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**Teton County Engineer**  
**MEMO**

150 Courthouse Drive  
Driggs, Idaho 83422

May 6, 2013

TO: Teton County Planning Department  
FROM: Jay T. Mazalewski, PE  
SUBJECT: River Rim Division II – Plat & Plan Amendments

The following are my comments from reviewing the River Rim Division II Master Plan Amendment and Plat documents dated April 15, 2013, as request by the Teton County Planning Department. This review will be broken into three parts, addressing the Development Agreement, Master Plan changes and addressing the Final Plat changes. These comments should be automatically carried over for the final review.

*7-9-2013 Comments in Red*

*9-10-2013 Comments in Blue (based on documents dated 8/26/2013)*

**DEVELOPMENT AGREEMENT:**

1. (2-B, 2-C) Although the proposed language states no building permits shall be issued, I believe the current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the utilities are completed and the road is brought up to county standards.

*Addressed, see May 28, 2013 letter from the applicant.*

2. (2-D) What happens if the added lots in Block 6 are sold and then golf course is constructed?

*Need more information on the plat, not clear on how the applicant plans on resolving this issue.*

*Addressed*

3. (2-E1)

- a. A designated pathway for the public should be included on the West Loop Road as this was required for relocation of N9400W.

*The typical detail does not show how this is configured. Is this a separated pathway? Can snowmobile use this pathway?*

- b. Change the wording from “shall” to “may” be vacated. Please note that only the Board of County Commissioners may vacate a right-of-way.

*Addressed, see May 28, 2013 letter from the applicant.*

*Comments no longer relevant as applicant will construct N9400W. Please note that as part of this application the applicant has requested to reduce the quality of road from paved to gravel and has eliminate the separated paved pathway along N9400W.*

4. (2-E2, E3)

- a. Please note that these roads must be designed and constructed to handle the anticipated traffic loads at full build out, including agricultural and truck traffic.

*No formal design was submitted with calculations. Estimate average daily traffic at full build out is 10.10 trips for single family residence. This should be the design traffic for the roads.*

*Addressed, preliminary design of 9400 was submitted.*

- b. The current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the road is brought up to county standards.  
*Addressed, see May 28, 2013 letter from the applicant.*  
The revised road improvement completion date of 2016 is unacceptable. The current road is in poor shape. This road must be completed to a gravel surface by the 12/31/2014 as agreed upon in the revised 2011 Development agreement.  
*Addressed, see May 28, 2013 letter from the applicant.*
5. (2-E4) The current county policy requires the infrastructure to be completed prior to the sale of lots. These lots shall not be available for sale until the road is brought up to county standards.  
*Addressed, see May 28, 2013 letter from the applicant.*
6. (2-E5) Please clarify the commercial use trigger. Will the turning lanes be constructed if any of the commercial uses identified in J are initiated?  
*Per the proposed development agreement the construction of any of the commercial uses would trigger the construction of the turning lanes. This differs from the May 28 letter from the applicant, please clarify.*  
*Addressed*
7. (2-G) A letter of approval regarding this proposal from Department of Environmental Quality and Eastern Idaho Public Health must be provided by the applicant.  
*Addressed, see 7/8/2013 email from DEQ (Willie Teuscher)*
8. (2-H)
- a. Please add that the Owner will provide documentation from an Idaho Registered Engineer certifying the improvements have been completed as designed.  
Not addressed.  
*May 28, 2013 letter from the applicant stated it was addressed, could not locate the change.*
9. (9) A one year warranty period will begin once the entire infrastructure for each phase is complete. This is per the 2011 revised development agreement and should remain.  
*Not addressed.*  
*Addressed*
- (10) No building or occupancy permit shall be issued prior to the completion of the infrastructure for that phase.  
*Addressed, see May 28, 2013 letter from the applicant.*
10. (11-B) Is the applicant constructing the public trail and snowmobile trail? If this is to be a public trail access point, a parking area should be constructed.  
*See May 28, 2013 letter from the applicant. Will snowmobiles be allowed on the pathway during the winter month or is it the applicant's intention for snowmobilers to use the undeveloped right-of-way. If the latter is the case, a parking area should be constructed at the intersection of River Rim Ranch Rd. and West Rim Place.*  
*Addressed, applicant will build N9400W and provide additional ROW along N9400W. Please note the applicant has removed the paved pathway, adjacent to N9400W, from the application.*
11. (17) The required should be 125% of the engineers estimate, per the 2011 revised development agreement.  
*Not addressed, see May 28, 2013 letter from the applicant. Based on the past history of this development and the extended development timeline, I recommend a 25% contingency.*  
*Addressed*
12. (Exhibit A) Please label Exhibit A  
*Addressed*

13. (Exhibit B)

- a. Please show the work to be performed on the constructions plans. I cannot verify the quantities estimated or scope of work shown in the cost estimates.

*I did not review the updated estimate.*

*The preliminary estimate appears adequate. An updated estimate based on the final construction plans for N9400W will be required before recordation.*

- b. The cost estimates must be signed and stamped by an Idaho Professional Engineer.

*Addressed, see May 28, 2013 letter from the applicant.*

- c. The contingency amount should be 25%.

*Not addressed, see May 28, 2013 letter from the applicant. Based on the past history of this development and the extended development timeline, I recommend a 25% contingency.*

*Addressed*

- d. Are the street and regulatory signs currently installed? If not, the costs for signage must be included in the estimate.

*I did not review the updated estimate.*

*Addressed*

14. (Exhibit C) Additional Notes

- a. (1) The improvements to the South Connector Road and N9400W should be completed by 12/31/2014 as agreed to in the 2011 revised development agreement.

*Addressed*

- b. (2) The proposed phasing of the sewer treatment system must be approved by DEQ prior to approval of this amendment.

*Addressed, see 7/8/2013 email from DEQ (Willie Teuscher)*

MASTER PLAN AMENDMENT:

1. Master Plan Amendment (dated 4-1-2013):

- a. Phase I: The Master Plan road alignments do not match the proposed construction plans.

*Addressed*

- b. Phase II-V: No preliminary construction plans are provided for the reconfigured roads and infrastructure. Preliminary construction plans are required to determine the feasibility and impacts of the proposal.

*Addressed, see plan comments below:*

*Please identify the design speeds on all plans. Speeds appear to vary between 20 mph and 35 mph.*

*R8.1: Curve radius is 200-feet, county minimum standard is 250-feet. Please revise.*

*R10.1: Curve radius is 150-feet, county minimum standard is 250-feet. Please revise.*

*R12.3: Curve radius is 100-feet, county minimum standard is 250-feet. Please revise.*

*Addressed*

- c. Phase VI:

- i. According to the Board of Professional Engineers and Land Surveyors and the Idaho Code, all engineering brought before a decision making body for a public entity (i.e. Board of County Commissioners) needs to stamped and signed (54-1215).

*Addressed, see May 28, 2013 letter from the applicant. All plans should be marked as proposed by the applicant.*

- ii. Idaho Transportation Department approval is needed for the new proposed access from Highway 33 (secondary access road) prior to approval of this amendment.  
*Not addressed*  
*Access application was submitted by the applicant, no response from ITD as of 9/10/2013 was received by the County.*
- iii. Final construction plans will be required with the submission of a final plat. These improvement plans were reviewed to determine the general conformance with Teton County standards and the constructability of the project.  
*Addressed*
- iv. No utility (electric/telephone/water/sewer) easements or locations are shown on the plans. How will utilities serve these lots?  
*Addressed, see May 28, 2013 letter from the applicant.*
- v. Please provide a statement from the engineer regarding the proposed storm water drainage system.  
*Not addressed. This should be a separated stamped letter. Post runoff rates should match pre runoff rates.*  
*Addressed*
- vi. The drainage swales and culverts will need to be sized to handle the 10-yr storm event. It appears additional culverts will be required. This can be accommodated with the final plat & construction plans.  
*Addressed*
- vii. Please identify the design speed on the plans. Based on the vertical curve values it appears the design speed is 30 mph.  
*Not addressed, design speeds need to be shown on the plans to ensure conformance with county standards.*  
*Addressed*
- viii. The maximum allowable slope is 10%. Please revise the vertical grade on on sheet R4.1 to meet this standard.  
*Addressed*
- ix. The minimum horizontal curve radius for Teton County is 250-feet. Please revise the curve on sheet R4.1 to meet this standard.  
*Addressed*
- x. The proposed grading at the intersection of the Secondary Access Road and State Highway 33 appears to go beyond the applicant's property.  
*Addressed*

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

- 1. According to the Board of Professional Engineers and Land Surveyors and the Idaho Code, all engineering brought before a decision making body for a public entity (i.e. Board of County Commissioners) needs to stamped and signed (54-1215).  
*Addressed, see May 28, 2013 letter from the applicant. All plans should be marked as proposed by the applicant*
- 2. No utility plans were submitted showing how the new lots will be serviced.
- 3. The final plat road alignments do not match the proposed construction plans.  
*Addressed*
- 4. Please label the contour elevations.  
*Addressed*
- 5. Please provide a legend.

*Addressed*

6. Please identify the design speed on the plans.

*Not addressed, please show on plans.*

7. Please provide details of the proposed gravel road sections including the public portion of West Rim Place. These sections must be engineered to handle the anticipated traffic loads.

*Not addressed. Only a typical pavement cross section is proposed.*

*Addressed*

8. Can the road alignments and intersections with Teton Rim Parkway and West Rim Place accommodate the turning movements of large farm equipment and larger semitrailer combination trucks?

*Addressed, see May 28, 2013 letter from the applicant.*

9. The minimum horizontal curve radius for Teton County is 250-feet. Please revise the curve on sheet R3.1 to meet this standard.

*Addressed*

10. A culvert should be installed at the intersection of West Rim Ranch Road and N9400W.

*Addressed*

11. Additional culverts appear necessary at West Rim Place near Sta: 3+49, Sta 2+50, 4+75.

*Addressed*

***Additional comments as of 9/10/2013:***

- 1. Concerns have been raised regarding the viability of the relocated N9400W, specifically during the winter snow and spring runoff through the Milk Creek Canyon section. I recommend that the road through River Rim (South Connector Rd, west side of West Rim Loop Rd) remain a dedicated public right-of-way and may serve as a seasonal access for the public in the event that N9400W is not passable. This will provide an alternate route for the properties to the south and west of River Rim.*
- 2. The north section of N9400W (between Hwy 33 & River Rim Ranch Rd) should be built to the minor collector standard. This section of the county road will experience greater traffic loading from the River Rim subdivision.*
- 3. The north section of N9400W (between Hwy 33 & River Rim Ranch Rd) should be paved at the same time the West Rim Loop road is paved.*
- 4. An updated phasing plan is needed to go along with the phasing table. Please include all road names on the phasing plan.*

If you have any questions, please call.

Thank you,  
Jay T. Mazalewski, PE  
Teton County Engineer