



drewmep@gmail.com

789 N. 450 E. Firth, Idaho, 83236

208.313.4267

Exhibit D



Packsaddle Road

Traffic Impact Study

7.11.16

AG Rim, LLC & Grandview Ranch LLC





7.11.2016

Attn:
Ben Burke
Traffic Engineer
Idaho Transportation Department

The intent of this letter is to inform you of improvements made to Teton County's Packsaddle Road (W 4000 N) and Milk Creek Road (W 11500 W) and to address impacts to traffic that it may have at the intersection of Milk Creek Road and SH-33 at Mile Post 121.99. Currently these improvements end 2.83 miles South of SH-33. Part of the proposed agreement in accepting these improvements is that the remaining 2.83 miles be brought up to County standards.

Background

Ag Rim, LLC and Grandview Ranch, LLC have constructed a private road and improved sections of the existing Teton County's Packsaddle Road and Milk Creek Road to meet county standards. In this area Packsaddle and Milk Creek Road intersect with SH-33 at M.P. 137.27 and M.P. 121.99 respectively. The purpose for the construction and improvements of this road was to allow better access to the parcels owned by the said parties above (see attached Exhibit A).

Impacts

It has been proposed that portions of the existing Packsaddle Road be vacated and the new constructed road be adopted in its new location as Packsaddle Road. A public hearing has been held and is currently open pending the final agreement between Teton County BOCC and Ag Rim, LLC and Grandview Ranch, LLC. There have been some concerns that these improvements will significantly increase the ADT in this area.

Packsaddle Road in this area serves those wanting access to the US National Forest, 3 residents, and 4 other agricultural land owners. Future planned development would be 6,000 acres divided into 11 separate ranches. In order to address these concerns I have made some assumptions that will help provide an educated factual opinion.

The current condition of packsaddle road in this area is a unmaintained 2 track road with limited to no drainage. The new constructed road is built to Teton County's Standard Specifications which will allow the traveling public to maneuver the roadway easier and more safely. With easier access to these areas, especially the US National Forest, it is anticipated that an increase of ADT will occur. Packsaddle road is not the only county road that services access to the US NFS. Hoops Road also is a popular route to access the US NFS and is the shortest route from SH-33 M.P. 124.63 to the US NFS. Packsaddle allows access from the North and from the East. That is a total of 3 routes.

The acreage of US NFS that is served by these routes in Teton County is 9,664 Acres (see Figure 1 Site Layout).

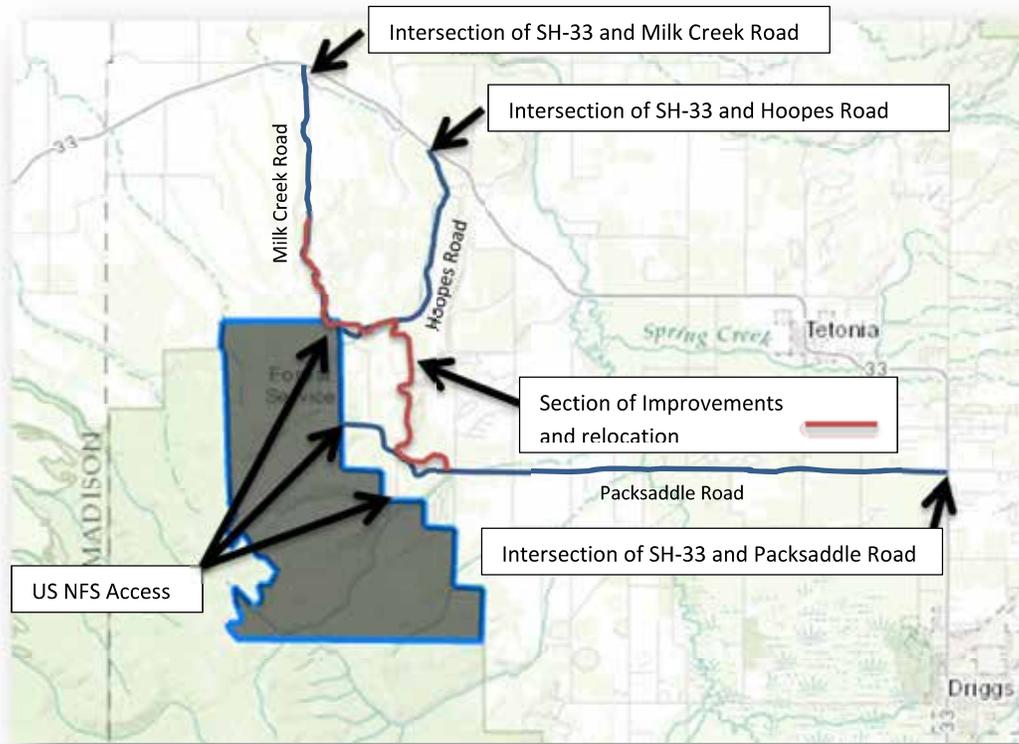


Figure 1 Site Layout

To estimate the number of trips I used the trip generation that a state park would generate.

Land Use	Base Unit	ADT	Trip Generation
State Park	9,664 Acres	.10 per acre	966.4
Recreational Home	11 dwelling units	3.00 per dwelling unit	33
Single Family Home	3 dwelling units	4.31	12.93
Total			1,012.33



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Currently 2 of the 3 residents use Packsaddle road off of SH-33 to access their homes. The other resident uses Hoopes Road of SH-33.

If we divided the ADT from the state park and the future 11 ranches equally between the 3 routes they would have 333.13 ADT.

Conclusion

The relocation and upgrades to packsaddle road will provide safer access to the US NFS and adjoining properties. There will be no development that has not already been there historically to cause an increase in ADT. The improvements will make it easier to access US NFS and probably result in an increase in ADT. Taking the findings above, it is my conclusion that a TIS will not be needed due to the improvements made to Packsaddle road.

Thanks

T. Drew Meppen



Drew Meppen <drewmep@gmail.com>

Re: Response to TIS

2 messages

T. Drew Meppen <drewmep@gmail.com>
To: Benjamin Burke <Benjamin.Burke@itd.idaho.gov>

Sat, Jul 16, 2016 at 6:48 PM

Ben,

It's perfect!

Thanks,

T. Drew Meppen
drewmep@gmail.com

On Jul 15, 2016, at 7:00 PM, Benjamin Burke <Benjamin.Burke@itd.idaho.gov> wrote:

Drew,

Below is a draft of my response. If you like it, I will put it into a formal letter.

Mr. Meppen,

Thank you for giving me an opportunity to review your proposed improvements to the county road system.

There is no defined method to determine the increase in traffic due to road improvements. ITE's Trip Generation Manual does not have a method to determine the increase in traffic if the roadway itself is improved from one standard to the next. The increase in traffic will have to be assumed by using your engineer judgment. My personal feeling is that traffic will increase 10-20%.

You made some assumptions about the current trips coming and going to the NFS area. Since the ITE Trip Generation Manual does not have a land use for National Forest, I concur with your estimate of trips using the State Park land use. You estimated that this area will generate just over 1000 trips. If traffic is increased by 20% due to your improved roads, 200 more vehicles would be coming or going from this area per day. Typically 10% of this traffic will occur in the peak hour, and this traffic will be split with half coming to the area and half leaving the area. This results in 10 vehicles coming to the area and 10 leaving the area in the peak hour. I feel that most of the traffic that is coming to the area and leaving the area will use Packsaddle road since it is more improved than Hoopes Road or Milk Creek Road. The intersection of Packsaddle road with SH 33 has already been upgraded and now has dedicated left and right turn lanes. I feel that based on your improvements to the county roads, no mitigation measures are required at the intersection of Packsaddle road and SH 33.

The remaining additional traffic that does not use Packsaddle road will be using Hoopes Road or Milk Creek Road. If this traffic is split evenly, I believe that there would be no more than 1-2 additional vehicles turning off of SH 33 at these two intersections. I feel that based on your improvements to the county roads, no mitigation measures are required at the intersections on SH 33 with Hoopes Road or Milk Creek Road.

If you have any further questions, please feel free to contact me at [\(208\) 745-5630](tel:2087455630).

Ben Burke

Idaho Transportation Department

District 6 Traffic Engineer

Ph: [\(208\)745-5630](tel:2087455630)

Cell: [\(208\)705-6610](tel:2087056610)



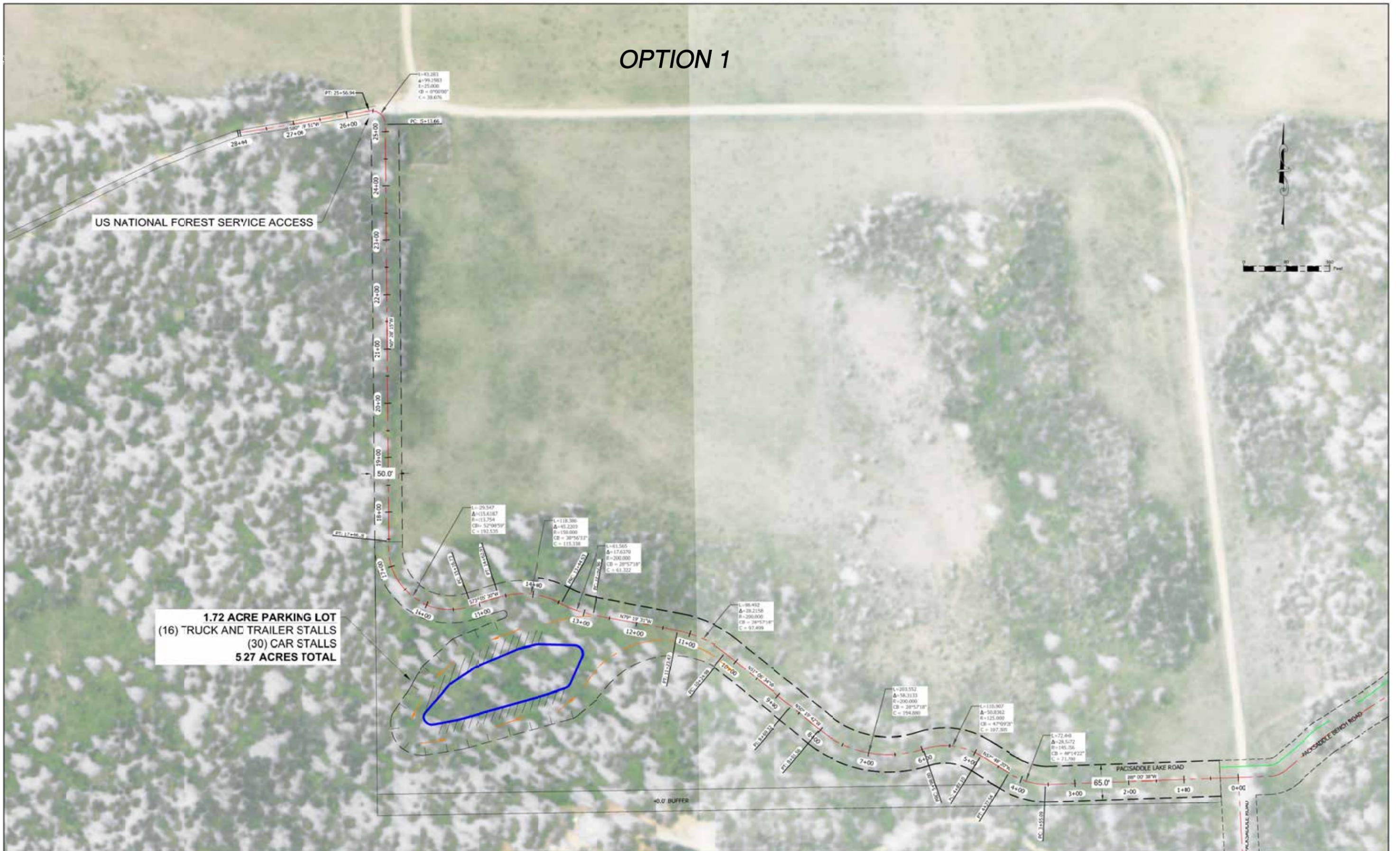
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Exhibit E

OPTION 1



1.72 ACRE PARKING LOT
 (16) TRUCK AND TRAILER STALLS
 (30) CAR STALLS
 5.27 ACRES TOTAL

LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- PACKSADDLE ROAD
- US NATIONAL FOREST SERVICE ROAD

HORIZONTAL SCALE
 (22x34) 1"=80'
 (11x17) 1"=160'

PLAN AND PROFILE

**PACKSADDLE LAKE ROAD
 & PUBLIC PARKING**



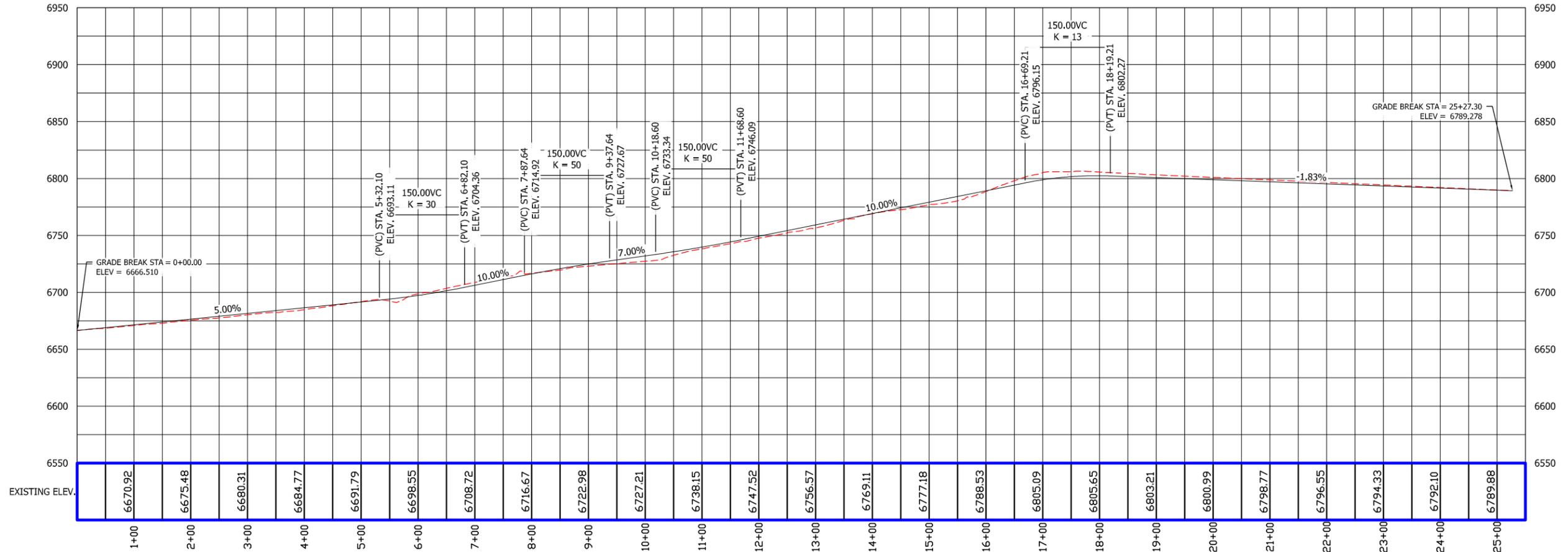
PACKSADDLE PUBLIC PARKING

DATE: 5-5-2015
 DESIGN: T.O.M./T.R.M.
 DRAWN: T.O.M./T.R.M.
 PROJECT NO.: 14076
 REVISION:
 789 NORTH 450 EAST
 FIRTH, IDAHO 83236
 tmeppen@gmail.com

SHEET
 1
 OF
 2

OPTION 1

STA: 0+00 TO 25+50



LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- PACKSADDLE ROAD
- US NATIONAL FOREST SERVICE ROAD

HORIZONTAL & VERTICAL SCALE

(22x34) 1"=100'
(11x17) 1"=200'

PLAN AND PROFILE

**PACKSADDLE LAKE ROAD
& PUBLIC PARKING**



PACKSADDLE PUBLIC PARKING

DATE: 5-5-2015
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DRAWN: T.D.N./T.R.M.
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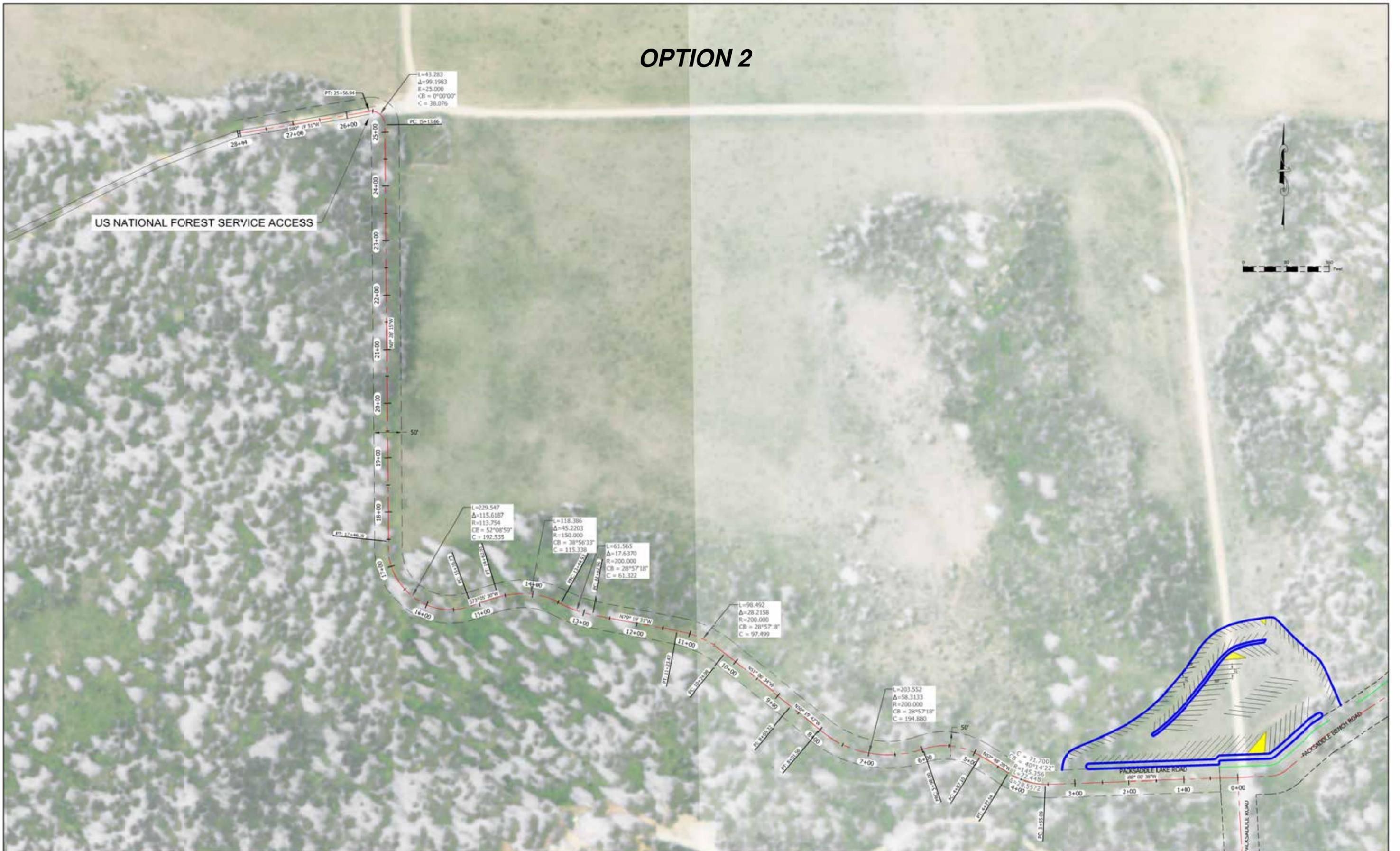
SHEET

2

OF

2

OPTION 2



US NATIONAL FOREST SERVICE ACCESS



LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- PACKSADDLE ROAD
- US NATIONAL FOREST SERVICE ROAD

HORIZONTAL SCALE
 (22x34) 1"=80'
 (11x17) 1"=160'

PLAN AND PROFILE

**PACKSADDLE LAKE ROAD
 & PUBLIC PARKING**



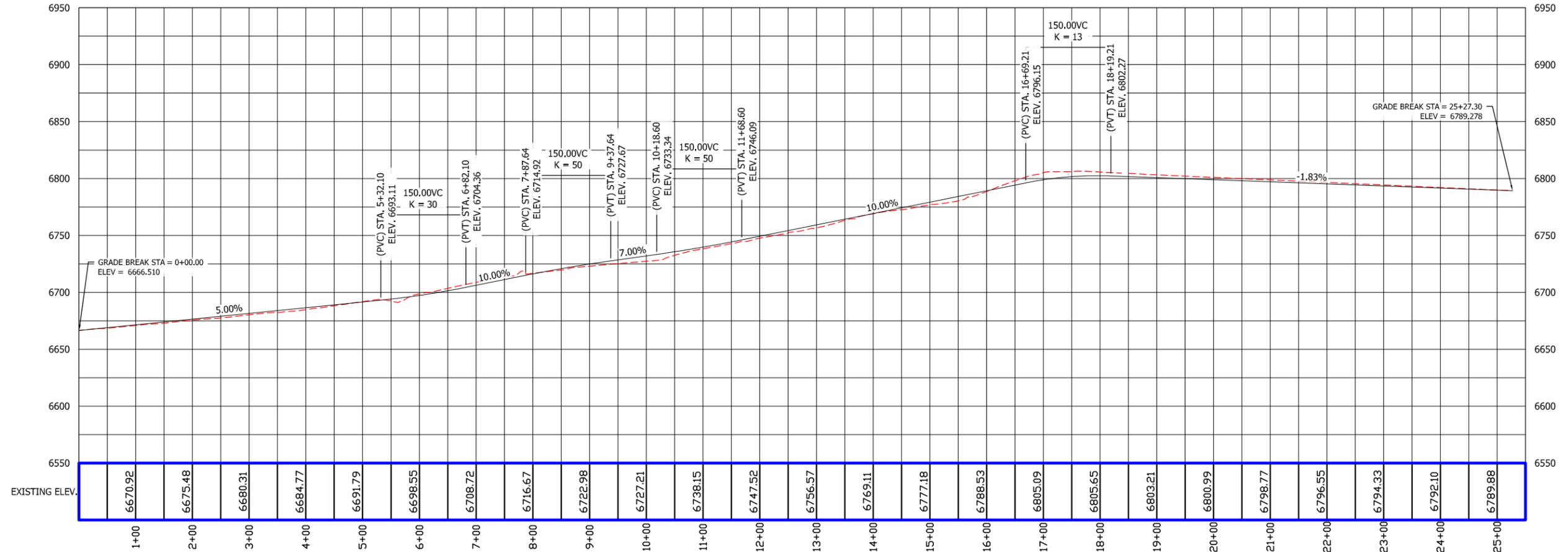
PACKSADDLE PUBLIC PARKING

DATE: 5-5-2015	789 NORTH 450 EAST
DESIGN: T.D.M/T.R.M.	FIRTH, IDAHO 83236
DRAWN: T.D.M/T.R.M.	tmeppen@gmail.com
PROJECT NO: 14076	
REVISION:	

SHEET
1
OF
2

OPTION 2

STA: 0+00 TO 25+50



LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- PACKSADDLE ROAD
- US NATIONAL FOREST SERVICE ROAD

HORIZONTAL & VERTICAL SCALE

(22x34) 1"=100'
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PLAN AND PROFILE

**PACKSADDLE LAKE ROAD
& PUBLIC PARKING**



PACKSADDLE PUBLIC PARKING

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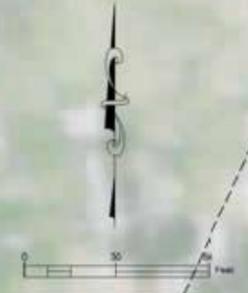
SHEET

2

OF

2

OPTION 2



PACKSADDLE PUBLIC PARKING
 (72) CAR STALLS
 (47) TRUCK AND TRAILER STALLS
 1.75 ACRES OF PARKING

US NATIONAL FOREST SERVICE ACCESS

L=110.907
 Δ=50.8362
 R=125.000
 CB = 47°09'23"
 C = 107.305

L=72.448
 Δ=28.5572
 R=145.356
 CB = 40°14'22"
 C = 7.700

5+00
 PC 147.110
 NSP 48°20'W
 PT 13.323

4+00

PC 145.07

50'

3+00 PACKSADDLE LAKE ROAD

2+00

1+00

0+00

PACKSADDLE ROAD

65'

20'

12'

50'

12'

PACKSADDLE BEVY ROAD

LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- PACKSADDLE ROAD
- US NATIONAL FOREST SERVICE ROAD

HORIZONTAL SCALE
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PLAN AND PROFILE

**PACKSADDLE LAKE ROAD
 & PUBLIC PARKING**



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SHEET
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