



WK: 208-354-0245
djohnson@co.teton.id.us

**Public Works Department
MEMORANDUM**

150 Courthouse Drive
Driggs, ID 83422

DATE August 20, 2019

TO: Board of County Commissioners
FROM: Teton County Public Works Director – Darryl Johnson, PE, PLS
SUBJECT: **Road Cross Section Standard Analysis**

At the 8/12 BoCC meeting, a request was made to evaluate our road typical section widths and provide feedback regarding design standards. This memorandum is an overview of Teton County typical cross section standards and how they compare with surrounding counties and national design recommendations.

Teton County typical road standards are as follows:

Classification	Lane Width (ft)	Shoulder Width (ft)	Road Width (ft)	ADT (veh/day)	Speed Limit (mph)
Major Collector	11	4	30	400+	45-55
Minor Collector	10	2	24	150-400	35-45
Minor w/ Bike Lane	10	4	28	400+	35-45
Local	9	2	22	<150	25-35
Recreational	6-8	1	14-18	<1500	15-25

Surrounding county road design standards for collector roads are as follows:

County	Road Width (ft)
Teton	24
Bingham	32
Bonneville	32
Fremont	30
Jefferson	30
Madison	35

The American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT \leq 400) presents

recommendations based on road classification and speed limit. A portion of Exhibit 1 from the manual is shown below:

Design Speed (mph)	Major Access (ft)	Minor Access (ft)	Industrial/Commercial (ft)	Agriculture (ft)
35	18	18	22.5	24
40	18	20	22.5	24
45	20	20	23	26
50	20	20	24.5	-
55	20	-	-	-

For existing roads, the Manual states that widths of existing roads need not be modified except in those cases where there is evidence of a site-specific safety problem. Current County practice is to widen roads to the County standards whenever the road is reconstructed.

Consideration should certainly be given to cost savings of not widening existing roads. W6000S was widened by 2-feet to meet the County 24-foot wide standard. It should also be noted that roads like W6000S will likely not be reconstructed again for another 20+ years. Growth in the valley is expected to increase and building to current standards would ensure the road widths remain adequate for the life of the improvement.

Another topic of discussion when considering road widths is agriculture activity in the valley. S5000W is a good example of a road section that has significant agriculture machinery traffic during certain times of the year. The farm equipment is so wide that traffic movements are compromised. Cedron Road was recently widened to meet County standards and has improved the safety of all users.