# Transportation Impact & Cost Summary

Teton Valley Workshop | Teton County, Idaho Public Works | July 2026

Three primary transportation corridors serving Grand Targhee Resort are expected to experience increased traffic volumes as a result of the proposed expansion:

- Ski Hill Road from State Highway 33 (SH-33);
- East 2500 North to Stateline Road (North Driggs Bypass); and
- East 2000 South to Stateline Road (South Driggs Bypass).[1]

E2500N and E2000S have reached the end of their effective service lives. Both roadways currently consist of a thin chip seal, which is not well suited to increased traffic volumes. To provide a durable, long-term pavement solution, Teton County Public Works recommends placing a 3-inch asphalt wearing surface on both corridors with resurfacing on a five-year schedule (reduced from the current seven to nine-year schedule). In addition, increased traffic and accelerated pavement wear will require striping to be performed annually (rather than every-other-year) to maintain roadway safety and visibility.

The Idaho Department of Transportation (ITD) has identified the need for several dedicated left-turn lanes along the SH-33 corridor between Driggs and Victor, including at the SH-33/E2000S intersection. Construction of a left-turn lane at E2000S, currently unfunded, is an important safety improvement that will become increasingly necessary as traffic volumes continue to grow.

| Maintenance | Infrastructure |
|---|---|
| **Funding Mechanism:** Teton County general fund, road and bridge levy. | **Funding Mechanism:** Local impact fees, state and federal funding, property taxes – collectively insufficient to meet anticipated need |
| **Anticipated Impact:** Increase in GTR traffic will accelerate the road reconstruction and chip-seal cycles and will add an estimated cost to the County of **$187,000** in additional maintenance per year. The City of Driggs anticipates increased maintenance costs of at least **$40,000** per year. | **Anticipated Impact:** To safely accommodate increased traffic and route resort visitors around Driggs, the County estimates **$6.4 million** in capital improvements to pave E2500N, E2000S, State Line Road, LeGrande Pierre Ave, and add turn lanes at SH-33). The City of Driggs will need **$5.6 million** for municipal paving and turn lanes. |
| **Resolution:** TCWY/GTR contribution to the additional annual maintenance costs generated by proportional wear-and-tear on the accelerated road reconstruction cycle. | **Resolution:** Prior to construction authorization, GTR must execute a joint-funding agreement to mitigate its proportional share of the $12 million in required capital road improvements across the County and City |
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Consistent with the findings of the ECONorthwest Report, Teton County Public Works supports the establishment of financial assistance to offset these infrastructure and maintenance costs.

[1] *Source: Effects of Proposed Grand Targhee Development on Public Services and Housing Markets in Teton County, Idaho – Final Report*, prepared by ECONorthwest in July 2022 (the "Report")