

Roadway Surface Remediation Strategy for the Bunker Hill Mining and Metallurgical Complex Superfund Site

1. Introduction and Scope

The three Records of Decision for the Bunker Hill Mining and Metallurgical Complex Superfund Site (Bunker Hill Site or Site) include remedial actions designed to protect human health and the environment. These actions include the removal and/or capping of contaminated materials in residential and commercial properties, common use areas and rights-of-way (which include roads) in the residential and community areas of the Site. To date, the cleanup work in communities has been focused on remediating contaminated residential and commercial properties, common use areas such as parks and play fields, and a limited number of unpaved roads and road shoulders. This residential and commercial properties cleanup work in the Bunker Hill Box (Operable Units 1 and 2) has been completed. As completion of property cleanups in the Basin (Operable Unit 3) gets nearer, there is a need to define how to address public roads in all Operable Units to ensure the long-term effectiveness of the remedy.

The basic elements of the paved road surface remediation portion of this Strategy involve the identification and approval of proposed projects, dispersal of funds to design and construct the projects, construction of the projects and the development of documentation of the completed work. The local jurisdictions will be responsible for project planning, project construction and documentation of the completed work.

Paved and unpaved public roads exist to meet the transportation needs within and between the communities in the Site (and beyond). Responsibility for constructing and maintaining these transportation facilities lies with state and local jurisdictions. Furthermore, the U.S. Environmental Protection Agency and the Idaho Department of Environmental Quality are neither road construction nor road maintenance agencies. EPA's and IDEQ's mission at the Site is to reduce exposures to site-related contaminants. By including rights-of-way in the Records of Decision for the Site, the EPA recognizes the need for clean roadway surfaces to serve as protective barriers between contaminated materials that lie under those surfaces and people living near and using those roadways. In addition, the EPA recognizes that cleanup activities and the associated heavy vehicle traffic within and between communities have likely contributed to the deterioration of road surfaces. The Roadway Surface Remediation Strategy described in this document was developed from a cleanup/human health protection perspective and is designed to provide a mechanism to address deterioration of contaminated road surfaces due to heavy vehicle traffic during remediation activities to ensure road surfaces continue to serve as barriers that reduce or eliminate exposures to underlying contamination.

This Strategy represents a good-faith effort by the EPA and IDEQ to address the need for protective barriers and the acknowledgement that cleanup activities likely hastened the deterioration of paved road surfaces in areas with significant heavy equipment traffic attendant to implementation of the human health remedy in communities within OU1, OU2 and OU3. Implementation of the this Strategy is intended to address the most significantly deteriorated contaminated paved roadway surfaces by identifying those roadway segments and developing and implementing actions to remediate the segments with the highest priority to protect human health and the environment. However, since it is not always apparent if roadway deterioration is a result of heavy vehicle traffic during remediation activities, historically inadequate road construction methods and applications for anticipated traffic or lack of adequate maintenance, this policy may not address some paved roads that may have been damaged as a result of cleanup work, and it is not intended to address roads that will require repair or maintenance in the future.

2. Purposes of the Strategy

This Strategy has been developed to achieve the following purposes:

1. Define a shared solution, whereby EPA and IDEQ are able to accomplish their Superfund cleanup goals and the local jurisdictions are able to supplement their resources dedicated to transportation needs within their respective jurisdictions to help address deteriorating roads.
2. Define funding levels and funding mechanism(s) which allow local jurisdictions (cities and counties) to repair and maintain paved roadways so that they continue to serve as protective barriers.
3. Define the requirements for paved road surface remediation projects to qualify for funding.
4. Define the review and approval process for funding of paved road surface remediation projects.
5. Define post-construction documentation and reporting requirements for paved road remediation projects.
6. Define post-construction operations and maintenance responsibilities for paved roads.

While the focus of this Strategy is on paved public roads in the Box and Basin, the EPA and IDEQ also recognize the need to remediate contaminated unpaved roadways in the Basin. Remediation of contaminated unpaved roads in the Basin will be performed as part of the Basin Property Remediation Program using funds provided by EPA or the Coeur d'Alene Work Trust.

Remediation of unpaved roads in the Box has already been completed by the EPA and the Upstream Mining Group. Any additional work on unpaved roads in the Box will be performed under an ICP permit and will be funded by the local jurisdiction or project proponent.

3. Applicability and Parties Involved in Implementing the Strategy

3.1 Applicability

This Strategy applies to existing public roads located within the administrative boundaries of the Institutional Controls Program administered by the Panhandle Health District (see Appendix A – map with ICP Administrative Boundary). These roads fall under the jurisdiction of the cities of Mullan, Wallace, Osburn, Wardner, Kellogg, Smeltonville, Pinehurst and Shoshone County and the Eastside Highway District (Kootenai County). Existing private roads located within the ICP Administrative Boundary and these jurisdictions will be addressed as part of the Basin Property Remediation Program.

New road construction is subject to the requirements of the ICP and is not eligible for funding under this Strategy. The Strategy does not apply to roads that fall under the jurisdiction of the U.S. Department of Interior Bureau of Land Management, U.S. Department of Agriculture Forest Service or the Idaho Transportation Department.

In order to use Superfund or Coeur d'Alene Work Trust funds, surface remediation work can only be performed on roadways that are contaminated or overlying contamination and whose deterioration may result in contamination of previously remediated or uncontaminated residential areas. EPA and IDEQ have taken available transportation planning information and merged it with existing roadway and soil sampling information to define which roadways (or roadway segments) are considered contaminated or overlying contamination for purposes of implementing this Strategy. A complete inventory of paved roads overlying contamination that are eligible for treatment under this Strategy, is presented in Appendix B.

Because the primary goal of EPA and IDEQ is to address the contaminated paved roads which provide the poorest quality protective barriers and were likely damaged by cleanup work, the funds associated with implementing this Strategy are intended to be used for contaminated paved road surface remediation projects and deferred maintenance of contaminated paved roads in areas where cleanup work was performed. They are not to be used for routine maintenance activities. For purposes of this Strategy, the following definitions apply:

Paved Road Surface Remediation Project – pavement grinding and replacement, weak subgrade improvements, and minor drainage control

Deferred Maintenance – overlays and sealcoats

Routine Maintenance – patching, ditch cleaning, striping.

3.2 Parties Involved with Implementing the Strategy

Table 1 identifies the parties that will be involved with the implementation of this Strategy, along with a summary of their roles and responsibilities.

Table 1. Roles and Responsibilities for Paved Road Surface Remediation.

Party	Roles and Responsibilities
U.S. Environmental Protection Agency	<ol style="list-style-type: none"> 1. Provide funding for paved road surface remediation projects in the Box 2. Provide oversight and direction to IDEQ and the Coeur d'Alene Work Trust 3. Review and approve proposed paved road remediation projects in the Box and Basin for funding 4. Review and approve post-construction documentation of work completed in the Box and Basin
Idaho Department of Environmental Quality	<ol style="list-style-type: none"> 1. Administer/redistribute funds to local jurisdictions for paved road surface remediation projects in the Box 2. Review and approve, with EPA, proposed paved road surface remediation projects in the Box for funding 3. Review and provide advice to EPA with regard to proposed paved road surface remediation projects in the Basin for funding 4. Review and approve, with EPA, post-construction documentation of work completed in the Box 5. Review and provide advice to EPA with regard to approval of post-construction documentation in the Basin
Panhandle Health District	<ol style="list-style-type: none"> 1. Permit paved road surface remediation projects in the Box and Basin 2. Administer the Institutional Controls Program to ensure roads continue to serve as effective barriers to underlying contamination

Party	Roles and Responsibilities
Roadway Surface Remediation Board (Roads Board) representatives of EPA and IDEQ with a Transportation Engineering Expert experienced in roadway design and construction to provide technical assistance	<ol style="list-style-type: none"> 1. Provide assistance to aid local jurisdictions in preparing roadway surface remediation project proposals 2. Review and provide recommendation for approval from EPA for funding proposed paved road surface remediation projects 3. Review and approve post-construction documentation of work completed
The Coeur d'Alene Work Trust	<ol style="list-style-type: none"> 1. Administer/distribute funds to local jurisdictions for approved paved road surface remediation projects in the Basin 2. Review proposed paved road surface remediation projects in the Basin for funding and provide input to Roads Board 3. Review post-construction documentation of work completed in the Basin and provide input to Roads Board
City of Mullan City of Wallace City of Osburn Shoshone County Eastside Highway District City of Wardner City of Kellogg City of Smelterville City of Pinehurst	<ol style="list-style-type: none"> 1. Conduct planning for paved road surface remediation projects within their jurisdiction 2. Develop and submit proposals for paved road surface remediation projects 3. Construct paved road surface remediation projects 4. Develop and submit post-construction documentation of paved road surface remediation projects 5. Perform O&M activities on completed road surface remediation projects 6. Perform any necessary surveying and right-of-way clearance, public outreach or public noticing of planned paved road remediation projects

4. Information Sources

The Strategy is highly reliant on roadway inventory and transportation planning information developed by and for the local jurisdictions. Specifically, information contained in the Silver Valley Transportation Plan¹ provides the basis for the roads selected under this Strategy for the jurisdictions within Shoshone County. The Eastside Highway District, not included in the SVTP, developed comparable information and provided it for EPA and IDEQ use in developing the Strategy. The Strategy is intended to complement existing pavement/roadway management systems that are currently used by local highway, County and City jurisdictions.

The pavement Remaining Service Life rating is generally defined as the anticipated number of years that pavement will be functionally and structurally acceptable with only routine maintenance. It is computed from pavement condition survey results. The poorest condition roads have an RSL of 0. The roads in the best condition have an RSL of 20. For purposes of this Strategy, the RSL is being used as a general indicator of the degree to which cleanup activities may have impacted the road or road segment and thus the condition of a road or road segment as a protective barrier over contaminated material. It is assumed that roadway segments with low RSL values are indicative of poorer quality barriers than segments with high RSL values.

The RSLs used for the Strategy are based on information provided in the SVTP and information provided by the ESHD. Both sources provide RSLs derived from the iWorQ Pavement Management System. Input to the iWorQ PMS includes condition assessment information that was collected approximately 3 to 5 years ago and recent input from the jurisdictions and is based on visual distress surveys. The jurisdictions provided additional updated information related to RSLs in 2011 and 2012.

5. Rationale for Selecting the Roads Addressed under this Strategy

In the development of this Strategy, the EPA and IDEQ determined that an RSL value of 10 or less shall be used to identify contaminated road surface segments that have been more impacted as a result of heavy equipment traffic attendant to the human health cleanup and thus are likely not providing a functional barrier to contamination. This cutoff was established by reviewing the type and extent of defects that correlates to the different RSL ratings. Contaminated paved roadways with an RSL from 0 to 10 are assumed to currently be inadequate barriers to subsurface contaminated materials if releases of contaminants through the deteriorated surface could result in contamination of remediated or uncontaminated residential areas. Roadway surfaces with an RSL greater than 10 are assumed to be functioning, and will continue to function, as adequate barriers provided appropriate maintenance activities are performed by the local jurisdiction.

¹ Silver Valley Transportation Plan, David Evans and Associates, Inc., March 2010

The Strategy relies on the individual jurisdictions for prioritizing, planning and implementing paved road surface remediation projects to their adopted standards. From a human health protection perspective, the EPA and IDEQ view the contaminated paved roadway segments with the lowest RSLs as the highest priority for surface remediation. The EPA and IDEQ also consider segments whose deteriorated condition have the greatest potential to result in contamination of remediated or uncontaminated residential and commercial properties where children may be present to be of higher priority than more remote segments or those adjoining other types of commercial properties. Consequently, the Strategy does place some restrictions on which paved roads surfaces can be remediated pursuant to this Strategy as specified in Section 6 of this document.

6. Overall Funding Levels for Paved Road Surface Remediation Work

Funding for paved road surface remediation work within the Site will likely come from two sources; EPA or the Coeur d'Alene Work Trust. Funding from EPA for work within the Box will be provided to the IDEQ under a cooperative agreement. IDEQ, serving as a designated funding entity, will redistribute funds to local jurisdictions for work within the Box. Paved road surface rehabilitation projects in the Basin will be funded by the Coeur d'Alene Work Trust under the direction of EPA, serving as a designated funding entity.

The overall funding level for each of the local jurisdictions was determined as follows:

- Roads that currently have an RSL of 10 and less were identified for each jurisdiction. An RSL of 10 was chosen as a cut-off because it has been determined that these segments have a higher likelihood of having been impacted as a result of heavy equipment traffic attendant to the human health cleanup and thus are likely not providing a functional barrier to contamination.
- To establish each jurisdictions maximum proportional share of the total dollars available in the Box and Basin, respectively, the dollars were allocated on a *pro rata* basis relative to the total needs. The resulting funding levels for each jurisdiction are presented in Table 2.

Table 2. Maximum Funding Levels by Jurisdiction.

Entity	Maximum Funding Level
Box Jurisdictions	
Kellogg	\$16,167,000
Pinehurst	\$ 6,102,000
Smelterville	\$ 6,129,000
Wardner	\$ 16,000
Shoshone County	\$ 1,586,000
Basin Jurisdictions	
Osburn	\$ 4,891,000
Wallace	\$ 4,485,000
Mullan	\$ 4,661,000
Shoshone County	\$ 9,020,000
Eastside Highway District	\$ 943,000

These levels represent the maximum dollars that will be available to each jurisdiction over time to implement paved roadway surface remediation projects overlying contamination. No additional cleanup funding will be available for road surface remediation projects within a specific jurisdiction once that jurisdiction’s total funding level has been exhausted.

7. Paved Road Surface Remediation Project Implementation

The Roadway Surface Remediation Board (Roads Board), consisting of one representative each from EPA and IDEQ (with assistance from a Transportation Engineering Expert) will review and approve project funding requests and project documentation.

The IDEQ Roads Board representative will review proposals and project documentation for road segments located in the Box and the Basin. The Transportation Engineering Expert will only serve an advisory role on the Roads Board and will also provide technical assistance to the jurisdictions if they request assistance while developing proposals. If the two board members (EPA representative and the IDEQ representative) cannot reach agreement on approval of a segment, EPA will have the final authority for approval. The following further defines the steps necessary for the planning, funding, construction, documentation, and maintenance of paved road surface remediation projects in OU1, OU2, and OU3.

7.1 Priority Setting and Project Planning

Each local jurisdiction will be responsible for setting priorities consistent with the overall rationale and scope of this Strategy for contaminated paved road surface remediation projects within their jurisdictions and performing the necessary planning activities associated with those projects.

When specific projects have been identified and the local jurisdiction is ready to move forward with design and implementation, the jurisdiction shall submit funding proposals for work to be conducted using remediation funds. Assistance from the Roads Board for preparation of the proposal may be requested, if desired. Project proposals will be submitted to and reviewed by the Roads Board who will make recommendations for approval to the EPA for funding. These specific project proposals shall include, but not necessarily be limited to, the following information:

- Name of jurisdiction submitting the proposal
- Name and description of road segment or road segments
- A narrative describing the work to be performed
- Information about the population density living around or near the road segment(s)
- Information demonstrating that the project is the responsibility of the submitting jurisdiction and is listed in Appendix B as a paved road overlying contamination within the ICP Administrative Boundary as defined in Appendix A
- Estimated funding level, with sufficient information to support the estimated project design, construction and construction administration costs
- Proposed construction timeline
- Maintenance strategy for the completed project.

7.2 Project Proposal Review and Approval

The Roads Board will evaluate the specific project proposals based, at a minimum, on the following:

- Inclusion and completeness of the information described in Section 7.1.
- Additional relevant information that demonstrates how the project is intended to meet the objectives of the Site remediation and this Strategy.

- For proposed projects ensure cost estimates reflect Davis-Bacon wages, where applicable.
- If applicable, discussion of the need or desire to implement the proposed project with other community infrastructure work. This should address the implications of project coordination with the road surface remediation project implementation timeline.

Upon completion of the review of the project proposal, the jurisdiction will be notified by the Roads Board in writing whether 1) the proposed project is approved and recommended for funding, 2) additional information is required before an approval/disapproval decision can be made, or 3) the proposed project does not qualify for funding. If additional information is needed, the written notice will indicate the type of information that should be provided by the jurisdiction. If the project does not qualify for funding, the written notice will include the reason(s) why it does not qualify.

Review and written approval, disapproval or a request for additional information will be provided to the local jurisdiction within a reasonable time frame. If the project proposal is approved, the jurisdiction and designated funding entity will be notified and the funding entity will approve up to ten (10) percent of the estimated cost to be transferred to the jurisdiction for the cost of final planning and design for the project. The designated funding entity for paved roadway projects in the Box is EPA via a cooperative agreement with IDEQ and for projects in the Basin is the Coeur d'Alene Work Trust.

7.3 Project-Specific Funding

Upon completion of the final planning and design process the jurisdiction will submit three (3) copies of the final drawings and bid package to the Roads Board including the final engineer's estimate and a description of potential project waste volumes that will need to be disposed of at an approved repository.

When the final drawings and bid package are approved, the Roads Board will notify the EPA in writing and provide a copy of the complete proposal package to the EPA and IDEQ as appropriate. In their final project design and bid approval notification, the local jurisdiction will be directed to contact the designated funding entity to insure adequate funds are made available to cover the engineer's estimate before proceeding with the bidding process. Funds will be made available up to 115 percent of the final engineer's estimate to award the contract for work. The funding entity will not fund any project bid costs in excess of 115 percent of the engineer's estimate. If the contract is successfully bid and awarded, the local jurisdiction will notify the designated funding entity for release of the funds and the PHD for any necessary permitting activities under the ICP. Notification to PHD will include the complete proposal package. The designated funding entity will then release sufficient funds to the local jurisdiction to cover the accepted bid costs.

The schedule for distribution of funding will, in part, be based on the overall Superfund priorities as determined by EPA, and when appropriate with input from IDEQ and the Coeur d'Alene

Work Trust in consultation with the local communities and other interested parties. Within the scope of the overall Basin Cleanup Plan, EPA will make every attempt to provide funding levels that will be adequate to complete a given approved project within a reasonable construction timeframe to reduce negative impacts on traffic and local communities.

7.4 Project Construction

The local jurisdiction will be responsible for construction of the paved road surface remediation project. This includes project management, contracting, contract management, scheduling and the development of documentation of project activities. If during construction changed conditions are encountered requiring some re-engineering and additional construction costs, the local jurisdiction will submit the necessary change order and accompanying design and drawings to the funding entity for approval and funding. The funding entity will consult with the Roads Board prior to approval of additional funds for a specific project. The funding entity will review the proposed change within a reasonable time frame and contact the local jurisdiction with either approval or additional questions for clarification.

Once construction is completed, the Roads Board will review the completed project for compliance to the approved design and bid package and issue a completion notice to the local jurisdiction and the designated funding entity.

7.5 Post-Construction Documentation

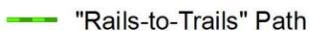
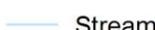
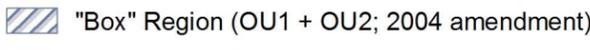
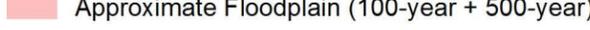
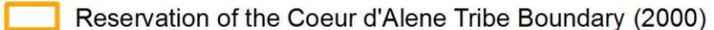
After construction of each road surface remediation project has been completed, the local jurisdiction will document the work performed with record drawings bearing the stamp of a licensed engineer. Three (3) copies of the record drawings will be provided to the Roads Board for their final review and approval of the completed project. These drawings will, in combination with the project proposal and the final design package, serve as the documentation for the project. A copy of the record drawing will also be provided to the funding entity and PHD to incorporate into their records for the ICP.

7.6 Roadway Maintenance

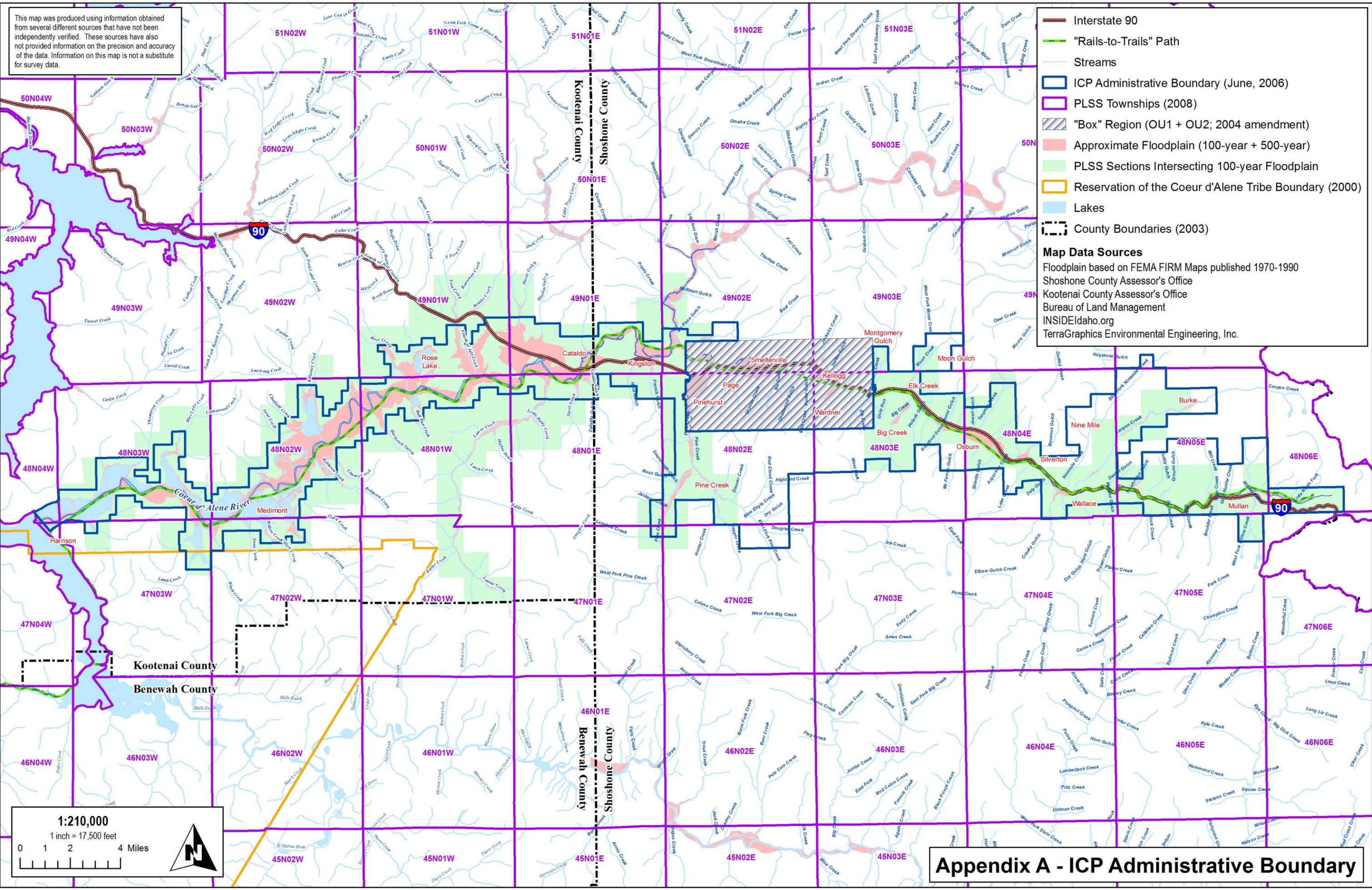
Once a road or road segment has been completed per this Strategy, it shall be removed from the Appendix B inventory and any additional work on the road/road segment will be considered part of routine roadway maintenance and the responsibility of the cognizant local jurisdiction, subject to the requirements of the ICP. Routine maintenance practices will be employed to ensure that the protective barriers are maintained. Responsibility for ongoing maintenance of roads shall be borne by the local jurisdiction.

Appendix A – ICP Administrative Boundary

This map was produced using information obtained from several different sources that have not been independently verified. These sources have also not provided information on the precision and accuracy of the data. Information on this map is not a substitute for survey data.

-  Interstate 90
-  "Rails-to-Trails" Path
-  Streams
-  ICP Administrative Boundary (June, 2006)
-  PLSS Townships (2008)
-  "Box" Region (OU1 + OU2; 2004 amendment)
-  Approximate Floodplain (100-year + 500-year)
-  PLSS Sections Intersecting 100-year Floodplain
-  Reservation of the Coeur d'Alene Tribe Boundary (2000)
-  Lakes
-  County Boundaries (2003)

Map Data Sources
 Floodplain based on FEMA FIRMs Maps published 1970-1990
 Shoshone County Assessor's Office
 Kootenai County Assessor's Office
 Bureau of Land Management
 INSIDEIdaho.org
 TerraGraphics Environmental Engineering, Inc.



1:210,000
 1 inch = 17,500 feet

0 1 2 4 Miles



Appendix A - ICP Administrative Boundary

Appendix B – Contaminated Paved Road Inventory

Kootenai (ESHWD)

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	CATALDO	CANYON	CATALDO LANE	Overlay
2	HAYDEN LOOP	HAYDEN CREEK	CANYON	Overlay
3	CANYON	HARDY LOOP	SCHOOL HOUSE LOOP	Overlay
4	CANYON	REED	LATOUR CREEK	Overlay
5	CANYON	HAYDEN LOOP	HARDY LOOP	Overlay
6	CANYON	LATOUR CREEK	CCC	Overlay
7	CANYON	HAYDEN CREED	HAYDEN LOOP	Overlay
8	CANYON	CCC	DREDGE	Overlay
9	HARDY LOOP	CANYON	HARDY CREEK	Overlay
10	HARDY CREEK	HARDY LOOP	SCHLAGEL DRAW	Overlay

Pinehurst

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	A	PINE	A(TERMINUS)	Crack Seal
2	ARIZONA	FOURTH	SECOND	Chip Seal
3	B	PINE	MAPLE	Patching
4	B	MAPLE	B(TERMINUS)	Chip Seal
5	BUD	BUD(TERMINUS)	OHIO	Chip Seal
6	BURKE	THIRD	DIVISION	Overlay
7	C	PINE	MAPLE	Chip Seal
8	C	MAPLE	C(TERMINUS)	Rebuild/Thick Overlay
9	CALIFORNIA	FIFTH	<i>EMERGENCY USE ONLY</i>	Crack Seal
10	CAMUS	FAIRVIEW	UNDERWOOD	Rebuild/Thick Overlay
11	CHURCH	CHURCH(TERMINUS)	DIVISION	Rebuild/Thick Overlay
12	COLORADO	SIXTH	COLORADO(TERMINUS)	Crack Seal
13	COUNTRY CLUB	DIVISION	BELAIR	Rebuild/Thick Overlay
14	CRESCENT LOOP	COUNTRY CLUB	COUNTRY CLUB	Overlay
15	D	PINE	MAPLE	Rebuild/Thick Overlay
16	DIVISION	OHIO	IDAHO	Chip Seal
17	DIVISION	IDAHO	WYOMING	Crack Seal
18	DIVISION	WYOMING	CHURCH	Chip Seal
19	DIVISION	MAIN	KELLOGG	Chip Seal
20	DIVISION	COEUR D ALENE	WEST SHOSHONE PARK	Chip Seal
21	DIVISION	WEST SHOSHONE PARK	EAGLE PARK WAY	Overlay
22	DIVISION	EAGLE PARK WAY	SILVER VALLEY	Chip Seal
23	ELM	DIVISION	A	Chip Seal
24	FAIRVIEW	D	FAIRVIEW(TERMINUS)	Chip Seal
25	FIFTH	NEVADA	WYOMING	Rebuild/Thick Overlay
26	FIFTH	WYOMING	FIFTH(TERMINUS)	Chip Seal
27	FIRST	COEUR D' ALENE	FIRST(TERMINUS)	Rebuild/Thick Overlay
28	FIRST	WYOMING	IDAHO	Overlay
29	FIRST	IDAHO	FIRST(TERMINUS)	Chip Seal
30	FOURTH	WYOMING	OHIO	Chip Seal
31	GREENVIEW	COUNTRY CLUB	GREENVIEW(TERMINUS)	Rebuild/Thick Overlay
32	HAWTHORN	PINE	HAWTHORN(TERMINUS)	Crack Seal
33	IDAHO	SECOND	THIRD	Chip Seal
34	JOE	LEWISTON	JOE(TERMINUS)	Overlay
35	KELLOGG	DIVISION	THIRD	Chip Seal
36	LEWISTON	DIVISION	SILVER VALLEY	Rebuild/Thick Overlay
37	MAIN	DIVISION	N THIRD	Reconstruction
38	MAPLE	DIVISION	D	Crack Seal
39	MONTANA	THIRD	FOURTH	Patching
40	MONTANA	FIFTH	SIXTH	Patching
41	NEVADA	THIRD	FIFTH	Rebuild/Thick Overlay
42	NEVADA	FIFTH	SEVENTH	Rebuild/Thick Overlay

Pinehurst (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
43	NEW	MAIN	LEWISTON	Rebuild/Thick Overlay
44	OHIO	DIVISION	BUD	Crack Seal
45	OHIO	BUD	<i>GRAVEL ROAD(PRIVATE)</i>	Overlay
46	OHIO	<i>GRAVEL ROAD(PRIVATE)</i>	FOURTH	Patching
47	OREGON	THIRD	FIFTH	Overlay
48	OREGON	FIFTH	SEVENTH	Patching
49	PINE	DIVISION	D	Chip Seal
50	SECOND	ARIZONA	WYOMING	Rebuild/Thick Overlay
51	SEVENTH	MAIN	OREGON	Overlay
52	SHORT	WALLACE	COEUR D' ALENE	Overlay
53	SIXTH	MAIN	NEVADA	Overlay
54	SIXTH	NEVADA	CALIFORNIA	Chip Seal
55	SIXTH	CALIFORNIA	COLORADO	Overlay
56	SIXTH	SIXTH(TERMINUS)	SIXTH(TERMINUS)	Chip Seal
57	SUNRISE	GREENVIEW	SUNRISE(TERMINUS)	Rebuild/Thick Overlay
58	SUNSET	DIVISION	PINE	Patching
59	THIRD, N.	COEUR D' ALENE	BRUKE	Patching
60	THIRD, N.	BURKE	LEWISTON	Chip Seal
61	THIRD, S.	MAIN	OREGON	Chip Seal
62	THIRD, S.	OREGON	WYOMING	Patching
63	THIRD, S.	WYOMING	IDAHO	Chip Seal
64	THIRD, S.	IDAHO	THIRD(TERMINUS)	Overlay
65	UNDERWOOD	UNDERWOOD(TERMINUS)	UNDERWOOD(TERMINUS)	Rebuild/Thick Overlay
66	WALLACE	WALLACE(TERMINUS)	SHORT	Overlay
67	WALLACE	SHORT	WALLACE(TERMINUS)	Chip Seal
68	WOODLAND	DIVISION	PINE	Overlay
69	WYOMING	DIVISION	SIXTH	Chip Seal
70	WYOMING	SIXTH	<i>EMERGENCY USE ONLY</i>	Patching

Smeltonville

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	A	MAIN	FIRST	Rebuild/Thick Overlay
2	A	FIRST	HILL	Overlay
3	B	MAIN	HILL	Overlay
4	C	MAIN	NORTHVIEW	Rebuild
5	C	NORTHVIEW	HILL	Chip Seal
6	D	MAIN	HILL	Chip Seal
7	E	MAIN	HILL	Chip Seal
8	EICHEL	GOVERNMENT GULCH	4 WHEELER TRAIL	Rebuild
9	F	MAIN	F(TERMINUS)	Overlay/Rebuild
10	FIRST	MAIN	FIRST(TERMINUS)	Rebuild/ Thick Overlay
11	H	MAIN	WASHINGTON	Chip Seal
12	HILL	A	D	Chip Seal
13	HILL	D	H	Overlay/Rebuild
14	J	WASHINGTON	MAIN	Patching
15	MAIN	GOVERNMENT GULCH	K	Overlay
16	NORTHVIEW	D	C	Rebuild
17	NORTHVIEW	A	NORTHVIEW(TERMINUS)	Rebuild
18	SIXTH	SIXTH(TERMINUS)	EICHEL	Overlay/Rebuild
19	WASHINGTON	MAIN	H	Rebuild/Thick Overlay
20	WASHINGTON	H	K	Overlay

Kellogg

The following streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	AGATE	EMERALD	EMERALD	Rebuild/Thick Overlay
2	AGATE	EMERALD	AGATE(TERMINUS)	Overlay
3	ALHAMBRA	KELLOGG/MARKET	PRESLEY	Rebuild/Thick Overlay
4	ALHAMBRA	PRESLEY	CEMENTARY	Chip Seal
5	BROWN	UTAH	OREGON	Rebuild/Thick Overlay
6	BROWN	OREGON	CHESTNUT	Overlay
7	BROWN	CHESTNUT	CEDAR	Rebuild/Thick Overlay
8	BUNKER	DIVISION	LEGION	Overlay
9	BUNKER	LEGION	WILDCAT WAY	Rebuild/Thick Overlay
10	BUNKER	WILDCAT WAY	I 90 IC 49 EB ON	Chip Seal
11	BUNKER	I 90 IC 49 WB ON	JACOBS GULCH/CAMERON	Crack Seal
12	CALEDONIA	HOWARD	SUNSET	Rebuild/Thick Overlay
13	CAMERON	ALLEY	THORN	Rebuild/Thick Overlay
14	CAMERON	THORN	DIVISION	Chip Seal
15	CAMERON	HILL	CEDAR	Patching
16	CAMERON	JACOBS GULCH	SILVER RIDGE CREEK	Overlay
17	CATHRYN	HILL	CATHRYN(TERMINUS)	Chip Seal
18	CEDAR	BROWN	MULLAN	Patching
19	CEDAR	MULLAN	MISSION	Overlay
20	DIAMOND	EMERALD	EMERALD	Rebuild/Thick Overlay
21	DIVISION	DIVISION(TERMINUS)	MULLAN	Chip Seal
22	DIVISION	MULLAN	CAMERON	Overlay
23	DIVISION	I 90 IC 51 EB ON	BUNKER	Crack Seal
24	ELDER	SUNSET	HELEN	Rebuild/Thick Overlay
25	ELM	RIVERSIDE	MULLAN	Crack Seal
26	ELM	MISSION	ELDER	Rebuild/Thick Overlay
27	ELM	MULLAN	MISSION	Patching
28	ELM	STATION	IDAHO	Overlay
29	ELM	IDAHO	PORTLAND	Patching
30	EMERALD	EMERALD(TERMINUS)	DIAMOND	Rebuild/Thick Overlay
31	EMERALD	DIAMOND	BERYL	Overlay
32	EMERALD	BERYL	EMERALD(TERMINUS)	Chip Seal
33	FIR	PORTLAND	STATION	Rebuild/Thick Overlay
34	FLUME	MCKINLEY	IDAHO	Overlay
35	FLUME	IDAHO	FLUME(TERMINUS)	Chip Seal
36	GOLD	UPPER THIRD	SECOND	Rebuild/Thick Overlay
37	GOLD	SECOND	DIVISION	Chip Seal
38	HELEN	RIVERSIDE	MULLAN	Crack Seal
39	HELEN	MULLAN	MISSION	Chip Seal
40	HELEN	MISSION	ELDER	Overlay
41	HILL	MCKINLEY	UPRR	Chip Seal
42	HILL	UPRR	BUNKER	Overlay

Kellogg (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
43	HILL	BUNKER	I 90 IC 50 EB ON	Patching
44	HILL	CAMERON	MISSION	Chip Seal
45	HILL	MISSION	ELDER	Overlay
46	HILL	ELDER	GRAVEL ROAD(ALLEY)	Chip Seal
47	HILL	GRAVEL ROAD(ALLEY)	CATHRYN	Rebuild/Thick Overlay
48	HOWARD	SUNSET	GRAVEL ROAD(ALLEY)	Rebuild/Thick Overlay
49	HOWARD	GRAVEL ROAD(ALLEY)	CALEDONIA	Overlay
50	IDAHO	FLUME	MAIN	Overlay
51	IDAHO	OAK	THORN	Patching
52	IDAHO	THORN	FIR	Chip Seal
53	KELLOGG	MARKET	MILL	Overlay
54	LEGION	HILL	BUNKER	Patching
55	LOWER THIRD	FLUME	RAILROAD	Rebuild/Thick Overlay
56	MAPLE	KELLOGG	PRESLEY	Patching
57	MAPLE	PRESLEY	PARK	Rebuild/Thick Overlay
58	MARKET	SECOND	MAIN	Patching
59	MARKET	MAIN	DIVISION	Overlay
60	MARKET	DIVISION	MAPLE	Chip Seal
61	MARKET	MAPLE	MARKET(TERMINUS)	Rebuild/Thick Overlay
62	MCKINLEY	GOVERNMENT GULCH	FLUME	Overlay
63	MILL	SECOND	MAIN	Overlay
64	MILL	MAIN	DIVISION	Chip Seal
65	MISSION	RIVERSIDE	UTAH	Chip Seal
66	MISSION	UTAH	SUNSET	Rebuild/Thick Overlay
67	MISSION	SUNSET	CEDAR	Chip Seal
68	MULLAN	MULLAN(TERMINUS)	OREGON	Rebuild/Thick Overlay
69	MULLAN	OREGON	HILL	Chip Seal
70	MULLAN	HILL	DIVISION	Overlay
71	MULLAN	DIVISION	ELM	Crack Seal
72	MULLAN	ELM	THORN	Chip Seal
73	NORTH	HILL	NORTH(TERMINUS)	Overlay
74	OAK	ALLEY	RIVERSIDE	Chip Seal
75	OAK	RIVERSIDE	ALLEY	Crack Seal
76	O'CONNOR	PARK	O'CONNOR(TERMINUS)	Rebuild/Thick Overlay
77	OREGON	BROWN	CAMERON	Rebuild/Thick Overlay
78	OREGON	CAMERON	RIVERSIDE	Chip Seal
79	OREGON	RIVERSIDE	MULLAN	Overlay
80	OREGON	MULLAN	MISSION	Rebuild/Thick Overlay
81	PARK	O'CONNOR	MAPLE	Rebuild/Thick Overlay
82	PARK	FLUME	OHIO	Patching
83	PARK	OHIO	TEDDY	Chip Seal
84	PORTLAND	PORTLAND(TERMINUS)	MARKET	Rebuild/Thick Overlay
85	PORTLAND	MAIN	DIVISION	Overlay
86	PORTLAND	THORN	FIR	Overlay
87	PORTLAND	FIR	CITY LIMITS	Patching
88	PORTLAND RD.	PORTLAND AVE.	TERMINUS	Overlay

Kellogg (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
89	PRESLEY	ALHAMBRA	MAPLE	Patching
90	RAILROAD	HILL	STATE	Chip Seal
91	RIVERSIDE	CAMERON	SHORT	Overlay
92	RIVERSIDE	SHORT	HELEN	Chip Seal
93	RIVERSIDE	HELEN	DIVISION	Crack Seal
94	RIVERSIDE	DIVISION	ELM	Chip Seal
95	RIVERSIDE	ELM	CAMERON	Overlay
96	ROSE	MISSION	EDEN	Rebuild/Thick Overlay
97	SHORT	RIVERSIDE	CAMERON	Overlay
98	SILVER	MAIN	SECOND	Chip Seal
99	SILVER	SECOND	THIRD	Crack Seal
100	STATE	BUNKER	RAILROAD	Rebuild/Thick Overlay
101	STATION	ELM	FIR	Rebuild/Thick Overlay
102	SUNSET	MISSION	ELDER	Rebuild/Thick Overlay
103	TEDDY	PARK	FOURTH	Rebuild/Thick Overlay
104	THORN	PORTLAND	IDAHO	Chip Seal
105	THORN	IDAHO	STATION	Patching
106	THORN	THORN(TERMINUS)	CAMERON	Crack Seal
107	THORN	CAMERON	RIVERSIDE	Chip Seal
108	THORN	RIVERSIDE	MULLAN	Crack Seal
109	UPPER THIRD	SILVER	DIVISION	Crack Seal
110	UTAH	UTAH(TERMINUS)	BROWN	Chip Seal
111	UTAH	BROWN	CAMERON	Rebuild/Thick Overlay
112	UTAH	CAMERON	RIVERSIDE	Chip Seal
113	UTAH	RIVERSIDE	MISSION	Overlay
114	VERGOBBI	HILL	VERGOBBI(TERMINUS)	Overlay
115	WILDCAT	BUNKER	WILDCAT(TERMINUS)	Chip Seal

Wardner

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	BUTLER	MAIN	BUTLER(TERMINUS)	Chip Seal
2	DIVISION	FOURTH	WHEELER	Chip Seal
3	WHEELER	MAIN/DIVISION	PRICE	Patching
4	WOODY	<i>ROAD TO WARDNER CITY SHED</i>	MAIN/DIVISION	Crack Seal

Osburn

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	BUCHANAN	YELLOWSTONE	POLARIS	Overlay
2	BUCHANAN	POLARIS	FRONTAGE/MARS	Chip Seal
3	CHESTNUT, E.	FIRST	SECOND	Chip Seal
4	CHESTNUT, E.	SECOND	THIRD	Patching
5	CHESTNUT, E.	FOURTH	ALLEY	Chip Seal
6	CHESTNUT, W.	JEFFERSON	WASHINGTON	Chip Seal
7	ELEVENTH	MULLAN	GARDEN	Rebuild/Thick Overlay
8	ELEVENTH	LARCH	ALLEY	Rebuild/Thick Overlay
9	FIFTH	FIR, E.	IDAHO	Chip Seal
10	FIFTH	MULLAN	FIFTH(TERMINUS)	Crack Seal
11	FILMORE	YELLOWSTONE	FRONTAGE/MARS	Rebuild/Thick Overlay
12	FIR, E.	FIRST	FIFTH	Rebuild/Thick Overlay
13	FIR, E.	SEVENTH	LARCH	Crack Seal
14	FIR, E.	ELEVENTH	FIR, E.(TERMINUS)	Crack Seal
15	FIRST	HILL	LARCH	Rebuild/Thick Overlay
16	FIRST	OAK	IDAHO	Rebuild/Thick Overlay
17	FIRST	MULLAN	ALLEY	Overlay
18	FIRST	ALLEY	FIRST(TERMINUS)	Patching
19	FOURTEENTH	MULLAN	MULLAN, E.	Rebuild/Thick Overlay
20	FOURTH	MULLAN	IDAHO	Chip Seal
21	FOURTH	IDAHO	LARCH	Patching
22	FOURTH	LARCH	FIR, E.	Chip Seal
23	FOURTH	FIR, E.	FIR, E.	Overlay
24	FOURTH	CHESTNUT	WALNUT	Rebuild/Thick Overlay
25	FOURTH	WALNUT	<i>DIRT ROAD(ALLEY)</i>	Crack Seal
26	FRONTAGE/MARS	FILMORE	TAYLOR	Patching
27	GARDEN	ELEVENTH	TWELFTH	Crack Seal
28	HILL	FIRST	FOURTH	Rebuild/Thick Overlay
29	IDAHO	FIRST	FIFTH	Rebuild/Thick Overlay
30	JACKSON	MULLAN	POLARIS	Overlay
31	JACKSON	YELLOWSTONE	YELLOWSTONE	Patching
32	JACKSON CONNECTION	MULLAN	W. MULLAN	Crack Seal
33	JEFFERSON	MULLAN	CHESTNUT	Crack Seal
34	JOHNSON	YELLOWSTONE	UPRR	Crack Seal
35	JOHNSON	YELLOWSTONE	TERROR GULCH	Patching
36	LARCH	FOURTH	SIXTH	Patching
37	LARCH	SEVENTH	TENTH	Crack Seal
38	LARCH	TWELFTH	LARCH(TERMINUS)	Rebuild/Thick Overlay
39	MADISON	UPRR	OAK	Crack Seal
40	MADISON	OAK	<i>CITY LIMITS</i>	Patching
41	MULLAN	<i>CITY LIMITS</i>	FOURTEENTH	Crack Seal
42	MULLAN	FOURTEENTH	TWELFTH	Rebuild/Thick Overlay

Osburn (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
43	MULLAN	THIRD	SECOND	Rebuild/Thick Overlay
44	MULLAN	WASHINGTON	JEFFERSON	Patching
45	MULLAN	JEFFERSON	PAVED ROAD(PRIVATE)	Overlay
46	MULLAN	PAVED ROAD(PRIVATE)	PAVED ROAD(PRIVATE)	Crack Seal
47	MULLAN	PAVED ROAD(PRIVATE)	JACKSON	Overlay
48	MULLAN	MULLAN(TERMINUS)	FOURTEENTH	Patching
49	MULLAN	FOURTEENTH	CITY LIMITS	Rebuild/Thick Overlay
50	MULLAN, W.	JEFFERSON	WASHINGTON	Patching
51	OAK, E.	FIRST	FOURTH	Rebuild/Thick Overlay
52	OAK, E.	FIFTH	SIXTH	Rebuild/Thick Overlay
53	OAK, W.	JEFFERSON	MADISON	Chip Seal
54	PIERCE	FRONTAGE/MARS	YELLOWSTONE	Overlay
55	POLARIS	VAN BUREN	HARRISON	Rebuild/Thick Overlay
56	POLK	YELLOWSTONE	POLARIS	Chip Seal
57	SECOND	FIR	IDAHO	Chip Seal
58	SECOND	IDAHO	UPRR	Patching
59	SECOND	MULLAN	SECOND(TERMINUS)	Patching
60	SEVENTH	LARCH	FIR	Chip Seal
61	SIXTH	MULLAN	OAK	Rebuild/Thick Overlay
62	SIXTH	MULLAN	DIRT ROAD(ALLEY)	Chip Seal
63	SPRUCE	JEFFERSON	WASHINGTON	Overlay
64	TAYLOR	POLARIS	YELLOWSTONE	Overlay
65	TENTH	MULLAN	GARDEN	Patching
66	TENTH	GARDEN	UPRR	Crack Seal
67	TENTH	UPRR	LARCH	Rebuild/Thick Overlay
68	TERROR GULCH	JOHNSON/FRONTAGE	CITY LIMITS	Patching
69	THIRD	HILL	IDAHO	Rebuild/Thick Overlay
70	TWELFTH	MULLAN	GARDEN	Patching
71	TWELFTH	LARCH	ALLEY	Patching
72	TWELFTH 1/2	MULLAN	GARDEN	Rebuild/Thick Overlay
73	TWO MILE	NUCHOLS GULCH	I90	Patching
74	TYLER	YELLOWSTONE	POLARIS	Chip Seal
75	WALNUT	WALNUT(TERMINUS)	SECOND	Chip Seal
76	WALNUT	THIRD	ALLEY	Chip Seal
77	WALNUT	ALLEY	ALLEY	Patching
78	WALNUT	ALLEY	SIXTH	Chip Seal
79	WALNUT	SIXTH	WALNUT(TERMINUS)	Overlay
80	WASHINGTON	YELLOWSTONE	MULLAN	Patching
81	WASHINGTON	MULLAN	MULLAN, W.	Overlay
82	WASHINGTON	MULLAN, W.	CHESTNUT	Patching
83	YELLOWSTONE	MULLAN	MADISON	Patching
84	YELLOWSTONE	MADISON	VAN BUREN	Overlay
85	YELLOWSTONE	VAN BUREN	TYLER	Crack Seal
86	YELLOWSTONE	TYLER	POLK	Patching
87	YELLOWSTONE	POLK	FILMORE	Crack Seal
88	YELLOWSTONE	PIERCE	PAVED ROAD(PRIVATE)	Patching

Osburn (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
89	YELLOWSTONE	LINCOLN	JOHNSON	Rebuild/Thick Overlay
90	YELLOWSTONE	JOHNSON	GENE DAY	Overlay
91	YELLOWSTONE	GENE DAY	YELLOWSTONE(TERMINUS)	Patching

Wallace

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	BANK	KING	THIRD	Chip Seal
2	BANK	SEVENTH	NINTH	Patching
3	CANYON	OLD HIGHWAY 10	CANYON(TERMINUS)	Rebuild
4	CEDAR	FIRST	FOURTH	Chip Seal
5	CEDAR	SIXTH	CEDAR(TERMINUS)	Chip Seal
6	CYPRESS	SECOND	WESTSIDE	Chip Seal
7	EIGHTH	RESIDENCE	HOTEL	Overlay
8	ELM	SECOND	FIRST	Crack Seal
9	FIRST	CEDAR	POWERLINE	Overlay
10	FIRST	BANK	HIGH	Chip Seal
11	FOURTH	RIVER	BANK	Rebuild
12	FRONTAGE	RIVER	SILVER VALLEY	Chip Seal
13	FRONTAGE	RIVER	BALSAM	Patching
14	HIGH	KING	FIRST	Chip Seal
15	HIGH	FIRST	SECOND	Patching
16	HIGH	SECOND	ELM	Rebuild
17	HIGH BANK	BANK/SECOND	BANK	Rebuild
18	HOTEL	SIXTH	EIGHTH	Chip Seal
19	KING	BANK	HIGH	Chip Seal
20	MAPLE	MAPLE(TERMINUS)	OLIVE	Patching
21	NINE MILE	I90	<i>CITY LIMITS</i>	Overlay
22	OLD HIGHWAY 10	BURKE	UPRR	Chip Seal
23	OLIVE	SILVER	MAPLE	Overlay
24	OLIVE	OLIVE(TERMINUS)	SILVER	Chip Seal
25	PEARL	<i>PAVED ROAD(PRIVATE)</i>	SEVENTH	Rebuild
26	PEARL	SEVENTH	MAPLE	Chip Seal
27	PEARL	KING	PEARL(TERMINUS)	Chip Seal
28	PINE	PINE(TERMINUS)	SECOND	Overlay
29	PINE	SECOND	THIRD	Chip Seal
30	PINE	THIRD	FOURTH	Rebuild
31	PINE	FOURTH	SIXTH	Chip Seal
32	RESIDENCE	HIGH	SEVENTH	Chip Seal
33	RIVER	FRONTAGE	SILVER VALLEY	Rebuild
34	RIVER	SILVER VALLEY	SECOND	Chip Seal
35	RIVER	SECOND	THIRD	Rebuild
36	RIVER	RIVER(TERMINUS)	FIFTH	Chip Seal
37	SECOND	CEDAR	BANK	Overlay
38	SECOND	BANK	ELM	Chip Seal
39	SEVENTH	BANK	PEARL	Chip Seal
40	SIDE	RIVER	FRONTAGE	Overlay
41	SILVER VALLEY	<i>CITY LIMITS</i>	RIVER/FRONTAGE	Chip Seal
42	SIXTH	I90/NINE MILE	PINE	Chip Seal

Wallace (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
43	SIXTH	PINE	SWEETS	Overlay
44	SIXTH	BANK	HOTEL	Chip Seal
45	SWEETS	FOURTH	FIFTH	Chip Seal
46	TAMARACK	WESTSIDE	BALSAM	Chip Seal
47	THIRD	PINE	CEDAR	Chip Seal
48	THIRD	CEDAR	BANK	Patching
49	UPPER ELM	UPPER ELM(TERMINUS)	HIGH	Rebuild

Mullan

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	BOULDER	IDAHO	MONTANA	Rebuild/Thick Overlay
2	CALIFORNIA	THIRD	FOURTH	Overlay
3	COPPER	RIVER	IDAHO	Overlay
4	COPPER	IDAHO	MONTANA	Rebuild/Thick Overlay
5	COTTAGE GROVE	MILL	UPRR	Overlay
6	DAVIS	DEWEY/FAYE	MILL	Overlay
7	DEWEY	GRAVEL ALLEY	UPPER DEWEY	Chip Seal
8	EARLE	SECOND	THIRD	Overlay
9	EARLE	EIGHTH	TIGER LOOP	Chip Seal
10	EIGHTH	CEMETERY/MONTANA	OREGON	Rebuild/Thick Overlay
11	EIGHTH	OREGON	IDAHO	Overlay
12	EIGHTH	TIGER LOOP/EARLE	FIR	Patching
13	FAYE	DAVIS/DEWEY	BINGVILLE	Rebuild/Thick Overlay
14	FIFTH	PARK	HUNTER	Overlay
15	FIR	EIGHTH	HUNTER	Rebuild/Thick Overlay
16	FIR	HUNTER	HECLA/TIGER LOOP	Chip Seal
17	FIRST	FIRST(TERMINUS)	HUNTER	Rebuild/Thick Overlay
18	FISHER	THIRD	SECOND	Patching
19	FISHER	SECOND	FISHER(TERMINUS)	Chip Seal
20	FOURTH	MONTANA	OREGON	Rebuild/Thick Overlay
21	FOURTH	OREGON	WASHINGTON	Chip Seal
22	FOURTH	EARLE	HUNTER	Chip Seal
23	FRIDAY	EIGHTH	ATLAS	Chip Seal
24	HUNTER	RESIDENCE	SECOND	Chip Seal
25	HUNTER	SECOND	EIGHTH	Patching
26	HUNTER	EIGHTH	FIR	Overlay
27	IDAHO	THIRD	IDAHO(TERMINUS)	Chip Seal
28	IDAHO	COPPER	BOULDER	Chip Seal
29	IDAHO	BOULDER	EIGHTH	Patching
30	MILL	TENNIS	TENNIS/DAISY LOOP	Rebuild/Thick Overlay
31	MILL	TENNIS/DAISY LOOP	DAISY LOOP	Chip Seal
32	MILL	DAISY LOOP	DAVIS	Overlay
33	MILL	DAVIS	HUNTER	Chip Seal
34	MONTANA	THIRD	FOURTH	Rebuild/Thick Overlay
35	MONTANA	COPPER	SEVENTH	Overlay
36	OREGON	THIRD	OREGON(TERMINUS)	Overlay
37	OREGON	COPPER	SEVENTH	Rebuild/Thick Overlay
38	PARK	THIRD	FIFTH	Overlay
39	RESIDENCE	RESIDENCE(TERMINUS)	HUNTER	Rebuild/Thick Overlay
40	RESIDENCE	HUNTER	PAVED ROAD (ALLEY)	Patching
41	RIVER	I 90 IC 68 EB OFF	THIRD	Patching
42	RIVER	COPPER	THURSDAY	Patching

Mullan (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
43	SCHOOL	FIFTH	COPPER	Chip Seal
44	SECOND	RIVER	<i>COURT(GRAVEL ROAD)</i>	Patching
45	SECOND	<i>COURT(GRAVEL ROAD)</i>	EARLE	Chip Seal
46	SECOND	PINE	<i>CITY LIMITS</i>	Patching
47	SEVENTH	OREGON	MONTANA	Rebuild/Thick Overlay
48	SEVENTH	HUNTER	EARLE	Patching
49	TENNIS	MILL/DAISY LOOP	TENNIS	Rebuild/Thick Overlay
50	TENNIS	TENNIS	MILL	Overlay
51	TERRILL	SECOND/EARLE	TERRILL(TERMINUS)	Patching
52	THIRD	HUNTINGTON	INDIANA	Chip Seal
53	THIRD	MONTANA	CALIFORNIA	Chip Seal
54	THIRD	OREGON	IDAHO	Overlay
55	THIRD	IDAHO	PARK	Chip Seal
56	THIRD	PARK	RIVER	Overlay
57	THIRD	RIVER	UPRR	Chip Seal
58	THIRD	FISHER	EARLE	Overlay
59	THIRD	EARLE	HUNTER	Chip Seal
60	TIGER	EIGHTH	TIGER(TERMINUS)	Chip Seal
61	WASHINGTON	FOURTH	WASHINGTON(TERMINUS)	Overlay
62	<i>UNNAMED ALLEY</i>	DEWEY/FAYE	LOWER DEWEY	Chip Seal
63	<i>UNNAMED ALLEY</i>	LOWER DEWEY	HUNTER	Rebuild/Thick Overlay

Shoshone County

The following paved streets have been identified as being in a condition that requires remedial action to adequately function as a barrier.

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
1	ACCESS	SILVER	POWER	Overlay
2	ACCESS	ELECTRIC	POWER	Patching
3	ALHAMBRA	CEMETERY	ALHAMBRA RD.	Overlay
4	ANDERSON	STROPE	PAVED ROAD(PRIVATE)	Chip Seal
5	ANDERSON	PAVED ROAD(PRIVATE)	W. YELLOWSTONE	Crack Seal
6	APPLEBERG	PARK	ALHAMBRA	Patching
7	ASPEN WAY	ASPEN CONNECTOR	SILVER VALLEY	Patching
8	BIG CREEK	SILVER VALLEY	I 90 IC 54 EB OFF	Chip Seal
9	BIG CREEK	I 90 IC 54 EB OFF	HIGH WATER	Overlay
10	BIG CREEK	UPRR	SUNSHINE MINE: 22-48-3	Patching
11	BINGVILLE	CITY LIMITS/DIRT ROAD	END OF PAVEMENT	Chip Seal
12	CAMERON	ALLEY	SILVER VALLEY	Rebuild
13	CANYON	RIVERVIEW	REED	Chip Seal
14	COEUR D'ALENE MINE	SILVER VALLEY	E. MULLAN(GRAVEL ROAD)	Patching
15	COEUR D'ALENE RIVER	OLD RIVER BRIDGE	OLD RIVER	Crack Seal
16	COPPER	ELECTRIC	POWER	Crack Seal
17	COUNTRY CLUB	BELAIR	COUNTRY CLUB	Rebuild
18	DAIRY	FOURTH	THIRD	Patching
19	DAIRY	DAIRY(GRAVEL ROAD)	WOODLAND	Crack Seal
20	EIGHTH	SEVENTH	WESTERN	Overlay
21	EIGHTH	WESTERN	MARKWELL	Patching
22	ELECTRIC	SILVER VALLEY	ACCESS	Patching
23	ELECTRIC	ACCESS	ELECTRIC ST.	Crack Seal
24	ELIZABETH PARK	SILVER VALLEY	CIRCLE	Overlay
25	ELK CREEK	BULL ELK(PAVED ROAD)	MOON GULCH	Rebuild
26	ELK CREEK	MOON GULCH	BUTTS	Chip Seal
27	FIRST	MAIN	BURKE	Patching
28	FOURTH	WESTERN	MARKWELL	Chip Seal
29	FRENCH GULCH	MELIGANS	DIRT ROAD(PRIVATE)	Chip Seal
30	FRENCH GULCH	DIRT ROAD(PRIVATE)	NEWBURN	Patching
31	FRENCH GULCH	NEWBURN	DIRT ROAD(PRIVATE)	Chip Seal
32	FRENCH GULCH	DIRT ROAD(PRIVATE)	BEAMIS	Crack Seal
33	FRIDAY	CITY LIMITS	ATLAS	Chip Seal
34	FRIDAY	WILLOW CREEK	UPRR	Chip Seal
35	FRONTAGE	RIVER	SILVER VALLEY	Chip Seal
36	GOVERNMENT GULCH	MCKINLEY	EICHEL	Patching
37	GREEN	GREEN(TERMINUS)	BUDS	Patching
38	GRUBICH	WEIR GULCH	STEBBINS	Chip Seal
39	GRUBICH	STEBBINS	LANGOFRD	Patching
40	GRUBICH	LANGOFRD	MATSON	Chip Seal
41	GRUBICH	MATSON	END OF PAVEMENT	Overlay
42	HIGH WATER	PARK	HIGH WATER	Chip Seal

Shoshone (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
43	HILL	CATHRYN	HILL(TERMINUS)	Rebuild
44	HUNT GULCH	SILVER VALLEY	GRAVEL ROAD(PRIVATE)	Chip Seal
45	ISABELLE	SILVER VALLEY	ISABELLE(TERMINUS)	Chip Seal
46	K	COMMERCE/UPRR	CITY LIMITS	Chip Seal
47	K	CITY LIMITS	BREEDEN	Patching
48	K	BREEDEN	MAIN	Crack Seal
49	KELLEY GULCH	GRAVEL ROAD(PRIVATE)	DIRT ROAD(PRIVATE)	Overlay
50	KELLEY GULCH	STEBBING	PARADISE LANE	Chip Seal
51	KING	HIGH	PLACER CREEK	Rebuild
52	LAKE GULCH	SILVER VALLEY	LAKE GULCH(TERMINUS)	Overlay
53	MAIN	K	CLIFTON	Rebuild
54	MARKWELL	THIRD	SEVENTH	Crack Seal
55	MINE	SECOND	THIRD	Chip Seal
56	MONTGOMERY GULCH	SILVER VALLEY	GRAVEL ROAD(NF-946)	Overlay
57	MULLAN (ALLEY)	MULLAN/SILVER VALLEY	MULLAN	Chip Seal
58	MULLAN	MULLAN(ALLEY)	CITY LIMITS	Rebuild
59	MULLAN/SILVER VALLEY	MULLAN(ALLEY)	COEUR D'ALENE MINE	Chip Seal
60	NINE MILE	CITY LIMITS	NINE MILE CEMETERY	Rebuild
61	NINE MILE	CREEKSIDE	PAVED ROAD(PRIVATE)	Overlay
62	NINE MILE	PAVED ROAD(PRIVATE)	CREEKSIDE(GRAVEL ROAD)	Crack Seal
63	NINE MILE	N. FORK ST JOE-PLACER	ACCESS	Chip Seal
64	NUCHOLS GULCH	W. FORK NUCHOLS GULCH	GUN CLUB	Overlay
65	NUCHOLS GULCH	W. FORK NUCHOLS GULCH	GRAVEL ROAD(PRIVATE)	Chip Seal
66	OLD HIGHWAY 10	UPRR	CITY LIMITS	Overlay
67	OLD RIVER	MCPHEE GULCH	COEUR D ALENE RIVER	Overlay
68	ORCHARD	THIRD	FIRST	Patching
69	ORCHARD	THIRD	FIFTH	Crack Seal
70	PARK	MARKWELL	FIFTH	Chip Seal
71	PARK	ELIZABETH PARK	APPLEBERG	Overlay
72	PARK	APPLEBERG	HIGH WATER	Chip Seal
73	PARK	HIGH WATER	PARK (LOOP)	Patching
74	PARK (LOOP)	PARK	PARK	Overlay
75	PARK CIRCLE	ELIZABETH PARK	ELIZABETH PARK	Chip Seal
76	PINE CREEK	DIVISION	NELSON	Chip Seal
77	PINE CREEK	NELSON	GRAVEL ROAD(PRIVATE)	Overlay
78	PINE CREEK	GRAVEL ROAD(PRIVATE)	BUCKHAM	Crack Seal
79	PINE CREEK	BUCKHAM	PELLANS	Overlay
80	PINE CREEK	PELLANS	EAST FORK PINE CREEK	Crack Seal
81	PLACER CREEK	KING	874 FT SOUTH OF KING	Chip Seal
82	PLACER CREEK	686 FT NORTH OF EOP	END OF PAVEMENT	Patching
83	POLARIS PEAK	BIG CREEK	800 FT SOUTH OF BIG CREEK	Overlay
84	POLE LINE	DAIRY	WOODLAND	Chip Seal
85	POLE LINE	WOODLAND	BURKE	Crack Seal
86	PORTLAND	CITY LIMITS	E. PORTLAND RD	Overlay
87	POWER	ACCESS	SILVER VALLEY	Chip Seal
88	PROSPECT GULCH	SILVER VALLEY/FRONTAGE	END OF PAVEMENT	Rebuild

Shoshone (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
89	REINOEHL	BIRCH	END OF PAVEMENT	Patching
90	REVENUE	FIFTH	THIRD	Chip Seal
91	REVENUE GULCH	MARKWELL/NINTH	ICP BASIN BOUNDARY	Patching
92	RIO VISTA	SUNNY SLOPES	CAMERON	Patching
93	RIO VISTA	SHOSHONE	LOWER RIO VISTA	Crack Seal
94	RIVERVIEW	ABBEY	GRAVEL ROAD(PRIVATE)	Patching
95	RIVERVIEW	GRAVEL ROAD(PRIVATE)	DIRT ROAD(PRIVATE)	Crack Seal
96	RIVERVIEW	DIRT ROAD(PRIVATE)	MITCH	Chip Seal
97	RIVERVIEW	HILL TOP	VALLEY VIEW	Chip Seal
98	RIVERVIEW	FAST HILL	COEUR D ALENE RIVER	Crack Seal
99	RIVERVIEW	GRAVEL ROAD(PRIVATE)	SHIPLETT	Crack Seal
100	RIVERVIEW	TOM SAWYER	RIVERVIEW(TERMINUS)	Overlay
101	SATHERFIELD	SATHERFIELD DR.	YELLOWSTONE	Overlay
102	SECOND	WESTERN	MARKWELL	Crack Seal
103	SERENITY	ACCESS	SERENITY LOOP	Patching
104	SEVENTH	WESTERN	MARKWELL	Crack Seal
105	SHOSHONE	SUNNY SLOPES/RIO VISTA	LOWER RIO VISTA	Patching
106	SHOSHONE	LOWER RIO VISTA	RIO VISTA	Crack Seal
107	SILVER	SILVER VALLEY	ACCESS	Crack Seal
108	SILVER VALLEY	END OF PAVEMENT	SPRUCE	Patching
109	SILVER VALLEY	ASPEN WAY	ASPEN	Chip Seal
110	SILVER VALLEY	ASPEN	GRAVEL ROAD(PRIVATE)	Crack Seal
111	SILVER VALLEY	GREEN	LUOMA	Patching
112	SILVER VALLEY	FRENCH GULCH	STEMM LOOP	Crack Seal
113	SILVER VALLEY	ISABELLE	COEUR D ALENE RIVER	Patching
114	SILVER VALLEY	COEUR D ALENE RIVER	DIRT ROAD(PRIVATE)	Crack Seal
115	SILVER VALLEY	BIRCH	REINOEHL	Crack Seal
116	SILVER VALLEY	REINOEHL	SHIPLETT	Patching
117	SILVER VALLEY	SHIPLETT	GOLD/PINE	Crack Seal
118	SILVER VALLEY	GOLD/PINE	ELECTRIC	Patching
119	SILVER VALLEY	ELECTRIC	SILVER	Crack Seal
120	SILVER VALLEY	SILVER	POWER	Patching
121	SILVER VALLEY	POWER	CITY LIMITS	Crack Seal
122	SILVER VALLEY	I 90 IC 45 EB OFF	I 90 IC 45 WB OFF	Chip Seal
123	SILVER VALLEY	RIVERSIDE	GRAVEL ROAD(PRIVATE)	Chip Seal
124	SILVER VALLEY	GRAVEL ROAD(PRIVATE)	GRAVEL ROAD(PRIVATE)	Patching
125	SILVER VALLEY	GRAVEL ROAD(PRIVATE)	ROBINSON	Overlay
126	SILVER VALLEY	ROBINSON	PARK	Chip Seal
127	SILVER VALLEY	BIG CREEK	PROSPECT GULCH	Crack Seal
128	SILVER VALLEY	COEUR D ALENE MINE	MARKWELL	Crack Seal
129	SILVER VALLEY	MARKWELL	RIVER/FRONTAGE	Patching
130	SIXTH	WESTERN	MARKWELL	Crack Seal
131	STROPE	ANDERSON	SUNSET	Patching
132	SUNSET	STROPE	YELLOWSTONE	Crack Seal
133	TERROR GULCH	JOHNSON	TERROR GULCH(TERMINUS)	Patching
134	THIRD	WESTERN	ORCHARD	Crack Seal

Shoshone (cont.)

REF#:	ROAD NAME:	FROM STREET:	TO STREET:	ASSUMED ACTION:
135	THIRD	ORCHARD	UNION/VESTER VISTA	Patching
136	TWO MILE	I 90 IC 57 WB OFF	<i>END OF PAVEMENT</i>	Chip Seal
137	UNION	VESTER VISTA/THIRD	UNION(TERMINUS)	Crack Seal
138	W. FORK FRENCH GULCH	FRENCH GULCH	<i>END OF PAVEMENT</i>	Chip Seal
139	W. FORK PINE CREEK	TRUSTY	BARKER	Overlay
140	W. FORK PINE CREEK	BARKER	VILLAGE	Chip Seal
141	W. FORK PINE CREEK	<i>11,684 FT NORTH LANGLOIS</i>	LANGLOIS CREEK	Rebuild
142	WEIR GULCH	FOURTH	ALPINE	Chip Seal
143	WESTERN	SEVENTH	EIGHTH	Chip Seal
144	WESTERN	EIGHTH	WESTERN(TERMINUS)	Overlay
145	WIND RIVER	WIND RIVE(TERMINUS)	YELLOWSTONE	Patching
146	WOODLAND	DAIRY	POLE LINE	Chip Seal
147	WRIGHT	SILVER VALLEY	SHIPLETT/SILVER VALLEY	Chip Seal
148	YELLOWSTONE	<i>PAVED ROAD(PRIVATE)</i>	ANDERSON WAY	Crack Seal
149	YELLOWSTONE	SUNSET	WIND RIVER	Overlay
150	YELLOWSTONE	WIND RIVER	SATHER FIELD	Patching
151	YELLOWSTONE	SATHER FIELD	WESTERN	Chip Seal
152	YELLOWSTONE	WESTERN	MARKWELL	Patching
153	YELLOWSTONE	MARKWELL	ORCHARD	Chip Seal
154	YELLOWSTONE	ORCHARD	<i>PAVED ROAD(PRIVATE)</i>	Patching
155	YELLOWSTONE	<i>PAVED ROAD(PRIVATE)</i>	YELLOWSTONE(TERMINUS)	Overlay