



RENDEZVOUS ENGINEERING, P.C.

Civil Engineers and Planners in Wyoming and Idaho

Rendezvous Project No: 05-003

May 28, 2013

Mr. Jay Mazalewski, P.E.
Teton County Engineer
150 Courthouse Drive
Driggs, Idaho 83422

RE: River Rim Division II / Significant Change - Reduced Impact Amendment
Response to Engineering Comments Dated May 6, 2013

Jay:

The following responses are submitted on behalf of Big Sky Western Bank (Glacier Bancorp) based upon comments provided in your May 6, 2013 memo and additional comments received by email on May 24, 2013.

DEVELOPMENT AGREEMENT:

1. (2-B, 2-C) Although the proposed language states no building permits shall be issued, I believe the current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the utilities are completed and the road is brought up to county standards. [The issue of building permits has been addressed in the development agreement based upon extensive discussions and a mediation of the previous development agreement for this project. Although the county has adopted new regulations regarding infrastructure in subdivisions, it is our understanding that River Rim will be allowed to have building permits issued so long as the roads are completed to a county crushed gravel standard. As you are aware, all other major infrastructure, other than asphalt paving, is in place and has been approved by the DEQ, Fire Marshall and County.](#)
2. (2-D) What happens if the added lots in Block 6 are sold and then golf course is constructed? [These lots would not likely be sold if there was a golf course completed. Since most of these lots are in the area of the driving range and not the main course, it is still conceivable that a golf course could be constructed with the lots in place.](#)
3. (2-E1)
 - a. A designated pathway for the public should be included on the West Loop Road as this was required for relocation of N9400W. [The section of road along the West Loop Road has a widened based to allow for a parallel pathway.](#)
 - b. Change the wording from "shall" to "may" be vacated. Please note that only the Board of County Commissioners may vacate a right-of-way. [This change has been added.](#)
4. (2-E2, E3)

- a. Please note that these roads must be designed and constructed to handle the anticipated traffic loads at full build out, including agricultural and truck traffic. All newly constructed roads within River Rim Division II have a minimum of 12 inches of pit run gravel with as much as 24 inches in places. The finished roads will have an additional 4 to 6 inches of ¾ inch crushed gravel and ultimately asphalt pavement that is 2 to 3 inches thick. The constructed road base has been in place for several years and has to date proven to hold up well to heavy construction traffic and other incidental agricultural equipment using the roads. This same road section, 12 minimum pit run, 4 to 6 inch crushed gravel and 2 to 3 inches of asphalt will also be used in areas where the existing county road requires widening.
 - b. The current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the road is brought up to county standards. See response to item 1 under development agreement.
 - c. The revised road improvement completion date of 2016 is unacceptable. The current road is in poor shape. This road must be completed to a gravel surface by the 12/31/2014 as agreed upon in the revised 2011 Development agreement. The applicant is in agreement with the 12/31/2014 completion date for crushed gravel surfaced roads.
5. (2-E4) The current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the road is brought up to county standards. See response to item 1 under development agreement.
 6. (2-E5) Please clarify the commercial use trigger. Will the turning lanes be constructed if any of the commercial uses identified in J are initiated? We suggest that the need for the second set of turning lanes be determined on the basis of the type of use and traffic generated. Since there will already be one set of turning lanes in place, the need for this second set is some time in the distant future and should only be required once traffic and safety issues dictate the need.
 7. (2-G) A letter of approval regarding this proposal from Department of Environmental Quality and Eastern Idaho Public Health must be provided by the applicant. As you are aware, all water, sewer and fire protection facilities were approved in 2010 and 2011 by the various responsible agencies. No changes are being proposed for any infrastructure at this time other than the reduction in the number of future allowable units that will reduce loading. Based upon our past conversations with the DEQ, they are not concerned about how the infrastructure is financed but only that adequate facilities are in place to accommodate the actual loading. We understand that the plan to require tap fees is an issue between the County and the Developer as presented in the updated development agreement. Consequently I am not sure that they will be able to answer this question about the use of tap fees in the manner you are requesting. However, we will submit this question to them and request their response.
 8. (2-H)
 - a. Please add that the Owner will provide documentation from an Idaho Registered Engineer certifying the improvements have been completed as designed. This language has been added.
 9. (9) A one year warranty period will begin once the entire infrastructure for each phase is complete. This is per the 2011 revised development agreement and should remain. The warranty period would only apply to infrastructure that is not yet completed as the water, fire



protection, Phase I sewer, and wire utilities have been approved and completed more than one year ago. However, we understand that new infrastructure would be subject to the one year warranty.

10. (10) No building or occupancy permit shall be issued prior to the completion of the infrastructure for that phase. See response to item 1 under development agreement.

11. (11-B) Is the applicant constructing the public trail and snowmobile trail? If this is to be a public trail access point, a parking area should be constructed. There will be no public trail constructed. The 9400 West road easement will be available for over snow use during the winter months otherwise public access would be through the re-routed County Road within Division II Phase I.

12. (17) The required should be 125% of the engineers estimate, per the 2011 revised development agreement. The previous development agreement for River Rim was based upon a 10% contingency. We proposed that this same contingency would carry forward with this amendment as the County will have more than \$300,000 in contingency funds based upon this percentage.

13. (Exhibit A) Please label Exhibit A This Exhibit is being modified with new labels so that it can be used as Exhibit A to the Development Agreement, similar to what has been done on previous amendments.

14. (Exhibit B)

a. Please show the work to be performed on the constructions plans. I cannot verify the quantities estimated or scope of work shown in the cost estimates. We are preparing a separate Exhibit map that will show the work to be completed by phase.

b. The cost estimates must be signed and stamped by an Idaho Professional Engineer. The final approved updated cost estimates will include a stamp with signature.

c. The contingency amount should be 25%. See response to item 12 above.

d. Are the street and regulatory signs currently installed? If not, the costs for signage must be included in the estimate. We will add a line items for the street signs as suggested.

15. (Exhibit C) Additional Notes

a. (1) The improvements to the South Connector Road and N9400W should be completed by 12/31/2014 as agreed to in the 2011 revised development agreement. The 12/31/14 date has been added to the development agreement and phasing plan.

b. (2) The proposed phasing of the sewer treatment system must be approved by DEQ prior to approval of this amendment. We have always proposed phasing of the sewer treatment system since the project was first presented to the County and DEQ. A phasing plan was also incorporated into the 2011 amended development agreement. This amendment does not affect any of the phasing and is primarily deigned to provide a long term financial instrument to insure that any future wastewater addition has adequate funding, given that this may be fifteen or more years in the future. As noted in comment 7 under the Development Agreement, we do not expect that the DEQ will have an opinion on the financial method used as long as the necessary improvements are completed. We will however make a formal request for their comment on this issue.



MASTER PLAN AMENDMENT:

1. Master Plan Amendment (dated 4-1-2013):
 - a. Phase I: The Master Plan road alignments do not match the proposed construction plans. [Once the final road alignments are approved, these changes will be incorporated in the final master plan map that will ultimately be recorded.](#)
 - b. Phase 11-V: No preliminary construction plans are provided for the reconfigured roads and infrastructure. Preliminary construction plans are required to determine the feasibility and impacts of the proposal. [Preliminary plan profile drawings, based upon the overall master plan road layouts, have been prepared for the other phases not owned by the applicant as requested. It should be understood that these plans are preliminary as the owners of these parcels may choose to modify the plan or alignment when a final plat is completed.](#)
 - c. Phase VI:
 - i. According to the Board of Professional Engineers and Land Surveyors and the Idaho Code, all engineering brought before a decision making body for a public entity (i.e. Board of County Commissioners) needs to stamped and signed (54-1215). [Based upon our reading of the statue, the stamp is required for final drawings and specifications as stated in 54-1215-3-b. We have indicated that the drawings submitted are preliminary and not for construction, which language is noted in the statue and specifically does not require a stamp. We due however intend to stamp the final drawings that will be used for construction.](#)
 - ii. Idaho Transportation Department approval is needed for the new proposed access from Highway 33 (secondary access road) prior to approval of this amendment. [Although the road plan for Phase VI is preliminary, we plan to file for an access permit from the ITD. Copies of the application and supporting information will be submitted to the County.](#)
 - iii. Final construction plans will be required with the submission of a final plat. These improvement plans were reviewed to determine the general conformance with Teton County standards and the constructability of the project. [Understood.](#)
 - iv. No utility (electric/telephone/water/sewer) easements or locations are shown on the plans. How will utilities serve these lots? [We will make this clear on the final drawings however the 60 foot road right of way is also an implied utility easement. Also the CC&Rs do allow the declarant to create additional utility easements across the open space areas where needed.](#)
 - v. Please provide a statement from the engineer regarding the proposed storm water drainage system. [Phase VI represents a relatively low density single family residential development that will have limited impervious areas in comparison to the surrounding open space and vegetated areas. Consequently, there will be little change to the present runoff quantities or patterns. The anticipated plan will require positive drainage from building sites and roads with re-grading where necessary to keep homes out of low areas. The primary site grading will be a function of the actual residential construction where](#)



additional common sense drainage planning should be incorporated into the review process. The primary design objective will be to divert Stormwater and snowmelt runoff to open space and surrounding vegetation to avoid to the extent possible areas of ponding.

vi. The drainage swales and culverts will need to be sized to handle the 10-yr storm event. It appears additional culverts will be required. This can be accommodated with the final plat & construction plans. We agree that these details, including culvert sizing, are most appropriate for the final plat.

vii. Please identify the design speed on the plans. Based on the vertical curve values it appears the design speed is 30 mph. The residential areas should be limited to a 30 to 35 mph speed limit. This will be noted on the plans as requested.

viii. The maximum allowable slope is 10%. Please revise the vertical grade on sheet R4.1 to meet this standard. The road grade on the preliminary road plan-profile drawing has been modified to insure a maximum slope of 10% along the hillside area. Some additional grading of the site will be required to reduce the grade as shown on the plans.

ix. The minimum horizontal curve radius for Teton County is 250-feet. Please revise the curve on sheet R4.1 to meet this standard. We have modified the preliminary road design radius to accommodate a 250 foot centerline radius.

x. The proposed grading at the intersection of the Secondary Access Road and State Highway 33 appears to go beyond the applicant's property. The road access has been moved slightly to the north mostly to avoid a low spot in the terrain. This change will also eliminate the potential for offsite grading.

DIVISION II, PHASE I – MASTER PLAN AMENDMENT NO 5:

1. According to the Board of Professional Engineers and Land Surveyors and the Idaho Code, all engineering brought before a decision making body for a public entity (i.e. Board of County Commissioners) needs to be stamped and signed (54-1215). See response to 1-c-i above. We understand the need to stamp the final plans but believe that it is more appropriate to label the preliminary plans “preliminary” or “not for construction” without an engineering stamp at this time. All final plans will have stamps.
2. No utility plans were submitted showing how the new lots will be serviced. In most cases, the utilities will involve additional stubs off of the main line water, sewer, irrigation, power and communication. This would apply to all new lots except for Tract E where an additional main line sewer, water and irrigation line will be added to provide service to these additional lots. An additional plan/ profile drawing showing the extension on Tract E has been added to the plan set. Also a typical service connection detail, which is based upon the original plans, is also provided.
3. The final plat road alignments do not match the proposed construction plans. A final approved road alignment will be added to the final plat once the road plan is approved.
4. Please label the contour elevations. Additional contours have been labeled to make this easier to understand.



5. Please provide a legend. [A legend has been added.](#)
6. Please identify the design speed on the plans. [The design speed will be 30 or 35 mph.](#)
7. Please provide details of the proposed gravel road sections including the public portion of West Rim Place. These sections must be engineered to handle the anticipated traffic loads. [See typical road section which is complies with the basic structure for a minor collector as described in the Highway and Street Guidelines.](#)
8. Can the road alignments and intersections with Teton Rim Parkway and West Rim Place accommodate the turning movements of large farm equipment and larger semitrailer combination trucks? [The plan is to widen the inside radii of these intersections to accommodate larger trucks such as semi-trailers passing through the area. A semi-truck turning template was used to determine the size of the radii shown on Sheet 15.1.](#)
9. The minimum horizontal curve radius for Teton County is 250-feet. Please revise the curve on sheet R3.1 to meet this standard. [This design radius has been modified to achieve a minimum of 250 feet.](#)
10. A culvert should be installed at the intersection of West Rim Ranch Road and W9400N. [A culvert has been added in this location as the original plans were primarily design to look at the road geometry and grading issues.](#)
11. Additional culverts appear necessary at West Rim Place near Sta: 3+49, Sta 2+50, 4+75. [Additional culverts have been added as noted.](#)

ADDITIONAL COMMENTS RECEIVED BY EMAIL (5-24-13)

1. It appears the design speed for the road through River Rim is not the same as the relocated county road. How will this affect the traffic patterns and flow at the full build out of River Rim? [The typical posted speed in River Rim will be 30 to 35 mph. We feel that this is appropriate for a residential subdivision with the type of second home development anticipated for this area. Even at full buildout – which would take more than 30 years at the most optimistic growth rate – traffic will be limited due to the second home nature of the project and will mostly be traffic associated with the River Rim development. As we have discussed, there is no actual data for “through traffic” on County Road 9400 West. Anecdotal observations during the time construction was taking place in 2006 through 2008 suggest that traffic through River Rim is less than 25 trips per day with some increases during the fall months associated with hunters and agricultural operations. Consequently, we believe that the reduced speed will not create any major hardship for any users of this road. Even at a sustained annual growth rate of 3 % over the next 20 years, through traffic would still be less than 50 trips per day.](#)
2. Accesses to the proposed lots along West Rim Place and Teton Rim Parkway do not appear to meet the minimum spacing requirements for county roads (LTHAC Manual for Use of Public Right-of-Way Standard Approach Policy). Please address how access to these lots will be achieved. [Most lots will be able to achieve a driveway separation of about 200 to 250 feet based upon the typical lot width in this area. However there are some areas such as the Chalets on Tract C which will require a tighter spacing in the range of 50 to 100 feet. Although this is less than the recommended separation for a county road, this portion of West Rim Place will serve as a local collector rather than an arterial or major collector. This is due to the very limited number of through trips and fact that the large majority of traffic will be generated by River Rim.](#)



The additional documents, drawings and exhibits referenced in this letter are being submitted separately to the planning office as a part of the ongoing application process. Copies of all documents will also be made available as PDF files. Let us know if you have any other questions or comments concerning the River Rim Amendment.

Sincerely,



Robert T. Ablondi, P.E.

Cc: Don Chery
Mike Potter
Dan Green

