

Dawn Felchle

From: Steve Hill <srhill1@mindspring.com>
Sent: Monday, September 08, 2014 7:52 AM
To: Dawn Felchle
Subject: Teton County Landfill
Attachments: Teton County Lanfill Proposal.docx

Ms. Felchle:

Attached is a Brief proposal based on my review of Document you delivered and conversations.

I think a phased approach is best. I have heard that there remains questions whether the liquid coming from the landfill is landfill leachate or another source. Resolving this should be helpful to phase 2.

I can be reached during the day at 208-653-2512.

I hope all is well.

Steve R. Hill
RegTech, Inc.
6750 Southside Blvd
Nampa, Idaho 83686
Office 208-442-4383
Cell 208-250-4392
srhill1@mindspring.com

Steve R. Hill, President
6750 Southside Blvd
Nampa, Idaho 83686

RegTech

T 208-442-4383
C 208-250-4392
srhill1@mindspring.com

Date: September 8th 2014

To: Teton County, Idaho Commissioners
Dawn Felchle,
Assistant to County Commissioners
150 Courthouse Drive,
Driggs, Idaho 83422

Subject: RegTech, Inc Submittal Response to the Request for Scope and Cost for Teton County Landfill

Dear Ms. Felchle

Thank you for the request for a general scope and estimated cost to help resolve disputes between Teton County Landfill and the Idaho Department of Environmental Quality. I have received and reviewed

- Idaho DEQ Comments on the Landfill Cap Evaluation Progress Report for Teton County dated November 12th 2013 and additional data submitted January 10th 2014. Letter dated January 28th, 2014
- Request for additional data to support the Technical Memorandum for the Landfill Cap Evaluation progress Report, for Teton County, dated November 12th 2013. Letter dated December 19, 2013
- Follow-up letter from DEQ Re Follow-up to the February 20, 2014 meeting
- Memorandum to Christy Swenson, Idaho DEQ Idaho Falls regional office RE: Financial Assurance. Letter dated May 23rd 2014.
- Teton County, Idaho Landfill ET Cap Rehabilitation Preliminary Engineering Report comments from Idaho DEQ dated July 22nd, 2014.
- Teton Valley News article on the web February 12th, 2014

Evapotranspiration Covers (ET Covers) fundamentally must intercept and contain surface moisture and transpire the moisture to the atmosphere, thus preventing surface liquids from coming in contact with waste material below.

Task 1. Investigate records including Design As-built, maps, reports or other applicable correspondence to determine if there is evidence that liquid is migrating through the ET cap, encountering waste, and exiting the landfill. Review applicable documentation, visit the site and discuss questions with landfill operator

- Travel¹ to the site (three days travel includes record review and site visit.
 - Mileage 209 miles (one way) X 2 = 418 miles x \$0.56 / mile = \$235.00
 - Three days per diem \$84.00 / day x 3 = \$252.00
- Record review 8 hrs (\$140.00/hr) \$1,120.00
- Site visit and access to landfill operator 4 hrs (\$140.00/hr) \$560.00
- Conclusions and recommendations Report 6 hrs (\$140.00/hr) \$840.00

Total Task 1 **\$3007.00**

Task 2. Evaluate additional alternatives for bringing the ET cover of the landfill into compliance with IDAPA Title 39 chapter 74 Idaho Solid Waste Facilities Act and 40 CFR 258. (depends

¹ Travel hours are not being charged

somewhat on outcome of Task-1). This may include review landfill cap performance monitoring requirements, record review of landfill operation, inspection and material certification procedures and records.

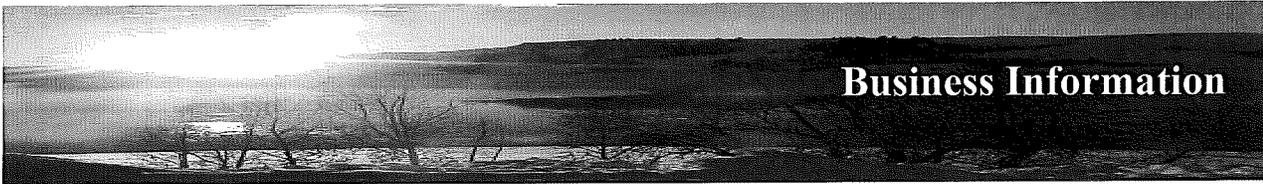
- Travel² to the site (three days travel includes record review and site visit).
 - Mileage 209 miles (one way) X 2 = 418 miles x \$0.56 / mile = \$235.00
 - Three days per diem \$84.00 / day x 3 = \$252.00
- Site Record review 4 hrs (\$140.00/hr) \$560.00
- Review Site landfill Cap Evaluation Reports 16 hrs (\$140.00/hr) \$2,240.00
- Conclusions and recommendations report 6 hrs (\$140.00/hr) \$840.00

Total Task 2 **\$4,127.00**

The totals above are estimates and may be lower, but will not be higher unless given prior approval from the Teton County Commission or their representative. This agreement should be based on time and material.

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² Travel hours are not being charged



Business Information

Full Legal Name of the Company:	RegTech, Inc 6750 Southside Blvd Nampa, Idaho 83686
Year Business Started,	RegTech, LLC - Articles of Organization filed April 1999, dissolved August , 2000 RegTech, Inc Incorporation August 2000
State of Incorporation and headquarters	Idaho
Are you a United State Corporation?	Yes
Are you a public or private Corporation?	Private S Corporation
Tax Identification Number	82-0525326
Is your firm subject to any litigation, judgment, disbarment, or suspension that would prohibit it from fulfilling the terms of the contract?	No
Are you a disadvantaged, woman owned, or minority-owned firm	No
Current number of people employed	3 company employees <ul style="list-style-type: none">• Steve Hill• Judie Kean• Stephanie Latimer

RegTech Key Personnel Qualifications**Steve R. Hill**

**Manager and Senior Scientist
President, RegTech, Inc,
6750 Southside Blvd,
Nampa, Idaho 83686
Office - 208-442-4383
Cell - 208-250-4392
srhill1@mindspring.com**

Steve Hill, President of **RegTech** is recognized for his innovation in helping clients understand federal, state and local environmental regulations. Steve has experience as a regulator, a scientist and as a practitioner. His expertise includes facilitating and providing technical, scientific, and regulatory support to state and federal agencies, industries, and stakeholders, for which he develops streamlined decision-making processes and tools that account for permitting, licensing, and other approval requirements; problematic scientific and technical characteristics; and conventional and innovative technologies.

Steve was selected by the Governor of Idaho to develop and implement a program for the multi-agency evaluation of Idaho National Laboratory. The legislature directed this program to provide integrated oversight and independent assessment of human health and environment at the Idaho National Lab. Later, as a consultant, Steve provided strategic analysis to the Department of Energy, Office of Science of Technology for its *Strategic Technology Deployment Regulatory Plan* and the *Baseline Environmental Management Plan*.

Steve's experience features intimate work in RCRA (Resource Conservation and Recovery Act), NEPA (National Environmental Policy Act), CWA (Clean Water Act), SDWA (Safe Drinking Water Act), CAA (Clean Air Act), FERC (Federal Energy Regulatory Commission), NRC (Nuclear Regulatory Commission), CERCLA (Comprehensive Environmental Response, Compensation and Liability Act), UST (Underground Storage Tank), LUST (Leaking Underground Storage Tank), UIC (Underground Injection Control), UMTRA (Uranium Mill Tailings Remedial Action), SMCRA (Surface Mine Control and Reclamation Act), Abandoned Mined Lands Reclamation and the equally important NCP (National Oil and Hazardous Substances Pollution Contingency Plan).

Steve's experience includes working with environmental regulators from every state in the U.S., regional and headquarters offices of federal agencies including EPA, DOD, DOE, FERC, NRC and others responsible for the administration of those Acts, and private industry developing remediation technologies and working on specific sites.

Project work includes:

- Managing the State of Idaho's INL Oversight program with Offices in Idaho Falls and Boise.
- Director of Environmental Management for Coleman Research Corporation's offices in Maryland and Idaho
- Permitting the first hazardous waste treatment, storage and disposal facility for Idaho Division of Environmental Quality (DEQ).

Relevance to the RFP

- 8 years experience with DOE complex sites and agency policy
- 18 years of ITRC experience
- Completed 38 published ITRC documents
- Completed 22 internet training curriculums
- Completed 7 classroom curriculums
- Closed 11 teams since 2006
- 10 years State regulatory experience

EDUCATION

- BS Geology, University of Idaho 1976
- MS Economic Geology, Minor Geophysics, New Mexico Institute of Mining & Technology, 1980

PROFESSIONAL AFFILIATIONS

- National Ground Water Association
- Society of Mining, Metallurgy and Exploration

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- Managing the first ever reclamation of a ligniferous uranium mine for the North Dakota Department of Health.
 - Reclamation of underground and strip mine spoils and groundwater
 - Siting the first commercial hazardous waste storage facility for the Idaho DEQ
 - Training state regulators & environmental consultants through ITRC on the use of Natural Attenuation, Permeable Reactive Barrier Walls, and Enhanced and *In situ* Bioremediation.
 - Developing a regulatory guidance for enhanced *in situ* bioremediation, permeable reactive barrier walls, phytoremediation, small arms range remediation, small arms range best management practices, *in situ* bioremediation of nitrate, carbon tetrachloride and perchlorate, constructed treatment wetlands, mitigation wetlands and design, installation and monitoring of alternative final cover technologies, bioreactor landfills, post-closure care, ecological land reuse, passive samplers for ground water, vapor intrusion, enhanced attenuation of chlorinated organics, *in situ* bioremediation of chlorinated ethene DNAPL source zones, incorporating bioavailability consideration into the evaluation of contaminated sediment sites (Web-based Tech-Reg), mining waste treatment technology selection web site (web-based Tech-Reg), use and measurement of mass flux and mass discharge, an integrated DNAPL site strategy (IDSS), biochemical reactors for treating mining influenced water, remediation remedy selection for contaminated sediment sites (in progress 5/14 completion), and integrated DNAPL site characterization (in progress completion scheduled 12/14)
 - Developing minimum technical requirements for permitting low temperature thermal desorption technology for MGP wastes, hazardous wastes and mixed (radioactive and hazardous wastes) wastes
 - Developing state permit reciprocity process for environmental management systems among six state environmental agencies (6 State MOU)
 - Developing internet-based training for the use of natural attenuation, permeable reactive barrier walls, enhanced *in situ* bioremediation; phytotechnologies; constructed treatment wetlands, mitigation wetlands, *in situ* bioremediation of perchlorate, nitrates and carbon tetrachloride; a historical case analysis of monitored chlorinated volatile organic compounds, characterization and remediation of soils at closed small arms firing ranges, environmental management of outdoor operating small arms firing ranges, installation and monitoring of alternative final landfill covers; design, construction and monitoring of bioreactor landfills; evaluating, optimization and ending post-closure care at municipal solid waste (MSW) landfills, protocols for five passive sampler technologies and the vapor intrusion pathway, a practical guide for enhanced attenuation of chlorinated organics, and *in situ* bioremediation of chlorinated ethene, DNAPL source zones, use and measurement of mass flux and mass discharge, incorporating bioavailability consideration into the evaluation of contaminated sediment sites, mining waste treatment technology selection and an integrated DNAPL site strategy, biochemical reactors for mining influenced water, and remedy selection for contaminated sediment sites (completion 5/14).
 - Developing curriculums for classroom training on Monitored Natural Attenuation of Chlorinated Solvents, Accelerated *In Situ* Bioremediation of Chlorinated Solvents, Phytoremediation Technologies to Treat Subsurface Contamination, Permeable Reactive Barrier Systems, Characterization and Treatment of MTBE and other Fuel Oxygenates in Groundwater, Alternative Final Landfill Covers, and Vapor Intrusion.
 - Developing ITRC policy for Classroom Training, Internet Based Training, ITRC Project Life Cycle, ITRC Project Work Plan Template, ITRC Framework for Developing Quality ITRC Technical and Regulatory Guidance, and Framework for Developing Quality ITRC Web-based Technical and Regulatory Guidance.

Steve has provided numerous lectures, presentations, and trainings on streamlining permitting, licensing, and regulatory approvals and environmental remediation technologies.

FYI

Dawn Felchle

Subject: FW: Teton County Idaho
Attachments: 1-28-14 DEQ Response.pdf; 7-23-14 DEQ Response to Prelim Eng Report.pdf

Per Commissioner Park's request I contacted Mr. Hill. He will try to get something to you by mid-afternoon Monday.
df

From: Dawn Felchle
Sent: Thursday, September 04, 2014 12:56 PM
To: 'srhill1@mindspring.com'
Subject: Teton County Idaho

Steve – per our conversation, attached are DEQ comments I was able to find. Let me know if you need anything else in order to pull together a rough proposal of services for Teton County, including a Scope of Work, End Product and Fee Scale.

The Board meets Monday the 8th, so if you can email me something to get the dialogue started with the Board it would be appreciated.

Sincerely,

Dawn Felchle
Assistant to County Commissioners
Risk Manager
150 Courthouse Drive, Driggs, ID 83422
1-208-354-8775
www.tetoncountyidaho.gov



STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

900 North Skyline Drive, Suite B • Idaho Falls, ID 83402 • (208) 528-2650

C. L. "Butch" Otter, Governor
Curt Fransen, Director

January 28, 2014

Jay T. Mazalewski, PE
County Engineer/Public Works Director
150 Courthouse Way
Driggs, ID 83422

RE: Comments on the Landfill Cap Evaluation Progress Report for Teton County dated November 12, 2013 and additional data dated January 10, 2014

Dear Mr. Mazalewski,

The Idaho Department of Environmental Quality (DEQ) has received and performed a review of the Technical Memorandum dated November 12, 2013, regarding the Teton County Landfill Cap Evaluation Progress Report (Report). The response letter from Forsgren Associates dated January 10, 2014 and the additional data to support the Teton County Cap Evaluation have also been reviewed. We appreciate the quick response to our request for the supporting data. As you are aware, time is critical and spring will be fast approaching.

After reviewing the additional data provided and considering all previous investigations that have been done on the existing Teton County Landfill Cap, what can be determined is that the cap displays heterogeneity both horizontally and vertically to the point that it is unrealistic to apply an intrinsic value. DEQ recommends the County and their consultant focus on efforts to develop a cap design that will meet the requirements established in the Idaho Solid Waste Facilities Act and 40 CFR 258.

Technical comments and additional discussion are attached. If you would like to schedule a meeting to discuss this correspondence or the Counties plans to mitigate the cap feel free to contact me

Sincerely,

A handwritten signature in cursive script that reads "Christy M. Swenson".

Christy M. Swenson
Remediation Scientist

c: Brent E. Crowther, Division Manager, Forsgren Associates Inc.
Rensay Owen, Regional Manager-Remediation, Waste, Air Quality IDEQ-IFRO
Dean Ehlert, Solid Waste Program Coordinator, IDEQ-SO
Mark Jeffers, Discipline Lead, Geosciences, IDEQ-SO
Brady Johnson, Hydrogeologist, IDEQ-SO

Comments for the Response to the DEQ Request for Additional Data to Support the Technical Memorandum for the Landfill Cap evaluation Progress Report, for Teton County, dated November 12, 2013

General Comment

The stated purpose of the study is to “determine and demonstrate a ‘value’ of the existing cap”. In sampling, grain size distribution and gravel content was found to be highly variable across the site. Select samples were collected and the soil fraction, sand and smaller, was tested for intrinsic properties. Correction factors were applied under the assumption that saturated hydraulic conductivity can be represented by the finer grained fraction and that the bulk material properties (including gravels, up to an unspecified fraction) can be corrected for using an empirical formula. Discussion and support of these methods were not provided in the “Supporting Data Response Letter.” The laboratory report provided the results of these corrections but the Evaluation Report does not contain sufficient discussion, reference, or documentation of how they were implemented. In addition, the broad use of correction factors (e.g. Bouwer & Rice, 1984) over a wide range of gravel contents is fraught with uncertainty, particularly when applying the empirical method to soils with a mixed grain size distribution. Ma et al. (2010) and Gribb et al. (2009) express some of these uncertainties through various modeling efforts in addition to providing a good overview on previous research, although these documents are far from exhaustive on the topic.

From the onset, discussion of the study has centered on quantifying the distribution soil fractions and testing *in situ* properties of the cover soil. Concerning the former, test pits were dug and samples were collected across the site. It is inferred from the report that the only classified soil type that does not “demonstrate a value” would be those consisting of >50% sand or larger comprising approximately 10% of the land surface area (Appendix A, figure 2). This apparently arbitrary value is not supported or discussed within the submitted documents. Lateral delineation of specific soil types were not described, and it doesn't appear there was any further investigation to define the spatial extent when a deficiency (e.g., less than 3 feet of cover, >50% gravel) was observed at a test pit. Additionally, observed vertical heterogeneity (e.g. Test Pit 27) adds uncertainty to the spatial analysis of soil properties and further complicates the resulting unsaturated modeling efforts for the cap as a whole.

In general, the document lacked the scientific rigor and documentation required to support any decision on the “value of the existing cap”. The results of this report and testing show that had the soil been properly screened, the cap would likely be sufficient. The goal of this project was to determine the soil properties of *in situ* cap materials, accounting for gravelly, heterogeneous soils. Large scale infiltration tests, lysimeters, and large hanging column were all discussed prior to the investigation as methods to account for the heterogeneity and large gravel fraction present in the soil. These were not completed and soil properties were calculated excluding the gravel fraction under the assumption that hydraulic conductivity (and the resulting unsaturated properties) could be determined on the finer grained fraction. Soil property data and the resulting modeling presented herein do little to test and/or support the stated objectives of the cap evaluation.

References

- Gribb et al. 2009. The effect of various soil hydraulic property estimates on soil moisture simulations. *Vadose Zone Journal* 8(2):321-331. doi:10.2136/vzj2008.0088
- Ma, DongHao et al. 2010. Validation of an analytical method for determining soil hydraulic properties of stony soils using experimental data. *Geoderma* 159:262-269. doi:10.1016/j.geoderma.2010.08.001

Specific Comments

1) Comment 2, Nuclear Density Gauge

The technical calibration of the nuclear density gauge is appreciated. Was there also a calibration completed on the specific soil type? If a single, soil specific calibration was used, discussion should be included on the accuracy (and uncertainties) of the reported soil moisture values when measuring soils ranging from 30-50% porosity at varying depths below land surface.

2) Comment 2, Hydrologic testing

Forsgren suggests that soils consisting of 47.2% sand and larger fraction (39% gravel) have intrinsic value (i.e TP-27 1.5) and have properties that can largely be represented by the finer fraction of soil (i.e., Bouwer & Rice, 1984). As described in the general comment, this assumption is very simplistic and may be limited in use. Additional justification is needed to support the use of correction factors over actual testing of the bulk sample with coarse sediment included.

3) Comment 2, "Sample Test Results" table

This Table provides a good example of why DEQ will continue to question the current form of sampling and modeling to determine if the current landfill cap has intrinsic value. Samples were collected at sampling point TP-27 at 1.5 and 2.5 feet. The percent gravel identified at the 1.5 foot interval was 39.1% and at the 2.5 foot interval at 8.7% indicating the percent gravel varied over 30% in one vertical foot. It has to be assumed this occurs regularly over the entire landfill. The resulting calculated porosity for the 1.5 foot sample is 46.11%, and 48.67% for the 2.5 foot sample. As only the fines were tested and gravels were removed, DEQ does not believe that these results represent actual field conditions.

Additionally, any ET cover must consist of a minimum of 3 feet of adequately place soils to be effective, however, no soil samples were collected below 2.5 feet for this study. Based on previous studies, it has to be assumed that the deeper samples would encounter more daily cover and trash/debris making the results more variable.

4) Comment 6, SWRC parameters

No distinction (or support) has been provided for what parameters were constrained and fit during the modeling of the SWRC with RETC. Were all parameters fit using RETC? How do the Van Genuchten parameters change when saturated and/or residual moisture contents are constrained to lab measured values? In addition to defining modeled parameters, additional discussion including a sensitivity analysis is needed to support the modeling.

5) Comment 7, Meteorological Data

Please include discussion on how the model compensates for a multiple year scenario of above average rainfall. Review of the table shows four wet years in a row (2009 through 2012) where the average precipitation is 21.1 inches. This is approximately 5.1 inches higher the average precipitation (16.01 inches) and approximately 5.3 inches per year higher than precipitation in 2007, which was selected to represent the average precipitation year.

Document Title: Teton County, Idaho Landfill ET Cap Rehabilitation Preliminary Engineering Report

Date: June 18, 2014

Document Reviewed Date:	Reviewers Name:	Agency/Company
July 22, 2014	Brady Johnson, Dean Ehler, Mark Jeffers, and Christy Swenson	IDEQ

Number	Page	Section / Line Table / Figure	Comment	Proposed Resolution
General Comments				
1			Overall, the Preliminary Engineering Report largely meets the reporting objectives outlined in Section 4 of DEQ's February 21, 2014 written follow-up to the February 20, 2014 meeting. Many of the comments presented below address specific topics or design criteria which are assumed to be presented in greater detail within the Final Engineering Report. Understanding the time constraints involved with the project, DEQ feels that the discussion and resolution of the following comments would be best incorporated into the Final Engineering Report rather than a revised draft of the present report and another comment/response period. Resolutions agreed upon here are expected to be incorporated into ongoing construction plans or activities that will commence before the Final Engineering Report is approved.	
Specific Comments				
1	1	Introduction, ¶4	For background, please indicate the number (and/or percentage) of test pits that did not have sufficient cover.	
2	2	Table 1	Please note that both USCS and USDA classification typically apply "with gravel" and "gravelly", respectively, to samples with gravel content greater than 15%. Update tables and text as needed.	
3	4	Item 1	DEQ should be notified if an area larger than one acre is to be uncovered.	

Number	Page	Section / Line Table / Figure	Comment	Proposed Resolution
4	4	Item 3	<p>What criteria will be used to determine additional excavation points? Please detail how vertical and horizontal extent of the zones will be determined and reported.</p> <p>Removing and processing soils and placing additional cover on the landfill are two different tasks and should be addressed as two separate items.</p> <p>Unless the material is properly screened to meet QA/QC requirements and documented, general fill material will not be counted towards the required depth of the final cover. General fill should not be placed within acceptable cover material.</p>	
5	4	Item 6	<p>Placing the appropriate thickness of fine-grained soils (cover material) and general fill are also two different tasks. These steps need to be discussed separately and put in sequence to clarify that coarse grained materials are to be excavated, followed by replacement with adequate cover material and placement of the required one-additional foot of cover material. DEQ does not clearly understand a use for general fill during the remedial process.</p> <p>Please update the text to reflect what was written in the letter presented in Appendix B. Specifically, Point 1 in the letter states that "an additional soil cover (a minimum of one foot) will be required over the entire landfill to ensure a minimum of 36 inches of cover material exist and that proper growth medium is present.</p> <p>It should be made clear that general fill may not be placed within cover material. If general fill is used to level or grade an area, 36 inches of cover material will be required over the general fill to adequately cap the landfill.</p>	
6	8	Item 2.a.		
7	8	Evaluation of Rehabilitation, ¶11, last sentence		

Number	Page	Section / Line Table / Figure	Comment	Proposed Resolution
8	10	Preliminary Cost and Schedule, ¶14	It did not appear that the QA/QC plan specifically addressed the top soil to be stockpiled. Prior investigations have shown that not all top soil will meet the QA/QC requirements for cover material. Therefore, modify this statement or add a statement that the top soil will meet QA/QC requirements prior to replacing the material back on the landfill.	
9	11	Figure 1, EOPC Table	Please support and provide additional documentation for the assumption that only 1/2 of the area designated as coarse material will need to be removed.	
10	19	Table 7	How will the accepted range of values for each of the tests be determined and how will outliers be determined from the testing? These values will need to be presented and described in the context of the goals and objectives of the project. ASTM D 698 and ASTM D 5084 are listed as additional (discretionary) tests in the previous section (Borrow Source Locations) but appear to be minimum screening requirements here. Please clarify.	
11	21	Table 8	How will the number of additional test pits be determined in areas with <30% rock? What criteria will the Engineer use to determine the number and/or location of additional test pits? Additionally, please replace the term 'rock' with a description that includes numerical values of grain size. It is assumed that 'rock' refers to particles of gravel size and larger but this should be explicit in the table.	
12	21	Table 8	In areas containing coarse material, how will the boundaries of the area be determined?	
13	21	Table 8 *note	This will likely require further discussion and clarification to develop an approach that can produce unbiased samples and adequately characterize grain size distribution (and other field tests).	

Number	Page	Section / Line Table / Figure	Comment	Proposed Resolution
14	21	Monitoring Devices	<p>Lysimeters will be required to demonstrate the cap is functioning as designed. Additionally, tensiometers and/or TDR probes may be needed to further characterize soil tension and moisture, respectively, in the cap. Please update the text to reflect this.</p> <p>Lysimeters will need to be installed (or co-located) with sensors that can collect sub-daily measurements. It is expected that during the first year of operation, quarterly reports will be needed to document the operation of the cap monitoring network and assess the performance of the constructed cap. The frequency of future monitoring and reporting will be dependent on the cap and network performance in addition to meeting the objectives important to both Teton County and DEQ.</p>	
15	23	Monitoring/ Modeling last ¶	<p>Please add a specific section to address QA/QC of the top soil prior to placement back onto the landfill addressing the desired soil and construction properties.</p> <p>Section 5.2.1 identifies three soils types to be used during cover construction; general earthfill, cover materials and vegetative cover soil. Section 5.2.3 provides a description for general earthfill (5.2.3.1) and cover soil (5.2.3.2), however, there is no description for the vegetative cover soil in this section. Please clarify if the vegetative cover soil will meet the criteria as the cover soil. If the vegetative cover soil will not meet the same criteria as the cover soil, the vegetative soil cover will not be included in the required 36" cover.</p> <p>How are soils classified as "CL, with gravel" handled during the selection process? Maximum values are needed within this section to define the acceptable amounts of organics, sand, and gravel, along with any other selection criteria that may be used to screen for cover soil.</p>	
16	Appendix D xii	QA Plan Section 5.2.1 & 5.2.3		
17	Appendix D xii	QA Plan, Section 5.2.3.2 Cover Soil		

Number	Page	Section / Line Table / Figure	Comment	Proposed Resolution
1	Editorial Comments		Replace 'course' with 'coarse' where appropriate.	

May 23, 2014

MEMORANDUM

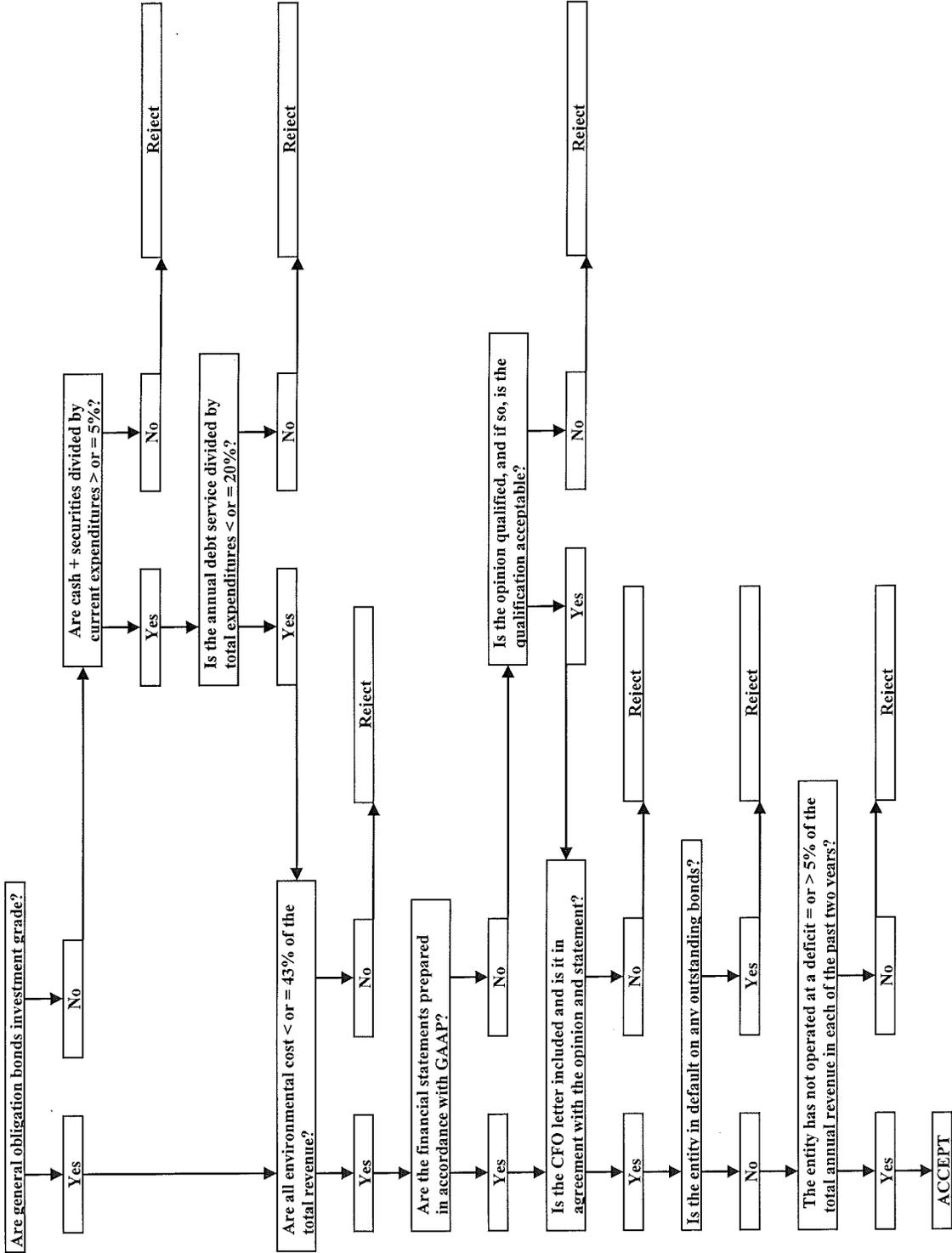
TO: Christy Swenson, Idaho Falls Regional Office
FROM: Dean Ehlert, State Waste & Remediation Division
RE: Financial Assurance Plan Review for the Driggs Landfill in Teton County

I have reviewed the information provided by Teton County regarding the county's financial assurance requirements as specified in 40 CFR 258.74 and find that they are in compliance using the "self insurance" financial test. I have attached the MSWLF checklist for your review.

Please let me know if you have any questions.

**MSWLF FINANCIAL ASSURANCE CHECKLIST
FOR LANDFILLS USING THE "SELF INSURANCE
FINANCIAL TEST**

Entity's Name: Teton County Driggs LF
 Reviewer: Dean Ehler
 Date: 5/23/14





STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

900 North Skyline Dr., Suite B • Idaho Falls, Idaho 83402 • (208) 528-2650

C.L. "Butch" Otter, Governor
Curt Fransen, Director

February 21, 2014

Jay T. Mazalewski, PE
County Engineer/Public Works Director
150 Courthouse Way
Driggs, ID 83422

RE: Follow-up to the February 20, 2014 Meeting.

Dear Mr. Mazalewski,

I would like to thank Teton County, Forsgren Associates and Portage, Inc. for their continued effort in finding a path forward for the remediation of the Teton County Landfill final cover. As a result of the meeting between all parties on February 20, 2014, a conceptual plan was agreed upon. Attached is the list of participants for this meeting.

As you will recall, the focus of the discussion was on Alternative 1 as outlined in a February 10, 2014 letter to Christy Swenson from Kevin Harris. Through internal discussion, the Idaho Department of Environmental Quality (Department) prefers Alternative 1 over Alternative 2 since it would allow a more detailed evaluation of Areas 2 and 3 (as identified in a November 12, 2013 memo from K. Harris to J. Mazalewski) and reduce the potential for further soil compaction in Area 1. During the discussions, the Department provided additional points that will need to be included in the remediation work on the final cover. Based on our Alternative 1 discussions during the meeting, Forsgren agreed to develop a Preliminary Engineering Report further defining the activities that will occur in order to remediate the Teton County Landfill final cover. To help facilitate the development of the Preliminary Engineering Report and to assist in discussions with the Teton Board of County Commissioners, the Department provides the following points brought forward during our meeting:

- 1) Additional Cover Material on the Landfill – While past investigations indicate soil in Area 1 is of fine-grained material, data also indicates that the current soil cover in sections of Area 1 does not meet the 36 inches depth as required in 2007 design specifications. Therefore, an additional soil cover (a minimum of one foot) will be required over the entire landfill to ensure a minimum of 36 inches of cover material exist and that proper growth medium is present.
- 2) On-going Cover Monitoring - Future cover performance is critical to the Department's approval of the proposed alternative. At a minimum, monitoring should include geophysical techniques, lysimeters (and/or other appropriate in situ methods), and calculated and actual infiltration and leachate measurements which will be compared to regulatory criteria. These lines of evidence should be tied to the modeled expectations for the cap to verify the efficiency of the remedial action.
- 3) Schedule of Activities - Teton County must provide a schedule within 30 calendar days of concept approval by commissioners which will detail the agreed upon tasks and activities, including the construction completion date, which will be necessary to achieve closure of the landfill. Failure to complete activities by schedule date(s) may result in DEQ taking action under applicable authorities.

4) A Preliminary Engineering Report shall be submitted to the Department, and approved by the Department prior to implementation, within 60 calendar days of the Department's approval of the schedule detailing the procedures which will be employed to remediate the cover. The report will need to include specifics on:

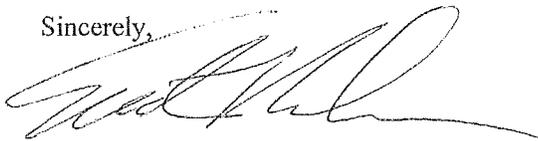
- (a) Implementation of Alternative 1, including the remedial action(s) for Area 1 to ensure the cover meets the 2007 design specifications and regulatory requirements,
- (b) Documentation for the Alternative 1 investigation and remedial activities, including Area 1,
- (c) Monitoring system for the final cover and criteria which will be used to determine whether the cover is functioning as anticipated,
- (d) Description of the model and how the model results will be used with the monitoring results to verify cover efficiency,
- (e) Detailed description of the QA/QC procedures for the borrow source, placement of soils and all monitoring systems, and
- (f) Submit weekly construction progress updates to the Department identifying progress made for the previous week and anticipated activities for the current week.

The Department anticipates on-going discussions with Teton County, Forsgren Associates, and Portage, Inc. as details of the Preliminary Engineering Report and Final Design Plan are further defined. With an agreed-upon conceptual approach and a better understanding of the final remediation work to be completed, we believe these details can be worked through in relatively short order so that remediation work can begin as early as possible.

The Department understands the financial resources necessary to remediate the landfill cover. We believe Alternative 1 will provide the desired outcome in a cost-effective manner but this approach does not guarantee the landfill cover will protect ground water, public health or the environment. Long-term performance of the cap is not only an environmental consideration, but an expense factor that should be considered, as well. While there is some risk to this approach vs replacing the cover, we believe that good monitoring will help to ensure performance and provide an early warning should the cap not perform as expected.

Please feel free to contact me or Christy Swenson at any time as we move through the remediation work on the Teton County Landfill final cover.

Sincerely,



Erick Neher
Regional Administrator
Idaho Falls Regional Office

Enclosure

cc: C. Swenson, DEQ-IFRO
D. Ehlert/M. Jeffers/B. Johnson, DEQ-SO
B. Crowther/K. Harris, Forsgren Associates
R. Schawler/D. Thorne, Portage, Inc.

Teton County Landfill Cover Meeting
 Feb. 20, 2014
 DEQ State Office

Name	Organization	Phone Number/Email Address
Orville Green	DER	208-373-0278 orville.green@deg.idaho.gov
Mark Jeffers	IDEQ	208-373-0450 mark.jeffers@deg.idaho.gov
Beady Tomson	DEQ	208-575-0127 BEADY.TOMSON@DEQ.IDAHO.GOV
Christy Swenson	DEQ-IF	208-528-2650 Christy.Swenson@DEQ.IDAHO.GOV
Rensay Owen	DER-IF	208-578-2650 Rensay.Owen@deg.idaho.gov
Ernie Nelson	DEQ-IF	ernie.nelson@deg.idaho.gov
Brent Crowther	Foreign Associates	brent@foreign.com
Kevin Harris	"	kharris@foreign.com
Dean Ekwest	DEQ-SO	dean.ekwest@deg.idaho.gov
Jay Mazurkowski - via conf call	Teton County	
Saul Vasela - via conf call	Teton County	
Bob Schuster - via conf call	Portage, Inc	
Dave Thorne - via conf call	Portage, Inc	
Michael McCurdy - via conf call	IDEQ	

add call-in



December 19, 2013

Jay T. Mazalewski, PE
County Engineer/Public Works Director
150 Courthouse Way
Driggs, ID 83422

RE: Request for Additional data to support the Technical Memorandum for the Landfill Cap Evaluation Progress Report, for Teton County, dated November 12, 2013

Dear Mr. Mazalewski,

The Idaho Department of Environmental Quality (DEQ) has received and performed a review of the Technical Memorandum dated November 12, 2013, regarding the Teton County Landfill Cap Evaluation Progress Report (Report). At this time it has been determined the Report lacks sufficient supporting data to adequately review the document. Additionally, it appears many of the issues and concerns presented by DEQ to Teton County concerning the two previous submittals in January 2013 and June 2013, have not been addressed and the heterogeneity of the existing cover is still DEQ's primary concern.

In order to complete a comprehensive review of the Report and evaluate the model, DEQ is requesting the following information be submitted to support the document dated November 12, 2013. In addition, DEQ is also requesting an overview of exactly how Teton County intends to incorporate this study into the design plan to remediate the landfill cover. At a minimum the following data will need to be submitted to DEQ in order to perform an adequate review of the Report and submit any comments or approvals.

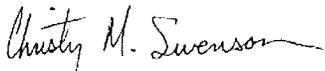
1) Data for all field measured soil densities, moisture contents and classifications for all 34 soil test pits must be included. Excavation logs should be included. Further explanation and discussion is needed if these data were not collected.

2) Additional field observations including; depth to trash in excavations, stratification, and soil characteristics would be helpful. A detailed discussion of the method use to select the samples for laboratory analysis needs to be included focusing on the depths of the samples, a log of the excavations and how the samples selected are representative across the current soil cover. Photos would be very helpful. Additionally, the model name and number of the nuclear density gauge should be submitted along with calibration documentation if performed by the consultant.

- 3) All reported data should clearly state whether or not the samples have been screened for cobbles and gravels. Calculated (or modeled) soil properties are likely different between the field and laboratory as inclusions were screened out. As a result correction factors used in this report need to be discussed and validated. This may include a table showing the texture and measured properties of the samples that were actually tested in the lab with the gravels and cobbles removed.
- 4) Soil water tension data should be presented in full for each sample.
- 5) The soil water retention curves referred to in Appendix B need to be included in the report.
- 6) The results in Appendix C, Table 1 need clarification. This section needs to clearly state the program used to model the soil water retention curves. Distinction should be made on what parameters were constrained and what parameters were fit in the modeling. The fit of these parameters should be quantified and model sensitivity should be discussed. All resulting parameters describing the soil characteristic curve should be presented with and without oversize correction. A description of any/all correction factor(s) used to account for cobbles and gravels in the soil cover should be included.
- 7) Include all meteorological data collected and discuss how 2007 was selected for the average year and 2010 was selected as the wettest year. Additionally, discuss why meteorological data for Ashton Idaho was used for this study instead of more local data from Driggs.
- 8) If possible a copy of the model should be forwarded to DEQ.
- 9) It has been pointed out in a previous review (AE²) that when using typical testing equipment, ASTM D5084 is not recognized as the best method or always appropriate for water balance cover soils. Using typical equipment the hydraulic conductivity may represent the upper bound capacity of the testing equipment rather than the saturated hydraulic conductivity of the cover soils. This issue needs to be addressed and values quantified.

We request that the additional data and response to comments be submitted to DEQ within 30 days from the receipt of this letter. If you have any questions or concerns, feel free to contact me at 208-528-2650.

Sincerely,



Christy M. Swenson
Remediation Scientist

- c: Brent E. Crowther, Division Manager, Forsgren Associates Inc.
Rensay Owen, Regional Manager-Remediation, Waste, Air Quality IDEQ-IFRO
Dean Ehlert, Solid Waste Program Coordinator, IDEQ-SO
Mark Jeffers, Discipline Lead, Geosciences, IDEQ-SO
Brady Johnson, Hydrogeologist, IDEQ-SO



Teton County Road and Bridge
70 W North Buxton
Driggs, ID 83422
(209) 354-2932

September 18, 2014

To: Board of County Commissioners
From: Clay Smith, Supervisor - Road & Bridge Department

Completed:

- Little Pine Lane (Victor); west on 10000S to Hwy 31 - 2", ditching & 3/4" gravel – 9/10/14
- W5500S – filled mud holes with pitrun – 9/10/14
- Reese Road – Grading prior emergency washouts - 09/17/14

Current:

- North Leigh (9/11/14) – 3/culverts, ditching, 2" & 3/4" gravel

Next:

- Culvert Extensions
 - 3000W – by Badger Creek
 - 2000W – by Garry Hansens
 - 5000W – by Breckenridge Road
- Bridge Repairs – various as recommended by Contracted State Engineer (Richard Morrow)

Gravel Crushing:

Driggs – current 3/4" gravel to date 21200T (contract is for 44000T)

Discussion:

- AG Rim, LLC – ROW #2014-RW018 (3) Apps
- Grandview Ranch III LP – ROW #2014-RW019 (3) Apps
- Wm. Beckett – ROW #2014-RW021 – Current road width is 18', these areas need base material, currently no 3/4" gravel in Felt
- S1000E Darby Creek Bridge – Alternatives
 - Fox Creek – Swamp Road (6000S)
 - Badger Creek @ W12000N
 - Bull Elk Creek
 - Spring Creek Bridge – W6000N (Egbert Rd)

- Aqua Terra – Stateline/250N * Finished with culvert install, waiting for asphalt
- Fox Creek Park & Ridge – Scheduled to begin this week with MD Nursery, County to provide rock and 100' of 18" culvert * Anticipate that this project will take approximately (1) week

Action Items:

- (3) Bridge inspections – Contracted State Engineer, Richard Morrow letter.
 - Spring Creek/No Fork Leigh Crk, 2000W @ Hwy 33 – Concrete under footers
 - Badger Creek @ Rammel Mtn. Rd – Scour
 - Trail Creek @ 9500S – Rehab curbs
 - Mr. Morrow (inspecting engineer) recommended these bridge repairs be contracted out. Would like to request bids for repairs
- Code Enforcement
 - Un-permitted approach – No. Leigh Road
 - Un-permitted approach – 4260W 10000N
 - Rock Obstructions – Frontage Road, possible traffic hazard in County ROW
- Purchase of Hypertherm Powermax45 – plasma cutter
 - Fabrication
 - Repair – snow plows, truck beds
 - Cut – Corrugated metal (safety)
- Purchase of Cattleguards for Smith Canyon project – Expecting bids to be available by time of meeting * See attachment from prior County Engineer

From: John Edstrom [mailto:johnedstrom@edstromconstruction.net]
Sent: Thursday, September 11, 2014 5:07 PM
To: Dawn Felchle; Mary Lou Hansen; Kathy Rinaldi; Kelly Park; Sid Kunz
Cc: Clay Smith; Bruce Zohner; 'Brian Edstrom'; 'Bryce Dalton'; 'Morgan Angi'; alanrobertson83.ar@gmail.com
Subject: RE: Extension for crushing days

Dawn,

Edstrom Construction Thanks you for taking the time to address the contract time for the crushing. It has been a pleasure to work with Clay and Jay. They have always had the county's best interest in mind when dealing with me.

With the current production rate, We could have been complete by now. However, we have struggled with the weather. I have some fairly compelling data to show what the rain does to this material Before, during and after a rain event. With the current mixing operation for $\frac{3}{4}$ We are in spec with a 4-Pit Run 2-clay ratio. I have been impressed with the result of the material. With that mix design we are seeing a 1-2 on the plasticity index, We have another test going in now, Results will be forth coming. The more information we can provide to the county, the better. Here is some of the testing results based on different ratios. These samples were taken to clarify the material for ECI (Edstrom Const Inc.) and conducted in a way that can be used by the county.

Here is a reader's digest version of our results and breakdown of the 3/4:

We wanted to show what it would take in terms of Bank PitRun VS Clay to get to a Plastic Index within specification. The Required spec is a range of 5-12. Attempting to break this material down and see what we were working with. The following data is supported by HK Labs AKA Reliance testing.

3 dirt and 1 Pit. 3:1 Ratio

3/8- 75%
#4- 64%
#16- 57%
#40- 47%
#200- 39.3%
Liquid Limit- 29.2%
Plastic limit-24.6%
Yielding a Plasticity index of- 4.6 %

2.5 dirt and 1.5 pit 5:3 Ratio yielded a 5.1 Pi. However, the desired specification exceed the limit for (#200)

3/8- 72%
#4- 60%
#16- 50%
#40- 45%
#200- 37.4%
Liquid Limit- 29.4%
Plastic limit-24.3%
Yielding a Plasticity index of. 5.1%

- 1 dirt/ and 4 Pit 1:4 ratio
 - ¾- 100%
 - 3/8- 71%
 - #4- 56%
 - #16- 36%
 - #40- 22%
 - #200- 10%
 - Plasticity Index 1.0

- 2nd verbal from HK Labs 2 Clay 4 pit 1:2 Ratio
 - 3/4 – 100
 - 3/8 – 72
 - #4- 60
 - #16- 50
 - #40- 40
 - #200-14
 - Plasticity index 1.8

Out of the 4 samples It would appear that the 2 Dirt and 4 Pit run, ie: 33% dirt/clay additive. I look forward to meeting up with you. If there are any questions don't hesitate to ask.

Thanks again!



John Edstrom

Edstrom Construction, Inc. - Excellence and Integrity in Construction
1305 South 12th West Rexburg, ID 83440
O 208.356.3577 – F. 208.356.4236
www.edstromconstruction.net

From: Dawn Felchle [<mailto:dfelchle@co.teton.id.us>]
Sent: Monday, September 8, 2014 3:54 PM
To: John Edstrom; Mary Lou Hansen; Kathy Rinaldi; Kelly Park; Sid Kunz
Cc: Clay Smith; Bruce Zohner; 'Brian Edstrom'; Bryce Dalton; 'Morgan Angi'; alanrobertson83.ar@gmail.com
Subject: RE: Extension for crushing days

John – thank you for this. The Board adjourned early, but their last course of action was to approve a 30-day extension of your contract, taking you out to Oct. 9th. Perhaps we should schedule you for the meeting of the 22nd of September to give the Board an update and review? Let me know if that would work for you.

From: John Edstrom [<mailto:johnedstrom@edstromconstruction.net>]
Sent: Monday, September 08, 2014 3:26 PM
To: Dawn Felchle
Cc: Clay Smith; Bruce Zohner; 'Brian Edstrom'; Bryce Dalton; 'Morgan Angi'; alanrobertson83.ar@gmail.com
Subject: Extension for crushing days

Dawn,

When I spoke with Bruce this morning, I was in a meeting and we just got back at 2:00 PM This afternoon. So, I apologize if this has caused a hold up for the county. If needed we can give a further Breakdown and justification. As for now, we are requesting an extension in Driggs Pit, to Complete October 13. And, Complete Felt on or before December 31.

We have approx. 22,000 Ton remaining in The Driggs pit.
In addition, 32,000 in felt with 5,000 2" Minus.

If there is a time that would be good to sit down and review Past, present and Future of the crushing operation. We would be more than happy to do so.

Thanks
John



John Edstrom

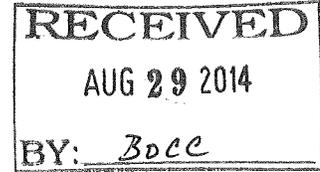
Edstrom Construction, Inc. - Excellence and Integrity in Construction

1305 South 12th West Rexburg, ID 83440

O 208.356.3577 – F. 208.356.4236

www.edstromconstruction.net

WILLIAM W BECKETT
6250 N 2250 W
P.O. BOX 387
TETONIA, ID 83452



Board of County Commissioners
Court House
Driggs, ID 83252

August 26, 2014

Re: Repair of 7000 N

Dear Commissioners

My wife, Lea and I live at the above address in the Shaw-Lee Land Split. The division access road joins 7000 N about 2700 feet from 1750W. About 7 years ago we paid to add gravel to about 540 feet of 7000, however the remainder is simply a dirt farm road.

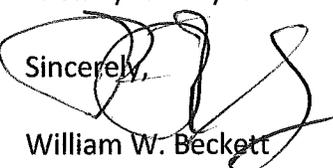
Last spring the condition of 7000 was so muddy on one occasion that my wife got stuck in a four wheel drive car and was unable to get home. She had to spend the night in a motel.

We recognize that county road funds are very limited and do not request county expenditures to repair this road. We would, however, since this is a county road, request and appreciate receiving gravel from the county Tetonia gravel pit. We will load and lay the material estimated at about 540 cubic yards, considering improvements previously made.

7000 N is used by local residents for access to Rt33 North and the Town of Tetonia, but traffic is relatively light. A width of 13 feet is adequate and consistent with improvements previously made and is therefore requested.

Thank you for your consideration of this request.

Sincerely,



William W. Beckett



Permit No. 2014 - RW021

**APPLICATION AND PERMIT TO WORK WITHIN COUNTY RIGHT OF WAY
TETON COUNTY ROAD AND BRIDGE DEPARTMENT**

Permittee William W. & Linda M. Beckett Phone 208 3992931
Type or Print

Address 6580 N. 2250 W. Tetonia, ID P.O. Box 387
Street PO Box

Tetonia, ID 83452
City State Zip

Road Name N 7000W Subdivision Name Shaw-Lee ~~Lee~~ Land Split

Location (grid address **must** be correct) above

Start Date Sept. 10, 2014 Estimated Completion Date Sept. 24, 2014

Approach: Single residence Subdivision Commercial Agriculture Other

Type Of Work (Detailed Description) Adding 6 inches of gravel to 13 ft. bed

Excavation By Green Excavation, LLC 208 313-5951
Company Name Contact Phone

CULVERT REQUIRED: YES NO (To be determined by Teton County Road and Bridge Department)
CULVERT SIZE: _____ (Culvert size to be determined by the applicant, minimum culvert size is 18-inches)
If a culvert or bridge is installed over a canal, applicant must coordinate with the irrigation or canal company.

MAILBOX INSTALLATION: YES NO If a mailbox is installed at a location it must be on a break away post at least 8' feet off the traveled roadway (in accordance with U.S. Postal regulations).

GENERAL REQUIREMENTS

1. A fee is required and due with the permit application. The fee is \$30.00 per approach or for right of way work for a single residence, and \$60.00 per approach or for right of way work for a Subdivision or Commercial use.
2. The Local Highway Jurisdiction (LHJ) may change, amend or terminate this permit or any of the conditions herein enumerated if permittee fails to comply with its provisions or requirements as set forth herein.
3. Approaches shall be for the bona fide purpose of securing access and not for the purpose of parking, conducting business, or servicing vehicles on the public right-of-way.
4. No revisions or additions shall be made to an approach or it's appurtenances on the public right-of-way without the written permission of the LHJ.
5. The permit tee shall furnish all material, labor and equipment involved in the construction of the approach and it's appurtenances. This shall include furnishing approved drainage pipe of a size specified on permit.
6. The LHJ reserves the right to require the permittee, its successors and assigns, at any time, to make such changes, additions, repairs and relocations to any approach or its appurtenances within the public right-of-way as may be necessary to permit the relocation, reconstruction, widening, drainage, and maintenance of the roadway and/or to provide proper protection to life and property on or adjacent to the roadway
7. Approaches shall conform to the plans made a part of this permit. Adequate drawings or sketches shall be included showing the design, materials, construction requirements and proposed location of the approach. All approaches shall be in accordance with Exhibits 9 and 13 of the Manual for Use of Public Right-of-Way Standard Approach Policy.

8. During the construction of the approach(es), such barricades, signs and other traffic control devices shall be erected and maintained by the permittee, as may be deemed necessary by the LHJ. Said devices shall conform to the current issue of the Manual on Uniform Traffic Control Devices. Parked equipment and stored materials shall be as far from the traveled way as feasible. Items stored within 30 feet of the traveled way shall be marked and protected. The LHJ may provide barricades (when available) upon request.
9. In accepting this permit, the permittee, its successors and assigns, agrees to hold the LHJ harmless from any liability caused by the installation, construction, maintenance or operation of the approach(es).
10. If the work done under this permit interferes in any way with the drainage of the roadway, the permittee shall wholly and at his own expense make such provision as the LHJ may direct to take care of said drainage problem.
11. Upon completion of said work herein contemplated, all rubbish and debris shall be immediately removed and the roadway and roadside shall be left neat and presentable and to the satisfaction of the LHJ.
12. The permittee shall maintain at his or their sole expense the structure or object for which this permit is granted in a condition satisfactory to the LHJ.
13. Neither the acceptance of this permit nor anything herein contained shall be construed as a waiver by the permittee or any rights given it by the constitution or laws of the State of Idaho or of the United States.
14. No work shall be started until an authorized representative of the LHJ has given written notice to the permittee to proceed, except in case of an emergency when verbal authorization may be given with a written permit and fee required within five (5) working days.

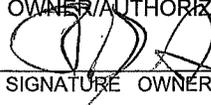
THIS PERMIT SHALL NOT BE VALID FOR EXCAVATION UNTIL, OR UNLESS, THE PROVISION OF IDAHO CODE, TITLE 55, CHAPTER 22, HAS BEEN COMPLIED WITH. PRIOR TO EXCAVATION, CALL ONE NUMBER LOCATION SERVICE. DIG LINE, INC. TELEPHONE NO. 1-800-342-1585

(initial) 

- APPROACH MUST BE STAKED, FLAGGED, OR PAINTED PRIOR TO INSPECTION.
- ATTACH SKETCH OF PROPOSED WORK AND TRAFFIC CONTROL PLANS.
- COPY OF PERMIT MUST BE PRESENT AT WORK SITE DURING CONSTRUCTION.

(initial) 

I CERTIFY THAT I AM THE OWNER OR AUTHORIZED REPRESENTATIVE OF THE PROPOSED PROPERTY TO BE SERVED, AND AGREE TO DO THE WORK REQUESTED HEREON IN ACCORDANCE WITH THE GENERAL REQUIREMENTS LISTED ON THIS PERMIT. THE SPECIAL PROVISIONS AND THE PLANS MADE A PART OF THIS PERMIT. TETON COUNTY ROAD & BRIDGE HAS 30 WORKING DAYS TO APPROVE THE PERMIT AND THE PERMIT IS VALID FOR ONE (1) YEAR FROM DATE OF APPROVAL.

William W. Beckett 208-399-2931
 OWNER/AUTHORIZED REPRESENTATIVE (Type or Print) PHONE NO.
 OWNER 8/28/14
 SIGNATURE OWNER/AUTHORIZED REPRESENTATIVE DATE

SUBJECT TO ALL TERMS, CONDITIONS, AND PROVISIONS SHOWN ON THIS FORM OR ATTACHMENTS, PERMISSION IS HEREBY GRANTED TO THE ABOVE-NAMED APPLICANT TO PERFORM THE WORK DESCRIBED ABOVE.

(For Local Highway Jurisdiction Use) Sight Distance _____

Approved ___ By _____ Date _____ Final Inspection Date _____ By _____

Not Approved ___ By _____ Correction required _____

I agree to make all corrections described above by the date designated _____ Date _____
 (Applicant signature)

NO. OF APPROACHES @ \$30.00 ____, @ \$60.00 ____ TOTAL ____ CASH ____ CHECK# ____ RECEIVED BY ____ DATE ____

COPY MAILED TO PERMITTEE BY _____ DATE _____ COPY TO P & B ____ BY _____ DATE _____



PO Box 608
1059 Cemetery Road
Driggs, ID 83422
Cell: 208-313-5951 Office: 208-354-2258

5/14/14

Grand Teton Vodka
Bill Beckett

Project: County road improvement to personal residence.

Estimate includes:

- Prep existing road measuring 2700' x 13' with grader for additional fill.
- Compact subsurface with vibratory roller, preparatory for additional gravel.
- Haul up to 650 yards of ¾" crushed gravel from the county pit.
- Spread crushed gravel on road to facilitate up to a 6" lift 13' in width.
- Lay out with grader.
- Compact with vibratory roller.

Total: **\$7,155.00**

We look forward to working with you on this project!



PW Private Work on Public Roads

Revision: 0
Date: 4/23/12
Original Issue Date: 4/23/12
Number of Pages: 1
Approved: BOCC

Objectives. The purpose of this policy is to establish guidelines for allowing private contractors to maintain or construct improvements on County Maintained roads.

Background. Teton County maintains approximately 265 miles of County Roads during the winter and 307 miles during the summer. The cost of maintaining these roads are primarily born by the County. Due to our limited resources, time, and budgets the level of maintenance on some roads do not meet the expectations of some citizen. Citizens occasionally offer to provide materials or labor to improve or maintain certain roads before their scheduled maintenance time. This policy establishes the protocol for a citizen to improve a road prior to its scheduled maintenance time.

Permit. A permit to work in the right-of-way shall be completed for all proposed projects. The permit shall identify all proposed work (in writing), and estimate of the costs, and the associated fee shall be included. A security deposit, bond, or letter of credit may be required to ensure the can be completed if the applicant refuses to the complete the work once started. No work shall begin until the permit is approved by the County Engineer or Board of County Commissioners.

The applicant will be responsible for obtaining any State, Federal or other permits required. These permits shall be obtained prior to issuance of the county permit.

Design Standards. All improvements and work performed must adhere to Teton County Standards. Teton County utilizes the Idaho Standards for Public Works Construction and the Teton County Highway & Street Design Guidelines. All designs must be approved by the County Engineer prior to construction.

Labor & Equipment. The applicant shall supply all labor associated with the proposed project. Teton County will not provide equipment or labor for these projects.

Materials. Teton County may provide the materials for the project if available and use of said materials will not hinder the county's ability to work on scheduled for maintenance or improvements.

The applicant may supply the materials for the project. All materials used must meet the Teton County specifications. All proposed materials must be indentified and data sheets, shop drawings or laboratory analysis of the materials must be submitted to the county engineer for approval prior to construction.

Inspection. The Teton County Engineer (or appointed county representative) shall be onsite during the construction and/or periodically inspect the project. The Engineer shall have the right to stop work at any time.

The applicant shall notify the County Engineer once the project is complete. The County Engineer shall inspect the work and any deficiencies identified shall be corrected. Any security deposit, bond or letter or credit shall be released once the County Engineer has inspected the project and is satisfied it is complete.

Summary. This Policy has been developed to provide general guidelines for County personnel and citizens of the county. This Policy intends to cover the majority of situations normally encountered in the maintenance and improvements of our road system. If certain situations arise that are not part of the above Policy, the Teton County Engineer and/or Road and Bridge Supervisor will deal with them on a case-by-case basis.

Local Roads

(See Figure 2 for local routes in Teton County)

According to the American Association of State Highway and Transportation Officials (AASHTO): "The rural local road system, in comparison to collectors and arterial systems, primarily provides access to land adjacent to the collector network and serves travel over relatively short distances. The local road system constitutes all rural roads not classified as principal arterials, minor arterials, or collector roads." Local roads typically serve 65-75% of the total rural road length in a given county.

Local roads as defined in Figure 2 generally have an ADT of less than 150 vehicles per day, although many exceed this value. The design standard for local roads in Teton County, Idaho is outlined in Table 7 below, while the cross-section may be viewed in Figure 7.

Table 7. Local Road Standard

Lane Width (ft)	Shoulder Width (ft)	Road Width (ft)	ADT (veh/day)	Speed Limit (mph)
9	2	22	<150	25-35

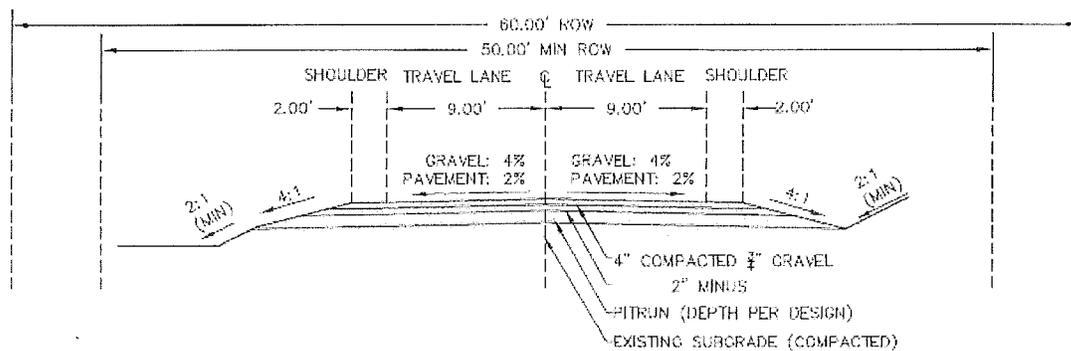


Figure 7. Local Road Cross-Section

Local roads are typically constructed with a gravel wearing surface, although a paved surface is also applicable.

Recreational Access Roads

Recreational accesses are generally Forest Service roads and are not listed on the functional classification map for Teton County, Idaho. According to AASHTO: "Recreational and scenic roads serve specialized land uses, including parks, tourist attractions, and recreation facilities, such as campsite or boat-launch ramps. Traffic is open to the general public, and their users are more likely than users of other functional sub-classes of local roads to consist of unfamiliar drivers. Recreational and scenic roads do not generally carry significant volumes of truck traffic, but do serve recreational vehicles including motor homes, campers, and passenger cars pulling boats and other

Dawn Felchle

From: Clay Smith
Sent: Wednesday, September 03, 2014 2:13 PM
To: Dawn Felchle
Subject: RE: Emailing: Beckett_ROW_Application

Dawn,

13 feet does not meet county spec.

Clay

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Dawn Felchle
Date: 09/02/2014 10:00 AM (GMT-07:00)
To: Clay Smith ,Denise Kaelberer ,Jason Boal
Subject: Emailing: Beckett_ROW_Application

Clay & Denise - Mr. Beckett came in Friday afternoon and asked to be on the BoCC agenda with the attached application. He said Kelly was aware of it. Not sure if you want to address it or not with a memo to the Board. I know Clay will not be present but thought if you had any recommendations it would be appreciated. I did quick look and I took liberty of highlighting areas that were incomplete (I did decide to print his name & phone #).

Jason - copying you only because you have a relationship with the Beckett's and other applications as well as the applications has an area for the P& B Department to sign off. Df

Dawn Felchle
Assistant to County Commissioners
Risk Manager
150 Courthouse Drive, Driggs, ID 83422
1-208-354-8775
www.tetoncountyidaho.gov

Your message is ready to be sent with the following file or link attachments:

Beckett_ROW_Application

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

From: Denise Kaelberer
Sent: Tuesday, September 02, 2014 10:38 AM
To: Dawn Felchle
Cc: Wendy Danielson; Jason Boal; Clay Smith
Subject: RE: Emailing: Beckett_ROW_Application

Dawn-

Unfortunately Clay is on vacation and doesn't return until September 15th 2014. That being said the County has (30) days to approve a permit for work in the County right-of-way, if in fact the permit has been fully completed.

There is no plan/map of where this work is to be done and the address N7000W is nowhere near the Beckett property, so I am confused as to where this work in the right-of-way is being asked to be done.

A permit # is not assigned until we have all the necessary information ie; the permit fee is paid, we have some type of site plan/map etc.

Jason- there is no sign off for your department, only that you would have received a copy of an access permit for an improved/new approach prior to new construction.

Sincerely,
Denise E. Kaelberer, Office Manager
Teton County Road & Bridge Dept.
70 WN Buxton Road
Driggs ID 83422
dkaelberer@co.teton.id.us
208.354.2932 Office
208.354.3932 Fax
208.313.6201 Mobile



WK: 208-354-0245
CELL: 208-313-0245

Teton County Engineer
MEMO

150 Courthouse Drive
Driggs, ID 83422

August 22, 2014

TO:

FROM: Jay T. Mazalewski, PE

SUBJECT: W5000S/Fox Creek Parking Project Summary

The following is a list of outstanding items for the project:

1. File path: R:\PROJECTS\2014 PROJECTS\Fox Creek Park & Ride
2. MD Nursery is the contractor (Jerry Muir is the contact)
3. To be complete by 10/1/2014
4. Funded with a Federal Grant via ITRIPs, county to pay portion not funded by the grant as a match
5. County is donating culverts and large boulders for the project as an additional match (document culvert cost & boulder costs)
6. TVTAP is donating a bike rack
7. Contact Carolyn for documentation requirements (monthly reports, match documentations etc):

Carolyn J. Dutcher
Grants & Contracts Officer
Division of Transportation Performance
Idaho Transportation Department
PO Box 7129
Boise, ID 83707
p (208)334-4475 | f (208)334-4424
e GATeam@itd.idaho.gov or carolyn.dutcher@itd.idaho.gov

8. Coordinate with START bus regarding a stop:
Tom Guheen: tguheen@ci.jackson.wy.us
Michael Wackerly: mwackerly@ci.jackson.wy.us



TETON COUNTY, IDAHO
 ENGINEERING
 150 Courthouse Drive
 Driggs, ID 83422

Project: Fox Creek Parking Lot - 5000S
 Subject: Cost
 Designer: JTM
 Date: 10-Feb-14

Road Cost Analysis Spreadsheet:

Input values in yellow.

Materials

Road Width	45 feet			
Road Length	200 feet			
Ashpalt Depth	inches			
Chip Seal	0 square yards			
Top Coarse Gravel Depth	6 inches			
2" Gravel Depth	4 inches			
Pit Run Depth	12 inches			
Geogrid	0 square yards			
Geotextile	1000 square yards			
Number of Striping Lines	4" Lines			
Item	Quantity	Unit	Cost/Unit	Total Cost
Asphalt		0 Cubic Feet	10.2	0
Chip Seal <i>(Enter 0 if not used)</i>		0 Square Yards	1.76	0
Top Coarse Gravel		167 Cubic Yards	4.00	667
2" Gravel		111 Cubic Yards	3.00	333
Pit Run		333 Cubic Yards	2	667
Geogrid <i>(Enter 0 if not used)</i>		0 Square Yards	2	0
Geotextile <i>(Enter 0 if not used)</i>		1000 Square Yards	0.78	777
Striping		0 Square Feet	0.5	0
Material Cost=			\$	2,444

Description:

200'x 45' gravel parking lot with 20 spaces and a 26' includes 75 large rocks for a border

Labor

Total Material Haul	611 Cubic Yards			
Material Haul Per Trip	12 Cubic Yards			
Total Number of Trips	51 Trips			
Dump Truck Turnaround	1 Hours			
Number of Dump Trucks	4 Trucks			
Item	Quantity	Unit	Cost/Unit	Total Cost
Dump Truck		51 hours	80	4074
Roller		13 hours	50	637
Grader		30 hours	80	2400
Loader		13 hours	60	764
Labor Cost=			\$	7,874.54

Additional Costs

Item	Quantity	Unit	Cost/Unit	Total Cost
Landscaping		1 ls	2500	2500
Signage		1 ls	1000	1000
Large Boulders		80 ea	100	8000
Culverts		1 Culverts	5000	5000
Additional Costs=			\$	16,500.00

Construction Cost	\$	26,818.18	\$ 2,681.82
Design & Engineering (10% of Construction)	\$	2,681.82	
Total Cost=	\$	29,500.00	
	\$	5,900.00	\$ 27,140.00
			\$ 2,360.00



PROFESSIONAL SERVICES AGREEMENT W5000S Parking Lot (Fox Creek Parking Lot)

AGREEMENT made between TETON COUNTY (Governmental Entity), a political subdivision of the state of Idaho, herein "ENTITY" and MD NURSREY & LANDSCAPING herein "CONTRACTOR").

THE PARTIES AGREE AS FOLLOWS:

- 1. SCOPE OF WORK:** ENTITY engages CONTRACTOR to perform the work associated with the supply of Gravel Crushing Services associated with Exhibit "A" attached hereto. The actual quantities for each product supplied are below:

Item No.	Description	Unit Price	Units	Estimated Units	Contract Price
1	Mobilization	2,690	Each	1	2,690.00
2	Installation of Culverts	600	Each	2	1,200.00
3	Parking Lot Construction (contractor supplied materials)	24,415	LS	1	24,415.00
4	Signage	3000	LS	1	3000.00

- 2. PAYMENT:** ENTITY agrees to pay CONTRACTOR for all services rendered under this Agreement an amount not to exceed the total sum of \$31,305.00 The parties agree that CONTRACTOR will invoice ENTITY for payment under this Agreement for services rendered herein. CONTRACTOR shall submit monthly invoices for the percentage for work performed for each task set forth in Exhibit "A" and Exhibit "B". If ENTITY and CONTRACTOR agree in writing the contract may be extended or increased.

- 3. RIGHT OF CONTROL:** ENTITY agrees that it will have no right to control or direct the details, manner, or means by which CONTRACTOR accomplishes the results of the services performed hereunder. CONTRACTOR has no obligation to work any particular hours or days or any particular number of hours or days. CONTRACTOR agrees, however, that his other contracts or services shall not interfere with the performance of his services under this Agreement.

- 4. INDEPENDENT CONTRACTOR RELATIONSHIP:** CONTRACTOR is an independent contractor and is not an employee, servant, agent, partner, or joint venturer of ENTITY. ENTITY shall determine the work to be done by CONTRACTOR, but CONTRACTOR shall determine the legal means by which it accomplishes the work specified by ENTITY.

- 5. FEDERAL, STATE, AND LOCAL PAYROLL TAXES:** Neither federal, state or local income taxes, nor payroll taxes of any kind shall be withheld and paid by ENTITY on behalf of CONTRACTOR or the employees of CONTRACTOR. CONTRACTOR shall not be treated as

- c. Bidder is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.
- d. Bidder has considered the information known to Bidder; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Bidding Documents; and drawings identified in the Bidding Documents, with respect to the effect of such information, observations, and documents on (1) the cost, progress, and performance of the Work; (2) the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, including applying the specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents; and (3) Bidder's safety precautions and programs.
- e. Bidder is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Bidding Documents.
- f. Bidder has given Owner written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and the written resolution thereof by Owner is acceptable to Bidder.
- g. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.

6) Bidder's Certification

Bidder certifies that:

- a. This Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any collusive agreement or rules of any group, association, organization, or corporation;
- b. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid;
- c. Bidder has not solicited or induced any individual or entity to refrain from bidding; and
- d. Bidder has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for the Contract.
- e. "corrupt practice" means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process;
- f. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process to the detriment of Owner, (b) to establish bid prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;
- g. "collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish bid prices at artificial, non-competitive levels; and
- h. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

7) Scope of Work

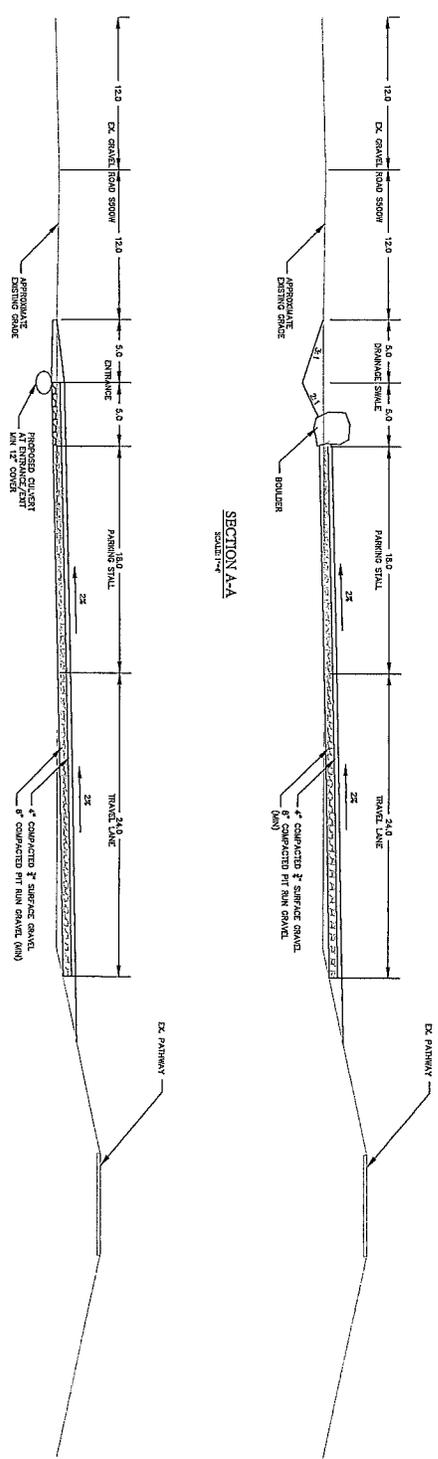
- The project, in general, is the construction of a gravel surface parking lot with signage. Reference specifications not provided include, Highway & Street Guidelines for Design & Construction in Teton County, Idaho Standards for Public Works Construction, and manufacturer guidelines. In general this is project is comprised of:
 - Mobilization & De-mobilization of equipment
 - Striping of existing topsoil and grading
 - Installation of 2 culverts
 - Placement and compaction of pit run and surface gravel
 - Installation of signage
 - Seeding of disturbed areas
- Work must be completed by October 1, 2014.
- Contractor must be a Licensed Public Works Contractor.

Bidder agrees to comply with Idaho Code 44-1001 through 44-1005, regarding employment of Idaho residents.

Bidder agrees to comply with prevailing wage requirements also known as the Davis-Bacon Act.

Pay request vouchers shall be submitted monthly to the Teton County Road and Bridge Department, 150 Courthouse Drive, Driggs, Idaho 83422.

BID DOCUMENT
 NOT FOR
 CONSTRUCTION



REVISION NO.	DATE	DESCRIPTION
C-2	7/31/14	SHOWN



Teton County
 Engineering & Public Works
 150 Courthouse Dr, Driggs Idaho, 83422
 Ph: (208)354-0245

DESIGNED:	JTM
CHECKED:	JJM
DWG CHECK:	
PROJECT NO:	
UNITS:	
FILE NAME:	
Misc:	
Misc:	
Misc:	

BID DOCUMENT
 NOT FOR
 CONSTRUCTION

This drawing is the property of the Teton County Engineering Dept. It shall not be reproduced or be used for any construction except as herein indicated without the express written consent of the Teton County Engineering Dept.



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

June 17, 2014

Teton County Road & Bridge
70 W Buxton Rd
Driggs, Idaho 83422

RE: BRIDGE FIELD INSPECTION REPORTS

The Bridge Asset Management section is transmitting completed bridge field inspection reports for structures inspected in April 2014 that are under your jurisdiction. Please review and take appropriate action on the maintenance items outlined under the Maintenance Recommendation portion of the reports. Please keep copies of these reports in your bridge files for future reference.

The inspector for your area has already contacted you regarding the following structure:
Structure No. X996410 8.11, Spring Cr; N. Fk. Leigh Cr

This structure has one or more critical findings per FHWA guidelines. FHWA has been informed of these critical findings. Please notify this office in writing of types of repairs or corrective actions taken when work is accomplished. Failure to correct deficiencies could result in loss of bridge replacement funds.

If you have any questions, please contact me at 334-8407.

Sincerely,

202 - Dan Gorley, P.E.
Bridge Asset Management Engineer

Encls

*Pictures
unavailable
due to water*

**Idaho Transportation Department
Pontis Field Inspection Report**

Bridge Key:	33085	Structure Name:	X996410 8.11
(6)Features Intersected:	SPRING CR;N.FK.LEIGH CR	(9)Location:	0.5 S. 1.0 E. TETONIA
Xref Structure Name:		Admin Jurisdiction:	8100 Teton County
		District:	06

Additional Condition Information

ROADWAY APPROACHES: Straight at bridge; intersection with stop to north away from bridge. Gravel in good condition.

EMBANKMENT: Erosion behind SW wingwall away from roadway.

CHANNEL: Natural stream channel in gravel, cobbles, and boulders. Scour has undermined the south abutment up to a foot along the entire length. X-section done 4/2013.

SIGNS: Four bridge markers on two posts at SE and NW corners; satisfactory condition; NW markers leaning slightly. No posted speed limit; county 50 mph default applies.

UTILITIES: None.

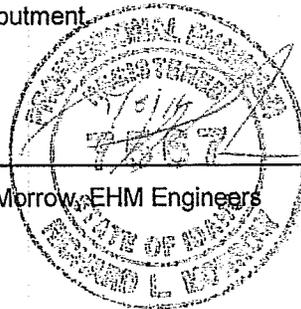
NOTES: Per Scour Committee, 7/25/13, item 113 changed to 2, significant scour observed. Item 60 also changed to 2 due to Item 113 change. Examination of the south abutment scour limited in 4/2014 due to depth and turbidity of water; inspection will be changed to fall to avoid runoff conditions. Next inspection changed to 9/2014.

WORK ACCOMPLISHED: Routine maintenance. Bridge markers reset. Approaches graded.

Maintenance Recommendations

Recommendation	Priority	Suggested Work Assignment
Repair undermining and erosion at south abutment	Medium	Local Agency

Inspector's Signature: _____ 04/16/2014
Inspector Number and Name: 989 - Rick Morrow, EHM Engineers



EHM ENGINEERS, INC.
621 N. COLLEGE RD STE 100
TWIN FALLS, ID 83301

**Idaho Transportation Department
Structure Inventory and Appraisal Update**

Bridge Key: 33085
 (6)Features Intersected: SPRING CR;N.FK.LEIGH CR
 Xref Structure Name:

Structure Name: X996410 8.11
 (9)Location: 0.5 S. 1.0 E. TETONIA
 Admin Jurisdiction: 8100 Teton County

IDENTIFICATION

(1)State: 16 Idaho
 (2)District: District 6
 (3)County: 081 Teton
 (4)Place Code: Not within City/Town
 (5)Inventory Route: 140000000
 (7)Facility Carried: 200 W
 (11)Milepoint: 100.268
 (12)Base Hwy Network: Not on Base Network
 (13a)LRS Inventory Route:
 (13b)LRS Sub Route:
 (16)Latitude: 43° 48' 23"
 (17)Longitude: 111° 08' 27"
 (98)Border Bridge Code:
 (99)Border Bridge ID:
 Segment Code: 002468
 Segment Under Rte:
 Segment Other Rte:
 Drawing Number:
 Project Key Number:
 Inspection Area: 962

STRUCTURE TYPE AND MATERIALS

(43a/b)Main Span Material/Design:
 5 Prestressed Concrete 4 Tee Beam
 (44a/b)Approach Span Material/Design:
 (45)No. of Spans Main Unit: 1
 (46)No. of Approach Spans: 0
 (107)Deck Type: 1 Concrete-Cast-in-Place
 (108a)Wearing Surface: 1 Monolithic Concrete
 (108b)Membrane: 0 None
 (108c)Deck Protection: None

Sufficiency Rating: 39.8' 39.9
 Deficiency: Structurally Deficient

CLASSIFICATION

(112)NBIS Length: Long Enough
 (104)Highway System: 0 Not on NHS
 (26)Functional Class: 09 Rural Local
 (100)Defense Highway: 0 Not a STRAHNET hwy
 (101)Parallel Structure: No || bridge exists
 (102)Direction of Traffic: 2 2-way traffic
 (103)Temporary Structure:
 (105)Federal Lands Highway: 0 N/A (NBI)
 (110)Design Natl Network: 0 Not part of natl netwo
 (20)Toll Facility: 3 On free road
 (21)Custodian: County Hwy Agency
 (22)Owner: County Hwy Agency
 (37)Historical Significance: 4 Hist sign not determin

GEOMETRIC DATA

(48)Maximum Span Length: 27.9 ft
 (49)Structure Length: 29 ft
 Total Length: 29 ft
 (50a)Curb/Sidewalk Width Lt: 0.0 ft
 (50b)Curb/Sidewalk Width Rt: 0.0 ft
 (51)Width Curb to Curb: 20.0 ft
 (52)Width Out to Out: 20.0 ft
 (32)App Roadway Width: 22 ft
 (33)Median: 0 No median
 (34)Skew: 0°
 (35)Structure Flared: 0 No flare
 (10)Vertical Clearance: 99.99 ft
 (47)Total Horiz Clearance: 20.0 ft
 (53)Min Vert Clr Over Deck: 99.99 ft
 (54a)Min Vert Underclr Ref: N Feature not hwy or RR
 (54b)Min Vert Underclr: 0.0 ft
 (55a)Min Lat Underclr Ref Rt: N Feature not hwy or RR
 (55b)Min Lat Underclr Rt: 0.0 ft
 (56)Min Lat Underclr Lt: 0.0 ft

Good Pictures
unavailable due
to WATER

**Idaho Transportation Department
Pontis Field Inspection Report**

Bridge Key:	33031	Structure Name:	X996410 100.20
(6)Features Intersected:	BADGER CREEK	(9)Location:	4.1 N. 2.3 E. TETONIA
Xref Structure Name:		Admin Jurisdiction:	8100 Teton County
		District:	06

Additional Condition Information

ROADWAY APPROACHES: Gravel in good condition. Bridge on S-curve.

CURBS: Treated LVL timber felloe guards; 6-inch 6-inch timber curb on 4-inch x 6-inch x 1-foot 6-inch blocks at 5 1/2 feet on center. Surface abrasion from snowplows. There is a 2 x 6 x 8 inch piece broken off of the top of the south end of the west curb and a 2 x 6 10 inch piece broken off the south end of the east curb. The north end of the west curb is splintered slightly.

WINGWALLS: Timber wingwalls constructed with treated 1 3/4-inch x 11 7/8-inch LVLs. 4 to 6-inch deflections at tops of wingwalls. SE wingwall is split and partially collapsed.

EMBANKMENT: Erosion encroaching 18 inches into roadway at the north corners and 12 inches at the south corners.

CHANNEL: Natural stream channel in earth, cobbles, and boulders. Previous report noted scour along the concrete sills at both abutments with undermining up to 20 inches at the south abutment and 26 inches at the north abutment. Not accessible 4/2014.

SIGNS: 35 mph posted speed limit.

UTILITIES: 2 inch steel conduit outside of the NE curb.

NOTES: In April, 2014 there was 2 to 3 feet of ice on the bed of the stream under the bridge, so the scour undermining reported at both abutments in the last inspection report could not be seen. Substructure condition changed from 6 to 4 based on the reported undermining. Inspection frequency changed to 12 months. Recommend moving inspections for this bridge to September. Next inspection set to 9/2014.

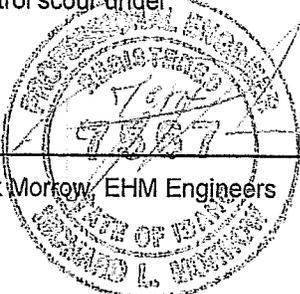
WORK ACCOMPLISHED: Routine maintenance. Approaches graded and deck cleaned.

Maintenance Recommendations

Recommendation	Priority	Suggested Work Assignment
Rehab and strengthen wingwalls.	Low	Local Agency
Stabilize embankment erosion.	Medium	Local Agency
Place riprap along both abutments to control scour under backwalls.	Medium	Local Agency

Inspector's Signature: _____ 04/16/2014

Inspector Number and Name: 989 - Rick Morrow, EHM Engineers



EHM ENGINEERS, INC.
621 N. COLLEGE RD STE 100
TWIN FALLS, ID 83301

Idaho Transportation Department
Structure Inventory and Appraisal Update

Bridge Key:	33031	Structure Name:	X996410 100.20
(6)Features Intersected:	BADGER CREEK	(9)Location:	4.1 N. 2.3 E. TETONIA
Xref Structure Name:		Admin Jurisdiction:	8100 Teton County

IDENTIFICATION

(1)State:	16 Idaho
(2)District:	District 6
(3)County:	081 Teton
(4)Place Code:	Not within City/Town
(5)Inventory Route:	140000000
(7)Facility Carried:	S 5 W ROAD
(11)Milepoint:	100.204
(12)Base Hwy Network:	Not on Base Network
(13a)LRS Inventory Route:	
(13b)LRS Sub Route:	
(16)Latitude:	43° 52' 16"
(17)Longitude:	111° 06' 53"
(98)Border Bridge Code:	
(99)Border Bridge ID:	
Segment Code:	002474
Segment Under Rte:	
Segment Other Rte:	
Drawing Number:	16236
Project Key Number:	
Inspection Area:	962

Sufficiency Rating: 91.9 *87.0*

Deficiency: Not Deficient *Structure Hwy 649200 11*

CLASSIFICATION

(112)NBIS Length:	Long Enough
(104)Highway System:	0 Not on NHS
(26)Functional Class:	09 Rural Local
(100)Defense Highway:	0 Not a STRAHNET hwy
(101)Parallel Structure:	No bridge exists
(102)Direction of Traffic:	2 2-way traffic
(103)Temporary Structure:	
(105)Federal Lands Highway:	0 N/A (NBI)
(110)Design Natl Network:	0 Not part of natl netwo
(20)Toll Facility:	3 On free road
(21)Custodian:	County Hwy Agency
(22)Owner:	County Hwy Agency
(37)Historical Significance:	4 Hist sign not determin

STRUCTURE TYPE AND MATERIALS

(43a/b)Main Span Material/Design:	
7 Wood or Timber	2 Stringer/Girder
(44a/b)Approach Span Material/Design:	
(45)No. of Spans Main Unit:	1
(46)No. of Approach Spans:	0
(107)Deck Type:	8 Wood or Timber
(108a)Wearing Surface:	8 Gravel
(108b)Membrane:	0 None
(108c)Deck Protection:	None

GEOMETRIC DATA

(48)Maximum Span Length:	30.8 ft
(49)Structure Length:	32 ft
Total Length:	32 ft
(50a)Curb/Sidewalk Width Lt:	0.5 ft
(50b)Curb/Sidewalk Width Rt:	0.5 ft
(51)Width Curb to Curb:	25.3 ft
(52)Width Out to Out:	26.3 ft
(32)App Roadway Width:	28 ft
(33)Median:	0 No median
(34)Skew:	0°
(35)Structure Flared:	0 No flare
(10)Vertical Clearance:	99.99 ft
(47)Total Horiz Clearance:	25.3 ft
(53)Min Vert Clr Over Deck:	99.99 ft
(54a)Min Vert Underclr Ref:	N Feature not hwy or RR
(54b)Min Vert Underclr:	0.0 ft
(55a)Min Lat Underclr Ref Rt:	N Feature not hwy or RR
(55b)Min Lat Underclr Rt:	0.0 ft
(56)Min Lat Underclr Lt:	0.0 ft

7





Un-permitted approach – 4260W 10000N







Southwest Rd



Hypertherm®

powermax 45®

Handheld or mechanized plasma system for cutting and gouging metal

Capacity	Thickness	Cut speed
	Handheld cut	
Recommended	12 mm	500 mm/min
	19 mm	250 mm/min
Severance	25 mm	125 mm/min
Pierce	12 mm*	
* Pierce rating for handheld use or with automatic torch height control		
Metal removal rate	Groove profile	
Gouge capacity		
2,8 kg per hour	3,3 mm D x 5,5 mm W	



T45v hand torch

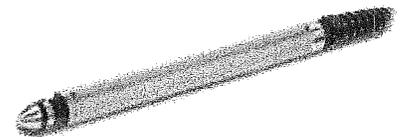
Key power supply advantages

- Small size and light weight provide unmatched portability among 12 mm machines.
- Boost Conditioner™ (on CSA models) compensates for input voltage variations on 200 – 240 V lines, providing improved performance on low-line voltage, on motor generators and on fluctuating input power.
- CNC interface and FastConnect™ torch connection increase versatility for handheld and mechanized usage.
- Powercool™ design cools internal components more effectively for greater system reliability and improved uptime.

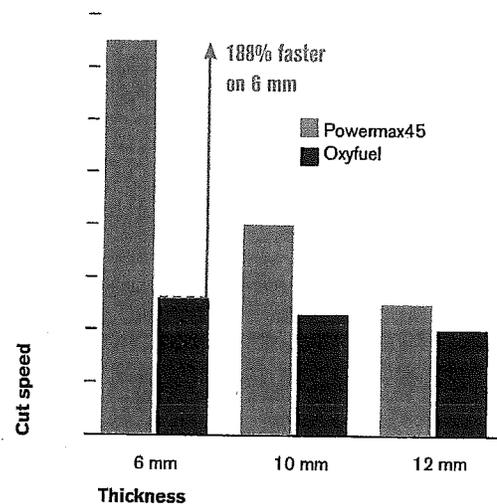
Key torch advantages

- Conical Flow™ increases arc energy density for superior cut quality with little dross.
- Patented drag-cutting technology makes it easy to use – even for first-time operators.
- Dual-angle design extends nozzle life and lowers operating cost.

T45m machine torch



Relative cut performance on mild steel



\$1490.00

Specifications

Input voltages (±10%)	CSA 200 – 240 V, 1-PH, 50-60 Hz CE 230 V, 1-PH, 50-60 Hz 400 V, 3-PH, 50-60 Hz
Input current @ 5,95 kW	CSA 200/230 V, 1-PH, 34/28 A CE 230 V, 1-PH, 30 A 380/400 V, 3-PH, 10.5/10 A
Output current	20 – 45 A
Rated output voltage	132 VDC
Duty cycle @ 40° C (104° F)	CSA 50% @ 45 A, 200 – 240 V, 1-PH 60% @ 41 A, 200 – 240 V, 1-PH 100% @ 32 A, 200 – 240 V, 1-PH CE 50% @ 45 A, 230 V, 1-PH 60% @ 41 A, 230 V, 1-PH 100% @ 32 A, 230 V, 1-PH CE 50% @ 45 A, 380/400 V, 3-PH 60% @ 41 A, 380/400 V, 3-PH 100% @ 32 A, 380/400 V, 3-PH
Open circuit voltage (OCV)	275 VDC
Dimensions with handles	426 mm D; 172 mm W; 348 mm H
Weight with 6,1 m torch	CSA 17 kg CE 16 kg
Gas supply	Clean, dry, oil-free air or nitrogen
Recommended gas inlet flow rate / pressure	Cutting: 170 l/min @ 5,5 bar Gouging: 170 l/min @ 4,1 bar
Input power cable length	3 m
Power supply type	Inverter – IGBT

Engine-driven generator operation

Engine drive rating (kW)	System output (amps)	Performance (arc stretch)
8	45	Full
6	45	Limited
6	30	Full

Cut chart

Material	Thickness (mm)	Current (amps)	Maximum cut speed ¹ (mm/min)
Mild steel	3	45	4445
	6	45	1905
	10	45	1016
	12	45	635
	19	45	254
Stainless steel	3	45	229
	6	45	1397
	10	45	813
	12	45	457
	19	45	229
Aluminum	3	45	3810
	6	45	1397
	10	45	813
	12	45	457
	19	45	229

¹ Maximum cut speeds are the results of Hypertherm's laboratory testing. For optimum cut performance, actual cutting speeds may vary based on different cutting applications. Refer to the operator manual for more details.

Ordering information

Input voltages	Handheld systems		Mechanized systems		
	T45v torch 6 m	T45v torch 15 m	T45m torch 7,6 m	T45m torch 10,7 m	T45m torch 15 m
200 – 240 V CSA ²	088016	088017	088022	088023	088024
230 V CE ³	088018	088019	088025	088026	088027
400 V CE ³	088020	088021	088028	088029	088030

² For use in the Americas and Asia, except China.

³ For use in countries that require CE, CCC or GOST marks.

Custom configurations (select power supply, torch, and other components)

Power supply options

	Power supply with CPC port and 50:1 voltage ratio
200 – 240 V CSA	088013
230 V CE	088015
400 V CE	088014

Component options

Cable length	Torches		Control cables		
	T45v	T45m	Remote pendant	CNC spade plug ⁴	CNC spade plug ⁵
6 m	088008				
7,6 m		088010	128650	228350	023206
10,7 m		088011			
15 m	088009	088012	128651	228351	023279

⁴ For use with automation equipment that requires divided arc voltage.

⁵ For use when divided arc voltage is not required.

Torch consumable parts

Nozzles and electrodes are available in various quantities. Contact your distributor for more information.

Consumable type	Torch type	Amperage	Nozzle	Shield/Deflector	Retaining cap	Electrode	Swirl ring
Drag-cutting	Hand	30	220480	220569	220483	220478	220479
		45	220671	220674	220713	220669	220670
Mechanized	Machine	45	220671	220673	220713 or 220719 (Ohmic)	220669	220670
Gouging	Hand		220672	220675	220713	220669	220670
	Machine						



This system meets the RoHS directive restricting the use of lead, mercury, cadmium and other hazardous compounds.

ISO 9001:2008

Power supplies have a 3-year warranty and torches have a 1-year warranty.

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86028D



WK: 208-354-0245
CELL: 208-313-0245

Teton County Engineer
MEMO

150 Courthouse Drive
Driggs, ID 83422

August 22, 2014

TO:
FROM: Jay T. Mazalewski, PE
SUBJECT: S2000W SMITH CANYON ACCEESS Project Summary

The following is a list of outstanding items for the project:

1. File path: R:\PROJECTS\2013 PROJECTS\S2000W-Smith Canyon
2. IDP&R Grant funded. Received an extension through 12/2014 contact:
Jennifer Park
East Region Grant Specialist
Idaho Department of Parks and Recreation
4279 Commerce Circle, Ste. B
Idaho Falls, ID 83401
office (208) 525-7121
3. Brush portion was completed in fall of 2013 (invoice in folder), but not yet applied for reimbursement
4. USFS to construct parking lot and reclaim the trail
 - a. USFS will use county boulders (Transfer Station), invoice for boulder purchase in the e-file.
 - b. USFS to transport boulders, county to reimburse cost, estimate in e-file
 - c. County to reimburse USFS for a portion of the work..see grant estimate in e-file
5. County to bid and install 2 cattle guards (16-18') to replace existing gates.
 - a. Ex. Gates to be used in the parking lot for Powerline Pd pass through
6. County to install similar signage at beginning of road and at the 1st cattle guard see e-file



7. County to grade road to the parking lot so it can be included on the pay map. Crown & drainage, add material only if absolutely necessary. Keep at minimal width, no widening.
8. County to re-align northern portion of the road adjacent to Marshall Property. Road width shall be to Rec Road Standards and try to match the width of the ex. Road to the south. Install drainage ditches. **KEEP THE CENTERLINE OF THE ROAD A MINIMUM OF 30' OFF OF THE WEST FENCELINE.** This allows for a full width road to be constructed if needed in the far off future.

9. Submit grant reimbursement forms
10. Add to pay map and call Bill Shaw (ITD) for an inspection of the road.
11. Contact Jorgenson Engineering to complete road & right of way centerline survey and have them record the document. This finalizes the road validation that took place in 2012.



RIB

111

C. L. "Butch" Otter
Governor

David R. Langhorst
Director

September 4, 2014

.....
IDAHO PARK AND
RECREATION BOARD
.....

Jay Mazalewski
Teton County
150 Courthouse Drive
Driggs, ID 83422

Tom Crimmins
District One

Randy Doman
District Two

Susan Buxton
District Three

Charles H. Correll
Board Chair
District Four

Jean S. McDevitt
District Five

Robert Hansen
District Six

Dear Jay,

Thank you for your Recreational Trail Program Fund request for the Bridge Abutments, Signs, & Striping at Victor-Driggs Pathway.

As you are aware, we just completed our ranking process with the Idaho Park and Recreation Board approval. Unfortunately, as our funding amounts stand right now, your project will not be funded this year. As you might imagine, the requests for funding we received exceed the funds available. If you would like to discuss the rating of your request, please contact: Jennifer Park, East Region Grant Specialist at (208) 525-7121 or Jennifer.Park@idpr.idaho.gov.

.....
DIRECTOR'S OFFICE
.....

Again, thank you for your interest in serving the recreationists in your area.

5657 Warm Springs Avenue
P.O. Box 83720
Boise, Idaho 83720-0065

Sincerely,

Kathy Muir
Grant Manager

Phone (208) 334-4199

www.parksandrecreation.idaho.gov



208-354-8780
FAX: 208-354-8410

Teton County Clerk

150 Courthouse Drive #208
Driggs, Idaho 83422

September 12, 2014

TO: Commissioners

FROM: Clerk *mlh*

SUBJECT: Road Levy Budget Information

*Budget Info
for R-B Project
Planning*

The approved budget for the Special Road Levy is attached. Please note the following discrepancies between budgeted amounts and actual estimates provided by engineering firms and/or low bidders:

	<u>Budget</u>	<u>Actual</u>
W600S engineering & design	\$ 25,000	\$ 66,902
S1000E Darby Bridge engineering & design	54,000	50,400
S2000E Darby Bridge construction (w/Alt 1 & 2)	<u>150,000</u>	<u>269,158</u>
TOTALS	<u>\$229,000</u>	<u>\$386,460</u>

As you can see, there is a \$157,460 discrepancy between the expected costs of these three projects and the actual estimates and bids. Perhaps this shortfall can be made up with Remaining Cash. The actual Remaining Cash amount won't be known until after final bills are paid October 14. (The budget includes the planned expenditure of \$50,000 in Remaining Cash.)

If additional Remaining Cash is not available, project plans will have to be adjusted and/or other revenue sources found.

**WORKSHEET FOR BUDGET YEAR 2015 BUDGET NUMBER 1
 EXCLUDING INACTIVE ACCOUNTS**

Fund: 0033 ROAD, SPECIAL
 -00 ROAD, SPECIAL

Account Number	----- Fiscal Year 2012 -----		----- Fiscal Year 2013 -----		----- Fiscal Year 2014 -----		----- Fiscal Year 2015 Budget #1 -----		
	Budget	Actual	Budget	Actual	Budget Amount	Actual As of 08/14/2014	Department Request Amt	Budg Officer Request Amt	Approved Budget Amt
0406-0000 SALARIES - SEASONAL	28,800.00	21,505.95	31,283.00	28,631.09	33,342.00	22,688.23	68%	33,342.00	33,342.00
TOTAL 'A' SALARIES	28,800.00	21,505.95	31,283.00	28,631.09	33,342.00	22,688.23	68%	33,342.00	33,342.00
0410-0000 RETIREMENT		219.43							
0411-0000 SOCIAL SECURITY	2,200.00	1,645.20	2,393.00	2,190.30	2,551.00	1,735.64	68%	2,551.00	2,551.00
0415-0000 STATE UNEMPLOYMENT		2,854.00	2,854.00	2,776.30	3,000.00	3,738.00	125%	3,000.00	3,000.00
0416-0000 WORKMAN'S COMPENSATION INSUR.	2,000.00		2,000.00	1,684.00	1,800.00	1,784.00	99%	1,900.00	1,900.00
TOTAL 'D' BENEFITS	4,200.00	1,854.63	7,257.00	6,650.60	7,351.00	7,257.64	99%	7,451.00	7,451.00
0470-0000 FUEL, GASOLINE		4,494.48			5,000.00				
0471-0000 FUEL, DIESEL		19,507.53			20,000.00				
0490-0000 REPAIRS/MAINT-TRAILS & PATHWAY		60,000.00		60,000.00	30,000.00	8,703.93	29%	500.00	500.00
0520-0000 GRAVEL STABILIZATION	91,000.00	92,754.01	83,500.00	67,142.51	78,000.00	74,198.48	95%	75,000.00	75,000.00
0521-0000 CHIP SEAL	255,000.00	256,479.40	303,000.00	257,730.31	303,000.00	313,161.71	103%	294,000.00	294,000.00
0523-0000 RECONSTRUCTION					150,000.00	28,453.80	19%	115,000.00	115,000.00
0526-0000 CONTINGENCY ACCOUNT			19,000.00		10,000.00			10,000.00	10,000.00
0559-0000 PAYMENTS TO VICTOR	100,315.00	99,740.23	94,890.00	100,250.04	94,890.00	97,059.53	102%	100,250.04	100,250.04
0560-0000 PAYMENTS TO DRIGGS	104,834.00	104,224.16	138,930.00	141,587.90	138,930.00	140,029.43	101%	141,587.90	141,587.90

BUDGET WORKSHEET (EXPENSES)

WORKSHEET FOR BUDGET YEAR 2015 BUDGET NUMBER 1 EXCLUDING INACTIVE ACCOUNTS

Fund: 0033 ROAD, SPECIAL
-00 ROAD, SPECIAL

Account Number	----- Fiscal Year 2012 -----		----- Fiscal Year 2013 -----		----- Fiscal Year 2014 -----		----- Fiscal Year 2015 Budget #1 -----		
	Budget	Actual	Budget	Actual	Budget Amount	Actual As of 08/14/2014	Department Request Amt	Budg Officer Request Amt	Approved Budget Amt
0561-0000	PAYMENTS TO TETONIA								
	7,431.00	7,387.06	8,640.00	8,874.41	8,640.00	8,753.35	101%	8,874.41	
	COMMENT: WILL DISTRIBUTE VIA TREASURER'S TAX SOFTWARE								
TOTAL 'B' EXPENSES	558,580.00	584,586.87	732,960.00	635,585.17	838,460.00	670,360.23	80%	745,212.35	494,500.00
0808-0000	CAPITAL-CASH MATCH FOR GRANTS								
			38,000.00	1,000.00	38,000.00	1,000.00	3%		
0809-0000	TRAILS & PATHWAYS								
	59,420.00	5,200.00							
	COMMENT: \$54,000 FOR 1000 EAST/DARBY BRIDGE, \$25,000 FOR SWAMP ROAD								
0810-0000	110,000.00	33,413.99	44,205.00	28,923.13	61,500.00	49,243.51	80%	60,000.00	80,000.00
	COMMENT: ASSUME 4 MI OF CONTRACTOR HELP, OR CRUSHING								
0811-0000	99,000.00	51,566.86	207,000.00	174,931.66	250,000.00	45,700.50	18%	57,000.00	57,000.00
	COMMENT: DARBY/2000E BRIDGE, WILL HAVE \$15K CARRYOVER AFTER RAPID CK								
0812-0000	90,000.00	6,609.60	234,000.00	179,421.53	200,000.00	162,967.69	81%	150,000.00	150,000.00
0899-0000	CAPITAL-EQUIPMENT								
	50,000.00	42,000.00	2,295.00	2,295.00					
TOTAL 'C' CAPITAL OUTLAY	408,420.00	138,790.45	487,500.00	385,571.32	549,500.00	258,911.70	47%	267,000.00	287,000.00
DEPT TOTALS	1,000,000.00	746,747.90	1,259,000.00	1,056,438.18	1,428,653.00	959,217.80	67%	1,053,005.35	822,293.00
	Fund 33 Dept 0: Officer		Commissioner		Commissioner				
FUND TOTALS	1,000,000.00	746,747.90	1,259,000.00	1,056,438.18	1,428,653.00	959,217.80	67%	1,053,005.35	822,293.00