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April 17, 2023

Development Services

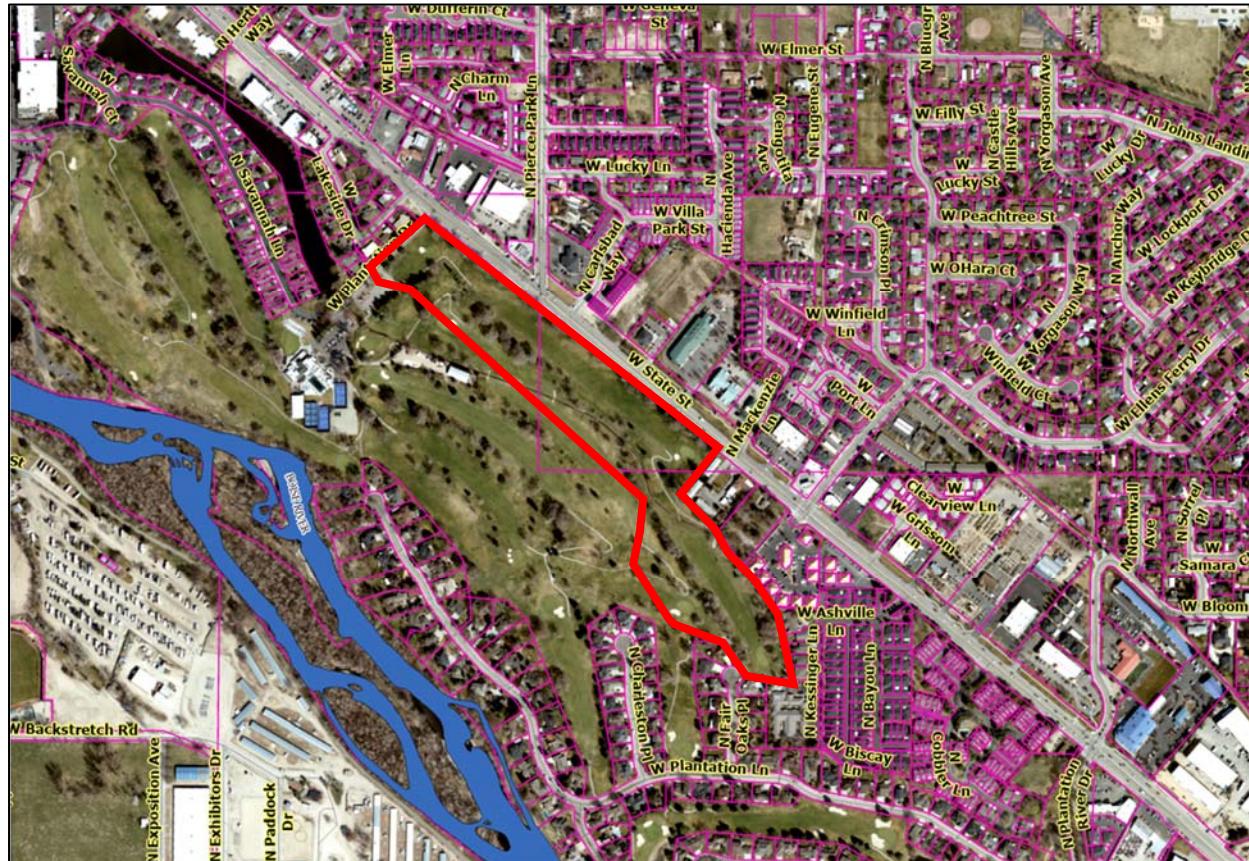
TO: Trevor Nicoll
LPC West, Inc

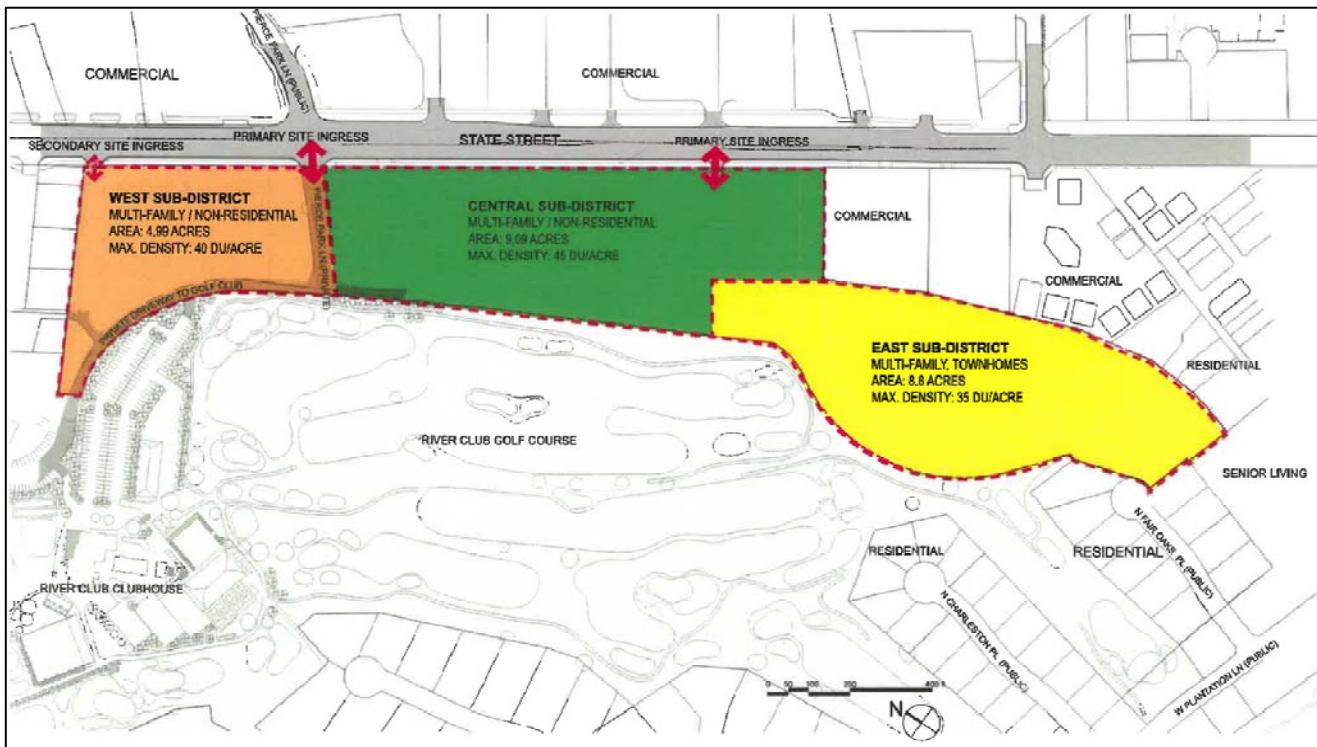
FROM: Mindy Wallace, AICP
Planning Review Supervisor

SUBJECT: Residences at River Club Specific Area Plan

Introduction

LB River Club Owner, LLC is requesting approval of the Residences at River Club Specific Area Plan (SAP). The site is a portion of the existing River Club Golf Course, formally known as Plantation Golf Club and is located on the south side of State Street across from Pierce Park Lane in Garden City.





The SAP is proposed to consist of 750 residential units, and 30,000 SF of non-residential uses within three distinct planning sub-districts West, Central, and East on the 22.68 acre site.

A Specific Area Plan (SAP) application in Garden City is similar to a Specific Area Plan in the City of Boise, or a Planned Community in Ada County. The intent is to establish standards and guidelines for future phases. However, Garden City staff has indicated that future development applications may not be required once the Specific Area Plan is in place. Because of this, ACHD has recommended conditions to be required by Garden City that are included as part of this report. If individual development applications are submitted under this SAP, the Ada County Highway District (ACHD) will provide detailed analysis of the application and if applicable be a signatory on any future final plats. For the current application, ACHD is a recommending body to the City of Garden City.

1. Site History/Prior Actions

In 2019 ACHD reviewed a design review application for the relocation of the Plantation Golf Course Entry Road. As part of that action, the ACHD Commission approved the relocation of the entry road in alignment with Pierce Park making it the south leg of the State Street/Pierce Park intersection, as proposed by the applicant. As part of the approval, the applicant was required to provide compensation to ACHD for modifications to ACHD's intersection design plans to accommodate the south leg of the intersection including additional signal materials and labor costs (only within the right-of-way). The existing Plantation Drive is to be closed as part of ACHD's project when the intersection is open and provides access to the site.

The applicant was also required to vacate or exchange the existing right-of-way for Plantation Drive with any future development application. These conditions were memorialized in a subsequent development agreement. See attachments 3 & 4.

2. Capital Improvement Plan (CIP)/Integrated Five Year Work Plan (IFYWP)

The following improvements are scheduled in ACHD's IFYWP or listed in the CIP:

- The State Street/Pierce Park intersection is scheduled in the IFYWP to be signalized and widened to 4 lanes on the north and south legs and 7 lanes on the east and west legs, in 2025. This project on State Street extends from Hertford Way to Ellen's Ferry.
- The Glenwood Street/State Street intersection is included in the IFYWP to be signalized and widened to 5 lanes on the north leg, 8 lanes on the south leg and 7 lanes on the east and west legs of the intersection. This intersection is listed as a future project with no construction year.
- State Street from Pierce Park to Collister Drive is included in the IFYWP to be widened to 7 lanes. This roadway widening is listed as a future project with no construction year.

3. Trip Generation

a. Land Use Assumptions

1. 750 multi family dwelling units
2. 15,000 square feet of retail uses
3. 15,000 square feet of restaurant uses

b. Total Trip Generation

- i. At the time of full build-out (estimated for 2030) the Residences at River Club Specific Area Plan is anticipated to generate:
 1. 4,945 vehicle trips per day
 2. 408 vehicles per hour during the PM peak hour

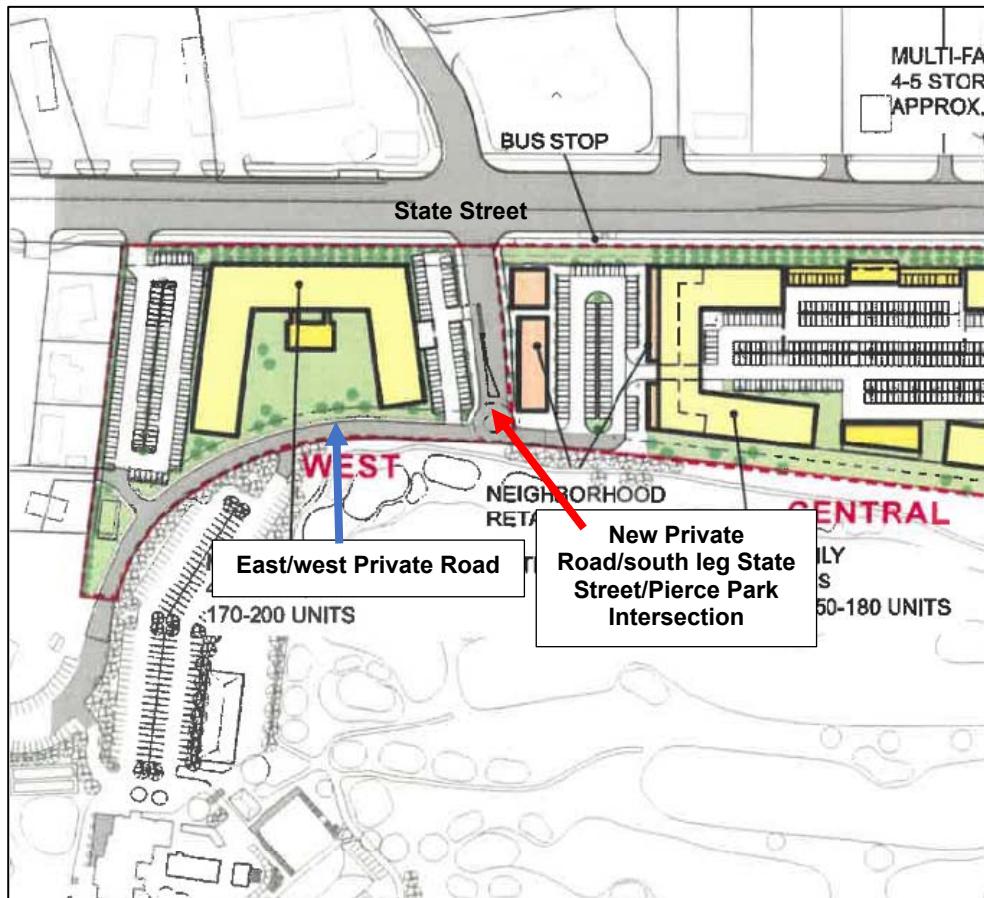
4. Traffic Impact Study

a. Summary

- A traffic impact study for The Residences at River Club Development was prepared by Kittelson & Associates. The traffic study included an analysis of 2022 existing conditions and 2027 background and total traffic conditions, as well as an access analysis.
- The study notes that all study intersections were found to operate at an acceptable level of service planning threshold under existing 2022 conditions.
- The 2027 background conditions analysis included 2 scenarios, one which includes the construction of ACHD's State Street/Pierce Park intersection project (scheduled for construction in 2025) and one without the intersection improvements. Under both scenarios all study intersections were found to operate at an acceptable level of service planning threshold.
- The 2027 total conditions analysis (site build out) included 2 scenarios, one which includes the construction of ACHD's State Street/Pierce Park intersection project (scheduled for construction in 2025) and one without the intersection improvements.
- Without ACHD's planned widening and intersection project the State Street/Pierce Park intersection is anticipated to exceed ACHD's acceptable level of service planning thresholds with the development of 113 multi-family units and 4,500 square feet of commercial development; about 15% of build out.

b. Mitigation

- ACHD's intersection project scheduled for 2025 is anticipated to mitigate any impacts.
- Additional north and southbound left turn lanes (dual lefts) on Pierce Park and the addition of east and westbound right turn lanes on State Street.
 - The study notes that construction of the recommended turn lanes (no ACHD project) is infeasible due to right-of-way constraints on the north side of State Street across from the site. The construction of multi-use pathway along State Street is recommended as alternative mitigation.
- The northbound through-right queue from the State Street/Pierce Park intersection is anticipated to exceed the available on-site storage between State Street and the proposed east/west private road during the AM peak hour without the intersection improvements planned by ACHD.
- With the intersection improvements planned by ACHD the northbound left queue from the State Street/Pierce Park intersection is anticipated to exceed the available on-site storage between State Street and the proposed east/west private road during the AM peak hour, the queue is expected to exceed the available storage by 15-feet.
- Extending the left turn lane, the entire length of the north/south private road or adding an additional median at the intersection to accommodate future dual left turn lanes are recommended mitigation.
- ACHD's State Street/Pierce Park intersection project is currently listed as a funded project in the IFYWP and CIP with construction scheduled for 2025. Because of this, no mitigation is required as part of this application, consistent with ACHD's Alternative Mitigation Policy.
- To ensure there is adequate left turn queue length to turn on to State Street from the private road, the City should require a northbound left turn lane that extends the entire length of the north/south private road between State Street and the east/west private road.



5. Site Access Evaluation

The traffic impact study included an analysis of 3 proposed access points onto State Street. One new private road that will make up the south leg of the State Street/Pierce Park intersection, one right-in/right-out/left-in located 975-feet east of Pierce Park, and one right-in/right-out driveway located 535-feet west of Pierce Park and 155-feet east of the existing location of Plantation Drive.

a. New North-South Private Road

In 2019 ACHD reviewed and approved the location of the proposed north/south private road where it intersects State Street, making it the south leg of the State Street/Pierce Park intersection. As part of that action and a subsequent Development Agreement (DA), the existing Plantation Drive is to be closed as part of ACHD's project, when the north/south private road is constructed becoming the south leg of the intersection and is opened.

b. Existing North-South Private Road

Consistent with ACHD's prior action, and the DA, the proposed right-in/right-out driveway in the location of the existing Plantation Drive should not be approved. In addition to the prior approvals/conditions, the traffic impact study did not demonstrate the need for this driveway. If required by emergency service providers, an emergency access could be located here, or other location as preferred by emergency service providers. The emergency access should be restricted with a gate or bollards that are located outside of the right-of-way for State Street. See finding 1 above.

c. Proposed Driveway

The need for additional access beyond the private road (State Street/Pierce Park intersection) was demonstrated in the traffic study, as without any additional access the private road is anticipated to exceed 5,000 trips per day. Staff recommends approval of a

driveway on State Street in the location proposed by the applicant, 975-feet east of Pierce Park. However, ACHD does not recommend approval of the proposed left-in movement at this location due to other driveways and turning movements on the north side of State Street, and recommends that this driveway be restricted to right-in/right-out only.

There are safety concerns regarding left-in turning movements in this location. Because there will be a signalized access to the site, the safest left turning movements will be at the State Street/Pierce Park intersection. This recommendation is also consistent with District policy 7205.4.7, which when allowed, restricts new driveways on principal arterial roadways to right-in/right-out only; and is consistent with ACHD's intersection plans which include a median along this segment of State Street. U-turn locations will be constructed as part of ACHD's intersection project and will be allowed at the State Street/Pierce Park intersection which will allow westbound traffic to turn around to access the right-in/right-out driveway.

A driveway onto State Street located 975-feet east of Piece Park driveway is not currently shown on ACHD's design plans for the State Street/Pierce Park intersection project. Staff recommends that this driveway approach within the right-of-way be constructed by ACHD as part of the intersection project.

The applicant will be responsible for all costs associated with the design and construction of their driveway approach within ACHD's right-of-way. This would also include all labor and materials cost, as well as any utility relocations.

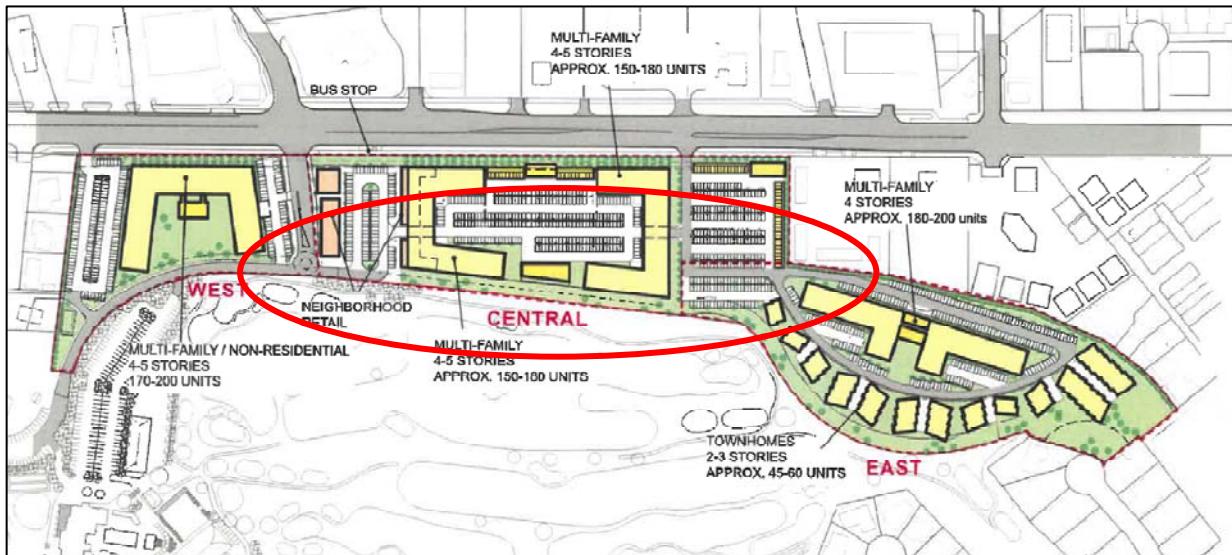
To ensure that ACHD has enough time to modify the intersection design plans and that ACHD is compensated for the plan modifications and construction the applicant should be required to provide payment for plan modifications no later than May 31, 2024.

A cost estimate for the plan modifications and the construction costs will be provided to the applicant by ACHD and will be based on estimates provided by the design consultant and the engineer's estimate.

The driveway should be constructed as a paved 30-foot wide curb return type driveway.

If the driveway is needed to provide access to the site prior to ACHD's intersection project, then a temporary approach in this location would be allowed, via a driveway approach permit.

This driveway is proposed to provide sole access to the East Sub-district of the development. To provide additional access and connectivity to the East Sub-district of the site, ACHD recommends that Garden City require the applicant to redesign the private road/drive aisle network between the Central and East Sub-districts of the development to provide access to the State Street/Pierce Park intersection.



Redesign internal private roads and drive aisles to provide access to the State Street/Pierce Park intersection.

6. State Street

ACHD's design plans for the State Street/Pierce Park intersection show the south side of State Street abutting the site remaining unchanged with the extruded curb and asphalt pathway remaining in place. Because of this no additional right-of-way dedication or improvements should be required as part of this application.

7. Plantation Drive

No improvements to Plantation Drive should be required as part of this application. Consistent with ACHD's prior action on relocation of the Plantation Golf Course Entry Road and the development agreement, the applicant should be required to vacate the existing right-of-way for Plantation Drive, as there is no right-of-way dedication required on State Street to allow for a right-of-way exchange.

The vacation should be completed prior to the closure of Plantation Drive was part of ACHD's intersection project. The vacation of right-of-way requires a separate application and approval process.

8. Private Roads

The applicant has proposed to construct a new north/south private road in alignment with Pierce Park Lane to provide access to the site.

The location of the proposed north/south private road was previously approved as part of ACHD's action on the relocation of the Plantation Golf Course Entry Road, subsequent development agreement, and the approach for the private road, within the right-of-way, has been incorporated into ACHD's design plans for the State Street/Pierce Park intersection project. Per the conditions of the development agreement, the applicant should construct the private road outside of the right-of-way with 3 travel lanes, one receiving lane, one dedicated left turn lane, and one through-right lane. Consistent with the findings of the traffic impact study, it is recommended that Garden City require the applicant to extend the left turn lane the entire length of the private road between State Street and the east/west private road to accommodate queue lengths.

If Garden City approves the private road, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by Garden City, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels.

9. Internal Circulation/Adjacent Streets

This development is proposed to be serviced by private roads and drive aisles. ACHD is supportive of this proposal; however, to improve access to the signalized intersection of Pierce Park and State Street, and to increase connectivity between the planning areas, ACHD recommends that Garden City require the applicant to redesign the private road/drive aisle network between the Central and East Sub-Districts of the development.

10. Fair Oaks Place

There is an existing public street, Fair Oaks Place, which is adjacent to the East Sub-district of the proposed development. The applicant is not proposing to use Fair Oaks Place to access the site and has proposed landscaping between the East Sub-district and Fair Oaks Place. ACHD is supportive of this proposal as Fair Oaks Place intersects Plantation Lane to provide access to State Street. Both roadways are residential roadways with front on-housing. Given the estimated trip generation anticipated to be generated by the land uses proposed in the Specific Area Plan, a connection from the East Sub-district to Fair Oaks Place will likely create cut-through traffic, and increase volumes above local street thresholds, on existing residential streets with front-on housing. This scenario is undesirable for homeowners, and not in conformance with ACHD policy. ACHD will not allow a vehicular connection from the site to Fair Oaks Place, but recommends that the City require pedestrian and bicycle connectivity at this location and throughout the site.

11. Recommendation to Garden City/Recommended Conditions

ACHD is a recommending body for a Specific Area Plan. Garden City staff has indicated that future development applications may not be required once the Specific Area Plan is in place. Because of this ACHD recommends that Garden City include the following site specific conditions as part of their action on the Specific Area Plan application OR that the City require development applications for all future phases that will be transmitted to ACHD for review and approval, allowing ACHD to establish site specific conditions of approval at that time.

1. *Redesign the private road/drive aisle network between the Central and East Sub-district to increase connectivity within the site and to provide access to the State Street/Pierce Park intersection.*
2. *Vacate the existing right-of-way for Plantation Drive, prior to the closure of Plantation Drive as part of ACHD's State Street/Pierce Park intersection project. The vacation of right-of-way requires a separate application and approval process.*
3. *Construct one north/south private road in alignment with Pierce Park Lane on the north side of State Street across from the site creating the south leg of the intersection. The private road shall be constructed with 3 travel lanes, one receiving lane, one dedicated left turn*

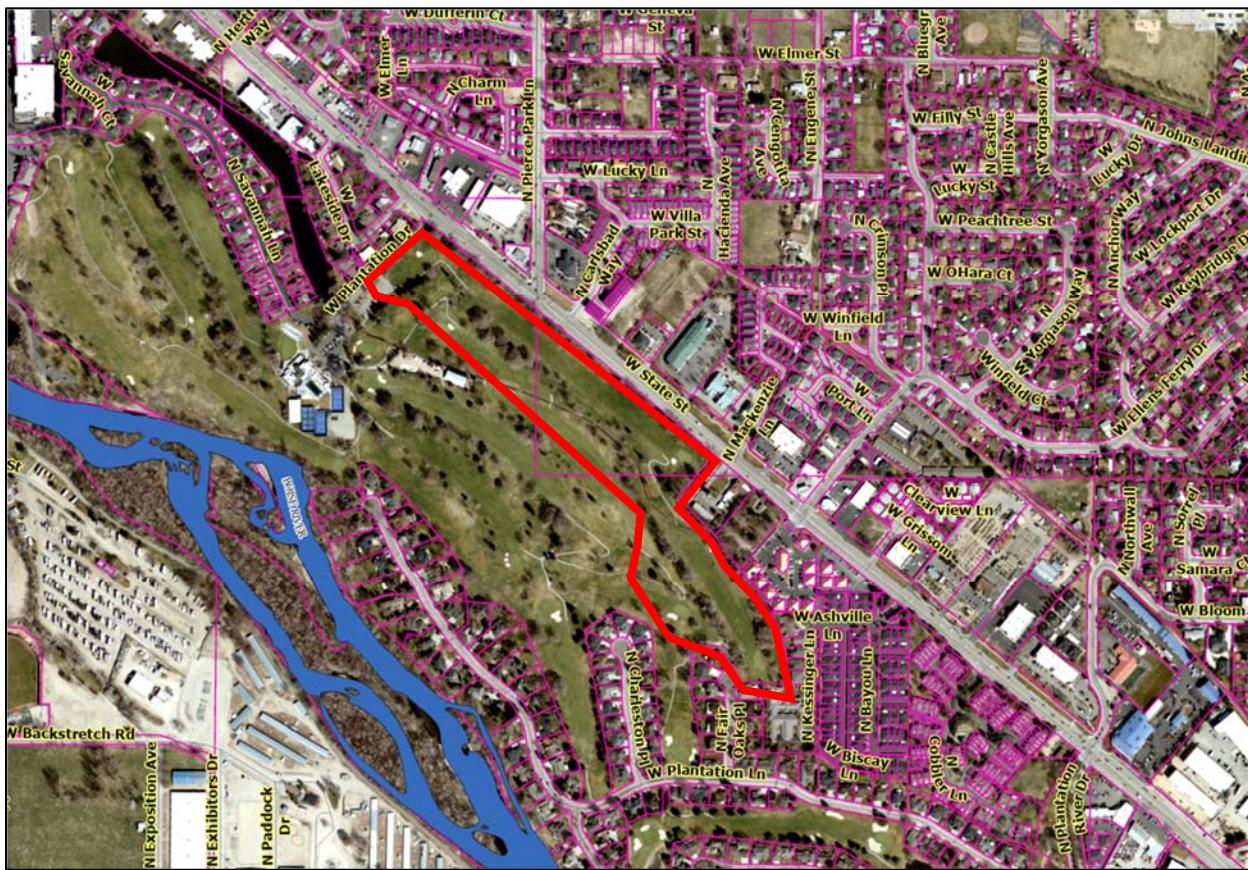
lane, and one through-right lane. Extend the left turn lane the entire length of the private road between State Street and the east/west private road.

4. *Install a street name and stop sign for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.*
5. *When the new private road is constructed and provides access to the site, existing Plantation Drive located 640-feet west of Pierce Park Lane shall be closed. The closure of this roadway is incorporated as part of ACHD's State Street/Pierce Park intersection project.*
6. *Prior to May 31, 2024 provide compensation for the plan modifications and construction of a 30-foot wide curb return type right-in/right-out only driveway approach onto State Street within the right-of-way, located 975-feet east of Piece Park is, as this driveway is not included as part of ACHD's current intersection design.*
 - a. *If the driveway is needed to provide access to the site prior to ACHD's intersection project, then a temporary approach in this location would be allowed, via a driveway approach permit.*

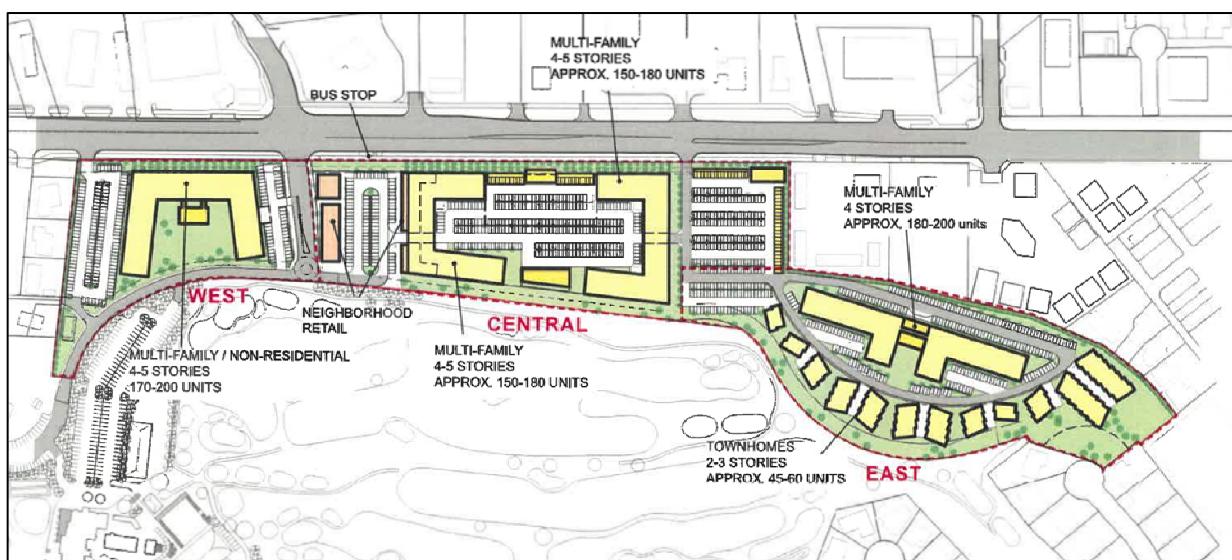
Attachments

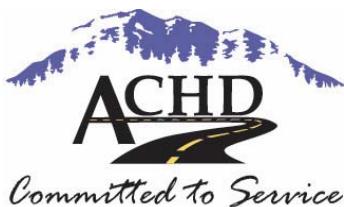
1. Vicinity Map
2. Concept Plan
3. 2019 ACHD report for the Relocation of the Plantation Golf Course Entry Road
4. Development Agreement

Vicinity Map



Concept Plan





Project/File: **Relocation of Plantation Golf Course Entry Road/ GC19-0017/ DSRFY2019-12**

This is a design review application to allow for the construction of a new entry roadway for Plantation Golf Course. The site is located at 6515 W. State Street in Garden City.

Lead Agency: Garden City

Site address: 6515 W. State Street

Commission Meeting: July 10, 2019
Consent Agenda

Commission Approval: July 10, 2019

Applicant: Bob Taunton
 Taunton Group, LLC
 2724 S. Palmatier Way
 Boise, ID 83617

Representative: Same as Above

Staff Contact: Mindy Wallace, AICP
 Phone: 387-6178
 E-mail: mwallace@achdidaho.org

A. Findings of Fact

1. Description of Application: This is a design review application to allow for the construction of a new entry roadway for Plantation Golf Course. No change of use is proposed with this application.

2. Description of Adjacent Surrounding Area:

Direction	Land Use	Zoning
North	Commercial	C-D2/C-D4 (Boise City)
South	Single family residential	R-2
East	Single family residential/Commercial	R-2/C-2
West	Single family residential/Commercial	R-2/C-2

3. Site History: ACHD has not previously reviewed this site for a development application.

4. Transit: Transit services are available to serve this site via routes 10 & 44.

5. **New Center Lane Miles:** The proposed development includes 0 centerline miles of new public road.
6. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
 - State Street is scheduled in the IFYWP to be widened to 7-lanes from Pierce Park Lane to Collister Road. This project is listed as unfunded.
 - State Street is scheduled in the IFYWP to be widened to 7-lanes from Pierce Park Lane to Glenwood. This project is listed as unfunded.
 - The intersection of State Street and Pierce Park Lane is scheduled in the IFYWP to be widened to 7/8-lanes on State Street and 4-lanes Pierce Park Lane. This project includes the widening of State Street to 7-lanes between Hertford and Ellens Ferry with a center median. Design is complete and construction is planned for 2021.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is not estimated to generate any new vehicle trips.
2. **Condition of Area Roadways**
Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
State Street	1,800-feet	Principal Arterial	1,875	"F"
Pierce Park Lane	N/A	Collector	276	Better than "D"

* Acceptable level of service for a five-lane principal arterial is "E" (1,780 VPH).

* Acceptable level of service for a two-lane collector is "D" (425 VPH).

* Acceptable level of service for a three-lane collector is "D" (530 VPH).

3. **Average Daily Traffic Count (VDT)**

Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for State Street east of Pierce Park Lane was 34,584 on 2/25/15.
- The average daily traffic count for Pierce Park Lane north of State Street was 8,718 on 3/23/17.

C. Findings for Consideration

1. State Street/Pierce Park Intersection

- a. **Project Description:** The intersection of State Street and Pierce Park Lane is scheduled in the IFYWP to be signalized and widened to 7/8-lanes on State Street, to 4-lanes on Pierce Park Lane. This project includes the widening of State Street to 7-lanes between Hertford and Ellens Ferry with a center median. Design is complete and construction is planned for 2021.



b. Policy: Private Road Policy: District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

- Designed to discourage through traffic between two public streets,
- Graded to drain away from the public street intersection, and
- If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

c. Applicant's Proposal: ACHD's State Street/Pierce Park Lane intersection project includes widening and installation of a median on State Street west of the Pierce Park Lane, which will restrict Plantation Drive, currently a full access public street which provides access to Plantation Country Club, to right-in/right-out.

The applicant believes that restricting Plantation Drive to right-in/right-out will negatively impact the country club and create safety concerns. To address these issues the applicant has proposed to construct a new private entry roadway in alignment with Pierce Park Lane.

The private road would be on the south leg of the State Street/Pierce Park intersection and is proposed to be 3-lanes (a right/thru lane, left turn lane, and a receiving lane) with a center landscape island at its intersection with State Street, a 54-foot wide approach.

d. Staff Comments/Recommendations: Staff is supportive of the applicant's proposal as it provides safer full access movements onto State Street. ACHD's design for the intersection has been completed and did not include construction or signalization for the south approach of the intersection. To accommodate the applicant's proposal ACHD's design plans will need to be modified at the applicant's expense. Plan modifications will include, but are not limited to the following:

- Re-design of the median on State Street to provide turn pockets.
- Revised signal plans to accommodate the south leg of the intersection.

The applicant will be responsible for all costs associated with the design and construction of their approach of the intersection within ACHD's right-of-way. This would also include all labor

and material costs related to the traffic signal modifications as well as any necessary changes to the utility relocations.

To ensure that ACHD has enough time to modify intersection plans and that ACHD is compensated for plan modifications and construction, the applicant should be required to enter into an agreement with ACHD and provide a payment for plan modifications no later than October 1, 2019, with the payment for construction to be detailed in the agreement.

The cost estimate for the plan modifications and the construction costs will be provided to the applicant by ACHD and will be based on estimates provided by the design consultant and the engineers estimate.

With the construction of the new private road onto State Street, Plantation Drive should be closed and the right-of-way for the roadway should be vacated or exchanged. The closure of this roadway should be incorporated into ACHD's project. See Finding 2 below.

If the City of Garden City approves the private road, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Garden City, the applicant will be required to revise and resubmit the design review application to provide public standard local streets in these locations.

Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels.

2. Plantation Drive

- Existing Conditions:** Plantation Drive is improved with 2-travel lanes 20-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 35-feet of prescriptive right-of-way for Plantation Drive. ACHD has been maintaining Plantation Drive since 1998.
- Staff Comments/Recommendations:** As part of the applicant's proposal to construct a new entry road to provide access to Plantation Country Club staff recommends that Plantation Drive approach be closed on State Street with the improvements planned to be constructed as part of ACHD's State Street/Pierce Park intersection project when the new private road is constructed and provides access to the site.

The existing right-of-way for Plantation Drive should be vacated/exchanged when the site redevelops. The right-of-way vacation is a separate process with its own review and approval process.

3. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height

restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

4. Other Access

State Street is classified as a principal arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited on this roadway.

D. Site Specific Conditions of Approval

1. Prior to October 1, 2019 enter into an agreement with ACHD which identifies modifications to ACHD's plans for the State Street/Pierce Park intersection project and a payment schedule. The payment for plan modifications is due on October 1, 2019 and the payment for construction shall be detailed in the agreement. The applicant is responsible for all costs associated with the plan modification and construction of the south approach of the intersection, including signal hardware.
2. Install a street name and stop sign for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.
3. When the new private road is constructed and provides access to the site, existing Plantation Drive located 640-feet west of Pierce Park Lane shall be closed. The closure of this roadway should be incorporated as part of ACHD's State Street/Pierce Park intersection project
4. Vacate/exchange the existing right-of-way for Plantation Drive as part of future redevelopment of the site.
5. Other than the access specifically approved with this application, direct lot access is prohibited to State Street.
6. Payment of impact fees is due prior to issuance of a building permit.
7. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking

ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

- 8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
- 9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
- 10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
- 11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
- 12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

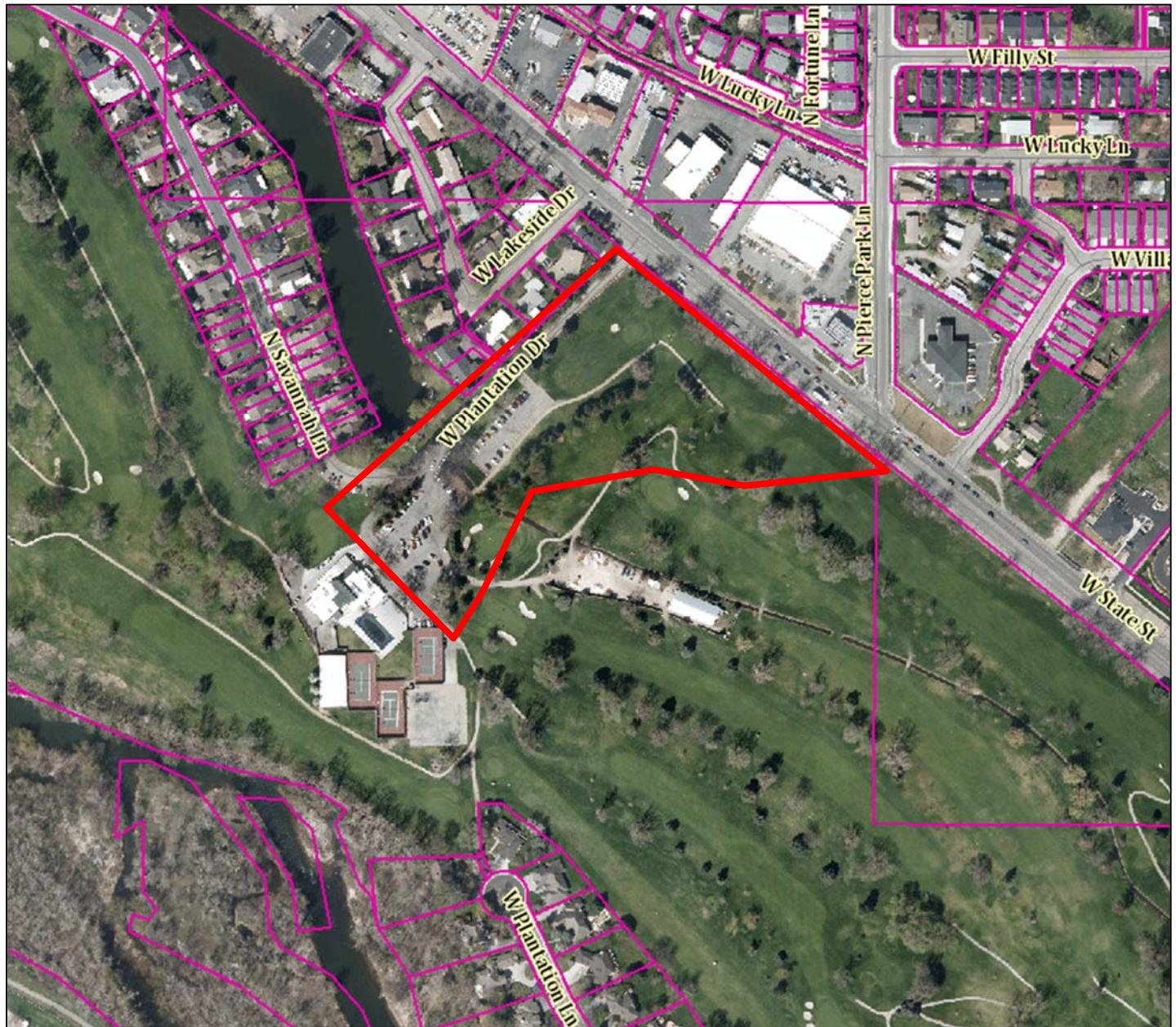
F. Conclusions of Law

- 1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
- 2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

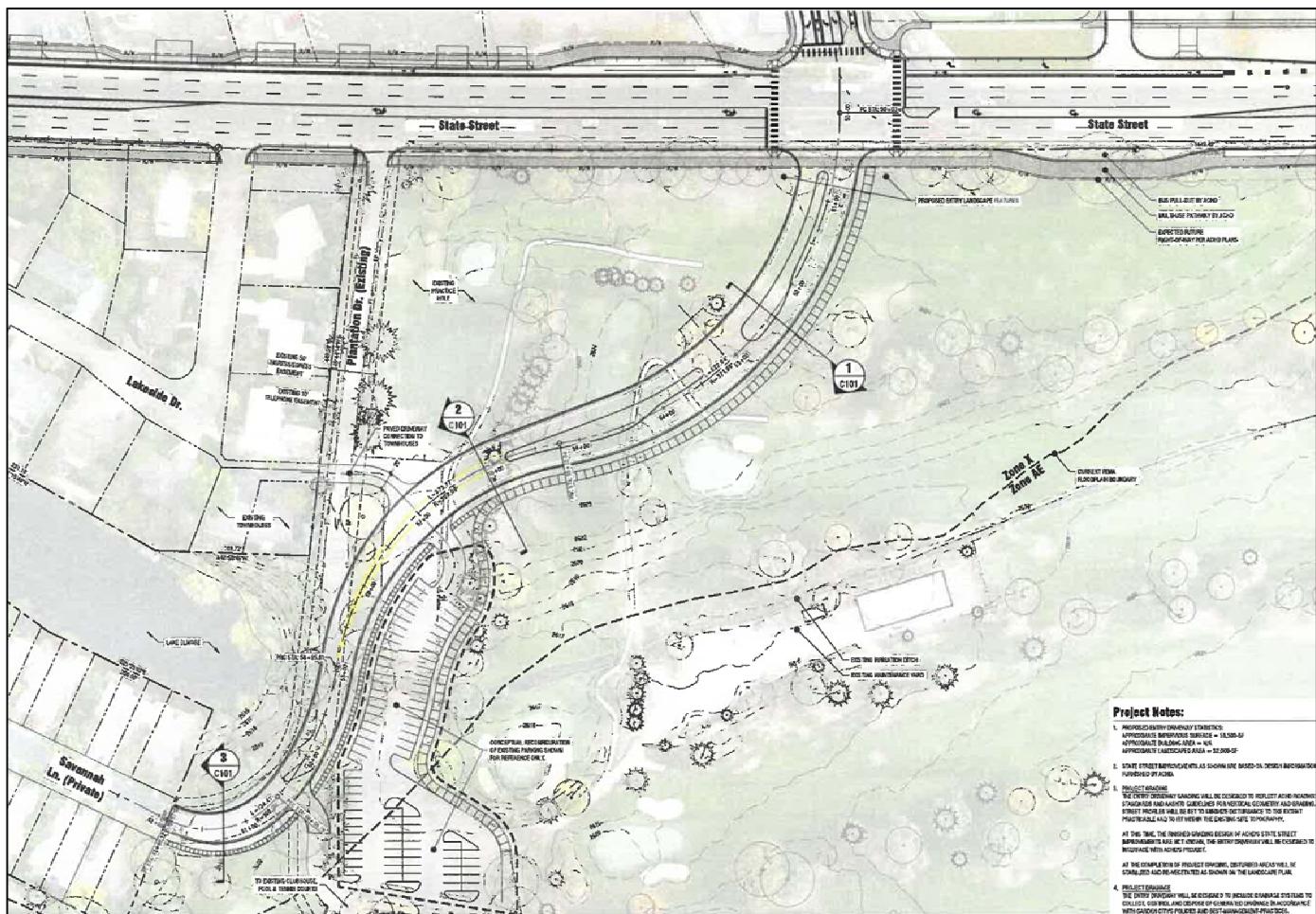
G. Attachments

- 1. Vicinity Map
- 2. Site Plan
- 3. Utility Coordinating Council
- 4. Development Process Checklist
- 5. Request for Reconsideration Guidelines

VICINITY MAP



SITE PLAN



Ada County Utility Coordinating Council

Developer/Local Improvement District Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

- Submit a development application to a City or to Ada County
- The City or the County will transmit the development application to ACHD
- The ACHD **Planning Review Section** will receive the development application to review
- The **Planning Review Section** will do one of the following:
 - Send a **“No Review”** letter to the applicant stating that there are no site specific conditions of approval at this time.
 - Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
 - Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

- For **ALL** development applications, including those receiving a **“No Review”** letter:
 - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
 - The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
- Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:

Construction (Non-Subdivisions)

- Driveway or Property Approach(s)**
 - Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.
- Working in the ACHD Right-of-Way**
 - Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
 - a) Traffic Control Plan
 - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

- Sediment & Erosion Submittal**
 - At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.
- Idaho Power Company**
 - Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.
- Final Approval from Development Services is required** prior to scheduling a Pre-Con.

Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.
 - a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.
 - b. The request must be in writing and delivered to the Secretary of the Highway District no later than 11:00 a.m. 2 days prior to the Commission's next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.
 - c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.
 - d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.
 - e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.
 - f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.

AGREEMENT

THIS AGREEMENT (this "Agreement") is made and entered into this ____ day of December, 2019, (the "Effective Date") by and among Glass Creek, LLC a California limited liability company ("Glass Creek"), Ada County Highway District, a body politic and corporate of the State of Idaho ("ACHD").

BACKGROUND/RECITALS

A. Since 2002, Local agencies, including ACHD and Garden City, have been working together to implement the vision for the State Street/State Highway 44 corridor ("State Street" or the "Corridor").¹ The 2011 State Street Transit and Traffic Operational Plan² ("State Street TTOP") identified improvements for implementing the vision for State Street as "an integrated multimodal corridor, providing transportation options to all users and enhances all modes of transportation."³ These improvements include widening the intersections along State Street to the full width cross section planned for the Corridor.

B. Garden City, Boise City and ACHD were amongst the signatories to the 2011 Memorandum of Understanding used to coordinate implementation strategies and planning actions for the State Street Corridor.⁴ Both Garden City and Boise, each of which abut State Street, especially in the area of the existing T-intersection at State Street and Pierce Park Lane (sometimes referred to herein as the "Intersection"), which is addressed in this Agreement, committed to concentrated efforts of land use and transportation planning along the State Street Corridor.⁵

¹ The vision has been described as "A long-term vision for the corridor that includes State Street as a heavily emphasized "transit" corridor with dedicated lanes in a seven-lane cross section; and land use policy changes and transit-oriented development within the corridor to support the high capacity transit. See generally, State Street Corridor Strategic Plan Study Final Report, dated February 2004, prepared by Meyer, Mohaddes Associates, Inc.; and State Street Transit and Traffic Operational Plan Implementation Plan, June 14, 2011, prepared by Kittelson & Associates, Inc.

² State Street Transit and Traffic Operational Plan Implementation Plan, June 14, 2011. Prepared by Kittelson & Associates, Inc.

³ Id. at 91.

⁴ Memorandum of Understanding State Street/Idaho 44 Transit Corridor Implementation Coordination, 2011.

⁵ Boise City addressed the portion of the State Street Corridor abutting Boise City, which includes the existing T-intersection at State Street and Pierce Park Lane (the "Intersection") in the Planning Policies for that City's Northwest Planning Area. Boise's projected land uses in the vicinity include a mix of use along State Street. See, Blueprint Boise, dated November 29, 2011, as amended, Chapter 4.

Garden City addressed the portion of State Street Corridor abutting Garden City, including Plantation Country Club directly south of the Intersection. Garden City's assessment focused on the limited pedestrian opportunities along State Street and limited comfortable crossings across State Street to the north. See, Garden City State Street Corridor Existing Conditions, dated October 2012.

In July 2019, Garden City unanimously approved its updated Comprehensive Plan. Plantation Country Club is designated as Residential Low Density on the Comprehensive Plan's future land use map, which corresponds to the R-2 Low Density Residential zoning that exists over all of Plantation Country Club. The Council added a Neighborhood/Destination Activity Node symbol at the intersection of State Street and Pierce Park Lane, which may include small scale retail, art, office and higher density residential to facilitate making the location a destination. The Intersection is planned as a Bus Rapid Transit station site and the State Street project includes a bus pullout. State Street, Chinden Boulevard and Glenwood Street are designated Green Boulevard Corridors. The Comprehensive Plan's policy for these corridors is that they be designed with multi-modal characteristics to support other transportation modes besides vehicles, and that land uses that encourage multi-modal transportation should themselves be encouraged.

C. Following ACHD's adoption of concept studies, construction was scheduled and started for those portions of the Corridor including the Veterans Memorial Parkway and Collister Drive intersections, and a concept report was prepared for the widening of State Street and the State Street-Pierce Park Lane Intersection describing various Intersection design alternatives.⁶

D. Stakeholder interviews were held, including with American Golf Corporation, the then-owner of Plantation Country Club, Glass Creek's predecessor, who was concerned that restrictions on left-turns, especially the removal of the left turn into the main entrance into Plantation Country Club at the existing private Plantation Drive (sometimes referred to herein as "**Existing Plantation Drive**"), would damage the ongoing business operation of Plantation Country Club. That property owner raised the need for compensation due to this loss.⁷

E. Following further stakeholder interviews, traffic analyses and an assessment of existing conditions, the recommended design alternative included: retaining the existing T-intersection with a realignment of Pierce Park Lane from its existing 45 degree skew to almost a 90 degree skew; widening State Street to three travel lanes in each direction; and replacing the existing two-way left turn center lane between North Hertford Way and Ellens Ferry Drive with a raised median. Breaks in the median would allow left turns or U-turns in some locations.⁸

F. Design of the recommended alternative was presented to the public in August 2018, which design depicts breaks in the median along State Street for U-turns near North Hertford Way and at Pierce Park Lane. With this design, Existing Plantation Drive would become limited to right in/right out access, with westbound State Street traffic only able to access Existing Plantation Drive after making a U-turn near North Hertford Way and jostling through 3 lanes of eastbound State Street traffic.

G. Glass Creek purchased Plantation Country Club in December 2018⁹ and immediately contacted ACHD to discuss the impact of the State Street-Pierce Park Lane Intersection project on Existing Plantation Drive, describing how the restricted access to Existing Plantation Drive will negatively impact the business operation of Plantation Country Club and create traffic safety issues.

H. Glass Creek explored with ACHD staff the possibility of reconfiguring the State Street-Pierce Park Lane Intersection by relocating Existing Plantation Drive as a south leg to the Intersection ("**Relocated Plantation Drive**"), which relocation would be in the best interest of Plantation Country Club and the travelling public.

I. By the end of January 2019, ACHD informed Glass Creek that ACHD could not consider this request without Glass Creek first receiving approval of Relocated Plantation Drive from Garden City as the lead land use agency.¹⁰ To maintain ACHD's schedule for the widening of State Street and reconstruction of the Intersection, ACHD requested that Glass Creek attempt to obtain approval from Garden City, and then from ACHD's Commission, by August 2019.

⁶ State Street and Pierce Park Lane Intersection Concept Report, September 2017. Prepared by Parametrix.

⁷ Id. at Appendix C.

⁸ Id. at 12.

⁹ The legal description for Plantation Country Club (sometimes referred to herein as the "**Property**") is attached here to as **Exhibit A**, which Property includes Existing Plantation Drive and Relocated Plantation Drive.

¹⁰ See, ACHD Policy No. 7212.1: "The lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards." See also, ACHD Policy Manual No. 7205.4.1: "Access points shall be reviewed only for a development application that is being considered by the lead land use agency."

J. In May 2019, Glass Creek made application to Garden City for design review approval of the private Relocated Plantation Drive, which would function as a safe right-of-way leading to and from Plantation Country Club and other private property owners.¹¹

K. Garden City approved the preliminary design review application for the private Relocated Plantation Drive, which preliminary design is depicted on **Exhibit B**. The approved preliminary design for Relocated Plantation Drive is designed as a private entry road constructed to ACHD standards. At the intersection with State Street, Relocated Plantation Drive accommodates three lanes including a receiving lane, a left turn lane and a combined through and right-turn lane. Relocated Plantation Drive will connect to the two existing townhomes with a 20-foot driveway and to the homes on Savannah Lane.

L. Garden City's conditions of approval include that Glass Creek shall provide a perpetual access easement to property owners along Savannah Lane and the townhome property owners that presently take access to Existing Plantation Drive approved by Garden City's attorney. As required by Garden City Code, maintenance of Relocated Plantation Drive and its associated landscape will be undertaken by Glass Creek.¹² The conditions of approval also provide that, if ACHD determines at some time in the future that ACHD will maintain Relocated Plantation Drive, Glass Creek will provide a perpetual access easement approved by ACHD's attorney and Glass Creek will continue to maintain the landscape located within the Relocated Plantation Drive permanent easement through a license agreement approved by ACHD.

M. ACHD's Commission reviewed and approved the application for Relocated Plantation Drive, which adds 0 centerline miles of new road, and provides a safer full access movement onto State Street.¹³ At the time of ACHD's approval, the Intersection design was complete, including a 3-way traffic signal, with construction scheduled to start in January 2021 and be complete in Fall 2021.

N. ACHD's conditions of approval included the need to enter into this Agreement to capture that: Glass Creek will be responsible for the costs of the Intersection re-design; Glass Creek will be responsible for the costs of construction of the approach of Relocated Plantation Drive to the Intersection within ACHD's right-of-way; and concurrently with the opening of Relocated Plantation Drive, the access from Existing Plantation Drive to State Street will be closed. ACHD's interest in Existing Plantation Drive will be vacated or exchanged under a separate process.¹⁴

¹¹ Garden City File No. DSRFY2019-12. As stated by Glass Creek in its application, Relocated Plantation Drive will be constructed in a perpetual easement, the form of which would be approved by Garden City's attorney at the time when a final design is complete. Further, if ACHD determined Relocated Plantation Drive would be accepted for public maintenance, Relocated Plantation Drive would be constructed in a perpetual easement, the form of which would be approved by ACHD.

¹² See, Garden City Code Section 8-5A-5.C.11.

¹³ ACHD File No. GC19-0017/DSRY2019-12; July 10, 2019.

¹⁴ In 1977, a private easement was granted across Glass Creek's property for access from State Street to two existing townhomes and homes on private Savannah Lane, and Existing Plantation Drive was constructed as a private driveway. See, Easement dated September 29, 1977 and recorded as instrument No. 7748126 on October 5, 1977.

Starting in 1994, ACHD made visual inspections of Existing Plantation Drive, with the first maintenance of Existing Plantation Drive occurring in 2008. ACHD claims, based on that maintenance, a prescriptive easement over Existing Plantation Drive. See, correspondence from Susan Perry, ACHD Asset Management Specialist, June 20, 2019. No written evidence has been found regarding why ACHD began making visual inspections of Existing Plantation Drive beginning in 1994. A personal communication with Mindy Wallace indicates that ACHD has shown Existing Plantation Drive on its Official Map since 1998. Personal communications with Board Members of the Plantation Master Homeowners' Association indicates that one or more homeowners believe that ACHD was asked to maintain Existing Plantation Drive and ACHD agreed.

O. The parties desire to carry out the approvals previously granted under the terms and provisions contained herein. The parties contemplate that this Agreement may be modified, amended, updated and/or amended and restated as provided herein to reflect changing conditions.

WITNESSETH:

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, Glass Creek and ACHD agree as follows:

SECTION 1: DEFINED TERMS

Each defined term in this Agreement shall have the meaning ascribed to that term in this Section 1 unless otherwise defined in this Agreement:

"ACHD" refers to Ada County Highway District, a body politic and corporate of the State of Idaho, whose address is 3775 Adams Street, Garden City, Idaho 83714.

"Glass Creek" refers to Glass Creek, LLC, a California limited liability company, whose address is 6501 Fruitvale Avenue, Bakersfield, California 93308.

SECTION 2: PROJECT DESCRIPTION

2.1 Description of Project. The **"Project"** consists of, and is defined collectively as, the design and construction of the transportation facilities identified on **Exhibit C**. As provided further herein, design and construction of the Project shall be undertaken by ACHD, and Glass Creek shall pay for the cost of the design and construction of the Project.

2.2 Project Design Costs. ACHD's design consultant has provided ACHD with the scope of work to design the Project, which scope of work is described on **Exhibit D** (the **"Scope of Work"**). ACHD's design consultant has provided ACHD with an estimated cost for the Scope of Work, which estimated cost is summarized and detailed in **Exhibit E** (the **"Estimated Project Design Costs"**). Notwithstanding such Estimated Project Design Costs, Glass Creek shall be invoiced monthly by ACHD (following ACHD's receipt of progress invoices from ACHD's design consultant), which invoices shall contain detail reasonably acceptable to Glass Creek describing the actual Project design costs, and which invoices shall be paid by Glass Creek to ACHD within 60 days of receipt.

2.3 Project Construction Costs. ACHD's design consultant has provided ACHD with an engineer's estimate of the cost to construct the Project, which estimated costs shall be updated and provided to Glass Creek no later than Jun 30, 2020 (the **"Estimated Project Construction Costs"**). Payment of the Estimated Project Construction Costs by Glass Creek shall occur on or before August 31, 2020. Within 6 months of substantial completion of the Project, the Estimated Project Construction Costs shall be revised based on the final Project construction costs submitted to ACHD by ACHD's design consultant, and as reviewed and reasonably approved, in writing, by Glass Creek and ACHD (the **"Final Project Construction Costs"**). If the Final Project Construction Costs are greater than the Estimated Project Construction Costs, the difference shall be paid by Glass Creek to ACHD within 60 days of the parties' review and written approval of the Final Project Construction Costs. If the Final Project Construction Costs are less than the Estimated Project Construction Costs, the difference shall be reimbursed by ACHD to Glass Creek within 60 days of the parties' review and written approval of the Final Project Construction Costs.

2.4 Separate Bid. ACHD shall obtain a separate bid for the Project using the same unit prices provided to ACHD by ACHD's contractor for the overall State Street-Pierce Park Lane project.

SECTION 3: PROJECT CONSTRUCTION/RELOCATED PLANTATION DRIVE CONSTRUCTION

3.1 Construction of the Project. Upon written approval by the ACHD Commission of any construction contract(s) in connection with the Project, or portion thereof, ACHD shall provide for construction of the Project, or portion thereof, in compliance with the construction contract(s), and shall continuously and timely prosecute such construction to completion.

3.2 Access to Information by Glass Creek. ACHD shall provide Glass Creek with copies of all designs, plans, specifications, reports, data and other materials (both digital and hard copy) produced by ACHD and ACHD's agents in connection with the Project to assist Glass Creek in Glass Creek's review of the Project's design and construction plans and costs, and to assist Glass Creek in Glass Creek's design of Relocated Plantation Drive.

3.3 Construction of Relocated Plantation Drive. As soon as practicable following the Effective Date, Glass Creek shall use good faith efforts to complete, and ACHD will use good faith efforts to approve, final design and construction plans for the connection of Relocated Plantation Drive to the Intersection. The parties acknowledge that final design plans for Relocated Plantation Drive must be reviewed and approved by Garden City. Glass Creek will use good faith efforts to obtain this review and approval prior to ACHD's review of the final design plans. The parties contemplate construction of Relocated Plantation Drive to occur concurrently with ACHD's construction of the Intersection tentatively scheduled to start in January 2021 (with utility work tentatively scheduled to start in December 2020) and be complete in Fall 2021.

3.4 Closure of Existing Plantation Drive. Concurrently with completion of construction of Relocated Plantation Drive and the opening of the access to State Street from Relocated Plantation Drive, ACHD shall take all efforts to close the access to State Street from Existing Plantation Drive. Concurrently with the construction of the Project, ACHD and Glass Creek shall meet and use all good faith efforts and cooperation to vacate or exchange Existing Plantation Drive in accordance with Idaho Code and the ACHD Policy Manual. Once the parties have agreed upon the appropriate course of action and following the construction and opening of Relocated Plantation Drive, the parties shall use all good faith efforts and cooperation to undertake such course of action in a timely manner.

3.5 Amendment to Agreement. This Agreement may be modified, amended, updated and/or amended and restated to address, without limitation, the continuing detailed design of the Project, and details necessary to ensure the construction and completion of the Project.

SECTION 4: REMEDIES

4.1 Default; Cure. Failure or unreasonable delay by a party to perform or otherwise act in accordance with any term or provision of this Agreement for a period of 30 days following written notice thereof from the other party (the "Cure Period"), shall constitute a default under this Agreement; provided, however, that if the failure or delay is such that more than 30 days would reasonably be required to perform such action or comply with any term or provision hereof, then such party shall have such additional time as may be reasonably necessary to perform or comply so long as such party commences performance or compliance within such 30-day period and diligently proceeds to complete such performance or fulfill such obligation (the "Extended Cure Period"). The written notice provided for above shall specify the nature of the alleged default and the manner in which such default may be satisfactorily cured, if possible. In the case of any such default that cannot with diligence be cured within the Cure Period or the Extended Cure Period, then the time allowed to cure such failure shall be extended for such period as may be necessary to complete the curing of the same with diligence and continuity. In the event a party fails or neglects to perform such party's obligations under the terms and provisions of this Agreement in the time and manner required herein, the other party hereto shall be entitled to all remedies available at law or in equity.

4.2 Default by Glass Creek. ACHD shall have the right to pursue all remedies at law or equity, in the event Glass Creek fails or neglects to perform Glass Creek obligations under this

Agreement in the time and manner required herein. Additionally, ACHD may seek an injunction and specific performance of Glass Creek's obligations hereunder. The remedies provided herein are cumulative and not exclusive of any remedies provided by law or in equity, which are expressly reserved by ACHD.

4.3 Default by ACHD. Glass Creek shall have the right to pursue all remedies at law or equity, in the event ACHD fails or neglects to perform ACHD obligations under this Agreement in the time and manner required herein. Additionally, Glass Creek may seek an injunction and specific performance of ACHD's obligations hereunder. The remedies provided herein are cumulative and not exclusive of any remedies provided by law or in equity, which are expressly reserved by Glass Creek.

4.4 Attorney Fees. Should any party find it necessary to employ an attorney for representation in any action seeking enforcement of any of the provisions of this Agreement, or to recover damages for the breach of this Agreement, or to resolve any disagreement in interpretation of this Agreement, the unsuccessful party or parties in any final judgment or award entered therein shall reimburse the prevailing party for all reasonable costs, charges and expenses, including attorneys' fees expended or incurred by the prevailing party in connection therewith and in connection with any appeal, and the same may be included in such judgment or award.

4.5 Agreement to Cooperate. In the event of any legal or equitable action or other proceeding instituted by a third-party challenging the validity of any ACHD and/or Glass Creek action and/or this Agreement, the parties agree to use all good faith efforts to cooperate in defending such action or proceeding. ACHD and Glass Creek may agree to select mutually agreeable legal counsel to defend such action or proceeding with the parties sharing in the cost of such joint counsel in a proportionate amount agreed to by the parties, or each party, at its own unfettered discretion, may select its own legal counsel at its own separate expense.

SECTION 5: MISCELLANEOUS PROVISIONS

5.1 Notices. Any and all notices required to be given hereunder shall be in writing and shall be deemed effectively given: (a) upon personal delivery to the party to be notified; (b) when sent by confirmed electronic mail if sent during normal business hours of the recipient; if not, then on the next business day; (c) three (3) days after having been sent by prepaid registered or certified mail; or (d) one (1) day after deposit with a nationally recognized overnight courier, specifying next day delivery, with written verification of receipt; and, in any case, addressed to the designated contact person for the appropriate party or parties at the address set forth below, or at such other mailing address as may be provided by written notice of such change given to the other parties in the same manner as above provided.

The designated contact person and address for each of the parties is:

For Glass Creek:

Glass Creek, LLC
c/o William Gustafson, Manager
Mailing Address: 6501 Fruitvale Avenue
Bakersfield, California 93308
Telephone: (805) 448-3552
Email: will@willgus.com

For ACHD:

Executive Director
Mailing Address: 3775 Adams Street
Garden City, Idaho 83714
Telephone: (208) 387-6110
Email: bwong@achidaho.org

With a copy to:

JoAnn C. Butler
Mailing address: 967 E. Parkcenter Blvd. #313
Boise, Idaho 83706
Telephone: (208) 388-1093
Email: jbutler@butlerspink.com

With a copy to:

ACHD General Counsel
Mailing Address: 3775 Adams Street
Garden City, Idaho 83714
Telephone: (208) 387-6110
Email: sprice@achidaho.org

And with a copy to:

Bob Taunton, President
Taunton Group, LLC
Mailing address: 2724 S. Palmatier Way
Boise, ID 83716
Telephone: (208) 401-5505
Email: bobtaunton@tauntongroup.com

5.2 Choice of Law. This Agreement shall be governed by, and construed in accordance with, the laws of the State of Idaho.

5.3 Exhibits. All Exhibits, Tables, Schedules and/or Figures to this Agreement are incorporated by reference and made a part of this Agreement as if the Exhibits, Tables, Schedules and/or Figures were set forth in their entirety in this Agreement; provided, however, if there is any conflict between the Exhibits, Tables, Schedules and/or Figures attached hereto and the provisions of this Agreement, the terms of this Agreement shall govern.

5.4 Entire Agreement. This Agreement constitutes the full and entire understanding and agreement between the parties with regard to this Agreement, and no party shall be liable or bound to any other party in any manner with respect to this Agreement by any representations, warranties, covenants and agreements except as specifically set forth herein, or as may be contained in a subsequent writing, executed by each and every party hereto, that modifies, amends, updates, and/or amends and restates this Agreement.

5.5 Reservation of Rights. Notwithstanding anything to the contrary herein, both parties intend to preserve any and all rights and/or defenses that one party or both parties may have regarding any claims and/or matters that arise in connection with condemnation action(s) in connection with the Property, the Project, the Intersection, Existing Plantation Drive and/or Relocated Plantation Drive.

5.6 Modifications. The parties may at any time hereafter modify, amend, update and/or amend and restate this Agreement by a subsequent written agreement, and the parties may modify, amend, update and/or amend and restate this Agreement as, without limitation, the Preliminary Plans, Final Plans, and/or design and construction costs are refined. No modifications, amendments, updates and/or amendments and restatements shall be effective unless in writing and signed by all parties.

5.7 Headings; Recitals. The headings used in this Agreement are used for convenience only and are not to be considered in construing or interpreting this Agreement.

5.8 Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their successors and permitted assigns. This Agreement shall not confer any rights or remedies upon any person other than the parties and their respective successors and permitted assigns.

5.9 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

5.10 Further Acts and Cooperation. The parties shall deliver to each other, from time to time, for no additional consideration and at no additional cost to the requesting party, such further information, plans, instruments, records, or other documents or assurances as may be reasonably necessary to give full effect to this Agreement and to allow each party fully to exercise such party's obligations and enjoy such party's rights accorded by this Agreement.

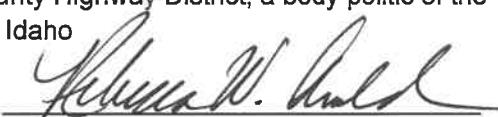
[signature page follows]

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement the day and year first written above.

ACHD:

Ada County Highway District, a body politic of the State of Idaho

By:


Rebecca Arnold, President of Ada County Highway District

GLASS CREEK:

Glass Creek, LLC, a California limited liability company

By:


William Gustafson, Manager

Schedule of Exhibits

- Exhibit A: Legal Description of Plantation Country Club**
- Exhibit B: Preliminary Design for Relocated Plantation Drive**
- Exhibit C: Description of the Project**
- Exhibit D: Scope of Work for the Project Design**
- Exhibit E: Estimated Project Design Costs**

EXHIBIT A
LEGAL DESCRIPTION OF PLANTATION COUNTRY CLUB



THE LAND GROUP, INC.

October 23, 2018
Project No. 118128

Exhibit "A"

PLANTATION GOLF COURSE DESCRIPTION

PARCEL A

A parcel of land located in Sections 19 and 30 of Township 4 North, Range 2 East, Boise Meridian, and Sections 24 and 25 of Township 4 North, Range 1 East, Boise Meridian, Garden City, Ada County, Idaho, being more particularly described as follows:

Commencing at the One Quarter Section Corner common to Sections 19 and 30 of said Township 4 North, Range 2 East, (from which point the Center One Quarter Corner of said Section 30 bears South 00°33'39" West, 2650.54 feet distant);

Thence from said One Quarter Section Corner, South 87°19'41" West, a distance of 1889.58 feet to the Southeasterly corner of Lot 16, Block 1 of Plantation Acres Subdivision, recorded in Book 14 of Plats at Page 941 of Ada County Records, said point being on the Southerly Right-of-Way line of West State Street, said point also being the POINT OF BEGINNING;

Thence South 45°44'14" West, a distance of 449.59 feet (formerly described as 450.00 feet) on the southerly boundary line of said Plantation Acres Subdivision to the southwesterly lot corner of Lot 6, Block 1 of said Plantation Acres Subdivision;

Thence North 48°55'46" West, a distance of 169.72 feet;

Thence North 21°15'46" West, a distance of 351.16 feet;

Thence North 14°51'46" West, a distance of 222.07 feet;

Thence North 56°57'18" West, a distance of 753.13 feet;

Thence North 49°49'19" West, a distance of 273.53 feet to the easterly most lot corner of Lot 5, Block 1 of Lake Plantation Subdivision, recorded in Book 56 of Plats at Page 5210, Ada County Records;

Thence on the exterior boundary line of said Lake Plantation Subdivision the following courses and distances:

Thence South 42°55'39" West, a distance of 201.60 feet;

Thence South 61°24'44" East, a distance of 225.34 feet;

Thence South 83°25'05" East, a distance of 188.28 feet;

Thence South 62°24'46" East, a distance of 244.87 feet;

Thence South 41°23'58" East, a distance of 469.65 feet;

Thence South 14°52'26" East, a distance of 195.00 feet to southeast lot corner of Lot 23, Block 1 of said Lake Plantation Subdivision, said point also being the northeast lot corner of Lot 12, Block 1 of The Townhouse at Plantation No. 1, recorded in Book 45 of Plats at Page 3691, Ada County Records;

Thence leaving the exterior boundary line of said Lake Plantation Subdivision and on the exterior boundary line of said The Townhouse at Plantation No. 1 for the following courses and distances:

Thence South 14°53'03" East, a distance of 200.01 feet (formerly described as 200.00 feet);

Thence South 25°23'03" East, a distance of 200.00 feet;

Thence South 61°36'57" West, a distance of 265.00 feet;

Thence North 24°23'03" West, a distance of 393.00 feet to the northwest lot corner of Lot 12, Block 2 of said The Townhouse At Plantation No. 1, said point also being the southwest lot corner of Lot 26, Block 1 of said Lake Plantation Subdivision;

Thence leaving the exterior boundary line of said The Townhouse at Plantation No. 1 and on the exterior boundary line of said Lake Plantation Subdivision the following courses and distances:

Thence North 24°23'05" West, a distance of 406.94 feet;

Thence North 28°55'06" West, a distance of 71.80 feet;

Thence North 28°58'45" West, a distance of 216.31 feet to a point of curve;

Thence 137.53 feet on the arc of a curve to the left, said curve having a radius of 74.71 feet, a central angle of 105°28'35", a chord bearing of North 81°42'51" West, and a chord length of 118.92 feet;

Thence South 45°33'04" West, a distance of 197.78 feet to a point of curve, said point being on the northerly right-of-way line of West Riverside Drive;

Thence 271.85 feet on the arc of a curve to the left, said curve having a radius of 335.00 feet, a central angle of 46°29'41", a chord bearing of North 71°01'57" West, and a chord length of 264.45 feet on the northerly right-of-way line of said West Riverside Drive to the southwest lot corner of Lot 1, Block 1 of said Lake Plantation Subdivision, said point being a point of curve;

Thence leaving said Lake Plantation Subdivision and on the northerly right-of-way line of West Riverside Drive for the following courses and distances:

Thence 59.12 feet on the arc of a curve to the left, said curve having a radius of 335.00 feet, a central angle of 10°06'36", a chord bearing of South 80°39'34" West, and a chord length of 59.04 feet;

Thence South 75°36'16" West, a distance of 97.42 feet to a point of curve;

Thence 45.81 feet on the arc of a curve to the right, said curve having a radius of 175.00 feet, a central angle of 14°59'55", a chord bearing of South 83°06'16" West, and a chord length of 45.68 feet;

Thence North 89°23'44" West, a distance of 338.95 feet to a point of curve;

Thence 31.28 feet on the arc of a curve to the right, said curve having a radius of 20.00 feet, a central angle of 89°37'07", a chord bearing of North 44°34'36" West, and a chord length of 28.19 feet to a point on the easterly right-of-way line of North Glenwood Street;

Thence South 00°14'30" West, a distance of 90.00 feet on the easterly right-of-way line of said North Glenwood Street a point of curve on the southerly right-of-way line of North Riverside Drive;

Thence 31.54 feet on the arc of a curve to the right, said curve having a radius of 20.00 feet, a central angle of 90°20'52", a chord bearing of North 45°25'23" East, and a chord length of 28.37 feet on the southerly right-of-way line of West Riverside Drive;

Thence South 89°23'44" East, a distance of 338.38 feet to a point of curve on the northerly boundary line of Daron Subdivision No. 1, recorded in Book 86 of Plats at Page 9709, Ada County Records;

Thence 58.91 feet on the arc of a curve to the left, said curve having a radius of 225.00 feet, a central angle of 15°00'03", a chord bearing of North 83°06'16" East, and a chord length of 58.74 feet on the northerly boundary line of said Daron Subdivision No. 1;

Thence North 75°36'16" East, a distance of 72.42 feet (formerly described as 72.14 feet) to the northeast corner of Lot 9, Block 1 of said Daron Subdivision No. 1;

Thence South 21°36'16" West, a distance of 400.00 feet (formerly described as 399.97 feet) on the easterly boundary line of said Daron Subdivision No. 1;

Thence South 17°06'16" West, a distance of 266.41 feet on the easterly boundary of said Daron Subdivision No. 1 to a point of curve;

Thence 154.10 feet on the arc of a curve to the left, said curve having a radius of 117.00 feet, a central angle of 75°27'42", a chord bearing of South 21°36'31" East, and a chord length of 143.20 feet;

Thence South 59°20'16" East, a distance of 30.10 feet to a point of curve;

Thence 127.58 feet on the arc of a curve to the right, said curve having a radius of 153.00 feet, a central angle of 47°46'41", a chord bearing of South 35°26'54" East, and a chord length of 123.92 feet;

Thence South 11°33'32" East, a distance of 38.45 feet to a point on the toe of slope of the Corps of Engineers Dike – Northside of the Boise River;

Thence on the toe of slope of the Corps of Engineers Dike – Northside of the Boise River for the following courses and distances:

Thence South 63°23'44" East, a distance of 169.37 feet;

Thence South 50°09'09" East, a distance of 398.13 feet;

Thence South 59°28'14" East, a distance of 160.51 feet;

Thence South 66°28'01" East, a distance of 310.74 feet;

Thence South 76°23'44" East, a distance of 337.01 feet;

Thence South 57°03'44" East, a distance of 81.56 feet;

Thence leaving the toe of slope of the Corps of Engineers Dike and on the Northerly Bank of the Boise River for the following courses and distances:

Thence South 32°56'16" West, a distance of 39.00 feet;

Thence South 22°05'38" East, a distance of 137.41 feet;

Thence South 43°08'44" East, a distance of 37.11 feet;

Thence South 13°08'44" East, a distance of 60.68 feet to a point on the westerly boundary line of Wanner's Plantation Estates Subdivision, recorded in Book 59 of Plats at Page 5680, Ada County Records;

Thence leaving the Northerly Bank of the Boise River and on the exterior boundary line of said Wanner's Plantation Estates Subdivision for the following courses and distances:

Thence North 06°50'16" West, a distance of 140.53 feet;

Thence North 88°24'44" East, a distance of 226.06 feet;

Thence North 64°53'44" East, a distance of 15.00 feet;

Thence North 04°02'16" West, a distance of 106.77 feet;

Thence South 89°24'50" East, a distance of 49.61 feet (formerly described as 49.60 feet);

Thence South 51°50'16" East, a distance of 161.80 feet;

Thence South 39°30'16" East, a distance of 413.97 feet;

Thence South 31°55'16" East, a distance of 73.32 feet;

Thence South 10°40'16" East, a distance of 177.72 feet to a point on the northerly boundary line of The Plantation No. 3 Subdivision, recorded in Book 51 of Plats at Page 4249, Ada County Records;

Thence leaving said Wanner's Plantation Estates Subdivision and on the exterior boundary line of said The Plantation No. 3 Subdivision for the following courses and distances:

Thence South 84°23'44" East, a distance of 174.93 feet;

Thence South 47°23'44" East, a distance of 129.60 feet;

Thence South 21°23'44" East, a distance of 420.00 feet to the northeast lot corner of Lot 6, Block 5 of The Plantation No. 1 Subdivision, recorded in Book 44 of Plats at Page 3529, Ada County Records;

Thence South 21°23'44" East a distance of 372.25 feet (formerly described as 372.26 feet) to the northwest lot corner of Lot 2, Block 5 of said The Plantation No. 1 Subdivision;

Thence South 10°39'14" West, a distance of 115.89 feet (formerly described as 115.94 feet) to the southwest lot corner of Lot 2, Block 5 of The Plantation No. 1 Subdivision, said point being a point on a curve on the northerly right-of-way line of West Plantation Lane/Drive;

Thence 122.18 feet on the arc of a curve to the left, said curve having a radius of 175.00 feet, a central angel of 40°00'04", a chord bearing of North 80°39'14" East, and a chord length of 119.71 feet on the northerly right-of-way line of West Plantation Lane/Drive;

Thence North 60°39'14" East, a distance of 41.36 feet on the northerly right-of-way line of said West Plantation Lane/Drive to the southeast lot corner of Lot 2, Block 5 of said The Plantation No. 1 Subdivision;

Thence North 04°20'46" West, a distance of 139.20 feet to the lot corner common to Lot 2, Block 5 of said The Plantation No. 1 Subdivision and Lot 21, Block 4 of The Plantation No. 4 Subdivision, recorded in Book 58 of Plats at Page 5480, Ada County Records;

Thence on the boundary line of said The Plantation No. 4 Subdivision for the following courses and distances:

Thence North 10°22'25" West, a distance of 655.72 feet;

Thence North 59°40'10" East, a distance of 181.76 feet;

Thence South 63°38'10" East, a distance of 180.00 feet;

Thence South 04°34'28" East, a distance of 611.31 feet (formerly described as 611.30 feet) to the lot corner common to Lot 4, Block 4 of said The Plantation No. 4 Subdivision and Lot 2, Block 4 of said The Plantation No. 1 Subdivision;

Thence South 04°15'57" East, a distance of 89.83 feet (formerly described as 89.80 feet) to the southwest lot corner of Lot 2, Block 4 of said The Plantation No. 1 Subdivision, said point being common with the northerly right-of-way line of said West Plantation Lane/Drive, said point being a point of curve; Thence 97.13 feet the arc of a curve to the right, said curve having a radius of 525.00 feet, a central angle of 10°36'00", a chord bearing of North 87°19'49" East, and a chord length of 96.99 feet on the northerly right-of-way line of West Plantation Lane/Drive;

Thence South 87°15'57" East, a distance of 81.64 feet on the northerly right-of-way line of West Plantation Lane/Drive to the southerly lot corner common to Lots 1 and 2, Block 4 of said The Plantation No. 1 Subdivision;

Thence North 02°44'03" East, a distance of 100.00 feet to the northerly lot corner common Lots 1 and 2, Block 4 of said The Plantation No. 1 Subdivision, said corner being common to the southwest lot corner of Lot 1, Block 2 of Wedgewood Greens Subdivision, recorded in Book 60 of Plats at Page 6042, Ada County Records;

Thence on the exterior boundary line of said Wedgewood Greens Subdivision for the following courses and distances:

Thence North 08°26'51" West, a distance of 326.92 feet;

Thence North 00°05'36" West, a distance of 188.09 feet;

Thence South 88°32'03" East, a distance of 132.47 feet;

Thence South 33°34'59" East, a distance of 164.92 feet to a point of curve;

Thence 35.48 feet on the arc of a curve to the right, said curve having a radius of 50.00 feet, a central angle of 40°39'24", a chord bearing of South 13°15'21" East, and a chord length of 34.74 feet;

Thence North 89°54'24" East, a distance of 114.18 feet;

Thence South 00°33'04" West, a distance of 8.42 feet on the easterly boundary line of said Wedgewood Greens Subdivision;

Thence leaving said Wedgewood Greens Subdivision, South 89°23'00" East, a distance of 117.90 feet;

Thence North 00°37'00" East, a distance of 66.04 feet;

Thence North 04°14'01" West, a distance of 60.22 feet to the westerly lot corner common Lots 2 and 3, Block 1 of Kessinger Subdivision, recorded in Book 73 of Plats at Page 7586, Ada County Records;

Thence North 13°30'03" West, a distance of 124.75 feet on the westerly boundary line of said Kessinger Subdivision;

Thence North 27°54'15" West, a distance of 198.01 feet on the westerly boundary line of said Kessinger Subdivision and of Savannah Greens No. 4 Subdivision, recorded in Book 79 of Plats at Page 8455, Ada County Records;

Thence North 38°51'33" West, a distance of 165.00 feet on the westerly boundary line of said Savannah Greens No. 4 Subdivision to the westerly most boundary angle point of said Savannah Greens No. 4 Subdivision;

Thence North 36°48'46" West, a distance of 204.60 feet;

Thence North 44°07'46" West, a distance of 256.08 feet;
Thence North 39°30'14" East, a distance of 272.85 feet to a point on the westerly right-of-way line of West State Street;
Thence on the westerly right-of-way line of West State Street for the following courses and distances:
Thence North 50°57'16" West, a distance of 121.33 feet;
Thence North 50°58'56" West, a distance of 1449.43 feet to a point of curve;
Thence 217.09 feet on the arc of a curve to the left, said curve having a radius of 17,229.00 feet, a central angle of 00°43'19", a chord bearing of North 51°20'36" West, and a chord length of 217.09 feet to the point of beginning. Said Parcel A contains 103.46 acres more or less.

ALSO INCLUDING:

PARCEL B

A parcel of land located in Section 30 of Township 4 North, Range 2 East, Boise Meridian, Garden City, Ada County, Idaho, being more particularly described as follows:

Commencing at the One Quarter Section Corner common to Sections 19 and 30 of said Township 4 North, Range 2 East, (from which point the Center One Quarter Corner of said Section 30 bears South 00°33'39" West, 2650.54 feet distant);
Thence from said One Quarter Section Corner, South 14°48'24" West, a distance of 2896.39 feet to the Northeast corner of Lot 17, Block 1 of The Plantation No. 2 Subdivision, recorded in Book 45 of Plats at Page 3693 of Ada County Records, said point being on the Southerly Right-of-Way line of West Plantation Lane/Drive, and also being the POINT OF BEGINNING;

Thence South 00°07'02" West, a distance of 139.55 feet to the northeast lot corner of Lot 3, Block 1 of said Orlovich's Plantation Subdivision;
Thence South 88°26'55" West, a distance of 80.26 feet to the lot corner common to Lots 1, 2, and 3, Block 1 of said Orlovich's Plantation Subdivision;
Thence South 63°34'57" West, a distance of 74.19 feet on the northerly boundary line of said Lot 3, Block 1 of Orlovich's Plantation Subdivision;
Thence South 75°36'49" West, a distance of 20.71 feet to the westerly lot corner common to said Lots 1 and 3, Block 1 of Orlovich's Plantation Subdivision;
Thence South 00°36'49" West, a distance of 255.54 feet on the westerly boundary line of said Orlovich's Plantation Subdivision and the westerly boundary of The Amended Plat of a Portion of Lot 1, and All of Lots 2, 3, 4, 5 and 6, Block 1, The Plantation No. 2 (hereinafter referred to as Amended Plat of Plantation No. 2), recorded in Book 58 of Plats at Page 5559, Ada County Records, to a point on the westerly boundary of Lot 70, Block 1 of said Amended Plat of Plantation No. 2;
Thence on the exterior boundary line of Lot 70, Block 1, of said Amended Plat of Plantation No. 2 for the following courses and distances:
Thence South 58°14'32" West, a distance of 26.20 feet to a point on the right-of-way line of Gramarcy Lane, said point being a of curve;
Thence 60.79 feet on the arc of a curve to the right, said curve having a radius of 45.00 feet, a central angle of 77°23'49", a chord bearing of South 06°39'18" West, and a chord length of 56.27 feet on the right-of-way line of Gramarcy Lane;
Thence South 44°24'33" East, a distance of 54.17 feet;
Thence South 00°36'24" West, a distance of 145.00 feet;
Thence North 89°23'36" West, a distance of 105.00 feet;

Thence South $57^{\circ}36'24''$ West, a distance of 77.34 feet;
Thence South $52^{\circ}30'11''$ East, a distance of 212.38 feet;
Thence South $59^{\circ}34'26''$ East, a distance of 120.71 feet;
Thence North $18^{\circ}36'24''$ East, a distance of 135.10 feet;
Thence North $80^{\circ}32'34''$ East, a distance of 361.13 feet;
Thence South $89^{\circ}25'22''$ East, a distance of 153.71 feet;
Thence South $79^{\circ}25'02''$ East, a distance of 205.43 feet;
Thence South $69^{\circ}22'35''$ East, a distance of 158.24 feet;
Thence South $62^{\circ}23'46''$ East, a distance of 360.62 feet;
Thence South $89^{\circ}08'44''$ East, a distance of 280.91 feet;
Thence North $58^{\circ}02'50''$ East, a distance of 68.19 feet;
Thence North $19^{\circ}35'05''$ East, a distance of 56.66 feet to the most easterly corner of Lot 47, Block 1 of said The Plantation No. 1 Subdivision, said point being on the southerly right-of-way line of West Sterling Lane/Drive, said point also being an angle point in the boundary line of Lot 70, Block 1 of said Amended Plat of Plantation No. 2;
Thence North $87^{\circ}56'22''$ West, a distance of 15.47 feet on the southerly right-of-way of said West Sterling Lane to a point of curve;
Thence 62.40 feet on the arc of a curve to the right, said curve having a radius of 275.00 feet, a central angle of $13^{\circ}00'01''$, a chord bearing of North $83^{\circ}10'30''$ West, and a chord length of 62.26 feet on the southerly right-of-way line of said West Sterling Lane/Drive;
Thence on the boundary line of said Amended Plat of Plantation No. 2 for the following courses and distances:
Thence South $58^{\circ}43'45''$ West, a distance of 123.88 feet;
Thence North $59^{\circ}25'35''$ West, a distance of 80.21 feet;
Thence North $44^{\circ}24'11''$ West, a distance of 196.43 feet;
Thence North $54^{\circ}25'10''$ West, a distance of 179.92 feet;
Thence North $59^{\circ}25'21''$ West, a distance of 180.82 feet;
Thence North $76^{\circ}25'41''$ West, a distance of 231.85 feet;
Thence North $89^{\circ}23'26''$ West, a distance of 265.10 feet;
Thence South $75^{\circ}36'15''$ West, a distance of 95.31 feet;
Thence South $84^{\circ}55'47''$ West, a distance of 148.81 feet;
Thence North $24^{\circ}29'36''$ West, a distance of 151.24 feet;
Thence North $05^{\circ}38'32''$ East, a distance of 151.37 feet;
Thence North $75^{\circ}38'32''$ East, a distance of 151.37 feet;
Thence South $84^{\circ}24'22''$ East, a distance of 655.17 feet;
Thence South $59^{\circ}24'53''$ East, a distance of 414.75 feet;
Thence South $49^{\circ}16'44''$ East, a distance of 104.63 feet;
Thence South $44^{\circ}24'34''$ East, a distance of 191.70 feet;
Thence South $59^{\circ}24'39''$ East, a distance of 64.69 feet;
Thence South $15^{\circ}37'08''$ West, a distance of 99.71 feet to the southeast lot corner of Lot 15, Block 1 of said The Plantation No. 1 Subdivision, as same is Amended by said Amended Plat of Plantation No. 2, said point being on the northerly right-of-way line of West Sterling Lane/Drive;
Thence leaving the boundary line of said Amended Plat of Plantation No. 2, 50.45 feet on the arc of a curve to the left, said curve having a radius of 225.00 feet, a central angle of $12^{\circ}50'45''$, a chord bearing of South $81^{\circ}03'05''$ East, and a chord length of 50.34 feet on the northerly right-of-way of said Sterling Lane/Drive;
Thence North $15^{\circ}37'08''$ East, a distance of 19.41 feet to the southwesterly lot corner of Lot 71, Block 1 of said Amended Plat of Plantation No. 2;

Thence North 15°37'17" East, a distance of 90.59 feet on the westerly lot line of said Lot 71 to the northwest lot corner of Lot 71, Block 1 of said Amended Plat of Plantation No. 2;
Thence on the boundary line of said Amended Plat of Plantation No. 2 for the following courses and distances:
Thence South 88°28'29" East, a distance of 163.56 feet (formerly described as 163.53 feet) to the northerly lot corner common to Lots 73 and 74 of said Amended Plat of Plantation No. 2;
Thence North 28°17'28" East, a distance of 152.00 feet;
Thence North 00°34'59" East, a distance of 35.06 feet;
Thence North 72°22'35" West, a distance of 212.76 feet;
Thence North 59°52'37" West, a distance of 475.45 feet;
Thence North 11°21'53" East, a distance of 99.67 feet;
Thence North 78°53'36" West, a distance of 440.31 feet to a point of curve;
Thence 96.21 feet on the arc of a curve to the right, said curve having a radius of 225.00 feet, a central angle of 24°30'00", a chord bearing of North 66°38'36" West, and a chord length of 95.48 feet;
Thence South 35°36'24" West, a distance of 66.12 feet;
Thence North 87°23'46" West, a distance of 580.27 feet;
Thence North 00°18'10" East, a distance of 95.82 feet to the northwest lot corner of Lot 14, Block 1 of said Plantation No. 1 Subdivision, said point being a point of curve on the southerly right-of-way line of said West Plantation Lane/Drive;
Thence 31.77 feet on the arc of a curve to the left, said curve have a radius of 475.00 feet, a central angle of 03°49'54", a chord bearing of South 82°33'57" West, and a chord length of 31.76 feet on the southerly right-of-way line of said West Plantation Lane/Drive to the point of beginning.
Said Parcel B contains 18.02 acres more or less.

The above described Parcels A and B contain a total of 121.49 acres more or less.

PREPARED BY:
THE LAND GROUP, INC.

James R. Washburn



Site Planning · Landscape Architecture · Civil Engineering · Golf Course Irrigation & Engineering · Graphic Design · Surveying
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EXHIBIT B
PRELIMINARY DESIGN FOR RELOCATED PLANTATION DRIVE

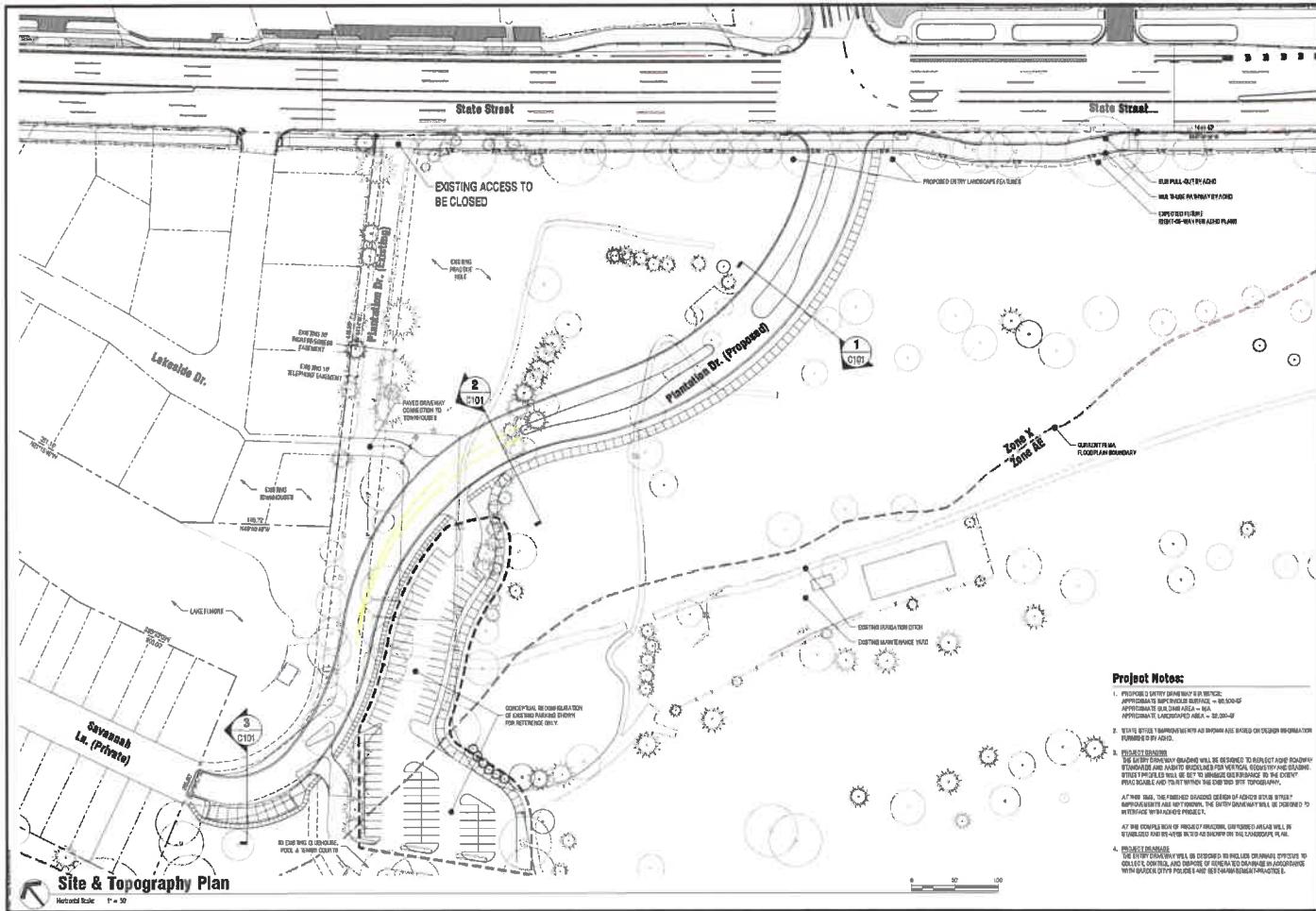


EXHIBIT B - 1

EXHIBIT C
DESCRIPTION OF THE PROJECT

Addition of a South Leg to the State Street & Pierce Park Lane Intersection

Glass Creek, LLC (on behalf of Plantation Country Club) requested the final design package for the State Street & Pierce Park Lane Intersection project be revised to incorporate a south leg at the State Street & Pierce Park Lane Intersection.

The Project includes design and production tasks to incorporate changes into the construction documents including the following:

- Revise the horizontal and vertical geometry on State Street to include a 4th leg to the intersection.
- Revise the horizontal and vertical geometry on Pierce Park Lane on the south side of State Street.
- Modify all impacted design components of the project including the following components: traffic signal, southside bus pull-out, stormwater, irrigation, sprinkler irrigation, landscaping, utilities, intersection grading, concrete pavement jointing, shared-use pathway, signal interconnect, illumination, signing, pavement markings, construction staging and traffic control.
- Amend the Construction Plans, Specifications, and Construction Cost Estimate to reflect all required revisions.

The Project also includes the construction of all improvements / changes necessary for the addition of the 4th leg of the intersection

Parametrix will design all proposed improvements within the existing and proposed ACHD right-of-way up to the southerly curb return radii. Glass Creek, LLC will design all onsite improvements and project improvements south of the southerly curb return radii.

Parametrix will supply all documentation in accordance with this scope of work to the current version of the ISPWC specifications. All current ISPWC updates amended through ACHD adopted supplements will be included.

EXHIBIT D
SCOPE OF THE WORK FOR THE PROJECT DESIGN



State Street & Pierce Park Lane Intersection
South Leg Design Modifications
Scope of Work

Parametrix

SCOPE OF WORK

State Street & Pierce Park Lane Intersection
South Leg Design Modifications
ACHD Project No. 317044
ACHD GIS No. IN210-03
August 9, 2019

The Ada County Highway District (ACHD) has requested the Final Design package for the State Street & Pierce Park Lane Intersection project be revised to accommodate an additional south leg (associated with the development of the Plantation Golf Course) at the State Street / Pierce Park Intersection.

This supplemental scope of work (SOW) includes design and production tasks to incorporate these changes into the submitted 99% Design Package. The changes include:

- Add a 4th leg to the intersection and revise the roadway geometry on the south side of State Street. Shift the adjacent bus pullout further east.
- Modify all impacted design components of the project including signal design, stormwater, irrigation, sprinkler irrigation, landscaping, utilities, intersection grading, concrete pavement jointing, shared-use pathway, signal interconnect, illumination, signing, pavement markings, construction staging and traffic control.

This project is currently programmed for construction in FY 2021.

Parametrix, herein called the Consultant, will design the project and supply documentation in accordance with this scope of work, the current version of the ISPWC specifications with the current ISPWC updates as Amended by ACHD adopted supplements, including the ACHD Supplemental Traffic Provisions.



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**State Street & Pierce Park Lane Intersection
South Leg Design Modifications
Scope of Work**

Parametrix

General

Consistent with professional standard of care, Consultant shall provide management, coordination and direction to project team and sub-consultants to complete project deliverables on time and within budget.

Definitions and Acronyms

404 Permit – Section 404 of the Clean Water Act which addresses permits for dredged or fill material in Waters of the US, administered by the U.S. Army Corps of Engineers

AASHTO – American Association of State Highway and Transportation Officials

ACHD – Ada County Highway District

ADT – Average Daily Traffic count

Agreement Administrator – The ACHD Project manager is responsible for administering the contract and overseeing the design.

CAC – Community Advisory Committee

CAD – Computer Aided Design

COMPASS – Community Planning Association of SW Idaho

CPM – Critical Path Method

CSS – Context Sensitive Solutions

FHWA – Federal Highway Administration

EPA – Environmental Protection Agency

GIS – Geographic Information System

GSI – Green Stormwater Infrastructure

Holidays – ACHD recognized holidays occur on: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Friday after Thanksgiving, Christmas Eve, and Christmas Day.

ITD - Idaho Transportation Department

Man-Hour – Hour(s) of time required for an individual to complete an itemized task designated by the project scope of work. Personnel functions shall be rounded up to the nearest Man-Hour.

MOU – Memorandum of Understanding

NEPA – National Environmental Policy Act

PIM – Public Involvement Meeting

PMG – Project Management Guide

PSA – Professional Service Agreement, or Professional Agreement. This is a written agreement or contract between ACHD and the Prime Consultant

Prime Consultant – The firm contracting with ACHD, for the performance of work prescribed in the contract.

Project Manager – (Also abbreviated as "PM"). The ACHD point of contact for the project.

ROW – Right of Way

SHPO – State Historic Preservation Office

Study Area – The expanded area of influence generated by the project area.

Sub-Consultant – Who the prime Consultant sublets part(s) of the design contract.

SOW – Scope of Work

SWPPP – Storm Water Pollution Prevention Plan



1.0 GENERAL PROVISIONS

1.1 Progress Meetings

Products and Deliverables

- Kick-off Meeting
- Project Meetings and Agendas
- Meeting Summaries

ACHD Responsibilities

- Schedule and provide facility for progress meetings
- Review and approve summary and action items

Assumptions

- Two (2) meetings are assumed including a kick-off meeting with the Plantation Golf Course development team.

1.2 Project Administration

Consultant will staff and manage the project team, including subconsultants. The project duration will be extended four months through February 2020.

Products and Deliverables

- Monthly Project Status Report (updated monthly and included with invoice)
- Invoice (PDF emailed to invoicees@achdidaho.org)

ACHD Responsibilities

- Review and approve Invoice and Monthly Project Status Report

Assumptions

- The project is extended four (4) months, with completion in February 2020.

2.0 PUBLIC INVOLVEMENT (NOT INCLUDED)

No additional work is anticipated for the task. All coordination efforts with project stakeholders will be covered under task 1.1.

3.0 LOCATION SURVEYING AND MAPPING (AMENDED)

3.1 Topographic Survey

Additional topographic survey on the south side of the State Street / Pierce Park intersection will be required to accommodate the design changes. Consultant will use GPS data collection and conventional ground survey methods to supplement topographic survey information previously



**State Street & Pierce Park Lane Intersection
South Leg Design Modifications
Scope of Work**

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collected and an Amended topographic base map and digital terrain model (DTM) will be prepared.

Products and Deliverables

- Supplemental topographic surveying and mapping

3.2 Proposed Right-of-Way

Revise the ownership map and table for expanded proposed property acquisition and permanent easements.

4.0 ENVIRONMENTAL (Not Included)

No additional work is anticipated for the task.

5.0 50% DESIGN (Amended)

5.1 Hydraulic/Stormwater/Irrigation Design

Revise stormwater and irrigation facilities for the expanded project limits. The previous stormwater design approach will be followed using a combination subsurface drainage system and roadside bioretention swales.

Irrigation requirements and facility designs for the expanded project limits will be based on field observations, survey mapping of existing systems, and discussions with irrigation districts and the Plantation Golf Course development team.

Updates to revise the previously submitted Final Drainage/Irrigation Report will be included under Task 8.0 – 95% Design.

5.2 50% Design and Rollplot

The design of the expanded project limits will be developed as necessary to provide adequate information for construction of the proposed revised improvements. The design revisions will include roadway/intersection geometry, traffic signal poles/equipment, grading, lighting, signal interconnect, landscaping surface treatments, removal items, signing, pavement markings, shared-use path, pedestrian facilities and additional features.

These changes will be made and incorporated into a 50% Design Rollplot to be presented to the team for input/approval ahead of updating the 95% Design Package.

Products and Deliverables

- 50% Design Rollplot display showing the proposed improvements.



6.0 RIGHT-OF-WAY PLANS (Not Included)

It is anticipated there will be minor changes to the right-of-way documents based on the addition of the south leg. However, it is assumed these changes will be addressed during negotiations and will not require any modifications to the plans, or legal descriptions. If changes are required, they will be addressed in a future supplemental.

7.0 95% DESIGN

7.1 95% Design Revisions

This task will begin after submittal, review and approval of the 50% Design Rollplot. Consultant will complete the revised engineering design for all aspects of the proposed project revisions.

- Consultant will revise the traffic signal and interconnect systems for the realigned State Street and Pierce Park Lane intersection.
- Consultant will revise the illumination design including the signalized intersection at Pierce Park. The illumination revisions may include luminaire mast arm lengths, mounting heights, and power source(s).
- Lighting calculations and contours will be revised to include the new intersection geometry using AGI32 software. The revised contours will be provided to ACHD for review and comment.
- Consultant will revise the concrete intersection design, jointing layout, and details to accommodate the proposed intersection restriping and the added southern leg.
- Consultant will develop the revised signing and striping design in accordance with ACHD Policy, MUTCD, and applicable state and local laws and ordinances. The signing and striping revisions will be incorporated into the signing and striping plan set.
- Consultant will revise the irrigation design south of State Street along the Plantation Country club parcel in coordination with the developer and irrigation district.
- Consultant will aid ACHD regarding contacting irrigation districts for the purpose of identifying additional impacts to existing facilities. All impacted irrigation facilities will be relocated or replaced.
- Previously designed stormwater systems will be revised based on the new improvements. A combination of seepage beds and bioretention swales will be utilized for stormwater storage/disposal. Revised drainage items will be shown on the roadway plans and detail sheets.
- The previously completed construction staging plans will be amended to address anticipated construction sequencing of the expanded project limits.



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- Additional utility impacts will be analyzed and coordinated with the ACHD Utility Coordinator and Project Manager. The roadway design plans will be amended to show all facilities to be relocated, adjusted, and/or retained.
- Consultant will revise the SWPPP narrative to include the revised improvements. The SWPPP will include a narrative and sediment and erosion control measures for the revised improvements. SWPPP items will be shown on the roadway plan sheets.
- Consultant will revise the previously submitted Final Drainage/Irrigation Report.

7.2 95% Design Plan Revisions

The previously completed 95% Final Design Plans will be revised to accommodate the revised improvements.

Design Package Revisions (32 Plan Sheets)

- Revised Title Sheet (1 Sheet)
- Revised Typical Sections (1 Sheet)
- Revised Roadway Plan and Profile Sheets (4 Sheets)
- Revised Intersection Grading Details (1 Sheet)
- Revised Roadway Details (1 Sheet)
- Revised Concrete Pavement and Jointing Plans and Details (2 Sheets)
- Revised Drainage Details (4 Sheets)
- Revised Traffic Signal Plans and Details (4 Sheets)
- Revised Interconnect and Lighting Plans and Details (2 Sheets)
- Revised Signing and Pavement Marking Plans (3 Sheets)
- Revised Landscaping and Irrigation Plans and Details (4 Sheets)
- Revised Construction Staging Plans (4 Sheets)
- Revised Advanced Construction Signing Sheet (1 Sheet)
- Stormwater Pollution Prevention Plans (included on Roadway Plans)

7.3 Specifications

Consultant will revise the previously completed special provisions as needed.

7.4 Engineer's Estimate

Consultant shall prepare an Engineer's Estimate and submit this with the 95% Revised Final Design Submittal. The Estimate will be prepared to include a breakdown of construction costs directly associated with the south leg improvements.

7.5 95% Revised Final Design Submittal

This task includes performing an internal review of all deliverables and preparing the submittal documents. Deliverable shall be in PDF or electronic format. ACHD will be responsible for transmitting plan sets to irrigation districts, utility companies, and local agencies.



**State Street & Pierce Park Lane Intersection
South Leg Design Modifications
Scope of Work**

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Products and Deliverables

- All deliverables will be uploaded to ACHD's PWA site
 - One set of 11"x17" Revised 95% Final Design plans (88 sheets)
 - Special Provisions
 - 95% Cost Estimate entered into B2W per ACHD User Guide
 - Final Drainage/Irrigation Report

8.0 99% DESIGN AND SUBMITTAL

The Consultant will incorporate comments from the 95% Design review into the 99% Design submittal documents and perform an internal review.

Products and Deliverables

- All deliverables will be uploaded to ACHD's PWA site
 - One set of 11"x17" Revised 99% Final Design plans (88 sheets) signed and sealed by a Professional Engineer
 - Special Provisions, signed and sealed by a Professional Engineer
 - 99% Cost Estimate entered into B2W per ACHD User Guide
 - All native files including CAD (insert and bind all x-refs into one CAD file)

9.0 100% BID DOCUMENTS (Not Included)

10.0 CONSTRUCTION ENGINEERING (Not Included)

11.0 ADDITIONAL SERVICES / CONTINGENCY (Amended)

Consultant will perform additional services, as directed by ACHD. The scope and level of effort for these services will be limited to \$5,000. If additional effort is required, a supplemental agreement will be issued.

Products and Deliverables

- To be determined once directed from ACHD

Assumptions

- This budget will not be utilized without approval from ACHD.

EXHIBIT E
ESTIMATED PROJECT DESIGN COSTS



Parametrix

**State Street & Pierce Park Lane Intersection
South Leg Design Modifications
ACHD Project No. 317044 ACHD GIS No. IN210-03**

COST SUMMARY

August 9, 2019

A1 PARAMETRIX LABOR		Hours	Labor Rate	Raw Labor Cost
Staff				
1	Project Manager	40 \$	115.00	\$ 4,600.00
2	Senior Engineer	204 \$	180.00	\$ 36,720.00
3	Engineer	245 \$	135.00	\$ 33,075.00
4	Traffic Engineer	112 \$	140.00	\$ 15,680.00
5	PLS	14 \$	130.00	\$ 1,820.00
6	Survey Crew Chief	4 \$	95.00	\$ 380.00
7	Technician	310 \$	100.00	\$ 31,000.00
8	Admin	15 \$	70.00	\$ 1,050.00
Subtotal		944		\$ 124,325.00
Parametrix Labor Total				\$ 124,325.00
A2 PARAMETRIX DIRECT EXPENSES		Estimated Amount	Unit Cost	Estimated Expense
Item				
1	Mileage	100 \$	0.580	\$ 58.00
2	Survey Equipment and Vehicle	1 \$	155.00	\$ 155.00
3	Additional Services / Contingency	0 \$	5,000.00	\$ 5,000.00
Parametrix Expense Total				\$ 5,213.00
PARAMETRIX TOTAL				\$ 129,538.00



State Street & Pierce Park Lane Intersection
South Leg Design Modifications
ACHD Project No. 317044 ACHD GIS No. IN210-03

Parametrix

Estimate		Total Hours	PMX Labor							
			Project Manager	Senior Engineer	Engineer	Traffic Engineer	RL	Survey Crew Chief	Technician	Admin
1.0 General Provisions										
1.1 Project Meetings										
Project Meetings and Agendas (2 Meetings)		12								
Meeting Summaries (2)		4								
1.2 Project Administration										
Project Administration		12								
Meeting Invitations and Status Report (4 monthly)		14								
	Subtotal General Provisions	42								
2.0 Public Involvement (Not Included)										
	Subtotal Public Involvement (NOT INCLUDED)	0								
3.0 Landowner Surveying & Mapping (Amended)										
Landowner Surveys										
Supplemental Surveys		12								
Landmate Surveying & DTM		6								
3.2 Proposed Right-of-Way										
Revise Ownership Map and Total		4								
	Subtotal Location Surveying & Mapping (Amended)	24								
4.0 Environmental (Not Included)										
	Subtotal Environmental (Not Included)	0								
5.0 50% Design (Amended)										
50% Public Infrastructure (Irrigation Design)										
Correspondence and/or Site Visit with Irrigation District(s)		8								
Review Stormwater and Irrigation Facilities		20								
5.2 50% Design (Roadbed)										
50% Design (roadway, intersection, signal, grading, lighting, interconnect, landscaping, removals, utilities, signage, pavement markings, pad facilities)		64								
50% Right-of-Way		25								
	Subtotal 50% Design (Amended)	118								
6.0 Right-of-Way Plans (Not Included)										
	Subtotal Right-of-Way Plans (Amended)	0								

Ada County Highway District
State Street & Pierce Park Lane Intersection
South Leg Design Modifications
ACHD Project No. 317044 ACHD GIS No. IN210-03

Parametrix
August 5, 2014



**State Street & Pierce Park Lane Intersection
South Leg Design Modifications
ACHD Project No. 317044 ACHD GIS No. IN210-03**

Parametrix

Estimate		Total Hours	PMX Labor							
			Project Manager	Senior Engineer	Engineer	Traffic Engineer	PLS	Survey Crew (200)	Intern/Trainee	Admin
7.0	95% Design									
7.1	95% Design Revisions									
	Roadway and Intersection Modeling	40								
	Revise Traffic Signal and Interconnect Systems	16								
	Revise the Illumination Design	2								
	Revise Lighting Calculations and Contours	4								
	Revise the Concrete Intersection Design, Grading, Layout, and Details	4								
	Develop the Revised Signing and Striping Design	12								
	Revise Infrastructure design along Plantation Country Club	74								
	Add ACHD In Contracting inagon Districts	2								
	Revise Previously Designed Stormwater Systems	24								
	Amend Preliminary Complied Construction Staging Design	2								
	Analyze Additional Utility Impacts	2								
	Revise SWPPP Narrative to Include Revised Improvements	1								
	Revise Drainage/Infiltration Report	14								
7.2	95% Design Package Revision (12 Plan Sheets)									
	Revised Title sheet (1 Sheet)	4								
	Revised Typical Sections (1 Sheet)	6								
	Revised Roadway Plan and Profile Sheets (4 Sheets)	24								
	Revised Drainage Plan and Profile Sheets (Included on Roadway Sheets)	24								
	Revised Intersection Grading Details (1 Sheet)	7								
	Revised Roadway Details (1 Sheet)	7								
	Revised Concrete Pavement and Jointing Plans and Details (1 Sheets)	14								
	Revised Drainage Details (3 Sheets)	42								
	Revised Traffic Signal Plans and Details (4 Sheets)	36								
	Revised Interconnect and Lighting Plans and Details (2 Sheets)	14								
	Revised Signing and Pavement Marking Plans (3 Sheets)	18								
	Revised Landscaping and Irrigation Plans and Details (4 Sheets)	28								
	Revised Construction Staging Plans (4 Sheets)	7								
	Revised Assured Construction Signing Sheet (1 Sheet)	4								
	Stormwater Pollution Prevention Plans (Included on roadway plan)	3								

Ada County Highway District
State Street and Pierce Park Lane Intersection
South Leg Design Modifications
ACHD Project No. 317044 / ACHD GIS No. IN210-03

Parametrix
August 9, 2024



State Street & Pierce Park Lane Intersection
South Leg Design Modifications
ACHD Project No. 317044 ACHD GIS No. IN210-03

Parametrix

Estimate		Total Hours	PMX Labor							
			Project Manager	Senior Engineer	Engineer	Traffic Engineer	PLS	Survey Crew Chief	Technician	Admin
7.3	Specifications									
	Review the Previously Completed Special Provisions	14								
7.4	Engineer's Estimate									
	Prepare an Engineer's Estimate, Submit w/ 95% Revised Final Design Submittal	12								
7.5	95% Revised Final Design Submittal									
	QA/QC and Revisions (88 sheets)	20								
	95% Revised Final Design Submittal	12								
	Subtotal 95% Design	561								
8.0	99% Design and Submittal									
	99% Design CAD File Revisions	40								
	99% Design Plan Sheets Updates	100								
	Special Provisions, Signed and Sealed by a Professional engineer	3								
	99% Cost Estimate Entered into B2W per ACHD User Guide	5								
	All Native Files including CAD (insert and bind all xrefs into one CAD file)	4								
	QA/QC and Revisions	32								
	99% Revised Final Design Submittal	12								
	Subtotal 99% Design and Submittal	199								
9.0	100% Bid Documents (Not Included)									
	Subtotal 100% Bid Documents (Not Included)	0								
10.0	Construction Engineering (Not Included)									
	Subtotal Construction Engineering (Not Included)	0								
11.0	Additional Services / Contingency (Amended)									
	Additional Services / Contingency	0								
	Subtotal Additional Services / Contingency (Amended)	0								
	PROJECT TOTAL:	944								

Ada County Highway District
State Street and Pierce Park Lane intersection
South Leg Design Modifications
ACHD Project No. 317044 / ACHD GIS No. IN210-03

Parametrix
August 6, 2015