Yellowstone Trail, 180 mile regional trail, West Yellowstone to Jackson Hole.<br>Bechler Ranger Station and the Yellowstone and Grand Teton National Parks. |

| **Project Termini (Location)** | **Mile Posts** | **Latitude** | **Longitude** |
|---|---|---|---|
| **Begin** | 0 | 44.071367 | -111.455947 |
| **End** | 12.42 | 44.152537 | -111.284392 |

| | | | |
|---|---|---|---|
| **Estimated Total Project Costs** | $350,000.00 | | |
| **Funds Requested from Federal Lands Access Program** | $324,310.00 | | |
| **Project Length (miles)** | 12.42 | **County** | Fremont |

| | | | |
|---|---|---|---|
| **Required Local Match (7.34%)** | $25,690.00 | **From** | Idaho Transportation Department |
| **Other Funding Contributions to Project** | $10,000.00 | **From** | Local volunteer and professional planners and community organizers. |

**Acres of Federal Land Accessed by the Project**

greater than 135,000 acres.

**Functional Classification of the Roadway** (Show official designations of route)

- ☐ National Highway System
- ☒ Major Collector
- ☐ Local Road
- ☐ Arterial
- ☐ Minor Collector

| Traffic Volumes | Current: Actual Counts | | Current: Estimated | | 20 Year Projections | | Basis for Projections? (e.g. Transportation Plan, population growth rate...) |
|---|---|---|---|---|---|---|---|
| | Start of Project | End of Project | Start of Project | End of Project | Start of Project | End of Project | |
| Average Daily Traffic (ADT) on Highway | 2050 | 370 | | | 3740 | 450 | ITD traffic reporting system |
| Seasonal Average Daily Traffic (peak season) (SADT) on Highway | | | | | not avail. | not avail. | 1,456 counted by ATR located mid-way in the corridor. |
| % Trucks | | | | | | | Varies. See note below. |
| % Federal Land Related | | | | | | | Unknown. See note below. |

**Comments**

The percentage of trucks varies from 5% to 25%, depending on agricultural harvest, summertime RV percentage, etc. Future travel demand percentage of large RVs and towed trailers has not been forecast, although the Forest is very concerned that this type of traffic will grow significantly as their facilities improve. The bicycle traffic is increasing with the recently opened Idaho State Park Rail Trail and completion of the Greater Yellowstone Trail concept plan. Percentage of traffic due to federal lands has not been measured but is thought to be a significant portion of the total traffic.

| | | NBI Structure Number | Dimensions (Overall Length x Width) | Bridge Type | No. of Spans | NBIS Sufficiently Rating (1-100) |
|---|---|---|---|---|---|---|
| + | - | 14420 | 87X34 | Concrete Continuous Slab | 2 | 98.8 |
| + | - | 14425 | 98X34 | Concrete Continuous Slab | 2 | 98.8 |

**Problem Statement:** What purpose does this transportation facility serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in use, safety problems, capacity issues, bridge deficiencies, pavement or surface conditions, etc.

Idaho 47 comprises 12.4 miles of quiet, two-lane, paved roadway that serves Ashton, Idaho, as its Main Street, while opening the farm and federal lands to the east. While traditional "products-to-market" traffic is stable, demand for access to federal lands is increasing, thus changing the road user profile and vehicle mix. Because the pavement of Idaho 47 is reaching the end of its planned life cycle and because the five-year plan of the Idaho Transportation Department (ITD) has not allocated funds for either study or action in the corridor, ITD officials in District 6 are discussing how to meet needs from both the users and the roadway base. The increasing range of users itself presents a significant challenge, as does the range of opinions, from "patch the holes" to "tremendous recreational opportunity and economic value within the Greater Yellowstone Ecosystem."

Eight years ago, District 6 conducted an environmental scan and gathered data for preliminary engineering of a reconstructed state highway corridor to match an upgraded Targhee Forest Road 294. Both the state highway and the forest road had recently been jointly designated as the "Mesa Falls Scenic Byway," connected to the Teton Scenic Byway as a way to attract visitors touring through the Greater Yellowstone Ecosystem to boost the economy. However, District 6 determined that due to Main Street issues, low current volumes, a sensitive environment, challenges from steep hillside cuts, and standards calling for widening the roadway, designing a reconstructed Idaho 47 would not be a near-term priority. We have been documenting and tracking growing needs (see attached work package) without funds to address them.

Yet, the Ashton-Island Park Ranger District values Idaho 47 as a primary access point to convey a mixture of users through more than 135,000 acres of the Ranger District. In fact, over 100,000 people per year visit the Mesa Falls Visitor Center. The Ranger District requires safe conditions for a wide range of motorists, including tourists driving large motorhomes pulling trailers, to bicyclists, Girl Scouts and stock haulers. Fishermen, tubers and other water recreationalists hop on and off the route to enjoy the area's pristine drainages, while

others gather huckleberries and hunt the hills . Thousands of vehicles annually move as fast as possible on their way to Cave Falls, Bechler Ranger Station, and other popular attractions on public land, mixing with visitors on the shoulders leisurely enjoying the scenery.
The Greater Yellowstone Trail study was funded by the HUD Sustainable Communities effort, a broad consortium of agencies working together to develop regional plans and conduct studies that will aid in sustainable resource management, economic development, housing choices and transportation availability. The Greater Yellowstone Trail has emerged as a key strategy, and a concept plan was recently completed which identified the need to identify and study routes for covering the 8-mile gap between the existing rail trail in Ashton and the Forest Service Warm River Campground trailhead.

With the highway construction on U.S. 20 last year, both District 6 and the Ranger District have deepened their appreciation for Idaho 47. For a variety of reasons, we believe that now is the time to consider its future form in a regional context. We understand that the Federal Lands Access Program might be able to help, given that it invests in sustained local partnerships to overcome jurisdictional boundaries that limit access to federal lands. Such is the case with Idaho 47, which is an increasing impediment.

With the experience that Western Federal Lands has in crafting successful gateway transportation systems, the Federal Lands Access Program appears to be the right fund to sponsor crafting such a plan for Idaho 47. Much work needs to be done before credible proposals for construction could be submitted, work we are unable to do without your help.

Program sponsorship of the reconstruction of Idaho 47 presents an opportunity to convert the state highway from farm-to-market to rural-recreational, sensitive to the growing awareness of changing value it has within the economy of eastern Idaho. We propose the Program fund a plan for the future form of the corridor, and have included for consideration project options that link planning with future project development NEPA in hopes we can make every day count.

**Detailed Description of Proposed Capital Improvement, Enhancement, or Surface Preservation:** Describe how the proposed project will address the problem. Describe the overall design concept, scope of work, any unusual design elements, design or operational standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, surfacing depth, earthwork needs, roadside safety features, ancillary parking areas, signing improvements, bridge work, guardrail improvements, etc. Include optimum year work should be done and year work needs to be done no later than.

This proposal is to plan for subsequent reconstruction of the corridor, funded separately. We have a goal for all planning efforts to look toward and prepare for subsequent development and construction efforts, under the Every Day Counts initiative 'Linking Planning with NEPA.' Therefore, this proposal will develop "Detailed Description(s) of Proposed Capital Improvement, Enhancement, or Surface Preservation," linking the traditionally separate efforts as much as possible.

The story of our effort will be worth reporting, at the end of this proposal, and as subsequent phases are funded and completed.

**Detailed Description of Proposed Transit Service:** Provide operational details of the proposed service. What are specific destinations the route will serve? Is the service year-round or seasonal? What are the operating dates/service hours/day of week? Describe transit route details, including miles, number of stops, and variability in service operations. Describe any marketing, way finding, or other information that will be disseminated to promote service.

Not applicable to proposed project.

**Detailed Description of Proposed Planning:** Describe the details of this planning and the final product that will be developed. Would this planning effort support projects that could be submitted under future Federal Lands Access Program requests for proposals?

This proposal is for an ITD standard corridor plan preparing for the reconstruction of Idaho 47 in a new form, describing its current and reconstructed characters, establishing the standards to be used in designing, constructing and operating it, and seeding the effort with advanced digital models of the roadway, the terrain and the environment, for use when applying for construction funds and developing those projects.

We welcome Western Federal Lands back into the area, to assist both District 6 and the Ranger District in assessing the needs from a Federal perspective, scoping an appropriate level of future investment by Federal Lands Access and other programs, establish design standards suitable for a rural-recreational gateway and branching county roads, gather data, consult with stakeholders, and propose a phased plan for a federal lands gateway corridor. Such an approach is not sensitive to timing but should be completed within two years of starting. The specific deliverables, envisioned but negotiable, are as follows:

1) ITD corridor plan, incorporating state of the art in emerging virtual and visualization tools for planning, public involvement and design. District 6 continues to develop efficient GIS/CAD workflows that link planning with NEPA, while the software grows increasingly capable. Most of the databases, geographic information services, engineering models and document forms are newly available since the last corridor plan (U.S. 20 through Island Park) was completed in 2008, so the Idaho 47 Corridor Plan presents an ideal demonstration of their collective potential.

2) A risk-based, asset management plan for maintenance of the current bridges and replacement of the roadway. District 6 is investing

heavily in digital and virtual planning, asset management and design workflows, using LiDAR, GPR and FWD remote sensing technologies, coupled with GIS analysis and 3D CAD design. We propose to use these workflows on Idaho 47 for rapid prototyping and impacts analysis in support of the corridor plan, as well as on optional or future preliminary engineering.

3) A plan for the Idaho 47 corridor component of the Greater Yellowstone Trail. By expanding the traditionally narrow definition of Idaho's highway corridors to include other at least three miles of connecting trails feeding or aligning with the Idaho, this plan will craft a new standard in Idaho for multi-modal transportation corridor planning.

4) OPTION: An economic value assessment and capital investment plan for the reconstruction of the corridor in phases, encouraging investment from a variety of programs and easing grant application development,. This will include developing asset inventories, geographic information services, terrain and 3D CAD models for seeding the design files used in future construction phases. District 6 conducted such an assessment last year in the greater Idaho Falls area for the investment of over $100M in reconstructing those connections between an interstate and three national highway system routes. We offer the same approach for Idaho 47.

5) OPTION: A statement on environmental impacts from construction of the future form of Idaho 47.

6) OPTION: Preliminary engineering of the first phase, using design environments seeded in the corridor and asset management plans, to manage risks in chartering construction projects.

**Detailed Description of Proposed Research:** Describe the type of research and the final product for this effort. Describe the need for the research and how this research enhances safety, access or stainability.

Not applicable to proposed project.

**Right-of-Way Acquisition:** Describe which agency (agencies) has title for the project and how that title is documented. Describe which agency (agencies) has maintenance responsibilities for the project. Does new ROW need to be acquired? If so, how much, how many owners, and what is the anticipated time (months) to acquire all needed ROW? How does the applicant plan to acquire the ROW? Will coordination with any railroads be needed? What is your agency's experience acquiring ROW for federally-funded or assisted projects?

To be determined as part of proposed work. District 6 is developing a parcel fabric within Esri software for sharing with Fremont County, but does not yet have the Idaho 47 corridor fully described.

**Utilities:** Identify utilities in the roadway corridor or project site. Would relocation be needed? What agreements exist and who pays for relocation costs?

To be determined as part of proposed work. Both the Bonneville Power Administration and Fall River Electric maintain significant power transmission corridors that intersect with Idaho 47. Holding a conversation with these two agencies, sharing geographic information and future plans would reveal relocation needs, costs and responsibilities.

**Project is identified within the following** (Check all that apply and show plan name)

| | |
|---|---|
| ☑ System Transportation Plan | ITD policy is to have a corridor plan for Idaho 47, describing all major investments. |
| ☑ Federal Land Management Plan | Identified in the Caribou-Targhee Forest Plan and Ashton/Island Park District planning. |
| ☑ Regional Transportation Plan | The trail component has been identified in the HUD Greater Yellowstone Trail Concept Plan. |
| ☑ County Transportation System Plan | Identified in Fremont County transportation planning. |
| ☐ Tribal Transportation Plan | n/a |
| Would the proposal require modification or amendments to any of these plans? | The proposed project would present new information to be incorporated into their updates. |

**Which of the following environmental and social issues are within the project area?**

| | Yes | No | Unknown | Comments |
|---|---|---|---|---|
| Wetlands | ☑ | ☐ | ☐ | To be inventoried as part of this project. |
| Threatened & endangered Species | ☑ | ☐ | ☐ | To be inventoried as part of this project. |
| Other Fish & Wildlife Habitat | ☑ | ☐ | ☐ | To be inventoried as part of this project. |
| Wildlife Movement Corridors | ☑ | ☐ | ☐ | The ITD D-6 Highway/Wildlife Linkage study conducted in 2005 identified a wildlife linkage area of ecosystem importance. The linkage area is located from the US Forest Service Boundary south of Warm River to Bear Gulch, and is important for deer and elk migration out of Yellowstone Park to Sand Creek Wildlife Management Area.<br><br>Further work has been recently completed on grizzly bear range and corridors that indicate the impact Idaho 47 may have on the species. |
| Wild & Scenic River | ☐ | ☑ | ☐ | |
| Non-Attainment Air Quality Areas | ☐ | ☑ | ☐ | |
| Cultural/Archeological/Historic Sites | ☐ | ☐ | ☑ | There are sites of value within the established boundaries of Ashton that will need to be assessed for impacts. |
| Public Parks | ☑ | ☐ | ☐ | The project is entirely within the Greater Yellowstone Ecosystem and partially within Caribou-Targhee National Forest. |
| Wildlife Refuge | ☐ | ☑ | ☐ | No refuges are within the proposed project, but proposed project will deal with established linkages. |
| Hazardous Materials | ☐ | ☑ | ☐ | Although a scan conducted years ago didn't reveal any, a reassessment will be needed as part of the project. |
| Stream Encroachments | ☐ | ☐ | ☑ | The current corridor encroaches on Robinson Creek and Warm River, although the extent and impacts are unknown. This will be assessed as part of this project. |

**Describe any other environmental or social issues that should be considered that are within the project area:** Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

The ITD D-6 Highway/Wildlife Linkage study conducted in 2005 identified a wildlife linkage area of ecosystem importance. The linkage area is located from the US Forest Service Boundary south of Warm River to Bear Gulch, and is important for deer and elk migration out of Yellowstone Park to Sand Creek Wildlife Management Area. In addition, the Inter-agency Grizzly Bear Study Team has been tracking bears in Island Park for several years and they have good data on grizzly bear movements which might would lend to the Wildlife Linkage data from 2005. Determining the feasibility of installing wildlife structures could be a goal of this project.

A social issue identified in the GTY Concept Plan is a safety concern for people accessing public lands along Idaho 47 by bicycle, due to increase in overall traffic along the corridor.

**Describe the range of attitudes, both support and opposition, that this proposed project may receive from organizations, the public and within your own agency:** State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

The proposed project has the support of county, state and federal transportation managers and is highly unlikely to be opposed if approached as an end of lifecycle replacement of existing roads. However, the growing importance of Idaho 47 for federal lands access has not been determined to drive the design of its reconstruction beyond current lines. Growing needs by non-traditional users accessing federal lands are not well recognized, so establishing and prioritizing funds to meet their needs may conflict with traditional views of the corridor. Additionally, human infrastructure impacts to wildlife and specific proposals for mitigation are only recently established within the scientific community and are a controversial part of discussion over land use in Fremont County.

**The lead agency for project delivery will be WFLHD:** The project proponents may request another agency take the lead for project delivery. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation. The rationale should include why another agency should take the lead, previous experience in delivering Federal-Aid (Title 23) funded projects, any certifications to deliver Federal-Aid funded projects, and ability to satisfy Federal Highway Administration project delivery requirements. The final decision for project delivery resides with the PDC.

☐ ITD ☐ Federal Land Management Agency ☐ Certified Local Agency ☐ Non-Certified Local Agency

Idaho Transportation Department District 6 planning staff is willing to conduct the study using consultant services, the ITD Corridor Planning Guidebook, newly developed workflows, geodatabases and our existing network of stakeholders, but believes the Federal perspective and recent experience with gateways to Western Federal Lands would produce the best possible plan. The trail planning component may benefit by leveraging existing planning expertise developed by local partners and consultants during the preparation of the Greater Yellowstone Trail Concept Plan.

****Transit Supplemental Questions:** *For Transit Proposals only,* please answer the following: If transit service is currently being provided to this Federal Land Management Agency unit or service has been provided in the past, please provide details about service parameters, ridership, cost per passenger, and any other pertinent information. What revenue will be collected to support the service? Describe fare pricing, discounts, pass programs, etc. Provide number, type, and age of current fleet. What is the daily number of riders estimated currently and/or at project completion? Describe how the proposed transit service will be financially sustainable with current and future sources of funding.

Not applicable to this proposal.

****Research Supplemental Questions:** *For Research Proposals only,* please answer the following: Please provide details on how this research is broad-based and not narrowly focused on a localized problem. Provide specific examples showing how this research product can be used across multiple agencies.

Not applicable to this proposal.

## Cost Estimate for Capital Improvement, Enhancement, and Surface Preservation Projects

Fill-in estimates for appropriate items. Add items as needed. **Use Current Unit Prices.**

| Quantity | Item | Unit Price | Unit | Total |
|---|---|---|---|---|
| | Clearing and Grubbing | | Acres | |
| | Roadway Excavation | | Cubic Yards | |
| | Imported Borrow | | Cubic Yards | |
| | Sub-Excavation | | Cubic Yards | |
| | Water / Dust Abatement | | Gallons | |
| | Recycled Asphalt (milling, pulverizing, ripping) | | Square Yards | |
| | Asphalt concrete pavement | | Tons | |
| | Aggregate Base (may include stabilization) | | Cubic Yards | |
| | Aggregate Sub-Base | | Cubic Yards | |
| | Major Culverts | | Each | |
| | Minor Culverts | | Each | |
| | Retaining Walls | | Square Feet | |
| | Rip Rap & Slope Protection | | Cubic Yards | |
| | Revegetation | | Acres | |
| | Signing | | Square Feet | |
| | Pavement Marking | | Linear Feet | |
| | Roadside Safety (barriers, guardrail) | | Linear Feet | |
| | Bridges | | Lump Sum | |
| | Traffic Control | | Lump Sum | |
| | Utility Relocation | | Lump Sum | |

**Use table on the next page for additional items.**

| | | | | |
|---|---|---|---|---|
| | | | **Sub-Total** | |
| | Mobilization (As percentage of Sub-Total) Typically 10%, input estimated percentage in decimal form. For example: 0.10 | | Lump Sum | |
| | Contingencies(As percentage of Sub-Total)Typically 30%, input estimated percentage in decimal form. For example: 0.30 | | Lump Sum | |
| | | | **Total Estimated Construction Cost** | |
| | | | **Estimated Preliminary Engineering Costs** (As a percentage of the Total Estimated Construction Cost) Typically 5 to 25 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.15 | |
| | | | **Estimated Right of Way Costs** | |
| | | | **Total Estimated Preliminary Engineering Costs** | |
| | | | **Estimated Construction Engineering Costs** (As a percentage of the Total Estimated Construction Cost) Typically 5 to 20 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.10 | |
| | | | **Estimated Construction Engineering Costs** | |
| | | | **Total Project Costs** | |

## Cost Estimate for Capital Improvement, Enhancement, and Surface Preservation Projects (Cont.)

Add items as needed. **Use Current Unit Prices.**

| | | Quantity | Item | Unit Price | Unit | Total |
|---|---|---|---|---|---|---|
| + | - | | | | | |
| | | | | | **Sub-Total** | |

| | |
|---|---|
| **Comments:** | Not applicable to this proposal. |

## Cost Estimate for Transit Projects

Add items as needed. **Use Current Unit Prices.**

| | | Quantity | Item | Unit Price | Unit | Total |
|---|---|---|---|---|---|---|
| + | - | | | | | |
| | | | | | **Total Project Costs** | |

| | |
|---|---|
| **Comments:** | Not applicable to this proposal. |

## Cost Estimate for Planning and Research Projects

**Add items as needed. Use Current Unit Prices.**

| | | Quantity | Item | Unit Price | Unit | Total |
|---|---|---|---|---|---|---|
| + | - | 1 | Idaho 47 corridor plan | $250,000.00 | each | $250,000.00 |
| + | - | 1 | Asset management plans for bridge and pavement | $50,000.00 | each | $50,000.00 |
| + | - | 1 | Greater Yellowstone Trail planning | $50,000.00 | each | $50,000.00 |
| + | - | 0 | OPTION: Capital investment plan | $50,000.00 | each | $0.00 |
| + | - | 0 | OPTION: Environmental impact statement | $100,000.00 | each | $0.00 |
| + | - | 0 | OPTION: Preliminary Engineering of first phase | $100,000.00 | each | $0.00 |
| | | | | | **Total Project Costs** | $350,000.00 |

| | |
|---|---|
| **Comments:** | Our proposal is to promote ITD, Forest and FLA Program goals and objectives through a corridor plan for Idaho 47 focused on meeting user needs with next generation (sensitive and in context) transportation assets, rationally developed to direct future rounds of construction funding across a variety of programs. We are open to Western Federal Lands preferred approach to make every day count by linking planning with NEPA, offering in our proposal several options that may be of value, for a funding request of $350,000, optioned for another $250,000. Our commitment to efficient workflows that carry conversations with users into machine-controls for rapid construction allows us to confidently price rapid prototyping of a range of alignment and service solutions for discussion, decision and efficient development, whatever the phasing. The proposed project will identify needs and establish a strongly supported plan for meeting them, allowing transportation engineers a high probability of success with each subsequent phase in the reconstruction of Idaho 47.<br><br>A note on costs: Much work toward establishing context for development in the area has been completed under various NGO and HUD-sponsored studies, the latest being the Western Greater Yellowstone Consortium Teton View Regional Plan, currently out in draft form. Much work toward understanding wildlife patterns and impacts from highway corridors and infrastructure construction has been done as part of a recent reconstruction of a portion of U.S. 20 a few miles north of Idaho 47. This information is fresh and would be constructively re-used in the proposed project. Because of this, many traditional costs for an Idaho 47 Corridor Plan can be avoided by leveraging off these regional information sets while they are current, freeing funds for more advanced data collection, modeling and visualization. |

**Required Local Contribution to Project:** Describe the type and source of funds to provide the required 7.34% local match. Describe any soft match, in-kind match, or eligible Federal funds that will be used to satisfy the match requirement.

Cash match of 7.34% paid from ITD matching funds program, while an in-kind over-match is available, provided by local partners.

**Other Contributions to the Project:** Describe any additional contributions secured or being sought to implement the project proposal. Does this opportunity possibly leverage other funds?

Cooperation and contribution from Forest Service and ITD engineering and scientific personnel, as required.

In addition to the ITD match, local government Fremont County and City of Ashton, and area nonprofits will be contributing services to support the Idaho 47 project. Assistance will include help with meeting preparation, public outreach, meeting locations and promotion, and related planning support. Their assistance will be extremely valuable for the public engagement activities and assisting in both the highway and trail planning components.

## How does the project relate to the following evaluation criteria?

### 1. SAFETY

**Improvement of the Transportation Network for the safety of its users.**

a) How many and what type of crashes have occurred on the project site in the last five years? Describe the basis for your information and include reported accidents and anecdotal information.
b) How would the proposed project improvement unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?
c) Does the proposed project address potentially unsafe locations such as where recreation use may create traffic conflicts with local or through traffic?
d) Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?
e) What are the results/recommendations of any road safety audits conducted for the project?
f) Is the project identified in a strategic safety plan?

a) Twenty-four crashes have occurred from 2009-2013. None of the crashes resulted in a fatality; 12 were injury; 12 were multi-vehicle; 8 were intersection related; 8 were in wet, snow, or icy conditions; 4 were at night. This data is collected in the Idaho Transportation Department Statewide Crash Database which houses all the crash reports that law enforcement agencies are required to submit. All law enforcement agencies use a standard crash reporting software program to enter the data and electronically submit the report to the Department, as designated in Idaho Code 49-1307. The database contains crashes resulting in injury or death of any person, or damage to the property of any one person in excess $1500.

b) The Idaho 47 planning project will study hazardous conditions along the corridor for motorized and nonmotorized modes of travel and develop comprehensive plans to improve safety for the entire corridor for all users.

c) Yes, conflicts between bicycle riders and motorists are increasing, and the existing narrow shoulders on Idaho 47 are a safety concern.

d) Yes, this is a multi-modal planning study that specifically includes highway planning and bicycle trail planning for an identified regional trail.

e) The road has not been audited, but the trail connection was assessed in a Concept Plan, and due to safety concerns it recommended this proposed trail planning be completed as a next step.

f) Yes. Idaho's Strategic Highway Safety Plan calls for corridor-specific studies and action plans, which would be scoped into the project.

Concurrent with the Idaho 47 Corridor Plan will be two projects by ITD within their own program. The first will be budgeted for $250,000 in year 2016 of the 2016-2020 Idaho Transportation Investment Plan, for conducting a safety corridor analysis of the U.S. 20 corridor from Chester, Idaho, north to Montana. This study will use many of the workflows, geodatabases and stakeholders envisioned for the Idaho 47 Corridor Plan.

The second will be budgeted for $1,000,000 in Year 2020 of the 2016-2020 Idaho Transportation Investment Plan, for the improvement of

the intersection of Idaho 47 with U.S. 20. This project will be chartered to reduce crash rates at the intersection, improve access control,

## 2. PRESERVATION

### Improvement of the transportation infrastructure for economy of operation and maintenance.

a) What is the current condition to the existing surfacing? If the surfacing is pavement, what is the Pavement Condition Index (PCI)? If the surface is gravel, what is the PASER rating? How would the project improve the surface condition?

b) How would the project impact maintenance or operating costs? How will this project reduce these costs?

c) If the proposal includes bridge work, how will the project extend the service life of the bridge? Would the proposal correct a "deficient" bridge?

a) The statewide pavement decline model calls for the reconstruction of over one-half of the highway length, with the remainder soon to be due.

b) Project would likely result in a wider roadway, at a lower lifecycle maintenance cost, but slightly higher operating cost for operating and maintenance.

c) As the two bridges currently carrying Idaho 47 over Robinson Creek and Warm River hold high Sufficiency Ratings and are functionally sufficient, the project would likely extend their service life through the next thirty years by crafting a risk-based, asset management plan.

## 3. RECREATION AND ECONOMIC

### Development and utilization of the Federal Land and its resources.

a) Describe any high use Federal recreation sites or Federal economic generators (as determined by the Federal Land Manager) that are accessed by this project. How many visitors access/use the site annually? How does the project enhance access to these sites? How does the proposal improve the visitor experience?

b) Which Federal Lands are accessed by this project? How much Federal Land (acres) is accessed by the project? If multiple Federal Lands are accessed, itemize acreage by agency.

**Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.**

**Note:** Direct effects of implementing the project, i.e. construction employment will not be scored.

c) Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?

d) If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan?

a) The Mesa Falls Visitor Center and interpretive site receive over 100,000 visitors/year. Warm River and Grandview Campgrounds, Warm River cabin, Grandview boat slide and Hatchery Ford fishing put-ins and take-outs are all accessed by this highway. Improving the safety and road quality will permit access for all types of trailers and oversized vehicles. Thousands of bicycle visitors use the corridor annually to connect the existing rail trails north and south of this project, with increased use and interest. This project would study how to best enhance access to connect these existing trails. The Greater Yellowstone Trail is anticipated itself to become a high-use Federal economic generator, and the planning proposed will study improving the visitor experience.

b) Approximately 135,000 acres of National Forest System Lands are accessed to the north with this route. It provides the only access to the West side of 2.2 million area Yellowstone National Park. To the south this project connects to Caribou-Targhee Teton Basin District and Bridger-Teton National Forests in the Teton Pass area via the existing rail trail and community trails in Driggs and Victor.

c) This route directly affects Ashton, Idaho, its agriculture and recreation economies. It connects to Island Park, and communities south in Tetonia, Driggs and Victor via the Greater Yellowstone Trail.

d) This route is the Mesa Falls Scenic byway. A safer route will entice more users to drive this route on their way to and from Yellowstone. This project will meet the needs identified in the scenic byway management plan.

## 4. MOBILITY

**Continuity of the transportation network serving the Federal Land and its dependent communities.**

a) Is the road the sole access to the area? Will the proposed project mitigate the potential of the route closing?

b) How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity?

c) Does the proposed project connect to a designated route on the Federal Land Management Agency's FLTP inventory? Are there any future improvements planned on the designated route?

d) Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Federal Land, State or County network? How does this proposal fit with the Federal Land Management Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

**Mobility of the users of the transportation network and the goods and services provided.**

e) How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the federal land user?

f) How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?

g) What are the major traffic generators within the Federal Land for this route?

a) Yes. Yes.

b) Idaho 47 is a worn-out, two-lane road, with little or no shoulder, connecting a National Highway System route (US 20) with a reconstructed Forest Highway. Increasingly, the lack of funds for maintenance of Idaho 47 and its narrow, winding nature, is viewed as a bottleneck in the Mesa Falls Scenic Byway.

c) Yes. No. Targhee Forest Road 294 was reconstructed and upgraded fifteen years ago.

d) The highway portion of the project does not exist in any plan. The results of the project would be incorporated into the Mesa Falls Scenic Byways Management Plan, the Fremont County Transportation Plan, the Idaho Transportation Department US 20 Corridor, Bridge and Pavement Asset Plans, the Forest Transportation Management Plan, etc. The trail portion of the project is included in the Greater Yellowstone Concept Plan, which recommends the planning proposed in this FLAP project.

e) The proposed plan and preliminary engineering could adopt these goals.

f) The poor pavement, narrow lanes and steep slopes of Idaho 47 are unfriendly to trailers, RVs, bicyclists, pedestrians and buses. The proposed plan and preliminary engineering could adopt the goal of reconstructing Idaho 47 to address deficiencies and enhance alternative modes. It will also study the trail connection and develop the preferred alternative to best enhance biking and walking alternative modes.

g) Mesa Falls Visitor Center (over 100,000 per year), Island Park, Yellowstone and Grand Teton National Parks.

## 5. SUSTAINABILITY AND ENVIRONMENTAL QUALITY

**Protection and enhancement of the rural environment associated with the Federal Land and its resources.**

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations.
This scoring is for projects which enhance environmental goals.

a) Describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan.

b) How would the project enhance wildlife connectivity, wildlife habitat, and/or aquatic organism passage?

c) How would the project enhance water quality, riparian and/or wetland function?

d) Does the project use design, materials, or techniques that will exceed the minimum environmental requirements?

e) Does the project contribute to improved environmental quality from GHG reduction?

f) Would the project require unique mitigation for impacts?

g) Would the project contribute to the use of sustainable energy sources for transportation?

a) This plan and ensuing project meets Targhee Revised Forest Plan (1997) goals. "The Forest road system is cost effective and integrates human needs with those of other resource values.....: (RFP page III-23). It would also address the recommendations in the Greater Yellowstone Trail Concept Plan, "A feasibility study should be conducted to evaluate potential costs and impacts related to each option identified." (Concept Plan page 69)

b) The need for wildlife connectivity has been identified. The proposed plan and preliminary engineering could adopt these goals.

c) No need for this has been identified, although the proposed work may reveal they exist.

d) The proposed plan and preliminary engineering could adopt these goals.

e) The proposed plan and preliminary engineering could adopt these goals.

f) The proposed plan and preliminary engineering could adopt these goals.

g) The proposed plan and preliminary engineering could adopt these goals. The nonmotorized Trail planning aspect will contribute to enhancing sustainable energy sources, since the bicycle is the most efficient and sustainable of travel modes.

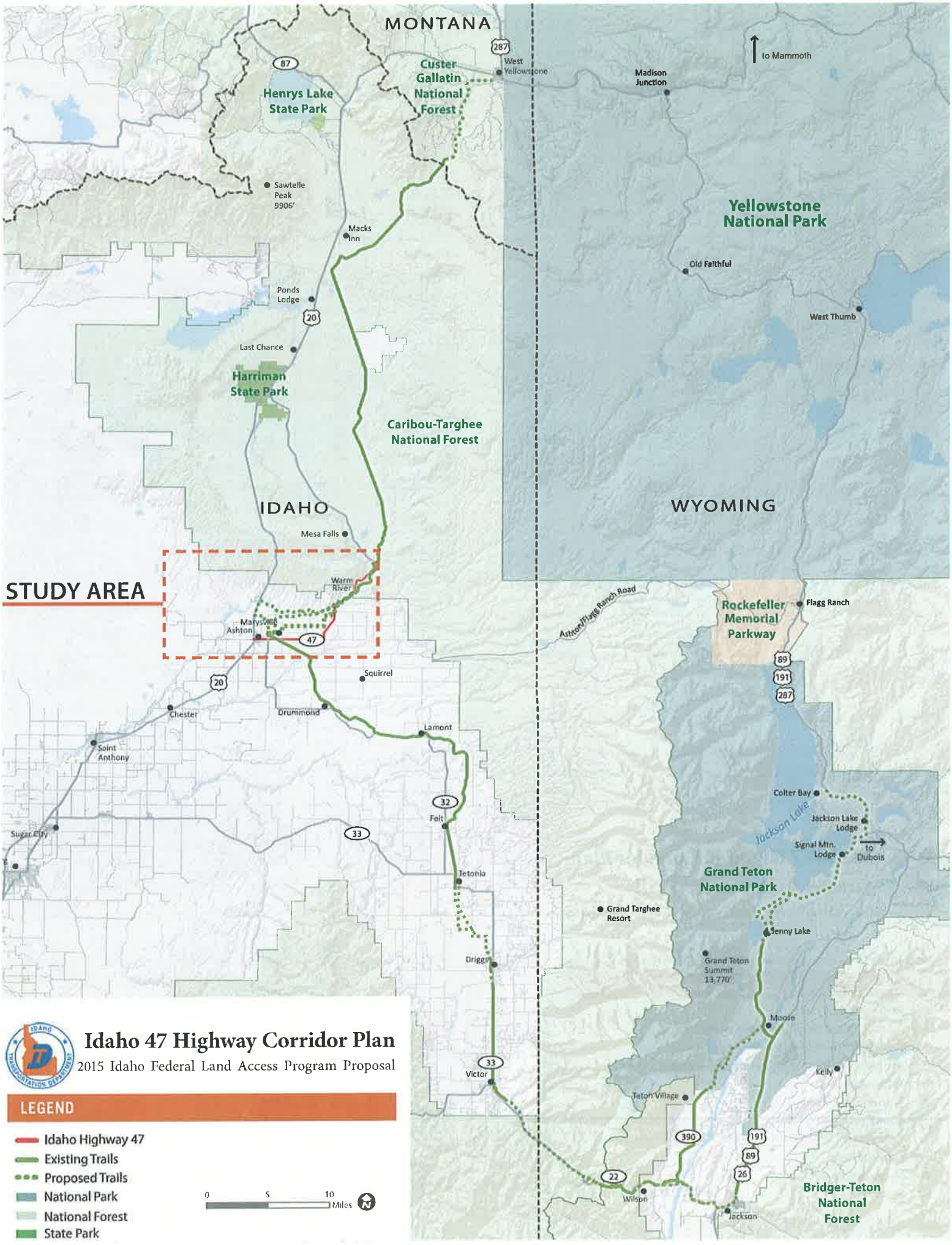
## 2015 Idaho Federal Lands Access Program

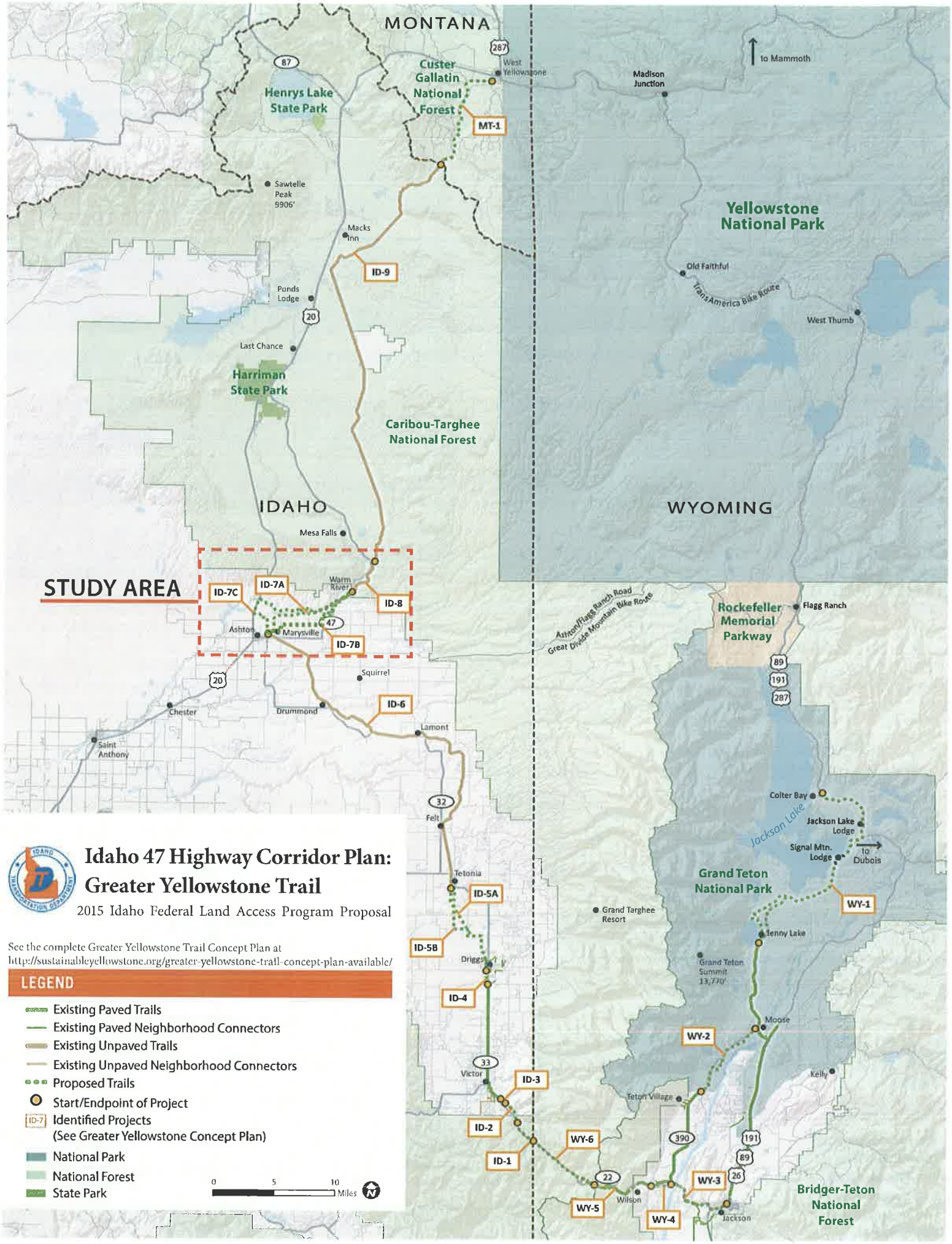
**JOINT ENDORSEMENT- This project is supported and endorsed by (add agency endorsements as needed)**

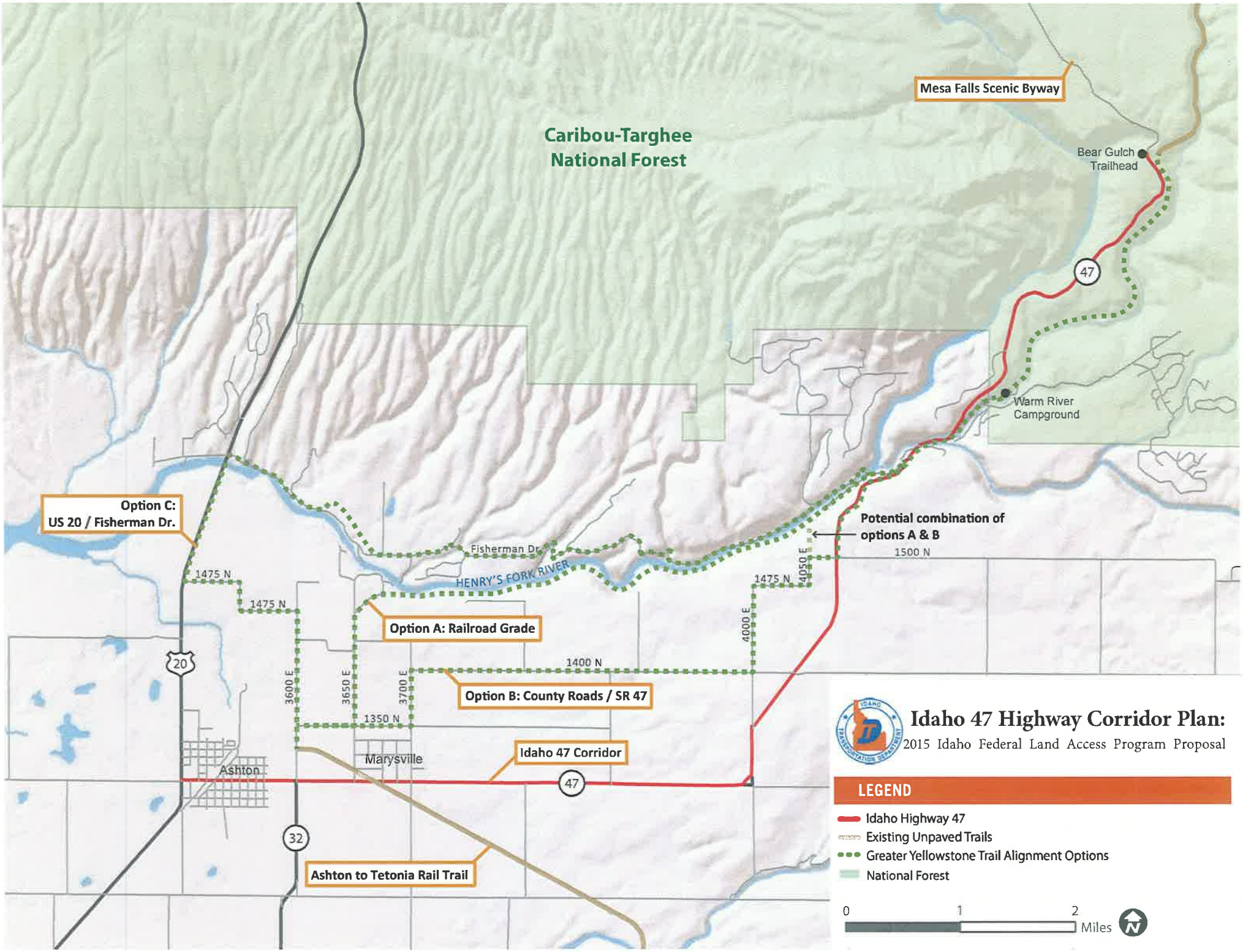
| | |
|---|---|
| **Federal Land Agency (ies)** | ~~Ashton/Island Park Ranger District~~, Caribou-Targhee National Forest |
| *** Federal Land Unit Manager Name** | ~~Elizabeth Davy~~ Garth Smelser |
| **Title** | ~~District Ranger~~ Forest Supervisor |
| ***** Handwritten Signature is required** |  |
| **Date** | 4.1.15 |
| **Email Address** | ~~edavy@fs.fed.us~~ gsmelser@fs.fed.us |
| **Telephone** | ~~208-652-1203~~ 208 524-7500 |
| **Point of Contact** | ~~Elizabeth Davy~~ Wes Stumbo |
| **Title** | ~~District Ranger~~ Forest Engineer |
| **Email Address** | ~~edavy@fs.fed.us~~ wstumbo@fs.fed.us |
| **Telephone** | ~~208-652-1203~~ 208 524-7500 |

| | |
|---|---|
| **State, County, Local, or Tribal Government** | Idaho Transportation Department |
| **** Authorized Official** | Kimbol Allen, P.E. |
| **Title** | District 6 Engineer |
| ***** Handwritten Signature is required** |  |
| **Date** | 3/30/15 |
| **Email Address** | kimbol.allen@itd.idaho.gov |
| **Telephone** | (208) 745-5600 |
| **Point of Contact** | Bill Shaw, P.E. |
| **Title** | District 6 Planning Manager |
| **Email Address** | bill.shaw@itd.idaho.gov |
| **Telephone** | (208) 745-5608 |

| | |
|---|---|
| **State, County, Local, or Tribal Government** | |
| **** Authorized Official** | |
| **Title** | |
| ***** Handwritten Signature is required** | |
| **Date** | |
| **Email Address** | |
| **Telephone** | |
| **Point of Contact** | |
| **Title** | |
| **Email Address** | |
| **Telephone** | |


MONTANA
IDAHO
WYOMING
STUDY AREA
Idaho 47 Highway Corridor Plan
2015 Idaho Federal Land Access Program Proposal
LEGEND
Idaho Highway 47
Existing Trails
Proposed Trails
National Park
National Forest
State Park
0 5 10 Miles
Henrys Lake State Park
Custer Gallatin National Forest
Sawtelle Peak 9906'
Macks Inn
Ponds Lodge
Last Chance
Harriman State Park
Caribou-Targhee National Forest
Mesa Falls
Warm River
Marysville
Ashton
Squirrel
Chester
Drummond
Lamont
Saint Anthony
Sugar City
Felt
Tetonia
Driggs
Victor
West Yellowstone
Madison Junction
To Mammoth
Yellowstone National Park
Old Faithful
West Thumb
Ashton-Flagg Ranch Road
Rockefeller Memorial Parkway
Flagg Ranch
Colter Bay
Jackson Lake
Jackson Lake Lodge
Signal Mtn. Lodge
To Dubois
Grand Teton National Park
Grand Targhee Resort
Jenny Lake
Grand Teton Summit 13,770'
Moose
Kelly
Teton Village
Wilson
Jackson
Bridger-Teton National Forest
47
20
87
287
32
33
22
390
191
89
26


MONTANA
IDAHO
WYOMING
STUDY AREA
Idaho 47 Highway Corridor Plan:
Greater Yellowstone Trail
2015 Idaho Federal Land Access Program Proposal
See the complete Greater Yellowstone Trail Concept Plan at
http://sustainableyellowstone.org/greater-yellowstone-trail-concept-plan-available/
LEGEND
Existing Paved Trails
Existing Paved Neighborhood Connectors
Existing Unpaved Trails
Existing Unpaved Neighborhood Connectors
Proposed Trails
Start/Endpoint of Project
ID-7 Identified Projects
(See Greater Yellowstone Concept Plan)
National Park
National Forest
State Park
0 5 10 Miles
Henrys Lake State Park
Custer Gallatin National Forest
West Yellowstone
Madison Junction
to Mammoth
Yellowstone National Park
Old Faithful
TransAmerica Bike Route
West Thumb
Sawtelle Peak 9906'
Macks Inn
Ponds Lodge
Last Chance
Harriman State Park
Caribou-Targhee National Forest
Mesa Falls
Warm River
Ashton
Marysville
Squirrel
Chester
Drummond
Lamont
Saint Anthony
Felt
Tetonia
Driggs
Victor
Ashton/Flagg Ranch Road
Great Divide Mountain Bike Route
Rockefeller Memorial Parkway
Flagg Ranch
Colter Bay
Jackson Lake
Jackson Lake Lodge
Signal Mtn. Lodge
to Dubois
Grand Teton National Park
Grand Targhee Resort
Jenny Lake
Grand Teton Summit 13,770'
Moose
Kelly
Teton Village
Wilson
Jackson
Bridger-Teton National Forest
MT-1
ID-9
ID-7A
ID-7C
ID-8
ID-7B
ID-6
ID-5A
ID-5B
ID-4
ID-3
ID-2
ID-1
WY-1
WY-2
WY-3
WY-4
WY-5
WY-6
87
287
20
47
32
33
22
89
191
390
26


Caribou-Targhee
National Forest
Mesa Falls Scenic Byway
Bear Gulch
Trailhead
47
Warm River
Campground
Option C:
US 20 / Fisherman Dr.
Potential combination of
options A & B
Fisherman Dr
HENRY'S FORK RIVER
1475 N
1475 N
1475 N
1500 N
4050 E
4000 E
Option A: Railroad Grade
1400 N
20
3600 E
3650 E
3700 E
Option B: County Roads / SR 47
1350 N
Marysville
Ashton
Idaho 47 Corridor
47
32
Ashton to Tetonia Rail Trail
Idaho 47 Highway Corridor Plan:
2015 Idaho Federal Land Access Program Proposal
LEGEND
Idaho Highway 47
Existing Unpaved Trails
Greater Yellowstone Trail Alignment Options
National Forest
0
1
2
Miles

March 30, 2015

George Fekaris
Western Federal Lands Highway Division
610 E Fifth Street
Vancouver WA 98661
George.Fekaris@dot.gov

*Subject: Support letter for ITD Idaho 47 Corridor Plan 2015 FLAP Proposal*

Dear Mr. Fekaris,

Please accept this letter of support from Wyoming Pathways for the Idaho Transportation Department 2015 Federal Lands Access Program grant request for Idaho Highway 47 Corridor Plan.

Wyoming Pathways was founded in 2012 with a mission to make bicycling and walking safe and inviting. Our goal is to help create thriving, livable communities and enhance public lands in Wyoming and support connected projects with neighboring states like Idaho.

The Idaho 47 Corridor FLAP project will develop a multi-modal plan for reconstruction and enhancement of Idaho Highway 47, and provides a key public land connection to a number of destinations on the Caribou-Targhee National Forest, and is a designated Scenic Byway.

Idaho 47 Corridor is also an important section of the Greater Yellowstone Trail (GYT), a remarkable 180-mile regional biking and walking trail linking West Yellowstone to Grand Teton National Park via eastern Idaho - connecting two National Parks, three National Forests, and communities in three states.

Approximately 110 miles of the route are accessible now, and multiple projects along the route are underway in MT, ID, and WY. South of Ashton, Idaho State Parks continues to upgrade the 30-mile Ashton-Tetonia Rail Trail. The City of Victor is connecting the trail 2-miles more to the Idaho state line in 2016. The City of Driggs is seeking FLAP support to study the section from Driggs to Tetonia. Here in Wyoming, Teton County is completing a pathway from Jackson to Wilson this summer, and is working with CFLH on a Wyoming FLAP project on Teton Pass. All of these will connect to the Ashton area Idaho 47 section of the GYT.

This progress is encouraging, but during the development of a Concept Plan funded by a HUD Sustainable Communities grant, one of the sections identified as needing additional

Wyoming Pathways
PO Box 153 Wilson WY 83014

phone 307-413-8464
email tim@wyopath.org

planning is the Ashton-Warm River Campground section along Idaho 47. Currently there is no identified route bicycle route, and several options require additional analysis. The route along Idaho 47 is dangerous for cyclists, with high traffic volumes and narrow shoulders. There is a need to study alternatives to safely connect Ashton to the Caribou-Targhee National Forest and to close a gap in the larger regional Greater Yellowstone Trail system.

Bicycle travel and tourism are increasing in our region, and are desirable to promote for many reasons - health and wellness, access to federal public lands, and providing safe travel options for our visitors. The Greater Yellowstone Trail will be a world-class destination in its own right.

For these reasons of access, connectivity, economic benefit, safety, multi-modal planning, and partnerships, the Idaho 47 project is well suited for the Federal Lands Access Program.

Thank you for your consideration of the Idaho Transportation Department FLAP grant request.

Sincerely,

Tim Young

Tim Young, Executive Director

GREATERYELLOWSTONE.ORG
LOCATIONS IN MONTANA, IDAHO & WYOMING

HEADQUARTERS
215 South Wallace Avenue
Bozeman, Montana 59715
406.586.1593

March 26, 2015

Mr. George Fekaris
U.S. Department of Transportation
Western Federal Lands Highway Division
610 E. 5th Street
Vancouver, WA 98661

Dear Mr. Fekaris,

On behalf of the Greater Yellowstone Coalition (GYC), we are pleased to support Idaho Transportation Department's (ITD) application through the Federal Lands Access Program for the Idaho 47 Corridor Plan.

For over 30 years, GYC has worked to protect the lands, waters and wildlife of the Greater Yellowstone Ecosystem (GYE), the largest intact ecosystem remaining in the lower 48 states. Highway 47 accesses the Caribou-Targhee National Forest through the Ashton/Island Park Ranger District in Fremont County, ID. This area is critical for Yellowstone's wildlife, particularly migrating ungulates such as deer and elk that leave Yellowstone National Park to winter on the Sand Creek Wildlife Management Area west of Ashton and provides important connectivity habitat for grizzly bears.

Research has shown that roads, highways, fencing and other infrastructure associated with expanding transportation corridors in the western U.S. can be detrimental to wildlife, particularly through direct effects on migration and dispersal (Beckmann et al. 2010)[1]. This is especially concerning for elk and mule deer that migrate long-distances to access winter range. In addition, the Ashton/Island Park area is considered important occupied grizzly bear habitat, which require large tracts of habitat for their survival. The Federal Highway Administration (FHA) has also recognized the impacts that public roads have on wildlife due to roadkill, habitat loss, habitat fragmentation and fish populations with policy changes under the Transportation Equity Act for the 21st Century (TEA-21). Under TEA-21, the FHA has provided funding support for enhancements that mitigate wildlife conflicts and provide planning strategies to counteract roadkill and habitat loss and fragmentation[2]. We support ITD's efforts to comprehensively plan highway improvements that take into account impacts to and mitigation for wildlife. Often times, wildlife is considered an afterthought to highway improvements, which

[1] Beckman, J.P., A.P. Clevenger, M.P. Huijser, and J.A. Hilty, Eds. 2010. *Safe Passages: highways, wildlife, and habitat connectivity*. Island Press, Washington, D.C.

[2] Wildlife and Highways: An Overview. http://www.fhwa.dot.gov/environment/critter_crossings/overview.cfm

consistently prove fatal to wildlife. With far better science available now and best engineering practices, we believe that wildlife mortality can be reduced, human safety protected and important ecosystem functions, such as migration, protected or restored. As Yellowstone's wildlife continue to be impacted by habitat fragmentation, changes in climate and urban/exurban growth it's critical that we prioritize their habitat and we applaud ITD's proactive approach to comprehensively plan for Hwy 47 improvements that consider impacts to wildlife.

Finally, we encourage ITD to develop a working group of stakeholders as plans and alternatives are developed for Hwy 47. This group can include representatives from the local communities, wildlife proponents, pathway advocates, public land managers, etc. We have consistently experienced success when stakeholders are engaged and results have shown collective desired outcomes. GYC would be happy to serve on such a working group.

We hope you consider ITD's request for funding to plan this important highway in the GYE. If you have any questions or comments, please don't hesitate to contact me.

Sincerely,

Kathryn M. Rinaldi

Kathy Rinaldi, Idaho Conservation Coordinator
PO Box 1072
Driggs, ID 83422
208-354-1593 office
krinaldi@greateryellowstone.org

# Fremont County
# Planning & Building Department

**125 North Bridge St.**
**St. Anthony, ID 83445**
**PHONE: (208) 624-4643 FAX: (208) 624-1320**
**EMAIL: P&B@co.fremont.id.us**


April 1, 2015

Garth Smelser, Supervisor
Caribou-Targhee National Forest
1405 Hollipark Drive
Idaho Falls, ID 83401

Dear Garth:

The Fremont County Planning and Building Department is pleased to support your Federal Lands Access Program application for the Idaho 47 Corridor Plan, being submitted in concert with the Idaho Transportation Department (ITD). Beyond the normal need for updated transportation plans as they affect the highway system within Fremont County, here are three important reasons for our support:

1. Public Safety – This 12.42-mile stretch of Highway 47 poses increasing safety risk as marathons and long-distance cycling events grow in popularity on the Mesa Falls Scenic Byway. Recreational use of the roadway by out-of-state travelers continues to rise as more tourists learn of scenic Upper and Lower Mesa Falls, plus angler use of this rural roadway is expanding as year-round fishing is now encouraged on this stretch of the Henry's Fork of the Snake River. Conflicts between recreational visitors and farmers moving agricultural equipment between fields need to be addressed through this critical planning process.

2. Greater Yellowstone Trail – The concept plan for a 180-mile trail linking West Yellowstone, Montana, to Jackson Hole, Wyoming, identifies a major routing gap between Warm River Campground and Ashton, Idaho. The Idaho 47 Corridor Plan needs to identify a preferred route for cyclists, even if it entails a separate path along a newly widened roadway. This is the last remaining gap in the trail system within Fremont County, and having this route safely defined and engineered would make access to the National Forest an important economic and recreational asset to Ashton and the rest of the county. The Greater Yellowstone Trail is one of the top priorities in the Teton View Regional Plan for Sustainable Development that soon will be completed under a HUD Regional Sustainable Communities planning grant administered by Fremont County.

3. Hugginsville Corner Overlook – The Corridor Management Plan for the Mesa Falls Scenic Byway (December 2005) identifies 10 key sites for visitor contact and interpretation. One particularly scenic site, Hugginsville Corner, sits alongside the 90-degree curve of SH 47 five miles east of Ashton (and is already owned by ITD). The Byway Plan proposes interpretive signage and a raised overlook on this property, which offers panoramic views of the area's rich agricultural heritage and the Teton Mountain Range. The site may also prove suitable for a range of public convenience and information services.

Thank you for your consideration of the Idaho 47 Corridor Plan as an important tool for collaboration among federal, state and local interests.

Sincerely,

Thomas Cluff

Thomas Cluff, AICP
Planning and Building Department Administrator