



Preparing To Create a Transportation Plan and Real-Life Expectations

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January 27, 2026

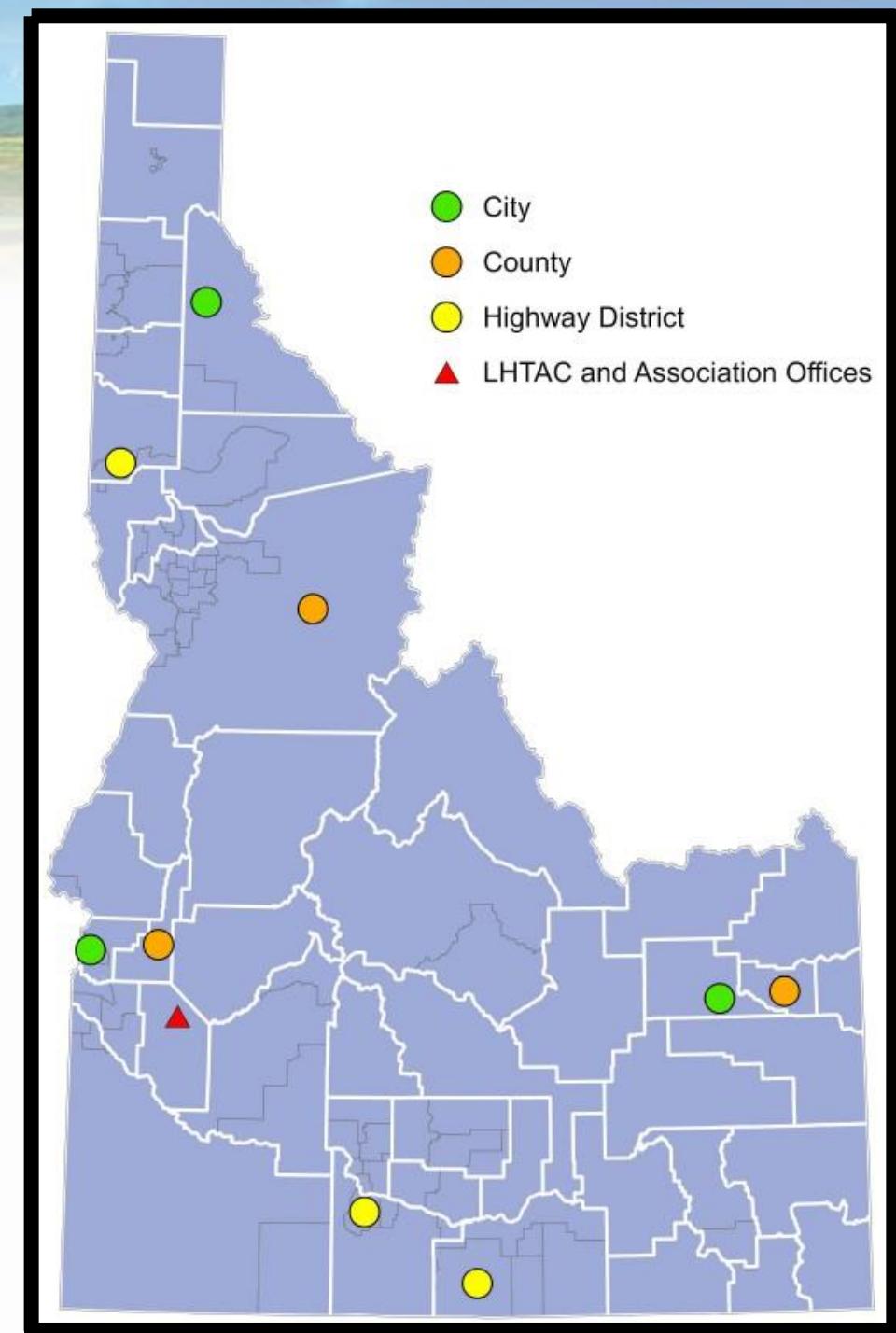
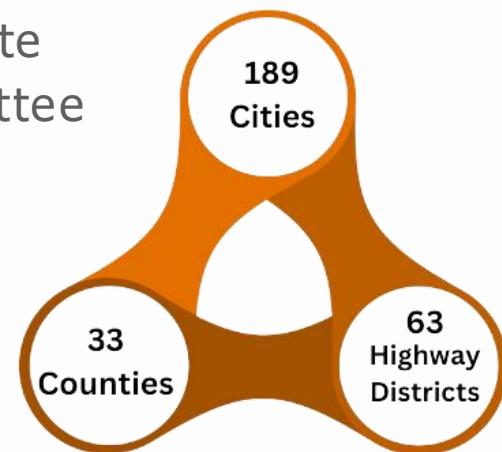




Who is LHTAC?

Created by the Idaho Legislature in 1994

- Council Members
 - Highway Districts
 - Gier, Renfrow, Robinson
 - Cities
 - Berlin, Peterson, Plank
 - Counties
 - Lindsley, Rekow, Smith
- Meet Quarterly - Minimum
- Report to House/Senate Transportation Committee



- Training
- Project funding, administration, and oversight
- Equipment
 - Traffic counters
 - Sign reflectivity kits
- Technical assistance
 - Bridge maintenance
 - Grant writing
 - R&S report
 - Everything!

What do we do?



LHTAC Funding Programs

Federal

 Safety
\$11M

 Rural
\$19M

 Transportation
Alternatives
\$8M



 Small Urban
\$5M



 Bridge (Local and
Offsystem)
\$18M



 Grants/Other
(Federal Grants,
ER, etc.)

State

 LRHIP
\$4M

 Leading Idaho
Local Bridge
\$200M*



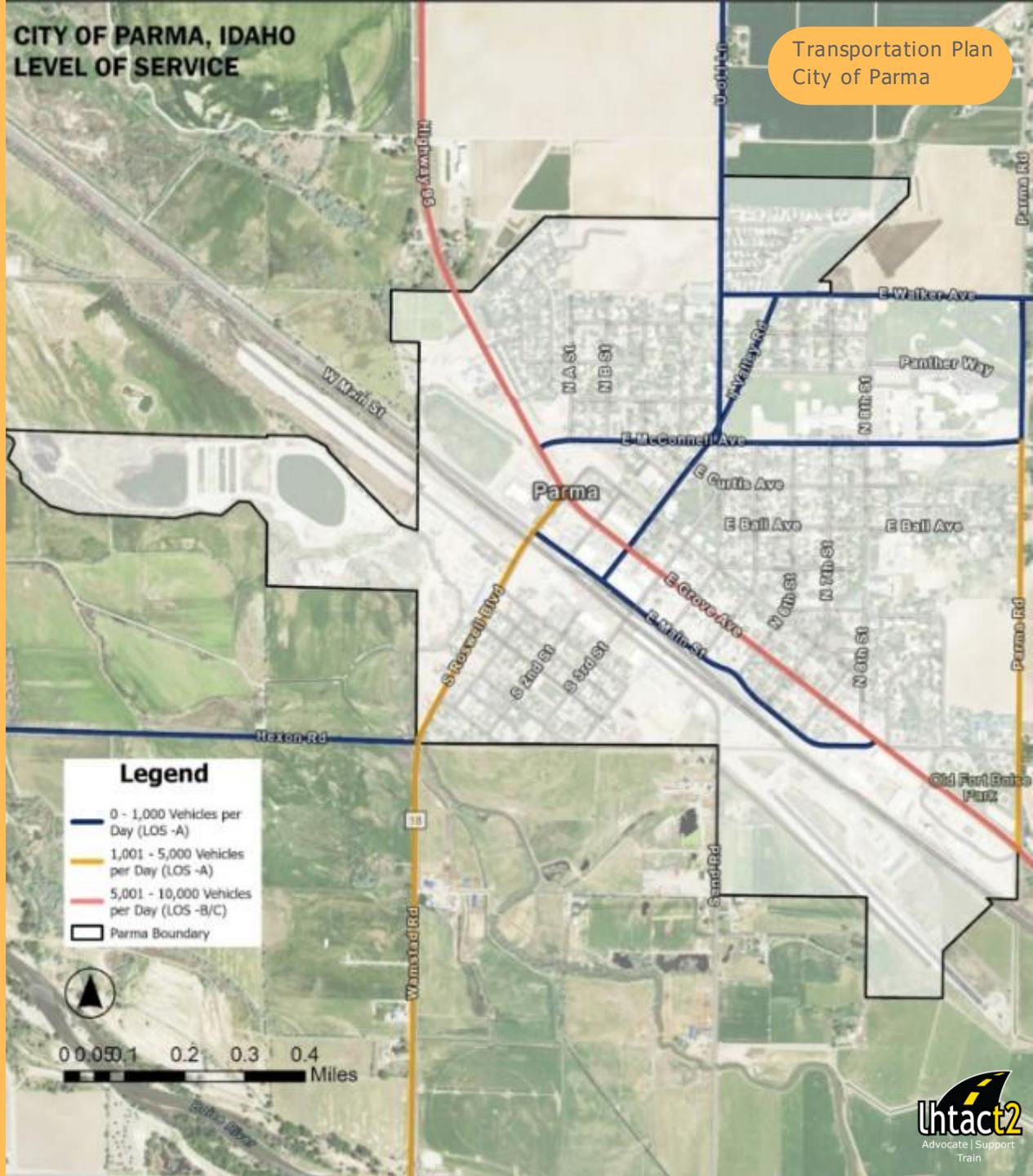
 Children
Pedestrian Safety
\$10M*



Local Highway Rural Investment Program

Transportation Plans

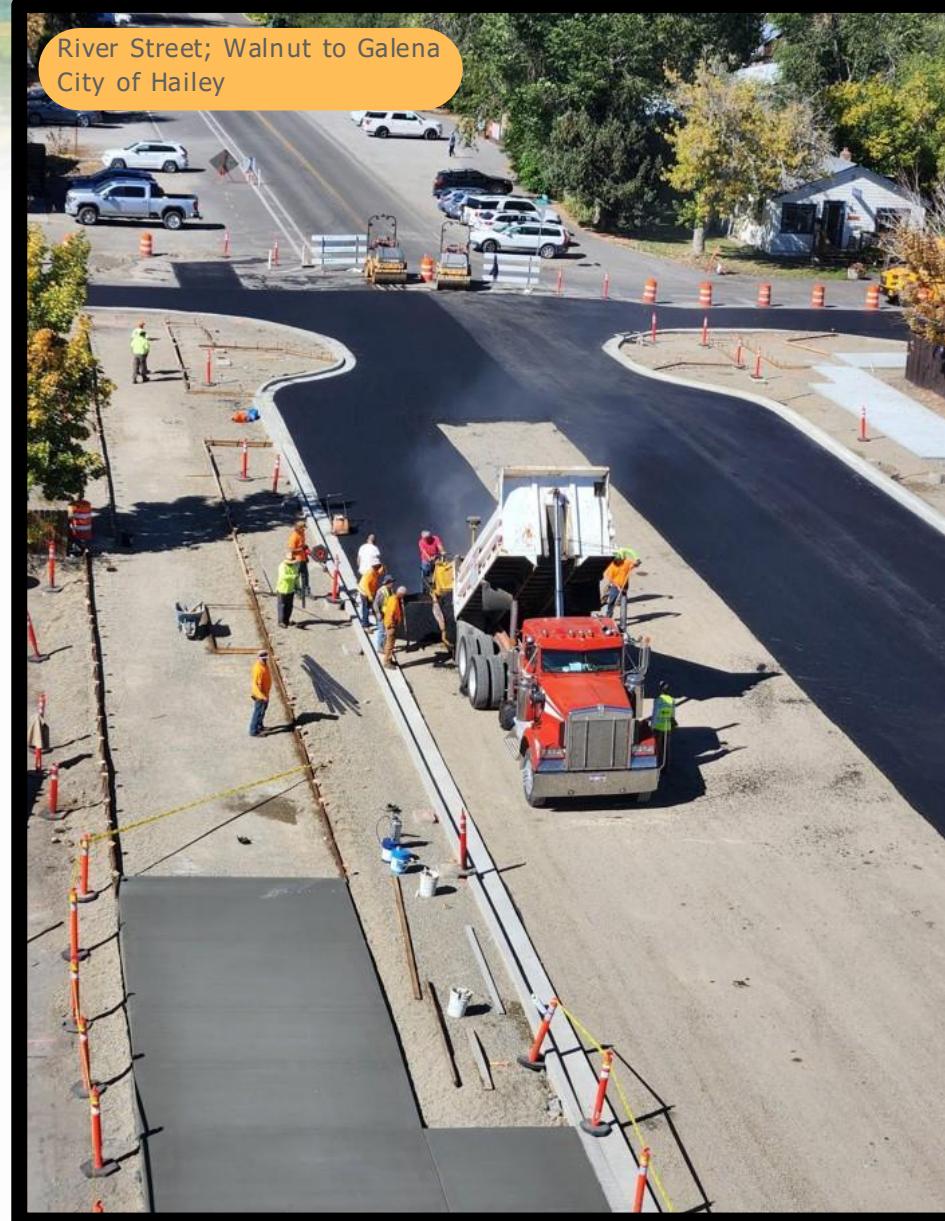
- New plans up to \$50k Plan updates
- up to \$30k





STBG Small Urban Program

- Eligible for Cities with populations of between 5,000 & 50,000 (19 small urban areas)
 - County portion may include areas within Highway Districts
 - Inside boundaries designated by census and FHWA
- Construction projects or transportation plans

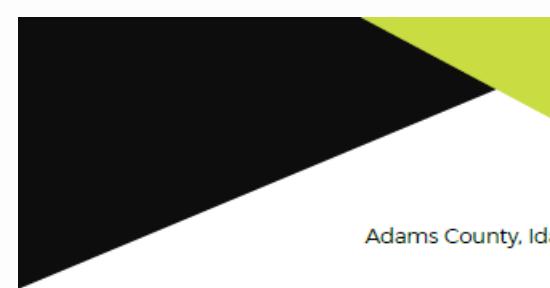




Transportation Plan Funding Summary

- Small Urban – Application every other year ~\$100k-\$200k available
- LHRIP – \$50k for new plan, \$30k for update
- Self-funded
- LHTAC review for scope of work and final plan

Creating a Transportation Plan



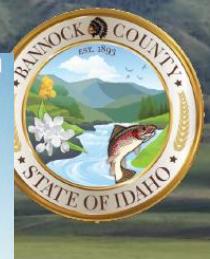
Adams County, Idaho

TRANSPORTATION

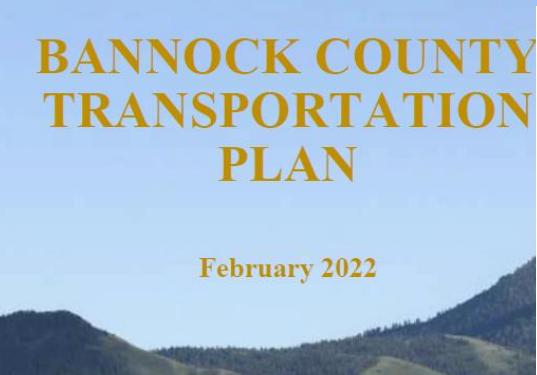


BANNOCK COUNTY TRANSPORTATION PLAN

February 2022



BENEW TRANSPORTATION PLAN 2024



GEM COUNTY

MASTER TRANSPORTATION PLAN 2002



Lemhi County Transportation Master Plan

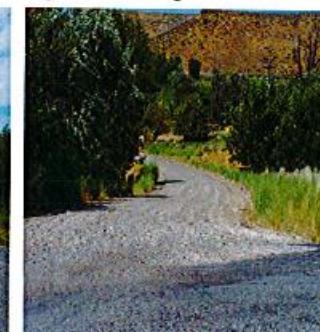
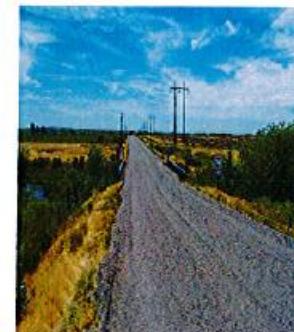
2024 UPDATE

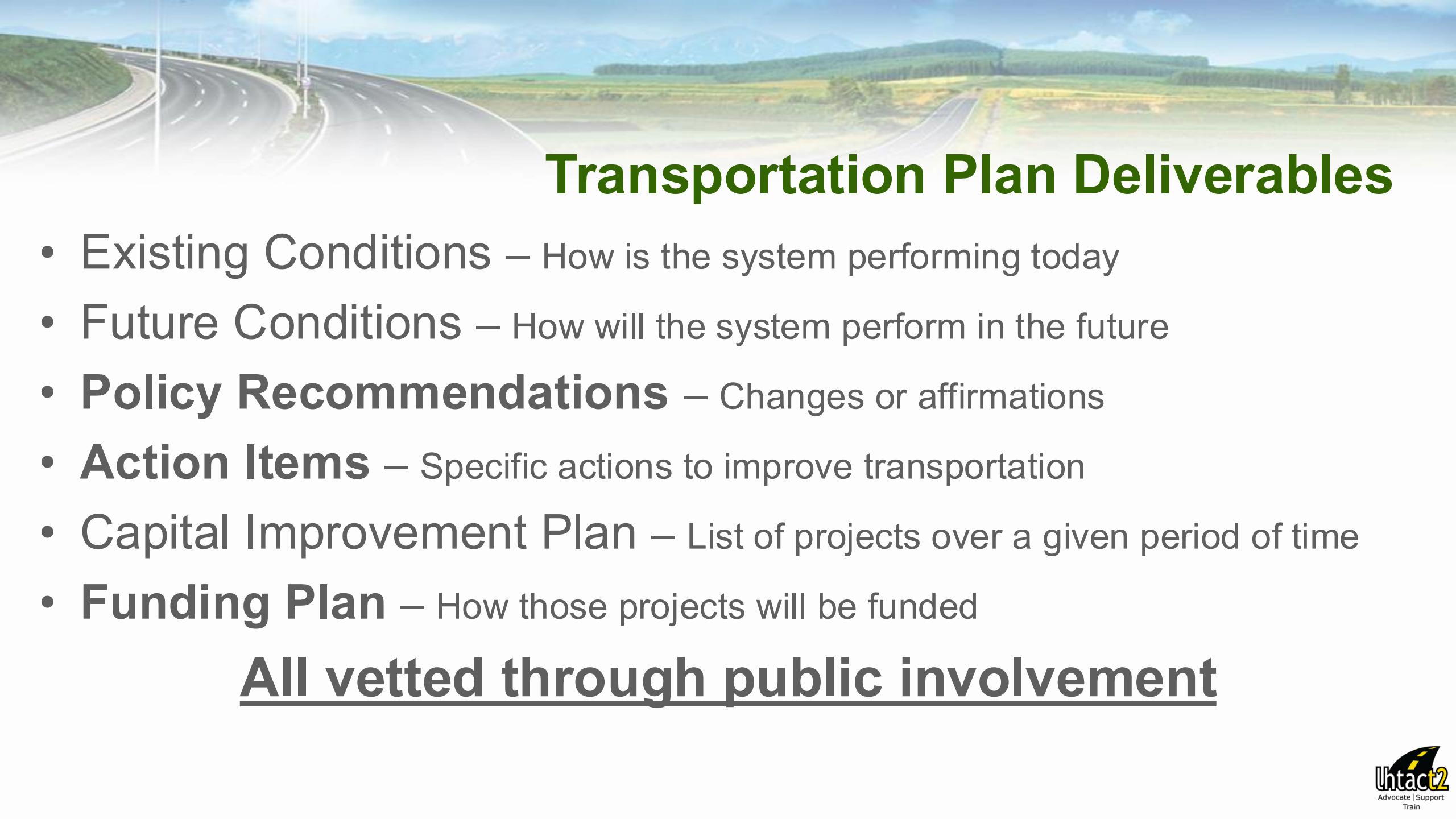
Prepared by:
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2020 TRANSPORTATION PLAN
POWER COUNTY, IDAHO



Gooding Cou Transportation Ma & Highway Star





Transportation Plan Deliverables

- Existing Conditions – How is the system performing today
- Future Conditions – How will the system perform in the future
- **Policy Recommendations** – Changes or affirmations
- **Action Items** – Specific actions to improve transportation
- Capital Improvement Plan – List of projects over a given period of time
- **Funding Plan** – How those projects will be funded

All vetted through public involvement



Policy Recommendations - Examples

- Maintenance schedules (how often to resurface/grade roads)
- Snow removal policy
- Fatal crash follow-up procedures
- Modernization – gravel to hard surface
- Mowing or weed control
- Emergency response (flooding, wash-out)



Policy Context

New residents may have a different set of expectations for transportation



I Want To...

Services

Departments

authority.

Unpaved Parking Areas, Roadways, and Alleys

Dust control measures are required on any area that is not paved and is used for parking, maneuvering, material handling, or storing motor vehicles or equipment. The type of dust control measures required depends on the number of days per year that the lot is used. If an unpaved roadway or alley is owned by a government or quasi-government agency and has more than 150 vehicle trips per day, that agency is responsible for stabilizing the roadway and controlling dust.



Action Items - Examples

- Establish Transportation Advisory Council
- Annual report
- Identified Specific studies/planning
- Parking
- Restriping



Capital Improvement Plan (CIP)

Your Capital Improvement Plan can vary greatly if planning to collect impact fees

- Local Land Use Planning
- TITLE 67 CHAPTER 65
- “showing the general locations...and the recommended treatment thereof.”
- Capital Improvement Plan (CIP)
- TITLE 67 CHAPTER 82 DEVELOPMENT IMPACT FEES
- Very specific in process, definitions and scope.



Funding Plan

- Available Funding
- Funding
 - **Action Items**
 - **Operations/Maintenance**
 - **Capital Improvements**
- Long-term Funding Strategy

Case Study – Enhanced Plan Deliverables

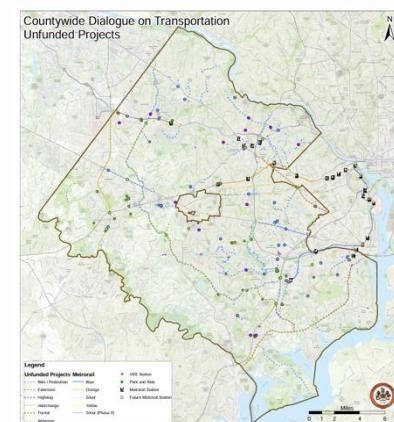


Valley County
Master Transportation Plan
2023 Update

Disclaimer – Previous Experience

2013-2015 Fairfax County Board -
Transportation Research

The Fairfax County Board and DOT engaged the public to help prioritize unfunded transportation projects for FY 2020. This process identified nearly 200 new improvements, totaling over \$2 Billion, distinct from those already in progress to maintain level of service for roadways, transit, and pedestrians.

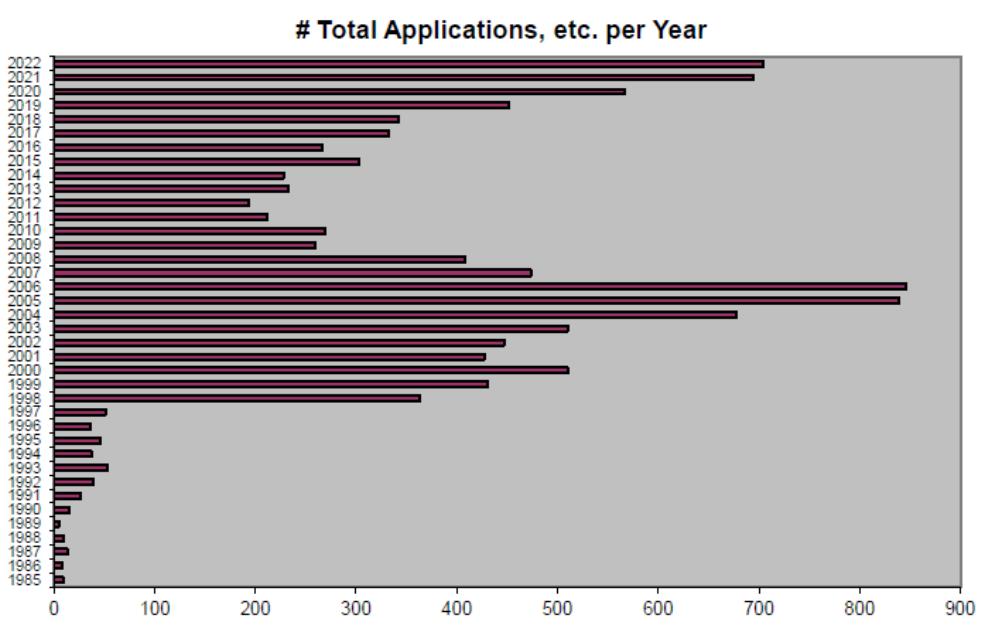


Fairfax County Unfunded Transportation Projects

Project ID Number	1. Project Title	2. Project Category	3. Magisterial District	4. Estimated Cost (Millions)	5. Benefit/Cost Ratio	
38	Route 123 and Lewinsville Road Underpass	Interchange	Dranesville	\$ 111.20	0.2	CI
7	Route 28 and New Braddock Road	Interchange	Sully	\$ 44.70	1.7	CI
601	Route 7 and Magarity Road and I-495	Interchange	Dranesville Providence	\$ 146.07	1.0	PI ej
9	Seven Corners Interchange Improvements (phase 1)	Interchange	Mason, Providence	\$ 86.47	0.4	CI Br se
215	Tysons East Connector Ramp	Interchange	Providence	\$ 75.00	0.6	CI tc
665	Extend McNair Farms Drive from Centreville Road to Dulles Technology Drive and Improve Dulles Technology Drive (West) to Sunrise Valley Drive	Extension and New Roadway	Dranesville, Hunter Mill	\$ 48.50		CI N/A
606	Grid of streets in the Reston Transit Station Area	Extension and New Roadway	Hunter Mill; Dranesville	\$ 0.50	N/A	G
612	Grid of Streets in the Richmond Highway Area	Extension and New Roadway	Mount Vernon, Lee	\$ 10.00	TBD	H
672	Innovation Metrorail Station Area Grid of Streets	Extension and New Roadway	Dranesville	\$ 431.00	N/A	In

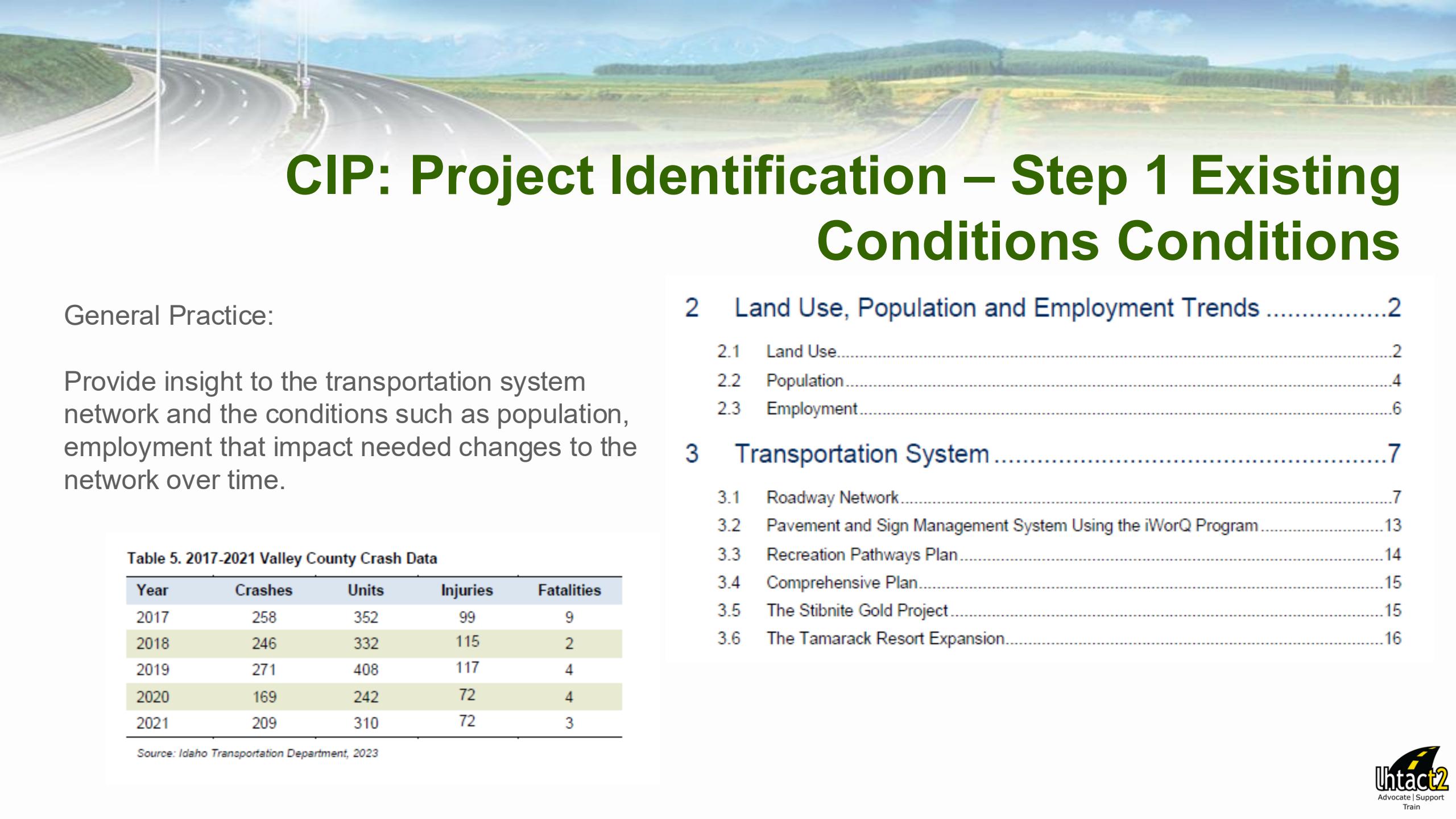
Case Study: Capital Improvement Plan and Funding Plan

Exhibit 1. Total Applications per Year



Source: Valley County Planning and Zoning Department, 2023

A walkthrough current and recommended practices on Capital Improvement Programs, Funding Identification and Funding Shortfalls, using Valley County as an example.



CIP: Project Identification – Step 1 Existing Conditions Conditions

General Practice:

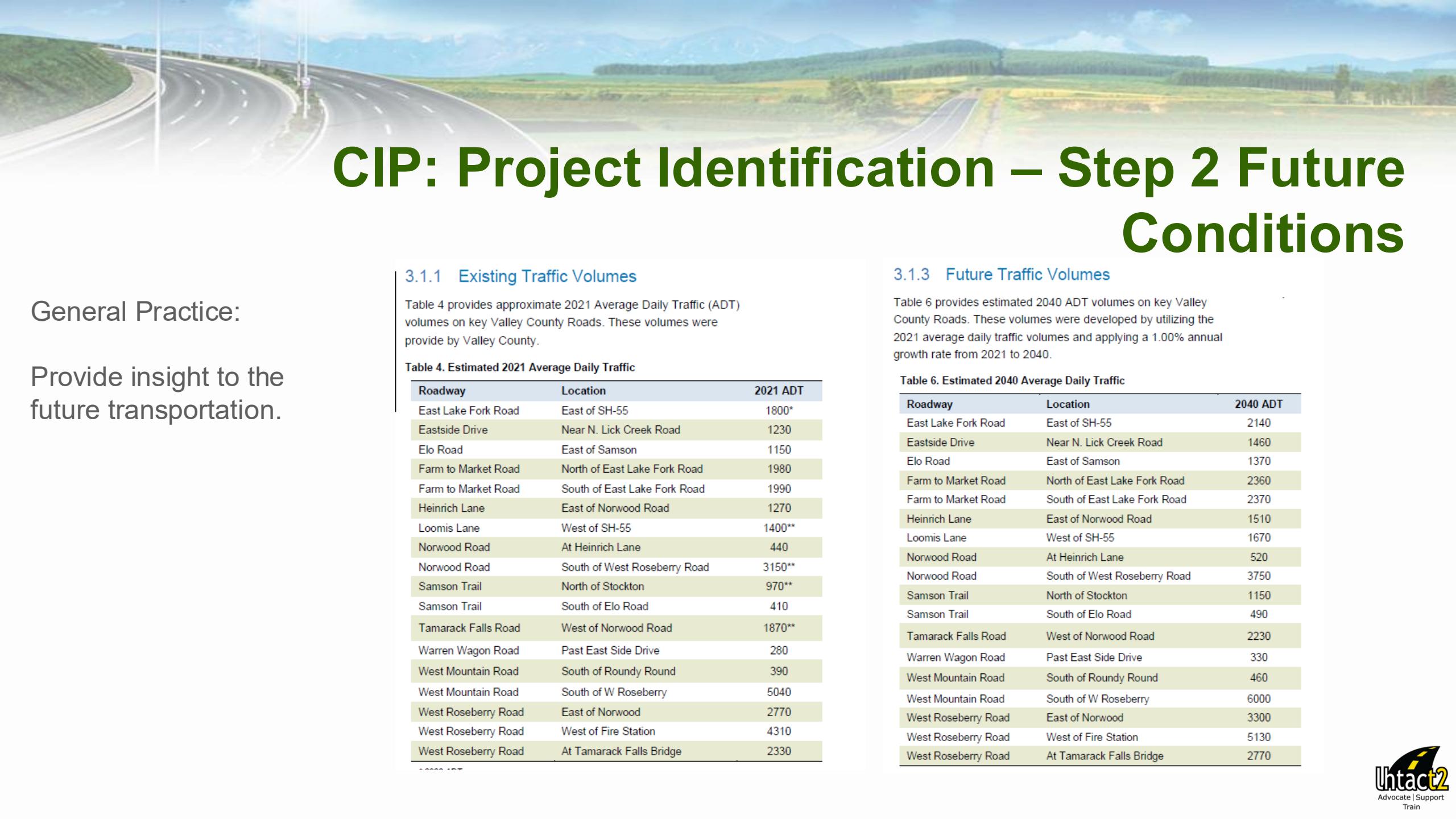
Provide insight to the transportation system network and the conditions such as population, employment that impact needed changes to the network over time.

Table 5. 2017-2021 Valley County Crash Data

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

Source: Idaho Transportation Department, 2023

2	Land Use, Population and Employment Trends	2
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CIP: Project Identification – Step 2 Future Conditions

General Practice:

Provide insight to the future transportation.

3.1.1 Existing Traffic Volumes

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

Table 4. Estimated 2021 Average Daily Traffic

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

*2020 ADT

3.1.3 Future Traffic Volumes

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

Table 6. Estimated 2040 Average Daily Traffic

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

Corridor Assessment – Enhanced Deliverable

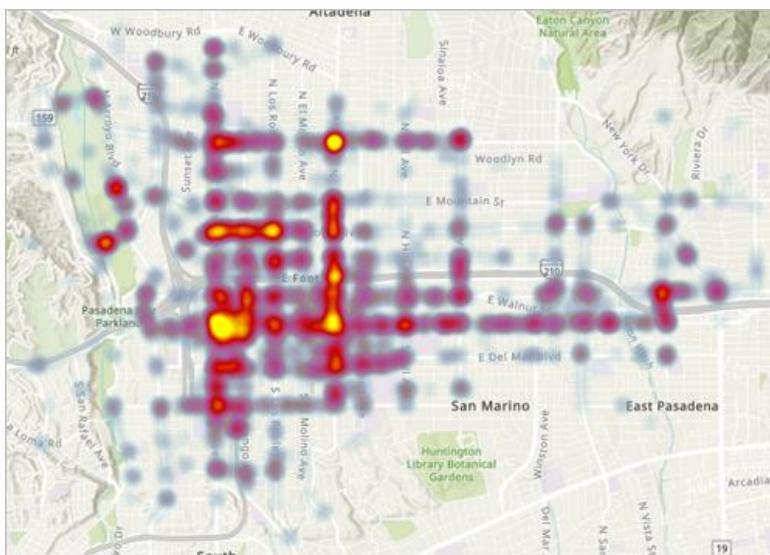
Valley County Transportation Assessment (Example)

Roadway Location	Mobility				Safety		Economics	Public Input
	2021 ADT	2021 LOS*	2040 ADT	2040 LOS*	Fatality*	Serious Injury*	Economic Impact Rating*	Public Prioritization*
East Lake Fork Road East of SH-55	1800	B	2,140	C	X	X	12.6	5.9
Eastside Drive Near N. Lick Creek Road	1230	B	1,460	B		X	9.2	6.8
Elo Road East of Samson	1150	A	1,370	A	X		4.0	7.4
Farm to Market Road North of East Lake Fork Road	1980	B	2,360	C		X	14.0	0.3
Farm to Market Road South of East Lake Fork Road	1990	B	2,370	B	X		12.6	5.5
Heinrich Lane East of Norwood Road	1270	C	1,510	C	X		1.9	7.4
Loomis Lane West of SH-55	1400	B	1,670	B		X	10.2	8.4
Norwood Road At Heinrich Lane	440	A	520	A			5.0	4.4
Norwood Road South of West Roseberry Road	3150	C	3,750	C			7.9	6.9
Samson Trail North of Stockton	970	A	1,150	A			9.7	9.4
Samson Trail South of Elo Road	410	A	490	A	X		5.7	9.6
Tamarack Falls Road West of Norwood Road	1870	B	2,230	B		X	9.4	7.6
Warren Wagon Road Past East Side Drive	280	A	330	A			9.6	3.6
West Mountain Road South of Roundy Round	390	A	460	A			6.0	6.8
West Mountain Road South of W Roseberry	5040	C	6,000	D	X	X	13.7	8.6
West Roseberry Road East of Norwood	2770	C	3,300	C	X	X	0.3	2.7
West Roseberry Road West of Fire Station	4310	C	5,130	C		X	1.9	4.2
West Roseberry Road At Tamarack Falls Bridge	2330	C	2,770	C	X		1.6	9.0

*Not Actual Data For Case Study Purposes Only

CIP: Project Identification

General Practice: Provide some methodology of identifying future transportation issues, what projects can mitigate the future issues and how the public supports the projects.



Plan Identified Data



Public Involvement



CIP: Project Prioritization

Table 7. Valley County Ten Year Work Plan

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

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



CIP: Funding Identification

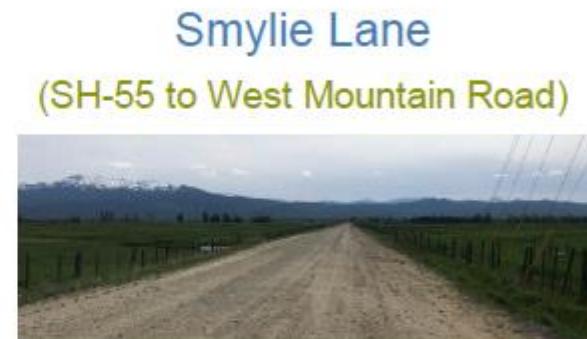
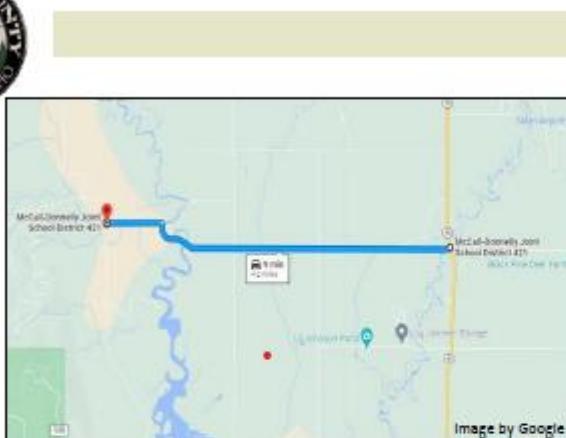
4 Program Funding and Prioritization

4.1 Infrastructure Funding History

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

General Practice:
Identify available funding sources and match to projects

CIP: Funding Identification – Example Project



Priority: Roadway Improvement 03

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

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

Key Features:

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

Valley County Master Transportation Plan 2023 Update

26

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

Potential Funding Sources:

- Local
- Federal
- Other

Combining Data – Enhanced Deliverable

Table 7. Valley County Ten Year Work Plan (With Funding Source)

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

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

Locally Funded
Federally Funded
Mix of Local and Federal Funds

Combining Data – Enhanced Deliverable

Table 7. Valley County Ten Year Work Plan (With Cost in Thousands)

Priority	Project	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
M1	County-wide Roadway Maintenance	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500
PM1	Hill House Loop								\$247		
RI1	Lakeshore Drive Project 1*		\$4,382								
RI2	Lakeshore Drive Project 2					\$3,427					
RI3	Smylie Lane				\$1,105	\$4,421					
RI4	West Mountain Road				\$3,165	\$3,165	\$12,661	\$12,661			
RI5	West Mountain Road (north)					\$1,881	\$1,881	\$7,525	\$7,525		
RI6	Cabarton Road							\$2,472	\$9,886		
RI7	Norwood Road			\$809	\$3,234						
RI8	Scheline Lane			\$266	\$1,065						
RI9	Farm to Market Road / Elo Road		\$9,201								
RI10	West Valley Road and Wisdom Road						\$937				
RI11	Norwood Road (north)								\$809	\$3,234	
RI12	Gold Dust Road			\$1,797							
RI13	S Sampson Trail			\$3,100							
B1	Roseberry Road S-Bridge							\$6,000	\$12,000	\$12,000	
B2	Smylie Lane Bridge						\$4,000				
Annual Total		\$500	\$14,083	\$6,472	\$9,070	\$13,394	\$19,979	\$23,158	\$24,967	\$15,734	\$12,500
Capital Improvement Plan Total Estimate		\$139,857,000									

Locally Funded
Federally Funded
Mix of Local and Federal Funds

AI Generated Information for Context

Top Ten County Transportation Budget USA

Rank	County	Primary Agency	Approx. Annual Budget
1	Los Angeles, CA	LA Metro / Public Works	\$9.0B+
2	Cook, IL	Dept. of Transportation	\$1.8B+
3	Miami-Dade, FL	Transportation & PW	\$1.3B+
4	Harris, TX	Engineering / METRO	\$1.2B+
5	King, WA	Metro Transit	\$1.1B+
6	Maricopa, AZ	Dept. of Transportation	\$950M
7	San Diego, CA	MTS / Public Works	\$850M
8	Orange, CA	OCTA	\$800M
9	Fairfax, VA	Dept. of Transportation	\$750M
10	Dallas, TX	Public Works / DART	\$700M

Bottom Ten County Transportation Budget USA

County	State	Population (Approx.)	Estimated Annual Transport Budget
Kalawao	HI	~80	<\$50,000
Loving	TX	~60	\$150,000 - \$300,000
King	TX	~250	\$200,000 - \$400,000
Arthur	NE	~450	\$300,000 - \$500,000
Kenedy	TX	~350	\$350,000 - \$600,000
Blaine	NE	~460	\$400,000 - \$600,000
McPherson	NE	~500	\$450,000 - \$700,000
Petroleum	MT	~500	\$500,000 - \$800,000
Yakutat	AK	~600	\$600,000 - \$900,000
Harding	NM	~650	\$700,000 - \$1.0M

Understanding Transportation Federal-aid

Table 7. Valley County Ten Year Work Plan (With Funding Source)

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

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

Locally Funded
Federally Funded
Mix of Local and Federal Funds

Federal formula transportation funding must be programmed out at least 4 years, most programs 6-7 years.

CIP: Funding Identification

Generally Available Transportation Funding in Idaho

		Level of Funding			
		Local	State	Federal	Private
Funding Method	Appropriations	Property Tax Transportation Levy Local Option	Highway Distribution Account		Impact Fees*
	Competitive Formula		LHRIP	Local Bridge* LHSIP* Small Urban Large Urban Rural TAP* FLAP*	
	Competitive Discretionary			Programs Defined in Current Transportation Bill	
	One-Time	Transportation Bond	Surplus Eliminator Strategic Initiatives Children Pedestrian Safety* Leading Idaho Local Bridge*	Earmark	In Kind

*Programs with specific scope of projects, type or legal requirements

CIP: Funding Identification – Example*

Transportation Plan Example

		Level of Funding			
		Local	State	Federal	Private
Funding Frequency	Appropriations	\$250,000	\$500,000	\$0	\$0
	Competitive Formula	\$0	\$100,000	\$3,000,000	\$0
	Competitive Discretionary	\$0	\$0	\$0	\$0
	One-Time	\$0	\$0	\$0	\$0
*Not Actual Appropriations					

CIP: Funded Projects & Unfunded Need

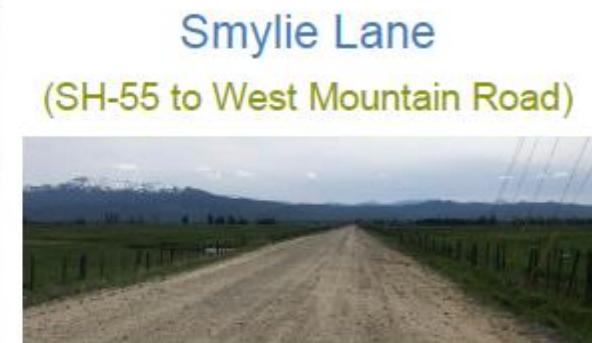
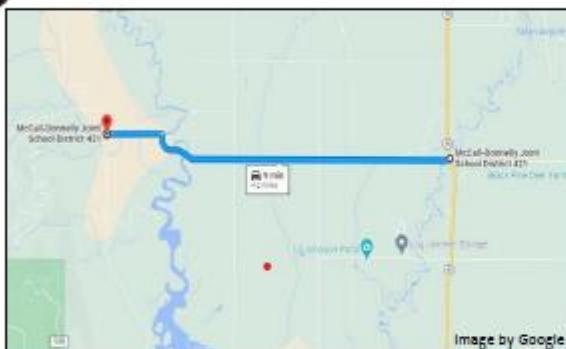
Table 7. Valley County Ten Year Work Plan (With Cost in Thousands)

Priority	Project	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
M1	County-wide Roadway Maintenance	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500
PM1	Hill House Loop								\$247		
RI1	Lakeshore Drive Project 1*		\$4,382								
RI2	Lakeshore Drive Project 2					\$3,427					
RI3	Smylie Lane				\$1,105	\$4,421					
RI4	West Mountain Road				\$3,165	\$3,165	\$12,661	\$12,661			
RI5	West Mountain Road (north)					\$1,881	\$1,881	\$7,525	\$7,525		
RI6	Cabarton Road							\$2,472	\$9,886		
RI7	Norwood Road				\$809	\$3,234					
RI8	Scheline Lane				\$266	\$1,065					
RI9	Farm to Market Road / Elo Road		\$9,201								
RI10	West Valley Road and Wisdom Road						\$937				
RI11	Norwood Road (north)								\$809	\$3,234	
RI12	Gold Dust Road				\$1,797						
RI13	S Sampson Trail				\$3,100						
B1	Roseberry Road S-Bridge							\$6,000	\$12,000	\$12,000	
B2	Smylie Lane Bridge						\$4,000				
Annual Total		\$500	\$14,083	\$6,472	\$9,070	\$13,394	\$19,979	\$23,158	\$24,967	\$15,734	\$12,500
Projected Funding		\$500	\$9,701	\$3,850	\$3,850	\$3,850	\$3,850	\$3,850	\$3,850	\$3,850	\$3,850
Annual Shortfall		\$0	\$4,382	\$2,622	\$5,220	\$9,544	\$16,129	\$19,308	\$21,117	\$11,884	\$8,650

Locally Funded
Federally Funded
Mix of Local and Federal Funds

CIP Funding Gap **\$98,856,000**

CIP: Project Information– Enhanced Deliverable



Priority: Roadway Improvement 03

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

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

Key Features:

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

County Goals

Safety

Mobility

Maintenance

Modernization

Economics

Public Support

Valley County Master Transportation Plan 2023 Update

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24' Pavement/32' Top Width

4.1 Mile Length

PARAMETRIX

June 14, 2023

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Asphalt (2.5")	1914	TON	\$ 95.00	\$ 181,830
Gravel Base (6")	3749	CY	\$ 40.00	\$ 149,967
Subbase (12")	7676	CY	\$ 27.00	\$ 207,240
Excavation/Embankment	6681	CY	\$ 18.50	\$ 123,607
Drainage	5%	EST	LUMP SUM	\$ 33,132
SWPP	5%	EST	LUMP SUM	\$ 34,789
Clearing & Grubbing	5%	EST	LUMP SUM	\$ 36,528
Traffic Control	5%	EST	LUMP SUM	\$ 38,355
Miscellaneous	5%	EST	LUMP SUM	\$ 40,272
Contingency	20%	EST	LUMP SUM	\$ 169,144
Mobilization	5%	EST	LUMP SUM	\$ 50,743
ROADWAY TOTAL				\$ 1,065,608

Engineering 20% EST LUMP SUM \$ 213,122

TOTAL \$ 1,278,700

RIGHT OF WAY \$ 278,303

	USE	\$ 1,280,000	Per Mile
TOTAL COST INCLUDING ROW			\$ 5,526,303

Potential Funding Sources:

<input type="checkbox"/>	Local
<input checked="" type="checkbox"/>	Federal
<input type="checkbox"/>	Other



When to Revisit a Plan

- General practice – every 5 years
 - **Census schedule**
 - **Federal Transportation Bill**
 - **Idaho Transportation Investment Plan**
- Major shift in demographics or employment
- Large developments – residential, commercial
- Long-term shift in funding



Final Summary

- LHTAC Programs provide funding for transportation plan
- LHTAC can provide technical assistance before, during and after your transportation plan
- Your transportation plan is only as effective as you make it
- You can always update, refresh or rewrite your transportation plan