Valley County Road & Bridge

Process Goals:

- Provide consistent memorandums from Road & Bridge Department for large applications headed to P&Z.
  - This can only happen if the applicant reaches out to the Road Department before they are scheduled for a P&Z meeting.
- After decision (if Approved) county engineering review of on-site and off-site roadway engineering provided by applicants will be completed.



CUP Applications

Applicants should be filling out CUP item 12 for Roads Used to Access Site completely. If there is not proper traffic, information, the Road Dept. requests that you not move the application forward.

12. ROADS USED TO ACCESS SITE:
Describe how the site will be accessed: _____

_____

_____

Existing roads are: Publicly maintained? ☐ Privately Maintained? ☐ or Combination of both? ☐
Existing road construction: Gravel ☐ Paved ☐ or Combination of both? ☐

Primarily heavy truck traffic? Yes ☐ No ☐ Combination ☐

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Anticipated Trip Generation by passenger vehicles: _____ Per Day ☐ Per Week ☐

Anticipated Trip Generation by heavy equipment: _____ Per Day ☐ Per Week ☐

The rates shown are recommended for general traffic estimation. Trip generation rates are subject to approval by the Valley County Engineer. Source: ITE – Trip Generation Manual

Roadway capacities and Levels of Service shall be evaluated according to the recommendation of the Transportation Research Board – Highway Capacity Manual, current edition. A level of service rating of C or better is required for all County roads.

Valley County Minimum Standards for Road Design and Construction - ITE – Trip Generation Manual		
Land Use	Unit	Average Daily Traffic Vehicle Per Day
Residential	Dwelling Unit	8
Retail	1000 sqft	40
Industrial	1000 sqft	10

SUB Applications

Applicants should be filling out SUB items 11 & 12 for Roads Used to Access Site & Driveways completely. If there is not proper traffic, information, the Road Dept. requests that you not move the application forward.

11a. ROADS USED TO ACCESS SITE:
Describe how the site will be accessed: _____

_____

_____

Existing roads are: Publicly maintained? ☐ Privately Maintained? ☐ or Combination of both? ☐

Existing road construction: Gravel ☐ Paved ☐ or Combination of both? ☐

Existing Road Widths: _____ Existing Road Right-Of-Way Widths: _____

11b. NUMBER OF PROPOSED ROADS: _____ ROW width: _____ Road width_____
Proposed roads will be: Public ☐ Private ☐ Proposed road construction: Gravel ☐ Paved ☐

11c. Anticipated Trip Generation Per Day: _____

The rates shown are recommended for general traffic estimation. Trip generation rates are subject to approval by the Valley County Engineer. Source: ITE – Trip Generation Manual

Roadway capacities and Levels of Service shall be evaluated according to the recommendation of the Transportation Research Board – Highway Capacity Manual, current edition. A level of service rating of C or better is required for all County roads.

Valley County Minimum Standards for Road Design and Construction - ITE – Trip Generation Manual		
Land Use	Unit	Average Daily Traffic Vehicle Per Day
Residential	Dwelling Unit	8
Retail	1000 sqft	40
Industrial	1000 sqft	10

12. DRIVEWAYS:

Will new driveway access points to existing roads be created? Yes ☐ No ☐

If so, who owns the road? _____

Traffic Impact Studies

ITD District 3 requests TIS based on the following thresholds which are now referenced in planning applications.

Road Dept. requests that Traffic Impact Studies are requested from applicants as specified.

Your Safety • Your Mobility
Your Economic Opportunity

Quick Reference

Rev. 12/30/2022

District 3 Traffic Impact Study (TIS) Frequently Asked Questions

- **What is a Traffic Impact Study (TIS)?**
  - TISs are intended to assist developers and transportation agencies in determining the need for any improvements to the adjacent and nearby transportation system in order to maintain a satisfactory level of service, an acceptable level of safety and the appropriate acceptable level of safety and the appropriate access provisions for a proposed development[1].
- **When do proposed developments need to complete a TIS?**
  - A Traffic Impact Study (TIS) is required by *Idaho Administrative Code (IDAPA) 39.03.42* for any new or expanded development that at full buildout meets or exceeds any of the below described thresholds and is requesting a direct connection to the State highway system. District 3 will apply these same TIS requirement thresholds to any development within the above described area of interest.
    - Any development within two (2) mile connection to the State highway system; that
    - Generates 100 or more peak hour trips or more new trips during the peak hour; or
    - The new volume of trips will equal or exceed one thousand (1000) vehicles per day, or
    - Meets or exceeds the following land use threshold values; or

LAND USE TYPE	THRESHOLD VALUE
Residential	100 Dwelling Units
Retail	35,000 square feet
Office	50,000 square feet
Industrial	70,000 square feet
Lodging	100 rooms
School (K-12)	All (Sections 67-6508 & 67-6519, Idaho Code)

    - Connects to a public road / State highway intersection with known safety, capacity and/or congestion concerns.
  - Developments not meeting any of the above thresholds at full buildout will be asked to provide some or all the following data and analysis.
    - Trip generation numbers

[1] Institute of Transportation Engineers (2010). *Transportation Impact Analysis for Site Development.*

Your Safety • Your Mobility
Your Economic Opportunity

Quick Reference

Rev. 12/30/2022

- Trip Distribution Percentage Diagram (request from COMPASS if in Ada or Canyon County)
- Intersection site traffic turning volumes
- Left and right turn lane warrants
- Vehicle turning movement diagrams

a TIS is required, what are the steps in getting ITD's approval on a proposed development?

- Submit a TIS scope of work. Applicants are encouraged to work with ITD.
- Submit applicable Right-of-Way encroachment permit applications (ITD Form 2019 for approaches & ITD Form 2110 for utilities). ***Permit applications must be submitted to ITD prior to, or in junction with, submitting a Traffic Impact Study for review. The Department will not process a TIS unless if a permit application has been submitted.**
- Submit completed Traffic Impact Study (TIS) to ITD for review & approval.
- ITD will complete a review of the proposed development's TIS and respond with either a request for revisions or clarification, Development Condition Memo listing any recommended or required improvements or mitigations, or an TIS acceptance letter.

/here should requests be submitted to?

- Scope of Work and Traffic Impact Studies: D3Development.Services@itd.idaho.gov
- Permit Applications: PermitsD3@itd.idaho.gov

Proportionate Share & Development Agreements

If the application and/or P&Z triggers proportionate share mitigation for off-site improvements to accommodate changes to support the new use, that will be evaluated and sent to the board of county commissioners for negotiation.

Development agreement language consistently provides
Option 1: In-kind work completed by a licensed public works contractor OR

Option 2: Payment to the road department for improvements necessary to support the change in use (to be expended within 5 years in the direct access corridors of the new development).

ITD-County Partnership

1. ITD & Road Dept. endeavor to coordinate with applicants near Hwy-55 together.

2. Road Dept. is an active participant in the ITD Corridor Study.

3.ITD and the Road Department are coordinating on a HWY-55 Intersection Improvement plan – still in planning phases.
(TBD Summer of 2027).

