



Valley County Master Transportation Plan 2023 Update

Prepared for
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1 Introduction

In 2023, the Valley County Commissioners approved a project to update the County's 2008 Master Transportation Plan, including the 2014 Master Transportation Plan Update. The purpose of the update is to document the changes in the County since the 2014 updated plan was adopted, and to reflect the existing conditions and future projections for the County. The 2023 plan update follows the guidance set forth in the Local Highway Technical Assistance Council (LHTAC) Manual on Transportation Plans (2014). The study area includes all of Valley County and its three municipalities (Cascade, Donnelly, and McCall).

Building on the foundation laid by the 2014 update, the 2023 Transportation Plan Update evaluates the County's changing demographics and transportation conditions to identify potential improvements that could be made to the transportation system in order to better serve the needs of residents, businesses, and visitors through the year 2040. This includes an assessment of population and employment characteristics, development trends, roadway classifications, funding opportunities, and a refined Ten Year Work Plan for the County's transportation system.



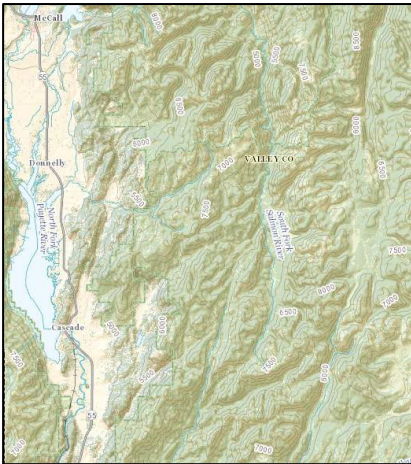
Valley County is located in west central Idaho and includes three incorporated cities: Cascade, Donnelly, and McCall.



2 Land Use, Population and Employment Trends

2.1 Land Use

Valley County, located in central Idaho, covers approximately 3,733 square miles and was established in 1917. It extends over 30 miles from Payette Lake in McCall, to the City of Cascade and further south to Round Valley and includes three incorporated cities: Cascade, Donnelly, and McCall, as well as several unincorporated communities including Lake Fork, Roseberry, Smiths Ferry, Warm Lake, and Yellow Pine.



Over 85% of Valley County land is Federally-owned Forest Land.

Valley County is a popular destination for tourists due to its prime location near mountains, lakes, and rivers, offering recreational activities year-round. Winter sports enthusiasts can enjoy downhill and Nordic skiing, snowmobiling, and snowshoeing, while summer visitors can take part in whitewater rafting, golfing, hiking, biking, fishing, boating and ATV, UTV and single track usage.

The majority of the County (88%) is Federally-owned forest land, with another 3% being State-owned. Excluding the forest lands and incorporated areas of Cascade, Donnelly, and McCall, Valley County is predominantly rangeland with potential for development.



The transportation network is directly affected by current and future land use. The location of residences, businesses, shopping areas, and recreational facilities all impact the frequency and timing of road usage.

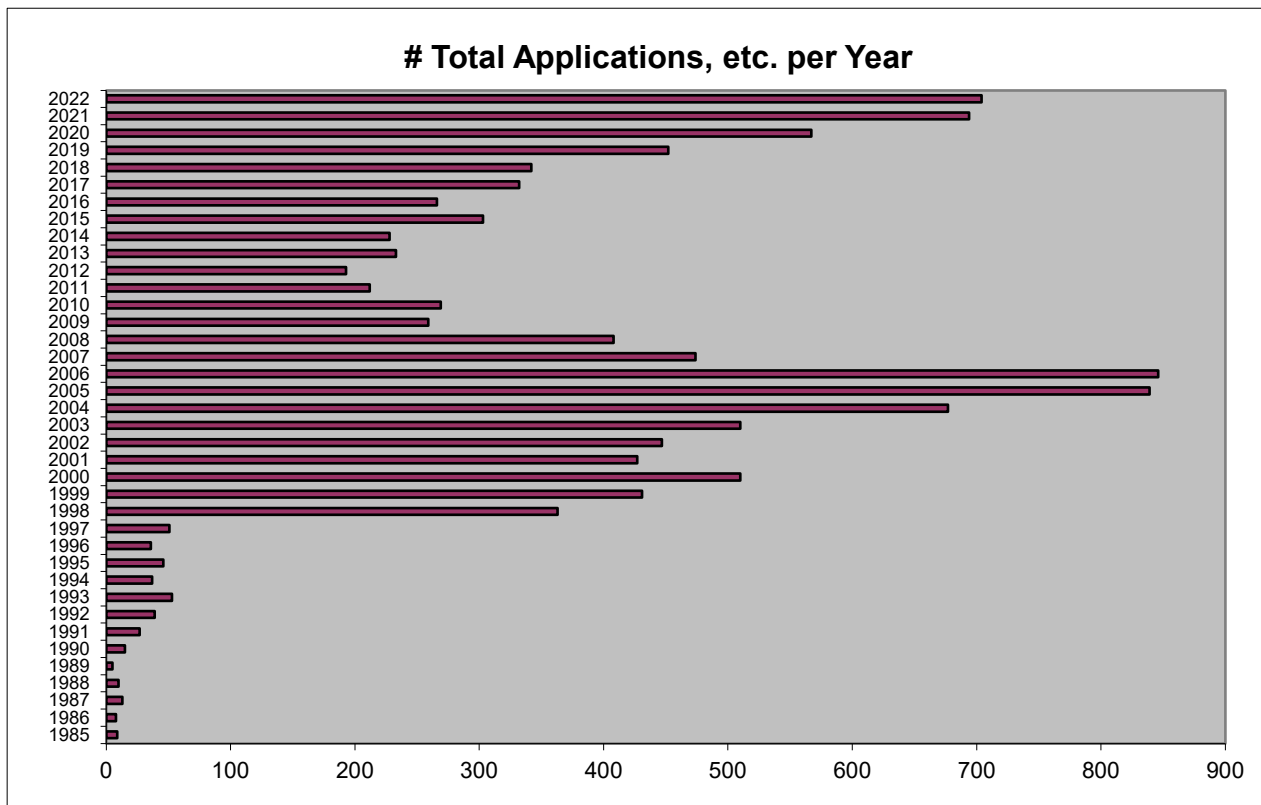
Planned Unit Development applies to land use applications that are likely to be compatible with existing land uses and require public input which is then reviewed by Planning and Zoning as well as the Valley County Commission.

Valley County currently has only one, county-wide land use designation, called Multiple Use, for areas outside of Federal and State land. For example, State lands that are not endowment lands have to follow Valley County ordinances and codes. This allows property owners flexibility in developing their land. Title 9 of the Valley County Code permits development through Planned Unit Development (PUD) and Conditional Use Permits (CUP).

Conditional Use Permits apply to land use applications whose compatibility with adjacent land uses are subject to review and evaluation by the public, Valley County Planning and Zoning staff and Commission.

To track development trends, the Valley County Planning & Zoning Department maintains a spreadsheet of various development applications submitted. Although the number of permit applications peaked in 2005 and 2006, recent years have seen a resurgence in these numbers. Exhibit 1 displays a graph of the total applications submitted each year.

Exhibit 1. Total Applications per Year



Source: Valley County Planning and Zoning Department, 2023



2.2 Population

Valley County's population has increased by 9,000 people, a rise of 365% since its establishment in 1917. Furthermore, there has been a 24.8% increase in population between 2010 and 2023.

It should be noted that a significant number of vacation/second homeowners visit Valley County, but are not included in the US Census Bureau's population statistics. Nevertheless, these visitors contribute to the County's seasonal and weekend population which significantly influences traffic and travel patterns.



Development of Tamarack Resort influenced growth throughout Valley County in the early and mid-2000's.

In the early 2000s, the County experienced rapid growth, primarily due to the development of the Tamarack Resort. However, this growth was interrupted in the late 2000s by the economic recession and the financial difficulties faced by Tamarack Resort. Tamarack has since recovered and has played a significant role in driving both economic and population growth once again. Table 1 illustrates recent population data between 2010 and 2023, with an average annual growth rate of 1.72% over the 13-year period.

Table 1. Valley County Population

Year	Population	% Growth (over previous year)
2010	9,862	
2011	10,050	1.91%
2012	10,238	1.87%
2013	10,426	1.84%
2014	10,614	1.80%
2015	10,802	1.77%
2016	10,990	1.74%
2017	11,178	1.71%
2018	11,366	1.68%
2019	11,554	1.65%
2020	11,746	1.66%
2021*	11,934	1.60%
2022*	12,122	1.58%
2023*	12,310	1.55%

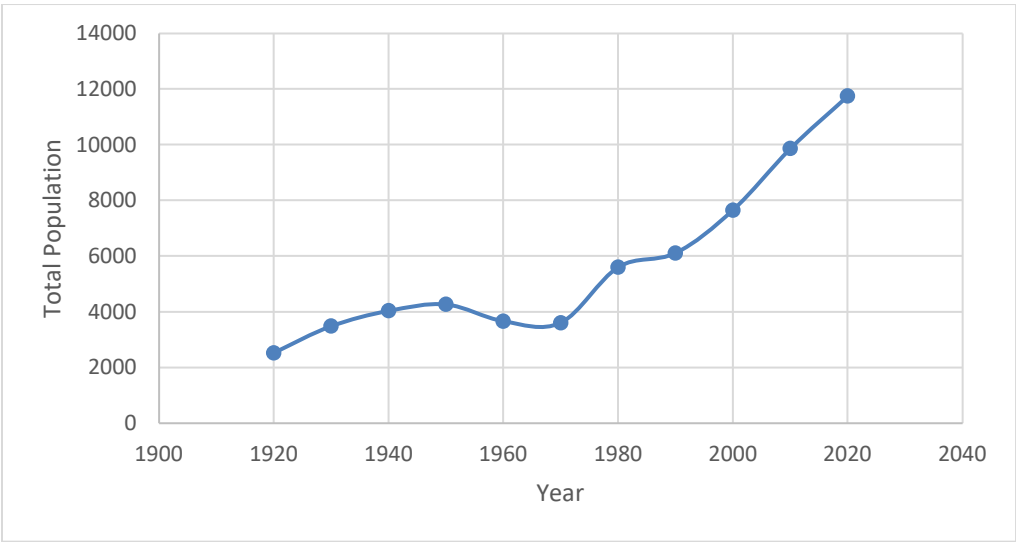
Source: World Population Review

** Population estimate (World Population Review)*



To compare these recent growth trends with those over time, Exhibit 2 graphically depicts the total population of the County (per the US Census Bureau) between 1920 and 2020.

Exhibit 2. Population over Time



These population trends indicate a 1.72% annual growth rate between 1920 and 2010. This also matches the more recent annual growth rate (2010-2023 - see Table 1). Since future growth trends appear to be consistent with recent growth rates, an annual growth rate of 1.72% was applied to the 2023 population estimate to forecast population numbers through 2040 (see Table 2). As the table shows, if the County grows at this estimated rate, the population could be over 16,000 by the year 2040.



Valley County's rivers, lakes, and mountains provide recreational opportunities year-round.

Table 2. Estimated Future Population

Year	Estimated Population
2025	12,741
2030	13,885
2035	15,132
2040	16,491



2.3 Employment

According to data from the Idaho Department of Commerce and Labor, Valley County's unemployment rate was 2.8% at the end of 2022. The top three sectors in terms of employment numbers in 2021 were leisure and hospitality (30%), trade transportation and utilities (18%), and education and health services (15%).

Major employers in Valley County, as reported by the Idaho Department of Labor in January 2023, include Shore Lodge, U.S. Forest Service, Tamarack Resort, McCall-Donnelly School District, Valley County, Brundage Mountain Resort, Albertsons, City of McCall, Cascade Medical Center Foundation, and St. Luke's Regional Medical Center. Additionally, the area is known for its small business community, including restaurants, boutiques, and outdoor recreation companies. These businesses contribute to the local economy and provide job opportunities for residents and visitors alike.

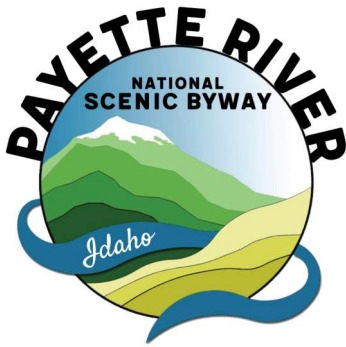




3 Transportation System

3.1 Roadway Network

Public roadways in Valley County are owned and maintained by a variety of entities, including the cities of Cascade, Donnelly, and McCall, Valley County, US Forest Service, and the Idaho Transportation Department (ITD). The Valley County Road and Bridge Department is responsible for 245 miles of paved roads, 486 miles of gravel roads, and 76 Nationally Registered Bridges, not including additional non-registered bridges.



The Payette River Scenic Byway is 111.7 miles from the junction of US-95 at New Meadows (in Valley County) to Idaho 44, west of Boise.

SH-55 is Valley County's primary highway, providing connection between the Treasure Valley and Cascade, Donnelly, and McCall. SH-55 is a north-south highway, classified as a principal arterial on ITD's Functional Classification Map. This stretch of the highway is also designated as the Payette River Scenic Byway, a National Scenic Byway.

SH-55 is the primary commute route for those traveling between Cascade and McCall. Other major transportation corridors in Valley County include West Mountain Road, Farm to Market Road, West Roseberry Road, Warm Lake Road, and Warren Wagon Road, all of which are classified as major collector roadways on ITD's Functional Classification Map. Valley County also has an adopted Functional Classification system included in their Capital Improvement Program (CIP). Table 3 outlines the roadways and their classifications from both the ITD Functional Classification Map and Valley County CIP.


Table 3. Valley County Roadway Classifications

Road Name	<u>Valley County CIP</u> Functional Classification	<u>ITD</u> Functional Classification
W 4 Lane	Minor Collector	Minor Collector
Bacon Creek Road	Minor Collector	Minor Collector
Cabarton Road	Major Collector	Major Collector
Clear Creek Road	Minor Collector	
Davis Creek Road	Major Collector	Major Collector
Dawn Drive	Minor Collector	Minor Collector
Durham Lane	Minor Collector	
East Roseberry Road	Major Collector	Major Collector
Elo Road	Major Collector	Major Collector
Farm to Market Road	Major Collector	Major Collector
Gold Dust Road	Minor Collector	Minor Collector
Goode Lane	Minor Collector	
Heinrich Lane	Minor Collector	Minor Collector
Herrick Lane	Minor Collector	Minor Collector
Kantola Lane	Major Collector	Major Collector
Koskella		
Lake Fork Road (East of SH-55)	Major Collector	Major Collector
Lake Fork Road (West of SH-55)	Minor Collector	Minor Collector
Lake Trail	Minor Collector	
Lakeshore Drive	Major Collector	Major Collector
Lick Creek Road (outside of McCall Impact Area)		Minor Collector
Lick Creek Road (within McCall Impact Area)	Minor Collector	Minor Collector
Loomis Lane	Major Collector	Major Collector
Mission Street	Major Collector	Major Collector
Norwood Road	Minor Collector	
Norwood Road (Heinrich Lane to McCall City Limits)	Minor Collector	Minor Collector
Norwood Road (Roseberry Road to Tamarack Falls Road)	Minor Collector	
Old State Road (north of Loomis Lane)	Major Collector	Major Collector
Old State Road (south of Loomis Lane)	Minor Collector	Minor Collector
Paddy Flat Road	Major Collector	Major Collector
Pearson Lane	Major Collector	Major Collector
Round Valley Road	Minor Collector	Minor Collector
Samson Trail	Minor Collector	Minor Collector



Road Name	<u>Valley County CIP</u> Functional Classification	<u>ITD</u> Functional Classification
Scheline Lane	Minor Collector	Minor Collector
SH-55	Principal Arterial	Principal Arterial
Sixty Lane	Minor Collector	
Smalley Road	Minor Collector	
Smylie Lane	Minor Collector	Minor Collector
Spring Valley Road	Minor Collector	
Tamarack Falls Road	Minor Collector	
Vista Point Blvd.		Minor Collector
Warm Lake Road	Minor Collector	
Warren Wagon Road	Major Collector	Major Collector
West Mountain Road (Smylie Lane to Wisdom Road)	Major Collector	Major Collector
West Mountain Road (Tamarack Falls Road to Tamarack Resort)	Major Collector	Major Collector
West Mountain Road (Tamarack Resort to Lake Shore Drive)	Major Collector	Major Collector
West Roseberry Road	Major Collector	Major Collector



West Roseberry Road is one of the County's most traveled roadways, linking SH-55 to Tamarack Resort.

3.1.1 Existing Traffic Volumes

Table 4 provides approximate 2021 Average Daily Traffic (ADT) volumes on key Valley County Roads. These volumes were provide by Valley County.

Table 4. Estimated 2021 Average Daily Traffic

Roadway	Location	2021 ADT
East Lake Fork Road	East of SH-55	1800*
Eastside Drive	Near N. Lick Creek Road	1230
Elo Road	East of Samson	1150
Farm to Market Road	North of East Lake Fork Road	1980
Farm to Market Road	South of East Lake Fork Road	1990
Heinrich Lane	East of Norwood Road	1270
Loomis Lane	West of SH-55	1400**
Norwood Road	At Heinrich Lane	440
Norwood Road	South of West Roseberry Road	3150**
Samson Trail	North of Stockton	970**
Samson Trail	South of Elo Road	410
Tamarack Falls Road	West of Norwood Road	1870**
Warren Wagon Road	Past East Side Drive	280
West Mountain Road	South of Roundy Round	390
West Mountain Road	South of W Roseberry	5040
West Roseberry Road	East of Norwood	2770
West Roseberry Road	West of Fire Station	4310
West Roseberry Road	At Tamarack Falls Bridge	2330

* 2022 ADT

** Determined by applying a 1.72% annual growth rate to 2014 ADT Volumes. This growth percentage is the same as the estimated population growth Valley County experienced shown in Table 1.



3.1.2 Crash Data

The Idaho Transportation Department Office of Highway Safety maintains crash data for the state. A database was obtained showing all the crashes within Valley County for the last five years (2017-2021). There was a total of 1,153 crashes, involving 1,644 units (vehicles), 475 injuries, and 22 fatalities as summarized in Table 5.

Of the 22 fatalities, 12 were located along SH-55, while the other 10 were on local roads. Four of the crashes were head-on collisions, and one was a collision with trees. Two of the fatal crashes were intersection related.

The roadways within the County with the highest number of crashes include SH-55 (including its various road names within City Limits) with 519 crashes, West Mountain Road (87 crashes), Roseberry Road (56 crashes), and Warm Lake Road (36 crashes).

Table 5. 2017-2021 Valley County Crash Data

Year	Crashes	Units	Injuries	Fatalities
2017	258	352	99	9
2018	246	332	115	2
2019	271	408	117	4
2020	169	242	72	4
2021	209	310	72	3

Source: Idaho Transportation Department, 2023

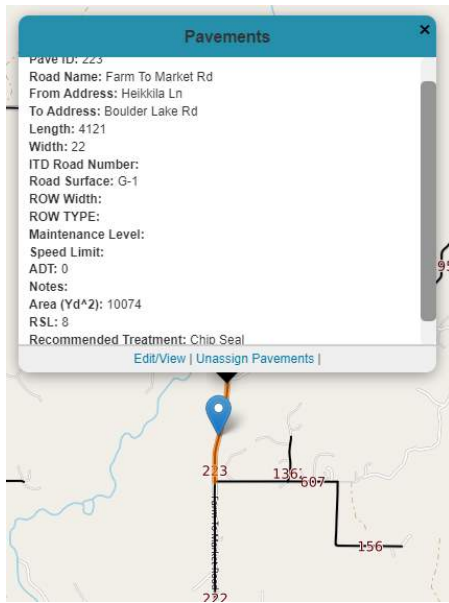


3.1.3 Future Traffic Volumes

Table 6 provides estimated 2040 ADT volumes on key Valley County Roads. These volumes were developed by utilizing the 2021 average daily traffic volumes and applying a 1.00% annual growth rate from 2021 to 2040.

Table 6. Estimated 2040 Average Daily Traffic

Roadway	Location	2040 ADT
East Lake Fork Road	East of SH-55	2140
Eastside Drive	Near N. Lick Creek Road	1460
Elo Road	East of Samson	1370
Farm to Market Road	North of East Lake Fork Road	2360
Farm to Market Road	South of East Lake Fork Road	2370
Heinrich Lane	East of Norwood Road	1510
Loomis Lane	West of SH-55	1670
Norwood Road	At Heinrich Lane	520
Norwood Road	South of West Roseberry Road	3750
Samson Trail	North of Stockton	1150
Samson Trail	South of Elo Road	490
Tamarack Falls Road	West of Norwood Road	2230
Warren Wagon Road	Past East Side Drive	330
West Mountain Road	South of Roundy Round	460
West Mountain Road	South of W Roseberry	6000
West Roseberry Road	East of Norwood	3300
West Roseberry Road	West of Fire Station	5130
West Roseberry Road	At Tamarack Falls Bridge	2770



iWorQ provides useful up-to-date information on Valley County roads.

3.2 Pavement and Sign Management System Using the iWorQ Program

The Idaho iWorQ program is a web-based management software that provides a range of solutions to local government agencies, including cities and counties, for managing their operations and services. The program offers a suite of tools and applications for managing a wide range of activities such as permits, inspections, code enforcement, work orders, fleet management, and more.



The iWorQ program is designed to streamline government operations, increase efficiency, and improve communication between departments and with the public. It allows local governments to manage and track their activities, automate routine tasks, reduce paperwork, and improve reporting.

Valley County uses the iWorQ program as a tool to manage the county's road infrastructure, including pavement and signage. This system is regularly updated to ensure accurate information on road conditions, right-of-way width, and other important features. As a result, the iWorQ program is considered a live database and should be consulted for the most current data during project development. Therefore, the Master Transportation Plan Update refers to the iWorQ program as a working database to be used as a primary source of information.



3.3 Recreation Pathways Plan

The Valley County Pathways Master Plan outlines existing and proposed pedestrian pathways and green belts throughout the county. The first Valley County Pathways Master Plan was created in the mid 2000's and was last updated in early 2023 in response to a request by County Officials for an updated priority list and implementation schedule from Valley County Pathways to be incorporated into this county Transportation Plan.

Valley County Pathways (VCP) has been collaborating with the Valley County Park and Recreation Department, the Valley County Road and Bridge Department, the Cities of Cascade, Donnelly and McCall, the Bureau of Reclamation and other local non-profits to develop our updated priorities and implement projects. The most recent priority list and project map can be found in Appendix B of this plan.



Over the years, several new pathways have been built in McCall, Donnelly and Cascade. The goal of the master plan is to connect these communities with a 70-mile pathway system that will enhance tourism, recreation, economic development and public health and safety. More information can be found on the Valley County Pathways website <https://valleycountypathways.org/>.

Some of the key milestones accomplished by Valley County pathways since 2005 are as follows:

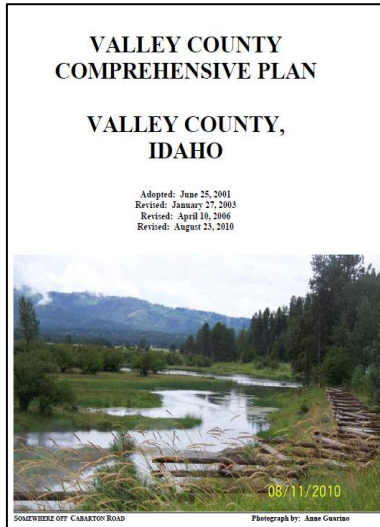
- Creating a new master plan map which outlines existing and proposed pathway corridors including cross-county ski trails, water trails and key public trailheads.
- Creation of Valley County Pathways as a 501(c) 3 non-profit organization along with a website, brochures, and apparel.
- Creation of a Valley County Pathways ordinance-2017
- Updating the Valley County Master Pathway Plan in 2017 and 2023
- Securing grant and private funding for projects utilizing Federal, State and local sources.
- Completion of North Valley Trail, The Heinrich Demo Trail, The Strand Trail, and Boulder Creek Trail.



- Acquisition of multiple easements.
- Connecting and funding groomed cross-county ski trails on summer pathways.
- Improved highway signage pointing out trailheads.

3.4 Comprehensive Plan

The Valley County Comprehensive Plan, first adopted in 2001 and revised in 2018, outlines four primary goals for the transportation system in the County. These goals include improving county-wide transportation, ensuring proper planning of roadways in new developments for good circulation and future expansion needs, seeking continued improvements for State Highway 55, and developing a valley-wide pathway system. The 2023 Transportation Plan update was created to support the achievement of these goals, one of which involves maintaining the Valley County Transportation Plan.



The Valley County Comprehensive Plan was originally adopted in 2001 and was revised in 2018.

3.5 The Stibnite Gold Project

The Stibnite Gold Project is situated in the historic Stibnite-Yellow Pine mining district in central Idaho, located approximately 14 miles to the east of the town of Yellow Pine and 96 miles northeast of Boise. Proposed by Perpetua Resources, the project holds the potential to yield approximately 4 million ounces of gold over an estimated 12-year mine life. Additionally, it is anticipated to produce significant quantities of antimony, silver, and tungsten.

The project has been in the planning and permitting stages for several years and has undergone extensive scrutiny by state and federal agencies, including the U.S. Forest Service, the Environmental Protection Agency, and the Idaho Department of Environmental Quality. It has also been the subject of significant public debate, driven by concerns regarding potential environmental impacts on water quality and fisheries in the region.

If the project receives approval and proceeds, it has the potential to bring about substantial economic benefits for Valley County, including job creation and increased tax revenue. However, it may also necessitate significant investments in infrastructure to accommodate increased traffic and population growth, including enhancements to local roads and bridges. Consequently, the





Valley County Transportation Plan may require updates and revisions to address potential impacts and incorporate any necessary development agreements established for infrastructure improvements to support the project. These preparations should be undertaken well in advance of the extensive operational phase.

3.6 The Tamarack Resort Expansion



Opened in 2004, the Tamarack Resort has been a central hub, offering a wide range of opportunities for both tourists and locals to engage in seasonal activities. These activities include skiing, snowboarding, exploring trails, fishing, mountain biking, snowshoeing, ziplining, whitewater rafting, golfing, and even axe throwing. Additionally, Tamarack Resort provides event spaces for various occasions. Future expansion plans entail the incorporation of thousands of acres of new ski terrain and the installation of six additional lifts.

Given this expansion, it is crucial to recognize that increased road usage is inevitable and the Valley County Transportation Plan may need further future updates to accommodate the expected rise in transportation demands. Establishing development agreements is imperative to facilitate the necessary infrastructure improvements required to support the resort's growth. These preparations are vital and should be addressed promptly to align with the resort's expansion plans.



4 Program Funding and Prioritization

4.1 Infrastructure Funding History

Valley County continues to face funding challenges for its infrastructure projects, particularly for road and bridge improvements. The county had previously received a significant amount of direct funding, up to \$3 million per year, from a federal government program, which has since discontinued funding for rural roads. Historically, the County has not relied on property taxes to fund the road department. A levy to increase property taxes for snow plowing and road maintenance failed to pass in 2019.

These challenges have created budget constraints, making it difficult for Valley County to complete larger infrastructure projects within its vast jurisdiction. As a result, it is crucial for the county to find alternative funding sources and implement a long-term financial plan for infrastructure maintenance and improvement. To tackle this issue, Valley County has established a Ten-Year Work Plan that prioritizes the most critical infrastructure projects and seeks outside funding through state and federal agencies.

The Valley County Road and Bridge Department has identified funding opportunities through various resources, including grants and partnerships. However, these funding mechanisms typically require Valley County to contribute a certain percentage of the



project cost from its own local funds. To meet this requirement, the county can allocate funds from various sources, such as the standard roadway maintenance/improvement funding, development fees, or the general fund. The matching fund strategy helps the County to secure more resources and complete crucial infrastructure projects that benefit the community. By pursuing multiple funding opportunities and implementing a strategic funding plan, Valley County can make progress towards its infrastructure improvement goals despite the funding challenges it faces. Here is a generalized summary of the most critical funding options currently being considered to deliver the Ten-Year Work Plan:

1. State of Idaho Highway user fund – this fund source is from gas tax, vehicle registration, and speeding tickets.
2. American Rescue Plan Act (ARPA) – is a federal law that was signed into law in March 2021. The law is a \$1.9 trillion economic stimulus package that includes a variety of provisions aimed at addressing the economic and public health impacts of the COVID-19 pandemic. The ARPA includes funding for a wide range of state and local aid programs available for Valley County.
3. Development Agreements – Development agreements serve as a critical funding source to facilitate capital improvements to roadways and bridges that may be affected by new developments. These agreements are specifically allocated to the immediate vicinity of the development and are designed to mitigate any potential strain on infrastructure caused by new development.



Roadway summits in Valley County reach over 7,000 feet, with snow depths averaging 12 feet.

Additionally, it is worth noting that these development agreements are not confined exclusively to projects falling under the Conditional Use Permit (CUP) and Planned Unit Development (PUD) programs. They may also be requisite for developments taking place on public lands associated with recreational and other development activities. This broader scope underscores the flexibility of development agreements in addressing infrastructure needs beyond the immediate development area.



4. Idaho Statewide Transportation Program (STIP) – is a document that outlines the state’s transportation projects, including the use of federal funds. The Surface Transportation Program (STP) is a federal-aid program that provides funding to states for transportation improvements. The STP Rural program is a specific type of STP funding that is designated for rural areas, with the goal of improving safety and mobility on rural roads and highways. In Idaho, the STP Rural Federal Aid Program is a program which is eligible for Valley County but is managed by the Idaho Transportation Department (ITD), which selects and manages the projects that are funded through this program.
5. Local Highway Technical Assistance Council (LHTAC) funding and grant programs <https://lhtac.org/programs/>
 - a. Leading Idaho Local Bridge Program (LILB)- Funds the repair or replacement for bridges 20’ in length or more on the local road network. Bridges must be in poor condition or be posted for load weight limits.
 - b. Federal-aid Bridge- Provides funds for the replacement and rehabilitation of local bridges on the Federal-aid classified system or off-system.
 - c. Local Highway Safety Improvement Program (LHSIP)- Federally funded program aimed at eliminating Fatal and Serious Injury crashes on the roadway system.
 - d. Local Rural Highway Investment Program (LHRIP)- Program to assist small cities, counties and highway districts to improve the investment in their roadway infrastructure.
6. Federal Highway Administration (FHWA)
 - a. Federal Lands Access Program (FLAP)- The Federal Lands Access Program was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.



4.2 Ten-Year Work Plan (2023 – 2032)

Table 7 provides an outline of the Valley County Ten-Year Work Plan, which identifies the County's prioritized project list for roadway and bridge improvements over the next ten years. This plan serves as a management tool for Valley County decision-makers, providing a general guideline for infrastructure improvements seeking state and federal funding.

In addition to the table, each prioritized project includes a project summary sheet that provides a map of the project location, a description of the project, key features, anticipated construction costs, and potential funding sources.

The planning level cost estimate included on each project summary sheet was developed using the adopted Valley County Capital Improvement Program construction estimates, with slight modifications to account for specific items necessary for each project type. These construction estimates are intended for planning purposes only, and refined estimates should be developed during project development.

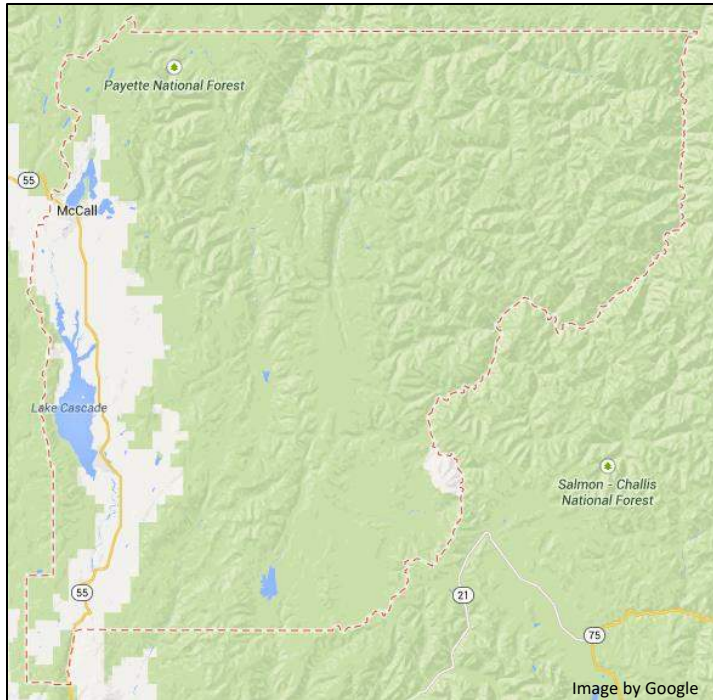
It is important to note that this Ten-Year Work Plan is a guideline and should be adjusted as needed based on changing needs and priorities over time.

A public involvement meeting was held on May 23rd, 2023 at the Donnelly Bible Church. Residents and visitors were encouraged to leave input regarding the plan in an online survey that was advertised at the meeting, in the Star-News and on the Valley County Road & Bridge Department website. A total of 25 people participated in the survey. Comprehensive results of the survey can be found in Appendix A.


Table 7. Valley County Ten Year Work Plan

Priority	Project	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
M1	County-wide Roadway Maintenance	x	x	x	x	x	x	x	x	x	x
PM1	Hill House Loop							x			
RI1	Lakeshore Drive Project 1*		x								
RI2	Lakeshore Drive Project 2						x				
RI3	Smylie Lane				x	x					
RI4	West Mountain Road			x	x	x	x				
RI5	West Mountain Road (north)					x	x	x	x		
RI6	Cabarton Road							x	x		
RI7	Norwood Road			x	x						
RI8	Scheline Lane			x	x						
RI9	Farm to Market Road / Elo Road		x								
RI10	West Valley Road and Wisdom Road					x					
RI11	Norwood Road (north)								x	x	
RI12	Gold Dust Road			x							
RI13	S Sampson Trail			x							
B1	Roseberry Road S-Bridge							x	x	x	
B2	Smylie Lane Bridge				x						

* Lakeshore Drive Project 1 has been programmed for federal funding through the Federal Lands Access Program (FLAP)



County Roadway Maintenance (Valley County)

Priority: Maintenance 01

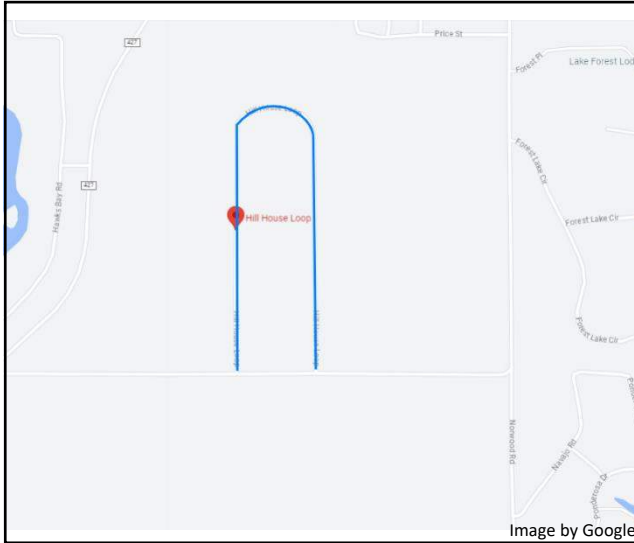
Existing Conditions: Currently, the Valley County Roadway Department is responsible for 245 miles of paved roadways, 486 miles of gravel roads and 76 Nationally Registered bridges, not including additional non -registered bridges.

Project Description: Each year, the Valley County Road Department works to maintain the existing roadways including chipsealing, cracksealing, patching, potholing, and replacing and maintaining ditches, pipes, culverts and bridges.

Planning Level Project Costs: Each year, Valley County utilizes staff, contractors, and equipment to perform the county-wide roadway maintenance. Costs to do this work are approximately \$500,000 per fiscal year.

Potential Funding Sources:

☒	Local
☐	Federal
☐	Other



Hill House Loop

(Tamarack Falls Road to Tamarack Falls Road)



Priority: Pavement Maintenance 01

Existing Conditions: Hill House Loop is a 1-mile local roadway off Tamarack Falls Road in Donnelly. It is a paved, two-lane road and provides access for many residents.

Project Description: 2" asphalt overlay over entire roadway section

Key Features:

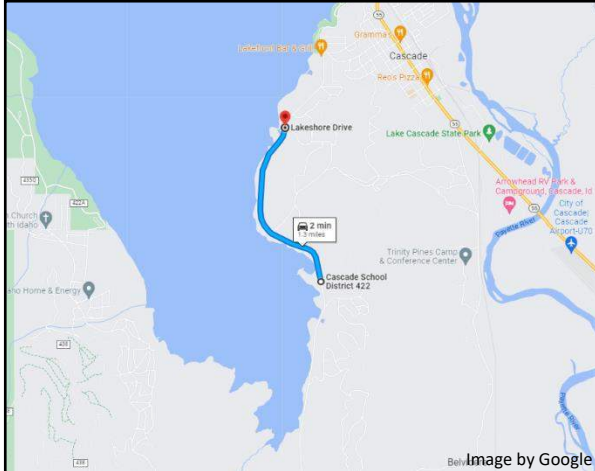
- Roadway Classification: Local Road

Planning Level Project Costs:

24' Pavement Reconstruction 0.9 Mile Length					PARAMETRIX June 14, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (2")	1531	TON	\$ 95.00	\$ 145,464		
Geotextile Fabric	14080	SY	\$ 2.30	\$ 32,384		
SWPP	5%	EST	LUMP SUM	\$ 8,892		
Traffic Control	5%	EST	LUMP SUM	\$ 9,337		
Miscellaneous	5%	EST	LUMP SUM	\$ 9,804		
Contingency	5%	EST	LUMP SUM	\$ 10,294		
Mobilization	5%	EST	LUMP SUM	\$ 10,809		
ROADWAY TOTAL				\$ 226,984		
Engineering	20% EST	LUMP SUM		\$ 45,397		
TOTAL				\$ 272,400		
RIGHT OF WAY				N/A		
USE				\$ 275,000	Per Mile	
TOTAL COST				\$ 247,500		

Potential Funding Sources:

☒	Local
☒	Federal
☐	Other



Lakeshore Drive Project 1 (Duffers Lane to Ridge Drive)



Priority: Roadway Improvement Priority 01

Existing Conditions: The proposed project begins at the City of Cascade boundary (Duffers Lane) and extends nearly 1.5 miles south along the eastern border of Lake Cascade to Ridge Drive. Currently, Lakeshore Drive is a two-lane, rural roadway providing access to multiple residences, Cascade Golf Course, and Cascade Lake recreational opportunities.

Description: The project will rehabilitate and widen the failing roadway to include two 12-foot travel lanes and 2-foot paved shoulders. The project also proposes to replace all existing CMP drainage culverts which have failed.

Key Features:

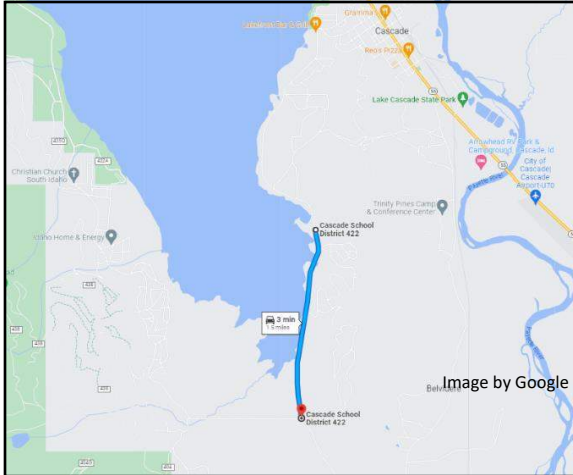
- Roadway Classification: Major Collector

Planning Level Project Costs:

16' Pavement Reconstruction	PARAMETRIX
1.5 Mile Length	June 14, 2023
\$	4,382,223

Potential Funding Sources:

Lakeshore Drive Project 1 has been programmed for federal funding through the Federal Lands Access Program (FLAP) through Western Federal Lands. This project has been awarded \$4,382,223.



Lakeshore Drive Project 2 (Ridge Drive to West Mountain Rd)



Priority: Roadway Improvement Priority 02

Existing Conditions: The proposed project begins at Ridge Drive next to the Blue Heron Campground and extends 1.5 miles south along the eastern border of Lake Cascade to West Mountain Road. Currently, Lakeshore Drive is a two-lane, rural roadway providing access to multiple residences, Cascade Golf Course, and Cascade Lake recreational opportunities.

Description: The project will rehabilitate and widen the failing roadway to include two 12-foot travel lanes and 2-foot paved shoulders. The project also proposes to replace all existing CMP drainage culverts which have failed.

Key Features:

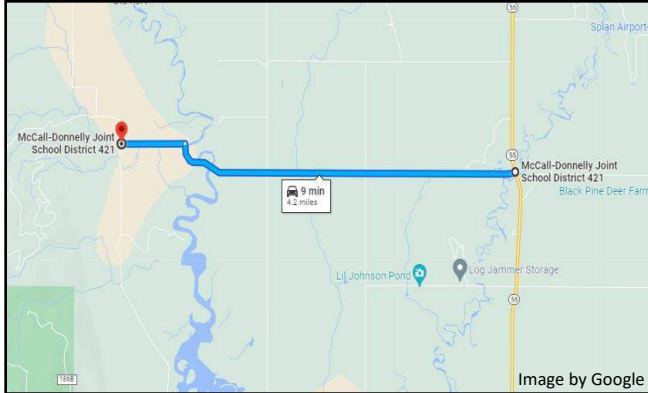
- Roadway Classification: Major Collector

Planning Level Project Costs:

28' Pavement/36' Top Width 1.5 Mile Length					PARAMETRIX June 14, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (3")	2680	TON	\$ 100.00	\$ 267,960		
Gravel Base (6")	4351	CY	\$ 46.00	\$ 200,151		
Subbase (18")	14080	CY	\$ 33.00	\$ 464,640		
Excavation/Embankment	8800	CY	\$ 18.50	\$ 162,800		
Drainage	5%	EST	LUMP SUM	\$ 54,778		
SWPP	5%	EST	LUMP SUM	\$ 57,516		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 60,392		
Traffic Control	5%	EST	LUMP SUM	\$ 63,412		
Miscellaneous	5%	EST	LUMP SUM	\$ 66,582		
Contingency	20%	EST	LUMP SUM	\$ 279,646		
Mobilization	5%	EST	LUMP SUM	\$ 83,894		
ROADWAY TOTAL				\$ 1,761,772		
Engineering	20% EST	LUMP SUM		\$ 352,354		
TOTAL				\$ 2,114,100		
RIGHT OF WAY				\$ 254,545		
USE				\$ 2,115,000	Per Mile	
TOTAL COST INCLUDING ROW				\$ 3,427,045		

Potential Funding Sources:

☒	Local
☒	Federal
☒	Other



Smylie Lane

(SH-55 to West Mountain Road)



Priority: Roadway Improvement 03

Existing Conditions: Currently, Smylie Lane is a two-lane, rural roadway providing access to multiple residences and provides key access to the west side of Lake Cascade.

Project Description: Reconstruction for SH-55 to West Mountain Road including bridge.

Key Features:

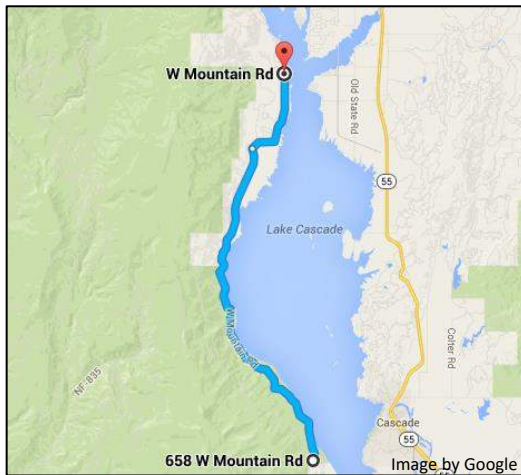
- Roadway Classification: Minor Collector
- Crossings: Mud Creek and Westside Lake Fork Ditch

Planning Level Project Costs:

24' Pavement/32' Top Width					PARAMETRIX
4.1 Mile Length					June 14, 2023
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL	
Asphalt (2.5")	1914	TON	\$ 95.00	\$ 181,830	
Gravel Base (6")	3749	CY	\$ 40.00	\$ 149,967	
Subbase (12")	7676	CY	\$ 27.00	\$ 207,240	
Excavation/Embankment	6681	CY	\$ 18.50	\$ 123,607	
Drainage	5%	EST	LUMP SUM	\$ 33,132	
SWPP	5%	EST	LUMP SUM	\$ 34,789	
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 36,528	
Traffic Control	5%	EST	LUMP SUM	\$ 38,355	
Miscellaneous	5%	EST	LUMP SUM	\$ 40,272	
Contingency	20%	EST	LUMP SUM	\$ 169,144	
Mobilization	5%	EST	LUMP SUM	\$ 50,743	
ROADWAY TOTAL				\$ 1,065,608	
Engineering	20%	EST	LUMP SUM	\$ 213,122	
TOTAL				\$ 1,278,700	
RIGHT OF WAY				\$ 278,303	
USE				\$ 1,280,000 Per Mile	
TOTAL COST INCLUDING ROW				\$ 5,526,303	

Potential Funding Sources:

☐	Local
☒	Federal
☐	Other



West Mountain Road (Tamarack Resort to Campbell Creek)



Priority: Roadway Improvement 04

Existing Conditions: Currently, West Mountain Road is a two-lane, rural, gravel roadway providing access to multiple residences, Tamarack Resort, Lake Cascade recreational opportunities, and provides a vital link to the west side of Lake Cascade.

Description: Straighten, widen, and raise existing road and improve drainage from Tamarack Resort to Campbell Creek (approximately 14 miles). Pedestrian pathways should be considered in the design process to improve pathway connectivity.

Key Features:

- Roadway Classification: Major Collector
- Crossings: Poison Creek, Duck Creek, Hurd Creek, Deer Creek, Silver Creek, Van Wyck Creek, French Creek, Hazard Creek, Campbell Creek

Planning Level Project Costs:

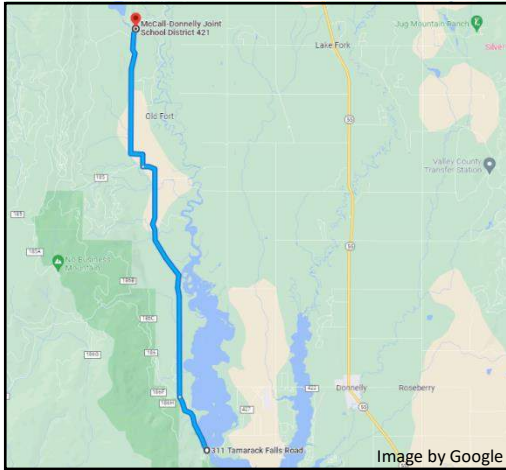
28' Pavement/36' Top Width 7.1 Mile Length					PARAMETRIX July 12, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (3")	2680	TON	\$ 100.00	\$ 267,960		
Gravel Base (6")	4351	CY	\$ 46.00	\$ 200,151		
Subbase (18")	14080	CY	\$ 33.00	\$ 464,640		
Excavation/Embankment	8800	CY	\$ 18.50	\$ 162,800		
Drainage	5%	EST	LUMP SUM	\$ 54,778		
SWPP	5%	EST	LUMP SUM	\$ 57,516		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 60,392		
Traffic Control	5%	EST	LUMP SUM	\$ 63,412		
Miscellaneous	5%	EST	LUMP SUM	\$ 66,582		
Contingency	20%	EST	LUMP SUM	\$ 279,646		
Mobilization	5%	EST	LUMP SUM	\$ 83,894		
ROADWAY TOTAL				\$ 1,761,772		
Engineering	20%	EST	LUMP SUM	\$ 352,354		
				TOTAL \$ 2,114,100		
				CULVERTS \$ 437,500		
				USE \$ 2,115,000 Per Mile		
				TIER 2 COST INCLUDING CULVERTS \$ 15,454,000		

28' Pavement/36' Top Width 7.1 Mile Length					PARAMETRIX July 12, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (3")	2680	TON	\$ 100.00	\$ 267,960		
Gravel Base (6")	4351	CY	\$ 49.00	\$ 213,204		
Subbase (18")	14080	CY	\$ 36.00	\$ 506,880		
Excavation/Embankment	8800	CY	\$ 18.50	\$ 162,800		
Drainage	5%	EST	LUMP SUM	\$ 57,542		
SWPP	5%	EST	LUMP SUM	\$ 60,419		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 63,440		
Traffic Control	5%	EST	LUMP SUM	\$ 66,612		
Miscellaneous	5%	EST	LUMP SUM	\$ 69,943		
Contingency	20%	EST	LUMP SUM	\$ 293,760		
Mobilization	5%	EST	LUMP SUM	\$ 88,128		
ROADWAY TOTAL				\$ 1,850,690		
Engineering	20%	EST	LUMP SUM	\$ 370,138		
				TOTAL \$ 2,220,800		
				CULVERTS \$ 437,500		
				USE \$ 2,220,000 Per Mile		
				TIER 3 COST INCLUDING CULVERTS \$ 16,199,500		

TOTAL COST \$ 31,653,500

Potential Funding Sources:

☐	Local
☒	Federal
☒	Other



West Mountain Road (Tamarack Falls Road to Blackhawk Lake Drive)

Priority: Roadway Improvement 05

Existing Conditions: Currently, West Mountain Road is a two-lane, rural, gravel roadway providing access to multiple residences, Tamarack Resort, Lake Cascade recreational opportunities, and provides a vital link to the west side of Lake Cascade.

Description: Straighten, widen, and raise existing road and improve drainage from Tamarack Falls Road to Blackhawk Lake Drive (approximately 9.5 miles). Pedestrian pathways should be considered in the design process to improve pathway connectivity.

Key Features:

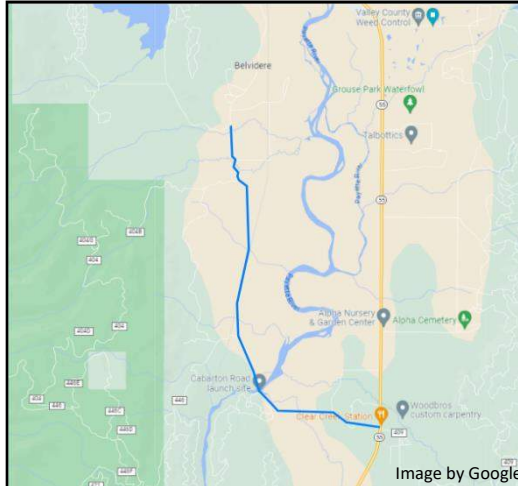
- Roadway Classification: Major Collector
- Crossings: Duffner Creek, Hartsell Creek, Curtis Creek and Mill Creek

Planning Level Project Costs:

28' Pavement/36' Top Width 9.5 Mile Length				PARAMETRIX July 12, 2023
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Asphalt (3")	2680	TON	\$ 95.00	\$ 254,562
Gravel Base (6")	4351	CY	\$ 40.00	\$ 174,044
Subbase (18")	14080	CY	\$ 27.00	\$ 380,160
Excavation/Embankment	8800	CY	\$ 18.50	\$ 162,800
Drainage	5%	EST	LUMP SUM	\$ 48,578
SWPP	5%	EST	LUMP SUM	\$ 51,007
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 53,558
Traffic Control	5%	EST	LUMP SUM	\$ 56,235
Miscellaneous	5%	EST	LUMP SUM	\$ 59,047
Contingency	20%	EST	LUMP SUM	\$ 247,998
Mobilization	5%	EST	LUMP SUM	\$ 74,400
ROADWAY TOTAL			\$	1,562,390
Engineering	20% EST	LUMP SUM	\$	312,478
TOTAL			\$	1,874,900
CULVERTS			\$	1,000,000
USE			\$	1,875,000 Per Mile
TIER 1 COST INCLUDING CULVERTS			\$	18,812,500

Potential Funding Sources:

☐	Local
☒	Federal
☒	Other



Cabarton Road

(SH-55 to West Mountain Road)



Priority: Roadway Improvement 06

Existing Conditions: Cabarton Road is a two lane, rural roadway that connects SH-55 to the west side of Valley County. Cabarton Road is paved from SH-55 to Snowbank Road and gravel from Snowbank Road to West Mountain Road. Cabarton provides access to numerous residential areas, smaller local roads and is a route to many recreational areas.

Description: Full depth reconstruction to Major Collector standards for over 5 miles of roadway including widening and culvert replacements. Bridge replacement over Payette River may need to be considered.

Key Features:

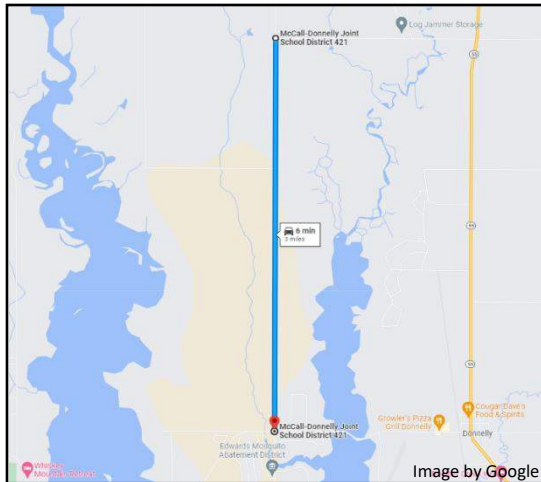
- Roadway Classification: Major Collector
- Crossings: Payette River, Olson Creek and Moores Creek

Planning Level Project Costs:

28' Pavement/36' Top Width 5.3 Mile Length					PARAMETRIX June 14, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (3")	2680	TON	\$ 100.00	\$ 267,960		
Gravel Base (6")	4351	CY	\$ 46.00	\$ 200,151		
Subbase (18")	14080	CY	\$ 33.00	\$ 464,640		
Excavation/Embankment	8800	CY	\$ 18.50	\$ 162,800		
Drainage	5%	EST	LUMP SUM	\$ 54,778		
SWPP	5%	EST	LUMP SUM	\$ 57,516		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 60,392		
Traffic Control	5%	EST	LUMP SUM	\$ 63,412		
Miscellaneous	5%	EST	LUMP SUM	\$ 66,582		
Contingency	20%	EST	LUMP SUM	\$ 279,646		
Mobilization	5%	EST	LUMP SUM	\$ 83,894		
ROADWAY TOTAL				\$ 1,761,772		
Engineering	20%	EST	LUMP SUM	\$ 352,354		
TOTAL				\$ 2,114,100		
RIGHT OF WAY				\$ 899,394		
RAILROAD CROSSING				\$ 250,000		
USE				\$ 2,115,000	Per Mile	
TOTAL COST INCLUDING ROW & RR CROSSING				\$ 12,358,894		

Potential Funding Sources:

☐	Local
☒	Federal
☒	Other



Norwood Road

(West Roseberry to Scheline Lane)



Priority: Roadway Improvement 07

Existing Conditions: Norwood Road is currently an unpaved north/south roadway west of SH-55. Improvements to this route would help alleviate traffic congestion at the SH-55/Roseberry intersection and enhance the overall connectivity of the roadway system. New development is also being proposed west of Norwood Road between West Roseberry Road and Scheline Lane which will create additional demand for improvements.

Description: Full depth reconstruction to Minor Collector standards including widening and culvert replacements along this 3-mile stretch of roadway.

Key Features:

- Roadway Classification: Minor Collector

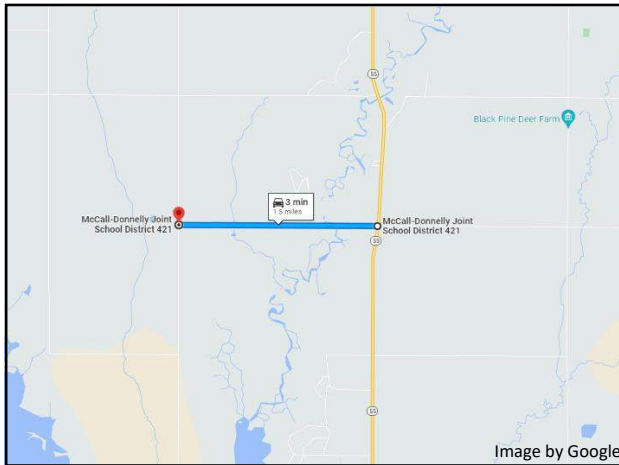
Planning Level Project Costs:

24' Pavement/32' Top Width					PARAMETRIX	
3 Mile Length					June 14, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (2.5")	1914	TON	\$ 95.00	\$ 181,830		
Gravel Base (6")	3749	CY	\$ 40.00	\$ 149,967		
Subbase (12")	7676	CY	\$ 27.00	\$ 207,240		
Excavation/Embankment	6681	CY	\$ 18.50	\$ 123,607		
Drainage	5%	EST	LUMP SUM	\$ 33,132		
SWPP	5%	EST	LUMP SUM	\$ 34,789		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 36,528		
Traffic Control	5%	EST	LUMP SUM	\$ 38,355		
Miscellaneous	5%	EST	LUMP SUM	\$ 40,272		
Contingency	20%	EST	LUMP SUM	\$ 169,144		
Mobilization	5%	EST	LUMP SUM	\$ 50,743		
ROADWAY TOTAL				\$ 1,065,608		
Engineering	20%	EST	LUMP SUM	\$ 213,122		
TOTAL				\$ 1,278,700		
RIGHT OF WAY				\$ 203,636		
USE				\$ 1,280,000	Per Mile	
TOTAL COST INCLUDING ROW				\$ 4,043,636		

Potential Funding Sources:

☒	Local
☒	Federal
☒	Other

If the proposed development moves forward, a portion of the funding for this project can be anticipated to come from Road Development Agreements (RDA) within the CIP program.



Scheline Lane

(Norwood Road to SH-55)



Priority: Roadway Improvement 08

Existing Conditions: Scheline Lane is currently a paved two-lane, east/west roadway. Improvements to this route would help alleviate traffic congestion at the SH-55/Roseberry intersection and enhance the overall connectivity of the roadway system. New development is also being proposed west of Norwood Road between West Roseberry Road and Scheline Lane which will create additional demand for improvements.

Description: Partial reconstruction to Minor Collector standards including widening and culvert replacements along this 1.5 mile stretch of roadway.

Key Features:

- Roadway Classification: Minor Collector
- Crossings: Lake Fork

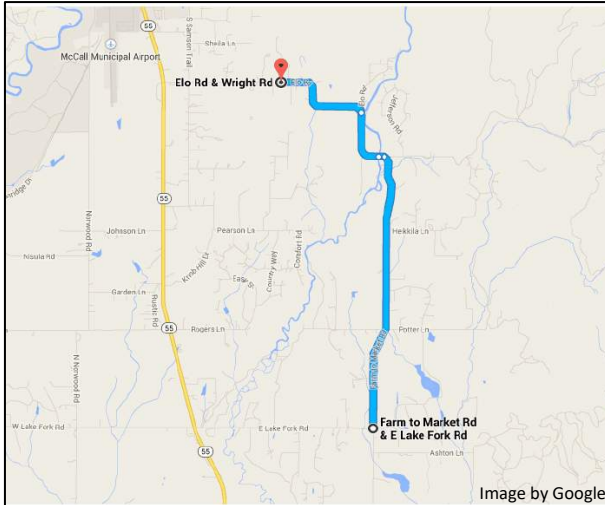
Planning Level Project Costs:

24' Pavement/32' Top Width					PARAMETRIX	
1.5 Mile Length					June 14, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (2.5")	1914	TON	\$ 95.00	\$ 181,830		
Gravel Base (6")	1794	CY	\$ 40.00	\$ 71,744		
Subbase (12")	3764	CY	\$ 27.00	\$ 101,640		
Excavation/Embankment	3764	CY	\$ 18.50	\$ 69,642		
Drainage	5%	EST	LUMP SUM	\$ 21,243		
SWPP	5%	EST	LUMP SUM	\$ 22,305		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 23,420		
Traffic Control	5%	EST	LUMP SUM	\$ 24,591		
Miscellaneous	5%	EST	LUMP SUM	\$ 25,821		
Contingency	20%	EST	LUMP SUM	\$ 108,447		
Mobilization	5%	EST	LUMP SUM	\$ 32,534		
ROADWAY TOTAL				\$ 683,218		
Engineering	20%	EST	LUMP SUM	\$ 136,644		
TOTAL				\$ 819,900		
RIGHT OF WAY				\$ 101,818		
USE				\$ 820,000	Per Mile	
TOTAL COST INCLUDING ROW				\$ 1,331,818		

Potential Funding Sources:

☒	Local
☒	Federal
☒	Other

If the proposed development moves forward, a portion of the funding for this project can be anticipated to come from Road Development Agreements (RDA) within the CIP program.



Farm to Market Road / Elo Road

(East Lake Fork Road to Wright Road)



Priority: Roadway Improvement 09

Existing Conditions: Currently, this section of Farm to Market Road is a two-lane, rural roadway providing access to multiple residences and Jug Mountain Ranch. Farm to Market Road also provides an emergency route to SH-55.

Project Description: Full depth reconstruction to Major Collector standards along this 4.5 mile stretch of roadway.

Key Features:

- Roadway Classification: Major Collector
- Crossings: Boulder Ditch, Hattie's Creek, Lake Irrigation District Canal

Planning Level Project Costs:

28' Pavement/36' Top Width
4.5 Mile Length

PARAMETRIX
June 14, 2023

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Asphalt (3")	2680	TON	\$ 95.00	\$ 254,562
Gravel Base (6")	4351	CY	\$ 40.00	\$ 174,044
Subbase (18")	14080	CY	\$ 27.00	\$ 380,160
Excavation/Embankment	8800	CY	\$ 18.50	\$ 162,800
Drainage	5%	EST	LUMP SUM	\$ 48,578
SWPP	5%	EST	LUMP SUM	\$ 51,007
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 53,558
Traffic Control	5%	EST	LUMP SUM	\$ 56,235
Miscellaneous	5%	EST	LUMP SUM	\$ 59,047
Contingency	20%	EST	LUMP SUM	\$ 247,998
Mobilization	5%	EST	LUMP SUM	\$ 74,400

ROADWAY TOTAL \$ 1,562,390

Engineering 20% EST LUMP SUM \$ 312,478

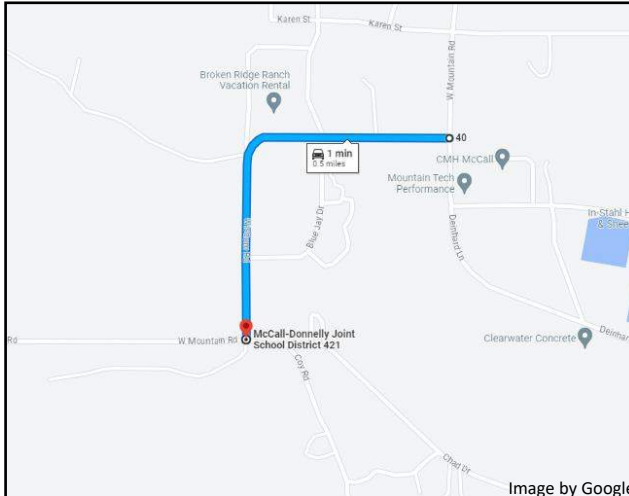
TOTAL \$ 1,874,900

RIGHT OF WAY \$ 763,636

USE	\$ 1,875,000	Per Mile
TOTAL COST INCLUDING ROW	\$ 9,201,136	

Potential Funding Sources:

☐	Local
☒	Federal
☐	Other



West Valley Road and Wisdom Road

(Boydston Street to West Mountain Road)



Priority: Roadway Improvement 10

Existing Conditions: West Valley and Wisdom Road are paved, two-lane roads near McCall. They provide access for people traveling to and from West Mountain Road which is a popular route for Tamarack Resort, residents, and other recreational activities.

Project Description: Full depth reconstruction and rebuild to Major Collector standards for this 0.5 mile stretch of roadway.

Key Features:

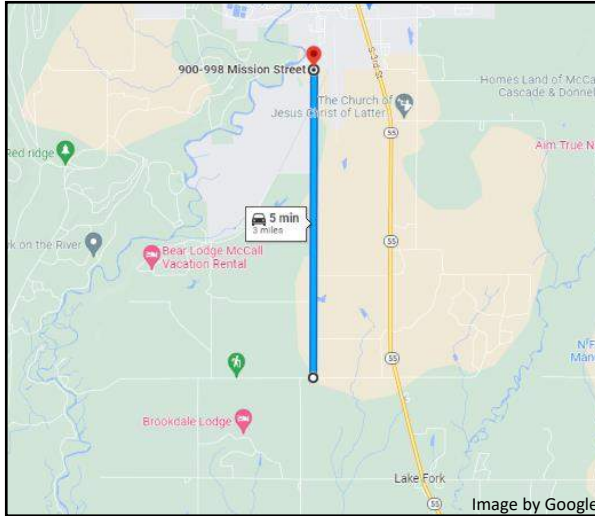
- Roadway Classification: Major Collector

Planning Level Project Costs:

28' Pavement/36' Top Width					PARAMETRIX
0.5 Mile Length					June 14, 2023
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL	
Asphalt (3")	2680	TON	\$ 95.00	\$ 254,562	
Gravel Base (6")	4351	CY	\$ 40.00	\$ 174,044	
Subbase (18")	14080	CY	\$ 27.00	\$ 380,160	
Excavation/Embankment	8800	CY	\$ 18.50	\$ 162,800	
Drainage	5%	EST	LUMP SUM	\$ 48,578	
SWPP	5%	EST	LUMP SUM	\$ 51,007	
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 53,558	
Traffic Control	5%	EST	LUMP SUM	\$ 56,235	
Miscellaneous	5%	EST	LUMP SUM	\$ 59,047	
Contingency	20%	EST	LUMP SUM	\$ 247,998	
Mobilization	5%	EST	LUMP SUM	\$ 74,400	
ROADWAY TOTAL			\$	1,562,390	
Engineering	20%	EST	LUMP SUM	\$ 312,478	
TOTAL			\$	1,874,900	
RIGHT OF WAY				N/A	
USE			\$	1,875,000	Per Mile
TOTAL COST			\$	937,500	

Potential Funding Sources:

☒	Local
☒	Federal
☐	Other



Norwood Road

(Heinrich to McCall City Limits)



Priority: Roadway Improvement 11

Existing Conditions: This section of Norwood Road is a paved, two-lane roadway south of McCall. It provides access for residents going to and from McCall and local businesses.

Project Description: Full depth reconstruction and rebuild to Minor Collector standards for this 3-mile stretch of roadway.

Key Features:

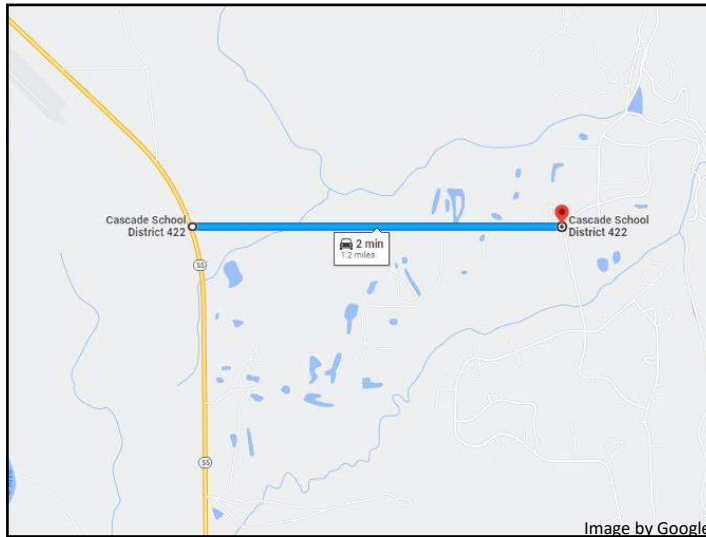
- Roadway Classification: Minor Collector
- Crossings: Lake Irrigation District Canal

Planning Level Project Costs:

24' Pavement/32' Top Width					PARAMETRIX	
3 Mile Length					June 14, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (2.5")	1914	TON	\$ 95.00	\$ 181,830		
Gravel Base (6")	3749	CY	\$ 40.00	\$ 149,967		
Subbase (12")	7676	CY	\$ 27.00	\$ 207,240		
Excavation/Embankment	6681	CY	\$ 18.50	\$ 123,607		
Drainage	5%	EST	LUMP SUM	\$ 33,132		
SWPP	5%	EST	LUMP SUM	\$ 34,789		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 36,528		
Traffic Control	5%	EST	LUMP SUM	\$ 38,355		
Miscellaneous	5%	EST	LUMP SUM	\$ 40,272		
Contingency	20%	EST	LUMP SUM	\$ 169,144		
Mobilization	5%	EST	LUMP SUM	\$ 50,743		
ROADWAY TOTAL				\$ 1,065,608		
Engineering	20%	EST	LUMP SUM	\$ 213,122		
TOTAL				\$ 1,278,700		
RIGHT OF WAY				\$ 203,636		
USE				\$ 1,280,000	Per Mile	
TOTAL COST INCLUDING ROW				\$ 4,043,636		

Potential Funding Sources:

☐	Local
☒	Federal
☐	Other



Gold Dust Road

(SH-55 to E Warner Drive)



Priority: Roadway Improvement 12

Existing Conditions: Gold Dust Road is a rural two-lane road south of Cascade. The paved section is just over a mile, and it provides access to and from SH-55 for several residential areas.

Project Description: Full depth reconstruction and rebuild to Minor Collector standards.

Key Features:

- Roadway Classification: Minor Collector
- Crossings: Irrigation canal

Planning Level Project Costs:

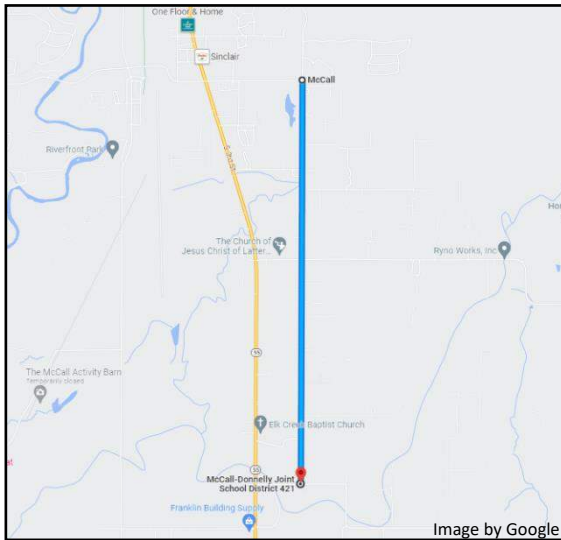
24' Pavement/32' Top Width
1.2 Mile Length

PARAMETRIX
June 14, 2023

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Asphalt (2.5")	1914	TON	\$ 100.00	\$ 191,400
Gravel Base (6")	3749	CY	\$ 46.00	\$ 172,462
Subbase (12")	7676	CY	\$ 33.00	\$ 253,293
Excavation/Embankment	6681	CY	\$ 18.50	\$ 123,607
Drainage	5%	EST	LUMP SUM	\$ 37,038
SWPP	5%	EST	LUMP SUM	\$ 38,890
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 40,835
Traffic Control	5%	EST	LUMP SUM	\$ 42,876
Miscellaneous	5%	EST	LUMP SUM	\$ 45,020
Contingency	20%	EST	LUMP SUM	\$ 189,084
Mobilization	5%	EST	LUMP SUM	\$ 56,725
ROADWAY TOTAL				\$ 1,191,231
Engineering	20% EST	LUMP SUM	\$	238,246
TOTAL				\$ 1,429,500
RIGHT OF WAY				\$ 81,455
USE				\$ 1,430,000 Per Mile
TOTAL COST INCLUDING ROW				\$ 1,797,455

Potential Funding Sources:

☒	Local
☒	Federal
☐	Other



S Sampson Trail

(Pearson Ln to Deinhard Ln)

Priority: Roadway Improvement 13

Existing Conditions: S Sampson Trail is a rural two-lane road south of McCall. The paved section is just over 2 miles, and it provides access to several residential areas and schools.

Project Description: Full depth reconstruction and rebuild to Minor Collector standards.

Key Features:

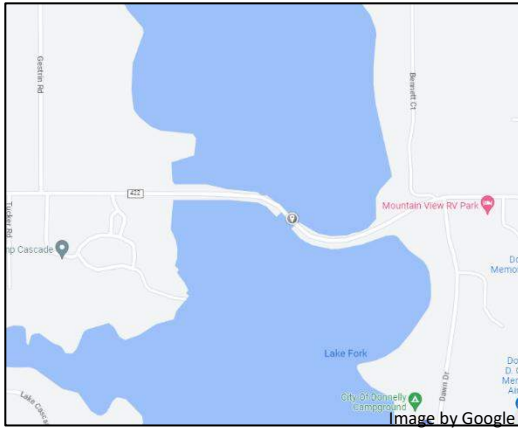
- Roadway Classification: Minor Collector

Planning Level Project Costs:

24' Pavement/32' Top Width					PARAMETRIX	
2.3 Mile Length					July 12, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL		
Asphalt (2.5")	1914	TON	\$ 95.00	\$ 181,830		
Gravel Base (6")	3749	CY	\$ 40.00	\$ 149,967		
Subbase (12")	7676	CY	\$ 27.00	\$ 207,240		
Excavation/Embankment	6681	CY	\$ 18.50	\$ 123,607		
Drainage	5%	EST	LUMP SUM	\$ 33,132		
SWPP	5%	EST	LUMP SUM	\$ 34,789		
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 36,528		
Traffic Control	5%	EST	LUMP SUM	\$ 38,355		
Miscellaneous	5%	EST	LUMP SUM	\$ 40,272		
Contingency	20%	EST	LUMP SUM	\$ 169,144		
Mobilization	5%	EST	LUMP SUM	\$ 50,743		
ROADWAY TOTAL				\$ 1,065,608		
Engineering	20% EST	LUMP SUM	\$	213,122		
TOTAL				\$ 1,278,700		
RIGHT OF WAY				\$ 156,121		
USE				\$ 1,280,000	Per Mile	
TOTAL COST INCLUDING ROW				\$ 3,100,121		

Potential Funding Sources:

☒	Local
☒	Federal
☐	Other



Roseberry Road S-Bridge Reconstruction



Priority: Bridge Project 01

Existing Conditions: The existing S-Bridge, which crosses Lake Fork Creek, was constructed in 1965 and is the main route between Donnelly and Tamarack Resort. The bridge consists of two 12' lanes, without shoulders, and has an approximate ADT of 1700 vehicles. The condition rating is "fair" with a deck rating of 5/10, a superstructure rating of 7/10, and a substructure rating of 6/10. Though the bridge is rated as "fair" condition, the geometry of the roadway along with the increased traffic has made the bridge functionally obsolete.

Description: Widen, straighten, and reconstruct roadway. This project includes replacement of the existing bridge with a new 36' wide, 100' minimum long bridge over Lake Fork Creek. Due to the vertical raise, approximately 1,500' of roadway improvements will be needed to raise the incoming and outgoing roadway.

Planning Level Project Costs:

2-Lane, 36' (shoulder to shoulder) Bridge	PARAMETRIX
100' Length	June 14, 2023
\$10,000,000-30,000,000	

Potential Funding Sources:

☐	Local
☒	Federal
☐	Other

Valley County recently submitted an application for a RAISE grant for this bridge with estimated funding of \$1,500,000.00.



Smylie Lane Bridge

Priority: Bridge Project 02

Existing Conditions: The existing Smylie Lane bridge was constructed in 1977 and has a condition rating of “fair”. The bridge consists of a 22’ wide deck made of concrete precast panels and is 186’ long. This two-lane bridge has an average daily traffic count of 90. The super and sub structures have ratings of 7/10 and the deck has a rating of 6/10.

Description: Replace the two-lane bridge over the North Fork of the Payette River to Minor Collector standards.

Planning Level Project Costs:

2-Lane, 22' (shoulder to shoulder) Bridge	PARAMETRIX
186' Length	June 14, 2023
\$4,000,000-5,000,000	

Potential Funding Sources:

☐	Local
☒	Federal
☐	Other



In addition to the prioritized projects above, the County has identified several other needs on various roads and bridges. Those needs include the following projects (in no particular order):

- East Roseberry (Farm to Market to SH-55)
- Paddy Flat (Farm to Market to SH-55)
- Old State – North End (Loomis Lane to Westwind)
- Loomis (SH-55 to Siscra Road)
- Old State – South End (West 4 to Daystar Lane)
- Davis Creek (SH-55 to Gold Fork Road)
- West 4 (SH-55 to Old State)
- Clear Creek (SH-55 to end of pavement)
- Barker (Farm to Market to start of pavement)
- Ashton (intersection at Farm to Market)
- Jefferson (intersection at Boulder Creek)
- Eastside Drive (north end of Payette Lake)
- Cabarton/West Mountain (Lake Shore to pavement to the south)
- Smith's Ferry Bridge
- Round Valley Creek Bridge
- W. Roseberry Causeway Bridge
- W. Mountain Road (Paving and Rebuilding)
- East 4 (SH-55 to Koskella Road)
- Kantola (SH-55 to Old State)
- Shultz

Most of the roadways on Valley County's needs list include repairing cracked, deteriorating asphalt.





Bridges and Culverts

Bridges and Culverts must meet the “clear-span measurement of over 20 feet 6 inches” to be included in the National Bridge Inventory (NBI). Bridges that do not meet this requirement are not on the inspection program administered by ITD. Bridges included on the NBI are routinely inspected (every 12 to 24 months depending on the condition). Each bridge under the NBI system is assigned an identification number known as the master key number (structure key number). During the data collection, bridges are identified by their master key number and compiled into the database, which includes the master key number, feature intersected, dimensions, and ratings for deck, superstructure, substructure and channel/protection on a scale to 10. All bridges regardless of if they are on the NBI or not, are located on the data map as a color dot.

The following table lists some of the bridges (bridges included in the NBI) in Valley County. A complete list of bridges that are part of the NBI is provided in the appendix.



Table 8: NBI List of Valley County Bridges

Master Key Number	Road	Feature Crossed	Inspection Date	Element	Condition	Deck	Super Structure	Sub Structure	Channel/ protection
33925	Abstein Lane	E FK of S FK Salmon River	8/13/2022	Timber Deck Bridge	Fair	6	5	7	8
33870	STC3895 ;Yellowpine	Johnson Creek	8/12/2022	Steel Deck Corrugated	Fair	8	8	6	7
33865	STC3895 ;Yellowpine	Trout Creek	8/12/2022	Timber Deck Bridge	Good	8	8	6	7
33860	STC3895; Yellowpine	Lunch Creek	8/12/2022	Timber Deck Bridge	Good	8	8	7	7
33855	Landmark/ Stanley	Rock Creek	8/12/2022	Timber Deck Bridge	Fair	7	6	6	7
33850	Landmark/ Stanley	Johnson Creek	8/12/2022	Prestressed Concrete Top Flange	Good	7	7	7	8
33845	Deadwood Road	Deer Creek	8/11/2022	Timber Deck Bridge	Fair	7	6	7	7
33840	Deadwood Road	Deadwood River	8/11/2022	Reinforced Concrete Slab	Fair	6	6	6	7
33835	Deadwood Road	Deadwood River	8/11/2022	Timber Deck Bridge	Good	7	6	7	6
33832	Scott Mtn Road	Deadwood River	8/11/2022	Prestressed Concrete Top Flange	Good	7	7	7	8
33820	Landmark/ Stanley	Bear Valley Creek	8/11/2022	Timber Deck Bridge	Fair	6	6	5	6
33815	Landmark/ Stanley	Elk Creek #2	8/11/2022	Timber Deck Bridge	Fair	7	7	6	7
33810	Landmark/ Stanley	Elk Creek #1	8/11/2022	Timber Deck Bridge	Good	7	6	7	8
33808	Clear Creek Road	Sack Creek	8/10/2022	Timber Slab	Good	8	8	8	8
33805	Clear Creek Road	Cache Creek	8/10/2022	Timber Slab	Fair	5	5	6	8



Master Key Number	Road	Feature Crossed	Inspection Date	Element	Condition	Deck	Super Structure	Sub Structure	Channel/ protection
33615	Elk Summit Road	South Fork Salmon River	8/14/2022	Timber Deck Bridge	Fair	6	7	4	8
28655	East Side Road	N Fork Payette R (N. Beach)	8/16/2022	Reinforced Concrete Deck	Fair	5	6	5	7
33800	Deer Creek Road	Bear Valley Creek	8/10/2022	Timber Deck Bridge	Fair	7	6	6	8
28610	Gold Dust Road	Big Creek	8/17/2022	Reinforced Concrete Deck	Fair	6	6	7	8
28595	Scheline Road	Lake Fork Creek	8/17/2022	Reinforced Concrete Deck	Fair	6	5	6	6
20165	East Fork Road	E FK of S FK Salmon River	8/15/2022	Steel Deck Corrugated	Fair	8	8	6	6
20170	East Fork Road	E FK of S FK Salmon River	8/12/2022	Reinforced Concrete Deck	Fair	6	7	7	7
20169	East Fork Road	Parks Creek	8/12/2022	Prestressed Concrete Top Flange	Good	7	7	7	9
20160	East Fork Road	S FK Salmon River	8/15/2022	Timber Deck Bridge	Fair	4	5	6	7
20155	East Fork Road	Secesh River	8/15/2022	Timber Deck Bridge	Fair	6	6	6	5
20110	STC3906; Warren Wgn	Twenty Mile Creek	8/16/2022	Reinforced Concrete Deck	Good	7	8	8	8
20105	STC3906; Warren Wgn	N Fork Payette River	8/16/2022	Reinforced Concrete Deck	Fair	6	6	7	8
20100	STC3906; Warren Wgn	Fisher Creek	8/16/2022	Reinforced Concrete Deck	Fair	6	7	6	7



5 Next Steps

The 2023 Transportation Plan Update has helped to identify the transportation system and needs of Valley County in a comprehensive manner. The Ten-Year Work Plan for roadway and bridge improvement projects has been created to prioritize the most essential improvements based on projected population growth, existing conditions, employment, land use, and transportation system characteristics. In order to implement the recommendations of this update, it is crucial for the Valley County Commission to adopt the plan and integrate appropriate components into the Valley County Comprehensive Plan, where warranted. By doing so, the County can work towards creating a long-term strategy for improving its transportation infrastructure to meet the needs of its growing population and evolving landscape.

The Transportation Plan should be updated regularly, approximately every three to five years, or more frequently if necessary based on significant development, land use changes, and/or population changes. To ensure that the Ten-Year Work Plan remains current and effective, it should be reviewed and updated annually to reflect the County's current needs. Regular updates to the Transportation Plan and the Ten-Year Work Plan will help ensure that the County's transportation system continues to meet the needs of its residents and businesses.



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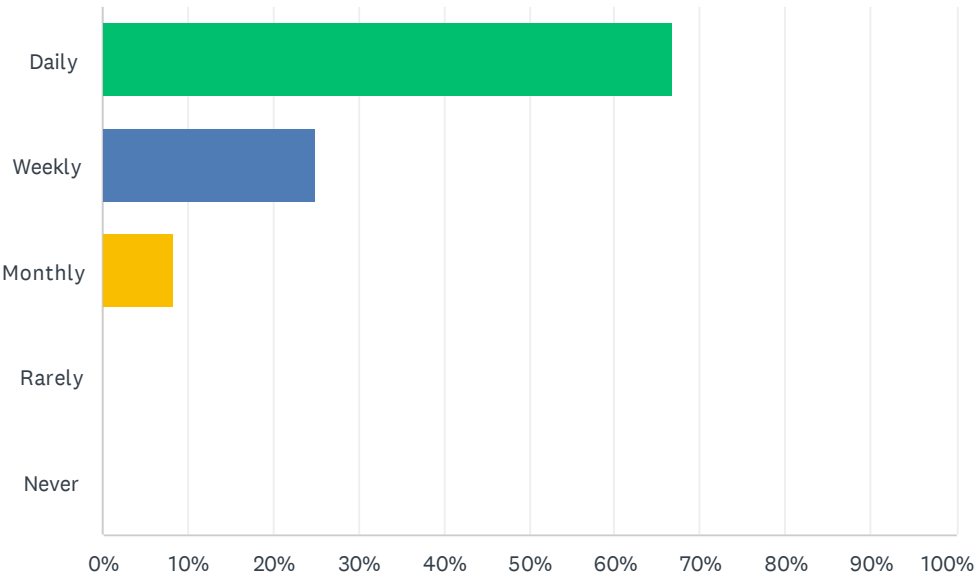


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Appendix A – Public Involvement Summary

Q1 How often do you use transportation in Valley County?

Answered: 24 Skipped: 1



ANSWER CHOICES	RESPONSES	
Daily	66.67%	16
Weekly	25.00%	6
Monthly	8.33%	2
Rarely	0.00%	0
Never	0.00%	0
TOTAL		24

Q2 Please list corridors outside of those outlined in our 10-year work plan which you believe should be included.

Answered: 18 Skipped: 7

#	RESPONSES	DATE
1	Thr road to secrsh arren wagon roadshould lbe maintained during the winterto at least the secesh summit . Then groomed on the Idaho sounty side with a parking lot on the summit. Safer for snowmobiles and better for opening in the spring and cheaper to keep groomed	6/2/2023 4:16 AM
2	Warren Wagon Road maintenance	6/1/2023 7:53 PM
3	Hi, I would like to see more going toward snow plowing and grooming of Warren Wagon rd past the lake. Also an effort to have Warren Wagon Rd groomed by Memorial Weekend whenever possible. Thank you!	6/1/2023 3:37 PM
4	potholes on S Samson trail, and widening - too narrow and people go flying by all the time.	5/25/2023 10:33 PM
5	W Mountain Road From Roseberry North through Westwoods subdivision. Westwood Dr in Westwood Subdivision	5/25/2023 10:32 AM
6	West mountain road at intersection of tamarack falls road to snowmobile hut /recreation area at west mountain/ no business road intersection	5/25/2023 8:08 AM
7	Round Valley major roads to highway 55	5/24/2023 6:23 PM
8	West mtn road north	5/24/2023 11:44 AM
9	West Mountain Road north of Tamarack Falls to pavement at Black Hawk	5/24/2023 9:56 AM
10	West mountain road north through west woods subdivision	5/24/2023 9:41 AM
11	2538 West Mountain road	5/24/2023 9:18 AM
12	Pave West Mountain Road between Tamarack Falls Road and the No Business Road turn off.	5/24/2023 9:18 AM
13	West Mountain Rd from Roseberry to No Business Rd.	5/24/2023 9:07 AM
14	West Mountain rd through the Westwood Subdivision	5/24/2023 9:04 AM
15	R14 west mountain road	5/24/2023 9:03 AM
16	None. West Mountain Road and improving Smilie should be very high priority. Nearly all South bound traffic from West Mount is forced to go into McCall thus adding to the congestion and wear/tear.	5/12/2023 8:59 PM
17	Boulder Lake Road	5/4/2023 9:41 AM
18	Gold Fork Road	4/6/2023 12:24 PM

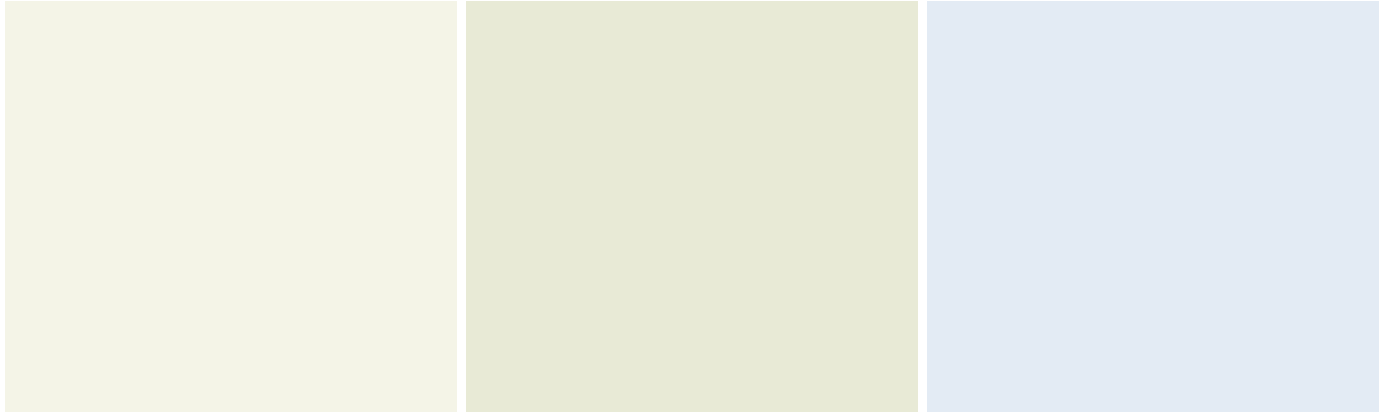
Q3 Do you have any additional comments or suggestions related to transportation in Valley County?

Answered: 20 Skipped: 5

#	RESPONSES	DATE
1	Pease do better with warren wagon snow removal in the spring	6/2/2023 4:16 AM
2	My one suggestion is try to coordinate any projects for Hwy 55 and 95 so that both roads do not have major projects at the same time.	6/1/2023 3:37 PM
3	Please paint lines on the roads, especially narrow roads!	5/27/2023 6:43 AM
4	Stop taking over Forest Service roads. That is a waste of money and it takes away from the needs we have here in the valley.	5/25/2023 3:40 PM
5	This residential area has so much recreational traffic that the dust and pot holes are crazy. As a primary home resident these roads need to be paved and maintained.	5/25/2023 10:32 AM
6	I believe the traffic from the amount of recreational vehicles on this part of the road has a big impact on the safety of this stretch of road. With mountain adventures rental renting out utv and snowmobiles and other people coming to recreate at no business road it creates a lot of washboards and at times through the summer and fall it is difficult to drive a pickup without the back end dancing around out of control. Along with that is the dust that we get driving into our development from west mountain traffic but we also have the dust blowing down from above onto our homes below. I would think we will continue to get more traffic here. I have family with grand children that plan on spending their lives with a place here and come here often now, I always warn them to be careful for the road coming in and to watch for washboard so as not to loose control. I know you have probably driven here and know of the road conditions as well. It is not along stretch of road. I thank you for what you do and for taking the time to review my comments.	5/25/2023 8:08 AM
7	Are you aware that \$2.5 Billion has been allocated to Idaho for bridge and road repairs from the Federal Infrastructure bill. This money must be used over the next 5 years. The money will be available via competitive grants. Have you taken this into consideration in your project timelines?	5/24/2023 6:24 PM
8	A more detailed plan for "maintenance" would be informative to those interested.	5/24/2023 6:23 PM
9	West Mountain to Smiley needs to be paved asap. Rental atvs and traffic in all seasons make this a dusty and risky area	5/24/2023 5:01 PM
10	Bike 🚲 paths and S Bridge are priorities to me. Also the county could plan development closer to the town of Donnelly which would alleviate some transportation issues. Land could perhaps be swapped so that development happens in town limits rather than in rural areas saving wear and tear on roads and bridges allowing Donnelly to be a "walkable" community where people can walk to school, church, library, post office, restaurants and work locations. The reduction in need for cars 🚗 could make Donnelly more affordable for the workforce which would allow more businesses to thrive in Donnelly. Another transportation issue eventually would be to attract a grocery store to Donnelly that eliminates the need to travel to McCall and Boise. A unique store could serve our "food desert" community and draw business from McCall and Cascade and Tamarack and surrounding areas and serve our tourists too. For example, if the Natural Grocers had been placed in Donnelly near the highway rather than in McCall, it would still draw McCall people and meet some of the needs for the local people. Now that NG is in place a different type of unique value-added store needs to be in Donnelly to meet Donnelly's needs and obviate the need for weekly trips out of the community for food, what exactly that would be I don't know. It is safer and less wear and tear on roads if community members can meet their basic needs in their own walkable community.	5/24/2023 12:05 PM
11	It's a good plan that includes Farm to Market and west mountain as corridors to relieve hwy 55. To complete west mountain to McCall be a huge factor in reducing Traffic on 55.	5/24/2023 9:56 AM

Valley County Master Transportation Plan Survey

12	Please pave west mountain north of roseberry. Its a main road to recreation and gravel pits, it's used a lot	5/24/2023 9:41 AM
13	Based on the recreational use of this road for ATV and snowmobilers I think it's only fair based on the taxes paid in this area that the road is paved	5/24/2023 9:18 AM
14	Dust abatement is very important to prevent air pollution due to fugitive dust.	5/24/2023 9:18 AM
15	The Westwood subdivision is directly impacted by every vehicle that uses West Mountain Rd. It is the access point for every UTV motor cycle & 4 wheeler that wants to recreate West Mountain. Westwood has the Westwood receives all the traffic from the excavation trucks coming to and from Tamarck resort in its ongoing continued expansion as well as new subdivisions planned in the local Donnelly community. Westwood subdivision is directly impacted in that west mountain tain rd to a north south connector to the valley and it runs through our subdivision	5/24/2023 9:04 AM
16	West Mountain road is Rough, please pave	5/24/2023 9:03 AM
17	W Mtn Rd between Roseberry and the No Business turn off should be paved immediately. There are ATVs and gravel trucks that travel hourly on the road through a residential neighborhood (The Westwoods). The dust created is a health and safety issue. The noise is a huge inconvenience and the trucks, cars and ATVs speed through the residential area. Paving the road will great help the problems created by permitting a quarry on W Mtn and a rental shop that travel have created significant hazards for the people who live in the area.	5/19/2023 10:05 AM
18	Thanks for doing this work!	5/12/2023 8:59 PM
19	More non-motorized pathways would be great. The Valley County Pathways single track sidewalk initiatives are great, but it would be preferable to have more pathways (gravel, paved, etc) that stand alone off of roads. Elevating the opportunities for cycling as transportation as opposed to recreation would benefit the community.	5/4/2023 9:41 AM
20	Testing....	4/6/2023 12:24 PM



8 Appendix B – Valley County Pathways Priority List

Valley County Pathways – Update to 2017 Master Plan

Re: Implementation Schedule – Current priorities as of June 2023

Valley County Pathways is updating its recommended short-term and long-term pathways projects to reflect the latest priorities for trail development as things have evolved since 2017, when the last VCP Master Plan was approved by the Valley County Commissioners.

The Valley County Road and Bridge Department is currently working on updating its long-range Transportation Plan. County officials have requested an updated priority list and implementation schedule from VCP to be incorporated into the county Transportation Plan. We are happy to oblige because priorities have changed to some degree since 2017.

Valley County Pathways (VCP) has been collaborating with the Valley County Parks and Recreation Department, the Valley County Road and Bridge Department, the City of Donnelly and the City of McCall to develop our updated priorities. No significant changes have occurred with our trails planned in the city of Cascade area.

Recommended Implementation Schedule

Highest-priority projects envisioned near term in the next 5 years by 2028:

1. Samson Trail Safe Route to Schools project – Pedestrian pathway from Payette Lakes Middle School to Pearson Lane, a distance of 2.5 miles. This is a collaborative project between VCP, Valley County Parks & Recreation and the McCall Parks and Recreation.

Funding: State grant \$250,000 (including funds received in 2023); VCP is covering design/engineering: \$30,000 estimated cost. More funds are being sought in 2023 from the Rotary Club grant program and Idaho Gives campaign.

Timeline: Design/engineering/wetlands delineation: winter 2022-23; trail construction summer/fall 2023.

2. Town to Beach Flyway Trail in Donnelly – Mix of paved bike lanes, natural surface trail and 10-foot-wide pathway trail from downtown Donnelly to the Donnelly Beach on Lake Cascade, a distance of 1.3 miles. Collaborative project between VCP, City of Donnelly, Josh Murrey, adjacent landowner, and .

Funding: Local Option Tax monies from the City of Donnelly, \$13,500. In-kind donation of trail-clearing and trail construction from Josh Murrey, adjacent landowner.

Timeline: Trail-clearing and construction planned for summer 2023

3. Carefree Safe Route to School Phase II – Connect the Samson Trail project to the Carefree subdivision area to Rogers Lane, a distance of about 2.5 miles.

Funding: TBD; cost estimate; \$250,000. Valley County Parks & Recreation and VCP will apply for another state grant for this project. Will apply for the maximum allowed of \$250,000 for the project.

Timeline: Apply for grant in June 2024. Construction could be planned for 2025.

4. Donnelly Meadows to Tamarack Falls – Create connection from Valley County's paved walking/biking trail in the Donnelly Meadows area to Tamarack Falls on Bureau of Reclamation land, a distance of about $\frac{3}{4}$ mile. Valley County Parks & Recreation is the lead agency. Partnership with the Bureau of Reclamation.

Funding: TBD.

Permitting: Some type of NEPA compliance document and approval will be required from BOR.

Timeline: Summer 2024 or 2025.

5. Sharrows and Bike Lane striping on E. Lake Fork Road to Jug Mountain Ranch.

Distance: 1.75 miles

Funding: TBD - Valley County Road Department/Valley County Parks & Recreation

6. Donnelly to Coho Estates – Build trail on old railroad line trail from city of Donnelly property to Coho Estates area by the McPaws Veterinary Clinic. Collaboration between VCP, developer Craig Groves, City of Donnelly, Coho Estates residents, McPaws and storage business county easement.

Funding: TBD; distance: 2.5 miles. Cost estimate TBD; building on old RR line may save money.

Timeline: 2024 or 2025

7. North Valley Trail to Donnelly. Pedestrian pathway from the south end of the North Valley Trail to Nisula, Nisula to Smylie Lane, Smylie to Norwood, Norwood to Donnelly, a total distance of 9 miles. Collaboration between VCP, Valley County Parks & Recreation and rural landowners.

Funding: TBD; cost estimate: \$900,000 to \$1M, based on estimate of \$100,000 per mile. Natural surface trail, 6-8 foot wide, compacted surface, or 8-10 foot wide paved trail, cost TBD.

Considering the length of this trail, which will serve as a major regional commuting trail corridor, we may want to try to raise funds to build a paved trail for this reach.

Timeline: 2025 or 2026.

8. W. Roseberry paved trail from Cassandra to Dawn Drive – Build paved trail segment to connect to Donnelly Meadows and Tamarack Resort. Developer Craig Groves plans to build a 12-foot sidewalk from the Donnelly shopping mall to Cassandra. The new paved trail would extend the pedestrian pathway from Cassandra to Dawn Drive along W. Roseberry.

Funding: TBD, City of Donnelly, Valley County Recreation and VCP to apply for a state non-motorized trail grant for the Cassandra to Dawn Drive paved trail segment.

Timeline: If funded by the state, the city would receive funds in 2024.

9. Connector route from McCall to New Meadows and Weiser River Trail – Find a way to connect from McCall-area pathways in the Bear Basin area to the City of New Meadows and the northern portal of the Weiser River Trail.

Funding: TBD; distance and route TBD; will try to locate via existing public rural/forest roads/trails.

Timeline: ASAP

10. Donnelly to Roseberry – Pedestrian pathway to connect the City of Donnelly to the historic community of Roseberry. Collaboration between VCP, City of Donnelly, Donnelly Elementary School, rural residents along Roseberry Road, and Roseberry historic community.

Funding: TBD; distance: 2.5 miles. Cost estimate \$250,000 based on \$100,000 per mile.

Timeline: 2026 or 2027

11. Carefree connector trail from Rogers Lane to Lake Fork Road via Valley County Lake Fork property.

Funding: TBD; distance and route TBD; Valley County Parks & Recreation has the lead.

12. Safe Route to Schools Phase III/Rogers Lane – Heinrich Lane bike loop into McCall – Bridge connection between the North Valley Lane and Heinrich singletrack sidewalk trail over to Rogers Lane and Carefree safe route to schools into McCall.

Funding: TBD; Build overpass or underpass for safe crossing of ID 55. Apply for federal funds.

Timeline: 2028

13. Bear Basin Connector Phase II: Detached pathway connection from Lardo Bridge to the existing Bear Basin connector at Zachary Road. Project is designed and shovel-ready.

Funding: City of McCall Parks Department is working on funding mechanisms and a construction strategy.

Timeline: ASAP

Longer-Term Projects: (shown as LT on map)

1. **Tamarack Falls to Tamarack Resort** – Paved pathway winds through Bureau of Reclamation/IDPR/USGS campgrounds adjacent to the shores of Lake Cascade to Tamarack Resort. Collaboration between VCP, Valley County Parks & Recreation, BOR, IDPR and Tamarack Resort.

Funding: TBD; Distance: 3.25 miles; Very expensive and environmentally complex project with multiple stream-crossings, wetlands issues, campground issues, and more. Cost estimate: \$1M - \$2M. Preliminary design needed to plan project. Expecting Tamarack Resort to take the lead on financing and building the project.

Timeline: TBD

2. **Extend Crown Point Trail to Sugarloaf boat ramp/picnic area** – Collaborative project between the VCP, IDPR, Bureau of Reclamation and Pine Lakes Ranch.

Funding: TBD; cost estimate: TBD Could be very inexpensive if we use existing roads/trails

Timeline: TBD

Barriers: Private land issues; strong opposition to a public trail going through Pine Lakes Ranch.

3. **West Mountain Greenbelt – Tamarack Resort to City of Cascade** – Collaborative project between the BOR, Valley County Parks & Recreation and Boise National Forest. VCP will support as needed.

Funding: TBD; cost estimate: \$1.8M - \$2M based on \$100,000 per mile; Distance: 15 miles along Lake Cascade, 3 miles from the southern tip of Lake Cascade to the City of Cascade. 18 miles total.

Timeline: TBD; it's possible that at least a portion of this project could be built prior to the Tamarack Falls to Tamarack Resort project.

4. **East side Payette Lake Greenbelt** – Paved pedestrian trail from the junction of Lick Creek Road and East Side Drive to North Beach. Collaborative project between VCP, Valley County Parks & Recreation, Valley County Road and Bridge Dept., and the Idaho Dept. of Lands.

Funding: TBD; cost estimate: TBD. Potential sources of funds??? (Jeff? LTAC????, IDPR RTP?)
Distance: 4.5 miles.

Timeline: TBD; look to build trail when the county paves Eastside Drive? Or when other opportunities arise through the work of United Payette and IDL.

5. **RR line cruiser route from City of Cascade to Cabarton Bridge.** Collaborative project between Valley County Road and Bridge Department, VCP, Valley County Parks & Recreation. See if we can get permission to use pedal-powered RR bikes on the rail line.

Funding: TBD; cost estimate: TBD; distance: 5.6 miles

Timeline: TBD

6. **Payette River Connector Trail:** Working with City of McCall Parks and Recreation, Payette Land Trust, and Valley County to negotiate a pathway easement to utilize existing trails/paths adjacent to the North Fork of the Payette River. Pathway would connect existing public paths in Rivers Crossing and the Sheep Bridge South to West Mtn. Road and to a future foot bridge across the river to Payette River Subdivision and the North Valley Rail Trail. Project also has the potential to extend further south along the river to Cascade Lake.

Funding: TBD

Timeline: 2025 – Ongoing

