



Teton County Idaho - Commissioners Meeting Agenda
Monday, November 25, 2012 - 9:00 AM
LOCATION: 150 Courthouse Drive, Driggs, ID 83422 (208-354-8775)

Individuals addressing the Board will approach the podium and state their name for the record.
If you have handouts, please provide the Clerk or staff with that document in advance.

***** PLEASE SILENCE ALL CELL PHONES *****

9:00 **Meeting Called to Order** – Chairman Park
Pledge of Allegiance & amendments to agenda if any.

“Open Mic” – Public Q & A

9:15 **DEPARTMENT BUSINESS**

Public Works

1. Report – Jay Mazalewski, Engineer
2. LEC Update – Tom Davis & Ormond Builders

Planning & Building – Jason Boal, PA

10:30 TRPTA Update – John Trudelle

11:30 AFLAC – Adam Korth

Administrative Business *will be dealt with as time permits.*

- Approve Available Minutes
- Discuss Correspondence & Sign Documents
- Other Business
 1. 2014 Employee Health Insurance Rates (*review & approve*)
 2. Juvenile Justice Annual Financial Report (*review & approve*)
 3. Vessel Fund Annual Financial Report (*review & approve*)
 4. Amendment to Teton County Flex Plan (*review & approve*)
 5. December 4 Employee Meetings (*finalize agenda*)
 6. Judge Luke’s Jan. 10 Retirement (*provide guidance*)
 7. Policy Discussion: Use of County Funds & Mileage Reimbursement
 8. District Wide Drug Court Coordinator
 9. Fair Board Appointment
 10. Change/eliminate Morning Mic?
 11. Upcoming Meetings
 - a. Dec. 4th – 1:30 & 3:30pm Annual employee Meeting
 - b. Dec. 9th – 9:00am BoCC Meeting
 - c. Dec. 12th – 2:00pm BoCC Work Session (*Road Maintenance Discussion*)
 - d. Dec. 12th – 5:00pm Public Hearing
 - e. Dec. 23rd – 9:00am BoCC Regular Meeting
- Committee Reports
- Claims

Executive Session per IC § 67-2345 (1)(d) indigent.

Adjourn

From: goosehaven@silverstar.com [mailto:goosehaven@silverstar.com]

Sent: Thursday, November 21, 2013 12:28 PM

To: Dawn Felchle

Subject: Snow Removal Packsaddle Estates area

Note to Dawn: Please put me on the open mike list for Monday 11/25. One way or another I need to present this. Also one attachment. Hopefully, I will have more visuals before Monday. I'll try to phone you today after 1 PM, assuming you take a lunch.-Rob Young

Hi,

The main goal of this presentation is convince the Teton County Board of Commissioners to order less rigorous and more conscientious snow removal in Packsaddle Estates Subdivision and the west end of W4000N (aka Packsaddle Rd.). The goal is (A) achieve a money savings for Teton County and (B) bring back recreational and transportation opportunities almost wiped out by current plowing procedures.

Let me explain with a little background.

No one has lived full time year around in Packsaddle Estates as long as I. I have seen snow removal here at its best and worst for about 38 yrs. Having reliable snow removal by the county is wonderful.

Additionally, I have 3.5 yrs., experience in operation of snow removal heavy equipment similar to what Teton County and ITD use, plus, some machinery that neither possesses. That experience was acquired in extreme northern Maine in Aroostook County near the small town of Limestone. Road surfaces were similar. The climate is very similar. (Potatoes were grown there too.) I am quite familiar with the strategies and techniques of snow removal by team effort and solo.

The mountains (I'm a climber) and the snow (skier, boarder and all that) are the primary reasons I was attracted to here and why I remain.

Packsaddle Estates is unique in its placement and orientation. It holds snow well and most of the roads have a northerly aspect. Snow covered roads with a solid base provide easy, fun, non-motorized access by xc ski, kicksled and rodel (luge-style sled) to neighbor's homes and to the groomed snowmobile trail system beginning at the west end of Packsaddle Rd. near Terry Kay's dairy. The steep hill at the end of the plowed road, affectionately named Kay's Wall, is a popular and exhilarating sledding hill for all ages.

For years, it was common practice to use my kicksled for the eight tenths of a mile round trip to the mailbox. The sled can carry a passenger or packages and beats walking for ease and speed. Why start the pickup for a less than one mile round trip? Why walk when I can gracefully glide?

Here's the problem. Since the passage of the road levy (roughly) the snow removal here and at Kay's Wall has become heavy-handed and excessive. There is no need to plow the roads for 1-1/2" or 2-1/2" of accumulation. The grader is removing the snow base as if bare ground is the objective. Even Mazalewski agreed that a snow base is best for a gravel road in winter. To me that means 3-4" layer of compacted snow...minimum. The base becomes the pavement and is "friendly" to motor vehicles and the rest of us. Further, the grader moldboard is angled to scour the road shoulders. This encourages solar melting, mud, ragged snow base edges, rough driving and quick disintegration of the base.

Last snow season was particularly bad, so I asked Mazalewski (after a grader had scraped the roads particularly low) to have the guys back off on the plowing. The very next day a grader scraped the base even thinner! What?!

The same happened at the base of Kay's Wall. The location is a snowmobile staging area and particularly important as a runout for sleds and skiers. It provides up to a 1/4 mile slide to the road intersection. (If the unplowed road to the north, N9000W, is not blocked, a hard left turn extends the ride to a 1/2 mile.) It was brought to gravel in places. Not good. A conversation with Doug Self confirmed that Kay's Wall could be touted as a Teton County amenity for sledding as well as the snowmobiling. Why ruin a good thing?

In both cases safety is not a concern. The roads offer plenty of overview to the surrounding approaching roads, and hence, approaching vehicles.

Also, people actually living at Packsaddle Estates, not just visiting, realize (or quickly realize) this is not downtown Idaho Falls. It's four-wheel drive and chain country. There is no need to bulldoze the roads to gravel. The most demanding road here is a loop, steep on the north side and less steep on the south side. Sometimes the best way home is not direct and steep, but longer and lower angle. Living in snow country requires thought.

So, this season is not starting well, hence my appeal to you. Emails to Mazalewski and Smith in Oct. 2013 asking for a lighter plowing touch, remain unanswered. The snow storm of Nov.16 put down about 6". Ordinarily, that accumulation would be the beginning of a base for the season. Vehicular travel would quickly compact the snow and we'd all be happy. The roads would begin to be prepared for winter at no county expense. But, immediately following the storm, the roads were plowed and scraped to gravel. The worst I have seen. I have photos showing the windrows of aggregate peeled from the road surface. It looks like hard surface grading technique was used on a soft surface road and a deliberate attempt to remove all of the snow. I'm not blaming the operator. He is supposed to be guided in what he does by his supervisor. End result: Teton County money wasted, Road surface damaged and Loss of base establishment. As before...my request for a less aggressive road treatment resulted in more.

Proof of how base establishment can protect the road is obvious at the subdivision entrance road (Caldwell). Vehicular traffic is concentrated there and quickly compacted the snow. Apparently the grader could not punch through it. It is in relatively good condition...pavement-like. Most of the rest of the subdivision is mud. I have the photos.

So, what am I asking? Perhaps a return to the plowing policy of about five or so years ago would be better for everyone. There is no need to plow here for less than 6" accumulation. If drifts need to be removed before a snow base is established, the moldboard could be held 2-4" higher (for instance). The shoulders need not be shaved to gravel, 4 or more inches is better. It's not difficult to do this. It worked in the past. Plowing is expensive.

My kicksled has been unusable for the mailbox trip for two seasons now. The sledding (rodel) season has been cut short three seasons at least. Cross country ski access to the backcountry by roadside here has been made mostly impractical. It's absurd and expensive to use a motor vehicle where the above methods would have worked just fine. The chance to enjoy that low cost fun and to experience it with others has been severely cut or just plain been taken away. This sentiment applies to Kay's Wall too. Especially during the holiday season, it can be quite the area for sliding and socializing. I resent the loss. Please help. It's just a matter of thoughtful management.

Rob Young



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

**Teton County Engineer
MEMO**

150 Courthouse Drive
Driggs, ID 83422

November 20, 2013

TO: Board of County Commissioners
FROM: Jay T. Mazalewski, PE
SUBJECT: Public Works Update

The following items are for your review and discussion at the November 25, 2013 meeting. I will not be attending this meeting as I will be out of the state on vacation. If you need me at the meeting via telephone please let me know ahead of time so I can be available.

SOLID WASTE

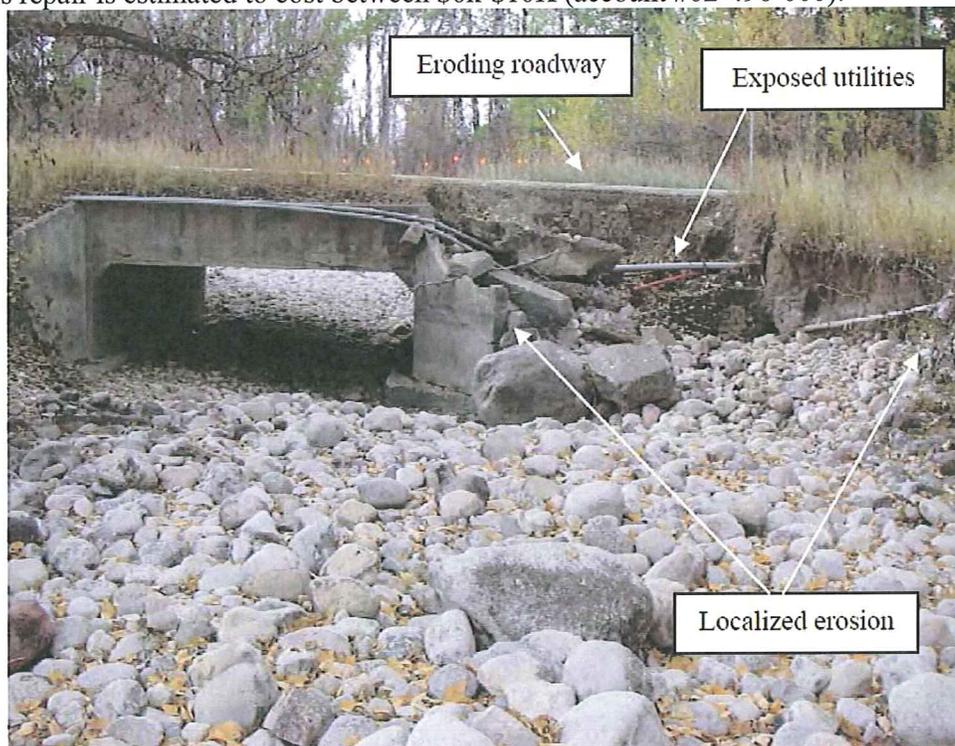
1. Attached is the Landfill Cap Analysis report from Forsgren Engineering.

ROAD & BRIDGE

1. R&B crews are plowing when needed and working on other miscellaneous project to prepare for the winter. R&B plowed last week due to large amounts of drifting snow. Typically we do not plow these smaller, earlier storms in order to let ground freeze and build a snowfloor to protect the gravel roads. Unfortunately the roads were soft and drivers had a tough time staying out of the gravel, therefore some gravel was lost with the snow removal.
2. N3000W/Badger Creek Bridge: The bridge should be complete and re-opened before Thanksgiving. The bridge was set last week and the contractor has been working on the road and abutment stabilization. Once the bridge project is finished, the contractor will move the stream portion of the project.



3. LRHIP Grant Sign Project: Attached is a copy of the grant submitted for sign replacement project.
4. IWORQ-Work Management: R&B is testing the work management software from IWORQ (we currently use pavement, sign, and permit management from IWORQ). The hope is this software will help us track the; who, what, where, when and costs associated with road repairs and project. This should be especially beneficial for tracking which signs get replaced and who replaced them. If this works for us, I will be asking for approval to spend \$3200 for this software (probably in January).
5. A new fuel farm system (software & head unit) was ordered last week after reviewing the options and meeting with the product representatives. The Gas Boy Islander Plus was the best option for our needs and should be installed by early January.
6. Stateline Road Bridge Repair: A permit was submitted, to the Wyoming Division of Army Corps Engineers, to repair this section of bridge/road/stream this winter. Although this section of road is the responsibility to Teton County Idaho, it within Wyoming and needed to be permitted through Wyoming. I hope to have this repaired this winter before spring runoff. This repair is estimated to cost between \$6k-\$10K (account #02-496-000).



PUBLIC WORKS

1. Clay, Bruce, & I attended the “Idaho Association of County Engineers and Road Supervisor’s” (IACERS) annual conference last week in Boise. This was a well attended conference with some very good educational sessions that apply to Teton County. Dave Walrath (Madison County Engineer) became the state rep. for the National Association of County Engineers (NACE) and I am now the District 6 representative for IACERS.

2. The BoCC often gets many questions about roads and standards from the public. The BoCC is welcome to ask me any questions however if I am unavailable or you would to do some additional research here are some good resources (I have plenty more if needed):
<http://www.tetoncountyidaho.gov/additionalInfo.php?deptID=21&pkTopics=182>
<http://lhtac.org/publications/>
<http://roaddustinstitute.org/index.php/resources>

ACTION ITEMS:

1. Grader Tires: Blade 3 needs two new grader tires. Each tire costs over \$1,630 therefore BoCC approval is needed for this purchase. This will come from fund 02-0-073 Tires (\$15,000 available). I recommend the BoCC:
Authorize the purchase of 2 tires for a motorgrader not to exceed \$3,300.
2. Badger Creek Bridge/3000W: A requirement of the \$119,000 FEMA grant is that we submit Letter of Map Revision (LOMR) to FEMA once the project in complete. Attached is a proposal from Harmony Design & Engineering (project engineer) to complete the LOMR. Although this is an additional cost, the county still received a significant sum of money to help with the critical project.

SPECIAL CONDITIONS

The project is also approved subject to compliance with the following sets of conditions:

- Standard HMGP administrative provisions. By acceptance of this award, the subgrantee agrees to abide by all laws and regulations required under the HMGP as outlined in 44 CFR 206.432-440, 44 CFR Part 13, 44 CFR 80.19, and HMGP policy guidance and memos.
- All applicable permitting including (but not limited to) US Army Corps of Engineers, Idaho Department of Water Resources and/or Environmental Quality, Floodplain Permits, etc.
- Environmental conditions pertinent to this project. Work should be completed outside of the flood season during low flows as determined by the County's floodplain administrator.
- CLOMR/LOMR to update Flood Insurance Study and FIRMS.

I recommend the BoCC:

Authorize additional service #5 for the Badger Creek H&H contract not to exceed \$18,000.

3. Diesel Fuel: Bid results for Diesel Fuel are due Monday morning for the BoCC to make a decision. Dawn or Mary Lou should have the bid results.

I spoke with product representative throughout the region and only two fuel delivery companies mix the additive into the fuel prior to delivery, therefore I sent the RFB to only those companies that could meet our requirements. Per Idaho Statute 67-2806 this is legal as this is our second time bidding this and no responses were received for the 1st round of bidding. I have undertaken efforts to locate additional vendors; however there were only two to be found in the intermountain west.

The BoCC can:

- A) Award the bid and contract to the low bidder who is _____
- Or
- B) Throw out all bids

NOTE: In speaking to multiple distributors of the additive, the majority of their clients purchase the fuel and additive separately and mix the two at the time of delivery.



Technical Memorandum

TO: Teton County, Idaho
ATTN: Jay Mazalewski, County Engineer and PWD
150 Courthouse Drive, Room 117
Driggs, ID 83422

From: Kevin L. Harris, P.E.

Date: November 12, 2013

Subject: Teton County, Idaho
Landfill Cap Evaluation Progress Report

Introduction

Forsgren Associates, Inc. (FA) and teaming partner Portage, Inc. have been contracted by Teton County, Idaho to develop a corrective action plan which entails:

1. Evaluating prior investigations of the cap material;
2. Validating the existing data;
3. Identifying any data gaps needed;
4. Performing additional sampling and testing; and
5. Completing modeling and analyses to demonstrate an intrinsic value of the existing landfill cap.

The goal of this evaluation is to provide information needed to determine the best method for rehabilitating the evapotranspiration (ET) cap to meet the DEQ determined performance standard, or replacing it with a system that will prevent percolation into the waste material.

The items listed above have been completed and the modeling methodology and results are included in a separate report attached with this technical memo in Appendix C.

Previous Findings

The prior investigations and findings are summarized in FA's report titled *Teton County Landfill ET Cap Evaluation Existing Data Review and Cost/Benefit Assessment*, submitted to Teton County in June 2013. Subsequent comments from the Idaho Department of Environmental Quality (DEQ) were received in July 2013 and addressed by the County with input from FA.

Generally, it was concluded that additional sampling, geotechnical and hydraulic testing, computer modeling, and analyses were needed to demonstrate the efficacy (or partial effectiveness) of the existing ET cap.

Field Investigation

On July 17-18, 2013, the FA/Portage team performed a field investigation on the existing cap. Thirty four (34) test pits were excavated to a depth of three (3) feet within the soil cover. Saul Varela, the Teton County Solid Waste Supervisor, used a Caterpillar 420E wheeled backhoe to excavate and backfill the test pits. FA/Portage personnel measured the in-situ soil density and moisture content with a nuclear density gauge (per ASTM D2922 and D3017), collected and field-classified soil samples, and logged other pertinent information. Test pit locations were surveyed, staked, and numbered by FA’s survey crew.

Field and Laboratory Test Results

Following the field investigation, ten (10) representative soil samples were selected and submitted to FA’s materials testing laboratory in Rexburg, Idaho. Samples were selected based on representativeness considering occurrence, variability by area, and variability by depth. The samples were tested for properties shown on Table 1.

Table 1. Physical Properties Tests Completed on Representative Soil Samples

TEST NAME	DESIGNATION	DESCRIPTION AND PROPERTIES
Particle-Size Analysis of Soils	ASTM D422	Provides grain-size distribution by mechanical sieve analysis and percentages of fine materials by hydrometer analysis. Information used to classify soils and as an indicator of various physical, mechanical, and hydraulic properties.
Liquid Limit, Plastic Limit, and Plasticity Index of Soils	ASTM D4318	“Atterberg” limits provide an indication of the plastic behavior of the fine-grained fraction in soils, whether predominantly silt or clay, and are also used to classify soils.
Specific Gravity of Soil Solids	ASTM D854	Provides mineral density information. Can be used along with field density measurements to determine the soil void ratio and porosity, important properties when considering water movement through the soil.
Textural Classification	USDA Method	Classifies soils according to texture based on the percentages of sand, silt, and clay present. Information can be used to assess variability and as a basis for selecting default modeling parameters.

The particular soil sample locations, depths, texture (percentages of gravel, sand, and fine [silt and clay]), and Unified Soil Classification System (USCS) and U.S. Department of Agriculture (USDA) classifications are shown in Table 2 with graphical representation shown in Appendix A. Note that the USDA classifications are based on the portion of the soil containing sand and smaller-sized particles (cobbles and gravel are not included).

Table 2. Soil Sample Location, Texture, and Classification

SAMPLE		TEXTURE			CLASSIFICATION	
Location	Depth (ft)	% Gravel	% Sand	% Fines	USCS	USDA
TP-04	1.5	2.4	14.5	83.1	ML	SiL
TP-08	1.5	0.9	6.8	92.3	ML	SiL
TP-08	2.5	4.6	6.8	88.6	ML	SiL
TP-13	1.5	73.5	7.1	19.4	GM	Si
TP-19	1.5	35.1	11.6	53.3	ML	SiL
TP-21	1.5	26.2	12.8	61	ML	SiL
TP-27	1.5	39.1	8.1	52.8	ML	Si
TP-27	2.5	8.7	12.4	78.9	ML	SiL
TP-28	1.5	14.1	8.8	77.1	CL	SiL
TP-33	1.5	0.8	6.7	92.5	ML	SiL

CL – clay with low plasticity
 GM – silty gravel
 ML – silt with low plasticity
 Si – silt
 SiL – silt loam

In consideration of the laboratory and field test data for specific gravity of the soil particles and dry density, the void ratio (ratio of voids to solid material in the soil mass) and porosity (percentage of the total soil mass containing voids) have been calculated for each sample. The amount of void space in the soil mass affects the soil moisture holding capacity and hydraulic conductivity. Results are shown in Table 3. Note that the water content values are representative of the time and date measured and could vary seasonally.

Table 3. Soil Sample Density, Water Content, Specific Gravity, Void Ratio, and Porosity

SAMPLE		LAB	FIELD TESTS		CALCULATED VALUES	
Location	Depth (ft)	Specific Gravity	Dry Density (pcf)	Water Content (%)	Void Ratio	Porosity (%)
TP-04	1.5	2.644	114.1	12.7	0.446	30.84
TP-08	1.5	2.628	111.3	10.6	0.473	32.13
TP-08	2.5	2.628	104.2	14.7	0.574	36.46
TP-13	1.5	2.665	113.5	8.6	0.465	31.75



Table 3. Soil Sample Density, Water Content, Specific Gravity, Void Ratio, and Porosity (continued)

SAMPLE		LAB	FIELD TESTS		CALCULATED VALUES	
Location	Depth (ft)	Specific Gravity	Dry Density (pcf)	Water Content (%)	Void Ratio	Porosity (%)
TP-19	1.5	2.560	103.6	7.9	0.542	35.15
TP-21	1.5	2.583	84.1	12.1	0.917	47.82
TP-27	1.5	2.587	87.0	17.7	0.856	46.11
TP-27	2.5	2.679	85.8	17.7	0.948	48.67
TP-28	1.5	2.657	95.7	8.8	0.732	42.28
TP-33	1.5	2.684	88.1	12.0	0.901	47.40

Hydraulic Properties Testing

Five samples were submitted the Daniel B. Stephens & Associates Laboratory for hydraulic properties testing. The samples represent a subset of the ten samples tested for physical properties, and were selected based on representativeness and variability observed from the physical properties test results. The samples submitted for hydraulic properties testing are summarized on Table 4 and summary of tests is shown on Table 5.

The length of time required for testing hydraulic properties depends upon the nature of the soil samples. Those with greater amounts of clay and slower percolation rates can take several weeks, even months. The lab completed testing on October 18, 2013. A brief explanation of the procedure for obtaining the moisture characteristics of soil is attached to this memo in Appendix B.

Table 4. Identification of Samples Submitted for Hydraulic Properties Testing

SAMPLE		TEXTURE			CLASSIFICATION		COMMENTS
Location	Depth (ft)	% Gravel	% Sand	% Fines	USCS	USDA	
TP-04	1.5	2.4	14.5	83.1	ML	SiL	Lowest porosity
TP-08	2.5	4.6	6.8	88.6	ML	SiL	Fine-grained
TP-19	1.5	35.1	11.6	53.3	ML	SiL	Higher gravel content
TP-27	2.5	8.7	12.4	78.9	ML	SiL	Highest porosity
TP-28	1.5	14.1	8.8	77.1	CL	SiL	Most plastic

Table 5. Hydraulic Properties Tests in Progress (All tests to be performed on each sample.)

ANALYSIS	METHOD
Saturated Hydraulic Conductivity by Flexible Wall Method	ASTM D5084
Initial Gravimetric and Volumetric Water Content	ASTM D2216/ ASTM D7263
Dry Bulk Density	ASTM D7263
Calculated Total Porosity	ASTM D7263
Moisture Characteristics (5-7points*)	ASTM D6836/ ASTM D6836M/ MOSA ¹ Chp.25
Calculated Unsaturated Hydraulic Conductivity	ASTM D6836/ van Genuchten 1980 ² / van Genuchten, et. al. 1991 ³

*Typical points measured: 1-saturated point (0 tension); 1-3-hanging column points (-0-200 cm tension), 1-3-pressure plate points (-0.25 - 0.5 Bars); 1-2-WP-4 points (-8-200 Bars); 1-Relative Humidity Box point (-850 Bars). ASTM D6836M is followed to obtain the hanging column point and ASTM D6836 is followed to obtain the pressure plate and dewpoint potentiometer points. Methods of Soil Analysis, Chapter 261 is followed to obtain the Relative Humidity Chamber point.
M=Modified apparatus

¹Methods of Soil Analysis, Part 1. 1986. A. Klute, ed. American Society of Agronomy, Madison, WI

²van Genuchten, M.T. 1980. A closed-form equation for predicting the hydraulic conductivity of unsaturated soils. SSSAJ 44:892-898

³van Genuchten, M.T., F.J. Leij, and S.R. Yates. 1991. The RETC code for quantifying the hydraulic functions of unsaturated soils. Robert S. Kerr Environmental Research Laboratory, Office of Research and Development, U.S. Environmental Protection Agency, Ada, Oklahoma. EPA/600/2091/065. December 1991

Additional Observations

The landfill is generally covered with a well-established stand of grass. There are some areas where the grass is sparse, and these generally correlate with areas where waste was found closer to the surface. Plant rooting depth varied from 4 to 18 inches in the test pits, with the typical rooting depth near 12 inches.

Discussion of Data Acquired to Date

The vast majority of soils observed and sampled for the Teton County landfill cover can be characterized as fined-grained soils with low plasticity containing various percentages of rock. There are a few isolated areas containing coarse materials. Although many of the soil samples were classified as the same type of soil, three different soil types (based on the percentage of cobbles and gravel) have been identified for purposes of this evaluation. These include:

- Fine-grained soil with little or no rock.
- Fine-grained soil with some cobbles and/or gravel.
- Coarse materials with fines.

Approximately half of the landfill is covered with fine-grained soil with little or no rock. This material is presumed to be suitable for an ET cover, due to relatively low hydraulic conductivity and acceptable water holding capacity.

A map depicting the distribution of these soil types is attached to this memo in Appendix A.

The areas covered with fine-grained soil with some cobbles and/or gravel are expected to exhibit similar characteristics as the areas covered with fine-grained soil with little or no rock. There may be some loss of holding capacity in comparison to the material with little or no rock; the hydraulic test results are expected to provide more insight to this question.

Those areas covered with coarse materials are generally considered ineffective. The corrective action (to be determined by engineering design) will address how to remediate these areas in a cost-effective manner.

Modeling Methodology and Results

A copy of the Modeling Methodology and Results Report is included in Appendix C.

The results of the UNSAT-H model simulations show that the Teton County Landfill ET cap performs better than the prescriptive Subtitle D cap based on the five soil samples collected from the site during July 2013.

During the July 2013 field study at the Teton County Landfill, it was noted that certain areas of the cap contained significant gravel content. This material was not modeled in this analysis, since it was assumed that soil material containing significant gravel content was not suitable for an ET cap and would be replaced by material similar to those modeled in this study. These coarse material soils that will be replaced and not modeled in this study are shown in Appendix A and Figure 3 of the Modeling Methodology and Results Report.

The main objective of this modeling study was to determine if the five soil materials obtained from the Teton County Landfill July 2013 field study were suitable for an ET cap. The five soil materials represent the fine grained materials with and without cobbles/gravel that are present in the current ET cap. The modeling results show that these materials are suitable for an ET cap and perform better than the prescriptive Subtitle D cap under similar modeling assumptions.



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

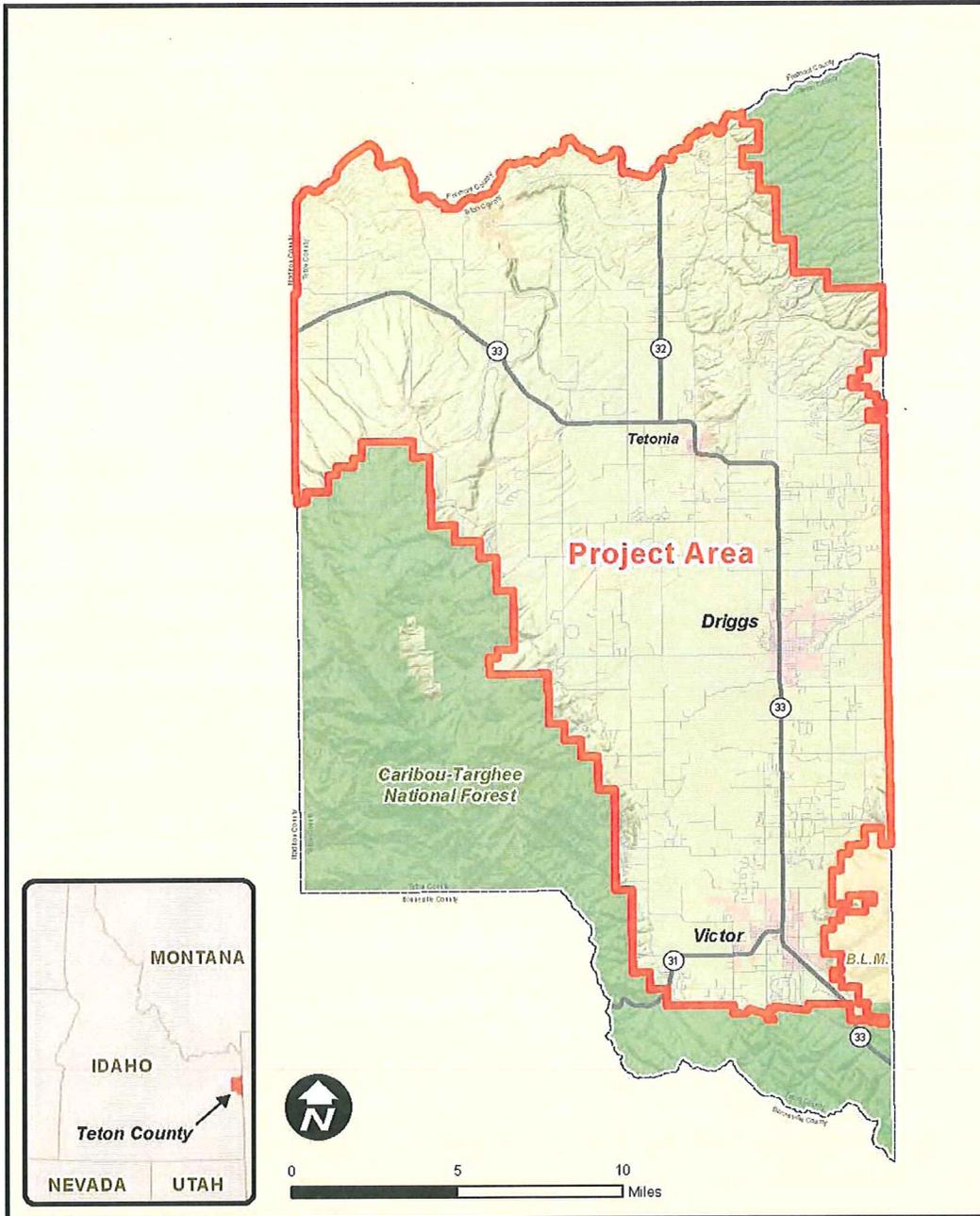
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Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

Vicinity Map



**Teton County
Sign Replacement Project**





Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

Project Description

The Teton County Sign Replacement Project is a county wide project to primarily install missing road signs while also replacing degraded or missing warning and regulatory signs. Funds from this grant will be used to purchase the signs and supports. The following text introduces the project, explains its need, and shows its importance to Teton County, ID.

Introduction

Teton County maintains regulatory, warning, and road name signs on public roads throughout the county. Booming land development in Teton County, Idaho during the mid-2000s led to an overhaul of the county address grid, in order to accommodate a higher density of address points. As a result, most county road names changed. For example, road names like W 800 S became W 8000 S. While many road signs bearing the new names were installed across the county, over 400 signs were not installed. This grant coupled with county funds will allow the majority of these missing signs to be installed while replacing our deficient warning and regulatory signs. These sign deficiencies also represent a serious safety concern, since emergency responders can be delayed by poorly marked roads in a critical situation.

Existing Conditions

The inconsistent and missing road-name signage presents significant administrative and safety challenges for Teton County. Many local residents still refer to old county road names and address numbers, and missing or dated signage helps perpetuate this practice. This in turn creates considerable confusion for visitors, residents and, most significantly, emergency responders. Also, many named, private roads that were previously unnamed driveways have never been signed at all. Many residents and second homeowners do not recognize the true physical address of their properties, due in part to a lack of road signage.

A comprehensive road-name sign inventory was completed during the months of September, October, and November of 2012. The Teton County GIS department in conjunction with the Road & Bridge, Ambulance, and Sheriff's Department utilized the IWorq asset management program to collect data on the existing and missing signs.

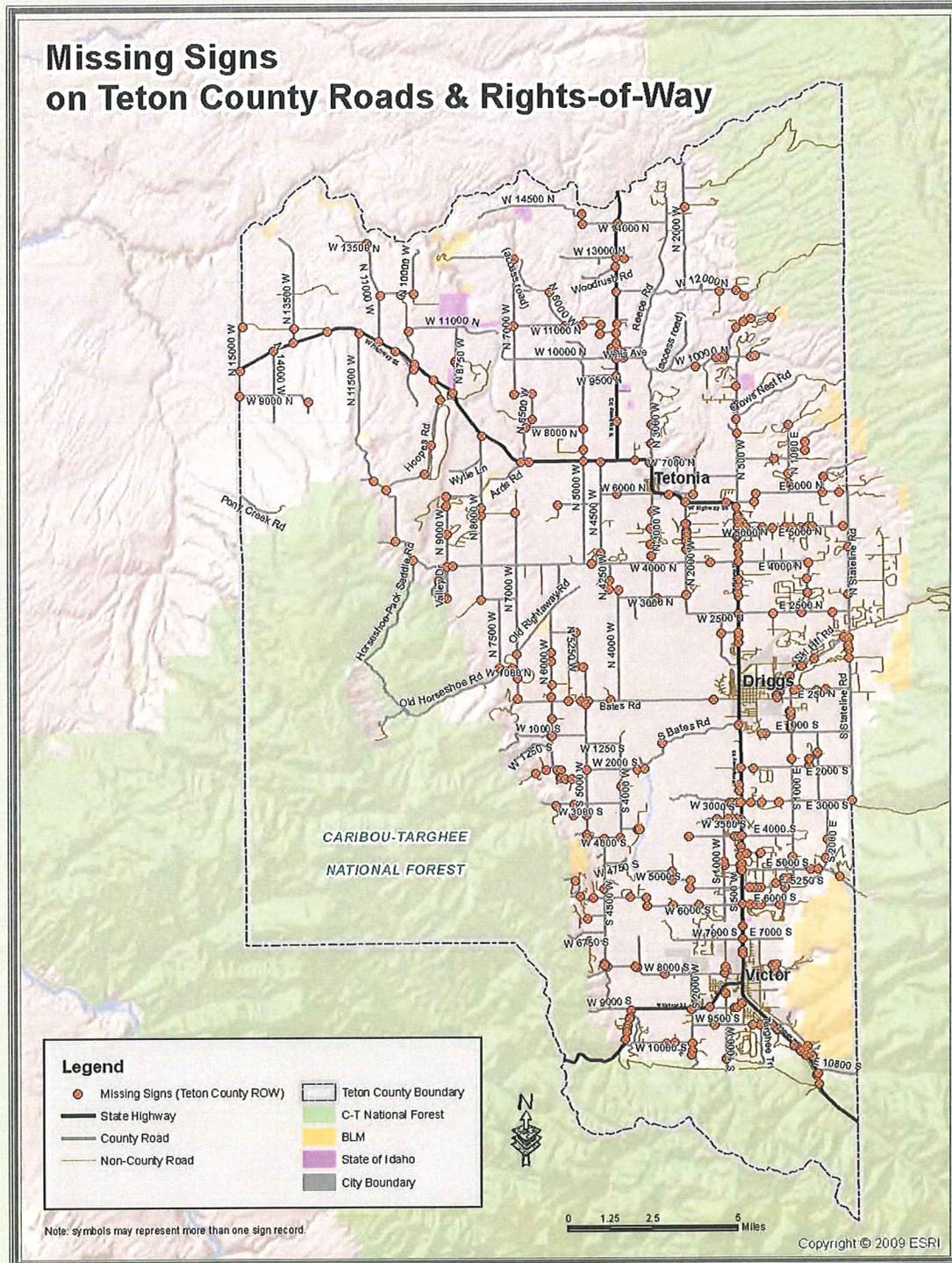
Key Findings:

- Of **1,542** county maintained sign locations documented, **449 missing road-name sign** locations were observed and recorded. This grant would fund the replacement of 195 of these missing signs.
- An additional **73** regulatory and warning signs are in poor condition and need replacement. This grant would fund the replacement of all these missing signs.
- Based on the lowest bid price from regional sign vendors, the replacement expenditure for replacing the missing road signs along Teton County official roads and rights-of-way would be at about \$27,700.



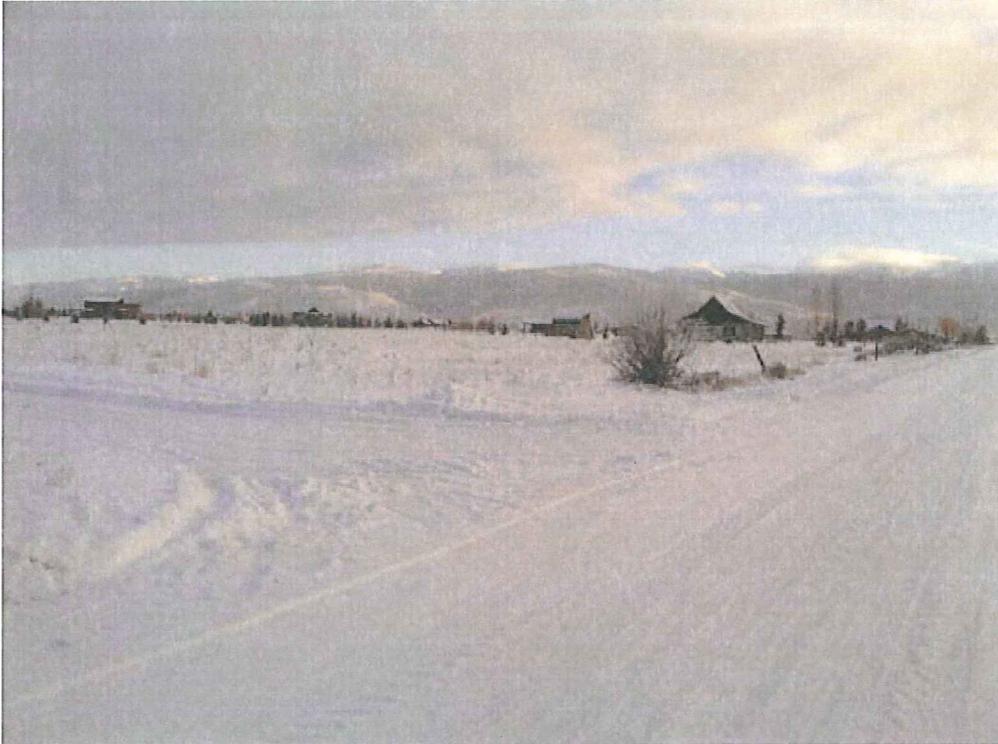
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Missing Sign Location Map





Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015



Missing signage at a county road intersection (typical)

Construction/Installation

Teton County budgeted \$10,000 for the fiscal year 2014 to begin replacing missing and obsolete road, regulatory, and warning signage throughout the county. Additionally Teton County has allocated funding to hire additional summer help for this project. The currently allocated funds and manpower, coupled with this grant, will replace all of the damaged warning and regulatory signs and also install the majority of the missing road signs along county roads.

The Teton County Sign Replacement project will occur through the spring and fall of 2014 and may extend to the spring of 2015. The Teton County Road and Bridge Department will be responsible for the installation of all signage. The Road and Bridge Department has found spring and fall the best time to install signage as this leaves the remaining months of good summer weather to dedicate to road maintenance and rehabilitation.

All signs purchased will meet the current MUTCD standards and will be purchased through a vendor or via Idaho Transportation Department contract. Requested funding provided by this grant will be used for the purchase of signs and breakaway sign posts.

Teton County will continue to allocate funds for the annual replacement of missing and damaged signs.



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

Summary

Teton County has done a good job maintaining our warning and regulatory signage, however this has been at the expense of our directional and road signage. The lack of road signage throughout the county causes problems for our emergency services, local residents, tourists, delivery agents and countless other entities. This grant coupled with funding already allocated by the county will make a significant and immediate improvement to the health, safety, and economic vitality of Teton County.

Grant Request Totals

Item	Quantity	Cost	Total
Warning Signs & Post	31	88.05	\$3,650
Regulatory Signs & Post	42	88.05	\$2,413
Road Name Signs & Post:	195	58.61	\$11,429
Total Signs & Posts Funded by this grant:	268		

Total = \$17,492



Local Rural Highway Investment for Idaho Local
Highway Jurisdictions Application 2015



Sales Order B38269

Order Date 12/12/12

3200 Redwood Road
West Valley City, UT 84119

Telephone: 801/973-2266
Fax: 801-973-8044

**Estimate to replace missing signs on
Teton County Roads and RoWs only.**

Bill To:

Teton County Road & Bridge
Attn: Aloma
70 W North Buxton
Driggs, ID 83422

Ship To:

Teton County Public Works
70 West Buxton
Driggs, ID 83422

THIS IS A BID/ESTIMATE

Customer	Ship Via	F.O.B.	Terms	Purchase Order Number	Salesperson	Reference No.
ID2351			NET 30 DAYS		6	
Qty. Ordered	Qty Shipped	Item Number	Unit of Measure	Required Date	Unit Price	Extended Price
	Back Ordered	Item Description			Discount %	Tax
449		0 .080,34X8, SPCL Various Sns, Double bladed, HIP		12/12/12	24.77 N	11121.73
307		0 POST,T2X12', 14G 2"X12"TELESPAR 14GA.		12/12/12	24.48 N	7515.36
307		0 ANCHOR,30"TELE. 2.25"X30", TELE.ANCHOR 12 GA.		12/12/12	7.68 N	2357.76
449		0 RIVET,DRIVE 3/8" STEEL DRIVE RIVET		12/12/12	0.79 N	354.71
307		0 BOLT,CORNER/NUT CORNER BOLT W/NUT #VCN168-2		12/12/12	0.89 N	273.23
Filled By _____					Non Taxable Subtotal	21622.79
					Taxable Subtotal	0.00
					Tax	0.00
					Total Order	21622.79



Local Rural Highway Investment for Idaho Local
Highway Jurisdictions Application 2015

Appendix A - Annual Road and Street Financial Reports (Application #1-3)



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

Annual Road and Street Financial Report

Page 1 of 3

Reporting Entity Name: Enter below by entity type:		Please return, not later than December 31, to:	
City or	County of City	DONNA M. JONES IDAHO STATE CONTROLLER	
County or		ATTN: HIGHWAY USERS STATEHOUSE MAIL	
Highway District	County of Hwy. District	BOISE, ID 83720	
This certified report of dedicated funds is hereby submitted to the State Auditor as required by 40-708, Idaho code.			
Dated this <u>29th</u> day of <u>December</u> , <u>2012</u> .		Bob Benedict <i>[Signature]</i>	
ATTEST:		Kathy Rinaldi <i>[Signature]</i>	
<i>[Signature]</i> Mary Lou Hansen, Teton County Clerk		Kelly Park <i>[Signature]</i> County Commissioners	
Contact Phone Number:	208-354-8780		

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2012

Line 1	BEGINNING BALANCE AS OF OCTOBER 1 PREVIOUS YEAR	\$549,133
RECEIPTS		
LOCAL FUNDING SOURCES		
Line 2	Property tax levy (for roads, streets and bridges)	997,504
Line 3	Sale of assets	
Line 4	Interest income	
Line 5	Fund transfers from non-highway accounts (From General Fund)	101,000
Line 6	Proceeds from sale of bonds (include LIDs)	
Line 7	Proceeds from issue of notes (include loans)	
Line 8	Local impact fees	
Line 9	Local option registration fee	
Line 10	All other LOCAL receipts or transfers in	37,671
Line 11	Total Local Funding (sum lines 2 through 10).	1,136,175
STATE FUNDING SOURCES		
Line 12	Highway user revenue	885,041
Line 13	Sales tax/Inventory replacement tax	
Line 14	Sales tax/Revenue sharing	
Line 15	Other State funds: (ID Military Div., \$4,673; Packsaddle STIP close out, \$17,493)	22,166
Line 16	All other STATE receipts or transfers.	1,108
Line 17	Total State Funding (sum lines 12 through 16).	908,315
FEDERAL FUNDING SOURCES		
Line 18	National Forest Reserve Apportionment	85,173
Line 19	Critical bridge	
Line 20	STP Rural	
Line 21	STP Urban.	
Line 22	All other FEDERAL receipts or transfers	
Line 23	Total Federal Funding (sum lines 18 through 22)	85,173
Line 24	TOTAL RECEIPTS (sum lines 11, 17, 23)	\$2,129,663



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

	REPORTING ENTITY NAME:	FISCAL YEAR:
DISBURSEMENTS		Page 2 of 3
NEW CONSTRUCTION		
Line 25	Roads	
Line 26	Bridges, culverts and storm drainage	
Line 27	RR Crossing	
Line 28	Other (specify - including salaries and benefits)	
Line 29	Total New Construction (sum lines 25 through 28)	0
RECONSTRUCTION/REPLACEMENT/REHABILITATION		
Line 30	Roads (rebuilt, realign, or 2" overlay upgrade)	144,987
Line 31	Bridges, culverts and storm drainage	46,729
Line 32	RR Crossing	
Line 33	Other (specify - including salaries and benefits)	
Line 34	Total Reconstruction/Replacement (sum lines 30 through 33)	191,716
ROUTINE MAINTENANCE		
Line 35	Chip sealing or seal coating	413,498
Line 36	Patching	107,492
Line 37	Snow removal	306,953
Line 38	Grading/blading	66,729
Line 39	RR Crossing	
Line 40	Other (specify - including salaries and benefits)	6,470
Line 41	Total Routine Maintenance (sum lines 35 through 40)	901,142
EQUIPMENT		
Line 42	New equipment purchase - automotive, heavy, other	5,200
Line 43	Equipment lease - Equipment purchase	312,679
Line 44	Equipment maintenance	105,799
Line 45	Other (specify)	
Line 46	Total Equipment (sum lines 42 through 45)	423,678
ADMINISTRATION		
Line 47	Administrative salaries and expenses	150,600
OTHER		
Line 48	Right-of-way and property purchases	
Line 49	Property leases	
Line 50	Street lighting	
Line 51	Professional services - audit, clerical, and legal	
Line 52	Professional services - engineering	48,213
Line 53	Interest - bond (include LIDs)	
Line 54	Interest - notes (include loans)	
Line 55	Redemption - bond (include LIDs)	
Line 56	Redemption - notes (include loans)	
Line 57	Payments TO other local government	
Line 58	Fund transfers to non-highway accounts	
Line 59	All other local expenditures	
Line 60	Total Other (sum lines 48 through 59)	48,213
Line 61	TOTAL DISBURSEMENTS (sum lines 29, 34, 41, 46, 47, 60)	1,715,349
Line 62	RECEIPTS OVER DISBURSEMENTS (line 24 - line 61)	414,314
Line 63	OTHER ADJUSTMENTS (Audit adjustment and etc.)	
Line 64	CLOSING BALANCE (sum lines 1, 62, 63)	963,447
Line 65	Funds on Line 64 obligated for specific future projects	713,447
Line 66	Funds on Line 64 retained for general funds and operations	250,000
Line 67	ENDING BALANCE (line 64 minus the sum of lines 65, 66)	0



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

Annual Road and Street Financial Report

Reporting Entity Name - Enter below by entity type:		Please return, not later than December 31, to:	
County of City		DONNA M. JONES	
TETON COUNTY		IDAHO STATE CONTROLLER	
Highway District		ATTN: HIGHWAY USERS	
County of Hwy. District		STATEHOUSE MAIL	
		BOISE, ID 83720	
This certified report of dedicated funds is hereby submitted to the State Auditor as required by 40-708, Idaho code.			
Dated this <u>27th</u> day of <u>December</u> , 2011		Rob Benedict <i>[Signature]</i>	
ATTEST: <i>[Signature]</i> Mary Lou Hansen, County Clerk		Kathy Rinaldi <i>[Signature]</i>	
TETON County Clerk		Kelly Park <i>[Signature]</i> County Commissioners	
Contact Phone Number: 208-354-8780			

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2011

Line 1	BEGINNING BALANCE AS OF OCTOBER 1 PREVIOUS YEAR	540,495
RECEIPTS		
LOCAL FUNDING SOURCES		
Line 2	Property tax levy (for roads, streets and bridges)	724,179
Line 3	Sale of assets	835
Line 4	Interest income	
Line 5	Fund transfers from non-highway accounts	
Line 6	Proceeds from sale of bonds (include LIDs)	
Line 7	Proceeds from issue of notes (include loans)	
Line 8	Local impact fees	
Line 9	Local option registration fee	
Line 10	All other LOCAL receipts or transfers in	17,945
Line 11	Total Local Funding (sum lines 2 through 10)	742,959
STATE FUNDING SOURCES		
Line 12	Highway user revenue	898,736
Line 13	Sales tax/Inventory replacement tax	
Line 14	Sales tax/Revenue sharing	
Line 15	Other State funds (specify)	
Line 16	All other STATE receipts or transfers	
Line 17	Total State Funding (sum lines 12 through 16)	898,736
FEDERAL FUNDING SOURCES		
Line 18	National Forest Reserve Apportionment	75,081
Line 19	Critical bridge	
Line 20	STP Rural	
Line 21	STP Urban	
Line 22	All other FEDERAL receipts or transfers (RAC Grant)	60,050
Line 23	Total Federal Funding (sum lines 18 through 22)	135,131
Line 24	TOTAL RECEIPTS (sum lines 11, 17, 23)	1,776,826



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

	REPORTING ENTITY NAME:	FISCAL YEAR:
DISBURSEMENTS		Page 2 of 3
NEW CONSTRUCTION		
Line 25	Roads	
Line 26	Bridges, culverts and storm drainage	13,976
Line 27	RR Crossing	
Line 28	Other (specify - including salaries and benefits)	
Line 29	Total New Construction (sum lines 25 through 28)	13,976
RECONSTRUCTION/REPLACEMENT/REHABILITATION		
Line 30	Roads (rebuilt, realign, or 2" overlay upgrade)	136,000
Line 31	Bridges, culverts and storm drainage	66,992
Line 32	RR Crossing	
Line 33	Other (specify - including salaries and benefits)	
Line 34	Total Reconstruction/Replacement (sum lines 30 through 33)	202,992
ROUTINE MAINTENANCE		
Line 35	Chip sealing or seal coating (includes magnesium chloride dust control)	406,238
Line 36	Patching	72,635
Line 37	Snow removal	271,651
Line 38	Grading/blading	86,928
Line 39	RR Crossing	
Line 40	Other (specify - including salaries and benefits) Signs	13,013
Line 41	Total Routine Maintenance (sum lines 35 through 40)	850,465
EQUIPMENT		
Line 42	New equipment purchase - automotive, heavy, other	
Line 43	Equipment lease - Equipment purchase	170,140
Line 44	Equipment maintenance	165,398
Line 45	Other (specify)	
Line 46	Total Equipment (sum lines 42 through 45)	335,538
ADMINISTRATION		
Line 47	Administrative salaries and expenses	78,025
OTHER		
Line 48	Right-of-way and property purchases (Salt Gravel Pit)	255,212
Line 49	Property leases	
Line 50	Street lighting	
Line 51	Professional services - audit, clerical, and legal	
Line 52	Professional services - engineering	31,980
Line 53	Interest - bond (include LIDs)	
Line 54	Interest - notes (include loans)	
Line 55	Redemption - bond (include LIDs)	
Line 56	Redemption - notes (include loans)	
Line 57	Payments TO other local government	
Line 58	Fund transfers to non-highway accounts	
Line 59	All other local expenditures	
Line 60	Total Other (sum lines 48 through 59)	287,192
Line 61	TOTAL DISBURSEMENTS (sum lines 29, 34, 41, 46, 47, 60)	1,769,189
Line 62	RECEIPTS OVER DISBURSEMENTS (line 24 - line 61)	8,638
Line 63	OTHER ADJUSTMENTS (Audit adjustment and etc.)	
Line 64	CLOSING BALANCE (sum lines 1, 62, 63)	549,133
Line 65	Funds on Line 64 obligated for specific future projects (Badger Creek Bridges)	280,000
Line 66	Funds on Line 64 retained for general funds and operations	269,133
Line 67	ENDING BALANCE (line 64 minus the sum of lines 65, 66)	0



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

Annual Road and Street Financial Report

Page 1 of 3

Reporting Entity Name: Enter below by entity type		Please return, not later than December 31, to:	
TETON COUNTY		DONNA M. JONES IDAHO STATE CONTROLLER ATTN: HIGHWAY USERS STATEHOUSE MAIL BOISE, ID 83720	
Highway District	County of Hwy. District		
This certified report of dedicated funds is hereby submitted to the State Auditor as required by 40-708, Idaho code.			
Dated this <u>27th</u> day of <u>December</u> , 2010		<i>Bob Benedict</i> Bob Benedict	
ATTEST: <i>Mary Lou Hansen</i> Mary Lou Hansen, County Clerk/Treasurer		<i>Kathy Rinaldi</i> Kathy Rinaldi	
		<i>Larry Young</i> Larry Young, County Commissioners	

Contact Phone Number: 208-354-8780

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2008

Line 1	BEGINNING BALANCE AS OF OCTOBER 1 PREVIOUS YEAR	392,174
RECEIPTS:		
LOCAL FUNDING SOURCES		
Line 2	Property tax levy (for roads, streets and bridges)	28,664
Line 3	Sale of assets	
Line 4	Interest income	
Line 5	Fund transfers from non-highway accounts	
Line 6	Proceeds from sale of bonds (include LIDs)	
Line 7	Proceeds from issue of notes (include loans)	
Line 8	Local impact fees	
Line 9	Local option registration fee	
Line 10	All other LOCAL receipts or transfers in	226,044
Line 11	Total Local Funding (sum lines 2 through 10)	254,708
STATE FUNDING SOURCES		
Line 12	Highway user revenue	890,578
Line 13	Sales tax/inventory replacement tax	
Line 14	Sales tax/Revenue sharing	
Line 15	Other State funds (specify)	
Line 16	All other STATE receipts or transfers	
Line 17	Total State Funding (sum lines 12 through 16)	890,578
FEDERAL FUNDING SOURCES		
Line 18	National Forest Reserve Apportionment	74,714
Line 19	Critical bridge	
Line 20	STP Rural	
Line 21	STP Urban	
Line 22	All other FEDERAL receipts or transfers	12,576
Line 23	Total Federal Funding (sum lines 18 through 22)	87,290
Line 24	TOTAL RECEIPTS (sum lines 11, 17, 23)	1,232,576



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

	REPORTING ENTITY NAME:	FISCAL YEAR:
DISBURSEMENTS		Page 2 of 3
NEW CONSTRUCTION		
Line 25	Roads	
Line 26	Bridges, culverts and storm drainage (Teton Creek)	78,963
Line 27	RR Crossing	
Line 28	Other (specify - including salaries and benefits)	
Line 29	Total New Construction (sum lines 25 through 28)	78,963
RECONSTRUCTION/REPLACEMENT/REHABILITATION		
Line 30	Roads (rebuilt, realign, or 2" overlay upgrade)	126,530
Line 31	Bridges, culverts and storm drainage	10,003
Line 32	RR Crossing	
Line 33	Other (specify - including salaries and benefits)	
Line 34	Total Reconstruction/Replacement (sum lines 30 through 33)	136,533
ROUTINE MAINTENANCE		
Line 35	Chip sealing or seal coating	
Line 36	Patching	39,481
Line 37	Snow removal	244,272
Line 38	Grading/blading	76,335
Line 39	RR Crossing	
Line 40	Other (specify - including salaries and benefits) Signs	17,899
Line 41	Total Routine Maintenance (sum lines 35 through 40)	377,987
EQUIPMENT		
Line 42	New equipment purchase - automotive, heavy, other	
Line 43	Equipment lease - Equipment purchase	161,919
Line 44	Equipment maintenance	182,240
Line 45	Other (specify)	
Line 46	Total Equipment (sum lines 42 through 46)	344,159
ADMINISTRATION		
Line 47	Administrative salaries and expenses	66,068
OTHER		
Line 48	Right-of-way and property purchases	
Line 49	Property leases	71,346
Line 50	Street lighting	
Line 51	Professional services - audit, clerical, and legal	
Line 52	Professional services - engineering	9,199
Line 53	Interest - bond (include LIDs)	
Line 54	Interest - notes (include loans)	
Line 55	Redemption - bond (include LIDs)	
Line 56	Redemption - notes (include loans)	
Line 57	Payments TO other local government	
Line 58	Fund transfers to non-highway accounts	
Line 59	All other local expenditures	
Line 60	Total Other (sum lines 48 through 59)	80,545
Line 61	TOTAL DISBURSEMENTS (sum lines 29, 34, 41, 46, 47, 60)	1,084,255
Line 62	RECEIPTS OVER DISBURSEMENTS (line 24 - line 61)	148,321
Line 63	OTHER ADJUSTMENTS (Audit adjustment and etc.)	
Line 64	CLOSING BALANCE (sum lines 1, 62, 63)	540,495
Line 65	Funds on Line 64 obligated for specific future projects	255,000
Line 66	Funds on Line 64 retained for general funds and operations	285,495
Line 67	ENDING BALANCE (line 64 minus the sum of lines 65, 66)	0



Local Rural Highway Investment for Idaho Local
Highway Jurisdictions Application 2015

Appendix B - Agency Cooperation & Public Support (Application #4)

- 1) Teaming with the City of Driggs and the City of Victor to chip-seal roads within their city limits.
- 2) Coordinate snowplowing with City of Driggs, City of Victor, & City of Teton to minimize snowplowing time and maximize efficiency.
- 3) Sharing the maintenance of Stateline Road with Teton County, WY (Stateline Road separates Teton County, ID and Teton County, WY)
- 4) Working with the United States Forest Service in maintaining forest access roads
- 5) Idaho Department of Transportation has helped with local road construction in Teton County
- 6) Cooperating with Teton Valley Trails and Pathways to establish bicycle routes across the county



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015



151 West 1st North
St. Anthony, Idaho 83445
(208) 624-7332

October 18, 2013

Local Highway Technical Assistance Council

RE: ECHO ranking of projects

ECHO (Eastern Counties Highway Organization) held a meeting on October 15, 2013 to review the proposed projects from its members. The projects reviewed are being submitted to the Local Federal-Aid Program, 2014 Highway Bridge Program, due January 23, 2014 and the LRHIP Application 2015, due Monday, December 2, 2013.

The group identified one Local Federal-Aid Program, 2014 Highway Bridge Program project:

1. Teton County

The group identified six LRHIP Construction projects and ranked them in this order:

1. City of Ririe
2. City of St. Anthony
3. Jefferson County
4. Clark County
5. City of Driggs

The group identified three LRHIP Sign projects and ranked them in this order:

1. City of Teton
2. Teton County
3. Fremont County
4. City of Roberts

The group identified two LRHIP Transportation Plan projects and ranked them in this order:

1. City of Ashton
2. City of Menan

The group identified two LRHIP Federal Match projects and ranked them in this order:

1. City of Victor
2. Fremont County

ECHO fully supports the efforts of these counties and cities to obtain grant funding to assist them with their projects. As always, it is difficult to rank these projects as the need for funding is great for these cities and counties and their roads and bridges are in need of repair and coming close to, if not completely or past, the end of their life expectancy. Any consideration for their projects is greatly appreciated.

Sincerely,

Patty Parkinson
ECHO Chair



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

Monte R. Woolstenhulme | Superintendent



TETON SCHOOL DISTRICT NO. 401

P.O. Box 775 • 445 North Main Street • Driggs, ID 83422
208.354.2207 | 208.354.2250 fax
<http://tsd401.org>

November 20, 2013

To Whom It May Concern,

Teton School District #401 encourages you to support and fund the 2015 Teton County Sign Project grant application for the Local Rural Highway Investment Program. Installing and upgrading our directional and warning signs throughout the county is critical maintaining a safe and economically viable county. It is vitally important for the school buses that travel multiple routes on county roads multiple times each day, to have updated signage for safety and communication purposes.

I wholeheartedly support the efforts of Teton County to replace and upgrade road and safety signage throughout the county.

Sincerely,

Monte R. Woolstenhulme
Superintendent

Teton School District 401 provides a safe and exceptional learning environment where career and college readiness are the academic cornerstones of a relevant and progressive education.



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015



TETON COUNTY FIRE PROTECTION DISTRICT

P.O. Box 474
911 North Hwy. 33
Driggs, ID 83422

Earle Giles, Fire Marshal
Phone: 208-354-2760
Fax: 208-354-2764

11-20-2013

To: Whom It May Concern,
CC: Jay Mazalewski
RE: Teton County Sign Project

To Whom It May Concern,

Teton County Fire & Rescue encourages you to support and fund the 2015 Teton County Sign Project grant application for the Local Rural Highway Investment Program. Installing and upgrading our directional and warning signs throughout the county is not an event that should be placed on the back burner. It will also ensure an adequate response time to emergency's throughout the County for Fire, and Medical calls. A few extra minutes taken to find the correct road could be a matter of life or death and the simple solution to this would be to replace or install the missing signs. I whole heartedly support the efforts of Teton County to replace and upgrade road and safety signage throughout the county.

Sincerely,
Earle Giles
Fire Marshal



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015



United States
Department of
Agriculture

Forest
Service

Caribou-Targhee National Forest
Teton Basin Ranger District

P.O. Box 777
Driggs, ID 83422
208-354-2312

File Code: 1500
Date: November 28, 2012

To Whom It May Concern,

Teton County Idaho has an active program and several partnerships with the Teton Basin Ranger District of the Caribou-Targhee National Forest and local advocacy groups to improve access to public lands.

Waiting for updated letter from USFS-insert here

I appreciate the county's efforts in working to improve this access to the National Forest and support that it will benefit many users.

Please contact me if you need further information.

Sincerely,

JAY PENCE
District Ranger



Caring for the Land and Serving People

Printed on Recycled Paper





Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

To Whom It May Concern,

Teton County Idaho Search and Rescue encourages you to support and fund the 2015 Teton County Sign Project grant application for the Local Rural Highway Investment Program. Installing and upgrading our directional and warning signs throughout the county is critical maintaining a safe and economically viable county.

I wholeheartedly support the efforts of Teton County to replace and upgrade road and safety signage throughout the county.

Regards,

Paul Bruno

Teton County Idaho Search and Rescue

Commanding



Local Rural Highway Investment for Idaho Local
Highway Jurisdictions Application 2015

Appendix C - Pavement and Sign Management Reports (Application #5)

IWORQ Pavement Management System

Paved roads last assessed in October of 2012

Pavement Condition Report

Loc ID	Road Name	From Address	To Address	Length (ft)	Area (yd ²)	RSL	Recommended Treatment	Date
692	Bates Rd	BATES RD	N 4000 WEST	4394.2	13671	8	Chip Seal	10/12/2012
260	Bates Rd	MILEPOST 116.4	MILEPOST 116.8	2296.9	7146	8	Crack Seal	10/12/2012
233	Bates Rd	MILEPOST 116.8	CITY LIMIT	491.4	1529	10	Patching	10/12/2012
414	Bates Rd	MILEPOST 99.75	MILEPOST 99.84	555.0	1295	8	Crack Seal	10/12/2012
415	Bates Rd	MILEPOST 99.84	MILEPOST 99.95	545.2	1272	8	Crack Seal	10/12/2012
397	Bates Rd	MILEPOST 99.95	MILEPOST 100	209.1	488	4	2" Overlay	10/12/2012
693	Bates Rd	N 4000 WEST	MILEPOST 116.4	14639.9	45546	8	Crack Seal	10/12/2012
388	Bates Rd	S 5000 W	S 5000 W	818.1	2045	8	Patching	8/5/2009
61	BATES RD	BIG HOLE VIEWS DR	S 5000 W	877.5	2194	6	Patching	10/12/2012
191	BATES RD	GREENE DR	BIG HOLE VIEWS DR	752.7	1882	4	2" Overlay	10/12/2012
396	BATES RD	MILEPOST 100	N 7000 W	1892.7	3785	4	2" Overlay	10/12/2012
60	BATES RD	N 5500 W	GREENE DR	961.9	2405	4	2" Overlay	10/12/2012
393	BATES RD	N 6000 W	N 5500 W	2657.4	6644	6	Chip Seal	10/12/2012
395	BATES RD	N 7000 W	N 6000 W	5271.5	13179	4	2" Overlay	10/12/2012
281	Cemetary Rd	ASPEN POINTE	PRIVATE DR	632.2	1580	4	Rebuild/Thick Overlay	10/9/2012
280	Cemetary Rd	PRIVATE DR	1000 EAST	1309.7	3274	6	Patching	10/9/2012
126	Cemetary Rd	SKI HILL RD	ASPEN POINTE	689.7	1724	2	Rebuild/Thick Overlay	10/9/2012
235	E 2000 S	COPPERWOOD DR	S 1000 E	3762.8	8780	6	Crack Seal	10/9/2012
547	E 2000 S	IRON WOOD DR	COPPERWOOD DR	1336.9	3119	6	Crack Seal	10/9/2012
546	E 2000 S	MILEPOST 100.473	IRON WOOD DR	210.0	490	6	Crack Seal	10/9/2012
542	E 2000 S	S 1000 E	S 1500 E	2689.5	6276	10	Crack Seal	10/9/2012
656	E 2000 S	S 1500 E	S 1750 E	1301.2	3036	10	Crack Seal	10/9/2012
655	E 2000 S	S 1750 E	STATELINE	5214.0	12166	10	Crack Seal	10/9/2012
2004	E 250 S	MILEPOST 107.656	MILEPOST 108.189	0.0	0	8	Reclamite Tracor Refining	8/11/2009
337	E 2500 N	PRIVATE DR		2666.4	6222	20	No Maintenance	10/9/2012
137	E 2500 N	PRIVATE DR	GRAND TETON RD	1366.2	3188	20	No Maintenance	10/9/2012
134	E 2500 N	PRIVATE DR	PRVATE DR	1781.8	4157	20	No Maintenance	10/9/2012



Local Rural Highway Investment for Idaho Local Highway Jurisdictions Application 2015

IWORQ Sign Management System Signs last assessed in November of 2012



Sign General Report Iworq Export 11-6-2013

LINE ID	ROUTE	POSTED DESCRIPTION	Sign Text	Road Name	Inventory Date	Support Material	Support Type	Condition	Deficiencies	Support Condition	Sign Condition
1516.0	03-1	Street Name Sign	0	FOX CREEK VILLAGE DR	10/31/2012	Aluminum	Double Post			Acceptable	Excellent
1515.0	03-1	Street Name Sign	0	MAYFLY TRAIL	10/21/2013	Aluminum	Single Post			Acceptable	Excellent
1514.0	03-1	Street Name Sign	Clearview Drive	Clearview Drive	11/26/2012	Aluminum	Single Post	Missing		Acceptable	Replace
1514.0	03-1	Street Name Sign	Mariposa Court	Mariposa Court	11/26/2012	Aluminum	Single Post			Acceptable	Excellent
1513.0	03-1	Street Name Sign	Sheridan Loop	Sheridan Loop	11/15/2012	Aluminum	Single Post	Missing		Replace	Replace
1512.0	03-1	Street Name Sign	Sheridan Loop	Sheridan Loop	11/15/2012	Aluminum	Single Post	Missing		Replace	Replace
1511.0	03-1	Street Name Sign	Wolverine	Wolverine Way	11/15/2012	Wood	Single Post	nonregulation, nonpriority.		Replace	Replace
1511.0	03-1	Street Name Sign	Beaver Bulevard	Beaver Bulevard	11/15/2012	Wood	Single Post	Missing		Acceptable	Replace
1510.0	03-1	Street Name Sign	Porcupine Parkway	Porcupine Parkway	11/15/2012	Aluminum	Single Post	Missing		Replace	Replace
1510.0	03-1	Street Name Sign	Beaver Bulevard	Beaver Bulevard	11/15/2012	Aluminum	Single Post	Missing		Acceptable	Replace
1509.0	03-1	Street Name Sign	Wolverine	Wolverine Way	11/15/2012	Wood	Single Post	nonregulation, nonpriority.		Replace	Replace
1509.0	03-1	Street Name Sign	Porcupine Parkway	Porcupine Parkway	11/15/2012	Wood	Single Post	nonregulation, nonpriority.		Acceptable	Replace
1508.0	03-1	Street Name Sign	Wolverine Way	Wolverine Way	11/15/2012	Aluminum	Single Post	Missing		Replace	Replace
1507.0	03-1	Street Name Sign	Hitt Trail	Hitt Trail	11/15/2012	Wood	Single Post	nonregulation, nonpriority.		Replace	Replace
1507.0	03-1	Street Name Sign	Beaver	Beaver Bulevard	11/15/2012	Wood	Single Post	nonregulation, nonpriority.		Acceptable	Replace
1506.0	03-1	Street Name Sign	Ursus Trail	Ursus Trail	11/15/2012	Aluminum	Single Post	Missing		Replace	Replace
1506.0	03-1	Street Name Sign	Woodpecker Trail	Woodpecker Trail	11/15/2012	Aluminum	Single Post	Missing		Acceptable	Replace
1505.0	03-1	Street Name Sign	Moonlight Ln	Moonlight Lane	11/15/2012	Wood	Single Post			Acceptable	Excellent
1505.0	03-1	Street Name Sign	Sunlight Cir	Sunlight Circle	11/15/2012	Wood	Single Post			Acceptable	Excellent
1504.0	03-1	Street Name Sign	Moonlight LN	Moonlight Lane	11/15/2012	Wood	Single Post			Acceptable	Excellent
1504.0	03-1	Street Name Sign	Sunlight CIR	Sunlight Circle	11/15/2012	Wood	Single Post			Acceptable	Excellent
1503.0	03-1	Street Name Sign	Moonlight LN	Moonlight Lane	11/15/2012	Wood	Single Post			Acceptable	Excellent
1503.0	03-1	Street Name Sign	Snowy Lane	Snowy Lane	11/15/2012	Wood	Single Post			Acceptable	Excellent
1502.0	03-1	Street Name Sign	E 10000 N	E 10000 N	11/15/2012	Aluminum	Single Post	Missing, Road Changes from		Replace	Replace
1502.0	03-1	Street Name Sign	W 10000 N	W 10000 N	11/15/2012	Aluminum	Single Post	Missing, Road Changes from		Acceptable	Replace
1501.0	03-1	Street Name Sign	Clover Lane	Clover Lane	11/15/2012	Wood	Single Post	nonregulation, nonpriority.		Replace	Replace
1501.0	03-1	Street Name Sign	Lucky Drive	Lucky Drive	11/15/2012	Wood	Single Post	Missing		Acceptable	Replace
1500.0	03-1	Street Name Sign	Shamrock Lane	Shamrock Lane	11/15/2012	Wood	Single Post	nonregulation, nonpriority.		Replace	Replace
1500.0	03-1	Street Name Sign	Lucky Drive	Lucky Drive	11/15/2012	Wood	Single Post	Missing		Acceptable	Replace
1499.0	03-1	Street Name Sign	Rainbow Lane	Luster Court	11/15/2012	Wood	Single Post	nonregulation, wrong text.		Replace	Replace
1499.0	03-1	Street Name Sign	Leafcutter Lane	Leafcutter Lane	11/15/2012	Wood	Single Post	Missing		Acceptable	Replace
1498.0	03-1	Street Name Sign	W 11500 N	W 11500 N	11/15/2012	Aluminum	Single Post	Missing		Replace	Replace
1498.0	03-1	Street Name Sign	N 1000 W	N 1000 W	11/15/2012	Aluminum	Single Post	Missing		Acceptable	Replace
1497.0	03-1	Street Name Sign	W 12250 N	W 12250 N	11/15/2012	Aluminum	Single Post	Missing		Replace	Replace
1497.0	03-1	Street Name Sign	Wood and Hills Road	Wood and Hills Road	11/15/2012	Aluminum	Single Post	Missing		Acceptable	Replace
1496.0	R 1-1	Stop Sign	0	Bike Path	11/15/2012	Wood	Single Post			Acceptable	Excellent
1496.0	R 1-1	Stop Sign	0	Bike Path	11/15/2012	Wood	Single Post			Acceptable	Excellent
1494.0	R 1-1	Stop Sign	0	Bike Path	11/15/2012	Wood	Single Post			Acceptable	Excellent
1493.0	R 1-1	Stop Sign	0	Bike Path	11/15/2012	Wood	Single Post			Acceptable	Excellent
1492.0	03-1	Street Name Sign	Chickadee Lane	Chickadee Lane	11/15/2012	Aluminum	Single Post			Acceptable	Excellent
1492.0	03-1	Street Name Sign	Quail Drive	Quail Drive	11/15/2012	Aluminum	Single Post	Missing		Acceptable	Replace
1491.0	03-1	Street Name Sign	Dove Lane	Dove Lane	11/15/2012	Aluminum	Single Post			Acceptable	Excellent



Local Rural Highway Investment for Idaho Local
Highway Jurisdictions Application 2015

Appendix D – Transportation Plan (Application #6)

Statement from the 2002 Transportation Plan:

Signage

There are two needs in terms of signage in Teton County: the need to relocate signs that do not meet nationally recognized spacing standards and the need to put up signs where there may be a need (such as speed limit signs and locations impacted by inclement weather conditions). The signage system on the County roadway network is minimal. Future improvements should include the addition of speed signs, access signage to regional recreation destinations, and bicycle routing signage.

2011 Transportation Plan Update-Project List

				Transportation Plan Update 2011
2011-12	Mower Attachment	Equip		Purchase mower for tractor
2011-15	ROW Acquisition for Trails	Equip		Acquire 1/8 mile ROW for trails
ANNUAL MAINTENANCE				
	Annually	Mowing of all Shoulders	Maint	Annual Maintenance
	Annually	Flood Control	Maint	Annual Maintenance
	Annually	Sweep Bike Path & Bike Lane	Maint	Monthly Maintenance
	Annually	Fill Potholes	Maint	Monthly Maintenance
	Annually	Pavement/Potholes Patch	Maint	Annual Maintenance
	Annually	Sign/fences/mailboxes	Maint	Annual Maintenance
	Annually	Cleanout Culverts	Maint	Annual Maintenance-spring
	Annually	Grade Roads	Maint	Based on Routes and road count
	Annually	Pinochle Rd	Maint	Annual Maintenance
AA	Annually	13500W/11000N	Maint	Add gravel & spot grade
	Annually	Packsaddle Estates	Maint	Maintain road to slowly improve standards



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Local Rural Highway Investment for Idaho Local
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Appendix E - Capital Improvement Plan (Application #7)

The Teton County Capital Improvement Plan does not identify road signage in its project list. The Teton County Capital Improvement Plan was commissioned and adopted to study and implement impact fee.

**ADDITIONAL SERVICE
REQUEST #5**



Date: November 12, 2013

Project Name: Badger Creek H&H
Project Number: 11002-078-1

DESCRIPTION OF SERVICES

This scope of services includes engineering and surveying required to submit a **Letter of Map Revision (LOMR)** to FEMA for the new bridge located on County Road N3000W at Badger Creek and stream stabilization located upstream of the new bridge.

As Built Survey \$6,500

A survey of the new bridge, roadway, and channel restoration work will be completed after construction is finished. Survey includes topo data around the new structure, cross section of the stream channel directly above and below the new structure, and four cross sections through the channel restoration area.

Hydraulic Analysis & Report \$6,500

The hydraulic analysis for the bridge and stream restoration project will be updated based on the as-built survey data. Floodplain delineation will be completed and the FIRM Maps will be annotated for the LOMR application. A report that outlines the hydrologic, hydraulic and floodplain mapping analysis and results will be completed. The LOMR application will be completed along with all required documentation. This task includes project management and addressing revisions based on comments from FEMA.

LOMR Application Fee \$5,000 (to FEMA)

The application fee for submitting the LOMR to FEMA is included.

Project Total: \$18,000

THE SERVICES ABOVE ARE SUBJECT TO THE STANDARD PROVISIONS OF THE ORIGINAL CONTRACT #P1343 AND DATED January 5, 2011.

Client: _____

Harmony Design & Engineering

Signed: _____

Signed: _____

Printed name: _____

Title: _____

Date Signed: _____

Date Signed: _____



MEMO

DATE: Nov 20, 2013

TO: Board of County Commissioners

FROM: Tom Davis

SUBJECT: Law Enforcement Center

PROGRESS REPORT

- We have three bids for the installation of the data wiring. One of them is considerably lower than the other two so we have asked that contractor to revisit his bid and make sure that he has included everything that we need.
- The fence around the impound yard is complete.
- All of the streetlights have been installed, and the exterior lights on the building (except for those which go outside of the vestibules).
- The holding cells have been plastered and are ready for the beds to be installed.
- The catwalk and the rest of the overhead beams in the main corridor have been installed.
- Most of the N & S wings have been textured and painted, including the door jambs. The sheetrock contractor is working in the main corridor.
- We are working on the final details for the wireless connection to the buildings. We won't need to sign a contract until early next year.