



This form is designed to enable you to hit the "Tab" button on your keyboard to move from field to field.

# 2012

## Safe Routes to School Application and I-STOP 4 Kids Worksheets



Idaho  
Safe Routes to School

### Main Contact

Name	Danielle Travers
Organization	Mountain Rides
Title	Bike and Ped Coordinator
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ITD 0166 (Rev. 02-10)  
I-STOP 4 KIDS Safe Routes to School Travel Plan

# Contact Information

Complete the information below and provide as the first page of your proposal. Carefully read and refer to the "I-STOP 4 Kids Guidelines" as you complete this document. The person identified as the "Primary Contact Person" will be the main point of contact and must be able to answer questions regarding the application. For assistance in completing this document, please contact the Idaho Safe Routes to School Coordinator (contact information below).

Title of Proposed Project (use same as name cover page) Hailey Elementary- Elm Street Extension			
Applicant (name of Sponsor organization): Mountain Rides		Federal Employment Identification No.(EIN) 82-0382250	
Sponsor Type <input type="checkbox"/> School District <input type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> State <input checked="" type="checkbox"/> Other Public Agency			
Primary Contact Person for Infrastructure (to answer application questions) Tom Hellen		Title Public Works Director	
Mailing Address 115 Main St South, Suite H	City Hailey	State ID	Zip 83333
Daytime Phone 208.788.9830 x14	Fax Number 208.788.2924	E-Mail Address tom.hellen@haileycityhall.org	
Primary Contact Person for Non- Infrastructure (to answer application questions) Danielle Travers		Title Bike and Ped Coordinator	
Mailing Address 491 Sun Valley Rd	City Ketchum	State ID	Zip 83340
Daytime Phone 208.788.7433 x104	Fax Number	E-Mail Address danielle@mountainrides.org	
School District Blaine County	School Name (Copy and attach additional Contact Pages for multiple schools) Hailey Elementary School		

Check Yes or No to the following questions	<u>Yes</u>	<u>No</u>
Is project(s) located in a Metropolitan Planning Organization's jurisdiction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will you be submitting more than one project during this application cycle?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
This program is a cost reimbursement program. Should your project be selected for funding, do you have funds in place to support spending prior to reimbursement by ITD?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The accompanying I-STOP is for both infrastructure and non-infrastructure funding. If your infrastructure project is NOT recommended for funding in this federal fiscal year, do you want your non-infrastructure project to be considered as a stand-alone plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>Anticipated Funding Amount Requested for this K-8 project(s)</b>	
Infrastructure - Amount Requested	\$ 65,852 _____
Non-infrastructure (education component) - Amount Requested	\$ 7,150 _____
<b>Total Requested</b>	<b>\$ 73,002 _____</b>
<b>Previously Funded Year(s) and Total Awarded</b>	<b>\$ TBD _____</b>

## Project Sponsor

I, Danielle Travers (print your name), am the authorizing official for (name of organization) Mountain Rides

and certify that the above named sponsoring agency supports the proposed Safe Routes to School project and has the legal authority to apply for and pledge the funds required to receive reimbursement for this project and shall enter into a state/local agreement with ITD. I further certify that all information contained herein is true and correct to the best of my knowledge and that the sponsor will provide maintenance for all infrastructure improvements upon completion.

Date 2/24/2010

ITD District (1-6) 4

Please deliver one (1) original and fifteen (15) copies to:

Jo O'Connor  
Safe Routes to School Coordinator  
Annex Building  
Idaho Transportation Department.  
3293 Jordan Street  
Boise, ID 83703

[jocconnor@itd.idaho.gov](mailto:jocconnor@itd.idaho.gov)  
208-334-4475 (phone)  
208-334-8595 (fax)

# I-STOP 4 Kids Travel Plan Work Sheet

## Section 1 - Introduction and Start of the I-STOP Travel Plan

(Your school SR2S Task Force must be committed to ensuring that students living within biking and walking distance are able to utilize active transportation alternatives, such as walking and bicycling, for a safe and enjoyable trip to school. This I-STOP will address the issues that impede active transportation, and seek Safe Routes to School (SR2S) strategies to solve the problems identified.

Our Task Force is motivated to pursue Safe Routes to School because (check all that apply):

- We highly value student physical activity and health.
- We have a history of pedestrian or bicycle crashes around school(s).
- We wish to improve unsafe or insufficient walkways, bikeways, and crossings.
- We are committed to reducing speeding and reckless driving near school(s).
- Our students are threatened by illegal behaviors near school(s).
- We want to improve the air quality and reduce fuel consumption around our school(s).
- We want to build better partnerships between school(s) and the community.
- Other We want to promote and improve student knowledge about the benefits of active and alternative transportation

## Section 2 - I-STOP School Based Task Force

A diverse Safe Routes to School Task Force develops the most successful programs and are involved in the day-to-day implementation of the program at each school. Identify at least two individuals for each school's SR2S Task Force and identify their role. e.g. Walking School Bus supervisor. Maximum points will be given for a comprehensive list of members These individual may also be part of the *Project Partners* list in *Section 10* of this document. The Task Force is usually comprised of a variety of individuals, each lending their own unique perspective and expertise in order to make walking and bicycling to school safer, more routine, and fun for our students. The Task Force should include: School staff and/or Principal(s), School District officials, student(s), parent(s), PTA/PTO or School Council members. Refer to the *Guidelines* for Task Force building suggestions; add extra pages of Task Force information for additional schools.

School Name Hailey Elementary School

Chair or Co-Chair Name Tom Bailey	Title Principle	
Representing Hailey Elementary	Role SR2S Hailey Elementary Team Leader	
Signature		Date

Chair or Co-Chair Name Patricia Cole	Title PE Teacher	
Representing Hailey Elementary	Role SR2S Integrated Curriculum Coordinator	
Signature		Date

Chair or Co-Chair Name Calixto Barayazarra	Title Crossing Guard
Representing Hailey Elementary	Role SR2S Crossing Gaurd Coordinator
Signature	Date

Chair or Co-Chair Name Tanya Olsen	Title PTA Officer
Representing Hailey PTA	Role SR2S Volunteer Coordinator
Signature	Date

Chair or Co-Chair Name Jeff Gunter	Title Chief of Police
Representing Hailey Police Department	Role SR2S Enforcement Coordinator
Signature	Date

Chair or Co-Chair Name Greg Martin	Title Director
Representing Wood River Bike Coalition	Role SR2S Bike Recreation Coordinator
Signature	Date

Chair or Co-Chair Name	Title
Representing	Role
Signature	Date

Chair or Co-Chair Name	Title
Representing	Role
Signature	Date

**Section 3 - The Public Input Process**

Our Task Force worked to include the entire community in developing our I-STOP. Refer to pages 10-12 of the Guidelines for information about each of these processes. The following were accomplished (check all that apply.)

- Administered parent surveys
- Interviewed key stakeholders
- Publicized a public comment period
- Hosted public meetings
- Solicited student opinions
- Conducted a school neighborhood "Walkability and Bikeability" assessment
- Consulted with MPO
- Consulted with Highway District
- Consulted with School District
- Other \_\_\_\_\_
- Consulted with ITD District
- Incorporated our town's existing bike or pedestrian plan recommendations
- Existing policies or plans support community wide bicycle and pedestrian facilities
- Community based bicycle or pedestrian advocates are involved in the project
- Incorporated our School Wellness Policy objectives
- Conducted engineering studies
- We have no public input process at this time

Some highlights of our public input activities included:

During the month of March, Mountain Rides put a heavy focus on outreach and public input. One of the major highlights of this process was our 'feedback fleet' on March 9<sup>th</sup>. We parked a Mountain Rides bus at strategic community centers around Hailey (Community Campus, grocery stores, etc) for a Scout Your Route workshop. Community members were able to come on the bus, learn about past, current, and future Safe Routes projects, get hooked up with a walk or bike group, and give us feedback on our proposed infrastructure project for FY12.

We have also put a strong focus on emerging media as a means of facilitating conversations within the community. Our Social Media Marketing plan utilizes Twitter, Facebook, Ning, and MapMyRide.com to expand our presence. We have been able to gather feedback on Safe Routes, mostly via Twitter and Facebook.

Provide details of existing policies or plans that support community wide improvements for bicycle and pedestrian facilities.

The City of Hailey is extremely active and progressive in promoting a safe pedestrian/cyclist community. The Planning Department advocates Complete Streets policies and has held public workshops and created a Task Force to advise on street safety and connectivity issues. In the overhaul of the Comprehensive Plan, the Planning Department has included a section on 'School Facilities and Transportation', providing a road map for responsible and sustainable land use and transportation practices, which are in line with Safe Routes recommendations, as the City grows.

**Section 4 - Current School Travel Environment**

This is how our students currently travel to and from school.

For projects that have been funded in the past, state your baseline data. Provide data for each participating school on a separate page in this format. Also indicate how the information was gathered (e.g., in-class hands-up count or self-reporting, school data, surveys sent home etc.) Refer to page 12 of the Guidelines to complete this section.

School Name Hailey Elementary School

Survey Method National Center for SR2S Teacher and Parent Surveys

Baseline Travel Modes M/Y <u>02/09</u>	Walk	Bike	School Bus	Safety Bus	Carpool	Family Vehicle	Other
Number of Students	13.2	0	35.7		6.5	50.2	.7
Percentage of Students	12.4%	0	33.6%		6.1%	47.3%	.6%

Baseline Travel Modes M/Y <u>10/09</u>	Walk	Bike	School Bus	Safety Bus	Carpool	Family Vehicle	Other
Number of Students	11.5	14.75	29.75		3.25	79.75	1
Percentage of Students	8.5%	10.9%	22%		2.4%	59.1%	.8%

These are the distances our students live from school.

Distance Live From School	0 - 1/2 Mile	1/2 - 1 Mile	1 - 1 1/2 Mile	1 1/2 - 2 Miles	Over 2 Miles
Number of Students	19	8	5	6	11
Percentage of Students	36.5%	15.4%	9.6%	11.5%	21%

If funded, state your SR2S project goals.

Travel Mode Goals M/Y <u>10/10</u>	Walk	Bike	School Bus	Safety Bus	Carpool	Family Vehicle	Other
Number of Students	63.9	63.9	85.2		38.3	170.4	4.2
Percentage of Students	15%	15%	20%		9%	40%	1%

School Demographics: Total students in this school - 426

Students on free or reduced lunch - %                     

We have the following supports or activities in place during student travel times (check all that apply.)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Crossing guards         | <input checked="" type="checkbox"/> Staff presence during drop-off/pick-up    |
| <input checked="" type="checkbox"/> Speed zones             | <input checked="" type="checkbox"/> Walking School Bus                        |
| <input checked="" type="checkbox"/> Crosswalks              | <input checked="" type="checkbox"/> Bike Train                                |
| <input checked="" type="checkbox"/> Advance warning signs   | <input checked="" type="checkbox"/> Police department support                 |
| <input checked="" type="checkbox"/> Traffic calming devices | <input type="checkbox"/> Crime or violence prevention program                 |
| <input type="checkbox"/> Student patrol                     | <input type="checkbox"/> Neighborhood Watch program                           |
| <input type="checkbox"/> Parent patrol                      | <input checked="" type="checkbox"/> Existing designated school route plan/map |
| <input type="checkbox"/> Other _____                        |   |

Our school has the following Health and Wellness policies in place over and above state minimum standards (check all that apply.)

- Soda and candy is removed from vending
- Nutritious snacks are offered to our students
- Member of Idaho School Nutrition Assn.
- Other \_\_\_\_\_
- Idaho Physical Activity and Nutrition Program
- Idaho Nutrition Standards for Schools
- Idaho Coordinated School Health

**Section 5 - School Arrival / Dismissal Procedures and Existing Policies (provide details of existing policies and planned changes)**

**For Pedestrian and Bicyclist**

Existing: Bikers and walkers are encouraged to use the North or West entrances where Bike Racks are located. There is no staggered arrival/release in place at this time.

Proposed: With school approval, we would like to do a short test (1-4 weeks) of a staggered release program during Bike Month 2010 (May). Bikers, walkers, carpools, and busers would get early release to encourage alternatives to the Single Occupancy Vehicle (SOV)

**For Private Vehicles and School Buses**

Existing: Buses load and unload at the East entrance, separate from all other foot and vehicle traffic.

Proposed: With school approval, we would like to do a short test (1-4 weeks) of a staggered release program during Bike Month 2010 (May). Bikers, walkers, carpools, and busers would get early release to encourage alternatives to the Single Occupancy Vehicle (SOV)

**For Private Vehicles**

Existing: Parents of 4<sup>th</sup>, 5<sup>th</sup> grade, and Kindergarten are encouraged to drop children off at the West entrance along 1<sup>st</sup> Street. Parents of 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> grade are encourage to drop their children off at the North entrance along Elm Street where a designated pickup/dropoff lane exists to control safety. Vehicles are not allowed to idle and are discouraged from parking for extended periods of time in the pickup/drop-off lane.

Proposed: With school approval, we would like to do a short test (1-4 weeks) of a staggered release program during Bike Month 2010 (May). Bikers, walkers, carpools, and busers would get early release to encourage alternatives to the Single Occupancy Vehicle (SOV)

How do you believe this project will help reduce motor vehicle congestion and emissions in the vicinity of the school, or change parent and school bus pick-up/drop-off procedures?

We have seen heavy usage along the existing Elm Street Connector (funded with a SR2S grant in 2009), and have received high praise from parents, students, and school officials. Continuing the Connector would build upon this success by allowing parents and students approaching the school from the West side to feel that they can walk to school safely instead of driving. Additionally, the connector will discourage parents from idling their vehicles by reducing the space for cars to pull over.

**Section 6 - Current Barriers to Active Transportation**

We have identified and prioritized the following barriers to walking and bicycling to school.

Rate the importance of all that apply, as 'High-H', 'Medium-M' or 'Low-L': For a summary of the types of barriers, refer to pages 13-15 of the Guidelines.

	<u>H</u>	<u>M</u>	<u>L</u>
Convenience for parents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Child care provides transportation to and from school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic crashes within 2 miles of school over the last 3 years	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Missing or insufficient walkways (sidewalks and paths)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No safe place to ride a bike to school	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Crossing streets and intersections is difficult or dangerous	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A primary arterial or highway divides the school from residential areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walkways are not accessible to students with disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Distance to school is too far	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike parking at school is missing, insufficient, or non-secure	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dangerous driving and speeding on streets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Drop-off and pick-up process creates congestion and unsafe behaviors	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public safety concerns (crime, violence)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
School policies ban or prohibit bicycling	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Local ordinances negatively impact pedestrians and bicyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following are some details regarding the barriers that we have identified as our top priorities. It includes locations and characteristics of specific situations:

In our most recent Parent Survey (10/09), the top three barriers to walking or biking were identified as distance (59.3%), Crime or Violence (66.7%) and Weather (66.7%).

Winter weather, dark skies, and snow removal are major issues during the winter months in Blaine County. We work closely with municipal and school district maintainence crews to be sure that all efforts are made to keep sidewalks clear, particularly along the designated Safe Route. In the past, we have given away reflectors and lights as promotional SR2S items to make parents feel more secure letting their children walk on dark mornings.

Though Blaine County is a relatively safe area, parents do show concern about letting children walk without supervision for fear of violence, kidnapping, etc. A Safe Home program that ties into Safe Routes, along with education about crime statistics, may be an effective way to battle paranoia.

Distance is an issue for Blaine County Schools for several reasons. Firstly, the rural nature of our community means that many families live beyond reasonable walking distance of schools. Secondly, some parents may choose to enroll their children at schools located near the parents place of employment rather than enrolling in their neighborhood school. Thirdly, children who are enrolled in Blaine County's dual immersion program may have to attend a school beyond their neighborhood in order to participate.

**Section 7 - Creating Non-Infrastructure Solutions**

Refer to pages 15-16 of the Guidelines for details on the strategies in this section.

**Goals**

Our primary goal(s) for active school transportation are (check all that apply.)

- Increase the number of students walking and bicycling to school
- Improve the safety of walking and bicycling students
- Other Increase knowledge of the health and environmental benefits of walking and biking to school

**Strategies**

We have identified strategies involving four of the 5 “E’s” of Safe Routes to School to address the non-infrastructure barriers to walking and bicycling in our school community and to achieve our stated goals. We have selected all applicable strategies from each of the categories of Education, Encouragement, Enforcement and Evaluation, in addition to any Engineering strategies that are indicated. The strategies we will use include:

**a) Education Strategies** (check all that apply)

- Create educational materials
- Teach pedestrian and bicycle safety skills to students and parents
- Organize a Bicycle Rodeo or training course to teach on-bike skills and bike maintenance
- Teach personal safety skills to students and parents
- Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents
- Educate parents and caregivers about safe driving procedures at the school
- Train school and community audiences about Safe Routes to School
- Create preferred walking and biking route maps
- Other \_\_\_\_\_

**b) Encouragement Strategies** (check all that apply)

- Create a “Corner Captain” volunteer program (adult volunteers along route to school)
- Create Recommended Routes, Safe Houses and Safe Businesses on the route to school
- Start a Walking School Bus program
- Start a Bike Train program
- Host International Walk to School Day or other special event (first Wednesday of October each year)
- Initiate a walking/biking mileage club or other contest
- Create a park-and-walk program
- Promote Safe Routes to School in the community
- Initiate an incentive program for safe travel behaviors among students
- Start a Neighborhood Watch initiative
- Conduct a community safe driving awareness and education campaign (must get prior authorization from SR2S for all media funded by ITD)
- Other \_\_\_\_\_

**c) Enforcement Support Strategies** (check all that apply. Law enforcement overtime or equipment is not funded by Idaho SR2S)

- Create a crossing guard training program
- Create a parent or student patrol program
- Provide regular presence during school arrival and dismissal
- Utilize speed feedback trailers or signs
- Conduct increased warning and ticketing efforts that target motorists (e.g. crosswalk enforcement)

- Assist with bicycle and pedestrian safety education activities and special events
- Other \_\_\_\_\_

**d) Evaluation Strategies** (check all that apply)

To gauge the success of our efforts, we will collect data both before and after implementation of our strategies. We will measure the impact of our I-STOP Travel Plan by (check at least one):

- Counting the number of students who walk and bicycle to and from school
- Conducting the National Center for SR2S Student Tally paper surveys or on-line surveys
- Tracking the number of crashes within 2 mile radius of school
- Conducting the National Center for SR2S parent/guardian perceptions of safety surveys or on-line surveys
- Obtaining planning services for expanding or improving an existing SR2S Travel Plan
- We have developed additional safety evaluation measures that include: (fill in below)

This May, Mountain Rides and Safe Routes to School will be hosting a Community Mapathon. The Mapathon will be a daylong event that relies on community volunteers and GPS devices to catalog Safe Routes. Not only will the Safe Routes be mapped out, but volunteers will note locations of sidewalks, crosswalks, bike lanes, potholes, broken connections, etc. The resulting map will be a living document that can be updated and referenced for future infrastructure needs.

**Section 8 - Mapping School Attendance Area, Preferred Routes, and Proposed Improvements/Targeted Location(s)**

Provide a map which depicts the school's travel routes, attendance boundaries, existing infrastructure and proposed improvements within a 2 mile radius (or what your school considers appropriate walking and biking distance). Map size shall be no bigger than 8 ½"X11". Color photos are also permitted (limited to 2 - 8 ½" X 11" pages). Attach map and photos before Section 9.

*Note: We recommend providing color photos and maps for all application copies. It is much easier for reviewers to see what is being portrayed. Maximum points will be awarded for this section if the preferred walking and biking route maps are created for each school and provided with the application.*

Your map should include the following:

- School location
- Surrounding streets and street names
- Location of sidewalks and pathways within walking or bicycling distance
- Landmarks
- Traffic signals, stop signs, and yield signs
- Crosswalk and crossing guard locations
- Speed limits
- Designated walking or bicycling routes, if they exist
- Specific areas to avoid or where extra caution is needed such as railroad tracks, four lane roads, drainage ditches, poorly maintained roads or sidewalks, driveways with heavy truck traffic, etc.

Sometimes this information is available from the school district or local planning or traffic engineering department. In some cases it may be necessary to gather more information through a walkabout, bicycle about, audit or other assessment method. For more information on conducting walking and bicycling audits, please visit [www.saferoutesinfo.org/guide/engineering/walking\\_and\\_bicycling\\_audits.cfm](http://www.saferoutesinfo.org/guide/engineering/walking_and_bicycling_audits.cfm)

**Section 9 - A Plan for Action (Do not exceed one additional page for this section)**

The Safe Routes to School Team is committed to realizing our vision for a safe, enjoyable and accessible walking and bicycling environment for our students. We will utilize the following Action Plan to keep our efforts focused and on track.

**Note:** List SR2S strategies you identified in Section 7 in the table below and on the following page. Complete the remaining columns. (see sample in Guidelines.)

Choices Include:

Timeframe Selections - 3-6 months, 6-12 months, 12-24 months, or 24-36 months

Status Selections - not yet begun, under development, being implemented, complete

Funding Source Selections - Idaho SR2S Program - current program cycle, Idaho SR2S Program - future program cycle, other funding source (identify the source), and none needed local

Issue	Strategy Description	Education	Incentive	Enforcement	Engineering	Evaluation	Task	Time	Responsible Party	Status	Potential Funding Source
Safety misperception s limit walking/bikin g and/or lead to unsafe behaviors in children and parents	Create Educational Material, teach personal safety skills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Create educational material for a consistent, annual program to be administered in Grade 3. Incorporate parents, police, teachers	3-6 months	Mountain Rides	Being Implemented	Idaho SR2S current and future cycles, Blaine County School District
Parents and children practice unsafe cycling	Teach bike and ped skills to students and parents, Organize a Bike Rodeo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	One week of bike ed integrated into 3 <sup>rd</sup> grade curriculum every May	3-6 months	Mountain Rides, Police Department	Being Implemented	Idaho SR2S, BCSD
Many students live far from school	Start a Park and Walk	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Work with teachers and parents to evaluate an appropriate location/procedure for park and walk and roll out	6-12 months	Mountain Rides, Hailey Elementary	Not yet begun	None needed

Issue	Strategy Description	Education	Encourage	Enforcement	Engineering	Evaluation	Task	Time	Responsible Party	Status	Potential Funding Source
There is a disconnect between travel behaviors and green living	Teach health, environmental, and sustainable transport benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Incorporate transportation education into curriculum and launch a psa campaign	3-6 months	Mountain Rides, Environmental Resource Committee	Not Yet Begun	Local, BCSD
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
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Issue	Strategy Description	Education	Encourage-ment	Enforcement	Engineering	Evaluation	Task	Time	Responsible Party	Status	Potential Funding Source
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**Section 10 - Project Partners Endorsement and Approval of I-STOP**

We believe that building a strong partnership between schools and local government is fundamental to the success of SR2S projects. Project Partners are individuals within agencies or organizations that have a vested interest in your school project because of jurisdiction. You must have the required support of each official in this section. Please indicate whether partners have an active role in the Task Force.

Our Travel Plan has been endorsed by the following representatives:

<b>Required: School Official</b>		
Name Tom Bailey	Title Principal	
Representing Hailey Elementary	Task Force Role Hailey Elementary Team Leader	
Signature		Date

<b>Required: School District Official</b>		
Name Rex Squires	Title Transportation Director	
Representing Blaine County School District	Task Force Role BCSD Transportation Liason	
Signature		Date

<b>Required: Metropolitan Planning Organization Official</b>		
Name N/A	Title	
Representing	Task Force Role	
Signature		Date

<b>Required (if applying for infrastructure funding): Local Government Official (entity with jurisdiction over project's location)</b>		
Name Rick Davis	Title Mayor	
Representing City of Hailey	Task Force Role	
Signature		Date

<b>Required (if applying for infrastructure project on ITD Right-of Way): ITD District Engineer</b>		
Name N/A	Title	
Representing	Task Force Role	
Signature		Date

Optional: Parent Organization (PTA, PTO, or Local School Council)		
Name	Title	
Tanya Olson	PTA Volunteer Coordinator	
Representing	Task Force Role	
Hailey Elementary School PTA	SR2S Volunteer Coordinator	
Signature		Date

Optional: Health Organization (local public health agency, hospital, county Health Department, nonprofit, etc.)		
Name	Title	
Suzanne Buchanan	Youth and Family Coordinator	
Representing	Task Force Role	
Wood River YMCA	Youth Health Advocate	
Signature		Date

Optional: Other		
Name	Title	
Nathan Welch	Executive Director	
Representing	Task Force Role	
Citizens for Smart Growth	Land Planning Advisor	
Signature		Date

**Section 11 - Non-Infrastructure Funding Request (Including Coordinator Positions)**

Cost Estimate for Non-Infrastructure Efforts: Local funds and in-kind donations are encouraged, but not required.

All revisions, purchasing requests, or other expenditures must be submitted to the State SR2S Coordinator on the Budget Itemization form, ITD 0191, for prior approval. All requests for reimbursement must be submitted on the form ITD 0188, Reimbursement Claim, with invoices and proof of payment.

 **When submitting for reimbursement, please keep in mind that the State fiscal year ends June 30, therefore, remember to submit all claims for expenses incurred prior to June 30 separate from claims for reimbursement of expenses that occurred after July 1.**

**Complete and return this page ONLY if you will have a paid SR2S Coordinator**

What is the job description for this position? (Describe skills desired, activities, tasks, partnerships to be developed, etc.)

What are the goals the coordinator is to accomplish for the grant year?

How will progress be measured and how often?

Who will supervise the coordinator and to whom will they report?

What kind of support services (e.g. computer, office space, cell phone) are in place for this position, or is funding being requested in addition to salary?

**Note:** Equipment purchased using SR2S funds become the property of ITD SR2S program and will be inspected periodically by ITD.

If the coordinator is not working within a school or school district, describe the partnership with the district and schools to be coordinated?

If the coordinator is not full-time, describe anticipated work pattern (during school year, etc.):

How will the position be funded when the project is complete?

This form becomes part of your contract with ITD. Any changes to the budget must be preapproved by submitting a Budget Itemization revision (ITD 0191). Cost overruns are the responsibility of project sponsor. \*

If a coordinator position is being requested or has been funded in the past, it is essential that accomplishments and future project goals be clearly described.

Cost Estimate Non-Infrastructure	Amount Requested	Amount Donated	Amount ITD Approved
<b>*Personnel Costs</b> (Coordinator hourly wage, including benefits, travel, volunteer/intern stipends, and all other anticipated personnel costs)			
Spanish Translator: 20 hours @ \$20/hr	\$400		
<b>Subtotal</b>	\$	\$	\$
<b>Educational Materials</b>			
Parent Workshops - Fall and Spring	\$300		
In Classroom Education	\$300	\$300	
Newsletter and Maps	\$300	\$500	
<b>Subtotal</b>	\$	\$	\$
<b>Encouragement Incentives</b> (Bike helmets and other safety items can be included)			
Helmets	\$350		
Event incentives - Fall and Spring	\$1500	\$300	
<b>Subtotal</b>	\$	\$	\$
<b>Special Events</b> (\$200 is the maximum allowed for refreshments per event.) Sign-in sheets required for reimbursement.			
Fall Events - Kickoff, Walk to School, etc	\$1000	\$300	
Spring Events - Trip Tracker, Bike Month, etc	\$1000	\$300	
PR and Outreach	\$2000		
<b>Subtotal</b>	\$	\$	\$
<b>Indirect Costs</b> (Must be accompanied by letter from the organization/agency's accountant explaining requested rate)			
<b>Subtotal</b>	\$	\$	\$
		Donated	Federal
<b>Totals</b>	\$ 7150	\$ 1700	\$
<b>This section to be completed by ITD</b>	Total Allowed for Non-Infrastructure Project \$		

**Section 12 - Engineering Strategies**

Proposals requesting funds for infrastructure improvements (the 5<sup>th</sup> E – Engineering) must be accompanied by a strong Education and Encouragement non-infrastructure program (the 4 Es).

Engineering Strategies within 2 miles of schools if applying for infrastructure funds (check all that apply)

- Conduct speed study to see if speed reduction is warranted
- Construct, replace, improve, or repair sidewalks, signals, lighting, and pedestrian crossings
- Create on-street bicycle facilities (bike lanes, widened shoulders, etc.)
- Build off-street walking/bicycling paths
- Install street crossing improvements (crosswalks, curb extensions, median refuges, raised crossings, pedestrian bridges or tunnels)
- Install new or improved lighting for walkways or bikeways
- Install new or improved signage (school zone, speed limits, crosswalk)
- Install new or improved pavement markings and bike lanes
- Make existing walkways accessible to disabled students
- Install bicycle parking near schools (bike racks, bike lockers, covered shelters)
- Install traffic calming or speed reduction measures (curb extensions, speed humps, traffic circles, raised crosswalks, narrowing lanes, street closures)
- Install traffic control devices (traffic signals, pedestrian signals, flashing beacons)
- Design pick-up and drop-off procedures to increase safety and access
- Divert traffic away from school zone or designated routes
- Engineering strategies are not identified at this time for our community
- Other (fill in below)

**Maintenance**

Who will be responsible for maintaining the infrastructure project (include snow removal, damage, etc.)? Submit a signed statement from the agency/organization with responsibility for maintenance.

The City of Hailey will be responsible for the maintenance including snow removal for the sidewalks and travel lanes constructed by this project

**Utilities**

List all utility fees associated with this infrastructure project and who will be responsible for fees. If the project involves canals, utilities, or railroads attach evidence of support, copies of agreements, and details of who will pay for changes resulting from the project.

No utility fees will be a part of this project.

**Project Design and Management**

Who will design and manage the infrastructure project? Do you have in-house staff to perform the work? Do you plan to include outside construction project administration fees in your proposal? Please be complete with your answer.

The design of this project was done by a local consultant, Galena Engineering, with oversight by the City of Hailey City Engineer. Construction surveying will also be performed by Galena Engineering but construction inspections will be conducted by City of Hailey staff; the City Engineer and the Street Superintendent.

**Section 13 - Infrastructure Funding Request**

Cost Estimate for Infrastructure improvements: Local funds and in-kind donations are encouraged, but not required. Contingencies up to 5% for construction costs, and project administration fees paid to outside consultants only up to 10% of the total construction, must be included in the engineering estimate and cannot exceed the total infrastructure cap of \$100,000 per project. Only projects that meet the environmental requirements of a Categorical Exclusion shall be considered for SR2S program funding. Refer to the I-STOP *Guidelines* for the SR2S Advisory Committee's list of tips on success for infrastructure project proposals.

- The Concept Report found must be signed by the ITD SR2S Contact listed on page 35 of the guidelines.
- Construction project awards are reduced to reflect construction bids received and are no longer available to the Sponsor once funds are obligated
- Bid amounts over the award are the responsibility of the Sponsor

**Complete and return this page ONLY if you will build sidewalk or shared use pathway (bike trail)**

Sidewalk     Shared Use Pathway

Width in feet 6'      If narrower than recommended, explain.

Separation from curb in feet 0'      If narrower than recommended, explain.

Sidewalk adjoins the curb and will be the minimum 6' width

We will be using  concrete     asphalt    for sidewalk.    If using asphalt, explain.

Are there any retaining walls abutting the sidewalk/pathway?

Yes     No    If Yes, complete the following.

Height of retaining wall \_\_\_\_\_ Provide details.

Are there any adjacent drop-offs to the sidewalk/pathway (slopes down)?

Yes  No If Yes, provide details.

If sidewalk or pathway will narrow anywhere, explain why, how much and for what purpose and distance (e.g. to accommodate trees, lamppost, signs).

N/A

How many students are expected to walk/bicycle this route to school? TBD

With pedestrians off the roadway, will the roadway be restriped to create bike lanes?  Yes  No

What are the planned or existing curb radii? 25'

How many curb ramps with detectable warnings (truncated domes) will be built? 6' (Show corner detail)

See attached plans

### SR2S Advisory Committee Recommendations

**Sidewalk/Multiuse Pathways** - Recommended minimum width for sidewalk separated from the curb of 5', and 6' on a school frontage. Minimum recommended width for a shared use path, 10'. Separation from curb allows for snow storage and provides a safety and comfort buffer from traffic. It increases the usable width of the pedestrian/cycling facility. Where sidewalk adjoins curb, the SR2S Advisory Committee recommends 6' wide minimum, plus curb.

**Curb Radius** - When conditions allow a tight radius can help slow turning traffic, protecting pedestrians crossing the street and narrowing the pedestrian travel path. Curb ramps should point in the direction of travel, thus guiding the blind and preventing wheelchairs from entering the intersection at a vulnerable point.

**Use the AASHTO Green book to help explain all the issues that go into selecting appropriate corner radii. See the ITD Design Manual at <http://itd.idaho.gov/design/standarddrawings.htm> for examples of engineering plans that can be used for a range of SR2S projects and are free of charge.**

**Complete and return this page ONLY if you will improve crosswalks**

Will you install flashing signals?  Yes  No

If so, provide a detailed description and a picture if available.

See attached description of the Rectangular Rapid Flashing Beacon

When will the signal flash? The signal will be activated by a push button when a crossing is desired.

What color will the light be? White

Describe how the light will be controlled.

The signal will be activated by a push button when a crossing is desired

How many vehicle lanes of travel are at this intersection? 4 plus a center turn lane

Is there a crossing guard?  Yes  No

If signs will be installed, please provide pictures.

**Project Concept Report**

For instructions on completing this form see the instructions following the Concept Report Narrative.

**Proposed SR2S Improvements**

- Separated Pathway
- Part of Road Widening
- Drainage
- Sidewalks
- Part of Existing Road
- Curb and Gutter

**Right-of-Way is Established** (if No, see instructions)

- |                          | Yes                                 | No                       |
|--------------------------|-------------------------------------|--------------------------|
| a. ITD Ownership         | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Private Ownership     | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Local Gov't Ownership | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Maps** (attach as appropriate)

- a. Vicinity Map
- b. Signage
- c. Historic District

**Standards**

- AASHTO
- ITD
- Idaho State Public Works Construction (ISPWC)
- Local (meets ISPWC minimum)

**Proposed Work** – check appropriate activities (Note: ADA work items listed separately in Part 8, below)

- Excavation
- Drainage
- Guard Rails
- Other (specify) Flashing signal
- Bike Lanes
- Utilities
- Fence
- Curb and Gutter
- Base
- Bike Racks
- Sidewalk
- Bridge
- Benches
- Lighting
- Surfacing
- Striping

**Railroad Right-of-Way is Impacted**  Yes  No

If Yes, attach site plans (including narrative) and/or indicate when plans and agreements will be available.

**Conceptual Environmental Evaluation** – Complete the attached ITD 0211, Alternative Environmental Checklist. Attach an explanation for all "Yes" responses on ITD 0211 in the narrative, and if applicable, summarize your case for no further environmental review.

**Americans With Disabilities Act (ADA) Improvements Planned** – provide site plans and "typical" graphics as appropriate.

- Curb Ramps
- Sidewalk
- Elevators
- Crosswalk
- Wheelchair Accessible Water Fountains/Toilet Facilities
- Wheelchair Ramps
- Rails and Grab Bars
- Obstruction Removal
- Handicap Pavement Markings
- Wheelchair Turning Space/Accessibility
- Removal of Obstructions from Pedestrian Zone
- Detectable Warnings for Curb Ramps
- Markings, Signals and Signs
- Other (specify) \_\_\_\_\_

This Concept Report must be signed by the ITD District SR2S contact listed on page 35 of the Guidelines.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## Concept Report Narrative

Describe the planned project in this space

This project will construct a new sidewalk, curb & gutter along a 1-1/2 block length to provide a safe route for elementary school children crossing Highway 75 in Hailey. The existing configuration requires the children to walk on the edges of Elm Street which, especially in the winter, places them in a lane of traffic. This project also proposes to install a Rectangular Rapid Flashing Beacon (RRFB), activated by the crossing guard, for advance warning to vehicles of school children crossing. This would replace the existing "bouncing ball" signal which operates without regard to the presence of children.

The project would begin construction during the month of July, 2012 with an estimated construction period of 3 weeks meaning this facility would be ready prior to school resuming in September, 2012

## Instructions for Completing the Project Concept Report

- Indicate the type of SR2S improvements.
- Right-of-Way for this project must be established before submitting a SR2S application. All projects require a title opinion or verification of ownership by the County Clerk/Recorder. Projects requiring the use of ITD right-of-way must obtain a Right-of Way Use Permit or waiver from their ITD District Office.
- Map of project area must be included. Neighborhoods older than 50 years are considered to be of historical significance and may require additional levels of review.
- Indicate appropriate standards that will apply to the proposed SR2S project; standards must meet minimum ISPWC standards.
- Check all work elements that apply and include summary as necessary.
- Check whether railroad right-of-way is impacted and if so, provide necessary agreements and/or site plans.
- Prepare preliminary environmental evaluation (using ITD 0211, Alternative Environmental Checklist).
- American with Disabilities Act (ADA) Requirements: Check applicable improvements in the project design and provide site plans indicating location and graphics in narrative.

**Prepare a narrative describing your project:** The Concept Report Narrative should be similar to Section 1 of the SR2S application (two pages double-spaced) and should address the following:

**Problem, Purpose, and Need:** Describe the problem, how it relates to transportation, and how SR2S funds can help you solve this problem.

Attached to the narrative include:

- **Vicinity Map** on 8.5" x 11.0" paper (state or county maps are not sufficient scale to support concept).
- **Photographs** of existing conditions to be remedied. Provide sufficient photos to illustrate your project, and place several on one page.
- **Summary** of environmental avoidance, minimization, or mitigation as listed on ITD 0211, Alternative Environmental Checklist).
- **Project schedule** demonstrating ability to complete the project within 2 years. (See SR2S application timeline.) Sponsors may provide their own schedule.

**Alternative Environmental Checklist  
For Community Transportation Enhancement (CTE)  
and Safe Routes to School (SR2S)**

Under the National Environmental Policy Act (NEPA), all actions which involve a federal nexus (linkage) must have a review to determine if there are any adverse environmental impacts resulting from the action. The Idaho Transportation Department (ITD) has been delegated by the Federal Highways Administration (FHWA) as the responsible party for the environmental review of some projects classified as Categorical Exclusions. The following checklist is meant to give the ITD reviewers enough background information to determine whether or not there may be an adverse environmental impact as a result of the proposed action.

For assistance with this form, call the ITD HQ Environmental Section at (208) 334-8260.

Please answer the following questions and explain in detail any response that is not clear from simply marking the box.

<b>Project Type</b> (i.e. landscaping, bike/pedestrian path, building restoration, etc.)  Sidewalk	<b>Project Location</b>  City of Hailey, Elm St from 1 <sup>st</sup> Ave to River St
---	--

1. Is this project inside an ITD Right-of-Way?     Yes     No    Explain below

Project will tie into existing sidewalk and bulb-outs on Hwy 75 in Hailey

2. Will any signs or trees be placed in the ITD Right-of-Way?     Yes     No    Explain below

Signs denoting a school crossing are already in place

3. Is this project inside a city limits boundary?     Yes     No    Explain below

Inside City of Hailey city limits

4. Is this project on previously graded or disturbed ground?     Yes     No    Explain below

This project will tie into existing sidewalk, curb & gutter and asphalt streets.

5. Where will the surface water from this project drain?

Adjacent Waters     Storm System     Infiltrate in place     Other    Explain below

Drainage will tie to existing dry wells and a new catch basin will be installed.

6. Does the project site contain any boggy, swampy or wetland areas?     Yes     No    Explain below

7. Is there any surface running water on the project site?     Yes     No    Explain below

[Empty box]

8. Is the project area currently a cover or unique habitat for animals or birds?  Yes  No Explain below

[Empty box]

9. Does the project site have historical significance?  Yes  No Explain below

A historical survey was conducted in 2007 in this area. No historical significance was noted

10. Is there any indication of hazardous material ever being on the project site?  Yes  No Explain below

This location has been historically residential in nature.

11. Are there any structures on or abutting the project site?  Yes  No Explain below

Existing residence and two businesses are adjacent to the project. All property owners have been contacted.

12. Is the project site part of a recognized park or wildlife protection area?  Yes  No Explain below

[Empty box]

13. Does the project require irrigation on a currently un-irrigated arid area?  Yes  No Explain below

[Empty box]

14. Will the project require off-site grading or trenching?  Yes  No Explain below

[Empty box]

15. Will the project cause traffic or access disruption to a commercial or residential neighborhood?  
 Yes  No Explain below

Estimated construction time for this project is three weeks. Accommodations will be made with the adjoining property owners for access

Describe any other known environmental impact that has not been covered

None

Preparer's Printed Name Thomas Hellen	Signature	Title Public Works Director	Date
--	-----------	-----------------------------------	------

**- ITD Environmental Use Only -**

According to the information contained here, this project action is a Categorical Exclusion under NEPA.

Adverse impacts to any regulated issue will be mitigated during the course of project construction.

Comment

A more detailed evaluation will be required for environmental clearance.

Comment

Reviewer's Printed Name	Signature	Title	Date
Date Environmental Clearance Granted	Clearance Granted By (print)	Signature	Date

Cost Estimate Infrastructure (If quantity and unit price are not applicable, only fill in Cost)	Quantity (Q)	Unit Price (UP)	Cost (Q x UP)	Value of Donated Items	ITD Use Only
1. Demolition/Removal of Existing	378	2.50	945		
2. Clearing/Grubbing	510	2.50	1275		
3. Grading	112	19.00	2128		
4. Drainage/Irrigation			2700		
5. Permanent Signs or Displays			1600		
6. Erosion/Pollution Control					
7. Utility/Sewer			1600		
8. Pavement and Base			9700		
9. Curb and Gutter	295	25.00	7375		
10. Slope Protection	210	6.00	1260		
11. Retaining Walls					
12. Pedestrian Crossing Signals and Illumination			10000		
13. Striping	150	2.00	300		
14. Bicycle Storage Systems					
15. Footings/Foundations					
16. Electrical					
17. Barriers					
18. Concrete	2640	4.50	11880		
19. Contingencies 5% per project*			2863		
19. Project Administration fees maximum 10%**			5726		
20. Other (list) ADA Truncated Warning, Traffic Control			6500		
<b>Totals (Maximum allowed \$100,000)</b>			<b>65852</b>		

Printed Name Thomas Hellen	Signature	Title Public Works Director	Date
-------------------------------	-----------	-----------------------------------	------

**Cost overruns are the responsibility of the project sponsor.** It is recommended that someone with experience estimating construction complete this section.

\*Contingencies may be requested up to 5% of the total infrastructure project cost.

\*\*Construction project administration fees paid to outside consultants can be funded up to 10% of the total infrastructure project.

➡ **When submitting for reimbursement please keep in mind that the State fiscal year ends June 30, therefore please remember to submit all claims for expenses incurred prior to June 30, on a separate claim for expenses that occurred after July 1.**

# Before Turning in the Proposal Make Certain That

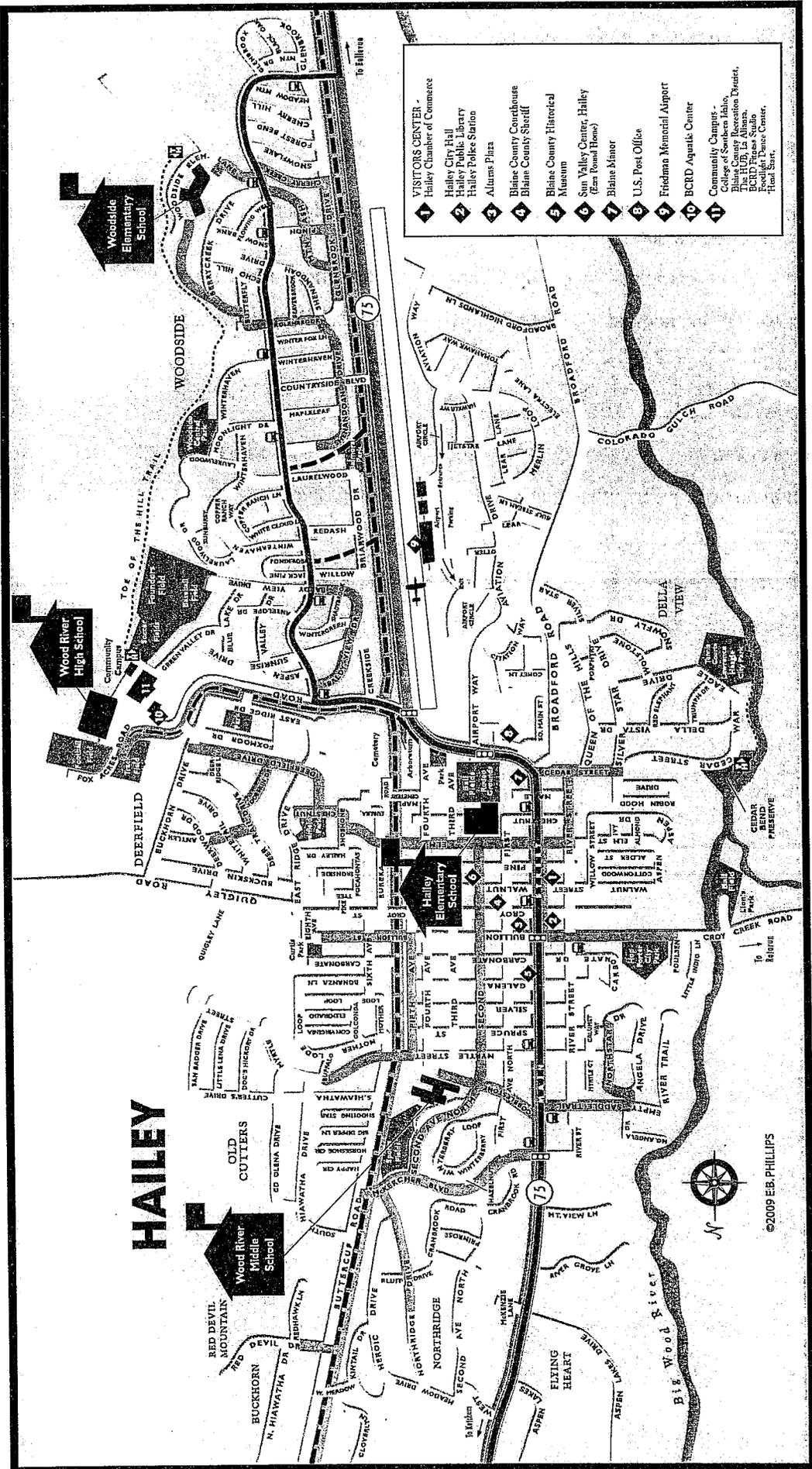
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- The Cover Sheet with Title, Sponsor and contact information for both Infrastructure and Non- Infrastructure is complete.
- The applicant understands that they are applying for a federally funded reimbursement project and proof of payment is required as such.
- Sections 1 – 11 are complete if applying for only Non-Infrastructure funding.
- The entire **I-STOP** Worksheet, Concept Report and Alternative Environmental Checklist is complete, and all the required signatures are obtained if applying for Infrastructure funding.
- The written answers are brief, clear and single-spaced. Documents, which are hard to read, may compromise committee review, and jeopardize your chance for funding.
- Any additional information attached must be referenced to the section being completed.
- The appropriate documents are attached (i.e. maps, photographs, endorsement, and , required letters, etc.)
- The **I-STOP and attachments** are stapled in the upper left hand corner.
- The proposals are received at ITD by 5:00 pm March 31<sup>st</sup>.
- Mail an original, 15 photocopies containing all application information to:

Jo O'Connor  
Safe Routes to School Coordinator  
Annex Building  
Idaho Transportation Department  
3293 Jordan Street  
Boise ID 83703

[joconnor@itd.idaho.gov](mailto:joconnor@itd.idaho.gov)

208-334-4475 Phone  
208-334-8595 Fax



- VISITORS CENTER -**
- 1 Hailey Chamber of Commerce
  - 2 Hailey City Hall
  - 3 Hailey Public Library
  - 4 Hailey Police Station
  - 5 Alumni Plaza
  - 6 Blaine County Courthouse
  - 7 Blaine County Sheriff's Office
  - 8 Blaine County Historical Museum
  - 9 Sun Valley Center, Hailey (Ex. Found. House)
  - 10 Blaine Manor
  - 11 U.S. Post Office
  - 12 Fridman Memorial Airport
  - 13 BCRD Aquatics Center
  - 14 Community Campus - College of Southern Idaho, Blaine County Recreation District, Blaine County Senior Center, BCRD Fitness Studio, BCRD Fitness Center, Fossillight Dance Center, Head Start.

# HAILEY

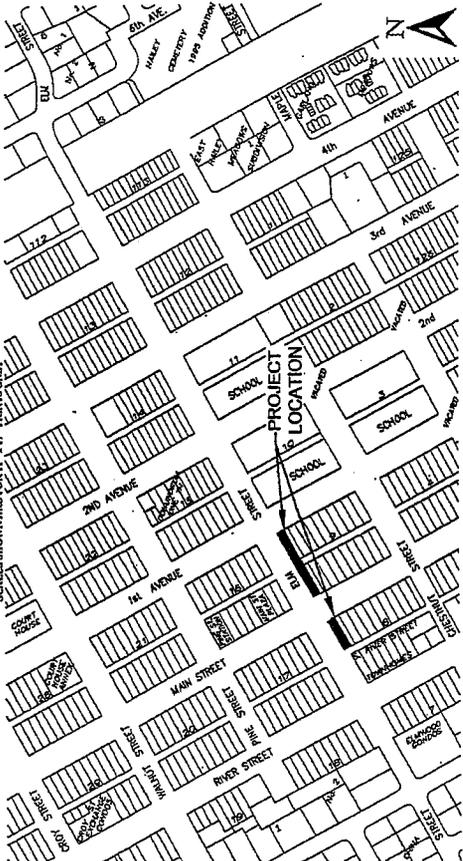


©2009 E.B. PHILLIPS

- GENERAL CONSTRUCTION NOTES**
1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE CITY OF HALEY STANDARDS.
  2. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH RESULT FROM HIS FAILURE TO ACCURATELY LOCATE AND PRESERVE ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL CALL GULFONE (1-800-342-1585) TO LOCATE ALL EXISTING UNDERGROUND UTILITIES.
  3. THE CONTRACTOR SHALL CLEAN UP THE SITE AFTER CONSTRUCTION SO THAT THE SITE IS IN CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO CONSTRUCTION.
  4. THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN ALL THE NECESSARY PERMITS PRIOR TO CONSTRUCTION. THE CITY OF HALEY FOR PERMITS THE OWNER, AND SHALL BE CHEAPEST AVAILABLE.

**ROAD CONSTRUCTION NOTES**

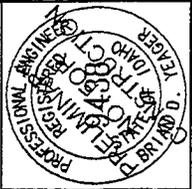
1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE CITY OF HALEY STANDARDS AND COORDINATED WITH AND INSPECTED BY THE CITY OF HALEY.
2. ALL CLEARING & GRUBBING SHALL CONFORM TO CITY OF HALEY STANDARDS.
3. ALL EXCAVATION & EMBANKMENT SHALL CONFORM TO CITY OF HALEY STANDARDS. EXCAVATED SURGRADE SHALL BE ROLLED AND ALL UNSUITABLE SECTIONS REMOVED AND REPLACED WITH STRUCTURAL FILL AS DETERMINED BY THE ENGINEER. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY CITY OF HALEY STANDARDS.
4. ALL 2" MINUS PIT-RUN GRAVEL SHALL CONFORM AND BE PLACED IN CONFORMANCE WITH CITY OF HALEY STANDARDS. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY CITY OF HALEY STANDARDS.
5. ALL 3/4" MINUS CRUSHED GRAVEL SHALL BE PLACED IN CONFORMANCE WITH CITY OF HALEY STANDARDS.
6. ALL EDGES OF EXISTING ASPHALT PAVING SHALL BE SAW CUT A MINIMUM OF 24" TO PROVIDE A CLEAN PAVEMENT EDGE FOR MATCHING. NO WHEEL CUTTING SHALL BE ALLOWED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL TRAFFIC CONTROL REQUIRED WHILE WORKING WITHIN THE PUBLIC RIGHTS-OF-WAY.
8. ALL CONCRETE FORM WORK SHALL CONFORM TO CITY OF HALEY STANDARDS.



**SHEET INDEX**

1	TITLE SHEET
2	GRADING PLAN ALLEY OF BLOCK 8 TO MAIN ST.
3	GRADING PLAN MAIN ST. TO 1ST AVE.
4,5	DETAIL SHEETS

**OWNER INFORMATION**  
 CITY OF HALEY  
 115 MAIN STREET SOUTH,  
 SUITE 111  
 HALEY, ID 83333  
 PHONE: 208-708-4221  
 FAX: 208-708-2824



- LEGEND**
- Centerline of Right-of-Way
  - Right-of-Way Line
  - Fence Line
  - 6" Water Main
  - 12" Water Main
  - Sewer Main
  - Storm Drain
  - Gas Main
  - Overhead Power Line
  - Limits of Disturbance Line

- Existing Asphalt
- Proposed Asphalt
- Existing Concrete
- Proposed Concrete Sidewalk, Curb and Gutter
- Edge of Gravel
- Building
- Sewer Manhole
- Catch Basin
- Drywell
- Sign
- Power Pole
- Guy Wire
- Power Manhole
- Water Manhole
- Irrigation Valve Box
- Water Valve
- Fire Hydrant
- Gas Valve
- Gas Meter
- Phone Box
- Conifer Tree
- Deciduous Tree
- Existing Spot Elevation
- Proposed Spot Elevation
- Proposed Grade
- ADA Compliant
- Detectable
- Warning Insert

**TITLE SHEET**  
**2010 ELM STREET IMPROVEMENTS**  
**FROM ALLEY OF BLOCK 8 TO 1ST AVENUE**  
 PREPARED FOR THE CITY OF HALEY

**PROJECT INFORMATION:** P:\bakewell\2010\2010\2010-2010.dwg, 3/15/2010, 2:40:47 PM, 1007  
 SHEET 1 OF 5

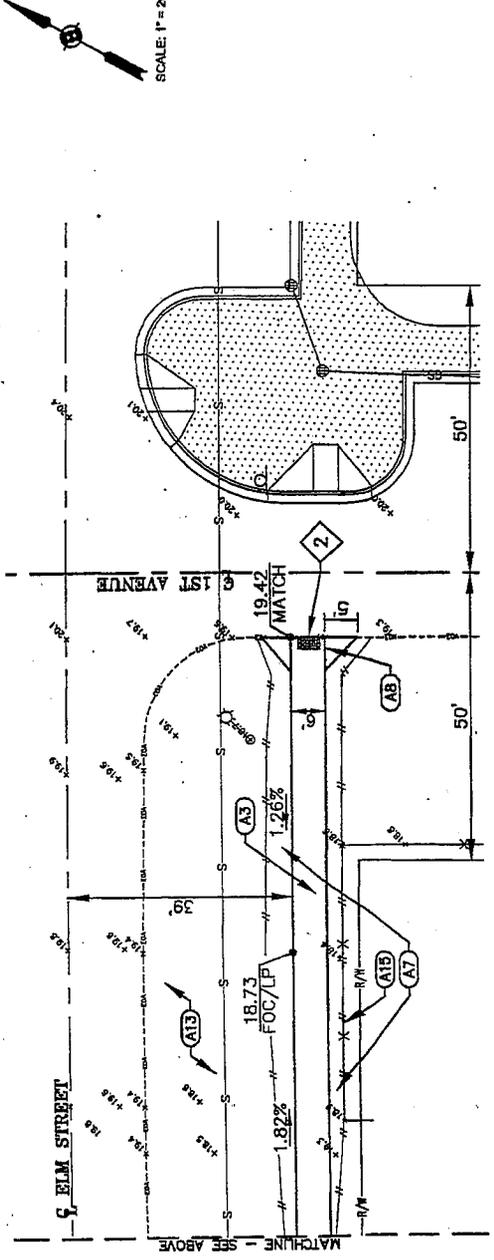
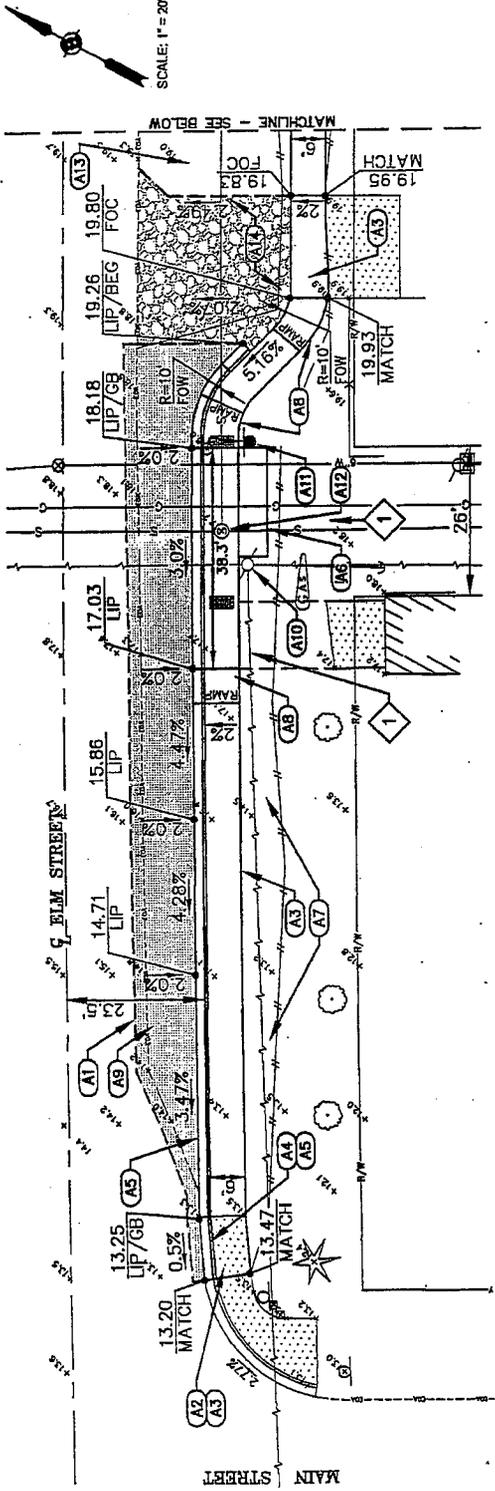
**REVISIONS**

NO.	DATE	BY	DESCRIPTION

**GALENA ENGINEERING, INC.**  
 CIVIL ENGINEERS & LAND SURVEYORS  
 317 N. River Street  
 Haley, Idaho 83333  
 (208) 708-1105  
 www.galenainc.com  
 email: galena@galena-engineering.com

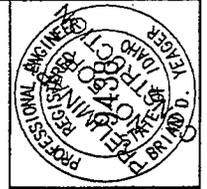


SCALE SHOWN ARE FOR 11" x 17" PRINTS ONLY



- (A1) SAWCUT A MINIMUM OF 24" OF EXISTING ASPHALT TO PROVIDE FOR A CLEAN VEHICLE EDGE
- (A2) REMOVE AND DISPOSE OF EXISTING CONCRETE SIDEWALK
- (A3) CONSTRUCT 6" WIDE CONCRETE SIDEWALK
- (A4) REMOVE AND DISPOSE OF EXISTING CONCRETE CURB AND GUTTER
- (A5) CONSTRUCT 6" VERTICAL CONCRETE CURB AND GUTTER
- (A6) CONSTRUCT ASPHALT DRIVEWAY APPROACH (19' x 5')
- (A7) REVEGETATE DISTURBED AREA
- (A8) CONSTRUCT ADA COMPLIANT RAMP (SEE DETAIL SHEET PAGE 5)
- (A9) CONSTRUCT ASPHALTIC CONCRETE ROADWAY
- (A10) RETAIN AND PROTECT UTILITY POLE
- (A11) REMOVE, RETAIN, AND RESET EXISTING SIGN.
- (A12) MATCH SEWER MANHOLE RIM. ELEV = 17.80  
CONSTRUCT HAILEY STANDARD CONCRETE COLLAR
- (A13) RETAIN AND PROTECT EXISTING SURFACE.
- (A14) CONSTRUCT GRAVEL APPROACH
- (A15) RETAIN AND PROTECT EXISTING FENCE

- 1 REGRADE AS NECESSARY TO PREPARE FOR A SMOOTH TRANSITION
- 2 MATCH EXISTING LINES AND GRADES



GRADING PLAN  
**2010 ELM STREET IMPROVEMENTS**  
**FROM MAIN STREET TO 1st AVENUE**  
 PREPARED FOR THE CITY OF HAILEY

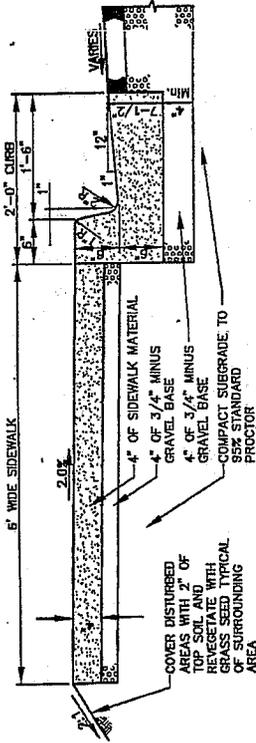
DESIGNED BY: GALENA ENGINEERING, INC.  
 DRAWN BY: GALENA ENGINEERING, INC.  
 CHECKED BY: GALENA ENGINEERING, INC.  
 FIELD BOOK

REUSE OF DRAWINGS  
 These drawings, or any portion thereof, shall not be used on any other project without the written agreement in writing with Galena Engineering, Inc.

GALENA ENGINEERING, INC.  
 CIVIL ENGINEERS & LAND SURVEYORS  
 317 N. River Street  
 Hailey, Idaho 83433  
 (208) 788-4812 fax  
 email: galena@galena-engineering.com

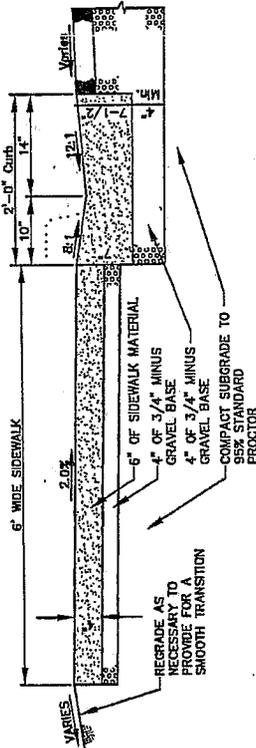
NO.	DATE	BY	DESCRIPTION

SCALES SHOWWARE FOR 1/4" = 1'-0" PRINTS ONLY



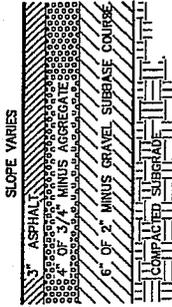
**TYPICAL CONCRETE SIDEWALK DETAIL WITH CURB AND GUTTER**

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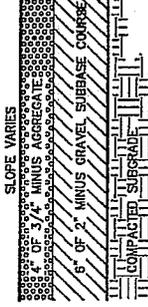
**TYPICAL CONCRETE SIDEWALK DETAIL WITH CURB CUT AT APPROACHES**

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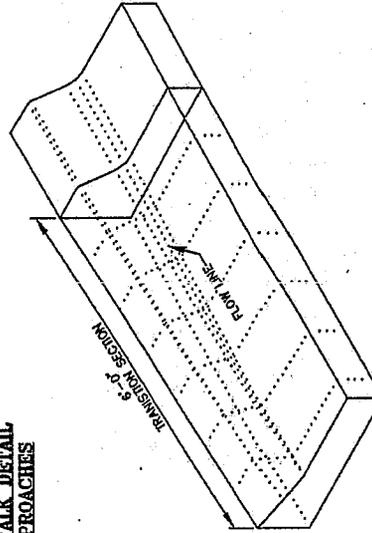
**TYPICAL ASPHALT SECTION**

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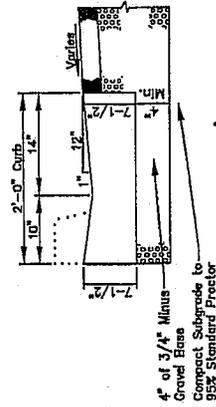
**TYPICAL GRAVEL SECTION**

N.T.S.



**TYPICAL CURB TRANSITION DETAIL**

N.T.S.

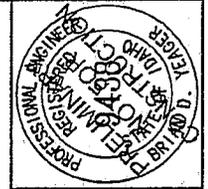


4" of 3/4" Minus Gravel Base Compact Subgrade to 95% Standard Proctor

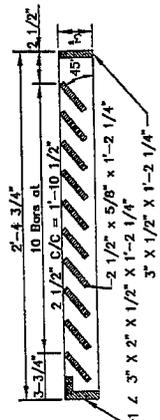
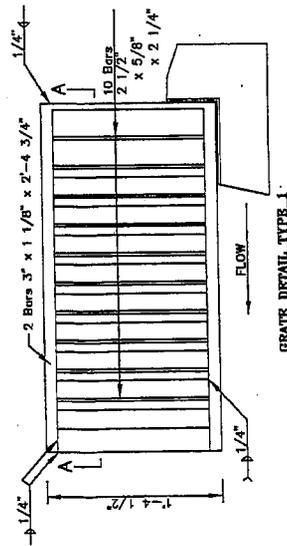
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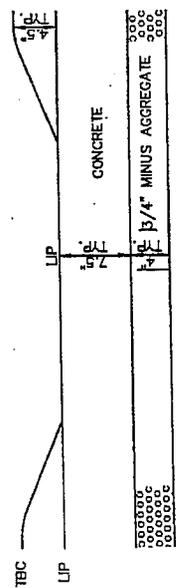
<b>GALENA ENGINEERING, INC.</b> CIVIL ENGINEERS & LAND SURVEYORS 317 N. River Street Des Moines, IA 50319 (515) 281-7700 (208) 788-1705 email: galena@galena-engineering.com		REUSE OF DRAWINGS These drawings, in any portion, may not be used for any project or extension of this Project except by permission of Galena Engineering, Inc.	BY: <u>02/15/2010</u> DATE DESIGNED BY: <u>02/14/2010</u> DATE CHECKED BY: <u>02/14/2010</u> DATE REVISIONS BY: <u>02/14/2010</u> DATE
<b>DETAIL SHEET</b> <b>2010 ELM STREET IMPROVEMENTS</b> <b>FROM ALLEY OF BLOCK 8 TO 1ST AVENUE</b> PREPARED FOR THE CITY OF HAILEY		PROJECT INFORMATION: P:\webpage\2460\04\Construction\1600-cmr-0315-2010.dwg 3/15/2010 2:05:17 PM 107	SHEET 4 OF 5



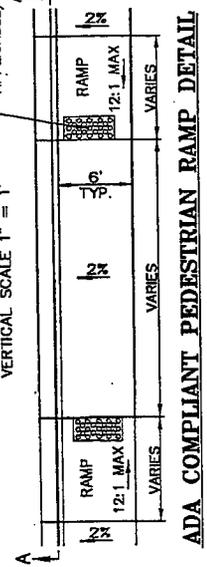
SCALES SHOWN ARE FOR 11" x 17" PRINTS ONLY



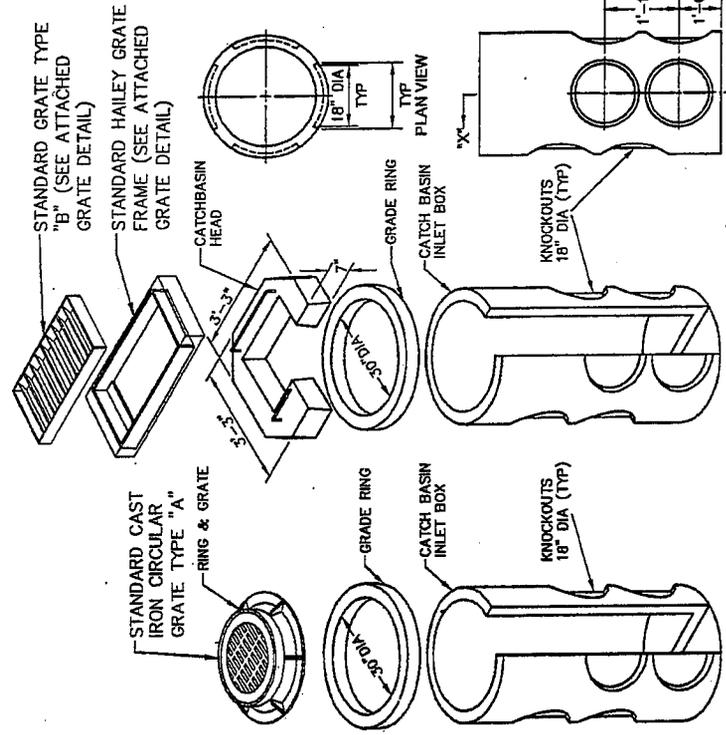
**HAILEY GRATE DETAIL**  
N.T.S.



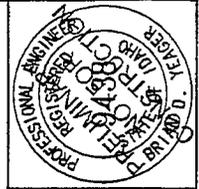
**SECTION A-A**  
ADA COMPLIANT DETECTABLE  
WARNING INSERT (WHERE  
APPLICABLE)



**ADA COMPLIANT PEDESTRIAN RAMP DETAIL**  
SCALE 1" = 10'



**30\"/>**



DETAIL SHEET  
**2010 ELM STREET IMPROVEMENTS**  
**FROM ALLEY OF BLOCK 8 TO 1ST AVENUE**  
PREPARED FOR THE CITY OF HAILEY  
PROJECT INFORMATION: P:\ddp\01480\Draws\Construction\18020044\0312-2010.dwg, 3/15/2010 2:46:47 PM AMT  
SHEET 5 OF 5

DESIGNED BY: **DAVID YEAGER**  
DATE: **03/15/2010**  
CHECKED BY: **DAVID YEAGER**  
DATE: **03/15/2010**

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317 N. First Street  
Hailey, Idaho 83433  
(208) 788-4705  
www.galenainc.com  
e-mail: galena@galena-engineering.com

NO.	DATE	BY	DESCRIPTION

