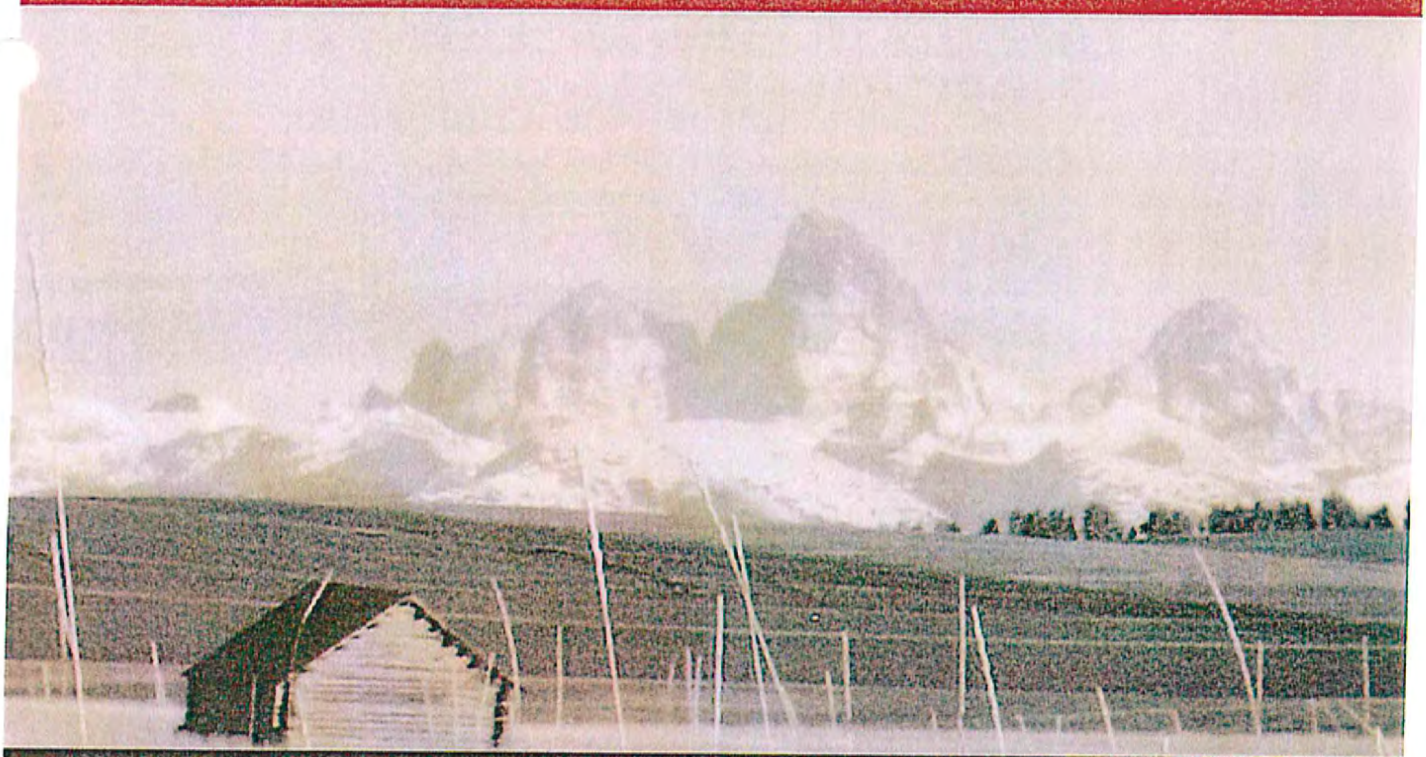

Teton Valley Scenic Parkway

Project Narrative

6.16.2015

AG Rim, LLC & Grandview Ranch LLC

BENCHMARK LAND SURVEYING

BENCHMARK
LAND SURVEYING

drewmep@gmail.com 789 N. 450 E. Firth, Idaho, 83236 208.313.4267

6.16.2015

Teton County Engineer and BOCC,

This letter is to provide information and the intent of the Teton Valley Scenic Parkway (TVSP) project. AG Rim, LLC and Grandview Ranch, LLC are constructing a road that will better provide them access for agricultural activities to their properties for current and future agricultural operations.

The project begins 350' west of the intersection of Packsaddle Rd and N 9000 W (See TVSP Project Overview Map). The Parkways intent is to protect and enhance the existing aesthetic, ecological, environmental, and cultural amenities that form the Teton Valley. It will provide:

- Current and Improved recreational accesses to the US National Forest Service
- Recreational Parking area to the US National Forest Service
- Improved Trail located parallel to the TVSP for multiple uses
- Current or Improved Access to all adjoining property owners
- Historical Site Pullovers
- Scenic View Pullovers.

A major portion of the TVSP Project is on private ground and proposes a request for realignments and improvements be made on portions of the existing county roads (See TVSP Project Overview Map). Consistent with the request of the 2014 Teton County Engineer, the road relocation has been designed and portions are presently being constructed to Teton County Road Specifications.

The areas that the Parkway will provide access to are used for recreational and agricultural purposes.

The Parkway will improve the existing grade, drainage, ballast section, roadway cross-section and horizontal geometry as per the design guidelines below:

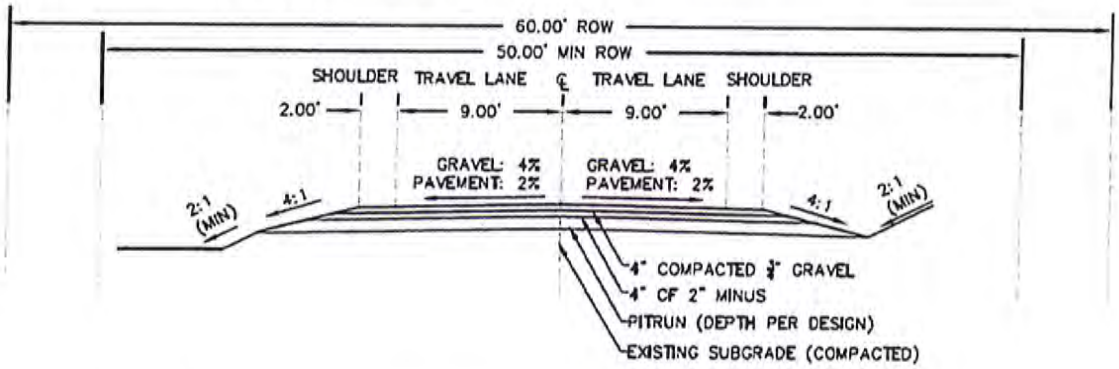

Figure 1. Highway and Street Guidelines for Design and Construction in Teton County, Idaho [illegible] (Page 16 of [illegible])

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drewmep@gmail.com 789 N. 450 E. Firth, Idaho, 83236 208.313.4267

This is being submitted for your consideration as an opportunity to improve public safety and access, private property owner access, and to protect another very special part of Teton Valley.

Provided with this narrative are:

- Project Overview Map
- Access Insets
- Historic & Scenic Pullover Insets
- Culvert Design
- Roadway Alignment Plans

Thank you

T. Drew Meppen, EIT

October 27th, 2014,
Benchmark Land Surveying
Attn: T. Drew Meppen
789 N 450 E
Firth, ID 83236

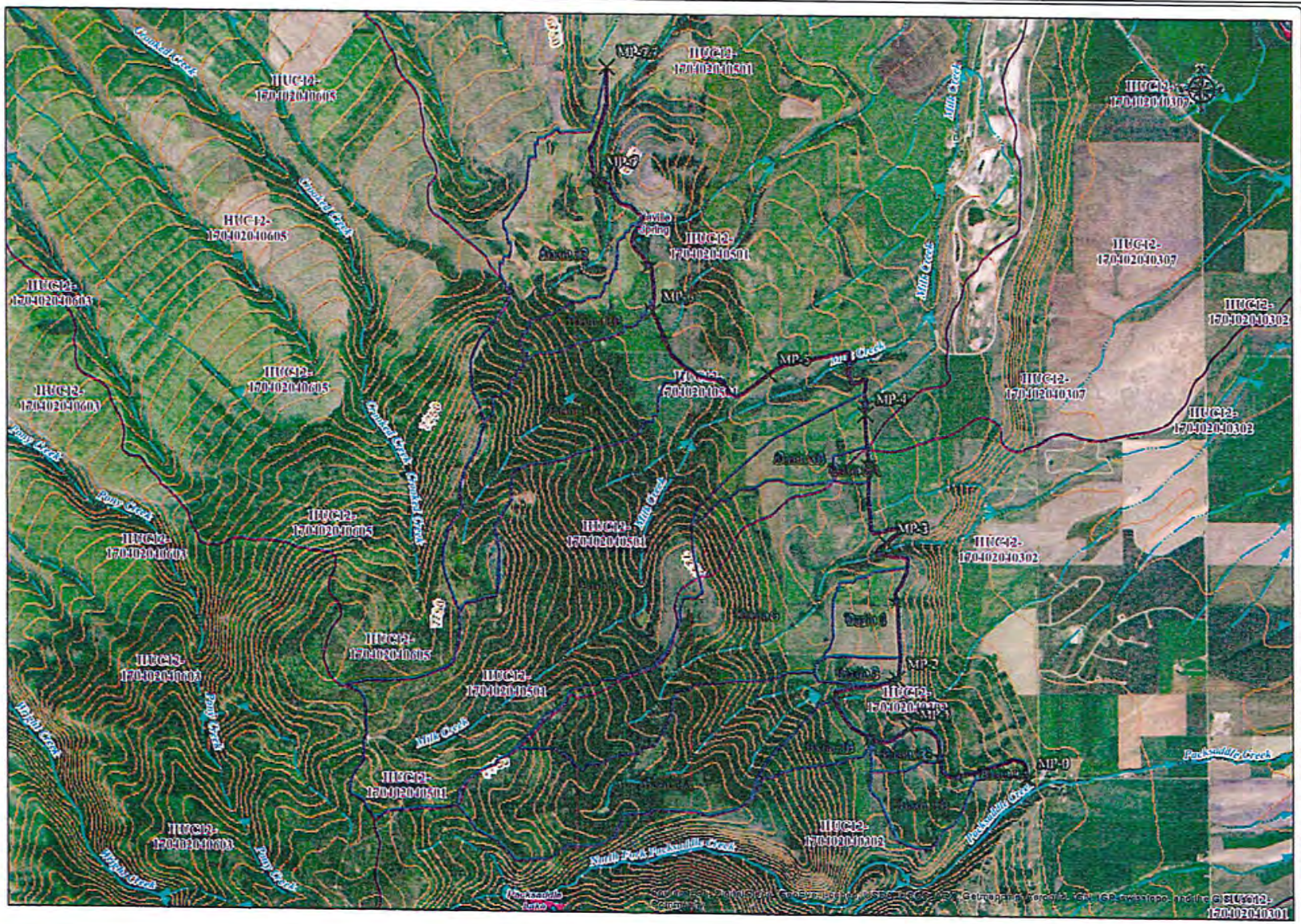
RE: Teton Valley Scenic Byway Hydrology Amendment

Epic Engineering is pleased to submit the revised storm water calculations for the proposed Teton Valley Scenic Byway located in Teton County, Idaho. The storm water runoff calculations were performed using the TR-55 method, Manning's equations with entrance effects, and the guidelines set forth in the Highway and Street Guidelines for Design and Construction in Teton County, Idaho. Therefore, the flow rates calculated were for the 10 year storm for all of the culverts except Culvert 9 which used the 25 year due to it having the largest contributing area.

The proposed byway was divided into contributing basins and locations for culverts along the roadway were evaluated as seen in the attached hydrology map. The area naturally drains from the west to the east along natural drainages and creeks. Table 1, below, shows the calculated peak flow rates of the delineated basins along the byway based on fair soil conditions for Juniper Pinyon with grass understory.

Table 1. Peak flow rates of storm water runoff generated by the 10 year, 25 year, 50 year and 100 year 24 hour storm events.

				Storm Event			
				10	25	50	100
Basin	Area (acres)	Slope	C Values	Flow (cfs)			
1A	13.92	11%	76	3.94	7.78	11.28	15.28
1B	133.09	9%	73	10.86	30.08	48.78	70.37
1C	50.78	6%	74	5.94	15.05	23.64	33.28
Packsaddle Rd	N/A	N/A	N/A	Roadside swale pass through			
2A	727.35	8%	63	2.16	12.77	34.32	66.86
2B	99.14	14%	74	14.73	36.44	56.24	78.3
3	48.25	7%	79	17.64	32.49	45.05	58.56
4	123.32	5%	77	27.97	57.8	84.15	112.57
5	11.95	9%	85	3.1	4.53	5.65	6.78
6	945.90	7%	69	18.29	70.37	129.92	204.71
Moonglade Dr.	N/A	N/A	N/A	Roadside swale pass through			
8A	24.98	7%	78	9.11	16.85	23.96	31.66
8B	161.20	7%	74	15	38.11	60.17	85.42
9	1820.74	7%	63	5.28	26.78	64.21	118.31
N. Hoopes Rd	N/A	N/A	N/A	Roadside swale pass through			
11A	579.48	9%	69	11.95	47.37	88.61	139.86
11B	150.87	9%	77	32.84	68.52	99.27	133.16
12	468.80	10%	76	60.34	134.75	202.21	278.17



LEGEND

- CULVERTS
- STATIONS
- DELINATED BASINS
- WATERSHED
- PROPOSED ROAD
- STREAM
- CONTOUR

DATE
10/24/14

epic ENGINEERING

REVISIONS
1.

DRAWN: XMC
DESIGNER: KRT
REVIEWED: AJH

PROJECT #
143M1968

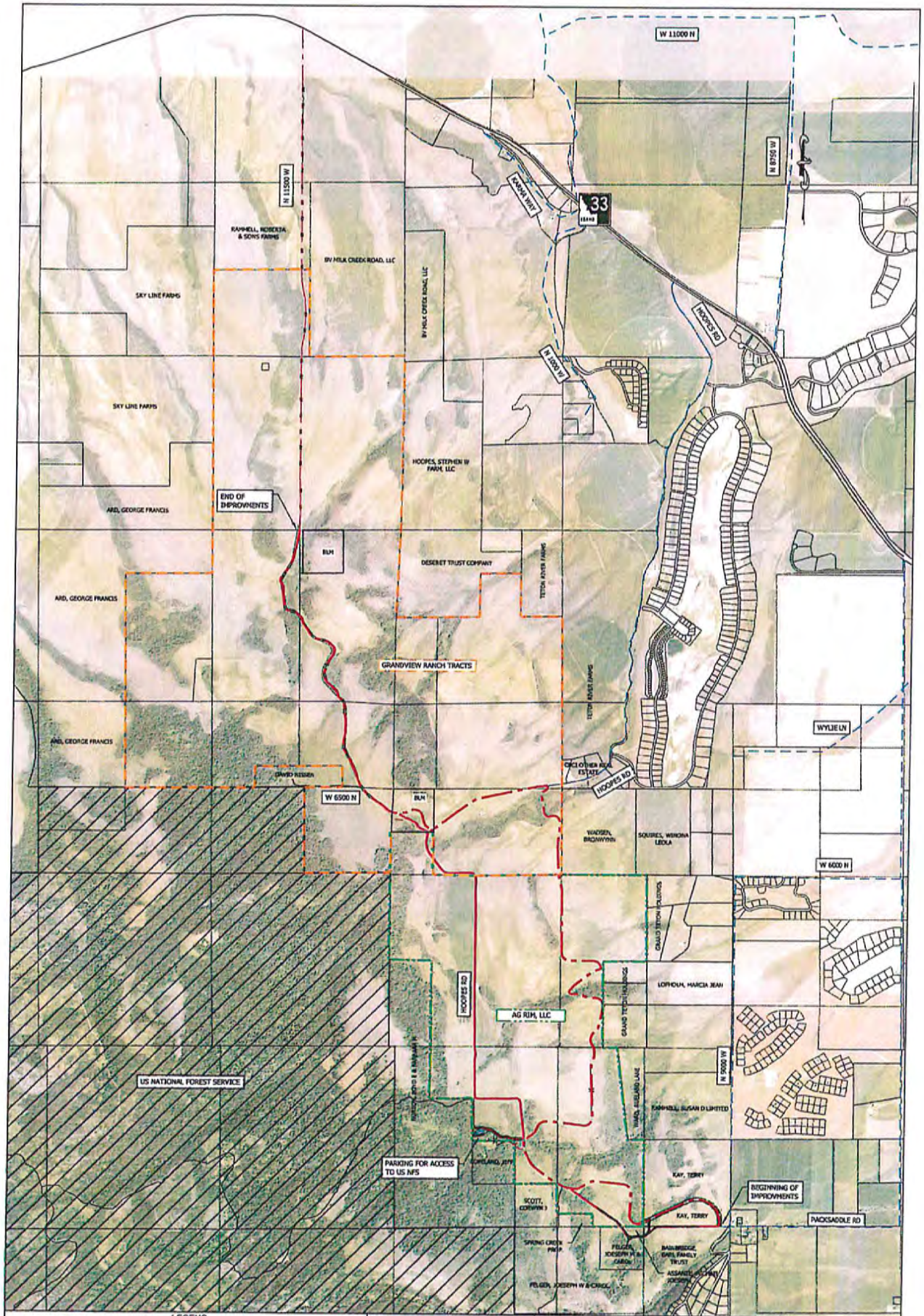
SCALES
HORIZ: 1"=3000'
(11"X17")

PROJECT NAME:
TETON SCENIC BYWAY

SHEET TITLE:
DERIVED HYDOLOGY

PLAN SET: PRELIMINARY

SHEET: -



LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- TETON VALLEY SCENIC PARKWAY
- US NATIONAL FOREST SERVICE ROAD

PROJECT OVERVIEW MAP

HORIZONTAL SCALE

(22x34) 1"=1300'
(11x17) 1"=2600'

BENCHMARK LAND SURVEYING

789 NORTH 450 EAST
FIRTH, IDAHO 83236
tmeppen@gmail.com

DATE:
DESIGN:
DRAWN:
PROJECT NO:
REVISION:

TETON VALLEY SCENIC PARKWAY

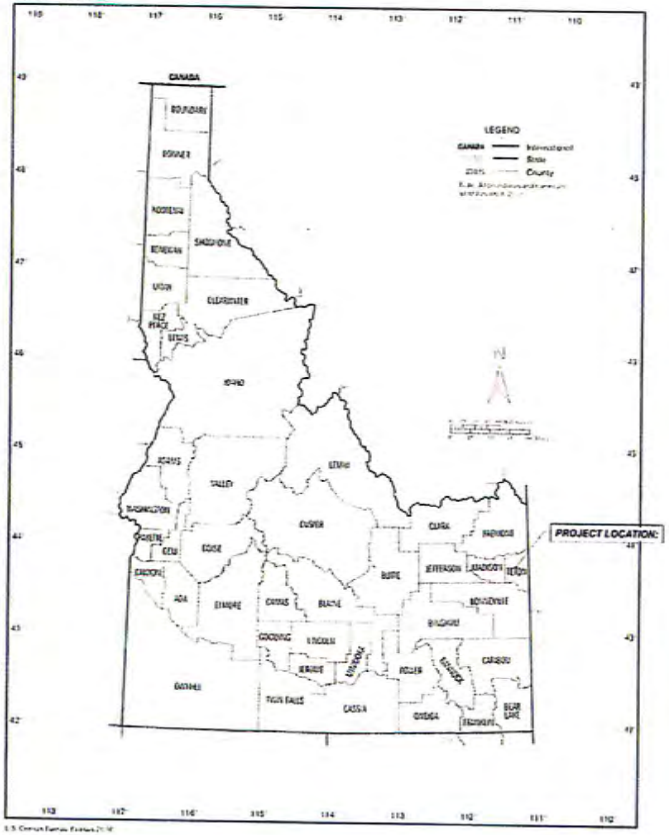
T. 5N. & 6N., R. 44 E.B.M. AND T. 6 N., R. 43 E.B.M.

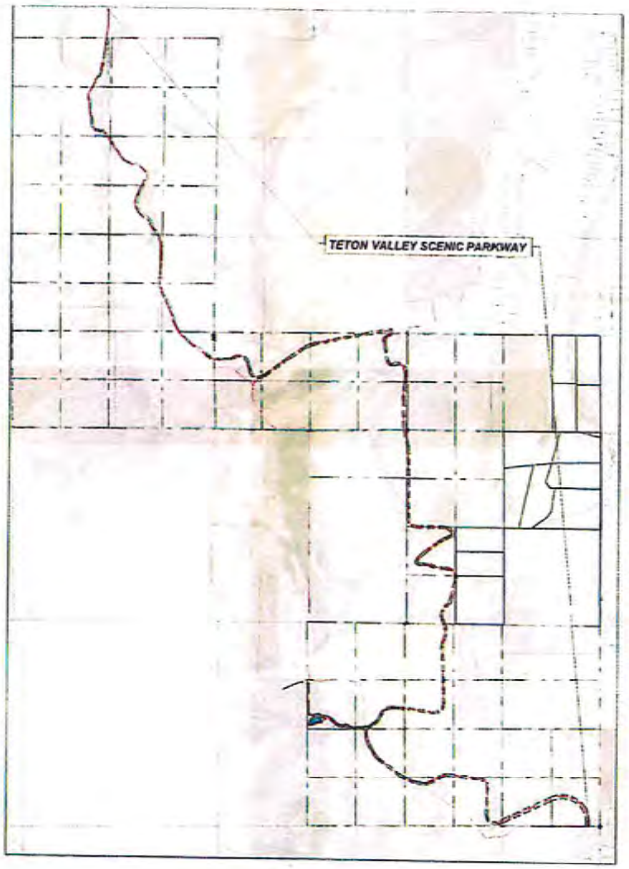
SHEET 1 OF 1

TETON VALLEY SCENIC PARKWAY

PRELIMINARY REALIGNMENT

IDAHO - Counties





HORIZONTAL SCALE

VERTICAL SCALE

SHEET INDEX	
2	TYPICAL SECTION & CULVERT TABLE
3 -10	ROADWAY PLANS

PROFESSIONAL ENGINEER REGISTERED 12139 STATE OF IDAHO ADAM J. HUFF

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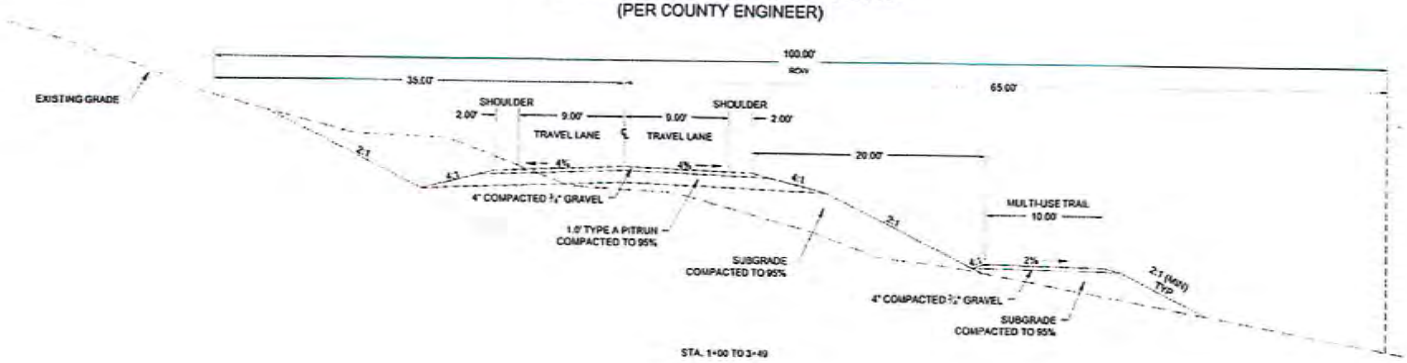
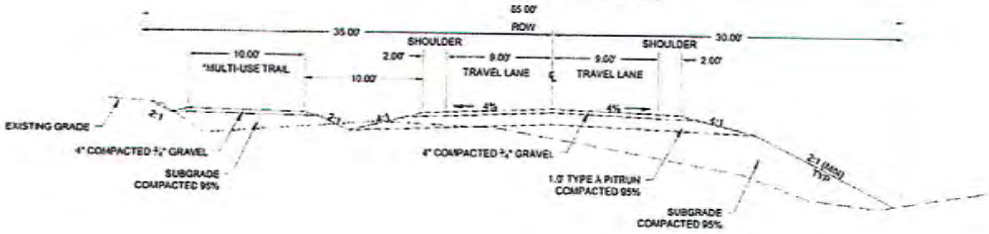
lmeppen@gmail.com

TETON SCENIC PARKWAY TYPICAL SECTION
(PER COUNTY ENGINEER)



TETON SCENIC PARKWAY TYPICAL SECTION
(PER COUNTY ENGINEER)



*STA. 3+49 TO 215+00 (LT)
*STA. 215+00 TO 400+00 (RT)

Table 2. Recommended culvert sizing for each culvert

	Recommended Sizing and Flows for Respective Storm Events					
	10 Year Storm Flow			25 Year Storm Flow		
Culvert	Flow Needed (CFS)	Size (in)	Flared End (CFS)	Flow Needed (CFS)	Size (in)	Flared End (CFS)
1A	3.94	18	11.2	-	-	-
1B	10.86	24	22.9	-	-	-
1C	5.94	18	11.2	-	-	-
2A	2.16	18	11.2	-	-	-
2B	14.73	36	63.2	-	-	-
3	17.64	24	22.9	-	-	-
4	27.97	30	40.1	-	-	-
5	3.1	18	11.2	-	-	-
6	18.29	48	129.7	-	-	-
7	-	18	11.2	-	-	-
8A	9.11	24	29.9	-	-	-
8B	15	36	63.2	-	-	-
9	-	-	-	26.78	54	174.1
10	-	18	11.2	-	-	-
11A	11.95	48	129.7	-	-	-
11B	32.84	36	63.2	-	-	-
12	60.34	36	63.2	-	-	-

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COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

HORIZONTAL SCALE

TYPICAL SECTION

PROPOSED CL ALIGNMENT

PRELIMINARY

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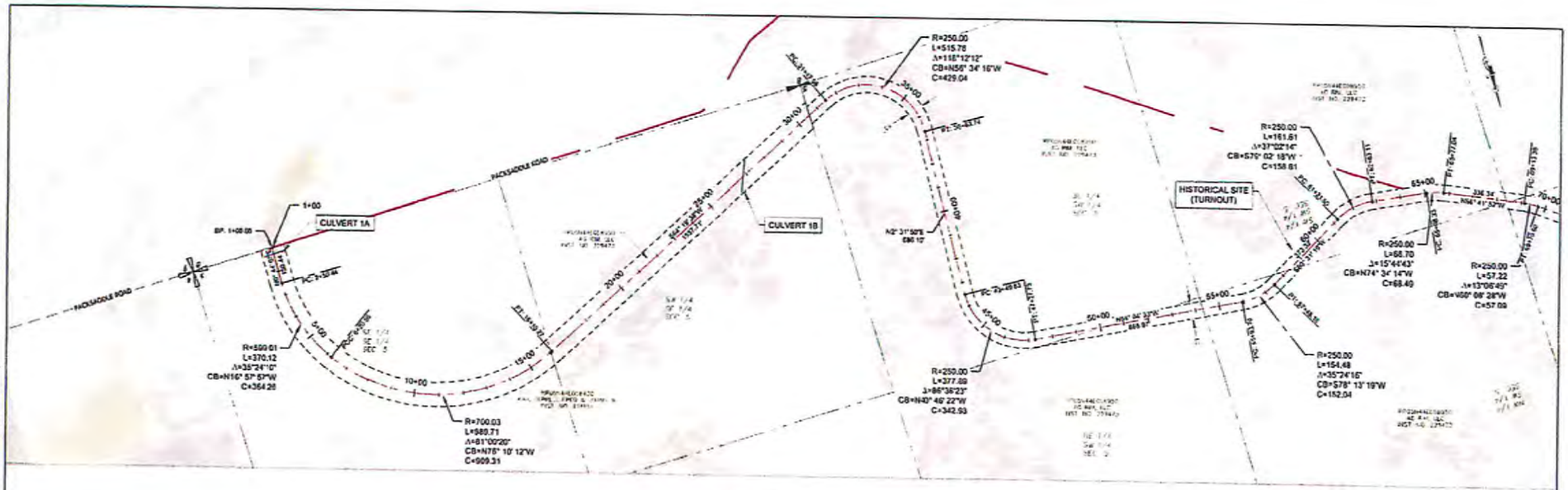
BENCHMARK LAND SURVEYING

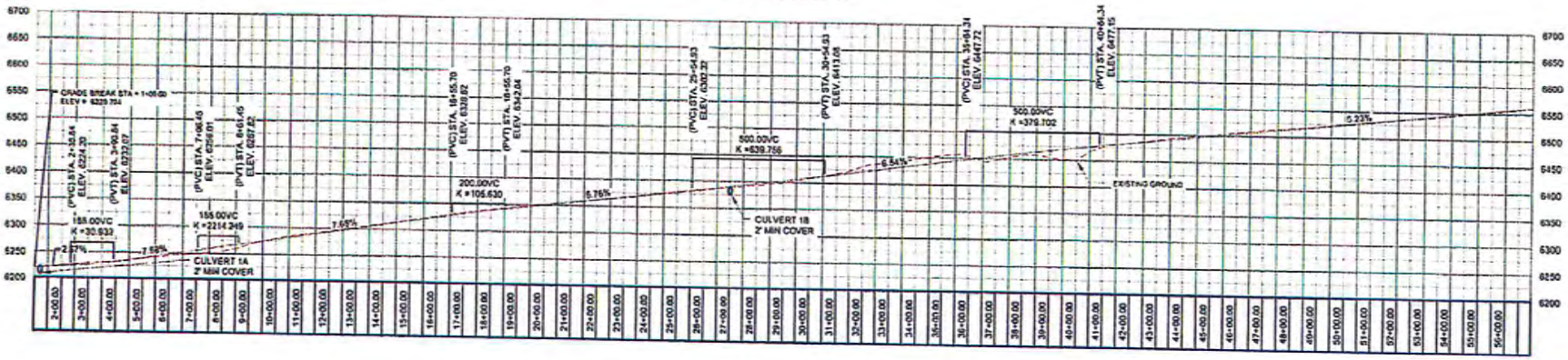
TETON VALLEY SCENIC PARKWAY
T. 5N. & 6N., R. 44 E.B.M. AND T. 5 N., R. 43 E.B.M.

789 NORTH 450 EAST
FIRTH, IDAHO 83236
lmeppen@gmail.com

SHEET 2 OF 10



STA: 1+00 TO 57+00



COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

HORIZONTAL SCALE
(57+34) 1" = 200'
(11+17) 1" = 400'

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

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TETON VALLEY SCENIC PARKWAY
T. 5N. & 6N., R. 44 E.B.M. AND T. 6 N., R. 43 E.B.M.

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lmepper@gmail.com

SHEET 3 OF 10

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STATE OF IDAHO
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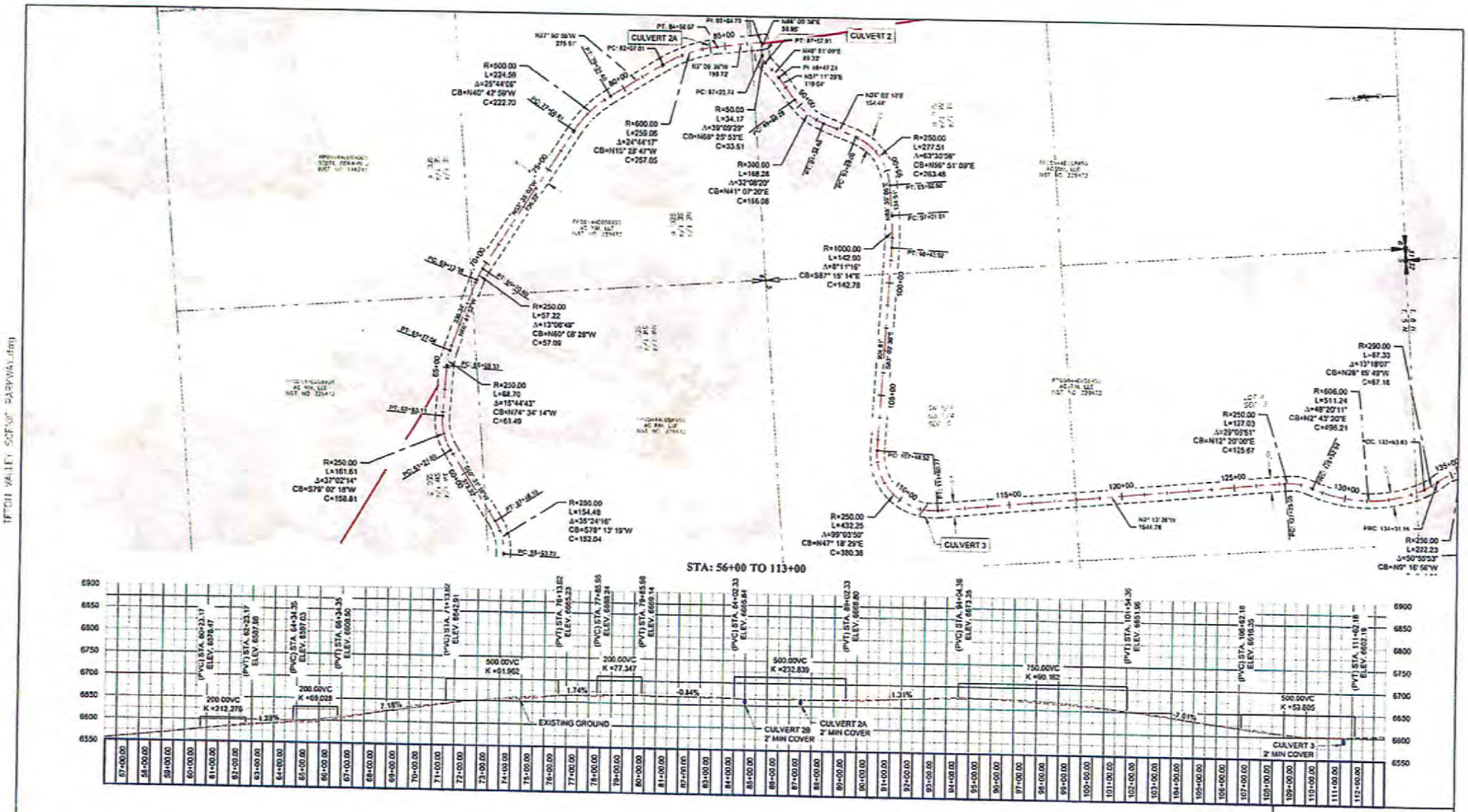

HORIZONTAL SCALE

COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

epic ENGINEERING

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
T. 5N. & 6N., R. 44 E.B.M. AND T. 6 N., R. 43 E.B.M.

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lmeppes@gmail.com

SHEET 1 OF 10

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STATE OF IDAHO
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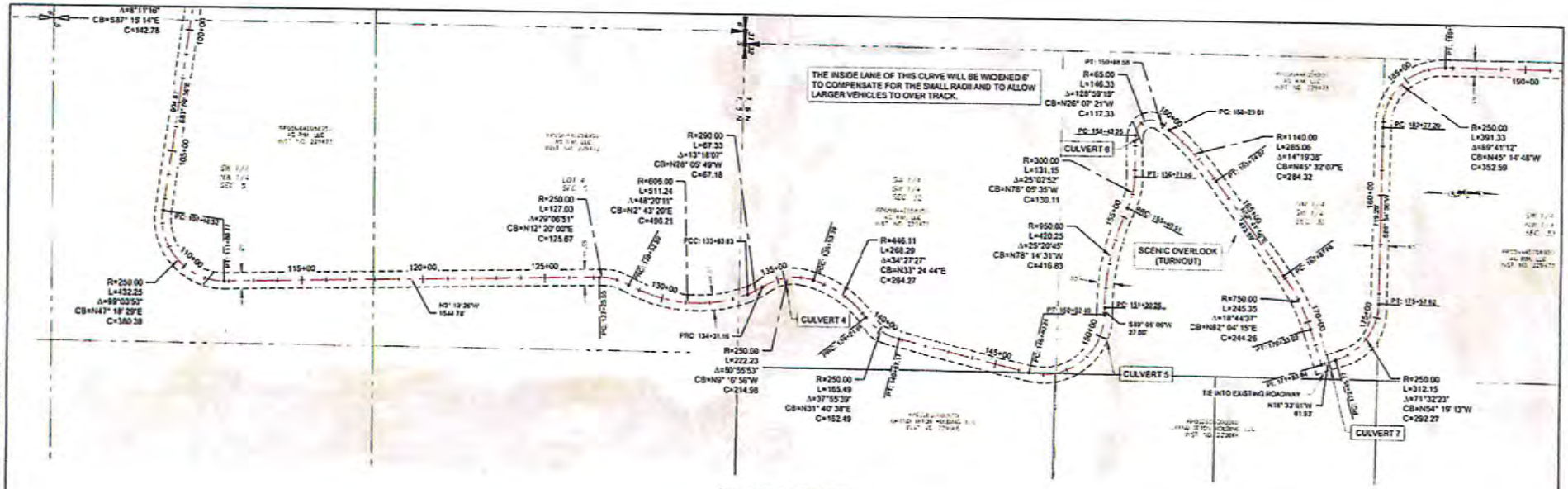
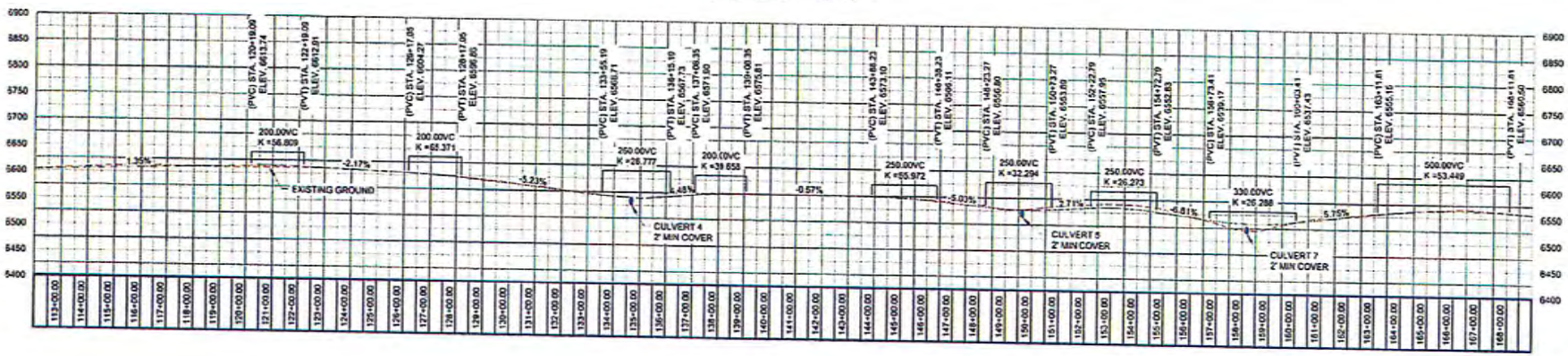


STA: 112+00 TO 169+00



HORIZONTAL SCALE

COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

epic ENGINEERING

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
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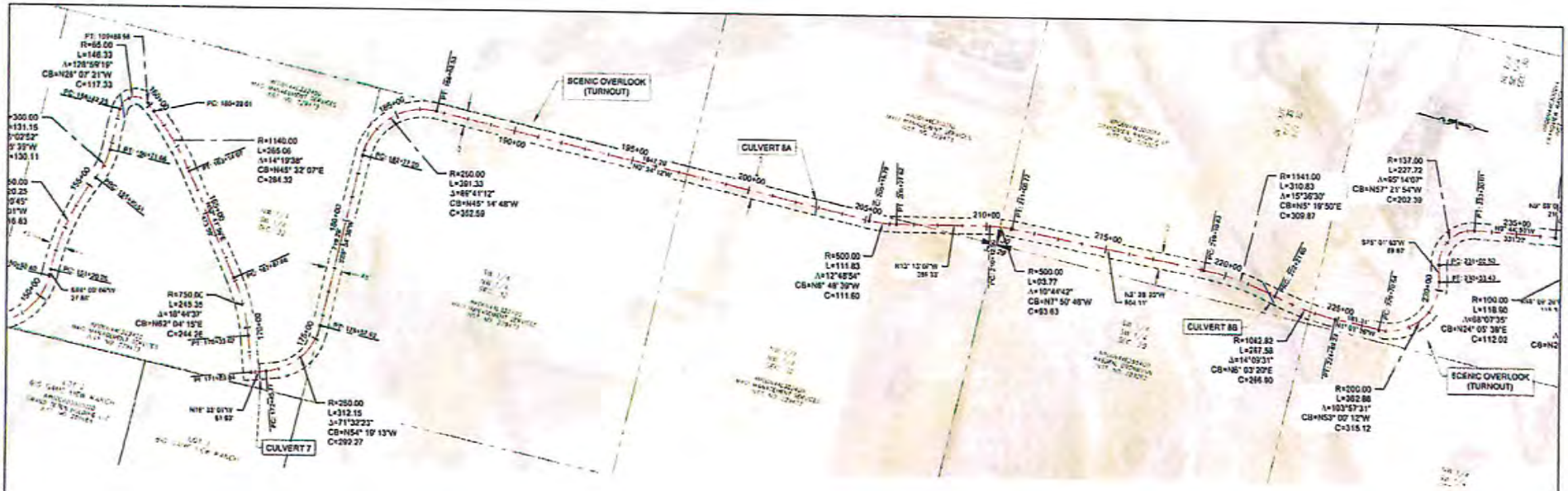
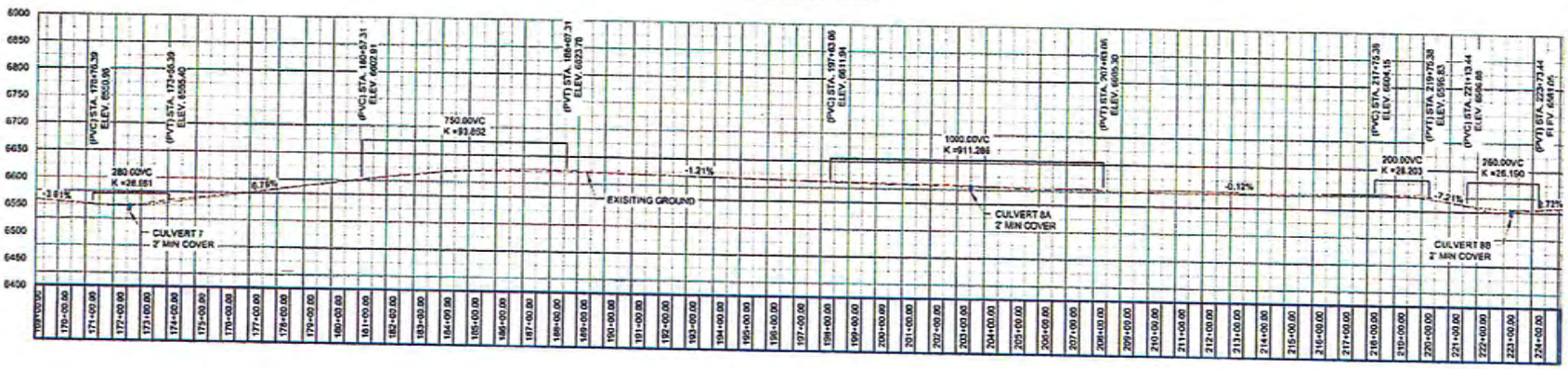
FIRTH, IDAHO 83236
bmeppen@gmail.com

SHEET 5 OF 10

PROFESSIONAL ENGINEER REGISTERED 12139 STATE OF IDAHO ADAM J. HUFF



STA: 168+70 TO 224+60



COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

HORIZONTAL SCALE

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

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TETON VALLEY SCENIC PARKWAY

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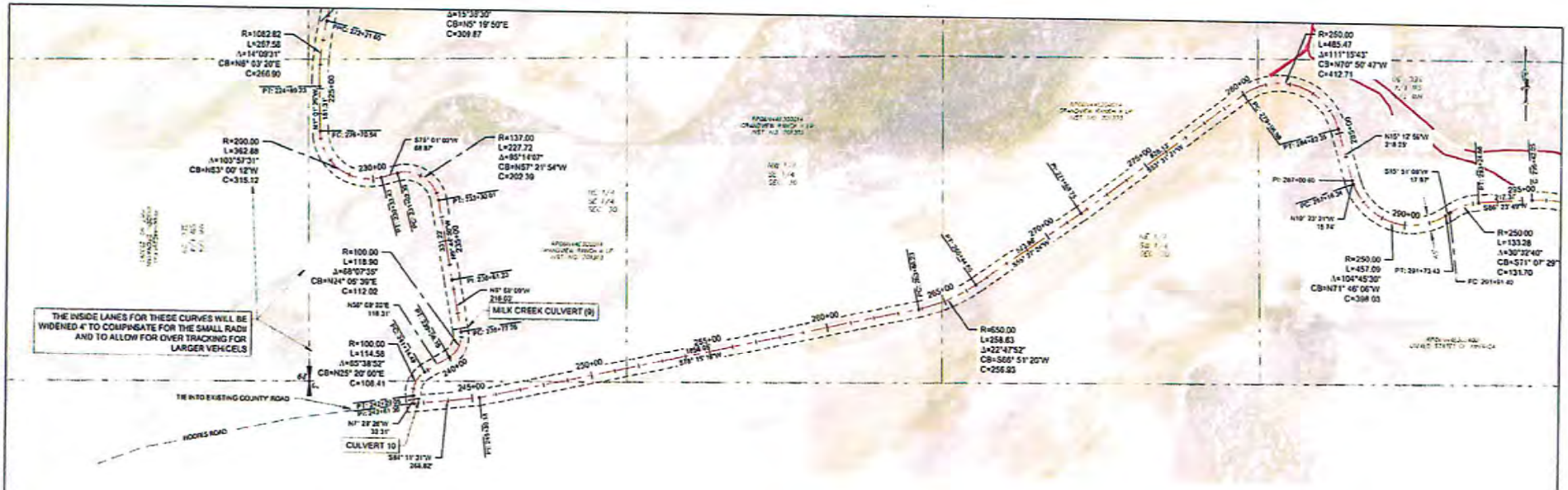
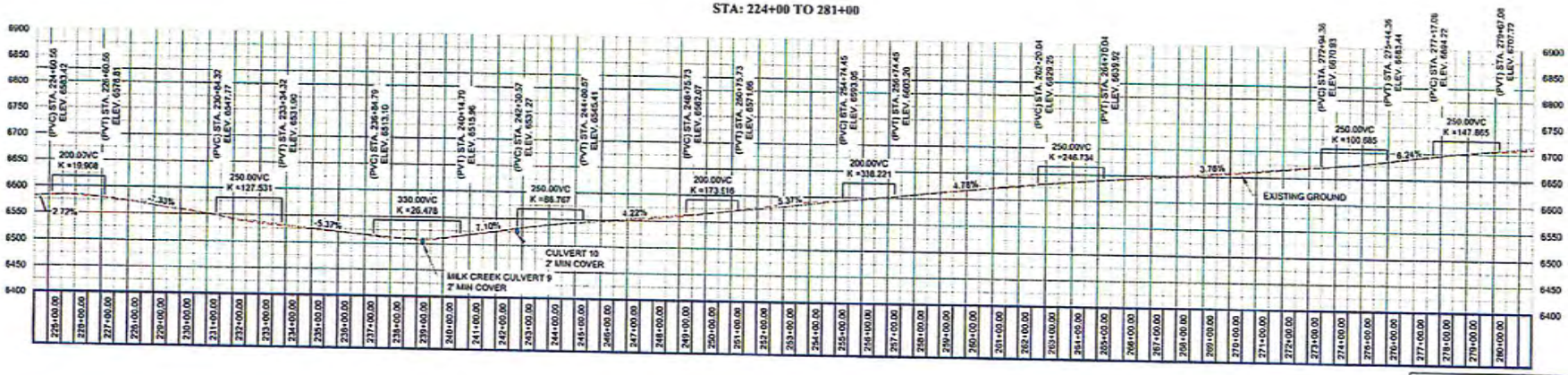
lmapper@gmail.com

SHEET 6 OF 10

PROFESSIONAL ENGINEER REGISTERED 12138 STATE OF IDAHO ADAM J. HUFF



STA: 224+00 TO 281+00



COUNTY ROAD TO BE FEATURED
EXISTING CULVERT PIPE
TETON VALLEY SCENIC PARKWAY

HORIZONTAL SCALE

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

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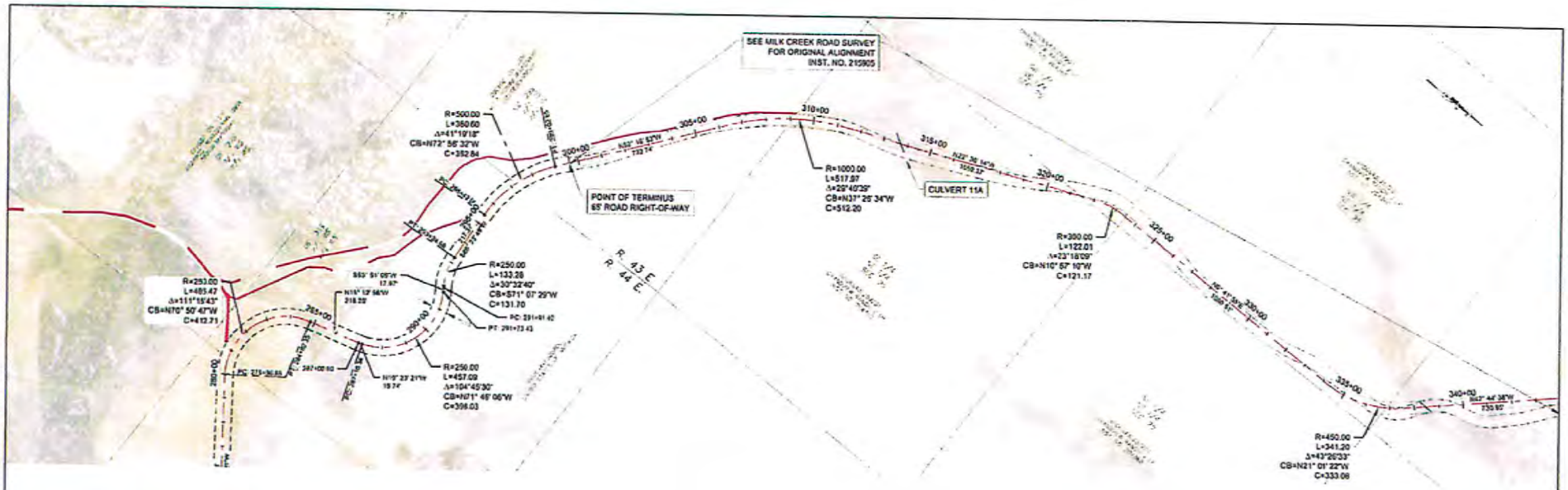
TETON VALLEY SCENIC PARKWAY
T. 5N. & 6N., R. 41 E.B.M. AND T. 6 N., R. 43 E.B.M.

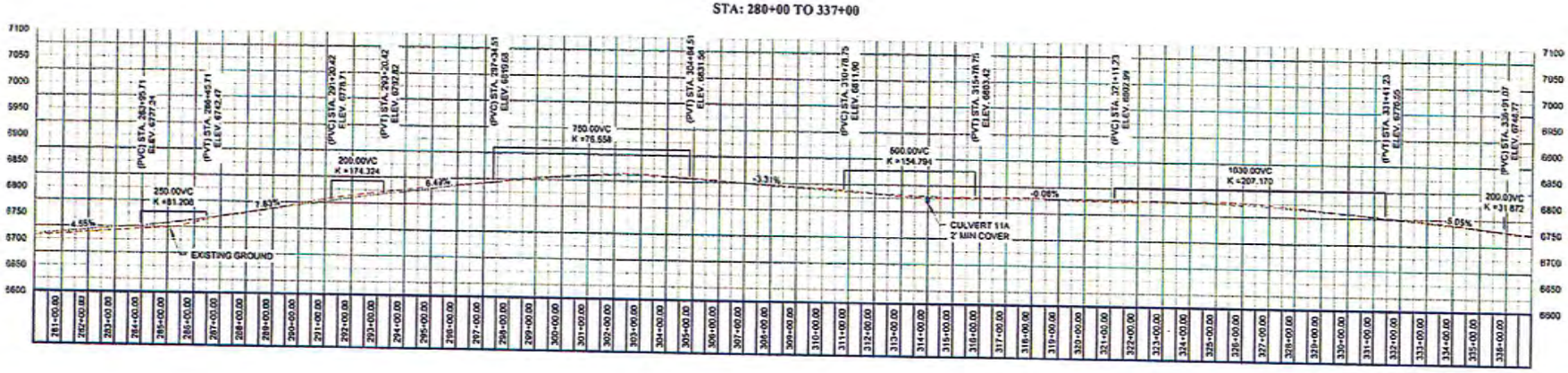
789 NORTH 450 EAST
FIRTH, IDAHO 83236
lmepper@gmail.com

SHEET 7 OF 10

PROFESSIONAL ENGINEER REGISTERED 12133 STATE OF IDAHO ADAM J. HUFF



STA: 280+00 TO 337+00



COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

HORIZONTAL SCALE

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

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TETON VALLEY SCENIC PARKWAY
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789 NORTH 450 EAST
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tmeppen@gmail.com

SHEET 8 OF 10

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6/18/15
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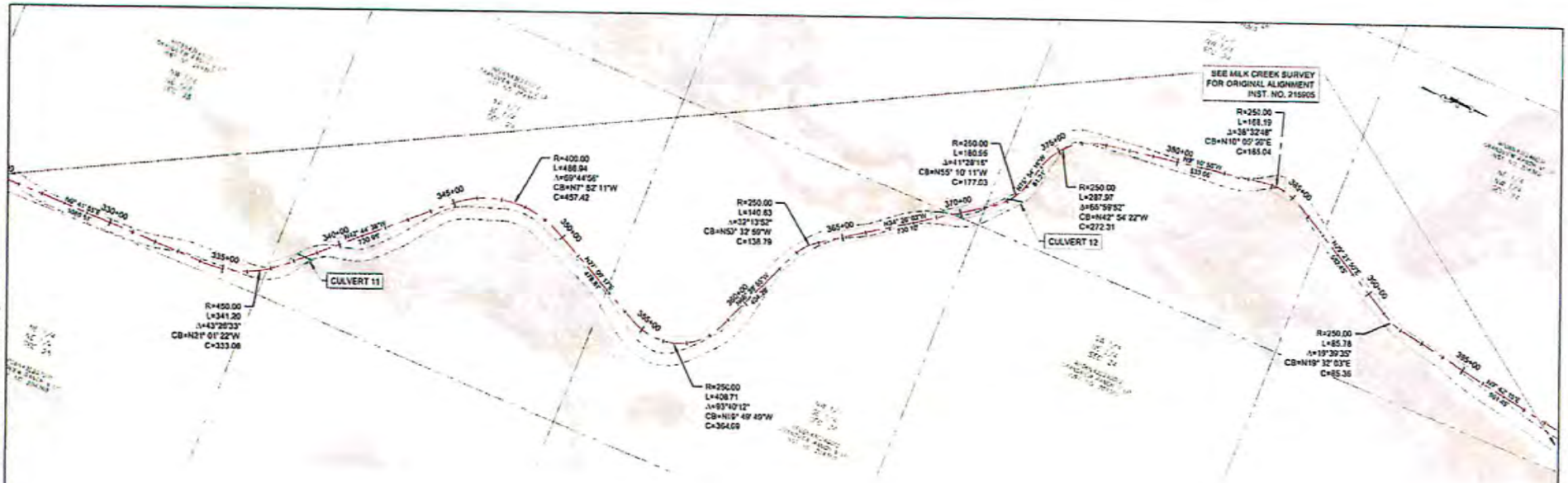
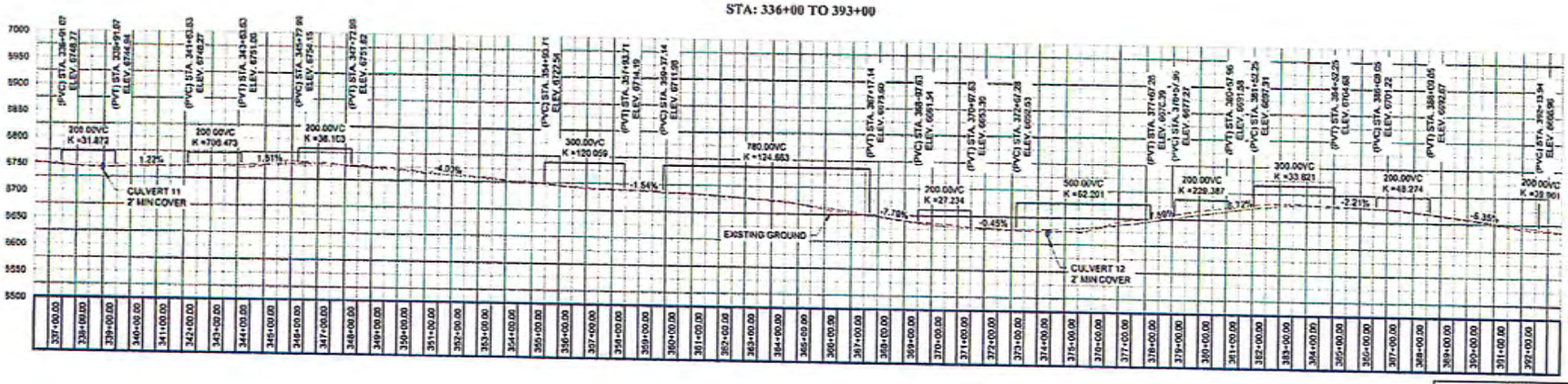


STA: 336+00 TO 393+00



COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

HORIZONTAL SCALE

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

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TETON VALLEY SCENIC PARKWAY
T. 5N. & 6N., R. 44 E.B.M. AND T. 6 N., R. 43 E.B.M.

789 NORTH 450 EAST
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SHEET 9 OF 10

PROFESSIONAL ENGINEER
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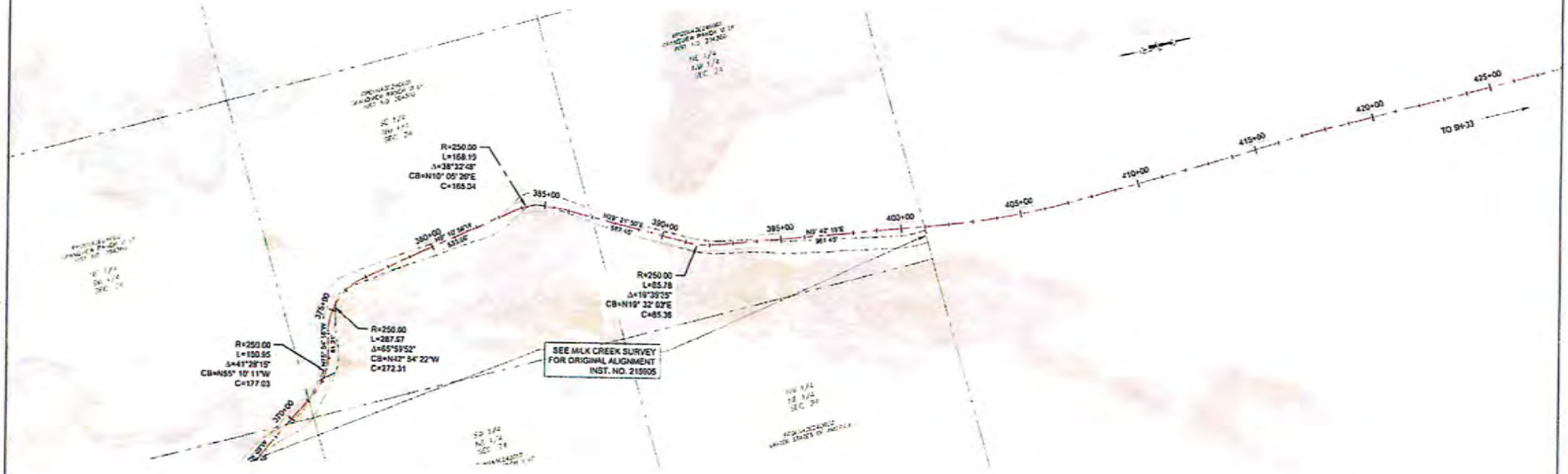
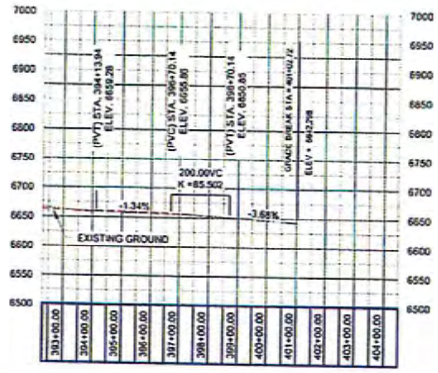
12136
6/18/15
STATE OF IDAHO
ADAM J. HUFF



STA: 392+30 TO 404+50



COUNTY ROAD TO BE REALIGNED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY

HORIZONTAL SCALE

PLAN & PROFILE

PRELIMINARY
PROPOSED CL ALIGNMENT

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TETON VALLEY SCENIC PARKWAY
T. 5N. & 6N., R. 41 E.B.M. AND T. 6 N., R. 43 E.B.M.

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lmeppas@gmail.com

SHEET 10 OF 10

PROFESSIONAL ENGINEER
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12139
6/18/15
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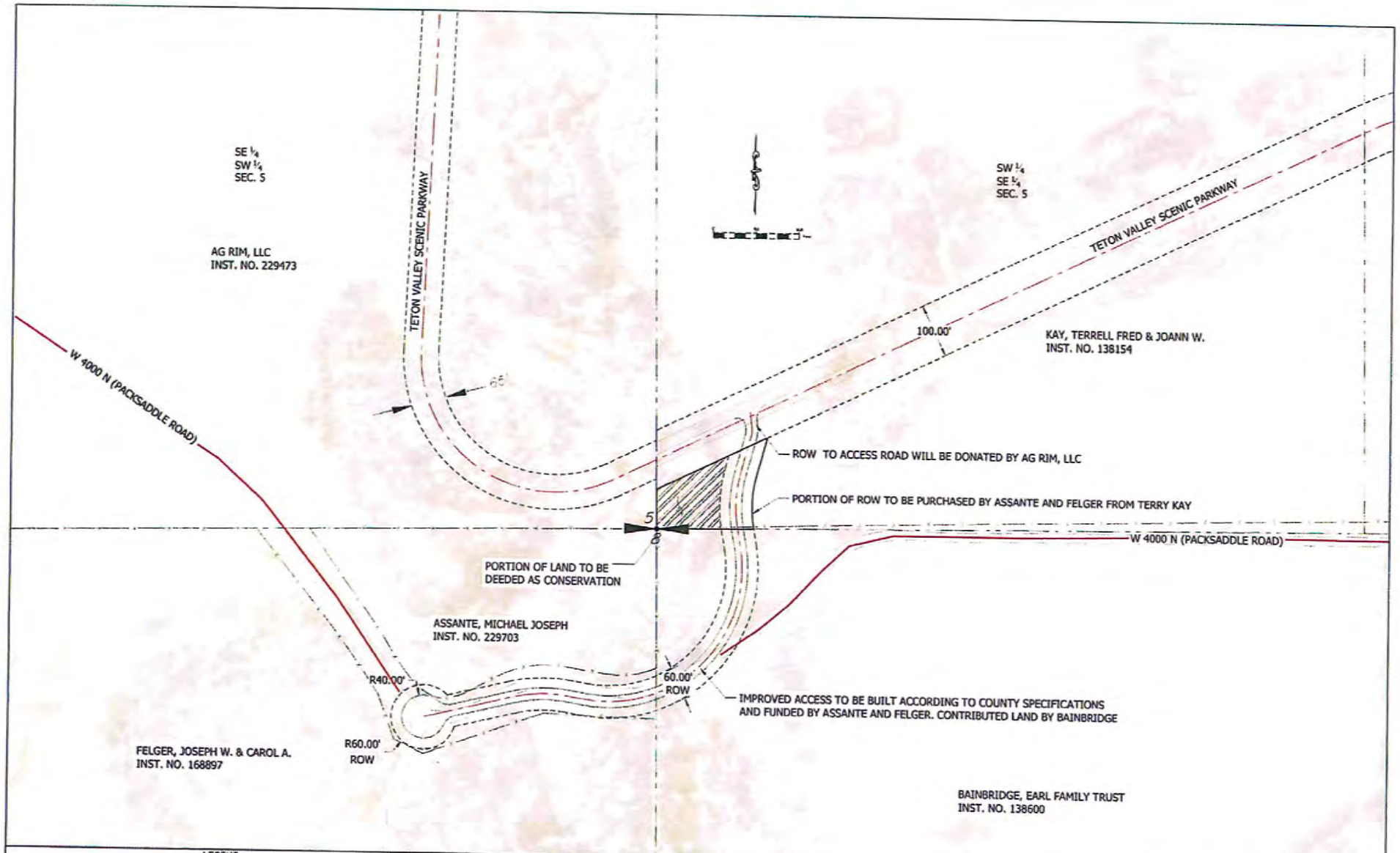
ADAM J. HUFF



LEGEND

ROAD TO BE RELOCATED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY
US NATIONAL FOREST SERVICE ROAD
HISTORIC PULLOUT
SCENIC OVERLOOK
* (TOTAL) NO CHANGE IN ACCESS LOCATION

HORIZONTAL SCALE

ACCESS DETAIL

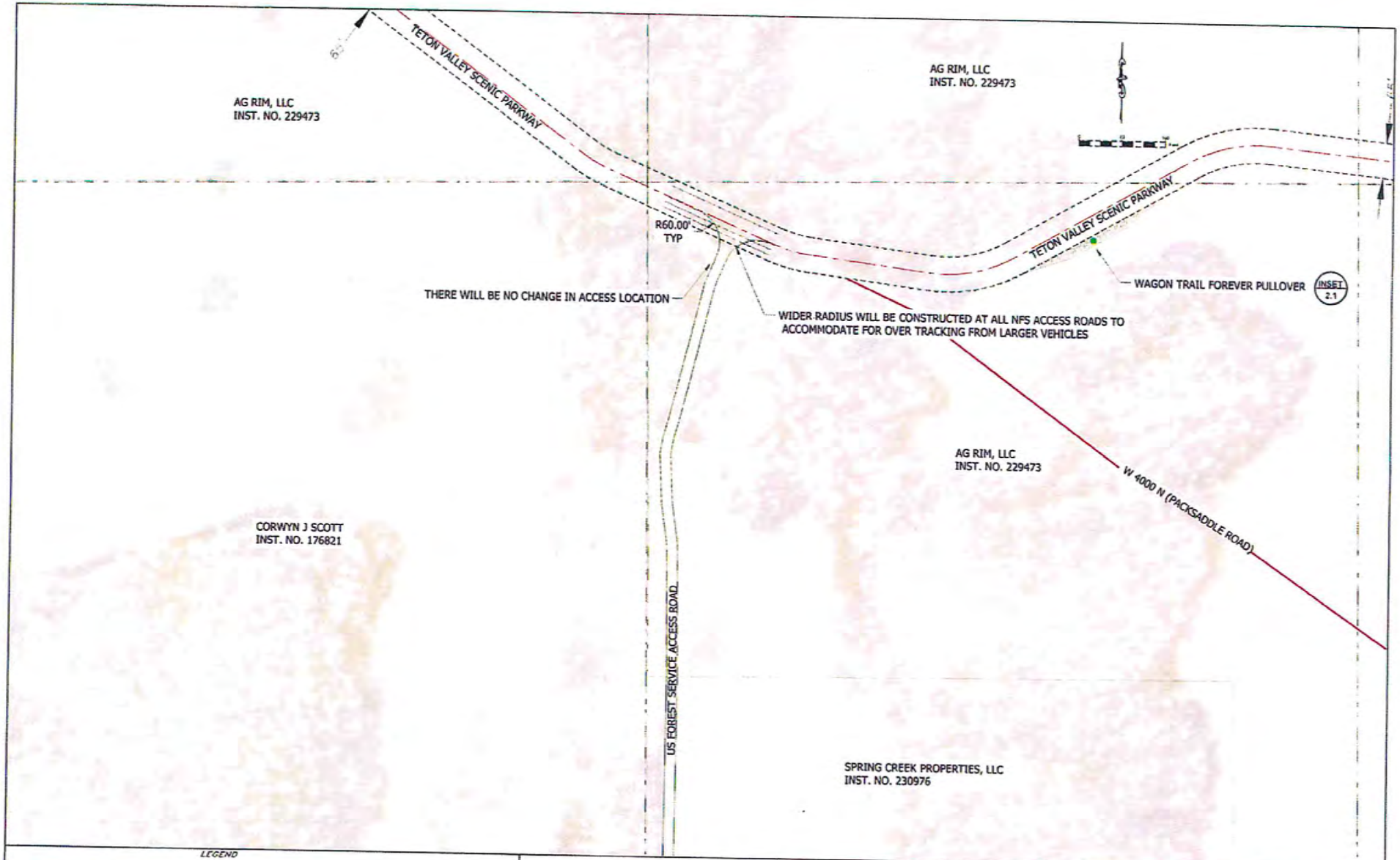
ASSANTE, BAINBRIDGE, & FELGER ACCESS

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
INSET 1.1

789 NORTH 450 EAST
FIRTH, IDAHO 83236
tmeppen@gmail.com

SHEET 1 OF 1



LEGEND

ROAD TO BE RELOCATED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY
US NATIONAL FOREST SERVICE ROAD
HISTORIC PULLOUT
SCENIC OVERLOOK
* (YOAL) NO CHANGE IN ACCESS LOCATION

HORIZONTAL SCALE
(22x34) 1"=40'
(11x17) 1"=100'

ACCESS DETAIL

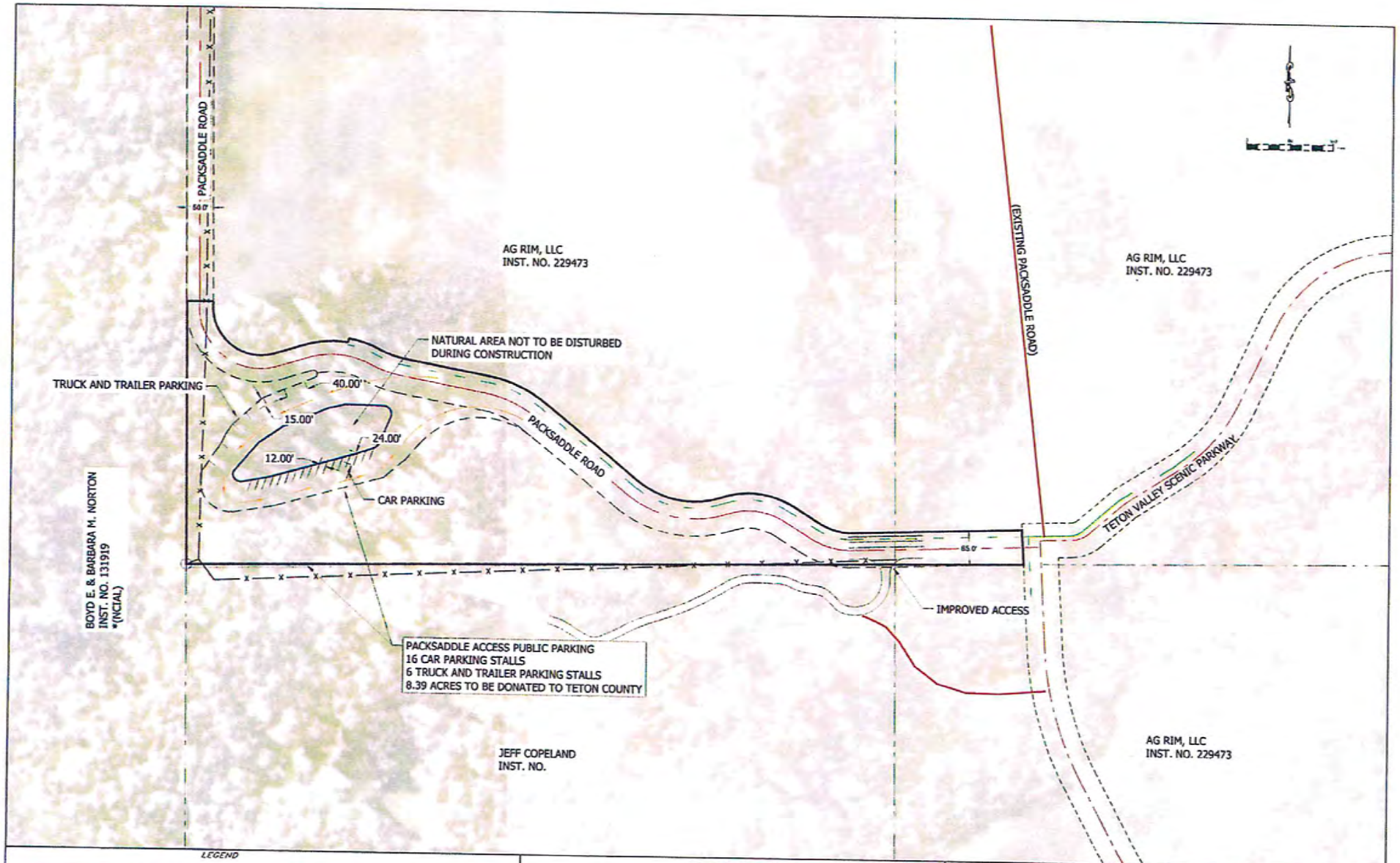
US NATIONAL FOREST SERVICE ROUTE 235, CORWYN J. SCOTT, & SPRING CREEK PROPERTIES, LLC *(NCIAL)

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
INSET 1.2

789 NORTH 450 EAST
FIRTH, IDAHO 83236
bmeppen@gmail.com

SHEET 1 OF 1



LEGEND

ROAD TO BE RELOCATED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY
US NATIONAL FOREST SERVICE ROAD
HISTORIC PULLOUT
SCENIC OVERLOOK
* (NCIAL) NO CHANGE IN ACCESS LOCATION

HORIZONTAL SCALE

ACCESS DETAIL

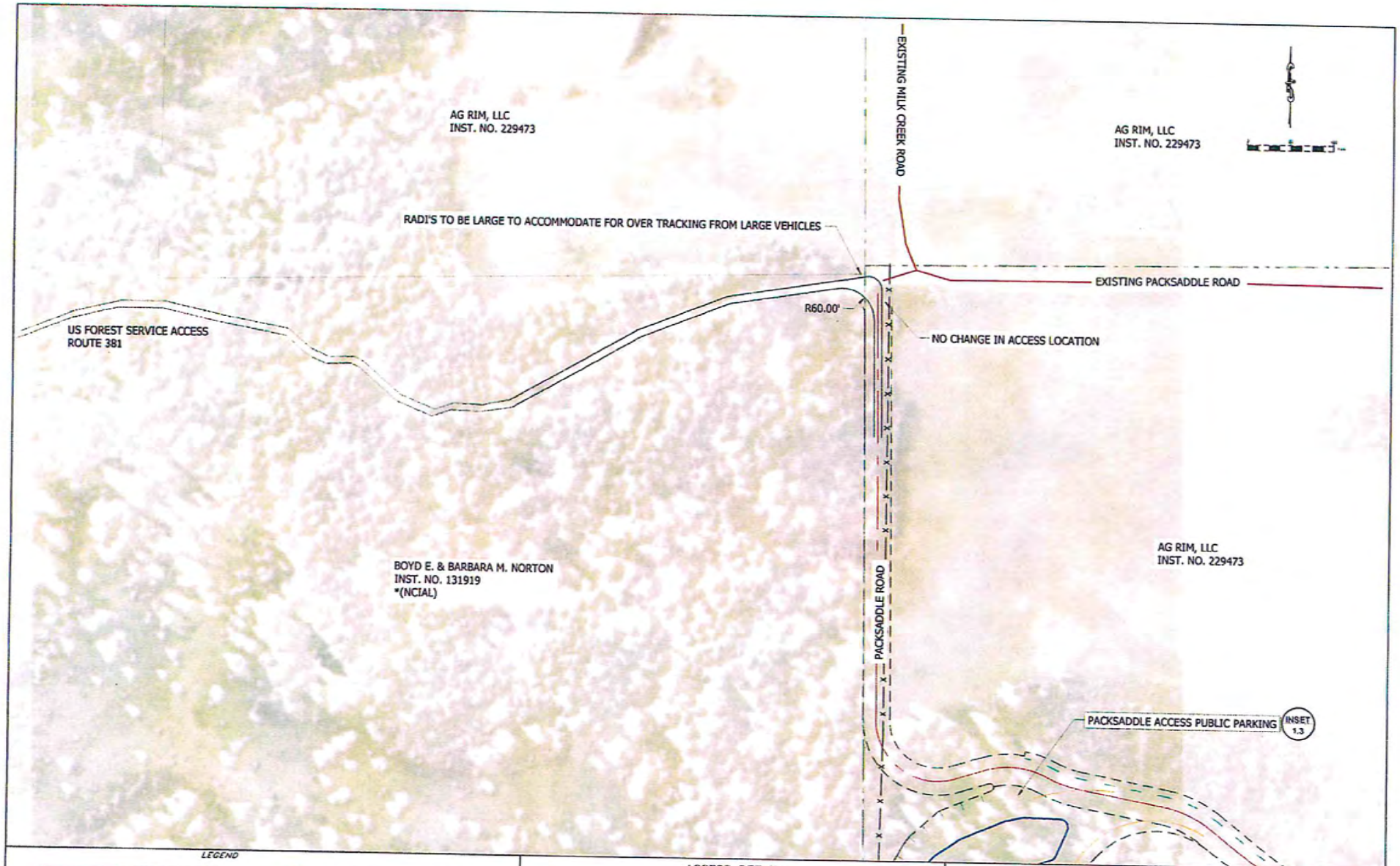
PACKSADDLE ACCESS PUBILC PARKING, & JEFF COPELAND

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
INSET 1.3

789 NORTH 450 EAST
FIRTH, IDAHO 83236
tmeppen@gmail.com

SHEET 1 OF 1



LEGEND

ROAD TO BE RELOCATED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY
US FOREST SERVICE ROAD

HISTORIC PULLOUT
SCENIC OVERLOOK
* (NCIAL) NO CHANGE IN ACCESS LOCATION

HORIZONTAL SCALE
(22x34) 1"=40'
(11x17) 1"=80'

ACCESS DETAIL

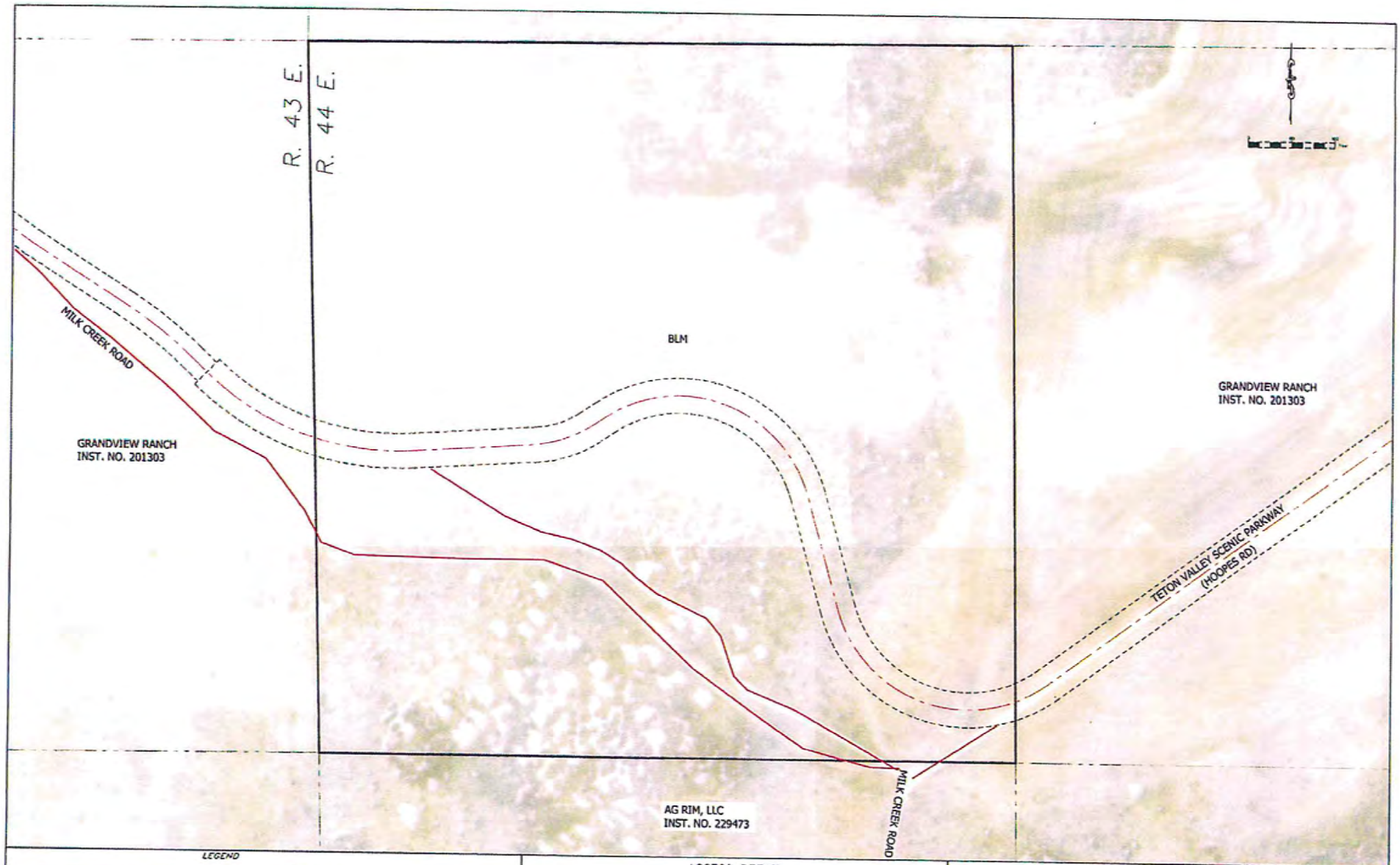
US NATIONAL FOREST SERVICE ROUTE 381
& BOYD E. & BARBARA M. NORTON *(NCIAL)

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
INSET 1.4

789 NORTH 450 EAST
FIRTH, IDAHO 83236
lmappen@gmail.com

SHEET 1 OF 1



LEGEND

ROAD TO BE RELOCATED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY
US NATIONAL FOREST SERVICE ROAD
HISTORIC PULLOUT
SCENIC OVERLOOK

HORIZONTAL SCALE

ACCESS DETAIL

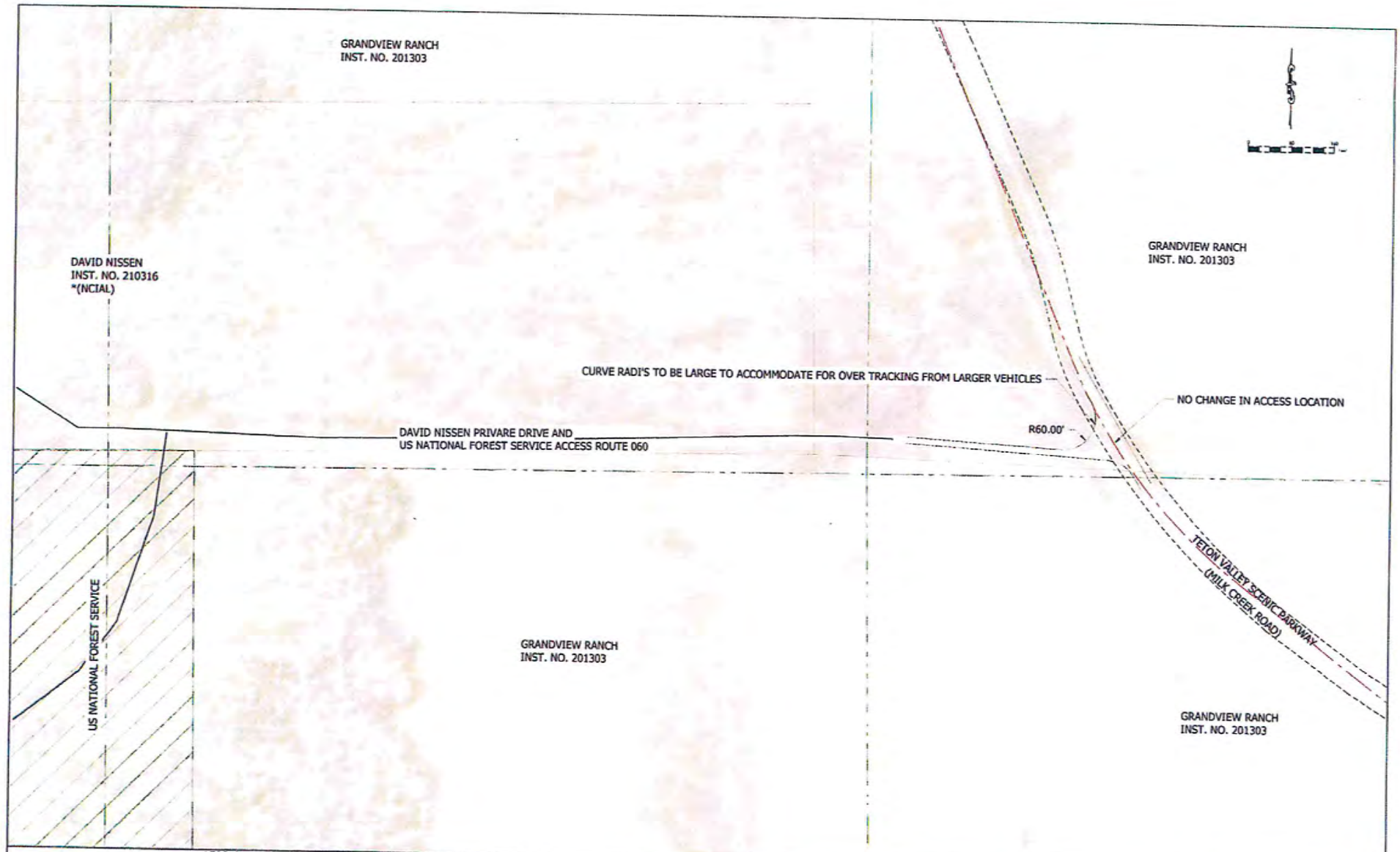
BLM IMPROVMENT SECTION

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
INSET 1.5

789 NORTH 450 EAST
FIRTH, IDAHO 83236
lmappen@gmail.com

SHEET 1 OF 1



LEGEND

ROAD TO BE RELOCATED
EXISTING COUNTY ROAD
TETON VALLEY SCENIC PARKWAY
US NATIONAL FOREST SERVICE ROAD

HISTORIC PULLOUT
SCENIC OVERLOOK
* SHOWS NO CHANGE IN ACCESS LOCATION

HORIZONTAL SCALE
(22x34) 1"=40'
(11x17) 1"=100'

ACCESS DETAIL

US NATIONAL FOREST SERVICE ROUTE 060
& DAVID NISSEN *(NCIAL)

BENCHMARK LAND SURVEYING

TETON VALLEY SCENIC PARKWAY
INSET 1.6

789 NORTH 450 EAST
FIRTH, IDAHO 83236
tmoppen@gmail.com

SHEET 1 OF 1

WK: 208-354-0245

Teton County Engineer
MEMO

150 Courthouse Drive
Driggs, ID 83422

June 12, 2014

TO: Jess Horton
FROM: Teton County Engineer - Jay T. Mazalewski, PE
SUBJECT: Hoopes Rd/N11,500W – Cross Section

Below is the recommended cross section for the Hoopes Road/N11500W. This section is based on the anticipated traffic received from Jess Horton and average traffic of similar roads in Teton County. Areas of poor subgrade, pumping, or wet materials may need additional base or geotextile fabric. These locations have not been identified and should be field located during construction.

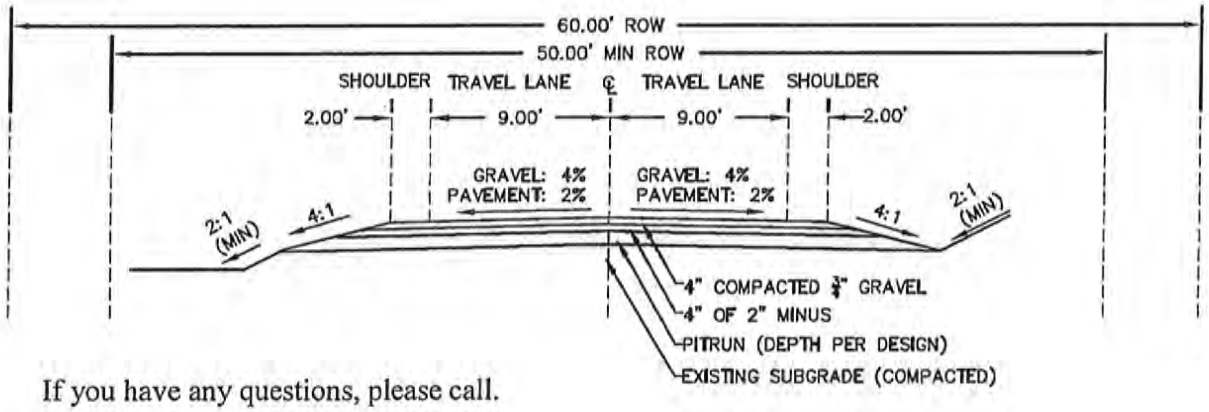
This design is based on materials meeting the specifications of the Highway & Street Guidelines for Design and Construction in Teton County Idaho (see pages 31-35). Depths shown are compacted depths.

Option 1:

¾-inch Surface/Wearing Course Gravel:	4-Inches
2-minus Gravel:	4-Inches
Type B Pit Run (bank run):	8-Inches

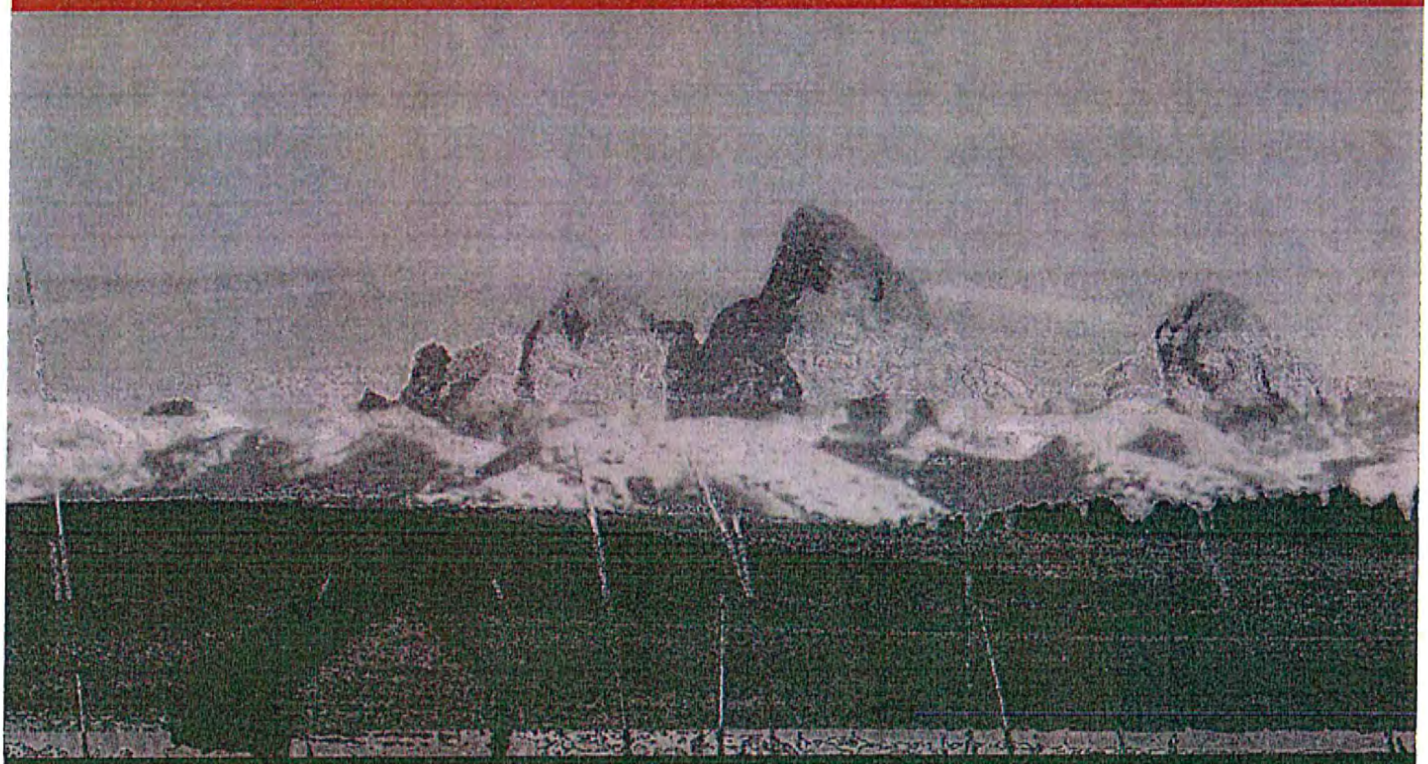
Option 2:

3/4-inchs Surface/Wearing Course Gravel:	4-Inches
Type A Pit Run:	12-Inches



If you have any questions, please call.

Thank You,
Jay T. Mazalewski, PE



Teton Valley Scenic Parkway

Amended Letter of Request

6.18.2015

AG Rim, LLC & Grandview Ranch LLC

BENCHMARK LAND SURVEYING

BENCHMARK
LAND SURVEYING

drewmep@gmail.com 789 N. 450 E. Firth, Idaho, 83236 208.313.4267

6.18.2015

Teton County Engineer and BOCC,

Previously submitted on 6.17.15 was a Project Narrative along with supporting drawings providing information about the Teton Valley Scenic Parkway (TVSP). We would like to add further clarification concerning the roadway project.

This road relocation plan completed to the specifications as herein defined is hereby presented as an offering to Teton County to be conveyed at the time of completion in fee simple title of ownership for the entire relocated road, public trail, public parking area, and pullovers, on and in the locations defined in the above mentioned drawings.

We request that the BOCC consider this offering and if the BOCC concludes that it is in the public interest that it take appropriate actions to make the changes in the existing used roads (defined on the submitted map that will need accurate road name identification by the Teton County Engineer) to eliminate these presently used road areas defined in red on our mapping and to accept the new location of the road as identified in our drawings as the new improved Teton County (Teton Valley Scenic Parkway) Road and the new location of Packsaddle Road into the NFS access.

In addition, we request that the BOCC consider making a formal request of the BLM consistent with our plans to relocate the road on their 40 acres.

If needed, (we understood that the permits we were issued last year allowed us to improve all portions of the County roads contained on our drawings) we also request that any and all reviews be completed and actions be taken by the BOCC and/or Teton County Engineer that provides us full assurance that we have permits that allow us to improve the existing County Road locations we have identify on our mapping.

The existing road (majority of which is two track) used by the public has many problems that this new design will correct. The existing grade of approximately 19% as you begin the climb will be approximately 7% on the new road. This will make the entire area safely accessible for emergency vehicles, public use, and public access to the three NFS accesses.

The public parking needs (demonstrated by at times more than 20 vehicles parked on private property in the cropland fields at the corrals) for those visiting the Packsaddle Lake area, will be solved by the new donated Packsaddle Public Parking Area.

FOUR Pullover locations will preserve and share the historical significance of the area and THREE additional Pullover locations will offer locations for view appreciation and rest.

The relocation and improvement of the road across the BLM 40 will eliminate an environmental issue by allowing reclamation of two separate eroded two tracks that due to the existing steep grades are

BENCHMARK
LAND SURVEYING

drewmep@gmail.com 789 N. 450 E. Firth, Idaho, 83236 208.313.4267

marginally usable at best. The BLM has indicated a willingness to approve this relocation and they await a formal request from Teton County to make this change. Realignment and new construction of the road for approximately two miles to the North beyond the BLM 40 will eliminate curve issues and create

a usable road that will be on the deeded Teton County Right of Way instead of the existing two track that is being used by the public for the most part on private property.

The 2014 Teton County Engineer made a request of us last year that we design and build this road to Teton County Road Specifications as he wanted it offered to Teton County for a public road. We have made this effort and in doing so have tried to consider all of the public needs.

Thank you for your consideration.

6/10/15

T. Drew Meppen, EIT

From: Jess Horton
To: "Lazdauskas, Rebecca"
Cc: "Jeremy Casterson"; Darryl Johnson; "Monica Zimmerman"
Subject: RE: FW: FW: BLM Teton County Milk Creek Road
Date: Monday, November 23, 2015 9:08:02 AM

Rebecca -

Thank you for the update and the application form. If Teton County is not yet at a point that they are willing to begin this process, we, as the property owners that join the BLM, will submit the application and seek to obtain a place in line for review of this need.

One other question. Would it be possible to transfer our application with you to the County, should they later decide to assume this responsibility?

Thank you for your help.

Jess

From: Lazdauskas, Rebecca [mailto:rlazdauskas@blm.gov]
Sent: Friday, November 20, 2015 12:59 PM
To: Jess Horton
Cc: Jeremy Casterson; Darryl Johnson; Monica Zimmerman
Subject: Re: FW: FW: BLM Teton County Milk Creek Road

Hello-
We have not made it out to look at the road, unfortunately we have a full load with existing work. However, as I have mentioned to you and the County, the best option is for either you or the County to apply for a right-of-way for the road under our current authority, Title V of the Federal Land Policy and Management Act of 1976 as amended (43 U.S.C. 1761). Without an application we cannot start the process of issuing a right-of-way which puts the process further behind your time frame. At this point it does not matter who submits the application, if the County did that is great, if the County is unsure about the status of the road and they won't determine whether or not they will be claiming a right to it in the future, you could submit an application and start the process and if needed the County could request an assignment of that right-of-way in the future. Applying for the right-of-way would take time as there are many applications all ready pending but it is definitely the option that would take the least amount of time, possibly by next Fall.

It is not likely that the BLM could dispose of these parcels any time soon, this office is tied up in with non-discretionary work and trying to sort out the implementation of the recently approved Greater Sage Grouse Plan Amendment direction. I am attaching the application for a right-of-way if you decide to move forward with that approach. Please give me a call if you have questions. Thank you, Becky

On Wed, Nov 18, 2015 at 6:15 AM, Jess Horton <jwh@clmna.com> wrote:
Becky -

Has the BLM had an opportunity to make a site visit and take a look at this situation? If so, any input on your assessment would be very much appreciated. If not, do you expect a visit to be completed this year? The weather is becoming marginal at this elevation and this area will soon become snowmobile country.

Also, has there been a status change in the ability of the BLM to offer these two 40's for sale? If not, what do you estimate to be the timeline on having a final determination?

We are working with the Teton County Engineer and BOCC on this entire project and the BLM road location resolution is quickly becoming the missing link in getting everything completed. Having a definitive current status from BLM in the next 30 days is extremely important to this effort.

If it would be helpful for us to speak by phone, my number is (828) 964-8000. I appreciate your many past and continuing efforts to help us with this.

Thanks again.

Jess

From: Jess Horton [mailto:jwh@clmna.com]
Sent: Thursday, October 08, 2015 10:46 AM
To: 'Lazdauskas, Rebecca'
Cc: 'Terry R. Meppen'; 'Drew Meppen'
Subject: RE: FW: BLM Teton County Milk Creek Road

Becky -

Thank you for your effort to address this issue.

The Surveyor did NOT record anything yet. We are in the process of

creating maps on the entire area of holdings that involve a total acreage of approximately 6,000 acres. When those maps are completed we will be ready to record. As I mentioned in my e-mail to you, we will be glad to share the work of our Surveyor with you. His e-mail contact information is provided to you by copy in this e-mail to Terry (the Land Surveyor) and his son Drew (Drew is our Engineer on this job). Both of them have been authorized to assist you and your people in any way you may need them. All of our work is available for you to review.

The County Road (Hoopes Rd) is now improved or being improved from Highway 33 to your BLM 40 and the Teton Valley Scenic Parkway and NFS multiple (3) access road from Packsaddle Road pavement at Teton Valley County Road 900 to your BLM 40. This improvement involves many miles (my estimate is 8 to 9 miles if you add the mileage on both roads together) of new road When you turn off Hwy 33 on to the old entrance of Hoopes Road stay RIGHT to travel to the BLM 40. After establishing your boundary we stopped our road work at your line and began it to the West of your boundary where it is continuing for several additional miles. If it would be helpful for you to see how we are improving the entire road system to the NFS access roads, Drew can provide your people a full set of our engineered drawings.

I returned to the East last evening after a week in the West. While there I noticed that even at this time of the year when it is dry the existing road was apparently not usable for farm equipment, the grain tractor/trailer outfits removing grain, and the rock trucks. They have been using the old grade that as you know we have been asking for soon to be two years for the permission to improve. We have not touched the BLM land with our equipment.

Thank you very much for your continued effort to have your people look at this issue and together we hopefully will reach a good results for everyone.

Jess

From: Lazdauskas, Rebecca [mailto:rlazdauskas@blm.gov]

Sent: Wednesday, October 07, 2015 3:30 PM
To: Jess Horton
Subject: Re: FW: BLM Teton County Milk Creek Road

Thank you Jess, we appreciate the information. I briefly discussed this with our field manager, Jeremy Casterson, and our outdoor recreation planner, Monica Zimmerman, and we are going to try to get out to take a look at the parcels and road. In regards to the survey, do you know if your surveyor recorded the survey with the county? Is it possible that we could get a copy of the survey and our surveyor can take a look to ensure that we are in agreement with the boundary?
Thanks again,
Becky

On Fri, Sep 25, 2015 at 10:38 PM, Jess Horton <jwh@clmna.com> wrote:
Becky -

Thank you for your response. If these two parcels do remain available after the Land Use Plan Amendments have been completed we would appreciate the opportunity to consider purchasing them, even if the process takes 2 plus years to complete. In our opinion these two parcels in comparison to the other surrounding properties have very little value and our planned use for them is to include them as a part of our Conservation Easement dedication on the ranch that surrounds them. We are willing to commit to such an easement as a condition of our purchase for each of them, if this could be helpful in your process.

We recently had the corners located on both of your BLM 40 acre parcels and, as you would expect, there were some surprises. The one to the South which is the location of the existing road(s) has a combination of the old original road location, the new R/W you gave to the County, two additional roads that have been put in place by public use to avoid the erosion damage on the R/W road, another location the public has chosen to use, and several acres of cultivated field that was probably planted because the farmer(s) were not aware of your boundary location. Yes, parts of the South 40 are and have been used in many ways over the years. The North BLM 40 acre parcel is in the head of a brush filled steep draw and has rock boulders on the sides. It is not accessible and is not useable for anything but wildlife habitat. We simply want to reclaim the areas of erosion on the South BLM 40 that have been caused by public use of unimproved roads located on a steep grade in an inappropriate location and be allowed to improve, for

the most part, the old original road location which is located on a good grade and stabilize it with rock base, surface gravel, and appropriate drainage to connect what is now a County Specification built road to the East and West boundaries of this South BLM 40. Anything that can be done to allow us to do this now or the early part of next year would be greatly appreciated as we would expect with the road improved on both sides of your BLM 40 that there will be even more traffic flow on the unimproved road(s) resulting in even greater erosion problems. It may be appropriate to mention to you that this road is a through road from HWY 33 on the North to Packsaddle Road on the South that loops back into HWY 33 five miles North of Driggs and that this road has three (3) much used access points into the National Forest with most all of the traffic into the Northern most NFS access passing through this BLM 40 location. I am passing this information along to you for any help it may be in providing you a reason for asking for action to be allowed on this need.

We intend to install new fencing along portions of the new surveyed boundary on the South BLM 40 and we wanted to be certain that we were doing so in the proper location. If you have a need for it, we can have our Surveyor provide you a current accurate survey of both of your parcels.

It would be great to talk to you about this situation and if we can define a path that could be taken by the County that would be helpful to you we can then include them in our conversations at that time. The new County Engineer is very competent and seems to be willing to help with this process. His BOCC doesn't seem to consider this as a item of priority on their agenda and he, as you will understand, responds to their wishes. We remain willing to make the formal request of the BLM for this work to be done. A local entity has contacted us about doing the Impact Review that they indicate you require. According to them they have done many such reviews. You can advise me on how to proceed if this becomes a viable option.

I look forward to speaking with you when you have the time and consider it appropriate. You can reach me at (828-964-8000) and I will be in Idaho next week and part of the following week.

Thank you again for your many efforts.

Jess

From: Lazdauskas, Rebecca [mailto:rlazdauskas@blm.gov]
Sent: Wednesday, September 23, 2015 3:52 PM
To: Jess Horton
Cc: Monica Zimmerman; Jeremy Casterson
Subject: Re: FW: BLM Teton County Milk Creek Road

Jess-
Thank you for your patience. Unfortunately, with our current workload we do not have staff or resources to process a sale, which at minimum usually takes 2 plus years to complete. In addition, the 2 40-acre parcels were identified for disposal in the current Land Use Plan for that area, however, with the completion of the Greater Sage Grouse Environmental Impact Assessment and upcoming Land Use Plan Amendments, we are not sure if those parcels will remain available for disposal.

I would be happy to visit with you and the County to see if there are other options regarding the right-of-way process. You can reach me at 208-524-7521. Thanks, Becky

On Tue, Sep 22, 2015 at 12:55 PM, Jess Horton <jwh@clmna.com> wrote:
Rebecca -

The forwarded e-mail below was sent to you nearly a month ago. Considering the trouble we had earlier with my e-mails reaching you, it seemed a good idea to make certain that you received this August 25th e-mail.

Please acknowledge receipt of this and/or the earlier e-mail and make me aware, when appropriate, of the BLM intent on this and the other parcel. Thank you again for your help.

Jess

From: Jess Horton [mailto:jwh@clmna.com]
Sent: Tuesday, August 25, 2015 6:29 PM

To: 'Lazdauskas, Rebecca'
Subject: RE: BLM Teton County Milk Creek Road

Rebecca -

May I begin by thanking you for your many efforts on behalf of the BLM land and our request to make the needed changes to the present use and location of the road. We have had numerous meetings with the NEW BOCC and the NEW Engineer for Teton County, Idaho. Several (FIVE) of these have been public meetings and we have yet to find anyone that can find a legitimate objection to our request for road relocation or our overall offering to the County. The NEW Board is moving VERY VERY SLOWLY but they have not yet been discouraging to us about the outcome. All of this said, their timetable is now to have a FINAL position on this and our entire road proposal by the Spring of 2016.

As you can see, assuming we get BOCC approval to move forward in the Spring of 2016, then adding your timeline for review, we would probably be, at best, sometime in late Summer of 2017 before being able to do road work. This makes it, more than ever, reasonable to consider purchase of the property if it is made available by the BLM. Therefore, if you could please make every reasonable effort to include this BLM 40 and one other BLM 40 approximately 2 miles to the North in your Land Use Planning review we would be most appreciative. Below you will find two addresses to use for formal notification of BLM intent on these parcels:

AG RIM LLC
HOLDINGS LLC
c/o Chuck Homer, Atty.
Holden, Kidwell, Hahn, and Crapo
Idaho Falls, ID

GRAND TETON

P O Box 308
Tetonia, ID

If you have any insights into this process or its timing that you feel could be helpful to us, we would appreciate your input.

Thanks.

Jess

Note: If you have a need to speak to me by telephone, my number is (828) 964-8000.

From: Lazdauskas, Rebecca [mailto:rlazdauskas@blm.gov]
Sent: Tuesday, October 21, 2014 12:44 PM
To: Jess Horton
Subject: Re: BLM Teton County Milk Creek Road

Thanks Jess, I am going to add this email into our comments for the revision (update) to our Land Use Planning process we are currently undertaking. In this plan revision we are proposing direction for future land tenure adjustments. Would you like me to place your name on the list for public scoping, we plan to go out with a draft next calendar year? If so, please give me your address and I will get you on the list of interested parties.
Thanks, Becky

On Mon, Oct 20, 2014 at 2:09 PM, Jess Horton <jwh@clmna.com> wrote:
Rebecca -

Thank you for your response. We are hopeful that the County will move promptly to get the Application to you on the Road relocation. As they are working without an Engineer in their employ, their response time has been much longer than what we would normally expect.

If the process of identifying for disposal certain BLM tracts includes the need for a party to demonstrate a desire to purchase it, we are willing to assist this process by making any type of application or providing any notice the BLM may find helpful.

Sean Moulton, Atty. is leading the charge to get the Road Application to you as quickly as possible. He will be in touch soon.

Jess

From: Lazdauskas, Rebecca [mailto:rlazdauskas@blm.gov]
Sent: Monday, October 20, 2014 3:41 PM
To: Jess Horton
Subject: Re: BLM Teton County Milk Creek Road

Hi-

Sorry for some reason, I did not see this email. Currently, the parcels are not identified for disposal so the BLM would not be allowed to sale the land. If you got an application to us we would do our best to meet your spring 2015 deadline. Thanks, Becky

On Fri, Oct 10, 2014 at 10:26 AM, Jess Horton <jwh@clmna.com> wrote:

Rebecca -

I appreciate your efforts in helping us with this matter and as I understand it, Teton County is moving through its review and approval process to be able to submit to you a request for the relocation of this roadway across the BLM property.

In reviewing this 40 acre BLM matter and the other 40 acre parcel of BLM property that is within our ownership the thought came to mind that it may be a good time to consider offering to purchase one or both of these 40 acre parcels from the BLM. The administrative process would likely be different but may be less time consuming and it is possible that not having these two parcels in BLM ownership could eliminate some administrative issues for your agency.

If this is a feasible alternative for us and the BLM to consider, please let me know how we can proceed and the timeline that would be involved with this approach. Our greatest concern is that we have this matter fully resolved by early Spring 2015 regardless of which approach is taken.

Thank you for your help.

Jess

Regarding the use of bentonite, Mr. Johnson explained that the benefits of higher plasticity makes the road more durable and longer lasting and is more cost effective than mag chloride applications. Commissioner Park questioned why the county maintained some roads that provide access only to private property. Mr. Johnson agreed that some roads should probably be removed and said the county road map should be reviewed and revised in the future. The snowplowing policy also needs review and formal adoption. The Board asked Mr. Johnson to schedule a work session in September or October.

TETON VALLEY SCENIC PARKWAY (PACKSADDLE ROAD). Mr. Johnson reviewed his memo regarding how adoption of the Parkway fits within the County's planning goals (Attachment #8). He said the enhancement and preservation of access to public lands is a consistent theme throughout all county planning documents. Adopting a road constructed to county standards would improve such access. In addition, the applicant plans to donate an 8-acre parking lot for Forest users. Mr. Johnson said other issues to be considered include access points and driveways, required permits, BLM application, costs and agency support. Before a decision is made, Mr. Johnson recommended the Board hold a 2-3 hour meeting in order to have time to discuss and understand all aspects and ramifications of the proposal, including allowing for public comment. The Board scheduled an August 3 work session for this purpose, which will include a field tour beginning at 9 am followed by an 11 am meeting at the courthouse. They also scheduled an August 10 town hall meeting with the Scenic Parkway as a listed topic.

ADMINISTRATIVE

- **MOTION.** Commissioner Riegel made a motion to approve the minutes of June 16. Motion seconded by Commissioner Park and carried.

- **MOTION.** Commissioner Riegel made a motion to approve the budget work session minutes of June 17, 19, 22 & 23. Motion seconded by Commissioner Park and carried.

- **MOTION.** Commissioner Riegel made a motion to approve the minutes of June 22. Motion seconded by Commissioner Park and carried.

QUARTERLY BUDGET REPORTS. Clerk Hansen reviewed her financial reports for the quarter ending June 30, 2015 (Attachment #9). She said all expense and revenue budgets are within expectations. There is still $15,000 in the contingency fund. The quarterly employee accrual reports caused her to suggest that the Board consider revising the county's Comp Time policy so that personnel providing 24/7 services (Sheriff deputies, dispatchers and the road and bridge snow plow crew) could be paid overtime wages rather than accruing comp time. This would help reduce the challenge for those departments maintain sufficient staffing while allowing employees to use accumulated Comp Time and/or PTO hours.

- **MOTION.** Commissioner Park made a motion to approve Resolution 2015-0713A quarterly budget transfers for the third quarter of FY 2015. Motion seconded by Commissioner Riegel and carried unanimously. (Attachment #10)

- **MOTION.** Commissioner Riegel made a motion to approve $2,166 for miscellaneous repairs at the Fair Grounds. Motion seconded by Commissioner Park and carried unanimously.

Facilities Manager Dawn Felchle is seeking the most-cost effective alternative for the crow's nest repairs. Usage will be restricted until appropriate upgrades are made.

- **MOTION.** Commissioner Park made a motion to approve a Non-Profit Beer and Wine Permit for the Driggs Plein Air Festival. Motion seconded by Commissioner Rinaldi and carried unanimously.

- **MOTION.** Commissioner Park made a motion to adopt Resolution 2015-0713B authorizing the destruction of certain records maintained by the Board of County Commissioners. Motion seconded by Commissioner Riegel and carried unanimously. (Attachment #11)

Board of Teton County Commissioners
MINUTES: August 3, 2015

Commissioners' Meeting Room, 150 Courthouse Drive, Driggs, Idaho

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9:00 AM Meeting Called to Order - Bill Leake, Chair

TETON VALLEY SCENIC PARKWAY - *Site Visit & Tour*
Participants will gather at courthouse, drive to Packsaddle for tour, then return to courthouse for discussion

TETON VALLEY SCENIC PARKWAY - *Discussion at Courthouse, with Q&A*

EXECUTIVE SESSION *personnel per IC 74-206(1)(b)*
Review applications for County Executive Assistant and Facility Maintenance Supervisor/Engineering Technician

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COMMISSIONERS PRESENT: Bill Leake, Cindy Riegel, Kelly Park

OTHER ELECTED OFFICIALS PRESENT: Clerk Mary Lou Hansen

Chairman Leake called the meeting to order at 9:00 am. He said the purpose of today's meeting and site visit was to gather information and learn about the proposal, not debate the merits of the proposal. After introductions were completed, folks drove to the foot of Kay's Hill at the end of Packsaddle Road.

Landowner and project proponent Jess Horton said the existing county road up Kay's Hill has a grade of about 17-18% whereas the county's standard calls for a 7% grade. Mr. Horton obtained a 100' wide easement from Terry Kay about 7 years ago in order to eventually build a better road to access his property. When he discussed his road project with the county engineer one year ago, it was suggested that the road be built to county standards for eventual adoption by the county. If the county is willing to adopt the new road, and abandon the existing easement, Mr. Horton has offered to complete building the road to county standards and to also build a separated trail and several scenic overlook turnouts. If the county does not want to adopt the road, it will still be built as a private road, but without the trail, parking lot and scenic overlooks.

The group then proceeded to drive along the partially-built new road, stopping at six different locations before exiting via the River Rim subdivision road:

1. At intersection with Felger/Asanti driveway
2. At intersection with Horseshoe loop road
3. At intersection with road heading into proposed new parking area
4. At 7-acre parking area (about 3 miles from base of Kay's Hill)
5. At BLM land
6. At intersection with Nissen driveway

Various questions arose during the tour, including:

-impact to snowmobile trail grooming program, grooming district needs a looped trail to be feasible
-loss of "best sledding hill" in county, could easement be retained for recreation?
-future utility needs
-impact to the owners of land with TRLT conservation easement

-county cost to maintain new road vs. old road
-how can access onto private land be controlled
-issues to consider are different in the summer and winter
-need for recreationist parking to prevent illegal parking on private land
-implications related to future growth
-Mr. Nissen is losing access to his property due to the county's lack of road maintenance
-2-track road has moved off dedicated county right-of-way in many areas, especially across BLM land
-need to clarify the right-of-way status of public access to USFS land through Nissen property
-USFS plans for trailheads in area

The group returned to the courthouse about 12:30 pm. Chairman Leake said the proposed Scenic Parkway will be discussed further during the Board's August 10 Town Hall meeting. At that time, Public Works Director Darryl Johnson will provide an overview of the project and then public comments will be allowed. A future public hearing will be required if the Board decides to pursue adoption of the new road and vacation of the existing road. Mr. Horton asked that the county make a decision regarding adoption of the road by early spring 2016. The Board and Mr. Johnson agreed that would be enough time, except for clarification of the right-of-way through the BLM property. Mr. Horton said he would help fund the required Environmental Analysis if the county decides to adopt the road.

The meeting recessed for lunch at 12:43 pm and resumed at 1:30 pm.

EXECUTIVE SESSION

● **MOTION.** At 1:32 pm Chairman Leake made a motion for Executive Session to discuss personnel issues pursuant to IC 74-206 (1)(b). Motion seconded by Commissioner Park and a roll call vote showed all in favor. The Executive Session ended at 3:50 pm.

FY 2016 BUDGET

The Board revisited their tentative decision about elected officials and decided the Treasurer, Clerk and Assessor should all earn $58,000. They agreed it would be helpful to ask the county's HR consultants to create position descriptions and make pay grade recommendations for the elected officials.

● **MOTION.** At 4:05 pm Commissioner Park made a motion to recess the meeting until 7:45 am on Wednesday, August 5, at which time an Executive Session would be held to interview six candidates for the Executive Assistant position. Motion seconded by Chairman Leake and carried.

MINUTES: August 5, 2015 continuation

Chairman Leake called the meeting to order at 7:45 am.

COMMISSIONERS PRESENT: Bill Leake, Kelly Park, Cindy Reigel

EXECUTIVE SESSION

● **MOTION.** At 7:46 am Chairman Leake made a motion for Executive Session to discuss personnel issues pursuant to IC 74-206 (1)(b). Motion seconded by Commissioner Riegel and a roll call vote showed all in favor.

The Executive Session ended at 12:32 pm and the meeting adjourned.

Bill Leake, Chairman

ATTEST Mary Lou Hansen, Clerk

WK: 208-354-0245
djohnson@co.teton.id.us

Public Works Department
MEMORANDUM

150 Courthouse Drive
Driggs, ID 83422

DATE December 9, 2015

TO: Board of County Commissioners

FROM: Teton County Public Works Director – Darryl Johnson, PE, PLS

SUBJECT: Teton Valley Scenic Parkway Information Package

This Teton Valley Scenic Parkway information package is being presented to the Board of County Commissioners to provide a timeline summary and current status of this project.

Background Information

Conversations between the applicant and Teton County Public Works began in early 2014. What appears to be the original plan set submitted is dated 5/28/2014. Conversations continued with the Board of County Commissioners, Planning Director, Public Works Director and applicant, Ag Rim LLC throughout 2014 and into 2015 mostly discussing County design standards and the proposed Teton Valley Scenic Parkway design. During the summer/fall of 2014, Mr. Jess Horton appeared before the Board of County Commissioners numerous times to discuss construction progress, request that the County consider accepting the new road once constructed and vacate the existing road corridor. In addition, there were discussions about permit applications with the BLM and a request for the County to submit as the applicant. It was the BoCC's stance that the County would assist with BLM permitting only if the county chose to accept the new road corridor.

Records show that the Scenic Parkway project was discussed at BoCC meetings held on 9/8/2014, 9/22/2014, 10/27/2014, 3/23/2015, 6/22/2015, 7/13/2015 and 8/3/2015. Relevant portions of the meeting minutes have been included in this report. In addition to discussion at commissioner's meetings, a town hall meeting was conducted on 8/10/2015. At the town hall meeting, the Public Works Director presented the proposed design, discussed costs for construction and costs for maintenance. Public comment was then taken. Written comments from the town hall meeting have been included in this report.

Teton Valley Scenic Parkway Design

The applicant submitted an updated project narrative and amended letter of request in June of 2015. These two documents summarize the project scope, project design parameters and a detailed description of the proposed offering to Teton County.

In addition to the narratives, the applicant also submitted an updated set of design plans stamped by a licensed professional civil engineer.

Documents Prepared by County Staff

Reports that have been prepared to date by County staff and submitted to the BoCC are as follows:

Teton Valley Scenic Byway Timeline Report
Prepared by Jason Boal, Planning Director
Date prepared: 3/23/2015

This report provides a detailed timeline of staff efforts dealing with the Scenic Parkway

Scenic Parkway Analysis
Prepared by Darryl Johnson, Public Works Director
Date prepared: 7/9/2015

This report is a summary of impacts of the proposed Scenic Parkway road adoption and how it fits with County planning goals.

Teton Valley Scenic Parkway Presentation
Prepared by Darryl Johnson, Public Works Director
Date Prepared: 8/10/2015

Power point document presented at the 8/10/2015 Town Hall Meeting

Scenic Parkway Zoning
Prepared by Jay Millin, Engineering Technician
Date prepared: 12/8/2015

This report summarizes current land zoning in the area of concern and also proposed land zoning

Scenic Parkway Maintenance Cost Analysis
Prepared by Jay Millin, Engineering Technician
Date prepared 12/8/2015

This report considers different levels of maintenance that might be provided on the 10.4 mile corridor and costs associated with each level of service

Idaho State Statutes

The two statutes that apply to road vacation and road designation are:

40-202 – Designation of Highways and Public Rights-of-Way

40-203 – Abandonment and Vacation of County and Highway District System Highways or Public Rights-of-Way.

Summarizing the state statutes, the process of road vacation and road designation requires proper public notice and a public hearing be held.

Recent Contact with the BLM

The proposed Scenic Parkway alignment proposes a change in the current alignment crossing BLM land tracts. Recent email conversations between the applicant and the BLM suggests that the applicant is interested in submitting the required permit application to begin the process with the BLM. If the County decides it is interested in the road offering, correspondence suggests that the County could assume the applicant role.

Request for Comments

Letters requesting comments and/or concerns regarding the Scenic Parkway project were distributed to adjacent property owners and agencies on 11/16/2015. A distribution list, copies of the letters sent and responses received to date are included in this information package.

ACTION REQUIRED

During the August 3, 2015 Board of County Commissioners meeting, the BoCC committed to providing the applicant with a decision on whether or not the County is interested in adopting the new road by early spring of 2016. The next step would be to schedule a work session with the applicant, BoCC and staff to discuss the benefits and concerns of the offering. I suspect the decision might require multiple work sessions. It is my recommendation that the BoCC review this information package, request additional information if necessary and then schedule our first work session in early 2016.

Proposed
Teton Valley
Scenic Parkway

Teton Valley Scenic Parkway

Summary

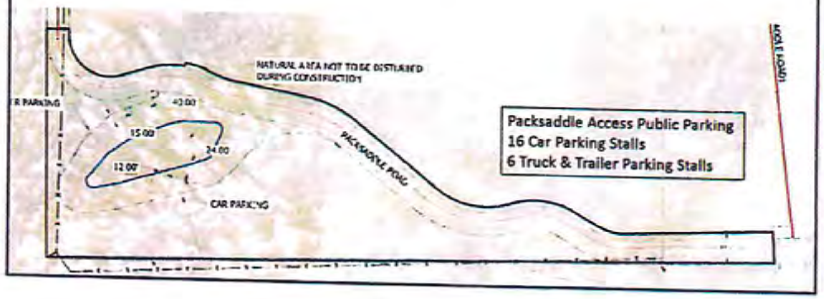
- Approximately 10 Miles in length
- 22' wide gravel road built to Teton County standards
- Maximum profile grade reduced to 8% (Existing Kay's Hill ±17%)
- Includes 7+ Acre designated parking area for USFS access to FS Road 381
- Road section to possibly include 10' separated gravel multi use trail
- Possible construction of 7 "Point-of-Interest" information

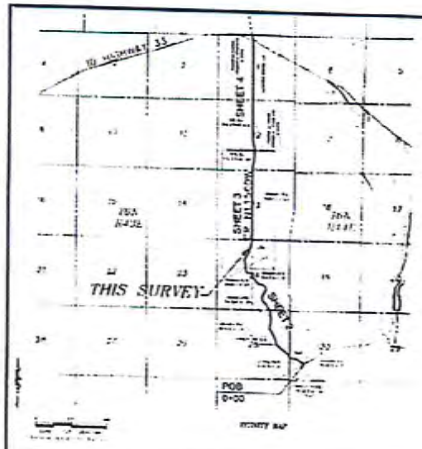
Teton Valley Scenic Parkway

Typical Section

Teton Valley Scenic Parkway

USFS Public Access Parking





Teton Valley Scenic Parkway
Right-of-Way

2011 Record of Survey ordered by Teton County created a permanent right-of-way for Milk Creek from Hwy 33 to intersection of Hoopes Road (N 9400 W)

Teton Valley Scenic Parkway
Right-of-Way

Remainder of Packsaddle Road right of way is associated with the existing road centerline

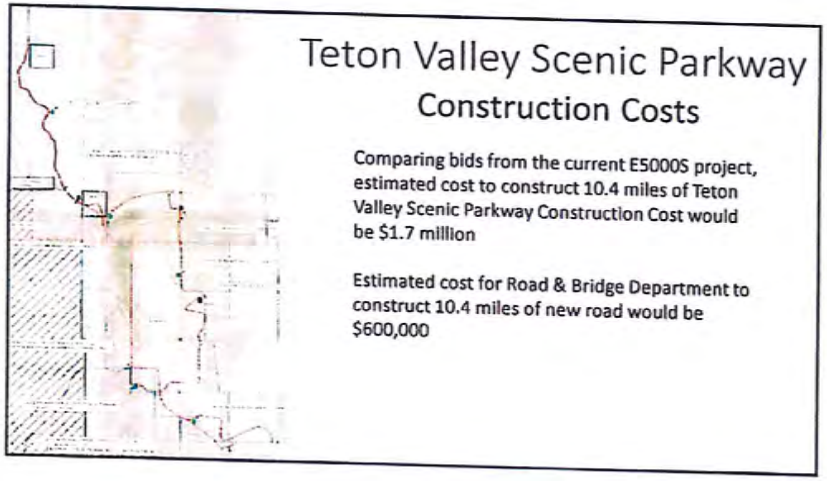
Teton Valley Scenic Parkway
Right-of-Way

- If new corridor is adopted, a permanent right-of-way/easement will be dedicated to the County
- Proposal is to vacate the existing alignment for new road dedication
- IF original alignment is allowed to remain for recreation, will require dedication by landowner

Teton Valley Scenic Parkway
Maintenance Costs

- Current Level of Maintenance (minimal) $18,700
- Seasonal Maintenance (closed during winter months) $21,800
- Year Round Maintenance $31,200

Note: Maintenance costs do not include lifecycle reconstruction costs



Teton Valley Scenic Parkway

Construction Costs

Comparing bids from the current E5000S project, estimated cost to construct 10.4 miles of Teton Valley Scenic Parkway Construction Cost would be $1.7 million

Estimated cost for Road & Bridge Department to construct 10.4 miles of new road would be $600,000

Teton Valley Scenic Parkway

Public Comment

WK: 208-881-4048
jmillin@co.teton.id.us

Public Works Department
MEMORANDUM

150 Courthouse Drive
Driggs, ID 83422

DATE: 12-8-2015

TO:
FROM: Teton County Engineering Tech – Jay Millin
SUBJECT: Scenic Parkway Zoning

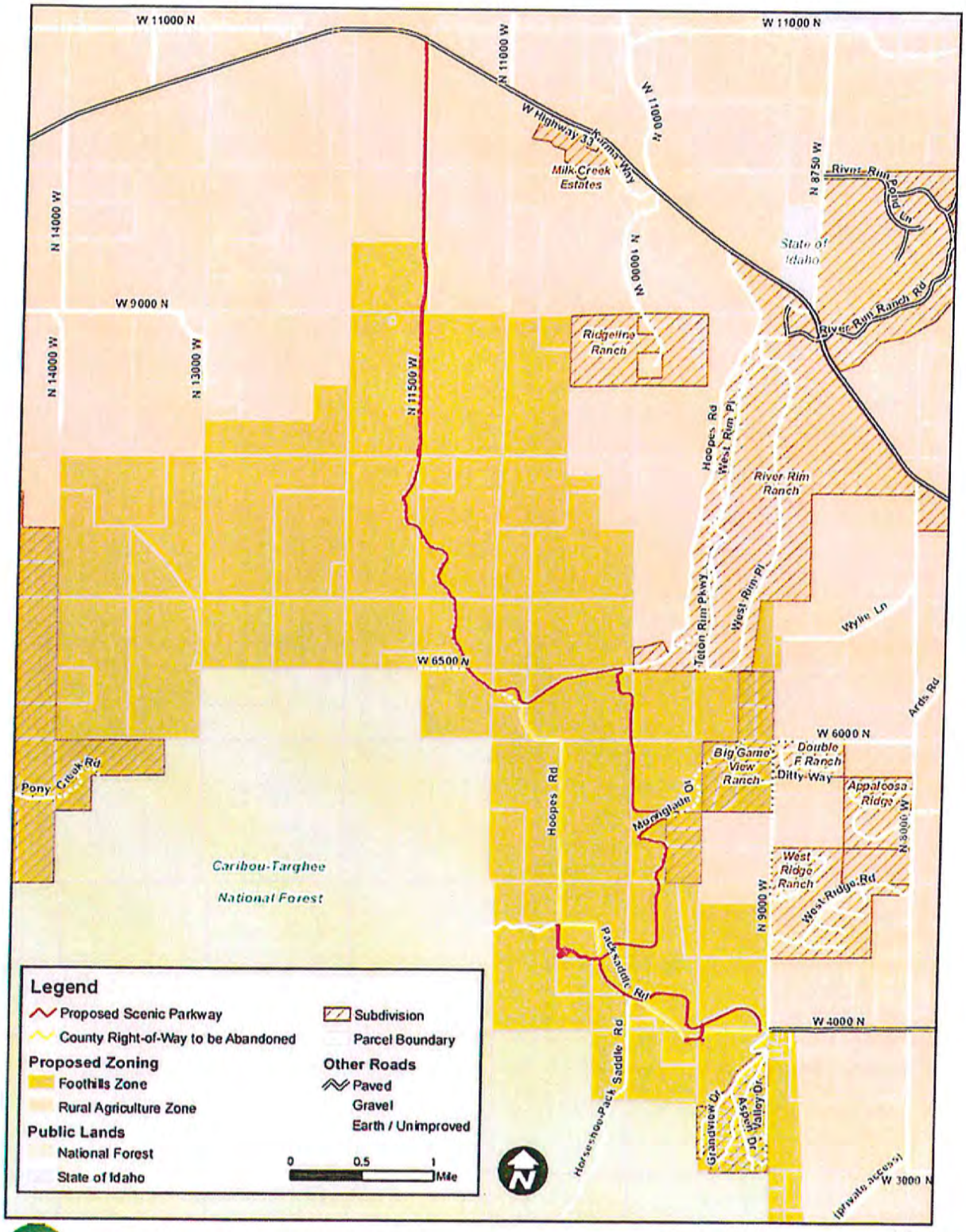
Currently, the properties surrounding the existing and proposed roadways are zoned A-20.

Attached is an exhibit showing the proposed County zoning. The majority of the affected area would be zoned Foothills (dark green). At this time in the zoning development process, the proposed maximum density for Foothills zoning is 1 lot per 10 acres (with 75% open space), or 1 lot per 20 acres for a one time only.

The new ordinance would require:

- A traffic impact study (if more than 10 lots)
- Access management plan and Public Services study (if more than 10 lots) were proposed.

These tools will allow the County to better understand the specific impacts of any proposed development.



Horton Scenic Parkway / Proposed County Zoning

WK: 208-881-4048
jmillin@co.teton.id.us

Public Works Department
MEMORANDUM

150 Courthouse Drive
Driggs, ID 83422

DATE: 12-8-2015

TO: Public Works Director
FROM: Teton County Engineering Tech – Jay Millin
SUBJECT: Scenic Parkway Maintenance Cost Analysis

Currently, the County does minimal annual maintenance on the existing road corridor and does not plow snow during winter months. In spring, the roadway is opened which takes roughly 4 days using 2 graders. Average summer maintenance for this road corridor is estimated at 16 hours. Seasonal maintenance for a county road with normal to high use would require grading 3 to 4 times per year. That would be in addition to opening the road every spring. If year round maintenance were desired, the spring opening efforts would be replaced with winter plowing. For the purpose of estimating maintenance costs 20 plowings per winter was assumed to be an average season. The total length of the proposed corridor from west of the intersection of W4000N and N9000W to the intersection of Highway 33 is approximately 10.4 miles. A crude calculation of maintenance for the entire 10.4 miles of road section is as follows.

- Current maintenance: $10,000 / year
- Average seasonal maintenance - closed during winter months: $23,600 / year
- Year round maintenance: $28,700 / year

Note: Maintenance costs shown do not include lifecycle reconstruction costs. Heavy traffic is not anticipated along this corridor for the foreseeable future. Annual maintenance on a road section built to County standards should not require significant road reconstruction for 15-20 years.

According to a Colorado State University study, when a road is treated with magnesium chloride, gravel loss is reduced by more than 50%. This results in a road that lasts more than twice as long between resurfacing while only requiring one yearly application for seasonal maintenance. The Public Works Department has established the optimal application rate for magnesium chloride is 0.5 gallons per square yard the first year, 0.4 the second, and 0.3 every year after until the road is resurfaced. Taking into account the current material and labor costs over the life of the road, applying Magnesium Chloride on the entire 10.4 miles would cost an additional $8,000 per year, or $800/mile of road. The chart below compares the cost of both options over 14 years. The untreated road would require to be resurfaced twice as opposed to once with magnesium chloride treatment.

	No $MgCl_2$		$MgCl_2$	
Year	Cost	Work Description	Cost	Work Description
1	$ 15,600	Maintenance	$ 52,832	$MgCl_2$ Application 0.5 gal/yd^2
2	$ 15,600	Maintenance	$ 44,106	$MgCl_2$ Application 0.4 gal/yd2
3	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
4	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
5	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
6	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
7	$ 218,618	Resurface + Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
8	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
9	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
10	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
11	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
12	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
13	$ 15,600	Maintenance	$ 35,380	$MgCl_2$ Application 0.3 gal/yd^2
14	$ 218,618	Resurface + Maintenance	$ 255,850	Resurface + $MgCl_2$ 0.5 gal/yd^2
	$ 624,437		$ 741,968	

$ 117,532 total difference

$ 807 /year/mile

Maintenance includes grading 4 times

Resurface includes a 4" gravel overlay

$MgCl_2$ Application includes magnesium chloride applied at specified rate

WK: 208-354-0245
djohnson@co.teton.id.us

Public Works Department
MEMORANDUM

150 Courthouse Drive
Driggs, ID 83422

DATE March 21, 2016

TO: Board of County Commissioners

FROM: Teton County Public Works Director – Darryl Johnson, PE, PLS

SUBJECT: Teton Valley Scenic Parkway/Packsaddle Road Analysis

This Teton Valley Scenic Parkway information package is being presented to the Board of County Commissioners to analyze a variety of options for the proposed Teton Valley Scenic Parkway road improvements. Options range from accepting the full 8 mile road offering by Ag Rim LLC (Owner) to a "do-nothing' option. The intent of this package is to evaluate the different options, estimate financial impacts to the County, and attempt to determine which option best addresses the public concerns received.

Background Information

Packsaddle Road west of N9000W is currently a County Road that receives minimal annual maintenance and is not plowed during the winter months. Historically, during the winter months the road corridor is groomed by the Snowmobile Grooming District #33. The Grooming District has an agreement in place, signed by previous County Commissioners, that allows grooming and snowmobile use within the road right-of-way during the winter months. Just west of N9000W, the road is known as Kay's Hill. Kay's Hill has a vertical grade of approximately 19%. Teton County design standards allow for a maximum vertical grade of 10%. Winter road maintenance ends at the base of Kay's Hill. Early every spring, Road & Bridge will spend approximately 2 weeks of labor hours to open/clear Packsaddle Road. Current summer maintenance on Packsaddle Road is estimated to be equivalent of the effort to grade the entire 10.4 mile road section once.

Previously, a project summary package was presented to the Board of County Commissioners (BoCC) on December 14, 2015. The 12/14/2015 packet included a historical summary of the proposed land exchange. A timeline has been included with this submittal summarizing significant events associated with the Packsaddle Road proposal.

Included with this submittal is a letter of intent submitted by Ag Rim LLC on 6/18/2015. The letter of intent outlines the details of the newly constructed road offering. The Owner is proposing that the newly constructed road, built to County Standards, be accepted by the County in exchange for the vacation of the current Packsaddle Road corridor.

The road corridor of concern begins at the base of Kay's Hill and extends approximately 8.8 miles approximately 2.8 miles south of intersection of N 11500 W with SH 33.

Proposed Options

The following are options that have been identified for consideration. These options have not been discussed by the applicant so it is uncertain whether they are acceptable alternatives. These options were identified in an attempt to provide solutions to concerns that have been received by the County. Estimated costs incurred by the County for each option are also discussed in this report.

Option 1 - Accept Scenic Parkway as Presented – assume new road section will eventually attract development on some level and require year round maintenance provided by Teton County.

Option 1A - Accept with All Options

- Cross section would include a 10' separated multi-use trail
- 8.39 acre public parking area donated to Teton County
- Historical and Scenic Pullovers – 7 total
- Snowmobile route changed to follow multi-use trail

Option 1B - Accept with Multi-use Trail & Parking Area

- Cross section would include a 10' separated multi-use trail
- 8.39 acre public parking area donated to Teton County
- Snowmobile route changed to follow multi-use trail

Option 1C - Accept with Parking Area

- 8.39 acre public parking area donated to Teton County
- Snowmobile easement to follow existing road corridor?

Option 2 - Accept Scenic Parkway road section from "Kay's Hill" to proposed parking area; Assume new parking area is end destination for winter recreationists, road section will receive year round maintenance provided by Teton County.

Option 3 – Develop Parking Area at Base of "Kay's Hill" and Keep Existing Road - Create an end destination for year round users through acquisition of 1± acres to be developed into a more appropriate parking area for recreation users. Assume new parking area is end destination for winter recreationists. Packsaddle Road will not be maintained during winter months.

- Level of maintenance of this road would be kept to a minimum.
- The road would not receive winter maintenance/plowing west of the bottom of Kay's Hill, a few hundred feet west of N9000W on W4000N.
- Purchase 1± acre and develop parking area (see exhibit)
- The road would be opened up in the spring which takes approximately 2 weeks of manpower.
- W4000N would remain a 19% grade
- Designated groomed snowmobile routes would remain the same.
- Estimated $100,000 investment to acquire land and develop parking area

Option 4 - Do Nothing Scenario: This option would come as a result of the BOCC not accepting any portion of the Scenic Parkway offering.

- No additional costs would be incurred under the Do Nothing option
- Level of maintenance of this road would be kept to a minimum.
- The road would not receive winter maintenance/plowing west of the bottom of Kay's Hill, a few hundred feet west of N9000W on W4000N.
- The road would be opened up in the spring which takes approximately 2 weeks of

manpower.

- W4000N would remain a 19% grade
- Designated groomed snowmobile routes would remain the same.

A cost analysis table is attached comparing Options 1 through 4 listed above.

Costs Incurred by Teton County

Existing Conditions – Current level of maintenance on the existing Packsaddle Road is minimal. Road & Bridge opens the road every spring which is estimated to be an equivalent of 80 hours to plow the road. In addition it is estimate the current maintenance is equivalent to grading the 8.8 mile corridor once per year. Estimated annual cost for the current level of maintenance on the 8.8 miles of Packsaddle Road is $14,000.

If the County were to consider maintaining the road to a more standard level of service, annual maintenance would include grading the road 4 to 6 times per year in addition to the cost for opening the road in the spring. Estimated annual cost for the existing 8.8 mile Packsaddle Road Corridor for an average, moderately used county gravel road would be $33,400.

Note – Estimated cost for snow plowing maintenance per mile is within $100 of estimated cost to open a road in the spring. It is not feasible to maintain all County roads in the wintertime with the current level of manpower and equipment. The County does not like to intermittently plow roads because it might cause travelers to assume a road is plowed and venture down a road and become stranded as a result of a snow event.

Cost for Improvements – Current policy is to not provide an overlay on roads that need rebuilt or do not meet the current County road standards. This is not considered a good investment and unless special circumstances require, it is not done. Packsaddle Road is similar to most of our current county gravel roads in that they were built by laying 3"-4" of gravel on native soils. To bring Packsaddle Road to current County standards would require a complete rebuild. Cost for a complete rebuild of the existing 8.8 miles or road is estimated at $1,340,000.

Once the road is brought up to standards, it's lifecycle for a road that receives low to average traffic and minimal heavy truck traffic is somewhere between 10-15 years. Estimated cost for a 4" gravel overlay after the first lifecycle is $361,000.

Recreational Use

Although Packsaddle Road is not maintained year round, it does experience year round recreational use. In the non-winter months it is used to access public lands by motorized and non-motorized recreationists. It serves as the north access point of the Horseshoe Canyon loop, as well as providing access to public lands at two additional points north of the Horseshoe Canyon loop. During the winter months, Packsaddle Road is used as part of the groomed snowmobile network maintained by the Snowmobile Grooming District #33 which serves Madison, Jefferson and Teton Counties. In addition to the groomed snowmobile trails, Kay's Hill is frequented by families sledding down the closed county road and the corridor from Packsaddle Lake Road (Rammel Hollow) to Kay's Hill provides kick sled and other gravity

dependent winter activities with a 3.25 mile corridor with less than 0.5 mile of walking between vertical drops.

The corridor is one of the county's major recreation destinations for snowmobilers. Kay's Hill is an access point to miles of snowmobiling trails groomed and maintained by the Snowmobile Grooming District #33. There is a major concern that the proposed alignment would not provide the same quality of winter snow conditions due to the fact that it is more exposed and becomes windblown. A condition of the road offering is that the existing county right of way be vacated. This would mean the snowmobile trail system would need modified to follow the new road alignment. One option to the road offering is that a multi-use trial be constructed parallel to the new road alignment to accommodate year round recreational use with minimal vehicle conflicts. Another option that has been brought up by winter enthusiast is to preserve a recreation easement along the current corridor. If a multi-use trail were constructed as part of the road offering, no "loop" routes would be eliminated. Assuming that year round maintenance would be provided to the proposed recreation parking area, the main concern would be getting back to trail 19, Horseshoe Loop.

Possible Conditions for Accepting the Offering

The County should consider negotiating conditions to accepting the offering. To date, the County has not asked if the applicant and future landowners would be willing to share in the cost for road maintenance. A conversation is certainly worth having about any cost sharing options that might be available. Other topics that might be discussed are;

- Multi-use trail that has been included in the offering in the past
- Scenic, informational pullouts that have been offered in the past
- Re-vegetation of the vacated road corridor provided by the applicant
- Continue improvements an additional 2.8 miles to intersect with Hwy 33
- Preserving a recreation easement along the current corridor

Concerned Agencies

Teton County solicited comments from surrounding landowners, county citizens and government agencies. Government agencies and there concerns are as follows:

US Forest Service:

- Make sure proposed parking lot is constructed to accommodate appropriate level of use
- Will snowmobile users be expected to share plowed roads with vehicle traffic or would there be a parallel groomed snowmobile path?
- Will the county be expected to install cattle guards at all fence crossings?
- The new route may potentially impact big game grazing on the exposed slopes. It might also improve big game security next to the forest.

BLM:

- The applicant has expressed an interest in re-aligning a portion of the road through BLM property. The applicant and the County have had numerous conversations with the BLM and have a good understanding of what will be required. An application must be submitted to the BLM requesting permission to re-align the road. There have been conversations as to who should submit this application. In the past, the applicant has requested that the County submit the application. A problematic issue associated with the BLM permit application is that it requires an Environmental Assessment Report. A service offered by the BLM but would take years to complete due to their backlog. An option would be for the applicant to have a private party prepare the EA report but no action by the applicant or the County has been taken to date.

Idaho Transportation Department:

- ITD has requested that a traffic impact study be conducted at the intersection of Milk Creek Road (N11500W) and SH-33. The traffic impact study would include intersection improvement recommendations based on projected increased traffic generated by improving this corridor.

Access Modifications

Existing driveways for adjacent landowners will be affected if the road offering is accepted. As part of the December 2015 submittal, access details were provided showing all land access driveways and proposed modifications. A note on the plans states "improved access to be built according to County specifications and funded by Assante and Felger. Contributed land by Bainbridge". Follow up with the landowners confirmed this arrangement is acceptable by all parties.

Implications of Not Accepting the Offer

The reality is that Ag Rim will build the road as proposed to the County. Construction has been under way for the past 2 years and the Ag Rim intends to complete the road as outlined, meeting County standards. Should it be decided that accepting the offering is not in the County's best interest, there will soon be 2 roads on this bench, one private and one public.

Development Concerns

The applicant, Ag Rim LLC & Grandview Ranch LLC make up an estimated 5,000 contiguous acres in the northwest corner of Teton County. Although it is the opinion of the Public Works Department that acceptance of the road offering should not be tied to future development possibilities, a brief summary of maximum densities under the current zoning and proposed zoning ordinances has been provided.

Current Zoning – Currently, the land is zoned A-20. Simply put, A-20 allows for 20 acre minimum lot sizes. Not taking into account roads or other open space that might be considered with land development, A-20 allows for 250 lots.

Proposed Zoning – Under the proposed zone changes, this property would be zoned as Foothills. The proposed zoning allows for a 1 lot per 10 acres density with 75% open space. Under this zoning the 5,000 acres would require that 3,750 be open space. The remaining 1,250 acres could be split into 125 lots, minimum one acre.

Under either of these scenarios, as a part of the development process, the applicant would be required to analyze projected costs incurred by the County as a result of developing.

Construction Oversite

It is assumed that the County will continue to provide construction oversite for the project. To date Public Works has provided random inspections on work being conducted within the current right of way to ensure the road is being constructed to County Standards. Should the BoCC decide to accept the Offering, Public Works will expand its presence to include inspections along the entire road corridor. No cost estimates for construction oversite were calculated or considered as part of this report.

State Funding

The County receives funds through state gas tax for roads claimed. Teton County currently claims 342 miles of roads. Roads are classified as;

Earth – graded & drained

Gravel – graded & drained

Asphalt less than 1" or dust suppressant treated gravel

Cold Plant Mix Asphalt

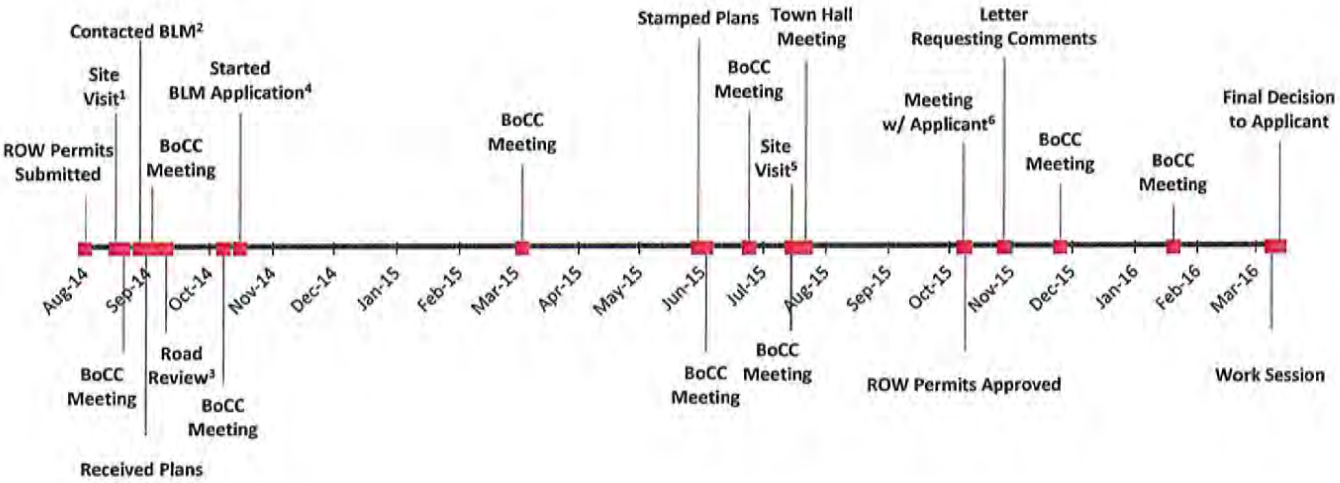
Hot Mix Asphalt Pavement

The amount of state funds received do not vary based on road type. Currently, Teton County claims this entire road corridor as either Earth – graded or Gravel – graded. There would not be any additional state funds received by accepting this road offering.

ACTION REQUIRED

During the August 3, 2015 Board of County Commissioners meeting, the BoCC committed to providing the applicant with a decision on whether or not the County is interested in adopting the new road by early spring of 2016.

Packsaddle Timeline



1 Site visit with Jason Boal and Lindsey Moss
2 Jason Boal contacted BLM regarding the easement across their property
3 Jorgenson Engineering reviewed the plans
4 Jason Boal started an application with BLM
5 Site visit with Commissioners, Jess Horton, Darryl Johnson, Clay Smith, Mary Lou Hanson, public
6 Meeting regarding ROW permits attended by: Jess Horton, Drew Meppin, Darryl Johnson, Clay Smith, Jay Millin

Packsaddle Concerns and Mitigation

Concerns	Possible Options - Best to Worst				Possible Mitigation
Quality & access - recreational pathways	3	4	1A	2	Keep easement in place for winter recreation
Impacts on private property	3	4	2	1C	Install fencing and/or signage in possible conflict areas
Impacts on wildlife	3	4	2	1C	Install speed limit signs
Impacts on conservation easements	4	3	2	1C	Install fencing and/or signage in sensitive areas
Parking accommodations for recreational users	3	1A	2	4	
Unsafe design of Kay's Hill	1A	2	3	4	Increase maintenance to improve road condition
Promote increased tresspassing	3	4	2	1B	Install fencing and/or signage in possible conflict areas
Promote increased littering	3	4	2	1B	Install signage in sensitive areas
Does not conform to Comp Plan	3	4	2	1A	
Increased traffic	3	4	2	1B	
Improvement to exisitng conditions	1A	2	3	4	
Unwanted development	4	3	2	1C	Require a development plan
Financial burden to County	4	3	2	1C	Require winter maintenance be handled by applicant
Loss of recreation	3	4	1B	2	Require construction of a multi-use trail

WK: 208-881-4048
jmillin@co.teton.id.us

Public Works Department
MEMORANDUM

150 Courthouse Drive
Driggs, ID 83422

DATE: 3-3-2016

TO: Public Works Director – Darryl Johnson
FROM: Teton County Engineering Tech – Jay Millin
SUBJECT: **Packsaddle Option Costs**

Option 1 - Accept Scenic Parkway as Presented – assume new road section will eventually attract development on some level and require year round maintenance provided by Teton County.

20 snow plowings = 10.4 miles / 3 mph x 20 x $125/hr = $8,700
6 gradings = 6 x 3 hours/mile x 10.4 x $125 = $23400
Year round maintenance = $32,100 / year

Option 2 - Accept Scenic Parkway road section from "Kay's Hill" to proposed parking area - assume new parking area is end destination for winter recreationists road section will eventually attract development on some level and require year round maintenance provided by Teton County.

2 miles @ year round maintenance ($3,200/mile) = $6,400
7.4 miles @ current maintenance ($1,511/mile) = $11,200
Total = $17,600 / year

Option 3 – Develop Parking Area at Base of "Kay's Hill" and Keep Existing Road - Create an end destination for year round users through acquisition of 1± acres to be developed into a more appropriate parking area for recreation users. Assume new parking area is end destination for winter recreationists. Packsaddle Road will not be maintained during winter months.

Spring clearing =4 days x 10 hours x 2 graders x $125/hr = $10,000
One grading=8.8 miles x 3hrs/mile x $125/hr = $3,300
Current Maintenance = $13,300
Cost to build 110' x 270' Parking Area = $87,500 (Extrapolated from Fox Creek Park & Ride)
Cost to acquire 1 acre = $10,000
Total = $13,300 / year + $97,500 initial investment

Option 4 - Do Nothing Scenario: This option would come as a result of the BOCC not accepting any portion of the Scenic Parkway Offering.

Spring clearing =4 days x 10 hours x 2 graders x $125/hr = $10,000
One grading=8.8 miles x 3hrs/mile x $125/hr = $3,300
Current Maintenance = $13,300 / year

Packsaddle Cost Estimates

Option 1:	$32,100/year
Option 2:	$17,600/year
Option 3:	$13,300/year + $97,500 Initial Investment
Option 4:	$13,300/year

Kay's Hill Parking Area

0 100 200 Feet

N

WK: 208-354-0245
djohnson@co.teton.id.us

Public Works Department
MEMORANDUM

150 Courthouse Drive
Driggs, ID 83422

DATE April 1, 2016

TO: Board of County Commissioners

FROM: Teton County Public Works Director – Darryl Johnson, PE, PLS

SUBJECT: Teton Valley Scenic Parkway/Packsaddle Road Analysis – Addendum No. 1

The original Road Analysis package contained inaccurate information about maximum allowable densities. Please refer to the following Development Concerns section for corrected allowable densities in this area of interest.

Development Concerns

The applicant, Ag Rim LLC & Grandview Ranch LLC make up an estimated 5,000 contiguous acres in the northwest corner of Teton County. Although it is the opinion of the Public Works Department that acceptance of the road offering should not be tied to future development possibilities, a brief summary of maximum densities under the current zoning and proposed zoning ordinances has been provided.

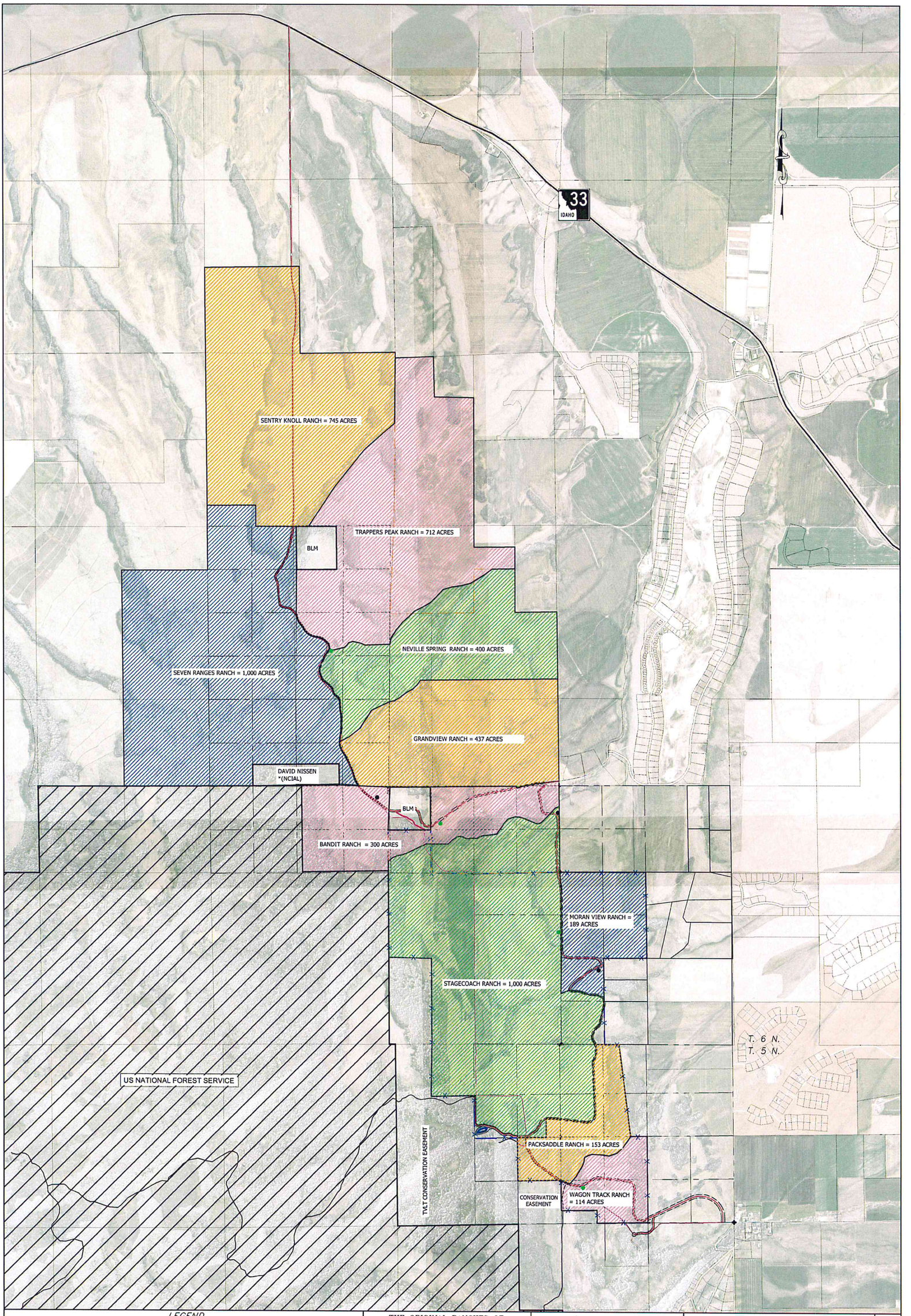
Current Zoning – Currently, the land is zoned A-20. Simply put, A-20 allows for 20 acre minimum lot sizes. Not taking into account roads or other open space that might be considered with land development, A-20 allows for 250 lots.

Current Zoning – If the 5,000 acres were to be developed as a PUD, there would be open space and other requirements to allow for the maximum density. Development under the current PUD requirements would allow for a maximum of 750 lots.

NOTE* – Proposed development calculations are based on a Draft Land-Use Code and Zoning Map that is currently being written by Planning Staff with direction from the Teton County Planning and Zoning Commission. The Draft has not been presented to or vetted by the BoCC or the public.

Proposed Zoning – Under the proposed zone changes, this property would be zoned as Foothills. The proposed zoning allows for a 1 lot per 10 acres density with 75% open space. Under this zoning the 5,000 acres would require that 3,750 be open space. The remaining 1,250 acres could be split into a maximum of 500 lots, minimum one acre.

Under any of these scenarios, as a part of the development process, the applicant would be required to analyze projected costs incurred by the County as a result of developing.



LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- TETON VALLEY SCENIC PARKWAY
- US NATIONAL FOREST SERVICE ROAD
- HISTRORIC PULLOUT
- SCENIC OVERLOOK

* (NCIAL) NO CHANGE IN ACCESS LOCATION

THE ORIGINAL RANCHES OF TETON VALLEY'S WEST BENCH

HORIZONTAL SCALE

0 325 650 1300

(22x34) 1"=1300'
(11x17) 1"=2600'

BENCHMARK LAND SURVEYING

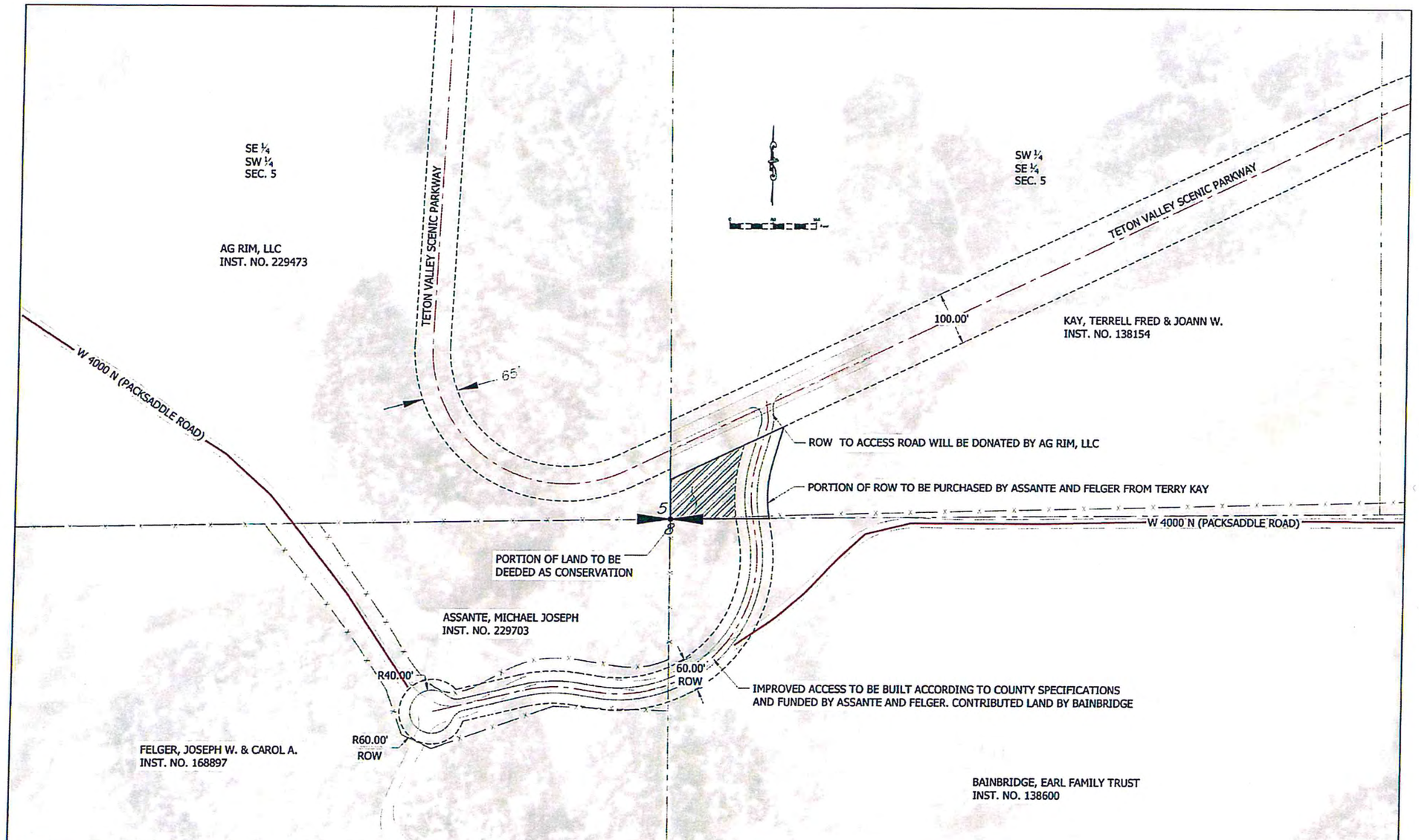
TETON VALLEY SCENIC PARKWAY

T. 5N. & 6N., R. 44 E.B.M. AND T. 6 N., R. 43 E.B.M.

SHEET 1 OF 1

DATE:	5-28-2014
DESIGN:	T.D.M./T.R.M.
DRAWN:	T.D.M./T.R.M.
PROJECT NO.	14076
REVISION:	

789 NORTH 450 EAST
FIRTH, IDAHO 83236
tmeppen@gmail.com



LEGEND

- ROAD TO BE RELOCATED
- EXISTING COUNTY ROAD
- TETON VALLEY SCENIC PARKWAY
- US NATIONAL FOREST SERVICE ROAD
- HISTORIC PULLOUT
- SCENIC OVERLOOK
- * (INDIAN) NO CHANGE IN ACCESS LOCATION

HORIZONTAL SCALE

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

ACCESS DETAIL

ASSANTE, BAINBRIDGE, & FELGER ACCESS

BENCHMARK LAND SURVEYING

789 NORTH 450 EAST
FIRTH, IDAHO 83236
lmeppen@gmail.com

TETON VALLEY SCENIC PARKWAY
INSET 1.1

SHEET 1 OF 1