WORLEY HIGHWAY DISTRICT TRANSPORTATION MASTER PLAN

Worley Highway District

Draft for Board Review

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Worley Highway District Transportation Master Plan

April 2024

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EXECUTIVE SUMMARY

The project team developed this Transportation Master Plan (Plan) for the Worley Highway District (WHD or the District) in general accordance with the guidelines developed in the Local Highway Technical Assistance Council's (LHTAC) Manual on Transportation Plans. The District heard through public outreach that the users are satisfied with how roadways are maintained and improved by WHD. Stakeholders commended WHD for the care they take in maintaining the roadway surface throughout the District and agreed that WHD cooperates with area districts to share resources and partner for projects. According to additional public input, the top transportation issues, in no particular order, that the public wanted to see addressed in the Plan were safety, funding, and the District's relationship with the Coeur d'Alene Tribe.

Public Involvement

The Langdon Group (TLG) (a subsidiary of J-U-B Engineers specializing in public involvement, facilitation, and community outreach) provided professional public involvement services for the transportation master plan update project. In coordination with the project team and District Staff, TLG implemented a public involvement strategy which included the following:

1. Public open house
2. Stakeholder assessments

TLG recommends implementing the following measures so that all agencies and collaborators have the opportunity to work alongside the District in a manner beneficial not only to the District but also to all those that the area serves.

- Communication and collaboration with Laura Laumatia, of the Coeur d' Alene Tribe, Environmental Programs Manager, as she can help coordinate projects.
- Improve efficiency by providing the Coeur d'Alene Tribe the opportunity to comment on preliminary designs that will impact their shared area as well as the Coeur d'Alene Lake
- Develop quarterly meetings with collaborating agencies to discuss opportunities to collaborate
- Share resources to help fund mutually beneficial projects
    - Grant applications
    - Federal funding

Land Use and Growth Trends

Trends related to land use and growth have steadily stayed within the District's historical expectations; little change to zoning, and a slow increase in population as localized development occurs. This can make it easier to plan without having large variable growth, but slow growth also means slow growth to tax revenue with the ever-increasing operation costs within the District. To assist with funding these costs, it is recommended that the District continue to seek grant funding through State and Federal programs for major projects as it has in the past. Due to varying development activity within the District, it is also recommended that roadway impacts from future developments continue to be closely monitored by the District by continuing its successful updates and maintenance of accurate traffic counts records, observing the pavement condition through the District's pavement management plan and perform routine maintenance.

Existing Transportation System

Several aspects of the existing roadway were evaluated including surrounding area regional plans, inter-modal facilities, roadway networks, roadway capacity, and safety analysis. A summary of the recommendations are as follows:

- Continued coordination, communication and planning with surrounding entities
- Upgrade roads to a sufficient structural section (thickness of 75% of frost depth or greater) that performs during freeze and thaw weather.
    - Elder Road
    - Rockford Bay Road
    - Kidd Island Road
    - Loffs Bay Road
    - Sun Up Bay Road
    - Cave Bay Road
- Improve at-grade crossings by evaluating eligible crossings, applying for grants from the Federal Railroad Administration and/or working directly with railroads to improve at-grade crossing conditions.
- Request functional classification changes for the following roads based on connectivity between lakeshore developments and recreation:
    - Larson Road (change to minor collector),
    - Rolling Hills Road from Larson to Bloomsburg Road (change to minor collector),
    - Loffs Bay Road from where the classification currently ends to its intersection with Tall Pines Road (change to minor collector),
    - Tall Pines Road (change to minor collector).
- Adding the bridge replacement on Williams Road to the Capital Improvement Plan (CIP) list, based on it's current condition.
- Create an annual budget for bridge maintenance and implement a simple, but repeatable rating system for bridges within WHD that are not on the National Bridge Inventory.
- Signs with conditions of fair or missing should be replaced to meet the Manual on Uniform Traffic Control Devices (MUTCD) retro-reflectivity standards by applying for another Local Rural Highway Investment Program (LRHIP) sign grant from LHTAC.
- Continue to collect traffic counts on all roadways on an annual basis to monitor growth.
- Loffs Bay Road – perform a preliminary engineering review of substandard curves and potential mitigations and costs. Apply for funding to widen the shoulders and remove obstacles within the clear zone.

Pavement Management Plan

The District has established a system for pavement management that works well for its infrastructure and staff. The District should continue to use their current pavement management plan.

Capital Improvement Plan

In cooperation with key stakeholders and the District, it is suggested that the following projects be added to their CIP:

- Illumination at the intersection of US-95 and Conkling Road
- Loffs Bay Road Guardrail and curve adjustments
- Williams Bridge replacement

The ranking criteria was analyzed in March of 2023 and shall remain the same

Implementation

To Implement this Plan, it is recommended that the District staff and Commissioners continue to analyze the CIP list and seek funding for the projects on an annual basis. The District should look for opportunities to partner with other organizations such as the Tribe and ITD to gain access to more funding. This can be done through contacting the entity directly or coordinating efforts during Kootenai County Area Transportation Team (KCATT) meetings. Other strategies the District should pursue is attending grant and funding workshops, participating in funding webinars, and continue to attend educational trainings on topics such as road maintenance and project development.

1 INTRODUCTION

1.1 Purpose

The purpose of this Transportation Master Plan (TMP) is to provide a guide for the Worley Highway District (the District) to use when prioritizing and allocating resources towards future roadway maintenance and improvements. It also is intended to identify current needs of the District and formulate a plan to address them.

This TMP's primary components include:

- **Public Involvement** – Input gathered through various public input processes, including:
    - Stakeholder interviews
    - Public Open House
- **Land Use and Growth Trends** – Information studied to understand and identify major existing trends and future changes that may affect the transportation network such as:
    - Large Employers
    - Shifts in population demographics
    - Changing land use or zoning demographics
- **Existing Transportation System** – Includes a compilation and evaluation of available information on the existing system, such as:
    - Published regional transportation plans
    - Network conditions inventory (road classification, bridges and culverts, signs, etc.)
    - Safety analysis
- **Pavement Management Plan** – Summarize the regarding the Districts current pavement management practices

- **Capital Improvement Plan (CIP)** – Projects identified and recommended by incorporating the above information and prioritized based on the Districts input and evaluation criteria.
- **Implementation Plan** – A plan developed to help the District plan, design, and construct CIP projects as funding becomes available.

1.2 Plan Funding

The District received funding to create the first plan in 2017 through the Local Rural Highway Investment Program (LHRIP) administered by LHTAC. Transportation Master Plans should be formally updated approximately every 5 years according to the Manual on Transportation Plans published by LHTAC. The District self-funded the update to this plan to continue their efforts to efficiently manage their roadway system.

1.3 Background

Worley Highway District was formed in the early 1970's when the State of Idaho passed a law that consolidated the smaller roadway districts into four districts within Kootenai County. The four Districts made up the Associated Highway Districts (AHD) of Kootenai County. The AHD consists of Worley Highway District, East Side Highway District, Post Falls Highway District and Lakes Highway District. The WHD boundary lines can be seen in **Figure 1**.

Worley Highway District is a public entity who is responsible for the maintenance and construction of secondary roads in the southwest portion of Kootenai County, located in Northern Idaho. There are 193 miles of roads in Worley Highway District, 0.5 miles unimproved, 4 miles of dirt, 92 miles of gravel and 96.5 miles of paved road. The District is administered by a three-member Board of Commissioners. Worley Highway District is divided into three sub-districts, and each sub-district is represented by an elected Commissioner. The District boundaries are set to the south at the Benewah county line, the west by the Washington State line, and to the east by Lake Coeur d'Alene. Approximately half of the District area is within the Coeur d'Alene tribal boundary.

Figure 1 – Highway District Boundary

2 PUBLIC INVOLVEMENT

Public involvement is the intentional process of providing information to the public and key experts while gathering and incorporating feedback. This process ultimately helps identify opportunities and challenges and produce a plan that is well thought-out and supported by the community. Public involvement was an essential part of the Highway District Transportation master planning process and produced a wealth of insight and guidance for the planning team.

In Fall of 2023, The Langdon Group (TLG) (a subsidiary of J-U-B Engineers specializing in public involvement, facilitation, and community outreach) was contracted to provide professional public involvement services for the transportation master plan project. TLG's approach is to provide early and continuous public information, reinforce project transparency, build public trust, and support two-way communication between key stakeholders. In coordination with the project team and District Staff, TLG implemented a public involvement strategy which included the following:

1. Public open house
2. Stakeholder assessment

An overview of each of these components is provided below. See Appendix A for a comprehensive report on the process and findings for each.

2.1 Public Open House

In Fall of 2023, a public open house was held to introduce new traffic data, road systems, and growth data to the community as well as gain feedback. The open house was advertised on the Worley Highway District website, on a highway message board in the middle of town, and personal invitations were sent to those who had participated as key stakeholders in the previous Transportation Master Plan and to key members of the community including utilities, school districts, emergency services and adjacent agencies. The open house was a drop-in style format, with project information and maps displayed on poster boards for the community to explore. Members of the project team were stationed around the room to provide additional information and answer any questions. Community members were directed to participate in ranking activities that asked them to identify their priorities for the transportation system. Comment cards were provided for community members to leave direct feedback and elaborate on their input regarding the master plan goals, transportation system, highway district priorities, and any other thoughts they would like to share with the project team. A full summary report can be found in **Appendix A**.

Figure 2 - Public Open House

2.2 Stakeholder Assessment

In November of 2023, TLG conducted a series of stakeholder interviews to collect direct feedback from regional community experts and regular highway district collaborators. The interviews were conducted one-on-one, in-person and remotely via team based on stakeholder preference. Stakeholders were selected to provide a holistic representation of perspectives, including state and tribal members. In total, 3 interviews occurred. Feedback was focused on the themes of collaboration, early communication, and opportunities for resource sharing. A stakeholder guide, list of interviewees, and overview of feedback themes can be found in **Appendix A.**

2.3 Recommendation

Informed by the aforementioned public involvement efforts, TLG recommends implementing the following measures to ensure that all agencies and collaborators have the opportunity to work alongside the Worley Highway District in a manner beneficial not only to the highway district but also to all those that the area serves.

- Communication and collaboration with Laura Laumatia, of the Coeur d' Alene Tribe, Environmental Programs Manager, as she can help coordinate projects.
    - Email is the preferred method of communication
- Improve efficiency by providing the Coeur d'Alene Tribe the opportunity to comment on preliminary designs that will impact their shared area as well as the Coeur d'Alene Lake
- Develop quarterly meetings with collaborating agencies to discuss opportunities to collaborate
- Share resources to help fund mutually beneficial projects
    - Grant applications
    - Federal funding

3 LAND USE AND GROWTH TRENDS

3.1 Land Use Zoning

Kootenai County manages land use, zoning, and the Comprehensive Plan for the county. Changes in land use and zoning have a significant impact on the Districts transportation network, this makes it crucial to analyze existing land use and zoning information for the update to this Plan. Since the last plan, the only change in zoning has been in the northern portion of the District, west of US-95. The area between Cougar Gulch and the Districts northern boundary changed from agricultural suburban (0.5 dwelling units per acre) to rural (0.2 dwelling units per acre).

Much of the existing zoning within the district is classified as rural, which allows 1 dwelling unit per 5 acres. The next largest area of zoning is classified as agricultural which also allows 1 dwelling unit per acre. Along the shoreline of Lake Coeur d'Alene, the zoning is classified as restricted residential which allows for 5.3 dwelling units per acre. There are also areas of agricultural suburban in the northeast portion of the county, as well as a couple commercially zoned areas along US-95 south of the reservation border and near the Conkling Marina. A map of the zoning within the District are shown in **Figure 3** below. It is also important to note that approximately half of the Districts footprint is within the Coeur d'Alene Tribe Reservation boundary. The Tribe does not contribute taxes to the District under their sovereign status, but non-tribal landowners within the reservation do pay taxes to the District.

Due to the Districts transportation network being in predominately rural neighborhoods, it is important to notice the difference in need compared to a city center. This Plan focuses on connectivity and improvement of rural networks to major highways.

3.2 Future Land Use

Future zoning and growth patterns within the District are not expected to change in any major ways. The Tribe along with the County are aiming to change parcels within the Tribes boundaries that are 20 acres or larger to be zoned as agricultural and will prohibit further dividing of the parcel. Landowners are able to opt out of this zoning change. The full extents of which parcels will be re-zoned is not yet known. As development continues to occur within the District, roadway impacts should be monitored by continuing to obtain traffic count data and evaluating pavement conditions through the Districts pavement management plan. Future land use can be seen in **Figure 4.**

Figure 3 – Current Zoning Map

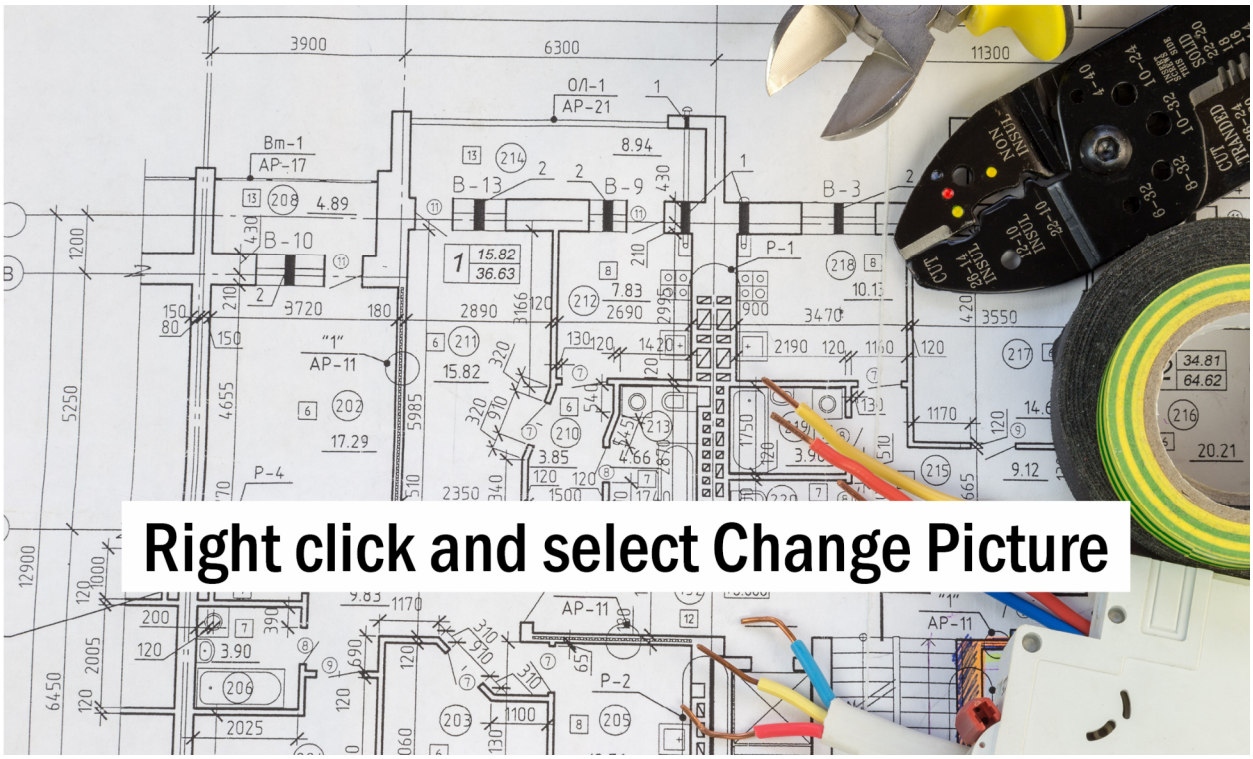
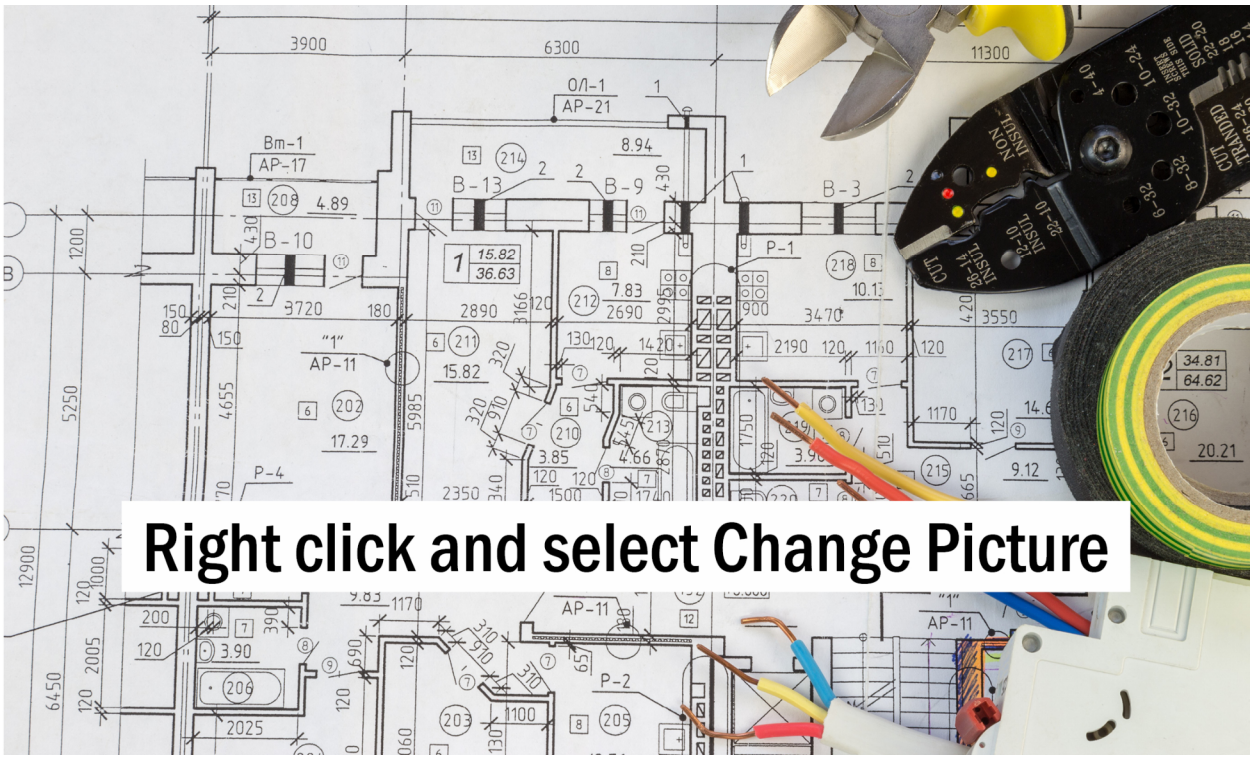


Figure 4 - Future Land Use



3.2.1 Development Activity

At this time, 2 developments are expected to occur in the near future in and around the District. These developments include:

1. Coeur d'Alene National – Major residential development located near Loffs Bay Road with approximately 200 new homes on approximately 1,100 acres. This subdivision is currently on its 4th addition.
2. Espinozo Development – Major and/or minor residential developments consisting of several 70 to 80 acre parcels, located near Espinozo Drive. Depending on how these parcels are subdivided, up to 127 homes are anticipated on 2.5-acre lots. Although this development is located within the Post Falls Highway District (PFHD) jurisdiction, the residents will utilize District roads to gain access to US-95.

Based on the developments above, the District is discussing future improvements to address the anticipated future growth. In collaboration with PFHD and ITD, the intersection of Espinoza Drive and US-95 is identified as a potential safety hazard. Potential improvements include better sight distance and left turn lanes on US-95 and Espinoza Drive. This project is not on the current CIP list, as it will be monitored through development by these collective agencies.

3.3 Population Demographics

3.3.1 Historic and Current Population and Age

Census Population data was reviewed to evaluate historic and current population within the County.

Table 1 summarizes the historic growth trends by urban (urban) cities and unincorporated (rural/county) areas within Kootenai County. The census data indicated that the overall annual population growth rate in unincorporated areas between 2000 and 2020 was approximately 1.1 percent and the County wide average was 2.28 percent.

Table 1 - Historic Population Trends in Kootenai County

	2000 Census Population	2010 Census Population	2000-2010 Annual Growth Rate	2020 Census Population	2010-2020 Annual Growth Rate	2000-2020 Annual Growth Rate
Urban Areas	72,028	98,822	3.21%	125,675	2.30%	2.78%
Unincorporated Areas	36,657	39,672	0.79%	45,687	1.51%	1.10%
Total	108,685	138,494	2.45%	171,362	2.15%	2.28%

Source: US Census Bureau

In 2020, the Kootenai Metropolitan Planning Organization estimated the population of WHD is 9,153. A majority of the people living within the District live in the Northern portion. The District also sees a moderate number of seasonal residents that do not count towards the population census data. Historic and current age and population demographics were reviewed using U.S. Census data for Kootenai County and the State of Idaho. Table 2 shows the overall population and median age from 2000-2020. The median age in Kootenai County is now over 40 years old, compared to the state average of 37.5. The older population in Kootenai county shows the need for Americans with Disabilities Act (ADA) compliant facilities as well as assisted/public transportation needs.

Table 2 - Kootenai County and State of Idaho Demographic Trends

	Kootenai County			State of Idaho		
Year	2000	2010	2020	2000	2010	2020
Population	108,685	138,494	171,362	1,293,953	1,567,582	1,839,106
Median Age	36.1	38.5	40.5	33.2	34.6	37.5

Source: US Census Bureau

3.3.2 Future Population Projections

Future population growth projections from KMPO and the county were reviewed to forecast the population within the District for the next 20 years. KMPO estimates an overall growth rate of 2.5% for Kootenai County from 2020-2045, and a growth rate of 1.5% for unincorporated areas. Using KMPO's projected county growth rate for 2020-2045, that would grow the districts current population from 9,153 to 17,100 by 2045.

3.4 Employment Characteristics

3.4.1 Existing Employment Characteristics

Tracking commercial and industrial businesses within and surrounding the District is an important consideration due to the impact of traffic on the roadway network. Major employers within the district include the Coeur d'Alene Casino and other tribal businesses, various agricultural and timber entities, as well as lakeshore rural and commercial businesses. Nearby areas such as Coeur d'Alene, Spokane, St. Maries and Plummer provide employment opportunities for residents within the District.

3.4.2 Future Employment Characteristics

Employment in the future can heavily impact the Districts transportation system. There are no known large or planned changes to the current employment characteristics. It is expected that employers will grow with the natural growth of the population within the county.

3.5 Summary

Trends related to land use and zoning within the District seem to be relatively static. This can make it easier to plan for the future without having large variable growth, but also slow growth also means slow growth to tax revenue with the ever-increasing operation costs within the District. To assist with funding these costs, it is recommended that the District seek grant funding through State and Federal programs for major projects. Due to development activity within the District, it is also recommended that roadway impacts are closely monitored by the District by maintaining an accurate record of traffic counts and observing the pavement condition through the District's pavement management plan.

4 EXISTING TRANSPORTATION SYSTEM

4.1 Existing Plans

In addition to the Districts existing Capital Improvement Project (CIP) list, several existing plans throughout the region were collected and reviewed as part of developing this Plan. The regional plans were collected to understand planned projects adjacent to the District. The regional plans collected include:

- City of Coeur d'Alene
  - Trails and Bikeways Master Plan (2017)
  - Comprehensive Plan (2022)
- Kootenai County
  - Comprehensive Plan (2020)
- Kootenai Metropolitan Planning Organization
  - Unified Planning Work Program (2023)
  - Metropolitan Transportation Plan (2020)
- Post Falls Highway District
  - Transportation Plan (2017)
- Coeur d'Alene Tribe
  - Tourism Plan (2014)
  - Comprehensive Economic Development Strategy (2015)
  - Public Transit and Human Services Transportation Coordination Action Plan (2008)
- Idaho Transportation Department
  - Idaho Transportation Department Investment Program (FY2024-FY2030)

Coordination with the agencies listed above reduce project redundancy and assists with timing of planned projects. This can also be helpful when establishing funding that the District may not have access to. Table 3 below shows the projects in the listed in the other regional plans that fall within the District.

Table 3 - Projects Identified in Regional Plans

Agency	Project	Description	Year[1]
ITD/LHTAC	Greensferry Rd Guardrail	Rebuild Curves and add Guardrail	2025
ITD/LHTAC	Kidd Island Road Phase 2	Rebuild Roadway	2028
KMPO	Rockford Bay Road	Rebuild Roadway	2026
KMPO	Loffs Bay Road	Rebuild Roadway	2026
KMPO	Rockford Bay Road and Loffs Bay Road	Intersection Reconstruction	2026
KMPO	Bitter Road	Rebuild Roadway	2030
KMPO	Sun Up Bay Road	Rebuild Roadway	2030
KMPO	Watson Road	Rebuild Roadway	2030
KMPO	Conkling Park Road	Rebuild Roadway	2030
KMPO	Williams Road	Bridge Replacement	2040

1 – The project year in other regional plans may not match the district project years as the update timelines are on different schedules.

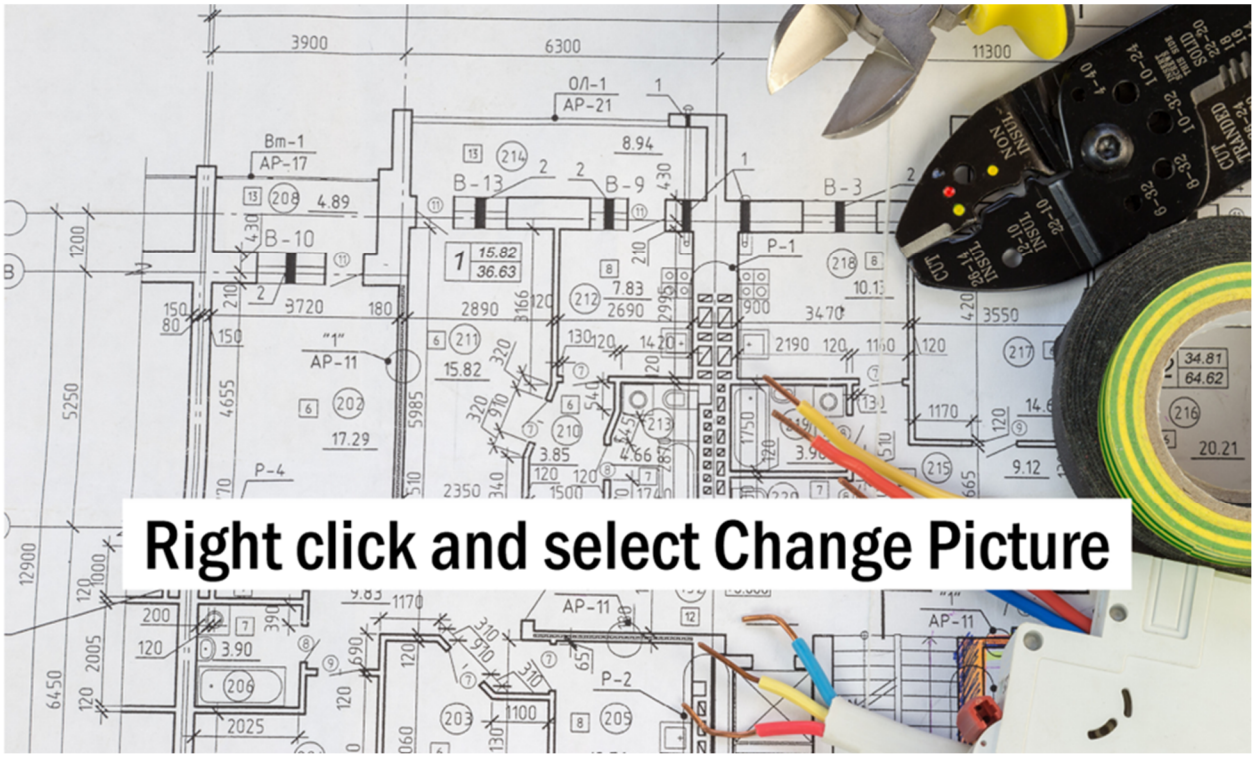
4.2 Inter-Modal Transportation Facilities Inventory

Inter-Modal transportation includes public transit, bike and pedestrian facilities, airports, truck and freight routes, and railroads. People often choose different modes of transportation to fit their individual needs. It is important for Worley Highway District to have these different modes to fit the needs of their constituents.

4.2.1 Transit

Public Transit within Worley Highway District is operated by Kootenai County Public Transportation (KCPT). KCPT is funded by federal and state funds, with grant matches provided by the County and participating cities. Partnership investments are also provided by the Coeur d'Alene Tribe, Kootenai Health, and Area Agency on Aging. Public Transit can be an important tool for elderly and disabled residents residing within the District. There are three CityLink routes that travel through the District. The Citylink busses mainly drive along US-95 with a few stops within the district. The Link route's main stops are at Riverstone in Coeur d'Alene and the Coeur d'Alene Casino. There are stops at Mica Grange, Fighting Creek, and Cougar Gulch if you call in advance. The Rural route begins at the Casino and heads south into Benewah county to Plummer, ID. The only stop within the District on the Rural line is at the Worley Town Hall. The last route is the Plummer express that takes commuters to and from Plummer, there are currently no stops within the District. **Figure 5** shows the three KCPT lines that travel through the District.

Figure 5 - Public Transit System



4.2.2 Bike and Pedestrian Facilities

Bike and pedestrian facilities were inventoried using the 2018 Kootenai Metropolitan Planning Organization Non-Motorized Regional Transportation Plan (KNMRTP). The plan identifies existing and future priority bike and pedestrian facilities throughout Kootenai County. Bicycle facilities located within the District are limited. Existing bicycle facilities are limited to shared-use roadways including US-95 and SH-58. No future bicycle or pedestrian facilities are identified within the District by the KNMRTP. The Worley Highway District should continue to be mindful about adding bike and pedestrian facilities to their District by seeking grant funding or including it in roadway design projects where feasible.

4.2.3 Airport Facilities

The nearest airport to the District is the Coeur d'Alene Airport (COE). COE is designated as a general aviation (GA) airport by the Federal Aviation Administration and is operated by an Airport Board appointed by the Kootenai County Commissioners. COE released its new Master Plan in 2019. According to the Airport Master Plan, They have come up with a few different versions of extending their runways to accommodate larger airplanes and building new hangars to accommodate the rapid growing population of the county. The increased number of hangars could increase traffic volumes along US 95 through the District but are not expected to impact traffic volumes on District roadways. The Spokane International Airport (GEG) is located approximately 40 miles west of Coeur d'Alene and serves the general population with commercial flights. GEG is expected to slowly grow with the population but should not impact traffic volumes on the Districts roads.

4.2.4 All-Weather Truck Routes

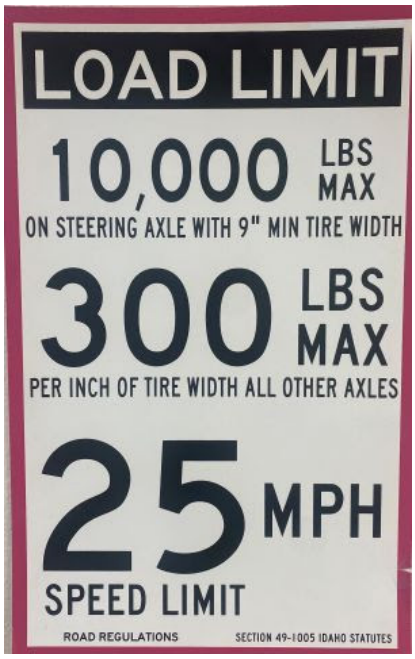
All Weather truck routes are roadways that do not have additional limitations on the legal speed or weight of the vehicle traveling on the road in a particular season. Generally, these roads have a structural thickness that is greater than or equal to 75% of the anticipated frost depth, depending on subgrade soil, drainage, and traffic volumes. The Districts roads may have weight and speed limits posted in late January to mid April when wet soil conditions are present, restricting trucks with heavy loads from using those routes. The load restriction is no more than 10,000 pounds on the steering axle and 300 pounds per inch width of tire, as well as a 25-mph speed restriction. Currently, the only all-weather roads within the Districts jurisdiction are Drechsel Road and the paved portion of Setters Road. All-weather truck routes provide year-round hauling routes for businesses. These routes provide access to and from industrial sites, mills, retail sites, and waste management pickup locations year-round. Major stakeholders with interest in truck routes include CHS Primeland, Seeds Inc., developers, local farmers and loggers. An example of the load limit signs posted on the roadways can be seen in Figure 6.

Based on 2021-2023 traffic counts and estimated percent trucks, WHD roadways accessed frequently by large trucks that could benefit from upgrades to all-weather routes include portions of the following roads:

- Elder Road,
- Rockford Bay Road,
- Kidd Island Road,
- Loffs Bay Road,
- Sun Up Bay Road, and

- Cave Bay Road.

Figure 6 - Example Load Limit Sign



4.2.5 Rail

Rail lines located within the District are operated by Union Pacific Railroad and are typically used for the movement of goods. There are three at-grade crossings and three grade-separated crossings within WHD's boundary. Two of the grade-separated crossings are at Districts Roads, and the third crosses under US-95 which is in ITD's jurisdiction. The crossings are summarized in **Table 4** below. It is recommended that the District improve at grade crossings by evaluating eligible crossings and applying for grants from the Federal Railroad Administration through the Railroad Safety and Infrastructure Improvement Grants program. The District can also add crossings to ITD's list of future railroad projects to be considered for funding. If the railroad entity crossing maintenance is ever insufficient, the District can contact the Idaho Public Utilities Commission, to ensure public safety over the crossings. **Figure 7** shows the locations of all the railroad crossings within the District.

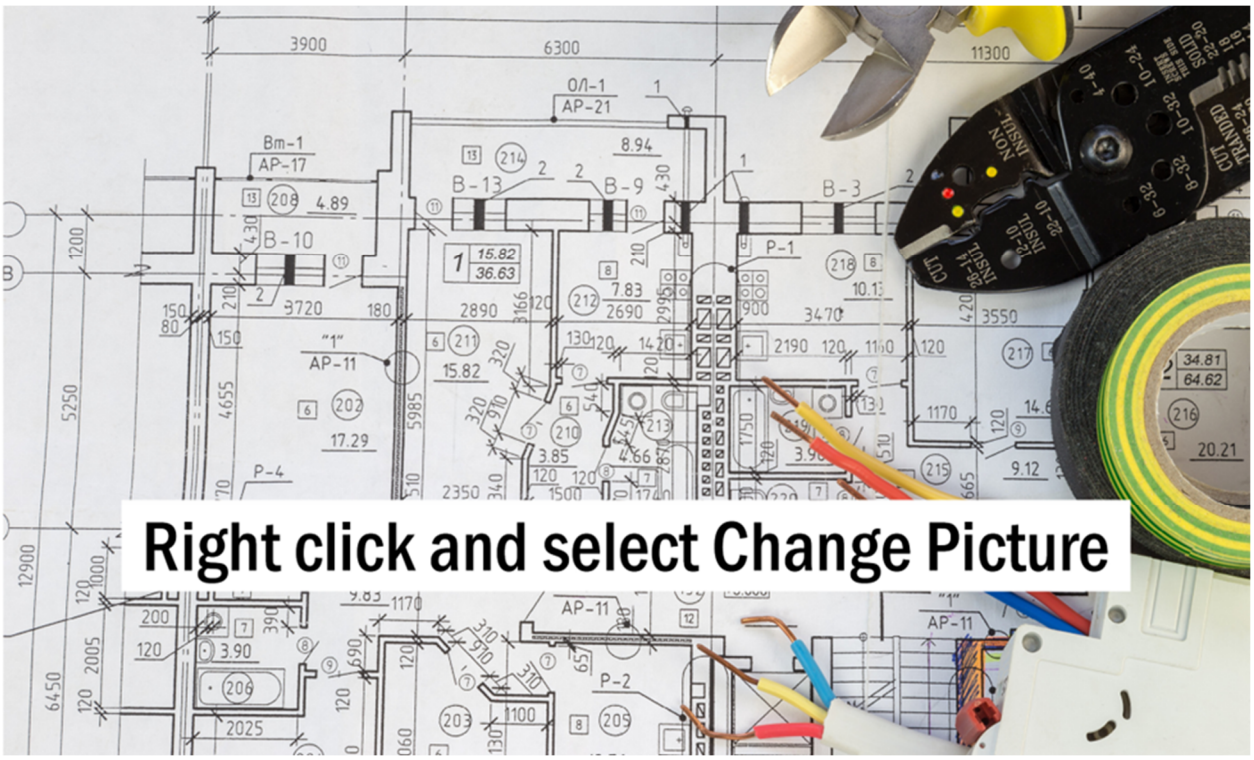
Table 4 - Railroad Crossing Summary

Agency	Intersection Road	Existing Infrastructure	Grant Eligible
WHD	Stringham Road	Stop Signs	X
WHD	Setters Road	Stop Signs	X
ITD	US-95	Grade Separated	
WHD	Cave Bay Road	Grade Separated*	
WHD	Conkling Road	Stop Signs	X
WHD	Sunny Slopes Road	Grade Separated*	

Agency	Intersection Road	Existing Infrastructure	Grant Eligible

*Low trestle warning

Figure 7 - Surface Types



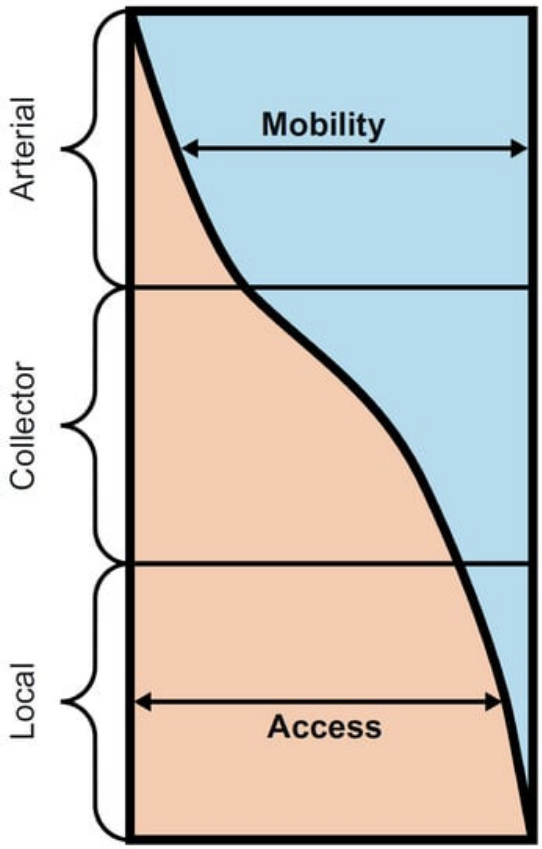
4.3 Roadway Network

4.3.1 Functional Classification

The purpose of roadways is to connect people to places. Some roadways serve short distance travel, and others long distance. The purpose of the connection can have varying reasons, connecting a neighborhood or a freight route. These different reasons and more all contribute to the classification of the roadway. Roadways are assigned a classification based on its characteristics, two main characteristics to consider are Mobility and Accessibility. While these two characteristics lie on opposite ends of the roadway function spectrum, most roads provide a combination of each. This dichotomy is shown in Figure 8.

- Roadway mobility function: Provides few opportunities for entry and exit and therefore low travel friction from vehicle access/egress
- Roadway accessibility function: Provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress

Figure 8 - Mobility vs. Access



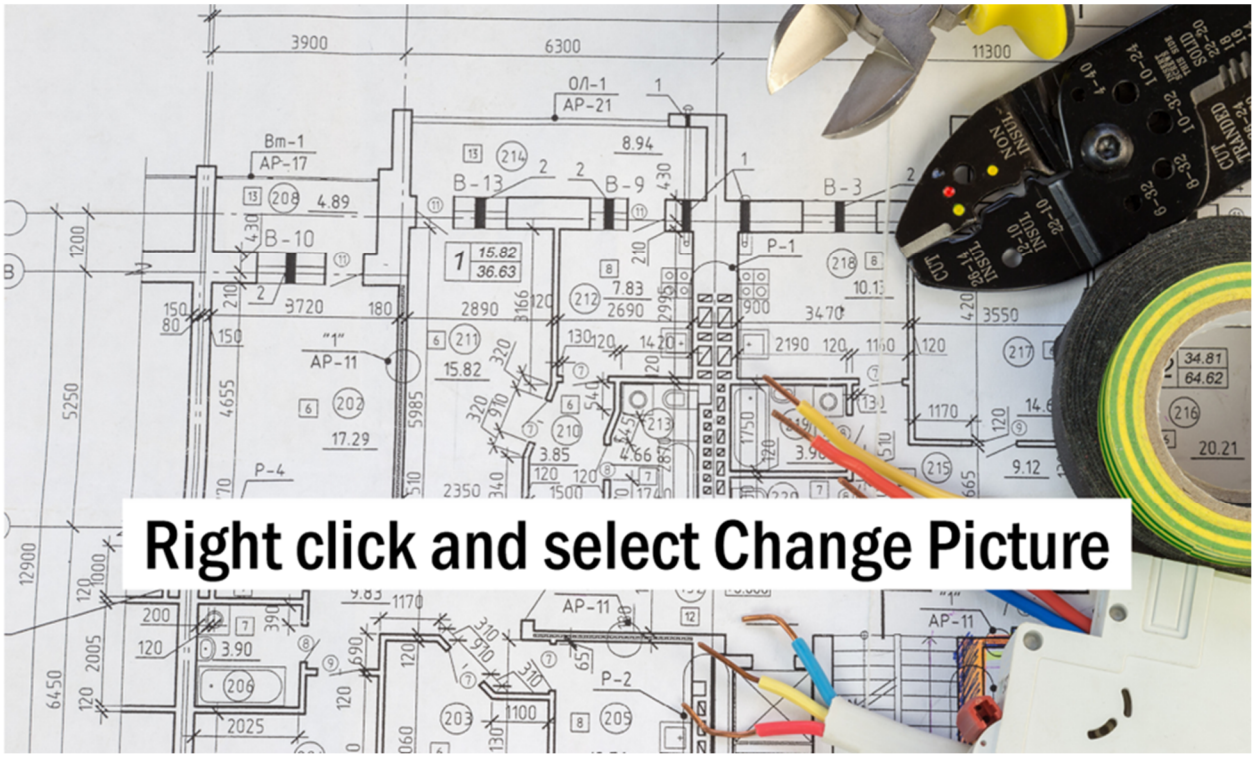
The FHWA Functional Classification Characteristics are listed in Table 5 and describes characteristics that are present within the District from the Highway Functional Classification; Concepts, Criteria, and Procedures, 2023 Edition.

Table 5 - FHWA Functional Classification Characteristics

Functional Classification	Characteristics
Rural Minor Arterial	Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and intercounty service
	Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway
	Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement
Rural Major Collector	Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, and important mining and agricultural areas.
	Link these places with nearby larger towns and cities or with Arterial routes.
	Serve the most important intra-county travel corridors.
Rural Minor Collector	Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a collector.
	Provide service to smaller communities not served by a higher-class facility.
	Link locally important traffic generators with their rural hinterlands.
Residential/Local streets - Rural	Serve primarily to provide access to adjacent land.
	Provide service to travel over short distances as compared to higher classification categories.
	Constitute the mileage not classified as part of the Arterial and Collector systems.

Figure 9 shows the classification of the roadways with District. It is recommended the District consider requesting a functional classification change by submitting the Idaho Functional Classification/Urban Boundary Change Request Form (found on the ITD website) for Larson Road (change to minor collector), Rolling Hills Road from Larson to Bloomsburg Road (change to minor collector), Loffs Bay Road from where the classification currently ends to its intersection with Tall Pines Road (change to minor collector), and Tall Pines Road (change to minor collector), based on connectivity between lakeshore developments and recreation. This effort should be coordinated with KMPO and AHD to garner concurrence, as ITD will review any affect the change will have on the States' percentage of major and minor collector roadway mileage compared to FHWA guidelines for rural states. FHWA indicates a major collector mileage range of 8-19% and a minor collector mileage range of 3-15% for rural states.

Figure 9 - Functional Classification



4.3.2 Bridge Inventory

Under Idaho's Bridge Inspection Program, all bridges in Idaho greater than 20 feet in length must be inspected on a regular basis. The National Bridge Inventory (NBI) includes a complete condition list of each bridge and its condition. An inspector from ITD assigns each bridge structure a rating of 1 out of 10 on its Deck, Superstructure and Substructure, with 10 being the best.

Bridge structures within the District were reviewed to determine potential bridge repair and/or replacement projects based on sufficiency rating and AADT. The District is responsible for the maintenance of 20 bridge structures. Nine of the 20 bridges maintained by the District are greater than 20 feet in length and therefore have sufficiency ratings from NBI. The locations of all 20 of the bridges within the District can be seen in **Figure 10**. **Table 6** summarizes the NBI ratings for each bridge in the district over 20 feet.

The bridge on Williams road was previously analyzed by JUB Engineers in 2018 due to the Districts concern of the bridges condition. The bridge will need to be replaced in the near future as it is in poor condition and near failure. The bridge replacement should be added to the CIP list.

The bridge on Roecks Road over Rose Creek currently has the lowest rating within the district but is still in Fair condition. This bridge should continue to be monitored and ways to rehabilitate the substructure should be considered. The bridge on Loffs Bay Road over Mica Creek has an out-of-date rating because it was replaced in the winter of '22-23 due to increased scour from heavy runoff. It is also recommended that the District create an annual budget for bridge maintenance and implement a simple, but repeatable rating system for bridges within WHD that are not on the National Bridge Inventory. Finally, it is recommended that the District develop a basic rating scale that includes a list of conditions and rating descriptors that can be used to determine a simple rating such as 'Good,' 'Fair' or 'Poor' and this information be added to the GIS database. The unrated bridges are summarized in **Table 7.**

Table 6 - National Bridge Inventory Rating Summary

Location	Deck Rating	Superstructure Rating	Substructure Rating	ADT	Year Built	Year Rated
Roecks Road over Rose Creek	7	7	5	80	1990	2023
Proirer Road over Lake Creek	7	6	6	10	1950	2021
McAvoy Road over Cougar Creek	7	6	7	10	1940	2021
Chatcolet Road over Rock Creek	7	7	6	270	1952	2021
Elder Road over Bozard Creek	7	7	7	670	1955	2021
Conkling Road over Rock Creek	7	7	7	400	1962	2022
Loffs Bay Road over Mica Creek[1]	7	6	7	250	2006	2023
Tall Pines Road over Dawson Creek	7	7	8	210	2009	2022
Watson Road over Fighting Creek	9	9	9	101	2021	2021

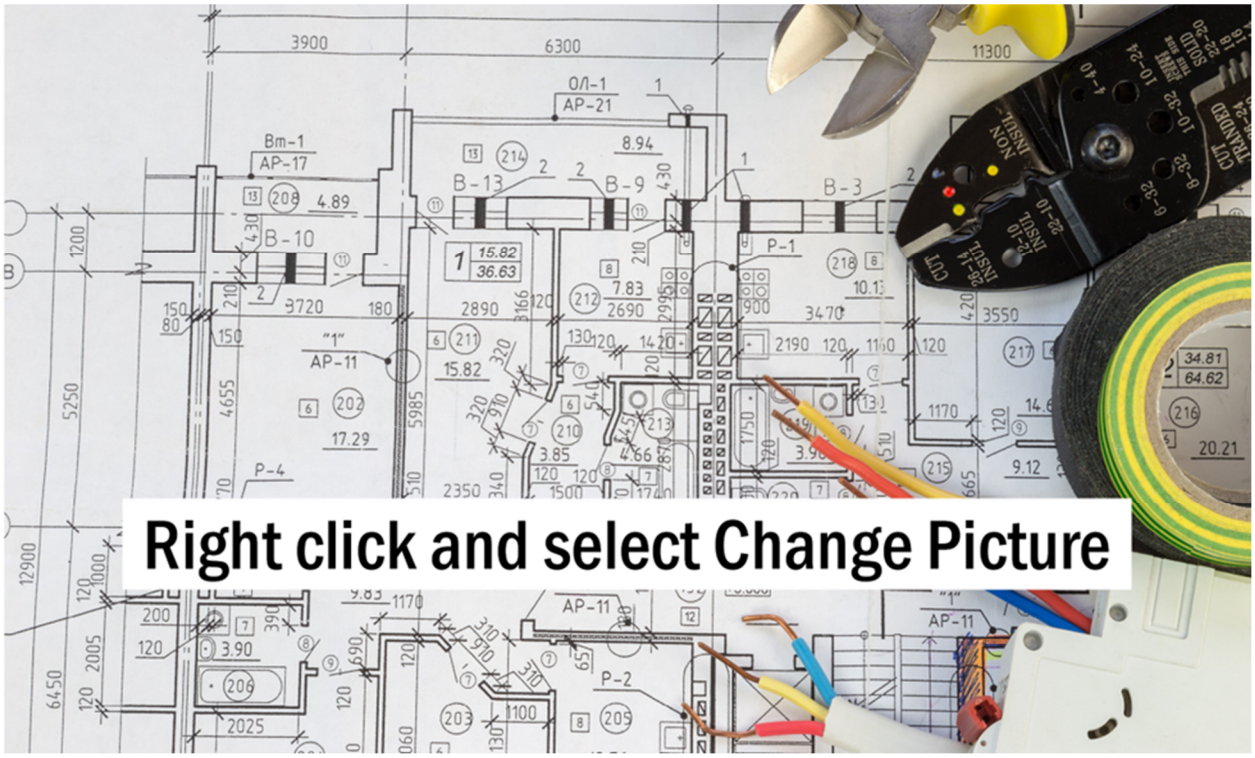
[1] Bridge replaced in 2023

Table 7 – Non-National Bridge Inventory Bridges

Location	Visual Rating[1]	ADT	Year Built
Burton Road over Bozard Creek	TBD	18	2018
Cave Bay Road over Rock Creek	TBD	1061	2009
Drechsel Road over Rock Creek	TBD	68	1960
Hamaker Road over Belgrove Creek	TBD	224	Unknown
Miller Road over Cougar Creek	TBD	30	1972
Rew Road over Lake Creek	TBD	87	1931
Rew Road over S. Fork Lake Creek	TBD	87	1932
Rockford Bay Road over Belgrove Creek	TBD	1895	Unknown
Rose Creek Road Bridge	TBD	31	Unknown
Whitla Road over Mica Creek	TBD	N/A	Unknown
Williams Road Bridge	TBD	18	1940

[1]Will be generated by the District

Figure 10 - Bridge Conditions



4.3.3 Sign Inventory

According to MUTCD, public agencies or officials having jurisdiction shall use an assessment or management method that is designed to maintain sign retro-reflectivity at or above the minimum levels as listed in the MUTCD. In addition to bringing signs up to MUTCD standards to improve nighttime sign visibility, warning and regulatory signs and posts should be evaluated for overall condition to determine if replacement is necessary. The District manages its sign inventory using iWorQ software and visual assessments and performs sign maintenance on an "as-needed" basis while inventorying and assessing the condition of all signs annually. **Figure 11** depicts the locations of all 1,459 signs within the District. **Figure 12** indicates the condition of the sign and that most signs are in good to excellent condition, while few of the District's signs have a condition of fair or worse.

It is recommended the District evaluate the signs listed with unknown condition. Further, it is recommended the District request the use of LHTAC's reflectometer to assist the District in evaluating signs, in addition to a visual assessment. Remaining signs with conditions of fair or worse should be replaced to meet the MUTCD retro-reflectivity standards by applying for another LRHIP sign grant from LHTAC.

Figure 11 - Sign Inventory

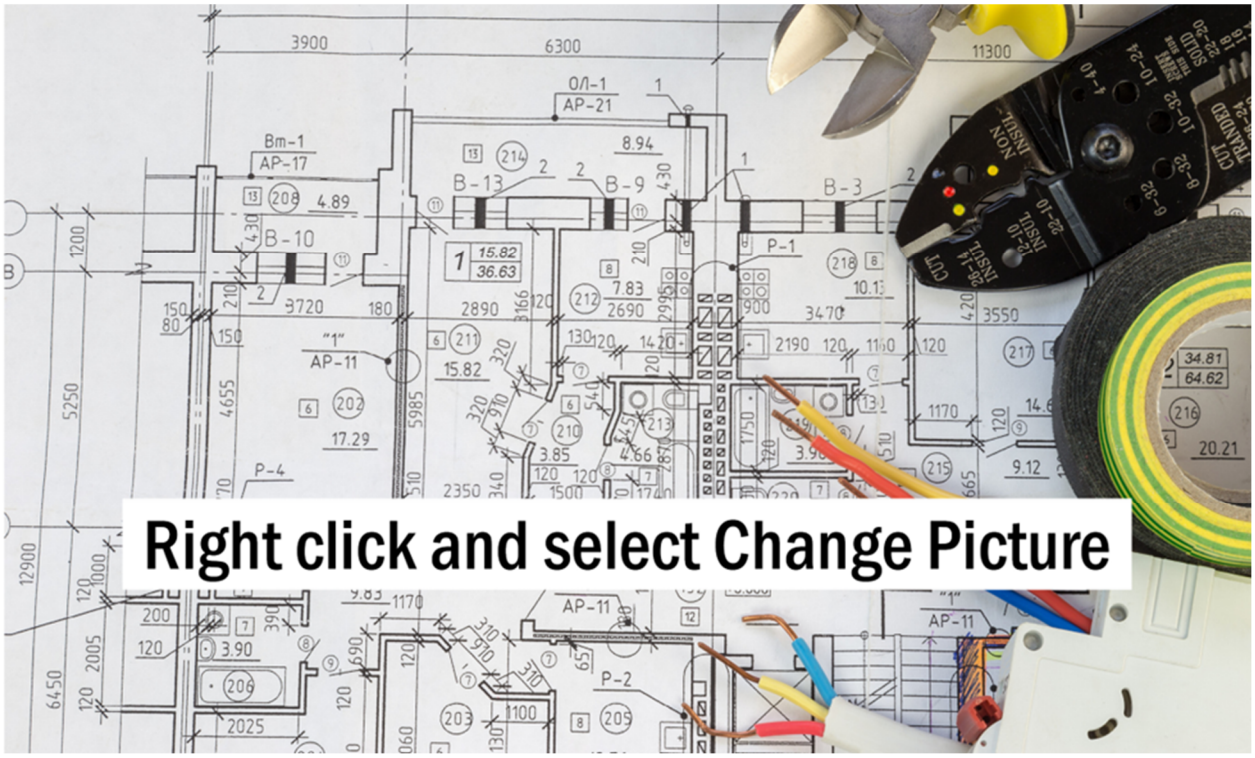
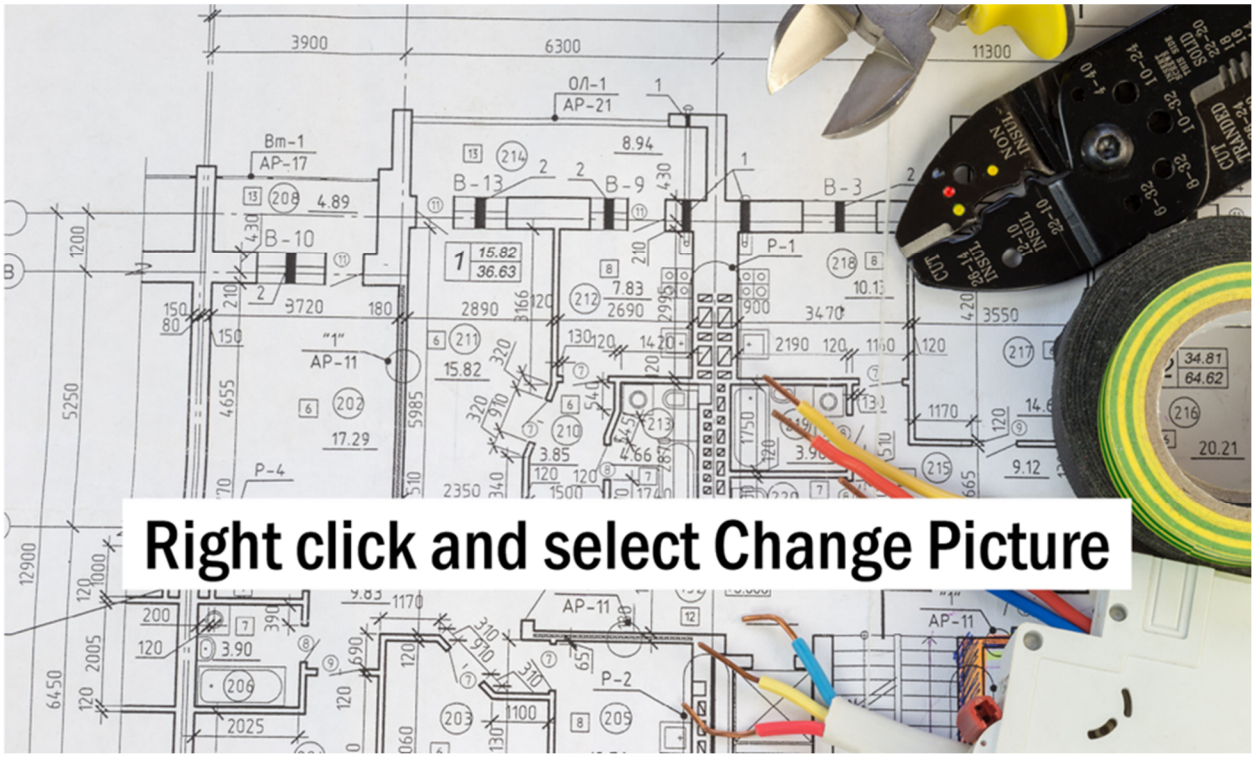


Figure 12 - Sign Condition



4.4 Roadway Capacity Analysis

4.4.1 Level of Service (LOS) Analysis

Level of Service (LOS) is a traffic engineering term used to describe the quality of traffic flow. It ranges from the optimum level, LOS A, which represents little or no delay, to the lowest or worst level, LOS F, consisting of extreme delay and congestion. Table 8 describes level of service from A to F.

Table 8 - Level of Service Descriptions

Level of Service	Description
A	Free-flow operations at posted speed limit, vehicles are unimpeded by maneuvering within traffic stream.
B	Relatively unimpeded at posted speed limit, only slightly restricted maneuvering within traffic stream.
C	Relatively stable traffic operations, more restricted maneuvering at mid-block locations than LOS B, individual cycle failures at traffic signals may begin to appear.
D	Small increases in traffic flow may cause substantial delay and decrease in travel speed.
E	Poor travel speeds with slow progression and high delay.
F	Extremely slow travel speeds with queues forming behind breakdowns; brief periods of movement are followed by stoppages, considered unacceptable by most drivers.

The previous master plan evaluated the roadway levels of service based on KMPO studies and found that no roadways within the District are nearing capacity. Since that Plan was published, no other concerns about roadway level of service arose from the open house or input from the District. The District should continue to collect traffic counts on an annual basis to monitor growth. Figure 13 depicts the daily average traffic, averaged over 3 years, and Figure 14 shows the growth of the traffic counts. The raw traffic counts from the District can be found in Appendix B.

Figure 13 – 3 Year Average Traffic Count Data (2021-2023)

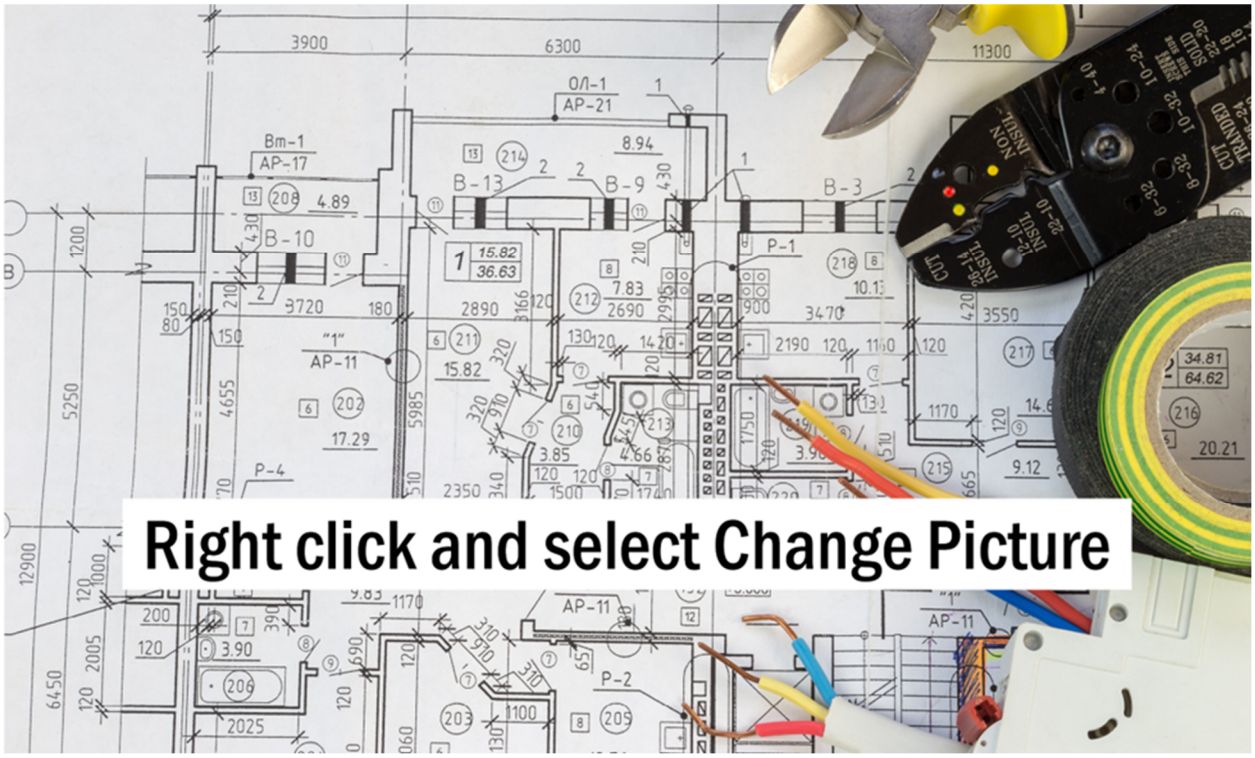
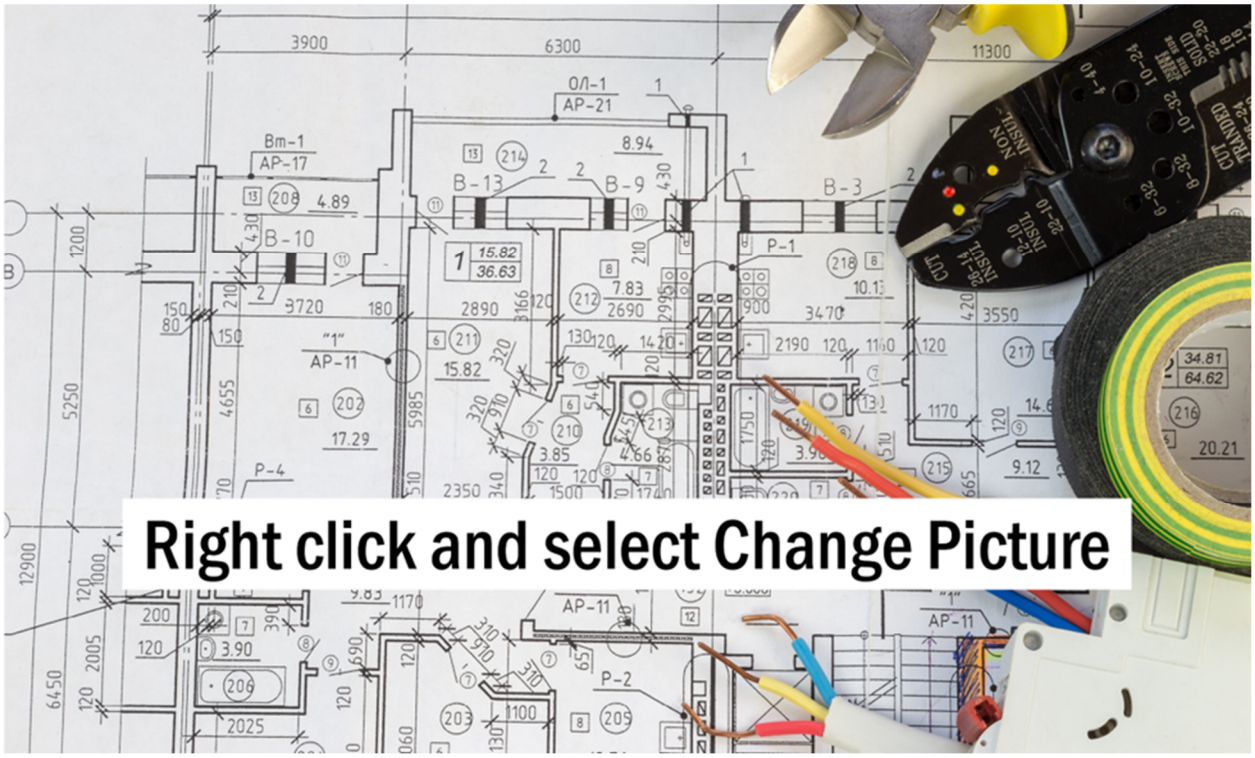


Figure 14 - Percent Change in Average Traffic Count Data (2016-2023)



4.5 Safety Analysis

4.5.1 Crash Data and Analysis

Crash data was obtained from the Local Highway Technical Assistance Council for crashes that occurred within the last 5 years (2018-2022). Each crash is assigned a rating based on the severity of the injuries that are sustained. A KABCO rating system is used to classify these crashes. The definitions for the different crash types can be found in **Table 9. Figure 15** shows the location and severity of crashes within the District, and **Figure 16** shows the high crash areas.

Based on a review of the crash data, there were 2 fatal crashes within the District, one on Greensferry Road and one on Loffs Bay Road. Greensferry Road has already received funding from LHTAC to improve the curves and build guardrail. The fatal crash on Loffs Bay Road occurred in 2021 when a driver was negotiating a curve, overturned, and hit a tree. The first harmful event was overturning, but the most harmful event was hitting a tree. The District should consider applying for funding widen the shoulder and remove obstacles in the clear zone.

Table 9 - Crash Type Definition

Crash Type	Definition
K	Any injury that results in death within 30 days of the motor vehicle crash
A	Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or continuing normal activities
B	Any injury, other than a fatal or incapacitating injury, which is visible to observers at the scene of the collision
C	Any injury reported or claimed which does not fall in the other categories
O	No injury reported, but visible damage to the vehicle(s) or property

4.6 Existing Transportation System Summary

Several aspects of the existing roadway were evaluated including surrounding area regional plans, inter-modal facilities, roadway networks, roadway capacity, and safety analysis. A summary of the recommendations are as follows:

- Continued coordination, communication and planning with surrounding entities
- Upgrade roads to a sufficient structural section (thickness of 75% of frost depth or greater) that performs during all weather conditions.
    - Elder Road
    - Rockford Bay Road
    - Kidd Island Road
    - Loffs Bay Road
    - Sun Up Bay Road
    - Cave Bay Road
- Improve at grade railroad crossings by evaluating eligible crossings and applying for grants from the Federal Railroad Administration
- Request functional classification changes for the following roads based on connectivity between lakeshore developments and recreation:

  - Larson Road (change to minor collector),
  - Rolling Hills Road from Larson to Bloomsburg Road (change to minor collector),
  - Loffs Bay Road from where the classification currently ends to its intersection with Tall Pines Road (change to minor collector),
  - Tall Pines Road (change to minor collector).
- Adding the bridge replacement on Williams Road to the Capital Improvement Plan list, based on it's current condition.
- Create an annual budget for bridge maintenance and implement a simple, but repeatable rating system for bridges within WHD that are not on the National Bridge Inventory.
- Signs with conditions of fair or worse should be replaced to meet the MUTCD retro-reflectivity standards by applying for another LRHIP sign grant from LHTAC.
- Continue to collect traffic counts on all roadways on an annual basis to monitor growth.
- Applying for funding for Loffs Bay Road to widen the shoulders and remove obstacles within the clear zone.

Figure 15 - Crash Severity

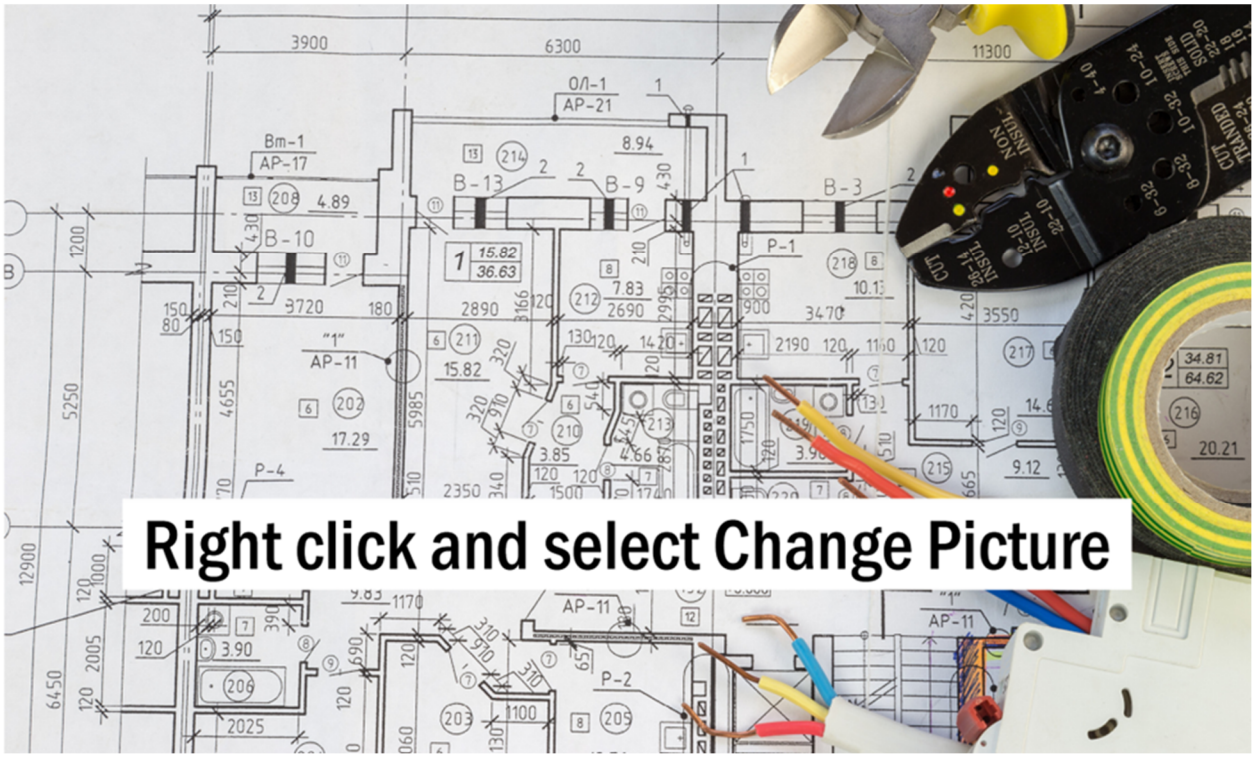
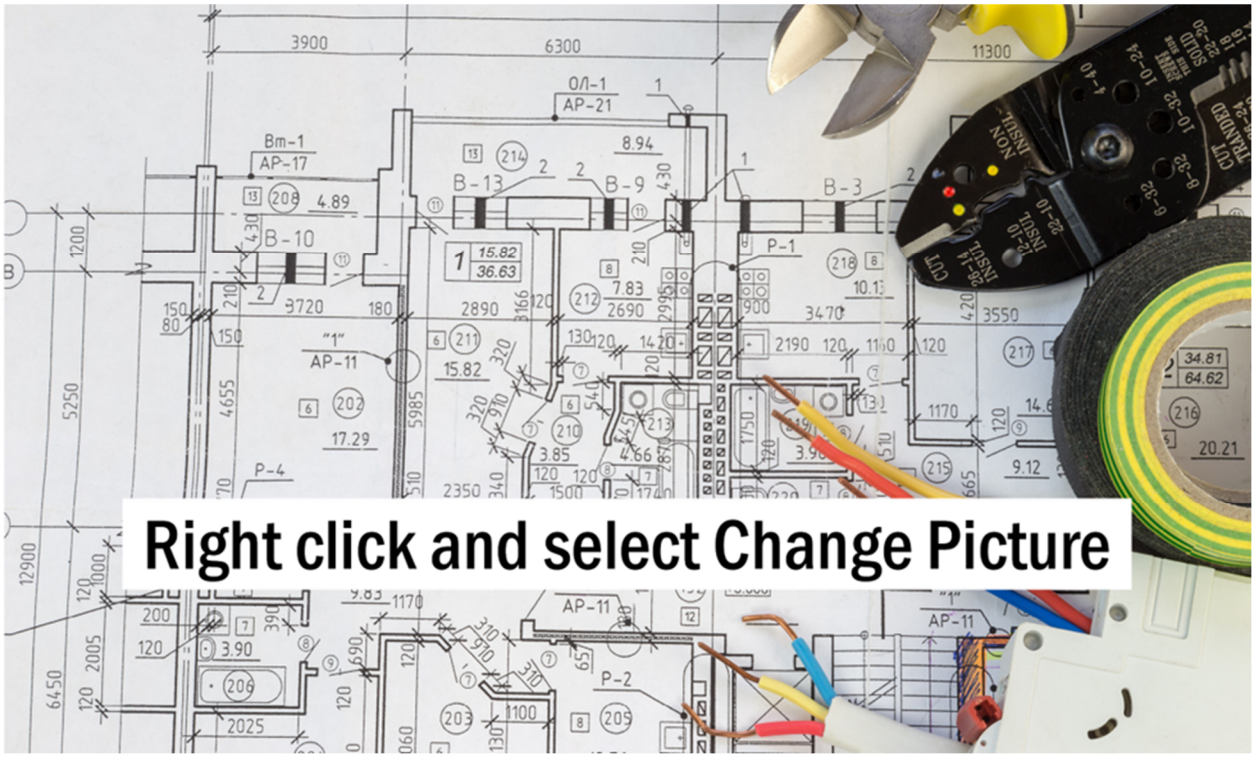


Figure 16 - Crashes by Area



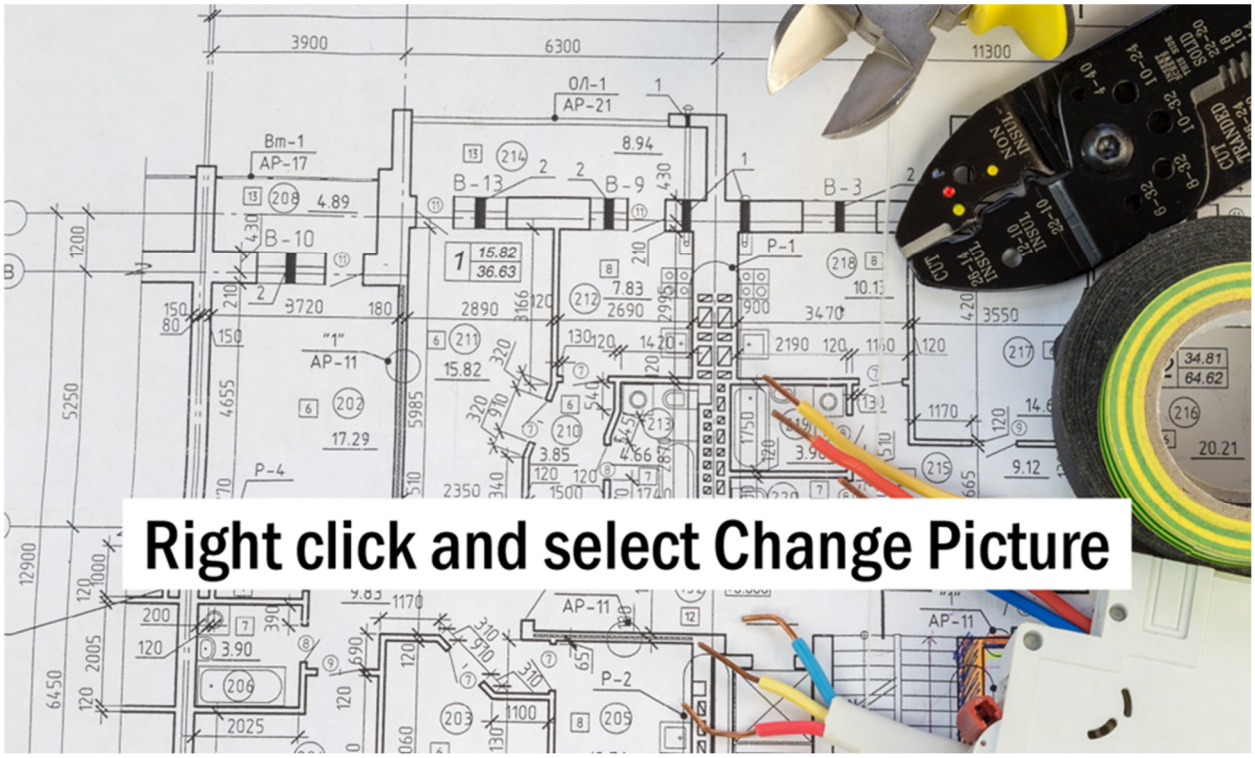
5 PAVEMENT MANAGEMENT

5.1 Current Pavement Management Plan

Worley Highway District maintains all roads within District boundaries except for US 95, SH-58 and roadways within the Cities of Coeur d'Alene and Worley. There are approximately 95 miles of paved roadways within the District, the other roads consist of stabilized gravel, gravel, and graded/drained.

Figure 7 depicts the surface types of all the roadway within the District. The District performs pavement maintenance on an annual basis through visual assessments, recording remaining service life, performing surface treatment improvements, and completing capital improvement projects. Fiscal Year 2024 has over $1,000,000 dollars allocated for Road Maintenance to maintain roadways within the District. As the population within the District and miles of paved roads continues to grow, the dollars budgeted for roadway maintenance should continue to be analyzed to ensure that it is enough to keep up with the short life span of asphalt roadways. Figure 17 shows the current condition of the pavement within the District. Overall, roadways within the District are in good condition. Roadways that will need to be improved in the near future are Chatcolet Road and Cottonwood Road.

Figure 17 - Pavement Condition



6 CAPITAL IMPROVEMENT PLAN

6.1 Existing CIP

The Capital Improvement Plan (CIP) serves as the guiding tool for planning future transportation improvement projects. At the onset of the planning process, WHD has an active list of potential CIP projects updated annually to which the District Commissioners and Director of Highways assigned points based on various parameters. WHD kept the information in a MS Excel spreadsheet that includes rules for using the spreadsheet, a place for questions and comments, the priority/point value assignments to each project parameter, the ranked CIP project list, estimated project costs, and additional financial information. The project parameters evaluated by the District included:

- Roadway traffic counts
- Project right-of-way needs and acquisition status
- Availability of supplemental funding from outside the District
- Whether the project has been initiated
- What impact the project would have on the public (i.e. eliminates safety hazard or improves level of service),
- Total Cost to the public through the District
- Repetitive Maintenance issue that increases costs to the public

Response to the parameters were assigned points and added together to rank and prioritize the projects and evaluate available budgets. Based on budgets and anticipate project costs, the projects were then assigned into four funding/construction categories:

- Federally or State funded and contracted construction
- WHD funded and contracted construction
- WHD funded and WHD construction

Periodically, based on estimated budgets and available supplemental funding, projects were moved between categories. In addition, new potential projects were added to the list and ranked as identified by WHD. As a part of the Open House that was held, one of the poster boards had the opportunity for the public to vote on the ranking category that meant the most to them. The top two categories were safety and environmental impacts.

6.2 CIP Project List

Since the previous Transportation Master Plan, the District was able to complete several projects from their CIP list. **Figure 18** shows the locations of a few of the projects that were completed. The CIP list was re-assessed by the District in 2023 to update the costs of the projects, and refine the ranking categories and points assigned. One category was added to the ranking process and that is Repetitive Maintenance. This category assigns points to projects based on how often the District must provide maintenance on a roadway that exceeds a typical District road. The more often the maintenance, the more points the project gets. **Figure 19** shows the locations of a few of the top ranked projects and **Table 10** shows the complete current project list.

Table 10 - Current CIP List

Project	Description	Points
Federal		
Kidd Island Rd. Phase 2	US 95 to STA 57+00 +/-	44
Greensferry Road	Guardrail, Widening, Mill & Overlay	42.5
Sun Up Bay Road	Crabs & Shoulder from Bennion Int. to Four Echoes 1.3mi +/-	40
SunUp Bay 0.8mi	Straighten S-Curves	39
Rockford Bay Rd Phase 1	95 to Rockford/Loffs intersection ~1.2 miles	38
Rockford Bay Rd Phase 2	Rockford/Loffs intersection to Marina ~1.3 miles	32
WHD Contracted		
Rockford Bay/Loffs Bay Road	Intersection reconstruction	36
Rockford Bay Rd Box Culvert	Replace Culvert under roadway	35
Watson Road	Reconstruct E of pavement 1Mi +/- geotech	30.5
Conkling Road/US-95 Illumination	Illuminate the intersection of Conkling Road and US-95	28
Cougar Gulch Road	Station 30+50 to 63+00	26
Bella Vista	Crabs & Shoulder	25
Greensferry Rd/Cougar Gulch	Intersection Rebuild	24.5
Hull Loop	Reconstruct & Realign Beginning 1670 Ft West of Tumblestone	18.5
Clemetson Road	Rebuild from end of pavement to Stach Rd 0.8Mi	11
Weniger Hill Road 1.18mi	Rebuild	7
WHD Maintenance		
Williams Bridge	Replace bridge	75.5
Hamaker Road	.84 miles	38
Loffs Bay Rd	.41 miles from end of pavement	35
Weller Road over Bozard Creek	Replace Culvert under roadway (2024)	34
Burton Road over Lake Creek	Replace Culvert under roadway (2024)	34
Loffs Bay Road Shouldering	Shoulder widening for clear zone	34
Elder Road over School Creek	Replace Culvert under roadway (2025)	27
Elder Road over Lake Creek	Replace Culvert under roadway (2024)	26
Weller Road over Lake Creek	Replace Culvert under roadway (2025)	26
Cottonwood Road	From Ator Hill S .25 Miles	24
Loffs Bay Road	Rebuild from Crescent Bay Rd to Boat Launch 1mi +/-	20
Cottonwood Road	From Ator Hill S 1.1 Miles	20
Carnie Road	End of payment to end of Rd 1.2 miles +/-	20
Thompson Road	Improve sight distance and curve radii .58 miles Int of Cougar Gulch	18

Project	Description	Points
Conkling Park Drive	Rebuild from Conkling Rd to Lucky Rd 0.5 mile +/-	18
Bitter Road	End of asphalt to Lakewood Cove 4mi +/-	16
Rolling Hills	Larson to Bloomsburg 2.5 miles	15.5
Williams Road	Rebuild Chatcolet to Thies 2.25mi +/-	15
Idaho Road over Lake Creek	Replace Culvert under roadway (2025)	12
Presley Road	Rebuild minor widening 0.6 mile +/- Rosebud to Weniger Hill Rd	8

6.3 CIP Funding Options

The District should implement the capital improvement projects identified through this Plan when funding is available either through the annual District budget or through funding mechanisms, including, but not limited to, LHTAC grants, Federal grants, ITD grants, and other funding opportunities. Capital improvement projects should be re-prioritized based on available funding resources. In the event that a specific project aligns better with a funding source than a higher prioritized project, the District should seek funding for the project that is most likely to receive funding.

6.4 Capital Improvement Plan Summary

Through public involvement efforts, and evaluation of the existing system, projects were identified to be added to the CIP. A preliminary opinion of probable cost for each of the projects can be found in **Appendix C.** It is suggested that the District consider adding the following projects to their CIP:

- Illumination at the intersection of US-95 and Conkling Road
- Loffs Bay Road Guardrail and curve adjustments
- Williams Road bridge replacement

Figure 18 - Completed Projects

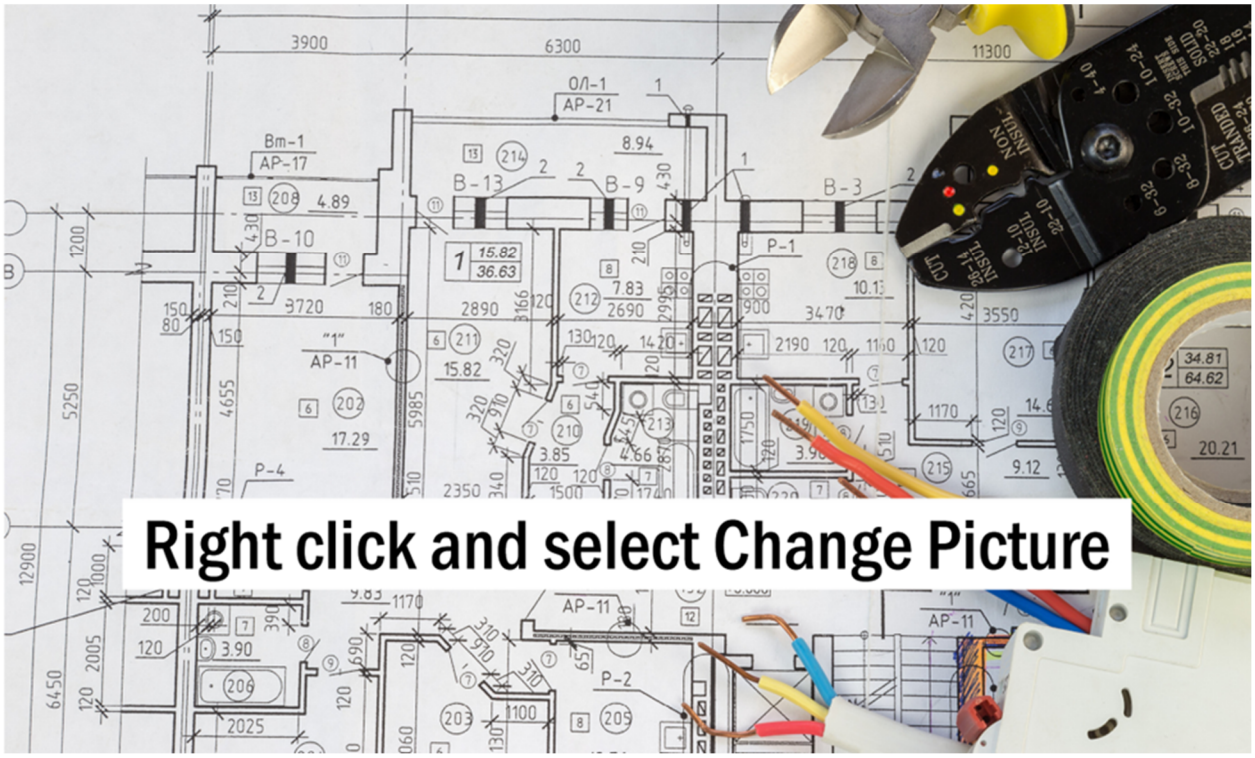
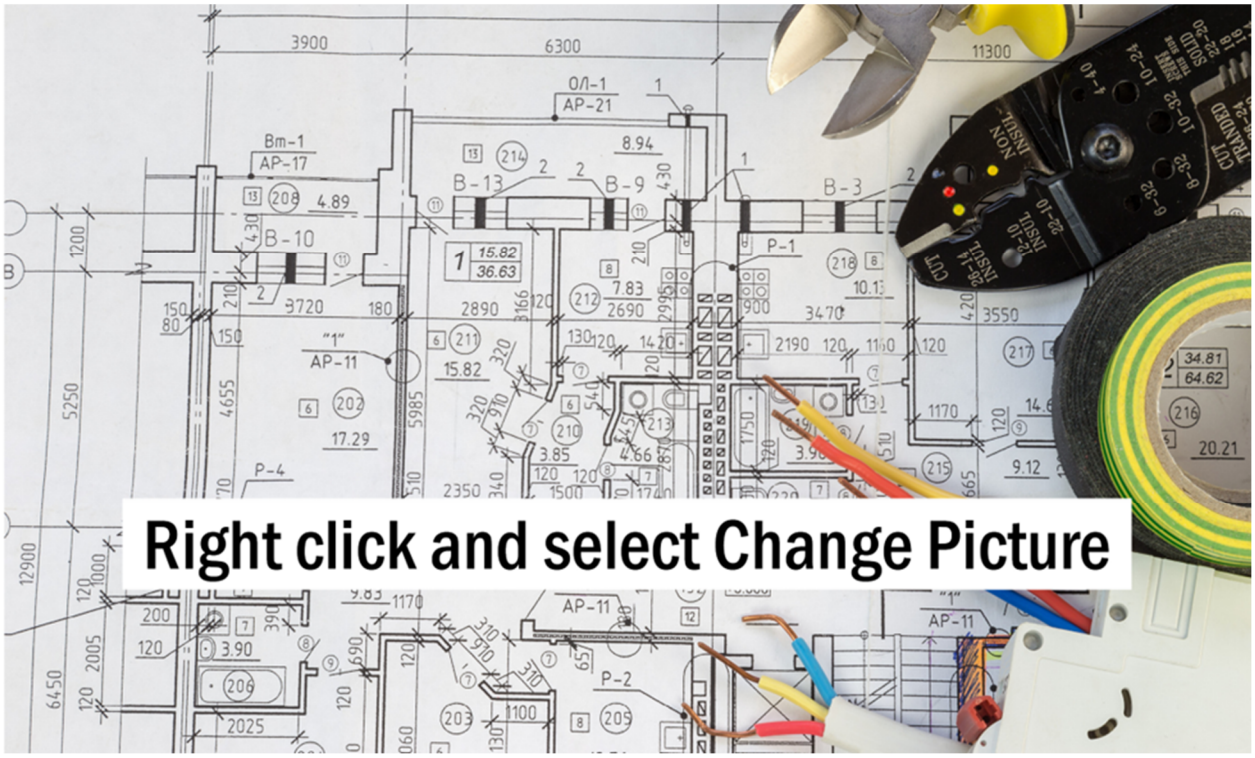


Figure 19 - Future Projects



7 IMPLEMENTATION

7.1 Implementation Overview

To implement this Plan, it is recommended that the District staff and Commissioners update the CIP list and discuss available funding opportunities on an annual basis. The District should analyze the points assigned in the CIP ranking categories for all projects regularly based on evolving needs and available funding sources and make efforts to seek outside funding through grants and funding programs that align with projects identified in this Plan. As discussed in this section, there are specific strategies the District may initiate to increase the likelihood of successful implementation.

7.2 Implementation Strategies

7.2.1 Attend Annual Grant and Funding Workshops and Federal Funding Webinars

Funding agencies such as LHTAC, ITD, WFL, IDPR, etc. typically hold funding workshops annually or periodically to educate eligible applicants on upcoming funding opportunities, scoring criteria, and program changes. These sessions will help District staff establish and maintain a solid knowledge base on the status of various state and federal grant and funding programs.

7.2.2 Continuing Education on Roadway Maintenance

Funding agencies typically encourage roadway agency staff to be educated on roadway maintenance and roadway safety. Through LHTAC's Training and Technical Assistance (T2) program, Road Department personnel can attend courses and earn certifications. If the District can demonstrate to LHTAC that its personnel have attended and/or earned certifications through this program, WHD's proposed project and grant applications would rank higher. There may also be other local training opportunities available for employees of the District to attend on varying applicable topics.

7.2.3 Contact Funding Agencies Early and Often

It is good practice to inform funding agencies of a potential upcoming project well in advance of a grant application deadline. If the District desires to submit a grant application that is due in the fall or winter, it is recommended that District staff contact funding agencies as early as possible, ideally in the spring or early summer. Grant agency staff can offer invaluable advice on how to put a successful application together as well as specific ideas about the project. The Tribe has stated interest in assisting the District with applying for funds that they may have exclusive access too. If the District has a project that may affect any of the watersheds that drain to the lake, coordination early with the Tribe could lead to more funding.

APPENDICES

Appendix A – Public Open House Materials

Appendix B – Raw Traffic Counts

Appendix C – CIP Estimate of Probable Cost

APPENDIX A

Public Open House Materials

WELCOME!

to the Worley Highway District Transportation Master Plan Update Open House

GOALS

Provide project information

Receive feed back from the public on

Plan Goals

Ranking Priority Projects

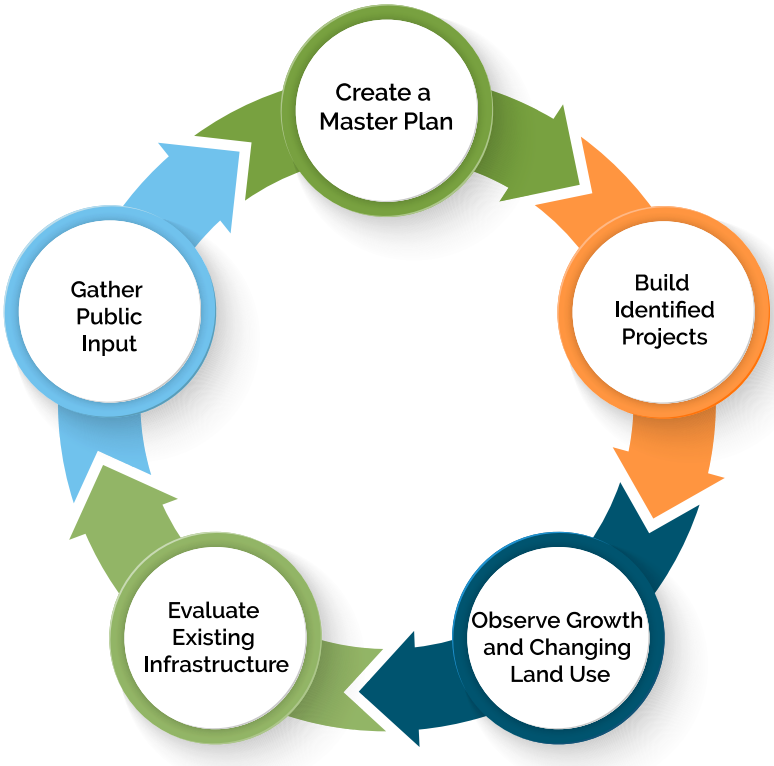
What matters to you?

THE LANGDON GROUP | J-U-B FAMILY OF COMPANIES JUB J-U-B ENGINEERS, INC. | GATEWAY MAPPING INC.

WORLEY Highway District

WHY IS A MASTER PLAN UPDATE NEEDED?

Worley Highway District Transportation Master Plan Update Open House



Master plans should be updated every 5-10 years!

THE LANGDON GROUP | J-U-B FAMILY OF COMPANIES JUB J-U-B ENGINEERS, INC. | GATEWAY MAPPING INC.

WORLEY Highway District

HOW ARE PROJECTS SELECTED?

Worley Highway District Transportation Master Plan Update Open House

Criteria Include:

- Average Daily Traffic
- # of Parcels Affected
- Funding Available
- Cost to the District
- % Project Completion
- Safety Impact
- Roadway Condition

- A project is identified by a community member, board member, or because of crashes.
- The project is added to a master list and given a "rank" based on how critical it is.
- The "rank" is determined using the above criteria. Each criteria gives the project a certain number of points. Project with higher total points are more critical.
- The board reviews the list annually, to determine how to spend the budget.

WHD MASTER PLAN GOALS

Worley Highway District Transportation Master Plan Update Open House

What should WHD prioritize when selecting projects?
Place a dot next to the items that you think should be HIGH PRIORITY.


Safety


User Experience


Visibility


Bike/Pedestrian


Environmental Impacts

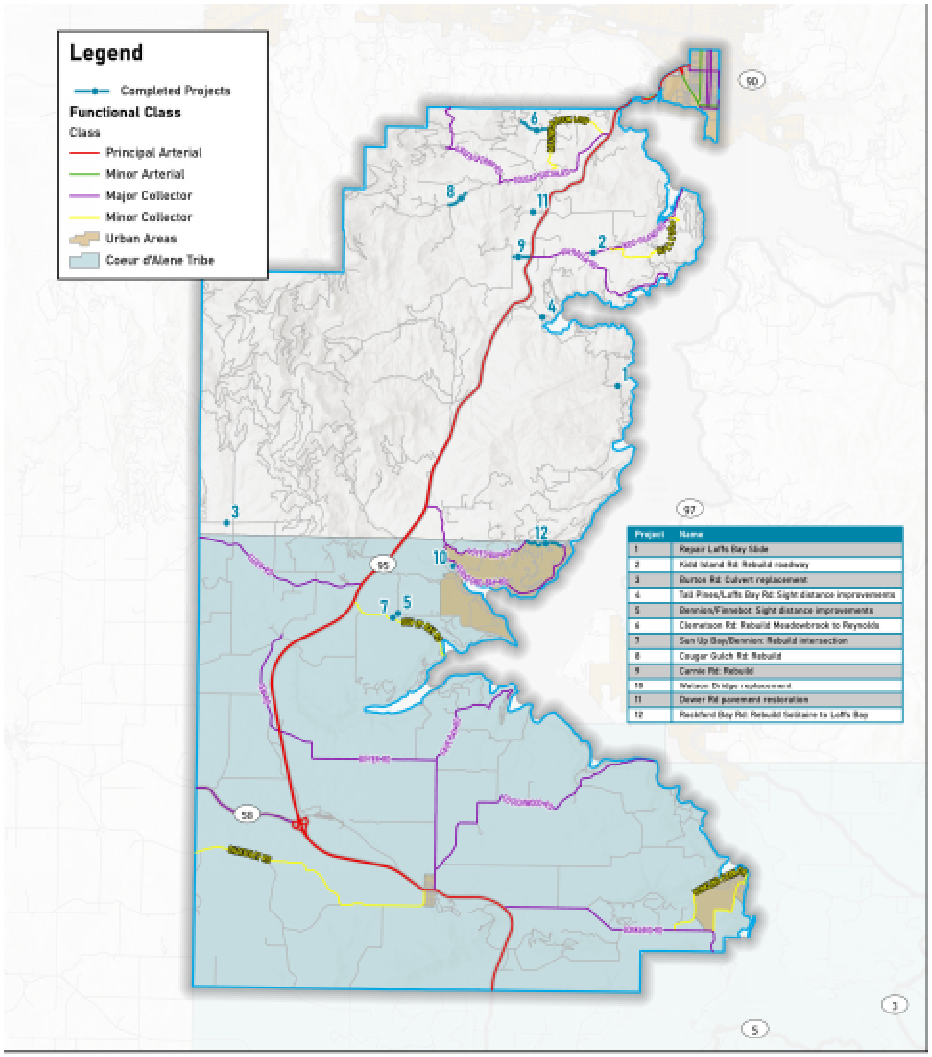
place dot

Use a comment card to provide any additional thoughts:

- Do you agree with the criteria used to rank project priority?
- Is there anything the Highway District should remove?
- Is there anything the Highway District should include?

COMPLETED PROJECTS

Worley Highway District Transportation Master Plan Update Open House



COMPLETED PROJECTS (2017-2023)

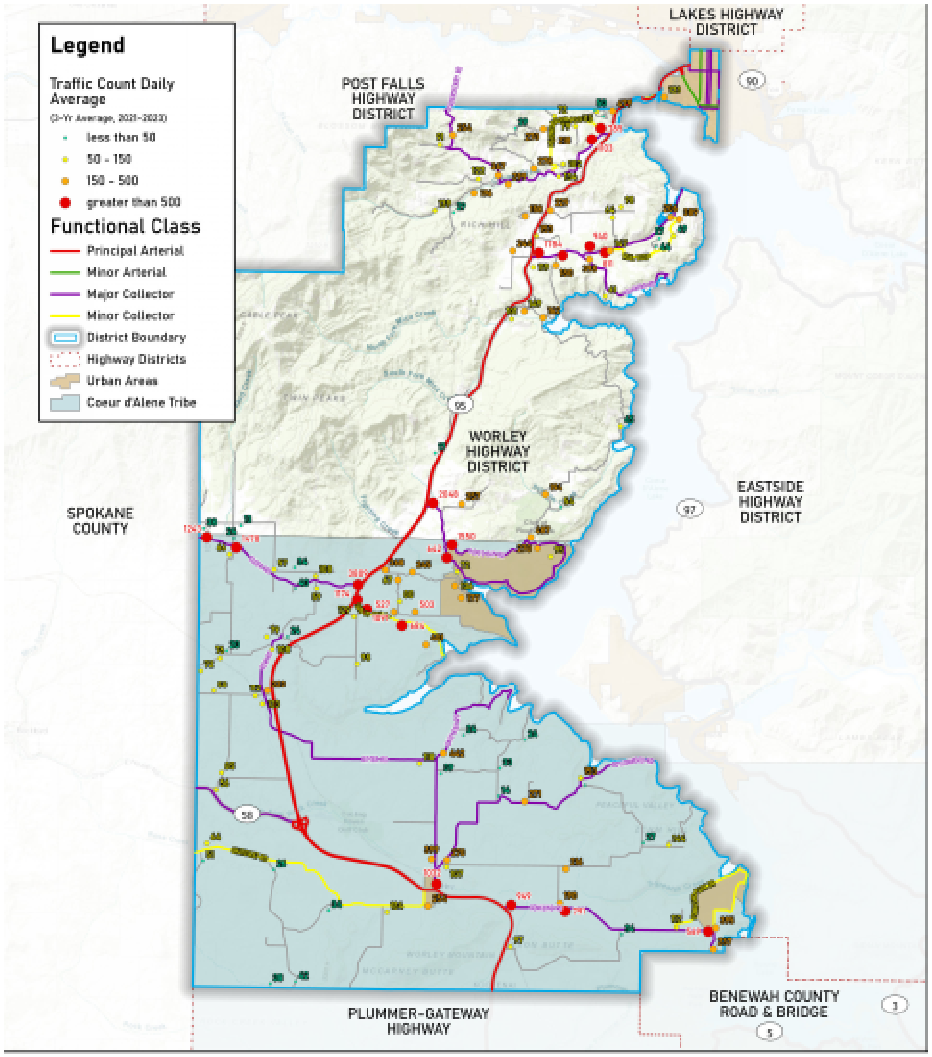
Worley Highway District Transportation Plan Update

JUB

WORLEY Highway District

TRAFFIC VOLUME

Worley Highway District Transportation Master Plan Update Open House



AVERAGE TRAFFIC COUNTS (2021-2023)

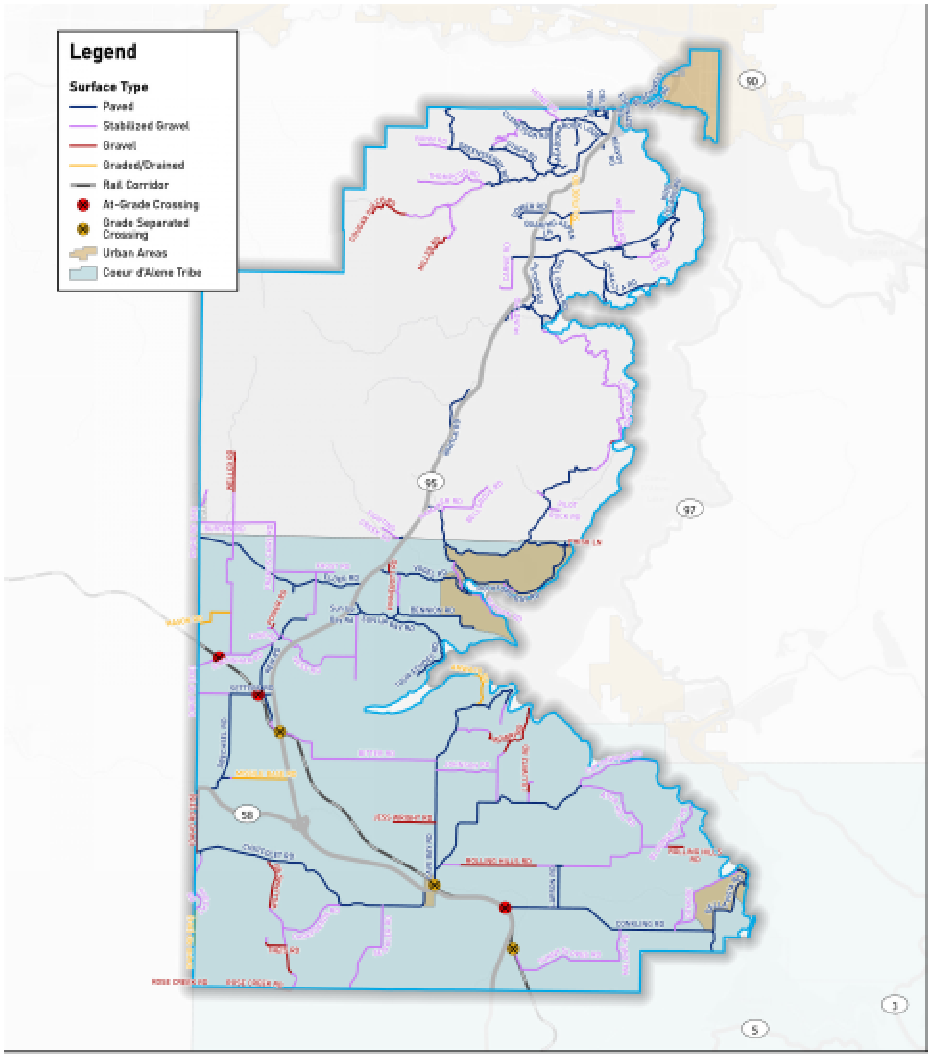
Worley Highway District Transportation Plan Update

JUB

WORLEY Highway District

ROAD SURFACE TYPES

Worley Highway District Transportation Master Plan Update Open House



SURFACE TYPE

Worley Highway District Transportation Plan Update

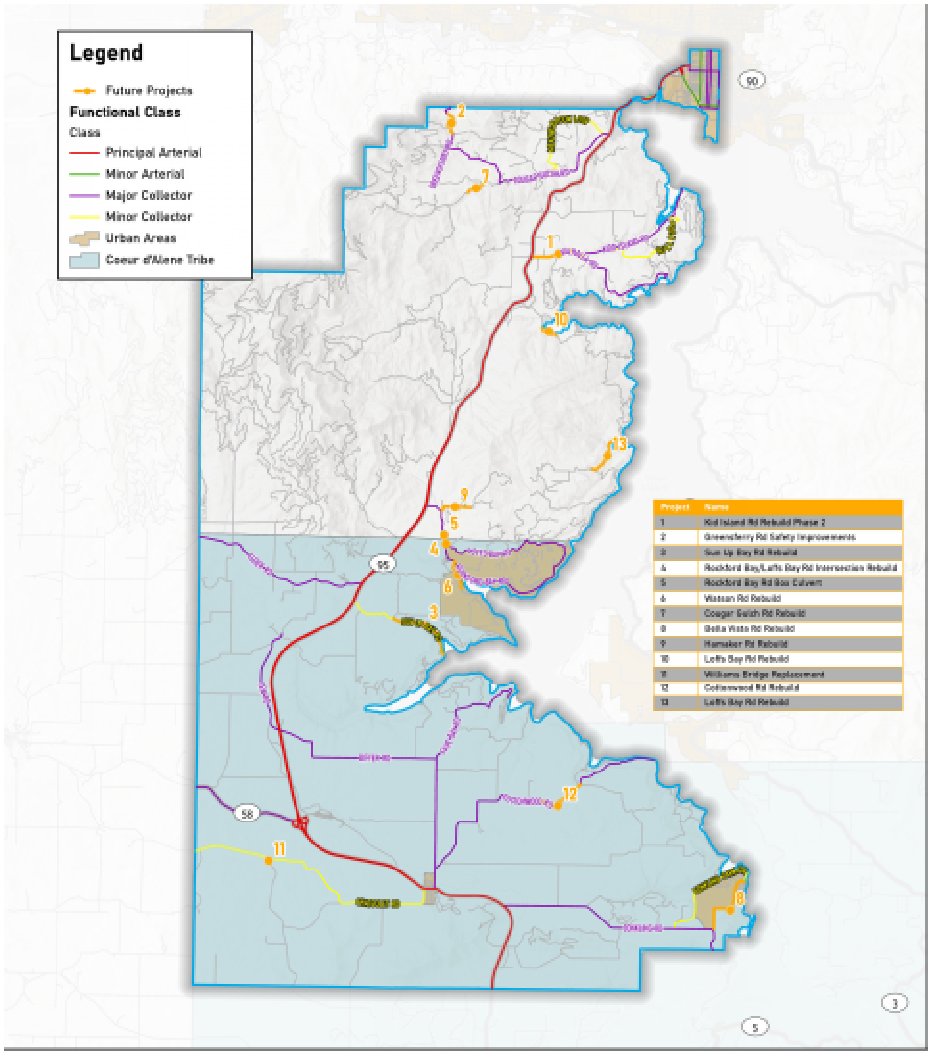
NORTH

0 2.5 5 10 Miles

JUB WORLEY Highway District

WHICH OF THESE PROJECTS IS THE MOST IMPORTANT TO YOU?

Worley Highway District Transportation Master Plan Update Open House



FUTURE PROJECTS

Worley Highway District Transportation Plan Update

NORTH

0 2.5 5 10 Miles

JUB WORLEY Highway District

WE WANT TO HEAR FROM YOU!

Using a comment card please answer the following prompts regarding transportation in Worley:

- What do you want to know?
- What can we help you with?
- What issues/challenges do you notice?
- What works well?

Worley Highway District Transportation Master Plan Update
Comment Form

WORLEY Highway District

Comments: *(Please use the back of the card for additional space)*

Please answer the following questions:

- **What do you want to know?**
- **What can we help you with?**
- **What issues/challenges do you notice?**
- **What works well?**

ANY HELP WITHIN THE ROCKFORD BAY TURNOFF AND ROAD TO PROVIDE BETTER ACCESS FOR SCHOOL BUS TURNAROUNDS TO PROVIDE SERVICE TO STUDENTS WITH A MORE RELIABLE AND CONSISTANT TRANSPORTATION -

MAIN - WIDENED AREAS FOR LEVEL AND OFF ROAD CAPABILITY TO TURN AROUND

Optional

Name: D. WALSH

City you live in: CDA

Email: dunda.walsh@cdaschools.org

For more information visit the Worley Highway District Website
https://www.worleyhwy.com

Worley Highway District Transportation Master Plan Update
Comment Form

WORLEY Highway District

Comments: *(Please use the back of the card for additional space)*

Please answer the following questions:

- **What do you want to know?**
- **What can we help you with?**
- **What issues/challenges do you notice?**
- **What works well?**

You all do a great job at keeping the roads Safe!!!

Optional

Name: Cody P.

City you live in: _____

Email: _____

For more information visit the Worley Highway District Website
https://www.worleyhwy.com

Worley Highway District Transportation Master Plan Update
Comment Form

WORLEY Highway District

Comments: *(Please use the back of the card for additional space)*

Please answer the following questions:

- **What do you want to know?**
- **What can we help you with?**
- **What issues/challenges do you notice?**
- **What works well?**

Great Job, you are amazing.

Your Crews are very Curtious + Professional.

Name: Rob Optional Marke

City you live in: _____

Email: Rmarke@mcifit.com

For more information visit the Worley Highway District Website
https://www.worleyhwy.com

Worley Highway District -Transportation Master Plan Update
Public Open House
Nov 14, 2023, | 4:00-7:00pm

WORLEY Highway District

Name	Address	Email	Phone
Rob Matee	6891 W Kidd Island RD	RMate@mkinc.com	208-625-9012
DONDA WALSH	1400 N NORTHWOOD CIR (CDA)	donda.walsh@cdaschools.org	208-360-9963
Glenn Myles		gmilese lemponet	208-930-4164
Rich Gustin	18744 Silverleaf		208-699-4183
Stan + Sherry Bye	8152 W Ben Lomond Rd	SSbye958@gmail.com	480-231-0438
ISAAC FIS	10827 SUN UP BAY RD WORLEY 83876	FISHHEAD CONTRACTING@Gmail.com	208-818-1329

JOIN US!

NOTICE OF PUBLIC OPEN HOUSE

DATE: November 14, 2023
TIME: 4:00 - 7:00 pm
LOCATION: Highway District, 12799 W. Ness Rd, Worley, ID 83876

Please join the Worley Highway District at a Public Open House to learn more about the Transportation Master Plan Update and provide feedback!

The master plan will incorporate new traffic, road system, and growth data; as well as help prepare updates to the capital improvement plan. The meeting will be held as a drop-by open house. Members of the project team will be available to answer any questions.

For more information, visit the Worley Highway District website at:
worleyhwy@worleyhwy.com
Or email Project Manager Angie Comstock at: acomstock@jub.com

Worley Highway District Master Plan AD ***Worley Highway District***

Notice of Public Open House

DATE | November 14, 2023
TIME | Open House 4:00-7:00 pm
LOCATION | Worley Highway District, 12799 W. Ness Rd, Worley, ID 83876

Please join the Worley Highway District at a public Open House to learn more about the Transportation Master Plan Update and to provide feedback to the project team. The Master Plan update will incorporate new traffic and growth data, as well as develop updates to the Capital Improvement Plan. The meeting will be held as a drop-by open house at the Worley Highway District Office. Members of the project team will be available to answer any questions and comment forms will be available. For more information, visit the Worley Highway District website at: worleyhwy@worleyhwy.com
or email Project Manager Angie Comstock acomstock@jub.com

Stakeholder Assessment Report
Worley Highway District Transportation Master Plan

Executive Summary

In November of 2023, Tracy Ortiz of The Langdon Group (a subsidiary of J-U-B Engineers, Inc. specializing in public involvement and facilitation) conducted a series of stakeholder interviews for the Worley Highway District Transportation Master Plan project. Interviews were conducted in person as well as via zoom based on stakeholder preference. Stakeholders were selected to provide a holistic representation of perspectives, including state and Tribal members.

Interviews focused on identifying opportunities and preferences for road improvements, communication and coordination preferences, public outreach methods, and overall community effects. In total, 4 interviews occurred.

Feedback included discussions regarding population growth, thoughtful long-term planning, and collaboration. Stakeholders agreed that planning for growth is necessary for ensuring the districts is developed responsibly. Stakeholders agreed that the Transportation Master Plan should include the opportunity for stakeholders to collaborate.

A common theme across stakeholder interviews was collaboration, citing the need for regular communication and collaboration through various projects in order to ensure coordination of resources and information, as well as to aid in the identification of project-specific opportunities or challenges. Participants expressed their desire to possibly share resources and work together to improve the district.

Themes and Takeaways

The following is a comprehensive summation of feedback collected during the stakeholder interview process, organized by these themes:

1. Potential projects
2. Population growth and long-term planning
3. Collaboration and communication
4. Public involvement, outreach, and messaging

Potential projects-The following are potential projects that were highlighted by stakeholders as focuses of the Highway District, Idaho Department of Transportation (ITD), or the Coeur d'Alene Tribe.

- Espinazo Dr. & US-95 – Turn bays would increase safety, especially for NB left turns on to Espinazo
- Conkling Road & US-95 – Illumination may be installed by WHD at WHD expense and with permitting/approval from ITD
- Cougar Gulch Road & US-95 – Trees restricting sight distance that are within ITD ROW
- Elder Road & US-95 – NB acceleration lane for trucks turning left from Elder
- Infrastructure improvements along the watershed on the Coeur d'Alene Tribe reservation
    - 5 culverts improvement already planned for 2024-2025

    - Lake Creek and Fighting Creek are high priority project for the Coeur d'Alene Tribe
        - Coeur d'Alene Tribe is planning to conduct work there in the future
- Sunny Slope & US-95 – Re-striping on US-95 to restrict passing
- Rail Crossing @ Setters Rd and Stringham
- Rockford Bay Road & US-95 – NB acceleration lane for traffic turning right from Rockford on to US-95
- KC Solid Waste Access – Lots of traffic to the site
- Dower Road & US-95 – Acceleration lanes to be added
- Potential storm water solution on the Coeur d'Alene reservation
- Upgrades to Cottonwood Rd

Population growth and long-term planning- The following were comments and examples of the agencies efforts to ensure they are planning responsibly and considering the population growth.

- Population Growth
    - Stakeholders recognized that populations would continue to grow exponentially as the years go on and it is pertinent that planning is done with growth in mind.
- Planning with the future and collaboration in mind
    - Up to date and consistent master plans.
    - Determine priorities of overlapping agencies to reduce the chance of redundant work
        - Not having to repave roads after a separate project
        - Not needing to undo completed work to complete a separate project
- Rock Creek
    - Long term planning for a salmon reintroduction by developing a salmon hatchery
- The Coeur d'Alene Tribe has updated their Climate Impact Assessment and will work on integrating these updates into their future planning
    - Prioritizing transportation programs
        - Public Transportation
        - Multi-Modal Transportation
        - Wider shoulders
- Looking for opportunities to be able to include the Worley Highway District transportation network into ITD's CIP
    - Through collaboration and coordination

Collaboration and communication- All stakeholders expressed their desire to be included in future projects and collaborate on efforts in the area, with the goal of responsibly improving the community together.

- Collaboration and communication with ITD
    - Communication efforts with ITD
        - Moving forward WHD should have their board send a letter to PFHD and to ITD to formalize and document efforts to coordinate and require developers participate in improving the according intersection.
            - This language/recommendation will be included in the plan and project added to CIP. ITD to also continue to include this location as a possible S&C project in future years.

    - Funding through ITD crossing program may be available to improve their crossing project.
- Collaboration and communication with the Coeur d'Alene Tribe
    - Communication and collaboration with Laura Laumatia, Environmental Programs Manager, as she can help coordinate projects
        - Email is the preferred method of communication
    - Improve efficiency by providing the Coeur d'Alene Tribe the opportunity to comment on preliminary designs that will impact their shared area as well as the Coeur d'Alene Lake
    - Develop quarterly meetings to discuss opportunities to collaborate and share funding
    - Share resources to help fund mutually beneficial projects
        - Grant applications
        - Federal funding

Public involvement, outreach, and messaging- Stakeholders provided recommendations for public involvement, outreach, and messaging in future projects and efforts.

- Communicating with the Tribe's preferred point of contact to share messages through the Tribe's social media and during community meetings
- Connecting with local hubs to distribute notices and provide information
    - Marimn Health

Interview Guide

The following questions will serve as a guide for conducting stakeholder interviews. For each stakeholder, questions will be selected based on stakeholder interest and relevance to their role in the community. Some or all may be used. Interviews are intended to be conversational allowing the interviewee to focus on the issues that are most important to them. Some questions may be used to help expand stakeholder views and/or to introduce subjects they had not previously considered. To protect interests and foster an open discussion, specific comments or findings received will not be attributed to anyone by name, position, or agency.

Stakeholder Needs

- Tell me a bit about yourself, your agency/program, etc. What kind of long-term plans do you have for your program?
    - How does the TMP fit into these long-term plans?
    - What do you need from the TMP to accomplish your long-term plans?

Current System

- What challenges do you/your organization/business experience with WHD roadways?
- What do you hear from your customers/employees/students about WHD roadways/traffic and how it is working for them?
- What are some areas in the WHD roadways network that you think function well?
- Where are opportunities for improvements?
    - Are there any areas of the current WHD that need special attention or updates?

Long-Term Planning

- What challenges do you see for transportation master planning in the area, in the next 5 years? 10 years? 20 years?
    - What issues do you see that the HD should be planning for and trying to meet?
- Are there any specific goals the TMP should focus on?
- Where able, what things should be considered when reviewing potential alternatives?
- Any other items or details you think should be considered in the planning process?

Collaboration & Outreach

- How else do you think stakeholders would like to be involved with this project?
- How can we best reach the general public with project information? What processes have you seen work well in the past?
- Are there any public outreach efforts that you think are ineffective, or have seen fail in this community?
- Who do you imagine will be most impacted by this project?
    - During the process or once completed? Who is affected positively or negatively, if at all?
- Is there anyone else that we should talk to?

Interviewees:
The following stakeholders were identified for interviews. Whereas not every member of the community with an interest in the Transportation Master Plan was interviewed, this list represents an attempt to capture major Highway District Collaborators.

1. Rob Beachler, ITD District 1 Planner
2. Angelo Vitale, Coeur d'Alene Tribe Fisheries Program Manager
3. Stephanie Hallock, Coeur d'Alene Tribe Engineer
4. Laura Laumatia, Coeur d'Alene Tribe Environmental Programs Manager

APPENDIX B

Raw Traffic Counts

Traffic Counter Location	ADT								
	2015	2016	2017	2018	2019	2020	ADT 2021	ADT 2022	ADT 2023
Ator Hill Rd Eof Cottonwood Rd	17	11	28	16	48	13	17	11	12
Ator Hill Rd Nof Rolling Hills Rd	32	27	31	60	43	35	68	27	27
Bella Vista Rd @ Conkling Rd	166	180	239	402	311	432	270	395	404
Bennion Rd Eof Finnebott Rd	268	219	249	412	367	242	361	503	346
Bennion Rd Wof Finnebott Rd	282	643	263	424	305	254	332	527	356
Bitter Rd @ Cave Bay Rd	100	55	106	61	110	148	79	118	125
Bitter Rd @ Setters Rd	100	93	54	82	191	78	54	123	116
Blackwell Rd @ US 95	73	110	270	132	118	324	308	123	57
Bloomsburg Rd @ Rolling Hills Rd	116	130	134	161	135	156	110	144	144
Bunn Rd @ Greensferry Rd	46	67	101	66	118	123	139	91	93
Burton Rd Eof Weller Rd	5	15	11	6	5	22	18	13	24
Carnie Rd @ US 95	145	167	153	263	302	208	282	244	273
Cave Bay Rd @ US 95	967	1002	1210	710	1060	1135	1016	1032	1113
Cave Bay Rd Nof Bitter Rd	417	290	419	266	438	413	282	442	434
Cave Bay Rd Nof Cottonwood Rd	505	423	572	305	562	458	368	399	467
Chatcolet Rd @ Worley City Limits	235	305	255	209	232	264	221	254	292
Chatcolet Rd Eof Roecks Rd	74	318	93	55	83	68	68	64	64
(N) Cieloview Ct. Sof Espinazo Dr.	38	74		16	11	25	32	27	26
(S) Cieloview Ct. Wof of Espinazo Dr.	74	83		66	31	109	125	115	107
Clemetson Rd @ Meadowbrook Lp	148	296	258	369	366	378	309	270	261
Conkling Park Dr @ Conkling Rd	32	50	45	128	139	134	112	112	134
Conkling Rd .25 M Wof Bella Vista Rd	245	664	700	400	591	604	402	569	556
Conkling Rd @ Heyburn Park	194	309	304	259	275	270	174	237	234
Conkling Rd @ US 95	814	760	851	674	1139	1130	745	949	844
Conkling Rd Eof Larson Rd	606	455	833	744	833	840	587	791	922
Cottonwood Rd Wof Lilliwitz Rd	159	180	252	198	166	269	144	271	298
Cottonwood Rd Nof Ator Hill Rd	133	146	126	96	170	279	94	153	180
Cottonwood Rd Nof Rolling Hills Rd	278	420	304	231	318	361	270	270	307
Cougar Estates Rd @ Meadowbrook Lp	10	26	80	10	5	69	78	102	95
Cougar Gulch Rd Wof Meadowbrook Lp (US 95)	808	520	689	884	810	998	1024	1103	825

Cougar Gulch Rd Wof Greensferry Rd	96	229	241	283	339	289	319	299	365
Cougar Gulch Rd Wof Miller Rd	86	75	88	156	96	127	126	139	122
Cougar Gulch Rd Wof Thompson Rd	131	128	129	93	143	181	182	196	250
Dagefoerde Rd @ Chatcolet Rd	21	33	51	24	26	38	40	34	28
Doubletree Lane @ Valhalla Rd	32	38	27	46	31	48	85	61	59
Dower Rd @ US 95	243	145	126	96	334	139	169	158	129
Drechsel Rd @ SH 58	44	76	36	66	43	60	64	56	69
Drechsel Rd Nof Missile Base Rd	85	80	90	54	135	58	62	85	82
Elder Rd @ US 95	1520	3440	1543	3561	2231	2489	3502	3809	2768
Elder Rd Eof Idaho Rd	1066	1826	1095	1722	2106	1286	1823	1243	1166
Elder Rd Eof Weller Rd	1080	1082	1220	1531	2206	1263	1866	1478	1309
Espinazo Dr @ US 95	69	89	420	400	449	442	465	479	406
Espinazo Dr Wof (N) Cieloview Ct						53	49	50	15
Finnebott Rd @ Bennion Rd	33	21	35	44	91	39	63	80	75
Finnebott Rd @ Vogel Rd	9	12	26	20	52	83	482	67	89
Four Echoes Rd Sof Sun Up Bay Rd	401	176	127	285	321	193	266	401	260
Francis Faire Rd N of Elder Rd	36	41	22	61	98	31	59	57	76
Frost Rd Eof Francis Faire Rd	29	25	21	35	52	34	40	34	31
Greensferry Rd @ Cougar Gulch Rd	287	362	344	377	383	417	421	367	318
Greensferry Rd Nof Bunn Rd	120	116	312	184	325	293	319	254	318
Hamaker Rd @ Rockford Bay Rd	170	121	120	216	228	187	227	257	225
Heine Rd @ Meadowbrook Lp	72	49	76	73	110	64	66	72	74
Hull Lp N @ Kidd Island Rd	333	302	298	215	272	232	512	389	289
Hull Lp S @ Kidd Island Rd	115	161	159	388	147	101	225	147	152
Hull Lp Sof Harbor View Rd	40	67	54	491	50	48	81	49	47
Idaho Rd @ Elder Rd	19	27	27	39	57	54	50	38	52
Idaho Rd @ Stringham Rd	74	44	49	45	51	58	65	72	46
Johnson Rd @ Cave Bay Rd	12	19	12	16	33	22	28	39	56
Kidd Island Rd N Hull Loop	218	145	151	318	193	233	492	206	188
Kidd Island Rd S Hull Loop	456	546	425	277	548	792	1301	811	640
Kidd Island Rd Eof Putnam Rd	1555	1951	1360	2078	1665	1238	2464	1784	2032
Kidd Island Rd Eof Tall Pines Rd	715	847	1000	1776	975	1023	1960	1392	1501
Kidd Island Rd Eof Valhalla Rd	809	821	824	1025	1119	682	1333	940	1099
Lampert Rd @ Cave Bay Rd	55	2	21	15	17	11	18	24	17

Larson Rd Nof Conkling Rd	159	183	285	136	162	247	119	190	202
Ledgestone Dr @ Tumblestone Dr.	11	30	41	53	47	31	31	27	69
Loffs Bay Rd @ Rockford Bay Rd W	892	915	699	1213	1103	750	1517	1550	1568
Loffs Bay Rd @ Tall Pines Rd	202	156	110	244	197	155	269	162	117
Loffs Bay Rd Eof Rockford Bay Rd	232	218	336	786	177	200	490	487	376
Loffs Bay Rd Nof of Captains Rd	32	30	17	84	44	59	70	45	41
Loffs Bay Rd Nof of Shriner Rd	72	77	60	220	182	145	248	194	168
Malone Rd Sof Conkling Rd							38	34	27
Meadowbrook Acres Rd @ Meadowbrook Lp	24	47	19	43	67	103	83	79	85
Meadowbrook Lp @ Cougar Gulch Rd (Hall)	114	114	134	138	68	143	142	134	125
Meadowbrook Lp @ Cougar Gulch Rd (US 95)	582	920	421	753	443	773	853	755	739
Meadowbrook Lp Sof Clemetson Rd	194	203	245	229	195	225	258	218	185
Miller Rd @ Cougar Gulch Rd	31	33	28	32	22	33	29	29	18
Mowry Rd Eof Lampert Rd	2	0	3	11	10	11	16	24	36
Mowry Rd Nof Johnson Rd	3	2	5	4	9	15	10	33	34
Mowry Rd Nof Cottonwood Rd	112	6	4	6	24	15	12	14	19
Ness Rd @ Rew Rd	64	14	21	25	28	23	30	24	14
Ness Rd @ Sun Up Bay Rd	102	90	97	95	90	120	166	129	117
Pilot Rock Rd @ Loffs Bay Rd	47	43	56	58	53	29	72	54	15
Presley Rd @ US 95	199	276	236	258	223	1244	302	229	141
Presley Rd Eof Weniger Hill Rd	32		51	91	98	92	87	98	82
Putnam Rd @ US 95	131	104	87	140	176	120	209	101	81
Putnam Rd @ Kidd Island Rd	121	114	97	126	134	91	153	119	138
Quaking Aspen @ US 95	121	127	568	127	187	136	147	153	125
Quinalt Rd @ Elder Rd		58	45	43	39	29	43	40	50
Rew Rd @ Setters Rd	99	61	61	69	148	88	64	108	71
Rew Rd Nof Elder Rd	56	89	62	63	112	59	101	108	101
Rew Rd Sof Elder Rd	80	70	70	69	72	58	68	59	70
Rockford Bay Rd Eof S Loffs Bay Rd	135	119	106	425	49	145	259	278	180
Rockford Bay Rd Wof S. Loffs Bay Rd	618	606	289	898	615	533	847	642	427
Rockford Bay Rd @ US 95	2001	1102	1162	2101	1691	1103	2535	2048	1580
Rockford Bay Rd Sof Solitaire Rd	61	38	42	80	73	197	145	95	100
Roecks Rd @ Chatcolet Rd	27	4118	46	30	38	37	45	51	39
Rolling Hills Rd Eof Cottonwood Rd	77	95	75	61	70	86	68	107	79

Rolling Hills Rd Eof Larson Rd	95	66	183	77	212	274	164	216	223
Rose Creek Rd Wof Williams Rd	24	21	18	16	20	25	31	38	43
Senkler Rd @ Chatcolet Rd	146	181	93	89	111	145	167	124	135
Setters Rd @ HWY 95	144	110	157	147	157	154	132	223	165
Setters Rd Wof Drechsel Rd	44	40	50	39	63	51	53	58	68
Setters Rd Wof Railroad Tracks							83	112	119
Stach Rd @ Clemetson Rd	11	18	15	20	7	26	27	29	68
Stach Rd @ Cougar Gulch Rd	134	245	247	253	140	250	264	278	267
Stringham Rd Wof Rew	57	111	52	40	65	65	63	79	46
Stringham Rd Wof Weller Rd	40	53	47	42	55	73	70	76	56
Sun Meadows Rd @ Ness Rd			60	49	84	82	129	98	113
Sun Up Bay Rd Eof Ness	628	844	629	758	1145	588	595	1091	750
Sun Up Bay Rd @ US 95	1061	632	588	1188	1004	797	1367	1174	958
Sun Up Bay Rd Eof Bennion Rd	712	285	289	539	421	370	418	684	440
Sunny Slopes Rd @ US 95	65	79	85	133	91	102	85	97	76
Tall Pines Rd @ Kidd Island Rd	136	126	117	239	200	176	271	180	199
Tall Pines Rd @ Putnam Rd	188	106	81	197	231	165	255	149	198
Thompson Rd @ Cougar Gulch Rd	71	72	82	67	85	96	119	122	79
Tumblestone Dr. @ Hull Lp	9		55	74	55	16	47	44	33
Valhalla Rd @ Kidd Island Rd	217	236	151	645	397	252	613	398	450
Vogel @ US-95	327	214	180	352	332	246	685	368	286
Vogel Rd Eof Finnebott Rd	293	200	278	226	309	212	378	245	223
Vogel Rd Wof Watson Rd	250	135	132	470	353	160	275	177	159
Watson Rd @ Bridge	82	87	36	87	84	72	97	72	52
Watson Rd Sof Vogel Rd					144	143	236	136	92
Weller Rd @ Stringham Rd	25	17	6	14	25	36	23	20	16
Weller Rd Nof Elder Rd	28	32	32	26	48	51	53	24	48
Weller Rd Sof Elder Rd	60	43	72	53	63	63	49	66	50
Weniger Hill Rd @ Presley Rd	25	22	30	27	50	1055	68	64	56
Whitla Rd @ US 95	20	27	28	63	9	25	21	17	17
Williams Rd @ Chatcolet Rd	26	49	13	17	14	9	18	26	11
Williams Rd Nof Rose Creek Rd	29	18	16	17	29	23	32	42	35

APPENDIX C

CIP Estimate of Probable Cost

J-U-B ENGINEERS, Inc. 7825 Meadowlark Way, Coeur d'Alene, ID 83815 (208) 762-8787

ENGINEER'S OPINION OF PROBABLE COST

WHD Master Plan Conceptual Costs

Williams Road Bridge

DATE: Apr-24

J-U-B PROJ. NO.: 07-23-066

ITEM NUMBER	ITEM DESCRIPTION	EST. QUAN.	SCHEDULE OF VALUES UNIT	UNIT PRICE	TOTAL PRICE
	WILLIAMS ROAD BRIDGE (BRIDGE GIRDERS AND BEAMS ARE NOT INCLUDED)				
1	Mobilization	1	LS	$20,000.00	$20,000
2	1 1/4" minus (foundation leveling pad)	190.0	TON	$20.00	$3,800
3	Ecology Blocks	190	EA	$60.00	$11,400
4	Ecology Blocks (1/2 blocks)	2	EA	$50.00	$100
5	Concrete Cap	15	CY	$200.00	$3,000
6	1 1/4" minus (wall backfill and embankment)	2,805	TON	$25.00	$70,125
7	3/4" minus (roadway and bridge surfacing)	470	TON	$30.00	$14,100
8	Geotextile	1,300	SY	$5.00	$6,500
9	Concrete Guardrail Barriers (10 FT Sections)	100	LF	$80.00	$8,000
10	Concrete Guardrail Barriers (20 FT Sections)	80	LF	$100.00	$8,000
11	Concrete Guardrail Type A Terminal Ends	2	EA	$500.00	$1,000
12	Concrete Guardrail Type B Terminal Ends	2	EA	$1,200.00	$2,400
13	Bridge Decking	1	EA	$8,000.00	$8,000
14	Bridge Bearing Pads	18	EA	$2,000.00	$36,000
15	Bridge Footing Concrete	20	CY	$200.00	$4,000
16	Bridge Footing Rebar	1	LS	$1,500.00	$1,500
17	Seed	1	LS	$5,000.00	$5,000
					$0
					$0
					$0
	Engineering	1	LS	$50,000.00	$50,000
					$0
	Subtotal				$252,925

SUMMARY	
TOTAL OPINION OF COST with 20% Contingency	**$304,000**

J-U-B ENGINEERS, Inc. 7825 Meadowlark Way, Coeur d'Alene, ID 83815 (208) 762-8787

ENGINEER'S OPINION OF PROBABLE COST

WHD Master Plan Conceptual Costs

Conkling Road / US-95 Illumination

DATE: Apr-24

J-U-B PROJ. NO.: 07-23-066

ITEM NUMBER	ITEM DESCRIPTION	EST. QUAN.	SCHEDULE OF VALUES UNIT	UNIT PRICE	TOTAL PRICE
CONKLING ROAD / US-95 ILLUMINATION					
1	Mobilization	1	LS	$7,600.00	$7,600
2	Luminaire (Light, Pole, and Foundation)	2	EA	$15,000.00	$30,000
	Engineering and Permitting	1	LS	$8,000.00	$8,000
Subtotal					$45,600

SUMMARY	
TOTAL OPINION OF COST with 20% Contingency	**$55,000**

J-U-B ENGINEERS, Inc. 7825 Meadowlark Way, Coeur d'Alene, ID 83815 (208) 762-8787

ENGINEER'S OPINION OF PROBABLE COST

WHD Master Plan Conceptual Costs

Loffs Bay Road Shoulder Widening

DATE: Apr-24

J-U-B PROJ. NO.: 07-23-066

ITEM NUMBER	ITEM DESCRIPTION	EST. QUAN.	SCHEDULE OF VALUES UNIT	UNIT PRICE	TOTAL PRICE
LOFFS BAY ROAD SHOULDER WIDENING					
1	Mobilization	1	LS	$200,000.00	$200,000
2	Excavation and Removals	2	EA	$15,000.00	$30,000
3	Erosion Control	1	LS	$15,000.00	$15,000
4	Base Course	1,900	TON	$25.00	$47,500
5	Top Course	580	TON	$30.00	$17,400
6	HMA	550	TON	$150.00	$82,500
7	Traffic Control	1	LS	$10,000.00	$10,000
	Engineering	1	LS	$20,000.00	$20,000
Subtotal					$422,400

SUMMARY	
TOTAL OPINION OF COST with 20% Contingency	**$507,000**

WORLEY HIGHWAY DISTRICT TRANSPORTATION MASTER PLAN

J-U-B ENGINEERS, INC.

THE LANGDON GROUP

GATEWAY MAPPING INC.

J-U-B FAMILY OF COMPANIES