



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • [itd.idaho.gov](http://itd.idaho.gov)

## **Idaho Transportation Board**

### **Subcommittee on State Highway System Adjustments**

**April 1, 2021**

**1:30 PM**

Idaho Transportation Department  
3311 West State Street, Room 209  
Boise, Idaho

To listen:

1. Dial #415-655-0003
  - a. Meeting number (access code): 133 897 6172
  - b. password: #1234

#### **ACTION ITEMS**

	<u>Page</u>	<u>Time*</u>
<b>1. Call meeting to Order – Chairman Kempton</b>		<b>1:30</b>
<b>2. Confirm September 15, 2020 meeting minutes – Chairman Kempton</b>	1	<b>1:31</b>
<b>3. Potential relinquishment: SH-75 Spur, District 4 – District 4 Manager Burnside</b>	4	<b>1:32</b>
<b>4. Adjourn</b>		<b>2:00</b>

## Idaho Transportation Board

### Subcommittee on State Highway System Adjustments

September 15, 2020

Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments Chairman Jim Kempton called the meeting to order at 1:00 PM on Tuesday, September 15, 2020. Chairman Kempton and ITB Member Julie DeLorenzo were present at the Idaho Transportation Department (ITD) in Boise, Idaho. Board Members Bob Hoff and Jan Vassar participated via video conference from their respective District Office.

Key principals in attendance at ITD were Chief Engineer (CE) Blake Rindlisbacher, Chief Operations Officer Dan McElhinney, Planning Services Manager (PSM) Ken Kanownik, Deputy Attorney General (DAG) Larry Allen, District 3 Engineer (DE) Caleb Lakey, and Executive Assistant to the Board Sue S. Higgins.

Senior Transportation Planner (STP) Robert Beachler, DE2 Doral Hoff, District 2 Planner Ken Helm, DE4 Jesse Barrus, and District 4 Manager Walter Burnside participated via video conference.

March 18, 2020 Meeting Minutes. Member Hoff made a motion to approve the March 18, 2020 Subcommittee meeting minutes as submitted. The motion passed unopposed. (Because the Subcommittee consists of three members, seconds are not required for motions.)

Tracking Log for System Adjustments. STP Beachler summarized the status of system adjustments under consideration and recent actions completed.

Member DeLorenzo commented that there are additional routes that are not on the list that have been mentioned for relinquishment, such as business routes and spurs and routes that do not function as state highways. PSM Kanownik concurred and said the tracking log is for routes that have been elevated to the Subcommittee level. He added after the census is updated, staff will perform a system wide evaluation for Functional Classification, National Highway System, and Urban Boundary changes, and some of those potential routes for relinquishing may be identified indirectly and pursued. DAG Allen reiterated that the state cannot relinquish routes to local public agencies unless the local entity agrees to assume jurisdiction of the road.

Road Closure and Maintenance Agreement: US-95, Thorncreek Road to Moscow, District 2. DE2 Hoff presented the road closure and maintenance agreement relinquishing existing US-95 from milepost 335.161 to 339.776 upon ITD's completion of the realignment of US-95 to the North Latah Highway District. Subject to Transportation Board approval, the Department will program a project in the Idaho Transportation Investment Program to improve the route, estimated at \$2.5 million. DE2 Hoff added that a revision is needed to one paragraph in the agreement; however, the agreement has been signed by the Highway District officials.

DAG Allen said the parties could either write the revisions on the agreement and initial the changes or revise the agreement and have the local officials re-sign it. DE2 Hoff indicated that the local officials were receptive to initialing the change on the signed agreement.

Member Vassar made a motion to accept the Road Closure and Maintenance Agreement for US-95, Thorncreek Road to Moscow with the revisions to the agreement noted by the initials of the North Latah Highway District officials and to present the revised agreement to the full Board for its consideration. The motion passed unanimously.

Road Relinquishment and Transfer of Ownership Agreement: SH-75 Spur, District 4. DE4 Barrus presented the referenced agreement relinquishing the SH-75 Spur to Blaine County. Manager Burnside said the agreement includes a payment of \$3,951,100 to the County to rehabilitate the route, update a traffic signal, and for ongoing maintenance. This payment is in lieu of ITD programming and reconstructing the highway.

Some discussion followed on the public hearing requirements. DAG Allen confirmed that ITD is required to hold a public hearing because the route serves a city. Because the route is in a municipality with less than 5,000 population, Blaine County has to agree to assume jurisdiction of the route and must accept the route via a resolution.

Member Hoff made a motion authorizing staff to continue the process to relinquish the SH-75 Spur to Blaine County, including conducting a public hearing and ensuring the County officials accept the route via a resolution and sign the agreement. The motion passed unopposed.

SH-45 Re-route, District 3. DE3 Lakey said the City of Nampa has requested re-routing SH-45. This action is related to the state's relinquishment of I-84 Business in Nampa, which is still underway; although it is a separate transaction. The City has programmed a project in the draft Idaho Transportation Investment Program for the National Environmental Protection Act requirements. DE3 Lakey presented this for the Subcommittee's information at this time due to the programmed project, key #20371.

US-95, Council Alternate Route, District 3. DE3 Lakey said the former US-95 through Council was planned for relinquishment to the City upon the completion of the alternate route and agreements were drafted as such. With the recent discovery that Idaho Code requires a county, not cities, to accept mileage from the state for cities with populations under 5,000, depending on the functionality of the route, accordingly, this route relinquishment needs to be revisited. Because ITD still owns both roads, he would like to change the classification to a minor collector before relinquishing the route to the City as planned. The route functions as a minor collector and Council could accept jurisdiction of the route with that functionality.

CE Rindlisbacher added that the mileage would be added to Council's inventory so it would receive funding from the Highway Distribution Account to maintain it.

The Subcommittee had no objections to pursuing the administrative remedy.

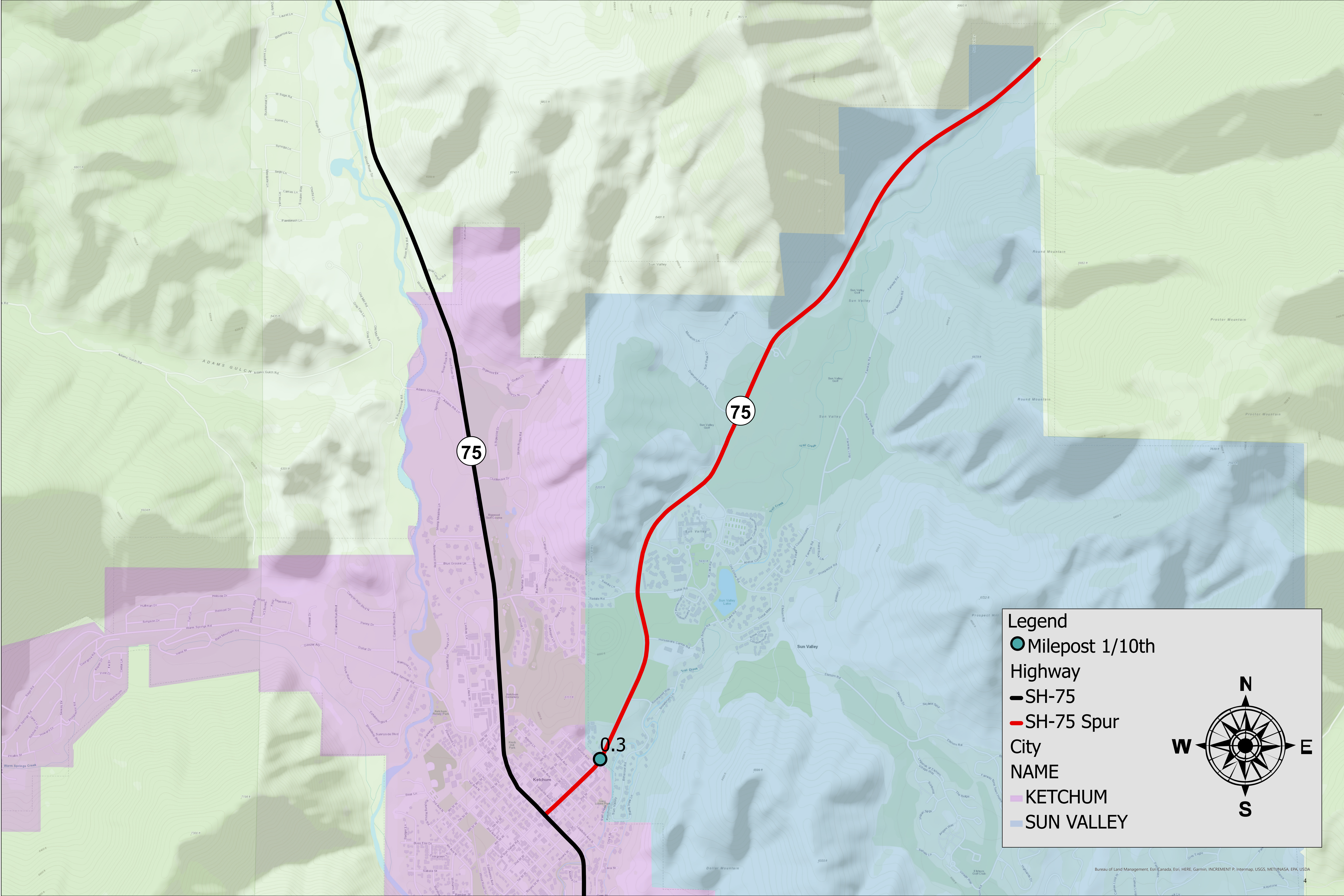
Revisions to Administrative Policy 5061 State Highway System Adjustments. STP Beachler presented revisions to Administrative Policy 5061. Significant changes are being proposed. The process for adjustments is being outlined in the policy, including a financial plan if a transaction includes a monetary component. Based on today's discussion, STP Beachler said the language regarding public hearings will be modified. DAG Allen also recommended changes related to Idaho Code citations.

The meeting adjourned at 2:35 PM.

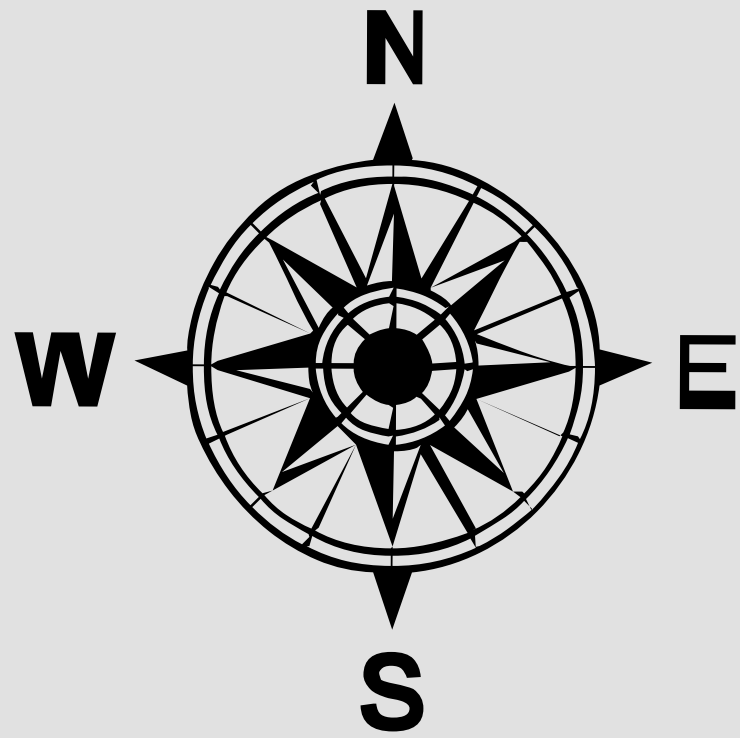
*Sue S. Higgins*

Respectfully submitted by:  
SUE S. HIGGINS  
Executive Assistant & Secretary  
Idaho Transportation Board





- Legend**
- Milepost 1/10th
  - Highway
    - SH-75
    - SH-75 Spur
  - City
  - NAME
    - KETCHUM
    - SUN VALLEY





**Mutually agreed & negotiated Just compensation for abandonment of SH75 Spur**

Division of Costs

**Sun Valley**

Agreed to roadway and signal costs ~ August of 2019 **\$2,950,000**

**Inflation at 3% for (August 2019 to August 2020) for the roadway costs and the signal cost.**

SV road = \$2,450,000 x 1.03 = \$2,523,500

SV signal = \$ 500,000 x 1.03 = \$ 515,000

Total Roadway @ 3% inflation one year **\$3, 038,500**

**Inflation increase year 1: \$ 88,500**

**Inflation August 2020 to present @ 3% (2<sup>nd</sup> year)**

Total Roadway @3% \$3,038,500 x 1.03 = **\$3,129,655**

**Inflation increase 2<sup>nd</sup> year: \$91,155**

Summer winter and signal maintenance (base) = \$130,000 winter, \$32,000 summer and 14,500 signal maintenance

Total future maintenance cost = **\$176,000**

**Inflation @ 4% on Future Road Maintenance & keeping Signal operational**

**Total Maintenance @ 4% (one time): \$176,000 x 1.04 = \$183,040**

**Maintenance Inflation @ 4%, increase: \$7,040**

**Total with Roadway and Maintenance for Sun Valley \*\*\$3,312,695**

**Total SV Inflation Increases: \$88,500 + \$91,155 + \$7,040 = \$186,695**

### Ketchum

On May 20, 2020 Ketchum agreed to \$838,600 for roadway costs (base)

1 year of 3% inflation to present  $\$838,600 \times 1.03 =$  **\$863,758**

**Total Inflation increase = \$25,158**

**Total Ketchum Roadway \$863,758**

### Summary

SV share:  $\$3,312,695 + \$2,705$  administrative adjustment = **\$3,315,400**

Ketchum share:  $\$863,758 + \$842$  administrative adjustment = **\$864,600**

Total: **\$4,176,453** **\$4,180,000**

**\*Grand Total \$4,180,000 for Agreement**

February 2021

\*ITD is conveying the actual property (roadbed) by Quit Claim Deed

\*ITD provided the Land Survey and Monuments for the property (Record of survey filed at the courthouse, legal descriptions, maps and physical markers per Idaho Code).

**ROAD RELINQUISHMENT AND TRANSFER OF OWNERSHIP AGREEMENT  
STATE HIGHWAY 75 SPUR  
BLAINE COUNTY**

**PARTIES**

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2021, by and between the IDAHO TRANSPORTATION BOARD, through its agency the Idaho Transportation Department (the “State”) and BLAINE COUNTY, a body politic and corporate (the “County”).

**PURPOSE**

The purpose of this Agreement is to accomplish the relinquishment and transfer of ownership of State Highway 75 Spur to Blaine County as identified in the attached legal description marked as Exhibit A, hereafter referred to as “State Highway 75 Spur.” Although not part of this agreement, it is anticipated that Blaine County will, upon completion of the relinquishment and transfer of ownership accomplished herein, relinquish and transfer the same State Highway 75 Spur property to the City of Sun Valley, a municipal corporation, and City of Ketchum, a municipal corporation, of which both will accept ownership, jurisdiction and maintenance of said State Highway 75 Spur.

**AUTHORITY**

The State relinquishes jurisdiction of State Highway 75 Spur currently in the state highway system pursuant to Idaho Code section 40-310. The County accepts jurisdiction of the relinquished State Highway 75 Spur pursuant to the Idaho Code 40-203B.

**THE PARTIES AGREE AS FOLLOWS:**

**SECTION I:** That the State will:

1. Relinquish, abandon and transfer ownership of the State Highway 75 Spur currently in the state highway system to the County via quit claim deed.
2. Program a project in Fiscal Year (FY) 2022 of the FY2022-2028 Idaho Transportation Investment Program (ITIP). Upon approval of the FY2022-2028 ITIP by the Idaho Transportation Board (anticipated in September 2021) the State will proceed with item 3. If alternative funding sources are identified the State will proceed with Item 3.
3. Upon execution of this agreement, pay to the County the amount of **Four Million One Hundred Eighty Thousand (\$4,180,000)** for the purpose of rehabilitating State Highway 75 Spur. State Highway 75 Spur has reached its terminal service life, exceeding its design life and is a deficient roadway in general and in pavement condition. The State provides these funds as a substitution to programming and reconstructing the roadway as part of the State’s Idaho Transportation Investment Program. The State wishes to turn over the roadway to local jurisdiction and provide a negotiated amount herein to rehabilitate the roadway to meet all county and city standards. This basis of negotiations considers future costs to bring the roadway to standard

when the roadway is transferred. This basis for the negotiations also considers updating a traffic signal and the ongoing roadway annual State maintenance cost for both winter and summer.

**SECTION II:** That the County will:

1. Consent to the transfer from the State, in accordance with Idaho Code section 40-203B, and accept the jurisdiction, control, and ownership of, and responsibility for, in full and every respect, the State Highway 75 Spur, as of the date set by the Idaho Transportation Board.
2. Comply with the provisions of Idaho Code section 40-203B by passing a resolution by the County Commissioners assenting to the transfer and maintenance of the State Highway 75 Spur prior to the execution of this Agreement.

**SECTION III:** Approval and Effect

1. This Agreement, along with any agreements related hereto, will become effective when it is signed by all parties and then reviewed and approved by the Idaho Transportation Board.
2. In the event that approval for the project from the Idaho Transportation Board is not granted, or that funding is not available prior to the effective date of this Agreement, this Agreement shall be void.

**EXECUTION**

This Agreement is executed for the State by its Chief Engineer; and executed for the County by the Board of Commissioners, attested to by the County Clerk, with the imprinted corporate seal of Blaine County.

**IDAHO TRANSPORTATION DEPARTMENT**

APPROVED

\_\_\_\_\_  
Chief Engineer

RECOMMENDED BY:

\_\_\_\_\_  
District Engineer

ATTEST:

**BLAINE COUNTY**

\_\_\_\_\_  
County Clerk

(SEAL)

By regular/special meeting on

\_\_\_\_\_  
hm: SH75 Relinquishment.DOCX

\_\_\_\_\_  
Chair, Board of Commissioners

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Commissioner

DRAFT

## OFFICIAL MINUTE

WHEREAS, State Highway 75-Spur exists entirely within the Blaine County, beginning from mile point 0.00 at SH-75 main route to mile point 3.60 the end of the Spur, as shown in Exhibit A attached hereto; and,

WHEREAS, Blaine County has agreed to assume control, jurisdiction of and responsibility for, in full and every respect the former State Highway 75-Spur within County boundaries as shown in Exhibit A; and,

WHEREAS, Blaine County has accepted a Road Relinquishment and Transfer of Ownership Agreement for State Highway 75-Spur in a public meeting and recorded the approved resolution to accept ownership on March 3, 2021.

THEREFORE BE IT RESOLVED, that the State Highway 75-Spur in its entirety, as shown in Exhibit A and outlined below, be and hereby is removed from the State Highway System and relinquished to Blaine County effective this date.

Street Name/Classification	Segment Code	Beginning Milepost	Ending Milepost
SH75-Spur / Rural Major Collector	002231	0.00	3.60

RECOMMEND:

IDAHO TRANSPORTATION BOARD

\_\_\_\_\_  
Planning Services Manager

\_\_\_\_\_  
Chairman

APPROVED:

\_\_\_\_\_  
Member

\_\_\_\_\_  
Chief Engineer

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

STATE OF IDAHO)  
COUNTY OF ADA)

On this \_\_\_\_\_ day of \_\_\_\_\_, 2021 before me the undersigned, a Notary Public in and for said State, personally appeared, Bill Mode, Janice Vassar, Jim Kempton, James R. Thompson, Julie DeLorenzo, Dwight Horsch, and Robert Hoff, known to me to be the Chairman, Vice Chairman, and Members, respectively, of the Idaho Transportation Board of the State of Idaho, which Idaho Transportation Board executed the within instrument, and acknowledged to me that the said Idaho Transportation Board of the State of Idaho executed the same for the State of Idaho.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho  
Residing in Boise, Idaho

Commission Expires: \_\_\_\_\_





**RESOLUTION NO. 2021-10**

**RESOLUTION ADOPTING ROAD RELINQUISHMENT AND  
TRANSFER OF OWNERSHIP AGREEMENT FOR STATE HIGHWAY  
75 SPUR BLAINE COUNTY**

WHEREAS, Blaine County and the State have been discussing the transfer of ownership of State Highway 75 Spur from the State to local control for more than a decade;

WHEREAS, the Board of Blaine County Commissioners sent the Idaho Transportation Board a letter on February 25, 2020 wherein the Commissioners stated interest in assuming jurisdiction merely to aid in the transfer of ownership and management responsibilities from Idaho Transportation Department to the Cities of Sun Valley and Ketchum;

WHEREAS, negotiations have been completed, a public hearing has been held and all other State statutes, procedures and requirements have addressed for transfer of the State Highway 75 Spur from the State to Blaine County;

WHEREAS, the growth of residential, commercial and recreational space along State Highway 75 Spur has resulted in a positive impact to the local economy, local connectivity and employment in the area: therefor, the Commissioners support more local control of the highway;

WHEREAS, the Idaho Transportation Department has agreed to relinquish and abandon to Blaine County consisting of the entirety of State Highway 75 Spur from mile post 0.00 to mile post 3.60, including the right-of-way appurtenant thereto, as depicted in Exhibit A attached hereto;

WHEREAS, upon approval by the Idaho Transportation Board for funding, it will pay monies to Blaine County to defray the costs of operation and maintenance of this road;

WHEREAS, Blaine County now desires to pass this resolution pursuant to LC. §40-203B, consenting to the abandonment by the Idaho Transportation Department and accepting the jurisdiction of and responsibility for that portion of the existing road identified herein;

WHEREAS, Blaine County and the Idaho Transportation Department will formalize their understanding by way of a Road Relinquishment and Transfer of Ownership Agreement for State Highway 75; and,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF  
BLAINE COUNTY, IDAHO AS FOLLOWS,**

Blaine County assents to the transfer of Highway 75 Spur, as depicted in Exhibit A attached hereto, from Idaho Transportation Department to Blaine County upon execution of the Road Relinquishment and Transfer of Ownership Agreement for State Highway 75 Spur.

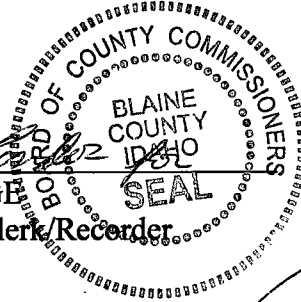
Passed, approved and adopted this 1 <sup>March</sup> day of ~~February~~, 2021.

BOARD OF COUNTY COMMISSIONERS

  
DICK FOSBURY, Chair

ATTEST:

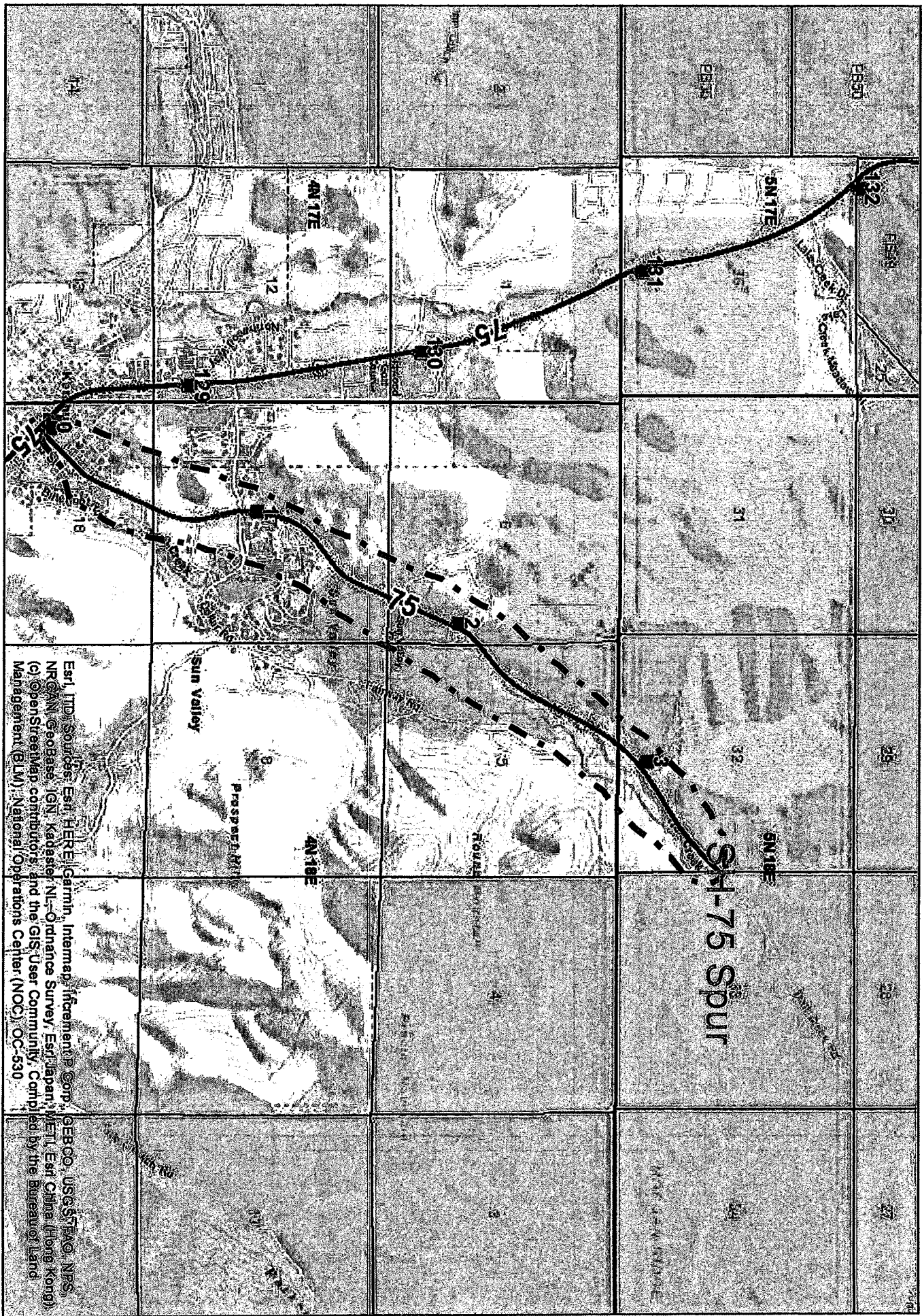
  
JOLYNN DRAGE  
Blaine County Clerk/Recorder



  
ANGIE MCCLEARY, Vice Chair

  
JACOB GREENBERG, Commissioner

# EXHIBIT A



Idaho Transportation Department

0 0.2 0.4 0.6 0.8 1  
Miles

Date: 8/5/2020



Esri, Inc. Sources: Esri, HERE, Garmin, Intermap, Infocentre, Corp., GEBCO, USGS, NOAA, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Compiled by the Bureau of Land Management (BLM), National Operations Center (NOC), OC-530

Idaho Transportation Department  
SH-75 SPUR, also known as Third Street East,  
Sun Valley Road, and Trail Creek Road/Highway  
Key No. A1551  
Parcel No. 4.5  
Parcel ID No. 51449

August 4, 2020  
(91,804.18 sq. ft.)  
(2.108 acres)  
Page 1 of 2

A parcel of land in the City of Ketchum being all of Third Street East, also known as Sun Valley Road, and sometimes referred to as Trail Creek Road/Highway, or State Highway 75 Spur, situated northeasterly of the northeasterly right-of-way of Main Street, also known as State Highway 75, extending to the easterly Ketchum City boundary as shown on the Ketchum Townsite plat as recorded in the Blaine County Recorder's Office in Hailey, Idaho, per Instrument Number 302967, such parcel being located in the S1/2NW1/4 of Section 18, Township 4 North, Range 18 East, Boise Meridian, Idaho, more particularly described as follows:

**Commencing** at the Centerline Monument marking the intersection of said State Highway 75 with said Third Street East, said point monumented with an illegible 2-inch Aluminum Cap, from which the Northeast Corner of said Section 18 bears North 62°33'13" East, a distance of 5420.44 feet, said corner being monumented with a Brass Cap in a stone mound per CP&F Instrument Number 567893, and the Northwest Corner of said Section 18 bears North 11°57'42" West, a distance of 2618.52 feet, said corner being monumented with a 2 1/2-inch Brass Cap per CP&F Instrument Number 551703;

Thence, North 45°36'42" East, along the centerline of said Third Street East, a distance of 40.09 feet, to a point in the northeasterly right-of-way line of State Highway 75, said point being the **TRUE POINT OF BEGINNING**;

Thence, North 44°23'18" West, along said northeasterly right-of-way line, a distance of 30.00 feet to a point of intersection with said northeasterly right-of-way line and the northwesterly right-of-way line of said Third Street East, from which point the aforementioned centerline monument bears South 08°48'19" West, a distance of 50.08 feet;

Thence, leaving said northeasterly right-of-way line, North 45°36'42" East, along said northwesterly right-of-way line of Third Street East, a distance of 1504.79 feet, more or less, to a point of intersection with the northeasterly Ketchum City limits, from which point a Set 3 1/2-inch Brass Cap cemented in a 2-inch steel pipe set in an ITD Vault marking the intersection of Third Street East Centerline with the northeasterly Ketchum City Limits bears South 44°22'01" East, a distance of 19.44 feet, such monument stamped PLS 13259, CL STA POC 15+45.48, KETCHUM/SUN VALLEY CITY LIMITS, 2019;

Thence, leaving said northwesterly right-of-way line, South 44°22'01" East, along said Ketchum City limits, a distance of 60.00 feet, to a point on the southeasterly right-of-way line of said Third Street East, from which said Centerline Brass Cap bears North 44°22'01" West, a distance of 40.55 feet;

Thence, leaving said Ketchum City limits, South 45°36'42" West, along said southeasterly right-of-way line of Third Street East, a distance of 1504.76 feet, to a point of intersection with said northeasterly right-of-way line of State Highway 75, said point monumented with 5/8-inch rebar with an illegible yellow plastic cap;

Thence, leaving said southeasterly right-of-way line, North 44°23'18" West, along said northeasterly right-of-way line, a distance of 30.00 feet to the **TRUE POINT OF BEGINNING**, and containing 2.073 acres more or less.

Idaho Transportation Department  
SH-75 SPUR, also known as Third Street East,  
Sun Valley Road, and Trail Creek Road/Highway  
Key No. A1551  
Parcel No. 4.5  
Parcel ID No. 51449

August 4, 2020  
(91,804.18 sq. ft.)  
(2.108 acres)  
Page 2 of 2

Said parcel of land being between Station 0+40 and Station 15+45.48, per highway plan set ST-2820(504)

**Together with** Dedicated Parcel A as shown on LDS Church Subdivision Instrument Number 401725 as recorded in the Blaine County Recorder's Office in Hailey, Idaho, more particularly described as follows:

**Commencing** at the herein previously described Set 3 1/2-inch Brass Cap cemented in a 2-inch steel pipe set in an ITD Vault marking the intersection of Third Street East Centerline with the northeasterly Ketchum City Limits, from which the Northeast Corner of said Section 18 bears North 69°12'25" East, a distance of 3972.43 feet, said point monumented with a Brass Cap in a stone mound per CP&F Instrument Number 567893, and the Northwest Corner of said Section 18 bears North 48°02'59" West, a distance of 2204.20 feet, said point monumented with a Brass Cap per CP&F Instrument Number 551703, and the West Quarter Corner of said Section 18 bears South 53°39'24" West, a distance of 2023.03 feet, said point monumented with a pipe, set by the BLM per CP&F Instrument Number 666744;

Thence, North 44°22'01" West, along said northeasterly Ketchum City Limits, a distance of 19.44 feet, to a point being the easternmost corner of said Parcel A as shown on LDS Church Subdivision, also being a point on the northwesterly right-of-way of Third Street East, and being the **TRUE POINT OF BEGINNING**;

Thence, leaving said northeasterly Ketchum City Limits, South 45°36'42" West, along the southeasterly line of Block 101, of said Ketchum Townsite, also being the southeasterly line of said parcel A, a distance of 104.78 feet, (record 104.84 feet), to the southernmost corner of said Block 101, said point also being the southernmost corner of said Parcel A;

Thence, leaving said southeasterly line of Block 101, North 44°23'35" West, along the southwesterly line of Block 101, a distance of 10.23 feet, to the westernmost corner of said Parcel A;

Thence, leaving said southwesterly line of Block 101, along a non-tangent curve to the left, concave to the northwest, having a radius of 676.20 feet, through a central angle of 08°56'12", for an arc length of 105.47 feet, having a chord bearing and distance of North 39°39'02" East 105.36 feet, to a point being the northernmost corner of said Parcel A, also being on the northeasterly Ketchum City Limits;

Thence, South 44°22'01" East, along said northeasterly Ketchum City Limits, a distance of 21.17 feet, to the **TRUE POINT OF BEGINNING**, and containing 1504.30 square feet more or less.

**Also subject to any easements, covenants, conditions, rights, reservations, restrictions or encumbrances of record or in view.**

Refer to Record of Survey Instrument Number 668885, to be made a part here-in.



Idaho Transportation Department  
SH-75 SPUR, (Trail Creek Road/Highway)  
also known as Sun Valley Road  
Key No. A1551, Parcel No. 1.5,  
Parcel ID No. 51442  
Key No. A1551, Parcel No. 2.5,  
Parcel ID No. 51443  
Key No. A1551, Parcel No. 3.5  
Parcel ID No. 51444  
Key No. A1613, Parcel No. 1.5,  
Parcel ID No. 51445  
Key No. 4755, Parcel No. 1.5  
Parcel ID No. 51446  
Key No. A4278, Parcel No. 1.5  
Parcel ID No. 51447  
Key No. A1551, Parcel No. 5.5  
Parcel ID No. 51450

August 4, 2020  
ITD District 4  
(39.133 acres)  
Page 1 of 5

A strip of land 80 feet wide, increasing to 132 feet wide, in Sun Valley, being Trail Creek Road/Highway, also known as Sun Valley Road, and sometimes referred to as State Highway 75 Spur, northeasterly of the Ketchum City/Sun Valley boundary as shown on The Idaho Department of Highways Plan Set ST-2820(504) being 40 feet wide on each side of the hereinafter described centerline between POC Station 15+45.48 through PI Equation Station 135+88.77 Back equals Station 135+78.00 Ahead, being part of Right of Way Deed Instrument Number 74468, Quit Claim Deed Instrument Number 76051, and Right of Way Deed Instrument Number 76248, together with a portion of Trail Creek Road/Highway being 66 feet wide on each side of the hereinafter described centerline per F. H. Project No. 51-A beginning at PI Equation Station 135+88.77 Back equals Station 135+78.00 Ahead through Station 189+34.45 ending on the National Forest Boundary, said ending also being on the East line of Section 32, in Township 5 North, Range 18 East, Boise Meridian, Idaho, and being all of Quit Claim Deed Instrument Number 115536, said plan sets on file with the Idaho Transportation Department, Shoshone Idaho, said land located in the W1/2 Section 5, SE1/4 Section 6, Section 7, and the NW1/4 of Section 18, Township 4 North, Range 18 East, Boise Meridian, Idaho, and also the S1/2 Section 32, Township 5 North, Range 18 East, Boise Meridian, Idaho, more particularly described as follows:

#### 80 Feet Wide

**BEGINNING AT** a Set 3 1/2-inch Brass Cap cemented in a 2-inch steel pipe set in a standard ITD Vault marking the intersection of said Trail Creek Road Centerline with said northeasterly Ketchum City Limits, stamped PLS 13259, CL STA POC 15+45.48, KETCHUM/SUN VALLEY CITY LIMITS, 2019, from which the Northeast Corner of said Section 18 bears North 69°12'25" East, a distance of 3972.43 feet, said point monumented with a Brass Cap in a stone mound per CP&F Instrument Number 567893, and the Northwest Corner of said Section 18 bears North 48°02'59" West, a distance of 2204.20 feet, said point monumented with a Brass Cap per CP&F Instrument Number 551703, and the West Quarter Corner of said Section 18 bears South 53°39'24" West, a distance of 2023.03 feet, said point monumented with a pipe, set by the BLM per CP&F Instrument Number 666744;

Thence, northeasterly along a curve to the left, concave to the northwest, having a radius of 716.20 feet, through a central angle of 11°18'55", for an arc length of 141.44 feet, having a chord bearing and distance of North 30°06'52" East, 141.21 feet, to Centerline PT Equation Station 16+86.92 Back equals Centerline PT Equation Station 16+86.86 Ahead;

Idaho Transportation Department  
SH-75 SPUR, (Trail Creek Road/Highway)  
also known as Sun Valley Road  
Key No. A1551, Parcel No. 1.5,  
Parcel ID No. 51442  
Key No. A1551, Parcel No. 2.5,  
Parcel ID No. 51443  
Key No. A1551, Parcel No. 3.5  
Parcel ID No. 51444  
Key No. A1613, Parcel No. 1.5,  
Parcel ID No. 51445  
Key No. 4755, Parcel No. 1.5  
Parcel ID No. 51446  
Key No. A4278, Parcel No. 1.5  
Parcel ID No. 51447  
Key No. A1551, Parcel No. 5.5  
Parcel ID No. 51450

August 4, 2020  
ITD District 4  
(39.133 acres)  
Page 2 of 5

Thence, North  $24^{\circ}27'24''$  East, a distance of 1833.39 feet, to Centerline PC Station 35+20.24;

Thence, northerly along a curve to the left, concave to the west, having a radius of 1348.14 feet, through a central angle of  $38^{\circ}19'42''$ , for an arc length of 901.85 feet, having a chord bearing and distance of North  $05^{\circ}17'33''$  East, 885.12 feet, to Centerline PT Station 44+22.09;

Thence, North  $13^{\circ}52'18''$  West, a distance of 463.63 feet, to Centerline PC Station 48+85.72, monumented with an Aluminum Cap stamped Trans. Dept. STA PC 48+85.72, in a standard ITD Vault;

Thence, northerly along a curve to the right, concave to the east, having a radius of 1206.23 feet, through a central angle of  $21^{\circ}31'13''$ , for an arc length of 453.06 feet, having a chord bearing and distance of North  $03^{\circ}06'41''$  West, 450.40 feet, to Centerline PT Station 53+38.78, monumented with an Aluminum Cap stamped Trans. Dept. STA PT 53+38.78, in a standard ITD Vault;

Thence, North  $07^{\circ}38'55''$  East, a distance of 457.39 feet, to Centerline PC Station 57+96.17;

Thence, northeasterly along a curve to the right, concave to the southeast, having a radius of 1868.34 feet, through a central angle of  $18^{\circ}13'55''$ , for an arc length of 594.52 feet, having a chord bearing and distance of North  $16^{\circ}45'53''$  East, 592.01 feet, to Centerline PCC Station 63+90.69;

Thence, northeasterly along a curve to the right, such curve being compound to the previous curve, concave to the southeast, having a radius of 1273.19 feet, through a central angle of  $25^{\circ}14'38''$ , for an arc length of 560.96 feet, having a chord bearing and distance of North  $38^{\circ}30'09''$  East, 556.43 feet, to Centerline PT Station 69+51.65;

Thence, North  $51^{\circ}07'28''$  East, a distance of 287.20 feet, to Centerline PI Station 72+38.85;

Thence, North  $52^{\circ}29'09''$  East, a distance of 578.98 feet, to Centerline PC Station 78+17.83, monumented with a Set 3 1/2-inch Brass Cap cemented in a 2-inch steel pipe set in a standard ITD Vault, stamped PLS 13259, PC STA 78+17.83, dated 2019;



Idaho Transportation Department  
SH-75 SPUR, (Trail Creek Road/Highway)  
also known as Sun Valley Road  
Key No. A1551, Parcel No. 1.5,  
Parcel ID No. 51442  
Key No. A1551, Parcel No. 2.5,  
Parcel ID No. 51443  
Key No. A1551, Parcel No. 3.5  
Parcel ID No. 51444  
Key No. A1613, Parcel No. 1.5,  
Parcel ID No. 51445  
Key No. 4755, Parcel No. 1.5  
Parcel ID No. 51446  
Key No. A4278, Parcel No. 1.5  
Parcel ID No. 51447  
Key No. A1551, Parcel No. 5.5  
Parcel ID No. 51450

August 4, 2020  
ITD District 4  
(39.133 acres)  
Page 3 of 5

Thence, northeasterly along a curve to the left, concave to the northwest, having a radius of 954.93 feet, through a central angle of  $28^{\circ}41'44''$ , for an arc length of 478.26 feet, having a chord bearing and distance of North  $38^{\circ}08'17''$  East, 473.28 feet, to Centerline PT Station 82+96.09, monumented with a Set 3 1/2-inch Brass Cap cemented in a 2-inch steel pipe set in a standard ITD Vault, stamped PLS 13259, PT STA 82+96.09, dated 2019;

Thence, North  $23^{\circ}47'25''$  East, a distance of 1175.11 feet, to Centerline PI Station 94+71.20;

Thence, North  $24^{\circ}08'18''$  East, a distance of 1347.43 feet, to Centerline PC Station 108+18.63 monumented with a Set 3 1/2-inch Brass Cap cemented in a 2-inch steel pipe set in a standard ITD Vault, stamped PLS 13259, PC STA 108+18.63, Anno Domini 2019;

Thence, northeasterly along a curve to the right, concave to the southeast, having a radius of 1273.24 feet, through a central angle of  $28^{\circ}11'08''$ , for an arc length of 626.35 feet, having a chord bearing and distance of North  $38^{\circ}13'52''$  East, 620.05 feet, to Centerline PT Equation Station 114+44.98 Back equals Station 114+45.09 Ahead;

Thence, North  $52^{\circ}19'26''$  East, a distance of 477.75 feet, to Centerline PC Station 119+22.84;

Thence, northeasterly along a curve to the left, concave to the west, having a radius of 2864.79 feet, through a central angle of  $23^{\circ}57'47''$ , for an arc length of 1198.15 feet, having a chord bearing and distance of North  $40^{\circ}20'33''$  East, 1189.44 feet, to Centerline PT Station 131+20.99;

Thence, North  $28^{\circ}21'39''$  East, a distance of 417.94 feet, to Centerline PI Station 135+38.93;

Thence, North  $26^{\circ}50'51''$  East, a distance of 49.84 feet, to Centerline PI Equation Station 135+88.77 Back equals Station 135+78.00 Ahead;

#### 132 Feet Wide

Thence, North  $26^{\circ}50'51''$  East, a distance of 651.96 feet, to Centerline PS Station 142+29.96;

Idaho Transportation Department  
SH-75 SPUR, (Trail Creek Road/Highway)  
also known as Sun Valley Road  
Key No. A1551, Parcel No. 1.5,  
Parcel ID No. 51442  
Key No. A1551, Parcel No. 2.5,  
Parcel ID No. 51443  
Key No. A1551, Parcel No. 3.5  
Parcel ID No. 51444  
Key No. A1613, Parcel No. 1.5,  
Parcel ID No. 51445  
Key No. 4755, Parcel No. 1.5  
Parcel ID No. 51446  
Key No. A4278, Parcel No. 1.5  
Parcel ID No. 51447  
Key No. A1551, Parcel No. 5.5  
Parcel ID No. 51450

August 4, 2020  
ITD District 4  
(39.133 acres)  
Page 4 of 5

Thence, northeasterly along a 400.00 feet Spiral Curve right, concave to the southeast, through a delta of  $3^{\circ}00'00''$ , having a chord bearing and distance of North  $27^{\circ}50'51''$  East, 399.95 feet, to Centerline PSC Station 146+29.96, said spiral curve having a Y distance of 399.89 feet along the main tangent, and an X distance of 6.98 feet offset from the main tangent;

Thence, northeasterly along a curve to the right, concave to the southeast, having a radius of 3819.72 feet, through a central angle of  $25^{\circ}27'00''$ , for an arc length of 1696.67 feet, having a chord bearing and distance of North  $42^{\circ}34'21''$  East, 1682.75 feet, to Centerline PCS Station 163+26.63;

Thence, northeasterly along a 400.00 feet Spiral Curve right, concave to the southeast, through a delta of  $3^{\circ}00'00''$ , having a chord bearing and distance of North  $57^{\circ}17'51''$  East, 399.95 feet, to Centerline PT Station 167+26.63, said spiral curve having a Y distance of 399.89 feet along the main tangent, and an X distance of 6.98 feet offset from the main tangent;

Thence, North  $58^{\circ}17'51''$  East, a distance of 475.31 feet, to Centerline PC Station 172+01.93;

Thence, northeasterly along a curve to the left, concave to the northwest, having a radius of 5729.58 feet, through a central angle of  $11^{\circ}29'00''$ , for an arc length of 1148.33 feet, having a chord bearing and distance of North  $52^{\circ}33'21''$  East, 1146.41 feet, to Centerline PT Station 183+50.26;

Thence, North  $46^{\circ}48'51''$  East, a distance of 585.19 feet, to the National Forest Boundary and a point in the east line of Section 32, Township 5 North, Range 18 East, Boise Meridian, coincident with Station 189+35.46 and the **END POINT OF DESCRIBED CENTERLINE.**

The sidelines to be lengthened or shortened to conform to said Ketchum/Sun Valley boundary, and said east line of Section 32, and also sidelines at spiral curves being straight lines from the PS Station to the PSC Station and from the PCS Station to the PT Station.

**TOGETHER WITH** an additional strip of land adjacent and contiguous to the southeasterly side of the above described strip of land being 0.00 feet wide at Station 172+00, widening to 44.00 feet at Station 173+00, continuing 44.00 feet wide to Station 175+00, tapering to 24.00 feet wide at Station 176+00, continuing 24.00

Idaho Transportation Department  
SH-75 SPUR, (Trail Creek Road/Highway)  
also known as Sun Valley Road  
Key No. A1551, Parcel No. 1.5,  
Parcel ID No. 51442  
Key No. A1551, Parcel No. 2.5,  
Parcel ID No. 51443  
Key No. A1551, Parcel No. 3.5  
Parcel ID No. 51444  
Key No. A1613, Parcel No. 1.5,  
Parcel ID No. 51445  
Key No. 4755, Parcel No. 1.5  
Parcel ID No. 51446  
Key No. A4278, Parcel No. 1.5  
Parcel ID No. 51447  
Key No. A1551, Parcel No. 5.5  
Parcel ID No. 51450

August 4, 2020  
ITD District 4  
(39.133 acres)  
Page 5 of 5

feet wide to Station 183+50 and tapering to 0.00 feet at Station 184+50, total parcel containing 39.133 acres, more or less.

**ALSO TOGETHER WITH** a Corporation Easement as described in Instrument Number 324443 for traffic signal poles, loop detectors, junction boxes, conduits, curb and gutter, storm sewer, and grading.

**ALSO TOGETHER WITH** two points of access as described in Quit Claim Deed Instrument Number 470942, as filed in Blaine County Courthouse.

This parcel is described from centerline POC Station 15+45.48 to Station PI Equation Station 135+88.77 Back equals Station 135+78.00 Ahead, referenced along Trail Creek Road/Highway also known as, SH-75 Spur, more commonly known as Sun Valley Road, per Project No ST-2820(504) and centerline Station PI Equation Station 135+88.77 Back equals Station 135+78.00 Ahead to Station 189+45.35, referenced along Trail Creek Road/Highway also known as, SH-75 Spur, more commonly known as Sun Valley Road, per Project No F.H. 51-A.

**Also subject to** any easements, covenants, conditions, rights, reservations, restrictions or encumbrances of record or in view.

Refer to Record of Survey Instrument Number 668885, to be made a part here-in.

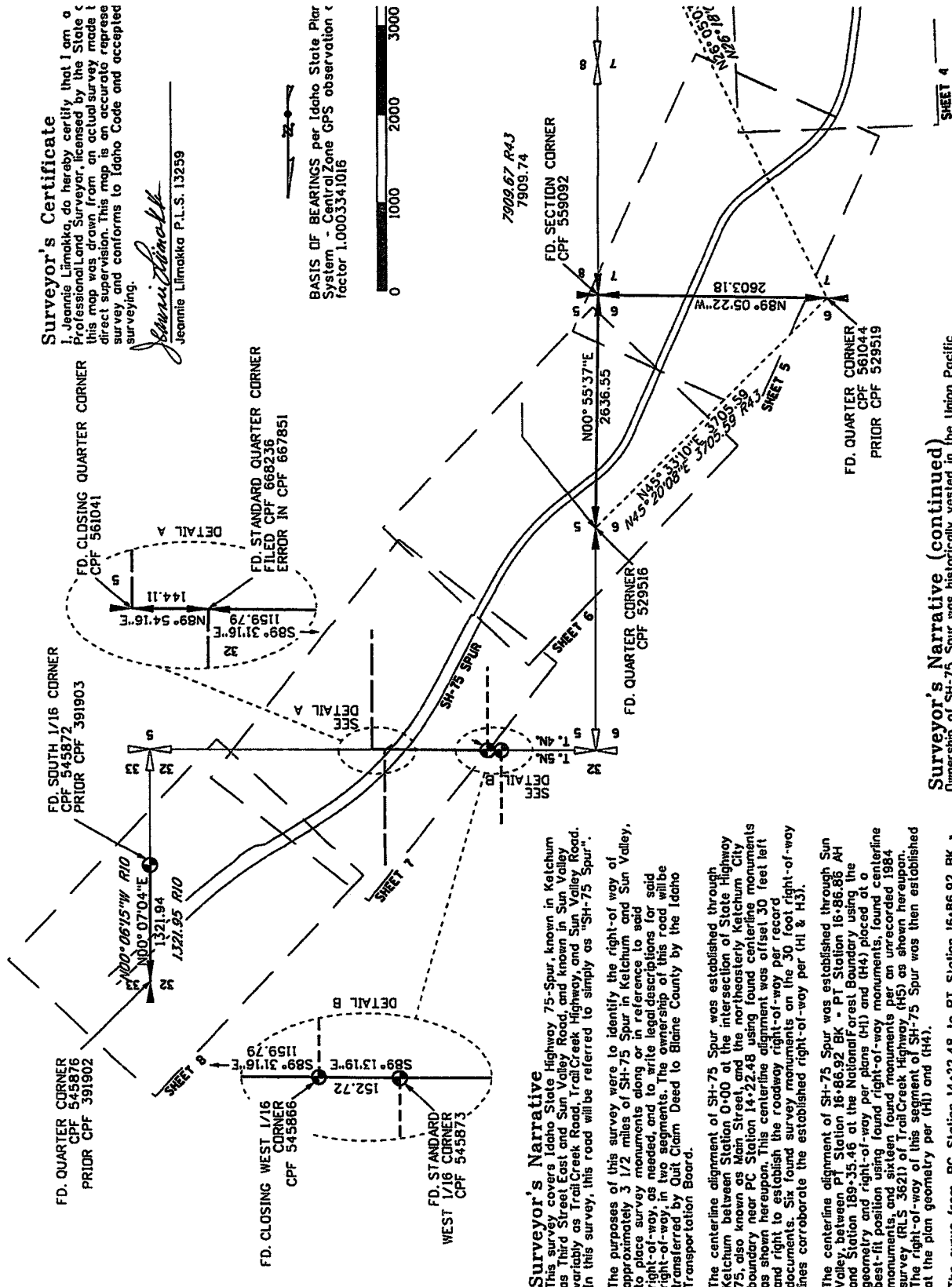


# Surveyor's Certificate

I, Jeannie Limakka, do hereby certify that I am a Professional Land Surveyor, licensed by the State of Idaho, and that this map was drawn from an actual survey made under my direct supervision. This map is an accurate representation of the survey and conforms to Idaho Code and accepted surveying practices.

*Jeannie Limakka*  
Jeannie Limakka P.L.S. 13259

BASIS OF BEARINGS per Idaho State Plane System - Central Zone GPS observation factor 1.0003341016



## Surveyor's Narrative

This survey covers Idaho State Highway 75-Spur, known in Ketchum as Third Street East and Sun Valley Road, and known in Sun Valley as Trail Creek Road, Trail Creek Highway, and Sun Valley Road. In this survey, this road will be referred to simply as "SH-75 Spur".

The purposes of this survey were to identify the right-of-way of approximately 3 1/2 miles of SH-75 Spur in Ketchum and Sun Valley, to place survey monuments along or in reference to said right-of-way, as needed, and to write legal descriptions for said right-of-way in two segments. The ownership of this road will be transferred by Quit Claim Deed to Blaine County by the Idaho Transportation Board.

The centerline alignment of SH-75 Spur was established through Ketchum between Station 0+00 at the intersection of State Highway 75, also known as Main Street, and the northeasterly Ketchum City boundary near PC Station 14+22.48 using found centerline monuments as shown hereupon. This centerline alignment was offset 30 feet left and right to establish the roadway right-of-way per record documents. Six found survey monuments on the 30 foot right-of-way lines corroborate the established right-of-way per (H1 & H3).

The centerline alignment of SH-75 Spur was established through Sun Valley, between PT Station 16+86.92 BK - PT Station 16+86.86 AH and Station 189+35.46 at the National Forest Boundary using the geometry and right-of-way per plans (H1) and (H4) placed at a best-fit position using found right-of-way monuments, found centerline monuments, and sixteen found monuments per an unrecorded 1984 survey (RLS 3621) of Trail Creek Highway (H5) as shown hereupon. The right-of-way of this segment of SH-75 Spur was then established at the plan geometry per (H1) and (H4).

The curve from PC Station 14+22.48 to PT Station 16+86.92 BK - PT Station 16+86.86 AH was modified slightly from the roadway plans to fit the Ketchum and Sun Valley segments with a tangent curve. See Curve Table on Sheet 3 of 9.

Fourteen additional survey monuments were found along the SH-75 Spur right-of-way which corroborate the established right-of-way lines. At twenty appropriate geometry points, some on centerline and some on right-of-way, where extant survey monuments were not found, this survey set new survey monuments as shown hereupon.

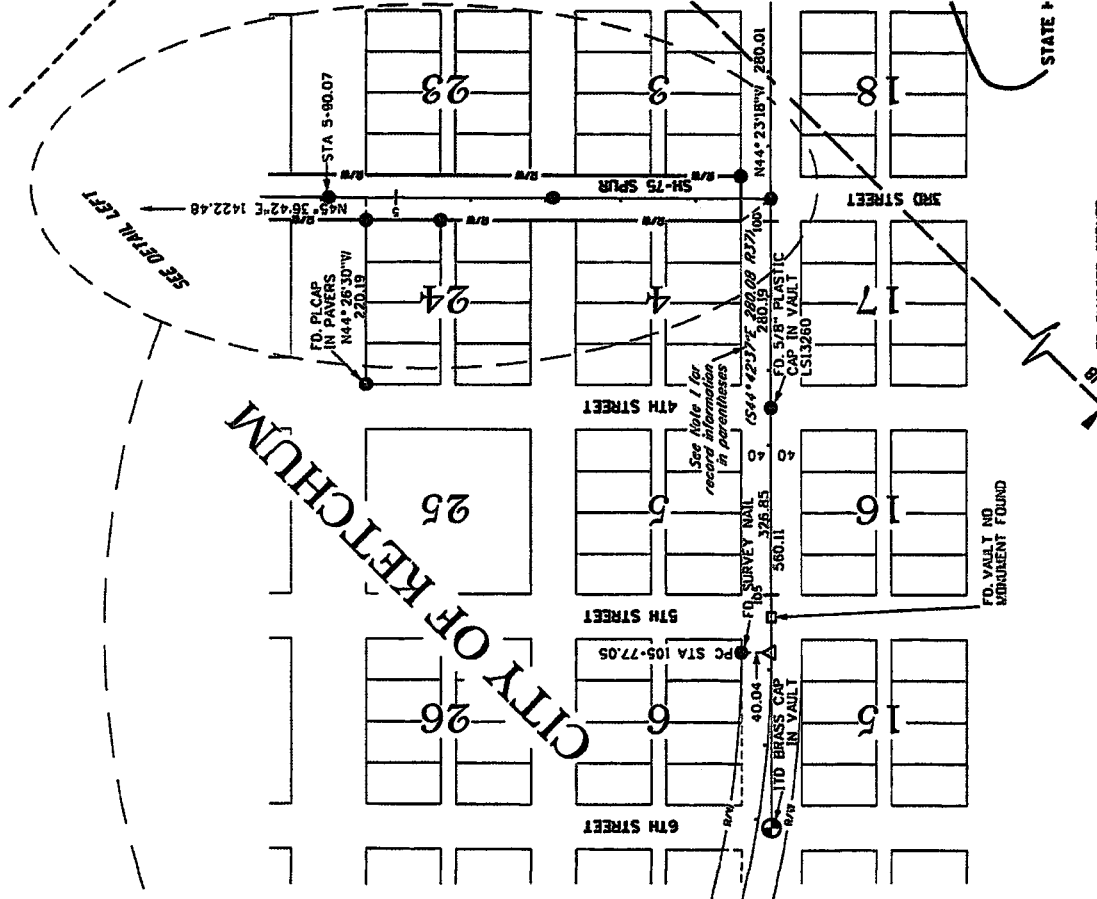
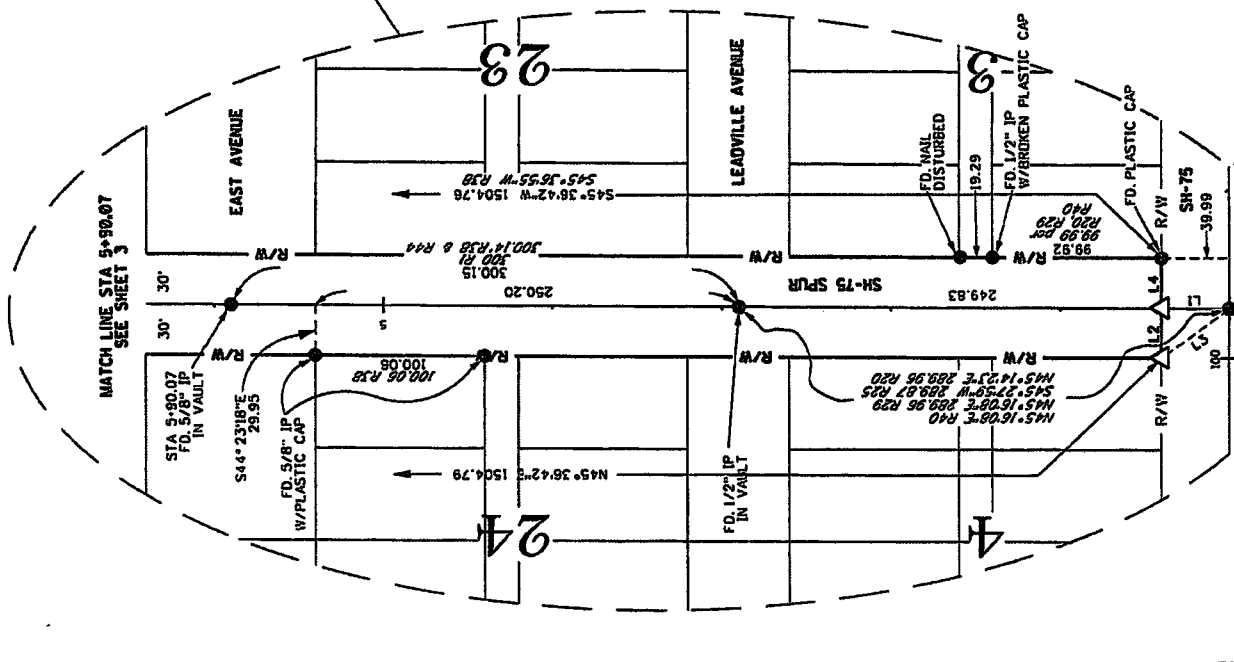
See Sheets 4 and 9 for details of the intersection at Dollar

## Surveyor's Narrative (continued)

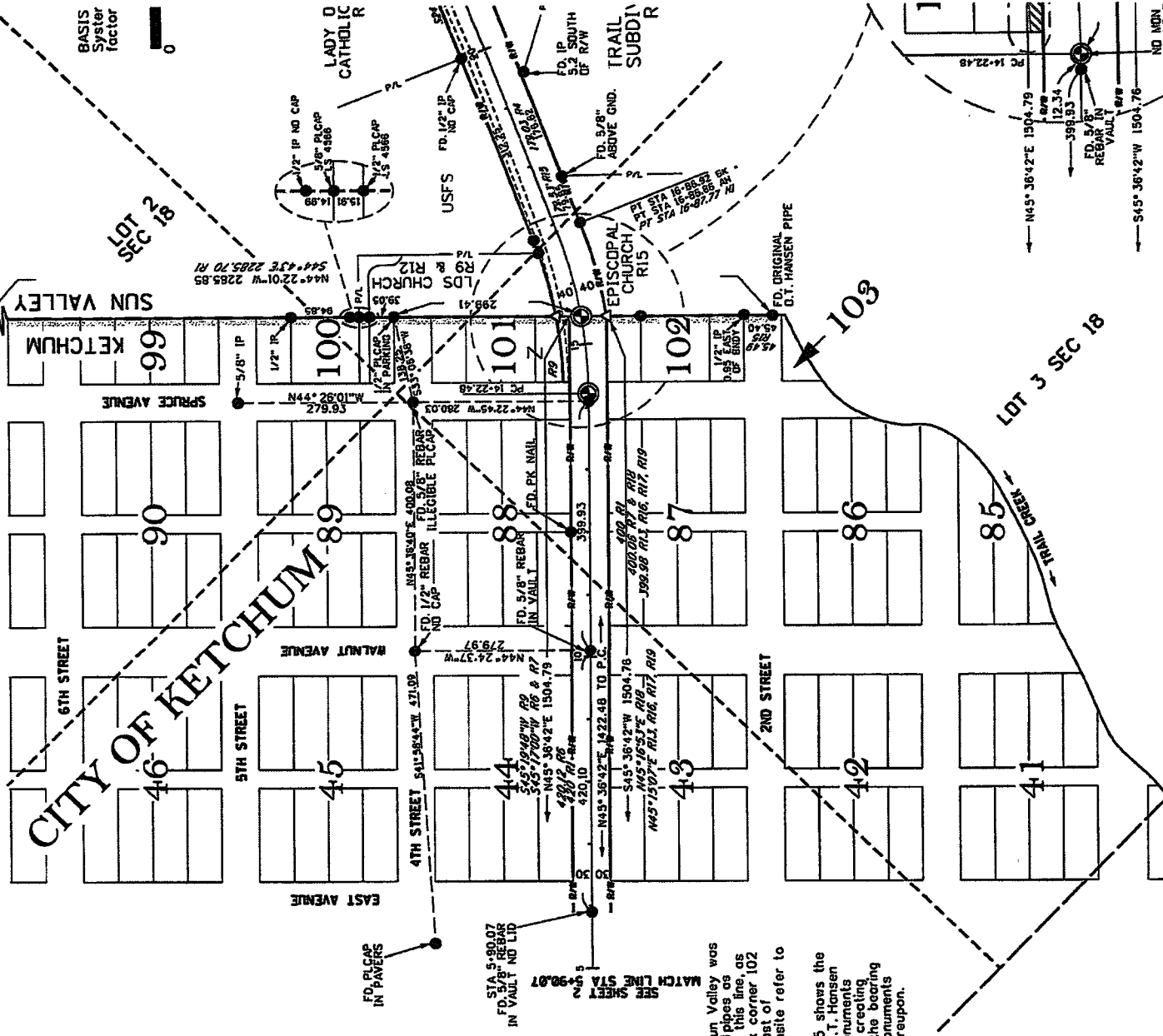
Ownership of SH-75 Spur was historically vested in the Union Pacific Railroad (UPRR). A diligent and thorough search was made for deeds supporting the current interest and ownership of SH-75 Spur.

Beginning at the Ketchum/Sun Valley boundary to approximately Station 76+00, Right-of-Way Deeds (D1) and (D3) and Quit Claim Deed (D2) approximately fit the established geometry per (H1).

From Station 76+00 to Station 135+78, the State of Idaho has a Prescriptive Right-of-Way through longevity, usage, and maintenance. Highway Plans (H1) corroborate the geometry per unrecorded record of survey (H5) from the Ketchum/Sun Valley boundary to said



T. 4 N., R. 18 E., B.M.



LINE TABLE

LINE	LENGTH	BEARING
LB	60.00	S44°22'01"E

Notes:

- 1) The boundary line between Ketchum and Sun Valley was determined between found U.T. Hansen original pipes as shown hereupon. Five monuments corroborate this line as shown. The 1/2" IP at the northeasterly block corner 102 was on a steep slope and was found 0.95' east of boundary line. Record data for Ketchum Townsite refer to R1.
- 2) Survey for St. Thomas Episcopal Church R15 shows the boundary between Ketchum and Sun Valley. U.T. Hansen pipe was found par that survey, and other monuments along boundary. Various bearings were shown, creating breaks along the boundary. This survey held the bearing between found U.T. Hansen pipes, and calls monuments either on the line, or off the line as shown hereupon.

T. 4 N., R.18 E., B.M.

BASIS OF BEARINGS per Idaho State Plane Coordinate System - Central Zone GPS observation combination factor 1.0003341016



NE1/4SW1/4 SEC 7

SADDLE ROAD

DOLLAR ROAD

NW1/4SE1/4 SEC 7

SE1/4SW1/4 SEC 7

SW1/4SE1/4 SEC 7

SUN VALLEY RESORTS

FD STAINLESS STEEL IP, W/ALLOY CAP BROKEN STAMPED STA PT 44+22.09, 40 LT ALSO, FOUND 5/8" REBAR IN CONC & PVC LYING ON SIDE, OUT OF POSITION. SAWTOOTH PLCAP

STAMPED STA PT 44+22.09, 40RT

BICYCLE PATH DRAWN PER NAIP IMAGERY

FD 5/8" REBAR BEARS S21°05'00"W 0.61 FROM CORNER  
FD 5/8" REBAR BENT IN CREEK STRAIGHTENED BEARS S09°35'35"W, 0.45 FROM CORNER

FD ALUMINUM CAP STAMPED TRANS. DEPT. STA. PC 48+85.72, 40 RT BEARS S66°01'25"E 0.48 FROM CORNER

FD ALUMINUM CAP STAMPED TRANS. DEPT. STA PC 48+85.72, 40 LT BEARS S66°09'28"E 0.51 FROM CORNER

INSTALLED NEW VAULT

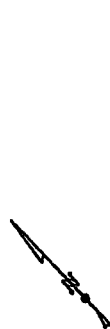
CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C5	875.09	1308.14	38°19'42"	N03°17'33"E	858.86
C6	901.84	1348.14	38°19'42"	N05°17'33"E	885.12
C7	928.60	1388.14	38°19'42"	S09°17'33"W	911.39
C8	468.08	1248.23	21°31'13"	N03°08'41"W	465.34
C9	453.06	1205.23	21°31'13"	N03°08'41"W	450.40
C10	438.04	1166.23	21°31'13"	S03°08'41"E	435.47
C11	607.25	1808.34	18°13'55"	N16°45'53"E	604.89
C12	594.52	1868.34	18°13'55"	N16°45'53"E	592.61
C13	581.79	1828.34	18°13'55"	S18°49'53"W	578.34
C14	578.58	1813.19	25°14'38"	N39°30'08"E	573.92
C15	560.95	1773.19	25°14'38"	S38°30'08"E	558.43
C16	543.33	1733.19	25°14'38"	S38°30'08"W	538.93





T. 4 N., R.18 E., B.M.



BASIS OF BEARINGS per Idaho State Plane Coordinate System - Central Zone GPS observation combination factor 1.0003344016



NE1/4SE1/4 SEC 6

WHITE CLOUDS  
R27, R28, R30, R31 & R41

SUN PEAK DRIVE

FD. PK. NAIL  
STA 108+71.70  
0.05 R1

FD. 5/8" REBAR  
PLCAP LS 4345

FD. 1/2" REBAR  
NO CAP

FD. 5/8" REBAR  
IN CONC.

FD. 5/8" REBAR  
PLCAP LS 4345

FD. 5/8" REBAR  
PLCAP LS 4345

STA PC 119  
40 LT

FD. 5/8" REBAR IN  
CONCRETE W/BROKEN  
PLCAP N49°34'05"W  
0.31 FROM CORNER

FD. 5/8" REBAR  
W/ILLEGIBLE PLCAP

STA 114+57.58

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

S52°19'26"E 477.75

NW1/4SW1/4 SEC 5

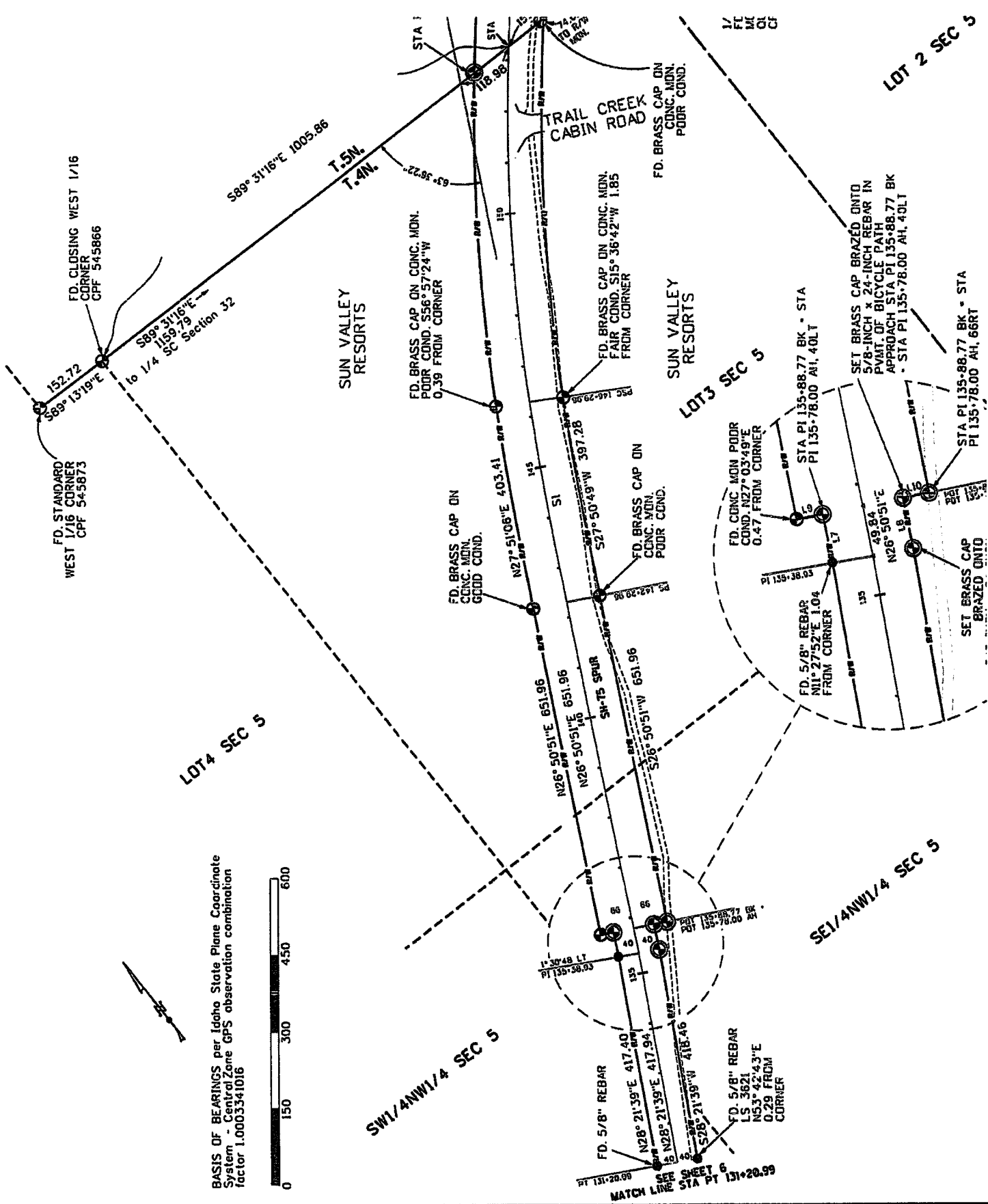
SE1/4SE1/4 SEC 6

CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA	CURVED BEARING	CHORD DISTANCE
C20	646.02	1313.24	28°11'08"	N39°15'52"E	639.53
C21	676.35	1273.24	28°11'08"	N39°15'52"E	620.05
C22	666.67	1233.24	28°11'08"	N39°15'52"E	600.57
C23	1181.42	2824.79	23°57'47"	N40°20'33"E	1172.63
C24	1188.15	2864.78	23°57'47"	N40°20'33"E	1188.44
C25	1214.88	2904.78	23°57'47"	S40°20'33"W	1205.05

R28, R30 & R36

T. 4 N. & T. 5N., R.18 E., B.M.



BASIS OF BEARINGS per Idaho State Plane Coordinate System - Central Zone GPS observation combination factor 1.0003341016



T. 5N., R. 18 E., B.M.

BASIS OF BEARINGS per Idaho State Plane Coordinate System - Central Zone GPS observation combination factor 1.0003341016



LOT 2 SEC 32

SET NAIL IN PAVEMENT AT PCS STA 163+26.63, 66L.T.

FD. BRASS CAP ON CONC. MON. POOR COND. PT STA 167+26.63, 66L.T. S75°05'15"W 0.52 FROM CORNER

SEE SHEET 1 PCS MATCH LINE PCS STA 163+26.63

FD. BRASS CAP ON CONC. MON. POOR COND. PCS STA 163+26.63, 66RT. S70°35'19"W 0.47 FROM CORNER

FD. BRASS CAP ON CONC. MON. POOR COND. PT STA 167+26.63, 66RT. S70°41'09"W 0.52 FROM CORNER

BICYCLE PATH DRAWN PER NAIP IMAGERY

SUN VALLEY COMPANY

SUN VALLEY COMPANY

NE1/4 SEC 32

FD. E CONC. PT 183+50.26, 66L.T.

STA 183+50, 90RT.

STA 184+50, 66RT.

FD. BRASS CAP ON CONC. MON. FAIR COND. PC STA 172+01.94, 66L.T.

FD. BRASS CAP POOR COND. N63°30'26"E 1.53 FROM CORNER  
FD. BRASS CAP GOOD COND. N17°22'52"E 1.61 FROM CORNER  
FD. BRASS CAP GOOD COND. N57°47'58"W 1.51 FROM CORNER  
PC STA 176+00, 66RT.  
PC STA 175+00, 110RT.

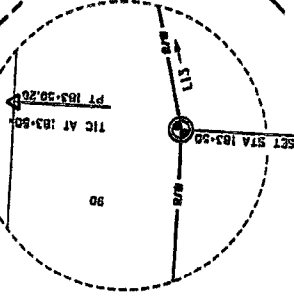
FD. BRASS CAP POOR COND. N63°30'26"E 1.53 FROM CORNER  
PC STA 172+00

BICYCLE PATH

LINE TABLE

LINE	LENGTH	BEARING
L11	90.69	S00°07'04"W
L12	90.69	S00°07'04"W
L13	102.84	S33°19'08"W
L14	103.69	S43°41'45"W
L15	110.63	S81°15'01"W

LOT 1 SEC 32



LINE TABLE

LINE	LENGTH	BEARING
L11	90.69	S00°07'04"W
L12	90.69	S00°07'04"W
L13	102.84	S33°19'08"W
L14	103.69	S43°41'45"W
L15	110.63	S81°15'01"W

# RECORDED SURVEYS

- R1 Ketchum Townsite Plat Instrument Number 302967 recorded 1989, signed by OT Hansen 1948
- R2 Trail Creek Highway (MISC661)
- R3 Sun Valley Condominiums Instrument Number 123920
- R4 Resubdivision of Lot 34 Trail Creek Subdivision Instrument Number 135957
- R5 Lots 2 & 3, Block 44, Record of Survey for Daleol Instrument Number 189553
- R6 Lot 8, Block 44, Record of Survey for Steve Copson Instrument Number 200412
- R7 Resubdivision of Block 87, Record of Survey for Walnut Avenue Mail Instrument Number 252216
- R8 Block 82, Record of Survey for Ketchum Medical Clinic Instrument Number 315647
- R9 Record of Survey for L.O.S. Church Instrument Number 357290
- R10 Section 33, Dependent Resurvey for National Forest Boundaries Instrument Number 391885
- R11 Record of Survey for Catholic Church Instrument Number 397446
- R12 L.O.S. Church Subdivision Instrument Number 401725
- R13 Lot 1A Block 88, Lot Line Shift Instrument Number 415427
- R14 Portion of Lot 22, Block 82 & Tax Lot 6072 Instrument Number 421738
- R15 St. Thomas Episcopal Church Instrument Number 423789
- R16 Residences at Colonnade Condominiums Instrument Number 430075
- R17 Lot 5A, Block 88, Lot Line Shift Instrument Number 440166
- R18 A Resubdivision of Block 87, Walnut Avenue Mail, Instrument Number 462692
- R19 Lot 5A, Block 88, Christiania Condominiums, Instrument Number 466020
- R20 Lot 8, Block 3, Plot 360 SVP Condominiums, Instrument Number 477739
- R21 Bitter Route Subdivision, Instrument Number 479552
- R22 Building 1, Unit 6A, Sun Valley Condominiums, Instrument Number 498028
- R23 Building 3, Unit 24A, Sun Valley Condominiums, Instrument Number 502154
- R24 Unit 880A, Replat of Lodge Apartments II Condominiums, Instrument Number 530762
- R25 Lot 5A, Block 4, Plaza 331 Condominiums, Instrument Number 563287
- R26 White Clouds Subdivision, Instrument Number 569143
- R27 White Clouds Subdivision Corrected, Instrument Number 571308
- R28 White Clouds Townhomes Phase I, Instrument Number 599744
- R29 Lots 2A & 3A, Block 3, Ketchum Townsite, Instrument Number 611189
- R30 White Clouds Townhomes Phase II, Instrument Number 615434
- R31 White Clouds Corrected: Parcels A, B, & J Amended, Instrument Number 620423
- R32 Diamond Back Townhomes: Sublots 1-4 and Tract A, Instrument Number 629827
- R33 Diamond Back Townhomes: Sublots 5-8, and Tract C, Instrument Number 630261
- R34 Diamond Back Townhomes: Sublots 13-14, 17-18, and Tract D, Instrument Number 631596
- R35 Lot 1A, Block 20, of 151 South Main Hotel & Residences, Instrument Number 641301
- R36 White Clouds Corrected: Lots 15A, 19A, and Parcel G Amended, Instrument Number 643966
- R37 Record of Survey for American National, Instrument Number 644830
- R38 Lot 5A & 8A, Block 24, Ketchum Townsite, Instrument Number 646686
- R39 Lot 4A, Block 1, Ketchum Townsite, Instrument Number 647516
- R40 Lots 24A & 34A, Block 3, Ketchum Townsite, Instrument Number 647524
- R41 White Clouds Corrected: Lots 27B, 28C, and Townhomes Amended, Instrument Number 648890
- R42 2017 Replat of Lodge Apartments II Condominiums, Instrument Number 653102
- R43 Diamond Back Townhomes: Sublot 24 and Tract I, Instrument Number 651316
- R44 Lot 2, Block 24, of 320 Leadville Condominiums, Instrument Number 658781

REFER TO LIST OF HIGHWAY PLAN SETS (THIS PAGE)  
FOR UNRECORDED SURVEY OF TRAIL CREEK HIGHWAY

REFER TO LIST OF GLO/BLM SURVEYS (THIS PAGE)

# HIGHWAY PLAN SETS

- H1 ST-282015041 TRAIL CREEK ROAD
- H2 ST-282016011 S.H.-751SPUR AT SADDLE/DOLLAR I.
- H3 ST-282015031 A PORTION OF SUN VALLEY ROAD .
- H4 TRAIL CREEK ROAD, IDAHO FOREST HIGHWAY PROJ.
- H5 UNRECORDED SURVEY OF TRAIL CREEK HIGHWAY,
- H6 ST-239215171 MAIN STREET, CENTERLINE US-93

# GLO/BLM SURVEYS

- S1 GLO PLAT OF T4H RIBE DATED 1883
- S2 GLO PLAT OF PORTION T4N RIZE DATED 1883
- S3 GLO PLAT OF T5N RIBE DATED 1917
- S4 BLM PLAT DEPENDENT RESURVEY OF A PORTION
- S5 BLM PLAT DEPENDENT RESURVEY OF A PORTION
- S6 BLM PLAT DEPENDENT RESURVEY OF A PORTION

# REFERENCE DEEDS

- D1 Right of Way Deed Inst. No. 74468
- D2 Quit Claim Deed Inst. No. 76051
- D3 Right of Way Deed Inst. No. 76248
- D4 Quit Claim Deed Inst. No. 115536
- D5 Corporation Easement Inst. No. 324443
- D6 Quit Claim Deed Inst. No. 470942

LINE TABLE

LINE	LENGTH	BEARING
116	80.69	S80°07'04"W
117	80.69	S00°07'01"W
118	102.84	S33°19'08"W
119	103.69	S43°41'46"W
120	108.86	S81°38'45"W
121	108.86	S81°38'45"W
122	108.86	S81°38'45"W
123	108.86	S81°38'45"W
124	108.86	S81°38'45"W
125	108.86	S81°38'45"W
126	108.86	S81°38'45"W
127	108.86	S81°38'45"W

CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C33	1135.11	5653.58	11°29'00"	N52°33'21"E	1133.21
C34	1148.33	5728.33	11°29'00"	N52°33'21"E	1146.41
ARC	0.188	1746.75	2°18'43"	N74°26'48"W	53.85

# Idaho Highway 75 Spur Abandonment

## Blaine County

### Public Outreach Summary

February 2021



## Background

In March 2020, the Idaho Transportation Department (ITD) received an application from Blaine County regarding an adjustment of the State Highway System. The application proposed that ITD abandon the Idaho Highway 75 Spur and relinquish control to Blaine County.

The ID-75 Spur, also known as Sun Valley Road, connects ID-75 in Ketchum and Trail Creek Road in Sun Valley (milepost 0.0-3.6). The ID-75 Spur does not have continuity with the rest of the State Highway System and because it is a spur of ID-75, resources are first allocated to ID-75 before the ID-75 Spur.

The action of ITD abandoning the ID-75 Spur would allow for local jurisdictions to have more control over the maintenance, improvements and future design of the roadway.

ITD follows department procedure regarding any adjustment of the State Highway System. As part of that procedure, ITD engaged the public through a public hearing process to seek input on the proposed action for ITD to abandon the ID-75 Spur to Blaine County.

## Webpage

A [dedicated webpage](#) was created on [ITDProjects.org](https://ITDProjects.org) to utilize throughout the public hearing process. Background information, event information, public comment information and related documents and videos were hosted on the webpage (*Appendix A*).

## Notifications

Notices and additional information regarding the proposed action for ITD to abandon the ID-75 Spur to Blaine County were published/disseminated in the following ways (*Appendix B*):

Notice	Date
Letters to elected officials sent	Dec. 23, 2020
Legal ad published in <i>Idaho Mt. Express</i>	Dec. 30, 2020
City of Sun Valley email blast sent	Dec. 30, 2020
City of Ketchum's <i>Word on the Street</i> published	Dec. 31, 2020
Display ad published in <i>Idaho Mt. Express</i>	Jan. 1, 2021
Legal ad published in <i>Idaho Mt. Express</i>	Jan. 6, 2021
<i>Idaho Mt. Express</i> article published	Jan. 8, 2021
ITD Twitter & Facebook posts published	Jan. 8, 2021
Press Release disseminated	Jan. 12, 2021
ITD News & Info post published	Jan. 12, 2021
<i>Idaho Mt. Express</i> article published	Jan. 19, 2021

# Idaho Highway 75 Spur Abandonment

## Blaine County

### Public Outreach Summary

February 2021



## Events

Due to Covid-19, the ability to gather in-person for a public hearing was limited. ITD hosted a live webinar presentation followed by a Q&A session via Zoom. ITD also offered an opportunity for individuals to schedule in-person meetings on a limited basis.

ITD was joined by representatives from the City of Ketchum, City of Sun Valley and Blaine County during the live webinar. No members of the public logged into the presentation while the event was underway; however, a recording of the webinar was posted to the [project webpage](#) and ITD [YouTube](#) channel the week following the event. The recording of the video accumulated 93 views (*Appendix C*).

ITD was not contacted by any individuals seeking to meet in-person during the comment period.

Event	Date
Live webinar	Jan. 21, 2021
In-person meetings	Jan. 26, 2021

### ID-75 Spur Panelist Participants

- Walter Burnside (ITD)
- Sam Purser (ITD)
- Jessica Williams (ITD)
- Nathan Jerke (ITD)
- Amanda Regnier (ITD)
- Ana Solis (ITD)
- Steve Thompson (Blaine County)
- Sherri Newland (Ketchum)
- Betsy Roberts (Sun Valley)
- Peter Hendricks (Sun Valley)

## Comments

ITD offered multiple ways to comment during the public comment period. Citizens were encouraged to submit comments in the following ways:

- ❖ by attending an in-person meeting
- ❖ by calling (855) 785-2499
- ❖ by visiting the project website [itdprojects.org/projects/id-75-spur](https://itdprojects.org/projects/id-75-spur)
- ❖ by emailing [jessica.williams@itd.idaho.gov](mailto:jessica.williams@itd.idaho.gov)
- ❖ by mailing Idaho Transportation Dept. Attn: Jessica Williams - 216 South Date Street - Shoshone, ID 83352

# Idaho Highway 75 Spur Abandonment

## Blaine County

### Public Outreach Summary

February 2021



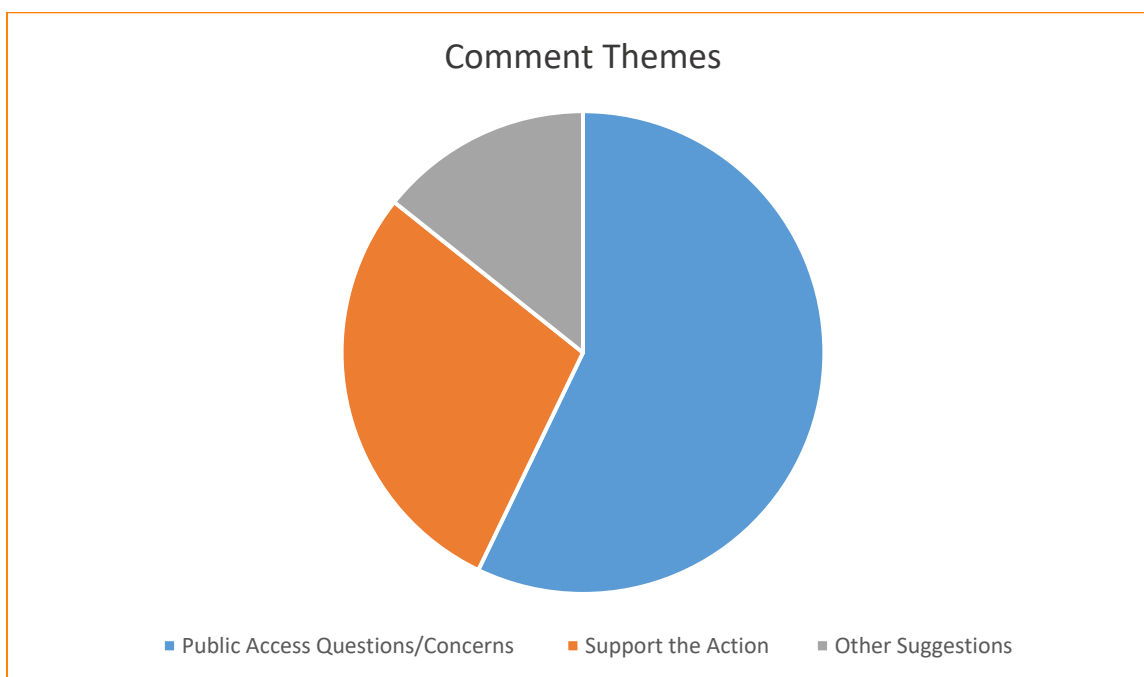
### Summary

The comment period for the proposed action for ITD to abandon the ID-75 Spur to Blaine County was open from Dec. 30, 2020 to Jan. 29, 2021. During that timeframe, multiple notices were given to the public and participation in two ITD hosted events was encouraged.

ITD received six comments via email and one comment via phone. ITD responded to all seven public comments (five responses via email, two via phone) relating to the proposed abandonment of the ID-75 Spur.

There was no clear opposition to the proposed action for ITD to abandon the ID-75 Spur to Blaine County. Commenters were largely in support of the action provided that the roadway remain open for public use. Other comments were in support of Blaine County accepting jurisdiction of the roadway and then turning it over to the City of Ketchum and the City of Sun Valley. Additional comments were also received regarding the general condition of roadways in Blaine County and the resources involved in maintaining the infrastructure.

All written comments and responses are contained herein. ITD let it be known throughout the public hearing process, that comments received would be shared with local jurisdictions (*Appendix D*).



# Idaho Highway 75 Spur Abandonment

## Blaine County

### Public Outreach Summary

February 2021



## Appendix A



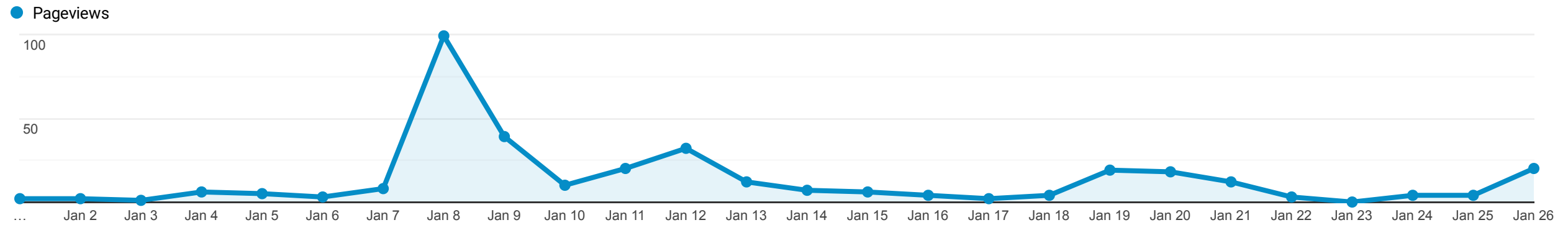
Pages

ALL » PAGE: /projects/id-75-spur/

Jan 1, 2021 - Jan 26, 2021

All Users  
3.54% Pageviews

Explorer



Page		Source	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
			342 % of Total: 3.54% (9,673)	304 % of Total: 3.85% (7,900)	00:04:22 Avg for View: 00:01:59 (120.68%)	285 % of Total: 4.89% (5,833)	89.82% Avg for View: 75.81% (18.49%)	85.09% Avg for View: 60.30% (41.10%)	\$0.00 % of Total: 0.00% (\$0.00)
1.	/projects/id-75-spur/	m.facebook.com	122 (35.67%)	111 (36.51%)	00:02:23	111 (38.95%)	91.89%	90.16%	\$0.00 (0.00%)
2.	/projects/id-75-spur/	(direct)	87 (25.44%)	81 (26.64%)	00:05:46	71 (24.91%)	90.14%	88.51%	\$0.00 (0.00%)
3.	/projects/id-75-spur/	t.co	34 (9.94%)	31 (10.20%)	00:04:15	27 (9.47%)	92.59%	85.29%	\$0.00 (0.00%)
4.	/projects/id-75-spur/	l.facebook.com	25 (7.31%)	24 (7.89%)	00:07:08	24 (8.42%)	91.67%	92.00%	\$0.00 (0.00%)
5.	/projects/id-75-spur/	google	24 (7.02%)	20 (6.58%)	00:03:03	18 (6.32%)	83.33%	79.17%	\$0.00 (0.00%)
6.	/projects/id-75-spur/	itd.idaho.gov	21 (6.14%)	18 (5.92%)	00:08:05	18 (6.32%)	83.33%	76.19%	\$0.00 (0.00%)
7.	/projects/id-75-spur/	apps.itd.idaho.gov	15 (4.39%)	7 (2.30%)	00:02:33	6 (2.11%)	66.67%	46.67%	\$0.00 (0.00%)
8.	/projects/id-75-spur/	kmvt.com	5 (1.46%)	3 (0.99%)	00:12:00	3 (1.05%)	66.67%	60.00%	\$0.00 (0.00%)
9.	/projects/id-75-spur/	bing	3 (0.88%)	3 (0.99%)	00:00:34	2 (0.70%)	100.00%	66.67%	\$0.00 (0.00%)
10.	/projects/id-75-spur/	facebook.com	2 (0.58%)	2 (0.66%)	00:00:00	2 (0.70%)	100.00%	100.00%	\$0.00 (0.00%)
11.	/projects/id-75-spur/	achdidaho.org	1 (0.29%)	1 (0.33%)	00:00:29	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
12.	/projects/id-75-spur/	gray.arcpublishing.com	1 (0.29%)	1 (0.33%)	00:00:00	1 (0.35%)	100.00%	100.00%	\$0.00 (0.00%)
13.	/projects/id-75-spur/	itdgov.sharepoint.com	1 (0.29%)	1 (0.33%)	00:00:00	1 (0.35%)	100.00%	100.00%	\$0.00 (0.00%)
14.	/projects/id-75-spur/	linkedin.com	1 (0.29%)	1 (0.33%)	00:00:00	1 (0.35%)	100.00%	100.00%	\$0.00 (0.00%)

# Idaho Highway 75 Spur Abandonment

## Blaine County

### Public Outreach Summary

February 2021



## Appendix B



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
216 South Date Street • Shoshone, ID 83352  
(208) 886-7800 • [itd.idaho.gov](http://itd.idaho.gov)

December 23, 2020

Re: Public Hearing  
Idaho Highway 75 Spur Abandonment  
Blaine County, Idaho

This letter is to invite you to participate in a public hearing to learn about and comment on a proposed action by the Idaho Transportation Department to abandon the Idaho Highway 75 Spur to Blaine County. The ID-75 Spur, also known as Sun Valley Road, connects ID-75 in Ketchum and Trail Creek Road in Sun Valley (milepost 0.0 - 3.6).

The Idaho Transportation Department (ITD) will host an online webinar via Zoom and also offer an opportunity for individuals to schedule in-person (20-minute) meetings on a limited basis. Staff from ITD will be joined by representatives from Ketchum, Sun Valley and Blaine County.

The Zoom webinar will have a brief presentation followed by a Q&A session via the online chat feature. *No official comments will be taken during the Zoom webinar.*

**Thursday, January 21**

6 p.m. to 7 p.m.

Zoom Webinar

*To join this webinar please visit [itdprojects.org/projects/id-75-spur](http://itdprojects.org/projects/id-75-spur) at the date and time listed above and click the designated link under OPTION 1.*

During the scheduled in-person meetings, individuals will have an opportunity to view displays and ask questions. Individuals will also have the opportunity to provide verbal or written testimony.

**Tuesday, January 26**

3 p.m. to 6 p.m.

Sun Valley City Hall - Council Chambers

81 Elkhorn Road, Sun Valley

*To schedule an in-person meeting during this time frame call (208) 886-7806 or email [jessica.williams@itd.idaho.gov](mailto:jessica.williams@itd.idaho.gov).*

Comment can also be provided in the following ways:

- via [itdprojects.org/projects/id-75-spur](http://itdprojects.org/projects/id-75-spur)
- by emailing [jessica.williams@itd.idaho.gov](mailto:jessica.williams@itd.idaho.gov)
- mailed to Idaho Transportation Department Attn: Jessica Williams - 216 South Date Street - Shoshone, ID 83352
- recorded by calling (855) 785-2499

**The comment period will remain open until Friday, January 29.**



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**

216 South Date Street • Shoshone, ID 83352  
(208) 886-7800 • [itd.idaho.gov](http://itd.idaho.gov)

The Department is required to conduct a public hearing on all state highway system (SHS) abandonments, or jurisdictional changes that may impact adjacent cities before the Idaho Transportation Board makes a final decision. Individuals are welcome to contact ITD District 4 Manager Walter Burnside directly with questions regarding the highway abandonment process by calling (208) 961-0828.

*Idaho Transportation Department personnel will adhere to best practices during the in-person meetings and requests that those who attend follow recommended guidelines relating to COVID-19.*

*Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884.*

*TTY/TDD Users: Dial 711 or (800) 377-3529 to use Idaho Relay System.*

*Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8884. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de relé de Idaho.*



## NOTICE OF PUBLIC HEARING

### *Abandonment of Idaho Highway 75 Spur in Blaine County*

**Members of the public are invited to participate in a public hearing regarding the proposed action to abandon the Idaho Highway 75 Spur to Blaine County. The ID-75 Spur, also known as Sun Valley Road, connects ID-75 in Ketchum to Trail Creek Road in Sun Valley (milepost 0.0 - 3.6).**

The Idaho Transportation Department (ITD) will host an online webinar via Zoom. At the beginning of the webinar a brief presentation will be given followed by a Q&A session via the chat feature. Representatives from ITD, Blaine County, Ketchum and Sun Valley will be present. A recording of the webinar will be posted to the project website afterward.

**Thursday, January 21**

**6 p.m. to 7 p.m.**

*To join this webinar, please visit [itdprojects.org/projects/id-75-spur](http://itdprojects.org/projects/id-75-spur) at the date and time listed above and click the designated link under Option 1.*

There will also be an opportunity for individuals to meet and discuss this matter in person on a limited basis.

**Tuesday, January 26**

**3 p.m. to 6 p.m.**

**Sun Valley City Hall - Council Chambers**

**81 Elkhorn Road, Sun Valley**

*To schedule an in-person (20-minute) meeting during this time frame, please call (208) 886-7806 or email [jessica.williams@itd.idaho.gov](mailto:jessica.williams@itd.idaho.gov).*

Comments may be submitted the following ways:

- ❖ by attending an in-person meeting
- ❖ recorded by calling (855) 785-2499
- ❖ via the project website [itdprojects.org/projects/id-75-spur](http://itdprojects.org/projects/id-75-spur)
- ❖ by email to [jessica.williams@itd.idaho.gov](mailto:jessica.williams@itd.idaho.gov)
- ❖ mailed to Idaho Transportation Dept. Attn: Jessica Williams - 216 South Date Street - Shoshone, ID 83352

**The comment period will remain open until Friday, January 29.**

**FOR MORE INFORMATION:** Jessica Williams - Public Information Officer, Idaho Transportation Department (208) 886-7806 or [jessica.williams@itd.idaho.gov](mailto:jessica.williams@itd.idaho.gov).

*Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884. TTY/TDD Users: Dial 711 or (800) 377-3529 to use Idaho Relay System.*

*Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8884. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de relé de Idaho.*

# AFFIDAVIT of PUBLICATION

State of Idaho  
County of Blaine

PAM MORRIS

, being the first duly sworn, deposes and says that she is the printer (publisher) of the Idaho Mountain Express, a newspaper published every week in Ketchum, County of Blaine, State of Idaho; that said newspaper has been continuously and uninterruptedly published for a period of seventy-eight consecutive weeks prior the first publication of the annexed notice, and is a newspaper qualified to publish legal notices as provided by act of the 1919 session of the legislature of the State of Idaho, known as House Bill 145; that the annexed advertisement was published once

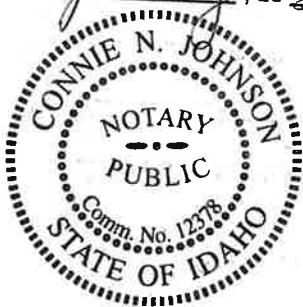
each week for 2 consecutive issues in said newspaper proper and not in a supplement; that the date of the first

publication of said advertisement was on the 30<sup>th</sup> day of December, 20 20, and the date of the last publication was

on the 6<sup>th</sup> day of January, 20 21

Subscribed and sworn to before me this 6 day of

January, 20 21.



Connie N. Johnson  
NOTARY PUBLIC

RESIDING AT HAILEY, IDAHO  
MY COMMISSION EXPIRES ON 7/10/2024

IDAHO MOUNTAIN EXPRESS  
P.O. Box 1013  
Ketchum, Idaho 83340  
COST OF PUBLICATION

Number of Picas per Line 11.5

Number of Lines in Notice 87

Number of Insertions 2

87 Lines tabular at 9.0 cents/pica

87 Lines straight at \$ 80.04 8.0 cents/pica

87 Subsequent lines at \$ 70.04 7.0 cents/pica

TOTAL COST \$ 150.08

## COPY OF NOTICE

Legal Notice  
TITLE OF NOTICE

PLAINTIFF ATTORNEY

DEFENDANT

PLAINTIFF

Idaho Transportation Dept  
BILL TO

### NOTICE OF PUBLIC HEARING

**Abandonment of Idaho Highway 75 Spur in Blaine County**

Members of the public are invited to participate in a public hearing regarding the proposed action to abandon the Idaho Highway 75 Spur to Blaine County. The ID-75 Spur, also known as Sun Valley Road, connects ID-75 in Ketchum to Trail Creek Road in Sun Valley (milepost 0.0 - 3.6).

The Idaho Transportation Department (ITD) will host an online webinar via Zoom. At the beginning of the webinar a brief presentation will be given followed by a Q&A session via the chat feature. Representatives from ITD, Blaine County, Ketchum and Sun Valley will be present. A recording of the webinar will be posted to the project website afterward.

**Thursday, January 21  
6 p.m. to 7 p.m.**

To join this webinar, please visit [itd-projects.org/projects/id-75-spur](http://itd-projects.org/projects/id-75-spur) at

que necesitan un intérprete o intérpretes especiales que llamen al coordinador de participación público al (208) 334-8884. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de relé de Idaho.

### PUBLISH

IDAHO MOUNTAIN EXPRESS  
DEC 30, 2020 & JAN 6, 2021

Sunday EVENING			
8:00	7:30	7:00	6:30
Movie	Movie	Movie	Movie
Nightwatch 1	Nightwatch 1	Nightwatch 1	Nightwatch 1
Critics Choice Super Awards	Critics Choice Super Awards	Critics Choice Super Awards	Critics Choice Super Awards
Simpsons	Simpsons	Simpsons	Simpsons
Burgers	Burgers	Burgers	Burgers
Fam. Guy	Fam. Guy	Fam. Guy	Fam. Guy
NFL Football: Teams TBA (N) & (Live)	NFL Football: Teams TBA (N) & (Live)	NFL Football: Teams TBA (N) & (Live)	NFL Football: Teams TBA (N) & (Live)
Celebrity Wheel	Celebrity Wheel	Celebrity Wheel	Celebrity Wheel
Funny Home Videos	Funny Home Videos	Funny Home Videos	Funny Home Videos

# Idaho Highway 75 Spur Abandonment

## Blaine County

### Public Outreach Summary

February 2021



## Appendix C



Video analytics

Overview Reach Engagement Audience

Jan 26, 2021 — Now  
Since published

Experimental Send us feedback

This video has gotten 93 views since it was published

Views  
93 ✓

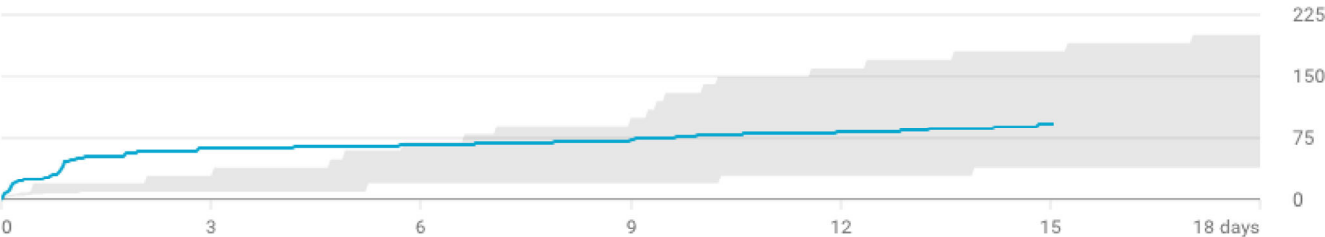
About the same as usual

Watch time (hours)  
4.2 ↑

0.2 more than usual

Subscribers  
—

This video Typical performance



SEE MORE

Interest in your content • Since published

Realtime

Updating live

9

Views · Last 48 hours



Top traffic sources	Views
External	66.7%
Direct or unknown	11.1%
Channel pages	11.1%
Suggested videos	11.1%

SEE MORE



# Idaho Highway 75 Spur Abandonment

## Blaine County

### Public Outreach Summary

February 2021



## Appendix D

## Jessica Williams

---

**From:** Rhea Schwartz <rhea.schwartz@gmail.com>  
**Sent:** Thursday, January 7, 2021 10:20 AM  
**To:** Jessica Williams  
**Subject:** RE: [EXTERNAL] Abandonment of I-75 Spur

Thank you so much. I appreciate your response. I will try to attend the meeting and/or connect to the link afterwards.

Rhea Schwartz

---

**From:** Jessica Williams <Jessica.Williams@itd.idaho.gov>  
**Sent:** Tuesday, January 5, 2021 11:37 AM  
**To:** Rhea Schwartz <rhea.schwartz@gmail.com>  
**Subject:** RE: [EXTERNAL] Abandonment of I-75 Spur

Hello Rhea,

There is a pending agreement that, once approved and signed by all parties, will have Blaine County assume initial ownership and maintenance of the road. Blaine County is also working with Ketchum and Sun Valley however, and each city is engaged with the county on how to best manage the roadway moving forward.

Please know that considerations have been made to ensure a smooth transition. The roadway will remain open for public use and there will not be a drop in the level of service.

More information will likely be provided on this topic during our upcoming Zoom meeting on January 21 at 6 pm. You will be able to link to the meeting from our project website at [itdprojects.org/projects/id-75-spur](https://itdprojects.org/projects/id-75-spur). If you are unable to attend the online meeting however, we will be posting a link to the presentation on the website afterward as well.

Please let me know if there are any other questions you have, or if you would like to provide public testimony regarding this proposed action.

Best,  
Jessica

--

Jessica Williams  
Public Information Officer  
Idaho Transportation Department - District 4  
P: 208.886.7806  
C: 208.358.4137



**Your Safety. Your Mobility. Your Economic Opportunity.**

---

**From:** Rhea Schwartz <[rhea.schwartz@gmail.com](mailto:rhea.schwartz@gmail.com)>  
**Sent:** Wednesday, December 30, 2020 12:56 PM  
**To:** Jessica Williams <[Jessica.Williams@itd.idaho.gov](mailto:Jessica.Williams@itd.idaho.gov)>  
**Subject:** [EXTERNAL] Abandonment of I-75 Spur

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Dear Ms. Williams:

I live right off of Sun Valley Road, on Saddle Lane. So I would like to know the consequences of ITD “abandoning” it. Who will then be responsible for the maintenance of Sun Valley Road?

Thank you

Rhea Schwartz

[Rhea.Schwartz@gmail.com](mailto:Rhea.Schwartz@gmail.com)

## Jessica Williams

---

**From:** Doro Schinella <doroschinella@gmail.com>  
**Sent:** Tuesday, January 12, 2021 11:38 AM  
**To:** Jessica Williams  
**Subject:** [EXTERNAL] Idaho 75-spur Ketchum/Sun Valley

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Dear Ms. Williams: I couldn't comment online at the IDT website [by submitting a comment via the above "Comment Online" link](#) because the link wasn't offered.

I am concerned about turning over the spur to SV for the following reasons. First, the word "near Boundary Creek Campground" is vague. It is no secret that SV Company would like total control of Boundary Campground and in fact would like to see it eliminated so SV Company can expand in that area. In the winter that road is not plowed toward BCG and is used by the public as a walking path. That SV would "...and complete other improvements identified as necessary." What are they and why are these "other improvements" not listed on your website under this project? Inquiring minds want to know because if they are not in the best interest of the public what are they?

I fear SV Co. would attempt to use that road as part of its ongoing attempt to limit public access from walking there so it can expand its xc ski plans and SV CC would probably concur with that attempt. Sun Valley Co. has already eliminated wildlife, including sage grouse, because of its residential expansion and golf course along SV Road. Where does it end? Not, hopefully toward BCCG!!!

The road in question is not in bad shape as the Mayor seems to want us to believe. I drive that road. The money would be better spent to fix the potholes on Highway 75 between Hailey and Ketchum and the ruts in the road at the light at SV Road and Highway 75. That's a lot of change the State is offering each city, especially Sun Valley. I also question why so much??

I would want to have written assurances from the City of SV that has no intention of changing the "floor plan" of the road from what it is now because if SV wants to change the plan of the road, you can be sure it is for SV Co and that isn't necessarily a good thing. Further, that the public will have use of the road in the winter in perpetuity to walk without incurring angst from SV Co. because it wants skiers to use the road. As SV Co. keeps attempting to build out in every direction regardless of wildlife and the public, I am not inclined to be agreeable to this transfer to SV. And finally that it will never attempt to eliminate BCCG and I know that would take a lot of red tape to do but SV Co. will probably attempt to do it.

Thank you.

Dorothy Schinella  
1217 Glen Aspen Drive  
Bellevue ID 83313  
208-788-3566

## Jessica Williams

---

**From:** Jessica Williams  
**Sent:** Monday, February 8, 2021 6:05 PM  
**To:** silverone42@gmail.com  
**Subject:** FW: [EXTERNAL] Comment Form from Project ID-75 Spur Abandonment

**dummymailid:** 00000000CD7DBB9FBB307D4A94FD129F6CACC2B60700E6E19B65EF6C394ABC8FBC1A8C07CD2800000000010B0000E6E19B65EF6C394ABC8FBC1A8C07CD280001D0FE7B630000

Hello Mr. Wright,

Thank you very much for sending us your comments on the proposed action for ITD to relinquish the Idaho Highway 75 Spur. I have passed the information onto the project team.

This proposal came about because the City of Sun Valley contacted ITD regarding their desire to have more control over the maintenance, improvements and design of that portion of roadway. Through further discussion however, it was discovered that state statute (Title 40-607 & 40-203B) dictates any ITD transfer of this roadway must be done at a county, as opposed to a city, level. Once this was understood, the City of Ketchum and Blaine County agreed to partner with Sun Valley on this effort.

The proposal calls for ITD to transfer the maintenance and control of the ID-75 Spur to Blaine County. Blaine County will then work with Ketchum and Sun Valley regarding further transfer of control, long-term maintenance and improvements on the roadway.

As it is now, the ID-75 Spur does not have continuity with the rest of the State Highway System. Since it is a spur of ID-75, ID-75 is a maintenance priority over the ID-75 Spur. If ITD does proceed with the proposed action to relinquish the highway, the department will provide funds to substantially support a highway reconstruction or other treatments to improve the roadway.

Please note that ITD will provide a summary of the public hearing process, including relevant comments received, to the cities of Sun Valley and Ketchum, as well as Blaine County. Thank you again for sharing your thoughts on the transportation system and the proposed action for the ID-75 Spur. It's important the public has a voice in the decisions ITD makes regarding local and statewide decisions. If there is anything further I can assist you with, please feel free to reach out to me directly.

Best,  
Jessica

--

Jessica Williams  
Public Information Officer  
Idaho Transportation Department - District 4  
P: 208.886.7806  
C: 208.358.4137



**Your Safety. Your Mobility. Your Economic Opportunity.**

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

---

**Hidden Post ID** 4605

---

**Hidden Post Title** ID-75 Spur Abandonment

---

**Name** Dennis Wright

---

**Email** [silverone42@gmail.com](mailto:silverone42@gmail.com)

---

**Phone** 208 309 0812

---

**Address** 977 Birchton Loop

---

**City** Twin Falls

---

**State** Idaho

---

**Please share any comments.** ITD:  
As a former Blaine County Commissioner, I offer the following for your consideration.

1. One of the County's problems with taking over the road is the distance to their equipment and mechanical storage facility on Glendale Rd. With winter emergencies that distance in almost unworkable trying to respond with heavy equipment.
2. The only road with a high priority for BCR&B in the northern area is the short piece in front of St. Lukes Hospital.
3. The County is not adept at hauling snow like the cities of Ketchum and Sun Valley. Heavy snow years may require hauling, depending on the politics in the two cities.
4. The small amount of highway funds that the county would reap would in no way pay for the maintenance of such a heavily used road.

---

---

This would likely entail less money available for other county responsibilities.

5. The first mile of road between the two cities already lies within the jurisdiction of the two cities. Why would the county want responsibility for a street within the cities?

6. My personal preference and suggestion would be for the cities of Ketchum and Sun Valley to assume ownership of the mile or so within their jurisdictions. Allow the county to accept the remaining mileage from the eastern edge of Sun Valley where they already have the responsibility of Trail Creek Rd. to the Custer County line.

I believe this solution would be best for all the jurisdictions involved.  
Thanks for allowing me to comment.

Dennis Wright-Twin Falls, ID.

---

## Jessica Williams

---

**From:** Jessica Williams  
**Sent:** Monday, February 8, 2021 6:34 PM  
**To:** Paul Willis  
**Subject:** RE: [EXTERNAL] Abandoning Hwy 75 Spur

Hello Mr. Willis,

Thank you very much for sending us your comments on the proposed action for ITD to relinquish the Idaho Highway 75 Spur. I have passed the information onto the project team.

This proposal came about because Sun Valley contacted ITD regarding their desire to have more control over the maintenance, improvements and design of that portion of roadway. As it is now, the ID-75 Spur does not have continuity with the rest of the State Highway System. Since it is a spur of ID-75, ID-75 is a maintenance priority over the ID-75 Spur.

We understand the ID-75 Spur is in need of reconstruction. If ITD does proceed with the proposed action to relinquish the highway, the department will provide funds to substantially support a highway reconstruction.

The proposal calls for ITD to transfer the maintenance and control of the ID-75 Spur to Blaine County. Blaine County will then work with Ketchum and Sun Valley regarding further transfer of control and improvements on the roadway.

ITD will provide a summary of the public hearing process, including relevant comments received, to the cities of Sun Valley and Ketchum, as well as Blaine County. However, we encourage you to reach out directly to them with any questions or comments you have relating to the future of the roadway and what impacts their plans may have on area residents.

The Idaho Transportation Investment Program, commonly referred to as the ITIP, outlines the seven-year plan of projects that ITD has planned throughout the state. Below is a list of the recent and upcoming projects in Blaine County:

- **2020 - ID-75, Four Mile Bridge**
  - Last summer, ITD completed replacement of the Four Mile Bridge near Galena Lodge.
- **2020 - US-93, Carey**
  - Last fall, ITD completed two projects that rehabilitated the roadway near Carey. A sealcoat will be applied in the area next summer.
- **2021 - ID-75, Hailey Main Street**
  - This is an Americans with Disabilities Act ramp and highway rehabilitation project that is scheduled to begin this spring and continue throughout the summer.
- **2023 - ID-75, Bellevue to Hailey Pavement**
  - This is a highway resurfacing project that is currently planned for 2023.
- **2024 - ID-75, Ketchum to North Fork Campground**



- This is a highway reconstruction and rehabilitation project that is currently planned for 2024.
- **2025 - ID-75, Elkhorn Road to River Street**
  - This is a highway widening and reconstruction project that is currently planned for 2025.
- **2025 - ID-75, Timmerman Junction Safety Measures**
  - This is a Rural Intersection Conflict Warning System to further alert motorists traveling on US-20 that approaching motorists on ID-75 do not stop at the intersection. This is project currently planned for 2025.
- **2026 - ID-75, Main Street in Ketchum**
  - This is a highway rehabilitation project that is currently planned for 2026.
- **2026 - US-93, Carey to Hotsprings Road**
  - This is a highway reconstruction project that is currently planned for 2026.
- **2027 - ID-75, Cobblestone Lane to Timber Way**
  - These are two separate highway resurfacing projects that are currently planned for 2027.

Please note, the anticipated construction years listed above are subject to change depending on funding availability.

ITD maintains approximately 12,315 lane miles and 1,830 bridges on the State Highway System and from 2016 - 2020 Idaho experienced an 8.4% increase in annual miles driven on state highways (16.66 billion miles to 18.06 billion miles). Revenue sources for transportation projects come from the State Fuel Tax (which was increased in 2015 to 32 cents) and the Federal Fuel Tax (which was last increased in 1993 to 18.4 cents). Registration fees also provide funding for transportation projects throughout the state.

The aforementioned revenue sources are distributed on a statewide basis to maintain the network of highways and interstates throughout Idaho. Please know that ITD will continue to seek funding as it becomes available to add additional Blaine County projects to the ITIP and perform needed maintenance activities in the area.

Thank you for sharing your thoughts on the transportation system and the proposed action for the ID-75 Spur. It's important the public has a voice in the decisions ITD makes regarding local and statewide decisions. If there is anything further I can assist you with, please feel free to reach out to me directly.

--

Jessica Williams  
Public Information Officer  
Idaho Transportation Department - District 4  
P: 208.886.7806  
C: 208.358.4137



**Your Safety. Your Mobility. Your Economic Opportunity.**

---

**From:** Paul Willis <captgowf@cs.com>

**Sent:** Thursday, January 21, 2021 9:39 AM

**To:** Jessica Williams <Jessica.Williams@itd.idaho.gov>; bdufur@svidaho.org; jconard@svidaho.org; ksaks@sunvalleyidaho.gov; mgriffith@svida.org; phendricks@sunvalleyidaho.gov; amccleary@co.blaine.id.us; dfosbury@co.blaine.id.us; jgreenberg@co.blaine.id.us; stennett.michelle@gmail.com; govenor@gov.idaho.gov; mdavis@house.idaho.gov

**Subject:** [EXTERNAL] Abandoning Hwy 75 Spur

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Hi Jesica,

Blaine County Commissioners, Sun Valley City Council, State Reps. and Gov. Little:

I recently read the news regarding transferring the Hwy 75 spur to Ketchum and SV.

It is in horrible shape as MOST roads in Blaine County are! It definately needs to be rebuilt, re paved and not just chip sealed like so many projects in this county.

I personally have written letters in the past to IDOT, the City of SV and Blaine County Commissioners regarding the condition of this particular roadway, as well as other poor road conditions in Blaine County.

As a matter of fact, most of Hwy 75, starting in Belview, thru Hailey, Ketchum and all the way to Stanley IS IN HORRIBLE SHAPE!!!

It also needs to be rebuilt, re paved and wider shoulders from the SNRA all the way to Stanley as well.

(one fairly new section from East Fork to the Bigwood Bridge is the only section that is in acceptable condition)

We pay an inordinate amount of taxes in this State, County and City and drive on 3rd world roads in Blaine County!

The massive increase in new residents, out of control building with resulting major increase in road traffic has put a strain on our crumbling road infrastructure.

The amount of daily traffic driving to and from the entire Wood River Valley from Twin Falls ,Jerome, Shoshone and even Boise is out of control and will

continue to get worse as more and more people move and build here!

In addition, our state gas taxes in this state are some of the highest in the intermountain west, and I can assure you they certainly are not put back into Blaine County.

ID .33 CO .22 WY .24 UT .30 MT .32 NV .33 All have a lower state income tax as well! (or none= NV,WY for that matter)

So that all said , I agree with turning it over to Blaine County and then over to the Cities of Ketchum and Sun Valley as long as it does not increase our city and county taxes.

Sincerely

Paul C. Willis  
205 Fairway Rd.  
Sun Valley ID  
208-622-5534

## Jessica Williams

---

**From:** kubro <kubroo@gmail.com>  
**Sent:** Monday, February 8, 2021 6:01 PM  
**To:** Jessica Williams  
**Subject:** Re: [EXTERNAL] ID-75 Spur Abandonment

Jessica,

That was a terrific response and I truly appreciate your time and understanding.

Thank you very much,

Kurt

On 2/8/21 5:55 PM, Jessica Williams wrote:

Hello Mr. Brown,

Thank you very much for sending us your comments on the proposed action for ITD to relinquish the Idaho Highway 75 Spur. I have passed the information onto the project team but will also address your concerns with this email.

This proposal came about because Sun Valley contacted ITD regarding their desire to have more control over the maintenance, improvements and design of that portion of roadway. As it is now, the ID-75 Spur does not have continuity with the rest of the State Highway System. Since it is a spur of ID-75, ID-75 is a maintenance priority over the ID-75 Spur.

The proposal calls for ITD to transfer the maintenance and control of the ID-75 Spur to Blaine County. If this initial transfer occurs, Blaine County will then work with Ketchum and Sun Valley regarding further transfer of control and improvements on the roadway. ITD's understanding is that the intention of all parties involved is for the highway to continue functioning as a public roadway. As long as the roadway continues to be maintained and constructed with public funds it should remain a public right-of-way.

Please note that ITD will be providing a summary of the public hearing process, including relevant comments received, to the cities of Sun Valley and Ketchum, as well as Blaine County. Thank you again for sharing your thoughts on the transportation system and the proposed action for the ID-75 Spur. It's important the public has a voice in the decisions ITD makes regarding local and statewide decisions. If there is anything further I can assist you with, please feel free to reach out to me directly.

Best,  
Jessica

--

Jessica Williams  
Public Information Officer  
Idaho Transportation Department - District 4

P: 208.886.7806

C: 208.358.4137



**Your Safety. Your Mobility. Your Economic Opportunity.**

---

**From:** Kb <[kubroo@gmail.com](mailto:kubroo@gmail.com)>

**Sent:** Tuesday, January 26, 2021 6:24 AM

**To:** Jessica Williams <[Jessica.Williams@itd.idaho.gov](mailto:Jessica.Williams@itd.idaho.gov)>

**Subject:** [EXTERNAL] ID-75 Spur Abandonment

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Jessica,

If I understand this correctly we will no longer be able to access the Trail Creek area and greater access to Devil's Bedstead and Copper Basin areas via this route? The Trail Creek area will be completely choked off from anyone not living in or paying to visit Sun Valley? Our family has used this important access to Trail Creek and the various camping and hunting areas for over ninety years. Why would the state refuse access to this huge beautiful scenic area to the greater public?

Please let me know what I may do to insure this does not happen.

Thank you  
Kurtis Brown

1211 S 1800 E  
Gooding ID 83330

--  
Thank you,  
Kurt  
Bewitch Companies, Inc.

Mobile - 208-280-2049

## Jessica Williams

---

**From:** Jessica Williams  
**Sent:** Monday, February 8, 2021 6:48 PM  
**To:** Lori Ransohoff  
**Subject:** RE: [EXTERNAL] Comment on highway 75 spur

Hello Lori,

Thank you very much for sending us your comments on the proposed action for ITD to relinquish the Idaho Highway 75 Spur. I have passed your thoughts onto the project team.

It's important the public has a voice in the decisions ITD makes regarding local and statewide decisions and we appreciate you taking the time to comment.

Best,  
Jessica Williams  
Public Information Officer  
Idaho Transportation Department - District 4  
P: 208.886.7806  
C: 208.358.4137

-----Original Message-----

From: Lori Ransohoff <macchum@aol.com>  
Sent: Tuesday, January 26, 2021 9:01 AM  
To: Jessica Williams <Jessica.Williams@itd.idaho.gov>  
Subject: [EXTERNAL] Comment on highway 75 spur

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

I think you should hand over jurisdiction to Blaine County.  
Lori ransohoff  
Ketchum

Sent from my iPhone

## Subcommittee Resolution

WHEREAS, the Idaho Transportation Department (ITD) and Blaine county have drafted and prepared a Road Relinquishment and Transfer of Ownership Agreement to transfer in its entirety SH75-Spur; and

WHEREAS, ITD has held a public hearing regarding the transfer of ownership and finding no significant opposition; and

WHEREAS, Blaine County has passed and recorded an approved resolution (#2021-10) on March 3, 2021 to enter into said Road relinquishment and Transfer of Ownership Agreement with the Department; and

WHEREAS, ITD, Blaine County and adjacent Cities staff or representative have negotiated a one-time cash payment of \$4,180,000.00 including inflation, from the ITD to Blaine County to offset the initial cost of reconstruction and future maintenance on the roadway; and

WHEREAS, the State Highway System Adjustments Subcommittee of the Idaho Transportation Board has reviewed the progress and development of relinquishment and transferring of SH75-Spur and found the staff has met all policy, procedures and Idaho Statues requirements relevant to the relinquishment; and

THEREFORE, let it be resolved this subcommittee recommends approval of the Road relinquishment and Transfer of Ownership Agreement for SH75-Spur by the Idaho Transportation Board.