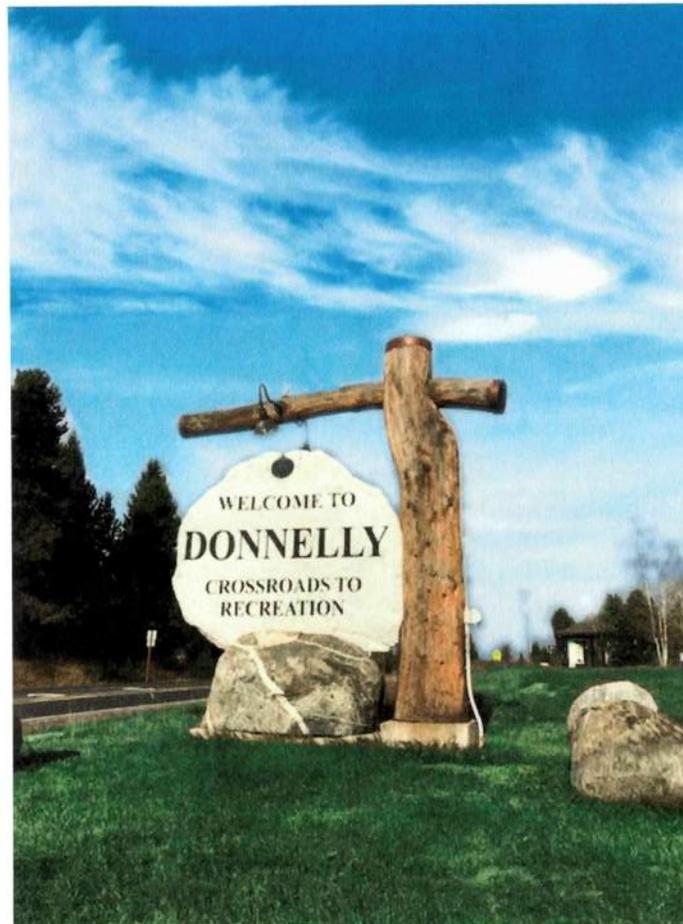




T·O ENGINEERS

City of Donnelly Transportation Plan September 2020



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Appendix C – Subsurface Soil Exploration Lab Results

Appendix D – Bridge and Culvert Locations Map

Appendix E – Excerpts from the 2005 Donnelly Pathway Plan

Appendix F – Excerpts from the 2009 Downtown Revitalization Plan

Appendix G – Project Summary Sheets

Appendix H – Safe Routes to School

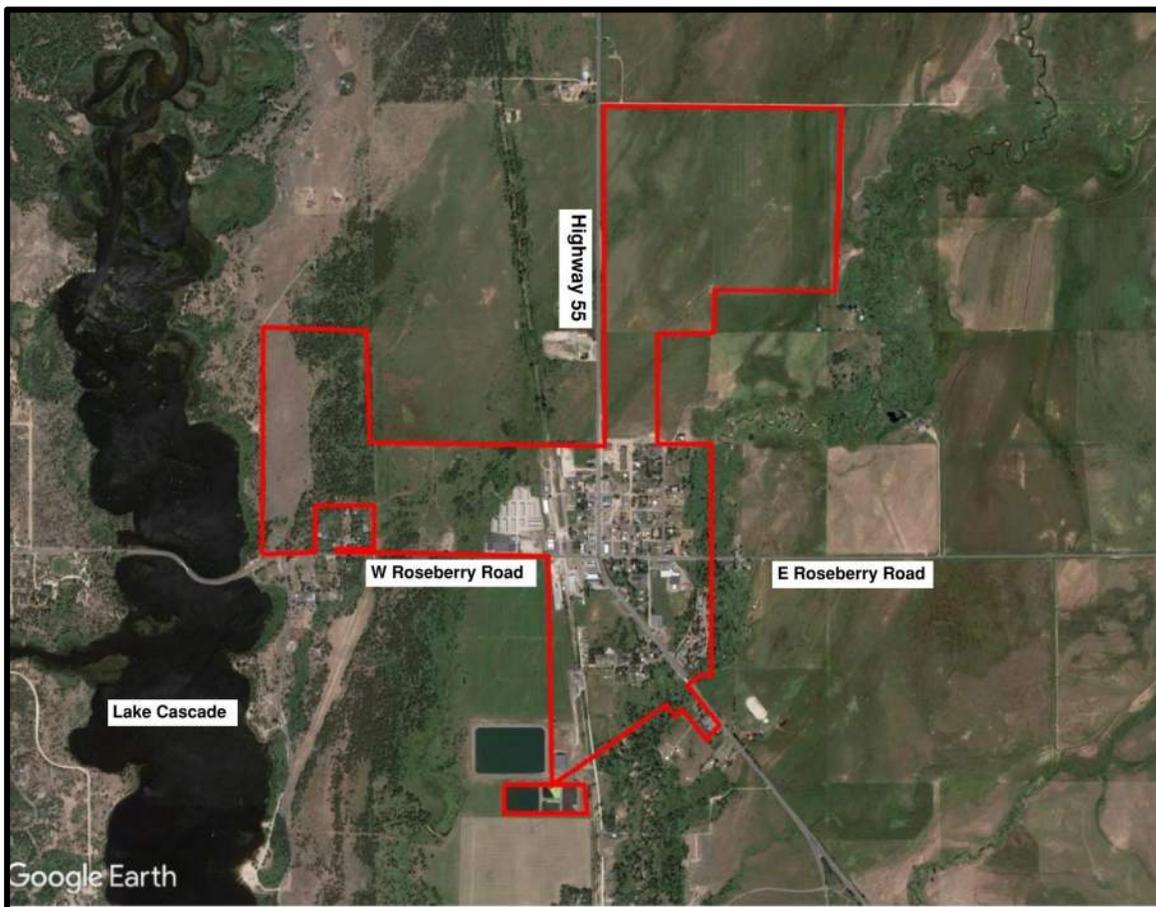
1. INTRODUCTION & OVERVIEW

1.1. BACKGROUND

The City of Donnelly is located in central Idaho in Valley County at latitude 44.731 N and longitude 116.08 W. According to the U.S. Census Bureau, the population of Donnelly in 2017 was 151 people. Donnelly resides in Long Valley at an elevation of 4,865 ft above sea level and is bordered to the West by a mountain range that spans the length of the valley. Long Valley is 96 miles north of Boise and is approximately 40 miles long and 15 miles wide. The mountain range consists of peaks and ridges that range between 6,000 and 7,660 ft. The floor of Long Valley extends to the east past Donnelly leading into foothills that range in elevation from 4,900 to 6,000ft. East and West of Donnelly are the Boise National Forest and the Payette National Forest.

Donnelly is bisected by State Highway 55 between the Boise Valley and McCall. Primary East-West route through town is Roseberry Road, providing access to Tamarack Resort to the west. This is shown below in Figure 1.

Figure 1: City Limits Map



1.2. PURPOSE

This Transportation Master Plan and the included Capital Improvement Plan (CIP) are to be used as planning tools for the City of Donnelly's transportation system. These tools will be used to plan for future growth of the City and improvement to the existing roadways.

CIP's play an important role in planning and project prioritization of future projects. There are multiple funding opportunities from the State of Idaho and from the federal government. In order to obtain this funding, it is necessary for local governments to develop transportation plans and capital improvement plans. This plan and CIP will be used when applying for Federal and State road and bridge funding. Please see Section 9 for more information on funding opportunities.

1.3. SCOPE

The Transportation Master Plan identifies the current conditions of the City's streets, transportation structures, and future transportation needs and requirements. This report will examine various present-day characteristics of the City of Donnelly such as its population, land use, and existing traffic infrastructure and data. It will then explain Future transportation estimates, land use, and potential improvements. Finally, it includes a CIP that identifies and prioritizes improvements needed within the next 5 to 10 years with a discussion of funding options. This master transportation plan will provide justification and support for the selected improvements in order to expand community understanding and funding opportunities.

1.4. PLAN DEVELOPMENT

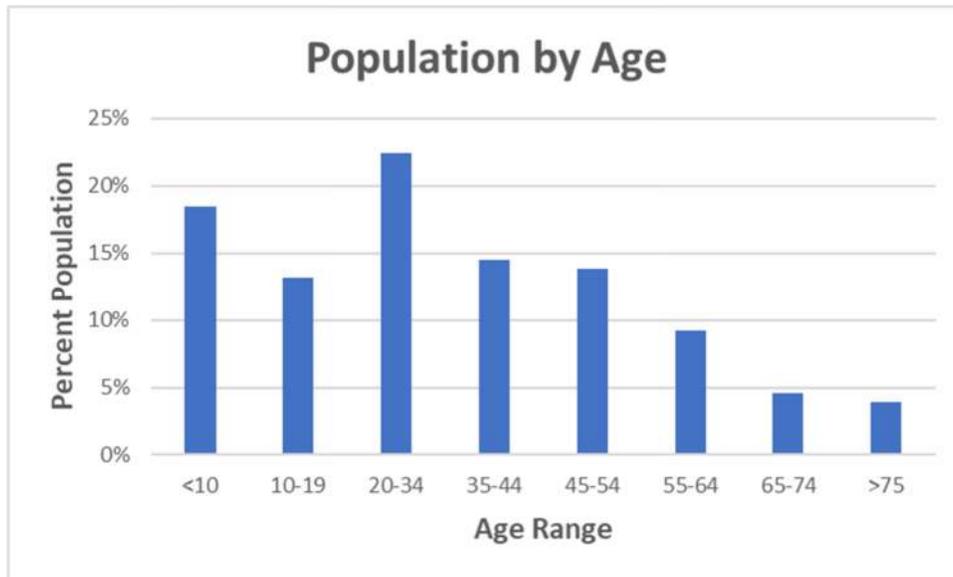
This plan was developed by building upon the 2006 Donnelly Master Transportation Plan (Appendix A) and the 2014 Donnelly Comprehensive Plan (Appendix B). Inventory of street conditions and transportation project needs were observed and discussed in October of 2019. Traffic data was gathered using Idaho Department of Transportation's (ITD) IPLAN system and population data was taken from the U.S. Census and Idaho Department of Commerce. An inventory of City streets was completed in July of 2005 for use in the 2006 Donnelly Master Transportation Plan. A database was also created for the 2006 Donnelly Master Transportation Plan that consists of street surface conditions, bridge and culvert sizes and types, and basic street sign groups. Minor changes have been made since a full evaluation was complete in 2005, as such this information was used as a starting point with updates provided where necessary.

2. POPULATION & LAND USE

2.1. STUDY AREA & PARTICIPANTS

The City of Donnelly spans approximately 0.7 square miles. According to the 2018 American Community Survey (ACS), the median age of residents in Donnelly is approximately 33.3 based on the available data. The distribution of age range can be seen in Figure 2.

Figure 2: Population by Age Range



*Population percentage taken from total population of Donnelly
**2010 U.S. Census Bureau Decennial Census

Figure 2 shows that the majority of the population in Donnelly is old enough to drive. The average commuting time in Donnelly is approximately 7 minutes with 97.1 % of commuters driving and only 2.9% of walking (US Census Bureau). There were 99 housing units in 2017, up from 79 in 2016. This increase is due to an apartment complex that was recently constructed.

2.1. EXISTING LAND USE

Originally, the City of Donnelly was a railroad depot station with the surrounding area specializing in ranching and timber management. Although ranching and timber management still remain present in Donnelly, in general, is a community where people live but do not work. Donnelly is generally a rural community with the region surrounding Donnelly a mixture of forestland and rangeland. Much of the rangeland surrounding the city has been altered from its natural state to land suitable for livestock management. West of the City are forestlands that run north and south along the edge of Long Valley. The acreage zoned to each land use in the City's area of impact can be seen in Figure 3.

Figure 3: Current Zoned Acreage Within City Limits

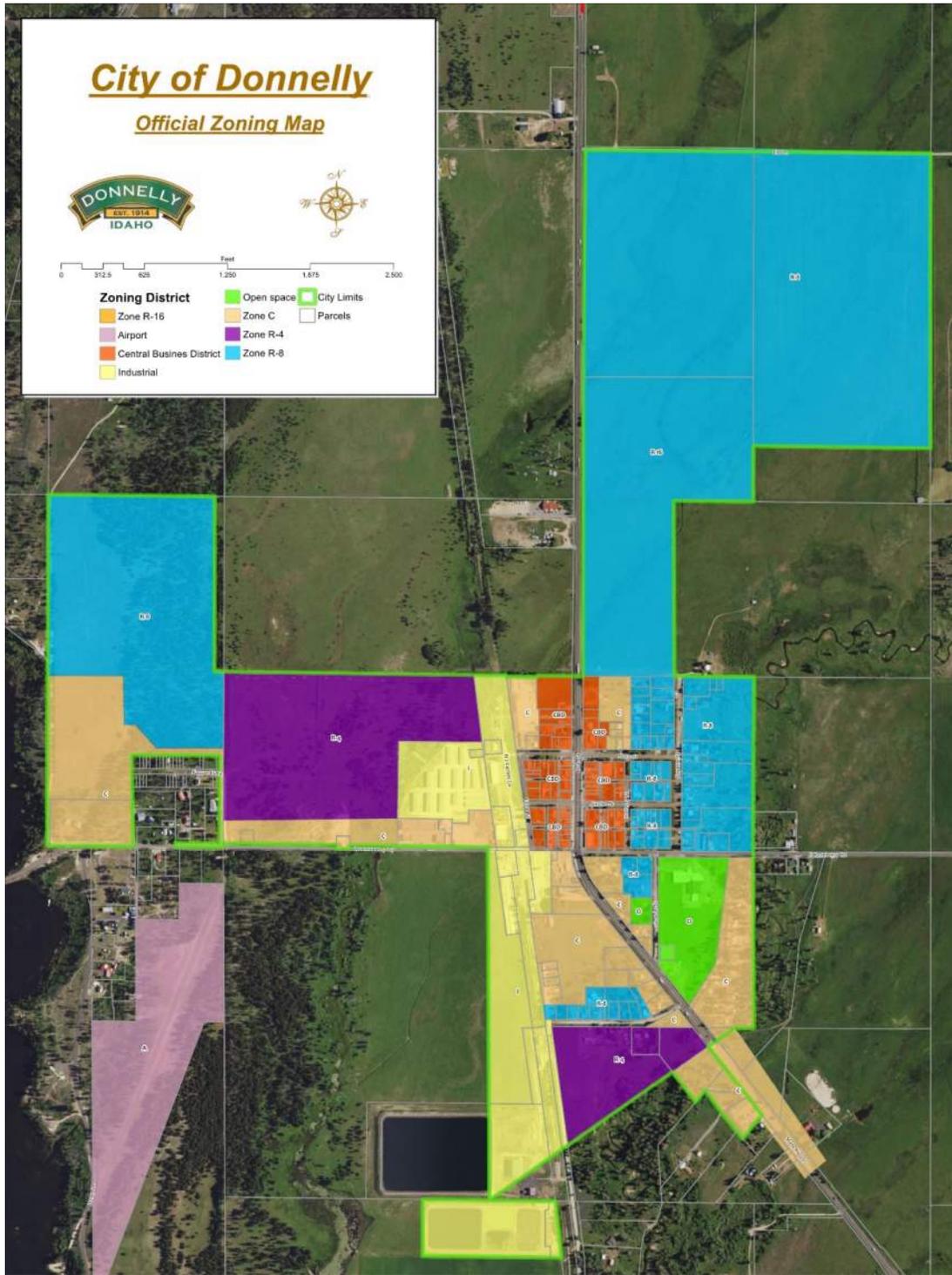
Zoning	Acres	Percentage
Central Business District	20	7%
Commercial	49	17%
Industrial	49	17%
Open	12	4%
Residential	160	55%
Total	290	100%

*Page 24, 2014 Donnelly Comprehensive Plan

According to the Figure 3, Donnelly is primarily residential with 160 acres contributing to that land use designation. Based on current city limits, there are approximately 290 acres of land within the City of Donnelly. The Glen development was approved for Annexation in 2009 which would have increased the total acreage of Donnelly by 166 acres, however, as of May 2018 the project owners elected not to proceed. While this area remains within City limits, it does not attribute to roadway impacts as the area is being farmed.

The City of Donnelly created a zoning map in 2016 that shows the land uses throughout the City. This map can be seen below in Figure 4. The residential portion of the city land use is composed of low-density residential and medium-density residential land. The commercial land use is spread out throughout the city whereas industrial land use is predominantly along Eld Lane and Corbett Lane. The Central Business District is located along Highway 55/Main St, North of Roseberry Road.

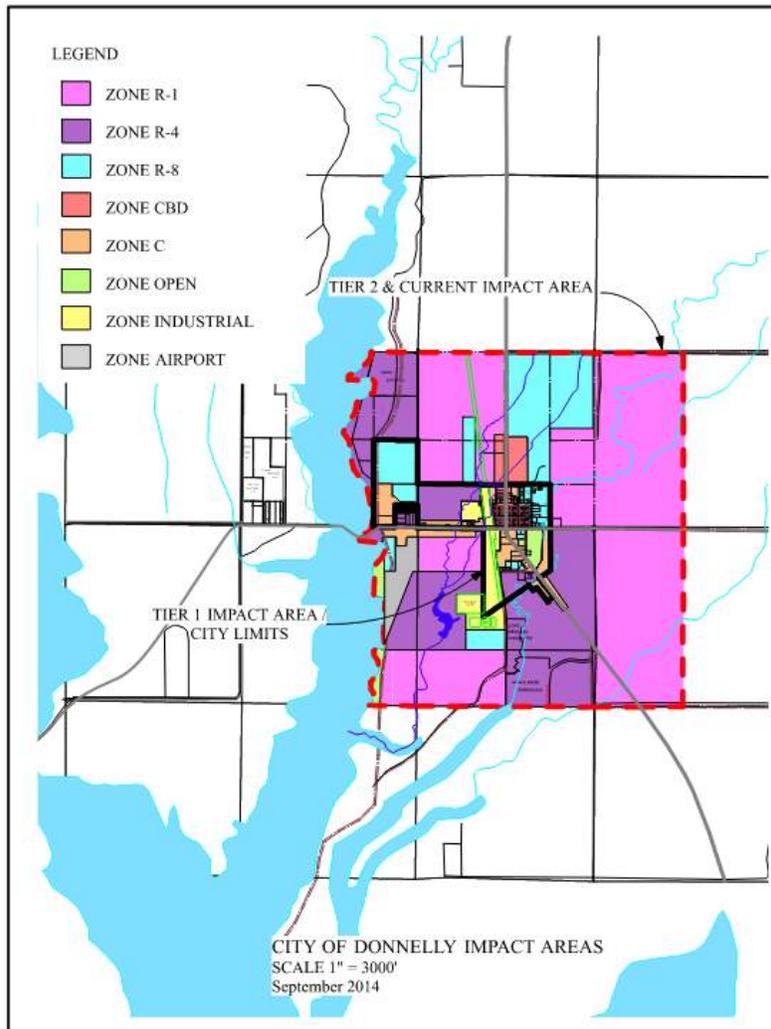
Figure 4: City of Donnelly Zoning Map



2.1. FUTURE LAND USE AND DEVELOPMENT POTENTIAL

As described in the Comprehensive Plan, 75% of the planned area to be low density residential. It is important to the City to clearly define the desired pattern of development within city limits and the surrounding areas as well as to preserve the City's rural environment, open space, and agricultural lands. The following figure shows the City's Area of impact and the land use designations to be applied to newly annexed areas in the future.

Figure 5: Planning Area and Area of Impact



The future Land Use Map represents the desired growth of the City of Donnelly and its Area of Impact. The area would increase the total potential development to 2,310 acres according to the 2014 Donnelly Comprehensive Plan. The following table shows the acreage of future land use.

Table 1: Future Land Use Acreage

Land Use Type	Acreage	Percentage
Very Low Residential	1164	49.7%
Low Density Residential	594	25.4%
Medium Density Residential	292	12.5%
Central Business District	49.4	2.1%
Commercial	108	4.6%
Light Industrial	70.6	3.0%
Open Space	30.1	1.3%
Airport	35	1.5%
Total Tier I & Tier II Area	2343.1	

*2014 Donnelly Comprehensive Plan

Low and Medium density housing would make up 38.3% of the land use in the City’s Area of Impact. Very Low-Density Residential land use would be the highest percentage of land in Donnelly at 50.4% making Donnelly mostly rural.

Tamarack Resort, Cascade Lake, Payette Lake, and large amounts of public land make tourism a large part of Donnelly. This tourism has a significant impact on the land use distribution within the City. The developments attract residents, tourists, and retail businesses. Most of these developments stagnated during the economic downturn in 2008 and 2009. However, 15 new development applications were submitted after the economic downturn in 2008-09. These include developments included The Glen, Settler’s Mill, and Coach Crossing. These developments have more of a potential to continue growing as the population and popularity of the area increases.

2.2. POPULATION

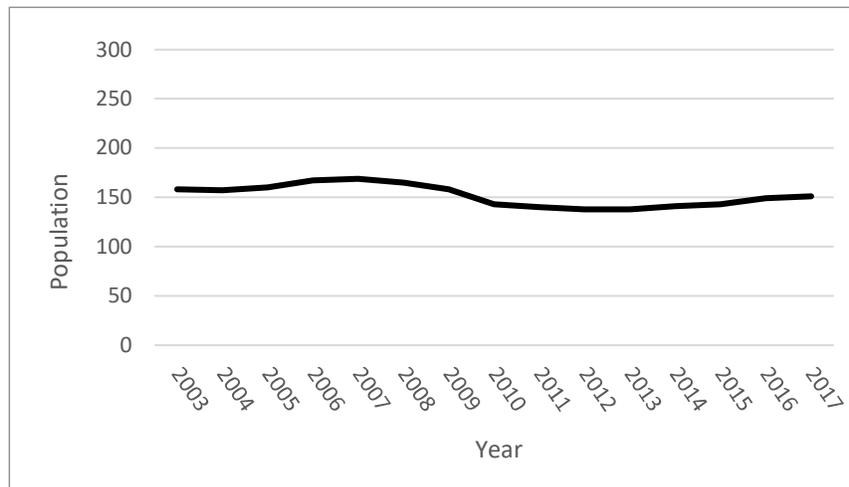
Population trends and projections are important factors in determining the transportation needs of the City. Community characteristics were obtained from various sources including the Idaho Department of Labor, U.S. Bureau of the Census, and the Idaho Department of Commerce. The current population (as of 2019) of the City of Donnelly is 152 people according to the Idaho Department of Commerce. Table 2 and Figure 6 show the historical population data for the City of Donnelly.

Table 2: City of Donnelly Historical Census Population Data

Year	Population	Percentage Change per Year	Numerical Change
2003	158	N/A	N/A
2004	157	-0.6	-1
2005	160	1.9	3
2006	167	4.4	7
2007	169	1.2	2
2008	165	-2.4	-4
2009	158	-4.2	-7
2010	143	-9.5	-15
2011	140	-2.1	-3
2012	138	-1.4	-2
2013	138	0.0	0
2014	141	2.2	3
2015	143	1.4	2
2016	149	4.2	6
2017	151	1.3	2

*Please see 2006 Donnelly Master Transportation plan for data prior to 2004

Figure 6: Donnelly Historical Census Population Trend



The population of Donnelly has generally remained steady over the past 20 years. A small increase in population can be seen from approximately 2004 to 2007. This small increase is due to the establishment of Tamarack Resort and the surrounding housing and commercial developments. The Development of Tamarack began in 2003 and was open to the public in late 2004. After 2007, the population decreases to levels seen before 2000. Tamarack shut its doors in 2009 due to a nationwide recession. The resort re-opened in 2014 causing a minor increase in population. Table 3 and Figures 7 and 8 are included for comparison purposes to Boise and Idaho population trends.

Table 3: Historical Census Population Data of Various Cities

Year	Idaho	Valley County	Boise	Cascade	Donnelly	McCall
2003	-	8003	196856	954	158	2283
2004	-	8283	196960	953	157	2388
2005	-	8779	200728	975	160	2556
2006	-	9480	204937	1018	167	2785
2007	-	9929	207379	1032	169	2943
2008	-	10060	207317	1011	165	3008
2009	-	9975	206527	972	158	3007
2010	1570773	9788	209578	931	143	2956
2011	1583828	9636	212620	915	140	2911
2012	1595441	9537	215681	904	138	2886
2013	1611530	9576	217436	909	138	2908
2014	1631479	9794	219471	924	141	2990
2015	1651523	10046	220938	941	143	3081
2016	1682930	10431	224728	971	149	3249
2017	1718904	10693	227621	985	151	3356

Figure 7: Idaho Population Trend

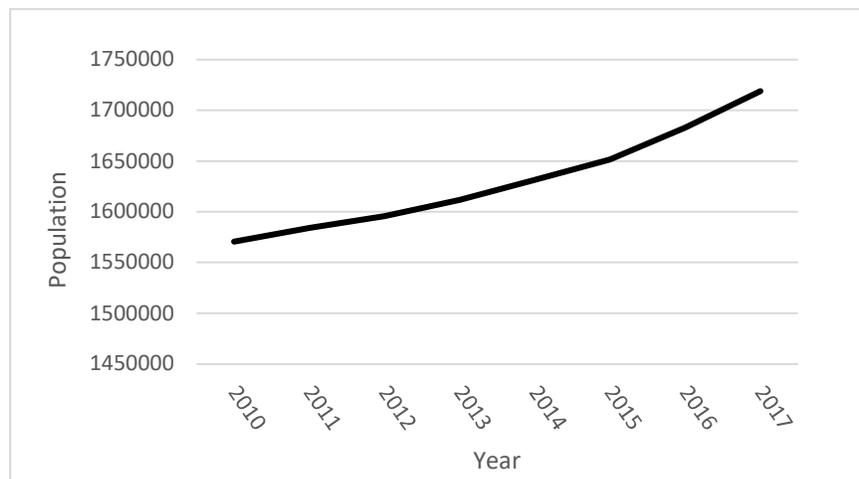


Figure 8: Boise Population Trend

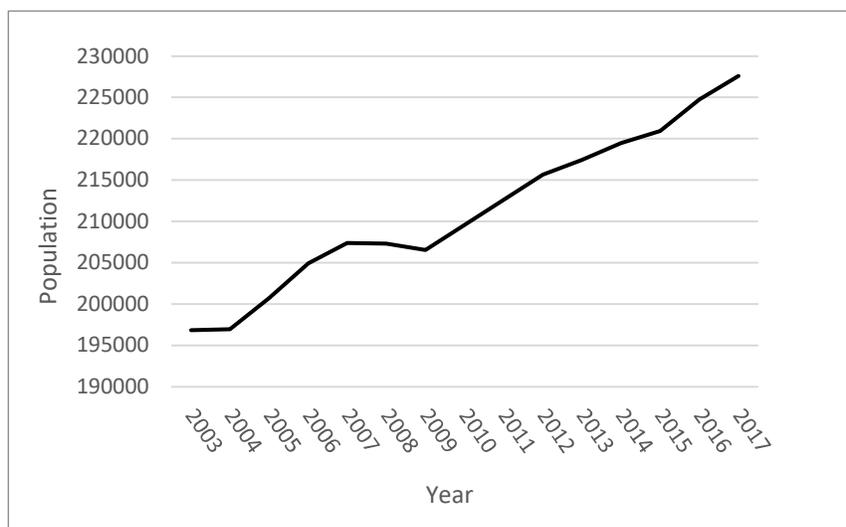


Figure 9: Cities of Long Valley Population Trend

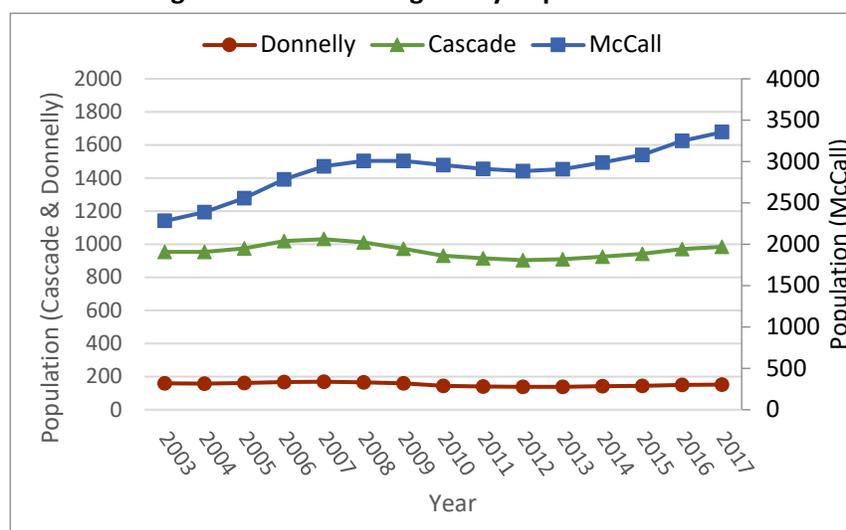


Figure 9 illustrates that the City of Donnelly experienced lower growth rates than the nearby cities of Cascade and McCall. Section 2.3 discusses these trends based on available data to anticipate future growth.

2.3. FUTURE POPULATION

Population projections depend on a number of variables and assumptions including birth rates, death rates, aging, and migration. They also depend on the types of population projection methods used. According to the Idaho Department of Labor, the population of Idaho will grow at an annual rate of 1.1% through 2026. The annual growth rate for the City of Donnelly was calculated using a straight-line method from 2013 to 2017. This timeframe was used because it represents a typical growth rate without the recession. The calculated growth rate was 2.36%. No reason has been identified to expect any significant change in population growth trends. In recent

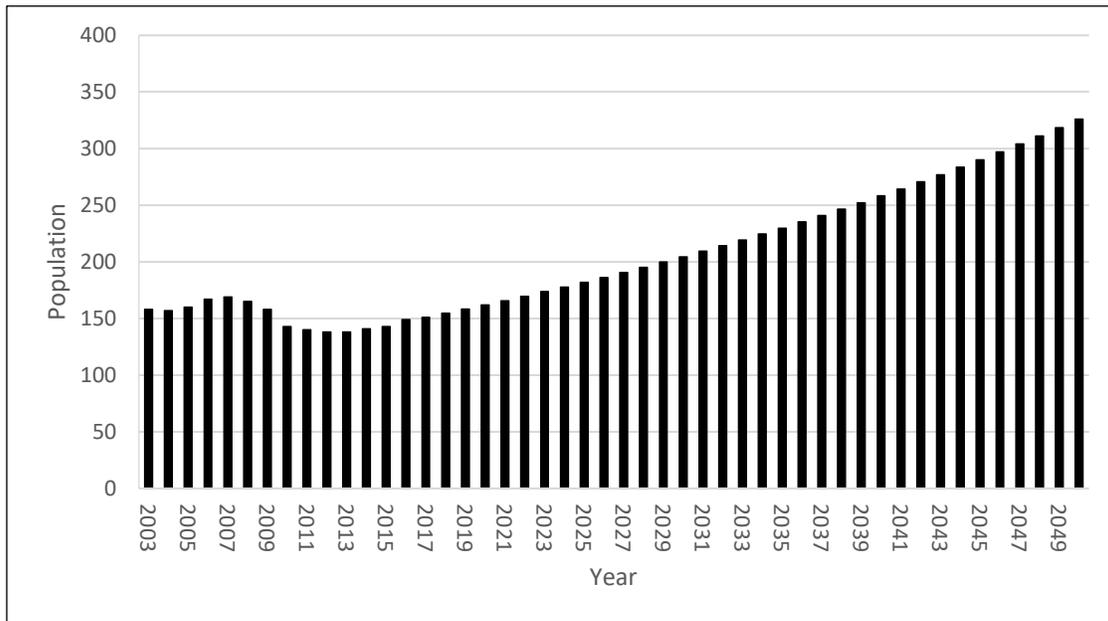
years Tamarack has resumed growth from the decline in 2008. It is expected that this growth will continue. Table 4 shows the projected population for the City and for Valley County over the next 20 years.

Table 4: Future Population Projection

Year	Donnelly	Valley County
2005	160	8779
2010	143	9788
2015	143	10046
2020	152	11050
2025	182	11671
2030	204	12327
2035	230	13020
2040	258	13752

The graphical presentation of population projection for the City of Donnelly is illustrated in Figure 10.

Figure 10: Donnelly Population Projection



Based on the growth rate of 2.36%, the probable population of the City by the year 2040 is expected to be 258.

3. SUBSURFACE FIELD EXPLORATION

3.1. BACKGROUND

A soil study was done in Donnelly in 2006 by Holladay Engineering. This effort is not being repeated because there have been no substantial changes. Appendix C contains the results of the soil and groundwater explorations.

3.2. GENERAL GEOLOGY AND HYDROLOGIC CONDITIONS IN THE AREA

The City of Donnelly is located approximately one-mile east of Cascade Reservoir in the Long Valley region of Idaho. Topography of the City of Donnelly area is relatively flat with elevations varying between 4,860 and 4,870 feet. Groundwater occurs at shallow depths and is generally less than 10 feet below ground surface. Surface drainage conditions can be locally poor, especially during spring snowmelt events. The composite samples collected in 2006 were tested using Idaho Transportation Department Method T-8 with a traffic index of 8.0. Results indicate R-values at 2,500 pound of exudation pressure ranging from 62 to 75 across four samples. Detailed lab results are located in Appendix C.

3.3. GROUNDWATER

Groundwater levels are relatively high in the Donnelly area. In Holladay's 2006 field investigations, the water table was observed between 5.0 to 6.0 feet below ground surface. Groundwater was not encountered in one of the test pits, see Appendix C. Groundwater measurements were performed during irrigation season and a point in seasonal water cycle where groundwater levels are typically at normal elevations.

4. EXISTING TRAFFIC IN DONNELLY

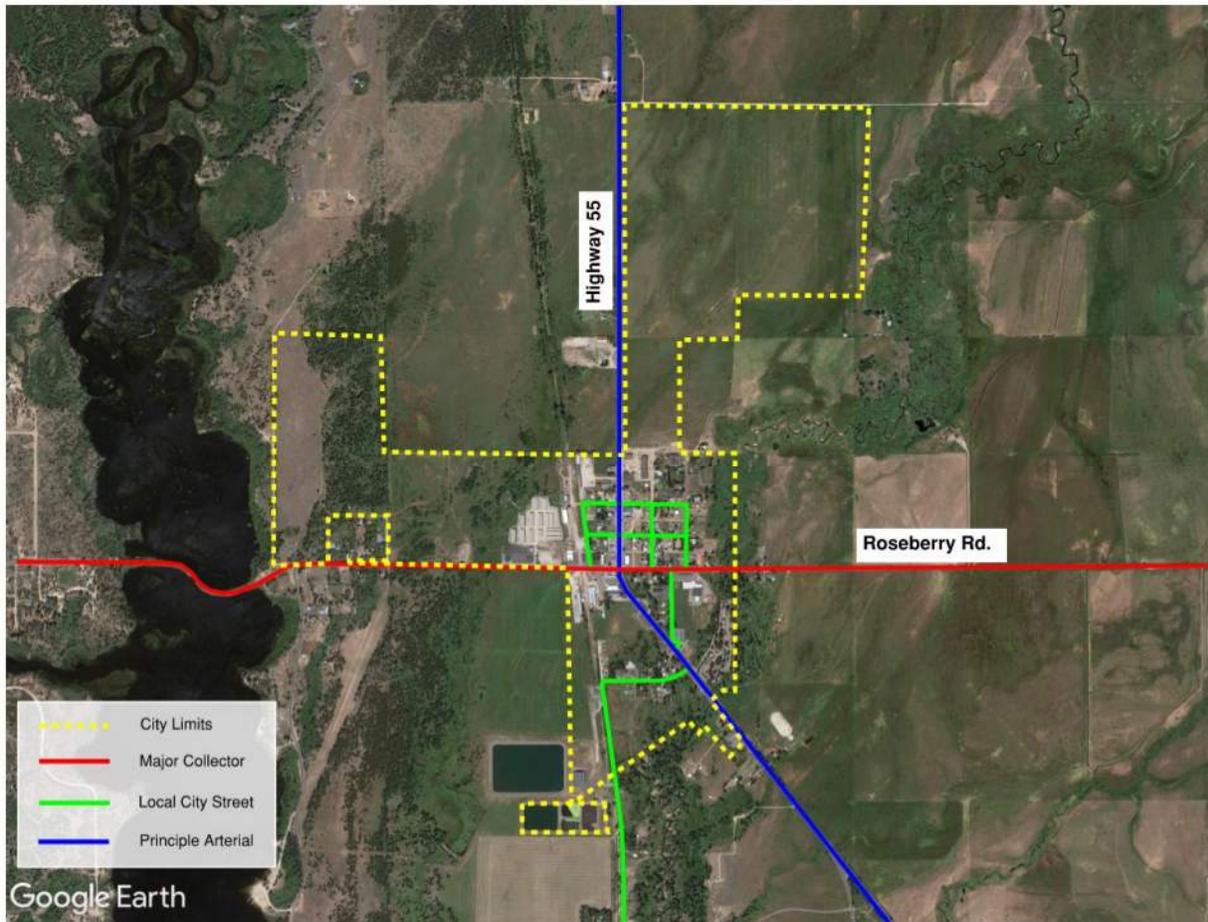
Transportation plays a significant role in the City of Donnelly not only in everyday life, but also in its formation. Donnelly originated as a depot town for the Idaho Northern Railroad. Today, Donnelly is still a popular intermediate destination for travelers. Donnelly is located along State Highway 55 which is the primary transportation Route through the City. Because of the importance of transportation on the City, it is a high priority for the City to maintain and promote transportation efficiency as well as health and safety of its citizens.

4.1. EXISTING SYSTEM DATA

The City of Donnelly is served via State Highway 55. This highway is a principal arterial (see Figure 11) that runs through the center of the City in the north-south direction. State Highway 55 (hereby referred to as "SH55") connects Donnelly to the City of McCall 13 miles north of the City. SH55 also connects Donnelly to Cascade 16.3 miles to the south. Roseberry Road, which is classified as a major collector, is another major roadway in Donnelly that runs in the east-west direction. Roseberry Road connects the small community of Roseberry to Donnelly from the East. Cascade Lake and Tamarack are connected to Donnelly via Roseberry to the West. The majority of residential, commercial, and industrial developments can be accessed from

Roseberry or SH55. Roseberry and SH55 are the only paved roads in the city. The total linear length of paved roads in Donnelly is 5,500 ft.

Figure 11: Road Classification



All other streets are classified as local streets within the City limits. These local streets are gravel. The total gravel road length within the City limits is 9,792 feet. The gravel roads are regularly impacted by harsh winters and require rolling and regrading on an annual basis. Good maintenance practices will prolong the life of the wearing surface of gravel.

Donnelly's local roads are 20 feet wide with 1-foot shoulders on both sides and have a 50-70 right of way. SH55 includes two 12-foot driving lanes, two 8-foot parallel parking lanes, and a 12-foot middle turn lane. Roseberry Rd. has two 10-foot driving lanes with 1-foot shoulders on both sides of the road and a 60-foot right of way.

All intersections within the City limits are either YIELD or STOP controlled intersections. Most of the traffic regulatory signs and traffic control signs like STOP and YIELD conform to the standards of the Manual on Uniform Traffic Control Devices (MUTCD). Speed limit signs on Roseberry Road do not meet height or offset requirements as specified in the MUTCD. Donnelly has pavement markings to delineate pedestrian traffic on street crossings that see high foot traffic such as Jordan and SH55, Roseberry and SH55, State St. and SH55, near the Elementary school,

and near the tennis courts. The following table shows the inventory of traffic control devices and signs within the City limits.

Table 5: Inventory of Traffic Signs

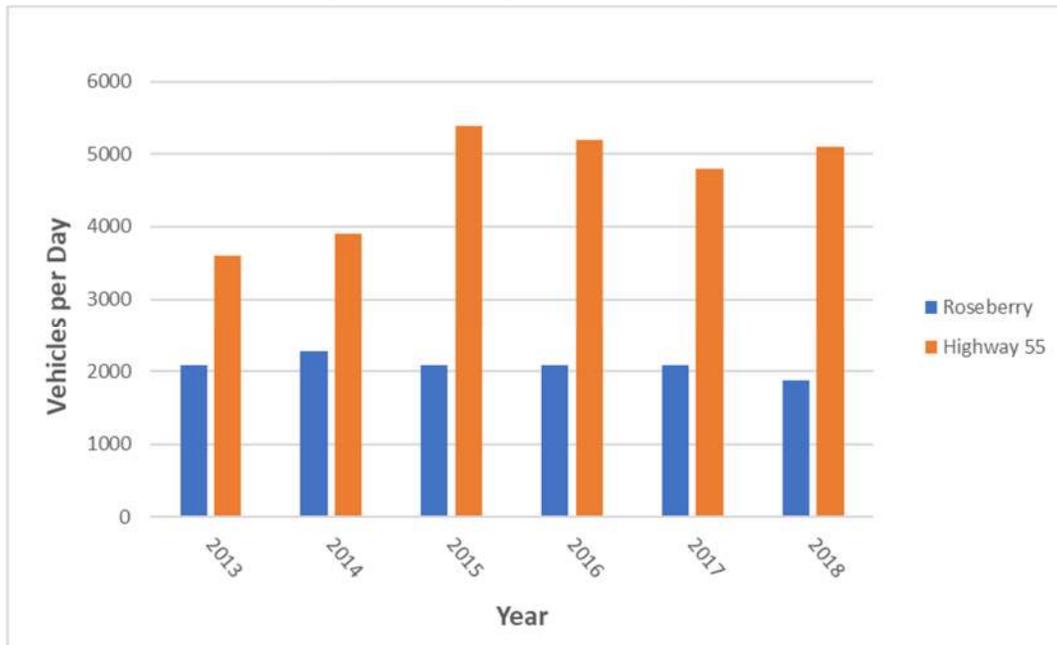
Sign Description	Number
Speed Limit	27
Street Name	20
STOP	17
Informative Signs	26
Warning Signs	11
Pedestrian Signs/Warning	6

The Roseberry Road and Highway 55 intersection is the primary intersection in the City and is controlled with two-way stop control on Roseberry Road. This intersection is the main traffic access to Tamarack Resort, Roseberry, and other developments around Cascade Lake. Roseberry Road and Highway 55 are under the jurisdiction of ITD (or Valley County). The City has jurisdiction of Roseberry Road, however, they do not have the primary maintenance responsibility.

4.2. TRAFFIC COUNTS

Roseberry Rd. and Highway 55 are the most travelled roads through Donnelly. Each of these roads leads to residences, shopping, restaurants, outdoor recreation, and other cities in long valley. Because these two roads are the only major collectors or arterials in Donnelly, it is important to understand the traffic volumes along these routes. Analyzing traffic data helps to understand the impact travelers have on the roads. A higher volume of traffic passing thru the City could affect future stoplights, pedestrian crossings, and safe routes. The Idaho Transportation Department records traffic counts each year using GIS software which can be accessed online using IPLAN, see figure 12 below.

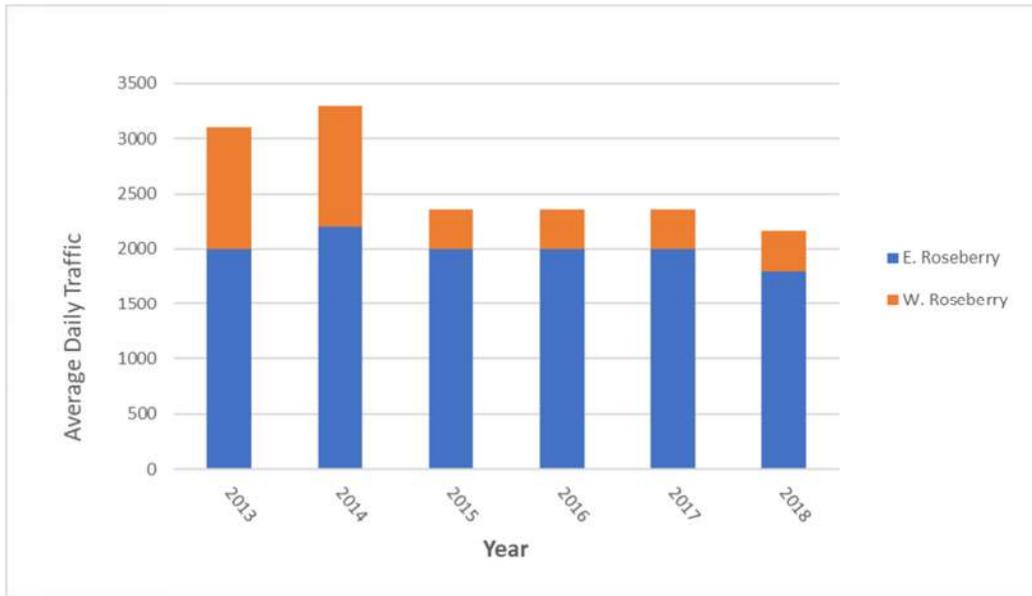
Figure 12: Average Annual Daily Traffic



*Data obtained from <https://iplan.maps.arcgis.com>

Figure 13 shows the Average Annual Daily Traffic from 2013 to 2018 at the intersection of Roseberry Road and State Highway 55 (Main St.). This data includes passenger vehicles as well as commercial vehicles. The traffic along Roseberry road in comparison to the traffic along State Highway 55 has been roughly one-third of the traffic as Highway 55 since 2015. Traffic along Roseberry road is divided into W. Roseberry Rd. and E. Roseberry Rd. traffic. W. Roseberry leads to Lake Cascade and Tamarack and maintains a higher ratio of the Roseberry traffic than E. Roseberry. Approximately 75% of all traffic on Roseberry is typically between Highway 55 and Lake Cascade. These ratios can be seen in Figure 13.

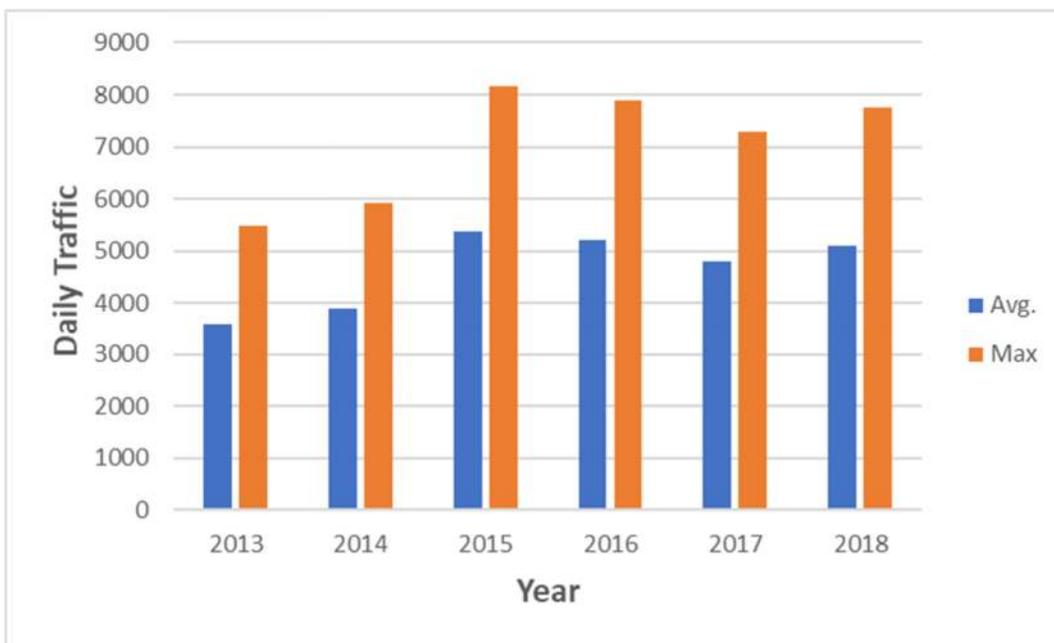
Figure 13: Average Daily Traffic along Roseberry Rd.



*Data obtained from <https://iplan.maps.arcgis.com>

A permanent Automatic Traffic Counter (ATC), #43, is located on State Highway 55 at mile post 127.720. This ATC records traffic per vehicle and has been collecting traffic data since 1990. Traffic data along State Highway 55 can be seen in Figure 14.

Figure 14: Average Daily Traffic on SH 55 by Year

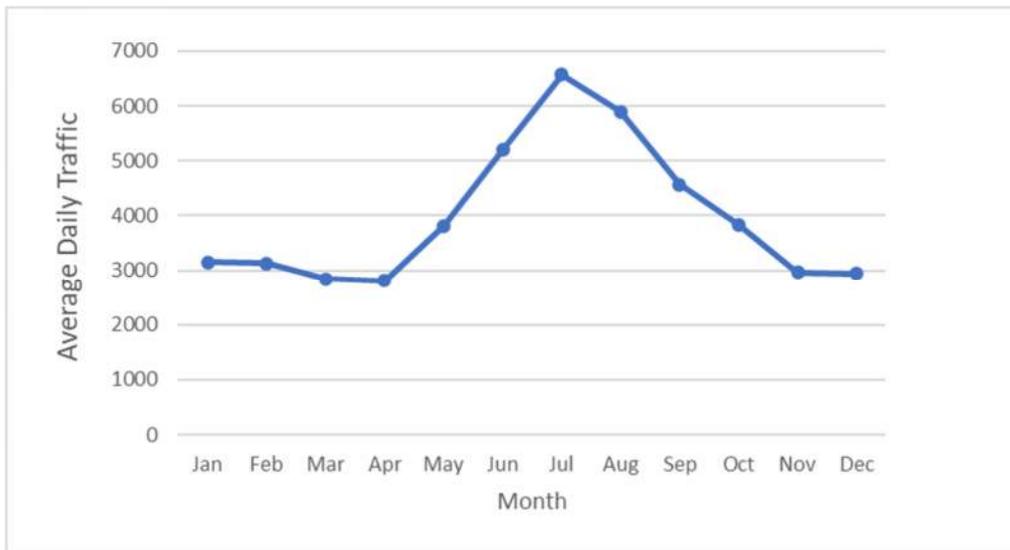


Traffic data collected from the ATC is similar to the trends collected by ITD's IPLAN system. According to the ATC, traffic counts decrease just after the recession in 2008 and begin to

increase after 2012 when the recession subsides. The traffic volumes considered in this section will serve as a guideline for future planning of State Highway 55 and Roseberry Road within City limits.

Traffic patterns based on the month of the year were analyzed for 2013 through 2018. This data can be seen in Figure 14. The highest rates of traffic in Donnelly occurs during the summer months. This is due to summer activities and tourism available around Donnelly and as people travel through Donnelly to McCall. Traffic in the winter months decreases due to winter road conditions and a decrease in outdoor activities. This trend has remained consistent and is expected to continue.

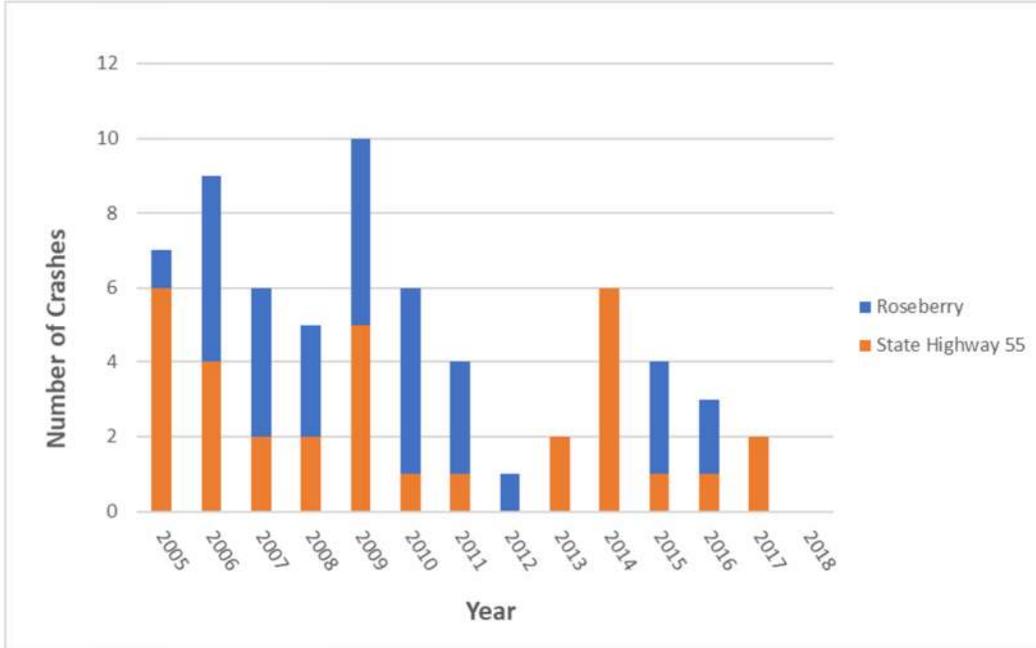
Figure 15: Average Daily Traffic on SH55 by Month (2013-2018)



4.3. CRASH DATA

In addition to average daily traffic data, the Idaho Department of Transportation also maintains crash data on the IPLAN system.

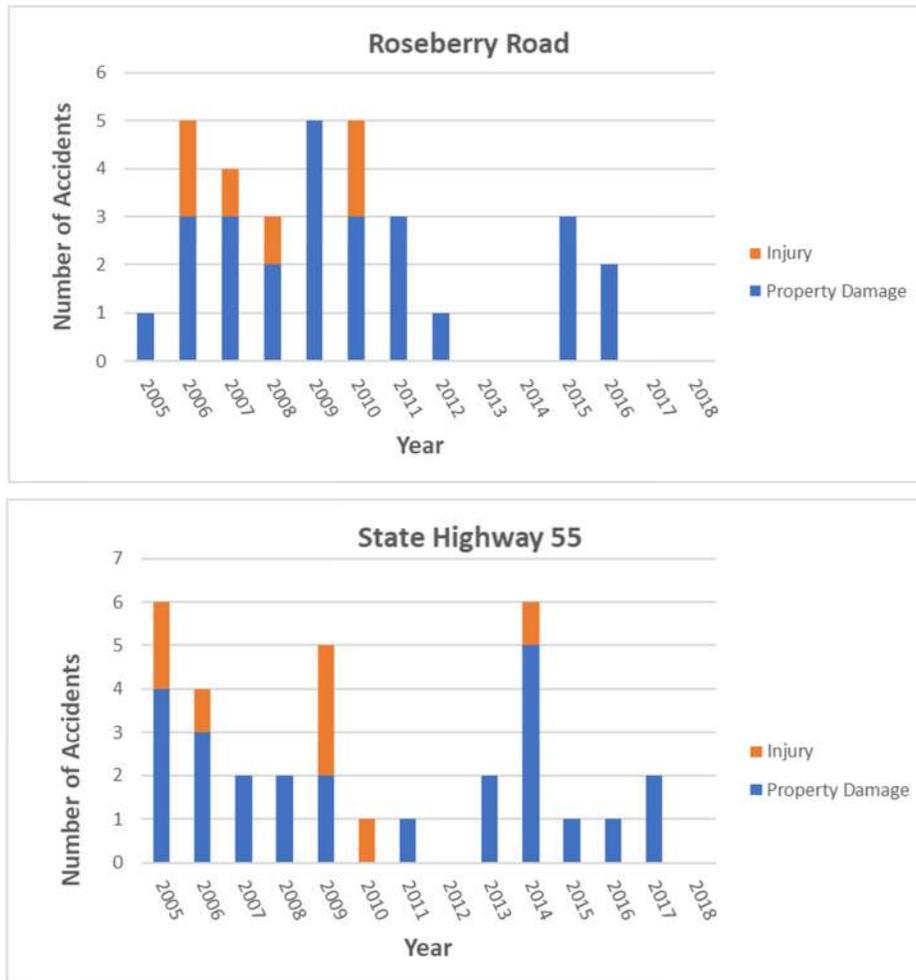
Figure 16: Yearly Crash Data



According to Figure 16, motor vehicle crashes were at their highest in 2009. Overall, the number of crashes in Donnelly has decreased through time. Most crashes over the past 15 years occurred on Roseberry Rd. or on State Highway 55. The crashes on these two main roadways consisted of property damage and Injury accidents. Crashes not occurring on these two roadways were not included in Figure 16. These include two crashes on private property and one crash on Eld Ln.

Most of the crashes on both Roseberry Rd. and SH 55 were accidents that resulted in property damage; see Figure 17. 2006 and 2010 had the highest number of injury accidents for Roseberry Rd. and 2009 had the highest number of injury accidents for SH 55. No fatalities were observed in Donnelly due to motor vehicle accidents.

Figure 17: Crash Data By Roadway



5. FUTURE TRAFFIC IN DONNELLY

5.1. FUTURE TRAFFIC PROJECTIONS

The current economy is growing, and Donnelly is expected to keep growing as the population in Idaho increases. Table 6 shows the projected annual average daily traffic (AADT) on Roseberry Rd. and Highway 55 within City limits. This data was obtained from ITD.

Table 6: Historic AADT

Year	Roseberry			SH55		
	Passenger	Commercial	Total	Passenger	Commercial	Total
2003	940	260	1200	2720	380	3100
2004	940	260	1200	2720	380	3100
2005	940	160	1100	2720	380	3100
2006	940	260	1200	2720	380	3100
2007	4140	260	4400	5020	380	5400
2008	940	160	1100	4320	380	4700
2009	4140	260	4400	4250	350	4600
2010	4140	260	4400	4150	350	4500
2011	4140	260	4400	3050	350	3400
2012	4140	260	4400	3050	350	3400
2013	1940	140	2080	3250	350	3600
2014	2140	140	2280	3300	600	3900
2015	1940	140	2080	4710	670	5380
2016	1940	140	2080	4570	630	5200
2017	1940	140	2080	4170	630	4800
2018	1740	140	1880	4460	640	5100

The traffic volume from 2020 to 2040 on Roseberry and Highway 55 was projected based on the average growth of 2.36%, which is consistent with ITD’s projections in the Idaho 55 Central Corridor Plan. ITD has not yet published a full Idaho 55 North Corridor Plan which would encompass the City of Donnelly.

Table 7 shows the current and future growth of traffic in Donnelly for both Roseberry Road and SH 55 based on the expected growth rate.

Table 7: Future Annual Average Daily Traffic

Year	W. Roseberry	E. Roseberry	SH-55
2018	1880	500	5100
2020	1924	512	5220
2025	1970	524	5344
2030	2016	536	5470
2035	2064	549	5599
2040	2113	562	5731

If the growth rate of Donnelly remains at 2.36% until 2040, it is estimated that there will be approximately 2,100 vehicles per day on Roseberry Rd and 5,731 on SH 55. The traffic volume is expected to rise steadily over the course of the next 20 years as the population of Idaho rises

steadily. It is expected that most of the traffic contributing to the rise in traffic rates will be generated from tourism and recreation with McCall, Tamarack, and Lake Cascade as popular destination for those living elsewhere in Idaho. The future traffic forecast does not consider impacts of individual large-scale development in Donnelly or the surrounding area. In the event that a significant development were to be considered in Donnelly, an updated study would need to be completed.

5.1. FUNCTIONAL CLASSIFICATION

Functional Classification is the classification of roads and highways to determine the role they will play in the transportation system. These classifications are in accordance with the U.S. Department of Transportation's Federal Highway Administration. Functional classifications include Principal Arterial, Minor Arterial, Major and Minor collectors, and local roads. Arterials primarily serve long-distance travel whereas collectors are meant to connect local traffic to arterial roadways. Local roads provide access to multiple properties and travel over short distances. Arterials typically have higher posted speed limits than collectors, and collectors have higher speed limits than local roads. In rural areas, collectors (such as Roseberry Rd.) typically serve intra-county travel rather than statewide travel like arterials (such as SH 55). Major and minor collectors differ in that Major Collectors allow access to larger towns, parks, schools, and agricultural areas and connects these places to larger towns or arterials as well as only serving important intra-county travel corridors.

According to the 2013 Highway Functional Classification Concepts, Criteria, and Procedures from the U.S. Department of Transportation's Federal Highway Administration, Arterial freeways & expressways typically maintain an AADT of 4,000 to 18,500 vehicles per day. State Highway 55 is classified as an Arterial freeway and is estimated to have an AADT of 8,411 in 2040. Roseberry Road is currently classified as a Major Collector. Typical Major Collector characteristics include an AADT of 1,100 to 6,300 vehicles per day. In 2040, Roseberry Road is estimated to have an AADT of 3,100 vehicles per day.

6. EXISTING TRANSPORTATION SYSTEM

6.1. TRANSPORTATION PROJECTS

The most recent upgrade to the City's Transportation system was in 2019 with the construction of a pathway from the corner of Main St. & Roseberry Rd. to the Elementary School. This project was funded by LHTAC the Safe Routes to School program. Other recent upgrades include reconstruction of roadways around recently built apartment building, Northwest Passage Apartments.

In 2009 ITD constructed improvements to State Highway 55 (Main St.) through Donnelly as a part of a larger highway improvement project. This project replaced the road base, created a center turn lane, and included curb, gutter, sidewalks, and drainage between Roseberry St. and Jordan St.

The projects discussed above only cover a small portion of the improvements needed on Donnelly's Transportation System. Further improvements will be discussed in the following sections.

6.2. BRIDGES AND CULVERTS

Local topography north of Donnelly and within the City is flat with less than a 0.2 percent slope. The City is bordered by Boulder Creek to the South and East, the West Drain to the North and West, and the East drain to the North and central areas. These drains convey irrigation water, snow melt, and storm water toward Cascade Lake.

The Boulder Creek drainage basin is approximately 24,000 acres. During flooded conditions, properties adjacent to the creek are inundated. Boulder Creek is currently the drainage outlet for the City.

The West Drain drainage basin includes 420 acres to the North, 200 acres to the west, and 380 acres to the southwest of Donnelly. When the West Drain floods, water cover adjacent properties on both sides of the drain. This flooding would cause flooding along West Roseberry as well.

The East Drain drainage basin includes 680 acres to the north and northeast of Donnelly. When the East Drain floods, water enters the City via Highway 55. The City constructed a bypass channel from the East channel to the West channel allowing floodwaters to flow into the west drainage basin when necessary.

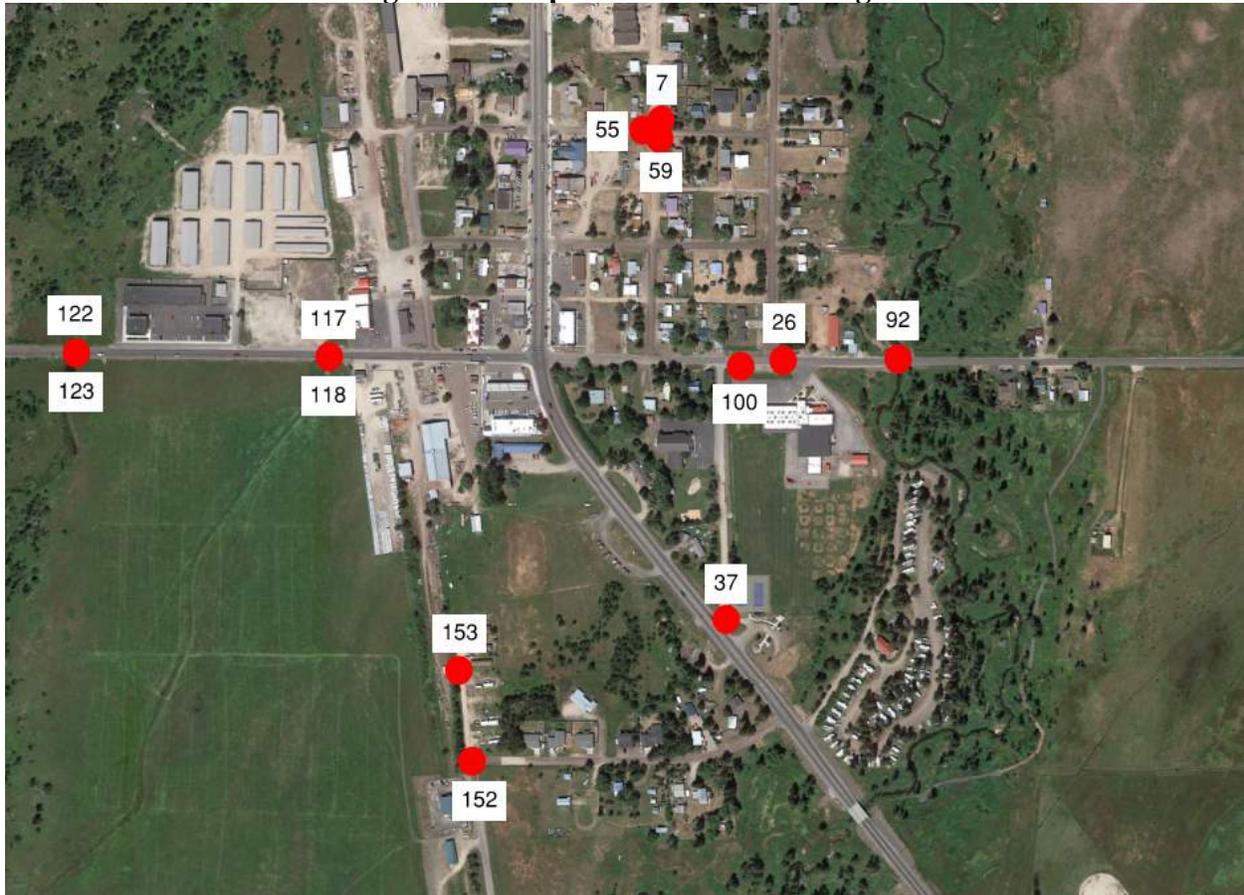
Distribution ditches from both drains have been created in order to irrigate more than 30 acres of wetlands. This out-fall area inundates the majority of the land north of the City during irrigation season and snowmelt.

The majority of the City utilizes surface flow, ditches, and culverts to redirect storm water. See Table 8 for characteristics of all culverts and bridges located in the City and see Table 8 and Figure 19 for a map of the culvert and bridge locations (Data source can be found in Appendix D).

Table 8: Culverts and Bridges

ID #	Location	Type
7	Halferty & State	CMP
26	Payette & Roseberry	CMP
37	Gestrin	CMP
55	State & Halferty	CMP
59	State @ Halferty	CMP
100	Roseberry @ Gestrin	CMP
117	East Drain @ Roseberry	CMP
118	East Drain @ Roseberry	CMP
	East Drain @ Corbet	Wood Box
122	West Drain @ Roseberry	CMP
123	West Drain @ Roseberry	CMP
152	RR @ Eld	CMP
153	RR	CMP
92	Boulder Creek	Bridge

Figure 19: Map of Culverts and Bridges



Around 2002 the City completed a drainage project to help mitigate drainage throughout the city. The project was multi-phased and included a cutoff trench to the north of town, drain improvements known as the vortex drain, and catch basins on most streets that direct storm and melt water out of town. These improvements have prevented further flooding in the City. Regular maintenance by private property owners and city employees to clear culverts of obstructions would offer additional help towards the accumulation of stormwater, flooding, and snowmelt in the area. Areas along Highway 55 do not adequately drain during snow melt events and cause issues with the parking along the highway. Highway 55 is not within the jurisdiction of the city of Donnelly.

6.3. PUBLIC TRANSIT AND PEDESTRIAN PATHWAYS

There are limited alternative transportation options in Donnelly. The first of these alternatives is the Green Line of the Mountain Community Transit System. This is a public bus system that takes passengers to Cascade, Donnelly, Lake Fork, and McCall. The drivers of this bus system are trained to help load and unload pedestrians with wheelchairs. The buses also come equipped with Bicycle racks. The bus stop for the Green Line of Mountain Community Transit is located on Front St. just south of the intersection of Front St. and Jordan St. Some commuters will drive their car to the bus stop and park just south of the bus stop waiting area between Front St. and NJ Corbet Rd. If driving from the south to the north, the bus route starts on SH 55, turns left on

Roseberry Rd, then turns right onto Front St., stops at the bus stop, takes a right onto Jordan St., and finally takes a left back on to SH 55.

The second transportation alternative is walking & biking. The City of Donnelly strives to be a community that allows its citizens to feel safe while walking and biking around town. It is ultimately the goal of the City of Donnelly and Valley county to expand its pathway systems for recreational and transportation uses. The Donnelly and Valley County Pathway Master Plans (see Appendix A and E) primarily focus on recreational pathways that are located outside of Donnelly's City Limits. The pathways discussed in this plan are meant for the safe transportation of pedestrians throughout the City. In an effort to maintain this safety, in 2019, the City constructed a pathway that leads from the corner of Main St. and E. Roseberry Rd. to the Elementary School. This path is a 5' wide, detached, asphalt pathway. Many members of the community have expressed how pleased they are with the new pathway and hope to implement more in the future. Currently, the only pathways located in the City are sidewalks along Main Street that were implemented in 2009 with the SH 55 upgrades as well as the detached asphalt pathway along Roseberry Rd. Members of the community have expressed interest in creating pathways that serve the school, park, businesses, recreational facilities, and connecting to Cascade Lake.

7. TRANSPORTATION SYSTEM IMPROVEMENTS

7.1. ROAD MANAGEMENT

Roadways deteriorate over time due to traffic and the environment. Planning for future roadway improvements is necessary in order to maintain the roadways' serviceability and keep operating costs to a minimum. Good planning will be needed to determine the road conditions are appropriate to accommodate an adequate level of service.

Maintenance activities on gravel surfaces preserve the existing roadway and prevent further deterioration. Maintenance activities can be divided into four separate categories: (1) Routine maintenance – the day-to-day work that is necessary to preserve and keep a roadways as close to an as-constructed condition as possible. This may include re-forming, pothole patching (as soon as possible), and drainage maintenance (semi-annually). (2) In addition to the above listed routine maintenance, other road maintenance work, upgrading traffic control devices (sign boards), etc., should be applied to all Donnelly roads. (3) Preventive maintenance - work which is done to prevent deterioration of a roadways, thus reducing the need for more substantial maintenance work. This may include drainage (road side) maintenance. (4) Reconstruction – work includes reconstruction of sub-base, base and gravel surface to restore a roadway.

The majority of Donnelly's roads are improved gravel roads with the exception of Roseberry Road, State Highway 55, and portions of Gestrin Street and NJ Corbet Road which are paved. Donnelly Public Works Department maintains all of Donnelly's local roads, Valley County maintains Roseberry Road, and ITD maintains SH 55. Table 9 lists six (6) types of gravel road distresses and the respective maintenance techniques that may be used by the City.

Table 9: Gravel Road Surface Distresses and Maintenance Techniques

	Gravel Surface Distresses	Maintenance Technique
1	Improper cross-section	Reshape or re-grade depending on the severity of the distress
2	Inadequate roadside drainage	Re-grade ditches and clean culverts regularly
3	Corrugation (washboard)	Reshaping or blading depending on severity
4	Potholes	Blading or reconstruction depending on severity
5	Rutting	Removing or stabilize sub-grade and reconstruction
6	Loose Aggregate	Reshaping and additional fines to obtain the proper gradation for stability

Items 1 and 2 in Table 9 are drainage issues that could compromise the structural integrity of the road base. Items 4 and 5 are indicative of inadequate base. Items 3 through 6 are related to surface management and daily traffic volumes. As Donnelly continues to grow, it may become cost effective to pave the road.

The following are recommended maintenance techniques for gravel roadways and the associated time frames for each.

Table 10: Annual Maintenance

	Time Frame	Maintenance Technique
1	Beginning of Every Fall Season	Debris and excess vegetation such as grass and weeds should be removed from the bottom of ditches and culverts.
2	Beginning of Every Spring and Fall Season	Ditches regraded by removing excess silt and sand sediments and reestablishing
3	Beginning of Every Spring and Fall Season Min.	Reshaping or blading road depending on severity
4	Each Fall Season	Blading or reconstruction of road depending on severity
5	Winter	Snow Removal

7.2. ACCESS CONTROL STANDARDS

Access management is a set of techniques to control access to highways, major arterials, and other roadways that improve the movement of traffic, reduce crashes, and reduce vehicle conflict. These strategies will increase in importance as more people are driving and passing through Donnelly in the next 20 years. These strategies involve the systematic control of driveways, intersection design and spacing, median openings, and street connections. Access control and management is associated with a variety of benefits; primarily preserving and improving public safety, especially for pedestrians and bicyclists, but it also reduces traffic congestion and delay, and creates safe traffic operation. Major principles of access management include the design and management of roadways according to their primary functional classification, limit direct access to major roadways, limit the number of conflict areas on the highway, and provide appropriate transition from one classification of roadway to another. A shared driveway approach should be encouraged over individual approaches to minimize the total number of driveway approaches on Highway 55 and Major Collector, Roseberry Road.

7.3. STATE HIGHWAY 55 ROUTE ALTERNATIVES

State Highway 55 is a national scenic byway running north-south connecting six communities between Eagle and New Meadows. Currently, SH 55 runs through the downtown areas of Cascade, Donnelly, and McCall. Because of the growth that is estimated to occur within the next 20 years, planning an alternative route around these cities is necessary. ITD has long range plans for two alternate routes and one reroute for SH 55. Valley County also identified alternate routes around McCall to reduce traffic congestion in the city of McCall. A potential corridor was proposed that would run south of Cascade and parallel to SH 55, connecting to Tamarack on the west side of Lake Cascade. This alternative was discussed in the Valley County Transportation Plan dated March 2008.

Regional Study: In 2016 ITD was in the process of performing a corridor preservation study for the construction of a new highway through Indian Valley. The new highway would be expected to run north-south connecting Boise and New Meadows. This highway would allow truck traffic and northbound traffic to shift from SH 55 to the proposed highway. This shift would reduce traffic volume on SH 55, and subsequently, through the City of Donnelly. Due to reduced traffic volumes through Donnelly, establishing an alternative may not be necessary.

The planning for rerouting Highway 55 is significant and involves several communities in addition to Donnelly.

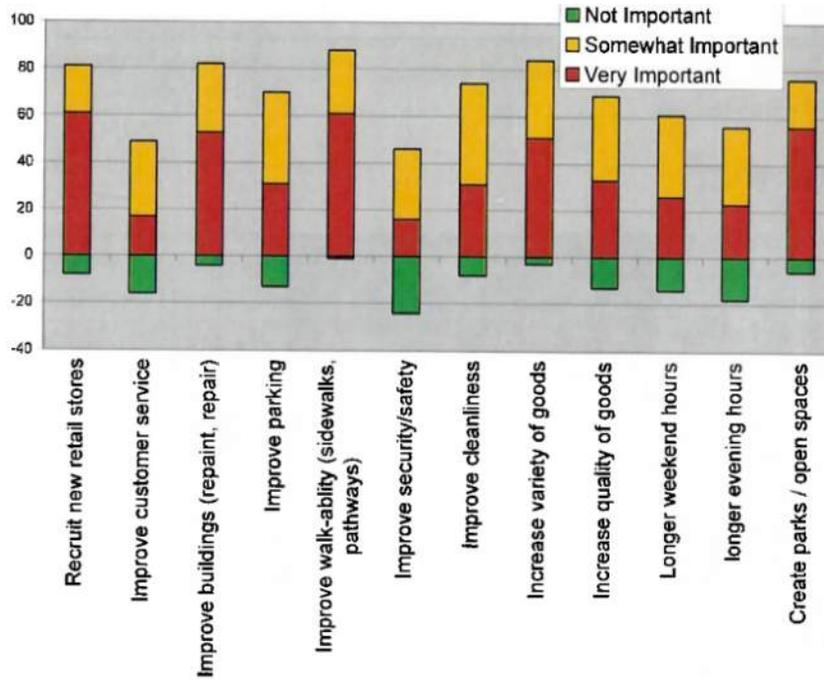
7.4. STREETScape IMPROVEMENTS

In 2009, Donnelly developed a Downtown Revitalization Plan that aimed to update the Central Business District and make it more appealing to citizens and consumers. Excerpts from this plan can be found in Appendix F. During the improvements to SH 55 in 2009, most of the Main street improvements discussed in the Plan were implemented. In addition to Main Street, the plan discussed improvements to State Street that involve a paved roadway, sidewalk, and angled parking.

7.5. PUBLIC TRANSIT AND PEDESTRIAN PATHWAY IMPROVEMENTS

A great deal of interest was expressed by residents and consumers in Donnelly in the development of pathways around the City. A public survey was distributed by Sage Community Resources with the creation of the Downtown Revitalization Plan in 2008. This survey inquired about what residents and consumers in Donnelly think are important improvements for the City. Below is a table taken from the survey showing the results.

Figure 20: Public Improvements Importance



****2009 Donnelly Revitalization Plan**

Figure 20, obtained from the 2009 Donnelly Revitalization Plan, shows that the public thinks improved walk-ability, new retail stores, and parks and open spaces are very important. Further inquiry revealed that citizens desire better upkeep of cleanliness around the city, safer pedestrian environments, and better dust control on unpaved roadways. These concerns were published in the 2009 Downtown Revitalization Plan which was used in the creation of this Transportation Plan.

The concerns by the residents of Donnelly were taken seriously in the formation of this plan and the associated CIP. Multiple pathways were of great importance to the City when asked about their needs and priorities regarding transportation infrastructure. These improvements include a pathway from the elementary school to the park and tennis courts, a pathway from the Library to the elementary school, and a pathway from the intersection of State and Main St. to the Library. Please see Section 8 and Appendix F for more information.

Because traffic demand is expected to increase in the coming years, shared rides such as the Green Line of the Mountain Community Transit system may be encouraged and become more popular. In order to make public transit more desirable, the City aims to implement a paved roadway along the bus route through Donnelly as well as a paved parking area for commuters to leave their vehicles for the day. This will help to relieve future traffic congestion.

8. CAPITAL IMPROVEMENT PLANNING

8.1. INTRODUCTION

A Capital Improvement Plan (CIP) is a transportation planning tool that allows the City to prioritize future needed projects. The projects included in the Capital Improvement Plan were selected based on discussions with City Staff and the public. A CIP provides a management tool for the City Council and City Staff to use when making decisions. The CIP can also be informative for the Planning and Zoning Commission, citizens of Donnelly, developers, and businesses who are interested in the development of the community. CIP's can assist in planning available resources and funds and coordinating project with those of other public or private developments.

This section summarizes the recommended transportation improvements and their associated costs. These improvements can be seen in Table 12, located in Section 8.14. Most of the improvements are eligible for federal and state funding but some projects may be able to be funded locally.

8.2. IMPROVEMENT SELECTION APPROACH

Necessary improvements for Donnelly's transportation system were identified by City Staff and a review of other existing planning that has been completed for the City. On October 31, 2019, a meeting was held with City employees to develop a list of upgrades for the transportation infrastructure around the City. Other planning documents were consulted to check for overlap in project needs. These documents included: the 2006 Donnelly Transportation Plan, 2005 Donnelly Pathway Plan, 2005 Valley County Pathways Master Plan, 2008 Valley County Transportation Plan, 2014 Donnelly Comprehensive Plan, and the 2009 Donnelly Downtown Revitalization Plan. Based on a survey performed in 2008 and included in the Downtown Revitalization Plan, almost all respondents felt that improving parking, and improving walkability were important. This is reflected in the CIP.

8.3. COST ESTIMATE

The cost estimates included in Appendix G, were created based on various assumptions and sources. Construction costs for each improvement were calculated based on the following sources:

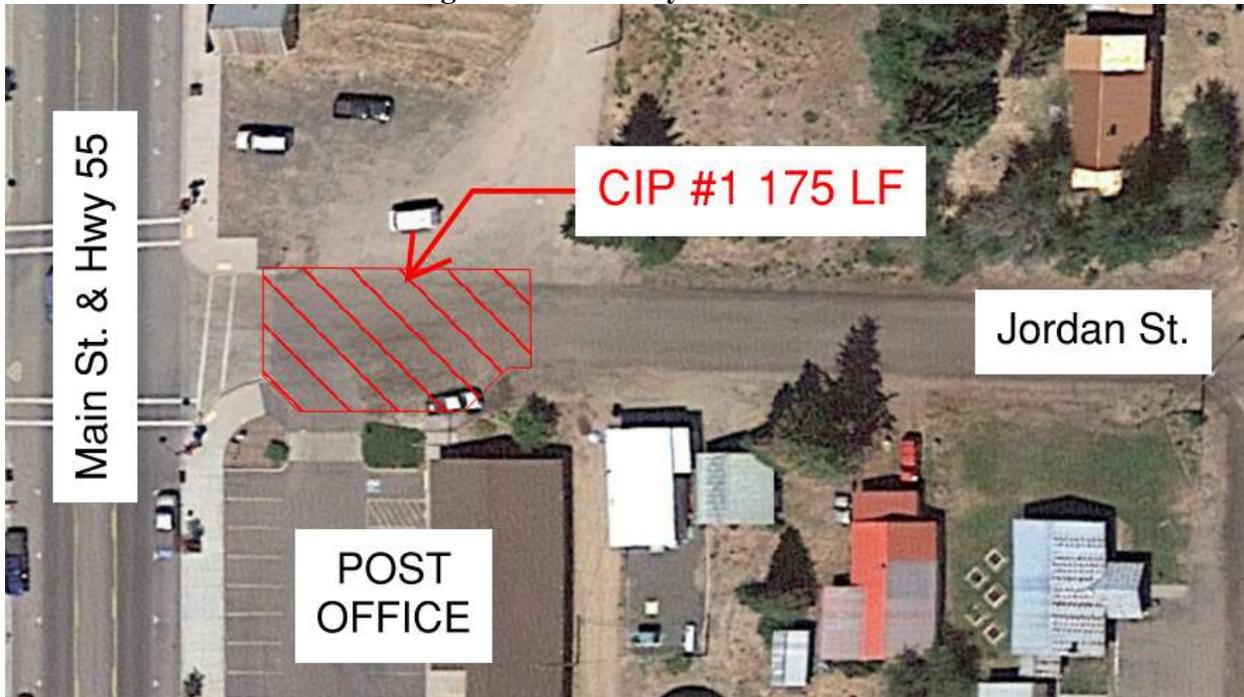
- City bid tabs
- 2015-2018 ACHD Bid Averages
- Construction costs for similar projects in Idaho
- Information provided by local suppliers

All costs were developed based on the present value. All project descriptions and costs represent planning level accuracy. Project materials are based on Road standards in the 2006 Transportation Plan, the 2008 Valley County Standards for Public Roads, and similar projects in Idaho and Donnelly. The total cost of each project includes additional allowances for planning contingency, labor, engineering, legal, and administrative fees.

8.4. CIP #1: POST OFFICE – TURN AROUND

This project includes paving the roadway and a turn around on the north side of the Post Office. Because of the frequent traffic to the post office by residents of Donnelly, the gravel road and the drive-through lane experience wear, pot holing, and rutting due to turning vehicles. All residents of the City go to the Post Office to get mail. This results in a considerable amount of traffic at this location. The regular traffic and its associated impacts create potholes that City staff must repair on a regular basis. The cost for this improvement includes the complete removal of the existing roadway and construction of base, leveling course, and pavement.

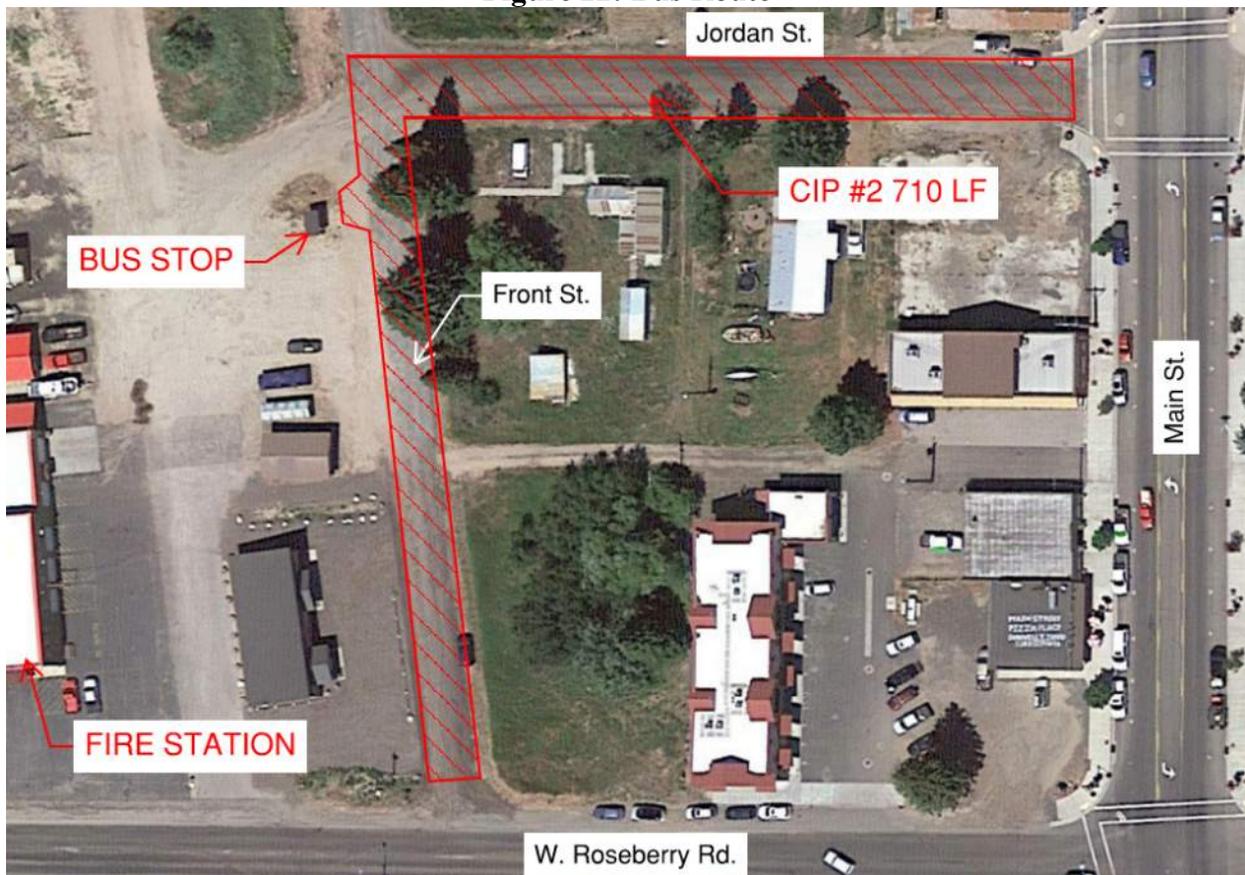
Figure 21: Donnelly Post Office



8.5. CIP #2: PAVE BUS ROUTE

This project includes repaving the roadway along the bus route that runs through Donnelly. There is a park-and-ride bus stop located on Front St. between W. Roseberry Rd. and Jordan St that serves the Green Line of the Mountain Community Transit system. As the bus passes through Donnelly, moving from the south to the north, it begins on highway 55, turns left onto W Roseberry, turns North onto Front St, and stops at the bus stop. It then leaves the bus stop turning right onto Jordan and then turning left back onto Highway 55. Highway 55 and Roseberry are paved roads; therefore, the roads that will be paved as a part of this improvement include part of Front St. and W. Jordan St. The cost estimate for this improvement includes 710 LF of paving, assuming that paving includes removing all of the existing roadway and construction of a new base, leveling course, and pavement.

Figure 22: Bus Route



8.6. CIP #3: JORDAN STREET PAVEING POST OFFICE TO ROSBERRY

The Third project to be implemented includes Paving from the Post office to Roseberry. This improvement aims to finalize a loop of paved roadway from West Roseberry & Front Street, along Jordan to Jordan St. and Halferty St, down to Roseberry. This route is highly trafficked by the citizens of Donnelly as it passed by City Hall and the City maintenance building and requires gravel roadway maintenance often. Paving this road will help to reduce maintenance costs in the future. The cost for this improvement includes the complete removal of the existing roadway and construction of base, leveling course, and pavement.

Figure 23: Paved Loop



8.7. CIP #4: WEST STATE STREET PARKING

The West State Street Public Parking Project involves paving the existing street and adding angled parking on both sides of State street. This would include 60' of the roadway to include parking and a pathway. Paving and adding parking to State Street was a project discussed in the 2009 Downtown Revitalization Plan and a cost estimate was included. The cost estimate for improvement in this plan have modified some of the assumptions made in the previous plan. The City expressed concerns about curb and gutter because it hinders plowing the roads throughout the winter. The City also expressed interest in having the sidewalks replicate the pathway constructed as a part of the Safe Routes to School Program in 2019 (see Appendix H). This includes the use of asphalt instead of concrete for the pathway. Access to the business should be considered during design.

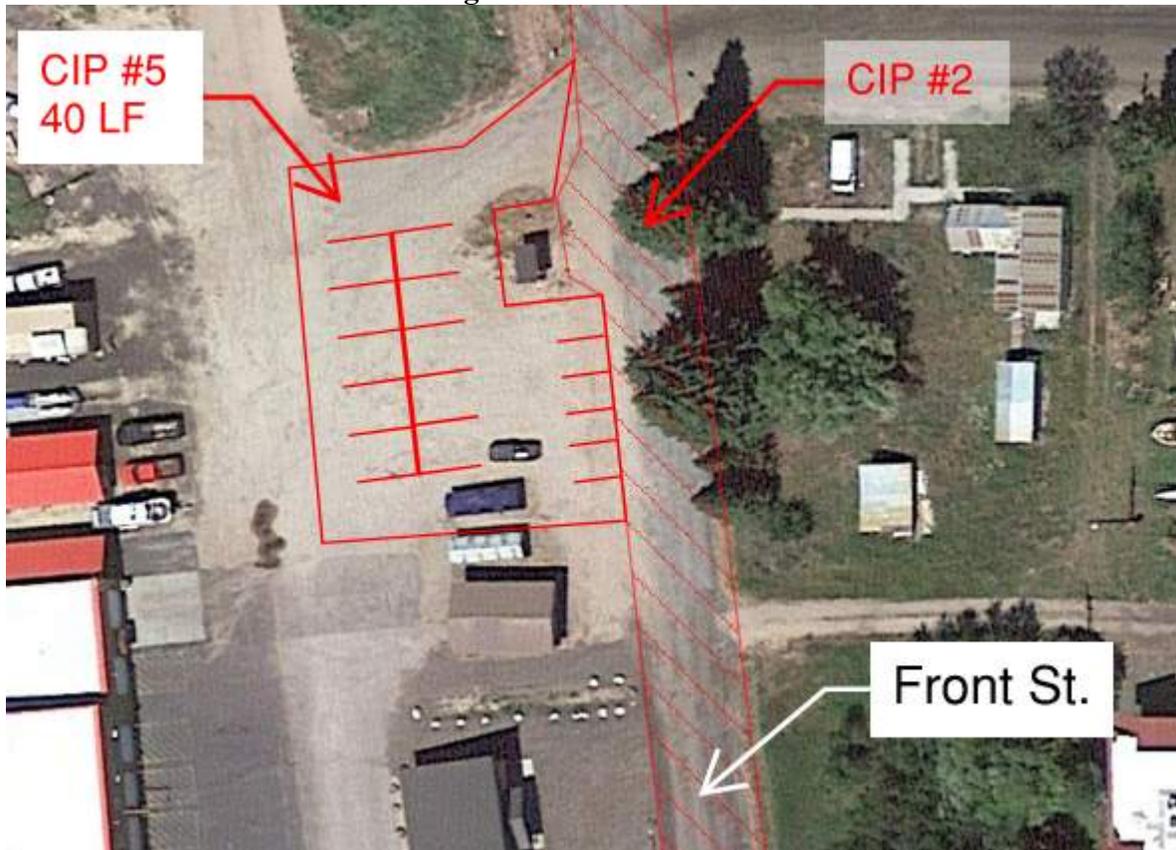
Figure 24: West State Street



8.8. CIP #5: FRONT STREET PARKING LOT

The Front Street Parking Lot involves the addition of a small parking area near the existing bus stop. This bus stop is a part of a park-and-ride program to encourage drivers to utilize alternative transportation. A parking space would make a clear area to designate where park-and-ride commuters should park. This project assumes that the parking area will contain a total of ten (10) parking spaces that consist of five, 8.5 ft wide spaces and two, 18 ft long rows. The parking base and subbase amounts used for the cost estimate were assumed to follow the parameters of the Local Roads in the Valley County Standards for Public Roads.

Figure 25: Front Street



8.9. CIP #6: LIBRARY PATHWAY TO ELEMENTARY SCHOOL

Constructing a pathway from the Library to the Elementary school is an improvement project to be implemented by the City. The City received considerable public support with the addition of a path from the corner of Main St. and Roseberry to the Elementary school in 2019. The City expressed interest in constructing more paths along pedestrian routes that were heavily traveled by the school children. A path from the Library to the elementary school would assist in the safe travel of children after school. This 10- ft wide asphalt path is estimated to be approximately 882 LF. It will start at the Library east towards Halferty St., and adjacent to Halferty St. and continue until it intersects with the pedestrian pathway along Roseberry. The cost estimate for this improvement was developed using the same design factors as the 2019 Safe Routes to School pathway.

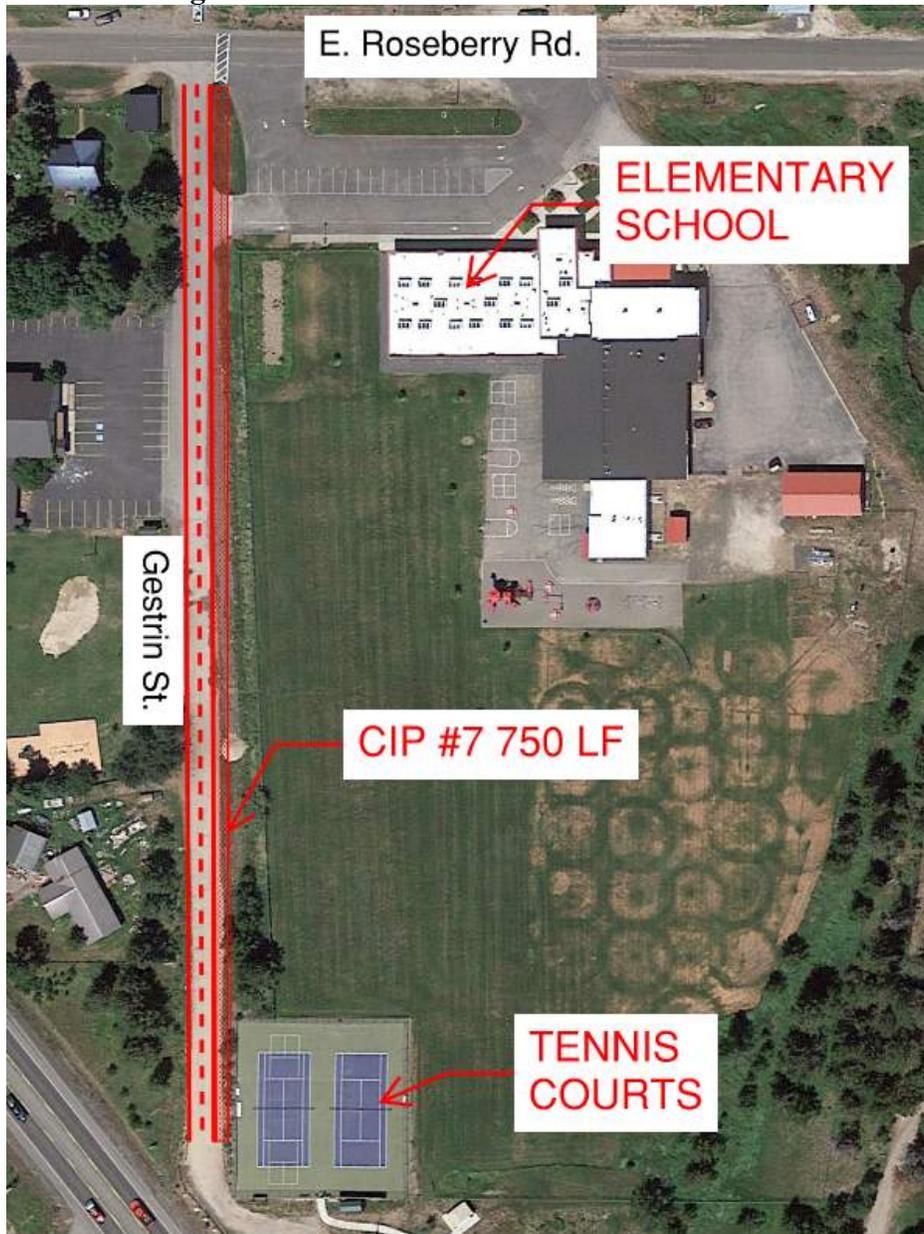
Figure 26: Donnelly Library



8.10. CIP #7: PATHWAY ELEMENTARY SCHOOL TO TENNIS COURTS

This improvement will consist of a pathway from the Elementary School to the Park and Tennis courts. A cost estimate was developed assuming the path would be approximately 750 LF and would be constructed similar to the 2019 Safe Routes to School Pathway along Roseberry. This pathway is a good candidate for funding through LHTAC's Children Pedestrian Safety Program. This project would reduce parking along Gestrin St. During the design phase the option of building the pathway on school property should be explored. Figure 27 shows Gestrin St. adjacent to the tennis courts leading towards the elementary school.

Figure 27: Gestrin Street Near Tennis Courts



8.11. CIP #8: PAVING NJ CORBET ROAD

NJ Corbet Road runs North and South through the industrial park in Donnelly. This road sees a considerable amount of truck traffic due to the location of the industrial sites. This truck traffic causes potholes and degraded road conditions. Paving this road would help prevent future pothole and road maintenance by City employees. This project improves the conditions for industrial businesses and would serve as an economic driver. This project is estimated to be approximately 659 LF. The cost estimate was developed assuming that the existing roadway would be completely removed and a new paved roadway would be constructed in its place.

Figure 28: NJ Corbet Road



8.12. CIP #9: LIBRARY PATHWAY

This improvement is a pathway from Main St. to the library. This project would complete a loop that would connect main street, the library, the elementary school, the park, and the tennis courts. The pathway would connect the library to Main St. and line up with the existing pedestrian crossing on Main. This section of pathway would be approximately 140 LF. The cost estimate assumes that the pathway will have the same design and appearance as the 2019 Safe Routes to School pathway on Roseberry Rd.

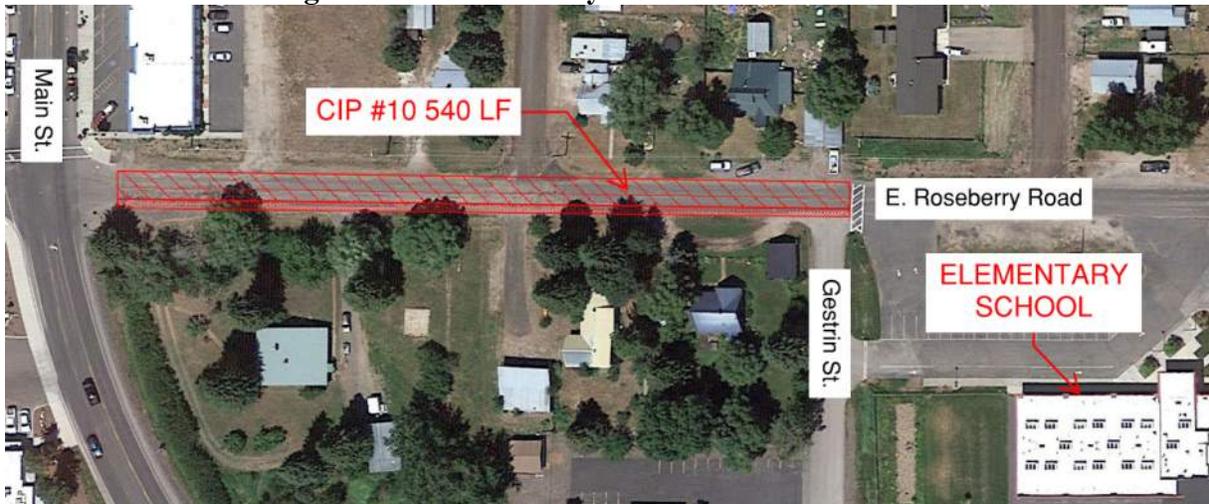
Figure 29: Library to Main St.



8.13. CIP #10: PAVE EAST ROSEBERRY ROAD

An improvement to be implemented is to repave and construct a path on the south side of E. Roseberry Road from Main St. to Gestrin St. This project would greatly improve the quality of the road as the current pavement has cracks, distortions, areas of disintegration and potholes. The length of paved road would be approximately 540 LF with a path on the south side of the road. The cost assumes that the roadway would follow the Valley County Standards for Public Roads for a major collector meaning, the roadway width would be 24 feet wide with a 2-foot paved shoulder and 4-foot gravel shoulder.

Figure 30: E. Roseberry Road and Gestrin Street



8.14. CIP SUMMARY

A summary of the Capital Improvement Projects (CIP) can be seen in Table 12. Included with each improvement are the approximate project lengths in linear feet, estimated total cost, estimated primary source of funding, and the projected construction year. Itemized cost estimates can be seen in Appendix G.

Table 12: Capital Improvement Plan Summary

CIP RANK	LOCATION/DESCRIPTION	TOTAL PROJECT LENGTH	TOTAL COST	PRIMARY FUNDING SOURCE	PROJECTED PROJECT YEAR
1	Post Office - Pavement along Jordan St.	175 LF	\$60,000.00	ID Dept. of Commerce - Rural Community Block Grant	2021
2	Bus Route - Paving along Route	710 LF	\$328,000.00	ID Dept. of Commerce – Rural Community Block Grant	2022
3	Pavement from Post Office to Roseberry	545 LF	\$222,000.00	ID Dept. of Commerce - Rural Community Block Grant	2023
4	W. State St. - Public Parking	360 LF	\$788,000.00	ID Dept. of Commerce - Rural Community Block Grant	2024
5	Front St - Bus Parking	40 LF	\$19,000.00	ID Dept. of Commerce – Community Development Block Grant	2025
6	Library 1 - Pathway from Library to Elementary School	882 LF	\$42,000.00	LHTAC - Children Pedestrian Safety Program, TAP	2026
7	Elementary School - Path from Elementary School to Park and Tennis Courts	750 LF	\$36,000.00	LHTAC - Children Pedestrian Safety Program, TAP	2027
8	NJ Corbet Rd - Paving to Industrial Park	518 LF	\$345,000.00	ID Dept. of Commerce – Rural Community Block Grant	2028
9	Library 2 - Pathway from Highway 55 to Library	140 LF	\$7,000.00	LHTAC - Children Pedestrian Safety Program, TAP	2029
10	E. Roseberry Road	540 LF	\$416,000.00	LHTAC – Surface Transportation Program (STP)	2030

9. PROJECT FUNDING OPPORTUNITIES

Funding for street maintenance, operations, and capital improvements are a significant part of transportation planning. Small, rural communities such as Donnelly must make a plan, set goals, and create a strategy and budget for years to create sufficient funds for capital improvement projects. Obtaining funding through State and Federal Grant Programs is one method of helping to stretch City funds.

Funding from federal and state sources are distributed to smaller communities by state agencies. State funding sources include Idaho Department of Commerce and Idaho Transportation Department; federal sources include the U.S. Department of Transportation and the Federal Highway Administration; and local sources include Local Highway Technical Assistance Council (LHTAC). Federal and State funds are accumulated through fuel taxes, property taxes, vehicle registration fees, and transit fares. These funds get distributed to smaller communities such as Donnelly through ITD. Local areas must be recommended to ITD by LHTAC in order to be considered for ITD/state funding opportunities. However, ITD/state funding opportunities are not the only ones available. Potential funding sources and descriptions of eligibility, requirements, and general guidelines are listed below.

9.1. IDAHO DEPARTMENT OF COMMERCE – COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

The Community Development Block Grant funded by the ID Department of Commerce aims to assist the cities and counties of Idaho with the development of needed public infrastructure. The funds for this grant program are received by the Idaho Department of Commerce from the U.S. Department of Housing and Urban Development. Funding is available for projects serving low to moderate income individuals, projects that eliminate slum and blight conditions, and projects that mitigate health and safety threats to local areas. The project must be construction or improvement of public facilities such as streets, and public infrastructure. The funding must not be used for operation and maintenance of existing or new facilities and must only be used for design and construction.

This funding is only available to counties or incorporated cities with a population under 50,000 people. The median income in Valley County in 2018 was \$55,299. 54% of households in Donnelly fell below an income of \$50,000. This classified projects in Donnelly as benefiting low to moderate income persons according to Section IV.A of Chapter II of the CDBG Manual. Typically, \$3,062,500 is typically reserved for public facility projects. However, each project may only be granted a maximum amount of \$500,000. Applications are due annually in November on the Friday before Thanksgiving. Applications must be submitted to the ID Department of Commerce.

9.2. IDAHO DEPARTMENT OF COMMERCE – RURAL COMMUNITY BLOCK GRANT (RCBG)

The Rural Community Block Grant aims to provide state funded grants to rural communities for public infrastructure systems that enable communities to retain or create jobs. Eligible project activities include the expansion of public infrastructure, publicly regulated utilities or infrastructure, acquisition of land or real estate by an eligible grantee for the purpose of leasing to a business, and new construction, reconditioning, or remodeling of an industrial or commercial building owned by an eligible grantee for which the building will be leased to a business.

This funding is available to cities with a population of less than 25,000 people or for projects that have a measurable rural benefit, Counties for countywide projects that have a measurable rural benefit, and Indian tribes for project sites located on reservation land within a community of less than 25,000 and has a measurable rural benefit.

Approximately \$350,000 is available annually as a part of this grant program. Grant limits are \$50,000 to \$500,000. Local match is necessary but there is no required percentage. Public hearings are required before submission of the application. Applications are accepted 4 times per year; the third Monday of March, June, September, and December. Applications are evaluated by staff and the Economic Advisory Council.

9.3. IDAHO DEPARTMENT OF COMMERCE – IDAHO GEM GRANT (IGG)

The Idaho Gem Grant provides assistance to rural communities for the planning and implementation of economic development projects that lead to creation and retention of jobs. Projects that are eligible to obtain funding include infrastructure improvements or the elimination of slum or blight conditions that result in the attraction, creation, or expansion of a business as well as projects that diversify the local economy such as an industrial park or publicly owned manufacturing facility. Funding can only be used on construction materials, new and rehabilitative construction contracts, architect and engineering services, legal and professional service required for project implementation, equipment and installation, advertising or printing necessary to satisfy procurement and legal requirements, acquisition of real estate for business development, and matching funds for other state, federal, or foundation economic development grants.

This funding is available to rural Idaho governments with a population of 10,000 persons or less. Each project is eligible for up to \$50,000 per project. Grantees must provide at least a 20% match to funds received. Cash and in-kind contributions are accepted as a match but only 5% of the match may be in in-kind payment.

9.4. LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC) – SURFACE TRANSPORTATION PROGRAM - RURAL (STP-R)

The Surface Transportation Program – Rural helps local jurisdictions in rural areas and cities with less than 5,000 people fund construction, reconstruction or rehabilitation of roadways and transportation planning and corridor studies. Roads must be functionally classified with the Federal Highway Administration as rural major collectors or higher. A small percentage of funding is allowed for minor collectors.

Applications are accepted every other year (2019, 2021, 2023, etc.). This program targets construction projects of up to \$2,000,000. This includes construction and construction engineering for projects. The local match required is 7.34%. These funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC.

9.5. LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC) – CHILDREN PEDESTRIAN SAFETY PROGRAM

The Children Pedestrian Safety Program aims to make sure that children and all pedestrians remain safe on paths, sidewalks, or roadways. Projects gaining funding under this program should be shovel ready within 90 days of the award. Eligible projects must be considered

maintenance of an existing pedestrian facility or adjacent to an existing roadway, including construction of paths/sidewalks along or adjacent to an existing roadways, connecting sidewalks/pathways between two terminal points, ADA ramps, pedestrian crossing facilities across an existing roadway including signing and/or signalization, and paving an existing pathway.

Eligible participants must be a local agency. Funds may only be used to purchase materials for construction and to hire a contractor to perform work. This program can fund up to \$2 million in projects. Maximum award for each project is \$250,000. Unused funds must be returned and there is no required match amount. Applications are limited to one application per city, town, or highway district per application period.

9.6. LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC) – LOCAL STRATEGIC INITIATIVES PROGRAM (LSIP)

Projects funded under Local Strategic Initiatives Program must be related to maintenance and address safety and mobility. All bid documents shall be ready within 90 days of award. Projects must be on the local system and consist of maintenance on existing roadway/bridge facilities. All local highway jurisdictions are eligible to apply. Agencies are not eligible for funding if funding was awarded the previous year. There is a maximum of a \$1 million grant. Funds shall not be used for a project match or to reimburse the grantee for equipment or employee cost. Engineering cost is limited to 10% of total grant amount on roadway projects and 20% on bridge projects. Applications are limited to one application per Local Highway District per year. Jurisdiction with over 200,000 in population may submit up to 2 applications.

9.7. LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC) – LOCAL RURAL HIGHWAY INVESTMENT PROGRAM (LRHIP)

The Local Rural Highway Investment Program aims to assist small cities, counties, and highway districts to improve the investment in their roadway infrastructure. Projects that are eligible for funding include construction projects involving any type of local road or bridge maintenance or to improve the condition, safety, or service life; federal-aid matching; hiring a licensed consulting engineer or transportation planner to complete a new transportation plan or update an original plan that is over 10 years old; sign projects that upgrade or replace warning and regulatory signage, sign posts, and pavement marking to ensure they are compliant with the standard in the Manual on Uniform Traffic Control Devices (MUTCD); and emergencies that require funding.

In order for agencies to be eligible for funding they must be a Local Highway Jurisdiction that maintains jurisdiction over roadways outside Census Bureau designation of urbanized areas. LHJ's must have submitted an Annual Road and Street Financial Report. The LHJ must be assessing property tax for roads and bridges or using a property tax for roads and bridges. LHJ's must be showing a maximum of 70% user and 30% non-user funding of their road budget. Point deductions will be made for those agencies that have more than 70% user funding.

Funding cannot be used for wages, engineering services, equipment reimbursement, or equipment purchases. Engineering services may only be paid from LHRIP funds when funds are being used as a match for a federal-aid project or for transportation plan project. A jurisdiction that is awarded funding is only eligible for \$100,000 once per year. For construction and federal

aid match projects, jurisdictions are not eligible for additional LHRIP funding for one year after the funding year.

9.8. LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC) – TRANSPORTATION ALTERNATIVE PROGRAM

The Transportation Alternative Program provides funding for alternative transportation projects such as: (1) the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, (2) the construction planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs, (3) the conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users, (4) the construction of turnouts, overlooks, and viewing areas, (5) Community improvement activities, and (6) any environmental mitigation activity including pollution prevention and pollution abatement activities and mitigation. Eligible candidates for receiving funding include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails. Funding awards are capped at \$500,000 in federal aid per year per funding source. Total funding must not exceed \$750,000 per year. Application are due to ITD online each year. Grantees must have the ability to provide a local cash-only match of 7.34%. In-kind matching is not eligible for this program.

9.9. LOCAL FUNDING SOURCES

Local funding sources are necessary for initiating projects within Donnelly whether used as the primary source of funding or a supplemental source. Most federal and state funding sources require a match of local funding. There are many ways in which Donnelly may collect money for use on transportation improvements. Ultimately this money comes from the citizens and business located within the City.

Property Taxes

Property taxes account for a large share of local roadway funding. Funding from property taxes can be used for road maintenance, schools, cities, local law enforcement, fire protection, highways, libraries and more. Most homes, farms, and businesses are subject to property taxes. Property taxes for each property are determined by it's current market value minus any exemptions. For Donnelly, the property tax rate is approximately \$6.52 per \$1,000 of home value. There is no legal limit on how much any property's tax bill can increase or decrease but each taxing district can only raise the property tax portion of their budge by 3%, max, unless voters approve an increase or the taxing district apply new construction or annexations.

Sales Tax

Donnelly currently employs a sales tax, also known as a local options tax, that is imposed on each sale at retail locations within the City. The tax is 1% of the sales prices of all property subject to taxation. According to Donnelly City Code, the local options tax can be used towards the following purposes: new paving, parking, bike paths, public transit, and transportation; matching funs to leverage grant funding; public safety; park and land acquisition for new park facilities; city beautification including open space acquisition, streetscapes, burial of overhead

utility lines, etc.; recreational and cultural activities and facilities including, but not limited to, library and community art and cultural events; animal shelter support; economic growth, marketing, advertising, promotion and development; a general capital improvement fund; and direct costs to collect and enforce the tax. Recipients of funding from monies collected via the local options tax in 2019 include community scholarships, boat docks, Valley County pathways, streetscaping, dust abatement, City park, Treasure Valley Transit, community center, and more.

Occupancy Tax

Donnelly also currently utilizes money collected from an Occupancy tax. This tax is 3% rental charges on all occupancy rentals. The money collected from this tax program aids in funding new paving, parking, bike paths, public transit, and transportation; matching funds to leverage grant funding; public safety; park and land acquisition for new park facilities; city beautification including open space acquisition, streetscapes, burial of overhead utility lines, etc.; recreational and cultural activities and facilities including, but not limited to, library and community art and cultural events; animal shelter support; economic growth, marketing, advertising, promotion and development; a general capital improvement fund; and direct costs to collect and enforce the tax.

Impact Fees

Impact fees are another alternate way to obtain additional funding for projects in Donnelly. Impact fees are a one-time fee charged to a developer who is building a house or commercial building. The fee is paid at the time of development and is intended to offset costs of new amenities necessitated by growth. Funds could be used for roadway construction, pathway construction, and other public needs around the City.

Business Improvement District (BID)

Donnelly currently has a Central Business District located along Main Street, starting at Roseberry and stopping just north of the City. Implementing a Business Improvement District would provide further funding to the Improvement of Donnelly's Infrastructure. Business Improvement Districts are defined areas where businesses are required to pay an additional tax in order to fund projects within the district's boundaries. This funding could help provide money for streetscape improvements, pavement repairs, and pathway construction.

Urban Renewal District

Urban renewal districts allow communities to leverage property tax dollars to support local economic development for public use. A benefit of creating an urban renewal district is that no additional taxes are implemented on the citizens because it is meant to reallocate a portion of the property taxes over a limited period of time. Urban renewal districts receive property taxes only on the amount the properties increase in value over time and with the expected economic growth in Idaho within the next few years, these districts would be able to support roadway and pathway improvements significantly.

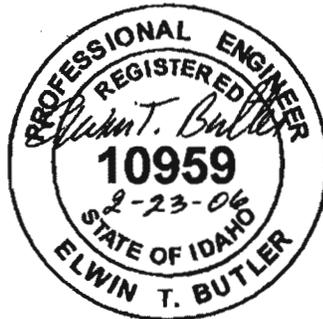
Local Improvement District (LID)

LID's are very similar to BID's in that a clearly define area of the city pays additional taxes to fund improvements within that area. The main difference between an LID and a BID is that in a BID, business owners in the district must pay additional taxes, whereas in an LID, property owners must pay additional taxes. Improvements funded by an LID can be street paving, pathways, streetscaping, and more. In order to make an LID, citizens must approach city government to discuss desired improvements and asses the feasibility and proposed LID boundaries. If 60% or more of the property owners within the proposed LID favor making the improvements specified, then a petition with signatures showing 60% interest can be submitted to the City.

APPENDIX A

Excerpts from the 2006 Donnelly Master
Transportation Plan

CITY OF DONNELLY MASTER TRANSPORTATION PLAN 2006



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TRANSPORTATION SYSTEM

Existing Transportation System

The City of Donnelly is served via State Highway 55. This highway, Principal Arterial, runs through the center of the City in the north-south direction. The other major street Roseberry Road, Major Collector, runs in the east-west direction.

State Highway 55 is the major street within the City limits that connects the City of McCall approximately 13 miles on the north and the City of Cascade approximately 16.3 miles on the south. Roseberry Road connects a small community, Roseberry, in the east and the Cascade Lake/Tamarack Resort in the west. The majority of residential, commercial and industrial developments are near these routes. Jordan, Payette, Halferty, and State Streets are other minor streets that are classified as local streets within the City limits. In the existing condition, most of the local streets are gravel streets with partial dust control. The total gravel road length within the City limits is 9,792 feet in which 3,067 feet have dust control measures. Approximately 5,086 feet of gravel roads within the City limits have potholes. The total paved road length within the City limits is 5,500 feet, which includes Roseberry Road and State Highway 55.

Local streets include 50 to 70 feet right-of-way widths, 20 feet wide gravel surface and 1 foot shoulders on either side of the road. The paved road section on Roseberry includes 60 feet right-of-way with 22 feet paved surface and 1 foot shoulders on either side of the road.

All intersections within the City limits are either YIELD or STOP controlled intersections. There are no pavement markings to delineate traffic movements for pedestrian crossing. Most of the traffic regulatory signs and traffic control signs like STOP and YIELD are according to the standards of the Manual on Uniform Traffic Control Devices (MUTCD). Speed limit signs on Roseberry Road need to be upgraded to meet the specifications of the MUTCD. The following Table 6 shows the inventory of traffic control devices and signs within the City limits.

Table 6: Inventory of Traffic Signs

Sign Description	Number
Speed limit	15
Street Name	14
Yield	6
STOP	12
Informative Signs	8
Warning Signs	1

The Roseberry Road and Highway 55 intersection is the major intersection in the City controlled with two-way stop control on Roseberry Road. This intersection is the main access for traffic with destination at Tamarack Resort and other developments around the Cascade Lake to the west of the City. This intersection is approximately seven (7) miles from Tamarack Resort.

The street standards and development procedures for streets within the City’s impact area are furnished in later sections. The Street Standards and detail drawings for different facilities are provided in **Appendix H**. The City requires all new public streets to meet these standards before the City accepts a street into their system for maintenance. In addition, the City reviews all new streets and modifications to existing streets within the City limits.

Traffic Counts

The State of Idaho Transportation Department took traffic counts on State Highway 55 over the past years. As stated earlier, Tamarack Resort and other developments near the Cascade Lake have significant impact on the City of Donnelly. It is necessary to know the existing traffic on Roseberry Road and SH 55 as there are many construction and recreation activities taking place in the Tamarack Resort vicinity. Traffic counts were taken at two locations on State Highway 55 and two locations on Roseberry Road for a time period of one week (from August 1, 2005 to August 8, 2005) to understand the traffic pattern. These counts provide a datum for the City of Donnelly decision-makers for future traffic volumes comparison. The following Figure 3 shows the variation of daily traffic at four major locations within the City limit over a week period. It can be observed from Figure 3 that the weekend traffic is higher than weekday traffic. The average daily traffic based on a one week period data collected in the summer 2005 is 7,300 on SH 55 and 4,000 on W. Roseberry Road.

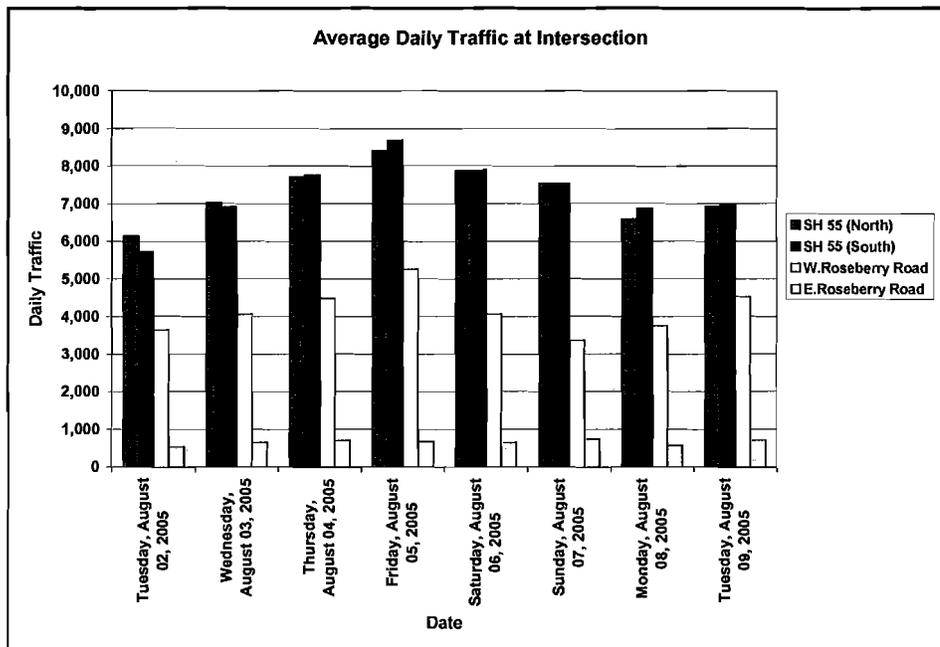


Figure 3: Average Daily Traffic at Intersection

The traffic data including turning movements were collected at the SH 55 and Roseberry Road intersection from 4.30 PM to 6.30 PM on Tuesday August 9, 2005 to assess the intersection operation. It was observed from the data collected that the peak PM period for traffic was between 4.30 PM and 5.30 PM. The following Table 7 shows the PM peak turning movement volumes on each approach at the intersection.

Table 7: PM Peak Hour Traffic

Approach	LT	THR	RT	Total
North Bound	55	206	6	267
South Bound	9	205	56	270
West Bound	8	10	6	24
East Bound	100	12	78	190

There is a permanent automatic traffic counter (043) established by the ITD on SH 55 at milepost 127.72 approximately 3.6 miles south of Roseberry Road. The automatic traffic counts were obtained from the traffic counter monthly reports published on the ITD’s website. The average daily traffic for each month for last three years was observed to study the traffic

variation between different seasons. The following Table 8 and Figure 4 show the variation of traffic between different months.

Table 8: Average Daily Traffic on SH 55

Month	Average Daily Traffic				% Increase in Traffic		
	2002	2003	2004	2005	2003	2004	2005
January	2145	2265	2335	3109	6	3	33
February	2411	2696	2741	3453	12	2	26
March	2190	2379	2580	3083	9	8	19
April	2282	2398	2791	3041	5	16	9
May	3182	3360	3620	3827	6	8	6
June	4132	4310	4661	4827	4	8	4
July	5150	5329	5990	6281	3	12	5
August	5047	5227	5244		4	0	
September	3760	3894	4707		4	21	
October	3314	3587	4130		8	15	
November	2631	2686	3479		2	30	
December	2254	2583	3082		15	19	

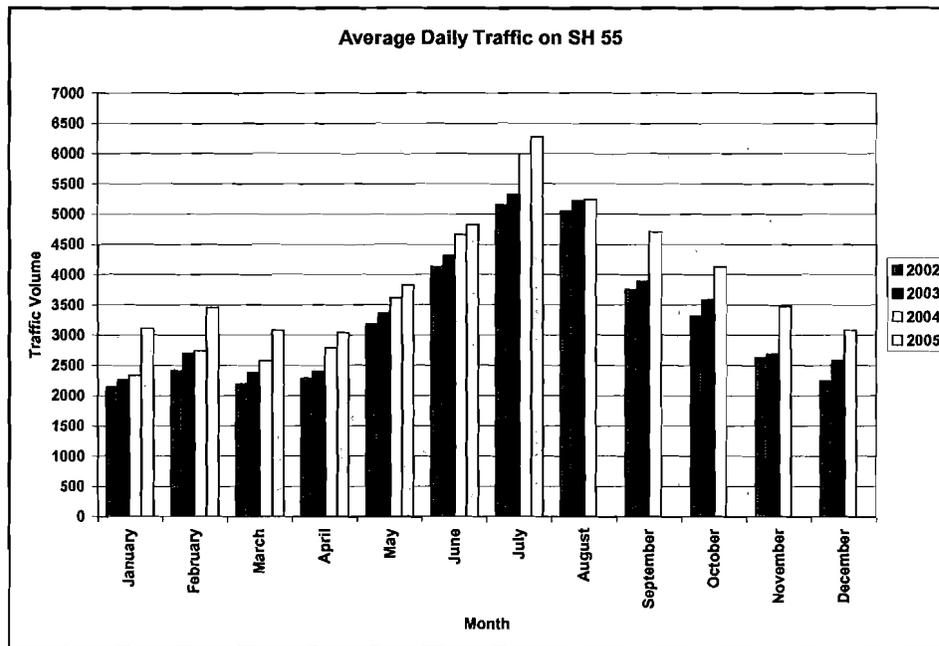


Figure 4: Average Daily Traffic on SH 55

It can be observed from the above table and figure that the traffic is high in the months of July and August. It can also be observed from the Table 8 that the traffic increased significantly during the winter season in 2004 because of development of Tamarack Resort and other developments around the Cascade Lake. The increased traffic in winter 2004 can be expected

to consist of construction vehicles and recreational traffic. The traffic volumes indicated in Table 8 serves as guidelines for future planning of SH 55 and Roseberry Road within the City limits.

Truck Traffic

The traffic data was collected for one week during the month of August when there were many construction activities taking place in the vicinity of Tamarack Resort. It was observed from the traffic data that there is considerable truck traffic on northbound and eastbound approaches at the SH 55 and Roseberry Road intersection. The average truck traffic on the northbound approach is approximately 12% and on the eastbound is 10%. The following Table 9 shows the truck traffic at the intersection during PM peak hour.

Table 9: PM Peak Hour Truck Traffic

Approach	LT	THR	RT	Total
North Bound	18	4	0	22
South Bound	0	4	2	6
West Bound	0	0	1	1
East Bound	4	0	15	19

Dobie Engineering, Inc. completed a traffic impact study for Tamarack Resort development in year 2001. The current PM peak hour traffic volumes at the intersection were compared with the volumes taken in 2001, and it was observed that the traffic volume on the northbound, southbound and eastbound has increased significantly (See **Appendix I**). The annual increase of through traffic and left turning on the northbound was observed to be 3% and 24%, respectively, whereas for through traffic and right turning on the southbound was observed to be 5% and 10%, respectively. The left and right turning traffic on the eastbound approach increased significantly with an annual increase of 75% and 35%, respectively.

Street Ratings

Each conditional street segment and street is rated numerically. Poor street conditions result in delays and the loss of comfort to the user. Each street condition attribute in the data dictionary is assigned a numeric value. Condition ratings for paved and gravel streets are determined using these values.

Street rating values between 55-60 indicate there are no or only minor deficiencies noted. Rating values between 50-55 imply that the street should be looked at for maintenance and or repair; values less than 50 imply a high priority for maintenance and repair. Street ratings are determined using a weighted average of the individual street condition segments.

The City has only two paved streets, SH 55 and Roseberry Road, and other streets are gravel streets. A small segment of NJ Corbet Road is paved within the City limits. The following Table 10 lists the ratings for the gravel streets.

Table 10: Gravel Street Ratings

Street Name	Length (feet)	Rating
Airport Lane	274	46
Gestrin Road	854	50
Front Street	587	50
Payette Street	1158	51
Jordan Street	1271	51
NJ Corbet Road	931	52
Halferty Street	1345	52
State Street	1218	55
Eld Lane	1034	56
South Eld Lane	1400	56

The following Table 11 lists the paved roads and their rating within the City limits.

Table 11: Paved Roads Ratings

Street Name	Segment Code	Length (feet)	Rating
Roseberry Road	007830	5458	55
State Highway 55	001990	3941	-
NJ Corbet Road	-	205	59

Future Transportation Demand

The City of Donnelly is a developing community. The Tamarack Resort development has significant impact on the City. The proximity of the City to the Resort tends to attract business people to establish commercial developments and construct residential buildings in the City. The following Table 10 shows the projected average daily traffic (ADT) on Roseberry and Highway 55 within the City limits. The traffic impact study completed by Dobie Engineering, Inc. for Tamarack Resort development projected ADT of 10,500 vehicles per day (vpd) on W. Roseberry Road and 12,000 vpd on State Highway 55 by year 2015.

The following Table 12 shows projected average daily traffic (ADT) for the next 25 years.

Table 12: Projected Average Daily Traffic (ADT)

Year	W. Roseberry Road	E. Roseberry Road	Highway 55
2003	1,100	-	3,040
2005	4,200	650	7,500
2010	7,500	780	9,000
2015	10,500	936	12,000
2020	11,550	1,076	13,200
2025	12,700	1,235	14,520
2030	13,970	1,420	15,970

The traffic volume from 2015 to 2030 on W. Roseberry and Highway 55 was projected based on the average growth of 2 % per year, as per the ITD projection. The final build out phase of Tamarack Resort was projected to 2014 as per the traffic impact study completed by Dobie Engineering Inc. The intersection figure shown in **Appendix I** shows the projected turning volumes at the Roseberry Road and Highway 55 intersection for 5, 10, and 15 years.

The traffic volume on W. Roseberry Road can be expected to increase significantly because of proposed subdivision developments and other developments around the Cascade Lake. There are three major subdivisions proposed with a total of 438 residential lots, situated west of the City of Donnelly, in Valley County. The total potential traffic trips generated by these developments can be approximately 4300 vpd (vehicles per day). State Highway 55 is the nearest major highway to these developments and traffic access Highway 55 via W. Roseberry Road.

It is expected that most of the traffic generated will be tourism and recreational traffic with destination at Tamarack Resort. Public transportation between the City of Donnelly and Tamarack Resort will reduce traffic demand on Roseberry Road and SH 55. Resort developer should operate busses between the City and the Resort for the public based on the demand.

Based on the development applications received by the City from various developers, it may be assumed that the land use within the City's impact area will change and hence a planned road network is necessary to provide adequate street capacity for future traffic demand. A proposed street network plan for the City of Donnelly and impact area is shown in **Appendix C**.

The traffic data was collected on local streets (Halferty Street, Payette Street, State Street and Jordan Street) within the City limits from August 9, 2005 to August 15, 2005. The traffic data was collected in the summer season and these numbers can be expected to be higher than daily traffic in the winter season. The traffic data collected on local streets helps decision-makers to plan for future developments. The local streets are gravel roads with partial dust control. The following Table 13 shows the current and projected traffic data on local streets:

Table 13: Current and Projected ADT for Local Streets

Year	Daily Traffic Counts			
	Jordan	State	Halferty	Payette
2005	272	465	160	150
2010	307	526	181	169
2015	351	603	208	192
2020	404	695	239	220
2025	462	795	274	251
2030	524	902	311	283

Community Transit

It is expected that the traffic demand will increase in the future based on the developments in the vicinity of the Cascade Lake. The projected traffic volumes in Tables 12 and 13 are evident of this fact. Shared rides such as Community Transit and Park and Ride facilities should be encouraged to reduce highway congestion and to improve the capacity of roadways. Park and Ride facilities support commuters accessing carpools, vanpools and private carriers. Park and Ride facilities are more effective as part of a coordinated transportation system, than to plan as individual facilities. The City of Donnelly should coordinate with the Tamarack Resort and other surrounding cities and consider a planning process in developing these facilities in the future. It is recommended that the City seek opportunity to obtain lands for a Park and Ride parking area.

Aviation Transit

The City of Donnelly has a small airport with a grass runway for landing of small aircraft. The air traffic at this airport is negligible. It is recommended that the City of Donnelly establish ordinances to protect the air space around the VFR airport and maintain existing conditions.

Functional Classification

The Functional Classification System is a method of classifying streets and highways based on the role of the street or highway in the transportation system. The classifications are in

accordance with the American Association of State Highway and Transportation Officials (AASHTO) Functional Classification of streets and highways. Federal aid for capital improvements is available to arterials (principal and minor) and major collectors by City application to the State. Federal aid funds are not available to “local streets”, so the street classification is an important element in the planning and funding of construction projects. This report includes the City of Donnelly’s major street plan (see **Appendix C**). This plan may serve as a guide for decision-makers in preserving right-of-ways and required set backs for future development. This proposed street plan should be submitted to the State for acceptance of the proposed major collectors.

The Community Planning Association (COMPASS) and Ada County Highway District (ACHD) have highway capacity threshold guidelines for planning applications and for policy makers to plan a transportation system. These highway capacity guidelines will help in planning and identifying the number of lanes required for a street based on projected ADT and desired Level of Service (LOS). The definition and concept of LOS for highways is defined in **Appendix J**.

The following Table 14 shows highway capacity thresholds based on the number of lanes, ADT and desired level of service.

Table 14: Highway Capacity Guidelines

Type of Facility	Number of Lanes	LOS ‘C’	LOS ‘D’	LOS ‘E’
Arterial Central Business District (CBD)	2	9,500	10,500	12,000
	3	11,500	12,500	14,000
	4*	22,500	25,000	28,000
Major Collector	2	8,500	9,500	10,500
	3	10,000	11,500	12,500
	4*	16,500	18,500	24,500

(* 4 lane highway section without parking)

Source: Community Planning Association (COMPASS)

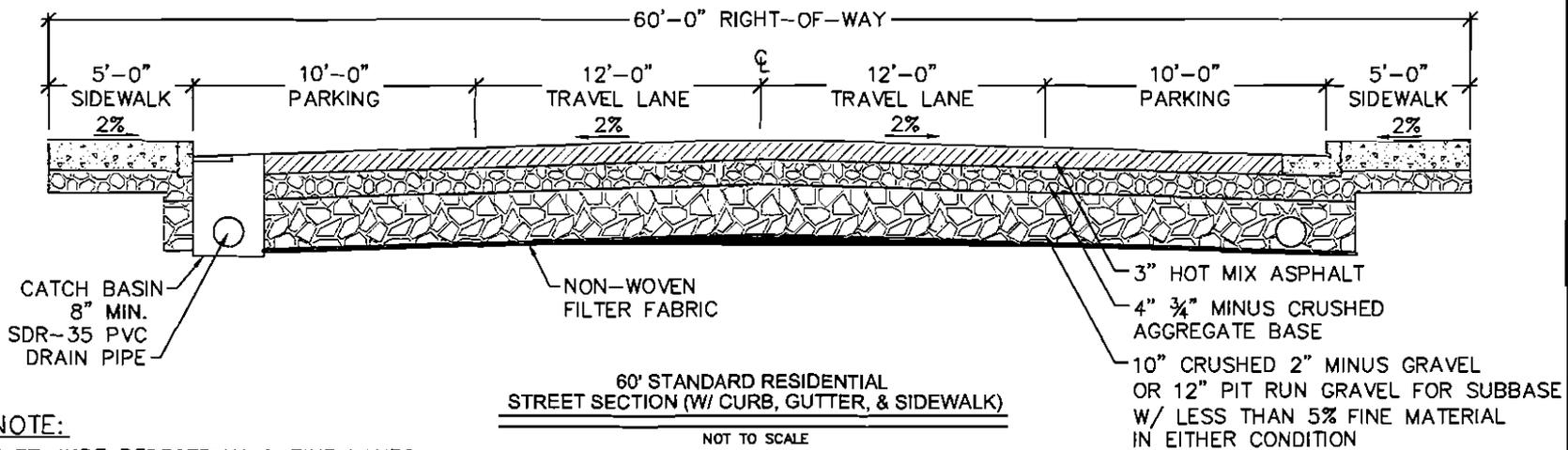
Based on the projected traffic volumes for 5, 10 and 20 years shown in Table 12 and on capacity guidelines set forth by Compass shown in Table 14, W. Roseberry Road and Highway 55 within the City limits should be upgraded or other alternatives considered to accommodate future traffic volumes.

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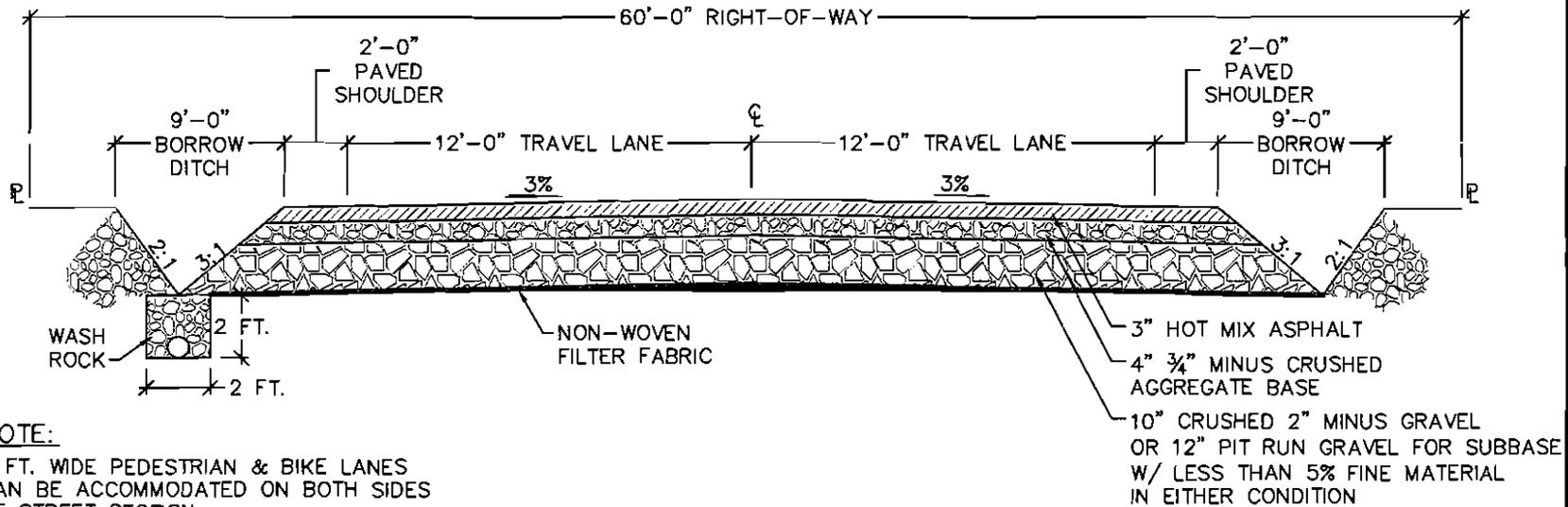
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 TRANSPORTATION PLAN
 CITY OF DONNELLY, IDAHO

PROJECT NO.	DO 020204B
DATE	2/21/06
DESIGNED BY	JLM
CHECKED BY	JLM
DATE	2/21/06
SCALE	AS SHOWN
PROJECT	2/21/06
DATE	5/4/05
DESIGNED BY	JLM
CHECKED BY	JLM
DATE	2/21/06
SCALE	AS SHOWN



NOTE:
 5 FT. WIDE PEDESTRIAN & BIKE LANES
 CAN BE ACCOMMODATED ON BOTH SIDES
 OF STREET SECTION.

**60' STANDARD RESIDENTIAL
 STREET SECTION (W/ CURB, GUTTER, & SIDEWALK)**
 NOT TO SCALE



NOTE:
 5 FT. WIDE PEDESTRIAN & BIKE LANES
 CAN BE ACCOMMODATED ON BOTH SIDES
 OF STREET SECTION.

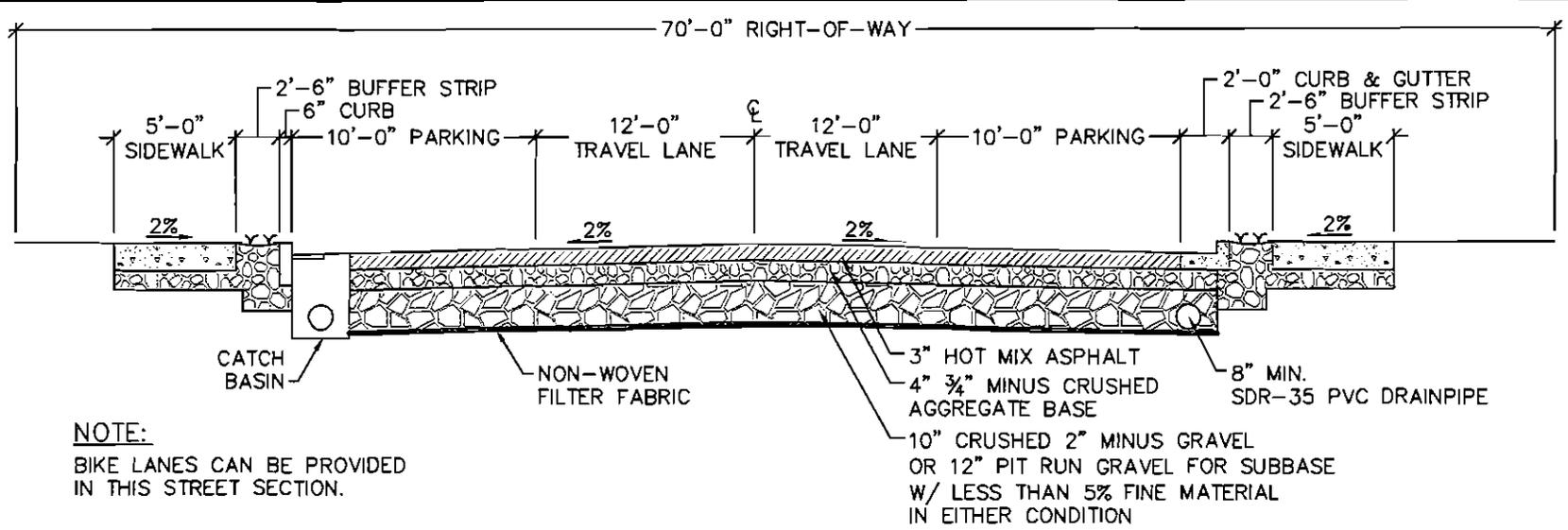
**ALTERNATE 60' STANDARD RESIDENTIAL
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 TRANSPORTATION PLAN
 CITY OF DONNELLY, IDAHO

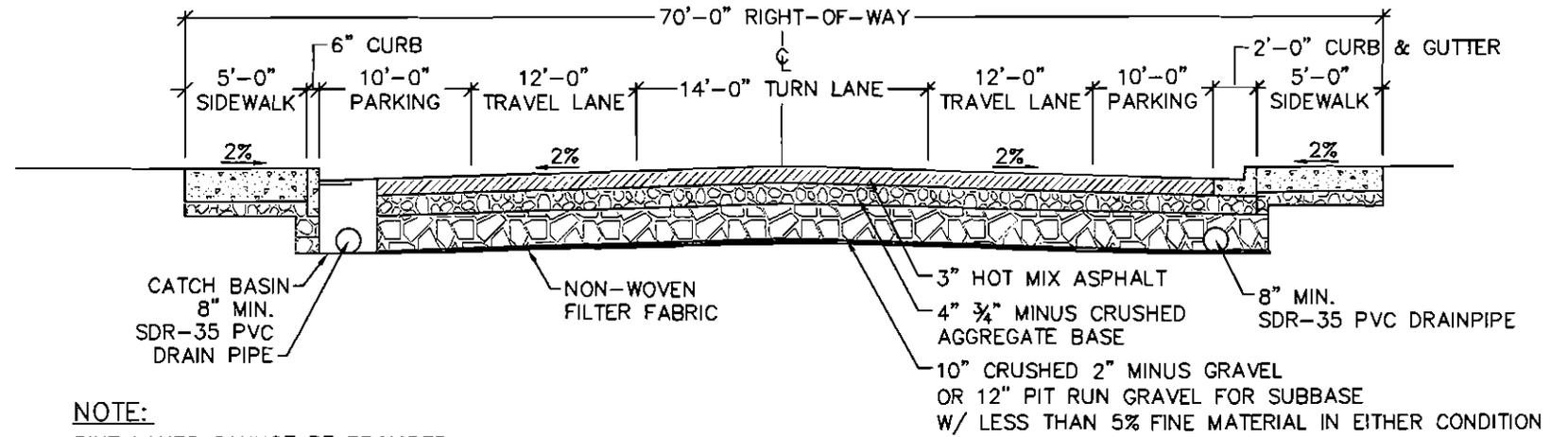
DATE	DESCRIPTION
2/21/06	ISSUED
5/4/05	REVISED
2/21/06	REVISED
JKM	DESIGNED BY
JKM	CHECKED BY
SSK	PROJECT MANAGER



NOTE:
 BIKE LANES CAN BE PROVIDED
 IN THIS STREET SECTION.

70' STANDARD COLLECTOR/LOCAL
 STREET SECTION (W/ CURB, GUTTER, & SIDEWALK)

NOT TO SCALE



NOTE:
 BIKE LANES CANNOT BE PROVIDED
 IN THIS STREET SECTION.

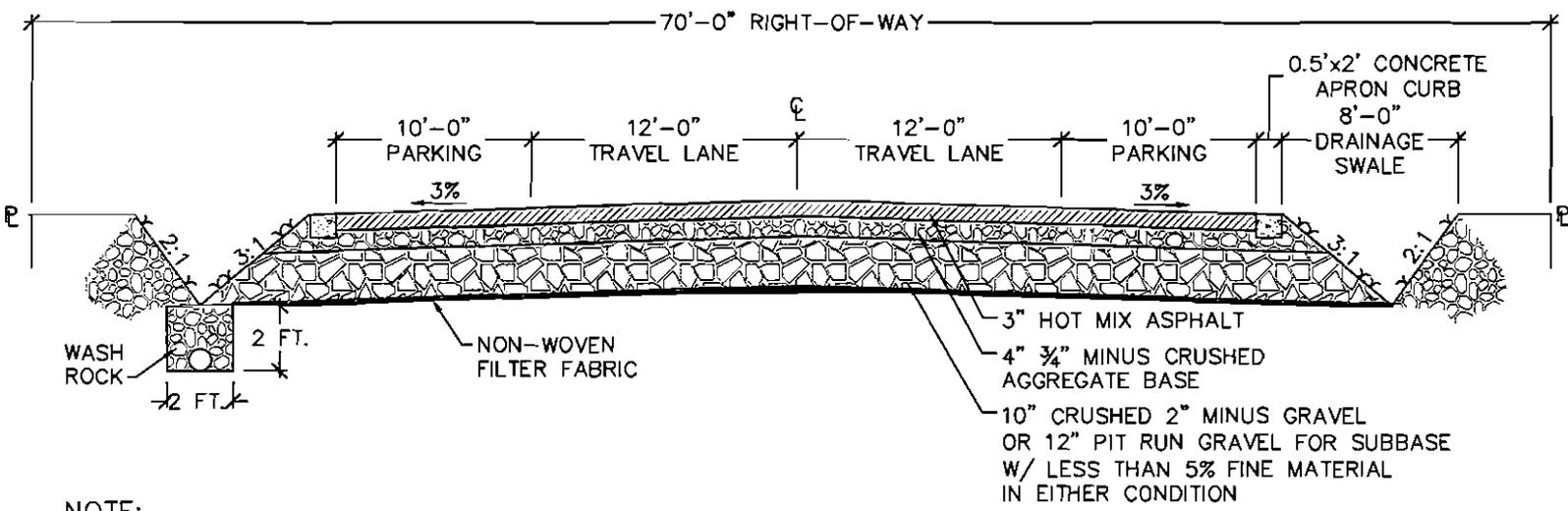
70' STANDARD COLLECTOR STREET SECTION
 (W/ CURB, GUTTER, SIDEWALK, & TURN LANE)

NOT TO SCALE

HOLLADAY ENGINEERING CO.
 ENGINEERS - CONSULTANTS
 32 N. MAIN P.O. BOX 235 PAYETTE, ID 83661
 (200) 642-3304 FAX (200) 642-2199
 Email: holladay@holladayeng.com

STATE OF IDAHO
 REGISTERED PROFESSIONAL ENGINEER
 LICENSE NO. 10177
 EXPIRES 12/31/06
 REGISTERED PROFESSIONAL LAND SURVEYOR
 LICENSE NO. 10177
 EXPIRES 12/31/06

STANDARD DRAWING SD-3
 ALTERNATE COLLECTOR STREET SECTION
 TRANSPORTATION PLAN
 CITY OF DONNELLY, IDAHO



NOTE:
 5 FT. WIDE PEDESTRIAN & BIKE LANES
 CAN BE ACCOMMODATED ON BOTH SIDES
 OF STREET SECTION.

**ALTERNATE 70' STANDARD COLLECTOR/LOCAL
 STREET SECTION (NO CURB & GUTTER)**

NOT TO SCALE

DATE	2/21/06
BY	JLM
CHECKED	SSK
NO. 020204B	
DATE	5/4/05
BY	JLM
CHECKED	SSK

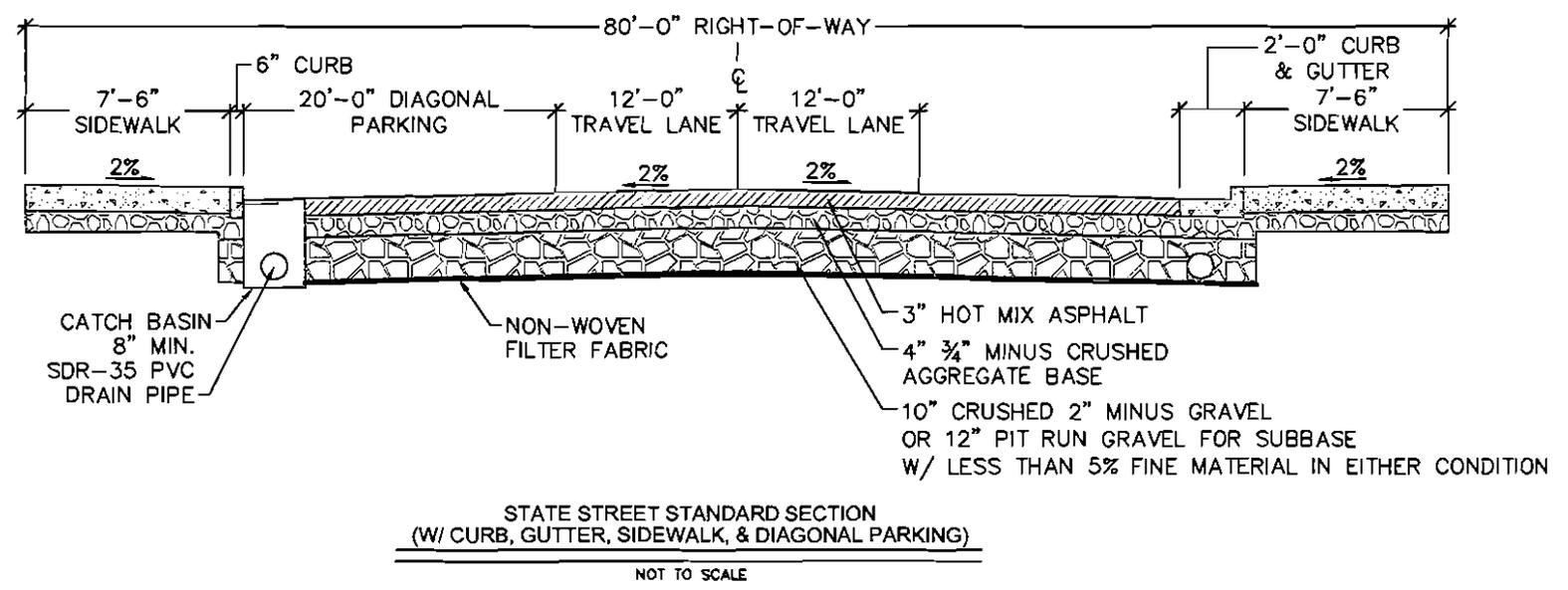
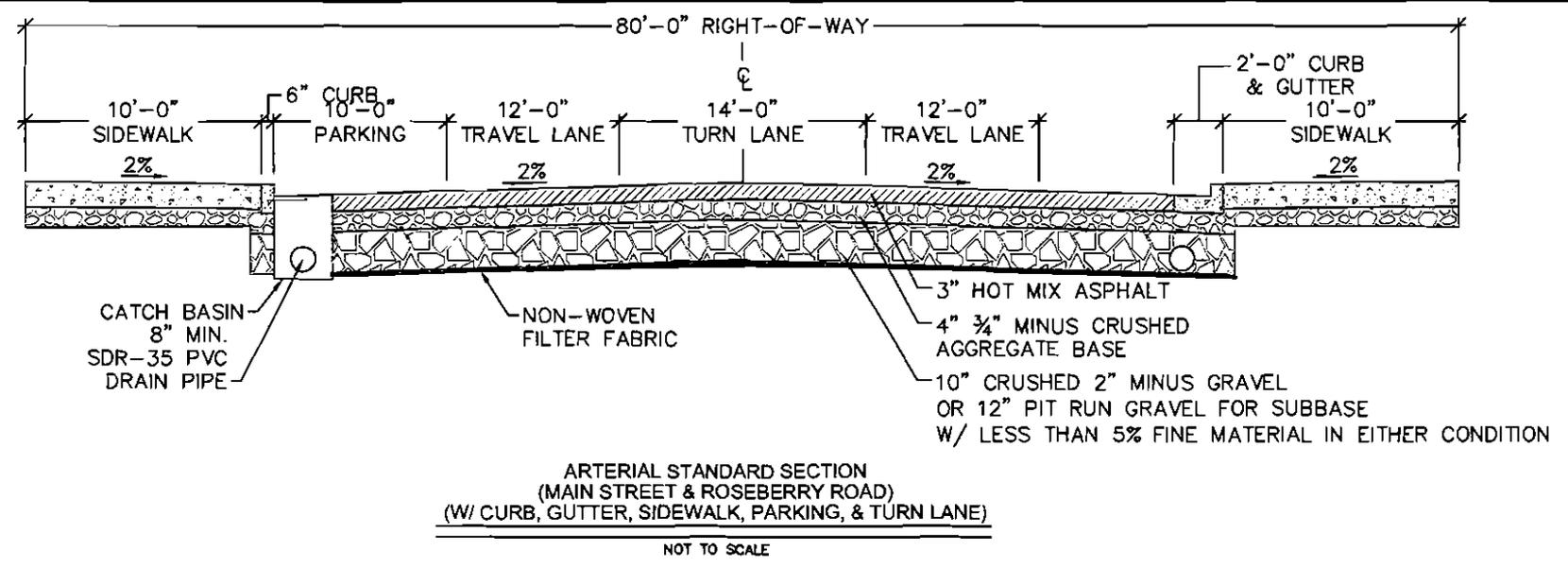
HOLLADAY ENGINEERING CO.
 ENGINEERS • CONSULTANTS
 32 N. MAIN P.O. BOX 235 PALETTE, ID 83681
 (208) 842-3300 FAX (208) 842-2159
 EMAIL: holladay@holladay.com

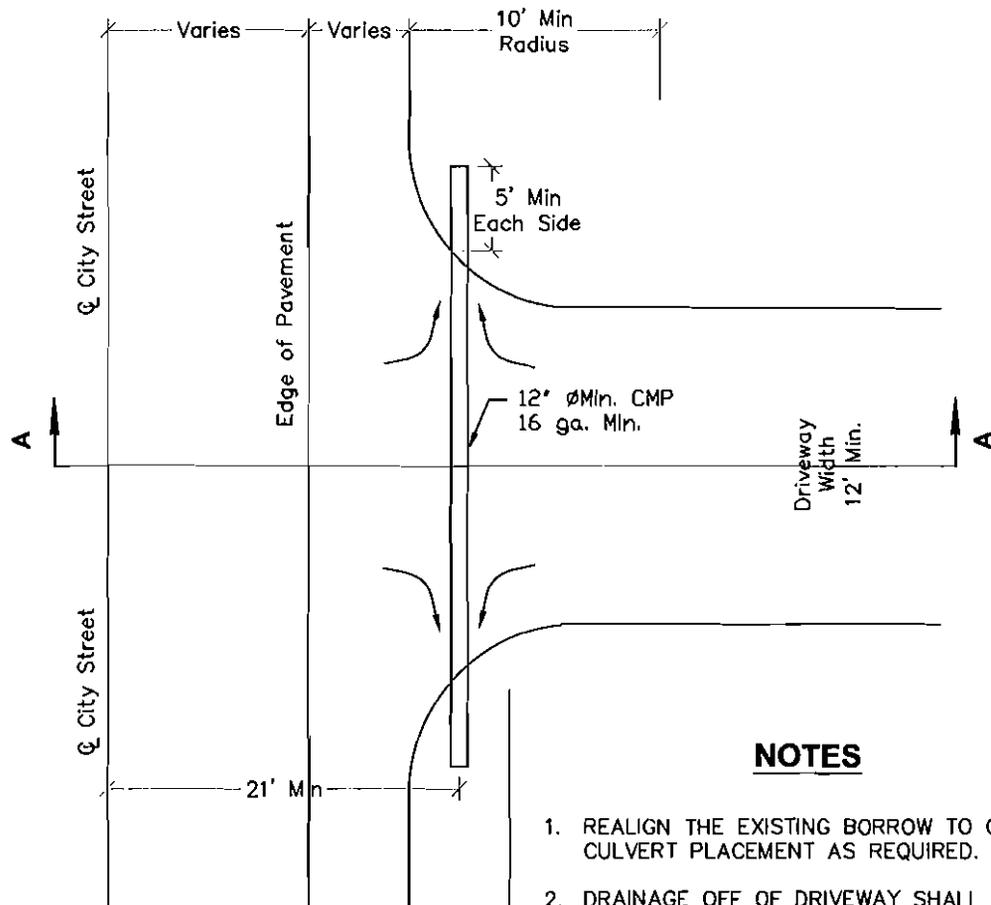
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STANDARD DRAWING SD-4
 ARTERIAL STREET SECTIONS
 TRANSPORTATION PLAN
 CITY OF DONNELLY, IDAHO

DATE	2/21/05
BY	JLM
CHECKED	SSK
DATE	5/4/05
BY	JLM
CHECKED	SSK

PROJECT: DD 0202048



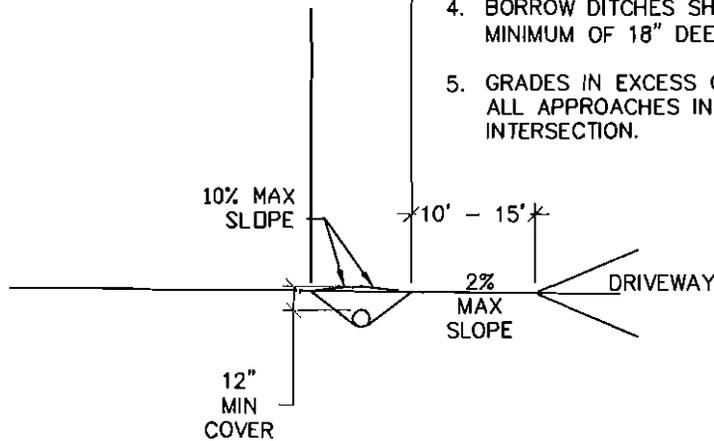


PLAN

(Not To Scale)

NOTES

1. REALIGN THE EXISTING BORROW TO CONFORM TO CULVERT PLACEMENT AS REQUIRED.
2. DRAINAGE OFF OF DRIVEWAY SHALL NOT ENTER ONTO CITY STREET.
3. WHEN USING STREET SECTION WITH BORROW DITCH, ALL DRIVEWAYS SHALL HAVE CULVERTS INSTALLED, UNLESS CITY COUNCIL GRANTS PERMISSION OTHERWISE.
4. BORROW DITCHES SHALL BE CONSTRUCTED A MINIMUM OF 18" DEEP BELOW CENTER LINE.
5. GRADES IN EXCESS OF 3% SHOULD BE AVOIDED ON ALL APPROACHES IN THE VICINITY OF AN INTERSECTION.



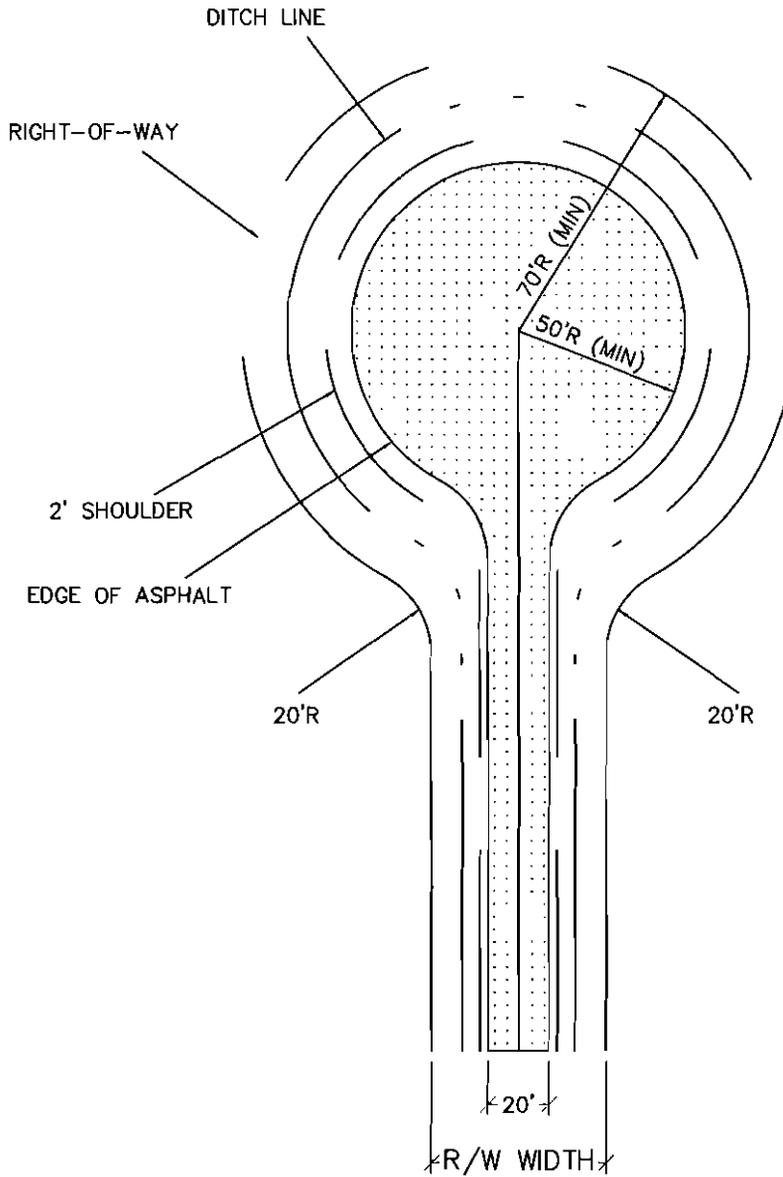
SECTION A-A

HOLLADAY ENGINEERING CO.
 ENGINEERS • CONSULTANTS
 32 N. MAIN P.O. BOX 235 PAYETTE, ID 83651
 (208) 642-3304 • FAX (208) 642-2159
 E-MAIL: holladay@micron.net

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STANDARD DRAWING SD-5
DRIVEWAY CULVERT DETAIL
TRANSPORTATION PLAN
CITY OF DONNELLY, IDAHO

JOB NO:	DO 0202048
REVISED:	12/21/05
DATE:	05/10/05
FLOWN BY:	12/21/05
DRAWN BY:	JLM
CHECKED BY:	SSK



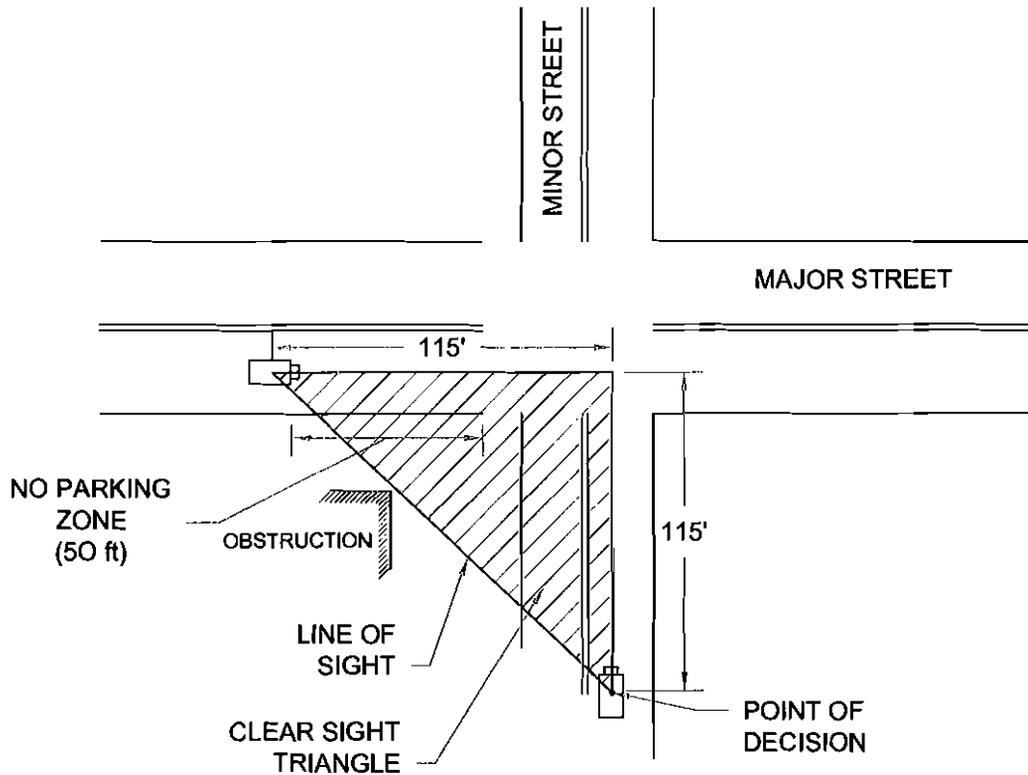
HOLLADAY ENGINEERING CO.
 ENGINEERS • CONSULTANTS
 32 N. MAIN P.O. BOX 235 PAYETTE, ID 83661
 (208) 842-3304 • FAX# (208) 642-2158
 EMAIL: holladay@mlcron.net

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**STANDARD DRAWING SD-6
 CUL-DE-SAC DETAIL
 TRANSPORTATION PLAN
 CITY OF DONNELLY, IDAHO**

JOB NO:	DO 020204B
DATE:	05/10/05
FIELD NO.:	05/19/05
DRAWN BY:	JLM
CHECKED BY:	SSK

**UNCONTROLLED INTERSECTION:
 APPROACH SIGHT TRIANGLE FOR SPEED LIMIT 25 MPH
 NOT TO SCALE**



HOLLADAY ENGINEERING CO.
 ENGINEERS • CONSULTANTS
 32 N. MAIN P.O. BOX 235 PAYETTE, ID 83861
 (208) 642-3304 • FAX# (208) 642-2159
 EMAIL: holladay@micron.net

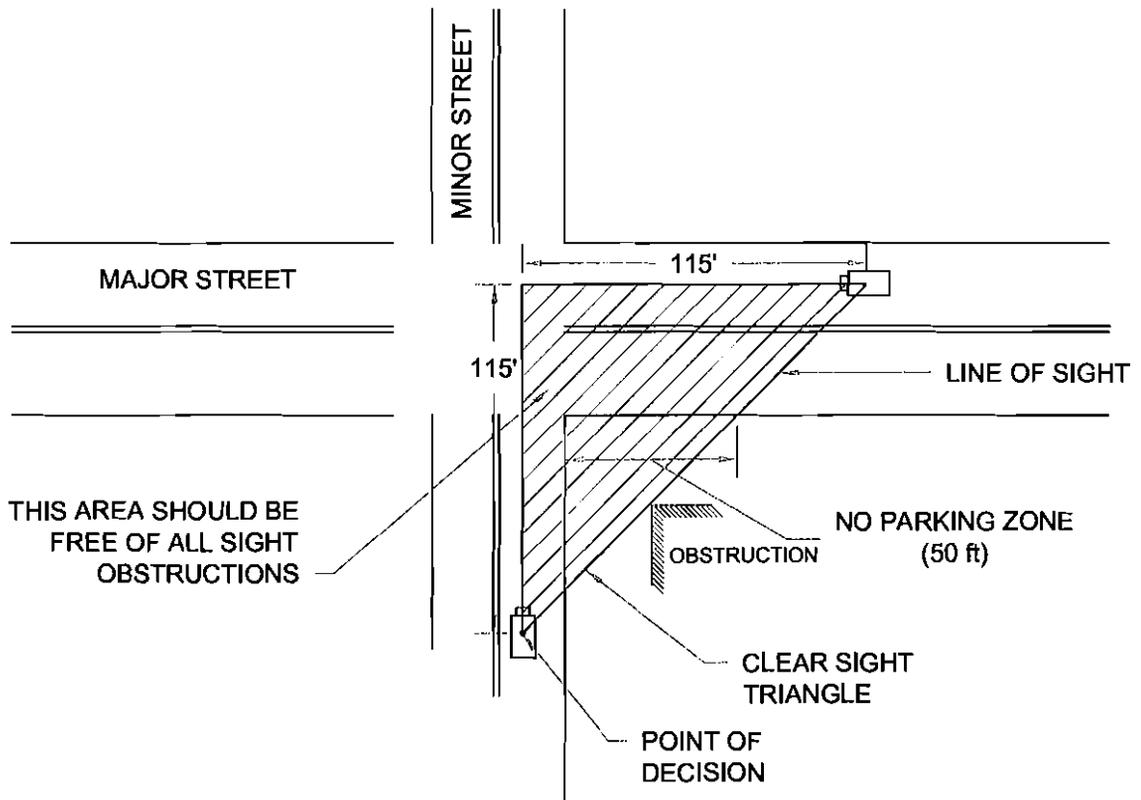
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**STANDARD DRAWING SD-7
 APPROACH SIGHT TRIANGLE
 TRANSPORTATION PLAN
 CITY OF DONNELLY, IDAHO**

PROJECT	DO 020204B
DATE	08/18/05
REVISION	05/06/05
DATE	05/19/05
DRAWN BY	JLM
CHECKED BY	SSK

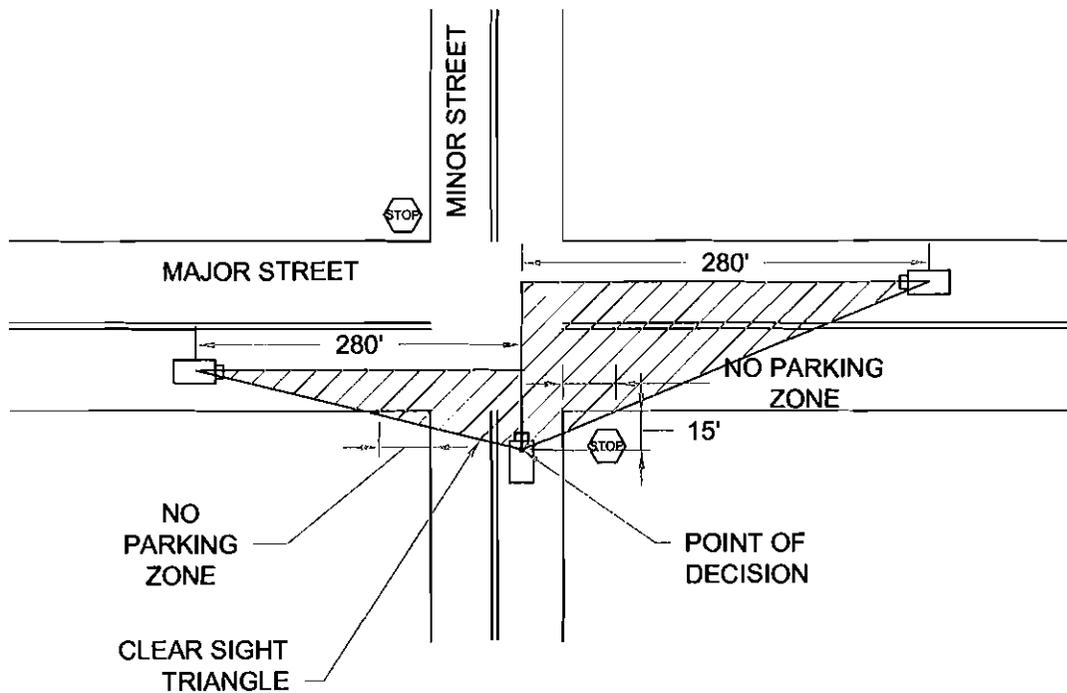
**UNCONTROLLED INTERSECTION:
APPROACH SIGHT TRIANGLE FOR SPEED LIMIT 25 MPH**

NOT TO SCALE



 <p>HOLLADAY ENGINEERING CO. ENGINEERS - CONSULTANTS 32 N. MAIN P.O. BOX 235 PAYETTE, ID 83661 (208) 642-3304 • FAX# (208) 642-2159 EMAIL: holladay@micron.net</p>	<p><small>REUSE OF DOCUMENTS THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN AS AN INSTRUMENT OF PROFESSIONAL SERVICE IS THE PROPERTY OF HOLLADAY ENG. CO. AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF HOLLADAY ENG. CO.</small></p>	<p>STANDARD DRAWING SD-8 APPROACH SIGHT TRIANGLE TRANSPORTATION PLAN CITY OF DONNELLY, IDAHO</p>	<table border="1"> <tr><td>JOB NO.</td><td>DO 020204B</td></tr> <tr><td>REVISION</td><td>08/18/05</td></tr> <tr><td>DATE</td><td>05/06/05</td></tr> <tr><td>DATE</td><td>05/19/05</td></tr> <tr><td>DRAWN BY</td><td>JLM</td></tr> <tr><td>CHECKED BY</td><td>SSK</td></tr> </table>	JOB NO.	DO 020204B	REVISION	08/18/05	DATE	05/06/05	DATE	05/19/05	DRAWN BY	JLM	CHECKED BY	SSK
JOB NO.	DO 020204B														
REVISION	08/18/05														
DATE	05/06/05														
DATE	05/19/05														
DRAWN BY	JLM														
CHECKED BY	SSK														

**STOP CONTROL INTERSECTION:
DEPARTURE SIGHT TRIANGLE FOR SPEED LIMIT 25 MPH
NOT TO SCALE**



HOLLADAY ENGINEERING CO.
ENGINEERS - CONSULTANTS
32 N. MAIN P.O. BOX 235 PAYETTE, ID 83861
(208) 642-3304 • FAX# (208) 642-2159
EMAIL: holladay@micron.net

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**STANDARD DRAWING SD-9
DEPARTURE SIGHT TRIANGLE
TRANSPORTATION PLAN
CITY OF DONNELLY, IDAHO**

JOB NO.	DO 020204B
REVISION	08/18/05
DATE	05/06/05
DATE	05/19/05
DRAWN BY	JLM
CHECKED BY	SSK

APPENDIX B

Excerpts from the 2014 Donnelly
Comprehensive Plan

Donnelly Comprehensive Plan



Valley County
State of Idaho
www.cityofdonnelly.org

For the City and Its Impact Area Amended 09/14/14



Adopted by City
Council
10/20/2014
Revision 03/31/2015
Revision 04/29/2015

Figure 9. Planning Area and Area of City Impact

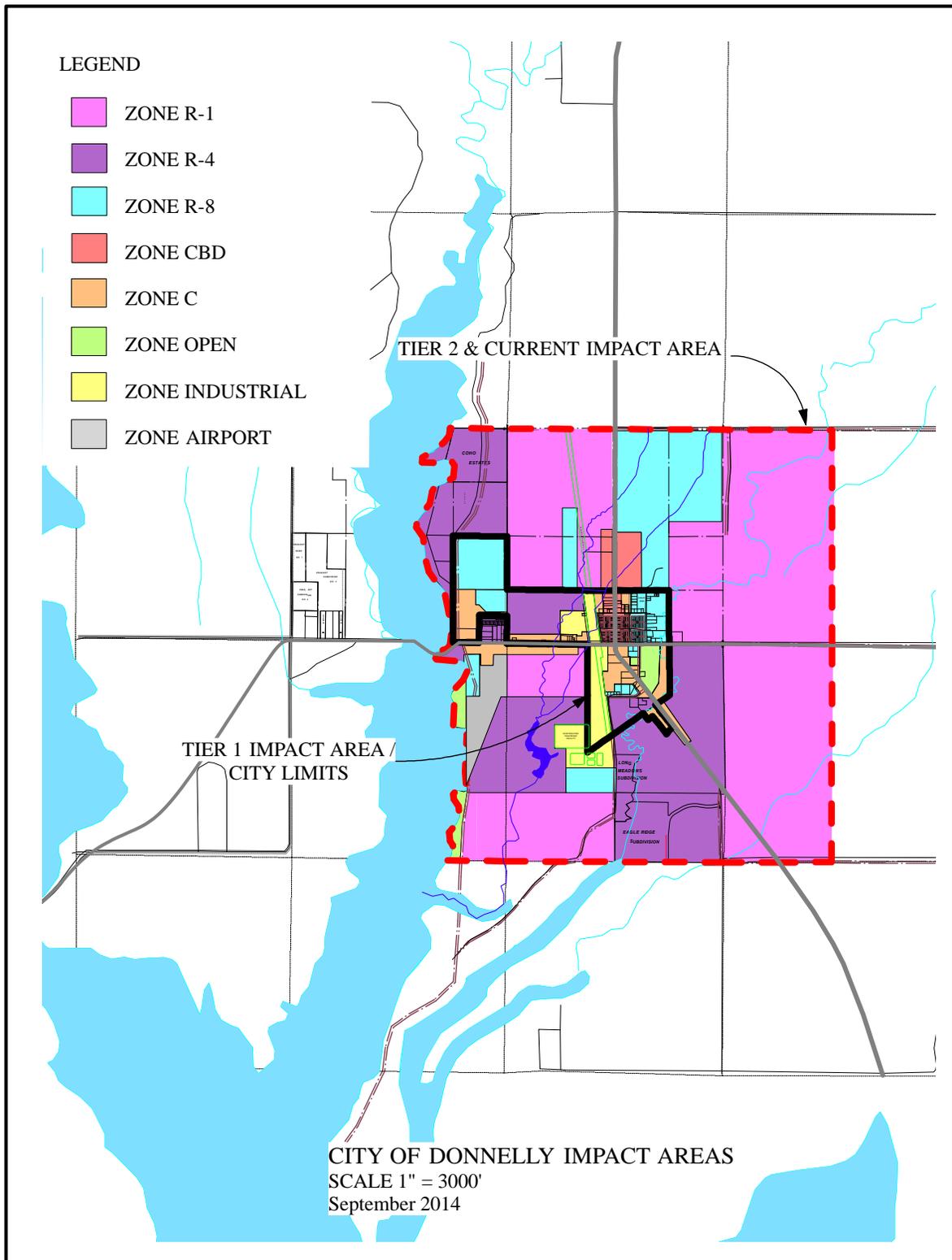


Table 4. Current Zoned Acreage Within City Limits

Zoning	Acres	Percentage
Central Business District	20	7%
Commercial	49	17%
Industrial	49	17%
Open	12	4%
Residential	160	55%
Total	290	100%

As Figure 10 shows, only a small proportion of land zoned within the City is developed currently. Based on the desired vision of future land use, it is the City's preference that these areas within the current City limits be developed first, prior to additional lands being annexed.

Figure 11. Zoning Overlay as of 2014

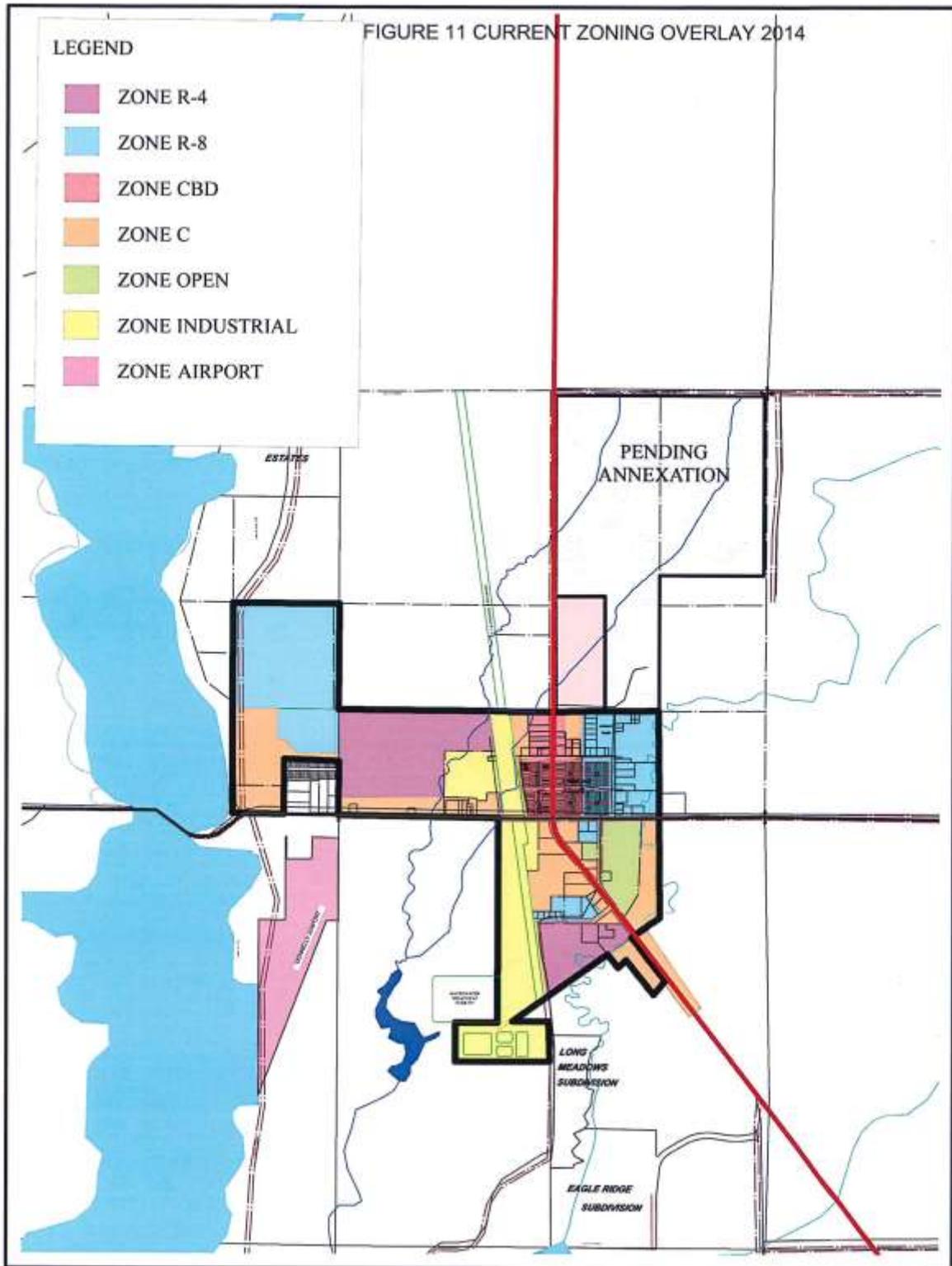
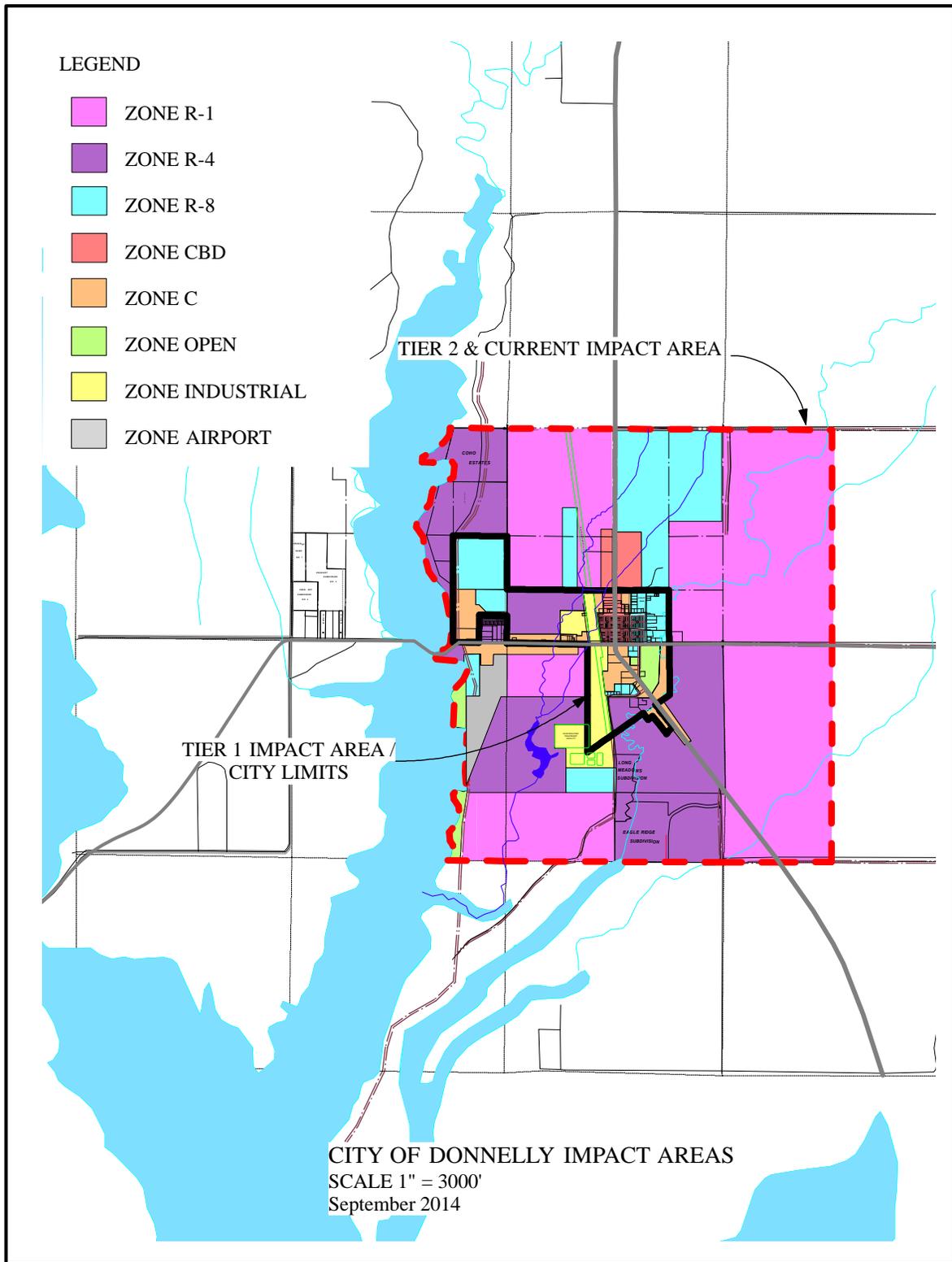


Figure 12. Future Land Use Map



The Future Land Use Map, which represents the desired future build out of the City and Area of Impact, would increase the total potential development to 2,310 acres. As Table 5 shows, if the future land use was implemented, agricultural would be the largest percentage of land (50.4%) with residential being second at 38.3%.

Table 5. Future Land Use Acreage Tier I & II

Land use Type	Acreage	Percentage
Very Low Density Residential	1164	50.4%
Low Density Residential	594	25.7%
Medium Density Residential	292	12.6%
Central Business District	49.4	2.1%
Commercial	108	4.7%
Light Industrial	70.6	3.1%
Open Space	30.1	1.3%
Airport	35	1.5%
Total Tier I & Tier II Area	2310.00	

Table 6. Future Land Use Acreage with Tier II

Land use Type	Acreage
Tier I	290
Tier II	2020
Total Acreage	2310

This future land use pattern is in line with the desired goals and objectives of the City described below. Increased emphasis would be placed on high density residential within the city limits, while limiting density in the Tier II area. Emphasis would be placed on creating a vibrant downtown area that services local residents and visitors. Open Space in key areas will preserve the rural character of the City and maintain the views of the surrounding landscape.

*Quality of life is the general well-being of individuals and societies

Figure 14. Roadway Circulation by Street Type

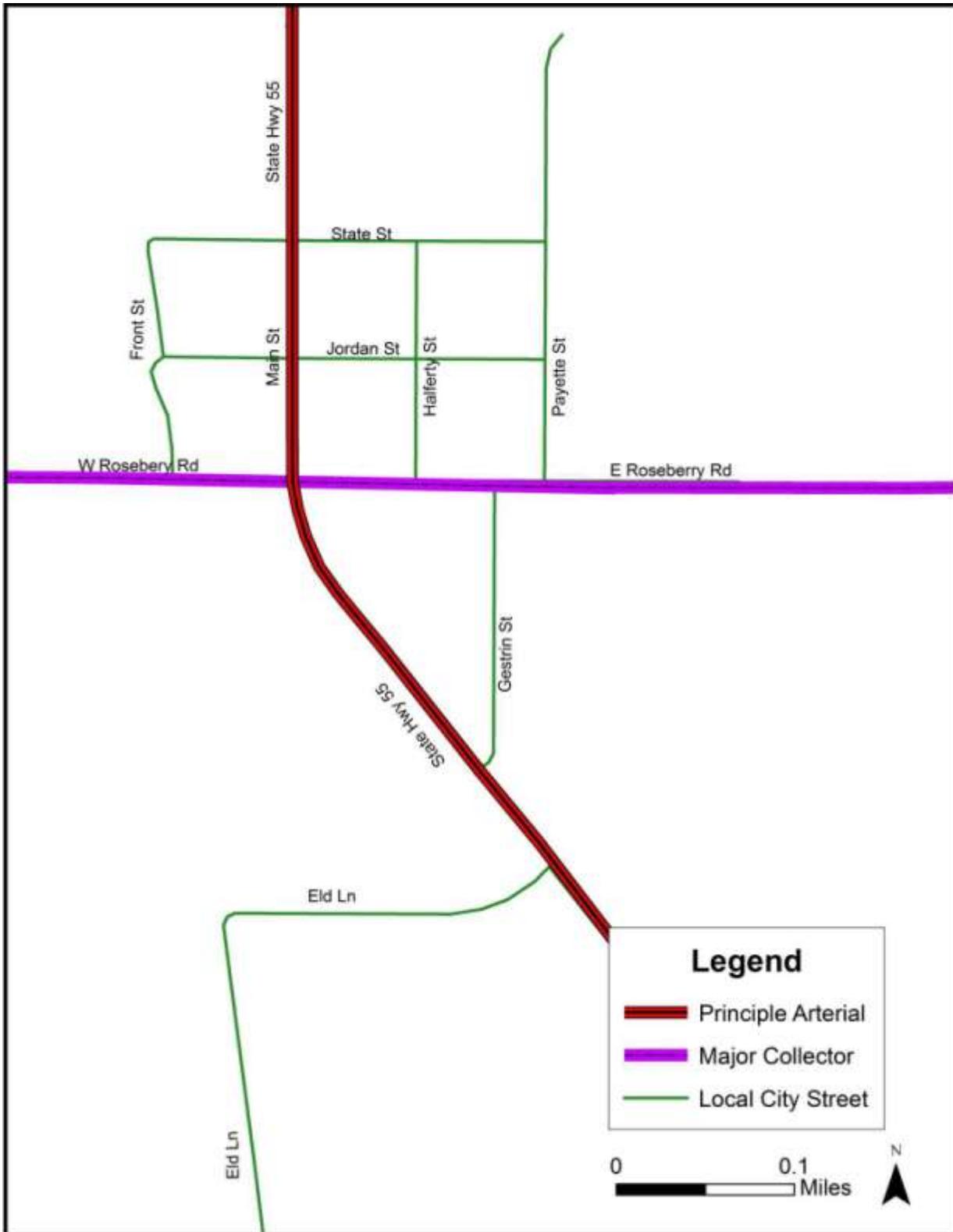
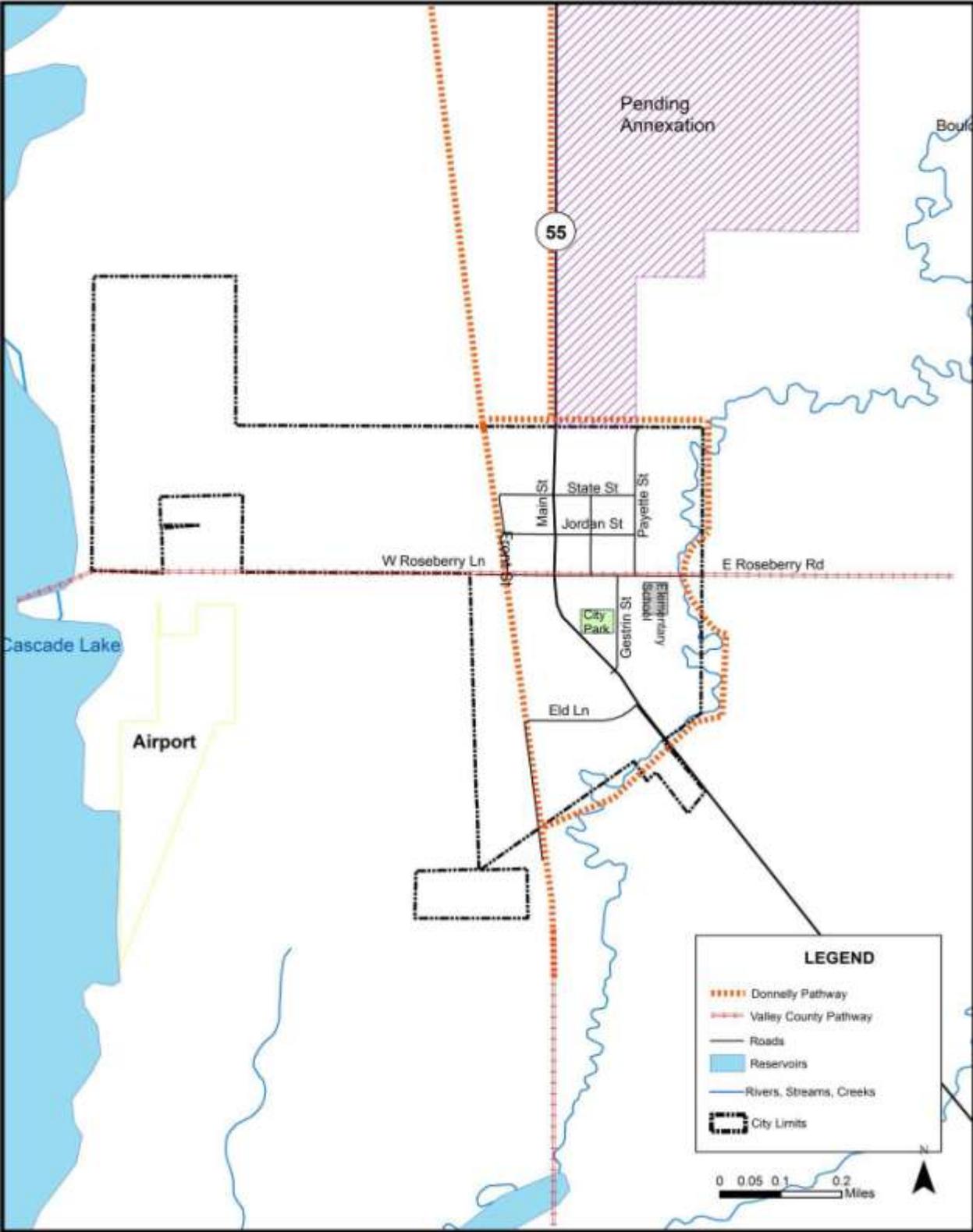


Figure 15. Donnelly Greenbelt Pathways



RECREATION

Introduction

The City of Donnelly is surrounded by a variety of public and private lands that provide ample year round recreational activities. In addition to National Forests, the City is within close proximity to two major ski resorts and six golf courses. Lake Cascade, Payette Lake, Gold Fork Hot Springs, several reservoirs, geothermal features and the Payette River are well known attractions for a variety of water sports and fishing. As a result of this ample access, recreation and tourism have become major economic industries for the City and Valley County.

Donnelly has determined that recreation and tourism are important to the City’s culture and economy. The following goals, objectives and policies, combined with the economic development and transportation chapters, outline the current importance and future desired conditions of recreation within and surrounding the City of Donnelly. More specifically, the recreation element is intended to provide guidance for new public and private projects that either target or incorporate recreational facilities.

Table 9. City of Donnelly Recreational Facilities

Facility	Location
Donnelly City Park	Gestrin Street
Donnelly Tennis Court	Gestrin Street
Donnelly Boat Docks	¾ of a mile west and ¾ of a mile south from the City of Donnelly
Donnelly Camp Grounds	¾ of a mile west and ½ of a mile south from the City of Donnelly

Figure 17. City of Donnelly Parks and Recreation Facility Sites

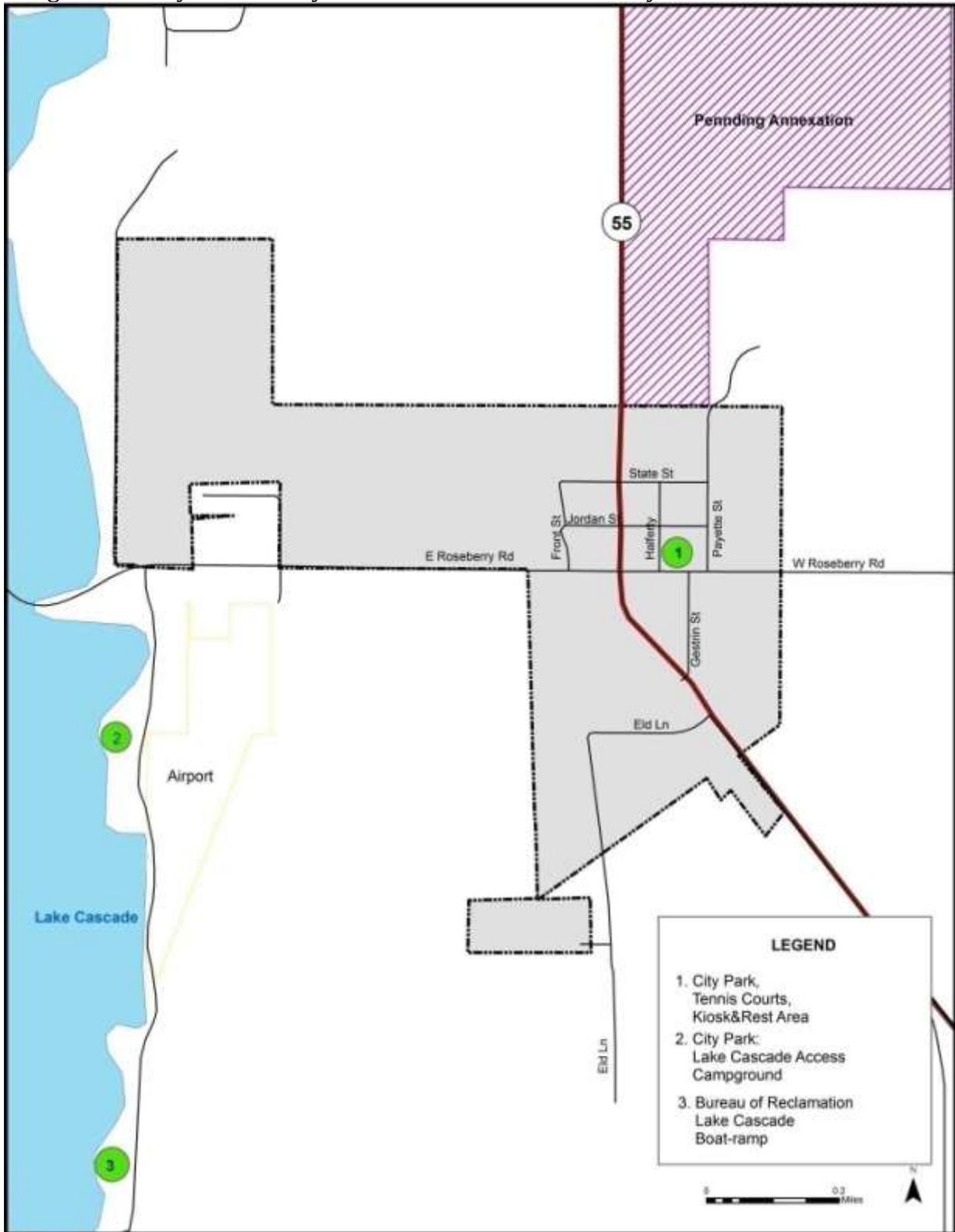


Figure 18. Regional Parks and Recreation

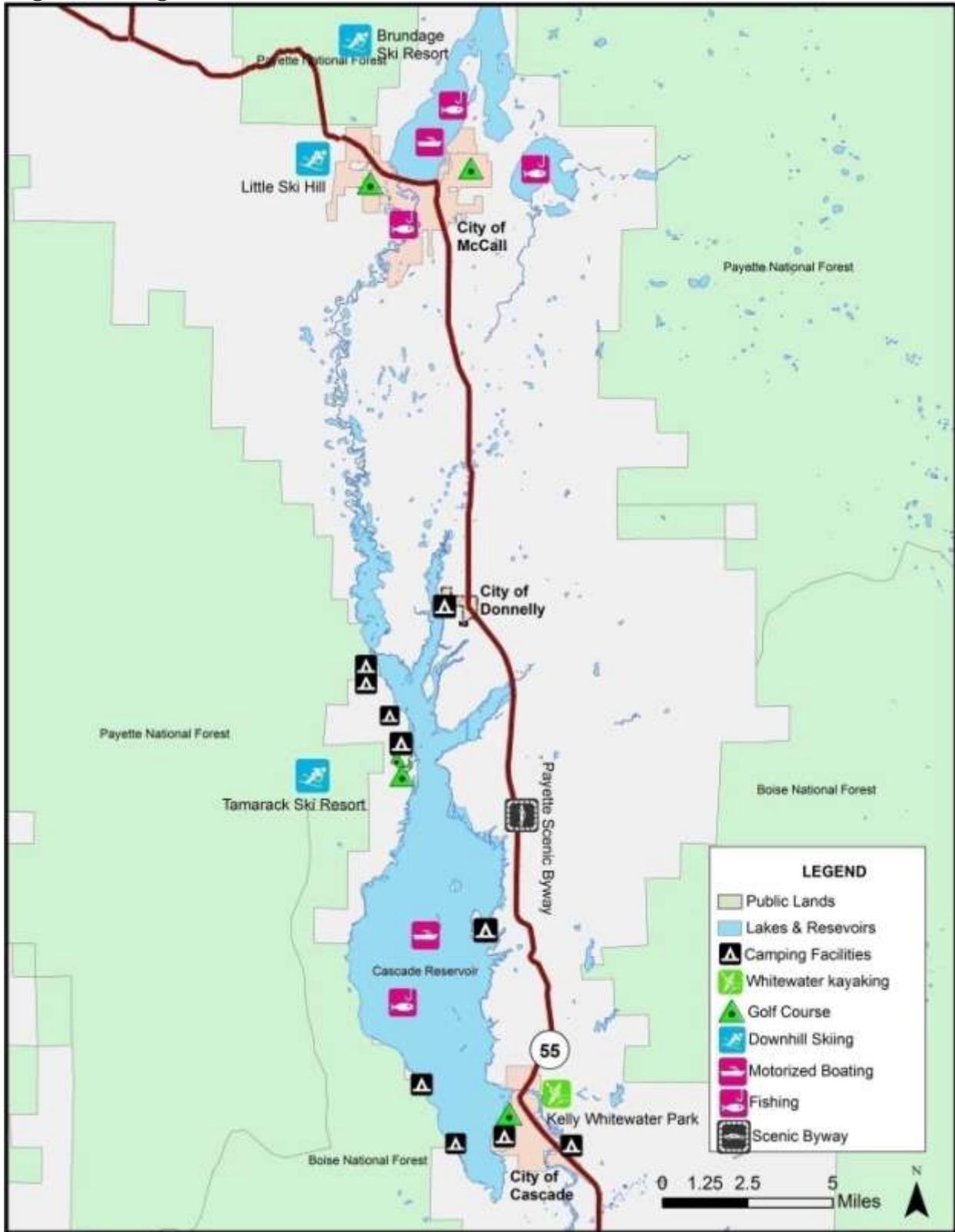
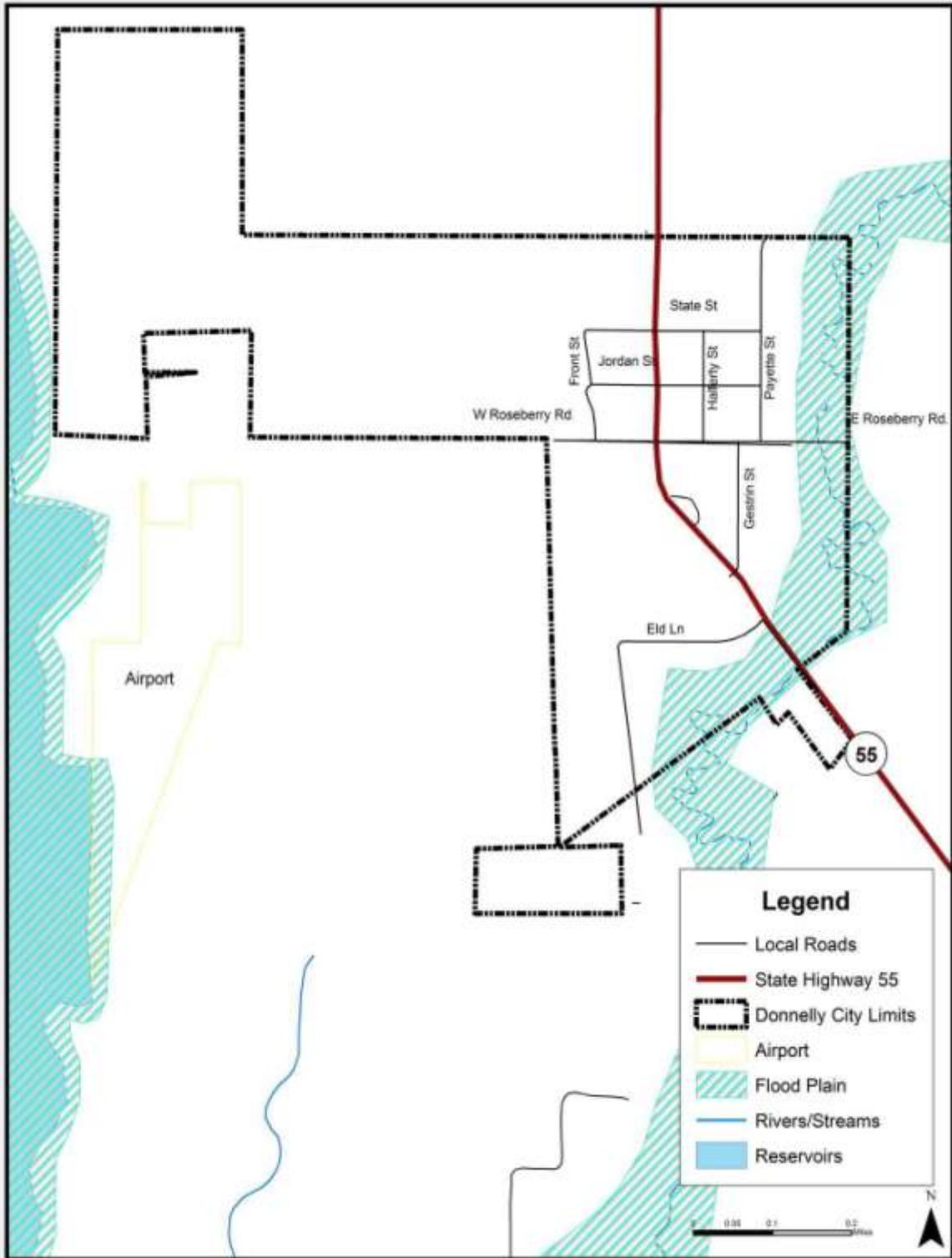


Figure 24. City of Donnelly Floodplain Hazards



Note: This is an unofficial map. For official FEMA flood insurance maps, see the City of Donnelly, Clerk.

APPENDIX C

Subsurface Soil Exploration Lab Results
Sourced from the 2006 Donnelly
Transportation Plan. FOR INFORMATION
ONLY.

SUBSURFACE FIELD EXPLORATION

Introduction

The City of Donnelly Transportation Master Plan and Capital Improvement Plan is being developed to evaluate the existing road system and to serve as a basis for identifying future capital improvement projects. A component of this project is a preliminary soil investigation to report shallow subsurface conditions related to road construction at various street locations in the City. Attached is a map located in **Appendix L** showing the investigation area and soil test pit locations.

General Geology and Hydrologic Conditions in the Area

The City of Donnelly is located approximately one-mile east of Cascade Reservoir in the Long Valley region of Idaho. Topography of the City of Donnelly area is relatively flat with elevations varying between 4,860 and 4,870 feet. The subsurface is characterized as Quaternary alluvial sediments underlined by Pleistocene glacial till and Cretaceous granitic bedrock at depth. Groundwater occurs at shallow depths and is generally less than 10 feet below ground surface. Surface drainage conditions can be locally poor, especially during spring snowmelt events.

Investigation Procedures

Soil and subsurface conditions were examined in four excavated test pits (B-1 through B-4). Test pit locations were selected by Holladay Engineering to provide a preliminary representation of conditions across the City. Soil test pits were excavated along the road shoulder at each location to obtain soil conditions at or below typical road ballast depths. Test pits were excavated by the City of Donnelly using a rubber tire backhoe to an approximate depth of 6.0 feet below ground surface (bgs). The soil and sediment units were examined, described, and logged. Observations and measurements were made of groundwater conditions at each location. Representative grab samples were collected from the shallow soil unit adjacent to the road section and sealed plastic bags for laboratory testing. Soil samples were tested and analyzed by the Terracon Soil Laboratory for resistance R-value and expansion pressure of compacted soil using Idaho Transportation Department Method T-8. At the completion of fieldwork, test pits were backfilled with excavated material.

Investigation Results

The following is a summary of soil and subsurface conditions at the project site. The reader is referred to the test pit logs (B-1 through B-4) located in **Appendix L** for detailed descriptions of lithology units encountered. R-Value laboratory test results for soil samples collected from each test pit are located in **Appendix L**. Soil sieve analysis was not performed and Unified Soil Classification System (USCS) designations are field interpretations based on visual sample inspection. Test pit No. B-3 was only excavated to 2.9 feet bgs due to an obstruction encountered.

Soils

In test pit No. B-1, B-3, and B-4, a medium brown sandy loam occurs from approximately 0 to 2.5 feet bgs. Grain size composition ranges from approximately 65% sand, 15% silt and 5% clay to 40% sand, 30% silt and 10% clay, and organic material. These soils are interpreted as silty sands (SM) under USCS. The primary root zone extends to approximately 2.0 feet bgs. The tree root zone extends deeper to approximately 4.0 feet bgs. The soil composition found at test pit No. B-2 differs slightly from other boring locations. A loam soil occurs from 0 to 2.5 feet bgs composed of approximately 35% sand, 35% silt and 15% clay with organics. The soil unit is interpreted as sandy silty (ML) under the USCS. All test pits are located adjacent to existing road profiles and may not represent natural soil conditions due to disturbance and placement of fill materials in the area.

Sediments

In test pit No. B-1, B-2, and B-4, a thick unit of tan colored sand is found directly below the soil unit. Sand occurs from approximately 2.5 feet bgs to beyond 5.0 feet bgs. The sand unit is composed of approximately 90% to 95% fine to coarse-grain sand, well sorted, with minor silt and clay content. The sediment unit is interpreted as poorly graded sand (SP) under the USCS. In test pit No. B-3, a silty sand unit is present from 2.0 to beyond 2.9 feet. Excavation was stopped at 2.9 feet bgs due to a phone cable obstruction. The unit is composed of approximately 70% sand and 30% silt with minor clay. The unit is interpreted as silty sand (SM) under the USCS and may represent non-native fill material.

Groundwater

Groundwater levels are relatively high in the Donnelly area. In test pit No. B-1, B-2, and B-4, the water table was observed between 5.0 to 6.0 feet bgs. Groundwater was not encountered in test pit No. B-3. Groundwater measurements were made during irrigation season and a point in seasonal water cycle where groundwater levels are typically at normal elevations.

Laboratory Soil Test Results

Composite samples were collected from the shallow soil interval from approximately 0-2.5 feet bgs at each test pit (B-1 through B-4). Samples were submitted to the Terracon Soil Laboratory for resistance R-value and expansion pressure of compacted soil testing using Idaho Transportation Department Method T-8 with a traffic index of 8.0. Results show R-values at 2,500 pounds of exudation pressure ranging from 62 to 75 for samples B-1 through B-4. Detailed lab result sheets are located in **Appendix L**.

R-value indicates the soil's ability to resist lateral movement (deformation) when a vertical load is applied. Values may range from 0 (for water) to 100. Good crushed rock will provide values in the range of 75-90. R-value is a parameter Idaho uses in evaluating road base quality. Other factors and environmental conditions must always be considered by designers. The above numbers ranging from 62 to 75 of samples B-1 through B-4 indicates stable sub base for city streets at 10 to 15 percent moisture. Ground filter fabric and additional structural fill material may be required in areas where moisture content is higher than this or at times near saturation levels.

July 25, 2005

Holladay Engineering Company
32 North Main
Payette, Idaho 83661

Attention: Mr. Chris Duncan

Re: **City of Donnelly Street Improvements**
Terracon Project No. 62051027

Terracon
Consulting Engineers & Scientists

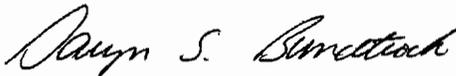
Terracon Consultants, Inc.
11849 West Executive Drive, Suite G
Boise, Idaho 83713
Phone 208.323.9520
Fax 208.323.9592
www.terracon.com

Dear Chris:

This report transmits the laboratory data for moisture and R-value tests performed July, 2005, on samples received at our laboratory. The samples were submitted by Holladay Engineering Company on July 12, 2005. The tests were performed in general accordance with the applicable ITD procedures. Included in the report are the as-received moisture contents and attached are the resistance values and expansion pressures of the samples.

Sample Description	B-1 0-2.0'	B-2 0-2.2'	B-3 2.5-3.0'	B-4 0-2.5'
Lab Number	L05264	L05265	L05262	L05263
Boring #	B1	B2	B3	B4
Moisture Content, %, As-received	13.1	13.6	9.1	19.6

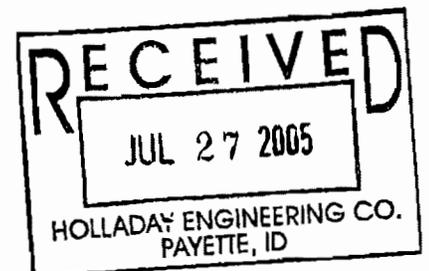
Sincerely,
TERRACON



Daryn S. Bundtrock
Manager of Construction Services

DSB:mish\62051027\R-value test report.doc

Copies to: Addressee (1)





11849 West Executive Drive, Suite G
Boise, Idaho 83713
(208) 323-9520 FAX (208) 323-9592

**RESISTANCE R-VALUE & EXPANSION
PRESSURE OF COMPACTED SOIL
IDAHO TRANSPORTATION DEPARTMENT
METHOD T-8**

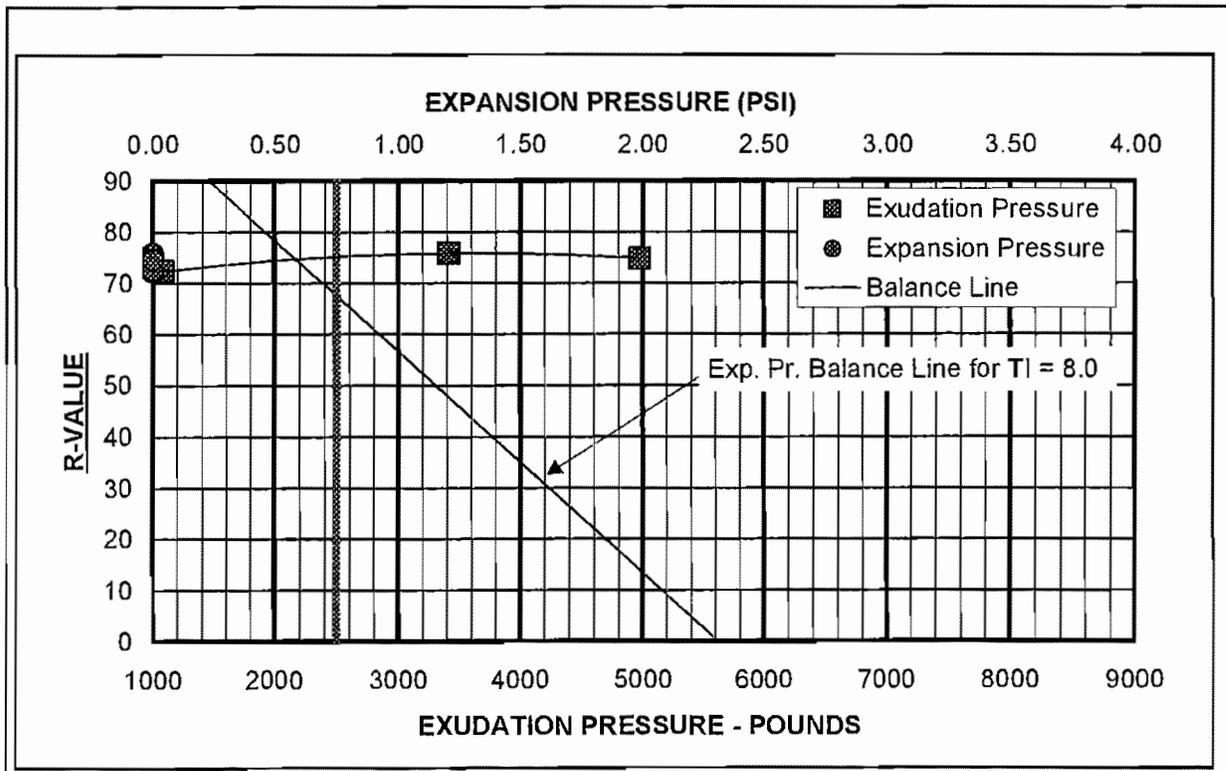
CLIENT: Holladay Engineering TRAFFIC INDEX: 8.0
PROJECT: Donnelly Street Improvement
LOCATION: B-1 0-2.0'
TERRACON NO. 62051027 CLASSIFICATION: Silty Sand (Visual)

SAMPLE DATA TEST RESULTS

TEST SPECIMEN NO.	1	2	3
COMPACTION PRESSURE (PSI)	100	100	100
DENSITY (PCF)	120.4	119.8	118.9
MOISTURE CONTENT (%)	11.3	10.9	10.6
EXPANSION PRESSURE (PSI)	0.00	0.00	0.00
HORIZONTAL PRESSURE @ 160 PSI	23	18	20
SAMPLE HEIGHT (INCHES)	2.47	2.49	2.41
EXUDATION PRESSURE (POUNDS)	1084	3418	4980
CORRECTED R-VALUE	72.3	75.8	74.7
UNCORRECTED R-VALUE	72.3	75.8	77.5

R-VALUE @ 2500 LB EXUDATION PRESSURE = 75

EXPANSION PRESSURE = 0.00 psi = 0.00 kPa



DATE OF TEST: 21-Jul-05



11849 West Executive Drive, Suite G
Boise, Idaho 83713
(208) 323-9520 FAX (208) 323-9592

**RESISTANCE R-VALUE & EXPANSION
PRESSURE OF COMPACTED SOIL
IDAHO TRANSPORTATION DEPARTMENT
METHOD T-8**

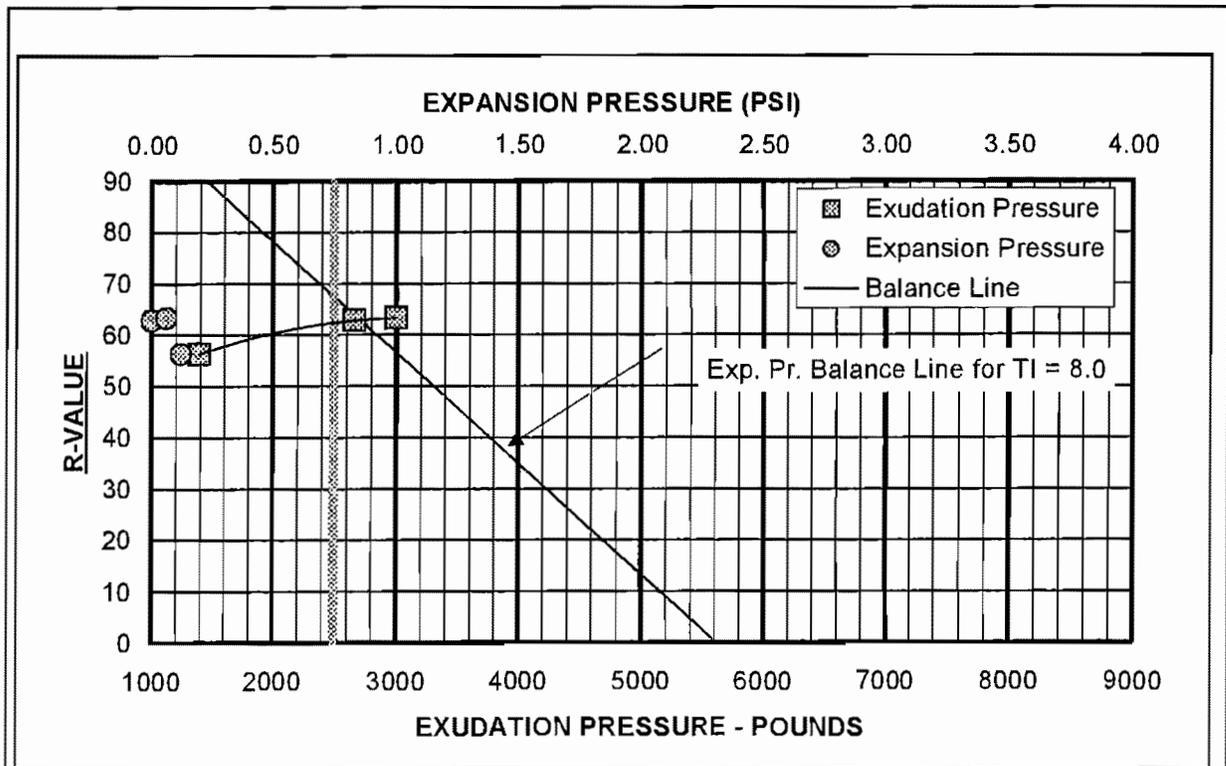
CLIENT:	Holladay Engineering	TRAFFIC INDEX:	8.0
PROJECT:	City of Donnelly Street Improvement		
LOCATION:	B-2 0.0-2.2 Ft.		
TERRACON NO.	62051027	CLASSIFICATION:	Silty Sand (Visual)

SAMPLE DATA TEST RESULTS

TEST SPECIMEN NO.	1	2	3
COMPACTION PRESSURE (PSI)	100	100	100
DENSITY (PCF)	110.5	111.8	111.8
MOISTURE CONTENT (%)	13.7	13.4	13.2
EXPANSION PRESSURE (PSI)	0.12	0.00	0.06
HORIZONTAL PRESSURE @ 160 PSI	38	32	31
SAMPLE HEIGHT (INCHES)	2.52	2.50	2.51
EXUDATION PRESSURE (POUNDS)	1394	2664	3002
CORRECTED R-VALUE	56.2	62.8	63.3
UNCORRECTED R-VALUE	56.2	62.8	63.3

R-VALUE @ 2500 LB EXUDATION PRESSURE = 62

EXPANSION PRESSURE = 0.00 psi = 0.00 kPa



DATE OF TEST: 19-Jul-05



11849 West Executive Drive, Suite G
Boise, Idaho 83713
(208) 323-9520 FAX (208) 323-9592

**RESISTANCE R-VALUE & EXPANSION
PRESSURE OF COMPACTED SOIL
IDAHO TRANSPORTATION DEPARTMENT
METHOD T-8**

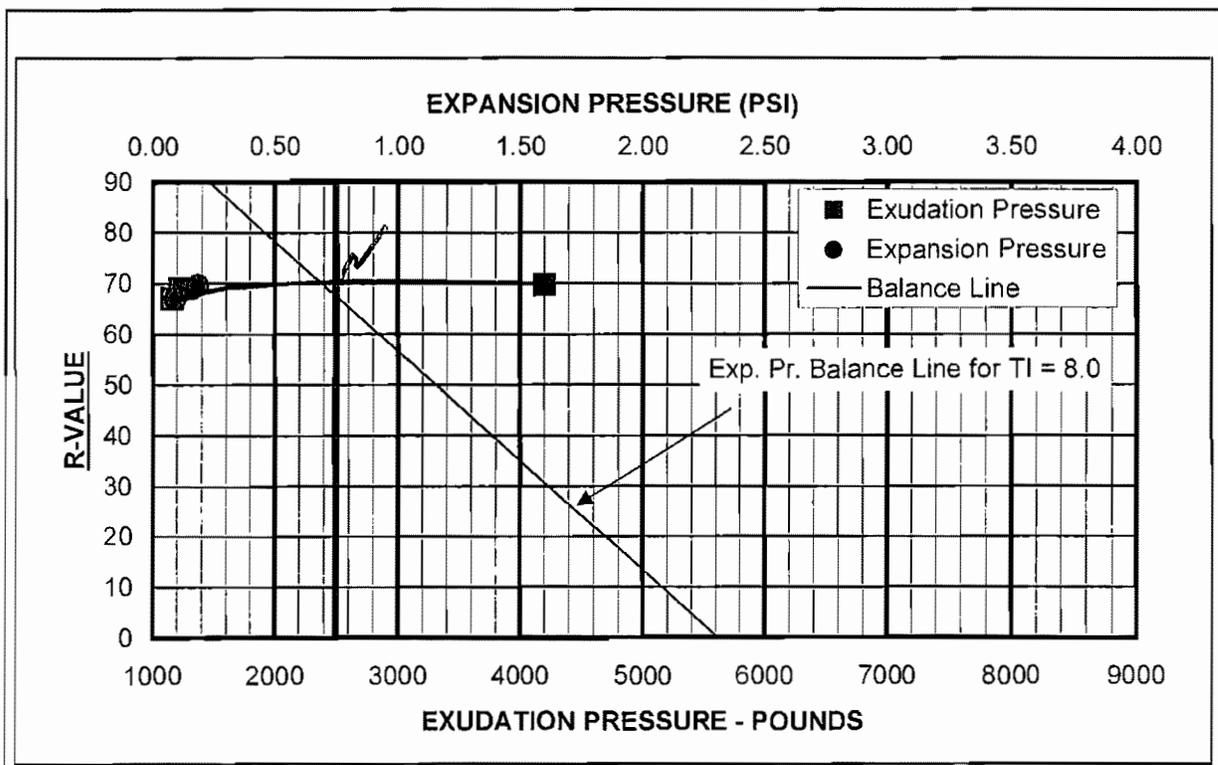
CLIENT: Holladay Engineering Company TRAFFIC INDEX: 8.0
PROJECT: City of Donnelly Street Improvements
LOCATION: B-3 2.5' to 3.0'
TERRACON NO. 62051027 CLASSIFICATION: silty sand (visual)

SAMPLE DATA TEST RESULTS

TEST SPECIMEN NO.	1	2	3
COMPACTION PRESSURE (PSI)	100	100	100
DENSITY (PCF)	111.1	113.1	113.0
MOISTURE CONTENT (%)	13.1	12.9	11.9
EXPANSION PRESSURE (PSI)	0.09	0.15	0.18
HORIZONTAL PRESSURE @ 160 PSI	28	26	27
SAMPLE HEIGHT (INCHES)	2.52	2.48	2.50
EXUDATION PRESSURE (POUNDS)	1160	1222	4200
CORRECTED R-VALUE	67.1	69.0	69.8
UNCORRECTED R-VALUE	67.1	69.0	69.8

R-VALUE @ 2500 LB EXUDATION PRESSURE = 70

EXPANSION PRESSURE = 0.39 psi = 2.69 kPa



DATE OF TEST: 15-Jul-05



11849 West Executive Drive, Suite G
Boise, Idaho 83713
(208) 323-9520 FAX (208) 323-9592

**RESISTANCE R-VALUE & EXPANSION
PRESSURE OF COMPACTED SOIL
IDAHO TRANSPORTATION DEPARTMENT
METHOD T-8**

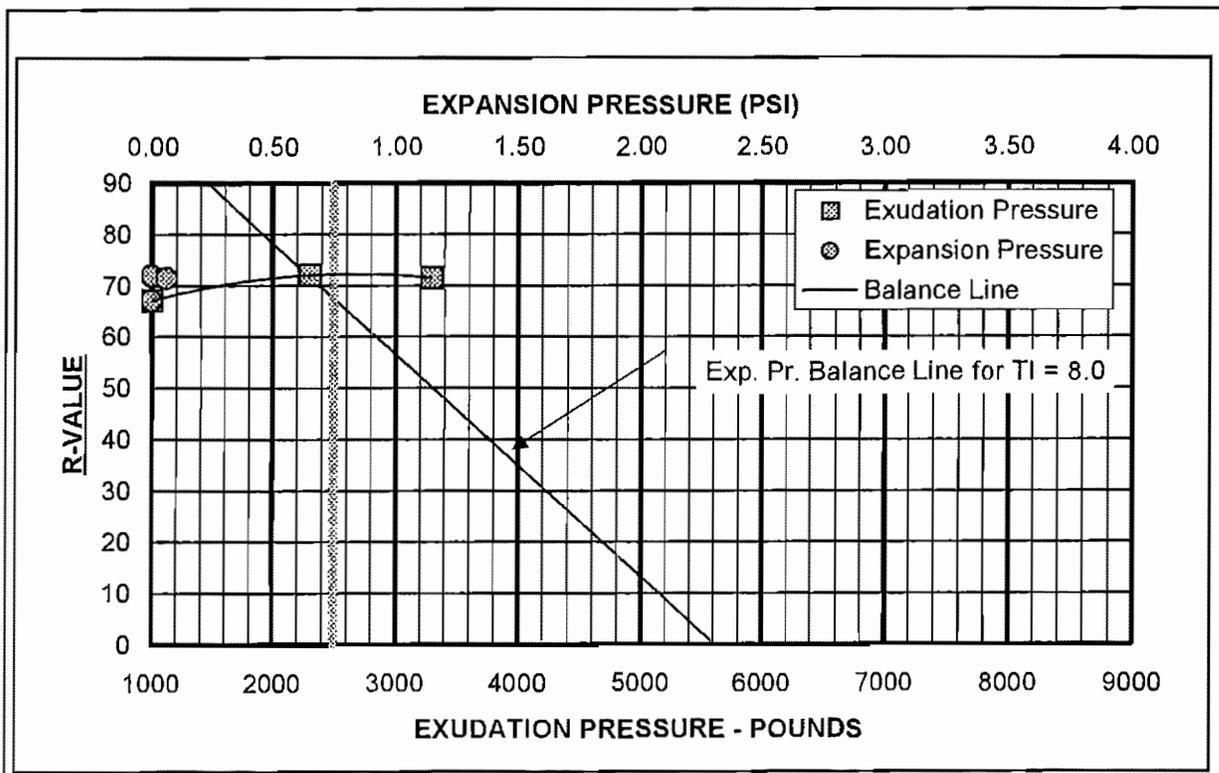
CLIENT: Holladay Engineering TRAFFIC INDEX: 8.0
PROJECT: Donnelly Street Improvement
LOCATION: B-4
TERRACON NO. 62051027 CLASSIFICATION: Silty Sand (Visual)

SAMPLE DATA TEST RESULTS

TEST SPECIMEN NO.	1	2	3
COMPACTION PRESSURE (PSI)	100	100	100
DENSITY (PCF)	116.2	115.3	116.8
MOISTURE CONTENT (%)	12.0	11.3	11.0
EXPANSION PRESSURE (PSI)	0.00	0.00	0.06
HORIZONTAL PRESSURE @ 160 PSI	26	25	23
SAMPLE HEIGHT (INCHES)	2.43	2.47	2.45
EXUDATION PRESSURE (POUNDS)	1000	2310	3300
CORRECTED R-VALUE	67.1	72.0	71.5
UNCORRECTED R-VALUE	69.0	72.0	71.5

R-VALUE @ 2500 LB EXUDATION PRESSURE = 72

EXPANSION PRESSURE = 0.00 psi = 0.00 kPa



DATE OF TEST: 19-Jul-05

APPENDIX D

Culvert and Bridge Location Map from the
2006 Donnelly Transportation Plan.

Table 15: City Culverts and Bridges

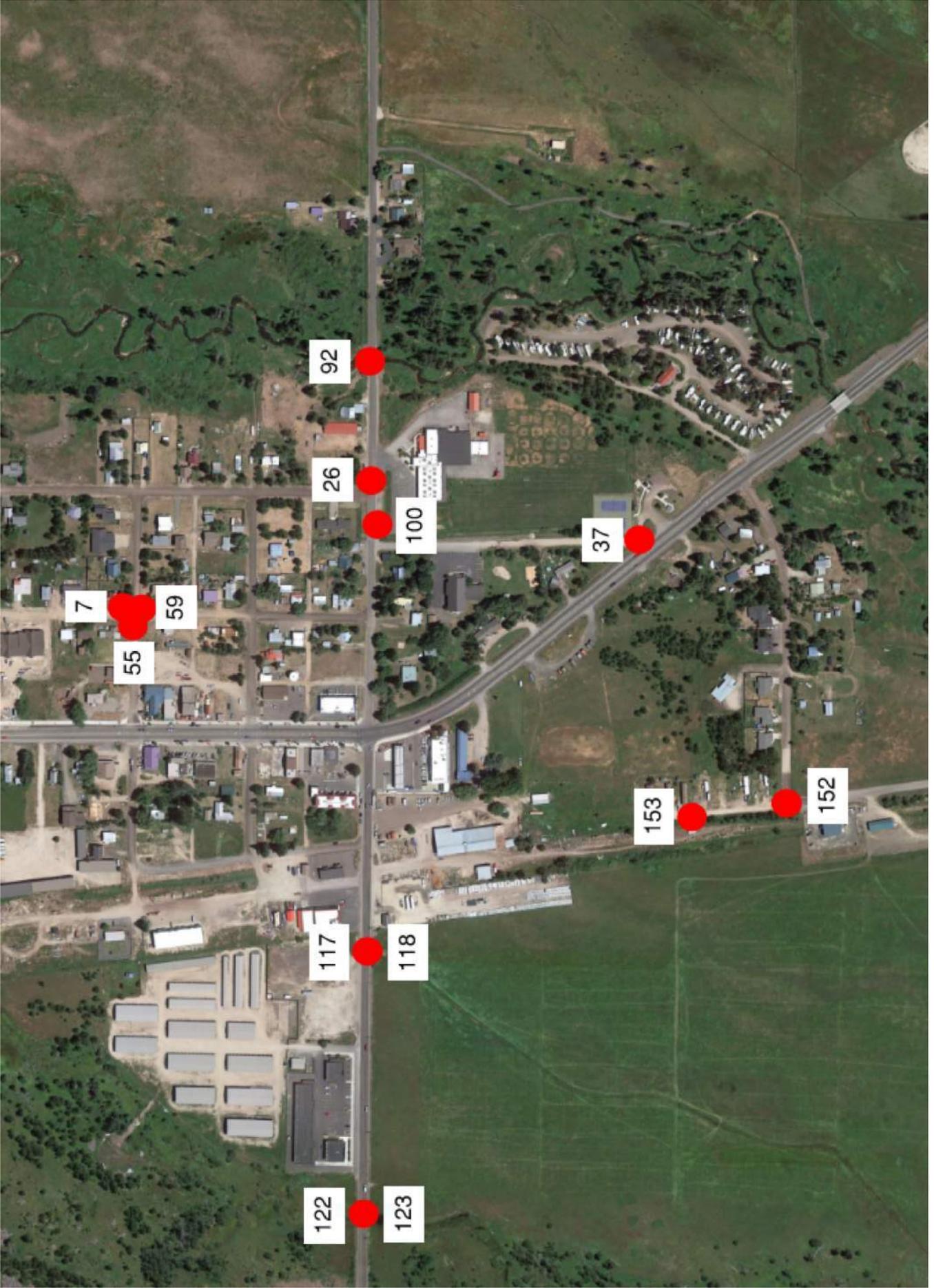
ID #	Location	Type	Size (in)	Rating	Capacity (cfs)	
					Current	Probable
7	Halferty & State St.	CMP	12	6	1	2
26	Payette St. & Roseberry Rd.	CMP	12	5	1.5	2
37	Gestrin Lane	CMP	18	6	5	5.5
55	State St. & Halferty St.	CMP	6	1	0	0.3
59	State St. @ Halferty St.	CMP		1	0	
100	Roseberry Rd @ Gestrin Ln.	CMP	12	1	0	2
117	East Drain @ Roseberry Rd.	CMP	27	7	13	16
118	East Drain @ Roseberry Rd.	CMP	48	8	50	62
	East Drain @ Corbett Street	Wood Box	72 X 24	7	48	60
122	West Drain @ Roseberry	CMP	2-48	8	62	62
123	West Drain @ Roseberry	CMP	2-48	8	62	62
152	RR St. @ Eld Ln	CMP	12	8	2	2
153	RR St.	CMP	12	8	2	2
92	Boulder Creek	Bridge	2-200 X 96	97.9	500	500

Surface Drainage Conveyance

Fifty-two percent of the streets have side drains but culverts and outlet drainage ways are plugged or non-existent. The sections with drainage ways have no out-fall; therefore, the existing street drains provide drainage only until they are full. It appears that these drains may have once been used for irrigation and to convey floodwaters to the south and into Boulder Creek. These street side drains are almost non-existent today because of driveways, plugged culverts, and overgrowth. The lack of drainage conveyance is escalated with the inundation of flooding and perched groundwater from the northern ranch lands. Currently, the majority of the streets have insufficient drainage.

Water Quality

Currently the primary treatment for drainage water is natural vegetative swales. The water that flows through the East and West Drainages are treated by a meandering stream with multiple



APPENDIX E

Excerpts from the 2005 Donnelly Pathway Plan

City of Donnelly Pathways Master Plan

EXECUTIVE SUMMARY

Explosive growth and rapid land use changes in Donnelly and Valley County, along with the community's desire for safe pedestrian and bicycle friendly streets that serve commuters and recreational users alike, call for the development of a Pathways Master Plan. A safe and effective pathway network throughout the City will enhance the quality of life for residents, provide safe routes to schools and attract visitors who wish to explore the scenic routes Donnelly and Valley County have to offer. This Master Plan is consistent with the overall vision of the Valley County Pathways Committee and the adjoining communities of McCall and Cascade.

In this plan, a detailed set of policies, goals and standards are set forth to be incorporated into the City's Comprehensive Plan. The standards conform with nationally recognized AASHTO pathway guidelines and the Idaho Bicycle and Pedestrian Transportation Plan, as adopted by the Idaho Transportation Department.

The short-to-mid-term top recommended projects in the Plan include:

1. Create a safe crossing of Highway 55 at Roseberry Rd. and East Roseberry Rd. to Donnelly Elementary School. This path is proposed to continue east to Roseberry Townsite.
2. Create a detached pathway from West Roseberry Road to Dawn Drive, the Donnelly City Boat Ramp and Campground.
3. Create the Donnelly Loop as outlined in the city's Comprehensive Plan.
4. Create a pathway corridor from SISCRA to Donnelly town center.
5. Preserve and designate the old Railroad Right of Way as a key north-south pathway corridor. This corridor is designated as a key pathway corridor by the Valley County Pathways Master Plan. Eventually, the Pathways Committee seeks to create a long-distance north-south pathway in Long Valley that follows the route of the old Railroad Right of Way in between Cascade, Donnelly and McCall.

The plan recommends that the implementation of pathways and signage follow Donnelly and Valley County Pathway Committee's standards. Proposals that do not meet current standards should be

individually reviewed and approved by Donnelly Pathway Committee along with Planning and Zoning before implementation.

The primary purpose of this plan is to provide for safe and convenient non-motorized pedestrian travel on all roads in the City, whether or not they are part of the pathway system. A secondary purpose of this plan is to designate and provide a network of pathways that focuses on non-motorized pedestrian use and serves the schools, parks, businesses and recreation opportunities within Donnelly and the surrounding communities. Another integral component is Donnelly's growing position as a gateway community for tourism and recreation.

PURPOSE

The master plan was developed with the following vision in mind:

To promote and develop a non-motorized pedestrian pathway system in Donnelly and surrounding areas to enhance recreation, safety, tourism, fitness, enjoyment and quality of life for all users.

What are the Five Issues that Donnelly must address to become a Bicycle and Pedestrian Friendly City?

Safety, access, quality of life, effective implementation and preservation of key pathway corridors all are important elements that will enhance Donnelly's chances of success as a bicycle and pedestrian friendly city.

Safety is the number one concern of citizens, whether they are avid or casual recreational cyclists and pedestrians. Heavy traffic volumes combined with narrow streets and lack of sidewalks, which house the City's commercial areas, create difficult conditions for cyclists and pedestrians alike.

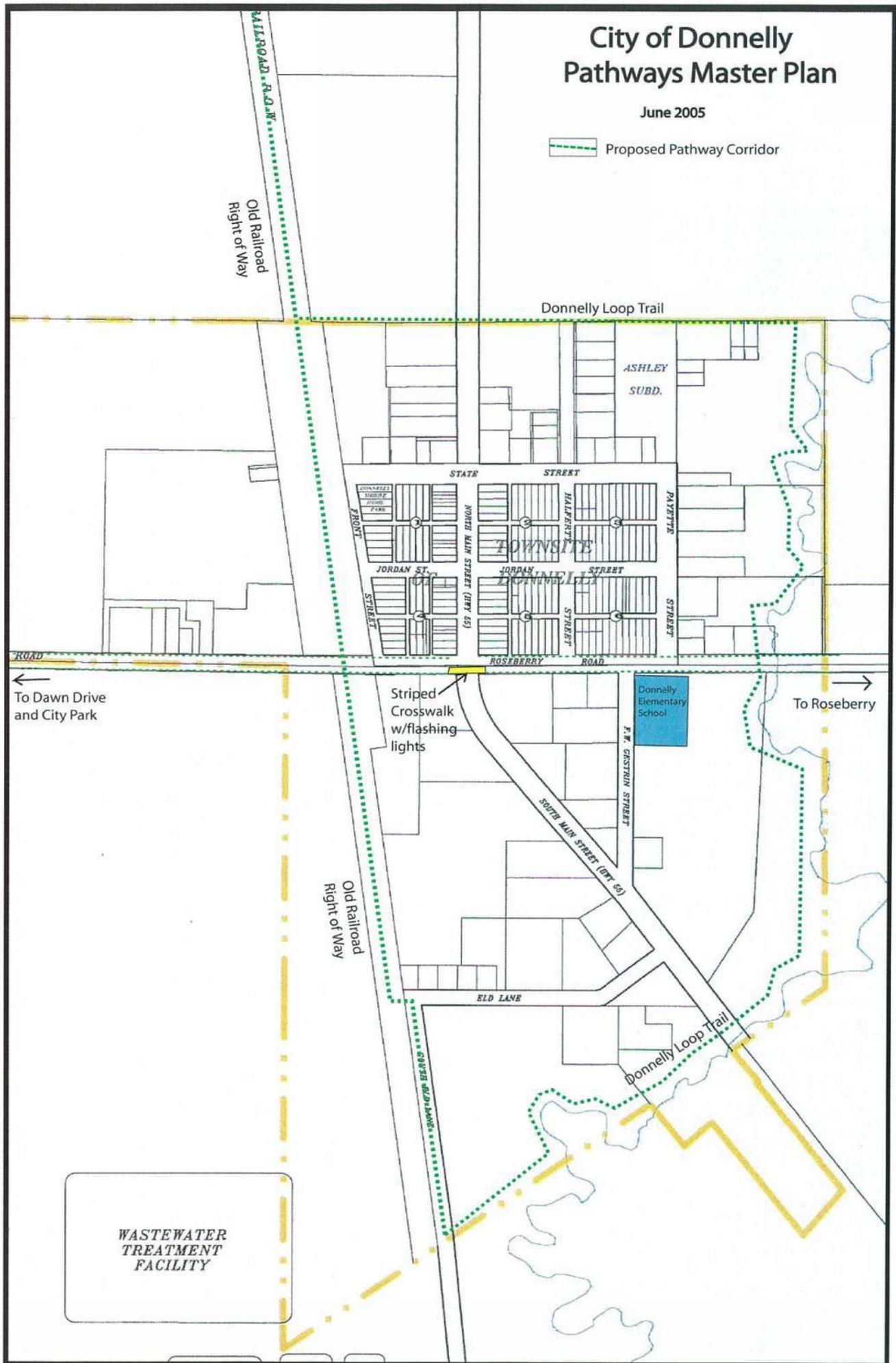
Access for cyclists and pedestrians to shopping, work, recreation, schools and other destinations is somewhat hampered by heavy traffic on State Highway 55 and Roseberry Road corridors.

This plan urges Donnelly to take measurable steps toward the goal of improving every Donnelly citizen's **Quality of Life**, and creating a more sustainable environment by giving local citizens and children the

City of Donnelly Pathways Master Plan

June 2005

 Proposed Pathway Corridor

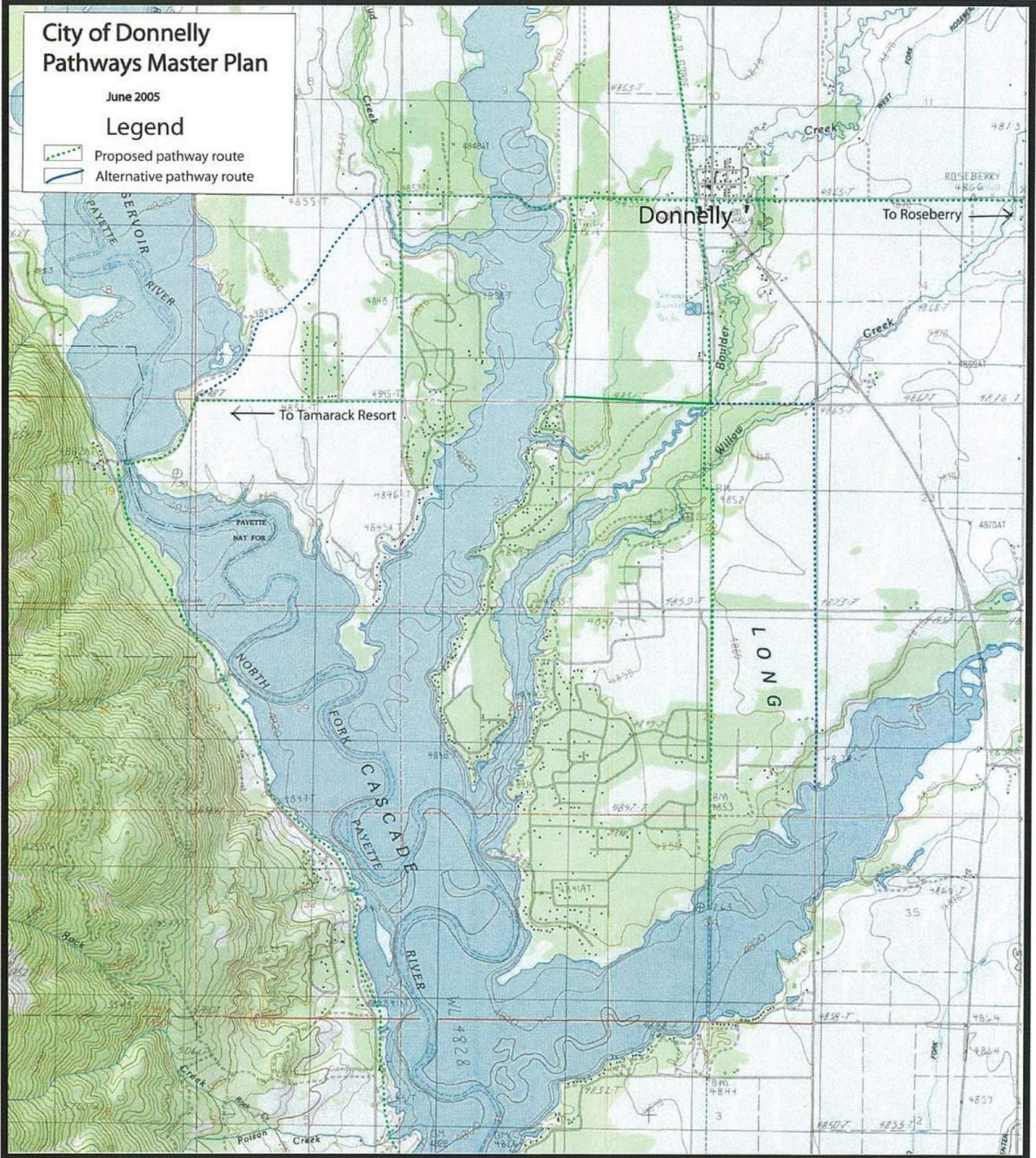


City of Donnelly Pathways Master Plan

June 2005

Legend

-  Proposed pathway route
-  Alternative pathway route



APPENDIX F

Excerpts from the 2009 Downtown
Revitalization Plan



Downtown Revitalization Plan Donnelly, Idaho

2009

ACKNOWLEDGEMENTS

Downtown Revitalization Plan commissioned by:

City of Donnelly
Brad Backus, Mayor
Jay Mentzer, Council member
Gabe Stayton, Council member
Steve Hart, Council member
Justin Hyde, Council member

Donnelly Gem Team
Sheri Gestrin, Chair
Monty Ivey
Jill Layton
Dawn Collins
Kay Coski

Donnelly Area Chamber of Commerce
Dennis Burts, President
Steve Johnson, Vice President
Bunny Ivey, Secretary / Treasurer
Melanie Holmes, Board member
Fred Uquillas, Board member

Planning process funded in part by:

Gem Communities Grant from the Idaho Department of Commerce
City of Donnelly
Donnelly Chamber of Commerce

Consulting team:

Sage Community Resources
Planmakers Planning and Urban Design

Planning process facilitated by:

Sage Community Resources

Landscape architecture services provided by:

Brooks Design Group

Engineering services provided by:

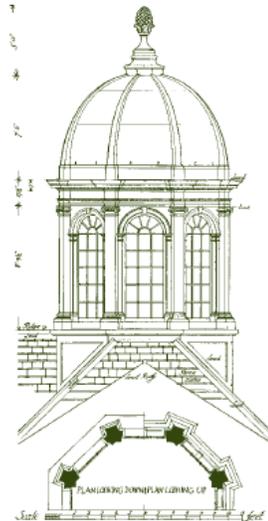
Horrocks Engineers



www.sageidaho.com

Main office:
125 E. 50th St.
Garden City, ID 83714
208.322.7033

Local office:
P.O. Box 902
Donnelly, ID 83615
208.859.7042



Planmakers
Planning and Urban Design

417 South 13th Street
Boise, Idaho 83702
208.336.1438

www.planmakers.net

Donnelly Downtown Planning Team participants:

- Drew & Lore Bittenbinder
- Rick Carr
- Matthew Castrigno
- Dawn & Mike Collins
- Kay & David Coski
- Carol & Jerry Crow
- Judy & Larry Crump
- Susan & George Dorris
- Jennifer Eld
- Kathy & David Fritchle
- Margo Flaherty
- Margo Kantola
- Kristal Kangas-Hanes
- Sheri & Terry Gestrin
- Alan Giltzow
- Monty & Bunny Ivey
- Carol Johnson
- Stephanie Johnson
- Jill Layton
- Judy Linman
- Mike Medberry
- Kermit Peterson
- Stella & Mike Ryan
- Jessie Somerton
- Ron Wurtz
- Jill Yensen
- Kimberly Zanier

Agency partners:

Idaho Transportation Department
Idaho Power
Idaho Department of Commerce
Upper Payette Economic Development

Other thanks:

City of Donnelly Public Works (Scott Shepard & Bruce Dyrud)
Holladay Engineering (Elwin Butler)
Flight of Fancy Bakery (for providing treats for each local planning team meeting)
Donnelly Community Preschool (for offering free child care during planning team meetings)
Donnelly 4H (for photographing and documenting the existing conditions of downtown Donnelly)

And to the countless others that completed surveys, provided public input, or have been inadvertently omitted from this list—*thank you!*

Note: Unless otherwise indicated, photographs were taken by Delta James, Planning Specialist, Sage Community Resources.

Donnelly City Hall, located on Halferty Street, and the U.S. Post Office, centrally located on Main Street, are anchor tenants in the central business district, drawing area residents to downtown on a regular basis.

The Donnelly Community Library, now housed in a small back room in a Main Street business, is expected to move into its new home in a building recently relocated from McCall to East State Street in summer 2009 (pictured on previous page). Once established, the library has the potential to become another anchor tenant in downtown Donnelly.

CITY OF DONNELLY, ID ZONE MAP

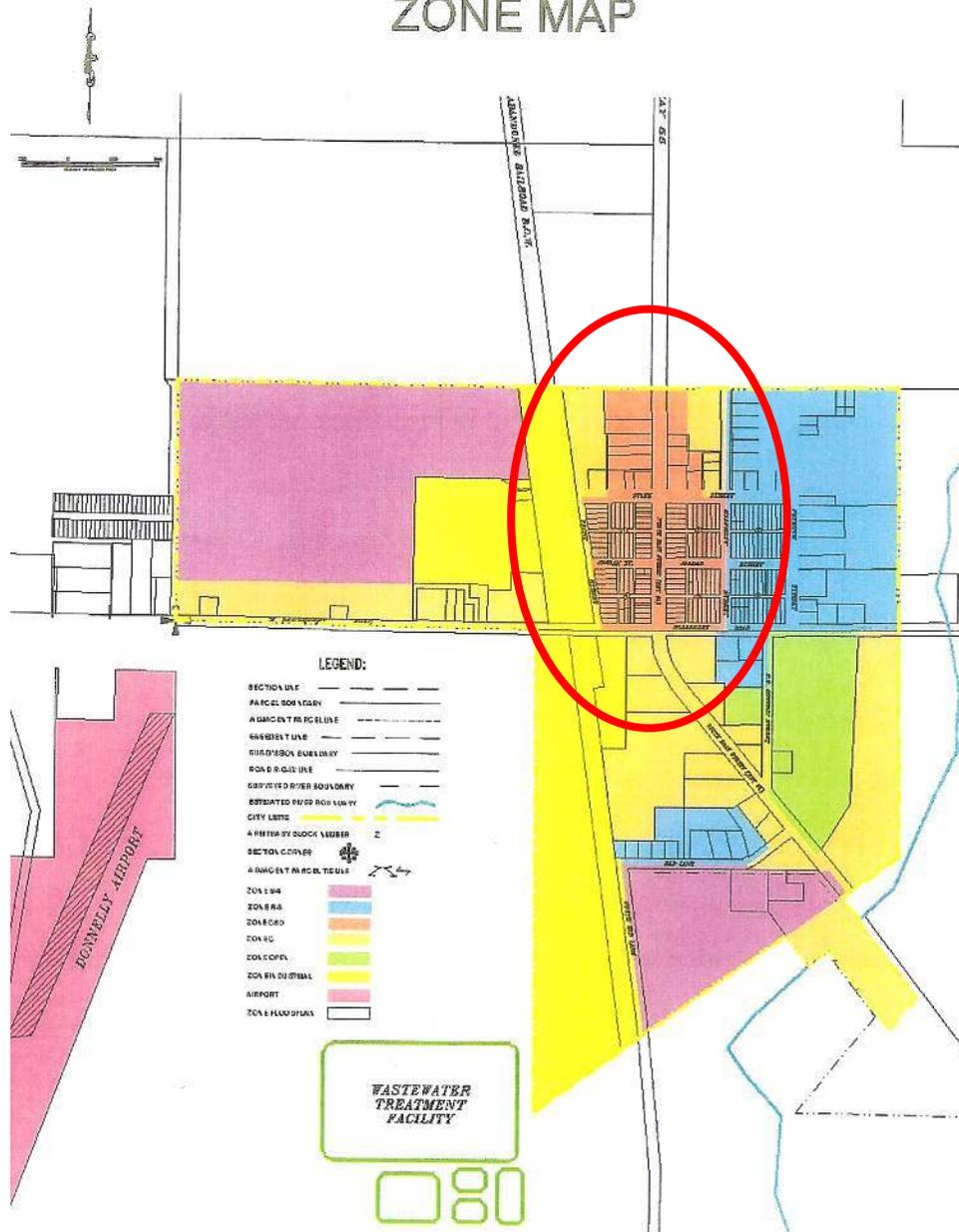


Figure 2: Zoning map from City of Donnelly Comprehensive Plan shows the Central Business District in orange, Donnelly's Downtown Revitalization Plan study area (circled in red).

within the Donnelly city limit but were not, according to the city record, registered with the city. Therefore, we will extrapolate that 34 businesses were operating in Donnelly at the time of the survey and 28 responded – a response rate of 82%.

The complete findings of Donnelly’s business survey can be found in the appendix of this report but this summary provides the major findings:

- Thirty-nine percent (39%) of the respondents operate retail businesses, 18% are real estate or property management companies, 14% are in the construction industry, and 11% are food service businesses or restaurants. The remaining 18% include a variety of salons, spas, propane fuel providers, shipping companies, insurance firms and consultants.
- Approximately two-thirds (61%) of the businesses own their own building.
- The average length Donnelly businesses have been operating is 8.3 years, ranging from one to thirty two years. Fifty-five percent (55%) of the businesses have been open less than five years, with most having been established during the Tamarack-influenced growth of 2004-2007.

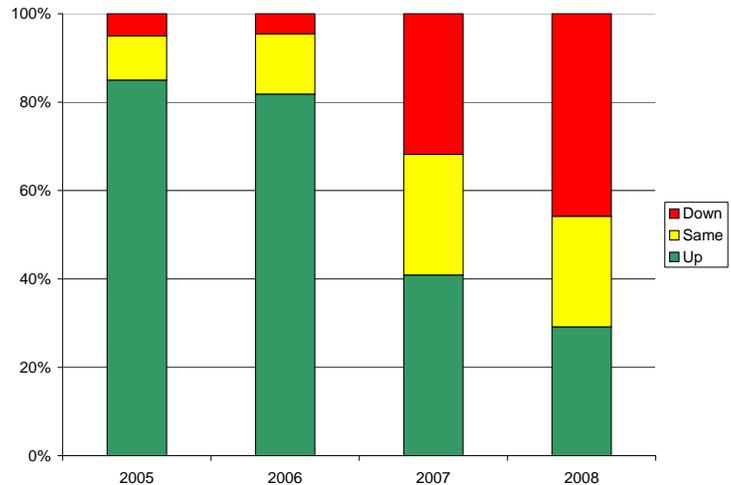


Figure 4: Annual sales pace as indicated by business survey respondents.

What do you think could be done to improve downtown Donnelly?

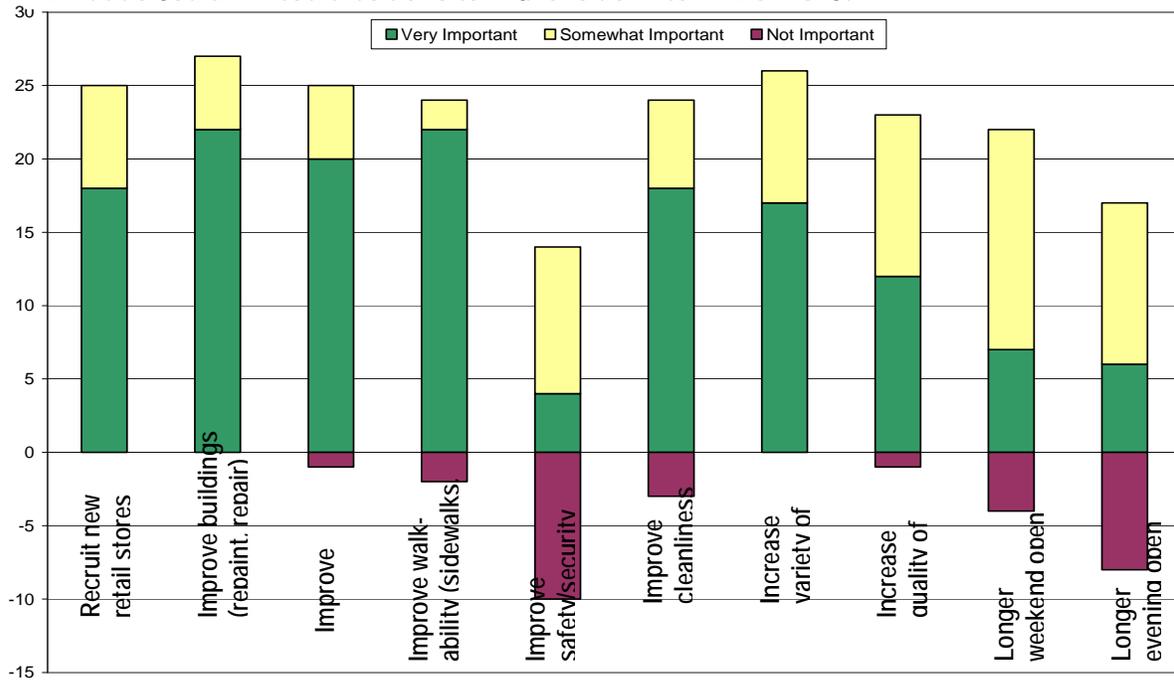


Figure 5: Graph indicating what business owners think could be done to improve downtown.

What do you think could be done to improve downtown Donnelly?

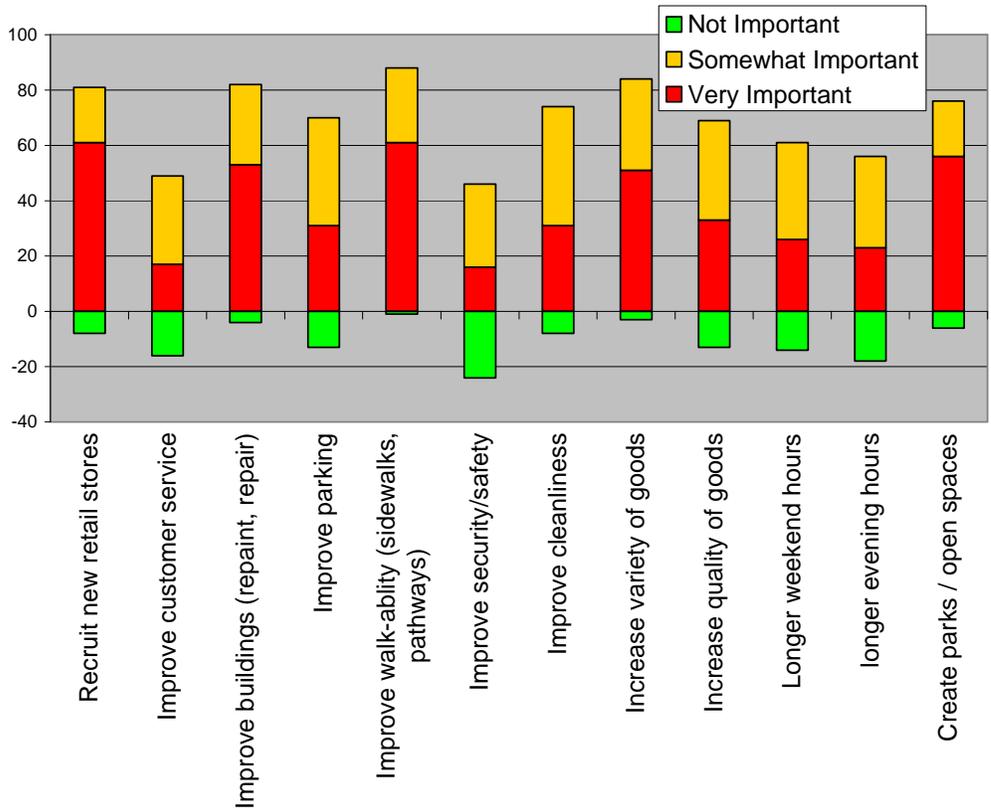


Figure 6: Graph illustrates what downtown customers think is important to downtown improvement.

Theme

No identified community design theme exists at this time although the desire to establish a theme was expressed frequently in surveys and community conversations. Communities, however, should strive to be authentic in their display of history and development of themes. Instead of creating a singularly “western” or “railroad” look to the community as was suggested by survey respondents, it is recommended that Donnelly aesthetically treat the community like a quilt, a patchwork of interesting aspects that educate and celebrate the many contributions to the community history and design, but that, together, create an attractive appearance and rich facets of interest.

Historic buildings

Donnelly is fortunate to still have a number of historic buildings in and near its downtown core (see Figure 9). For example, several beautiful homestead-era log homes are still occupied near the intersection of Main and Roseberry Streets, the Flight of Fancy building at the corner of Main and State Streets was once an early 1900s era church, and a beautiful red historic school building, currently vacant, sits just off of Main Street at the north edge of town.

The Long Valley Farm Service building, once an agricultural storage facility, and a granary (pictured at right) still sit on the now-abandoned railroad corridor. The Farm Service building is well maintained but the granary is in significant disrepair, may pose a safety hazard, and will need to be restored or removed soon or risk collapse. The granary is privately owned and is



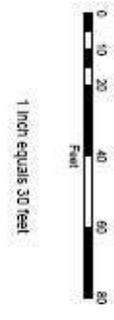
Granary building located along historic rail corridor.

CITY OF DONNELLY
VALLEY COUNTY, ID

REDEVELOPMENT AREA

Occupancy and Pedestrian
Infrastructure

- REDEVELOPMENT AREA OF INTEREST
- ANCHOR TENANTS
- VACANT BUILDING
- VACANT LOTS
- ADA RAMP NEEDED
- NO SIDEWALK
- SUBSTANDARD SIDEWALK
- SUBSTANDARD CURB AND GUTTER
- EXISTING STREET LIGHT



JANUARY 9, 2009

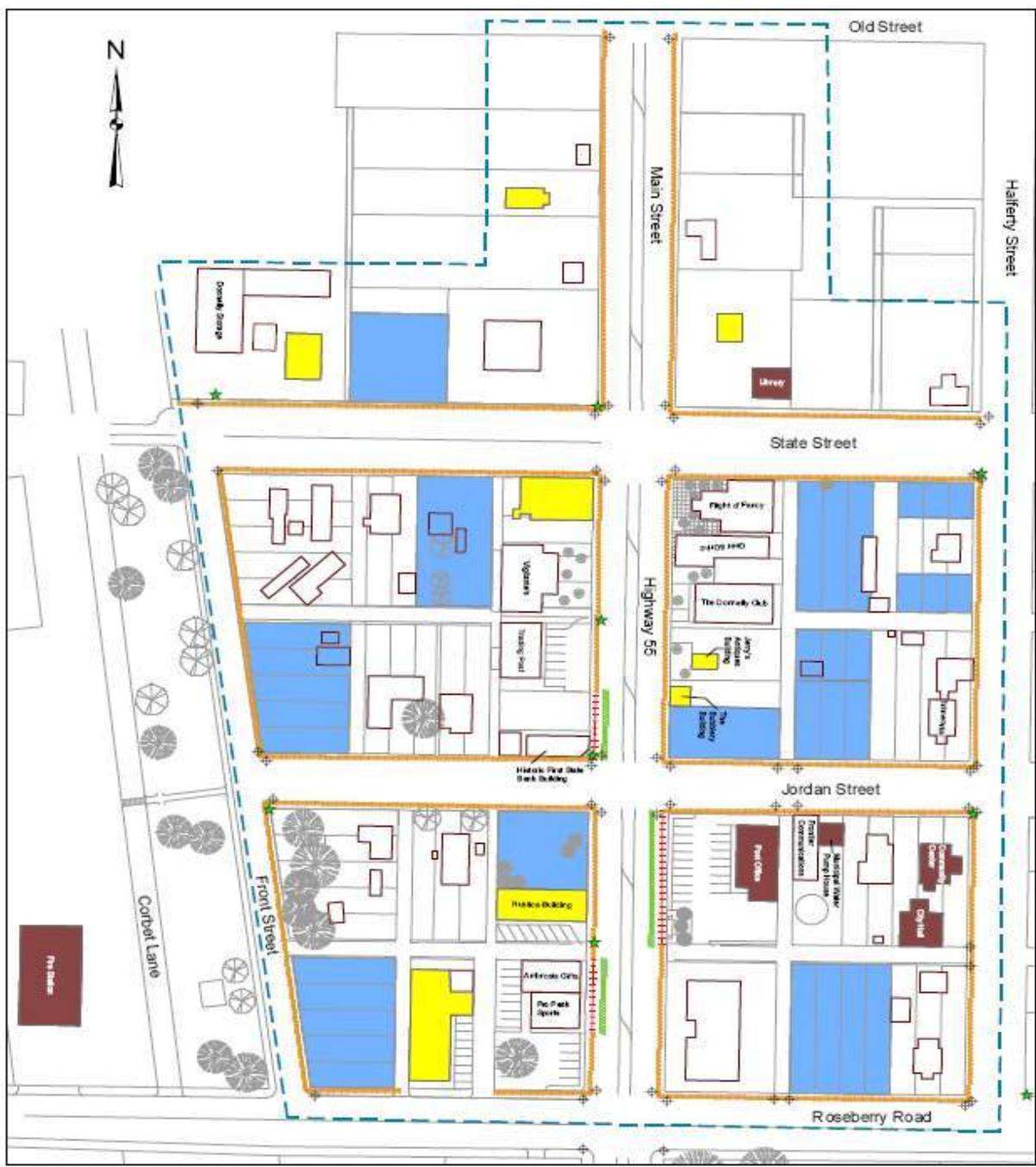


Figure 8: Occupancy and pedestrian infrastructure map.

Figure 9

Donnelly Streetscape Plan

Donnelly, Idaho



SCALE 1"=60'

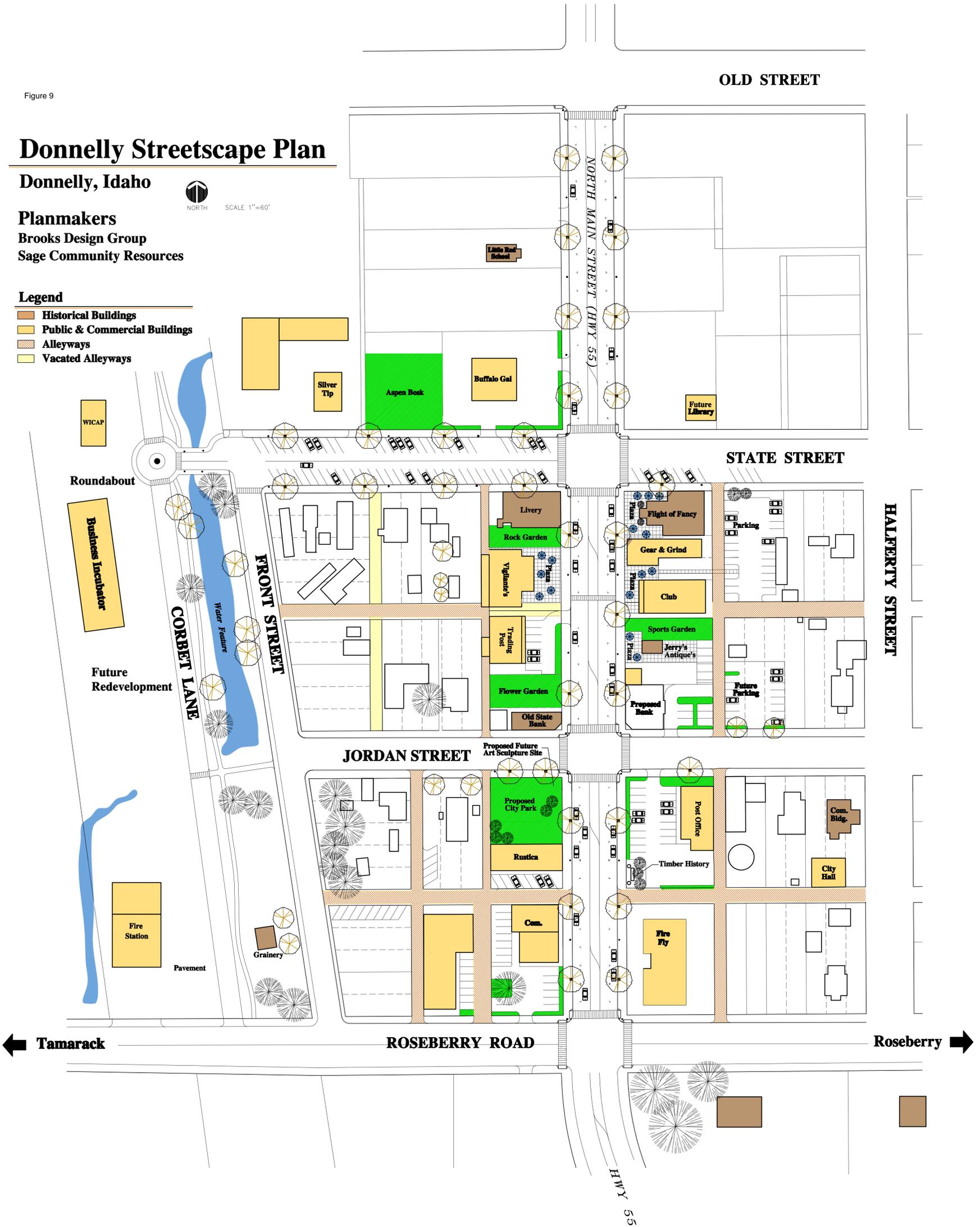
Planmakers

Brooks Design Group

Sage Community Resources

Legend

- Historical Buildings
- Public & Commercial Buildings
- Alleyways
- Vacated Alleyways



City of Donnelly Sidewalk and Landscaping Improvements - Phase I (sidewalks on Main Street between Jordan and State Streets, streetlights and street trees Roseberry to State) Project Cost Estimate					
Prepared by: Horrocks Engineers Date: January 16, 2009					
Item	Unit	Estimated Quantity	Unit Price	Total Price	
Mobilization	LS	1	\$27,800	\$27,800	
Traffic Control	LS	1	\$8,000	\$8,000	
Sawcut Asphalt Pavement	FT	1019	\$4	\$4,074	
Removal of Asphalt Concrete	SY	51	\$10	\$512	
Excavation	CY	134	\$27	\$3,572	
Sawcut Concrete	FT	101	\$5	\$504	
Demo of concrete sidewalk	SY	11	\$47	\$526	
Catch Basin	EACH	8	\$1,000	\$8,000	
18 inch Storm Drain Pipe	FT	508	\$20	\$10,164	
8 inch Storm Drain Pipe	FT	63	\$16	\$1,008	
4 inch Underdrain Pipe	FT	725	\$4	\$2,898	
Conduit for Electrical (1" pipe)	FT	725	\$2	\$1,449	
Conduit for Irrigation (3" Pipe)	FT	725	\$3	\$2,174	
Curb and Gutter	FT	725	\$18	\$13,251	
Urban Approaches	EACH	4	\$620	\$2,480	
Concrete for Approaches (6" Thickness)	SF	840	\$1.85	\$1,554	
Base (6" Thickness)	TON	270	\$37	\$10,065	
10' Concrete Sidewalk w/ Pattern (4" Thickness)	SY	804	\$35	\$28,151	
Resurface Asphalt Concrete (0.4' Thick)	SY	126	\$50	\$6,300	
ADA Ped Ramps	EACH	4	\$200	\$800	
Grading (5' Width)	LS	1	\$1,000	\$1,000	
Electrical System	LS	1	\$15,000	\$15,000	
Irrigation System	LS	1	\$10,000	\$10,000	
Excavation for Trees in Existing Concrete Sidewalk	EACH	6	\$200	\$1,200	
Tree Well	EACH	11	\$200	\$2,200	
Tree Grate Frames	EACH	11	\$113	\$1,243	
Street Tree	EACH	11	\$275	\$3,025	
Tree Grate	EACH	11	\$454	\$4,994	
Tree Guards	EACH	11	\$629	\$6,919	
Streetlight Fixtures	EACH	10	\$4,600	\$46,000	
Cobra with Pedestrian Head	EACH	6	\$5,600	\$33,600	
Freight (For all landscape items)	LS	1	\$750	\$750	
			Construction Subtotal	\$259,212	
			Contingency (12% of Subtotal)	\$31,100	
			Inflation (3% For 3 Years to 2012)	\$26,900	
			Estimated Construction Total	\$317,000	
Funding Administration				\$31,700	
Engineering				\$79,300	
Geotechnical Investigations and Testing				\$1,500	
Franchise Utilities Relocation (CableOne)				\$16,250	
			Estimated Total Project Cost	\$446,000	

Figure 13: Phase 1 Streetscape Improvements Cost Estimate. See Appendix for cost estimate notes.

City of Donnelly Sidewalk and Landscaping Improvements				
Sample Block				
Project Cost Estimate				
Prepared by: Horrocks Engineers Project Manager: Matt Neukom				
Item	Unit	Estimated Quantity	Unit Price	Total Price
Traffic Control	LS	1	\$8,000	\$8,000
Mobilization	LS	1	\$21,000	\$21,000
subtotal				\$29,000
Sawcut Asphalt Pavement	FT	1019	\$4	\$4,074
Removal of Asphalt Concrete	SY	51	\$10	\$512
Excavation	CY	134	\$27	\$3,572
subtotal				\$8,157
Curb and Gutter	FT	725	\$18	\$13,251
Catch Basin	EACH	8	\$1,000	\$8,000
18 inch Storm Drain Pipe	FT	508	\$20	\$10,164
8 inch Storm Drain Pipe	FT	63	\$16	\$1,008
4 inch Underdrain Pipe	FT	725	\$4	\$2,898
Conduit for Electrical (1" pipe)	FT	725	\$2	\$1,449
Conduit for Irrigation (3" Pipe)	FT	725	\$3	\$2,174
subtotal				\$38,944
Urban Approaches	EACH	4	\$620	\$2,480
Concrete for Approaches (6" Thickness)	SF	840	\$1.85	\$1,554
Base (6" Thickness)	TON	270	\$37	\$10,065
10' Concrete Sidewalk w/ Pattern (4" Thickness)	SY	805	\$35	\$28,175
Resurface Asphalt Concrete (0.4' Thick)	SY	126	\$50	\$6,300
Striping	SF	1428	\$0.25	\$357
ADA Ped Ramps	EACH	4	\$200	\$800
Grading (5' Width)	LS	1	\$1,000	\$1,000
Electrical System	LS	1	\$8,000	\$8,000
Irrigation System	LS	1	\$7,000	\$7,000
Tree Well	EACH	8	\$200	\$1,600
Tree Grate Frames	EACH	8	\$113	\$904
Street Tree	EACH	8	\$275	\$2,200
Tree Grate	EACH	8	\$454	\$3,632
Tree Guards	EACH	8	\$629	\$5,032
Streetlight Fixtures	EACH	4	\$4,600	\$18,400
Cobra with Pedestrian Head	EACH	4	\$5,600	\$22,400
Freight (For all landscape items)	LS	1	\$375	\$375
Subtotal				\$120,274
Construction Subtotal				\$196,375
Contingency (12% of Subtotal)	LS	1	\$23,600	\$23,600
Inflation (3% For 3 Years to 2012)	LS	1	\$20,400	\$20,400
Estimated Construction Total				\$240,375
Funding Administration (10% of Construction)	LS	1	\$24,000.00	\$24,000
Civil Engineer	LS	1	\$60,100.00	\$60,100
Geotechnical Engineering	LS	1	\$1,500	\$1,500
Franchise Utilities Relocation (CableOne)	LS	1	\$6,000	\$6,000
Estimated Total Project Cost				\$332,000

Figure 16: Cost estimates for a sample or typical block section to be used to plan future phases of streetscape improvements.

APPENDIX G

Project Summary Sheets

Sewer Capital Improvements Projects
City of Donnelly - Post Office

Project Number: 1
Timeframe: 2021

Objective: Construct a new roadway along the Northern side of the Post Office along Jordan St.

Project Location:
Along Jordan St. from Main St. to the East side of the Post Office Property



Special Considerations:

1. 24' roadway with two 2' shoulders
2. Additional Paving along Post Office drive-through

Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Excavation	256	CY	\$ 18.00	\$ 4,602.40
Sawcut Asphalt	75	LF	\$ 5.30	\$ 397.45
Asphalt Removal	14	CY	\$ 18.00	\$ 250.00
Haul	270	CY	\$ 10.12	\$ 2,729.02
Dust Abatement Water (per 1000 gallons)	9.0	MG	\$ 0.93	\$ 9,792.33
6" Minus Uncrushed Aggregate Sub-Base	65	TON	\$ 20.25	\$ 1,310.90
Crushed Aggregate for Base Type I	87	TON	\$ 21.70	\$ 1,891.62
Plant Mix Asphalt Class I	28	TON	\$ 202.55	\$ 5,639.85
Road Shoulder - 6" Minus Uncrushed Aggregate Sub-Base	11	TON	\$ 30.38	\$ 343.54
Road Shoulder - Crushed Aggregate for Base Type I	14	TON	\$ 30.38	\$ 412.60
Grading	1	LS	\$ 500.00	\$ 500.00
Erosion & Sediment Control	1	LS	\$ 1,000.00	\$ 1,000.00
Survey	1	LS	\$ 2,000.00	\$ 2,000.00
Construction Traffic Control	1	LS	\$ 2,500.00	\$ 2,500.00
Mobilization (5% Maximum)	1	LS	\$ 1,668.49	\$ 1,668.49
Subtotal				\$ 35,038.21
Contingency amount (25%)				\$ 8,759.55
Administrative Fees (15%)				\$ 5,255.73
Engineering Fees (15%)				\$ 5,255.73
Contractor Labor (15%)				\$ 5,255.73
Total Engineers				\$ 60,000.00

Sewer Capital Improvements Projects

City of Donnelly - Bus Route

Project Number: 2

Timeframe: 2022

Objective: Repaving along Mountain Community Transit Bus route through Donnelly

Special Considerations:

1. 24' roadway with two 2' shoulders

Project Location:

Along Front St. from Roseberry Rd. to Jordan and along Jordan to Highway 55



Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Excavation	833	CY	\$ 34.10	\$ 28,403.46
Haul	833	CY	\$ 10.12	\$ 8,433.40
Dust Abatement Water (per 1000 gallons)	29	MG	\$ 3.02	\$ 103,949.41
6" Minus Uncrushed Aggregate Sub-Base	211	TON	\$ 20.25	\$ 4,271.06
Crushed Aggregate for Base Type I	284	TON	\$ 21.70	\$ 6,163.15
Plant Mix Asphalt Class I	91	TON	\$ 202.55	\$ 18,375.34
Road Shoulder - 6" Minus Uncrushed Aggregate Sub-Base	45	TON	\$ 30.38	\$ 1,360.95
Road Shoulder - Crushed Aggregate for Base Type I	54	TON	\$ 30.38	\$ 1,633.85
Grading	1	LS	\$ 1,000.00	\$ 1,000.00
Erosion & Sediment Control	1	LS	\$ 2,000.00	\$ 2,000.00
Survey	1	LS	\$ 4,000.00	\$ 4,000.00
Construction Traffic Control	1	LS	\$ 4,000.00	\$ 4,000.00
Mobilization (5% Maximum)	1	LS	\$ 9,179.53	\$ 9,179.53
Subtotal				\$ 192,770.15
Contingency amount (25%)				\$ 48,192.54
Administrative Fees (15%)				\$ 28,915.52
Engineering Fees (15%)				\$ 28,915.52
Contractor Labor (15%)				\$ 28,915.52
Total Engineers				\$ 328,000.00

Sewer Capital Improvements Projects Post Office to Roseberry Project Number: 3 Timeframe: 2023 Objective: Construct a new roadway along the Northern side of the Post Office along Jordan St.	Project Location:			
Special Considerations: 1. 24' roadway with two 2' shoulders	East of Post Office along Jordan St. and along Halferty St. from Jordan to Roseberry Rd. 			
Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Excavation	639	CY	\$ 34.10	\$ 21,802.65
Haul	639	CY	\$ 10.12	\$ 6,473.53
Dust Abatement Water (per 1000 gallons)	23	MG	\$ 2.32	\$ 61,248.90
6" Minus Uncrushed Aggregate Sub-Base	162	TON	\$ 20.25	\$ 3,278.49
Crushed Aggregate for Base Type I	218	TON	\$ 21.70	\$ 4,730.87
Plant Mix Asphalt Class I	70	TON	\$ 202.55	\$ 14,105.01
Road Shoulder - 6" Minus Uncrushed Aggregate	35	TON	\$ 30.38	\$ 1,050.14
Road Shoulder - Crushed Aggregate for Base Ty	42	TON	\$ 30.38	\$ 1,261.26
Grading	1	LS	\$ 1,000.00	\$ 1,000.00
Erosion & Sediment Control	1	LS	\$ 2,000.00	\$ 2,000.00
Survey	1	LS	\$ 4,000.00	\$ 4,000.00
Construction Traffic Control	1	LS	\$ 3,000.00	\$ 3,000.00
Mobilization (5% Maximum)	1	LS	\$ 6,197.54	\$ 6,197.54
Subtotal				\$ 130,148.41
Contingency amount (25%)				\$ 32,537.10
Administrative Fees (15%)				\$ 19,522.26
Engineering Fees (15%)				\$ 19,522.26
Contractor Labor (15%)				\$ 19,522.26
Total Engineers				\$ 222,000.00

Sewer Capital Improvements Projects

W. State St.

Project Number: 4

Timeframe: 2024

Objective: Construct a new roadway with angled parking along State St.

Special Considerations:

- 1. 60' roadway including parking and pathway

Project Location:

Along State St. from Front St. to Main St.



Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Excavation	1056	CY	\$ 34.10	\$ 36,004.38
Haul	1056	CY	\$ 10.12	\$ 10,690.23
Dust Abatement Water (per 1000 gallons)	37	MG	\$ 3.83	\$ 167,028.41
6" Minus Uncrushed Aggregate Sub-Base	267	TON	\$ 20.25	\$ 5,414.03
Crushed Aggregate for Base Type I	360	TON	\$ 21.70	\$ 7,812.45
Plant Mix Asphalt Class I	115	TON	\$ 202.55	\$ 23,292.68
Striping	1428	SF	\$ 0.33	\$ 472.97
Erosion & Sediment Control	1	LS	\$ 2,000.00	\$ 2,000.00
Survey	1	LS	\$ 4,000.00	\$ 4,000.00
Construction Traffic Control	1	LS	\$ 9,000.00	\$ 9,000.00
Mobilization (5% Maximum)	1	LS	\$ 22,064.35	\$ 22,064.35
Subtotal				\$ 463,351.34
Contingency amount (25%)				\$ 115,837.84
Administrative Fees (15%)				\$ 69,502.70
Engineering Fees (15%)				\$ 69,502.70
Contractor Labor (15%)				\$ 69,502.70
Total Engineers				\$ 788,000.00

Sewer Capital Improvements Projects

Front St. Bus Parking

Project Number: 5

Timeframe: 2025

Objective: Construct a paved parking area near the Mountain Community Transit System Bus Stop

Special Considerations:

- 1. 2 rows of 5 parking spaces measuring 8.5' wide and 18' long

Project Location:
South of bus stop parallel to Front St.



Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Excavation	73	CY	\$ 34.10	\$ 2,502.84
6" Minus Uncrushed Aggregate Sub-Base	10	CY	\$ 26.73	\$ 267.30
Crushed Aggregate for Base Type I	25	TON	\$ 21.70	\$ 543.08
Plant Mix Asphalt Class I	8	TON	\$ 202.55	\$ 1,619.19
Striping	260	LF	\$ 0.77	\$ 200.20
Haul	73	CY	\$ 10.12	\$ 743.13
Dust Abatement Water (per 1000 gallons)	2.6	MG	\$ 0.27	\$ 807.13
Erosion & Sediment Control	1	LS	\$ 500.00	\$ 500.00
Survey	1	LS	\$ 1,000.00	\$ 1,000.00
Construction Traffic Control	1	LS	\$ 2,000.00	\$ 2,000.00
Mobilization (5% Maximum)	1	LS	\$ 509.14	\$ 509.14
Subtotal				\$ 10,692.01
Contingency amount (25%)				\$ 2,673.00
Administrative Fees (15%)				\$ 1,603.80
Engineering Fees (15%)				\$ 1,603.80
Contractor Labor (15%)				\$ 1,603.80
Total Engineers				\$ 19,000.00

Sewer Capital Improvements Projects
 Library 1

Project Number: 6
 Timeframe: 2026

Objective: Construct a pathway from the Library to the Elementary School

Project Location:

Starting at the Library, heading east on the north side of State St., heading south on the west side of Halferty, stopping at intersection with Rosberry



Special Considerations:

1. Path to be 5' wide and built similar to the 2019 Safe Routes to School Pathway

Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Clearing & Grubbing	1	LS	\$ 3,200.00	\$ 3,200.00
Pedestrian Beacon & Electrical Work	2	EA	\$ 14,800.00	\$ 29,600.00
Detectable Warnings	4	EA	\$ 600.00	\$ 2,400.00
16 Gauge 6" Storm Culvert Pipe	30	LF	\$ 30.00	\$ 900.00
Crushed Aggregate for Base Type I (6" Thickness)	110	TON	\$ 21.70	\$ 2,392.56
Plant Mix Asphalt Class I (3" Thickness)	28	TON	\$ 202.55	\$ 5,706.71
Striping	120	LF	\$ 0.77	\$ 92.40
Dust Abatement Water (per 1000 gallons)	7.6	MG	\$ 0.78	\$ 6,962.42
Erosion & Sediment Control	1	LS	\$ 1,000.00	\$ 1,000.00
Survey	1	LS	\$ 5,000.00	\$ 5,000.00
Construction Traffic Control	1	LS	\$ 2,000.00	\$ 2,000.00
Mobilization (5% Maximum)	1	LS	\$ 1,157.70	\$ 1,157.70
Subtotal				\$ 24,311.79
Contingency amount (25%)				\$ 6,077.95
Administrative Fees (15%)				\$ 3,646.77
Engineering Fees (15%)				\$ 3,646.77
Contractor Labor (15%)				\$ 3,646.77
Total Engineers				\$ 42,000.00

Sewer Capital Improvements Projects
 Elementary School
 Project Number: 7
 Timeframe: 2027
 Objective: Construct a pathway from the Elementary School to the Park and Tennis Courts

Special Considerations:
 1. Path to be 5' wide and built similar to the 2019 Safe Routes to School Pathway

Project Location:
 Starting at Roseberry heading south on the east side of Gestrin St., ending at the tennis courts



Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Detectable Warnings	3	EA	\$ 600.00	\$ 1,800.00
16 Gauge 18" Storm Culvert Pipe	20	LF	\$ 22.50	\$ 450.00
Clearing & Grubbing	1	LS	\$ 3,000.00	\$ 3,000.00
Crushed Aggregate for Base Type I	94	TON	\$ 21.70	\$ 2,034.49
Plant Mix Asphalt Class I	24	TON	\$ 202.55	\$ 4,852.64
Striping	30	LF	\$ 0.77	\$ 23.10
Dust Abatement Water (per 1000 gallons)	6.5	MG	\$ 0.66	\$ 5,034.37
Erosion & Sediment Control	1	LS	\$ 1,000.00	\$ 1,000.00
Survey	1	LS	\$ 5,000.00	\$ 5,000.00
Construction Traffic Control	1	LS	\$ 2,000.00	\$ 2,000.00
Mobilization (5% Maximum)	1	LS	\$ 997.23	\$ 997.23
Subtotal				\$ 20,941.84
Contingency amount (25%)				\$ 5,235.46
Administrative Fees (15%)				\$ 3,141.28
Engineering Fees (15%)				\$ 3,141.28
Contractor Labor (15%)				\$ 3,141.28
Total Engineers				\$ 36,000.00

Sewer Capital Improvements Projects
 NJ Corbet Road
 Project Number: 8
 Timeframe: 2028
 Objective: Construct a new roadway along NJ Corbet Road leading to the industrial park

Special Considerations:
 1. 24' roadway with two 2' shoulders

Project Location:
 Along NJ Corbet Road from Roseberry to the North side of the Industrial Park



Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Excavation	902	CY	\$ 40.50	\$ 36,534.92
Haul	902	CY	\$ 10.12	\$ 9,132.23
Dust Abatement Water (per 1000 gallons)	27	MG	\$ 2.80	\$ 89,552.18
6" Minus Uncrushed Aggregate Sub-Base	196	TON	\$ 20.25	\$ 3,964.27
Crushed Aggregate for Base Type I	264	TON	\$ 21.70	\$ 5,720.45
Plant Mix Asphalt Class I	84	TON	\$ 202.55	\$ 17,055.42
Road Shoulder - 6" Minus Uncrushed Aggregate	42	TON	\$ 30.38	\$ 1,269.81
Road Shoulder - Crushed Aggregate for Base Ty	50	TON	\$ 30.38	\$ 1,525.08
Grading	1	LS	\$ 1,000.00	\$ 999.00
Erosion & Sediment Control	1	LS	\$ 2,000.00	\$ 2,000.00
Survey	1	LS	\$ 8,000.00	\$ 8,000.00
Construction Traffic Control	1	LS	\$ 17,139.84	\$ 17,139.84
Mobilization (5% Maximum)	1	LS	\$ 9,644.66	\$ 9,644.66
Subtotal				\$ 202,537.85
Contingency amount (25%)				\$ 50,634.46
Administrative Fees (15%)				\$ 30,380.68
Engineering Fees (15%)				\$ 30,380.68
Contractor Labor (15%)				\$ 30,380.68
Total Engineers				\$ 345,000.00

Sewer Capital Improvements Projects
 Library 2

Project Number: 9
 Timeframe: 2029

Objective: Construct a pathway from Main St. to the Library

Special Considerations:
 1. Path to be 5' wide and built similar to the 2019 Safe Routes to School Pathway

Project Location:
 Along State St. from Main St. to the Library



Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Clearing & Grubbing	1	LS	\$ 500.00	\$ 500.00
16 Gauge 6" Storm Culvert Pipe	15	LF	\$ 7.05	\$ 105.75
16 Gauge 8" Storm Culvert Pipe	10	LF	\$ 4.94	\$ 49.35
Crushed Aggregate for Base Type I	17	TON	\$ 21.70	\$ 379.77
Plant Mix Asphalt Class I	4	TON	\$ 202.55	\$ 905.83
Dust Abatement Water (per 1000 gallons)	1	MG	\$ 0.12	\$ 175.42
Erosion & Sediment Control	1	LS	\$ 500.00	\$ 500.00
Survey	1	LS	\$ 1,000.00	\$ 1,000.00
Construction Traffic Control	1	LS	\$ 500.00	\$ 500.00
Mobilization (5% Maximum)	1	LS	\$ 180.81	\$ 180.81
Subtotal				\$ 3,796.92
Contingency amount (25%)				\$ 949.23
Administrative Fees (15%)				\$ 569.54
Engineering Fees (15%)				\$ 569.54
Contractor Labor (15%)				\$ 569.54
Total Engineers				\$ 7,000.00

Sewer Capital Improvements Projects
 E. Roseberry Road

Project Number: 10
 Timeframe: 2030

Objective: Construct a new roadway along the E. Roseberry Road.

Project Location:
 Along E Roseberry Road from Main St to Gestrin Street



Special Considerations:
 1. Major Collector Roadway as specified in the Valley County Standards for Public Roads.

Item Description	Estimated Quantity	Unit	Bid Unit Price	Bid Price
Excavation	739	CY	\$ 40.50	\$ 29,937.57
Haul	739	CY	\$ 10.12	\$ 7,483.16
Dust Abatement Water (per 1000 gallons)	34	MG	\$ 3.45	\$ 135,293.01
6" Minus Uncrushed Aggregate Sub-Base	241	TON	\$ 20.25	\$ 4,872.62
Crushed Aggregate for Base Type I	324.0	TON	\$ 21.70	\$ 7,031.20
Plant Mix Asphalt Class I	103	TON	\$ 202.55	\$ 20,963.42
Road Shoulder - 6" Minus Uncrushed Aggregate Sub-Base	34	TON	\$ 30.38	\$ 1,040.51
Road Shoulder - Crushed Aggregate for Base Type I	41	TON	\$ 30.38	\$ 1,249.69
Grading	1	LS	\$ 1,000.00	\$ 999.00
Erosion & Sediment Control	1	LS	\$ 2,000.00	\$ 2,000.00
Survey	1	LS	\$ 8,000.00	\$ 8,000.00
Construction Traffic Control	1	LS	\$ 14,044.79	\$ 14,044.79
Mobilization (5% Maximum)	1	LS	\$ 11,645.75	\$ 11,645.75
Subtotal				\$ 244,560.71
Contingency amount (25%)				\$ 61,140.18
Administrative Fees (15%)				\$ 36,684.11
Engineering Fees (15%)				\$ 36,684.11
Contractor Labor (15%)				\$ 36,684.11
Total Engineers				\$ 416,000.00

APPENDIX H

Safe Routes to School

IN THE SENATE

SENATE BILL NO. 1121

BY JUDICIARY AND RULES COMMITTEE

AN ACT

1 RELATING TO THE SAFE ROUTES TO SCHOOL HEALTHY KIDS PROGRAM; AMENDING TITLE
2 40, IDAHO CODE, BY THE ADDITION OF A NEW CHAPTER 25, TITLE 40, IDAHO
3 CODE, TO PROVIDE LEGISLATIVE INTENT, TO PROVIDE FOR THE SAFE ROUTES
4 TO SCHOOL HEALTHY KIDS PROGRAM, TO DEFINE TERMS, TO PROVIDE FOR THE
5 ADMINISTRATION OF THE PROGRAM, TO PROVIDE FOR A FUND, TO PROVIDE FOR SO-
6 LICITATION OF RECOMMENDATIONS AND TO PROVIDE FOR REPORTING; PROVIDING
7 SEVERABILITY; AND DECLARING AN EMERGENCY.
8

9 Be It Enacted by the Legislature of the State of Idaho:

10 SECTION 1. That Title 40, Idaho Code, be, and the same is hereby amended
11 by the addition thereto of a NEW CHAPTER, to be known and designated as Chap-
12 ter 25, Title 40, Idaho Code, and to read as follows:

13 CHAPTER 25

14 SAFE ROUTES TO SCHOOL HEALTHY KIDS PROGRAM

15 40-2501. LEGISLATIVE INTENT. (1) A safe routes to school healthy kids
16 program shall be established to improve the health and safety of K-12 public
17 school children by simultaneously:

18 (a) Reducing serious traffic-related injuries and fatalities suffered
19 by school children traveling to and from school; and

20 (b) Increasing opportunities for daily physical activity through in-
21 creased access, education and encouragement. Safe routes to school
22 projects provide improvements in the ability of public school children
23 to walk and bicycle to school, helping to reduce the risk of chronic
24 disease related to a sedentary lifestyle.

25 (2) The program, pursuant to the provisions of this chapter, shall be
26 administered by the local highway technical assistance council, hereinafter
27 "LHTAC."

28 40-2502. DEFINITIONS. As used in this chapter:

29 (1) "LHTAC" means the local highway technical assistance council.

30 (2) "Safe routes to school" (SRTS) means projects, programs and initia-
31 tives that aim to increase the number or safety of students walking or bicy-
32 cling to school through education, encouragement, infrastructure and other
33 improvements.

34 (3) "Safe routes to school infrastructure projects" means planning or
35 engineering projects located within two (2) miles of a school that support
36 bicycling and walking to the school, such as sidewalk improvements, traffic
37 calming and speed-reduction improvements, pedestrian and bicycle-crossing
38 improvements, on-street bicycle facilities, off-street bicycle and pedes-
39 trian facilities, secure bicycle parking facilities and traffic-diversion
40 or calming improvements.

1 (4) "Safe routes to school non-infrastructure projects" means projects
2 designed to encourage children to safely walk and bicycle to school, includ-
3 ing public awareness campaigns and outreach to press and community leaders,
4 traffic education and enforcement in the vicinity of schools, student edu-
5 cation sessions on bicycle and pedestrian safety, health, environment and
6 funding for training volunteers and managers.

7 (5) "Safe routes to school healthy kids program" means a program within
8 LHTAC that supports increasing the safety and convenience of children walk-
9 ing or biking to school and funds safe routes to school projects in local ju-
10 risdictions.

11 (6) "Safe routes to school projects" means both safe routes to school
12 infrastructure projects and safe routes to school non-infrastructure
13 projects.

14 (7) "Vicinity" means, with respect to a school, the area within bicy-
15 cling or walking distance of the school, approximately two (2) miles.

16 40-2503. ADMINISTRATION WITHIN THE LOCAL HIGHWAY TECHNICAL ASSIS-
17 TANCE COUNCIL (LHTAC). (1) LHTAC shall administer the safe routes to school
18 healthy kids program.

19 (2) There is hereby created in the state treasury a fund to be known as
20 the Idaho safe routes to school healthy kids program fund, which shall con-
21 sist of all funds made available to it from state, private and other sources.
22 The state treasurer is directed to invest all unobligated moneys in the fund.
23 All interest and other income accruing from such investments shall accrue to
24 the fund. LHTAC may retain such reasonable sums from the fund as necessary
25 to offset costs associated with administration of the safe routes to school
26 healthy kids program.

27 (3) On an annual basis, LHTAC shall solicit input statewide from inter-
28 ested parties and entities for advice and recommendations regarding the ap-
29 plication process of the safe routes to school healthy kids program. These
30 interested parties are responsible for procuring funds.

31 (4) LHTAC shall submit to the legislature, within the first thirty (30)
32 days of each regular legislative session, an annual report of the status and
33 progress of the safe routes to school healthy kids program.

34 SECTION 2. SEVERABILITY. The provisions of this act are hereby declared
35 to be severable and if any provision of this act or the application of such
36 provision to any person or circumstance is declared invalid for any reason,
37 such declaration shall not affect the validity of the remaining portions of
38 this act.

39 SECTION 3. An emergency existing therefor, which emergency is hereby
40 declared to exist, this act shall be in full force and effect on and after its
41 passage and approval.



SAFE ROUTES TO SCHOOL NOTEWORTHY PRACTICES GUIDE: A Compendium of State SRTS Program Practices

Acknowledgements

This guide represents the work of the American Association of State Highway and Transportation Officials (AASHTO), the Governors Highway Safety Association (GHSA), the Federal Highway Administration (FHWA), the National Center for Safe Routes to School (National Center) and the Safe Routes to School Expert Panel. In November of 2010, AASHTO convened the Safe Routes to School Expert Panel for a one-day workshop to establish the priorities and framework for this guide. This guide documents a variety of approaches taken by states to implement Safe Routes to School programs and includes insight from states on their achievements to date. AASHTO acknowledges the efforts of the Safe Routes to School Expert Panel and appreciates the contributions they have made to this document. The members of the Safe Routes to School Expert Panel and their affiliations are given here. In addition, AASHTO recognizes the efforts of the project team to develop a comprehensive and representative guide.

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FOREWORD

In 2005, the United States Congress established the national Safe Routes to School (SRTS) program in Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Through a combination of engineering, education, encouragement, enforcement and evaluation strategies, the program was developed to address traffic safety, traffic congestion and air quality issues around schools, while also acknowledging the health benefits of active school travel.

The federal SRTS program empowers states and local communities to choose to make walking and bicycling to school a safe and available everyday mode choice. Since the federal SRTS program was enacted, states have implemented their programs through a myriad of approaches. This guide contains specific examples of noteworthy practices by state SRTS programs for consideration by state and federal SRTS practitioners.

“Given that pedestrian and bicyclists are 14 percent of total fatalities in the United States and the number of pedestrians and bicyclists is expected to increase, we are hopeful that educating young students in safe walking and bicycling habits will not only make it safer for them now but, also develop safe travel habits that will stay with them for life,” said Tony Kane, Director of Engineering and Technical Services, American Association of State Highway and Transportation Officials (AASHTO) (1).

“This guidebook provides great ideas and resources for State SRTS Coordinators and helps fill a gap in the information that is available for these coordinators. A number of SRTS programs are housed in state highway safety offices, and I know these offices will make good use of the guide,” said Barbara Harsha, Executive Director of the Governors Highway Safety Association.

“We are pleased that AASHTO has taken this important step to recognize noteworthy Safe Routes to School program elements. Serving as a platform for information sharing, this guide focuses on helping make state SRTS programs even stronger,” said Joe Toole, the Associate Administrator for the Federal Highway Administration’s (FHWA) Office of Safety.

“A strength of the Safe Routes to School program is the flexibility that states have in crafting programs to fit local needs. The State SRTS Coordinators regularly share solutions for making SRTS programs function at a higher level. Having highlights of this information in one document is a great benefit,” said Lauren Marchetti, Director of the National Center for Safe Routes to School.



Photo courtesy of the National Center for Safe Routes to School.

CHAPTER 3—Project Selection

As of December 31, 2010, more than 10,400 schools have been included in announcements of funding by state DOTs (4). State funded SRTS projects can be selected by a variety of methods. In general, selection methods fall into two categories: non-competitive selection or competitive selection using applications.

Non-Competitive Selection

Some states have organized their programs such that schools or communities may receive non-infrastructure services by expressing interest, enrolling or becoming partners in the state SRTS program. By enrolling in the program and in some cases achieving benchmarks on program activities, these schools or communities are then eligible to apply for infrastructure funding. **Massachusetts** utilizes a non-competitive selection process to populate its SRTS program.

The Massachusetts SRTS non-infrastructure program is run by MassRIDES, a program of the Massachusetts Department of Transportation (MassDOT). Instead of completing an application, schools or communities interested in participating first fill out a Partnership Enrollment Form. The enrollment form contains questions regarding:

- The number of students attending the school and what forms of transportation they currently use,
- The condition of the physical environment around the school,
- The school's anticipated level of participation, and
- The SRTS program stakeholders.



Promotional brochure for the Hawaii SRTS/PATH Walk to School Day. Source: <http://www.hawaiisaferouteshui.org/?cat=3>.

Once the enrollment form has been submitted, coordinators meet with stakeholders to review the SRTS program process to educate them on educational and encouragement activities and how to qualify for infrastructure improvements. Coordinators then provide partner schools non-infrastructure resources such as: technical assistance; customized program design and implementation; pedestrian and bicycle safety trainings; educational materials and programs; and student incentives and rewards. In order to ensure that their programs are comprehensive in nature, schools must first demonstrate that they have met the 4 E's of education, encouragement, enforcement, and evaluation before the MassDOT SRTS Program will consider them for the 5th E of engineering for infrastructure improvements (69).

MassDOT has noted these substantial benefits to the Massachusetts selection process:

- Administrative costs are minimized due to the efficiency of a centrally run program.
- On-call technical assistance is provided by qualified personnel who work full time on SRTS.
- Localities are not required to: prepare applications for competitive award; negotiate and execute contracts with the funding agency; prepare sub-contracts with service providers; or administer funds.
- MassDOT is not required to evaluate a large number of grant applications (10).

Similar to Massachusetts, eligible schools in the **District of Columbia** (DC) can receive many non-infrastructure services or support simply by expressing interest in SRTS and agreeing to implement certain activities. Examples of support include:

Pedestrian/bicycle safety education. Any DC elementary or middle school can receive pedestrian or bicycle training simply by requesting it. The District of Columbia DOT (DDOT) oversees a consultant to provide pedestrian safety education for kindergarten through second grades, and bicycle safety education for third through eighth grade students.

Traffic enforcement. At the request of schools, DDOT SRTS funds pay for traffic enforcement in school zones with help from their partners at the Metropolitan Police Department.

Encouragement activities and resources. Any school that registers for Walk to School Day on the walktoschool.org website automatically receives small prizes to be distributed to their walk to school day participants. DDOT also offers schools the chance to participate in the DDOT Walk & Roll Club in which students can earn prizes in exchange for walking or bicycling to school. The Walk & Roll Club is open to any school that is interested in the program, and DDOT provides all of the necessary supplies and prizes for the program.

Planning Assistance. For schools that are ready to take their SRTS program to the next level, DDOT offers schools assistance in the creation of Safe Routes to School Action Plans. These schools receive assistance in developing a SRTS Action Plan that addresses all of the E's: education, enforcement, engineering, encouragement, and evaluation. While this service is also open to any school, schools are required to submit a simple enrollment form and sign an agreement. The enrollment form confirms their eligibility and identifies a SRTS team and team leader. The agreement commits the schools conducting an evaluation using student travel tallies and parent surveys, to providing pedestrian and bicycle safety education (through DDOT services), to hold at least one school-wide walk/bike event, and to provide take-home information on SRTS to parents. Schools that have completed a SRTS Action Plan are eligible to apply for infrastructure project to be constructed by DDOT (70).

Competitive Selection/Applications

Most states use a competitive selection process to identify and select projects for funding. Selection is often made through a grant application process with input from advisory committees to review and select final projects for funding. Funding is typically awarded for planning, non-infrastructure, and infrastructure projects. This section of the guide focuses on the use of advisory committees, as well as specific noteworthy practices to assist in the selection process including recognition of comprehensive programs; review of feasibility and constructability; development of school travel plans; provision for local data collection; and planning for program sustainability in the sponsor application.

Project Selection by Committee

In an effort to remain impartial during the selection process, **Missouri** SRTS programs utilizes a selection committee to select and award projects. Committee members represent different regions of the state and include school officials, law enforcement, PTA and other organizations with interest in improving safety for walking/biking students. The state coordinator organizes and provides a copy of all applications to the committee for review prior to meeting. The scoring sheet used by the committee can be found in Missouri's SRTS administrative guidelines, and includes: Problem Identification; Project Description; Budget; and Goals/Expected Results (71).

South Dakota DOT (SDDOT) has a committee that makes the selections on approved grants. The SDDOT staff does not make any recommendations, but are present at the selection time for technical support along with a FHWA representative. The committee consists of representatives of a Department of Health, law enforcement, South Dakota Education Association, Associated School Boards of South Dakota, the biking community, parent teachers association (PTA), and Tribal Planning. Project selection by South Dakota includes an assignment of points to each application with the following point breakdown:



*Police and children partnering in education on Row to safety walk and bike to school.
Source: <http://www.saferoutesinfo.org/guide/enforcement/index.cfm>*

- Comprehensive nature of the program (45 points),
- Community collaboration and support (25 points),
- Barriers to walking and bicycling (15 points),
- Economically disadvantaged community (5 points), and
- Potential for success (10 points).

South Dakota also provides guidelines on “Getting Started” including a toolkit and suggestions on creating a SRTS Team. Further information is provided about the importance of a Needs Assessment and a Basic Travel Plan. Applicants are encouraged to provide a solid comprehensive plan with detailed maps of the proposed SRTS project. Checklists are also provided to help ensure that each applicant has completed the application fully (72).

Additional Project Selection Noteworthy Practices

Encouraging Comprehensive Programs

States have recognized that in order to build a solid foundation for viable local SRTS programs, there is a need to encourage comprehensive programs and/or individual project plans in the project selection process. FHWA guidance suggests that project selection criteria should promote a comprehensive plan that addresses both non-infrastructure- and infrastructure-related activities regardless of whether the applicant is applying for one or both types of funding.

Some states, including **North Dakota**, **Arkansas**, and **Florida** promote comprehensive SRTS programs by requiring applicants to explain how they plan to address each of the 5 E’s in their



application (73) (74) (75) (76). **Arkansas** and **Florida** also provide information to help the applicant understand how having a comprehensive plan affects the likelihood of receiving project funding. The Arkansas application provides information on the possible number of points awarded for each question, including questions related to their approach to the 5 E's in the proposed project (48). Florida provides similar information in its SRTS Infrastructure Scoring Form which is available to applicants (6).

In addition to including a question on program and/or individual project plan comprehensiveness, the **South Dakota** DOT requires that before any city or school applies for the SRTS program funding, the SRTS Coordinator and staff presents and provide informational handouts to the committee applying for funding. The handouts identify the items that need to be in place before applying for funding to provide ideas on what to include in the application. The handouts also include student and parent surveys. If a community has additional questions or has added new members to their SRTS project committee, the SRTS Coordinator will return for a second round of meetings (54). Prior to final grant approval the SDDOT sets aside one day for applicants to meet with SDDOT representatives at the SDDOT Headquarters in Pierre. All applicants are required to send at least one representative to the meeting and SDDOT and the applicants try to resolve any remaining unanswered questions or comments. During the meetings, SDDOT and applicants try to resolve any unanswered questions or comments. This outreach helps to ensure that every application is complete prior to beginning the project selection process.

The **West Virginia** SRTS program takes a slightly different approach to encouraging comprehensive programs by requiring infrastructure applicants to also apply for non-infrastructure funds (77). In 2007, the first year SRTS grants were awarded in West Virginia, only 7 percent of SRTS funds went to non-infrastructure projects. Per the legislation, at least 10 percent of SRTS funding needs to be awarded to non-infrastructure projects. In order to increase non-infrastructure participation, the **West Virginia** SRTS program required that infrastructure applicants also apply for non-infrastructure funds. For example, if



an applicant applies for \$100,000 in infrastructure funds, they must also apply for \$10,000 to \$30,000 in non-infrastructure funds. As a result of the change in application procedures, over the past five years the amount of non-infrastructure funds awarded on average has increased to 16.6 percent (78).

School Travel Plans

Some state SRTS programs encourage, enable, or even require communities to develop school travel plans (STPs) before applying for SRTS funds. School travel plans vary in content and detail, but generally they are written documents that assess infrastructure and non-infrastructure challenges and needs, and outline a community's intentions to make walking and bicycling to school safe and inviting. **Ohio** and **Oklahoma** are examples of states that require a community to develop and submit a school travel plan prior to applying for SRTS funds.

In Ohio, communities must convene a multidisciplinary team to develop STPs. The team must consist of at least one representative for each of the 5 E's. Current guidelines require communities to do surveys, hold meetings and write a portion of the plan before the Ohio Department of Transportation (ODOT) brings in a consultant team to help assess engineering issues in the community.

Once the engineering portion is complete, communities incorporate engineering countermeasures into their programs and create an action plan that must address all 5 E's. Communities are then invited to apply for funding for portions of that plan in the next funding round.

Ohio currently has three STP initiatives:

1. In the funding round that closed in January 2011, each applicant was asked to supply ODOT with a spreadsheet containing the address and grade for each child attending the school. The spreadsheets were used to create maps to the student locations and to help determine where infrastructure funds will best be best spent. The goal is to use this information on the current list of communities being funded for STPs so that projects can be prioritized according to potential use.

2. ODOT is working to streamline the SRTS process by bringing a consultant team in earlier to help communities organize public meetings, gathering input regarding all 5 E's and developing a complete plan with community input. The communities will have the opportunity to update each time they apply for funding. New guidelines with the streamlined process are expected to be available in September 2011.
3. The current SRTS process allows for funding of up to four schools at a time which can be an overwhelming process for large school districts. In **Ohio**, many large school districts have shown an interest in SRTS. ODOT has applied for and been awarded State Planning and Research funds to create a procedure for STP development in large school districts. There are several large school districts in the country that have STPs; however, the research did not find a repeatable procedure. ODOT hopes to create that procedure and expects to have the research team in place and ready to start by early April (79). ODOT's current guidelines and approved STPs can be found on the Ohio SRTS website (80).

Feasibility/Constructability Reviews

Some states like **North Carolina** and **Connecticut** ensure the constructability of infrastructure projects before award funding. Some of the value gained from performing a constructability review is to identify feasible projects that can be delivered in a timely manner with minimal impacts to the schools and community when building infrastructure projects.

In North Carolina, when a project request is received, the Division will complete the SRTS Division Project Funding Request Form and submit it to the SRTS Coordinator for review and approval. A map identifying the project location and a detailed estimate of construction costs is prepared by the Division or the applying entity, and attached to the request form. The SRTS Coordinator conducts an initial review and contacts the Division with any questions. As part of the feasibility review, applications are reviewed to ensure that the school applying does not have a prohibition against students walking and/or biking to school. If there is a prohibition against walking or biking, the project will not be approved for funding. Upon authorization, the Project Funding Request Form will be returned to the Division Contact signed by the SRTS Coordinator with a Work Breakdown Structure (WBS) number provided; thereby releasing the SRTS funds (81).

As part of their application, the Connecticut SRTS program requires applicants to review constructability of the project and assigns a maximum of 15 out of 100 points to the constructability portion (82). During the review and scoring process, Connecticut's SRTS Coordinator conducts field visits with two Connecticut DOT engineers, who evaluate the potential challenges and requirements of each application. Specifically the in-field visits provide Connecticut's SRTS program an opportunity to assess the applicant provided constructability review and cost estimate with the engineer's assessment of the potential impacts and any challenges with the proposed project.

Connecticut's constructability reviews began in 2007 after an internal assessment. The internal assessment recognized the general nature of applications to date did not always fully capture the impacts of the proposed projects. To improve applicant understanding of constructability and cost estimates, the Connecticut SRTS program provides additional guidance to applicants and also provides a cost estimation spreadsheet to assist with cost estimation (83).



Local Data Collection

Similar to reviewing the constructability of a site, reviewing local data helps states make the best use of their funding when choosing which projects to award. Data collection should be a key component in the project selection process and is also necessary for project evaluation which is discussed in the project closeout section of the guide.

The National Center provides two standardized data collection forms, the In-Class Student Tally and the Parent Survey (84). Many states, such as **Kentucky**, use the forms for their data collection requirements (85). **New Hampshire** also requires these surveys but they can be completed online (24). Along with other states, New Hampshire has utilized the National Center assistance with making the Parent Survey available through online to simplify the data collection process (86).

Some states, such as **Georgia**, require additional data collection to be included in the SRTS plan development process (68). Georgia suggests that data be collected to understand the conditions prior to implementation of SRTS projects. The following data is required to be included in Georgia SRTS plans:

- The projected future enrollment of the school;
- The number of children, who currently walk and bike to school, ride the bus, are driven to school, carpool, or take public transportation;
- Rush-hour traffic counts at the school and on adjacent roadways;
- Crash data for a two-mile radius around the school;
- Average speed of vehicles in the vicinity of the school; and
- Parent and student surveys to determine the needs, desires, and concerns relating to students walking or biking to school.

Surveys are also sent to teachers, members of the community, the police department, and transportation officials (13).



“The data collection process is extremely important to the continuance of the SRTS program as it shows how the program makes a difference in a community.”

—Jackie Jones, Kentucky SRTS Coordinator

Plan for Sustainability

Some states incorporate the topic of local program sustainability into their selection process by requiring applicants to provide specific information regarding sustainability. As part of the **Colorado** SRTS infrastructure and non-infrastructure applications, applicants must explain how they plan to sustain their SRTS efforts (82). CDOT incorporated sustainability into their application process in 2011, and plans to make adjustments for the 2012 application cycle based on lessons learned in 2011. Applicants are able to obtain details on how sustainability is weighted as part of the overall application by reviewing in the appendices attached to the application (21).

Noteworthy practices for project selection have been reviewed. Chapter 4 contains noteworthy practices on project implementation.