SH-33 and LeGRAND PIERRE PATHWAY EXTENSION

PROJECT #A023(084) KEY NO. 23084

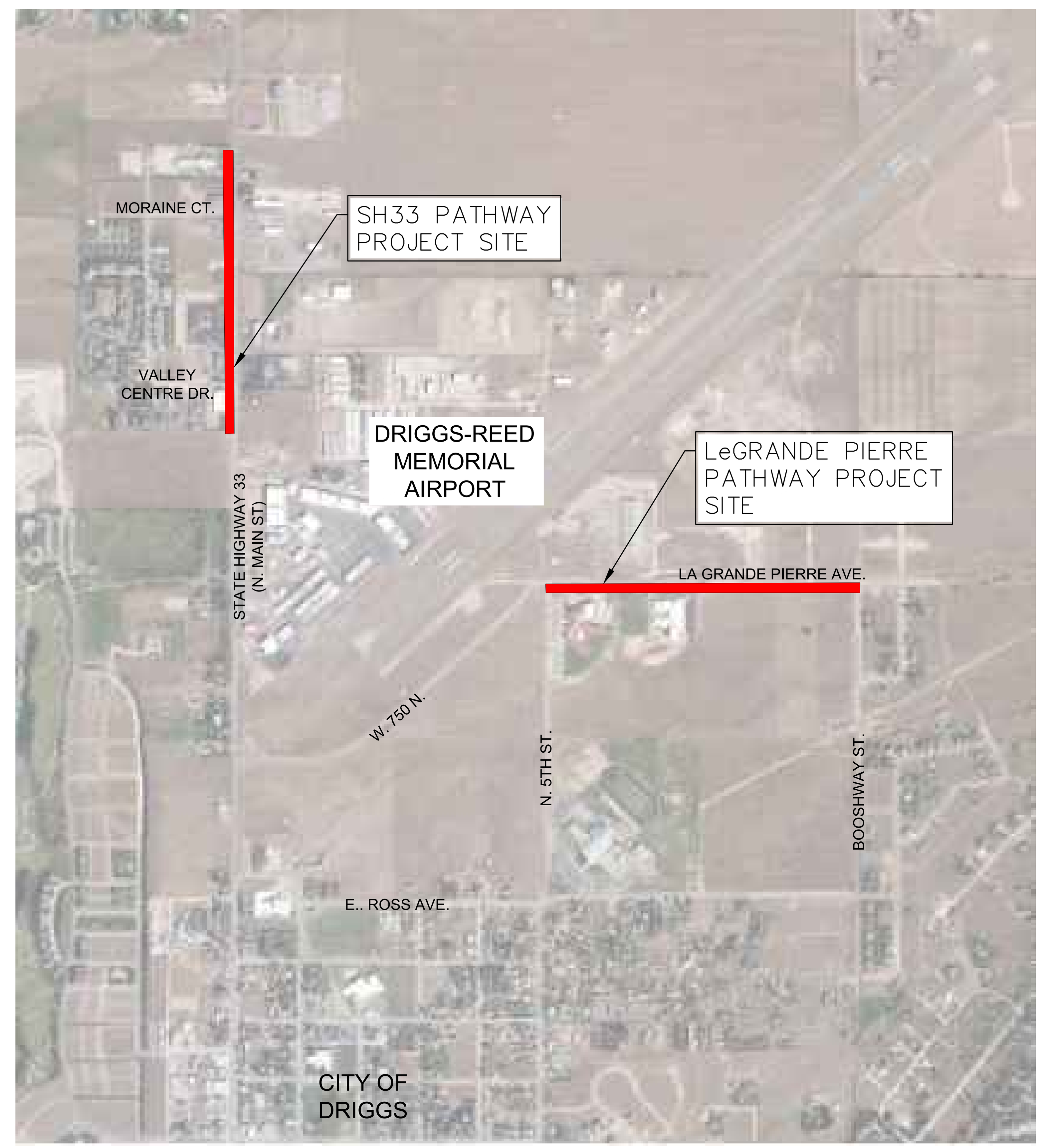
DRIGGS, IDAHO 83422

CONSTRUCTION DRAWINGS

MARCH 8, 2022

GENERAL CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL CALL "IDAHO DIG LINE" AT 1-800-342-1585 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES.
2. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING THE TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES SHALL BE CONSIDERED APPROXIMATE AND MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY UTILITY CONNECTIONS OR CROSSINGS OF PROPOSED UTILITIES AND EXISTING UTILITIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES DURING CONSTRUCTION AND COORDINATING WITH THE APPROPRIATE UTILITY COMPANY FOR ANY UTILITY CROSSINGS, UTILITY CONNECTIONS, OR UTILITY DISCONTINUANCE.
4. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE AGENCIES, DEPARTMENTS, AND UTILITY COMPANIES AT LEAST 48 HOURS AND NOT MORE THAN 30 DAYS PRIOR TO ANY CONSTRUCTION. CONSTRUCTION SHALL NOT INTERFERE WITH OR INTERRUPT UTILITIES WHICH ARE TO REMAIN IN OPERATION.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF DRIGGS PUBLIC WORKS STANDARD SPECIFICATIONS & DRAWINGS. IMPROVEMENTS NOT SPECIFICALLY COVERED IN THE CITY STANDARDS MUST MEET OR EXCEED THE CURRENT IDAHO TRANSPORTATION DEPARTMENT STANDARDS FOR HIGHWAY CONSTRUCTION.
6. SURVEY LINE AND GRADE CONTROL HUBS FOR ALL PUBLIC WORKS CONSTRUCTION SHALL BE PROVIDED BY ENGINEER OR SURVEYOR CAPABLE OF PERFORMING SUCH WORK IN A MANNER CONSISTENT WITH ACCEPTED PRACTICES. NORMAL STATIONING IS CONSIDERED AT 50-FT INTERVALS AND AT CHANGES IN DIRECTION OR GRADE.
7. THE CONTRACTOR SHALL HAVE ONSITE AT ALL TIMES, ONE (1) SIGNED COPY OF THE APPROVED PLANS, ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND A COPY OF ANY PERMITS REQUIRED FOR THE PROJECT.
8. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, RULES, REGULATIONS AND SAFETY CODES IN THE CONSTRUCTION OF ALL IMPROVEMENTS.
9. IF THE CONTRACTOR DISCOVERS ANY DISCREPANCIES BETWEEN THE PLANS AND EXISTING CONDITIONS ENCOUNTERED, INCLUDING LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND DESIGN ENGINEER.
10. THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THOSE AREAS WITHIN THE LIMIT OF WORK. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL NATURAL LANDSCAPING, SITE FEATURES, AND EXISTING ROADWAYS OUTSIDE OF THE LIMITS OF WORK AS SHOWN ON THE DRAWINGS AND SHALL REPAIR AND REPLACE TO ORIGINAL CONDITION OR BETTER OR OTHERWISE MAKE GOOD AS DIRECTED BY THE OWNER OR OWNER'S DESIGNATED REPRESENTATIVE ANY SUCH DAMAGE SO CAUSED.
11. THE CONTRACTOR SHALL REMOVE FROM THE SITE ALL CONSTRUCTION DEBRIS. STORAGE OF SUCH MATERIALS ON THE PROJECT SITE WILL NOT BE PERMITTED. THE CONTRACTOR SHALL LEAVE THE SITE IN SAFE AND CLEAN CONDITION UPON COMPLETION OF THE WORK
12. THE CONTRACTOR SHALL STRIP TOPSOIL IN AREAS OF NEW PATHWAY PAVEMENT AND STOCKPILE FOR RE-USE.
13. THE CONTRACTOR SHALL COORDINATE THE RELOCATION OF ANY LANDSCAPE IRRIGATION LINES OR SPRINKLER HEADS WITH THE ADJACENT PROPERTY OWNER AND THE CITY OF DRIGGS REPRESENTATIVE.
14. ALL PAVEMENT MARKINGS AND TRAFFIC CONTROL SIGNAGE SHALL BE IN ACCORDANCE WITH THE MANUAL ON TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION.
15. EXISTING SITE FEATURES AND TOPOGRAPHIC INFORMATION SHOW IS FROM THE TOPOGRAPHIC SURVEY FOR THE SH-33 PATHWAY EXTENSION BY HARMONY DESIGN AND ENGINEERING, DATED APRIL 22 2021, AND THE TOPOGRAPHIC SURVEY FOR THE LaGRAND PIERRE AVENUE RIGHT-OF-WAY BY HARMONY DESIGN ENGINEERING, DATED NOVEMBER 30, 2020.
    - 15.1. NAVD88 – VERTICAL DATUM
    - 15.2. THE BASIS OF BEARINGS FOR THIS SURVEY IS REFERENCED TO A DIRECT GPS MEASUREMENT AND IS CONSIDERED GEODETIC (GEODETIC NORTH USING WAGS 84, NAD83,CORS96,EPOCH2002.0000).
16. AERIAL IMAGERY IS FROM TETON COUNTY, ID, 2019.



VICINITY MAP

NOT TO SCALE

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C4.2	SH-33 PATHWAY PLAN AND PROFILE (STA 11+00 - 16+50)
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C7.1	SH-33 PATHWAY SIGNAGE AND STRIPING PLAN
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C8.1	LeGRAND PIERRE PATHWAY SIGNAGE AND STRIPING PLAN
C9.0	SH-33 PATHWAY TEMPORARY TRAFFIC CONTROL PLAN
C9.1	LeGRAND PIERRE PATHWAY TEMPORARY TRAFFIC CONTROL PLAN

LEGEND

6175	EXISTING CONTOUR (MAJOR, 5' INTERVAL)
6179	EXISTING CONTOUR (MINOR, 1' INTERVAL)
6175	PROPOSED CONTOUR (MAJOR, 5' INTERVAL)
6179	PROPOSED CONTOUR (MINOR, 1' INTERVAL)
	PROPERTY LINE
	EXISTING FLOWLINE
	RIGHT OF WAY
	SECTION LINE
x	EXISTING FENCE
	EXISTING GRAVEL
	PROPOSED ASPHALT

CIVIL ENGINEER / SURVEYOR

HARMONY DESIGN & ENGINEERING
18 N MAIN STE 305
DRIGGS, ID 83422
208-354-1331

CLIENT

CITY OF DRIGGS
PO BOX 48
DRIGGS, ID 83422
208-354-2362

CALL BEFORE YOU DIG
ONE CALL CENTER OF IDAHO

1-800-342-1585

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

FILE: 23084- COVER, NOTES DETAILS.DWG

PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022

REVISIONS:

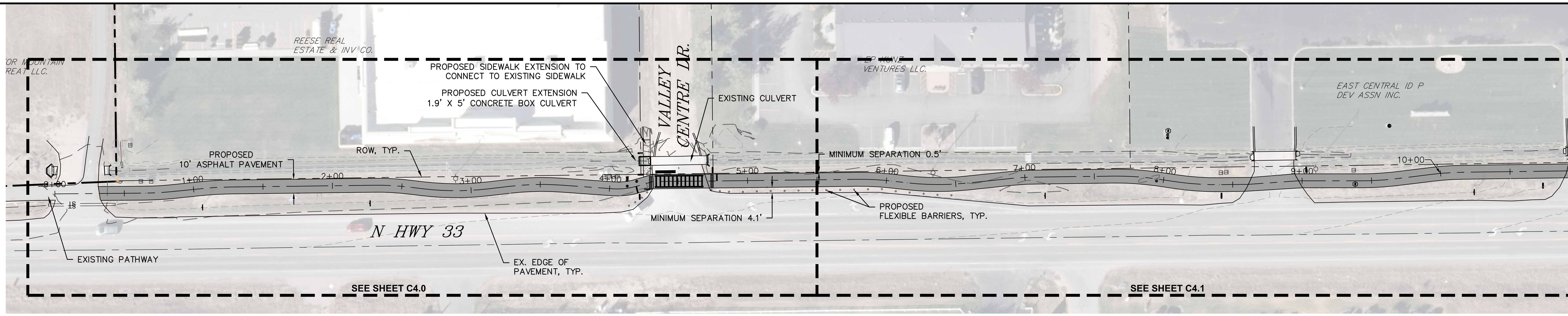
PROJECT NAME

SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

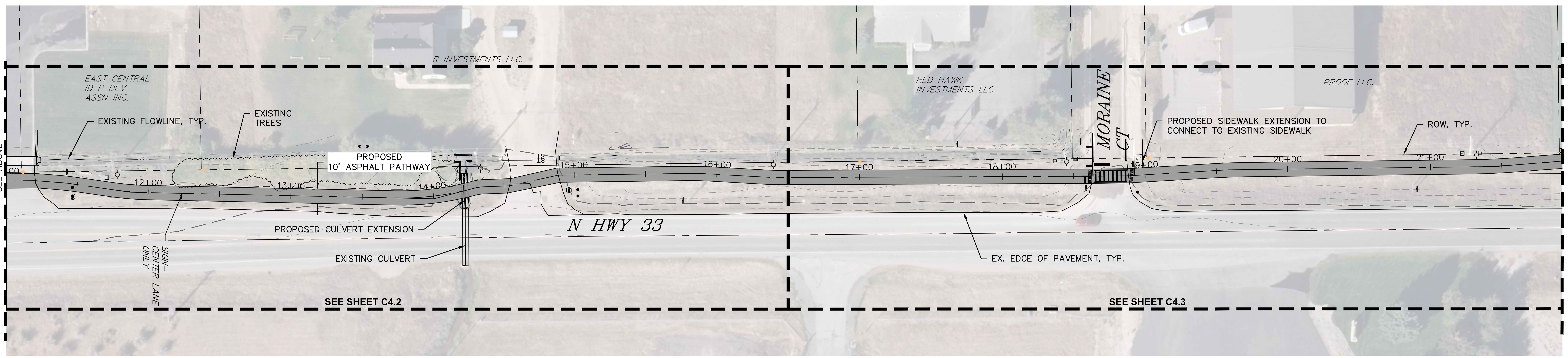
COVER SHEET

SHEET #

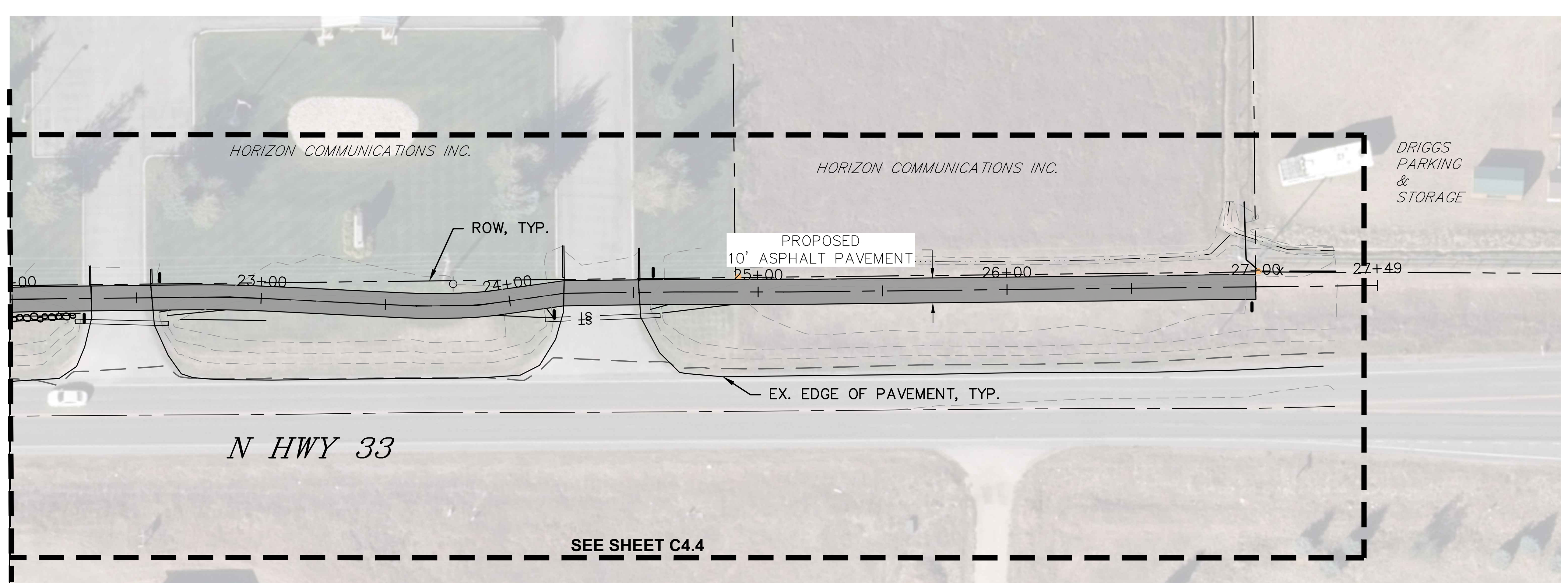
C1.0



OVERALL PATHWAY PLAN (STATION 0+00 TO 11+00)



OVERALL PATHWAY PLAN (STATION 11+00 TO 22+00)



OVERALL PATHWAY PLAN (STATION 22+00 TO 27+49)

LEGEND

- PROPERTY LINE
- EXISTING FLOWLINE
- TRUNCATED DOMES
- PROPOSED ASPHALT

40' 20' 0 40' 80'
SCALE: 1" = 40'
(24" X 36" SHEET)

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
1/2" = HALF SCALE

FILE: 23084- OVERALL PATHWAY PLAN.DWG

PROJ. #: 23084

PROFESSIONAL ENGINEER
REGISTERED
11539
STATE OF IDAHO
JENNIFER P. ZUNG

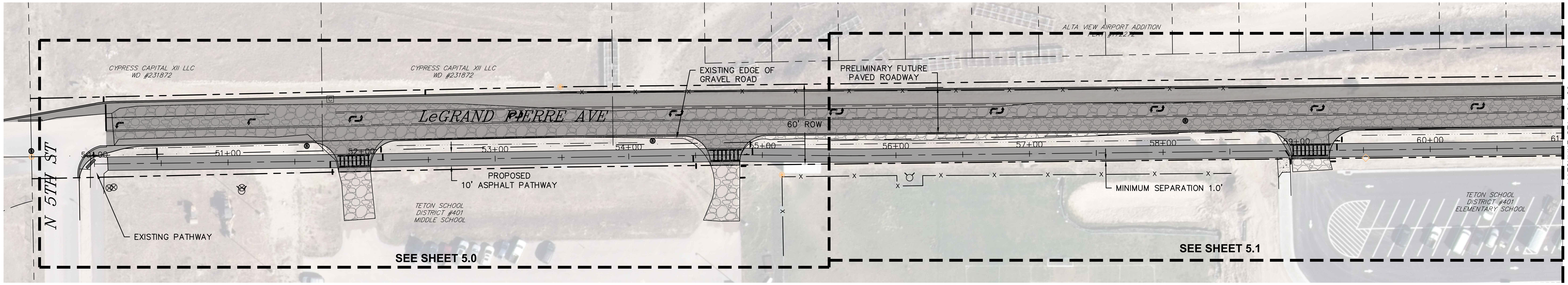
DATE: 3/8/2022

REVISIONS:

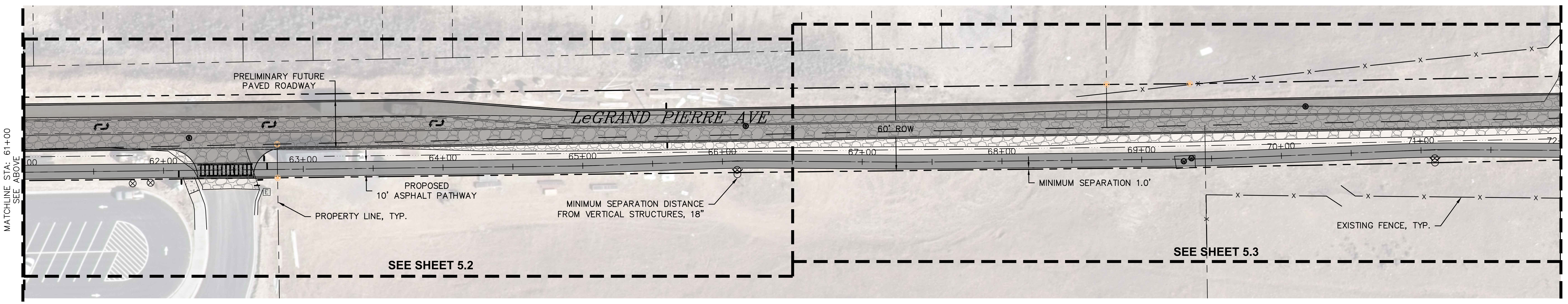
PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

SH 33 OVERALL PATHWAY PLAN

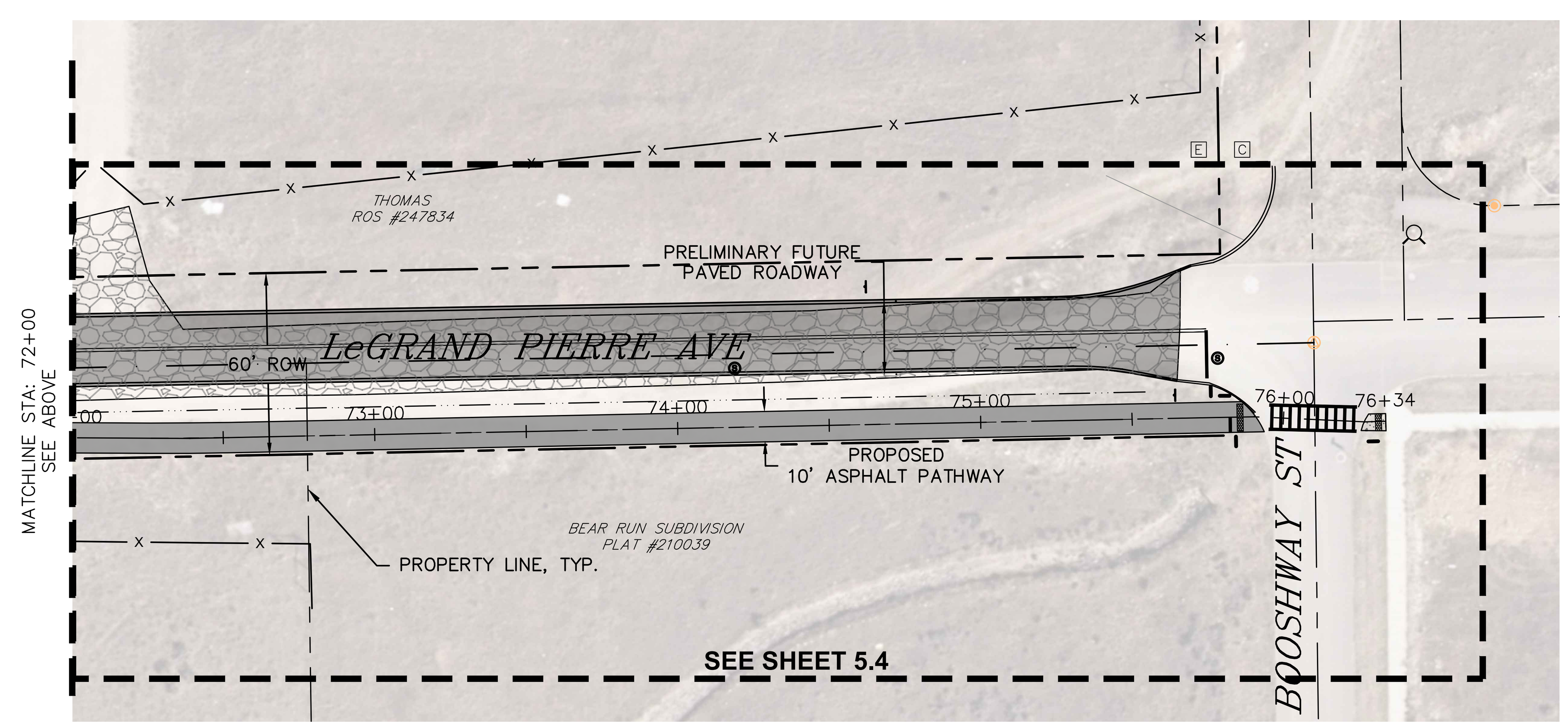
SHEET #
C2.0



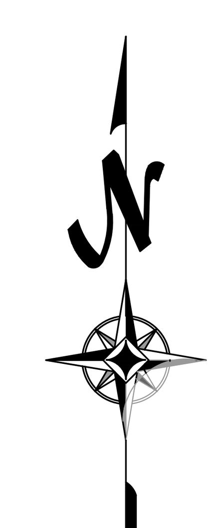
OVERALL PATHWAY PLAN (STATION 50+00 TO 61+00)



OVERALL PATHWAY PLAN (STATION 61+00 TO 72+00)



OVERALL PATHWAY PLAN (STATION 72+00 TO 76+34)



40' 20' 0 40' 80'

SCALE: 1" = 40'
(24" X 36" SHEET)

LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- SECTION LINE
- EXISTING FENCE
- TRUNCATED DOMES
- EXISTING GRAVEL
- PROPOSED ASPHALT

NOTES

1. CONSTRUCTION OF LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

FILE: 23084- OVERALL PATHWAY PLAN.DWG

PROJ. #: 23084

REGISTERED PROFESSIONAL ENGINEER 11539 STATE OF IDAHO JENNIFER P. ZUNG

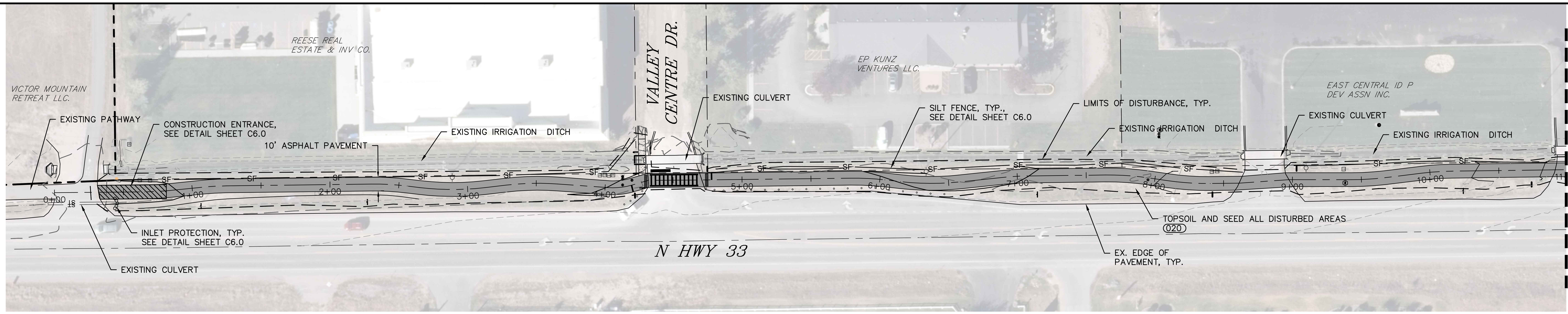
DATE: 3/8/2022

REVISIONS:

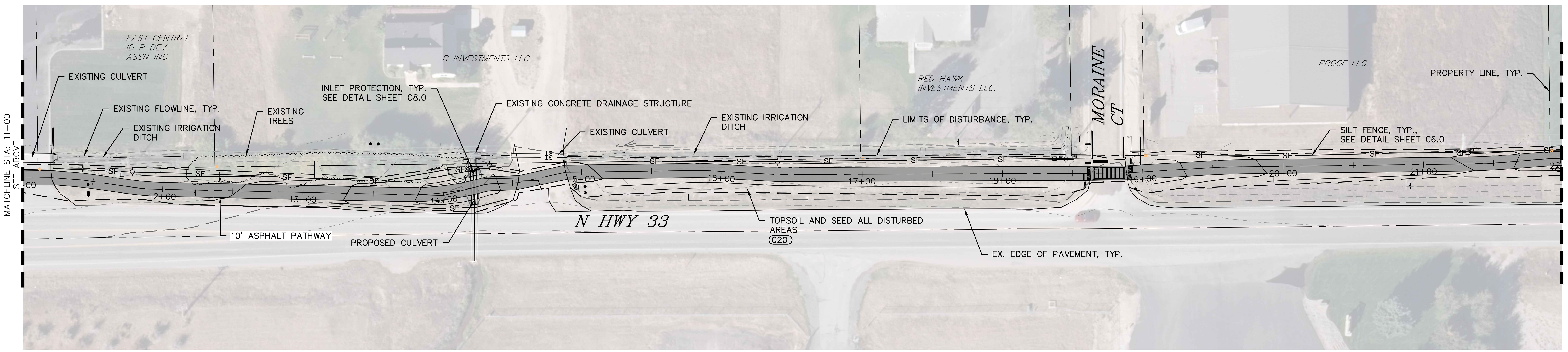
PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

LeGRANDE PIERRE OVERALL PATHWAY PLAN

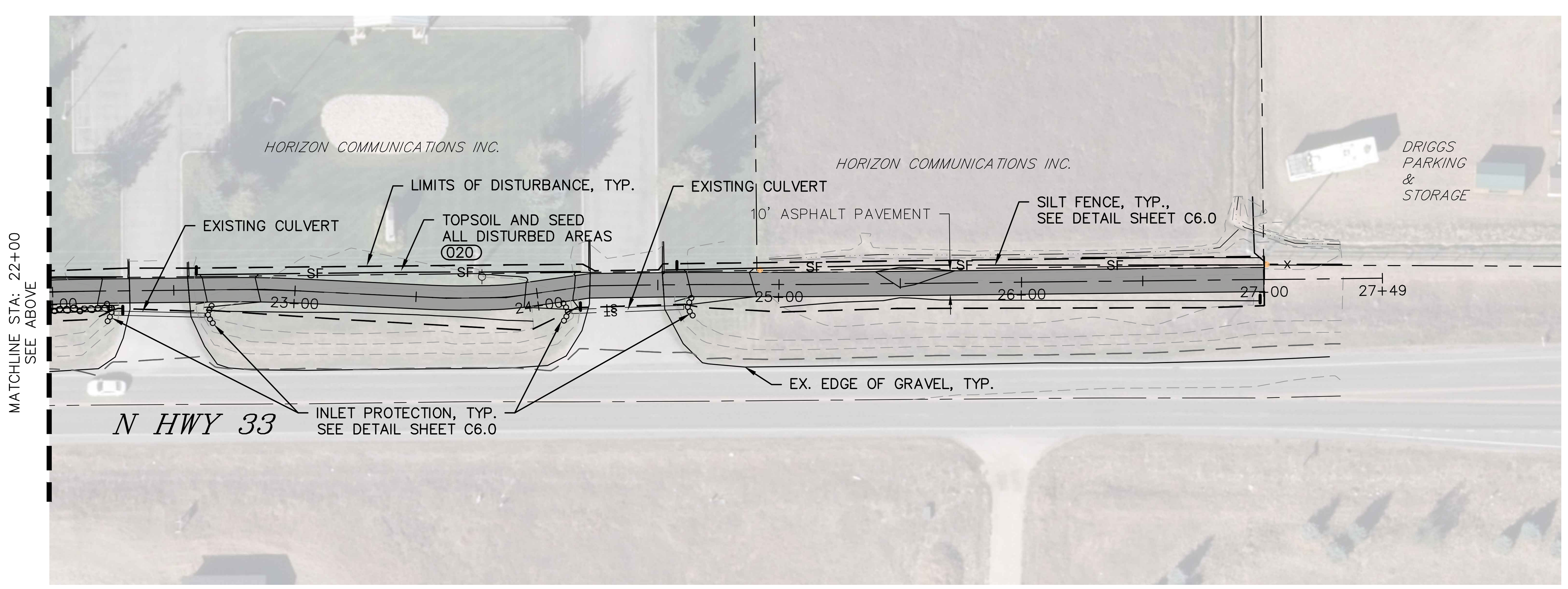
SHEET #
C2.1



POLLUTION PREVENTION PLAN (STATION 0+00 TO 11+00)



POLLUTION PREVENTION PLAN (STATION 11+00 TO 22+00)



POLLUTION PREVENTION PLAN (STATION 22+00 TO 27+49)

LEGEND

- PROPERTY LINE
- EXISTING FLOWLINE
- TRUNCATED DOMES
- PROPOSED ASPHALT
- SILT FENCE
- LIMITS OF DISTURBANCE
- INLET PROTECTION
- CONSTRUCTION ENTRANCE

NOTE

ALL EROSION CONTROL MEASURES ARE INCLUDED UNDER A LUMP SUM COST IN THE COST ESTIMATE UNDER ITEM 002.

QUANTITIES

020 TOPSOIL AND SEED – 18 MSF

40' 20' 0 40' 80'
SCALE: 1" = 40'
(24" X 36" SHEET)

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

FILE: 23084- EROSION CONTROL PLAN.DWG

PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

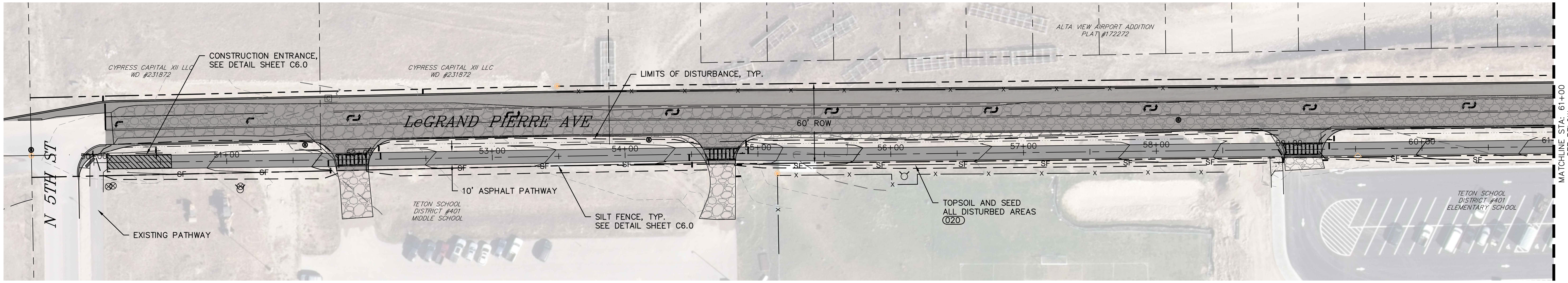
DATE: 3/8/2022

REVISIONS:

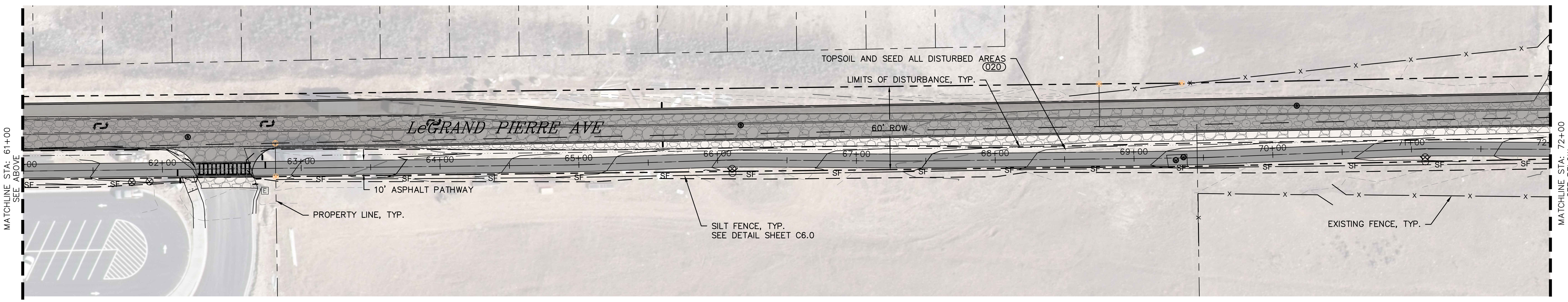
PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

SH 33 POLLUTION PREVENTION PLAN

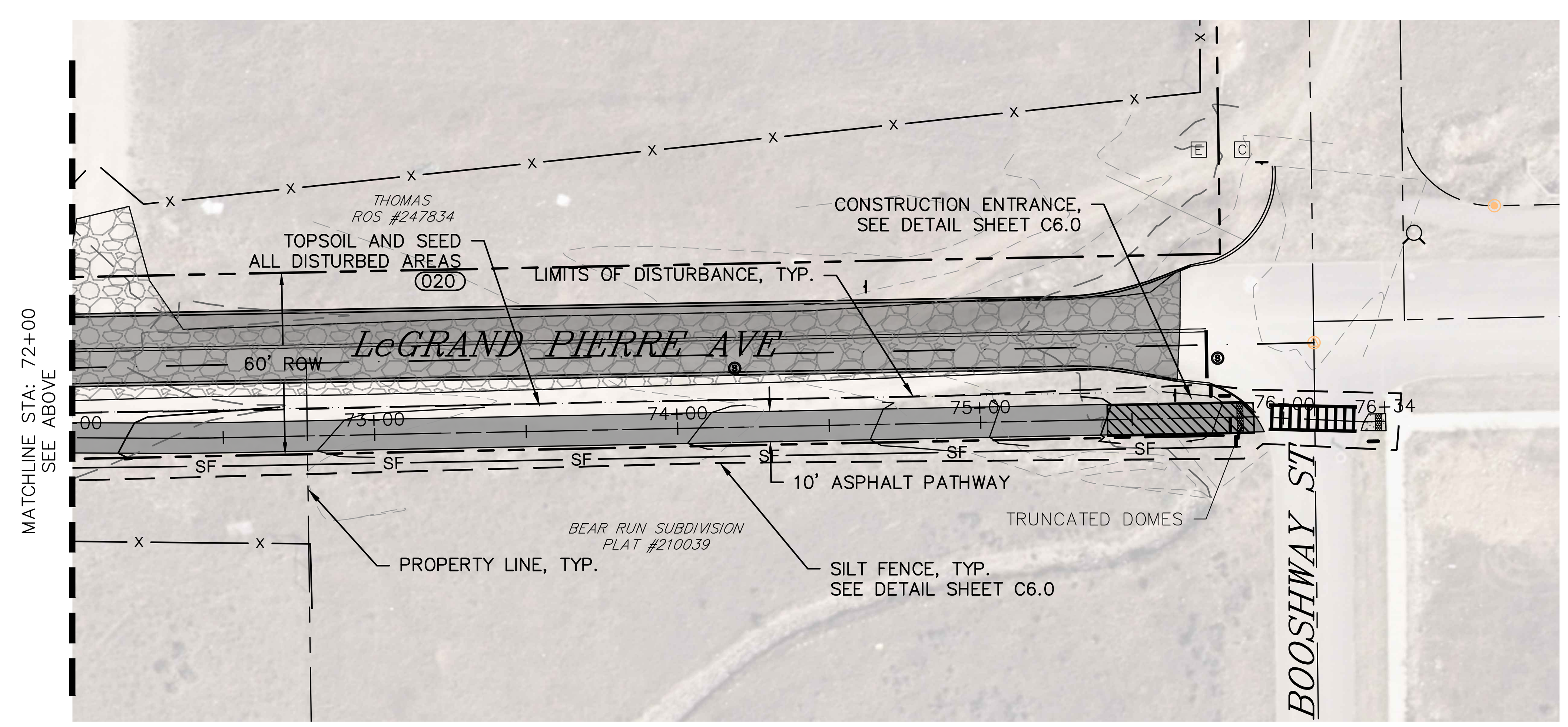
SHEET #
C3.0



POLLUTION PREVENTION PLAN (STATION 50+00 TO 61+00)



POLLUTION PREVENTION PLAN (STATION 61+00 TO 72+00)



POLLUTION PREVENTION PLAN (STATION 72+00 TO 76+00)

NOTES

1. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT.
2. EROSION CONTROL MEASURES ARE INCLUDED UNDER A LUMP SUM COST IN THE COST ESTIMATE UNDER ITEM 002.
3. SEE SHEET C6.0 FOR STORMWATER POLLUTION PREVENTION PLAN NOTES.

QUANTITIES

020 TOPSOIL AND SEED – 14 MSF

LEGEND

- PROPERTY LINE
- EXISTING FLOWLINE
- TRUNCATED DOMES
- PROPOSED ASPHALT
- SILT FENCE
- LIMITS OF DISTURBANCE
- INLET PROTECTION
- CONSTRUCTION ENTRANCE

40' 20' 0 40' 80'
SCALE: 1" = 40'
(24" X 36" SHEET)

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DRAWING IS TO SCALE IF BAR MEASURES:
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½" = HALF SCALE

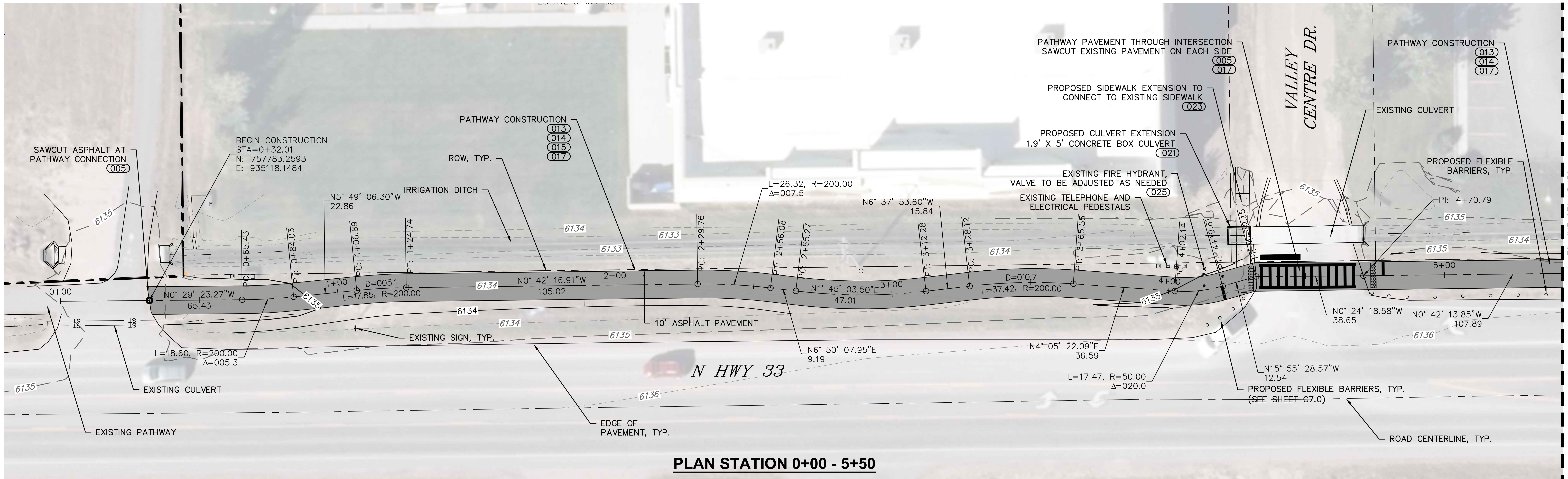
FILE: 23084– EROSION CONTROL PLAN.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
LeGRANDE PIERRE POLLUTION PREVENTION PLAN

SHEET #
C3.1



PLAN STATION 0+00 - 5+50

QUANTITIES

(005) DEMOLISH, REMOVE PAVEMENT & CURB, REMOVE CONCRETE CURBS, UNREINFORCED, SAWCUT
STA: 0+32.01, 10 LF
STA: 4+32.15 – 4+70.69, 78 LF

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 0+00 – 5+50, 900 SY

(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 0+32.01 – 4+32.15, 49 CY
STA: 4+70.79 – 5+50.00, 10 CY

(014) AGGREGATE SUB-BASE, 6" MINUS PIT RUN GRAVEL
STA: 0+32.01 – 4+32.15, 74 CY
STA: 4+70.79 – 5+50.00, 15 CY

(015) NET FILL, GRAVEL, BANK RUN, COMPACTED
STA: 0+32.01 – 4+32.15, 5 ECY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 0+32.01 – 4+32.15, 75 TONS
STA: 4+32.15 – 4+70.79, 7 TONS
STA: 4+70.79 – 5+50.00, 15 TONS

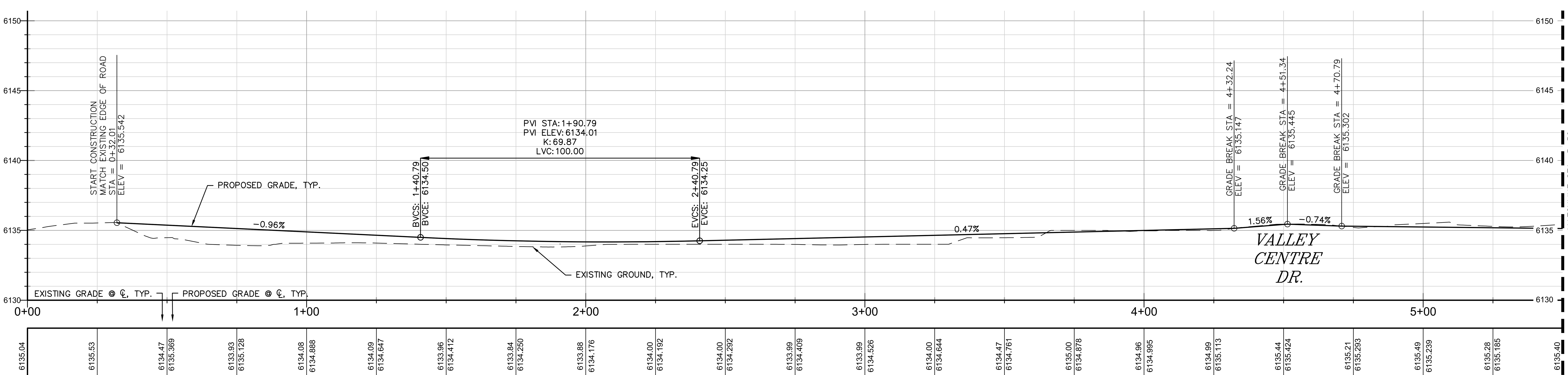
(021) 1.9' x 5' CONCRETE BOX CULVERT
STA: 4+32.15, 10 LF, 1 EA.

(023) CONCRETE FOR SIDEWALK EXTENSION
STA: 4+26.34, 10 SY

(025) VALVE ADJUSTMENTS
STA: 14+13.61, OFFSET: 1.50 (L), WATER VALVE, 1 EA.

NOTE: SEE SIGNAGE AND STRIPING PLAN (SHEET C7.0) FOR ADDITIONAL INFORMATION

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)



PROFILE STATION 0+00 - 5+50

20' 10' 0 20' 40'
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE ½" = HALF SCALE

FILE: 23084- PLAN AND PROFILE.DWG
PROJ. #: 23084

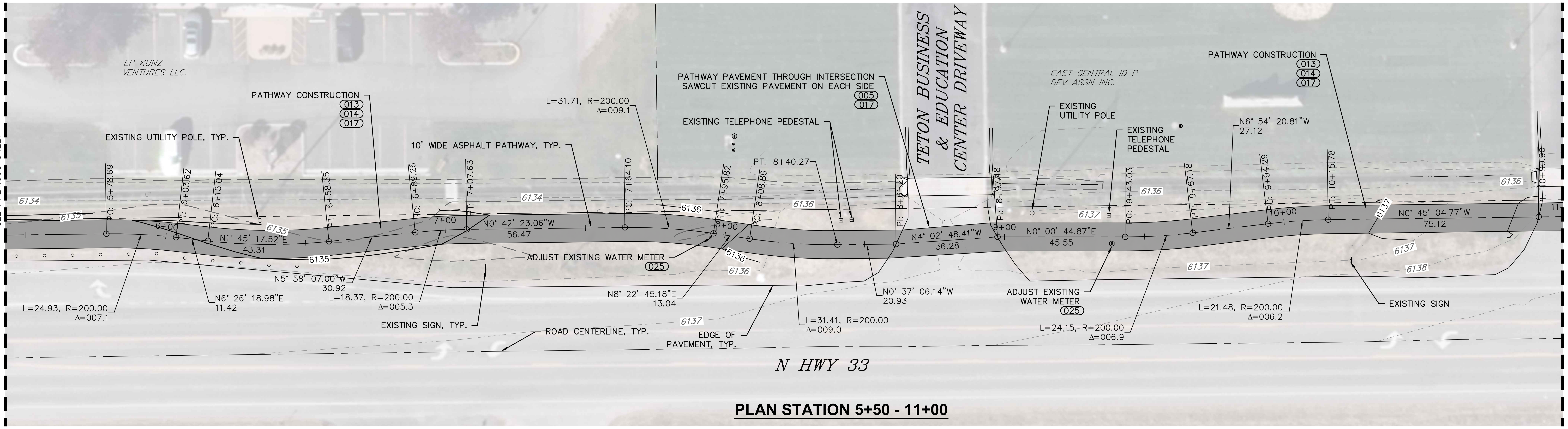
REGISTERED PROFESSIONAL ENGINEER 16539 JENNIFER P. ZUNG STATE OF IDAHO

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

SH 33 PATHWAY PLAN AND PROFILE (STA 0+00 - 5+50)

SHEET #
C4.0



PLAN STATION 5+50 - 11+00

NOTE: SEE SIGNAGE AND STRIPING PLAN (SHEET C7.0) FOR ADDITIONAL INFORMATION

QUANTITIES

(005) DEMOLISH, REMOVE PAVEMENT & CURB, REMOVE CONCRETE CURBS, UNREINFORCED, SAWCUT
STA: 8+61.20 – 8+97.48, 73 LF

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 5+50 – 11+00, 903 SY

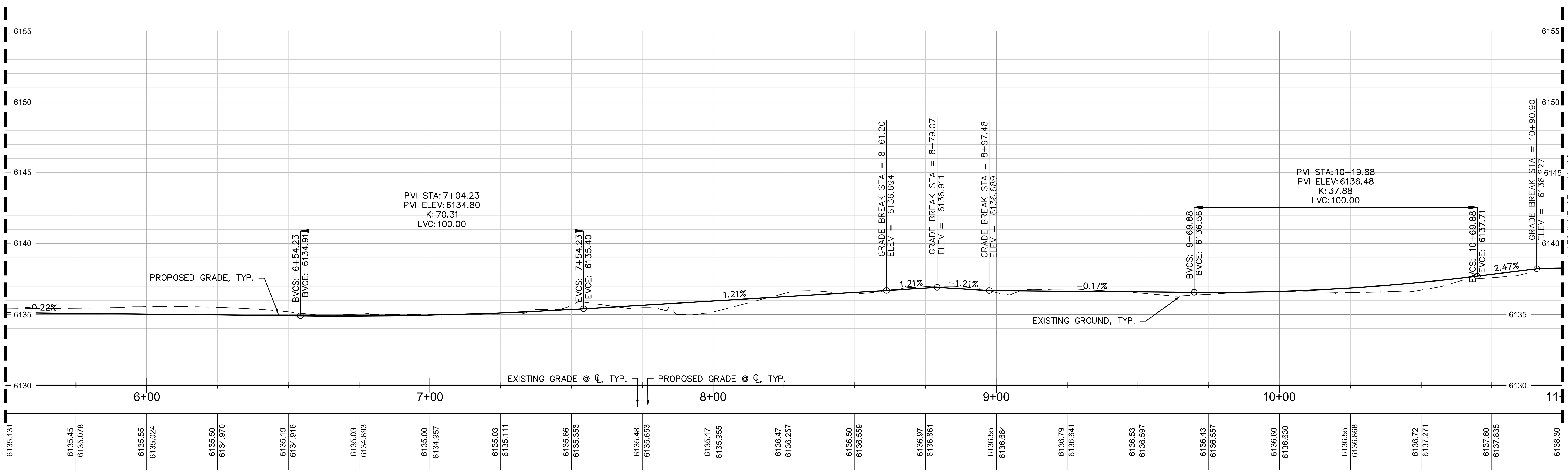
(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 5+50.00 – 8+61.20, 38 CY
STA: 8+97.48 – 10+90.90, 28 CY

(014) AGGREGATE SUB-BASE, 6" MINUS PIT RUN GRAVEL
STA: 5+50.00 – 8+61.20, 58 CY
STA: 8+97.48 – 10+90.90, 36 CY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 5+50.00 – 8+61.20, 58 TONS
STA: 8+61.20 – 8+97.48, 7 TONS
STA: 8+97.48 – 10+90.90, 36 TONS

(025) VALVE ADJUSTMENTS
STA: 7+95.08, OFFSET: 1.48 (R), WATER VALVE, 1 EA.
STA: 9+38.31, OFFSET: 2.36 (R), WATER VALVE, 1 EA.

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)



PROFILE STATION 5+50 - 11+00

20' 10' 0 20' 40'
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE, ½" = HALF SCALE

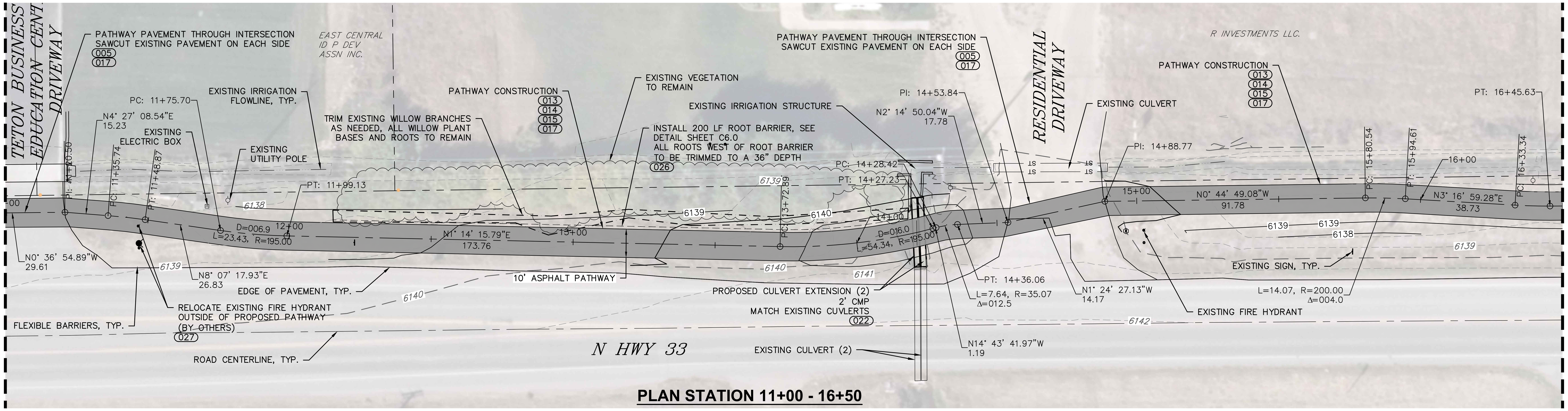
FILE: 23084- PLAN AND PROFILE.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
SH 33 PATHWAY PLAN AND PROFILE (STA 5+50 - 11+00)

SHEET #
C4.1



PLAN STATION 11+00 - 16+50

NOTES:
1. SEE SIGNAGE AND STRIPING PLAN (SHEET C7.0) FOR ADDITIONAL INFORMATION.
2. FIRE HYDRANT RELOCATION TO BE FUNDED BY OTHERS.
3. ALL WILLOW BASES ARE TO REMAIN, BRANCHES TO BE TRIMMED AS NEEDED

SCALE: 1" = 20'
(24" X 36" SHEET)

QUANTITIES

(005) DEMOLISH, REMOVE PAVEMENT & CURB, REMOVE CONCRETE CURBS, UNREINFORCED, SAWCUT
STA: 10+90.90 – 11+23.73, 61 LF
STA: 14+53.84 – 14+88.77, 71 LF

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 11+00 – 16+50, 1040 SY

(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 11+20.50 – 14+53.84, 41 CY
STA: 14+88.77 – 16+50.00, 20 CY

(014) AGGREGATE SUB-BASE, 6" MINUS PIT RUN GRAVEL
STA: 11+20.50 – 14+53.84, 62 CY
STA: 14+88.77 – 16+50.00, 30 CY

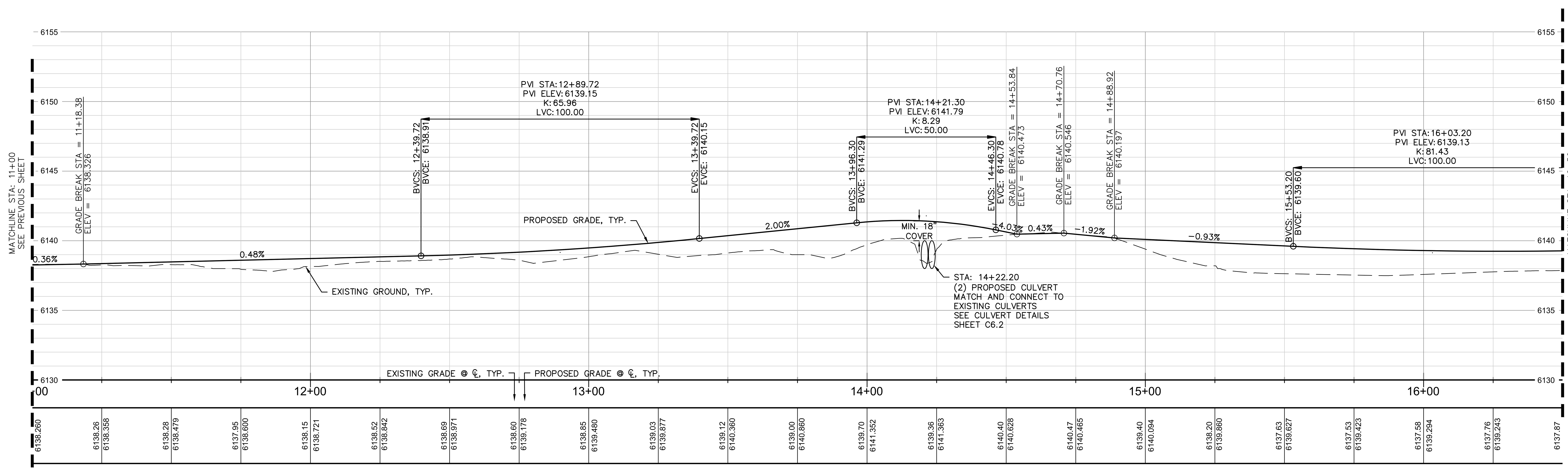
(015) NET FILL, GRAVEL, BANK RUN, COMPACTED
STA: 11+20.50 – 14+53.84, 35 ECY
STA: 14+88.77 – 16+50.00, 60 ECY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 10+90.90 – 11+20.50, 6 TONS
STA: 11+20.50 – 14+53.84, 62 TONS
STA: 14+53.84 – 14+88.77, 7 TONS
STA: 14+88.77 – 16+50.00, 32 TONS

(022) 2' DIA CMP, EXCAVATION, BEDDING, BACKFILL
STA: 14+22.22, 48 LF

(026) ROOT BARRIER
STA: 12+14.99 – STA: 14+17.79, OFFSET: 5.50 (L) 200 LF

(027) FIRE HYDRANT RELOCATION
STA: 11+47.82, OFFSET: 8.50 (R), FUNDED AND COMPLETED BY OTHERS



PROFILE STATION 11+00 - 16+50

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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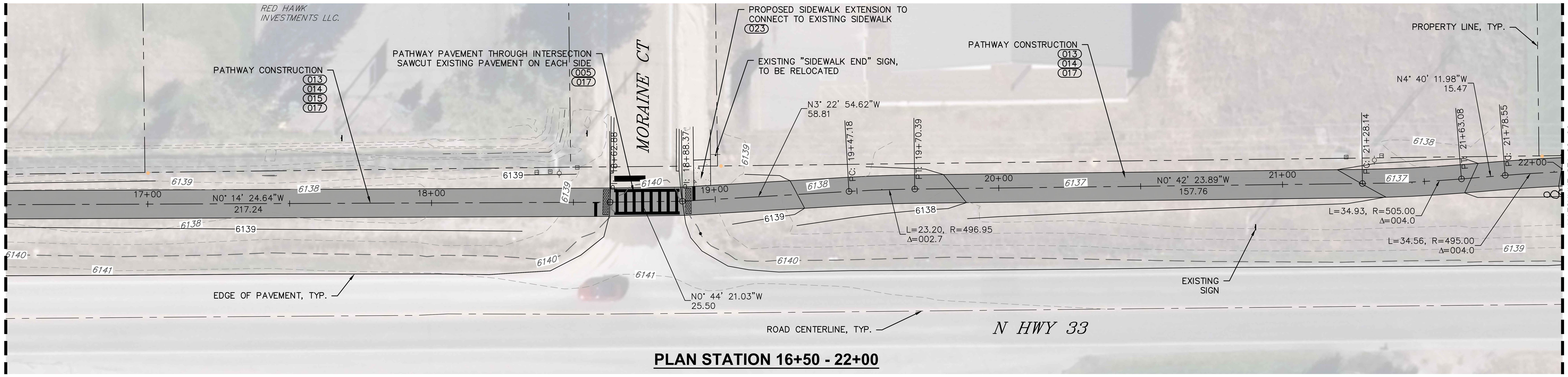
DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE, ½" = HALF SCALE
FILE: 23084- PLAN AND PROFILE.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
SH 33 PATHWAY PLAN AND PROFILE (STA 11+00 - 16+50)

SHEET #
C4.2



PLAN STATION 16+50 - 22+00

NOTE: SEE SIGNAGE AND STRIPING PLAN (SHEET C7.0) FOR ADDITIONAL INFORMATION

QUANTITIES

(005) DEMOLISH, REMOVE PAVEMENT & CURB, REMOVE CONCRETE CURBS, UNREINFORCED, SAWCUT
STA: 18+62.88 – 18+88.37, 51 LF

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 16+50 – 22+00, 1131 SY

(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 16+50.00 – 18+62.88, 26 CY
STA: 18+88.37 – 22+00.00, 38 CY

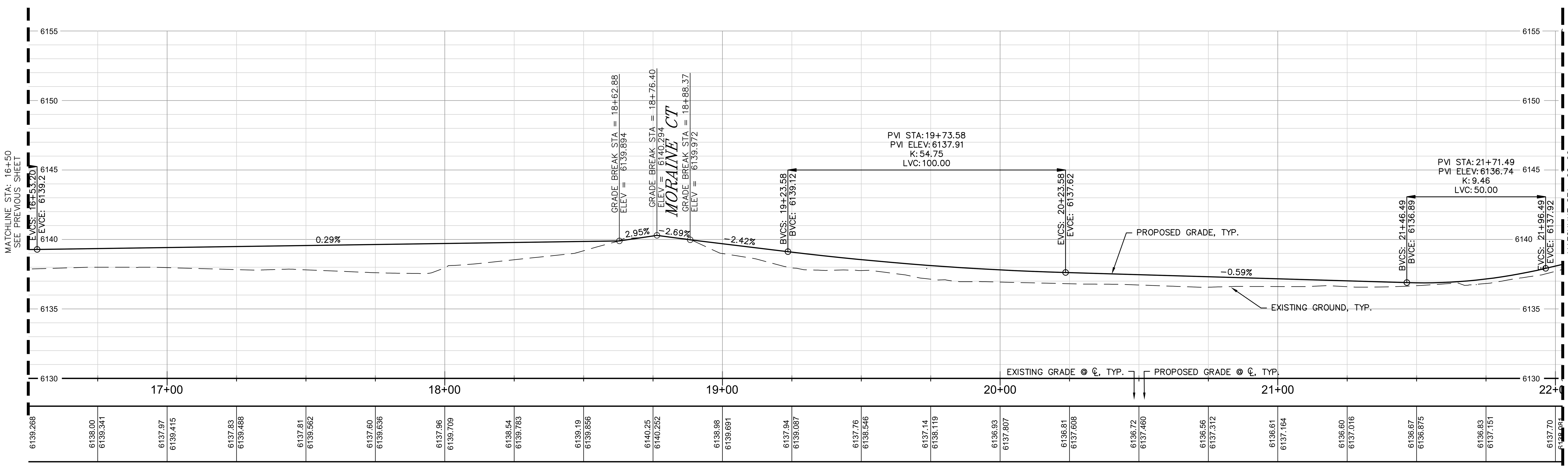
(014) AGGREGATE SUB-BASE, 6" MINUS PIT RUN GRAVEL
STA: 16+50.00 – 18+62.88, 40 CY
STA: 18+88.37 – 22+00.00, 58 CY

(015) NET FILL, GRAVEL, BANK RUN, COMPACTED
STA: 16+50.00 – 18+62.88, 93 ECY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 16+50.00 – 18+62.88, 40 TONS
STA: 18+62.88 – 18+88.37, 5 TONS
STA: 18+88.37 – 22+00.00, 59 TONS

(023) CONCRETE FOR SIDEWALK EXTENSION
STA: 18+92.71, 6 SY

SCALE: 1" = 20' (24" X 36" SHEET)



PROFILE STATION 16+50 - 22+00

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE ½" = HALF SCALE

FILE: 23084- PLAN AND PROFILE.DWG

PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 3/8/22 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022

REVISIONS:

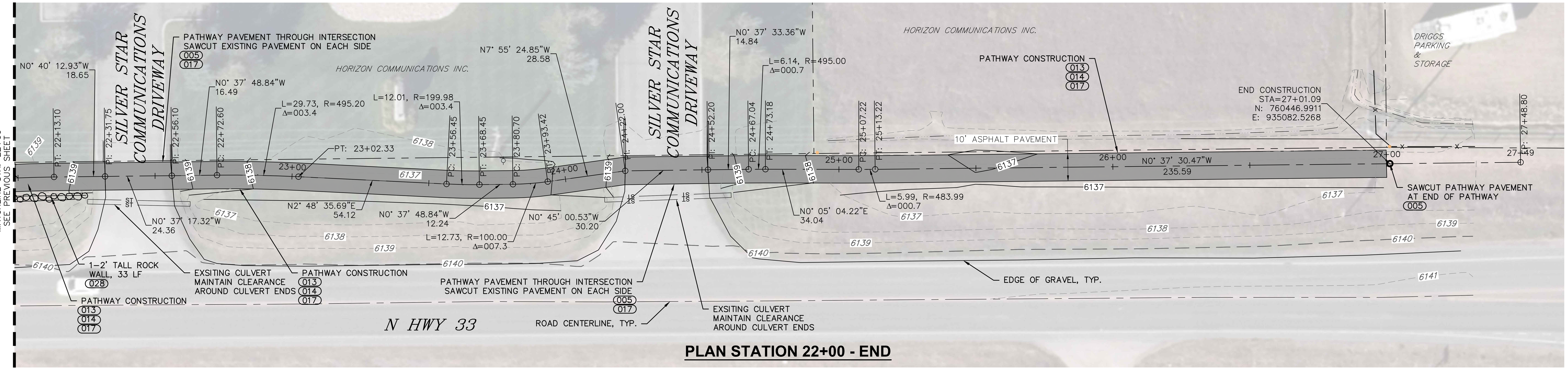
PROJECT NAME

SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

SH 33 PATHWAY PLAN AND PROFILE (STA 16+50 - 22+00)

SHEET #

C4.3



PLAN STATION 22+00 - END

NOTE: SEE SIGNAGE AND STRIPING PLAN (SHEET C7.0) FOR ADDITIONAL INFORMATION

QUANTITIES

(005) DEMOLISH, REMOVE PAVEMENT & CURB, REMOVE CONCRETE CURBS, UNREINFORCED, SAWCUT
STA: 22+31.75 – 22+56.10, 49 LF
STA: 24+22.00 – 24+52.20, 61 LF
STA: 27+01.09, 10 LF

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 22+00 – END, 815 SY

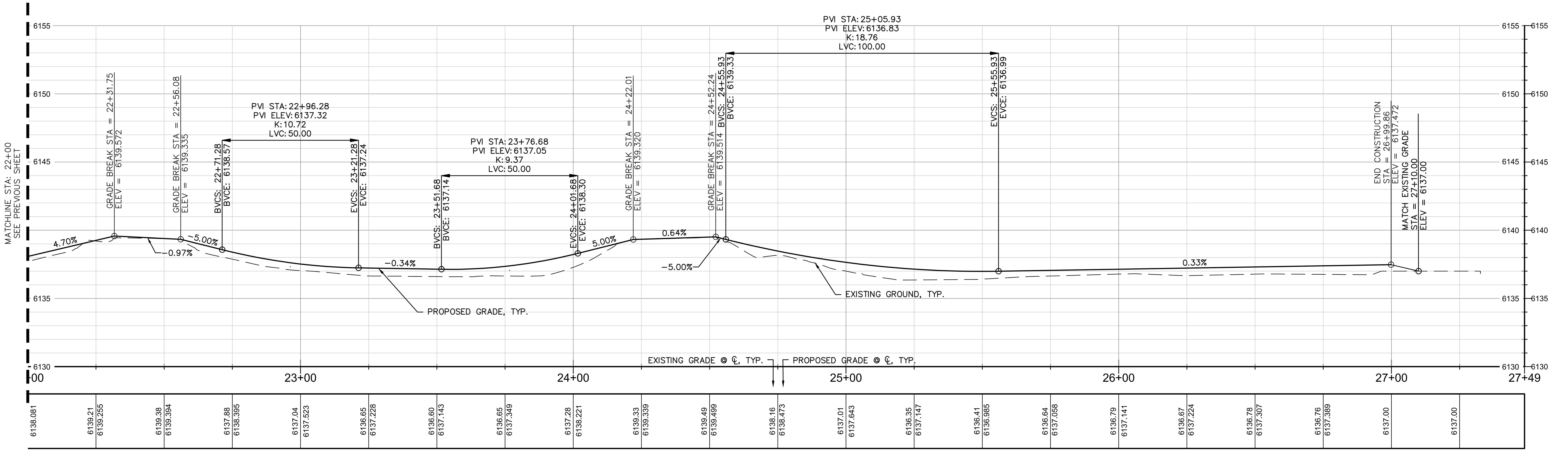
(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 22+00.00 – 22+31.75, 4 CY
STA: 22+56.10 – 24+22.00, 20 CY
STA: 24+52.20 – 27+01.09, 31 CY

(014) AGGREGATE SUB-BASE, 6" MINUS PIT RUN GRAVEL
STA: 22+00.00 – 22+31.75, 6 CY
STA: 22+56.10 – 24+22.00, 31 CY
STA: 24+52.20 – 27+01.09, 46 CY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 22+00.00 – 22+31.75, 6 TONS
STA: 22+31.75 – 22+56.10, 5 TONS
STA: 22+56.10 – 24+22.00, 31 TONS
STA: 24+22.00 – 24+52.20, 6 TONS
STA: 24+52.20 – 27+01.09, 47 CY

(028) 1' TO 2' TALL STACKED ROCK WALL
STA: 21+91.76 – 22+24.88, OFFSET 7.50 (R), 33 LF

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)



PROFILE STATION 22+00 - END

20' 10' 0 20' 40'
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE ½" = HALF SCALE

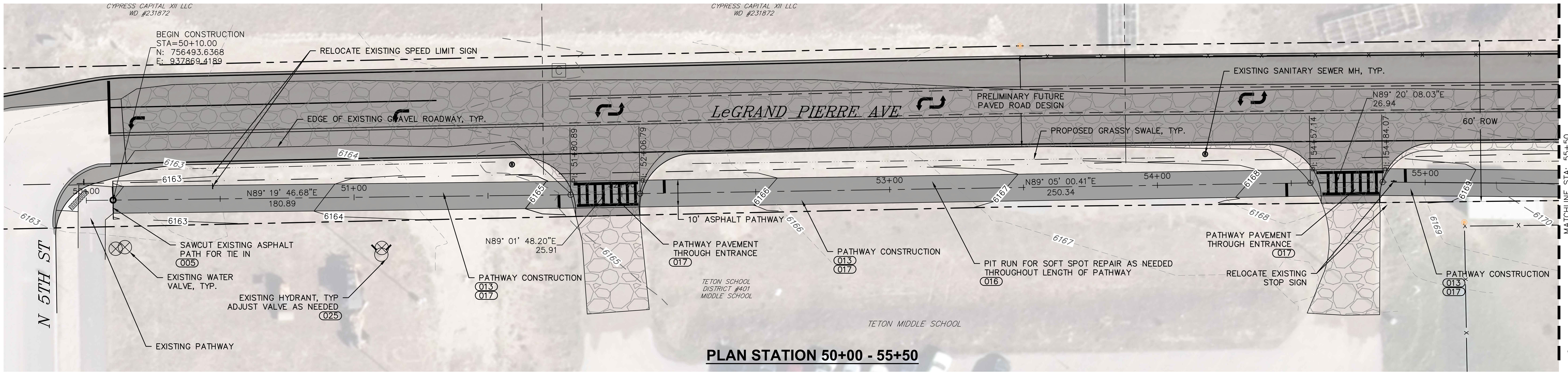
FILE: 23084- PLAN AND PROFILE.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 17539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
SH 33 PATHWAY PLAN AND PROFILE (STA 22+00 - END)

SHEET #
C4.4



PLAN STATION 50+00 - 55+50

SCALE: 1" = 20'
(24" X 36" SHEET)

QUANTITIES

(005) DEMOLISH, REMOVE PAVEMENT & CURB, REMOVE CONCRETE CURBS, UNREINFORCED, SAWCUT
STA: 50+10.00, 10 LF

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 50+00 – 55+50, 877 SY

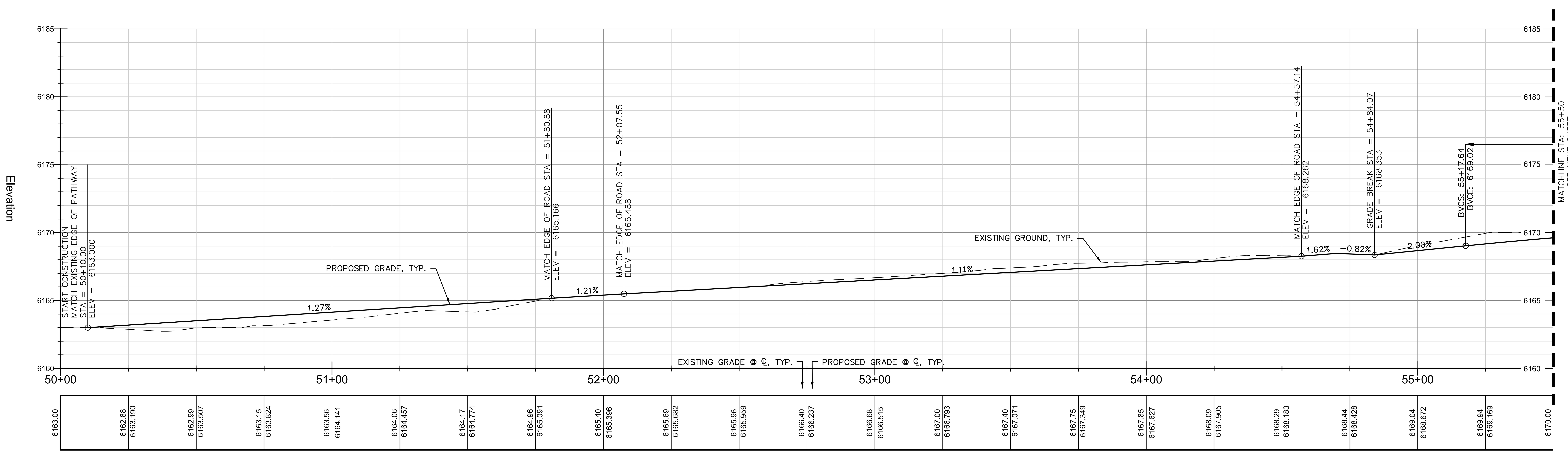
(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 50+10.00 – 51+80.89, 21 CY
STA: 52+06.79 – 54+57.14, 31 CY
STA: 54+84.07 – 55+50.00, 8 CY

(016) NET FILL, BORROW, PIT RUN COMPACTED FOR SUB-BASE (SEE NOTES)
STA: 50+10.00 – 55+50.00 4.6, CY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 50+10.00 – 51+80.89, 32 TONS
STA: 51+80.89 – 52+06.79, 5 TONS
STA: 52+06.79 – 54+57.14, 47 TONS
STA: 54+57.14 – 54+84.07, 5 TONS
STA: 54+84.07 – 55+50.00, 12 TONS

(025) VALVE ADJUSTMENT
STA: 51+10.59, OFFSET UNKNOWN, ADJUST WATER VALVE AS NEEDE, 1 EA.

NOTES:
1. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT
2. SEE SIGNAGE AND STRIPING PLAN (SHEET C7.1) FOR ADDITIONAL INFORMATION
3. EXISTING SUB-BASE ON SITE IS ASSUMED TO BE SUFFICIENT FOR USE IN THE PATHWAY AS PIT RUN (ITEM (016)).
4. EXISTING PATHWAY GRAVEL TO BE STOCKPILED AND USED AS SHOULDER OR SOFT SPOT MATERIAL AS NEEDED.



PROFILE STATION 50+00 - 55+50

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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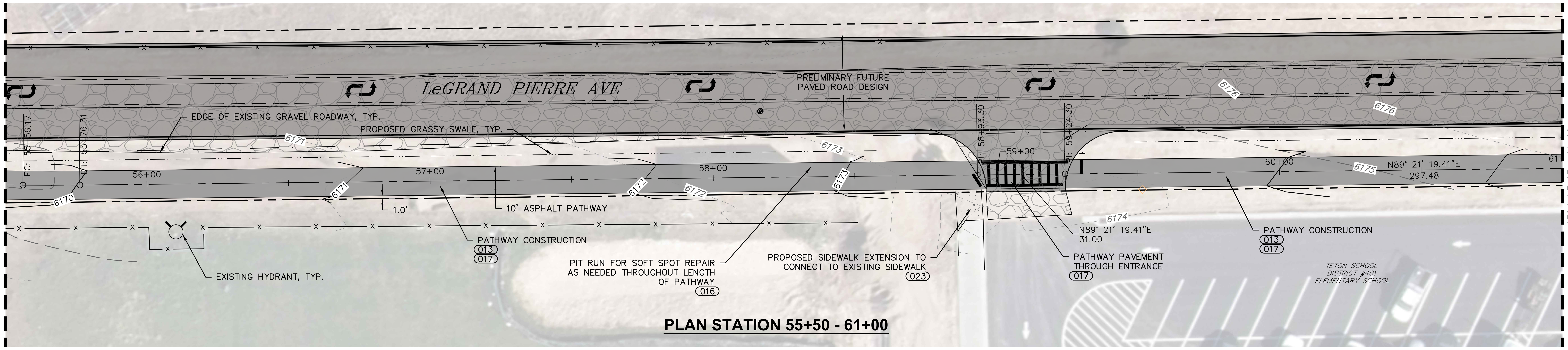
DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE, ½" = HALF SCALE
FILE: 23084- PLAN AND PROFILE.DWG
PROJ. #: 23084

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE
PATHWAY EXTENSION, DRIGGS, ID
LeGRANDE PIERRE PATHWAY PLAN AND PROFILE
(STA 50+00 - 55+50)

SHEET #
C5.0



PLAN STATION 55+50 - 61+00

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)

QUANTITIES

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 55+50 – 61+00, 878 SY

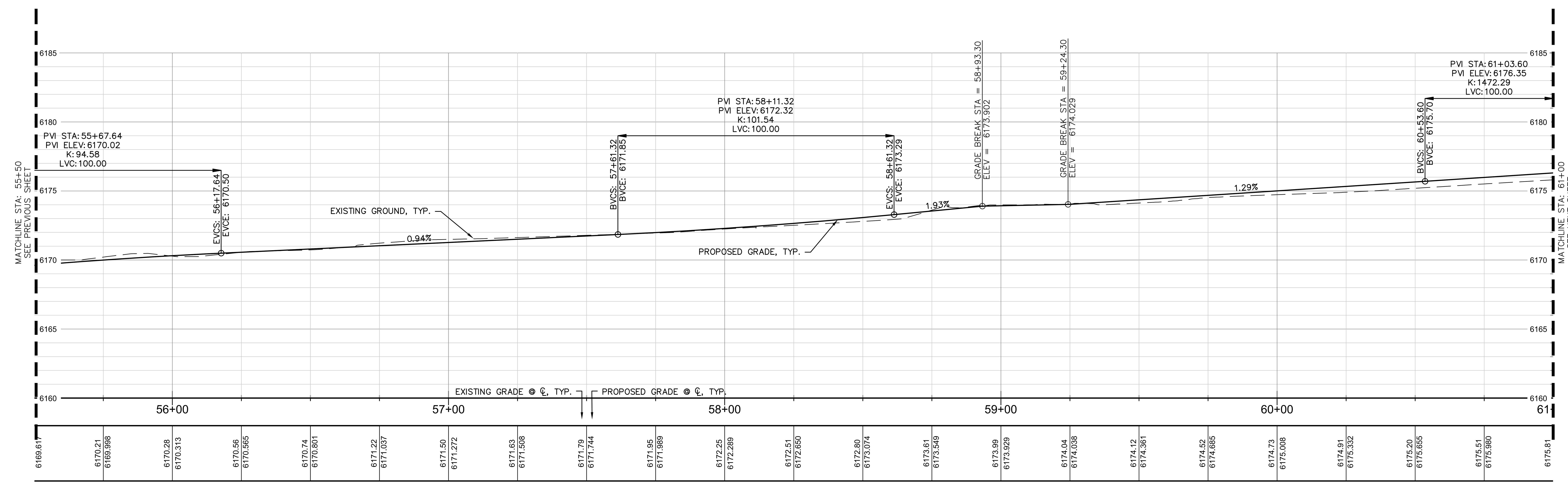
(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 55+50.00 – 58+93.30, 43 CY
STA: 59+24.30 – 61+00.00, 22 CY

(016) NET FILL, BORROW, PIT RUN COMPACTED FOR SUB-BASE (SEE NOTES)
STA: 55+50.00 – 61+00.00, 4.8 CY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 55+50.00 – 58+93.30, 64 TONS
STA: 58+93.30 – 59+24.30, 6 TONS
STA: 59+24.30 – 61+00.00, 33 TONS

(023) CONCRETE FOR SIDEWALK EXTENSION
STA: 58+85.33, 12 SY

NOTES:
1. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT.
2. SEE SIGNAGE AND STRIPING PLAN (SHEET C7.1) FOR ADDITIONAL INFORMATION.
3. EXISTING SUB-BASE ON SITE IS ASSUMED TO BE SUFFICIENT FOR USE IN THE PATHWAY AS PIT RUN (ITEM 016).
4. EXISTING PATHWAY GRAVEL TO BE STOCKPILED AND USED AS SHOULDER OR SOFT SPOT MATERIAL AS NEEDED.



PROFILE STATION 55+50 - 61+00

20' 10' 0 20' 40'
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
1/2" = HALF SCALE

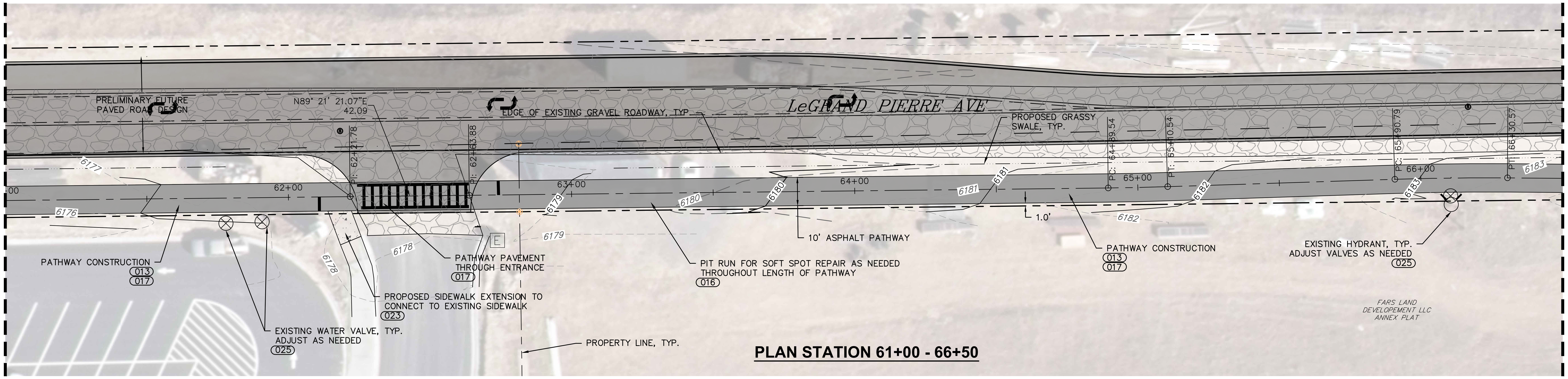
FILE: 23084- PLAN AND PROFILE.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER
REGISTERED
11539
STATE OF IDAHO
JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
LeGRANDE PIERRE PATHWAY PLAN AND PROFILE (STA 55+50 - 61+00)

SHEET #
C5.1



PLAN STATION 61+00 - 66+50

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)

QUANTITIES

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 61+00 – 66+50, 915 SY

(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 61+00.00 – 62+21.78, 15 CY
STA: 62+63.88 – 66+50.00, 47 CY

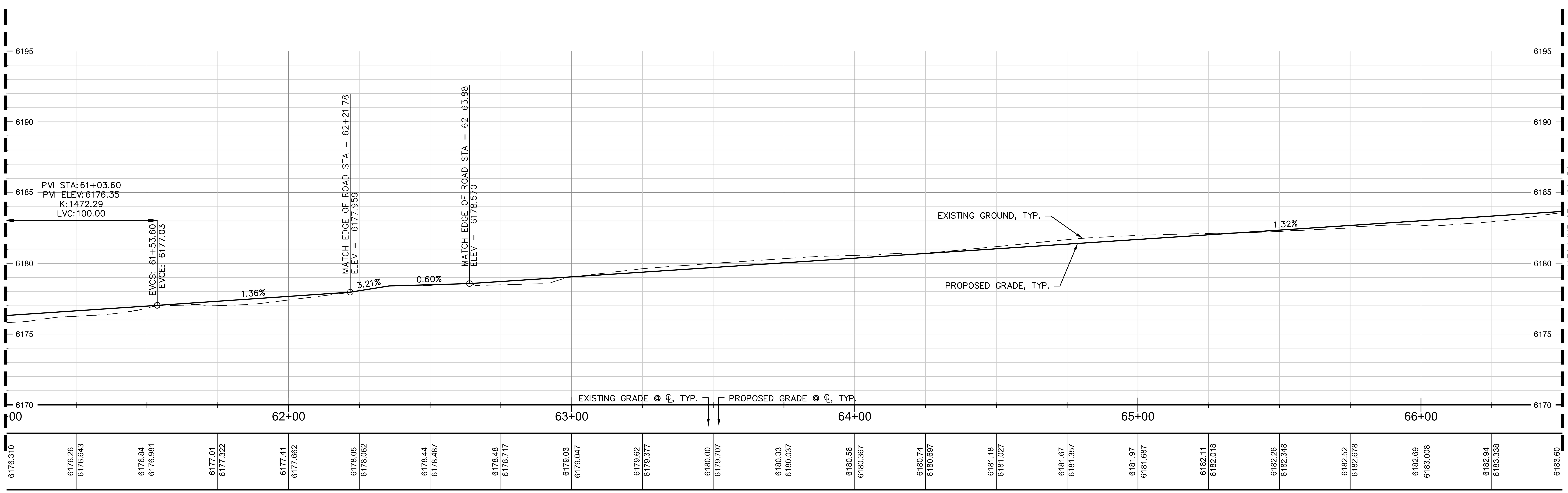
(016) NET FILL, BORROW, PIT RUN COMPACTED FOR SUB-BASE (SEE NOTES)
STA: 61+00.00 – 66+50.00, 4.7 CY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 61+00.00 – 62+21.78, 23 TONS
STA: 62+21.78 – 62+63.88, 8 TONS
STA: 62+63.88 – 66+50.00, 72 TONS

(023) CONCRETE FOR SIDEWALK EXTENSION
STA: 62+13.85, 10 SY

(025) VALVE ADJUSTMENT
STA: 61+77.79, OFFSET UNKNOWN, WATER VALVE AS NEEDED, 1 EA.
STA: 61+90.57, OFFSET UNKNOWN, WATER VALVE AS NEEDED, 1 EA.
STA: 66+10.58, OFFSET UNKNOWN, WATER VALVE AS NEEDED, 1 EA.

NOTES:
1. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT.
2. SEE SIGNAGE AND STRIPING PLAN (SHEET C7.1) FOR ADDITIONAL INFORMATION.
3. EXISTING SUB-BASE ON SITE IS ASSUMED TO BE SUFFICIENT FOR USE IN THE PATHWAY AS PIT RUN (ITEM 016).
4. EXISTING PATHWAY GRAVEL TO BE STOCKPILED AND USED AS SHOULDER OR SOFT SPOT MATERIAL AS NEEDED.



PROFILE STATION 61+00 - 66+50

20' 10' 0 20' 40'
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE, ½" = HALF SCALE

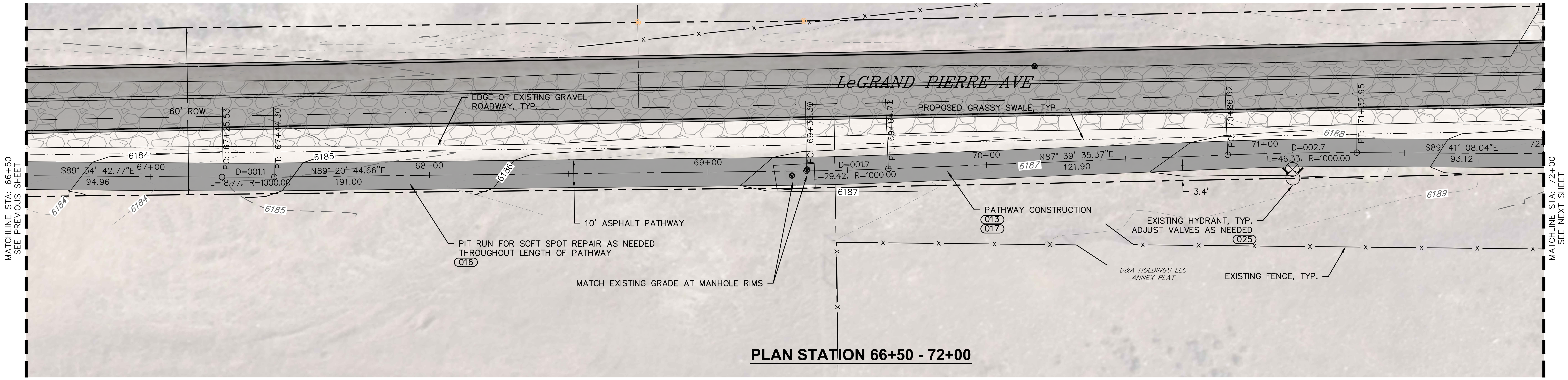
FILE: 23084– PLAN AND PROFILE.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG 3/8/22

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
LeGRANDE PIERRE PATHWAY PLAN AND PROFILE (STA 61+00 - 66+50)

SHEET #
C5.2



PLAN STATION 66+50 - 72+00

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)

QUANTITIES

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 66+50 – 72+00, 968 SY

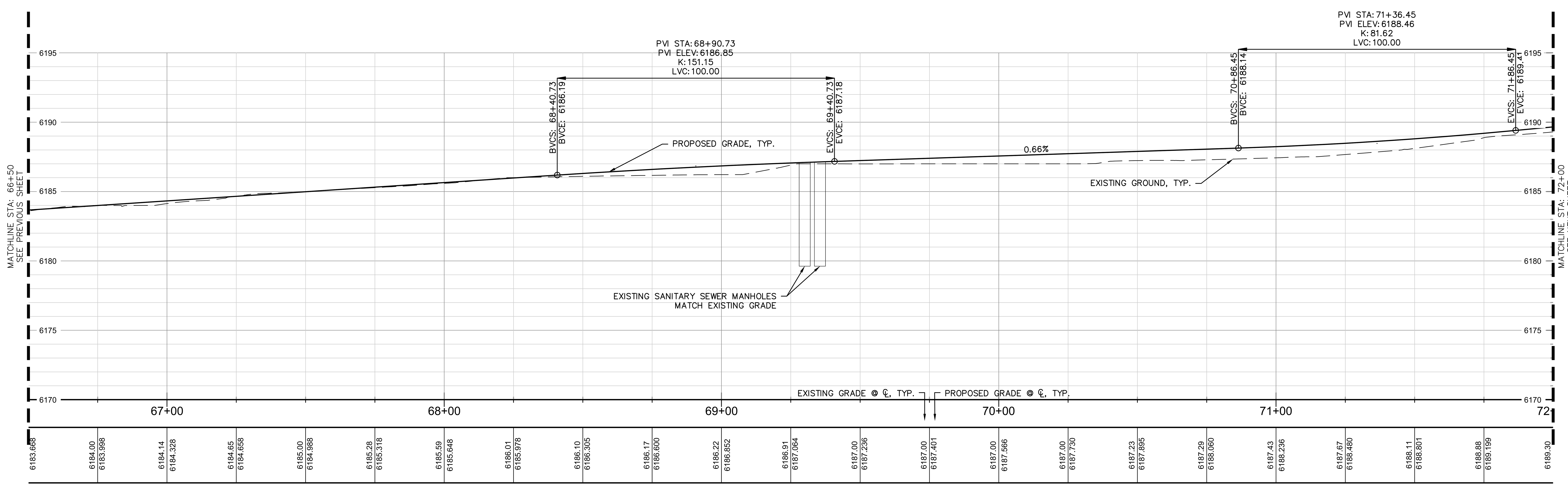
(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 66+50.00 – 72+00.00, 68 CY

(016) NET FILL, BORROW, PIT RUN COMPACTED FOR SUB-BASE (SEE NOTES)
STA: 66+50.00 – 72+00.00, 5.1 CY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 66+50.00 – 72+00.00, 103 TONS

(025) VALVE ADJUSTMENT
STA: 71+09.83, OFFSET UNKNOWN, WATER VALVE AS NEEDED, 1 EA.

NOTES:
1. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT.
2. SEE SIGNAGE AND STRIPING PLAN (SHEET C7.1) FOR ADDITIONAL INFORMATION.
3. EXISTING SUB-BASE ON SITE IS ASSUMED TO BE SUFFICIENT FOR USE IN THE PATHWAY AS PIT RUN (ITEM (016)).
4. EXISTING PATHWAY GRAVEL TO BE STOCKPILED AND USED AS SHOULDER OR SOFT SPOT MATERIAL AS NEEDED.



PROFILE STATION 66+50 - 72+00

20' 10' 0 20' 40'
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

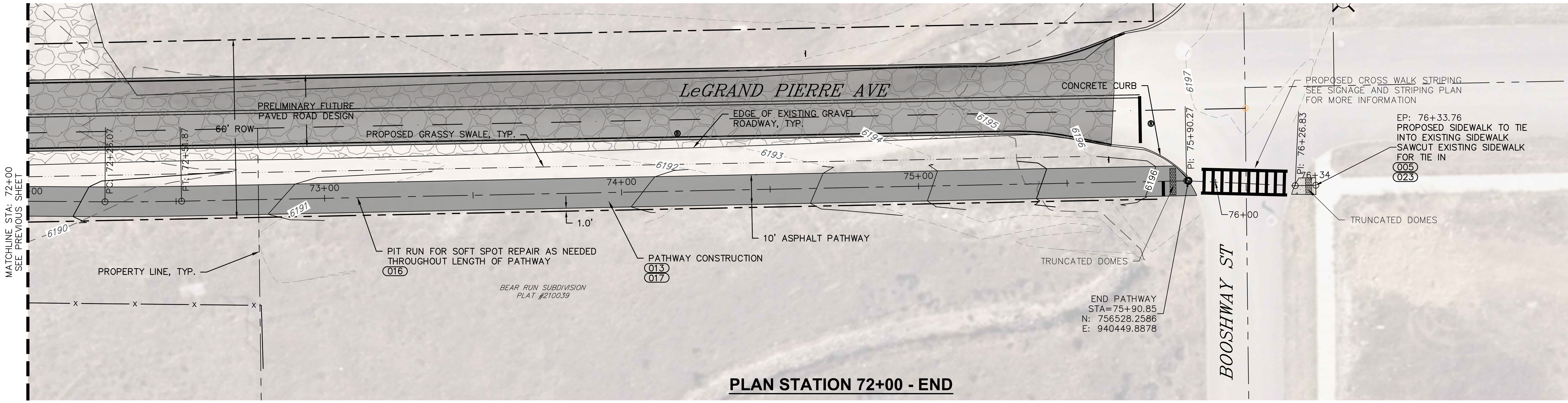
FILE: 23084– PLAN AND PROFILE.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
LeGRANDE PIERRE PATHWAY PLAN AND PROFILE (STA 66+50 - 72+00)

SHEET #
C5.3



PLAN STATION 72+00 - END

SCALE: 1" = 20' (24" X 36" SHEET)

QUANTITIES

(005) DEMOLISH, REMOVE PAVEMENT & CURB, REMOVE CONCRETE CURBS, UNREINFORCED, SAWCUT
STA: 76+33.76, 6 LF

(012) CLEARING AND GRUBBING, STRIP & STOCKPILE SOIL FOR REUSE
STA: 72+00 – END, 675 SY

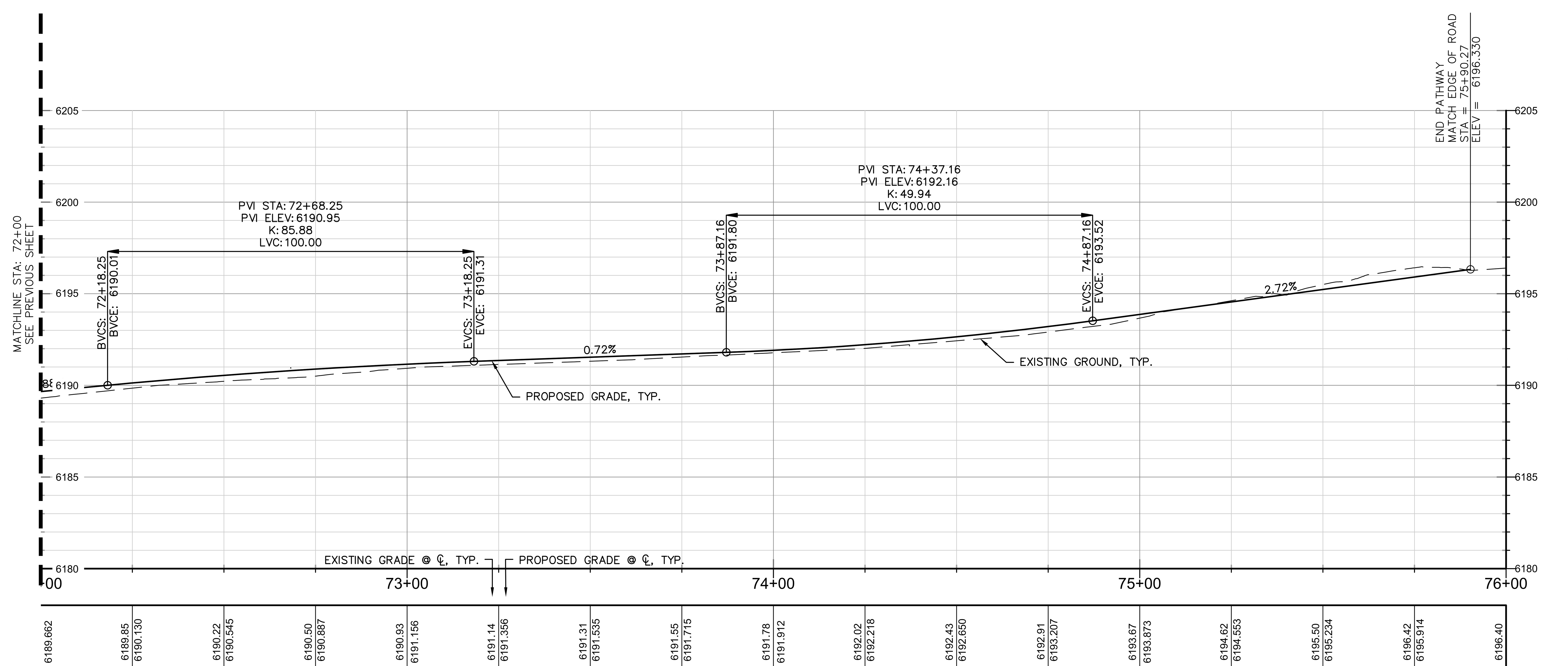
(013) AGGREGATE BASE COURSE FOR PATHWAY, COMPACTED 3/4" STONE BASE
STA: 72+00.00 – 75+90.85, 48 CY

(016) NET FILL, BORROW, PIT RUN COMPACTED FOR SUB-BASE (SEE NOTES)
STA: 72+00.00 – 75+90.85, 3.7 CY

(017) PLANT-MIX ASPHALT PAVING FOR PATHWAY
STA: 72+00.00 – 75+90.85, 73 TONS

(023) CONCRETE FOR SIDEWALK EXTENSION
STA: 76+26.83, 4 SY

NOTES:
1. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT.
2. SEE SIGNAGE AND STRIPING PLAN (SHEET C7.1) FOR ADDITIONAL INFORMATION.
3. EXISTING SUB-BASE ON SITE IS ASSUMED TO BE SUFFICIENT FOR USE IN THE PATHWAY AS PIT RUN (ITEM 016).
4. EXISTING PATHWAY GRAVEL TO BE STOCKPILED AND USED AS SHOULDER OR SOFT SPOT MATERIAL AS NEEDED.



PROFILE STATION 72+00 - END

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

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DRAWING IS TO SCALE IF BAR MEASURES: 1" = FULL SCALE ½" = HALF SCALE

FILE: 23084- PLAN AND PROFILE.DWG

PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 3/8/22 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022

REVISIONS:

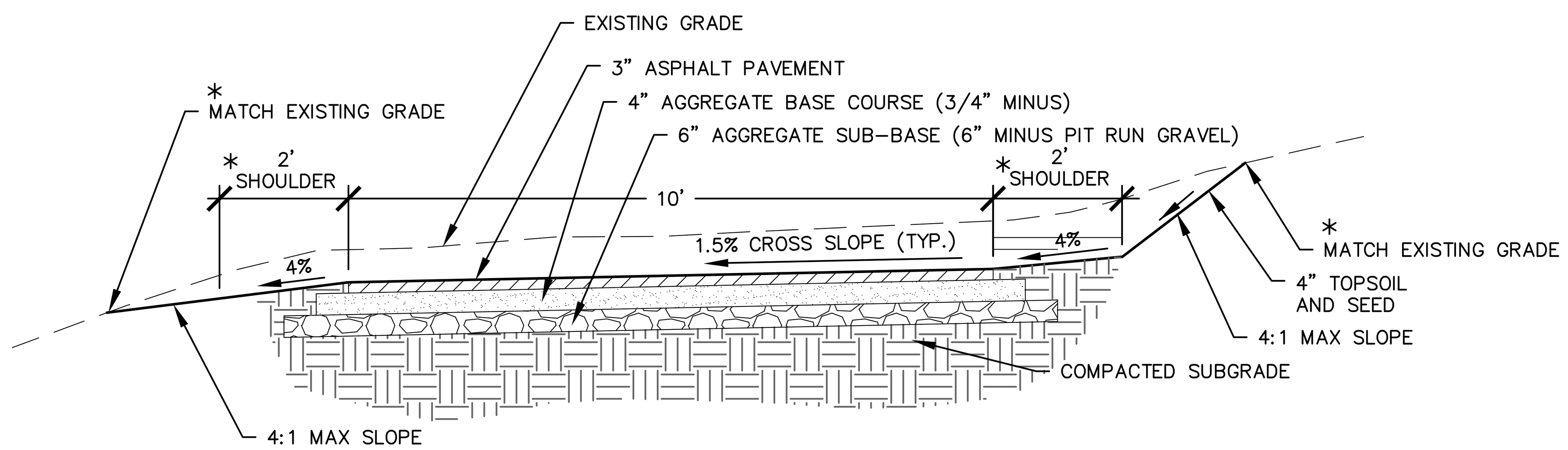
PROJECT NAME

SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

LeGRANDE PIERRE PATHWAY PLAN AND PROFILE (STA 72+00 - END)

SHEET #

C5.4

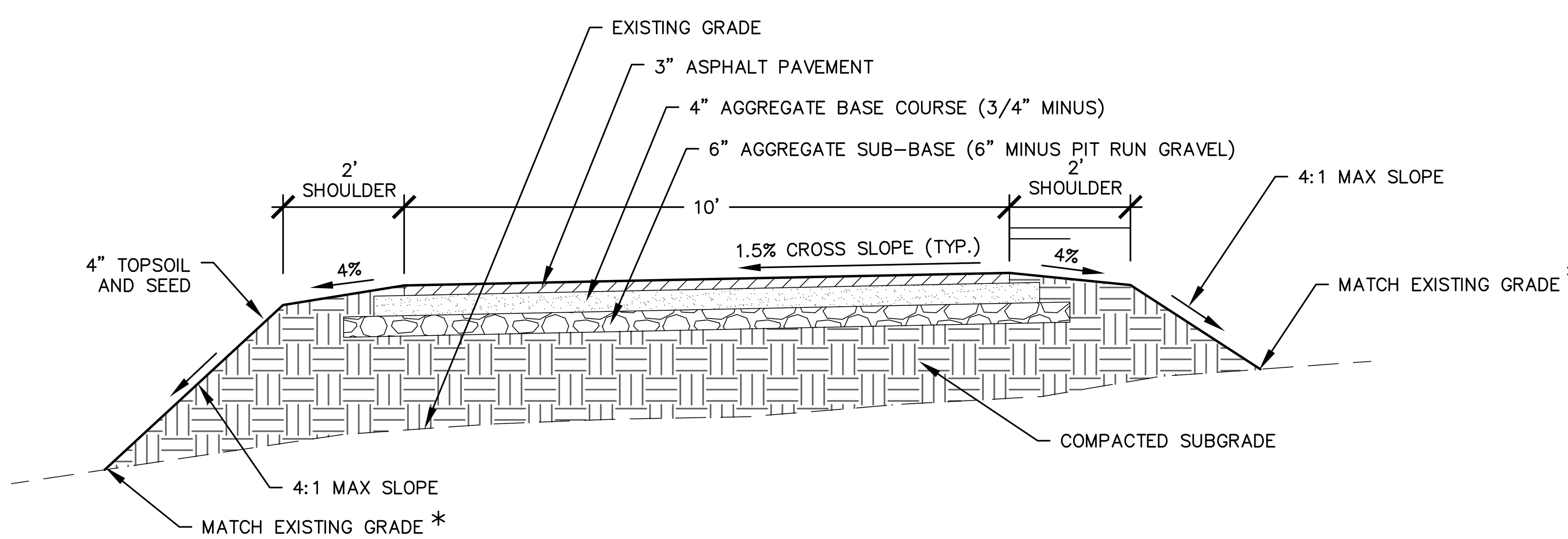


* MINIMIZE DISTURBANCE OF EXISTING VEGETATION ON EITHER SIDE OF THE PROPOSED PATHWAY. IN AREAS OF EXISTING TURFGRASS LAWN THE CONTRACTOR SHALL REPLACE ANY LAWN DISTURBED BY CONSTRUCTION ACTIVITIES WITH NEW SOD. IN AREAS OF EXISTING NATIVE VEGETATION THE CONTRACTOR SHALL HYDROSEED DISTURBED AREAS WITH A DROUGHT TOLERANT NATIVE SEED MIXTURE AND HYDRO MULCH.

NOTE: ASPHALT AGGREGATE GRADATION SHALL BE #4 PER CITY OF DRIGGS PUBLIC WORKS STANDARDS (½" MINIMUM AGGREGATE SIZE).

1 TYPICAL PATHWAY X-SECTION (CUT SITUATION)

C6.0 NOT TO SCALE

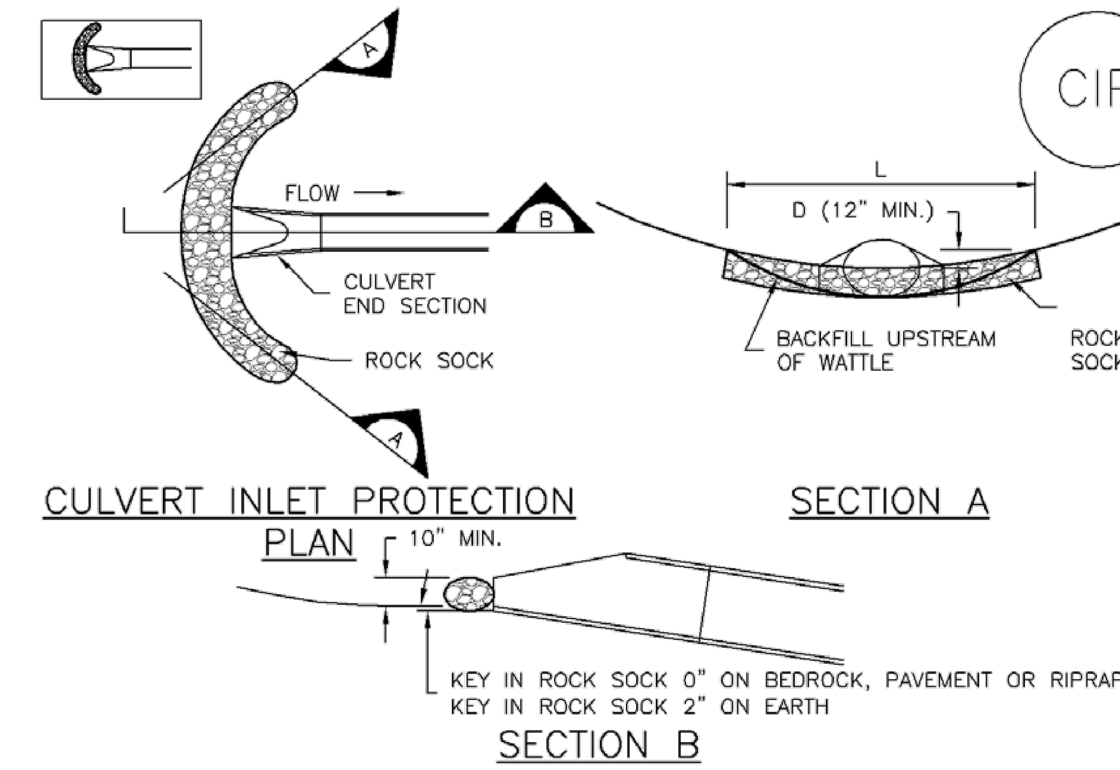


* MINIMIZE DISTURBANCE OF EXISTING VEGETATION ON EITHER SIDE OF THE PROPOSED PATHWAY. IN AREAS OF EXISTING TURFGRASS LAWN THE CONTRACTOR SHALL REPLACE ANY LAWN DISTURBED BY CONSTRUCTION ACTIVITIES WITH NEW SOD UP TO THE EDGE OF THE ASPHALT. IN AREAS OF EXISTING NATIVE VEGETATION THE CONTRACTOR SHALL HYDROSEED DISTURBED AREAS WITH A DROUGHT TOLERANT NATIVE SEED MIXTURE AND HYDRO MULCH.

NOTE: ASPHALT AGGREGATE GRADATION SHALL BE #4 PER CITY OF DRIGGS PUBLIC WORKS STANDARDS (½" MINIMUM AGGREGATE SIZE).

2 TYPICAL PATHWAY X-SECTION (FILL SITUATION)

C6.0 NOT TO SCALE



CIP-1. CULVERT INLET PROTECTION

CULVERT INLET PROTECTION INSTALLATION NOTES

1. SEE PLAN VIEW FOR
   -LOCATION OF CULVERT INLET PROTECTION.

2. SEE ROCK SOCK DESIGN DETAIL FOR ROCK GRADATION REQUIREMENTS AND JOINTING DETAIL.

CULVERT INLET PROTECTION MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.

2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.

3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.

4. SEDIMENT ACCUMULATED UPSTREAM OF THE CULVERT SHALL BE REMOVED WHEN THE SEDIMENT DEPTH IS ½ THE HEIGHT OF THE ROCK SOCK.

5. CULVERT INLET PROTECTION SHALL REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS PERMANENTLY STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.

(DETAILS ADAPTED FROM AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

3 CULVERT INLET PROTECTION

C6.0 NOT TO SCALE

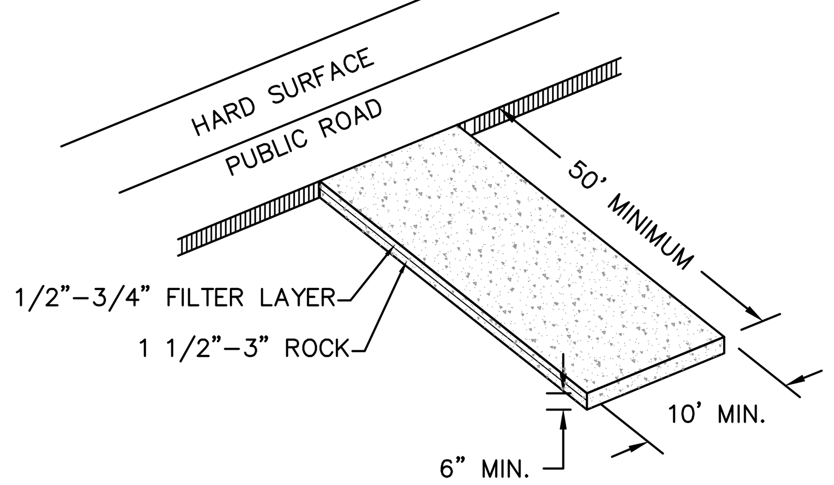
STORMWATER POLLUTION PREVENTION NOTES

1. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH PUBLISHED EROSION CONTROL AND SEDIMENT GUIDELINES FOR IDAHO.
2. IF REQUIRED, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A NPDES PERMIT, INCLUDING PREPARING A SWPPP AND FILING A NOTICE OF INTENT (NOI) WITH IDAHO DEQ, AT LEAST 14 DAYS PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
3. SEDIMENT CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF AND DURING ALL PHASES OF CONSTRUCTION AND SHALL BE CONSTRUCTED PRIOR TO AND IMMEDIATELY AFTER ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE BALANCE OF THE SITE.
4. PERIODIC INSPECTION AND MAINTENANCE OF ALL SEDIMENT CONTROL STRUCTURES SHALL BE PROVIDED TO INSURE THAT THE INTENDED PURPOSE IS ACCOMPLISHED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SEDIMENT LEAVING THE LIMIT OF WORK. SEDIMENT CONTROL MEASURES SHALL BE IN WORKING CONDITION AT THE END OF EACH WORKING DAY.
5. ALL POINTS OF CONSTRUCTION INGRESS OR EGRESS SHALL BE PROTECTED TO PREVENT TRACKING OF MUD ONTO PUBLIC WAYS. THE CONTRACTOR SHALL SWEEP OR OTHERWISE CLEAN ALL DEBRIS GENERATED FROM CONSTRUCTION ACTIVITIES FROM ADJACENT ROADWAYS AS IT ACCUMULATES AND AT THE END OF EACH WORK DAY.
6. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAINAGE SYSTEM (I.E. THROUGH THE USE OF HAY BALES, CATCH BASIN SEDIMENT TRAPS, GRAVEL OR OTHER APPLICABLE METHODS).
7. ALL DRAINAGE SWALES AND GROUND SURFACES WITHIN THE PROJECT SITE SHALL BE PROTECTED.
8. AFTER ANY SIGNIFICANT RAINFALL, SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED FOR INTEGRITY. ANY DAMAGED DEVICES SHALL BE CORRECTED IMMEDIATELY.
9. ALL STOCK PILES SHALL BE PROTECTED AND LOCATED AWAY FROM EXISTING WATER BODIES & WITHIN THE LIMIT OF WORK.
10. ALL DEBRIS GENERATED DURING SITE PREPARATION ACTIVITIES SHALL BE LEGALLY DISPOSED OF OFF-SITE.
11. DUST SHALL BE CONTROLLED BY SPRINKLING OR OTHER APPROVED METHODS AS NECESSARY.
12. AN EROSION CONTROL BARRIER SHALL BE INSTALLED AS INDICATED IN THE PLAN PRIOR TO COMMENCEMENT OF DEMOLITION OR CONSTRUCTION OPERATIONS.
13. THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL EROSION AND SEDIMENT CONTROLS AT THE COMPLETION OF SITE CONSTRUCTION, BUT ONLY WHEN DIRECTED BY THE OWNER'S REPRESENTATIVE.
14. MEANS OF EROSION AND SEDIMENT PROTECTION AS NOTED ON THE DRAWINGS INDICATE THE MINIMUM PROVISIONS NECESSARY. ADDITIONAL MEANS OF PROTECTION SHALL BE PROVIDED BY THE CONTRACTOR AS REQUIRED FOR CONTINUED OR UNFORESEEN EROSION PROBLEMS, AT NO ADDITIONAL EXPENSE TO THE OWNER.
15. ALL STOCKPILED MATERIALS SHALL BE LOCATED AT LEAST 100-FEET FROM ANY SURFACE WATER. EXCESS EXCAVATED MATERIALS SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF WITHIN 20 DAYS AFTER EXCAVATION.
16. EQUIPMENT, MATERIALS, AND FUEL STORAGE AND REFUELING OPERATIONS SHALL BE SITUATED IN AN UPLAND AREA AT A HORIZONTAL DISTANCE GREATER THAN 100 FEET FROM THE BOUNDARIES OF ANY SURFACE WATER.
17. ALL REQUIRED PERIMETER SILT AND CONSTRUCTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITY (STOCKPILING, STRIPPING, GRADING, ETC). ALL OTHER REQUIRED EROSION CONTROL MEASURES SHALL BE INSTALLED AT THE APPROPRIATE TIME IN THE CONSTRUCTION SEQUENCE.

RE-VEGETATION NOTES

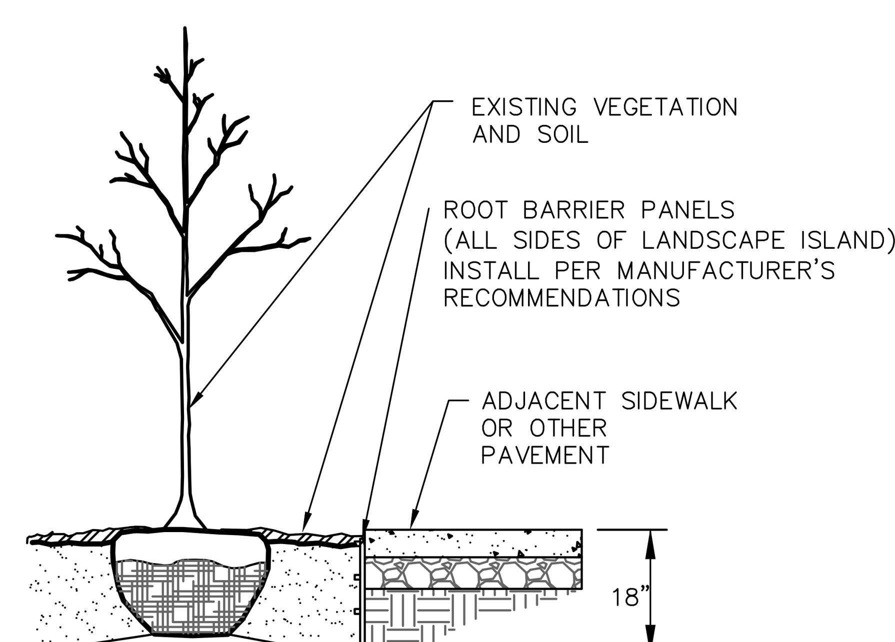
1. ALL DISTURBED AREAS SHALL BE TOPSOIL AND SEEDED AS SOON AS POSSIBLE AFTER CONSTRUCTION IS COMPLETED.
2. PROVIDE A MINIMUM OF 4" OF SCREENED TOPSOIL ON ALL DISTURBED AREAS. SCARIFY AND LOOSEN EXISTING SUBGRADE PRIOR TO PLACING TOPSOIL. TOPSOIL CAN COME FROM SALVAGED AND STOCKPILED NATIVE SURFACE SOILS. TOPSOIL SHALL BE FREE OF ROCKS GREATER THAN 2", ROOTS, PLANTS, SOD, CLODS, CLAY LUMPS, AND DELETERIOUS MATERIALS. SOIL AMENDMENTS ARE NOT REQUIRED.
3. PLANT RECLAMATION AREA SEEDING FROM MAY 1 - JUNE 30 OR AUGUST 15 - SEPTEMBER 15. SEED PLANTED IN OTHER TIMES SHALL HAVE MULCH COVER APPLIED.
4. DO NOT BROADCAST SEED WHEN WIND VELOCITY EXCEEDS 5 MPH. EVENLY DISTRIBUTE SEED BY SOWING EQUAL QUANTITIES IN TWO DIRECTIONS AT RIGHT ANGLES TO EACH OTHER.
5. DO NOT USE SEED THAT IS MOLDY OR OTHERWISE DAMAGED.
6. NEWLY PLANTED AREAS SHALL BE WATERED AND KEPT MOIST UNTIL VEGETATION IS ESTABLISHED.
7. SEED SHALL BE MECHANICALLY BROADCAST AND THEN DRAGGED, PRESSED, RAKED, OR HARROWED INTO THE TOP $\frac{1}{16}$ INCH OF SOIL, ROLLED LIGHTLY, AND WATERED WITH A FINE SPRAY.
8. THE FOLLOWING SEED MIX SHALL BE USED:

SHOWY MILKWEED	1 LBS/AC
SILKY LUPINE	4 LBS/AC
ROCKY MOUNTAIN PENSTEMON	5 LBS/AC
GLOBEMALLOW	5 LBS/AC
HOARY TANSY ASTER	5 LBS/AC
CANADA GOLDENROD	3 LBS/AC
RABBITBRUSH	2 LBS/AC



4 CONSTRUCTION ENTRANCE

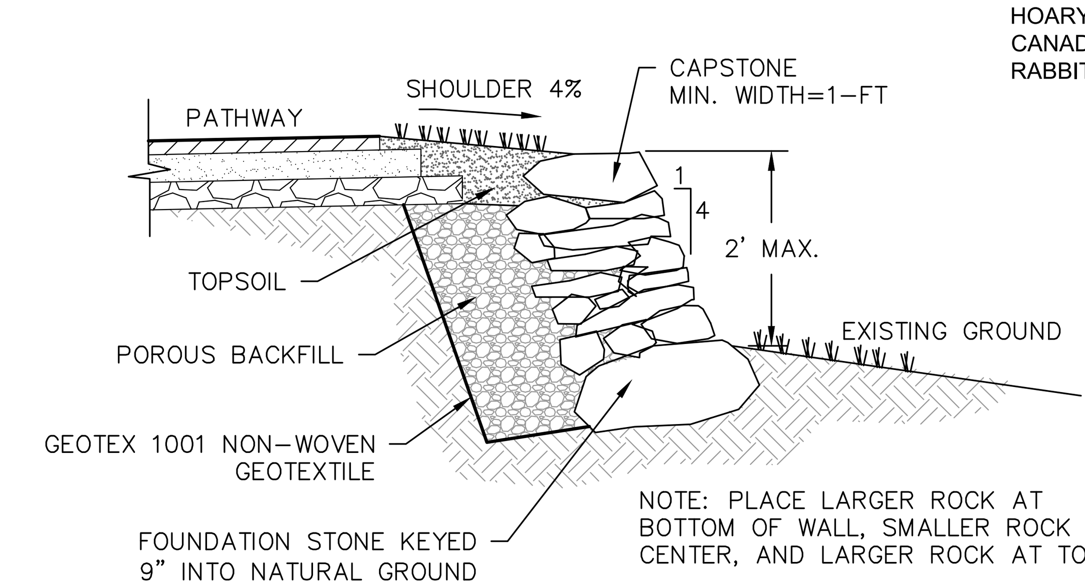
C6.0 NOT TO SCALE



1. ROOT BARRIERS SHALL BE 18" DEEP, BLACK, MOLDED POLYETHYLENE, MODULAR PANELS WITH ¾" VERTICAL ROOT DEFLECTING RIBS. INSTALL PER MANUFACTURERS RECOMMENDATIONS.
2. COORDINATE INSTALLATION OF ROOT BARRIER PANELS WITH CONSTRUCTION OF ADJACENT HARDSCAPES TO AVOID UNDERMINING HARDSCAPES DURING EXCAVATION

5 ROOT BARRIER

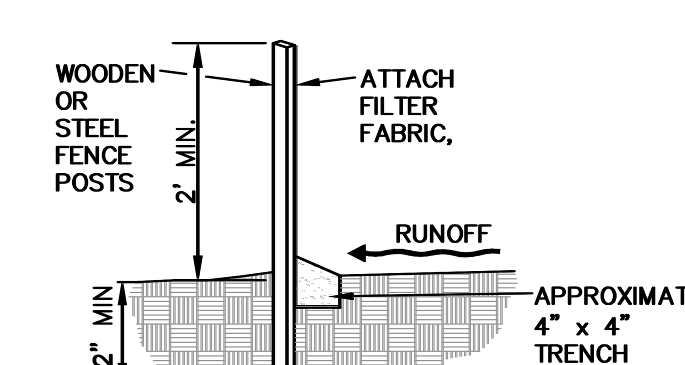
C6.0 NOT TO SCALE



NOTE: PLACE LARGER ROCK AT BOTTOM OF WALL, SMALLER ROCK IN CENTER, AND LARGER ROCK AT TOP.

6 STONE WALL

C6.0 NOT TO SCALE



7 SILT FENCE

C6.0 NOT TO SCALE

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

FILE: 23084– COVER, NOTES DETAILS.DWG

PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022

REVISIONS:

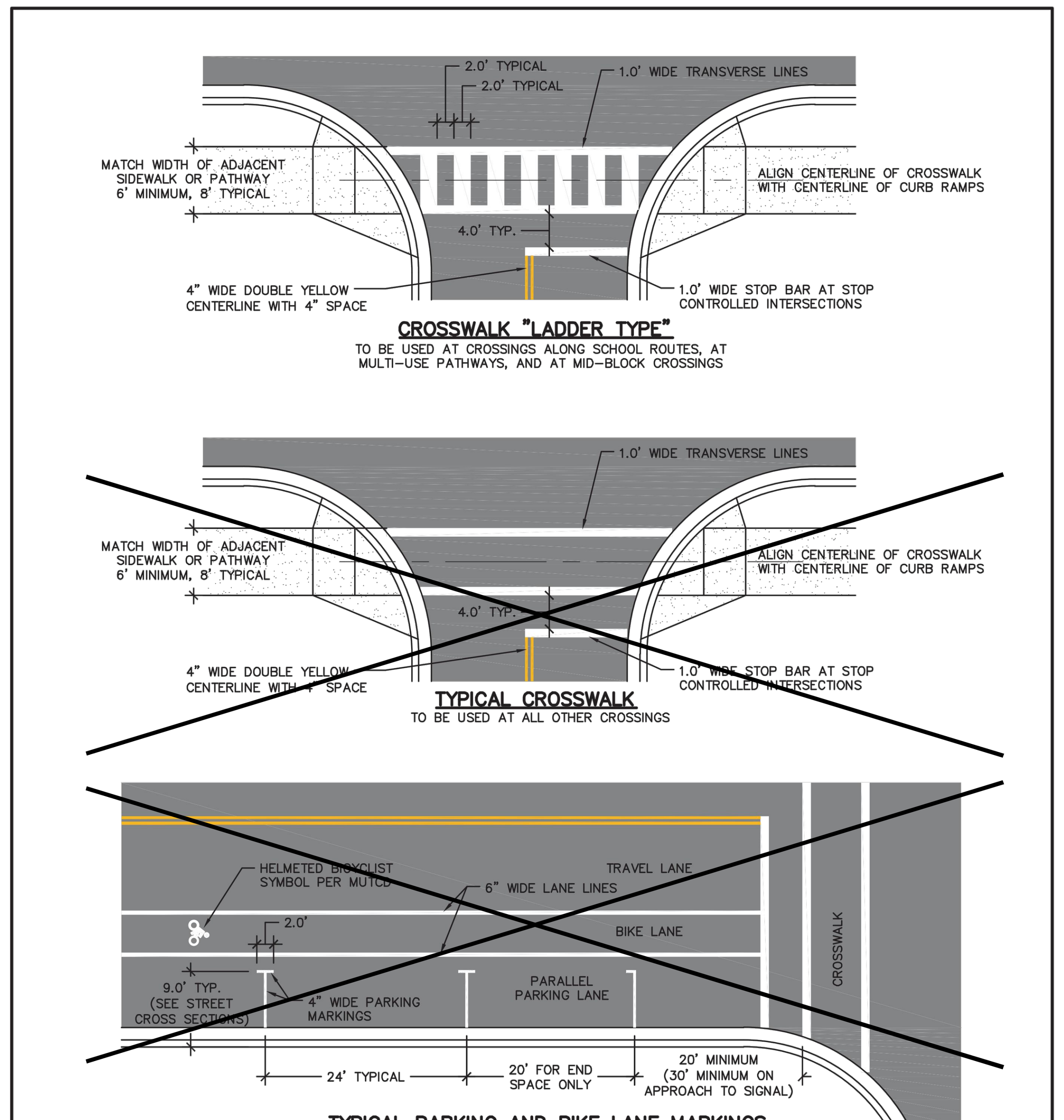
PROJECT NAME

SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

DETAILS AND NOTES

SHEET #

C6.0

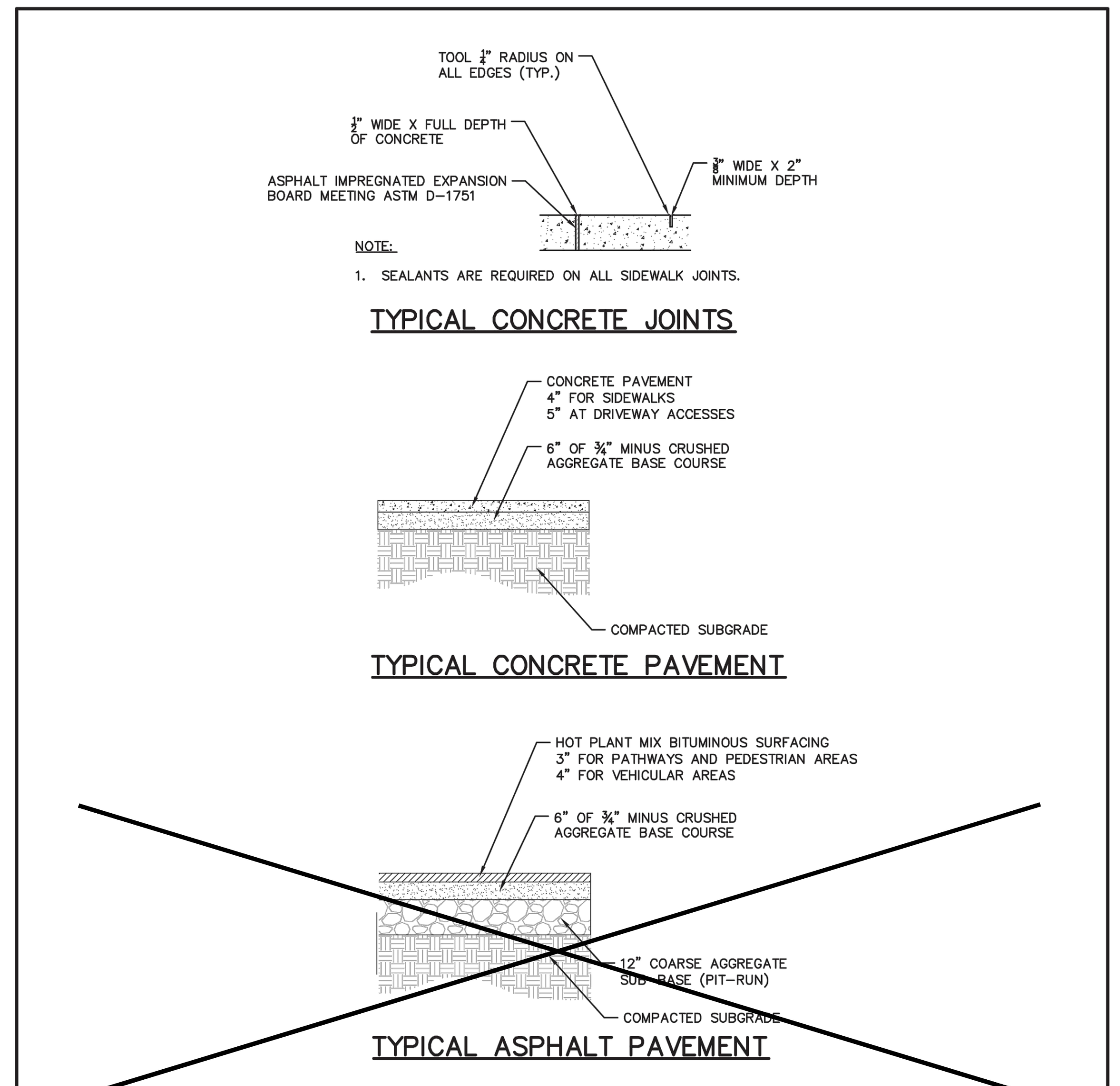


GENERAL NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
2. PAINT SHALL BE IN ACCORDANCE WITH THE "IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (ISPWC), CURRENT EDITION.
3. ALL PAVEMENT MARKINGS SHALL BE WHITE UNLESS OTHERWISE SHOWN.
4. ALL PAVEMENT MARKINGS SHALL BE RETROREFLECTIVE PER THE ISPWC.

TYPICAL PAVEMENT MARKINGS	SCALE:	NONE
	DATE:	5-3-2016
CITY OF DRIGGS – STANDARD DETAILS	DRAWING #:	COD-R-04

1 CROSSWALK STRIPING DETAIL
C6.1
NOT TO SCALE

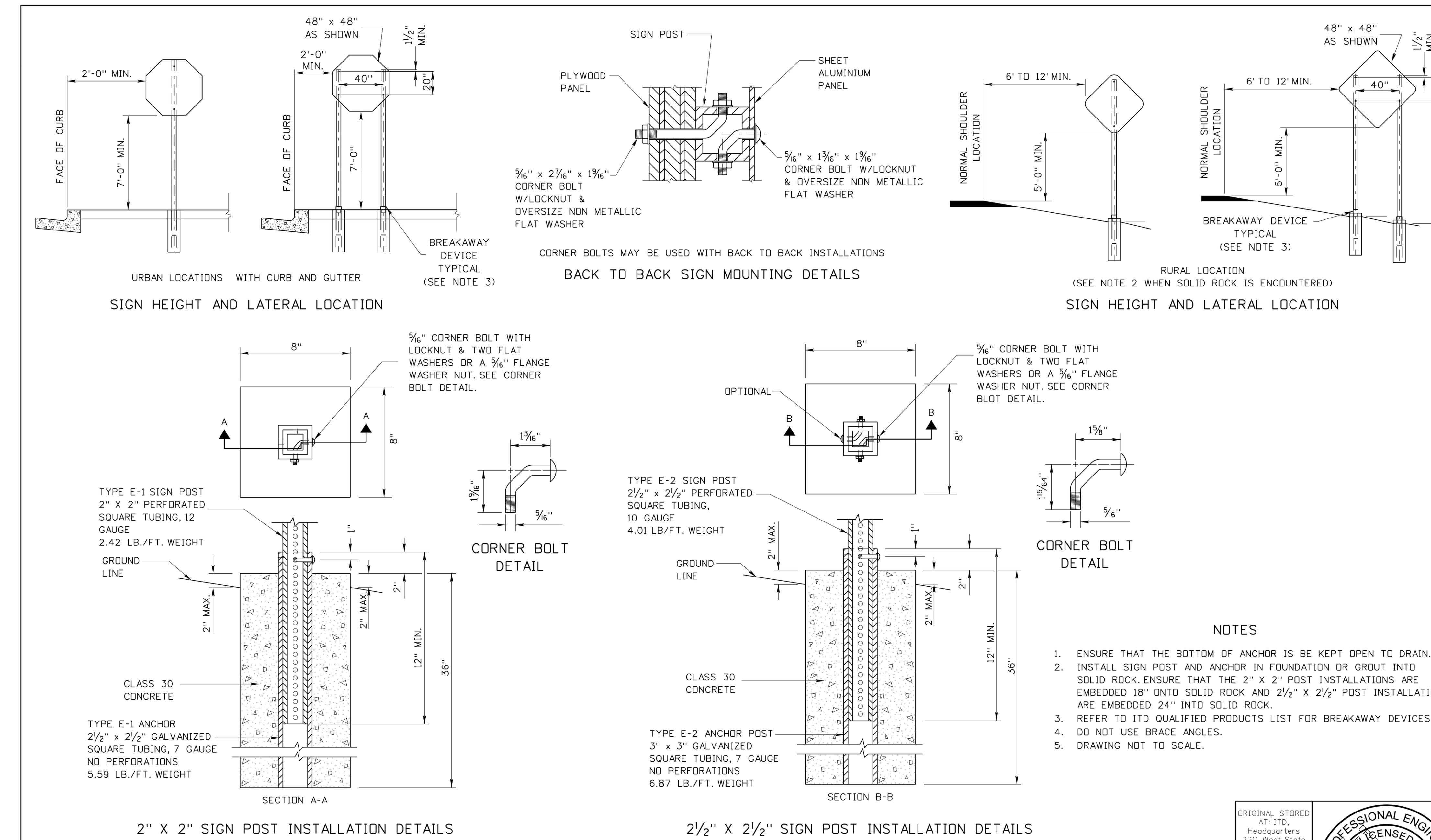


GENERAL NOTES:

1. IN AREAS OF CUT, SCARIFY EXISTING SUBGRADE TO A MINIMUM DEPTH OF 6" AND RECOMPACT TO 95% MAXIMUM DENSITY AS DETERMINED BY ASTM 698 (AASHTO T-99). IN AREAS OF FILL, PLACE SUITABLE FILL AND COMPACT IN LAYERS NOT TO EXCEED 8" UNTIL THE ELEVATION OF THE PROPOSED SUBGRADE IS REACHED.
2. IF UNSUITABLE MATERIAL IS ENCOUNTERED AT THE SUBGRADE, REMOVE UNSUITABLE MATERIAL TO A MINIMUM DEPTH OF 12" AND REPLACE WITH COARSE AGGREGATE. GEOTECHNICAL ENGINEERING AND PAVEMENT DESIGN MAY BE REQUIRED.
3. SEALANT OVER JOINTS IS REQUIRED AT SIDEWALKS.

PAVEMENT SECTIONS	SCALE:	NONE
	DATE:	5-3-2016
CITY OF DRIGGS – STANDARD DETAILS	DRAWING #:	COD-R-09

2 SIDEWALK EXTENSION DETAIL
C6.1
NOT TO SCALE



NOTES

1. ENSURE THAT THE BOTTOM OF ANCHOR IS BE KEPT OPEN TO DRAIN.
2. INSTALL SIGN POST AND ANCHOR IN FOUNDATION OR GROUT INTO SOLID ROCK. ENSURE THAT THE 2" X 2" POST INSTALLATIONS ARE EMBEDDED 18" ONTO SOLID ROCK AND 2½" X 2½" POST INSTALLATIONS ARE EMBEDDED 24" INTO SOLID ROCK.
3. REFER TO ITD QUALIFIED PRODUCTS LIST FOR BREAKAWAY DEVICES.
4. DO NOT USE BRACE ANGLES.
5. DRAWING NOT TO SCALE.

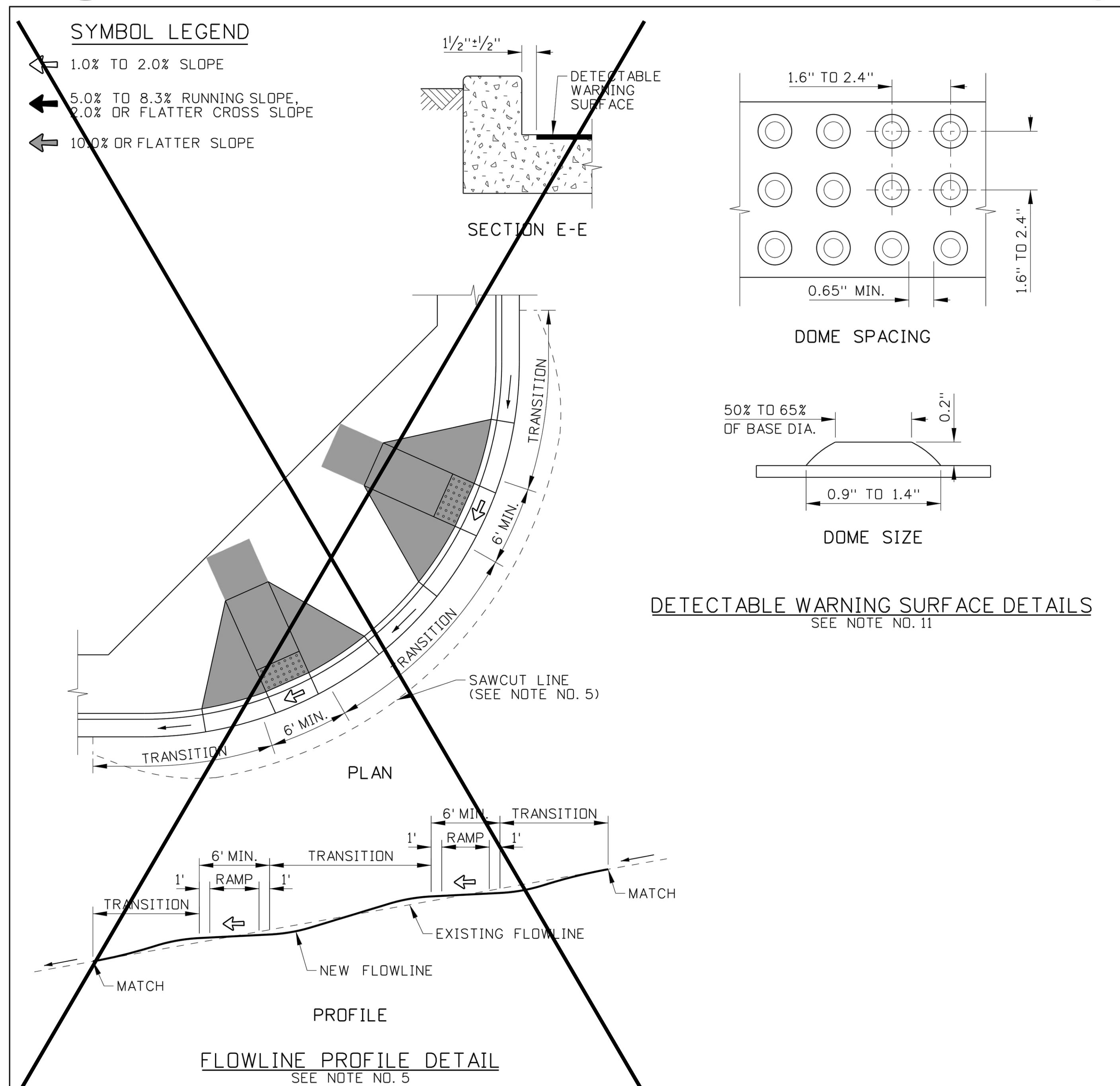
ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

IDAHO TRANSPORTATION DEPARTMENT
BOISE IDAHO
ORIGINAL SIGNED BY: TED MASON
DESIGN/TRAFFIC SERVICES ENGINEER

STANDARD DRAWING: BREAKAWAY STEEL SIGN POSTS TYPE E
English
STANDARD DRAWING NO. 616-7
SHEET 1 OF 1

PROFESSIONAL ENGINEER LICENSED 13683 STATE OF IDAHO RYAN D. LANCASTER

3 TYPE E SIGN POST DETAIL
C6.1
NOT TO SCALE



NOTES

1. EXTENTS OF CURB RAMP PAY ITEMS ARE SHOWN IN GRAY SHADING.
2. CURB RAMPS CAN BE PERPENDICULAR, PARALLEL, OR A COMBINATION OF PARALLEL AND PERPENDICULAR RAMPS. EXAMPLE APPLICATIONS OF EACH ARE SHOWN ON SHEETS 1, 2, AND 3.
   PERPENDICULAR CURB RAMPS HAVE A RAMP THAT CUTS THROUGH THE CURB AT RIGHT ANGLES OR MEETS THE GUTTER GRADE BREAK AT RIGHT ANGLES WHEN THE CURB IS CURVED.
   PARALLEL CURB RAMPS HAVE A RAMP OR RAMPS IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL AND LOWER THE SIDEWALK TO A LEVEL TURNING SPACE WHERE A TURN IS MADE TO ENTER THE PEDESTRIAN STREET CROSSING.
   COMBINATION CURB RAMPS HAVE FEATURES FROM PERPENDICULAR AND PARALLEL CURB RAMPS.
3. PROVIDE A TURNING SPACE WITH A 2.0% OR FLATTER SLOPE IN EACH DIRECTION. TURNING SPACES MAY OVERLAP WITH OTHER TURNING SPACES AND CLEAR SPACES.
   PERPENDICULAR CURB RAMP:
   PROVIDE A 4' BY 5' MINIMUM TURNING SPACE WHEN THE TURNING SPACE IS CONSTRAINED AT THE BACK-OF-SIDEWALK.
   PARALLEL CURB RAMP:
   PROVIDE A 4' BY 5' TURNING SPACE WHEN THE TURNING SPACE IS CONSTRAINED ON TWO OR MORE SIDES. ENSURE THAT THE 5' DIMENSION IS PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
4. PROVIDE A CLEAR SPACE BEYOND THE BOTTOM OF THE GRADE BREAK THAT IS WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAFFIC LANE.
5. CROSS SLOPE IS THE SLOPE PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL. ENSURE THAT THE CROSS SLOPE OF THE RAMP AND TURNING SPACE DOES NOT EXCEED TWO PERCENT. AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE MAY MATCH THE STREET OR HIGHWAY GRADE. FLATTEN THE GUTTER FLOWLINE THROUGH CURB RAMPS TO TWO PERCENT OR FLATTER WHEN NEEDED. WHEN THE PAVEMENT IS SAWCUT TO FLATTEN THE FLOWLINE, VARY THE WIDTH OF THE SAWCUT SO THAT THE PAVEMENT PATCH SMOOTHLY MATCHES THE EXISTING PAVEMENT.
6. PROVIDE FLARED SIDES ON PERPENDICULAR CURB RAMPS, OR COMBINATION CURB RAMPS WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP. THE FLARED SIDES ARE PART OF THE PEDESTRIAN CIRCULATION PATH, BUT ARE NOT PART OF THE PEDESTRIAN ACCESS ROUTE. THE SLOPE OF THE FLARED SIDES IS MEASURED PARALLEL TO THE CURB LINE. FLARED SIDES ARE NOT NEEDED OR MAY BE STEEPER WHEN THE PEDESTRIAN CIRCULATION PATH DOES NOT CROSS THE CURB RAMP.
7. THE PEDESTRIAN CIRCULATION PATH IS A PREPARED SURFACE PROVIDED FOR PEDESTRIAN TRAVEL IN THE PUBLIC RIGHT-OF-WAY. THE PEDESTRIAN ACCESS ROUTE IS A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL PROVIDED FOR PEDESTRIANS WITH DISABILITIES WITHIN OR COINCIDING WITH A PEDESTRIAN CIRCULATION PATH.
8. ENSURE THAT GRADE BREAKS ARE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN AND ARE FLUSH. DO NOT CREATE GRADE BREAKS ON THE SURFACE OF RAMP RUNS AND TURNING SPACES.
9. ENSURE THAT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMPS RUNS DOES NOT EXCEED FIVE PERCENT.
10. WHERE PRACTICAL, PLACE UTILITY COVERS, VAULT FRAMES, AND GRATINGS OUTSIDE RAMP RUNS, TURNING SPACES, OR GUTTER AREAS. LOCATE CATCH BASINS AND INLETS OUTSIDE OF RAMP RUNS.
11. DETECTABLE WARNING SURFACES CONSIST OF TRUNCATED DOMES ALIGNED IN A SQUARE OR RADIAL GRID PATTERN. PROVIDE DETECTABLE WARNING SURFACES THAT CONTRAST VISUALLY WITH ADJACENT GUTTER, HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. ENSURE THAT THE DETECTABLE WARNING SURFACE EXTENDS THE FULL WIDTH OF THE RAMP RUN (EXCLUDING FLARED SIDES) OR TURNING SPACE.
   PERPENDICULAR AND COMBINATION CURB RAMPS:
   WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB, PLACE THE DETECTABLE WARNING SURFACE AT THE BACK OF CURB.
   WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB, PLACE THE DETECTABLE WARNING SURFACE ON THE RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK AND WITHIN 5' OF THE BACK OF CURB.
   PARALLEL CURB RAMP:
   PLACE DETECTABLE WARNING SURFACE ON THE TURNING SPACE AT THE BACK OF CURB.
12. USE A BOND PREVENTATIVE BETWEEN THE CURB RAMP OR SIDEWALK AND CURB WHEN CONSTRUCTED SEPARATELY AND PLACED ADJACENT TO EACH OTHER.
13. ALIGN ALTERNATING CURB AND SIDEWALK JOINTS. CONSTRUCT JOINTS APPROXIMATELY ⅛" WIDE AND ¾" IN DEPTH.
14. DRAWING NOT TO SCALE.

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

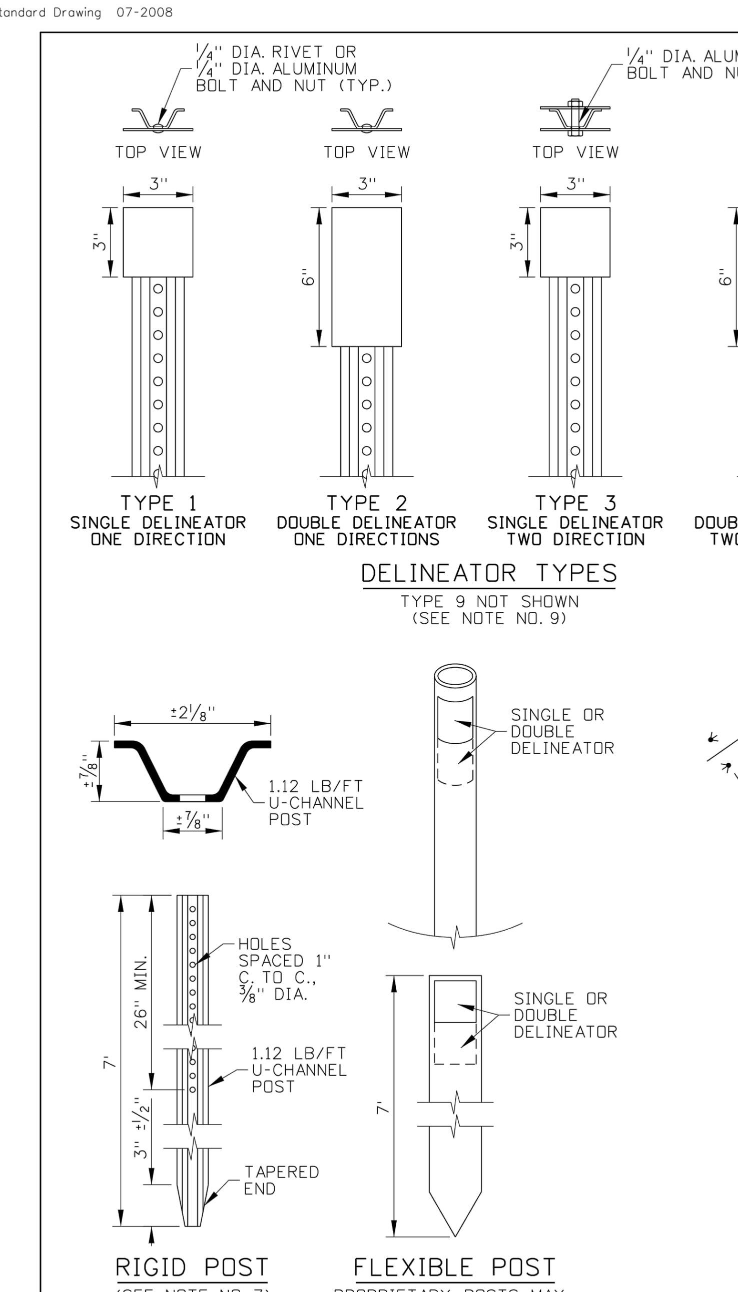
IDAHO TRANSPORTATION DEPARTMENT
BOISE IDAHO
ORIGINAL SIGNED BY: KEVIN SABLAN
DESIGN/TRAFFIC SERVICES ENGINEER

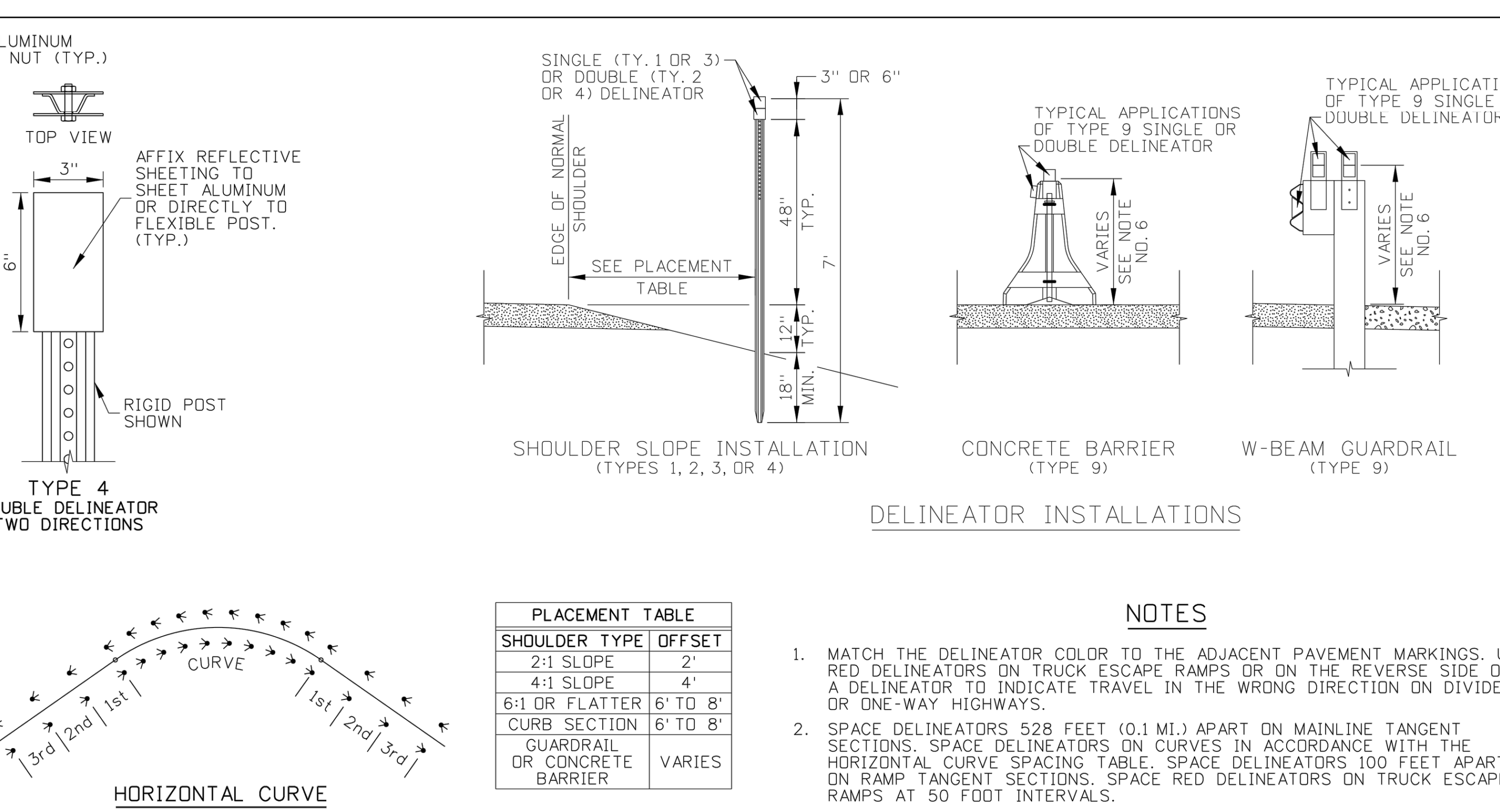
STANDARD DRAWING: CURB RAMPS
English
STANDARD DRAWING NO. 614-3
SHEET 4 OF 4

PROFESSIONAL ENGINEER LICENSED 13683 STATE OF IDAHO RYAN D. LANCASTER

4 DETECTABLE WARNING DETAIL
C6.1
NOT TO SCALE

ITD - Standard Drawing 07-2008





PLACEMENT TABLE	
SHOULDER TYPE	OFFSET
2:1 SLOPE	2'
4:1 SLOPE	4'
6:1 OR FLATTER	6' TO 8'
CURB SECTION	6' TO 8'
GUARDRAIL OR CONCRETE BARRIER	VARIES

HORIZONTAL CURVE SPACING TABLE

RADIUS OF CURVE (FEET)	APPROXIMATE SPACING ON CURVE (FEET)	1st SPACE FROM CURVE (FEET)	2nd SPACE FROM CURVE (FEET)	3rd SPACE FROM CURVE (FEET)
50	20	40	60	120
115	25	50	75	150
180	35	70	105	210
250	40	80	120	240
300	50	100	150	300
400	55	110	165	300
500	65	130	195	300
600	70	140	210	300
700	75	150	225	300
800	80	160	240	300
900	85	170	255	300
1,000	90	180	270	300
1,500	115	230	300	300
2,500	150	300	300	300
5,000	210	300	300	300
10,000	300	300	300	300
> 10,000	528	528	528	528

NOTES

1. MATCH THE DELINEATOR COLOR TO THE ADJACENT PAVEMENT MARKINGS. USE RED DELINEATORS ON TRUCK ESCAPE RAMPS OR ON THE REVERSE SIDE OF A DELINEATOR TO INDICATE TRAVEL IN THE WRONG DIRECTION ON DIVIDED OR ONE-WAY HIGHWAYS.
2. SPACE DELINEATORS 528 FEET (0.1 MI.) APART ON MAINLINE TANGENT SECTIONS. SPACE DELINEATORS ON CURVES IN ACCORDANCE WITH THE HORIZONTAL CURVE SPACING TABLE. SPACE DELINEATORS 100 FEET APART ON RAMP TANGENT SECTIONS. SPACE RED DELINEATORS ON TRUCK ESCAPE RAMPS AT 50 FOOT INTERVALS.
3. DELINEATE ACCELERATION AND DECELERATION LANES WITH DOUBLE DELINEATORS SPACED AT 100 FOOT INTERVALS.
4. DELINEATE GUARDRAIL AND CONCRETE BARRIERS. SPACING MAY BE REDUCED ON GUARDRAIL AND CONCRETE BARRIER TO FORM A CONTINUOUS OR NEARLY CONTINUOUS "RIBBON" OF DELINEATION.
5. WHEN UNIFORM SPACING IS INTERRUPTED BY DRIVEWAYS, INTERSECTIONS, OR OTHER FEATURES, RELOCATE THE DELINEATOR IN EITHER DIRECTION FOR A DISTANCE NOT EXCEEDING ONE QUARTER OF THE UNIFORM SPACING. DELINEATORS STILL FALLING WITHIN SUCH FEATURES MAY BE ELIMINATED.
6. MEASURE DELINEATOR HEIGHT VERTICALLY FROM THE BOTTOM OF THE LOWEST REFLECTIVE DEVICE TO THE ELEVATION OF THE EDGE OF NORMAL SHOULDER. DELINEATORS ATTACHED TO GUARDRAIL, GUARDRAIL POSTS, OR CONCRETE BARRER MAY BE INSTALLED LOWER THAN 48".
7. RIGID OR FLEXIBLE POSTS MAY BE USED FOR TYPES 1, 2, 3, AND 4. PROJECT PLANS MAY INDICATE WHICH POST TYPE TO USE.
8. ON GUARDRAIL AND CONCRETE BARRIERS, USE TYPE 9 DELINEATORS OR TYPE 1, 2, 3, OR 4 DELINEATORS BEHIND THE BARRIER.
9. TYPE 9 DELINEATORS VARY IN SHAPE AND MAY BE ATTACHED TO THE TOP OR SIDE OF W-BEAM GUARDRAIL, GUARDRAIL POSTS, OR CONCRETE BARRIER. IF "BUTTERFLY" STYLE GUARDRAIL DELINEATORS ARE USED, ENSURE THAT THE DELINEATORS ARE PLASTIC.
10. DRAWINGS NOT TO SCALE.

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

IDAHO TRANSPORTATION DEPARTMENT
BOISE IDAHO
ORIGINAL SIGNED BY: KEVIN SABLAN
DESIGN/TRAFFIC SERVICES ENGINEER

STANDARD DRAWING: DELINEATORS
English
STANDARD DRAWING NO. 617-1
SHEET 1 OF 1

PROFESSIONAL ENGINEER LICENSED 13683 STATE OF IDAHO RYAN D. LANCASTER

5 FLEXIBLE BARRIER DETAIL
C6.1
NOT TO SCALE

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

FILE: 23084- COVER, NOTES DETAILS.DWG
PROJ. #: 23084

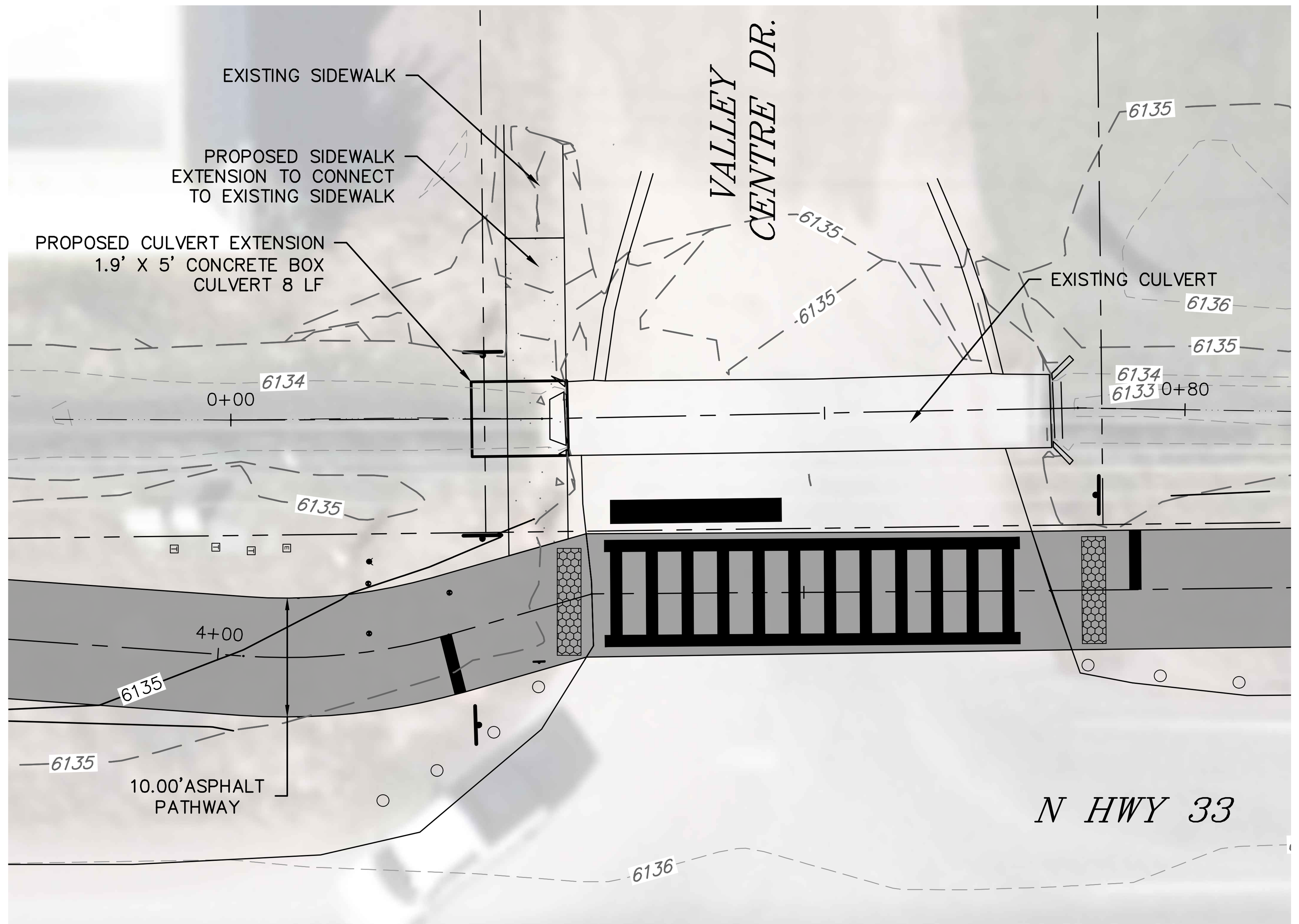
PROFESSIONAL ENGINEER REGISTERED 17539 STATE OF IDAHO JENNIFER P. ZUNG

REVISIONS:

DATE: 3/8/2022

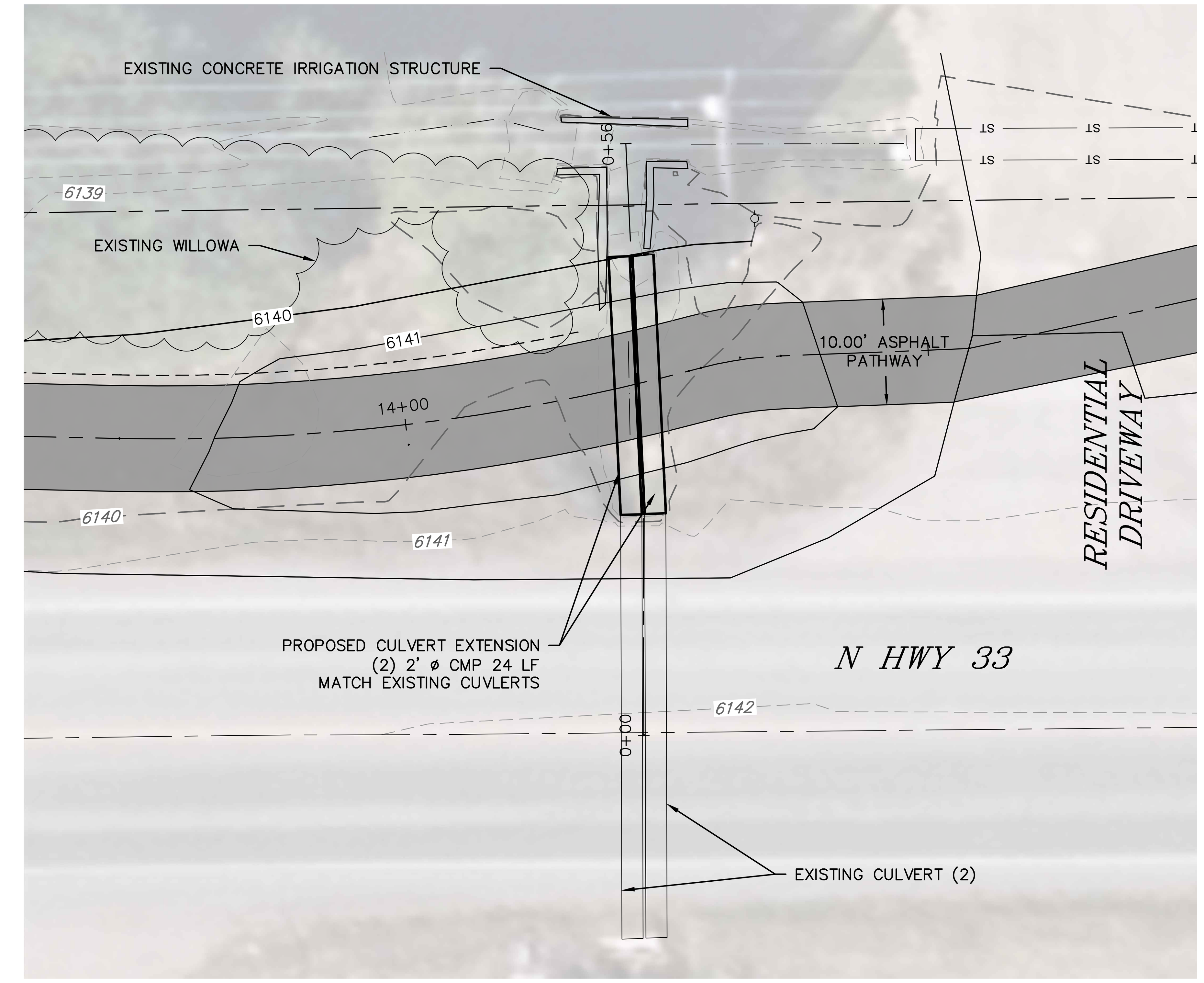
PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
STANDARD DETAILS

SHEET #
C6.1

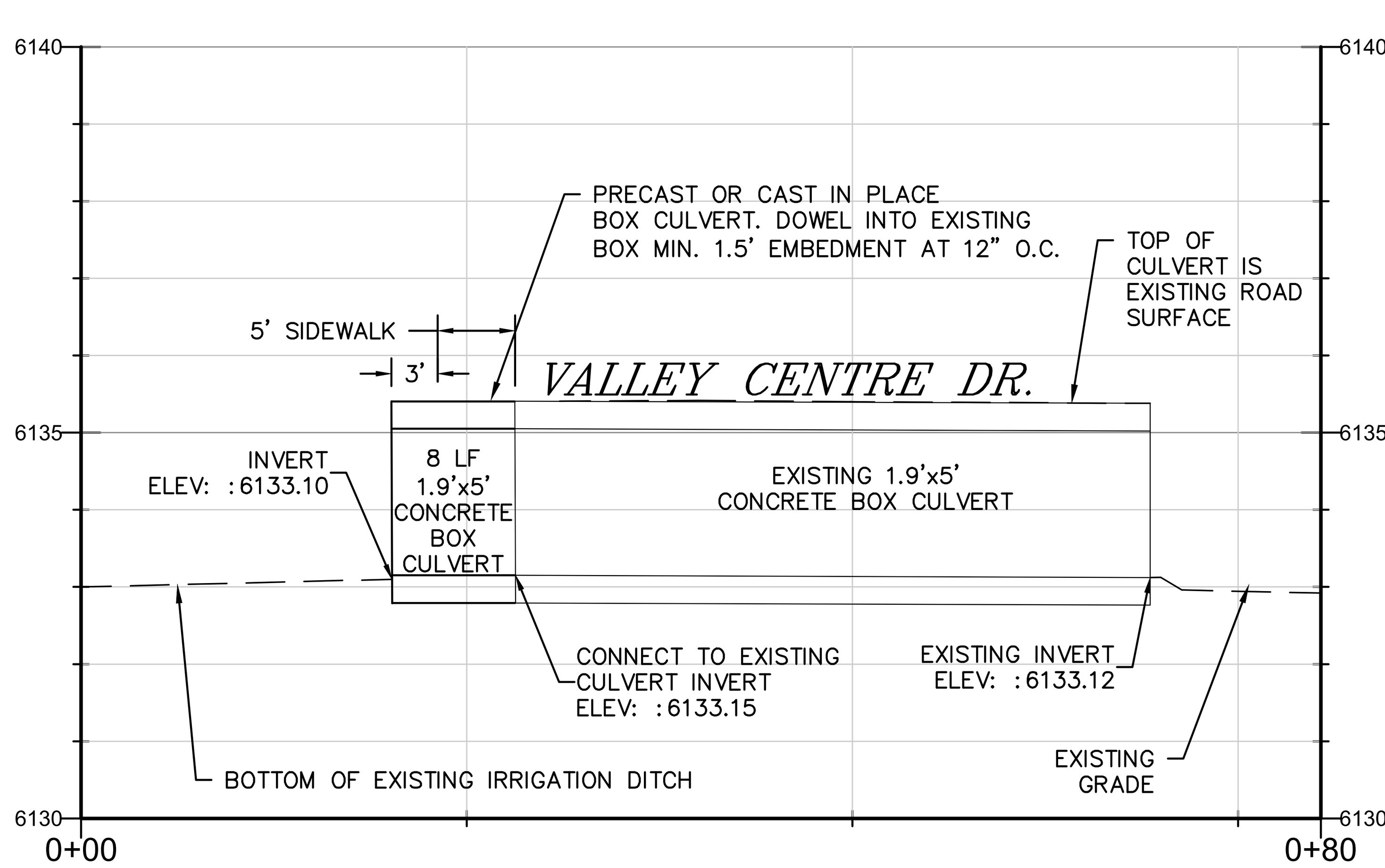


SH 33 & VALLEY CENTRE DR. CULVERT PLAN VIEW

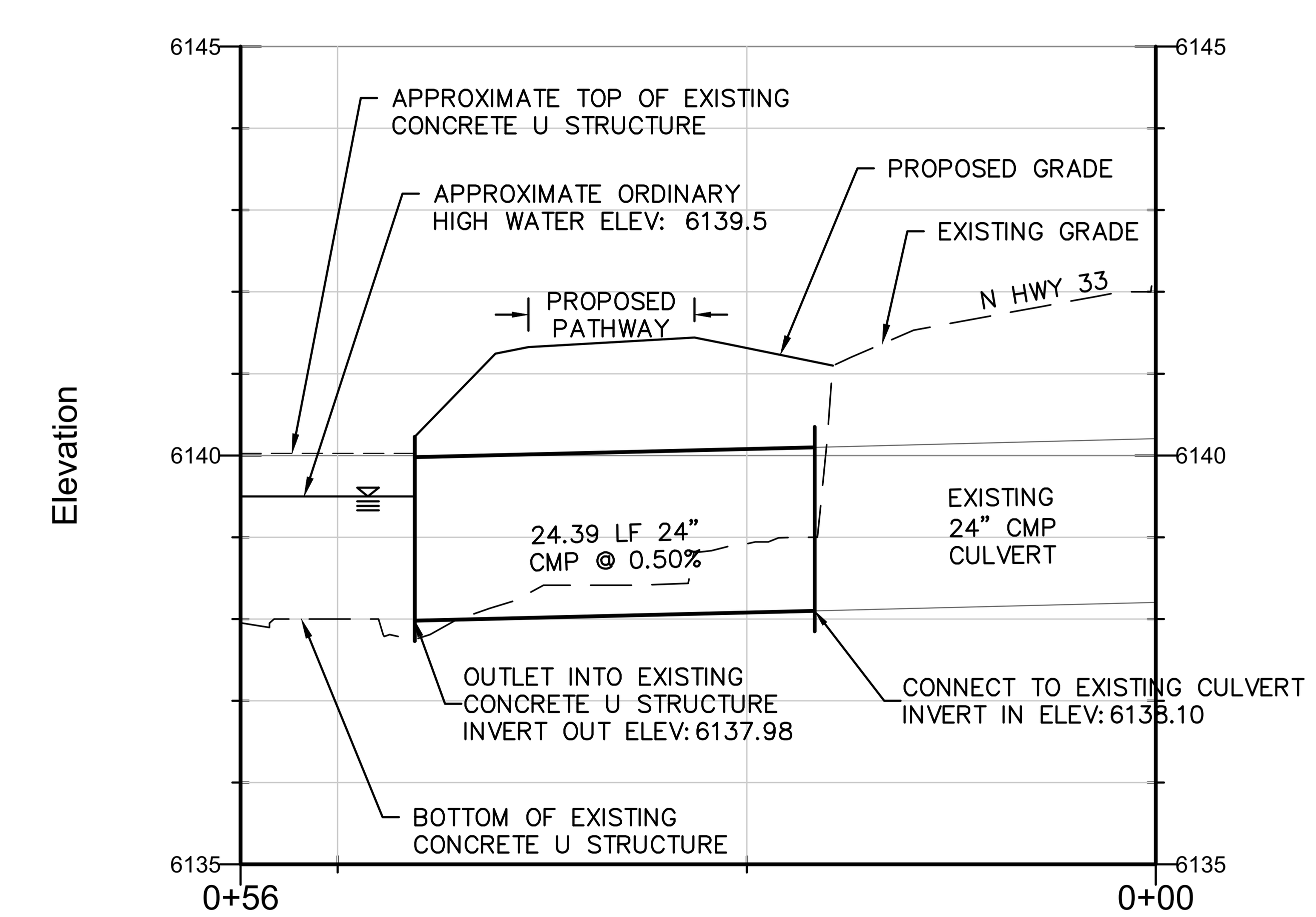
20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)



SH 33 STA 14+22.20 CULVERT PLAN VIEW



SH 33 & VALLEY CENTRE DR. CULVERT CROSS SECTION



SH 33 STA 14+22.20 CULVERT CROSS SECTION

10' 5' 0 10' 20'
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 2'

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18 N MAIN STE 305 • DRIGGS ID 83422
208.354.1331 • www.harmonydesigninc.com

DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

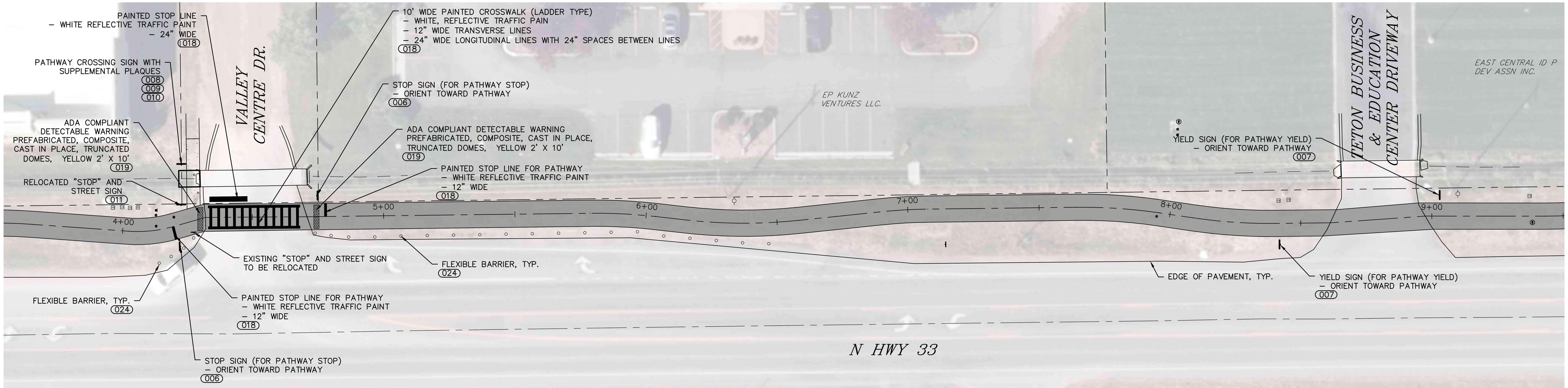
FILE: 23084- CULVERT EXHIBIT.DWG
PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
CULVERT EXTENSION PLAN AND PROFILE

SHEET #
C6.2



VALLEY CENTRE DR AND DRIVEWAY PATHWAY CROSSING
(STA 4+00 - 9+50)

QUANTITIES

(006) R1–1 STOP SIGN FOR PATHWAY WITH BREAKAWAY POST TYPE E
STA: 4+19.97, OFFSET: 8.00 (R), 1 EA.
STA: 4+74.67, OFFSET: 8.00 (L), 1 EA.

(007) R1–2 YIELD SIGN FOR PATHWAY WITH BREAKAWAY POST TYPE E
STA: 8+42.09, OFFSET: 8.00 (R), 1 EA.
STA: 9+02.72, OFFSET: 8.00 (L), 1 EA.
STA: 10+74.43, OFFSET: 8.00 (R), 1 EA.
STA: 11+41.43, OFFSET: 8.00 (L), 1 EA.

(008) W16–7P DIAGONAL ARROW SIGN
STA: 4+28.82, OFFSET: 21.84 (L), 1 EA.

(009) W11–15P TRAIL CROSSING SIGN
STA: 4+28.82, OFFSET: 21.84 (L), 1 EA.

(010) W11–15 BIKE AND PED WARNING SIGN WITH BREAKAWAY POST TYPE E
STA: 4+28.82, OFFSET: 21.84 (L), 1 EA.

(011) SIGN REMOVAL AND RELOCATION, INCLUDING SUPPORTS
STA: 4+24.57, OFFSET: 7.00 (L), STOP SIGN, 1 EA.

(018) PAINTED PAVEMENT MARKINGS, WHITE, FOR BIKE X–ING AND SYMBOLS
STA: 4+19.36, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 4+33.21, 10' WIDE PAINTED CROSSWALK, 214 SF
STA: 4+40.96, OFFSET: 7.00 (R), 24" WIDE PAINTED STOP LINE FOR CARS, 30 SF
STA: 4+77.92, 12" WIDE STOP LINE FOR PATHWAY, 5 SF

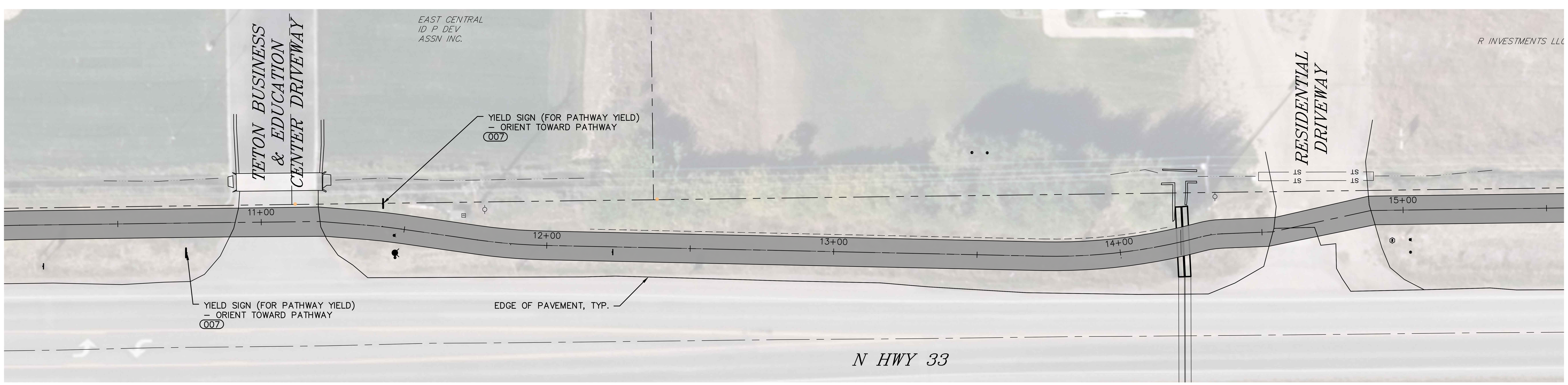
(019) ADA DETECTABLE WARNING, TRUNCATED DOMES
STA: 4+30.11, 1 EA.
STA: 4+74.42, 1 EA.

(024) FLEXIBLE BARRIER
STA: 4+12.26, OFFSET: 12.58 (R) –
STA: 4+25.67, OFFSET: 6.31 (R), 4 TOTAL BARRIERS, EVENLY SPACED
STA: 4+73.84, OFFSET: 6.32 (R) –
STA: 6+46.51, OFFSET: 8.00 (R), 19 TOTAL BARRIERS, EVENLY SPACED

SIGN SCHEDULE

SIGN DESCRIPTION	DESIGNATION	SIGN SIZE	BACKGROUND COLOR
STOP SIGN (FOR PATHWAY)	R1–1	18" X 18"	RED
COMBINATION BIKE AND PED CROSSING	W11–15	30" X 30"	FLORESCENT YELLOW–GREEN
TRAIL CROSSING (PLAQUE)	W11–15P	24" X 18"	FLORESCENT YELLOW–GREEN
DIAGONAL ARROW (PLAQUE)	W16–7P	24" X 12"	FLORESCENT YELLOW–GREEN

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)



DRIVEWAY PATHWAY CROSSINGS
(STA 10+50 - 15+50)

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

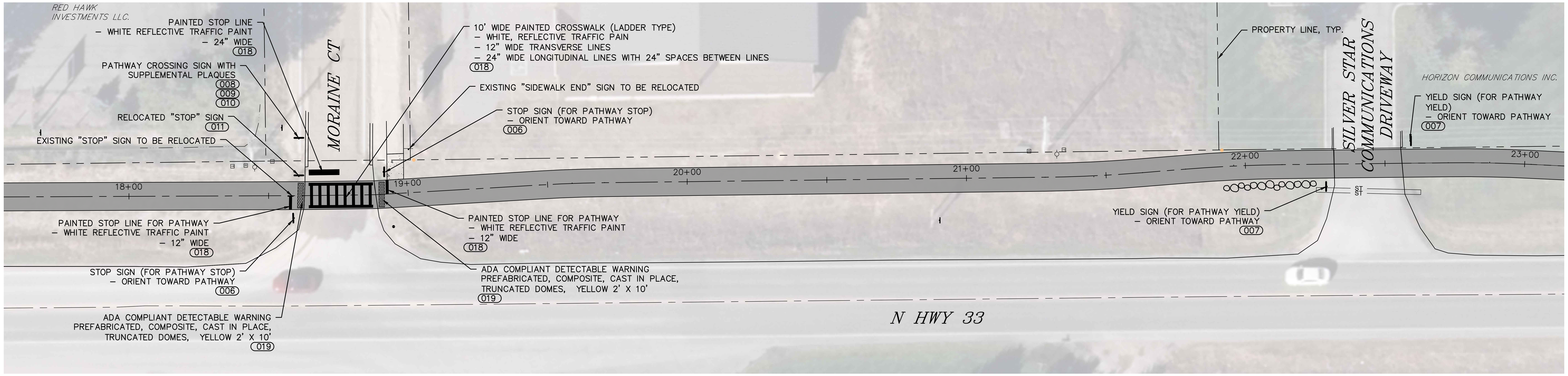
FILE: 23084– PLAN AND PROFILE.DWG
PROJ. #: 23084

REGISTERED PROFESSIONAL ENGINEER 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
SH 33 PATHWAY SIGNAGE AND STRIPING PLAN

SHEET #
C7.0



MORAINE CT AND DRIVEWAY PATHWAY CROSSING
(STA 18+00 - 23+00)

QUANTITIES

006 R1–1 STOP SIGN FOR PATHWAY WITH BREAKAWAY POST TYPE E
STA: 18+59.07, OFFSET: 8.00 (R), 1 EA.
STA: 18+91.58, OFFSET: 8.00 (L), 1 EA.

007 R1–2 YIELD SIGN FOR PATHWAY WITH BREAKAWAY POST TYPE E
STA: 22+29.09, OFFSET: 8.00 (R), 1 EA.
STA: 22+59.09, OFFSET: 8.00 (L), 1 EA.
STA: 24+17.18, OFFSET: 8.00 (R), 1 EA.
STA: 24+57.68, OFFSET: 8.00 (L), 1 EA.

008 W16–7P DIAGONAL ARROW SIGN
STA: 18+60.92, OFFSET: 20.40 (L), 1 EA.

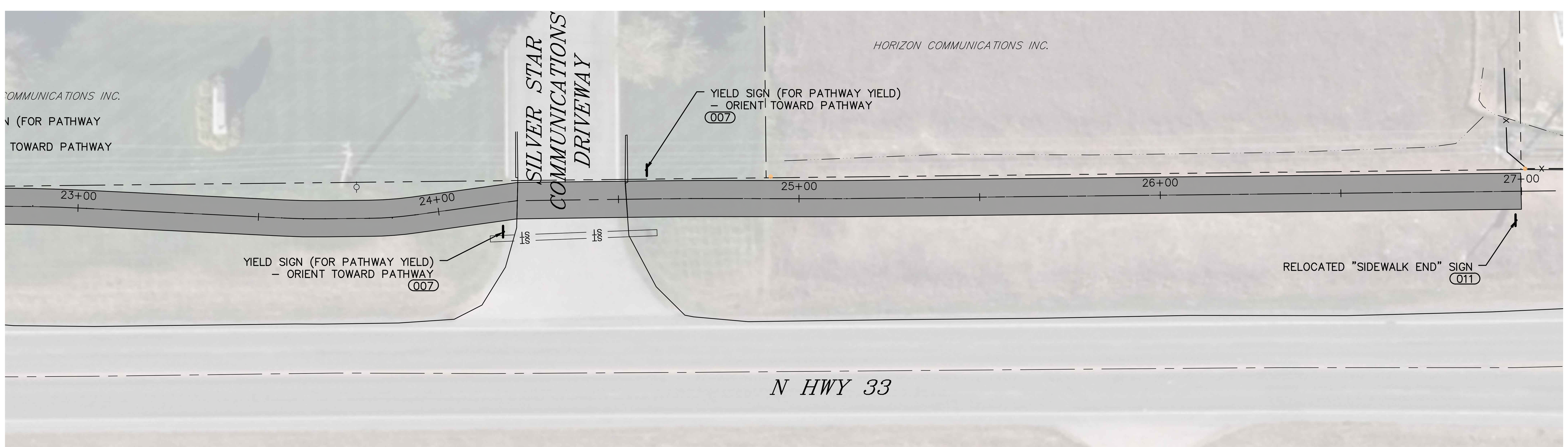
009 W11–15P TRAIL CROSSING SIGN
STA: 18+60.92, OFFSET: 20.40 (L), 1 EA.

010 W11–15 BIKE AND PED WARNING SIGN WITH BREAKAWAY POST TYPE E
STA: 18+60.92, OFFSET: 20.40 (L), 1 EA.

011 SIGN REMOVAL AND RELOCATION, INCLUDING SUPPORTS
STA: 18+60.87, OFFSET: 7.00 (L), STOP SIGN, 1 EA.
STA: 26+98.55, OFFSET: 8.00 (R), SIDEWALK END SIGN, 1 EA.

018 PAINTED PAVEMENT MARKINGS, WHITE, FOR BIKE X–ING AND SYMBOLS
STA: 18+57.87, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 18+63.97, 10' WIDE PAINTED CROSSWALK, 142 SF
STA: 18+64.21, OFFSET: 8.00 (L), 24" WIDE PAINTED STOP LINE FOR CARS, 22 SF
STA: 18+92.48, 12" WIDE STOP LINE FOR PATHWAY, 5 SF

019 ADA DETECTABLE WARNING, TRUNCATED DOMES
STA: 18+61.41, 1 EA.
STA: 18+90.51, 1 EA.



DRIVEWAY PATHWAY CROSSING & END OF PATH
(STA 23+00 - 27+00)

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)

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DRAWING IS TO SCALE IF BAR MEASURES:
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1/2" = HALF SCALE

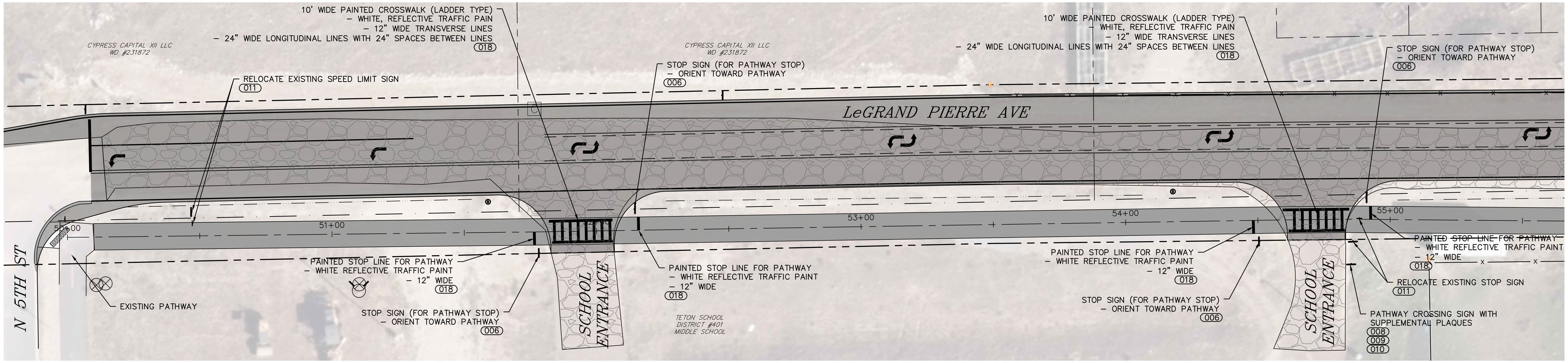
FILE: 23084– PLAN AND PROFILE.DWG
PROJ.#: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
SH 33 PATHWAY SIGNAGE AND STRIPING PLAN

SHEET #
C7.1



TETON MIDDLE SCHOOL ENTRANCES PATHWAY CROSSING
(STA 50+00 - 55+00)

QUANTITIES

(006) R1–1 STOP SIGN FOR PATHWAY WITH BREAKAWAY POST TYPE E
STA: 51+78.36, OFFSET: 8.00 (R), 1 EA.
STA: 52+14.39, OFFSET: 8.00 (L), 1 EA.
STA: 54+50.54, OFFSET: 8.00 (R), 1 EA.
STA: 54+90.74, OFFSET: 8.00 (L), 1 EA.
STA: 58+95.66, OFFSET: 8.00 (R), 1 EA.
STA: 59+33.63, OFFSET: 8.00 (L), 1 EA.
STA: 62+12.99, OFFSET: 8.00 (R), 1 EA.
STA: 62+71.79, OFFSET: 8.00 (L), 1 EA.

(008) W16–7P DIAGONAL ARROW SIGN
STA: 54+85.39, OFFSET: 16.80 (R), 1 EA.
STA: 59+27.18, OFFSET: 8.00 (R), 1 EA.
STA: 62+69.65, OFFSET: 7.00 (R), 1 EA.

(009) 009 W11–15P TRAIL CROSSING SIGN
STA: 54+85.39, OFFSET: 16.80 (R), 1 EA.
STA: 59+27.18, OFFSET: 8.00 (R), 1 EA.
STA: 62+69.65, OFFSET: 7.00 (R), 1 EA.

(010) W11–15 BIKE AND PED WARNING SIGN WITH BREAKAWAY POST TYPE E
STA: 54+85.39, OFFSET: 16.80 (R), 1 EA.
STA: 59+27.18, OFFSET: 8.00 (R), 1 EA.
STA: 62+69.65, OFFSET: 7.00 (R),1 EA.

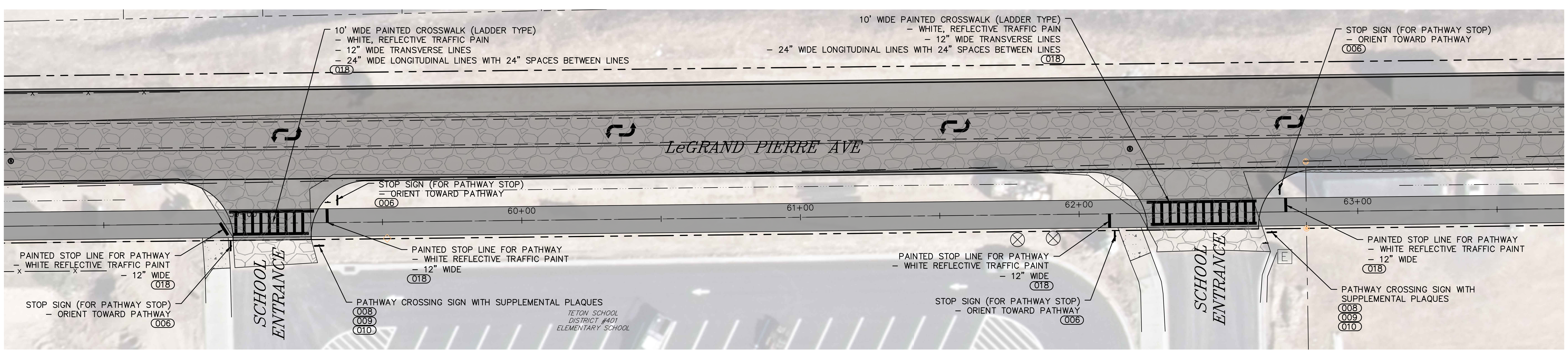
(011) SIGN REMOVAL AND RELOCATION, INCLUDING SUPPORTS
STA: 50+47.11, OFFSET: 9.07 (L), SPEED LIMIT SIGN, 1 EA.
STA: 54+85.98, OFFSET: 8.20 (R), STOP SIGN, 1 EA.

(018) PAINTED PAVEMENT MARKINGS, WHITE, FOR BIKE X–ING AND SYMBOLS
STA: 51+76.47, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 51+82.21, 10' WIDE PAINTED CROSSWALK, 144 SF
STA: 52+15.91, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 54+48.24, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 54+61.00, 10' WIDE PAINTED CROSSWALK, 126 SF
STA: 54+92.66, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 58+91.14, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 58+96.93, 10' WIDE PAINTED CROSSWALK, 153 SF
STA: 59+30.20, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 62+10.90, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 62+24.33, 10' WIDE PAINTED CROSSWALK, 238 SF
STA: 62+74.20 12" WIDE STOP LINE FOR PATHWAY, 5 SF

SIGN SCHEDULE

SIGN DESCRIPTION	DESIGNATION	SIGN SIZE	BACKGROUND COLOR
STOP SIGN (FOR PATHWAY)	R1–1	18" X 18"	RED
COMBINATION BIKE AND PED CROSSING	W11–15	30" X 30"	FLORESCENT YELLOW–GREEN
TRAIL CROSSING (PLAQUE)	W11–15P	24" X 18"	FLORESCENT YELLOW–GREEN
DIAGONAL ARROW (PLAQUE)	W16–7P	24" X 12"	FLORESCENT YELLOW–GREEN

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)



ELEMENTARY SCHOOL ENTRANCES PATHWAY CROSSING
(STA 58+50 - 63+00)

NOTES:
1. PROPOSED ROADWAY DESIGN IS BASED ON THE LeGRAND PIERRE AVENUE CONCEPT IMPROVEMENT PLANS, BY THE CITY OF DRIGGS, DATED 12/10/2018
2. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

FILE: 23084– PLAN AND PROFILE.DWG
PROJ. #: 23084

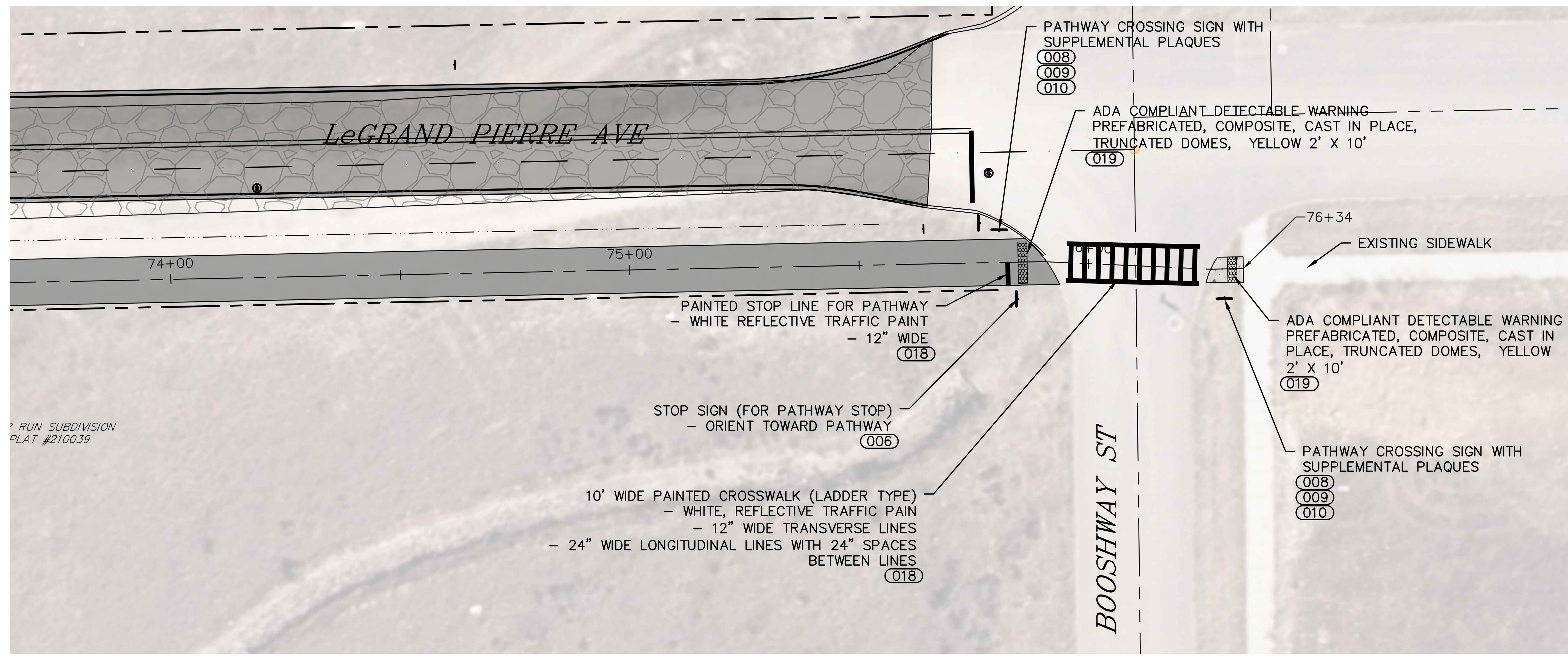
PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

LeGRAND PIERRE AVE PATHWAY SIGNAGE AND STRIPING PLAN

SHEET #
C8.0



BOOSHWAY ST PATHWAY CROSSING
(STA 74+00 - END)

20' 10' 0 20' 40'
SCALE: 1" = 20'
(24" X 36" SHEET)

NOTES:
1. PROPOSED ROADWAY DESIGN IS BASED ON THE LeGRAND PIERRE AVENUE CONCEPT IMPROVEMENT PLANS, BY THE CITY OF DRIGGS, DATED 12/10/2018
2. CONCEPT PLAN FOR LeGRAND PIERRE ROAD IMPROVEMENT TO BE COMPLETED UNDER A SEPARATE CONTRACT

QUANTITIES

(006) R1–1 STOP SIGN FOR PATHWAY WITH BREAKAWAY POST TYPE E
STA: 75+84.41, OFFSET: 8.00 (R), EA.

(008) W16–7P DIAGONAL ARROW SIGN
STA: 75+80.66, OFFSET: 7.00 (L), EA.
STA: 76+29.51, OFFSET: 7.00 (R), EA.

(009) 009 W11–15P TRAIL CROSSING SIGN
STA: 75+80.66, OFFSET: 7.00 (L), EA.
STA: 76+29.51, OFFSET: 7.00 (R), EA.

(010) W11–15 BIKE AND PED WARNING SIGN WITH BREAKAWAY POST TYPE E
STA: 75+80.66, OFFSET: 7.00 (L), EA.
STA: 76+29.51, OFFSET: 7.00 (R), EA.

(018) PAINTED PAVEMENT MARKINGS, WHITE, FOR BIKE X-ING AND SYMBOLS
STA: 75+82.37, 12" WIDE STOP LINE FOR PATHWAY, 5 SF
STA: 75+94.23, 10' WIDE PAINTED CROSSWALK, 144 SF

(019) ADA COMPLIANT DETECTABLE WARNING, TRUNCATED DOMES
STA: 75+85.63, EA.
STA: 76+31.51, EA.

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DRAWING IS TO SCALE IF BAR MEASURES:
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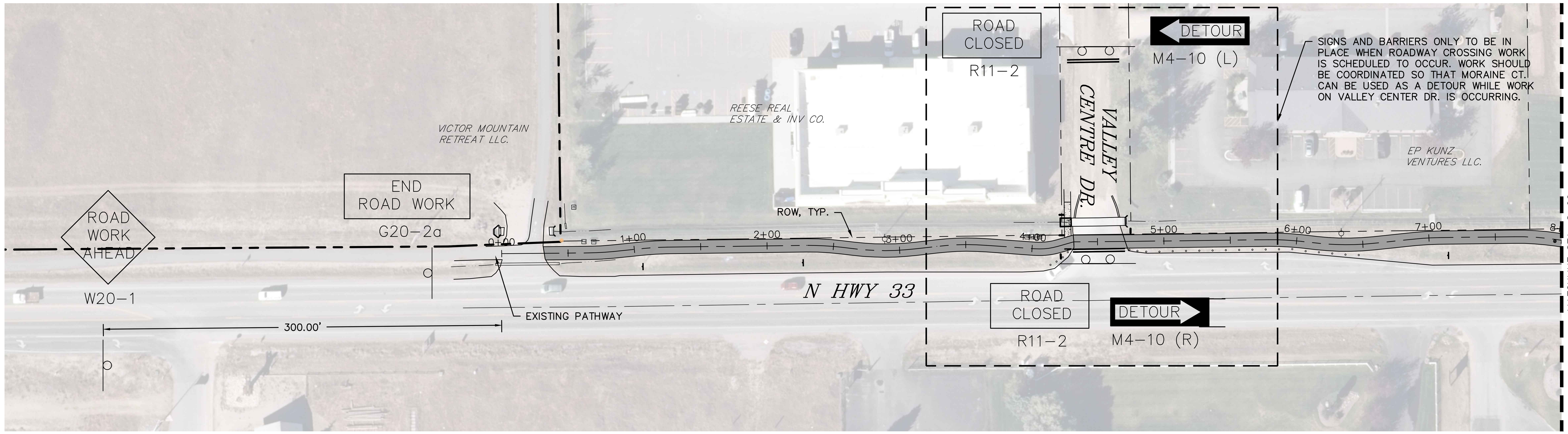
FILE: 23084- PLAN AND PROFILE.DWG
PROJ. #: 23084

REGISTERED PROFESSIONAL ENGINEER
17539
STATE OF IDAHO
JENNIFER P. ZUNG

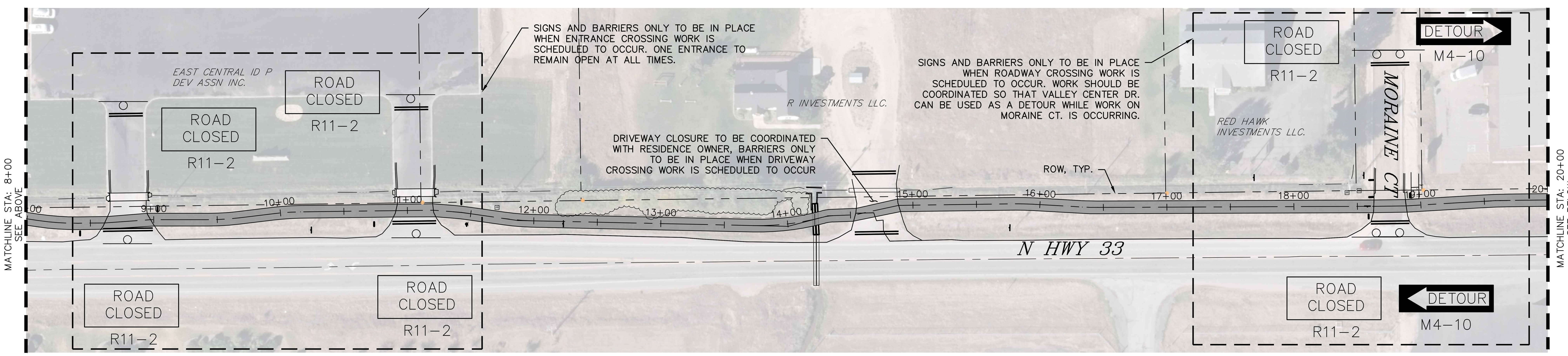
DATE: 3/8/2022
REVISIONS:

PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
LeGRAND PIERRE AVE PATHWAY SIGNAGE AND STRIPING PLAN

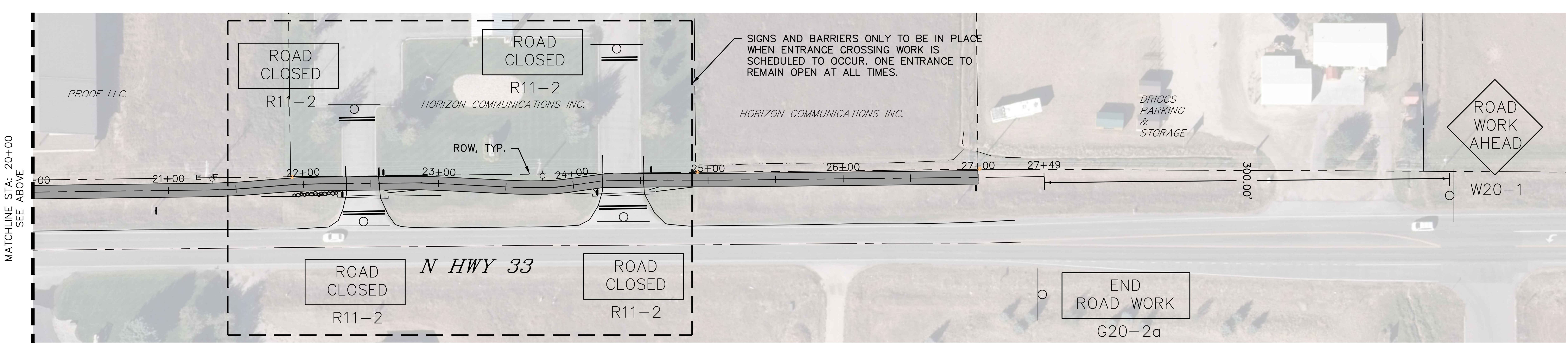
SHEET #
C8.1



STATION 0+00 TO 7+00



STATION 7+00 TO 20+00



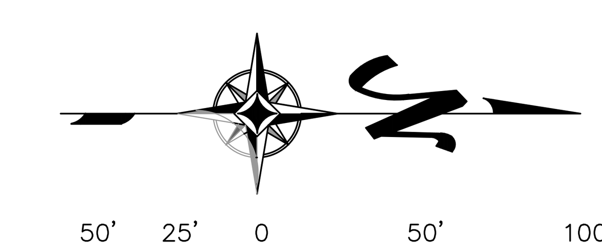
STATION 20+00 TO 27+49

NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE IDAHO TRANSPORTATION DEPARTMENT TRAFFIC MANUAL 2008 AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. LHTAC RESIDENT ENGINEER OR THEIR REPRESENTATIVE HAS THE AUTHORITY TO INITIATE FIELD CHANGES TO ASSURE PUBLIC SAFETY.
3. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM VIEW WHEN NOT IN USE.
4. WORK HOURS SHALL BE RESTRICTED TO THE PERIOD BETWEEN 8:00 A.M. AND 3:30 P.M., MONDAY THROUGH FRIDAY, UNLESS APPROVED OTHERWISE. WHEN NIGHT WORK IS REQUIRED, WORK HOURS SHALL BE 9 P.M. TO 5 A.M., SUNDAY THROUGH THURSDAY.
5. TRENCHES MUST BE BACK FILLED OR PLATED DURING NON-WORKING HOURS.
6. ACCESS TO DRIVEWAYS WILL BE MAINTAINED AT ALL TIMES UNLESS OTHER ARRANGEMENTS ARE MADE.
7. THE CONTRACTOR SHALL REPLACE WITHIN 24 HOURS, ALL STRIPING REMOVED OR DAMAGED BY CONSTRUCTION WORK. (STRIPING MAY BE REPLACED TEMPORARILY WITH TAPE.)
8. ALL WORKERS SHALL BE EQUIPPED WITH AN ORANGE VEST (OR A REFLECTIVE VEST AT NIGHT). ALL FLAGGERS SHALL ALSO BE EQUIPPED WITH A HARD HAT, C28 "STOP/SLOW" PADDLE AND SHALL BE TRAINED IN THE PROPER FUNDAMENTALS OF FLAGGING TRAFFIC.
9. ANY WORK THAT DISTURBS NORMAL TRAFFIC SIGNAL OPERATIONS SHALL BE COORDINATED WITH THE CITY OF DRIGGS, 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
10. THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL DEVICES 24 HOURS PER DAY AND 7 DAYS PER WEEK.
11. A MINIMUM OF TWELVE (12) FOOT TRAVEL LANES MUST BE MAINTAINED UNLESS OTHERWISE APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
12. ALL NIGHT WORK WILL REQUIRE WRITTEN APPROVAL FROM THE IDAHO DEPARTMENT OF TRANSPORTATION. LANE CLOSURES, ROAD DETOURS, ROAD CLOSURES, AND TRAFFIC SIGNAL MODIFICATIONS ASSOCIATED WITH OVERNIGHT CONSTRUCTION ACTIVITIES WILL REQUIRE WARNING SIGNS BE PLACED AT LEAST ONE WEEK IN ADVANCE OF STARTING CONSTRUCTION.

LEGEND

- TYPE 3 BARRICADE
- SIGN
- NEW PAVEMENT



SCALE: 1" = 50'
(24" X 36" SHEET)

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DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

FILE: 23084- TRAFFIC CONTROL PLAN.DWG

PROJ. #: 23084

PROFESSIONAL ENGINEER REGISTERED 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022

REVISIONS:

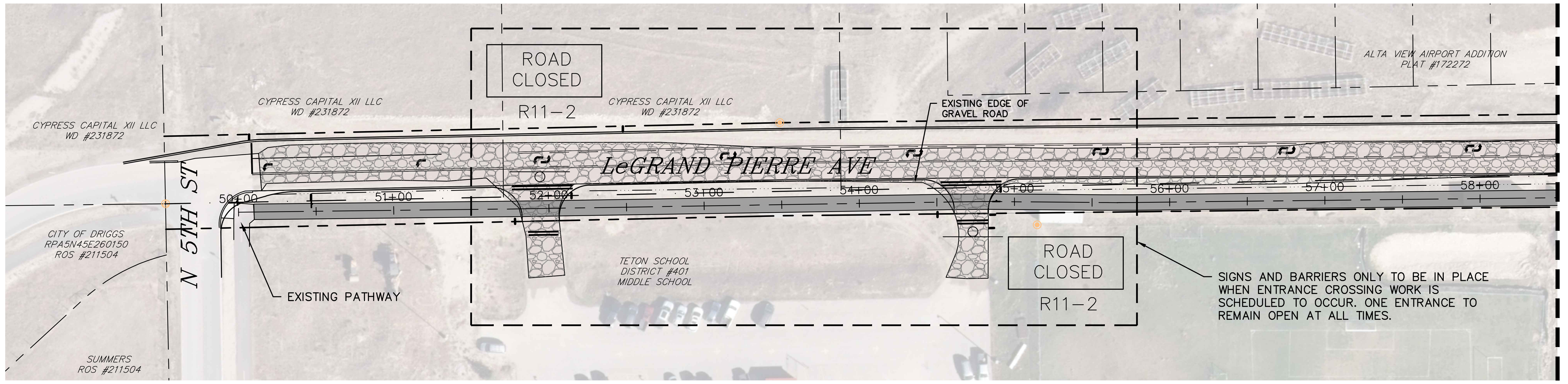
PROJECT NAME

SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID

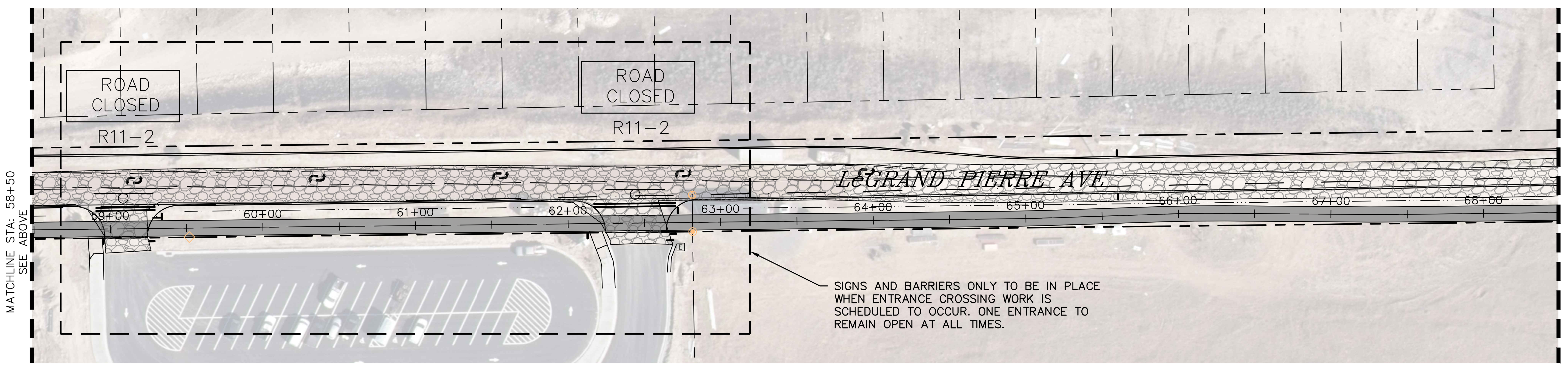
SH 33 PATHWAY TEMPOARTY TRAFFIC CONTROL PLAN

SHEET #

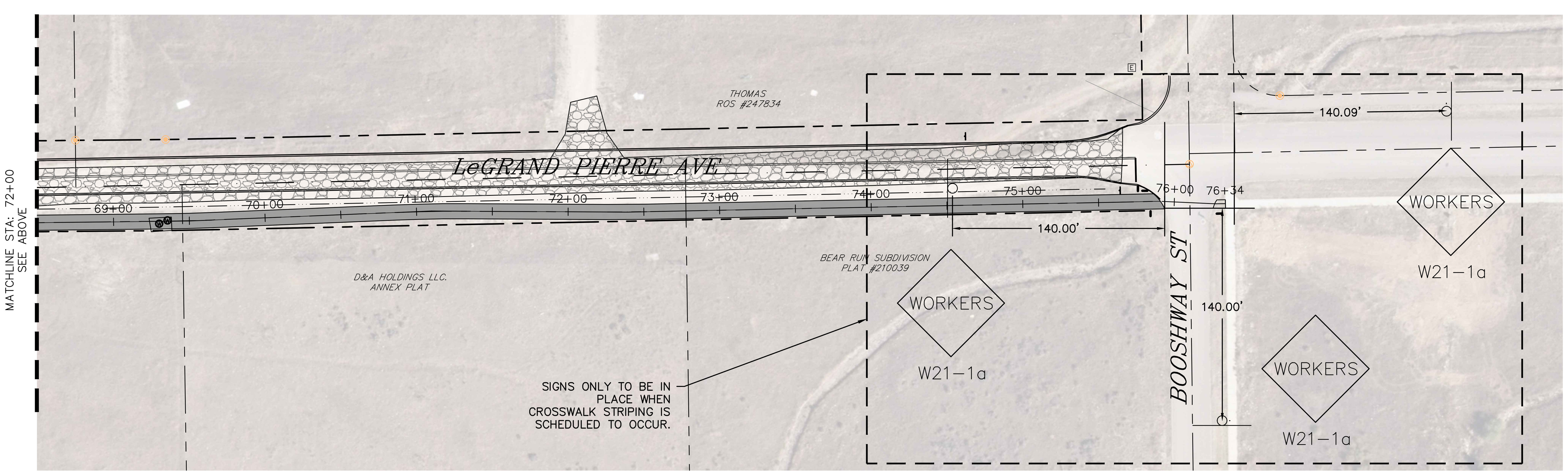
C9.0



STATION 50+00 TO 58+50



STATION 58+50 TO 68+50



STATION 68+50 TO 76+34

TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE IDAHO TRANSPORTATION DEPARTMENT TRAFFIC MANUAL 2008 AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. THE LHTAC RESIDENT ENGINEER OR THEIR REPRESENTATIVE HAS THE AUTHORITY TO INITIATE FIELD CHANGES TO ASSURE PUBLIC SAFETY.
3. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM VIEW WHEN NOT IN USE.
4. WORK HOURS SHALL BE RESTRICTED TO THE PERIOD BETWEEN 8:00 A.M. AND 3:30 P.M., MONDAY THROUGH FRIDAY, UNLESS APPROVED OTHERWISE. WHEN NIGHT WORK IS REQUIRED, WORK HOURS SHALL BE 9 P.M. TO 5 A.M., SUNDAY THROUGH THURSDAY.
5. TRENCHES MUST BE BACK FILLED OR PLATED DURING NON–WORKING HOURS.
6. ACCESS TO DRIVEWAYS WILL BE MAINTAINED AT ALL TIMES UNLESS OTHER ARRANGEMENTS ARE MADE.
7. THE CONTRACTOR SHALL REPLACE WITHIN 24 HOURS, ALL STRIPING REMOVED OR DAMAGED BY CONSTRUCTION WORK. (STRIPING MAY BE REPLACED TEMPORARILY WITH TAPE.)
8. ALL WORKERS SHALL BE EQUIPPED WITH AN ORANGE VEST (OR A REFLECTIVE VEST AT NIGHT). ALL FLAGGERS SHALL ALSO BE EQUIPPED WITH A HARD HAT, C28 "STOP/SLOW" PADDLE AND SHALL BE TRAINED IN THE PROPER FUNDAMENTALS OF FLAGGING TRAFFIC.
9. ANY WORK THAT DISTURBS NORMAL TRAFFIC SIGNAL OPERATIONS SHALL BE COORDINATED WITH THE CITY OF DRIGGS, 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
10. THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL DEVICES 24 HOURS PER DAY AND 7 DAYS PER WEEK.
11. A MINIMUM OF TWELVE (12) FOOT TRAVEL LANES MUST BE MAINTAINED UNLESS OTHERWISE APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
12. ALL NIGHT WORK WILL REQUIRE WRITTEN APPROVAL FROM THE IDAHO DEPARTMENT OF TRANSPORTATION. LANE CLOSURES, ROAD DETOURS, ROAD CLOSURES, AND TRAFFIC SIGNAL MODIFICATIONS ASSOCIATED WITH OVERNIGHT CONSTRUCTION ACTIVITIES WILL REQUIRE WARNING SIGNS BE PLACED AT LEAST ONE WEEK IN ADVANCE OF STARTING CONSTRUCTION.
13. WORK IS TO BE COMPLETED IN THE SUMMER, WHEN SCHOOL IS NOT IN SESSION, THEREFORE TRAFFIC IN THE AREA WILL BE SIGNIFICANTLY REDUCED DURING CONSTRUCTION.

LEGEND

TYPE 3 BARRICADE
SIGN
NEW PAVEMENT

50' 25' 0 50' 100'
SCALE: 1" = 50'
(24" X 36" SHEET)

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FILE: 23084– TRAFFIC CONTROL PLAN.DWG
PROJ. #: 23084

REGISTERED PROFESSIONAL ENGINEER 11539 STATE OF IDAHO JENNIFER P. ZUNG

DATE: 3/8/2022
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PROJECT NAME
SH 33 & LeGRAND PIERRE PATHWAY EXTENSION, DRIGGS, ID
LeGRANDE PIERRE PATHWAY TEMPORARY TRAFFIC CONTROL PLAN

SHEET #
C9.1