



Public Works / Finance Committee

Regular Meeting

Laurie M. Hopkins

~Agenda~

City Clerk

www.ci.moscow.id.us

208.883.7015

Tuesday

4:30 PM

Council Chambers

May 29, 2018

206 E. Third St.

Action Items

1. Approval Of Public Works/Finance Committee May 14, 2018 Minutes – Laurie M. Hopkins

Documents:

[MINUTES.PDF](#)

2. South Main Pedestrian Underpass Project Feasibility Study Proposal - Bill Belknap - Bill Belknap

The Moscow Urban Renewal Agency (MURA) and the City have recently completed floodplain assessment work in the vicinity of the south couplet. During the assessment process, the City Council expressed interest in exploring the construction of a pedestrian underpass of South Main/U.S. 95 using the existing bridge structure in a similar fashion to the underpass that will be constructed this summer under State Highway 8 at the Styner/White intersection. Staff requested Alta Science and Engineering to provide a proposal for concept design, modeling analysis, cost estimate, and wetland delineation within the project area. This is the same approach that was utilized with the Styner/White project which was awarded a Transportation Alternatives Program (TAP) grant to fund the underpass construction. The total cost of Alta's proposal is approximately \$14,000. On May 17 the MURA Board committed to funding \$7,000 toward the study contingent upon additional funding from the City and support from the affected property owners. Staff has identified \$7,000 that is currently available within the Parks Professional Services line item that could be utilized to fund the City's share of the study in support of the Paradise Path Development.

PROPOSED ACTIONS: Recommend approval of the City's contribution of \$7,000; or provide staff further direction.

Documents:

3. Intermodal Transit Center Sidewalk Replacement Project - David Schott

On May 1, 2018, the City issued an invitation to bid for the Intermodal Transit Center Sidewalk Replacement Project to four concrete contractors. Two bid proposals were received ranging from \$67,597 to \$69,067.70. The project consists of the removal/disposal and installation of approximately 523 square yards of concrete sidewalk at the Intermodal Transit Center.

In December of 2014, it was reported to staff that there were issues with the concrete flat work adjacent to the Intermodal Transit Center building, primarily on the north and east sides of the building. In July of 2015, a contractor applied an overlay to the affected areas of the concrete. In January of 2016, staff began to receive reports from University of Idaho employees and representatives of SMART Transit that the overlay was failing. Upon inspection, it was determined the overlay was not failing but rather the concrete below the overlay was continuing to deteriorate.

The funding source is the Transit Center Fund 128-198-40-658-30 R&M Buildings and was approved in the FY2018 budget in the amount of \$49,500. However, there is a budget shortfall of \$24,856.70. The University of Idaho has committed to half of the budget shortfall pursuant to the lease agreement and the City will fund the other half of the shortfall within the Transit Center fund balance in the amount of \$12,428.35.

PROPOSED ACTIONS: Recommend Council authorization to retain Knox Concrete, LLC for the Intermodal Transit Center Sidewalk Replacement Project in the amount of \$67,597 with a ten percent contingency \$6,759.70 for a total amount not to exceed \$74,356.70, or provide staff further direction.

Documents:

[INTERMODEL TRANSIT CENTER SIDEWALK REPLACEMENT
PROJECT.PDF](#)

4. Third Street Corridor Assessment Report - Les MacDonald

Report on the status of the Third Street Corridor Assessment by Alta Planning + Design, Inc.

PROPOSED ACTIONS: Receive a Staff report on the status of the Alta Planning assessment of the proposed Third Street Corridor Plan C Multimodal Improvements, or provide Staff further direction.

Documents:

[THIRD STREET CORRIDOR ASSESSMENT REPORT.PDF](#)
[MOSCOW 3RD BIKEWAY STUDY_FINAL 5-25-18.PDF](#)
[MOSCOW 3RD STREET BIKEWAY STUDY - APPENDIX FINAL 5-25-](#)

5. Proposed Lot Line Adjustment For Lots 1, 2 & 3 Of The Rolling Hills 3Rd Addition - Bill Belknap - Bill Belknap

The owner of Lots 1, 2 & 3 of the Rolling Hills Third Addition is proposing a lot line adjustment between the three lots and the owner's adjacent unplatted property. The subject property is located within the R-2 Moderate Density Single-Family Residential Zoning District. The R2 Zoning District has a minimum lot area of 7,000 square feet and minimum lot width of 60 feet. The proposed adjusted lots would range from 11,407 to 14,009 square feet in size and from 75.5 to 109 feet in width. Due to the wording of the original letter of request, property owners within 600 feet of the subject property were mailed notice of the request as a lot division. Upon receiving the mailed notice the Owner contacted the Community Development Department to clarify that their intent was not to create any additional building lots and that Parcel 1 would remain a part of their unplatted property. As a result, no new building lots would be created from the proposed lot line adjustment. The applicant has also included the design for a shared driveway that would be utilized to access all three building lots.

PROPOSED ACTIONS: Recommend approval of the lot line adjustment request; deny the lot line adjustment request; or take other action as deemed appropriate.

Documents:

[PROPOSED LOT LINE ADJUSTMENT FOR LOTS 1 2 AND 3 OF THE ROLLING HILLS 3RD ADDITION.PDF](#)

6. 921 And 925 Public Ave. Right-Of-Way Dedication Variance Request - Bob Buvel

Tyler George is proposing to develop the lots at 921 and 925 Public Avenue for The Urban Berm Subdivision. On April 27th 2018 the City received notice from Scott Becker of Hodge and Associates on behalf of the applicant requesting a variance from the City Council for the required dedication of an additional five (5) feet of right-of-way along the south side of Public Ave.

PROPOSED ACTIONS: Recommend approval of the variance request to develop the subdivision along the existing sixty (60) foot Public Avenue right-of-way without the dedication of an additional five (5) feet of right-of-way, deny the variance request, or provide Staff further direction.

Documents:

[921 AND 925 PUBLIC AVE. RIGHT-OF-WAY DEDICATION VARIANCE REQUEST.PDF](#)

Reports

NOTICE: Moscow City Council and committee meetings are televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.



Public Works/Finance Committee

Regular Meeting
~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

Monday
May 14, 2018

4:30 PM

Council Chambers
206 E. Third St.

The meeting was called to order at 4:30 PM

PRESENT: Kathryn Bonzo Chair, Jim Boland Councilmember, Brandy Sullivan Councilmember

OTHERS: Mayor Lambert, Councilmember Gina Taruscio, Councilmember Art Bettge

STAFF: Jen Pfiffner, Sarah Banks, James Fry, Bill Belknap, Mike Ray, Mia Vowels, Laurie M. Hopkins

1. Approval of Public Works/Finance Committee April 23, 2018 Minutes – Laurie M. Hopkins

RESULT: ACCEPTED AS AMENDED [UNANIMOUS]

AYES: Kathryn Bonzo, Jim Boland, Brandy Sullivan

2. Disbursement Report for April 2018 – Gary J. Riedner

Staff will present the Accounts Payable Report for the month ending April 2018. This was reviewed, signed and recommended for approval by the Public Works/Finance Committee on May 14, 2018.

ACTION: Approve the Disbursements Report for the month of April 2018.

Banks said there are no outstanding major expenses and final audit payment has been made. The Committee had no questions. The Committee recommended approval and signed the report.

RESULT: RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]

AYES: Kathryn Bonzo, Jim Boland, Brandy Sullivan

3. Artwalk Beer and Wine Garden Resolution And Artwalk Sidewalk Cafe Temporary Expansion Resolution – Jen Pfiffner

Artwalk 2018 is scheduled for June 15, 2018. Since 2016, Council has permitted beer and wine gardens within the City streets and rights-of-way in the Moscow Central Business District for select events by way of Council Resolution. The current proposal will allow appropriate City staff to issue permits for beer and wine gardens during Artwalk June 15th, 2018. An establishment interested in participating in Artwalk by hosting a beer/wine garden would contact the Community Events Manager to coordinate participation in accordance with this resolution and the authorized street closure permit process. Approved participating establishments are required to apply for a catering permit with the City of Moscow in accordance with State Liquor regulations. Additionally, the City regulates sidewalk cafes in the downtown central business to the area immediately in front of an establishment. In an effort to add to the festive and enticing atmosphere of Artwalk businesses may opt to expand their currently permitted sidewalk cafe to the abutting neighboring business property lines with the neighboring business' permission. An establishment wishing to temporarily expand its sidewalk cafe for Artwalk, pursuant to Resolution, would be required to file an amended Sidewalk Cafe Licensed Area diagram to the City Clerk with written permission from the neighboring business allowing the extension of the area in front of the neighboring business. Those establishments permitted to serve alcohol, would be required to apply for a catering permit with the City of Moscow in accordance with State Liquor regulations. This was reviewed and recommended for approval by the Public Works/Finance Committee on May 14, 2018.

Minutes Acceptance: Minutes of May 14, 2018 4:30 PM (Regular Items)

ACTION: Approve the Resolution related to beer and wine gardens and the Resolution related to temporary expansion of sidewalk cafes.

Pfiffner explained the item as written above and answered questions regarding the time frame for signing up for a beer garden. The Committee recommended approval and that it be placed on the Council consent agenda.

RESULT:	RECOMMEND APPROVAL TO COUNCIL [UNANIMOUS]
AYES:	Kathryn Bonzo, Jim Boland, Brandy Sullivan

4. 736 Vista Street and 822 Getaway Court Lot Line Adjustment - Michael Ray

Richard Burnham is requesting a lot line adjustment between two parcels of land currently addressed as 736 Vista Street and 822 Getaway Court. 736 Vista Street is 9,386 sf in size and 822 Getaway Court is 18,169 sf in size. The applicant is proposing to adjust the common lot line between the two parcels in order to convey a 6,837 sf area from 822 Getaway Court to 736 Vista Street. The subject properties are located in the Moderate Density Single-Family Residential (R-2) Zoning District which has a minimum lot area of 7,000 sf and a minimum lot width of 60 feet. Both parcels will also meet the minimum lot area and width requirements for the R-2 Zone. 736 Vista Street currently has a single family dwelling constructed upon it, which will meet all setback requirements for the proposed lot line adjustment. This was reviewed and recommended for approval by the Public Works/Finance Committee on May 14, 2018.

ACTION: Approve the lot line adjustment request with no conditions.

Ray introduced the item and showed an aerial of the area and described the zoning. The lot line proposal meets the minimum requirements. Bettge felt the adjustment was straight forward. The Committee recommended approval and that it be placed on the Council consent agenda.

RESULT:	RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]
AYES:	Kathryn Bonzo, Jim Boland, Brandy Sullivan

5. Internet Crimes Against Children MOU - James Fry

The Idaho Attorney General's Office has selected the Moscow Police Department to enter into a Memorandum of Understanding (MOU) allowing MPD Detective Eric Kjorness to become an agent under the Internet Crimes Against Children task force. This partnership allows the Moscow Police Department to hire an additional cyber crime investigator, as under the MOU, the Attorney General provides reimbursement to the City of all expenses for Det. Kjorness, including salary, as well as training and equipment. The MOU will provide better support and succession planning for the City of Moscow and the Moscow Police Department's commitment to the safety of children. This was reviewed and recommended for approval by the Public Works/Finance Committee on May 14, 2018.

PROPOSED ACTIONS: Approve the Memorandum of Understanding with the Idaho Attorney General's Office; or take other action deemed appropriate.

Fry introduced the item saying this is a unique opportunity to have the training in place and be able to have it paid for. The Attorney General's Office came to the City because of Kjorness' expertise. Staff was not searching this out. Pfiffner added this opportunity ties into the strategic planning initiatives of the MPD. Kjorness can be pulled back to assist with a larger investigation should the Department find themselves in one. He already travels around the state and would continue to do so as investigations come up. This funding has been approved in the Legislature and is not anticipated to be canceled because of the importance of the program. The Committee recommended approval and that it be placed on the Council regular agenda.

RESULT:	RECOMMENDED TO COUNCIL REGULAR [UNANIMOUS]
AYES:	Kathryn Bonzo, Jim Boland, Brandy Sullivan

6. FMPP Grant Application – Jen Pfiffner

The Farmers Market Promotion Program is a federally administered USDA grant. The Moscow Farmers Market has identified two projects requiring assistance that match the capacity building requirements of this grant to enhance the development, improvement and expansion of direct producer to consumer market opportunities. As identified in the Moscow Farmers Market Strategic Plan, the issue of Market Layout is Unsafe, Restrictive and Limits Growth Decisions has been listed as a project as well as a desire to identify a clear and distinctive branding message outlining what makes the Moscow Farmers Market unique. This was reviewed and recommended for approval by the Public Works/Finance Committee on May 14, 2018.

PROPOSED ACTIONS: Approve ratification of submittal of the grant request for the 2018 Farmers Market Promotion Program (FMPP) with total project costs estimated not exceed to \$135,000 with no local match required or take other such action deemed appropriate.

Pfiffner introduced the item as written above adding this does not require a match. This will research if we need to expand the market which is an important question for the Commission. Boland asked if this grant will this allow us to explore downtown Wi-Fi. Pfiffner answered that implementation of downtown Wi-Fi would not be included. This grant takes a look at the insight and how can we make the most of what we have. The Committee recommended approval and that it be placed on the Council regular agenda.

RESULT:	RECOMMENDED TO COUNCIL REGULAR [UNANIMOUS]
AYES:	Kathryn Bonzo, Jim Boland, Brandy Sullivan

7. Purchase Agreement for North Welcome Sign Property – Gary J. Riedner

In 1998, the City of Moscow installed welcome signs at the west, east and north entrances to the City. The south entrance sign installation was delayed pending the completion of modifications to US95 by the Idaho Transportation Department. The funding for the entrance signs included participation from the City, University of Idaho, Associated Students of the University of Idaho, Moscow School District and the Associated Students of Moscow School District. The north entrance sign was constructed on land granted by a permanent easement granted by Gainford Mix, the owner of the property. Recent surveys have determined that the location of the sign is partially upon the easement, and portions of the sign and attendant landscaping are outside of the easement area, upon property owned by Mr. & Mrs. Richard Beebe and Mr. Edward Shipley. The Beebe's and Mr. Shipley have indicated that they are willing to sell the property to the City. Staff has worked with the property owners and have negotiated a price of \$4,200 for the City to obtain fee title to the property. This was reviewed and recommended for approval by the Public Works/Finance Committee on May 14, 2018.

ACTION: Approve purchase of property for the north entrance sign.

Pfiffner introduced the item as written above. Mayor Lambert said property taxes were paid on this property appropriately. The Committee recommended approval and that it be placed on the Council consent agenda.

Adjourn

The meeting was closed at 4:55 PM

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 05/29/2018**Title:** South Main Pedestrian Underpass Project Feasibility Study Proposal - Bill Belknap**Responsible Staff:** Bill Belknap

Information

DESCRIPTION: The Moscow Urban Renewal Agency (MURA) and City have recently completed floodplain assessment work in the vicinity of the south couplet. During the assessment process, the City Council expressed interest in exploring the construction of a pedestrian underpass of South Main/U.S. 95 using the existing bridge structure in a similar fashion to the underpass that will be constructed this summer under State Highway 8 at the Styner/White intersection. A pedestrian underpass of South Main/U.S. 95 would significantly improve pedestrian connectivity and safety within the Legacy Crossing District. Staff requested Alta Science and Engineering to provide a proposal for concept design, modeling analysis, cost estimate, and wetland delineation within the project area. This is the same approach that was utilized with the Styner/White project which was awarded a Transportation Alternatives Program (TAP) grant to fund the underpass construction. Staff is considering utilizing the same approach with the proposed South Main underpass and potentially submitting an application in the upcoming TAP funding round anticipated to occur in December. Within the TAP program, the funding of construction projects is generally programmed 3-4 years out from application and selection. The pathway routing is anticipated to cross a portion of properties currently owned by Gritman Medical Center and the University of Idaho. Staff has contacted both parties to begin discussions regarding the project and any pedestrian easements that might be required. The total cost of Alta's proposal is approximately \$14,000. On May 17th the MURA Board committed to funding \$7,000 toward the study contingent upon additional funding from the City and support from the affected property owners. Staff has identified \$7,000 that is currently available within the Parks Planning line item that could be utilized to fund the City's share of the study.

STAFF RECOMMENDATION: Recommend approval of the City's contribution of \$7,000.

PROPOSED ACTIONS: Recommend approval of the City's contribution of \$7,000; or provide staff further direction.

Necessary Resources/Impacts

<Type your fiscal/personnel/miscellaneous impacts here or N/A>

Attachments

South Main Underpass Feasibility Proposal



Cost Proposal

Date: 05/07/18

Project: City of Moscow – South Main Path Underpass

Project Number: 18059

Client: City of Moscow

Project Manager: Benjamin Davis

Client Contact: Bill Belknap

Phase Description	Labor	Expenses	Total
Survey	2,380.00	300.00	2,680.00
Evaluate Feasibility	2,445.00	0.00	2,445.00
Conceptual Design	6,745.00	0.00	6,745.00
Wetland Delineation	2,095.00	0.00	2,095.00
Total	13,665.00	300.00	13,965.00

Proposed Schedule

Phase	Completion Date	Deliverables
Survey	June 15	None
Evaluate Feasibility	June 29	Hydraulic Modeling Technical Memorandum
Conceptual Design	August 15	Conceptual-Level Plan Drawings and Cost Estimate
Wetland Delineation	July 15	Wetland Delineation Technical Memorandum

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 05/29/2018**Title:** Intermodal Transit Center Sidewalk Replacement Project**Responsible Staff:** David Schott

Information

DESCRIPTION: On May 1, 2018, the City issued an invitation to bid for the Intermodal Transit Center Sidewalk Replacement Project to four concrete contractors. Two bid proposals were received ranging from \$67,597 to \$69,067.70. The project consists of the removal/disposal and installation of approximately 523 square yards of concrete sidewalk at the Intermodal Transit Center.

In December of 2014, it was reported to staff that there were issues with the concrete flat work adjacent to the Intermodal Transit Center building, primarily on the north and east sides of the building. In July of 2015, a contractor applied an overlay to the affected areas of the concrete. In January of 2016, staff began to receive reports from University of Idaho employees and representatives of SMART Transit that the overlay was failing. Upon inspection, it was determined the overlay was not failing but rather the concrete below the overlay was continuing to deteriorate.

The funding source is the Transit Center Fund 128-198-40-658-30 R&M Buildings and was approved in the FY2018 budget in the amount of \$49,500. However, there is a budget shortfall of \$24,856.70. The University of Idaho has committed to half of the budget shortfall pursuant to the lease agreement and the City will fund the other half of the shortfall within the Transit Center fund balance in the amount of \$12,428.35.

STAFF RECOMMENDATION: Recommend Council authorization to retain Knox Concrete, LLC for the Intermodal Transit Center Sidewalk Replacement Project in the amount of \$67,597 with a ten percent contingency \$6,759.70 for a total amount not to exceed \$74,356.70.

PROPOSED ACTIONS: Recommend Council authorization to retain Knox Concrete, LLC for the Intermodal Transit Center Sidewalk Replacement Project in the amount of \$67,597 with a ten percent contingency \$6,759.70 for a total amount not to exceed \$74,356.70, or provide staff further direction.

Necessary Resources/Impacts

<Type your fiscal/personnel/miscellaneous impacts here or N/A>

Attachments

Bid Tally - ITC Sidewalk Replacement Committee

Knox Concrete Bid Proposal

Curtis Concrete Bid Proposal

ProfessionalServices-KnoxConcrete;ITC ConcreteSidewalkReplacement(2018)pm1(clean)

BID TABULATION			
Project: ITC Sidewalk Replacement Project			
Semi Formal Bid Opening Date and Time: May 9, 2018, 3:00 PM PST			
FY18 Budget \$49,500: 128-198-40-658-30			
Contractor	Units	Knox Concrete	Curtis Concrete
Mobilization	1 LS	\$ 5,000.00	\$ 3,500.00
Remove / Dispose of Concrete Sidewalk	523 SY	\$ 13,598.00	\$ 17,180.55
Construct Standard Concrete Sidewalk	523 SY	\$ 25,104.00	\$ 32,713.65
Remove / Dispose of Concrete Curb (Type A)	135 LF	\$ 2,025.00	\$ 1,620.00
Construct Concrete Curb (Type A)	135 LF	\$ 4,725.00	\$ 3,375.00
Replace 18" of Concrete Parking Lot along Curb	22.5 SY	\$ 2,475.00	\$ 2,137.50
Remove / Dispose of Concrete Pedestrian Ramp	5 SY	\$ 875.00	\$ 750.00
Construct Concrete Pedestrian Ramp	5 SY	\$ 2,375.00	\$ 875.00
Remove and Construct 6" Concrete Retaining Wall < 30"	84 SFF	\$ 6,720.00	\$ 3,696.00
Remove and Construct Concrete Steps	8 LF	\$ 1,200.00	\$ 720.00
Traffic / Pedestrian Control	1 LS	\$ 3,500.00	\$ 2,500.00
Total:		\$ 67,597.00	\$ 69,067.70

BID PROPOSAL

TO: Mayor and City Council
City of Moscow, Idaho

Date: 5/8/18

This proposal is submitted as an offer by the undersigned to enter into contract with the City of Moscow, Idaho as represented by the City Council, hereinafter referred to as the 'CITY' for INTERMODAL TRANSIT CENTER SIDEWALK REPLACEMENT PROJECT, (hereinafter "Project"), specified herein and which construction documents are on file with the Assistant Parks and Recreation Director, City Shop - Parks, 650 North Van Buren Street, Moscow, Idaho, and which are a condition hereof with the same force and effect as though they were attached hereto. The offer is conditioned on the following declarations as to the facts, intention and understanding of the undersigned and the agreement of the CITY to the terms and prices herein submitted.

1. All Project specifications and drawings examined by the undersigned and their terms and conditions are hereby agreed to.
2. The undersigned certifies that he/she has received or made himself/herself aware of any and all existing site conditions that may affect the proposed work.
3. It is understood that the contract drawings may be supplemented by additional drawings and specifications in explanation and elaboration of the contract drawings and it is agreed that such supplemental drawings, when not in conflict with those referred to in paragraph 1 above, will have the same force and effect as if attached hereto and that when received they will be considered a part of the contract.
4. The undersigned will furnish separate performance and payment bonds in the full amount of the contract price.
5. Proposal Guarantee (Bid bond) is not required with bid submittal.
6. The undersigned further agrees that CITY shall have the right to accept or reject any bid which rejection or acceptance is deemed to be in the best interest of CITY.
7. The undersigned agrees to order all necessary equipment and materials within a period of three (3) days after Notice to Proceed has been issued by the Assistant Parks and Recreation Director.
8. The undersigned, as a bidder, acknowledges that Addenda Number through have been delivered to him/her and have been examined as part of the contract documents.
9. The undersigned agrees to complete all work embraced in the contract within the time limitations set forth in paragraph IB-13 of the Instruction to Bidders.

10. The undersigned holds Idaho State Contractor's License Number RCE-21479.
11. The undersigned proposes to use the following sub-contractors in the performance of meeting the contract requirements. Information herein must comply with Idaho Code Section 67-2310 and IB-16:

Subcontractors	Trade Specialty	Idaho Public Works License No.	\$ Amount
a.	<u>N/A</u>		
b.			
c.			
d.			
e.			

12. The undersigned proposes to furnish labor, materials, equipment and services of all kinds required for INTERMODAL TRANSIT CENTER SIDEWALK REPLACEMENT PROJECT as described in the specifications, including all appurtenant work, all as required by the specifications and this proposal for the prices in accordance with the completed schedule contract prices as follows:

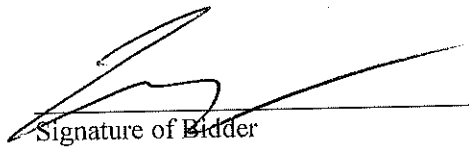
BID SCHEDULE

<u>Item No.</u>	<u>Item Description</u>	<u>Quantity & Unit</u>	<u>Unit Price</u>	<u>Total Price</u>
1.	Mobilization	1 LS	\$ 5,000.00	\$ 5,000.00
2.	Remove / Dispose of Concrete Sidewalk	523 SY	\$ 26.00	\$ 13,598.00
3.	Construct Standard Concrete Sidewalk	523 SY	\$ 48.00	\$ 25,104.00
4.	Remove / Dispose of Concrete Curb (Type A)	135 LF	\$ 15.00	\$ 2,025.00
5.	Construct Concrete Curb (Type A)	135 LF	\$ 35.00	\$ 4,725.00
6.	Replace 18" of Concrete Parking Lot along Curb	22.5 SY	\$ 110.00	\$ 2,475.00
7.	Remove / Dispose of Concrete Pedestrian Ramp	5 SY	\$ 175.00	\$ 875.00
8.	Construct Concrete Pedestrian Ramp	5 SY	\$ 475.00	\$ 2,375.00
9.	Remove and Construct 6" Concrete Retaining Wall < 30"	84 SFF	\$ 80.00	\$ 6,720.00
10.	Remove and Construct Concrete Steps	8 LF	\$ 150.00	\$ 1,200.00
11.	Traffic / Pedestrian Control	1 LS	\$ 3,500.00	\$ 3,500.00
			Bid Total	\$ 67,597.00

Attachment: Knox Concrete Bid Proposal (1725 : Intermodal Transit Center Sidewalk Replacement Project)

Knox Concrete LLC
Firm Name of Bidder

913 Snake River Ave. Lewiston, ID 83421
Bidders Mailing Address


Signature of Bidder

PWC-C-16917-C-4
Public Works License No.

Estimator
Official Title

N/A
State of Incorporation if Incorporated

SEAL (if incorporated)

Dated at 3:30 PM This 8th day of May, 2018

Attachment: Knox Concrete Bid Proposal (1725 : Intermodal Transit Center Sidewalk Replacement Project)

BID PROPOSAL

TO: Mayor and City Council
City of Moscow, Idaho

Date: 5/9/18

This proposal is submitted as an offer by the undersigned to enter into contract with the City of Moscow, Idaho as represented by the City Council, hereinafter referred to as the 'CITY' for INTERMODAL TRANSIT CENTER SIDEWALK REPLACEMENT PROJECT, (hereinafter "Project"), specified herein and which construction documents are on file with the Assistant Parks and Recreation Director, City Shop - Parks, 650 North Van Buren Street, Moscow, Idaho, and which are a condition hereof with the same force and effect as though they were attached hereto. The offer is conditioned on the following declarations as to the facts, intention and understanding of the undersigned and the agreement of the CITY to the terms and prices herein submitted.

1. All Project specifications and drawings examined by the undersigned and their terms and conditions are hereby agreed to.
2. The undersigned certifies that he/she has received or made himself/herself aware of any and all existing site conditions that may affect the proposed work.
3. It is understood that the contract drawings may be supplemented by additional drawings and specifications in explanation and elaboration of the contract drawings and it is agreed that such supplemental drawings, when not in conflict with those referred to in paragraph 1 above, will have the same force and effect as if attached hereto and that when received they will be considered a part of the contract.
4. The undersigned will furnish separate performance and payment bonds in the full amount of the contract price.
5. Proposal Guarantee (Bid bond) is not required with bid submittal.
6. The undersigned further agrees that CITY shall have the right to accept or reject any bid which rejection or acceptance is deemed to be in the best interest of CITY.
7. The undersigned agrees to order all necessary equipment and materials within a period of three (3) days after Notice to Proceed has been issued by the Assistant Parks and Recreation Director.
8. The undersigned, as a bidder, acknowledges that Addenda Number 0 through _____ have been delivered to him/her and have been examined as part of the contract documents.
9. The undersigned agrees to complete all work embraced in the contract within the time limitations set forth in paragraph IB-13 of the Instruction to Bidders.

10. The undersigned holds Idaho State Contractor's License Number RCE - 34757.
11. The undersigned proposes to use the following sub-contractors in the performance of meeting the contract requirements. Information herein must comply with Idaho Code Section 67-2310 and IB-16:

Subcontractors	Trade Specialty	Idaho Public Works License No.	\$ Amount
a.	<u>NONE</u>		
b.			
c.			
d.			
e.			

12. The undersigned proposes to furnish labor, materials, equipment and services of all kinds required for INTERMODAL TRANSIT CENTER SIDEWALK REPLACEMENT PROJECT as described in the specifications, including all appurtenant work, all as required by the specifications and this proposal for the prices in accordance with the completed schedule contract prices as follows:

BID SCHEDULE

<u>Item No.</u>	<u>Item Description</u>	<u>Quantity & Unit</u>	<u>Unit Price</u>	<u>Total Price</u>
1.	Mobilization	1 LS	\$ <u>3500.00</u>	\$ <u>3500.00</u>
2.	Remove / Dispose of Concrete Sidewalk	523 SY	\$ <u>32.85</u>	\$ <u>17,180.55</u>
3.	Construct Standard Concrete Sidewalk	523 SY	\$ <u>62.55</u>	\$ <u>32,713.65</u>
4.	Remove / Dispose of Concrete Curb (Type A)	135 LF	\$ <u>12.00</u>	\$ <u>1620.00</u>
5.	Construct Concrete Curb (Type A)	135 LF	\$ <u>25.00</u>	\$ <u>3375.00</u>
6.	Replace 18" of Concrete Parking Lot along Curb	22.5 SY	\$ <u>95.00</u>	\$ <u>2137.50</u>
7.	Remove / Dispose of Concrete Pedestrian Ramp	5 SY	\$ <u>150.00</u>	\$ <u>750.00</u>
8.	Construct Concrete Pedestrian Ramp	5 SY	\$ <u>175.00</u>	\$ <u>875.00</u>
9.	Remove and Construct 6" Concrete Retaining Wall < 30"	84 SFF	\$ <u>44.00</u>	\$ <u>3696.00</u>
10.	Remove and Construct Concrete Steps	8 LF	\$ <u>90.00</u>	\$ <u>720.00</u>
11.	Traffic / Pedestrian Control	1 LS	\$ <u>2500.00</u>	\$ <u>2500.00</u>
			Bid Total	\$ <u>69,067.70</u>

Attachment: Curtis Concrete Bid Proposal (1725 : Intermodal Transit Center Sidewalk Replacement Project)

Curtis Concrete Construction Inc.
Firm Name of Bidder

PO Box 278 Pullman WA 9 63
Bidders Mailing Address

[Signature]
Signature of Bidder

012865-A-2-4
Public Works License No.

Vice President
Official Title

Washington
State of Incorporation if Incorporated



SEAL (if incorporated)

Dated at Spokane Valley WA This 9 day of May, 2018

Attachment: Curtis Concrete Bid Proposal (1725 : Intermodal Transit Center Sidewalk Replacement Project)

**CONSTRUCTION AGREEMENT FOR
INTERMODAL TRANSIT CENTER SIDEWALK REPLACEMENT PROJECT
BETWEEN CITY OF MOSCOW, IDAHO AND
KNOX CONCRETE, LLC.**

THIS CONSTRUCTION AGREEMENT FOR INTERMODAL TRANSIT CENTER SIDEWALK REPLACEMENT PROJECT (hereinafter "Agreement"), dated this ____ day of _____, 2018, by and between City of Moscow, Idaho, a municipal corporation of the State of Idaho, 206 East Third Street, Moscow, Idaho, 83843 (hereinafter, "CITY") and Knox Concrete, LLC., 913 Snake River Avenue, Lewiston, Idaho, 83501, (hereinafter, "CONTRACTOR"):

WITNESSETH:

WHEREAS, pursuant to the invitation of CITY, extended through a Solicitation for Bids, CONTRACTOR submitted a proposal containing an offer invited by said solicitation; and

WHEREAS, CITY has determined that said offer was the lowest responsive bid; and

WHEREAS, CITY has accepted CONTRACTOR's bid;

NOW THEREFORE, the Parties to this Agreement, in consideration of the mutual covenants and stipulations set out, agree as follows:

**ARTICLE 1.
CONTRACT DOCUMENTS**

The Contract Documents which comprise the entire Agreement between the CITY and CONTRACTOR concerning the work to be performed are this Agreement, pages one (1) through five, (5) and the following:

1. Invitation to Bid;
2. Project Specifications titled: INTERMODAL TRANSIT CENTER
SIDEWALK REPLACEMENT PROJECT
3. Bid/Proposal of CONTRACTOR, dated May 8, 2018, physically attached to this Agreement;
4. The Engineering Plans;
5. Performance and Payment Bonds and Insurance Certificates, physically attached to this Agreement;
6. Change Orders, which may be delivered or issued after the effective date of this Agreement;
7. Addenda issued prior to opening of bids, physically attached to this Agreement.

There are no Contract Documents other than those listed in Article 1. This Agreement may only be amended by change order as provided in the General Conditions.

ARTICLE 2. WORK

CONTRACTOR shall complete the entire work as specified, indicated and required under the Contract Documents, contained herein under Article 1. for CITY project (hereinafter "Project") titled:

INTERMODAL TRANSIT CENTER SIDEWALK REPLACEMENT PROJECT

ARTICLE 3. CONTRACT TIME/SUBSTANTIAL COMPLETION

The work to be performed pursuant to this Agreement shall be completed on or before Fifteen (15) calendar days from the commencement of work, unless adjustment of the Agreement time is made in accordance with the provisions of the Contract Documents. CONTRACTOR shall begin work in conformance with the Contract Documents and shall complete the work prior to the date of completion.

ARTICLE 4. CONTRACT SUM

CITY shall pay CONTRACTOR for completion of the Work in accordance with the Contract Documents in current funds in the amount of Sixty Seven Thousand Five Hundred Ninety Seven Dollars (\$67,597). In no event shall Contract amount exceed CONTRACTOR's bid amount of Sixty Seven Thousand Five Hundred Ninety Seven Dollars (\$67,597) unless otherwise authorized by CITY. Any such increase in work shall be compensated in accordance with unit pricing terms specified in bid documents. Said Contract Sum shall be paid in accordance with the Contract Documents.

ARTICLE 5. INDEPENDENT CONTRACTOR

The Parties warrant by their signature that no employer-employee relationship is established between CONTRACTOR and CITY by the terms of this Agreement. It is understood by the Parties hereto that CONTRACTOR is an independent contractor and, as such, neither it nor its employees, agents, representatives or subcontractors, if any, are employees of CITY for purposes of tax, retirement system, or social security (FICA) withholding.

ARTICLE 6. SCOPE OF SERVICES

CONTRACTOR shall perform all services required by the Contract Documents. All work shall be completed in accordance with the specifications and plans established for this Project.

ARTICLE 7. HOLD HARMLESS/INDEMNIFICATION

In addition to other rights granted CITY by the Contract Documents, CONTRACTOR agrees to indemnify, defend, and hold harmless CITY, its officers, agents, employees, and engineers, from and against any and all losses, suits, actions, claims, judgements for damages, or any injuries or damages

received or sustained by any person, persons, or property, and losses, expenses, and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with the acts and/or any performances, activities, errors or omissions by CONTRACTOR, CONTRACTOR's servants, agents, officers, employees, representatives, guests, business invitees or its subcontractors; or on account of or in consequence of any neglect in safeguarding the work; or through use of unacceptable materials in constructing the work; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising out of or recovered under the Workmen's Compensation Act or any other law, ordinance, order, or decree.

ARTICLE 8. CONFLICT OF INTEREST

CONTRACTOR covenants that it presently has no interest and will not acquire any interest, direct or indirect, in the Project which would conflict in any manner or degree with the performance of its services hereunder. CONTRACTOR further covenants that, in performing this Agreement, it will employ no person who has any such interest. Should any conflict of interest arise during the performance of this Agreement, CONTRACTOR shall immediately disclose such conflict to the Project Engineer/Assistant Parks and Recreation Director, and CITY.

ARTICLE 9. ENTIRE AGREEMENT, MODIFICATION AND ASSIGNABILITY

This Agreement and the exhibits hereto contain the entire Agreement between the Parties, and no statements, promises, or inducements made by either Party, or agents of either Party are valid or binding unless contained herein. This Agreement may not be enlarged, modified or altered except upon written agreement signed by the Parties hereto. CONTRACTOR may not subcontract or assign its rights (including the right to compensation) or duties arising hereunder, other than as provided within the Contract Documents, without the prior written consent and express authorization of CITY.

ARTICLE 10. ADHERENCE TO LAW REQUIRED

All applicable Federal, State and Local statutes and regulations are hereby made a part of this Agreement and shall be adhered to at all times. Violation of any of these statutes or regulations by CONTRACTOR shall be deemed material and shall subject CONTRACTOR to termination of this Agreement for cause. No pleas of misunderstanding or ignorance on the part of CONTRACTOR will, in any way, serve to modify the provisions of this requirement. CONTRACTOR and its surety shall indemnify, defend and hold harmless CITY and its employees, agents, engineers and representatives against any claim or liability arising from or based on the violation of any such laws, codes, ordinances, or regulations, whether by CONTRACTOR, CONTRACTOR's employees, or its subcontractors.

ARTICLE 11. LEGAL FEES

In the event either Party incurs legal expenses to enforce the terms and conditions of this Agreement, the prevailing Party is entitled to recover reasonable attorney's fees and other costs and expenses, whether the same are incurred with or without suit.

ARTICLE 12. JURISDICTION AND VENUE

It is agreed that this AGREEMENT shall be construed under and governed by the laws of the State of Idaho. In the event of litigation concerning it, it is agreed that proper venue shall be the District Court of the Second Judicial District of the State of Idaho, in and for the County of Latah.

ARTICLE 13. SPECIAL WARRANTY

CONTRACTOR warrants that nothing of monetary value has been given, promised or implied as remuneration or inducement to enter into this Agreement. CONTRACTOR declares that no improper personal, political or social activities have been used or attempted in an effort to influence the outcome of the competition, discussion, or negotiation leading to the award of this Agreement. Any such activity by CONTRACTOR shall make this Agreement null and void.

ARTICLE 14. COMMUNICATIONS

Such communications as are required by this Agreement shall be satisfied by mailing or by personal delivery to the Parties at the following address:

CONTRACTOR:

Knox Concrete, LLC
Travis Knox, Owner
913 Snake River Avenue
Lewiston, Idaho 83501

CITY:

City of Moscow
David Schott
Assistant Parks and Recreation Director
650 North Van Buren Street
P O Box 9203
Moscow, Idaho 83843

ARTICLE 15. APPROPRIATIONS AND APPROVAL

This Agreement is contingent upon CITY receiving the necessary funding to cover the obligations of CITY. In the event that such funding is not received or appropriated, then, and in that event, CITY's obligations under this agreement shall cease and each Party shall be released from further performance under this Agreement without any liability to the other Party.

**ARTICLE 16.
APPROVAL REQUIRED**

This Agreement shall not become effective or binding until approved by CITY.

IN WITNESS WHEREOF, said CONTRACTOR and CITY have caused this Agreement to be executed on the day and year first above written.

CONTRACTOR:

Knox Concrete, LLC.

CITY:

City of Moscow, Idaho

By: _____

Bill Lambert, Mayor

ATTEST:

Laurie M. Hopkins, City Clerk

Approved as to Form:

Mia Vowels, City Attorney

ACKNOWLEDGMENT

STATE OF IDAHO)
) ss.
COUNTY OF LATAH)

On this _____ day of _____, 2018, before me, a Notary Public in and for said State, appeared _____, known to me to be the person named above and acknowledged that he/she executed the foregoing document as the duly authorized representative for Knox Concrete, LLC.

Notary Public for the State of Idaho
Residing at _____
My commission expires _____

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 05/29/2018**Title:** Third Street Corridor Assessment Report**Responsible Staff:** Les MacDonald

Information

DESCRIPTION: In February, the City Council held a Special Meeting to discuss the recommendations of the Transportation Commission pertaining to proposed multimodal improvements within the Third Street Corridor from Washington Street to Mountain View Road. Several options for improvements were discussed and the Council selected Plan C as preferred and directed Staff to proceed with the design and implementation of this plan. The Council also directed Staff to retain a consultant to perform an outside review of the Plan C concept and its viability for implementation in a safe and effective manner. Staff retained Alta Planning + Design, Inc. of Portland to perform this assessment. Alta has completed its review of the proposed Plan, participated in a site visit, and prepared their initial findings and recommendations. The final report on their assessment is anticipated to be received by the City in time for the Committee meeting and will be provided as soon as it is available. It is anticipated that this item will be carried to the full Council for discussion at the June 4, 2018 meeting.

STAFF RECOMMENDATION: Receive a Staff report on the status of the Alta Planning assessment of the proposed Third Street Corridor Plan C Multimodal Improvements.

PROPOSED ACTIONS: Receive a Staff report on the status of the Alta Planning assessment of the proposed Third Street Corridor Plan C Multimodal Improvements, or provide Staff further direction.

Necessary Resources/Impacts

N/A

Attachments



711 SE Grand Ave.
Portland, OR 97214
(503) 230-9862
www.altaplanning.com

MEMORANDUM

To: Kevin Lilly, Les MacDonald, City of Moscow

From: Derek Abe, Joe Gilpin, Alta Planning + Design

Date: May 25, 2018

Re: Moscow 3rd Street Bikeway Study FINAL

This technical memorandum provides a thorough review of the City's Plan C Concept for the E 3rd Street Bikeway, and offers recommendations to improve these designs to enhance bike and pedestrian safety and comfort along the corridor. This assessment is based on a design review of the preferred alternative, Plan "C," an in-person field visit, and several conversations with City staff about the various opportunities and constraints along the corridor.

Based on this study, Alta supports the City's Plan C alternative with modifications noted in this memorandum. This memo reviews the corridor at key intersection locations, traveling west to east from Washington Street to Mountain View Drive. Concept benefits are detailed for the proposed changes, and concept challenges are noted where multiple alternatives are proposed. Proposed changes are illustrated further in the Appendix.

Plan "C" Review and Recommendations

City staff selected the Plan "C" design as the preferred alternative for the 3rd Street Bikeway from Washington Street to Mountain View Drive. This alternative provides a two-way protected bike lane on the north side of the street, relocation of on-street parking, and several pedestrian crossing enhancements at key locations along the corridor. The City further developed two alternative treatments at the western terminus of the corridor.

3rd Street Between Washington and Jefferson

The Alta team found substantial road space that was being underutilized in the City's drawings. Through this section, proposed parking lanes are proposed to be reduced from 10'-11' to 8'-9'. This provides an additional 3.5' of buffer space for the two-way protected bikeway, allowing more operational width for people on bikes, and adequate clear space for people exiting parked vehicles on the passenger side.

Two alternative concepts were created for this section. Concept 1 (Figure 1) depicts a continuation of the two-way protected bike lane to Washington, and Concept 2 (Figure 3) establishes conventional directional

bike lanes for more confident riders. With Concept 1, the facility would then continue up Washington on the west side of the street for one block to 2nd Street.

As a State facility, any improvement to Washington Street would require coordination with, and approval from the ITD.

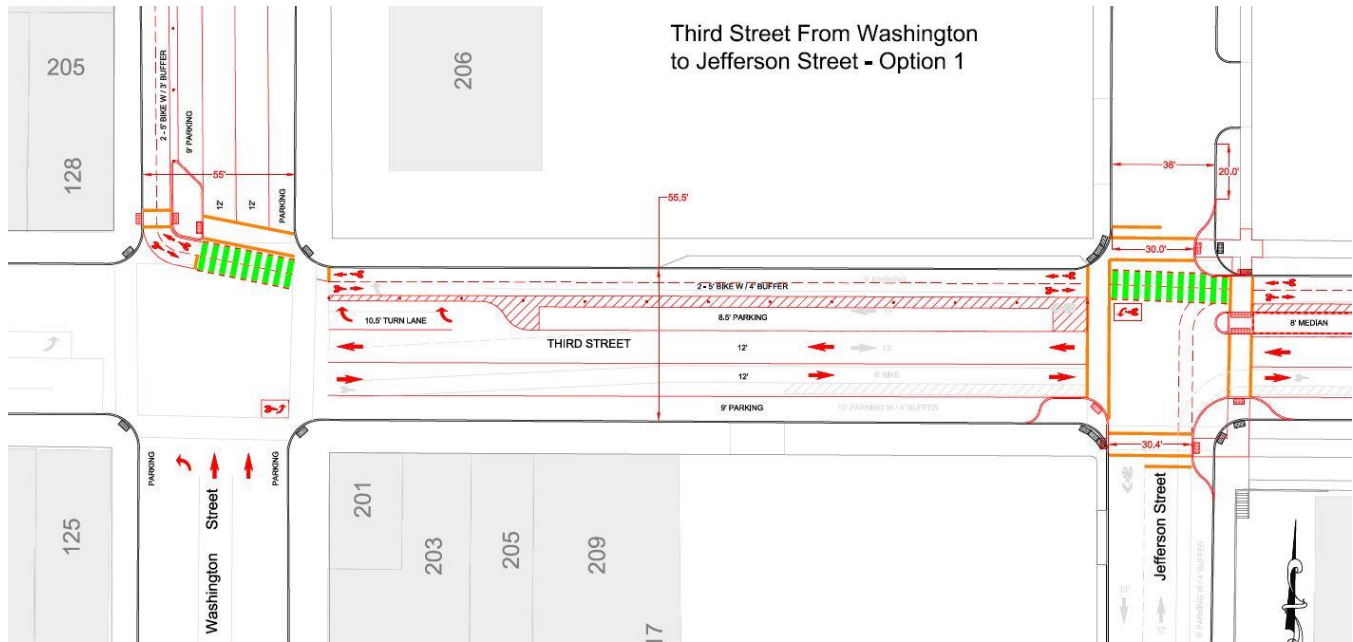


Figure 1. Concept 1 – 3rd Street from Washington to Jefferson

Concept 1 Benefits:

- Provides link to 2nd Street Greenway Route
- Provides wider buffer than Plan C to increase separation from vehicles
- Clarifies lanes along Washington by creating a lane drop onto 3rd Street, where most vehicles using that lane are already turning (Figure 2)
- Improves visibility and safety for pedestrian crosswalk at 2nd Street and Washington. Reduces the number of travel lanes crossed from 3 to 2 lanes.
- Provides no anticipated capacity issues on Washington.
- Provides a direct connection to the retail destinations around Main Street and 2nd Street.



Figure 2. Concept 1 – A transition on the west side of Washington from 3rd Street to 2nd Street would replace the underutilized merge lane (leftmost travel lane) with a parking protected two-way bike facility.

Concept 1 Challenges:

- Any improvement to Washington Street would require coordination with, and approval from the ITD.
- For those bicyclists looking to go south downtown, this would introduce a less intuitive block of out-of-direction travel. Additionally, some people will likely still choose to do a two-stage left turn onto Jefferson to access downtown.
- While this design would provide a comfortable and somewhat intuitive connection into the downtown, it would be significantly more expensive to construct than the facility presented in Concept 2.
- Accessibility considerations exist with the curb extension at the NW corner of Washington. Proper clarification of pedestrian vs bicycle path of travel will be difficult to achieve. A pedestrian refuge paired with a street-level bikeway crossing would address this.

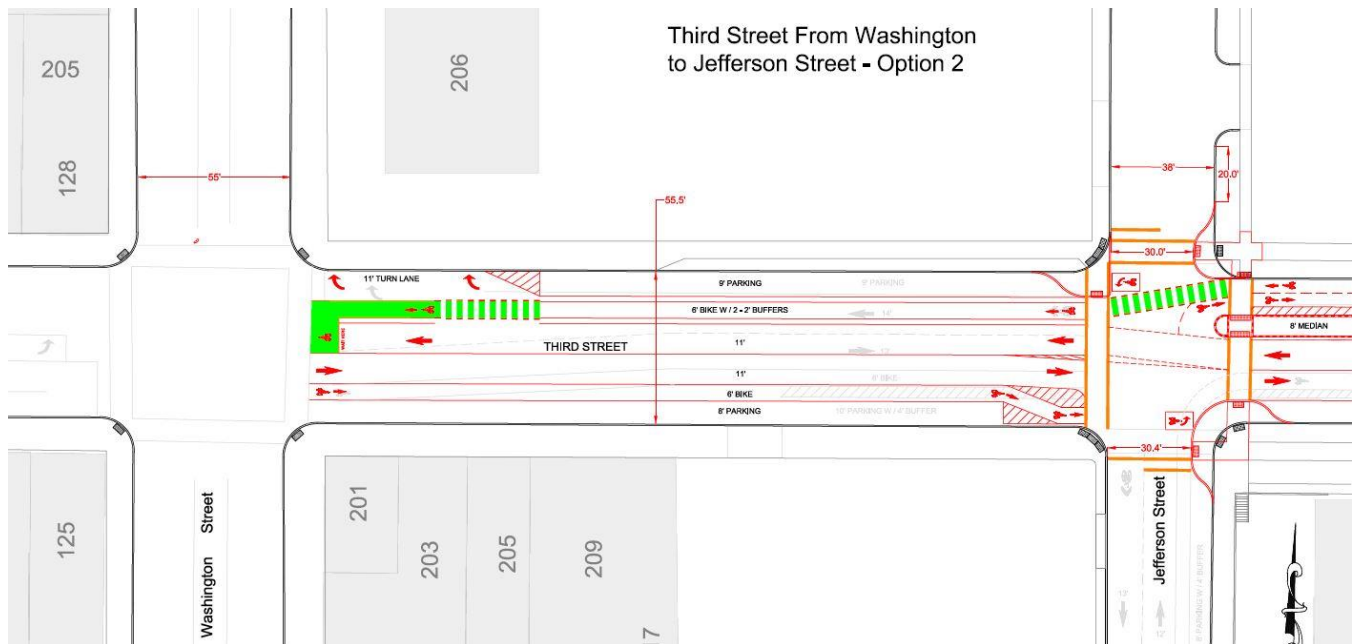


Figure 3. Concept 2 – 3rd Street from Washington to Jefferson

Concept 2 Benefits:

- Transitions two-way facility on north side of 3rd Street to E-W routes via Jefferson St in advance of heavier downtown traffic, and provides directional bike lanes on 3rd St for more confident riders seeking a more direct route into downtown.
- Leaves navigation of downtown more to the control of the bicyclist rather than channelizing them into a set path. Connection to 2nd Street Greenway for example can be facilitated at Jefferson Street through wayfinding only. Jefferson is also the existing bike route into downtown to access the southern stretch of Main Street.
- Provides a double buffered bike lane to parked cars in the westbound direction, a bike box at Washington Street, and two left turn boxes at Jefferson, to provide a 2-stage transition for bicyclists headed north to 2nd Street, or south to 5th Street.
- Less expensive than Concept 1.

Concept 2 Challenges

- Bike box needed at Washington Street intersection to transition westbound bikes into shared lane environment west of the intersection. The bike box will only work on red signal indications as bicyclists will have to maneuver in advance during stale green signal indications.
- Conventional 6' bike lane on south side of street remains sandwiched between travel lane and curbside parking lane. The current door zone buffer would also be removed, unless some space from the buffer in the WB buffered bike lane were reallocated to this bike lane.

3rd Street & Jefferson Street

Plan C as proposed by the City, featured a center median with a pedestrian refuge on the westbound approach. The Alta concept illustrated in Figure 4, relocates this center median slightly to the north. This modification improves the operation of the intersection in several ways discussed below.

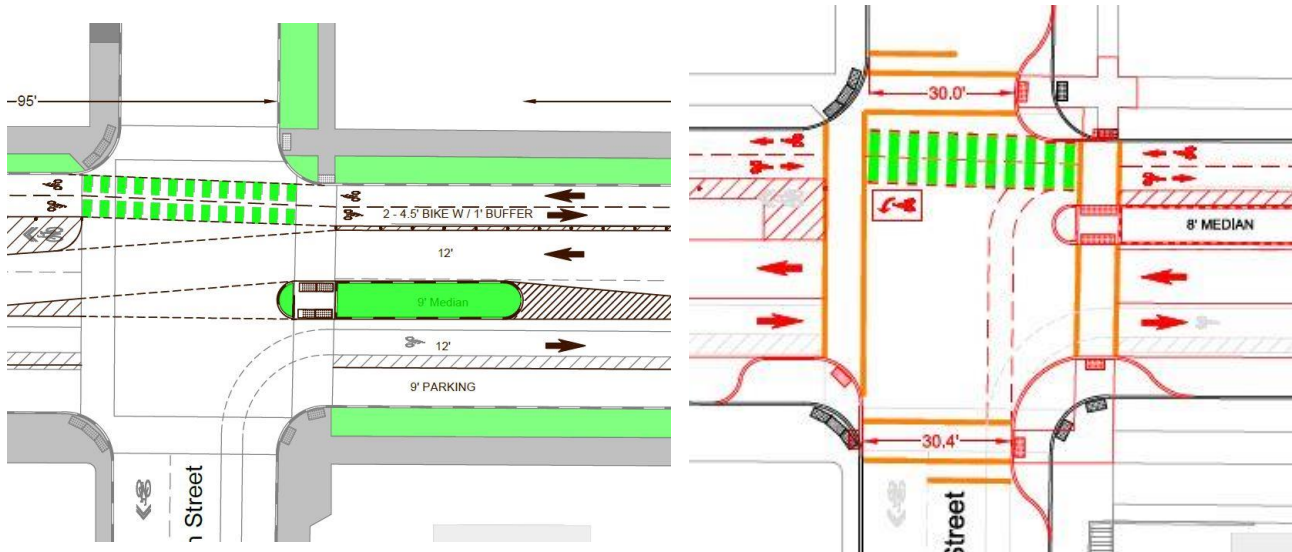


Figure 4. Plan C (Left) and Alta Concept 1 (Right)

Benefits

- Provides set back crossing from right turning vehicles from 3rd to Jefferson. This geometry is created by the parking lane on the north side of the street, which is not possible with the center median option in Plan C.
- Provides space to provide a turning box for WB to SB bikes. This is not possible with within Plan C.
- Reduces pedestrian crossing distance on 3rd Street to approximately 24 feet, versus 52 feet currently. The only deficiency with the Alta plan versus the Plan C median is that pedestrians will still cross two lanes of opposing traffic at once versus having the crossing broken into two stages which each cross one direction of traffic. However, field observations noted that driver yielding compliance to crossing pedestrians was extremely high.
- Left-turn box for the WB to SB movement (and EB to NB movement in Concept 2).
- Curb extensions shorten the pedestrian crossing distance on the NE, SE, and SW corners (Concept 1), and the NE, SE, and NW corners (Concept 2)

Other notable features

- Sight distance for Southbound vehicular travel is currently challenged due to a long row of street trees, and will remain so with the proposed concept. Field observations show that the improvements will not improve nor further impede sight distance to approaching vehicles from the east (Figure 5).
- It should be noted that the vehicle WB to NB turning volumes at this location are relatively low (approximately 42 vehicles in the AM peak hour, and 31 vehicles during the PM peak hour).



Figure 5. Sight distance looking eastbound from the southbound approach.

3rd Street and Adams Street

The Plan C design at this location continues the two-way protected bike lane on the north side of 3rd Street, with a lane of parking between the bike facility and the WB travel lane. The Alta concept (Figure 6) updates this configuration to shift the parking lane to the south side of the street (from Adams Street to Polk Street).

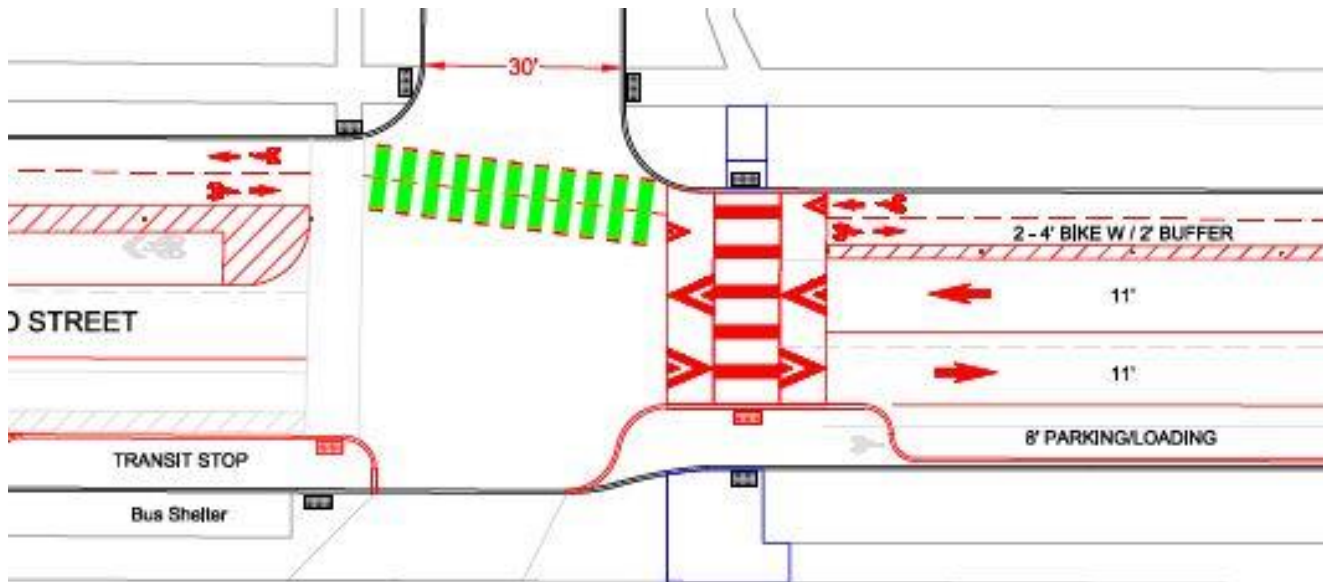


Figure 6. 3rd Street and Adams Street

Benefits

- While a parking lane next to the bikeway would increase separation from moving traffic, it would also reduce visibility of bicyclists at the frequent cross-streets. The Alta team suggests that the visibility of bicyclists outweighs the benefits of increased separation at this location, and recommends that the parking be relocated to the south side of the street. Some of this space could then be reallocated as loading zones for the high school. It should also be noted that the vehicle WB to NB turning volumes at this location are relatively low (approximately 19 vehicles in the PM peak hour, and 22 vehicles during the AM peak hour)
- Relocating the parking lane to the south side means parked vehicle doors would only open onto moving traffic on one side, rather than two. This also eliminates the potential for “dooring” bicyclists. A potential tradeoff would be that people going to 1912 Center would need to cross the street if they chose to park along 3rd Street, but this is considered a relatively minimal impact.
- Shifting the parking to the south side of the street also creates a space to provide a curb extension on the southeast and southwest corners of the intersection. This shortens the pedestrian crossing distance and reduces pedestrian exposure to vehicles. The additional curb extension on the south side of the street minimizes delay for the bus by stopping in the travel lane, and provides a more convenient boarding and alighting platform for bus passengers.

- Reducing the 9' wide parking lane in Plan C to 8' provides an additional 1' of buffer space for the two-way protected bike lane.

3rd Street from Polk Street to Blaine Street



Figure 7. 3rd Street looking west from Hayes Street

3rd Street from Polk Street to Blaine Street is very constrained at a width of 30 feet curb-to-curb (Figure 7). This width presents significant challenges to providing comfortable facilities for bicyclists and motorists. Few alternatives exist dimensionally to improve the facility beyond the City's Plan C concept; however, some interesting ideas were discussed during the field visit.

- Alta recommends not providing a centerline stripe outside of the first 25 feet near intersections so that bicyclists may use the full effective width of the facility (7 feet total). The American Association of State Highway Transportation Officials (AASHTO's) Guide for the Development of Bicycle Facilities (4th Edition, 2012) describes the minimum operating envelope of a single bicyclist at 4 feet. As such, demarcating a "lane" of this size would leave little room to maneuver.

- Alta also recommends that the City explore creating a raised bikeway in the constrained sections. The bikeway would be raised three to six inches and involve minor utility adjustments. Doing so would have the following benefits:
 - Maximize the effective width of the constrained facility by allowing the 1' buffer and 6" curb to act as available width, this would increase the feel of the bikeway to nearly 9 feet when factoring in the tops of curb, more than the 8' min recommended for constrained situations.
 - Provide a facility that doesn't feel as compromising to the street. A raised facility would feel more permanent and part of the street rather than something squeezed in at a minimum.
 - Provide a facility that feels safer to its users.
 - Provide a facility that is more easily maintained using existing City equipment.
- Other notable features
 - Alta supports the implementation of the pedestrian improvements detailed along this segment of 3rd Street in Plan C, including raised marked crossings, and new curb extensions
 - Additionally, several opportunities exist to realign curb ramps and marked crossings, specifically at Monroe Street, Lincoln Street, Hayes Street, and Blaine Street.

Connections to Mountain View Drive

Once east of the new bridge over Paradise Creek, the separated two-way bike lane on the north side of 3rd Street must cross Mountain View Drive to reach the existing and future sections of shared-use path on the east side of the roadway. The City's proposed Plan C depicts some form of raised area for bikes along with a separate marked crossing parallel to the existing pedestrian crossing over Mountain View Drive (Figure 8).

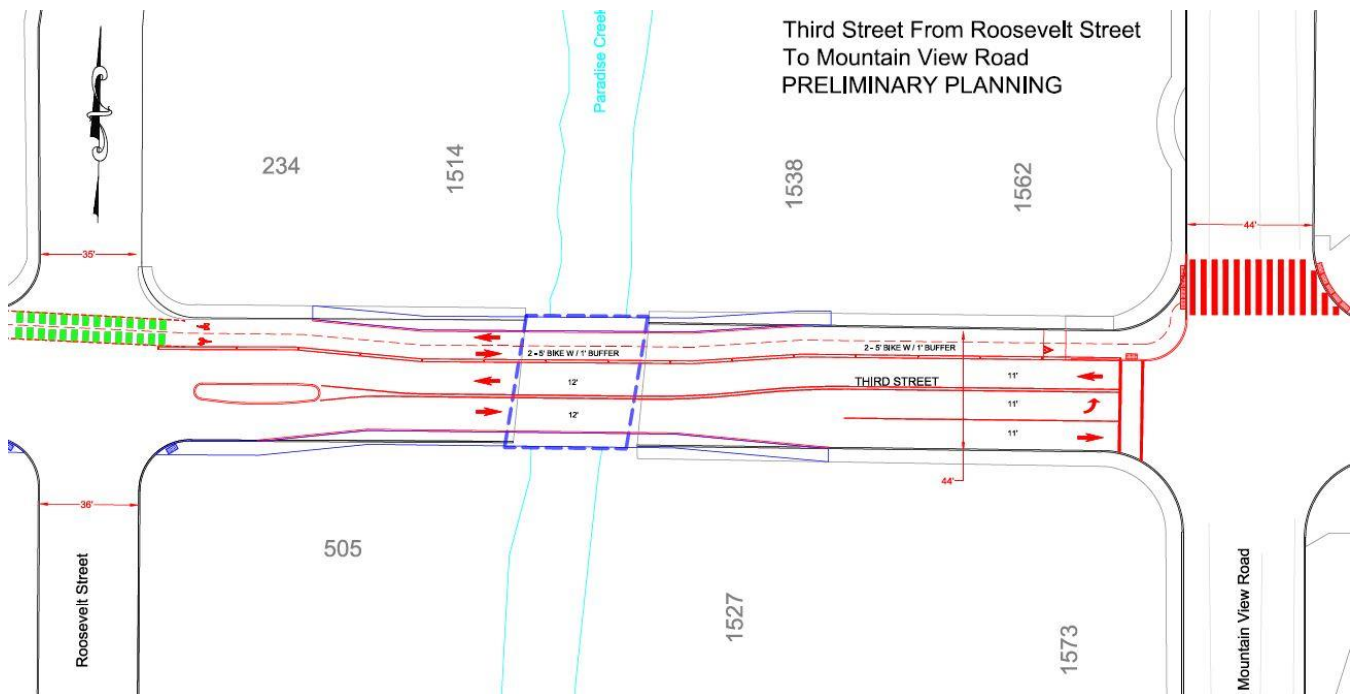


Figure 8. 3rd Street at Mountain View Drive

During a field visit to this site with City Staff, Alta proposed a variation of the concept that includes the following:

- Combined crossing with pedestrians
 - Reduces ADA challenges with leading pedestrians down the bike crossing
 - Simplifies corner geometry and grading
 - Maximizes available corner space for shared use rather than constrained segregated use
 - Matches condition on east side of Mountain View Drive where a shared-use path exists
- Simplifies crossing treatment (RRFB or Solar HAWK)
 - Mountain View Drive is a 35mph posted street. Some form of activated beacon will be beneficial to pedestrians and bicyclists crossing the street.
 - Alta suggests the city consider solar powered pedestrian hybrid beacons (also known as HAWKS, Figure 9). These would be pole-mounted at both sides of the crossing and would affordably provide a device that stops traffic and provides a pedestrian crossing signal to pedestrians and bicyclists.

- Reduces the need for sidewalk expansion and right-of-way acquisition by constructing entirely in existing right-of-way.

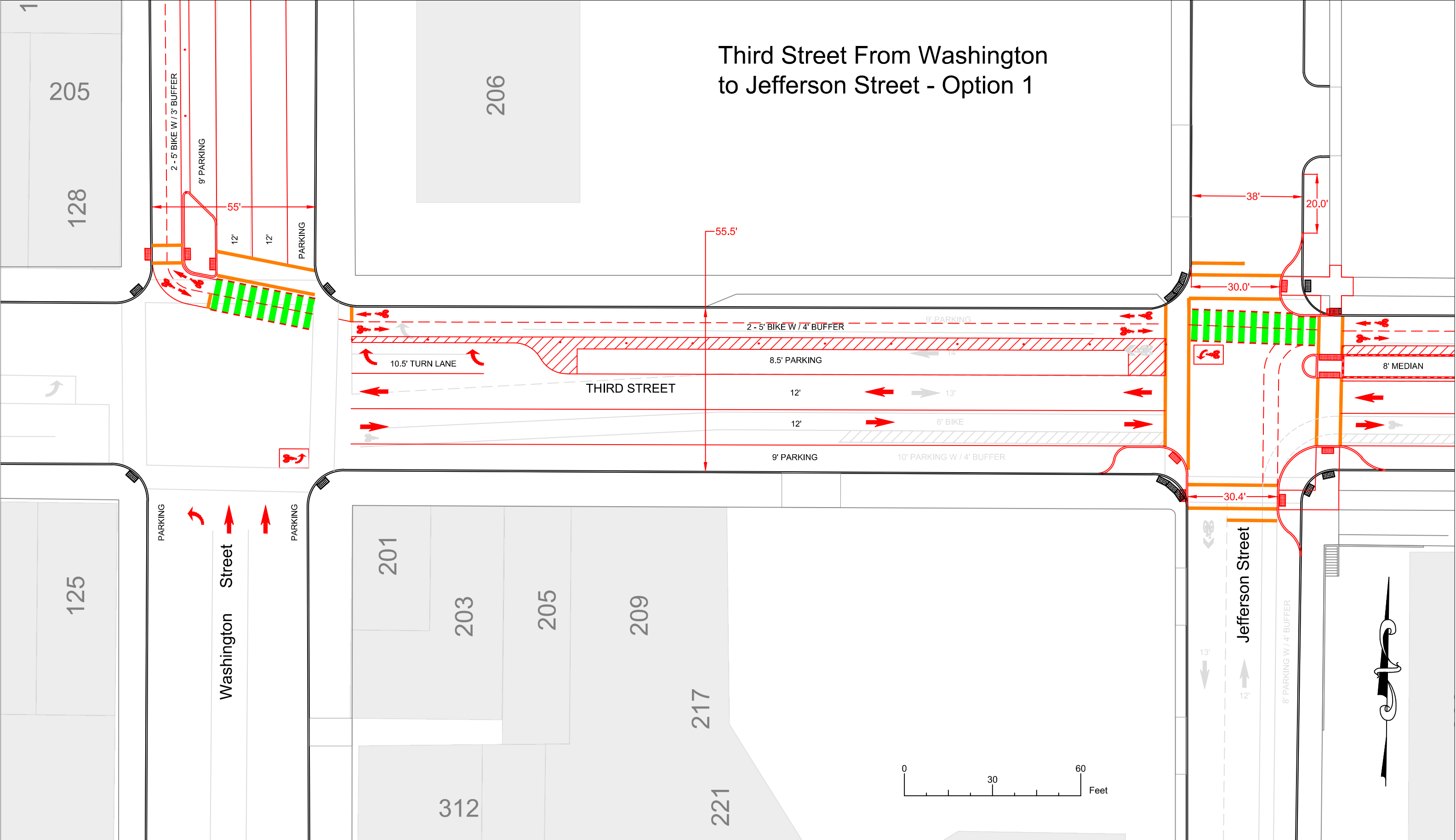


Figure 9. Potential Pedestrian Hybrid Beacon (HAWK) configuration for use at 3rd Street and Mountain View Drive.

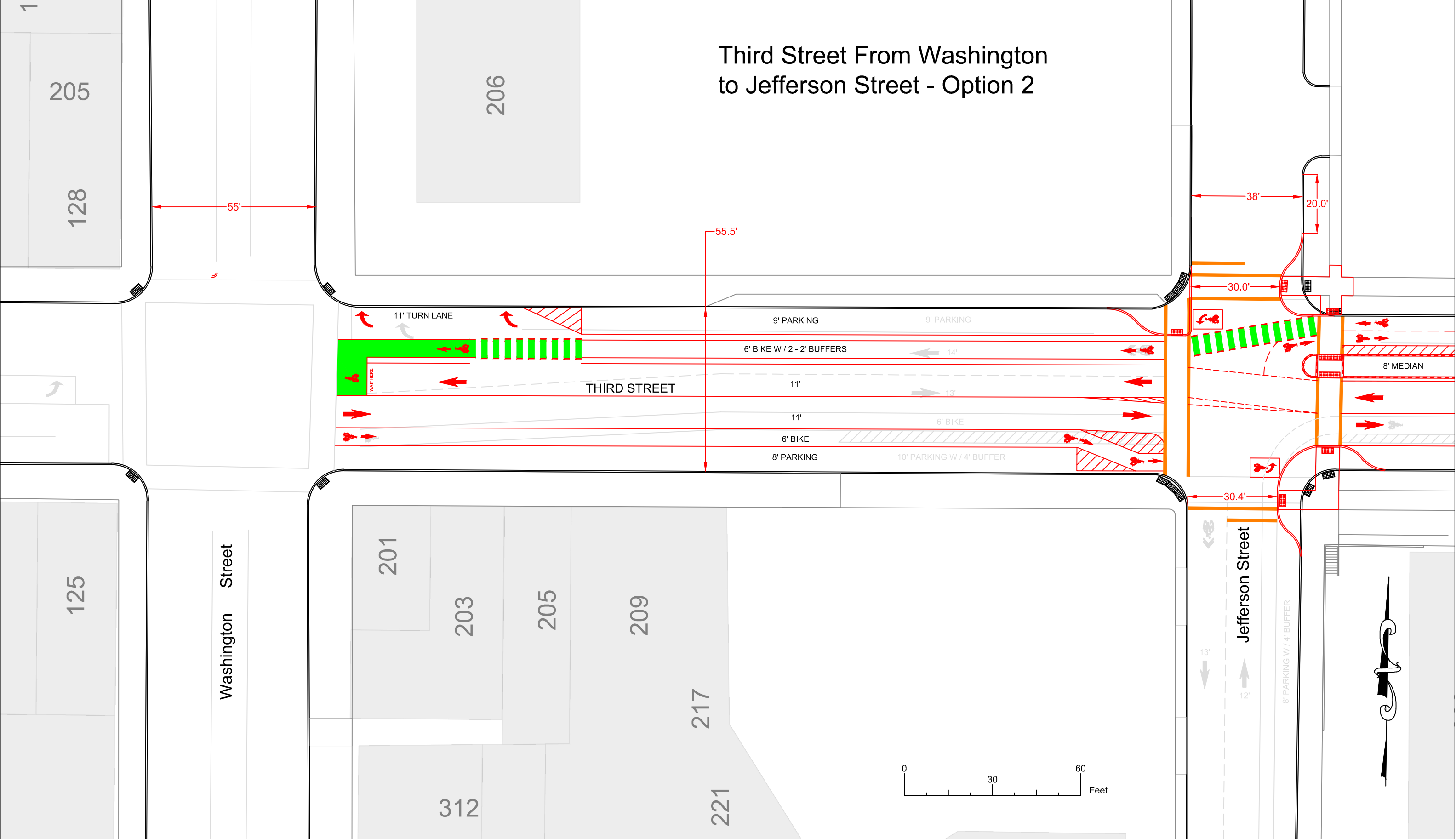
This intersection is the current terminus of 3rd Street and provides a direct connection to the regional trail system. The intersection of 3rd St and Mountain View Drive is expected to experience increased volumes of pedestrians, bicyclists, and vehicles once the Paradise Creek bridge is constructed and the Harvest Hills Addition subdivision east of Mountain View Drive is developed. Taking this into consideration, the Alta team suggests a HAWK beacon be installed at the intersection. This device will provide a level of safety similar to a full traffic signal and minimize delay for drivers on Mountain View Drive as volumes of people walking and biking across the intersection increase.

Other notable features

Much of the corridor east of Blaine Street is missing sidewalks on at least one side of the street. Sidewalks are critical from an accessibility and safety standpoint and will be essential to provide pedestrian connectivity along this segment of 3rd Street. Constructing new sidewalks will require detailed survey and in-depth discussions with property owners to determine feasibility.



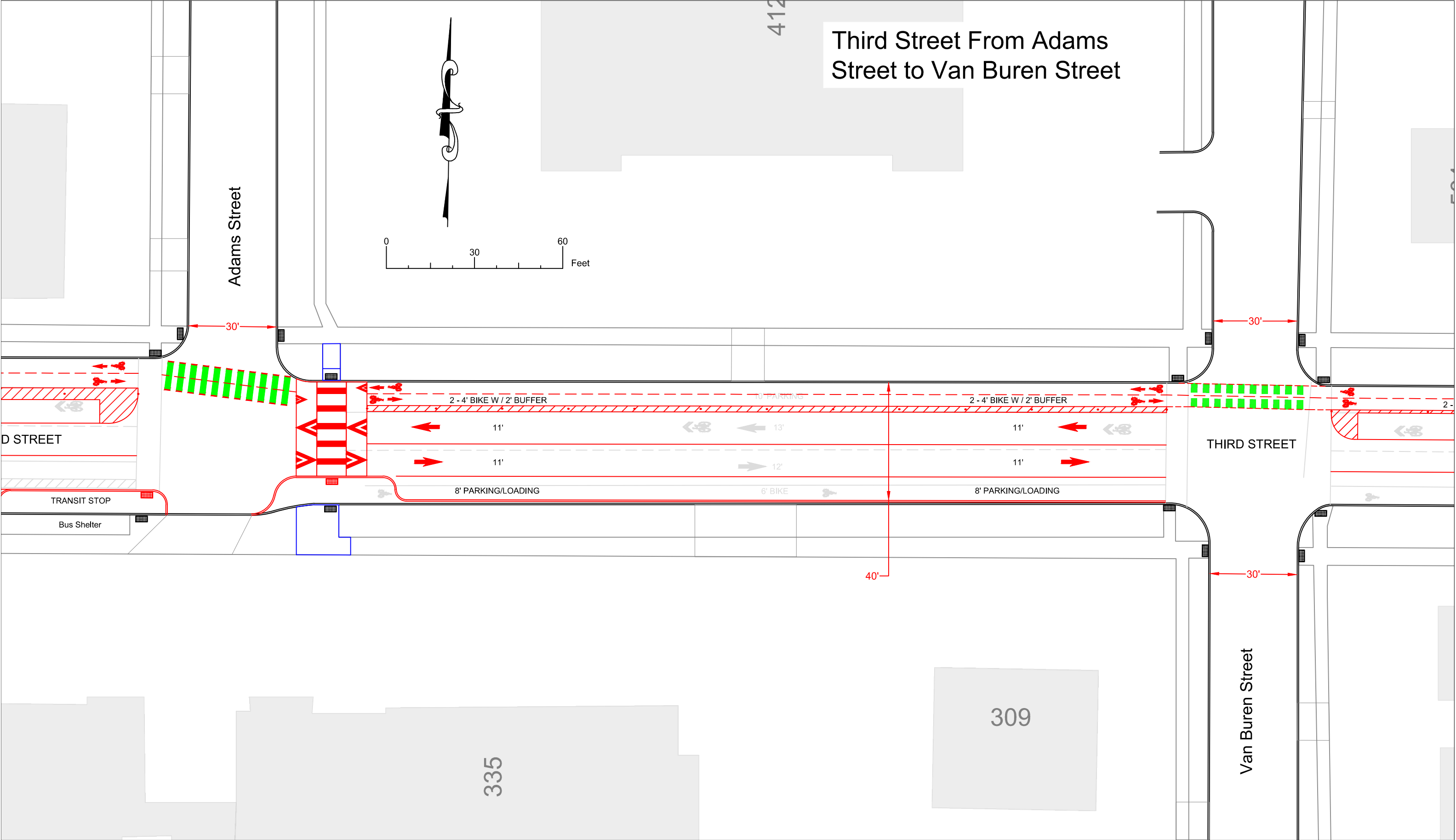
Third Street From Washington
to Jefferson Street - Option 2



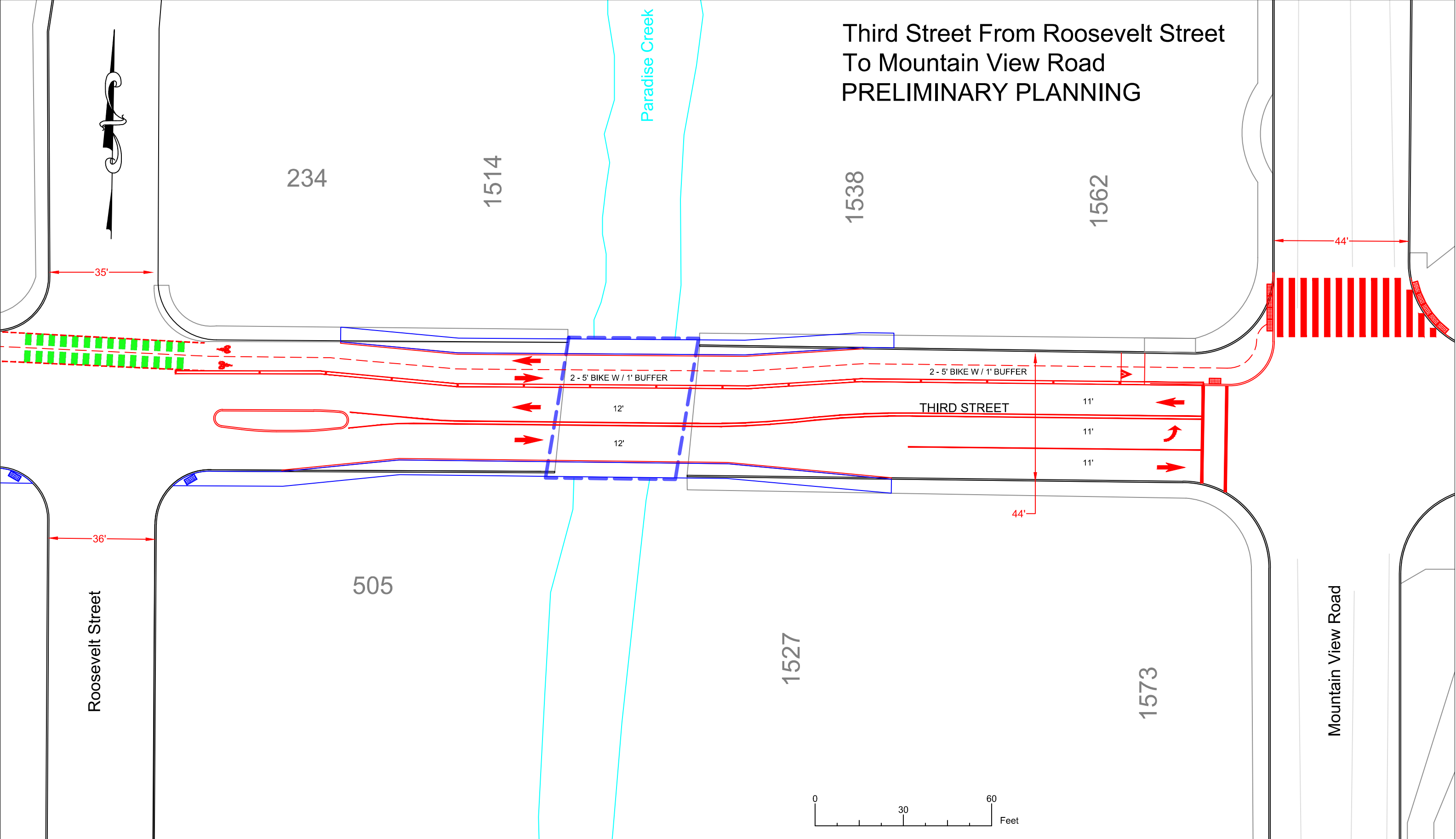


Third Street From Jefferson Street to Adams Street - Option 1





Third Street From Roosevelt Street
To Mountain View Road
PRELIMINARY PLANNING



MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 05/29/2018**Title:** Proposed Lot Line Adjustment for Lots 1, 2 & 3 of the Rolling Hills 3Rd Addition - Bill Belknap**Responsible Staff:** Bill Belknap

Information

DESCRIPTION: The owner of Lots 1, 2 & 3 of the Rolling Hills Third Addition is proposing a lot line adjustment between the three lots and the owner's adjacent unplatted property. The subject property is located within the R-2 Moderate Density Single-Family Residential Zoning District. The R2 Zoning District has a minimum lot area of 7,000 square feet and minimum lot width of 60 feet. The proposed adjusted lots would range from 11,407 to 14,009 square feet in size and from 75.5 to 109 feet in width. Due to the wording of the original letter of request, property owners within 600 feet of the subject property were mailed notice of the request as a lot division. Upon receiving the mailed notice the Owner contacted the Community Development Department to clarify that their intent was not to create any additional building lots and that Parcel 1 would remain a part of their unplatted property. As a result, no new building lots would be created from the proposed lot line adjustment. The applicant has also included the design for a shared driveway that would be utilized to access all three building lots.

STAFF RECOMMENDATION: Recommend approval of the lot line adjustment request.

PROPOSED ACTIONS: Recommend approval of the lot line adjustment request; deny the lot line adjustment request; or take other action as deemed appropriate.

Necessary Resources/Impacts

<Type your fiscal/personnel/miscellaneous impacts here or N/A>

Attachments

Lot Line Adjustment Request

May 21, 2018

Mayor Lambert and Moscow City Council
City Hall
Moscow, ID 83843

Re: Lot Line Adjustment

Dear Mayor Lambert and City Council:

The purpose of this request is to adjust the boundaries of Lots 1, 2, and 3 Block 2 Rolling Hills Addition 3 in three boundary line adjustments as to better situate the existing lots for building development

The existing lots are Lot 1: 13968 square feet, Lot 2: 17,899 square feet, and Lot 3: 17,036 square feet. The existing non-conforming parcel A is attached to Lot 536 Mountain View Road. This parcel will be enlarged and used for access to the adjusted parcels. The proposed lot sizes would be:

1. Parcel A – 11,861 SF
2. Parcel B – 11,627 SF
3. Parcel C – 11,407 SF
4. Parcel D – 14,009 SF

Attached are the following:

1. Existing Plat
2. Proposed Record of Survey
3. Existing overlaid with proposed survey lines
4. Proposed legal descriptions
5. Proposed driveway construction

Please do not hesitate to contact me if you have questions regarding the lot division request.

Sincerely,



Scott Becker, PE
Principal
Hodge and Associates Inc.

Enc
Cc: Randy Rauch

RAUCH DEVELOPMENT

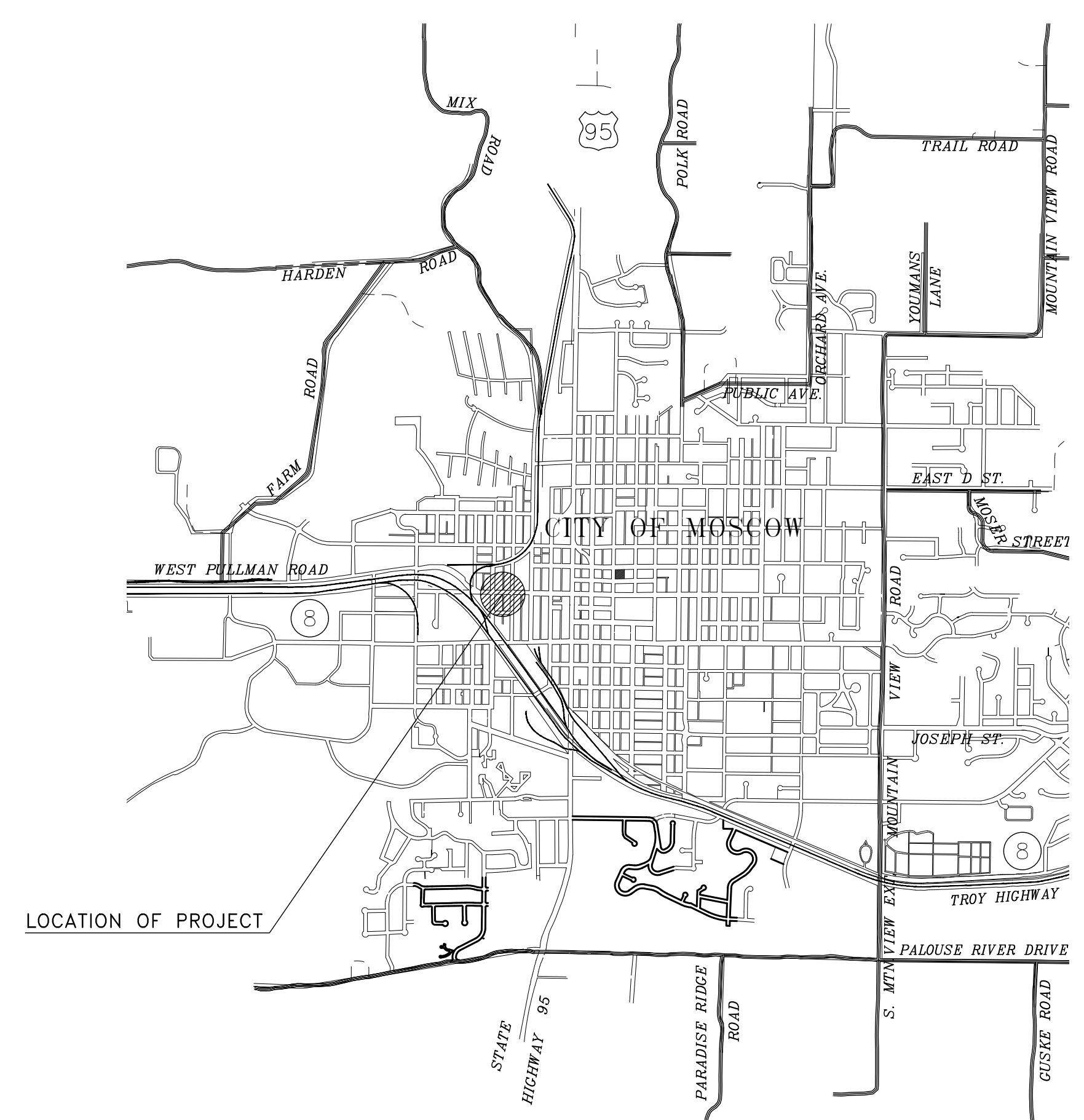
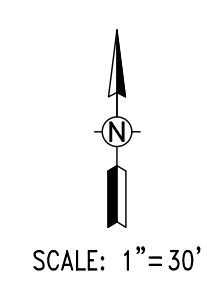
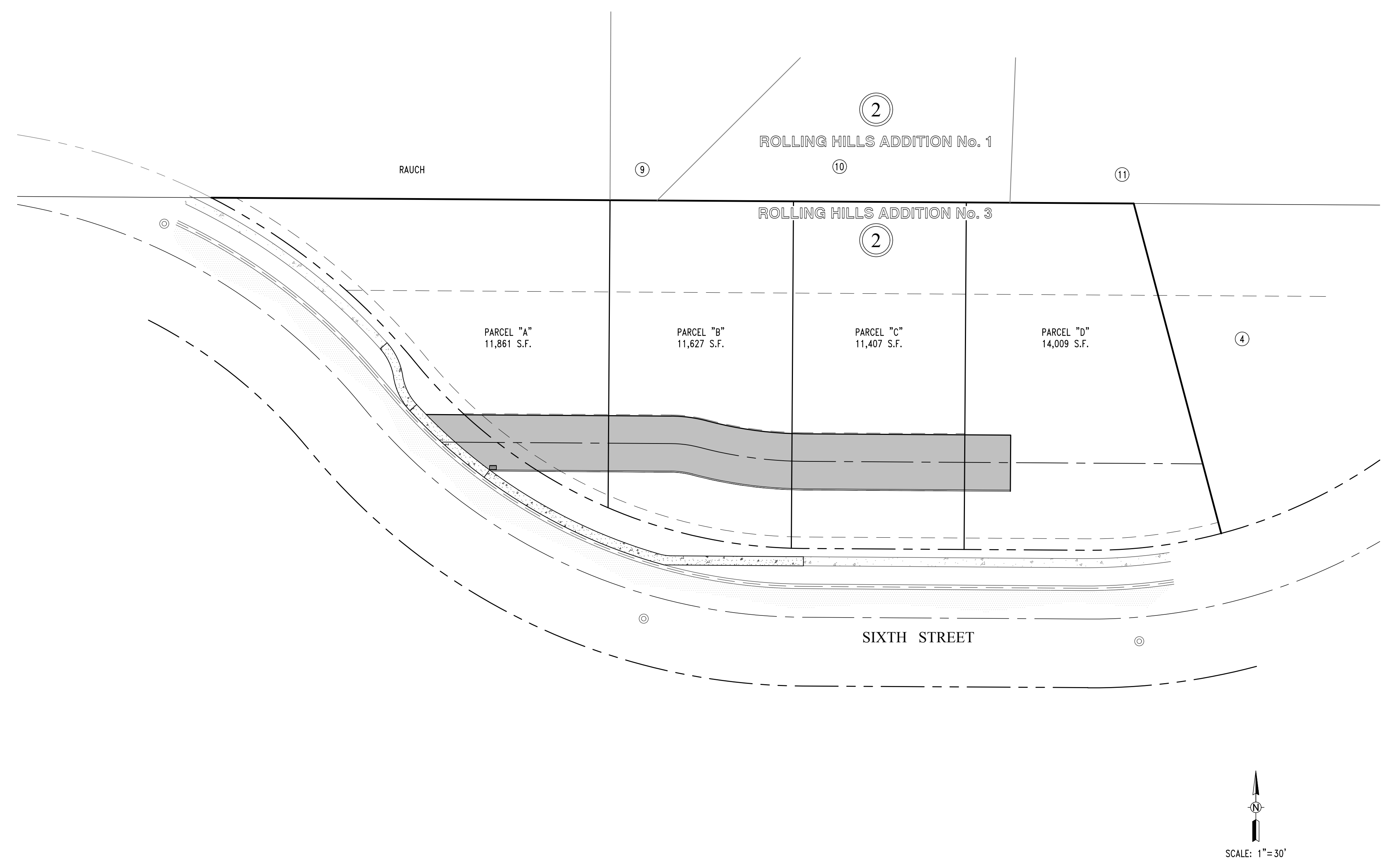
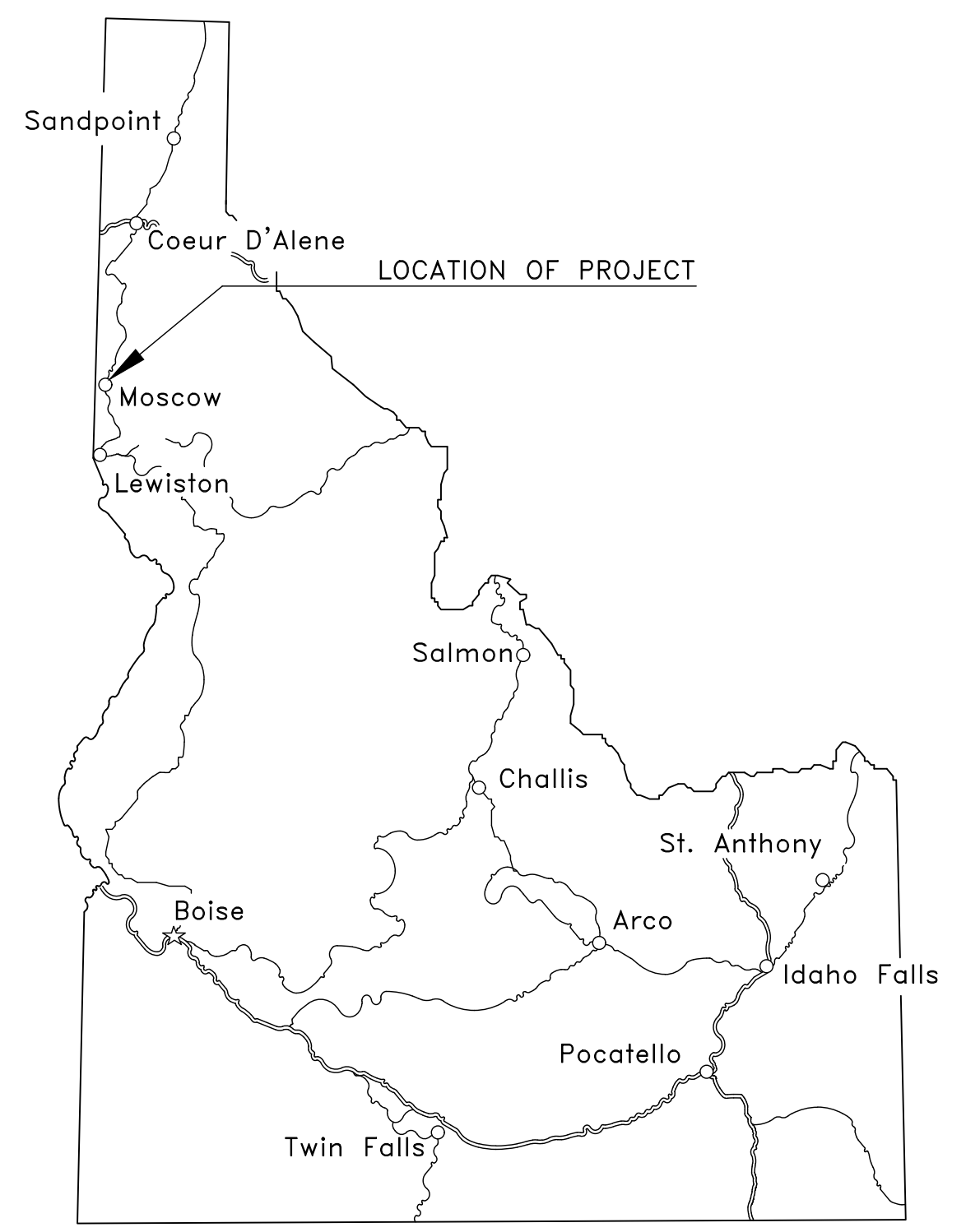
CITY OF MOSCOW

LATAH COUNTY, IDAHO

BASIS OF ELEVATION
THE BASIS OF ELEVATION FOR THIS SURVEY IS NAVD88, ESTABLISHED BY GPS.
THE BASE POSITION BEING CORRECTED BY NGS ONLINE POSITIONING USER SERVICE (OPUS).
NAVD88 IS 3.6± FEET HIGHER THAN NGVD29 (THE DATUM USED BY THE CITY OF MOSCOW).

DRAWING INDEX

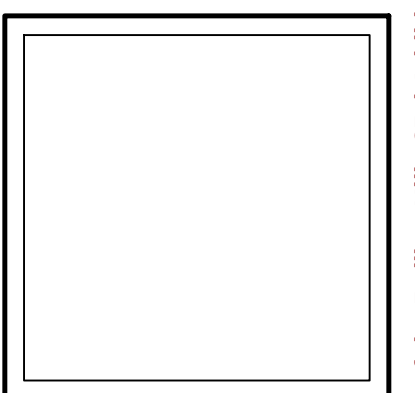
Sheet Number	Sheet Title
C1	COVER SHEET
C2	EROSION CONTROL AND GRADING PLAN
C3	UTILITY LAYOUT PLAN



Hedge & Associates, Inc.
Engineers • Planners • Landscape Architects

P.O. Box 8728
405 S. Washington Street
Moscow, Idaho 83843
(208) 882-5520

**PRELIMINARY
NOT FOR
CONSTRUCTION**

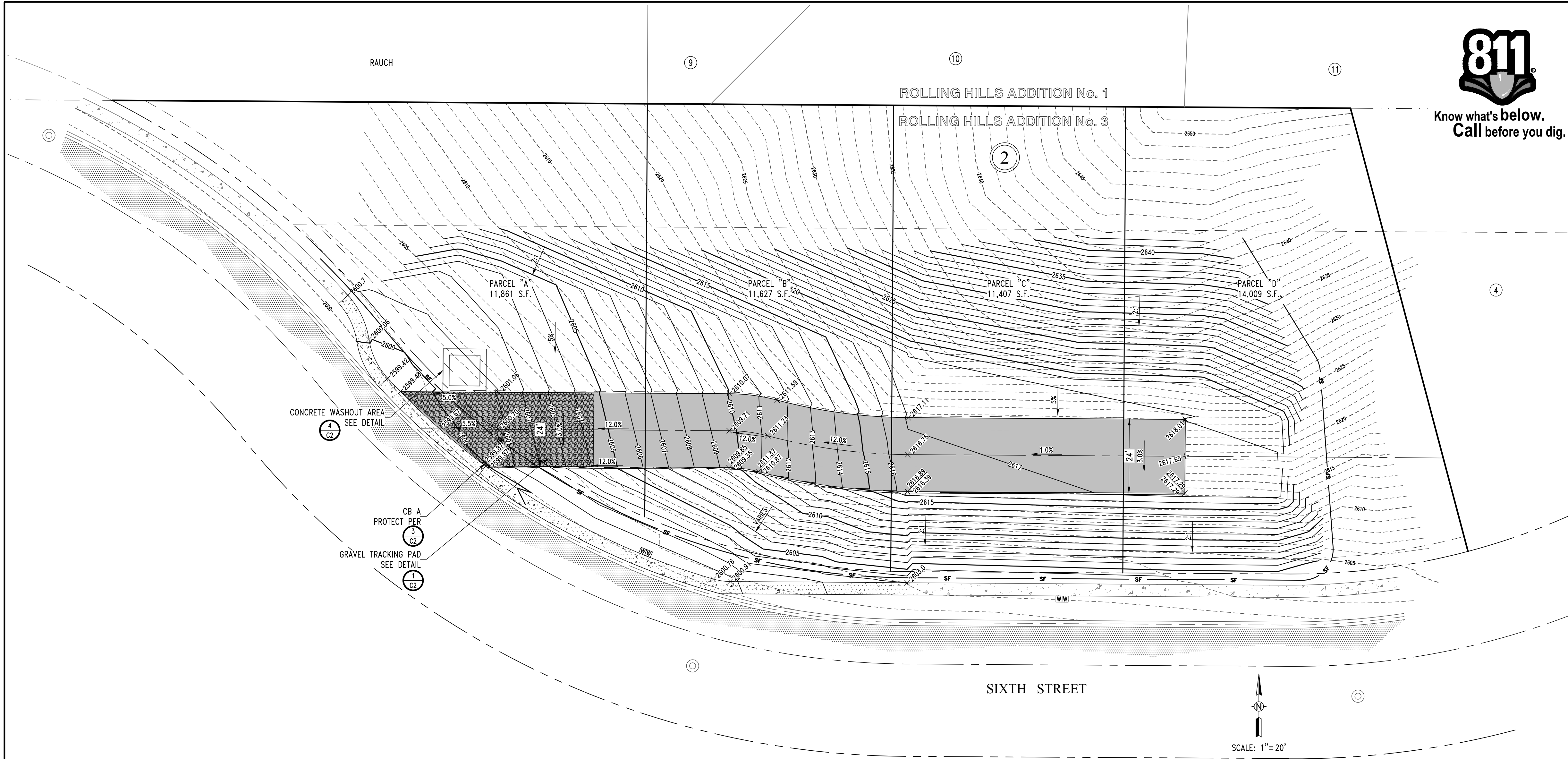


**RAUCH DEVELOPMENT
COVER SHEET**

RANDY RAUCH
1694 SIXTH STREET
MOSCOW, IDAHO
(208) 330 1697

Designed by:	SB
Drafted by:	SW
Checked by:	SB
File Name:	3674 COVER.dwg
Tab:	COVER
Layer Style:	STANDARD
Plot Style:	OCE.CTB
Project:	3574-08-17
Date:	5/21/2018

C1



Know what's below.
Call before you dig.

BASIS OF ELEVATION

The Basis of Elevation for this survey is NAVD88, established by GPS. The base position being corrected by NGS Online Positioning User Service (OPUS).

GRADING NOTES

ESTIMATED GRADING QUANTITIES

RAW CUT VOLUME = 3,356 C.Y.

RAW FILL VOLUME = 622 C.Y.

- THIS PLAN IS ACCURATE FOR GRADING AND THE RELATED EROSION AND SEDIMENT CONTROL PURPOSES ONLY.
- ALL AREAS TO RECEIVE EMBANKMENT (FILL) SHALL FIRST BE CLEARED AND GRUBBED.
- ALL TOPSOIL SHALL BE EXCAVATED AND REMOVED FROM EMBANKMENT (FILL) AREAS. EXCAVATED TOPSOIL MATERIAL MAY BE STOCKPILED ON-SITE FOR USE AS LANDSCAPING MATERIAL - PROVIDE SILT FENCE AROUND STOCKPILES.
- BORROW FOR EMBANKMENT (FILL) SHALL CONSIST OF NATIVE PALOUSE LOESS OR CLAY, BARK, TOPSOIL, ORGANIC OR OTHER DELETERIOUS MATERIALS.
- COMPACT ALL EMBANKMENT (FILL) TO 95% MINIMUM OF THE PROCTOR VALUE DENSITY DETERMINED BY THE MASHTO T-99 METHOD. THE METHOD FOR CONSTRUCTING EMBANKMENT (FILL) SHALL BE SUCH THAT 95% MINIMUM DENSITIES ARE ACHIEVED THROUGHOUT.
- WHERE EMBANKMENT (FILL) IS PLACED ON AN EXISTING SLOPE 4:1 OR STEEPER THE EXISTING SLOPE SHALL BE BENCHED HORIZONTAL PRIOR TO PLACING BORROW. THE WIDTH OF THE BENCHES SHALL NOT BE LESS THAN FIVE (5) FEET IN WIDTH.
- COMPACTION TESTING SHALL BE PROVIDED BY THE OWNER. COMPACTION TEST LOCATIONS SHALL BE RECORDED ON A SITE PLAN SHOWING TEST NUMBER, DATE, AND ELEVATION OF EACH TEST. A REPORT OF THESE TESTS SHALL BE PROVIDED TO THE OWNERS, ENGINEER, CONTRACTOR, AND CITY. THERE SHALL BE A SUFFICIENT NUMBER OF TESTS TO ASSURE THAT 95% MINIMUM COMPACTION HAS BEEN ACHIEVED THROUGHOUT ALL EMBANKMENT (FILL) AREAS.
- OWNER IS RESPONSIBLE TO SECURE ALL NECESSARY AUTHORIZATION FOR GRADING ACTIVITIES REQUIRED ON ADJACENT PROPERTIES.
- A CITY OF MOSCOW GRADING PERMIT IS REQUIRED.
- COMPLIANCE WITH NPDES PHASE II IS REQUIRED

EROSION CONTROL NOTES

- EROSION CONTROL MEASURES AS SET FORTH IN THIS PLAN SHALL APPLY TO ALL CONSTRUCTION ACTIVITY RELATIVE TO THIS SITE. INCLUDING BUT NOT LIMITED TO, ALL EARTHWORK AND INSTALLATION OF PUBLIC IMPROVEMENTS.
- SHOULD THE CITY ENGINEER DETERMINE THAT THE EROSION CONTROL MEASURES INSTALLED AS INDICATED ON THIS EROSION CONTROL PLAN ARE INADEQUATE AND/OR INEFFECTIVE, THE CITY ENGINEER SHALL DIRECT THE IMPLEMENTATION OF ADDITIONAL EROSION CONTROL MEASURES (AT THE EXPENSE OF THE DEVELOPER) TO ALLEVIATE INADEQUACIES.
- THE OWNER AND/OR DEVELOPER OF THE PROPERTY IS ULTIMATELY RESPONSIBLE FOR THE FURNISHING, INSTALLATION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES NECESSARY FOR FULL COMPLIANCE WITH MOSCOW CITY CODE.

IT IS NECESSARY FOR ANY PROJECT LARGER THAN ONE ACRE IN SIZE TO HAVE AN EPA NOTICE OF INTENT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER AN NPDES GENERAL PERMIT (NOI PHASE II) FORM ON FILE WITH THE EPA STORM WATER NOTICE PROCESSING CENTER AT:

FOR REGULAR U.S. MAIL DELIVERY:
EPA STORMWATER NOTICE PROCESSING CENTER
MAIL CODE 4203M
U.S. EPA
1200 PENNSYLVANIA AVENUE, NW
WASHINGTON, DC 20460

FOR OVERNIGHT/EXPRESS MAIL DELIVERY:
EPA STORMWATER NOTICE PROCESSING CENTER
ROOM 7420
U.S. EPA
1201 CONSTITUTION AVENUE, NW
WASHINGTON, DC 20004

PRIOR TO CONSTRUCTION ACTIVITIES:

- INFORM CITY, AND OTHER INSPECTORS, OF WORK SCHEDULED FOR WEEKENDS OR HOLIDAY.
- CONSTRUCT GRAVEL PADS AT ENTRANCES TO SITE, AS INDICATED ON PLAN.
- PLACE SILT FENCING AND CHECK DAMS AS INDICATED ON PLAN PRIOR TO ANY EXCAVATION OR EMBANKMENT WORK. IN GENERAL, CHECK DAMS SHALL BE PLACED AT MINIMUM 100 FOOT SPACING IN ALL SWALES AND DITCHES AND AT MINIMUM 50 FOOT SPACING ALONG SILT FENCE. ON SLOPES GREATER THAN 10% CHECK DAMS SHALL BE MADE OF ROCK, STRAW BALES, OR SILT FENCE, PER MOSCOW CITY STANDARDS.
- GRADE ACCESS ROAD(S) TO ROADWAY CROSS-SLOPE TO PROVIDE DRAINAGE TO ROADSIDE DITCHES.
- PLACE SILT FENCING AND STRAW BALES TO PROTECT EXISTING STORM WATER DRAINAGE FACILITIES THAT WILL BE IMPACTED BY THIS WORK. PROTECT EXISTING FACILITIES ON ADJACENT PROPERTY, AS NECESSARY. EXISTING CATCH BASINS SHALL BE PROTECTED PER DETAIL 3, THIS PAGE. MAINTAIN UNIMPEDED FLOW INTO CATCH BASINS THROUGHOUT CONSTRUCTION.
- CONSTRUCT TEMPORARY SEDIMENT POND(S) IN THE LOCATION(S) AS SHOWN ON THE PLAN, INCLUDING DIRECTIONAL DITCHES ALSO AS SHOWN THEREON AND/OR OTHERWISE REQUIRED.

DURING CONSTRUCTION ACTIVITIES AND WINTER SHUTDOWN, AS NECESSARY:

- SUSPEND ALL EXCAVATION AND EMBANKMENT WORK DURING RAIN STORMS TO MINIMIZE EROSION AND SEDIMENT IMPACTS. MONITOR SITE CONDITIONS DURING AND FOLLOWING RAIN EVENTS FOR EROSION AND SEDIMENT CONTROL PROBLEMS - INSTALL CORRECTIVE MEASURES AND INITIATE CLEANUP MEASURES AS REQUIRED.
- SPRAY WATER ON DISTURBED AREAS TO CONTROL DUST EROSION DURING DRY SEASON.
- CONSTRUCT STORM WATER FACILITIES AS EARLY AS POSSIBLE DURING CONSTRUCTION. PROTECT NEW STORM WATER FACILITIES SIMILAR TO EXISTING (SEE NOTE 5 OF "PRIOR TO CONSTRUCTION ACTIVITIES").
- SEED AND MULCH ALL DISTURBED AREAS.
- ALL GRADED AREAS, FINISHED OR UNFINISHED, SHALL HAVE ACCEPTABLE EROSION CONTROL MEASURES APPLIED PRIOR TO OCTOBER 1 - NO EXCEPTIONS WITHOUT PRIOR WRITTEN CITY APPROVAL. ACCEPTABLE EROSION CONTROL MEASURES SHALL BE CONSIDERED ONE OF THE FOLLOWING:
 - HYDRAULICALLY APPLIED MIXTURE OF MULCH AND TACKIFIER - OF A TYPE AND APPLICATION RATE RECOMMENDED FOR MOSCOW AREA OPEN SOIL EROSION PROTECTION - SEED TO BE INCLUDED IF AREA IS FINISH GRADED.
 - AREAS SLOPING LESS THAN 4:1 FILLED WITH A FARM IMPLEMENT SUCH AS A DISC, PLOW OR SPRING TOOTH THAT RESULTS IN COARSE SURFACE TEXTURE.
 - STRAW SPREAD AND TRACKED INTO THE SURFACE. TRACK PERPENDICULAR TO THE DIRECTION OF FLOW.
 - EROSION CONTROL BLANKETS - INCLUDING AN APPROVED GRASS SEED/FERTILIZER MIX IF AREA IS FINISH GRADED.
 - OTHER METHODS AS SPECIFICALLY APPROVED BY THE CITY ENGINEER.
- ALL SLOPES 4:1 OR STEEPER SHALL BE CAT-TRACKED PERPENDICULAR TO THE DIRECTION OF FLOW PRIOR TO OCTOBER 1 - IN ADDITION TO ONE OF THE ACCEPTABLE EROSION CONTROL MEASURES SET FORTH IN NO. 5 ABOVE.
- SEED MIXTURES SHALL INCLUDE FERTILIZERS OF THE TYPE AND RATE OF APPLICATION AS RECOMMENDED BY GENERALLY ACCEPTED AREA PRACTICES.
- PRIOR TO OCTOBER 1 CONTINUOUS EROSION CONTROL BLANKETS PLUS STRAW BALES AND/OR ROCK CHECK DAMS @ 100 FOOT INTERVALS SHALL BE INSTALLED IN ALL AREAS HAVING A POTENTIAL FOR CONCENTRATED WATER FLOW (I.E. SWALES AND DRAINAGE CHANNELS).
- SEDIMENT PONDS INCLUDING CUTOFF / DIRECTIVE DITCHING, AS REQUIRED AND AS SHOWN ON THE PLANS SHALL BE IN PLACE AND OPERATIONAL PRIOR TO OCTOBER 1.

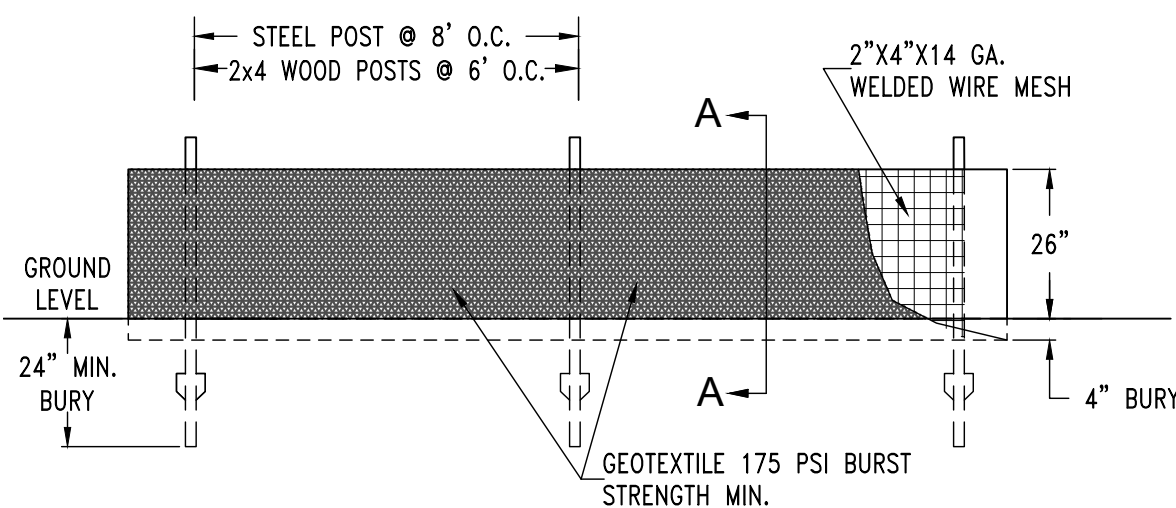
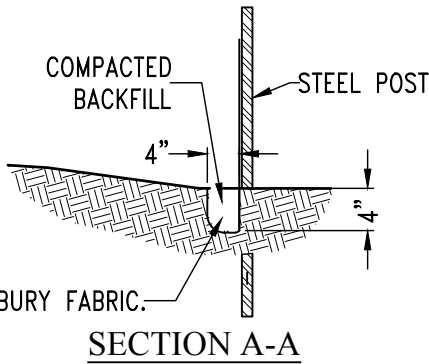
UPON COMPLETION OF CONSTRUCTION ACTIVITIES:

- SILT FENCING SHALL REMAIN AFTER THE COMPLETION OF CONSTRUCTION UNTIL SUFFICIENT VEGETATION IS ESTABLISHED TO PREVENT EROSION AND MOBILIZATION OF SEDIMENT, AND UNTIL APPROVAL FOR REMOVAL IS OBTAINED FROM THE CITY ENGINEER.
 - PERIODIC MAINTENANCE OF EROSION CONTROL MEASURES IS REQUIRED UNTIL PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL AND SUFFICIENT VEGETATION IS ESTABLISHED. SUCH MAINTENANCE INCLUDES, BUT IS NOT LIMITED TO: CLEANING OF CATCH BASINS AND STORM SEWER MANHOLES; MAINTAINING SILT FENCING AND STRAW BALE STRUCTURE; REMOVAL OF ACCUMULATED SOIL; AND STREET CLEANING. A TYPICAL SCHEDULE FOR SUCH MAINTENANCE WOULD BE AT LEAST ONCE PER MONTH AND AFTER ALL SIGNIFICANT STORM EVENTS.
- UPON ESTABLISHMENT OF SUFFICIENT VEGETATION AND PERMANENT DRAINAGE FACILITIES OPERATION:
- REMOVE ALL EROSION CONTROL MEASURES UPON RECEIPT OF APPROVAL FOR SUCH REMOVAL FROM CITY ENGINEER. CLEAR STREETS AND SIDEWALKS OF ACCUMULATED SILT, MUD, AND DEBRIS.
 - CONTINUED EROSION CONTROL IS THE PROPERTY OWNER'S RESPONSIBILITY AFTER EROSION CONTROL MEASURES ARE REMOVED, AND RECEIPT OF APPROVAL FROM THE CITY ENGINEER.

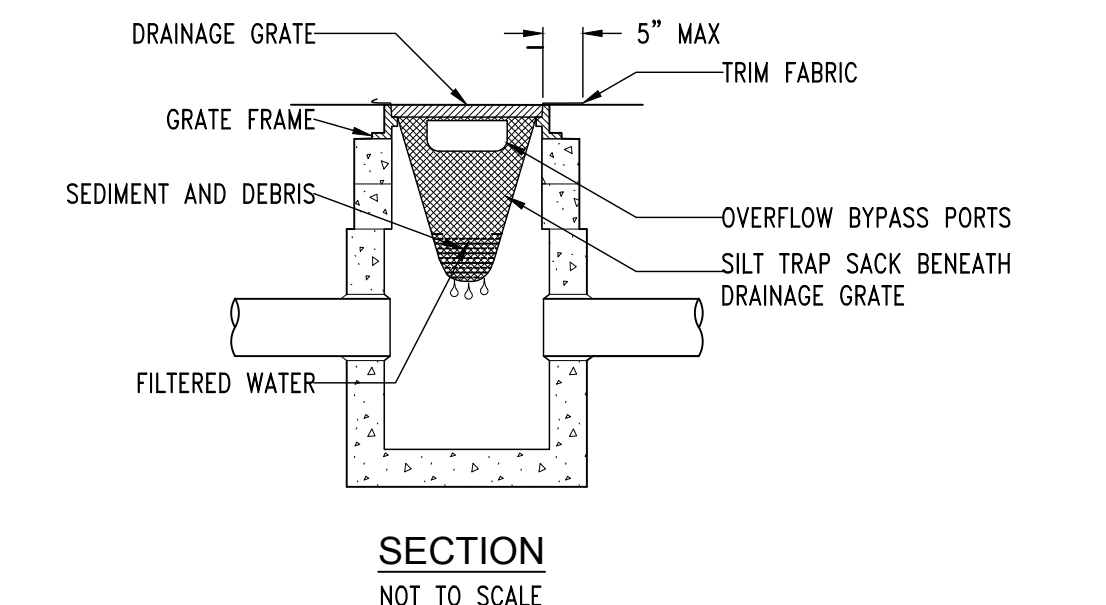
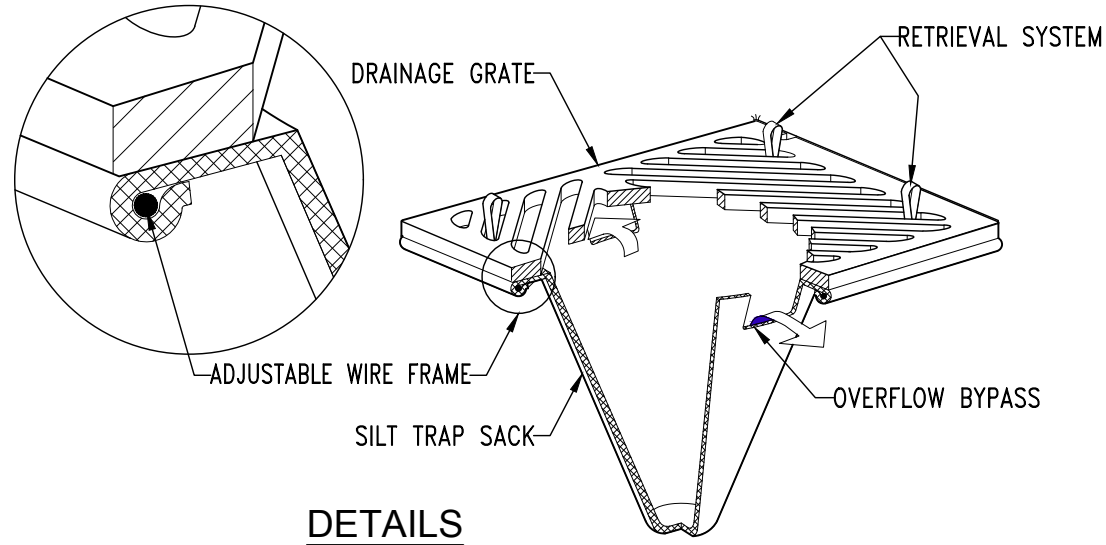
LEGEND

- 2% GRADE INDICATOR - ARROW POINTS DOWN HILL
- +2566.00 SPOT ELEVATION - PROPOSED FINISHED GRADE
- +2566.50 SPOT ELEVATION - TOP BACK OF CURB/ASPHALT
- PROPERTY LINE
- LOT LINE
- RIGHT-OF-WAY
- CENTER LINE
- EASEMENT
- EXISTING 1' CONTOUR INTERVAL
- PROPOSED 1' CONTOUR INTERVAL
- SILT FENCE - SEE DETAIL 2
- CURB
- EXISTING ROLLED CURB
- CONCRETE PAVING
- ASPHALT PAVING

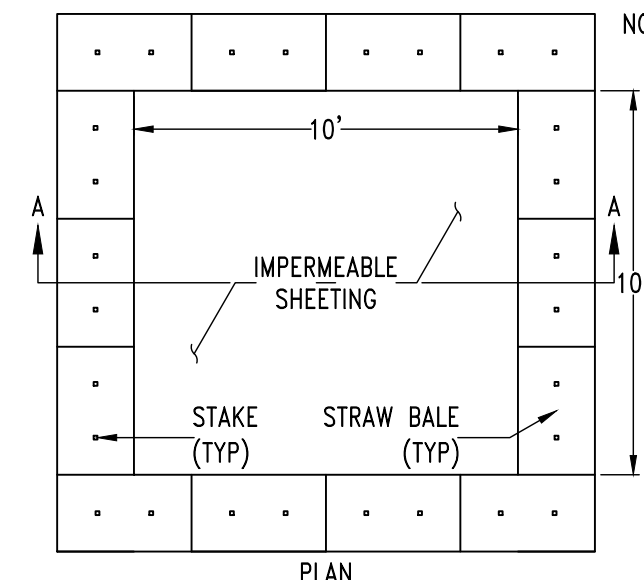
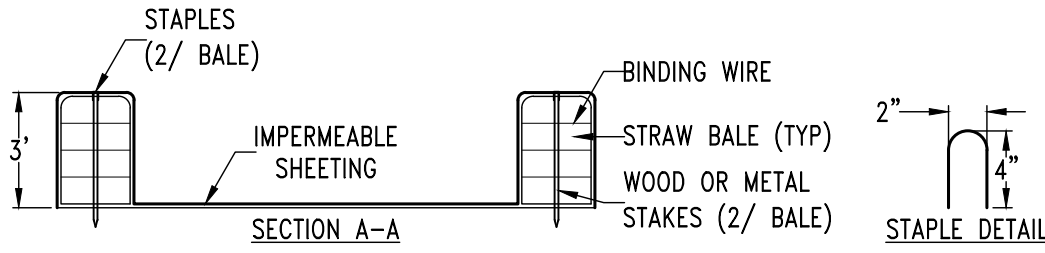
FENCE WITH 2X2 PRE-INSTALLED POSTS IS NOT ALLOWED



- SILT FENCE NOTES:
- ATTACH WIRE MESH TO POSTS WITH APPROVED METAL DEVICES.
 - ATTACH GEOTEXTILE FABRIC TO THE UP-SLOPE SIDE OF THE POSTS AND WIRE MESH TOP AND BOTTOM WITH APPROVED METAL FASTENERS @ 24" O.C. MAXIMUM SPACING.
 - GEOTEXTILE FABRIC TOP EDGE SHALL BE 26" MINIMUM ABOVE GROUND.
 - OVERLAP VERTICAL SILT FENCE SPLICES 8" MINIMUM (POST TO POST). SEE ELEVATION, ABOVE. AVOID SUMPS AND OTHER LOW POINTS.



- NOTES:
- SIZE AND SHAPE OF THE SILT TRAP SACK TO FIT THE STORM STRUCTURE IT WILL SERVICE. (RECTANGULAR OR ROUND).
 - THE SILT TRAP SACK SHALL HAVE A BUILT-IN HIGH-FLOW RELIEF SYSTEM (OVERFLOW BYPASS).
 - THE SILT TRAP SACK ASSEMBLY MUST ALLOW REMOVAL WITHOUT SPILLING THE COLLECTED MATERIAL.
 - EMPTY SILT TRAP SACK AND DISPOSE OF SEDIMENT AND DEBRIS BEFORE THE SACK IS HALF-FULL.
 - ENSURE THE SILT TRAP SACK ASSEMBLY DOES NOT SPILL OR FALL INTO THE STORM STRUCTURE. IF SEDIMENT IS SPILLED INTO THE STORM STRUCTURE, REMOVE THE SPILLED MATERIAL BY SUCTION HOSE OR OTHER APPROVED METHOD.



NOTE: CAN BE TWO STACKED BALES OR PARTIALLY EXCAVATED TO REACH 3' DEPTH.

CONSTRUCTION SPECIFICATIONS

- LOCATE WASHOUT STRUCTURE A MINIMUM OF 50' AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
- SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4" OF FREEBOARD. TYPICAL DIMENSIONS ARE 10'x10'x3' DEEP.
- PREPARE SOIL BASE FREE OF ROCK OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
- PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
- KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED). EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75% FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET-VACUUM STORED STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORM, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.

ONSITE CONCRETE WASHOUT STRUCTURE

GRAVEL TRACKING PAD

TYPICAL SECTION

SILT FENCING DETAIL

CATCH BASIN PROTECTION

ONSITE CONCRETE WASHOUT STRUCTURE

RAUCH DEVELOPMENT EROSION CONTROL AND GRADING PLAN

RANDY RAUCH
1694 SIXTH STREET
MOSCOW, IDAHO
(208) 330 1697

Designed By: SB
Drafted by: SW
Checked by: SB
File Name: 3674 GRADING.dwg
Tab: GRADING
Layer Style: STANDARD
Plot Style: OCE.CTB
Project: 3574-08-17
Date: 5/21/2018

C2



Know what's below.
Call before you dig.

Hedge & Associates, Inc.
Engineers • Planners • Landscape Architects
P.O. Box 8728
405 S. Washington Street
Moscow, Idaho 83843
(208) 882-3520

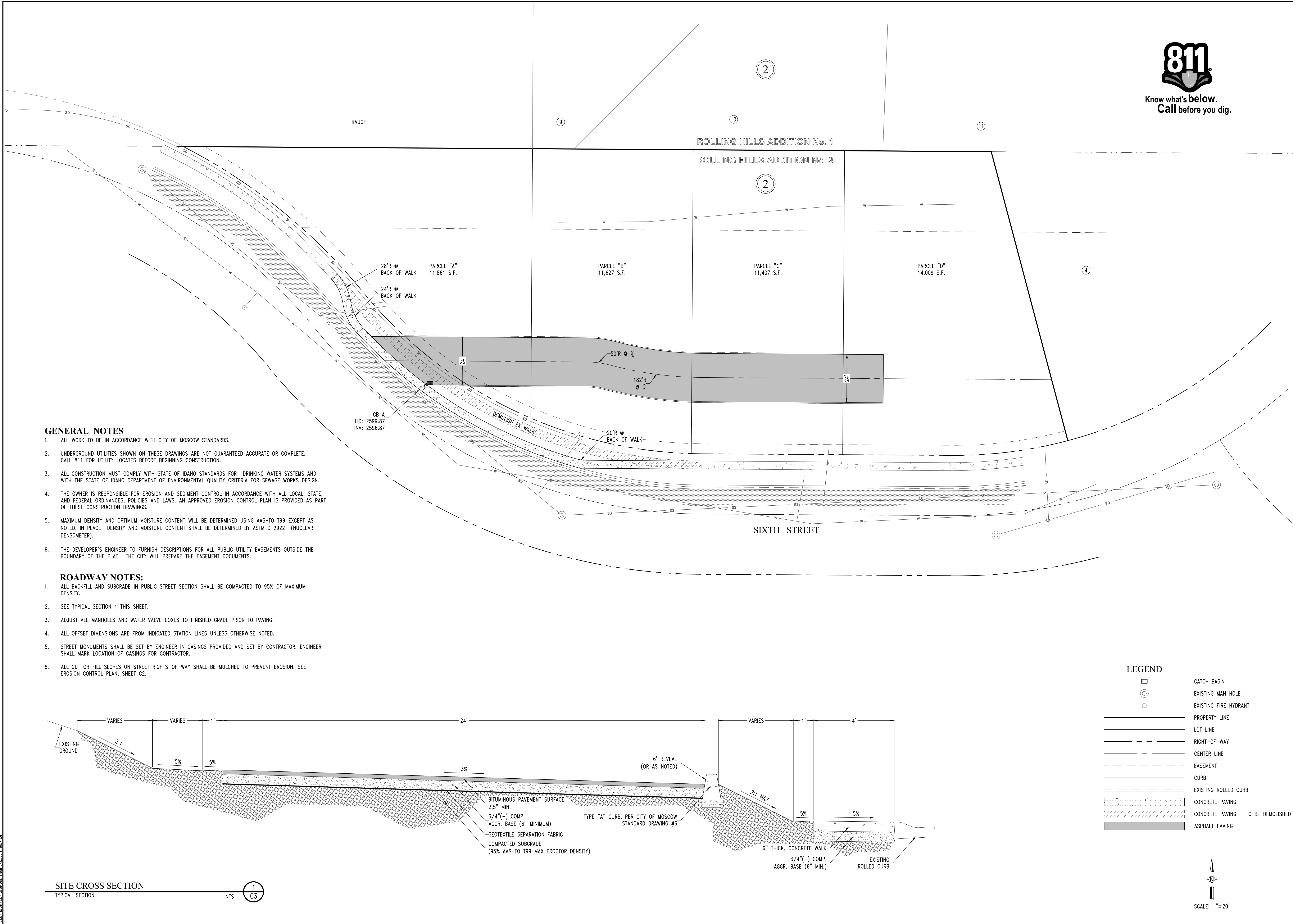
PRELIMINARY
NOT FOR
CONSTRUCTION

Attachment: Lot Line Adjustment Request (1731 : Proposed Lot Line Adjustment for Lots 1, 2 & 3 of the Rolling Hills 3rd Addition)

RAUCH DEVELOPMENT
UTILITY LAYOUT PLAN
RANDY RAUCH
1894 SIXTH STREET
MOSCOW, IDAHO
(208) 330 1697

Designed by:	SB
Drafted by:	SW
Checked by:	SB
File Name:	3674 UTILITY.dwg
Tab:	UTILITY
Layer Style:	STANDARD
Plot Style:	OCE.CTB
Project:	3574-08-17
Date:	5/21/2018

C3

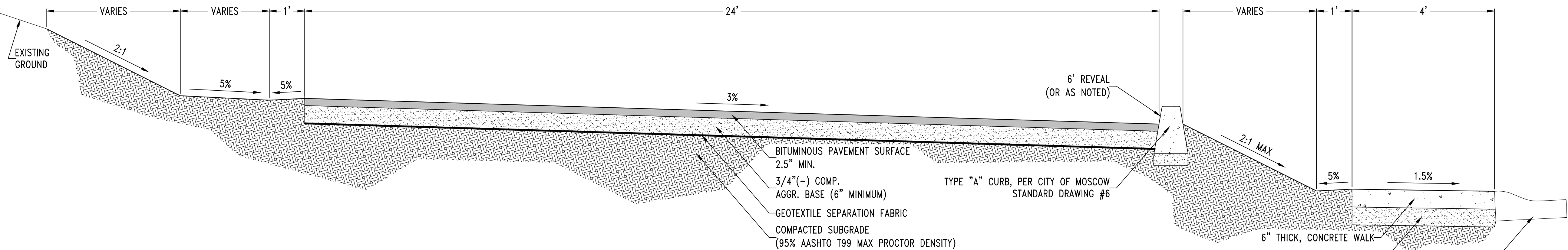


GENERAL NOTES

- ALL WORK TO BE IN ACCORDANCE WITH CITY OF MOSCOW STANDARDS.
- UNDERGROUND UTILITIES SHOWN ON THESE DRAWINGS ARE NOT GUARANTEED ACCURATE OR COMPLETE. CALL 811 FOR UTILITY LOCATES BEFORE BEGINNING CONSTRUCTION.
- ALL CONSTRUCTION MUST COMPLY WITH STATE OF IDAHO STANDARDS FOR DRINKING WATER SYSTEMS AND WITH THE STATE OF IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY CRITERIA FOR SEWAGE WORKS DESIGN.
- THE OWNER IS RESPONSIBLE FOR EROSION AND SEDIMENT CONTROL IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL ORDINANCES, POLICIES AND LAWS. AN APPROVED EROSION CONTROL PLAN IS PROVIDED AS PART OF THESE CONSTRUCTION DRAWINGS.
- MAXIMUM DENSITY AND OPTIMUM MOISTURE CONTENT WILL BE DETERMINED USING AASHTO T99 EXCEPT AS NOTED. IN PLACE DENSITY AND MOISTURE CONTENT SHALL BE DETERMINED BY ASTM D 2922 (NUCLEAR DENSOMETER).
- THE DEVELOPER'S ENGINEER TO FURNISH DESCRIPTIONS FOR ALL PUBLIC UTILITY EASEMENTS OUTSIDE THE BOUNDARY OF THE PLAT. THE CITY WILL PREPARE THE EASEMENT DOCUMENTS.

ROADWAY NOTES:

- ALL BACKFILL AND SUBGRADE IN PUBLIC STREET SECTION SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY.
- SEE TYPICAL SECTION 1 THIS SHEET.
- ADJUST ALL MANHOLES AND WATER VALVE BOXES TO FINISHED GRADE PRIOR TO PAVING.
- ALL OFFSET DIMENSIONS ARE FROM INDICATED STATION LINES UNLESS OTHERWISE NOTED.
- STREET MONUMENTS SHALL BE SET BY ENGINEER IN CASINGS PROVIDED AND SET BY CONTRACTOR. ENGINEER SHALL MARK LOCATION OF CASINGS FOR CONTRACTOR.
- ALL CUT OR FILL SLOPES ON STREET RIGHTS-OF-WAY SHALL BE MULCHED TO PREVENT EROSION. SEE EROSION CONTROL PLAN, SHEET C2.



SITE CROSS SECTION
TYPICAL SECTION

NTS
1
C3

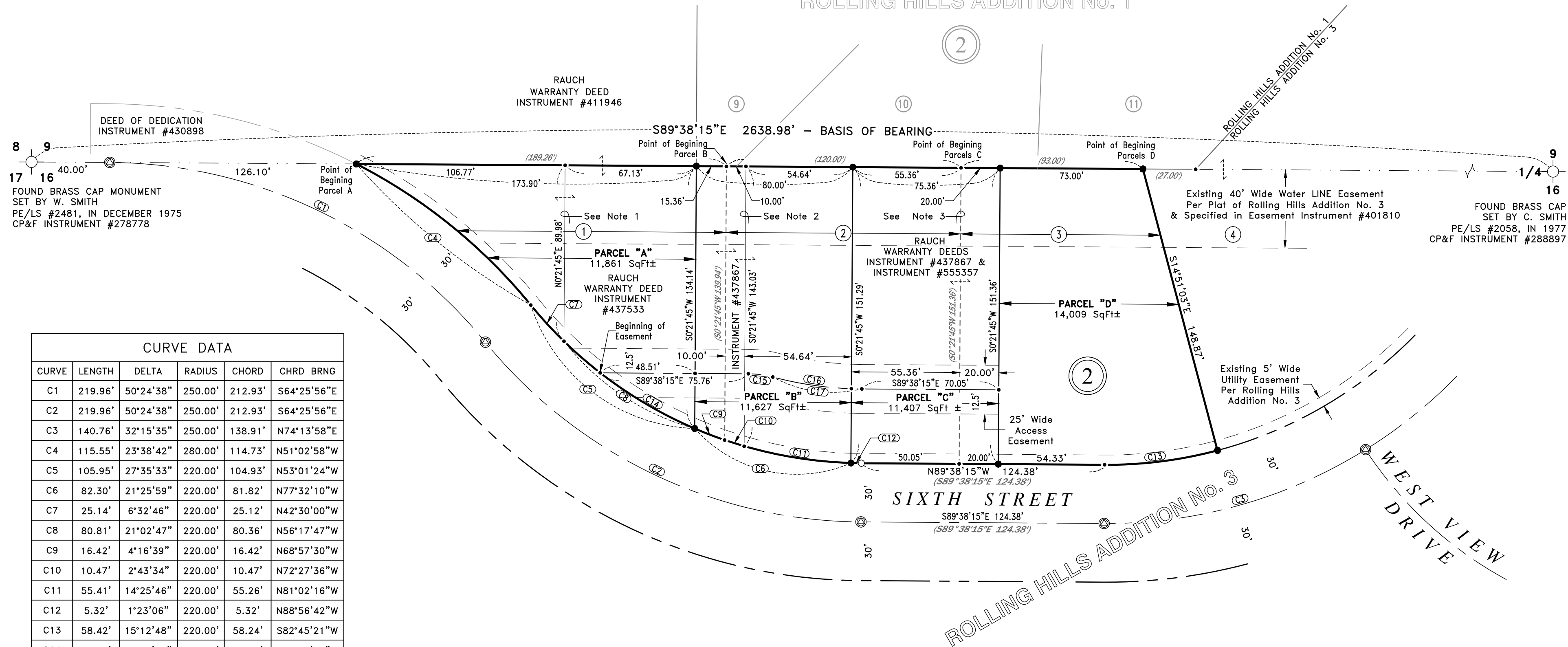
LEGEND

	CATCH BASIN
	EXISTING MAN HOLE
	EXISTING FIRE HYDRANT
	PROPERTY LINE
	LOT LINE
	RIGHT-OF-WAY
	CENTER LINE
	EASEMENT
	CURB
	EXISTING ROLLED CURB
	CONCRETE PAVING
	CONCRETE PAVING - TO BE DEMOLISHED
	ASPHALT PAVING

SCALE: 1"=20'

Section 16, T39N, R5W, BM

ROLLING HILLS ADDITION No. 1



CURVE DATA

CURVE	LENGTH	DELTA	RADIUS	CHORD	CHRD BRNG
C1	219.96'	50°24'38"	250.00'	212.93'	S64°25'56"E
C2	219.96'	50°24'38"	250.00'	212.93'	S64°25'56"E
C3	140.76'	32°15'35"	250.00'	138.91'	N74°13'58"E
C4	115.55'	23°38'42"	280.00'	114.73'	N51°02'58"W
C5	105.95'	27°35'33"	220.00'	104.93'	N53°01'24"W
C6	82.30'	21°25'59"	220.00'	81.82'	N77°32'10"W
C7	25.14'	6°32'46"	220.00'	25.12'	N42°30'00"W
C8	80.81'	21°02'47"	220.00'	80.36'	N56°17'47"W
C9	16.42'	4°16'39"	220.00'	16.42'	N68°57'30"W
C10	10.47'	2°43'34"	220.00'	10.47'	N72°27'36"W
C11	55.41'	14°25'46"	220.00'	55.26'	N81°02'16"W
C12	5.32'	1°23'06"	220.00'	5.32'	N88°56'42"W
C13	58.42'	15°12'48"	220.00'	58.24'	S82°45'21"W
C14	56.25'	14°38'55"	220.00'	56.09'	N59°29'43"W
C15	12.65'	14°29'40"	50.00'	12.62'	S82°23'25"E
C16	40.72'	12°49'13"	182.00'	40.64'	S81°33'12"E
C17	46.04'	14°29'40"	182.00'	45.92'	S82°23'25"E

Basis of Bearing

The Basis of Bearing for this survey is the northerly line of the NW1/4 of Section 16, shown hereon as S89°38'15"E, per the plat of Rolling Hills Addition No. 3 to the City of Moscow, Latah County, Idaho.

Surveyor's Certificate

I, Duane Priest, PLS #6449, State of Idaho, do hereby certify that the survey represented by this map was performed by me or under my supervision in accordance with the laws of the State of Idaho and at the request of Randy Rauch in May 2018.

Purpose Of Survey

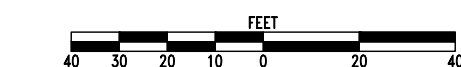
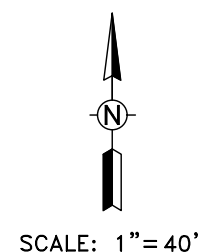
The purpose of this survey was to locate the boundaries of the existing parcels as they lay across Lots 1, 2 & 3, in Block 2 of Rolling Hills Addition No. 3, assist Randy Rauch in three Boundary Line Adjustments as to better situate the existing lots for building development and to monument the parcels after adjustment.

Notes

- This line was established as a Lot Division, approved by the Moscow City Council, Monday, July 6, 1998. The agreement was that the portion of Lot 1 lying west of this line was to be separated from the remainder of Lot 1 and joined with the Rauch parcel described in Warranty Deed Instrument #411946. This line is now being moved 67.13 feet easterly and Parcel A, as shown hereon, is being added to said Rauch parcel.
- This Line was established as a Boundary Line Adjustment, approved by the Moscow City Council, Monday, July 6, 1998. The purpose of this line was to allow for more buildable area for the remainder of Lot 1. Currently, Mr. Rauch now desires to move this line 54.64 feet easterly to again allow for buildable area inclusive of appropriate length to accommodate the slope necessary for drive entrance onto Sixth Street.
- Currently, Mr. Rauch desires to move this line 20.00 feet easterly to better balance these buildable lots with an adequate approach from Sixth Street.

Legend

	Found Monument as Described
	Set 5/8" dia. x 24" Long Rebar w/Orange Plastic Cap Stamped "Priest 6449"
	Found 5/8" Rebar - "Hodge 3003"
	Calculated Position
	Centerline Monument of Record
	Curve Data - See Table
	Block Number
	Lot Number
	Record Data per Rolling Hills Addition No. 3 to the City of Moscow, Instrument #434563
	Boundary Line
	New Parcel Line, This Survey
	Lot Line
	Original Rolling Hills Addition No. 3 Lot Line No Longer Parcel Boundaries
	Centerline
	Right-of-Way
	Easement



NO. _____ AT THE REQUEST OF: _____

DATE & HOUR: _____

HENRIANNE WESTBERG
LATAH COUNTY RECORDER

FEE \$ _____ BY _____

P.O. Box 8728
405 S. Washington Street
Moscow, Idaho 83843
(208) 882-3525

Rolling Hills Addition, Inc.
Engineer - Planner - Landscape Architect

RIM ROCK CONSULTING, INC.
Lead Surveying
Site Mapping

123 WEST 35th STREET #102 Moscow, Idaho 83843 208.882.3537 rimrock@rimrockconsulting.net

PRELIMINARY
NOT FOR RECORDING

PROFESSIONAL LAND SURVEYOR
REGISTERED
STATE OF IDAHO
6449
DUANE E. PRIEST

Record of Survey for:
Randy Rauch
Latah County, Idaho

Drafted by: SW

Checked by: MT/DEP

File Name: 3574 ROS 2018.dwg

Tab: Layout

Plot Style Default.ctb

Project: 3574-06-14

Date: 5/21/18

1 of 1

CURVE DATA					
CURVE	LENGTH	DELTA	RADIUS	CHORD	CHRD BRNG
C1	219.96'	50°24'38"	250.00'	212.93'	S64°25'56"E
C2	219.96'	50°24'38"	250.00'	212.93'	S64°25'56"E
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C4	115.55'	23°38'42"	280.00'	114.73'	N51°02'58"W
C5	105.95'	27°35'33"	220.00'	104.93'	N53°01'24"W
C6	82.30'	21°25'59"	220.00'	81.82'	N77°32'10"W
C7	25.14'	6°32'46"	220.00'	25.12'	N42°30'00"W
C8	80.81'	21°02'47"	220.00'	80.36'	N56°17'47"W
C9	16.42'	4°16'39"	220.00'	16.42'	N68°57'30"W
C10	10.47'	2°43'34"	220.00'	10.47'	N72°27'36"W
C11	55.41'	14°25'46"	220.00'	55.26'	N81°02'16"W
C12	5.32'	1°23'06"	220.00'	5.32'	N88°56'42"W
C13	58.42'	15°12'48"	220.00'	58.24'	S82°45'21"W

Basis of Bearing

The Basis of Bearing for this survey is the northerly line of the NW1/4 of Section 16, shown hereon as S89°38'15"E, per the plat of Rolling Hills Addition No. 3 to the City of Moscow, Latah County, Idaho.

Surveyor's Certificate

I, Duane Priest, PLS #6449, State of Idaho, do hereby certify that the survey represented by this map was performed by me or under my supervision in accordance with the laws of the State of Idaho and at the request of Randy Rauch in May 2018.

Purpose Of Survey

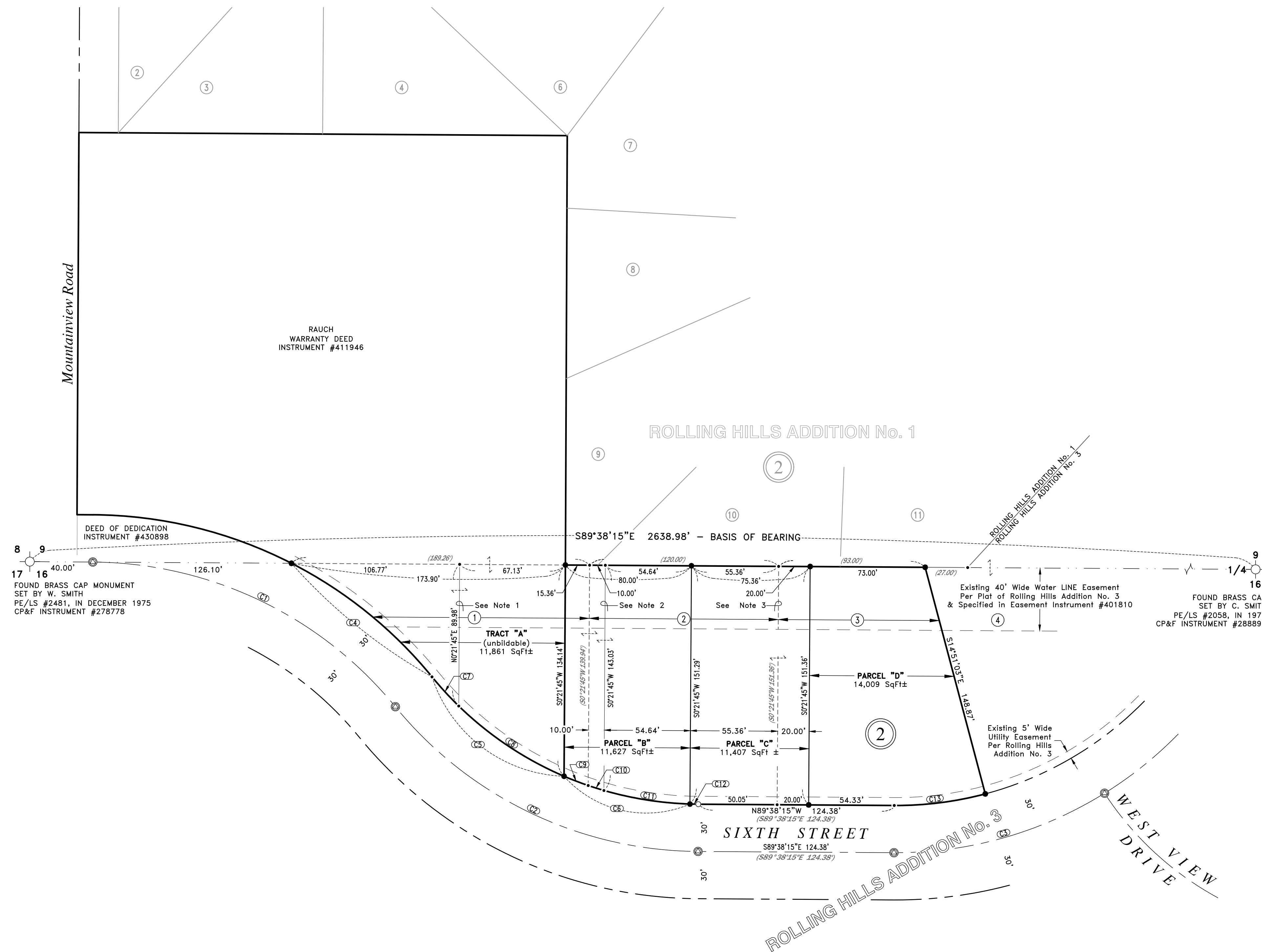
The purpose of this survey was to locate the boundaries of the existing parcels as they lay across Lots 1, 2 & 3, in Block 2 of Rolling Hills Addition No. 3, assist Randy Rauch in three Boundary Line Adjustments as to better situate the existing lots for building development and to monument the parcels after adjustment.

Notes

1. This line was established as a Lot Division, approved by the Moscow City Council, Monday, July 6, 1998. The agreement was that the portion of Lot 1 lying west of this line was to be separated from the remainder of Lot 1 and joined with the Rauch parcel described in Warranty Deed Instrument #411946. This line is now being moved 67.13 feet easterly and Tract A, as shown hereon, is being added to said Rauch parcel.

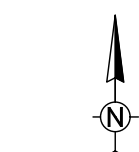
2. This Line was established as a Boundary Line Adjustment, approved by the Moscow City Council, Monday, July 6, 1998. The purpose of this line was to allow for more buildable area for the remainder of Lot 1. Currently, Mr. Rauch now desires to move this line 54.64 feet easterly to again allow for buildable area inclusive of appropriate length to accommodate the slope necessary for drive entrance onto Sixth Street.

3. Currently, Mr. Rauch desires to move this line 20.00 feet easterly to better balance these buildable lots with an adequate approach from Sixth Street.

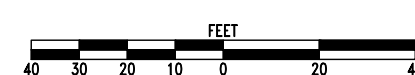


Legend

	Found Monument as Described
	Set 5/8" dia. x 24" Long Rebar w/Orange Plastic Cap Stamped "Priest 6449"
	Found 5/8" Rebar - "Hodge 3003"
	Calculated Position
	Centerline Monument of Record
	Curve Data - See Table
	Block Number
	Lot Number
	Record Data per Rolling Hills Addition No. 3 to the City of Moscow, Instrument #434563
	Boundary Line
	New Parcel Line, This Survey
	Lot Line
	Original Rolling Hills Addition No. 3 Lot Line No Longer Parcel Boundaries
	Centerline
	Right-of-Way
	Easement



SCALE: 1"= 40'



RIM ROCK CONSULTING, INC.

Land Surveying
Site Planning
Mapping

P.O. Box 8728
Moscow, Idaho 83843
(208) 725-1000
www.rimrockconsulting.com

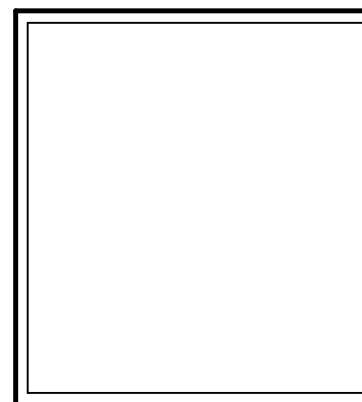


Exhibit Drawing for:

Randy Rauch

Latah County, Idaho

Drafted by: SW

Checked by: MT/DEP

File Name: 3574 ROS 2018fd.dwg

Tab: Layout

Plot Style: Default.ctb

Project: 3574-06-14

Date: 5/24/18

Drafted by:	SW
Checked by:	MT/DEP
File Name:	3574 ROS 2018fd.dwg
Tab:	Layout
Plot Style:	Default.ctb
Project:	3574-06-14
Date:	5/24/18

1	of	1
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5/21/2018

**Legal Description by Hodge & Associates
For Randy Rauch
Parcel A**

A legal description for a parcel of land, located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 1, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho. Being more particularly described as follows:

Beginning at the northwest corner of Lot 1, Block 2 of Rolling Hills Addition No. 3:

Thence along the north line of said Lot 1, S89°38'15"E, 173.90 feet;

Thence departing said north line, S0°21'45"W, 134.14 feet to the southerly line of said Lot 1 and the northerly right-of-way of Sixth Street;

Thence along said southerly line and northerly right-of-way, the following courses:

Thence 105.95 feet along a curve to the right, said curve having a Delta = 27°35'33", Radius = 220.00 feet, Chord = 104.93 feet and Chord Bearing = N53°01'24"W;

Thence 115.55 feet along a curve to the left, said curve having a Delta = 23°38'42", Radius = 280.00 feet, Chord = 114.73 feet and Chord Bearing = N51°02'58"W, to the

Point of Beginning.

Parcel contains 11,861 square feet, more or less.

Subject to a 25 foot wide access easement located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 1, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho and being centered over the following described line:

Commencing at the northwest corner of Lot 1, Block 2 of Rolling Hills Addition No. 3; thence, along the north line of said Lot 1, S89°38'15"E, 173.90 feet; thence departing said north line, S0°21'45"W, 134.14 feet to the southerly line of said Lot 1 and the northerly right-of-way of Sixth Street; thence 56.25 feet along a curve to the right, said curve having a Delta = 14°38'55", Radius = 220.00 feet, Chord = 56.09 feet and Chord Bearing = N59°29'43"W to the beginning of this easement;

Thence, departing said right-of-way, S89°38'15"E, 48.51 feet to the east line of the above described parcel and the end of this easement

Also Subject to a 40 foot wide water line easement, per the Plat of Rolling Hills Addition No. 3 and specified in Easement, Instrument #401810.

Also Subject to a 5 foot wide utility easement, per the Plat of Rolling Hills Addition No. 3.

Attachment: Lot Line Adjustment Request (1731 : Proposed Lot Line Adjustment for Lots 1, 2 & 3 of the Rolling Hills 3Rd Addition)

5/21/2018

**Legal Description by Hodge & Associates
For Randy Rauch
Parcel B**

A legal description for a parcel of land, located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 1 and Lot 2, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho. Being more particularly described as follows:

Beginning at the northwest corner of Lot 2, Block 2 of Rolling Hills Addition No. 3:

Thence along the north line of said Lot 2, S89°38'15"E, 64.64 feet;
Thence departing said north line, S0°21'45"W, 151.29 feet to the southerly line of said Lot 2 and the northerly right-of-way of Sixth Street;
Thence along said southerly line and northerly right-of-way, 65.87 feet along a curve to the right, said curve having a Delta = 17°09'20", Radius = 220.00 feet, Chord = 65.63 feet and Chord Bearing = N79°40'29"W to the southwest corner of said Lot 2;
Thence continuing along said northerly right of way and along the southerly line of Lot 1, Block 2 of Rolling Hills Addition No. 3, 16.42 feet along a curve to the right, said curve having a Delta = 4°16'39", Radius = 220.00 feet, Chord = 16.42 feet and Chord Bearing = N68°57'30"W;
Thence departing said northerly right-of-way and said southerly line, N0°21'45"E, 134.14 feet to the north line of said Lot 1;
Thence along said north line, S89°38'15"E, 15.36 feet to the **Point of Beginning**.

Parcel contains 11,627 square feet, more or less.

Subject to and together with a 25 foot wide access easement located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 1 and Lot 2, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho and being centered over the following described line:

Commencing at the northwest corner of Lot 1, Block 2 of Rolling Hills Addition No. 3; thence, along the north line of said Lot 1, S89°38'15"E, 173.90 feet; thence departing said north line, S0°21'45"W, 134.14 feet to the southerly line of said Lot 1 and the northerly right-of-way of Sixth Street; thence 56.25 feet along a curve to the right, said curve having a Delta = 14°38'55", Radius = 220.00 feet, Chord = 56.09 feet and Chord Bearing = N59°29'43"W to the beginning of this easement;

Thence, departing said right-of-way, S89°38'15"E, 75.76 feet;
Thence 12.65 feet along a curve to the right, said curve having a Delta = 14°29'40", Radius = 50.00 feet, Chord = 12.62 feet and Chord Bearing = S82°23'25"E;
Thence 40.72 feet along a curve to the left, said curve having a Delta = 12°49'13", Radius = 182.00 feet, Chord = 40.64 feet and Chord Bearing = S81°33'12"E to the east line of the above described parcel and the end of this easement

Subject to a 40 foot wide water line easement, per the Plat of Rolling Hills Addition No. 3 and specified in Easement, Instrument #401810.

Also Subject to a 5 foot wide utility easement, per the Plat of Rolling Hills Addition No. 3.



DRAFT

Attachment: Lot Line Adjustment Request (1731 : Proposed Lot Line Adjustment for Lots 1, 2 & 3 of the Rolling Hills 3Rd Addition)

5/21/2018

**Legal Description by Hodge & Associates
For Randy Rauch
Parcel C**

A legal description for a parcel of land, located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 2 and Lot 3, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho. Being more particularly described as follows:

Beginning at the northwest corner of Lot 3, Block 2 of Rolling Hills Addition No. 3:

Thence along the north line of said Lot 3, S89°38'15"E, 20.00 feet;
Thence departing said north line, S0°21'45"W, 151.36 feet to the southerly line of said Lot 3 and the northerly right-of-way of Sixth Street;
Thence along said southerly line and northerly right-of-way, N89°38'15"W, 20.00 to the southwest corner of said Lot 3;
Thence continuing along said northerly right of way and along the southerly line of Lot 2, Block 2 of Rolling Hills Addition No. 3, the following courses:
Thence N89°38'15"W, 50.05 feet;
Thence 5.32 feet along a curve to the right, said curve having a Delta = 1°23'06", Radius = 220.00 feet, Chord = 5.32 feet and Chord Bearing = N88°56'42"W;
Thence departing said northerly right-of-way and said southerly line, N0°21'45"E, 151.29 feet to the north line of said Lot 2;
Thence along said north line, S89°38'15"E, 55.36 feet to the **Point of Beginning**.

Parcel contains 11,407 square feet, more or less.

Subject to and together with a 25 foot wide access easement located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 1, Lot 2 and Lot 3, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho and being centered over the following described line:

Commencing at the northwest corner of Lot 1, Block 2 of Rolling Hills Addition No. 3; thence, along the north line of said Lot 1, S89°38'15"E, 173.90 feet; thence departing said north line, S0°21'45"W, 134.14 feet to the southerly line of said Lot 1 and the northerly right-of-way of Sixth Street; thence 56.25 feet along a curve to the right, said curve having a Delta = 14°38'55", Radius = 220.00 feet, Chord = 56.09 feet and Chord Bearing = N59°29'43"W to the beginning of this easement;

Thence, departing said right-of-way, S89°38'15"E, 75.76 feet;
Thence 12.65 feet along a curve to the right, said curve having a Delta = 14°29'40", Radius = 50.00 feet, Chord = 12.62 feet and Chord Bearing = S82°23'25"E;
Thence 46.04 feet along a curve to the left, said curve having a Delta = 14°29'40", Radius = 182.00 feet, Chord = 45.92 feet and Chord Bearing = S82°23'25"E;

Thence S89°38'15"E, 70.05 feet to the east line of the above described parcel and the end of this easement

Subject to a 40 foot wide water line easement, per the Plat of Rolling Hills Addition No. 3 and specified in Easement, Instrument #401810.

Also Subject to a 5 foot wide utility easement, per the Plat of Rolling Hills Addition No. 3.



DRAFT

Attachment: Lot Line Adjustment Request (1731 : Proposed Lot Line Adjustment for Lots 1, 2 & 3 of the Rolling Hills 3Rd Addition)

5/21/2018

**Legal Description by Hodge & Associates
For Randy Rauch
Parcel D**

A legal description for a parcel of land, located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 3, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho. Being more particularly described as follows:

Beginning at the northeast corner of Lot 3, Block 2 of Rolling Hills Addition No. 3:

Thence S14°51'03"E, 148.87 feet to the southerly line of said Lot 3 and the northerly right-of-way of Sixth Street;

Thence along said southerly line and northerly right-of-way, the following courses:

Thence 58.42 feet along a curve to the right, said curve having a Delta = 15°12'48", Radius = 220.00 feet, Chord = 58.24 feet and Chord Bearing = S82°45'21"W;

Thence N89°38'15"W, 54.33 feet;

Thence departing said northerly right-of-way and said southerly line, N0°21'45"E, 151.36 feet to the north line of said Lot 3;

Thence, along said north line S89°38'15"E, 73.00 feet to the **Point of Beginning**.

Parcel contains 14,009 square feet, more or less.

Together with a 25 foot wide access easement located in the NW1/4 of the NW1/4 of Section 16, T39N, R5W, B.M., in Lot 1, Lot 2 and Lot 3, Block 2 of Rolling Hills Addition No. 3, to the City of Moscow, Latah County, Idaho and being centered over the following described line:

Commencing at the northwest corner of Lot 1, Block 2 of Rolling Hills Addition No. 3; thence, along the north line of said Lot 1, S89°38'15"E, 173.90 feet; thence departing said north line, S0°21'45"W, 134.14 feet to the southerly line of said Lot 1 and the northerly right-of-way of Sixth Street; thence 56.25 feet along a curve to the right, said curve having a Delta = 14°38'55", Radius = 220.00 feet, Chord = 56.09 feet and Chord Bearing = N59°29'43"W to the beginning of this easement;

Thence, departing said right-of-way, S89°38'15"E, 75.76 feet;

Thence 12.65 feet along a curve to the right, said curve having a Delta = 14°29'40", Radius = 50.00 feet, Chord = 12.62 feet and Chord Bearing = S82°23'25"E;

Thence 46.04 feet along a curve to the left, said curve having a Delta = 14°29'40", Radius = 182.00 feet, Chord = 45.92 feet and Chord Bearing = S82°23'25"E;

Thence S89°38'15"E, 70.05 feet to the west line of the above described parcel and the end of this easement

Subject to a 40 foot wide water line easement, per the Plat of Rolling Hills Addition No. 3 and specified in Easement, Instrument #401810.

Also Subject to a 5 foot wide utility easement, per the Plat of Rolling Hills Addition No. 3.

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 05/29/2018**Title:** 921 and 925 Public Ave. Right-Of-Way Dedication Variance Request**Responsible Staff:** Bob Buvel

Information

DESCRIPTION: Tyler George is proposing to develop the lots at 921 and 925 Public Avenue for The Urban Berm Subdivision. The developer is required by City code to dedicate street right-of-way for all streets within and adjacent to the subdivision. Public Avenue is designated as a collector street and the current street standard is a thirty five (35) foot of right-of-way on either side of the center line. The applicant has submitted a preliminary plat showing the existing thirty (30) foot right-of-way on the south side of Public Avenue. The adjacent properties on either side of the subject property have been developed under the previous sixty (60) foot Public Avenue right-of-way requirement.

Staff supports the requested waiver of requirement to dedicate an additional five (5) feet of right-of-way along the south side of Public Ave. To date, the difficult topography of the site has made it challenging to develop. The adjacent properties on either side of the subject property have been developed under the previous sixty (60) foot Public Avenue right-of-way requirement. The request is appropriate for this challenging infill development.

STAFF RECOMMENDATION: Recommend approval of the variance request to develop the subdivision along the existing sixty (60) foot Public Avenue right-of-way without the dedication of an additional five (5) feet of right-of-way.

PROPOSED ACTIONS: Recommend approval of the variance request to develop the subdivision along the existing sixty (60) foot Public Avenue right-of-way without the dedication of an additional five (5) feet of right-of-way, deny the variance request, or provide Staff further direction.

Necessary Resources/Impacts

N/A

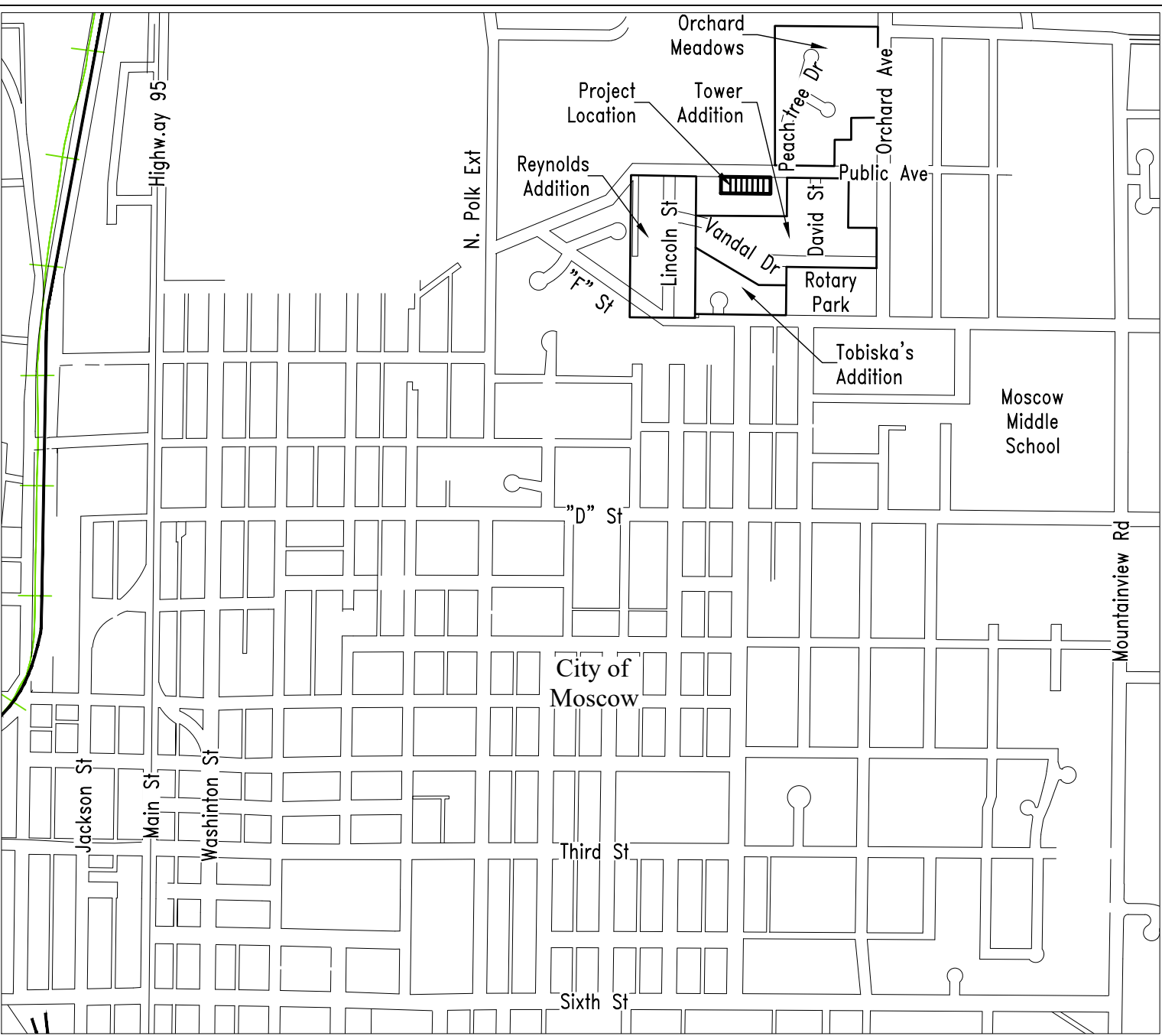
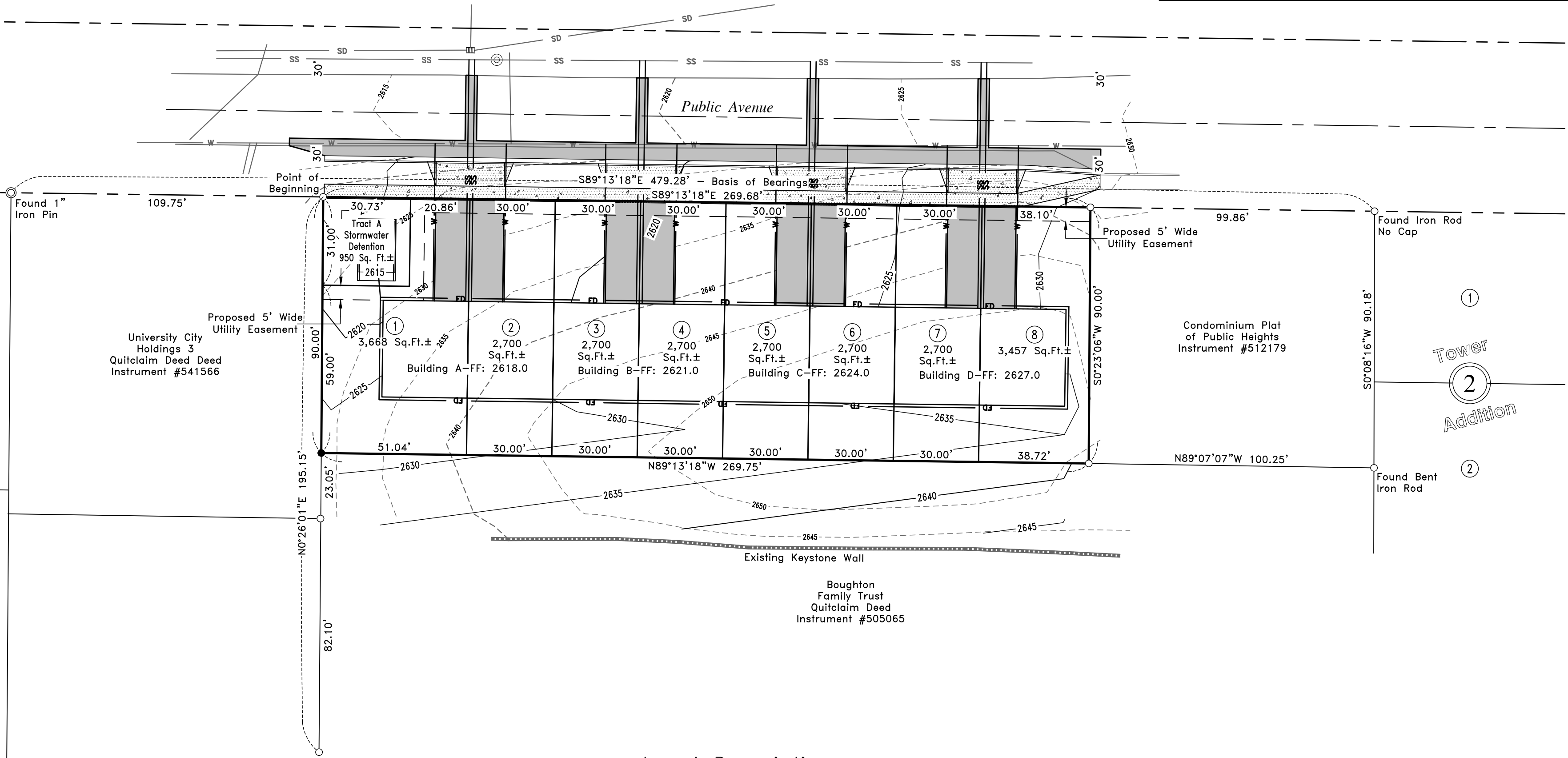
Attachments

Urban Berm Pre-Plat

STD DWG 1c

Urban Berm Vacinity and Aerial Maps

Section 8, T39N, R5W, BM



Legal Description

A parcel of land situated in the NW1/4 of the NE1/4 of Section 8, Township 39 North, Range 5 West, Boise Meridian, in the City of Moscow, Latah County, State of Idaho and more particularly described as follows:

Commencing at the northeast corner of Block 1 of Reynolds Addition to the City of Moscow, thence, along the south Right-of-way of Public Avenue S89°13'18"E, 109.75 feet to the Point of Beginning:

Thence, continuing along said right-of-way, S89°13'18"E, 269.68 feet to the northwest corner of the Condominium Plat of Public Heights; Thence, departing said right-of-way, along the west line of said Condominium Plat S0°23'06"W, 90.00 feet to the southwest corner of said Condominium Plat and a point on the north line of Quitclaim Deed, Instrument #505065; Thence, along said north line, N89°13'18"W, 269.75 feet to the northwest corner of said Quitclaim Deed and a point on the east line of Quitclaim Deed, Instrument #541566; Thence, along said east line N0°26'10"E, 90.00 feet to the Point of Beginning.

Parcel Contains 24,274 Square Feet, more or less.

Notes

1. Plat area (and surrounding area) currently is Zoned R-3.
2. Total Plat Area: 24,274 Square Feet±
Tract A Dedication: 950 Square Feet±.
Net Lot Area: 23,324 Square Feet±.
3. All the area within Battery Fir Addition is within designated Flood Zone X: "Areas Determined to be outside 500-year flood-plain".

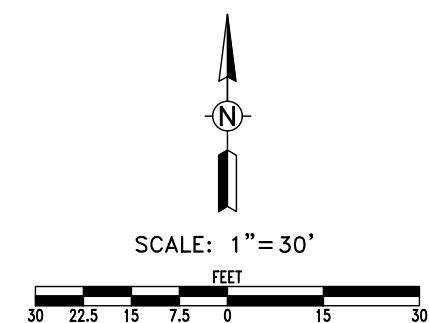
Flood Zone designation and definitions from Flood Insurance Rate Map (FIRM) Community-Panel Number 1600900002D, dated 4-15-2002. No delineated wetlands on site.

Basis of Bearings

The Basis of Bearings for this survey in the south right-of-way line, between the northeast corner of Reynolds Addition and the Northwest corner of Tower Addition, shown hereon as S89°13'18"E, per GPS observation.

Legend

- Set 5/8" Diameter Rebar w/Yellow Plastic Cap Stamped "Priest 6449"
- ⊙ Found 1" Diameter Iron Pipe
- Found 5/8" Diameter Iron Pin "Hodge 3003" or as Described
- ① Calculated Position
- ② Block Number
- ③ Lot Number
- Boundary Line
- Lot Line
- Centerline
- Right-of-Way
- Easement
- 2630 5' Contour Interval, Finished Grade
- 2630 5' Contour Interval, Original Ground
- W Water Line
- SS Sanitary Sewer Line
- FD Foundation Drain (Storm Sewer) Line
- Concrete Paving
- Asphalt Paving

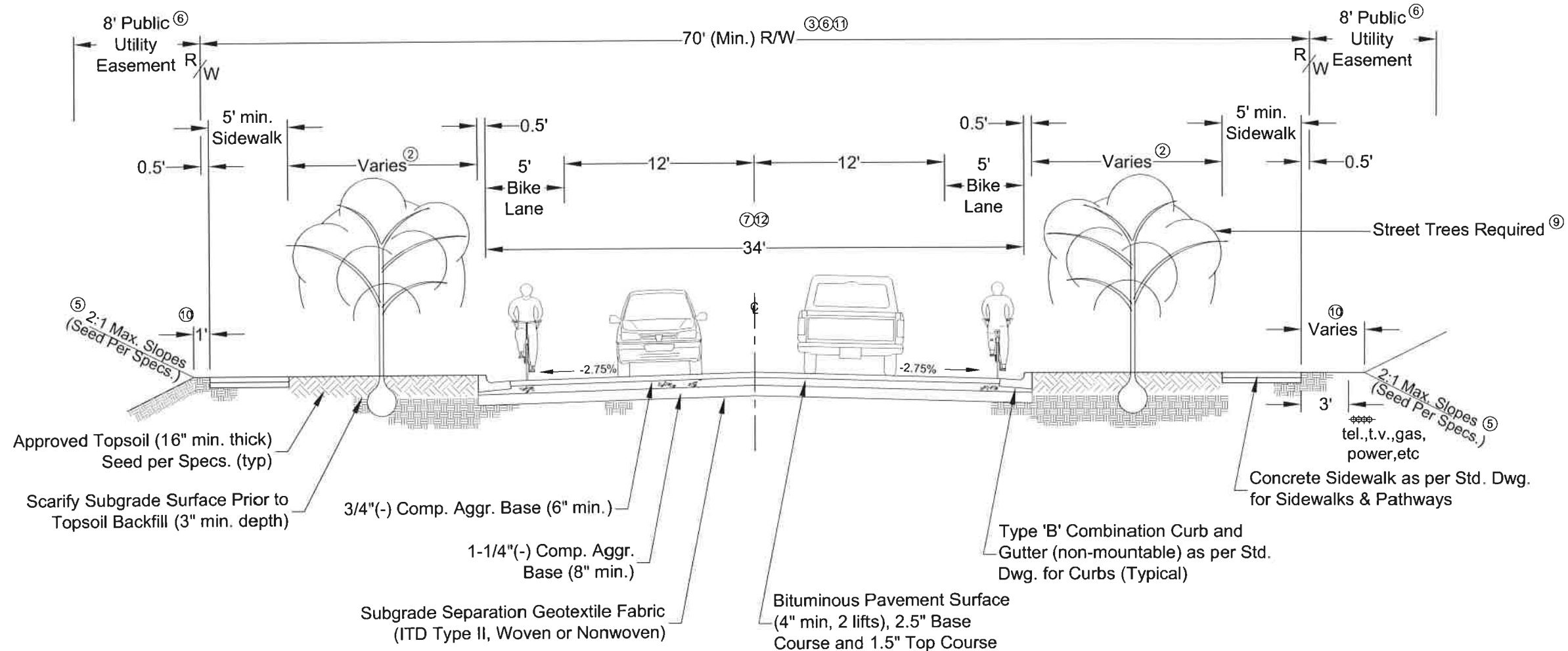


PRELIMINARY
NOT FOR
RECORDING

Preliminary Plat of:
Urban Berm
to the City of Moscow, Latah County, Idaho
Tyler George, 1137 Driscoll Ridge Road Troy, Idaho, 83871.
January 2018

Drafted by: SW
Checked by: MT/DEP
File Name: 3945 Plat.dwg
Tab: Layout
Plot Style: Default.ctb
Project: 3945-06-17
Date: 2/26/18

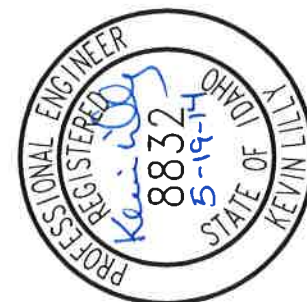
1 of 1



Notes:

1. This street section shall be used as a minimum standard for Collector class streets in all zones or for other high volume Collector streets where on-street parking is not considered essential and future travel lanes are not anticipated.
2. The green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way width shall be required as necessary to accommodate topography, utilities, turn lanes, roundabouts, signalized intersections, or other needs as determined by the City Engineer. Additional right-of-way required for transit stops at Minor Arterial and Collector intersections or every thousand feet (1000').
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of-way allow narrower easements, proportionately. Additional easements may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the City Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (no transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).
11. On-street parking (9' width for Residential and 10' width for Collector/Industrial) is optional in this road standard. If included on one or both sides, then additional right-of-way shall be required (see Standard Drawing for Collector Parking Detail).
12. A center median is an option in this road standard. Minimum planter width shall be seven feet (7') with curbs on each side. Travel lanes adjacent to median shall be increased two feet (2') in width. Additional ROW shall be required to accommodate the median, curbs, and additional lane widths.
13. Collector streets in Commercial and Industrial zones shall be subject to access control.

REVISIONS	DESCRIPTION	DATE



DRAFTED BY: C. Edwards	CHECKED BY: K. Lilly	DRAWING SCALE: NTS	DATE: 3-31-2014
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Collector

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER:

1c

Vicinity Map



Attachment: Urban Berm Vacinity and Aerial Maps (1732 : 921 and 925 Public Ave. Right-Of-Way

Aerial Map



Attachment: Urban Berm Vacinity and Aerial Maps (1732 : 921 and 925 Public Ave. Right-Of-Way