

DONNELLY CITY COUNCIL
AGENDA BILL

169 Halferty Street
Donnelly, Idaho 83615

Number AB 19-24

Meeting Date 03/18/2019

Action Item

AGENDA ITEM INFORMATION

SUBJECT:		<i>Department Approvals</i>	<i>Initials</i>	<i>Originator or Supporter</i>
Donnelly Pathway to Boat Dock Engineering Requirement		Mayor / Council		
		Clerk/Treasurer		Cami
		Public Works		
COST IMPACT:	N/A			
FUNDING SOURCE:				
TIMELINE:	Unknown			

SUMMARY STATEMENT:

Attached you will find the proposed patwhay that begins at SH 55 and goes along West Roseberry to the City Airport, along the airport property within the trees, along Dawn drive to the Boat Dock. This plan is in the initial stages and the group is wanting to begin fund raising efforts. The City is being asked if the city would require engineering on the patwhay and if so if the city would pay for the time that the firm would need to put in, in order to give a quote and scope of work for the engineering.

RECOMMENDED ACTION:

1. Am asking a Not to Exceed amount to determine engineering costs for the project.

RECORD OF COUNCIL ACTION

MEETING DATE	ACTION

Donnelly Pathways Project Plan - Phase 1

Project Plan Index:

- i) Overview
- ii) Entities involved
- iii) Agreements required
- iv) Funding Sources
- v) Description of Donnelly Pathway Phase 1
 - (a) Summary Description
 - (b) Description by section
- vi) Project Permitting and Cost Estimates
- vii) Ongoing Maintenance Plan
- viii) Timeline

Overview

Donnelly Pathway Phase 1 will connect the city with one of its premier assets, the Donnelly Beach Park/Boat Docks. This project is the first pathways step in the vision of the 2014 City Comprehensive Plan to enhance quality of life, highlight our natural surroundings and drive economic development.

This showcase piece to the pathway puzzle will help drive enthusiasm for future pathway development by providing an amenity for residents and visitors alike to enjoy. It is designed to make our roadways safer and drive tourism dollars to the town.

See GPS map on Plats here:

<http://arcg.is/1nfnTG>

See GPS on Google Maps here:

<https://drive.google.com/open?id=1BvX4eDKq8Gc-IJ1TAEVREptLLk2sOL5X&usp=sharing>

Entities City of Donnelly is primary entity.

Valley County

Private landowners

Valley County Pathways

Utility ROW (on Dawn Dr. and W. Roseberry):

Cable One

City of Donnelly (what?)

Frontier Communications

Idaho Power
N. Lake Sewer

Agreements

City-County ROW agreement
Utility Easement Agreement
City Maintenance Agreement
Landowner Pathway Easement

Funding Sources

Grants:

RTP

October XX, 201X – IDPR Grant writing workshop. Eagle ID
November 201X: Write preliminary Grant application.
Donnelly City Council Meeting –Grant application approval.
December 201X: IDPR preliminary review of draft applications.
January XX, 201X: RTP Grant Deadline. 5pm.

Local

Tiger Grants – DOT – bikeleague.org
Idaho Walk Bike Alliance
Subaru
TAP

Matching Funds:

Valley County Pathways
Corporate Sponsors

Description of Donnelly Pathway Phase 1

The trail pathway will connect the city of Donnelly to its City Park and Beach. This will allow area residents and visitors a recreational opportunity; pedestrians a safer route away from the West Roseberry roadway; and tie a key recreational area to downtown businesses.



The pathway concept is an 8 foot (narrowing to 6 feet as needed) pathway, with a 5 foot (minimum 3 foot) break between the path and roadway. The pathway surface may consist of $\frac{3}{4}$ inch or less gravel and/or possibly Crusher Stone material.

Distance/material summary:

Total: 6882'

Gravel: 5582'

Asphalt: 75' at beginning, 340' at dirt parking area.

Existing asphalt: 885'

Striping 1300' of striping from Hwy 55 to end of Roseberry Plaza.

Crosswalk Striping 48"

Except where otherwise noted, the pathway will utilize the existing 50 foot City or County held Transportation Right of Way.

All sections along roadways will incorporate a Federal Highway Administration "Sidepath" - style Design.

Sidepath – Geometric Design (Source- Federal Highway Administration):

South Lake Tahoe, CA–Population 21,380



Widths and design details of sidepath elements may vary in response to the desire for increased user comfort and functionality, the available right-of-way, and the need to preserve natural resources.

PATHWAY

Sidepath width impacts user comfort and path capacity. As user volumes or the mix of modes increases, additional path width is necessary to maintain comfort and functionality.

In low-volume situations and constrained conditions, the minimum sidepath width is 8 ft (2.4 m)

Provide a minimum of 2 ft (0.6 m) clearance to signposts or vertical elements.

ROADWAY SEPARATION

Separation from the roadway should be informed by the speed and configuration of the adjacent roadway and by available right-of-way.

Preferred minimum separation width is 6.5 ft (2.0 m). Minimum separation distance is 5 ft (1.5 m).

Separation narrower than 5 ft is not recommended, although may be accommodated with the use of a physical barrier between the sidepath and the roadway

(bottom Figure 4-9).

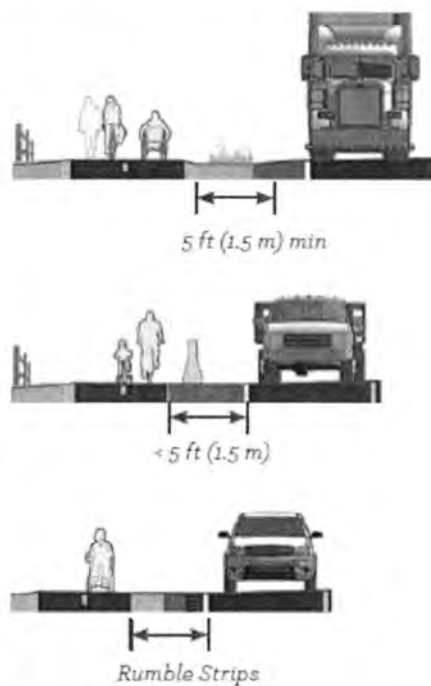


Figure 4-9. Where a minimum of 5 ft (1.5 m) unpaved separation cannot be provided (top), A physical barrier may be used between the sidepath and the roadway (center). In extremely constrained conditions for short distances, on-roadway rumble strips may be used as a form of separation (bottom).

After crossing W Roseberry Rd, the pathway continues for ~500 feet.

Then the pathway meanders ~.7 miles (3696 ft) through the wooded area east of the airport.

Next , the pathway proceeds in open terrain and along the ROW on the east side of Dawn Drive for 1000ft to the entrance of the Donnelly Park/Boat docks parking lot.

Painted crosswalks and pedestrian caution signage should be placed crossing W Roseberry to airport and Dawn Drive into the Donnelly Boat Docks/Park.

Pathway description by section

The project will be described in sections as can be seen here:



Along W Roseberry beginning at Hwy 55 (Section A):

This section will run along the north side of West Roseberry and on the north side in 14 feet of the 50 foot prescriptive transportation Right Of Way (ROW). At the beginning transition section, Sharrows can be used to identify the area as a bikeway. Signage will identify this as the Pathway. Also here, the Sidepath can begin on existing surface.

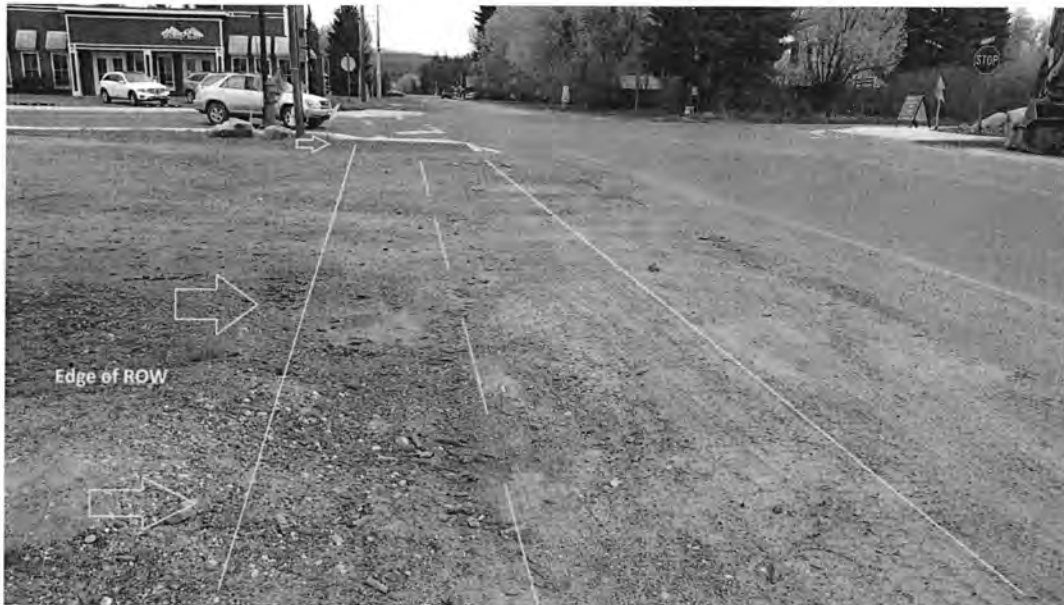


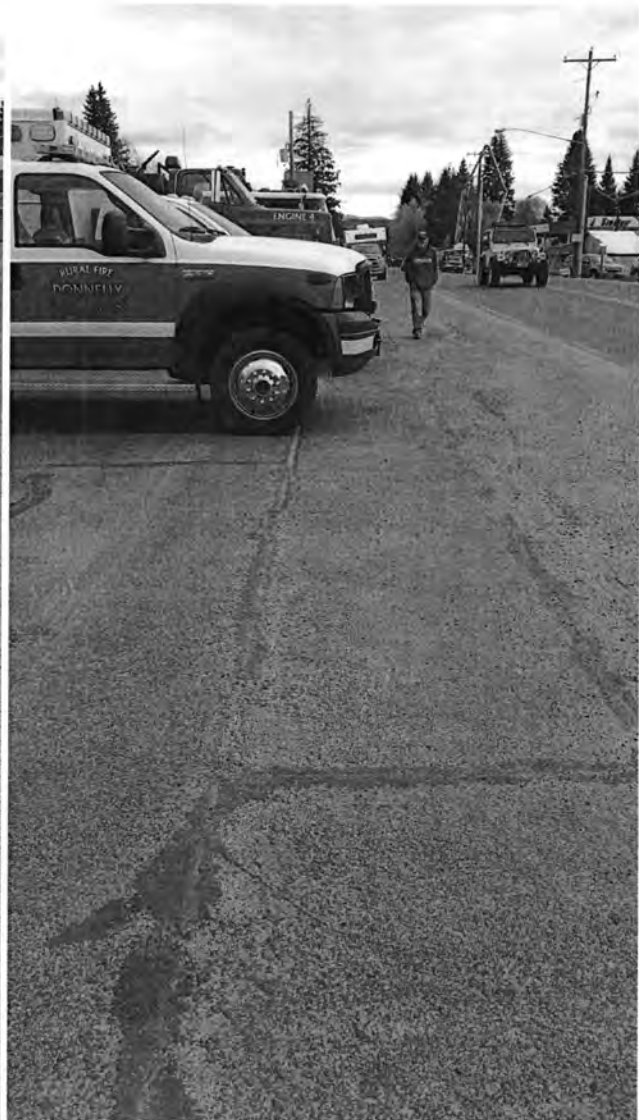
In lane or in pathway.



Also at the beginning of the pathway near Hwy 55, the existing asphalt can be simply striped to designate the sides of the pathway. This beginning section changes from asphalt to hard pack dirt parking lots. In these areas, putting down an 8 foot asphalt strip to differential the pathway from the parking lot is desirable. Currently, the outside edge of ROW is marked with pink paint or ribbon. The following pictures show the pathway marking going West.

75' of asphalt at this location. 1300' of striping from Hwy 55 to end of Roseberry Plaza.

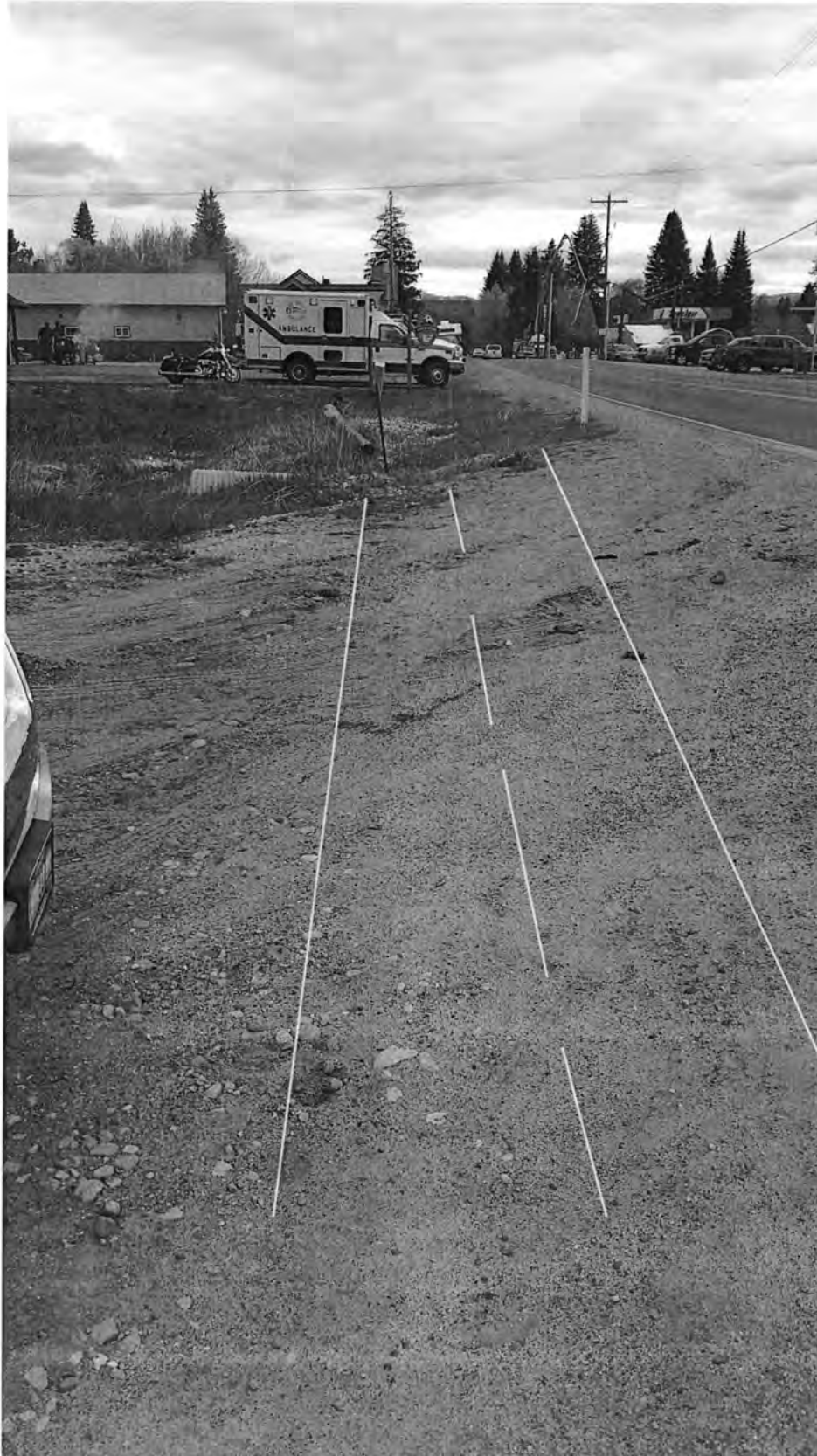


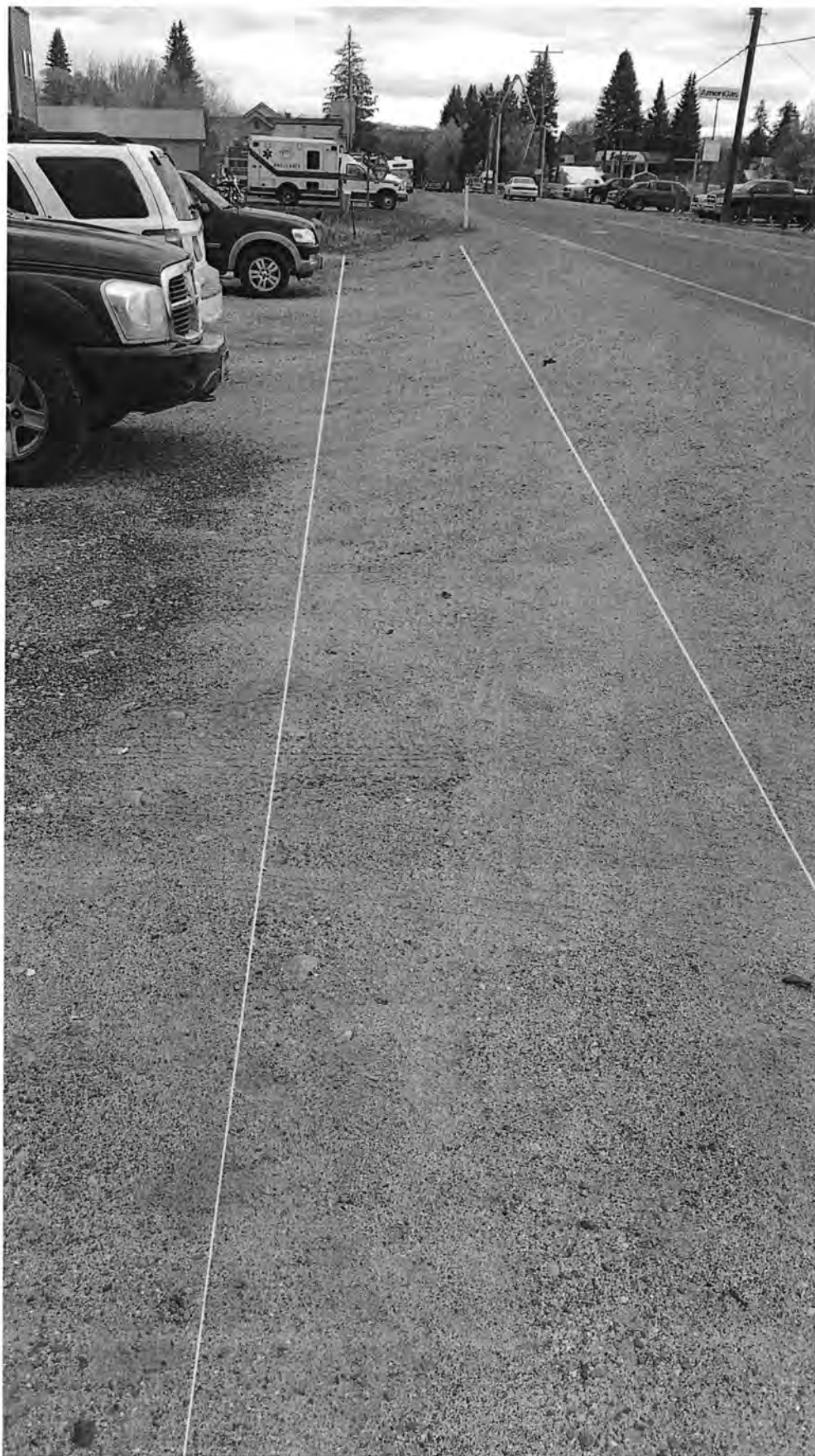


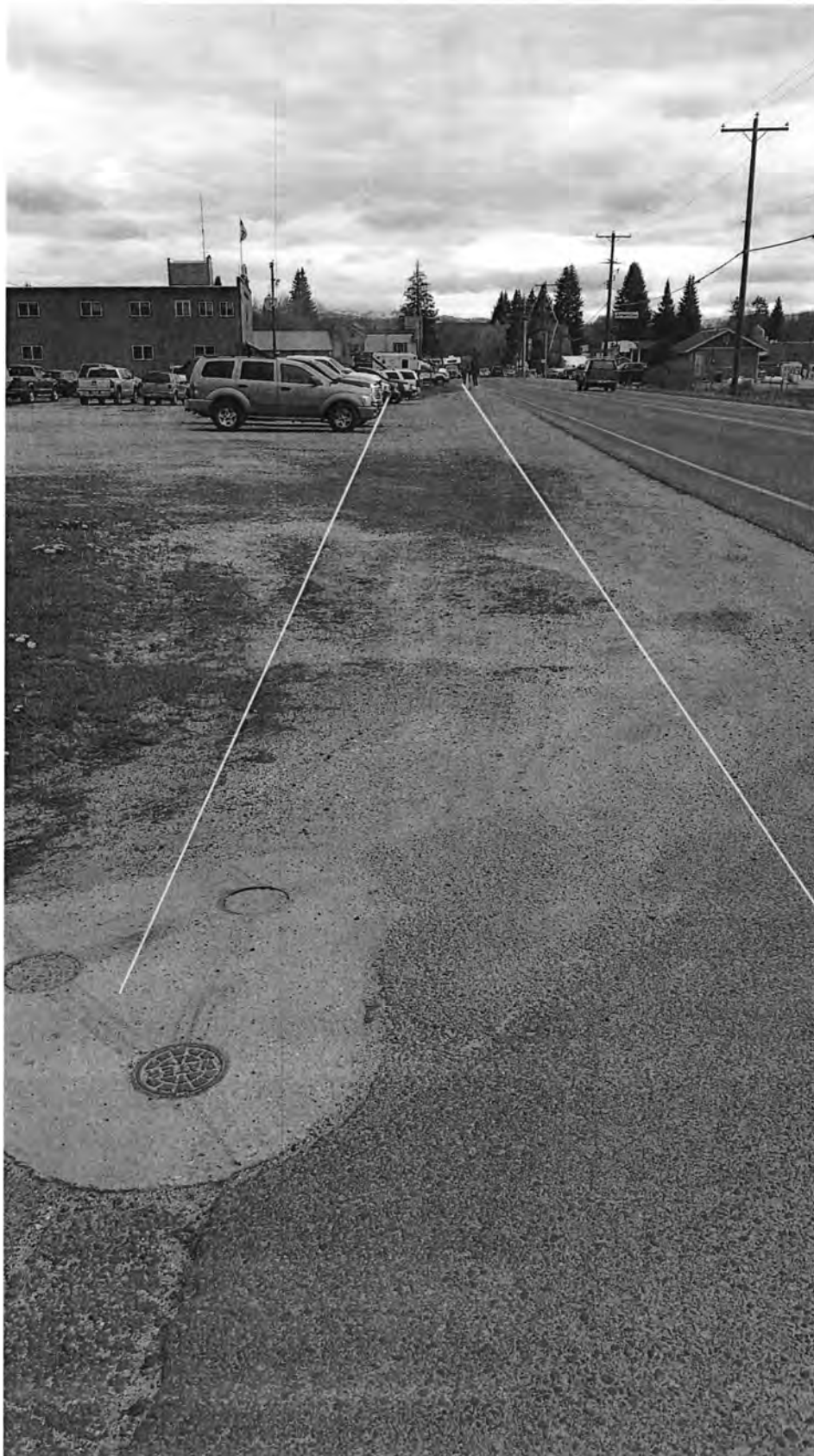
Build out over Culvert.

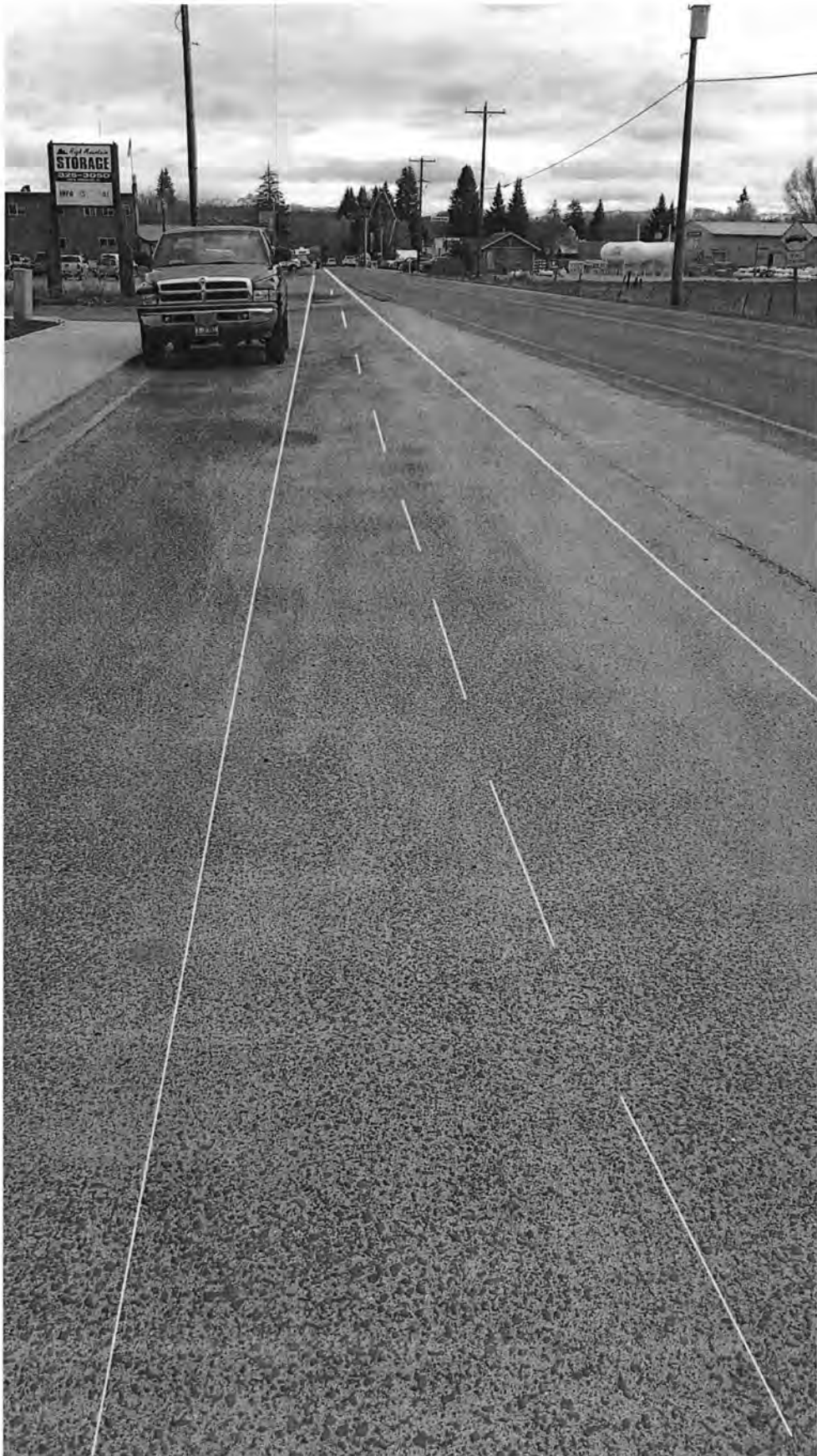


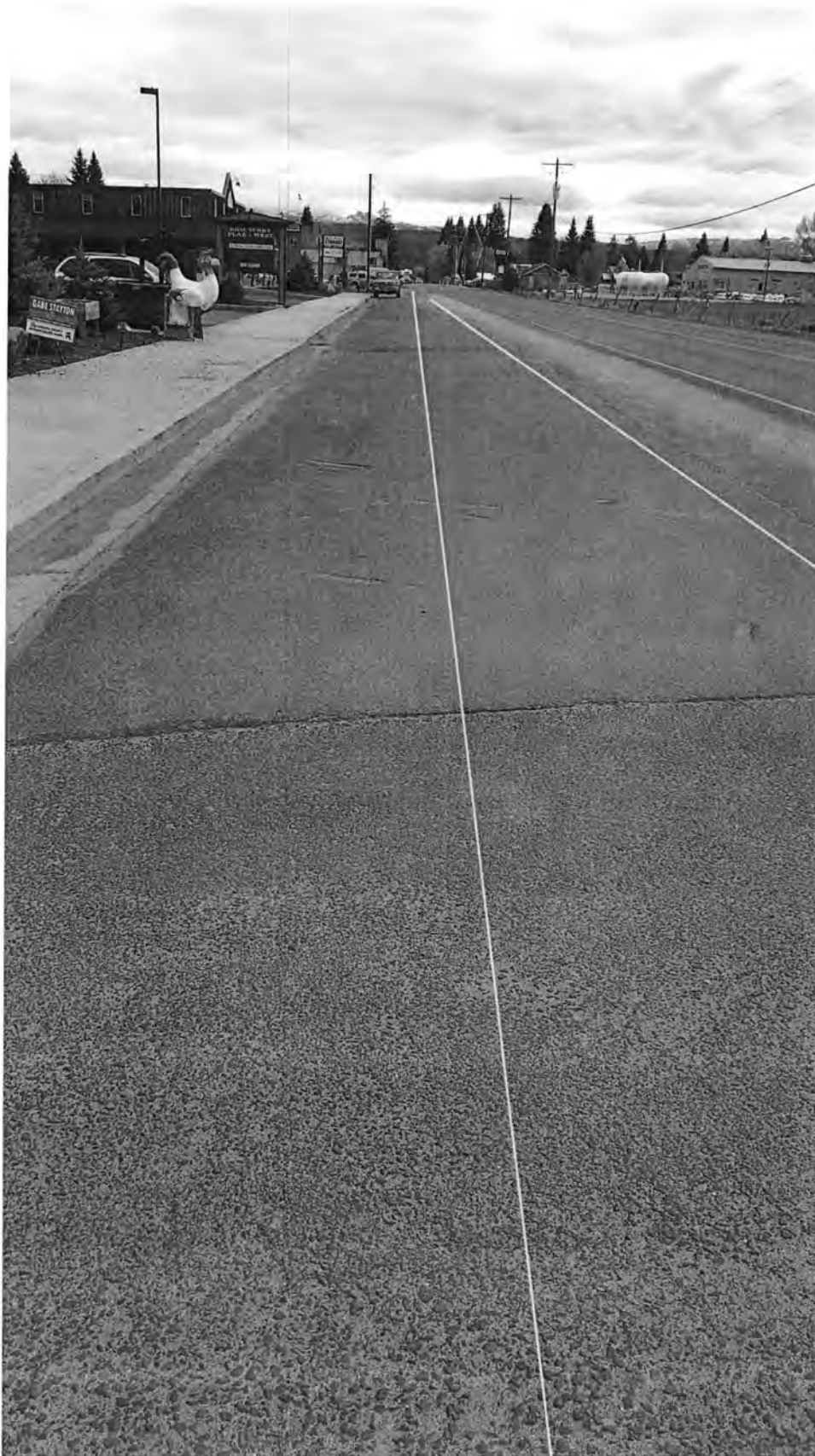
Some additional materials is need to adjust slope in this section. This begins 340' of asphalt.











Along High Valley Ranch subdivision (Section B):

At the west end of Roseberry Plaza, a 1280 ft. stretch is adjacent to West Roseberry Rd, but now can be more away from the road. With an agreement with the High Valley Ranch landowner (Parcel # RPD00000106753) the pathway can meander in front of the future subdivision . Of that 1280 ft., the first 375 ft. can gently slope down to below road grade and out and over the low area. The design is as follows:

- 2 12' culverts .
- Base rock of ~8 feet wide(sloping up to ~6 feet wide on top) needs to be built up ~4 feet so the pathway will be above spring runoff levels.
- The pathway surface of ¾ inch or less gravel and/or possibly Crusher Stone material is then applied on top.

ROW line shown in next 2 pictures:

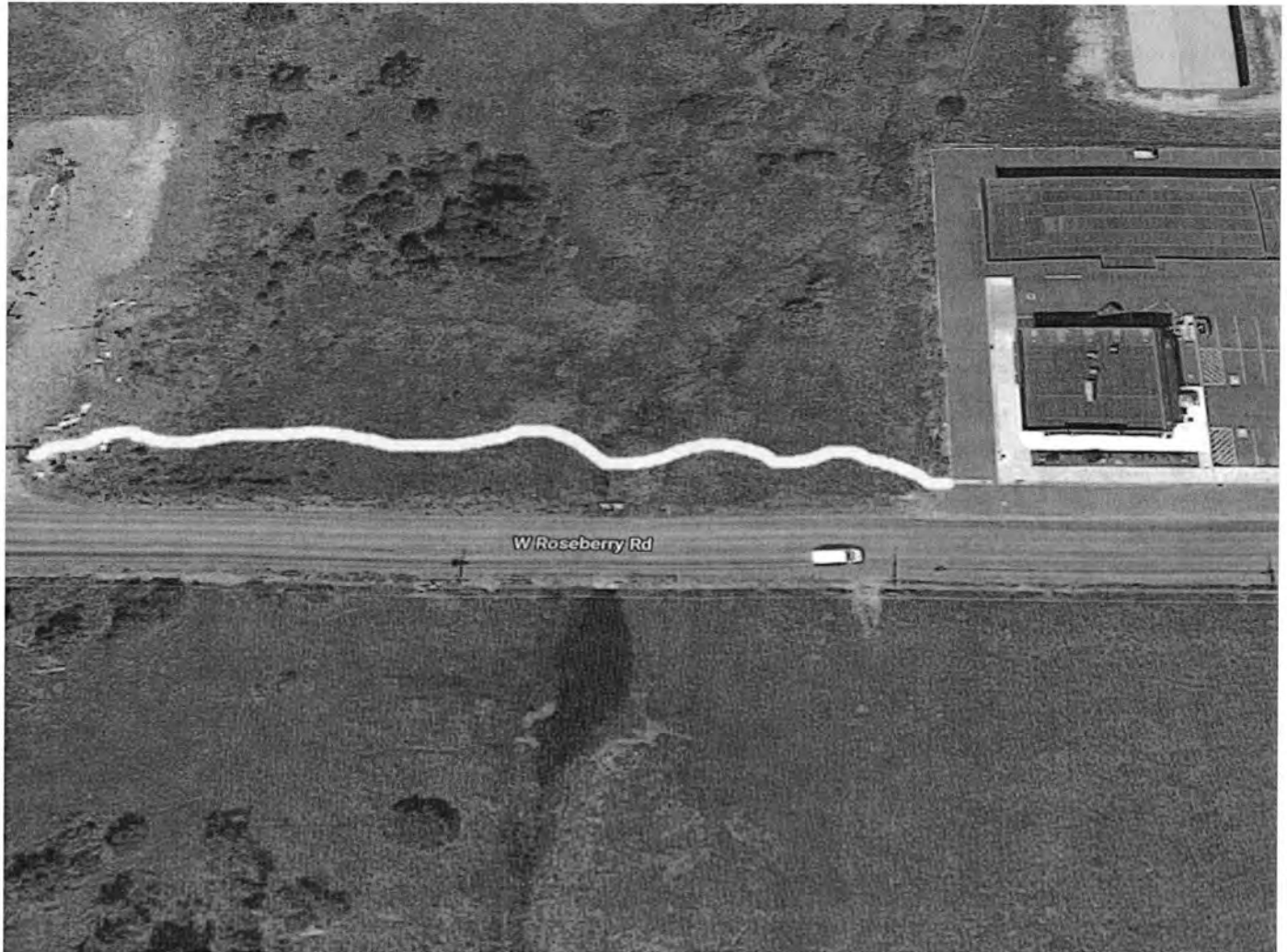




Move more away and on to private property. There is a utility cabinet close to the road we can bypass if we go out farther than pictured below.



Overhead design shows elevated pathway away from roadway which guides runoff towards culverts:



Here is a design we are looking at:

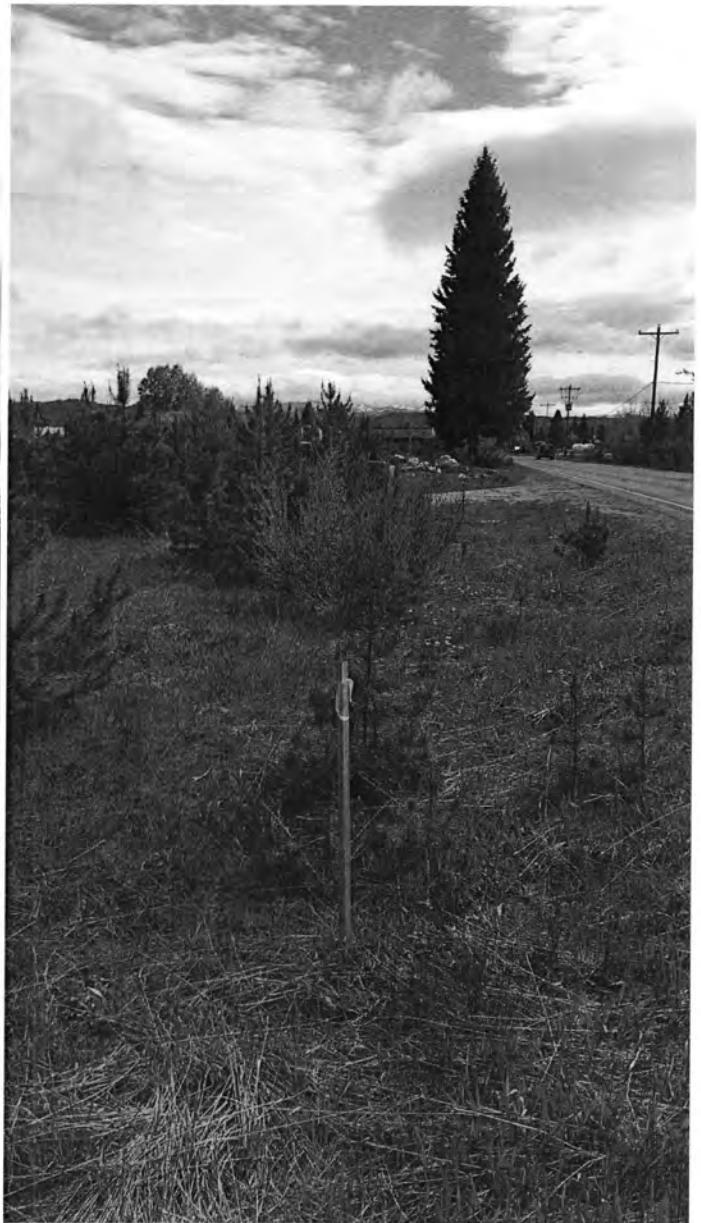


Snow melt in the low area.



Once out of the runoff area, this rest of the 1280 ft. section can meander on the front of the property owners parcel, taking into consideration the subdivision burm and boulder design that was partially started. There are 2 small lots along this stretch where the pathway must swing back out on to the Transpiration ROW in front of these lots.

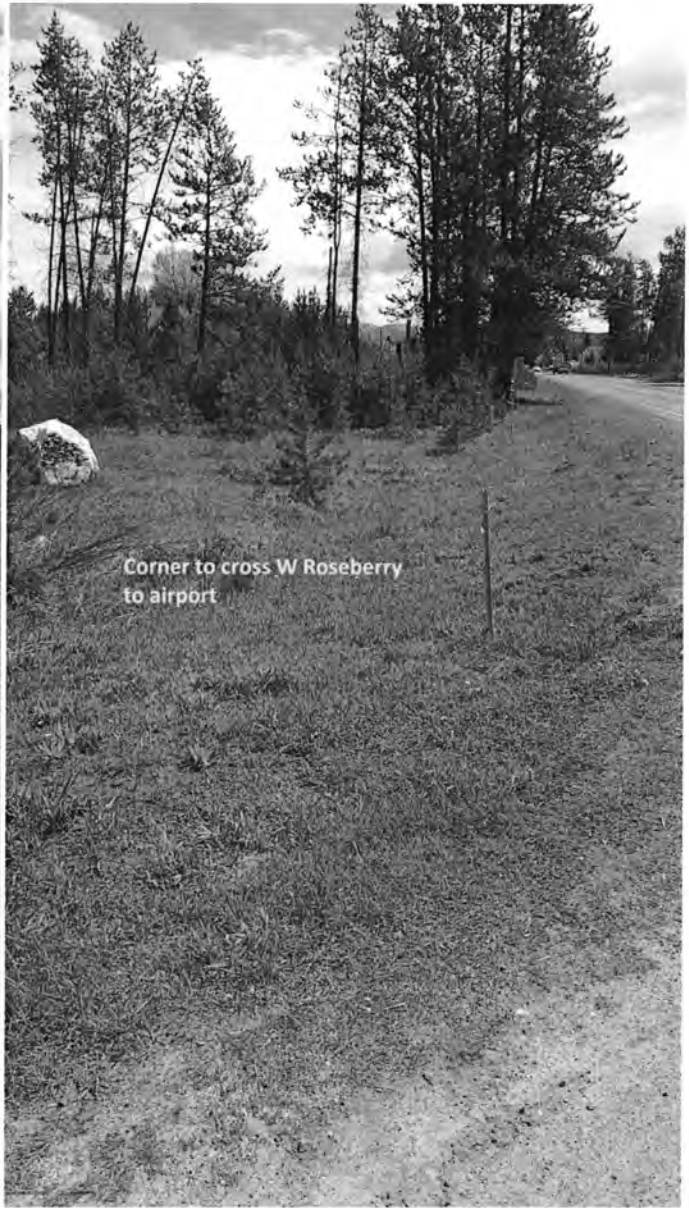




There are 2 small lots (who are surrounded by the High Valley Sub)where the pathway shall meander back to the transporation ROW in these areas:



West Roseberry section ends here at road crossing.



After crossing W Roseberry Rd to the airport side via a painted cross walk, the pathway continues for 500 feet down airport road.

Along Airport (Section C):

This section of trail Pathway is designed as a 6 foot wide firm & stable hardpack dirt/crusher fines surface suitable for wheel and walking usage. A 6 foot width will be maintained and may narrow 5 feet for a length of no more than 2 feet. The pathway meanders .7 miles (approx. 3696) east of the airport to Dawn Drive ROW. Approx .5 miles (2640 ft) is in a wooded section which opens up near Dawn Drive. The design is along the entrance and then into the east wooded area to ensure there is no conflict with airstrip operations.



Along Dawn Drive to Donnelly Boat Docks parking lot (Section D):

Along Dawn Drive, the pathway design is again the FHA Sidepath-style design standards, as outlined previously.

County Roadways Superintendent's criteria for the Pathway are that a ditch remain along the roadway where the pathway will exist.



The photos next show the pathway as you go South on Dawn Drive:





There is a utility pedestal here that likely needs altered.



Work with North Lake Sewer to mitigate ROW and sewer manifold issues. The hard pack surface materials used should be workable.





The pathway ends at the Donnelly Beach/Boat Docks/Park parking lot. A painted cross walk should be added over Dawn Drive into the Park entrance.



Project cost – by Estimates by Task: \$XXX,XXX

1. Permitting (+10%): \$3320

a. Army Corp of Engineers 208-433-4464

1-3-2019: Biljan, Megan CIV USARMY CENWW (US) <Megan.Biljan@usace.army.mil>

I reviewed the information you provided, and would like to point out where a 404 permit may be required for construction of the pathway. ...In terms of the 404 permit, there is no application or permitting fee that would be associated with the project...

Section A: If the existing culvert needs replacement, or if the build-out plan over the culvert would result in the discharge of any fill material within the drainage channel/potential abutting wetland a 404 permit will be required.

Section B: This area has the potential for more impacts to waters. Prior to any final construction plans I would highly recommend that a Wetland Delineation be carried out for this area (see attached picture for approximate location). New culverts or culvert replacements will require a permit and there's a possibility that the fill required for the pathway would be within wetland(s) as well. We have on file, from around 2006, that a delineation was carried out for a portion of that land and in the report there were numerous wetlands in the area. Those delineation reports are accepted for a 5 year period, and if plans change or the work isn't carried out until a much later date, then a new delineation will need to be completed. The delineation report helps determine the boundaries and extent of any wetlands located within the project area so that impacts can be accurately recorded and calculated.

Sections D & C: These areas appear to be within uplands and there does not seem to be any streams/drains/or wetlands within the pathway so a 404 permit most likely would not be required through these areas.

As for the wetland delineation, applicants normally hire an environmental consulting firm and/or environmental engineering firm who specialize or has experience in doing them, and the last time I saw a cost sheet report it was around \$3,000. Sometimes the cost is greater, but I think it depends on the size of the area they are delineating. There are also individuals out there who only do delineations so they wouldn't be associated with a large company or anything like that. I have had past applicants let me know they called around and received quotes from different people.

Megan Biljan
Regulatory Project Manager

U.S. Army Corps of Engineers
Walla Walla District
Regulatory Division
720 Park Blvd., Suite 245
Boise, ID 83712
p (208) 433-4469

b. Idaho Dept of Water Resources 208-287-4800

12-4-2018: Jones, Cass Cass.Jones@idwr.idaho.gov

After a quick review of your project proposal it does not appear that any work will be done within a perennial stream channel. If this is the case an IDWR permit will not be required. If you would like an official determination from the department, and a letter stating that no permit is required, please submit a joint application for permits, and the \$20 processing fee, for our full review process.

After looking through the pictures it does appear that some of this area could be in wetlands so I urge you to work with the US Army Corps of Engineers on whether they would need to permit your project.

Cass Jones
Stream Channel Protection Specialist
Idaho Department of Water Resources

2. Build cost Estimate (+10%) : **\$156,474**
 - a. Curvert build costs
 - b. Rock base build costs
 - c. Surface and hardpack build
 - i. Asphalt 9+10%): \$23,760
Inline Asphalt, Bob Sisk, Sweet ID, 208-369-0583
3. Lane Sharrows and striping costs (+10%) : **\$XXXX**

Stripe-King.com 208-392-0058

PavementSpecialties.com 208-322-7000
4. Signage: Pedestrian signage at 2 crosswalks: ~**\$1000**
5. Traffic Control during construction phases (+10%): **\$XXXX**

Idaho traffic Control, LLC 208-455-3220

Clearwater Traffic Control, LLC 208-798-4911

JH Construction Traffic 208-461-8111

Trafficoinc.com 208-3756-7117

SCSTrafficcontrol.com 208-322-6800

Estimate 1: YRU Contracting Inc. – Build

YRU Contracting Inc
2900 Farm to Market Rd.
Midvale, ID 83645
Ivan Wolfe – President
Cell: 208-550-2454

Mobilization	\$ 2,000.00
Gravel Trail 5,582ft 3/4 minus Crushed gravel	\$13,815.00
330ft low area X 4ft Deep X 6ft wide trail 810ton of pit run @ \$6.00 per ton	\$ 4,860.00
Asphalt 3 inches depth 415ft X 8ft wide	\$21,600.00
Striping	\$ 1,000.00
Poly Culverts, two 3ft X 20ft	\$ 1,500.00
Rock wall for Culverts	\$ 1,200.00
Labor	\$71,200.00
Profit 20%	\$23,435.00
Tax 6%	\$ 2,639.00
Total	\$143,249.00

Alternatives:

330ft low area 3ft deep X 6ft wide 572ton of pit run @ \$6.00 per ton	\$ 3,432.00
Poly Culverts – Three 2ft X 20ft	\$ 1,200.00

¾ minus crushed rock from Clear water pit in McCall Idaho.

Pit run from Clear water pit at Lake Fork.

Side slopes of gravel at a 2:1 slope

Rock retaining Wall around culverts

This is not a Bid: just an estimate.

Estimate 2: Cuddy Mountain Trail Co. - Build

If you go 8' wide on the road right of way the price would be more in the \$20 per foot range. There would be more material cost, but somewhat less labor as you could use bigger equipment to haul and spread.

For the trail on the airport property I would recommend six inches of 3/4" road mix. A five foot wide trail should run \$11 to \$12 per lineal foot. The finished trail should be compacted with a 2" crown minimum. For the right of way and especially the wet areas I would recommend a heavy non woven fabric with six inches of base rock (¾ minus) with a 3" inch crowned surface of ¾ minus road mix. The cost per lineal foot should be about \$14 to \$15 dollars.

Total (not including striping, asphalt, culverts, and rock wall) \$111,640

Ongoing Maintenance

Typically 5% of capital costs (source: IMBA Solutions- Valley County Singletrack Sidewalk Feasibility Study)

City of Donnelly & LOT Funds

Valley County Pathways Annual Spring Cleanup

Timeline

DONNELLY CITY COUNCIL
AGENDA BILL

169 Halferty Street
Donnelly, Idaho 83615

Number AB 19-25

Meeting Date 03/18/2019

AGENDA ITEM INFORMATION

SUBJECT:		Department Approvals	Initials	Originator or Supporter
ITD State Highway 55 Widening Project Smith Ferry to Round Valley		Mayor / Council		
		Clerk/Treasurer		Cami
		Public Works		
COST IMPACT:	N/A			
FUNDING SOURCE:				
TIMELINE:	Unknown			

SUMMARY STATEMENT:

To provide information and receive comments on the project. Attached is the online meeting for your review.

RECOMMENDED ACTION:

Discussion only

RECORD OF COUNCIL ACTION

MEETING DATE	ACTION

Smiths Ferry to Round Valley: Online Meeting

Overview

The Idaho Transportation Department is developing plans for safety improvements on Idaho Highway 55 from Smiths Ferry to Round Valley and is seeking public input.

Currently, this section of Highway 55 has a 45 mph speed limit with narrow lanes, no shoulders, no guardrail in key locations, no clear zone most places, no clearance from rock cliff faces in other places, no separation from steep drop offs, and curve speeds as low as 30 mph. Its proximity to the Payette River and seasonally high volume of traffic make this area a high priority candidate for improvement.

The section of roadway has been identified as an area of safety concern with a crash rate approximately 33% higher than expected. Data shows many of the crashes involve vehicles moving too fast, losing control and not having an opportunity to correct because of the narrow, winding road. ITD has identified alternatives and secured funding to improve safety and mobility on this corridor.

Corridor Use

Highway 55 is a major north-south route in Idaho, and is one of two State Highways that provide access to and from the Treasure Valley to the New Meadows/McCall area. Destinations which Highway 55 services include the communities of Smiths Ferry, Cascade, Donnelly, McCall and New Meadows as well as providing access to US-95. In addition, Highway 55 affords scenic and recreational access to Cascade Lake and both the Boise and Payette National Forests; including the nearby Wellington Snow Park, Snowbank Mountain, and the Cabarton to Howard's Plunge white-water reach. Each service area and access point draws different types of traffic to the area; this includes recreational vehicles, trailers (i.e. camping and boats), town cars and commercial trucks for transporting people, goods and services to the aforementioned destinations.

North Fork of the Payette River

The North Fork of the Payette River flows north to south, paralleling along Highway 55 south of Rainbow Bridge all the way to the community of Horseshoe Bend. Within the proposed Highway 55 project area, the Payette River is a popular rafting and recreational destination for river users. The project will take place near the southern end of the popular Cabarton to Howards Plunge white-water reach.

Payette River Scenic Byway

Recognized for its outstanding scenic and historic attributes, the Payette River National Scenic Byway was designated an Idaho Scenic Byway in June 1977 and a National Scenic Byway in 2005.

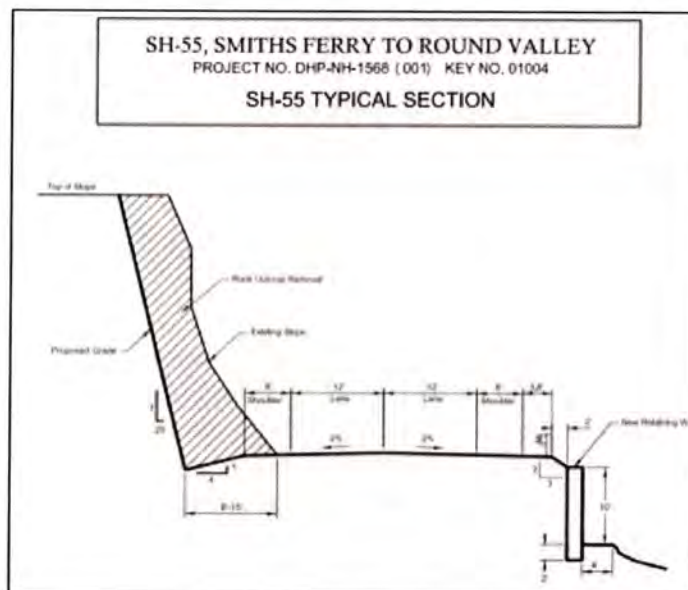
Roadway Design

Curves

Currently this section of the road has nearly continuous curves that do not meet standards. This project will make curves more gradual and reduce high banking angles. This will allow increasing curve speeds to match the posted 45 mph speed limit.

Roadway Improvements

The roadway will expand from 24 feet to 32 feet wide, allowing for shoulders on both sides of road. New pavement will be laid where needed for safety, ITD will install guardrail, pullouts and rock catch ditches. A clear zone will be created adjacent to the road to allow vehicles that leave the roadway to recover without hitting the rocks or falling into the river.



Rock Cuts

New rock cuts with heights of 40 to 90 feet and with lengths ranging from 50 to 750 feet will be blasted and excavated. These new cuts will have wire mesh draped over the rocks where needed to contain falling rock. Working with the Payette River Scenic Byway Committee, ITD will select a color for the wire mesh that blends in to minimize its visibility. There will be a total of nine rock cut locations (MP = milepost).

- Rock Cut 1 – Up to 40' high from MP 98.33 to 98.36
- Rock Cut 2 – Up to 90' high from MP 98.38 to 98.48
- Rock Cut 3 – Up to 90' high from MP 98.48 to 98.51
- Rock Cut 4 – Up to 60' high from MP 98.54 to 98.59
- Rock Cut 5 – Up to 75' high from MP 98.66 to 98.73
- Rock Cut 6 – Up to 80' high from MP 98.77 to 98.84
- Rock Cut 7 – Up to 55' high from MP 98.93 to 98.94
- Rock Cut 8 – Up to 65' high from MP 98.98 to 99.05
- Rock Cut 9 – Up to 70' high from MP 99.10 to 99.24

Smiths Ferry to Round Valley: Online Meeting

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Roadway Design

Curves

Retaining Walls

Retaining walls are required in five locations along the North Fork Payette River to accommodate the roadway design. All retaining walls will be above the high water of the river. Retaining Wall 4 will include a cantilever (overhanging) wall between MP 99.06 and 99.10. The locations of each are as follows (MP = milepost):

- Wall 1 – Average 8' high by 225' long from MP 98.74 to 98.79
- Wall 2 – Average 10' high and 410' long from MP 98.82 to 98.90
- Wall 3 – Average 11' high and 243' long from MP 98.95 to 99.00
- Wall 4 – Average 15' high and 228' long from MP 99.05 to 99.11
- Wall 5 – Average 12' high and 470' long from MP 99.20 to 99.28

Environmental

Environmental Considerations

There will be both temporary and permanent environmental impacts resulting from this project. Permanent impacts such as the removal of trees will result in a small loss of habitat. The Idaho Transportation Department and the Federal Highway Administration have not identified any significant environmental impacts.

Fish and Other Aquatic Organisms

Both the Idaho Department of Fish and Game and the Bureau of Land Management (BLM) identified Bogus Creek as having fish and aquatic organism resource objectives that are currently being limited. The BLM adopts Federal Highway Administration (FHWA) standards to ensure fish and aquatic organism passage (AOP). Specifically, the Federal Highway Administration 2012 Publication No. FHWA-HIF-12-026 recognizes the need to restore habitat connectivity and to design and retrofit road stream crossings that are barriers.

Many of the culverts that are currently in place on Highway 55 were designed and installed with the narrow goal of moving water. At the time, natural stream processes, fish and AOP for all flow conditions were generally not considered when designing culverts. The current 71 foot long side-by-side 60-inch diameter metal pipe culverts at Bogus Creek do not facilitate fish and AOP at low-flow conditions. These culverts will be replaced by a single 80 foot long by 142-inch wide by 91-inch tall metal arch-pipe culvert. The wider and taller culvert will facilitate fish and AOP at all flow conditions, enhance upstream and downstream river interactions between Bogus Creek and the North Fork of the Payette River, and retain beneficial floodplain values (i.e. capacity and function).



Bogus Creek Culverts

Temporary impacts will include increased cloudiness in the water at Bogus Creek and Unnamed Creek A during culvert replacement, as well as noise from construction. Stormwater pollution and prevention planning and associated best management practices will minimize any cloudiness associated with work to ensure the project is within Idaho Department of Environmental Quality water quality standards.

Trees

Prior to construction, trees located in the blasting and excavation areas will be removed after fledgling migratory birds have left the nest.

Scenic Byway and Viewshed Impacts

- Walls up to 15 feet high will be visible from the river, and partially visible from the roadway; native rock will be used behind the wire mesh wall facing to ensure the walls look as natural as possible.
- Wire mesh will be draped over some slopes to reduce loose rock falling onto roadway; the wire will be colored in order to blend with the rock as closely as possible.
- Fresh rock cuts with maximum heights from 40' to 90' high will eventually weather to match the existing rock cuts and outcrops present along the highway and canyon today.
- Vehicle pullout locations are being added for scenic overlooks and to improve traffic congestion.
- Metal guardrail is being installed instead of concrete rail where needed for safety, while preserving views of the Payette River.

Land Acquisition

The project will require acquisition of approximately six acres of new highway right-of-way from three properties; two are private properties (two and a half acres) and one is managed by the Bureau of Land Management (three and a quarter acres). No displacement or relocation of residences or businesses is required.

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Fish and Other Aquatic Organisms

Both the Idaho Department of Fish and Game and the Bureau of Land Management (BLM) identified Bogus Creek as having fish and aquatic organism resource objectives that are currently being limited. The BLM adopts Federal Highway Administration (FHWA) standards to ensure fish and aquatic organism passage (AOP). Specifically, the Federal Highway Administration 2012 Publication No. FHWA-HIF-12-026 recognizes the need to restore habitat connectivity and to design and retrofit road stream crossings that are barriers.

Many of the culverts that are currently in place on Highway 55 were designed and installed with the narrow goal of moving water. At the time, natural stream processes, fish and AOP for all flow conditions were generally not considered when designing culverts. The current 71 foot long side-by-side 60-inch diameter metal pipe culverts at Bogus Creek do not facilitate fish and AOP at low-flow conditions. These culverts will be replaced by a single 80 foot long by 142-inch wide by 91-inch tall metal arch-pipe culvert. The wider and taller culvert will facilitate fish and AOP at all flow conditions, enhance upstream and downstream river interactions between Bogus Creek and the North Fork of the Payette River, and retain beneficial floodplain values (i.e. capacity and function).

Construction

Timeframe

Construction would begin after peak summer travel has subsided. The most disruptive work will take place during spring and fall, with minimal disruptions during the summer, and no restrictions during periods of snow and ice in the winter.

The project is expected to take 2 to 2-1/2 years to construct (four or five spring and fall blasting periods). Depending on public feedback and contractor response, construction could begin as early as Fall 2019.

Traffic Impact

Blasting Closures: In order to carve away the existing hillside along the road, ITD will use explosives to remove rock. Blasting will be done in the spring and fall to avoid peak traffic volumes and the summer river rafting and recreational season. Blasts will be limited to Monday-Thursday. Each blast closure is expected to take up to four hours for the blast and initial clean up. For the safety of the construction workers, traveling public, and river users, the road will be completely closed during blasting operations. The occasional off-season river user will be advised of blasting periods via signs at the launch site, and should they launch anyway, be held by flaggers specifically for the river in a safe area outside the blast zone. The detour for highway traffic will be US-95.

Non-Blasting Impacts: During non-blasting work, there will be single lane closures. This will be controlled by flaggers and automatic signals on both sides of the construction zone. Access to local roads will be open, except during blasting operations. Recreational river access and use of the Payette River will be maintained for floaters and rafters, except during blasting operations.

There currently is no regular bicycle or pedestrian use of this section of road. ITD does not intend to make special accommodations for these user groups at this time.

RESTRICTIONS	Sep/Oct/Nov	Dec/Jan/Feb	Mar/Apr/May	June/Jul/Aug
Mon-Thu	10AM to 2PM Full Closure	2-lanes	10AM to 2PM Full Closure	2-lanes
	Other Hours 1-lane alternating		Other Hours 1-lane alternating	
Fri/Sat/Sun	1-lane alternating	2-lanes	1-lane alternating	2-lanes



City of Donnelly

169 Halferty Street

P.O. Box 725

Donnelly, ID 83615

Telephone (208) 325-8859 Fax (208) 325-4091

To: Mayor & City Council

From: Cami Hedges, City Clerk Treasurer

Re: Staff Report

Date: March 18, 2019

Water Accounts: As of Thursday, March 14, 2019 we have \$_____ past due 30 days or more, in water billings (\$630 uncollectable, we will be applying for a lien on the property). Disconnection notices were sent on the 12th, they have 10 days to avoid disconnection.

Local Option Tax: Our local option tax receipts for sales in December were \$6,015.85 and January Sales were \$6083.03. We currently have 2 past due accounts and have been notified. 7 Past due for Huckleberry Festival Vendors, these vendors are not allowed to return unless paid plus penalties. Will continue to work with Chamber to ensure they are not allowed until past due is paid in full plus penalties. Applications for funding will be available April 1st.

Clerk Report: District 3 Training for all elected officials, Thursday, April 25th in Nampa, AIC Conference in Boise June 19-21, ATP Training July 14-17. We have sent out violation notices for signage to 3 businesses they are to comply within 10 days. Do you want print copies of packet?

Grant Information: Attached is a worksheet on Grant Applications, projects, timelines and costs. The City has received the Shelton Grant for \$1000 to assist in building a shade structure over the playground. We need another \$4000 maximum to fund this project. We can save a lot by doing the work ourselves or contracting some. We also received the Transportation Update Grant from LHTAC.

Parks & Recreation: Closed for Season

Water System Improvement Progress Report: Ken met with Mike Woodworth and looking at the design and needs for the Water Mains. We are hoping to have this finished and sent to DEQ for approval, then it will be ready to bid.

Planning & Zoning: The February meeting was held; Sally Gilbert was voted to be Chair for another term. By-laws were changed to have the term of chairman to be two year. There were no agenda items for March but a meeting was still held.

Road & Streets: The guys have working hard to keep the roads nice.

Office Closed / Vacation: Vacation April 8-16,

Upcoming Meeting Dates: Planning & Zoning, Monday, April 1st, City Council April 22nd.

City of Donnelly Grant Projects FY19/20

(as of March 2019)

Project Name	Funder	Funded Amount	Total Expected Cost	Completion Deadline	Other
City Park Shade Sail	Shelton Foundation	\$1,000	\$3000-4000	August, 2019	Funded less than expected cost City to cover extra costs or seek additional grant funding
E. Roseberry Pathway Project	LHTAC	\$75,300	\$89,970	Dec. 2019	City to pay for engineering/design (est. \$14,670) and to do bid process, construction inspection
Master Transportation Plan Update	LHTAC	\$30,000	\$30,000	FY20 project	City to pay any engineering cost overruns Funding will be available in FY20
Donnelly Campground Camp Host Site	Idaho Dept. Parks & Rec.	\$86,131	\$93,504	6/30/2020	City match of \$7373 to include force account labor and equipment; fire ring, picnic table; signage

* Grant announcements to be made at end of May, 2019
If funded, funds available in July, 2019