

Donnelly Pathways – Phase 1

Donnelly Pathway - Phase 1 will connect the city with one of its premier assets, the Donnelly Beach Park & Boat Docks. This project is the first pathways step in the vision of the 2014 City Comprehensive Plan to enhance quality of life, highlight our natural surroundings and drive economic development.

This is a core piece to the area pathway design that will help drive enthusiasm for future pathway development by providing an amenity for residents and visitors alike to enjoy. It is designed to make our roadways safer and drive tourism dollars to the town. We are currently calling this pathway, the Town to Beach Flyway.



The pathway concept is an 6 to 8 foot pathway, with a 5 foot (minimum 3 foot) break between the path and roadway. The pathway surface may consist of ¾ inch or less gravel and/or possibly Crusher Stone material.

Distance/material summary:

Total: 6882'

Gravel: 5582'

Asphalt: 75' at beginning, 340' at dirt parking area.

Existing asphalt: 885'

Striping 1300' of striping from Hwy 55 to end of Roseberry Plaza.

Crosswalk Striping 48"

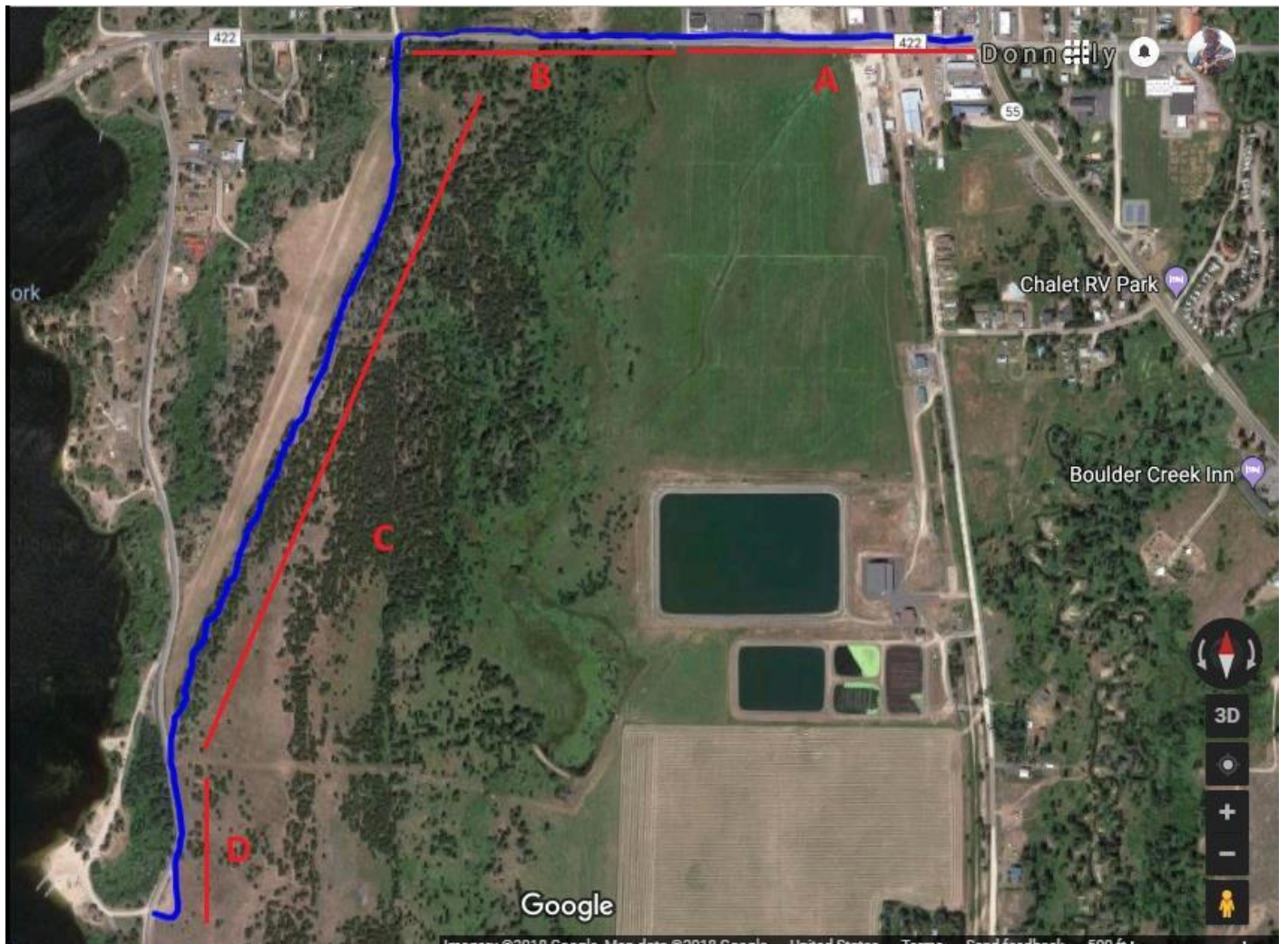
Except where otherwise noted, the pathway will utilize one side of the existing 50 foot City or County held Transportation Right of Way.

All sections along roadways will incorporate a Federal Highway Administration "Sidepath" - style Design.

Sidepath – Geometric Design (Source- Federal Highway Administration):



The pathway includes 4 sections; W Roseberry to end of Plaza, end of Plaza to Airport Road, Beside the Airport section, and the Dawn Drive section.



Along W Roseberry beginning at Hwy 55 (Section A):

This section will run along the north side of West Roseberry and on the north side in 14 feet of the 50 foot prescriptive transportation Right Of Way (ROW). At the beginning transition at Highway 55 and West Roseberry Road, sharrows can be used to identify the area as a bikeway. Signage will identify this as the Pathway.



Alternatively, the Sidepath could begin at the intersection. The design of this congested area will be determined during the Engineering phase of the project.



If the sidepath design were to begin at the intersection, a 6- 8 foot asphalt strip to differential the pathway from the parking lot is desirable. The outside edge of ROW is marked with pink paint or ribbon. The following pictures show the pathway marking going West.



Pathway to be built out over culvert.



Some additional material is need to adjust slope in this section. This begins 340' of asphalt.







Along High Valley Ranch subdivision (Section B):

At the west end of Roseberry Plaza, a 1280 ft. stretch is adjacent to West Roseberry Rd, but now can be more away from the road. With an agreement with the High Valley Ranch landowner (Parcel # RPD00000106753) the pathway can meander in front of the future subdivision . Of that 1280 ft., the first 375 ft. can gently slope down to below road grade and out and over the low area. While the final design will be determined during the Engineering phase, the concept design is as follows:

- 2 12' culverts .
- Base rock of ~8 feet wide(sloping up to ~6 feet wide on top) needs to be built up ~4 feet so the pathway will be above spring runoff levels.
- The pathway surface of ¾ inch or less gravel and/or possibly Crusher Stone material is then applied on top.



Photo of a similar design:



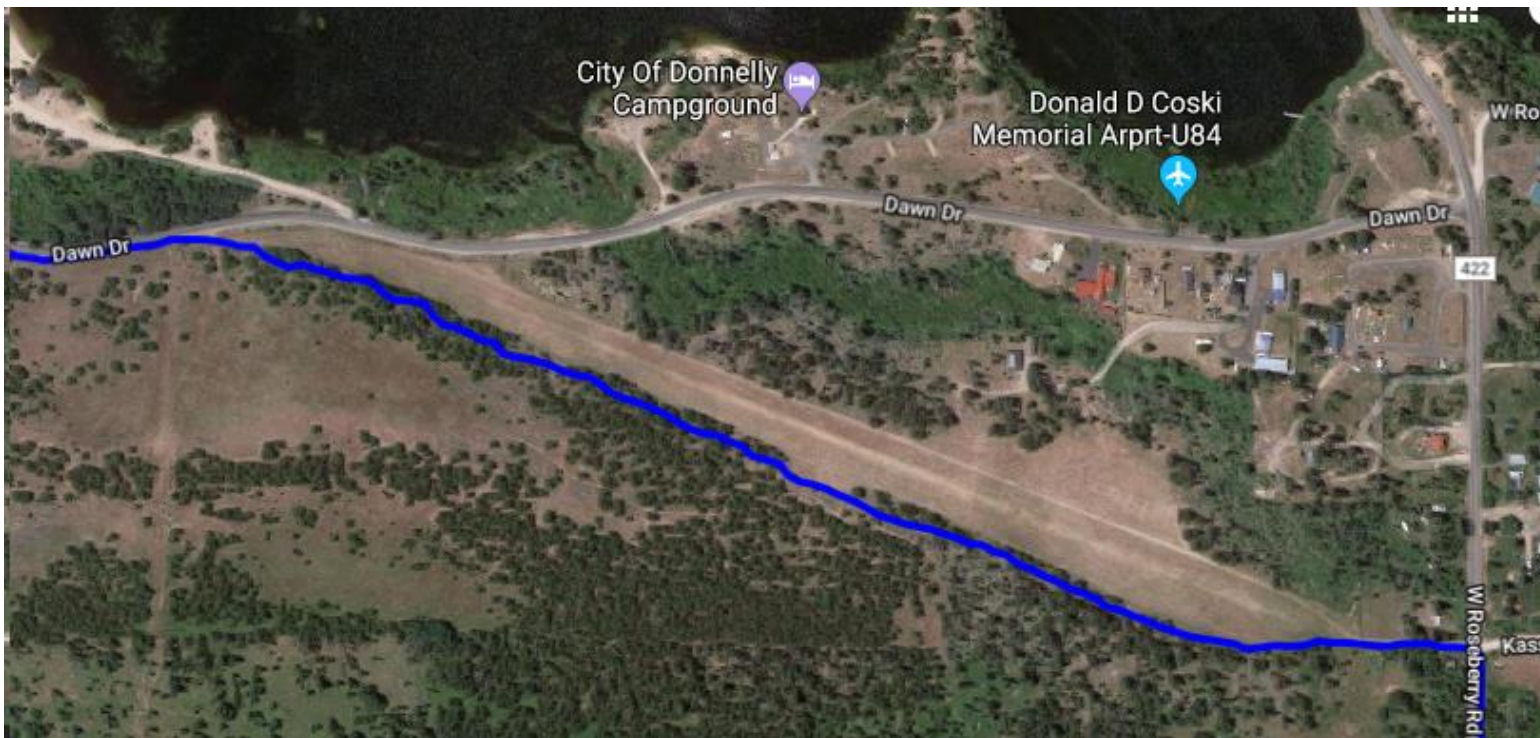
Once out of the runoff area, this rest of the 1280 ft. section can meander on the front of the property owners parcel, taking into consideration the subdivision burm and boulder design that was partially started. There are 2 small lots along this stretch where the pathway must swing back out on to the Transpiration ROW in front of these lots.



After crossing W Roseberry Rd to the airport side via a painted cross walk, the pathway continues for 500 feet down airport road.

Along Airport (Section C):

This section of trail Pathway is designed as a 6 foot wide firm & stable hardpack dirt/crusher fines surface suitable for wheel and walking usage. A 6 foot width will be maintained and may narrow 5 feet for a length of no more than 2 feet. The pathway meanders .7 miles (approx. 3696) east of the airport to Dawn Drive ROW. Approx .5 miles (2640 ft) is in a wooded section which opens up near Dawn Drive. The design is along the entrance and then into the east wooded area to ensure there is no conflict with airstrip operations.



Along Dawn Drive to Donnelly Boat Docks parking lot (Section D):

Along Dawn Drive, the pathway design is again the FHA Sidepath-style design standards, as outlined previously. The Dawn drive section will be engineered to ensure the drainage ditch along Dawn Drive is maintained.





Transition
out of airport



The pathway ends at the Donnelly Beach/Boat Docks/Park parking lot. A painted cross walk should be added over Dawn Drive into the Park entrance.



Project cost – by Estimates by Task: \$228,500

1. Engineering : **\$30,000**
 - a. T-O Engineering (City of Donnelly Engineering firm)

2. Permitting : **\$5000**
 - a. Army Corp of Engineers & Idaho Dept of Water Resources

3. Build cost Estimate : **\$185,000**
 - a. Culvert build costs
 - b. Rock base build costs
 - c. Surface and hardpack build
 - i. Asphalt : \$28000

4. Lane Sharrows and striping costs : **\$3000**

5. Signage: Pedestrian signage at 2 crosswalks : **\$3000**

6. Traffic Control during construction phases : **\$2500**

Project Funding & Maintenance:

Funding for this project will be primarily through various grant opportunities and corporate sponsors. Grant writing assistance and pathway maintenance will be community effort, with the help of volunteers, LOT funds, and the support of non-profit organizations such as valley County Pathways.