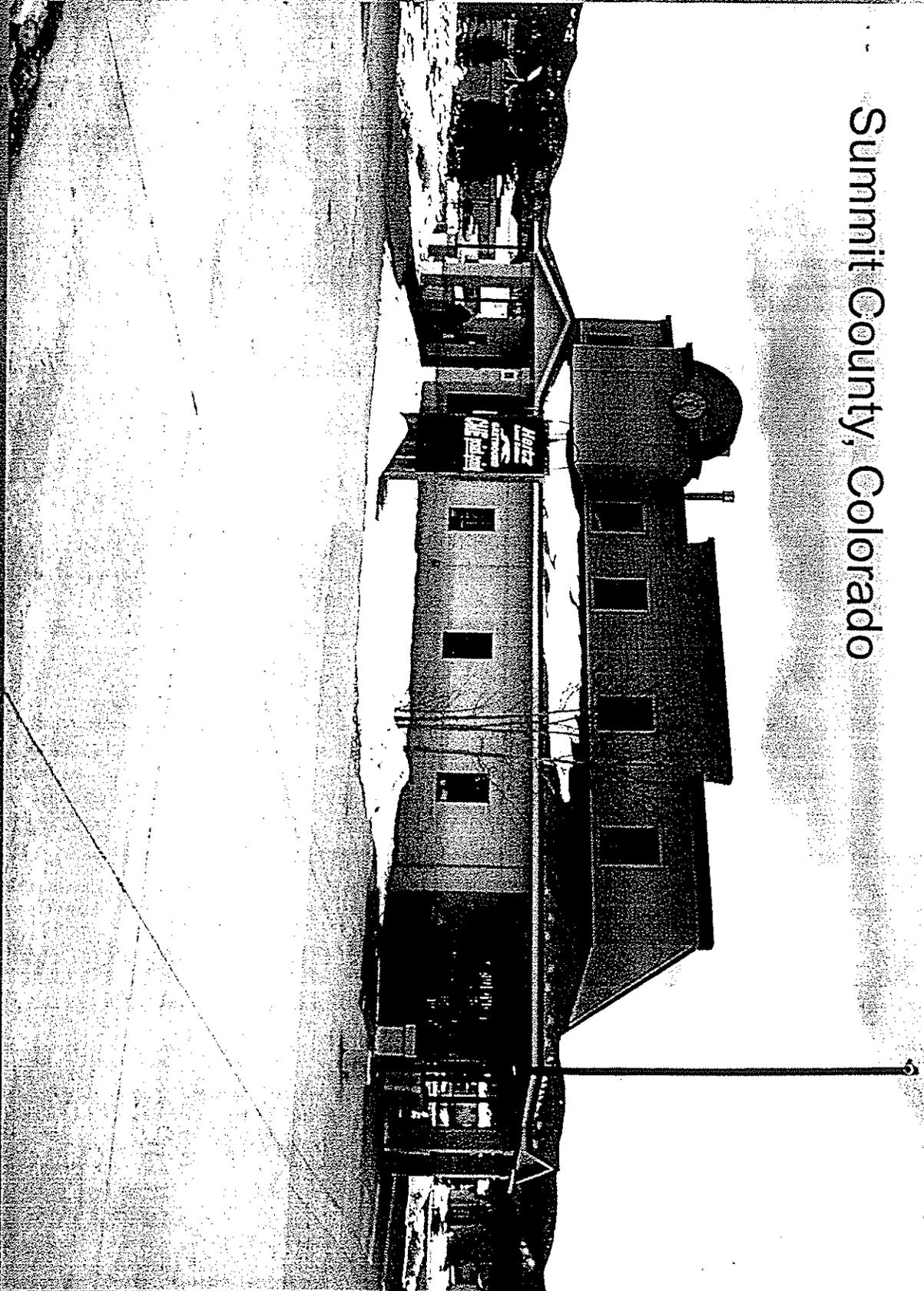


Summit County, Colorado



Jackson, California



Optimal Ketchum Transit Plaza Program

Program Element	Existing		Future	
<u>Bus Bays</u>				
Ketchum-Sun Valley Routes	3	Buses	4	Buses
Valley Route	2	Buses	2	Buses
Total	5	Buses	6	Buses
<u>Other Vehicle Area Needed</u>				
Taxi, Shuttle, or Vanpool Vehicle	2	Vehicles	3	Vehicles
Transit Operational Vehicle Parking	1	Vehicles	1	Vehicles
Total	3	Vehicles	4	Vehicles
Daily Passengers Boarding at DTC	314	Persons	380	Persons
Peak-Hour Passengers Boarding at DTC	38	Persons	46	Persons
Passenger Waiting Area	575	Sq. Feet	675	Sq. Feet
Restrooms (2)	300	Sq. Feet	300	Sq. Feet
Building Area	875	Sq. Feet	975	Sq. Feet
Bicycle Parking	200	Sq. Feet	300	Sq. Feet
Public Art Space	250	Sq. Feet	250	Sq. Feet
Information Kiosks	50	Sq. Feet	50	Sq. Feet
Total Amenity Area Program	1,375	Sq. Feet	1,575	Sq. Feet

11 / Criteria for A Transit Plaza Site

The Transit Routes

• Minimum Convenient Walking Distance of Transit
• Trip Destinations

• Community/Neighborhood Compatibility

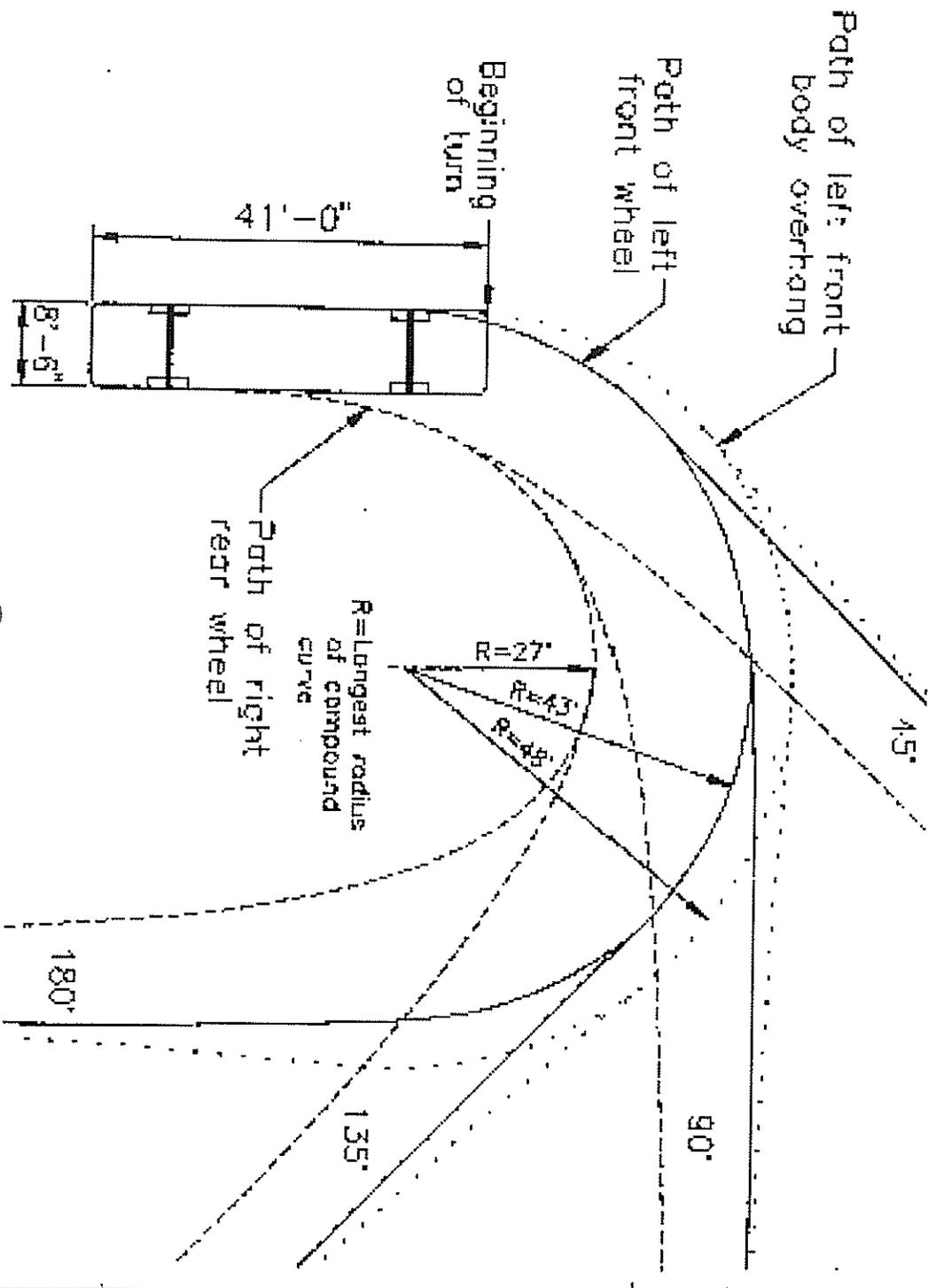
• Adequate Space to Accommodate the Program

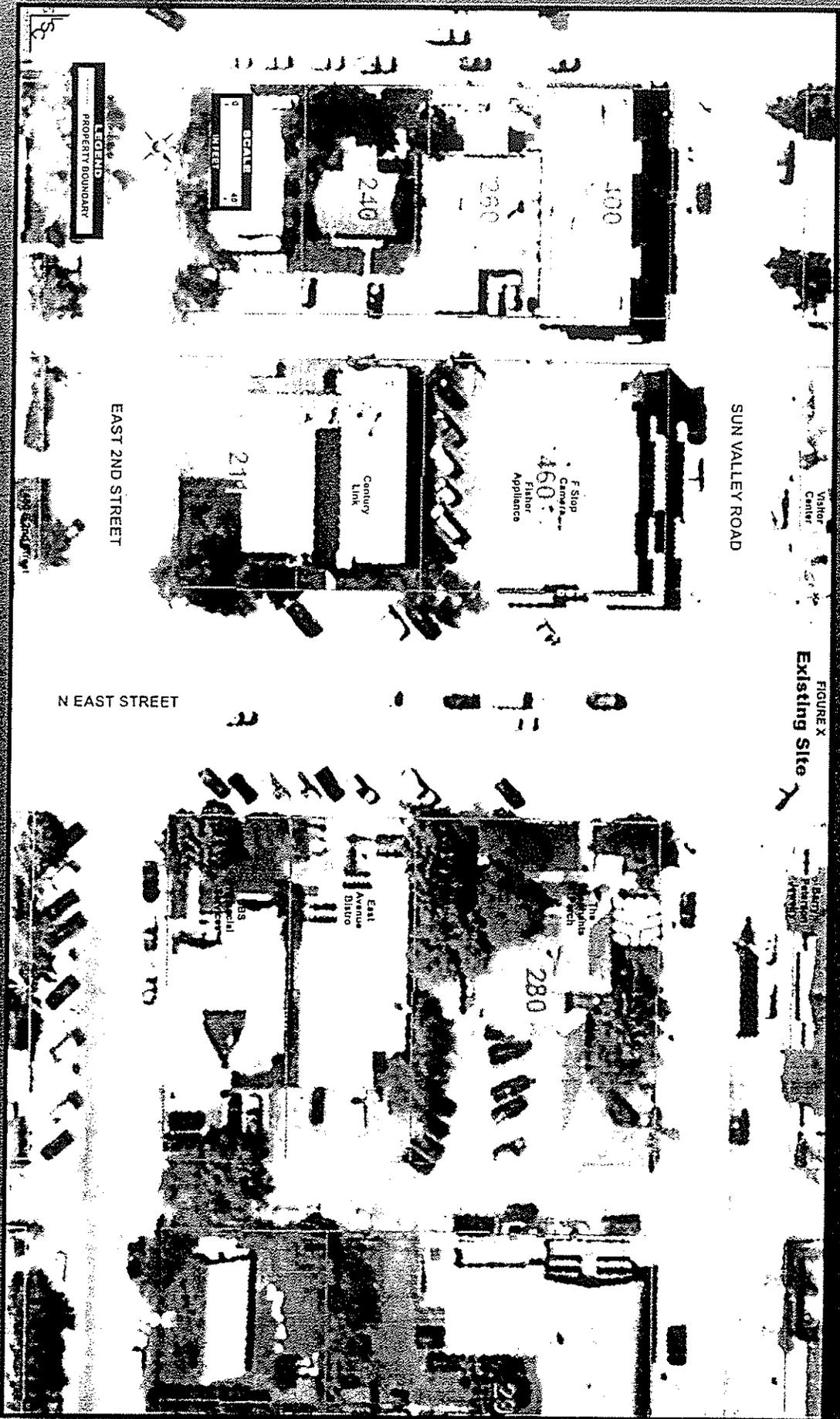
• Adequate Access for Transit Vehicles

• Impacts (Parking, Traffic, Noise, Etc.)

• Cost

Space Required by a 40' Transit Bus





SUN VALLEY ROAD

EAST 2ND STREET

N EAST STREET

LEGEND
PROPERTY BOUNDARY

SCALE
40
METERS

400

260

214

F Shop
General
Fashor
Appliance

Century
Link

280

East
Avenue
Drive

The Heights
with

354

BAND
CENTER

229

FIGURE X
Existing Site

Visitor Center

Alternative 1: 2-Way Bus Lane

Barry Peterson Jewelry

FIGURE 2

SUN VALLEY ROAD

EAST 2ND STREET

480 E 2nd Street

N EAST STREET

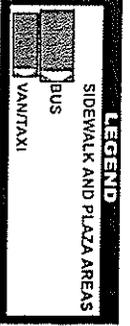
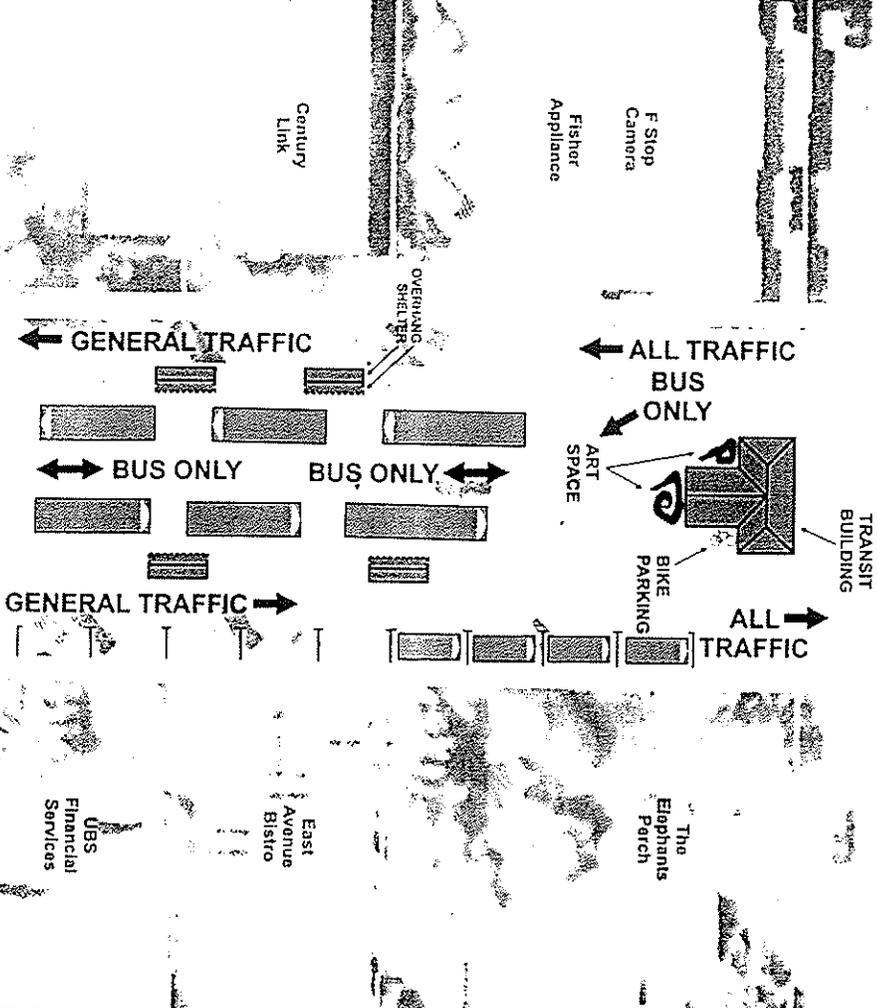


FIGURE 3
Alternative 2: "Baseball Bat"

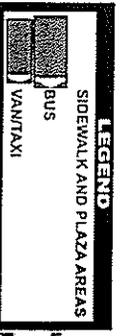
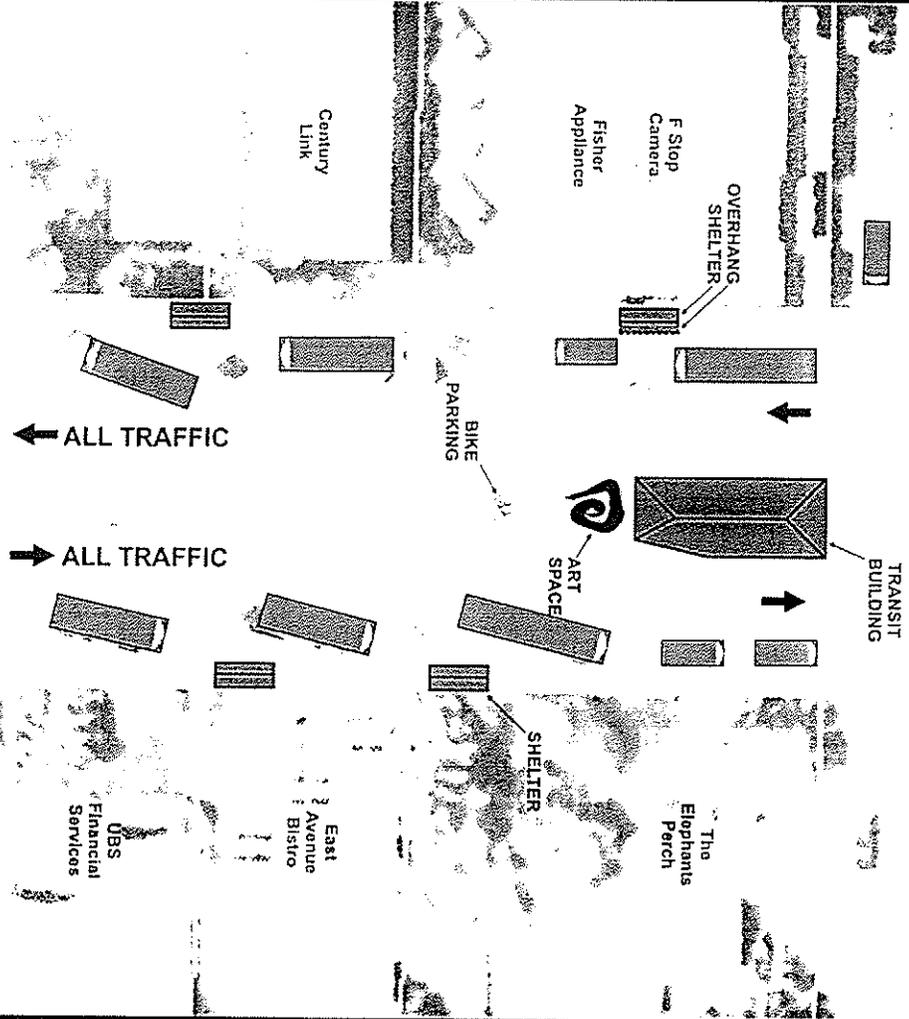
Visitor Center

Barry Peterson Jewelry

SUN VALLEY ROAD

EAST 2ND STREET

N EAST STREET



480 E 2nd Street

Visitor Center

Alternative 3: "Tear Drop"

Bury Paterson Jewelry

SUN VALLEY ROAD

F Stop Camera

Fisher Appliance

Century Link

SHELTER OVERHANG

BUS ONLY

ART SPACE

TRANSIT BUILDING

BIKE PARKING

The Elephants Perch

SHELTER

East Avenue Bistro

UBS Financial Services

EAST 2ND STREET

EAST STREET

SCALE 0 40' IN FEET

LEGEND

SIDEWALK AND PLAZA AREAS

BUS

VAN/TAXI

480 E 2nd Street



Visitor Center

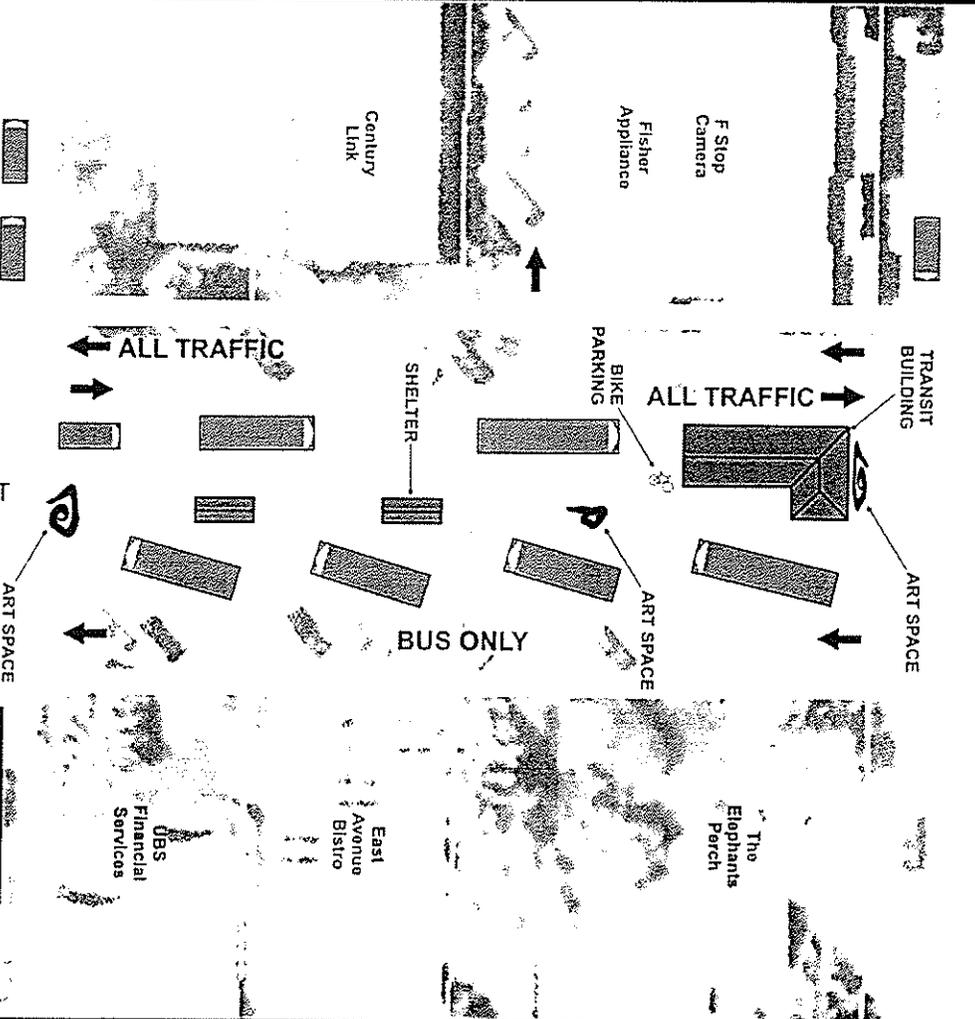
FIGURE 5
Alternative 4: "Key"

Barry Peterson Jewelry

SUN VALLEY ROAD

EAST 2ND STREET

480 E 2nd Street



SCALE
0 40'
IN FEET



LEGEND

SIDEWALK AND PLAZA AREAS

- BUS
- VAN/TAXI

© 2008

TABLE A: Impact on Downtown Ketchum Parking

	Alternative			
	1	2	3	4
Parking on East Avenue Between 2nd and Sun Valley Road				
Existing Spaces	42	42	42	42
Existing Spaces Retained	9	3	0	1
New Spaces Along N. Side of 2nd St.	0	0	4	0
Net Change on East Avenue	-33	-39	-38	-41
Spaces Gained at Existing Bus Stops				
Well Fargo	4	4	4	4
Sturtevant	6	6	6	6
Visitors Center	2	2	2	2
Elephants Perch	2	2	2	2
Spruce	1	1	1	1
Bank of America	1	1	1	1
Total	16	16	16	16
Net Change in Downtown Parking Spaces	-17	-23	-22	-25
Spaces That Can Be Converted From 2 Hour to 30 Minute Parking				
In Transit Plaza	9	3	0	1
In Alley Behind Elephants Perch	7	7	7	7
Total	16	10	7	8
Impact on Parking Availability for Shoppers (1)	48	30	21	24
Overall Impact on Parking Availability for Shoppers with Conversion of Spaces to 30 Minutes	31	7	-1	-1

Note 1: Conversion from 2 hour to 30 minute parking allows 3 additional shoppers to park in space per two-hour period.

Next Steps

Approval process with City

- Early 2012 - Select design/engineer firm to prepare detailed plans
- Late 2012 - Complete design and engineering
- Early 2012 - Bid construction
- Mid 2012 - Select construction firm and begin construction schedule
- September 2012 - Begin construction
- Early November 2012 - Complete construction
- November 15, 2012 - Ribbon cutting!

Questions? Comments?

Michelle Nowitz - City of Ketchum

MichelleNowitz@ketchumidaho.org

Jason Miller - Mountain Rides

Jason@mountainrides.org



REGULAR KETCHUM CITY COUNCIL MEETING
 Monday, March 19, 2012 at 5:30 p.m.
 Ketchum City Hall, Ketchum, Idaho

Present: Mayor Randy Hall
 Council President Baird Gourlay
 Councilor Charles Friedman
 Councilor Nina Jonas
 Councilor Curtis Kemp

Also Present: Ketchum City Administrator Gary Marks
 Ketchum City Attorney Stephanie Bonney
 Ketchum Community and Economic Development Director Lisa Horowitz
 Ketchum Police Chief Steve Harkins
 Recording Secretary Sunny Grant

1. The meeting was called to order by Mayor Randy Hall at 5:30pm.
2. **Communications from Mayor and Councilmembers**
 Councilor Nina Jonas congratulated the Sun Valley Film Festival on a huge success.
 Mayor Randy Hall announced that the fire department roof over the ambulances had caved in.
3. **Communications from the Public**
 David Barovetto expressed concern for the Warm Springs Ranch property. The iconic local recreational area was unsightly and deteriorating, and getting worse. CED Director Lisa Horowitz said property maintenance would be included in the Warm Springs Ranch Resort Development Agreement, before Council in April.
4. **Communications from the Press**
 There were no comments from the Press at this time

AGREEMENTS AND CONTRACTS

5. **Recommendation to approve a Wastewater Reuse Construction Services Agreement with Forsgren Associates**

Ketchum Wastewater Treatment Plant Supervisor David Taylor recommended approval of a \$94,380 contract with Forsgren Engineering for services during construction of the Wastewater Plant reuse project. Forsgren was appointed the city engineer for this project. The contract is to oversee the bidding process, construction contracts, and actual ongoing construction. The budget includes \$245,000 for the remainder of 2012 construction, and the project will continue into 2013.

Jonas asked the Wastewater Department to be aware of less water going into the river and the potential for causing problems with downstream users. Wastewater Treatment Plant Lead Operator Mick Mummert said the ditch water will stay in Trail Creek, and flow into the Big Wood.

Council President Baird Gourlay moved to approve the Wastewater Reuse Construction Services Agreement with Forsgren Associates dated February 21, 2012, in an amount not to exceed \$94,380.00, seconded by Councilor Curtis Kemp. Motion passed unanimously.

6. **Recommendation to accept donation of property/Deed of Gift to City**
 Parks and Recreation Director Jen Smith said the strip of land was in the vicinity of the "big rock" in the Big Wood River and the Northwood Hemingway Natural Area. CHN Properties LLC offered the land to the Land Trust, who offered it to Ketchum. The only cost to the City is about \$400 for \$50,000 title insurance.
 Council President Baird Gourlay moved to accept Gift Deed donation from CHN Properties LLC to the City of Ketchum for property described in Exhibit A of the Gift Deed document. Motion seconded by Councilor Nina Jonas, and passed unanimously.

7. **Recommendation to approve a Utility Box Consultation Services Contract with Mark Johnstone**
 Parks and Recreation Director Jen Smith – Council recently approved the Utility Box public arts project. The Ketchum Arts Commission would like to contract with Johnstone, a professional public art consultant. The fee is

nominal, and should be funded by a grant from the Idaho Council on the Arts. Ketchum will apply for \$1,000 in grant funds to be paid to Johnstone; or ICA needs to contract directly with Johnstone.

Councilor Curtis Kemp moved to approve the Utility Box Consultation Services Contract with Mark Johnstone, in an amount not to exceed \$1,000, contingent upon verification that the funds come from ICA directly to Ketchum. Motion seconded by Councilor Nina Jonas, and passed unanimously.

Council approved the inclusion of Ketchum's two utility boxes in Town Plaza for the Utility Box project.

8. Recommendation to approve a Road Maintenance Memorandum of Understanding with Blaine County Ketchum Street Superintendent Brian Christiansen – The City of Ketchum and Blaine County Road and Bridge have worked together for many years. This MOU formalizes the trade, hour for hour, of Blaine County chip sealing for Ketchum, and Ketchum sweeping for Blaine County.

Microsealing costs three to four times chip sealing, and takes hours to dry, but the Street Department is going to try microsealing a few downtown streets this year.

The Street Department is under budget on snowplowing, and can use some of that money for chip sealing.

Councilor Curtis Kemp moved to approve the Cooperative Road Maintenance Memorandum of Understanding with Blaine County, seconded by Councilor Nina Jonas. Motion passed unanimously.

9. Recommendation to approve a Chip Sealing Bid with Idaho Asphalt Supply, Inc.

Councilor Curtis Kemp moved to approve the Bid with Idaho Asphalt Supply, Inc. for chip seal projects in the amount of \$538.30. Motion seconded by Councilor Charles Friedman, and passed unanimously.

Mayor Randy Hall said the north end of the road between Hospital Way and Highway 75 was crumbling. Christiansen will talk to the County Road and Bridge Superintendent.

10. Ordinance Number 1092: An ordinance in accordance with Idaho Code 50-328, 50-329 and 50-329A granting a franchise to Idaho Power Company, a corporation, its successors and assigns, to construct, maintain and operate in and upon the present and future streets, highways and other public places within the corporate limits of the City of Ketchum, Idaho, electric utility property and facilities for supplying electricity and electric service to the City, the inhabitants thereof, and others for a term of ten years, including the nonexclusive right to physically locate and maintain telephone, cable, fiber optics or other communications facilities; setting forth an agreement not to compete, reserving power of eminent domain; providing for the payment of franchise fees; and specifying other limitations, terms and conditions governing the exercise of said franchise.

Council approved an extension of the Idaho Power franchise agreement when it expired in February. The extension expires on April 7. Ketchum and Idaho Power are working on "green" language related to compliance with current or potential green city ordinances. The agreement complies with City ordinances relating to alternative energy.

Idaho Power Community Relations Representative Dan Olmstead said this agreement is a simplified version of the current extended 10-year agreement. Idaho Power plans to have a pre-construction meeting with Ketchum every April, to outline upcoming Idaho Power projects and also any projects that might impact Idaho Power. Franchise ordinances can be tweaked during the ordinance hearing period, but only to be more beneficial to the city.

A 3% franchise fee of all power sold in the city limits (about \$180,000) is a dedicated revenue fund for undergrounding power lines. Sun Valley Warm Springs lifts are outside the city limits; River Run was annexed and should be included in the city limits. Olmstead will check on where the River Run meter is located.

Individuals can install a net meter which allows them to use their own alternative energy production. They can use electricity from Idaho Power when needed, and sell surplus energy to Idaho Power up to a maximum of 3KW. Idaho Power is required by federal law to purchase power generated from alternative sources at a rate set by the Idaho Public Utilities Commission.

Council President Baird Gourlay moved to acknowledge the first reading of Ordinance Number 1092, an ordinance in accordance with Idaho Code 50-328, 50-329 and 50-329A granting a franchise to Idaho Power Company, a corporation, its successors and assigns, to construct, maintain and operate in and upon the present and future streets, highways and other public places within the corporate limits of the City of Ketchum, Idaho, electric utility property and facilities for supplying electricity and electric services to the City, the inhabitants thereof, and others for a term of ten years, including the nonexclusive right to physically locate and maintain telephone, cable, fiber optics or other communications facilities; setting forth an agreement not to compete, reserving power of eminent domain; providing for the payment of franchise fees; and specifying other limitations, terms and conditions governing the exercise of said franchise. Motion seconded by Councilor Curtis Kemp. Roll call: Council President Baird Gourlay yes, Councilor Curtis Kemp yes, Councilor Nina Jonas yes, Councilor Charles Friedman yes. Motion passed unanimously.

Public Hearing

11. Ordinance 1096: An ordinance of the City of Ketchum, Idaho amending the City of Ketchum Municipal Code, Title 15, by adding a new chapter: Green Building Codes, and adopting the 2008 Edition of the National Green Building Codes (NGBC), International Code Council (ICC) 700-208 with amendments; providing for enforcement and penalties; providing for appeals; providing a savings and severability clause; providing a codification clause; providing a repealer clause; providing for publication by summary; and providing for an effective date.

*Also Present: Ketchum Building Official "Suds" Knehans
Ketchum P&Z Commissioner Mike Doty*

Ketchum Associate Planner Rebecca Bundy said sustainable building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life cycle. Sustainable building produces a better return on investment with increased value and decreased operating costs. Ketchum's Green Building Code is based on the 2006 International Energy Conservation Code.

The Sustainability team and Ketchum staff held public workshops last summer. They presented at the Wood River Valley Sustainable Expo, and to the Ketchum P&Z Commission. The team tried very hard to respond to concerns heard at the County's and Hailey's Green Building Code hearings to keep costs down, provide options to third party verifiers, and keep the Code flexible.

The cost to certify a green building averages between 1% and 5%, but should cost less by using City Verification and City Certification. The cost to meet green building standards on custom-built homes in the Ketchum area is negligible once the contractor team understands how to do the certification checklist.

If the applicant wants national certification, the team proposes Leadership in Energy and Environmental Design (LEED) silver certification, or National Association of Homebuilders National Green Building Standard (NGBS) certification. The Ordinance applies to residential new construction or additions. At this time, the team does not recommend requiring compliance for remodels or renovations. The Idaho Supreme Court has taken a conservative stance on what can be required of existing buildings. Renovations do have to submit a certification checklist.

Prescriptive verification: The builder submits a checklist to the City showing compliance with their chosen level of certification. The City Building and Planning departments verify all items during regular inspections.

Performance verification: The builder hires a HERS or other rater to test compliance.

Ketchum is beginning to regulate exterior energy consumption with measures that should reduce exterior energy consumption by 25-30%. All exterior energy is governed by Ketchum's Exterior Energy Mitigation section.

Commercial certification is more complicated and staff is working on that for the future. Commercial has potential for much greater energy savings.

Ketchum Building Official "Suds" Knehans said local builders were building quality already. He didn't expect any problem meeting the standards. Team member Mike Doty is building a house that, without doing anything different, qualified for gold NGBS standard in all categories but two. There's a status with building to a higher level.

PUBLIC COMMENT:

Mickey Garcia asked if indoor air quality was a factor. The Uniform Building Code is getting greener, so why does Ketchum need a Green Building Code.

Bundy said the ordinance gives points for heat/ventilation systems that do so many air changes per hour and for using products that don't off-gas. The International Building Code is no greener than before. The International Energy Conservation Code has gotten a lot more stringent. The 2012 Code will be even more stringent, and will likely be adopted in 2013.

Councilor Curtis Kemp moved, pursuant to Idaho Code 50-902, to acknowledge the first reading of Ordinance 1096, amending Title 15 Ketchum Municipal Code, Buildings and Construction, by addition of a new chapter: Green Building Codes, and scheduling a second reading for April 2, 2012. Councilor Nina Jonas seconded the motion, and it passed unanimously.

Communication from Community and Economic Development Department

12. Recommendation to designate General Fund contingency funds to a joint Transit Center Project with Mountain Rides Transportation Authority

Mountain Rides Executive Director Jason Miller – LSC Transportation Consultants presented the concept of a transit center hub at a recent public workshop. Multiple bus routes would converge in a coordinated way in at the hub, which would have dedicated bus turnouts and bus shelters. Ketchum's Comprehensive Plan, Downtown Master Plan, Mountain Rides plan, and the Regional Mobility Plan are all supportive of a central transit hub. Public concern was mainly regarding parking. There will be another public workshop in April.

A central hub makes it easy for people to find buses; and provides better visibility of the transportation system.

The proposed location is an in-street facility on East Avenue between Sun Valley Road and Second Street. Buses will touch and go. Mountain Rides secured \$200,000 in federal grant funds for the project, which should buy the streetscape. Mountain Rides has applied for another grant that would pay for a transit building, visible from Sun Valley Road with adjoining art space and bike racks, etc.

The \$200,000 federal grant requires \$50,000 matching funds. Mountain Rides is asking Ketchum to split that with the URA. Ketchum contributes a lot of money to Mountain Rides. A better infrastructure would support transportation and Ketchum's current contribution. Construction is proposed to start this summer and be open by ski season. The building will go before Planning and Zoning; the right-of-way streetscape is the Council's purview.

City Administrator Gary Marks said the URA couldn't make a financial commitment until the second real estate tax increment came in late July. Mayor Hall said the City had to consider doing the project in phases, starting with the most important streetscape.

Jonas would like to see a traffic and circulation analysis on behalf of Ketchum. Increased pedestrian circulation throughout the entire Commercial Core would increase the town's vitality.

Councilor Charles Friedman said he considered Mountain Rides the City's transportation authority.

Councilor Curtis Kemp would like to see a city "jitney" circulator system addressed as well. Sun Valley Company brings a large number of guests to the area, most of whom come into Ketchum from the south and turn east on Sun Valley. They drive right past the transit hub building and can't miss its location. The transit hub will displace some parking onto nearby streets that should get curb, gutter and sidewalk as soon as possible.

A majority of Council supported the \$50,000 match funds to Mountain Rides, if appropriate, later in the summer after the real estate tax increment is realized.

Staff will consider having more public meetings if requested.

PUBLIC COMMENT:

Mayor Hall read a letter from Jim Kuehn. Kuehn is a proponent of the transit hub, but expressed concern about the East Avenue location. East Avenue is a busy corner, provides parking and snow storage and is close to private residences. [Parking could be relocated to] the parking lot at First and Washington.

Mickey Garcia said the transit hub made him sick because the Council was lying to the public. The project was supposed to just be starting, but Council was acting like it was a done deal.

Mayor Hall said Ketchum was considering offering matching funds to get grant funds. The Mountain Rides Board will consider the project at their meeting later this week; and then Ketchum Council will have a public hearing process over the location and use of City funds. To date, Mountain Rides has done conceptual work, but there is no entitlement. There is also a National Environmental Policy Act (NEPA) process which would lead to a categorical exclusion since it's a street right-of-way.

13. CONSENT CALENDAR

- a. Approval of minutes from the March 5, 2012 Council meeting
- b. Recommendation to approve current bills and payroll summary

Jonas made one correction to the minutes.

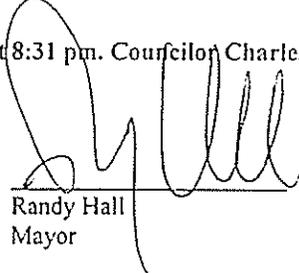
Jonas asked legal counsel to check on some R&PP payments, and a \$1,000 Special Events for Sun Valley Ski Education Foundation payment. Jonas asked if Ketchum was receiving cost-benefit to justify a \$11,000+ payment for the 2011 LOT tax audit. Mayor Hall said the main benefit was getting a better handle on compliance, but there was definitely potential revenue to offset the cost of the audit.

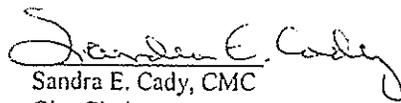
Council President Baird Gourlay moved to adopt the Consent Calendar for March 5, 2012, seconded by Councilor Charles Friedman. Motion passed unanimously.

ADJOURNMENT

14. Council President Baird Gourlay moved to adjourn at 8:31 pm. Councilor Charles Friedman seconded the motion, and it passed unanimously.

ATTEST:


Randy Hall
Mayor


Sandra E. Cady, CMC
City Clerk

Proposed Ketchum Transportation Center Frequently Asked Questions

Q. Why does the city need a transportation center?

A. A transportation center is a key piece of public infrastructure for a resort community. Visitors come to Ketchum because of its small-town, friendly feel, yet they also expect modern amenities. Convenient public transportation is a necessity today, especially in ski areas where cold, snowy winter days are a given. Visitors want a central bus stop that is easy to find, simple to use, allows convenient transfer between buses, and includes heated waiting areas and restrooms. A transportation center would provide these, where individual bus stops do not.

Jason Miller, executive director of Mountain Rides Transportation Authority, explains it this way: "The lesson we have learned from other communities is that building infrastructure like a transportation center is the best way to increase ridership. It stands to reason that people are more likely to take the bus in a snowstorm or in the rain if a covered, heated waiting area is available.

"Convenient transfer points also help. Knowing that there is a single spot in downtown Ketchum that connects you with any major destination in the valley will help make our bus system more accessible to locals and visitors alike. If people are not familiar with the area, they're much more likely to take the bus if there is a central transfer point."

At least six other ski resorts in the Rockies, including Aspen, Breckenridge and Park City, have transportation centers. A transportation center will help keep Ketchum competitive with other destinations.

Q. What are the benefits to the retail area?

- Reduces traffic congestion.
- Lessens demand on downtown parking, freeing parking spaces as people use transit.
- Offers the potential to bring up to 600 passengers a day to downtown retailers.
- Well-designed transportation center building could become an iconic downtown gathering point.

Q. How does a transportation center increase efficiency?

- Promotes connectivity – A rider can easily go anywhere in the system.
- Makes it easier for tourists and new riders to understand the transit system.
- Makes transit more visible and prominent, encouraging patronage and discouraging the overuse of single-occupancy vehicles.
- Allows more efficient use of equipment as not all buses have to serve all geographic areas.
- Make the community core more pedestrian- and shopper-friendly.
- Increases ridership by as much as 20 percent.

- Helps maximize the city's return on its investment in transportation. The city has long recognized the importance of public transit, devoting about a third of the local-option tax to Mountain Rides. Building infrastructure such as a transportation center will help maximize the city's return on its investment by increasing ridership.

Q. What is the history of the proposed transportation center?

A. After studying the successes of other mountain resort communities with transportation centers, Mountain Rides, which operates Ketchum's bus service, presented the concept to the city leadership and staff two years ago. The city's Comprehensive Plan and the downtown Master Plan also call for a transportation center.

Last summer Mountain Rides began studies of possible locations and designs, and also applied for federal funding for a transportation center. A federal grant was approved in November, 2011, and the city and Mountain Rides hired LSC Transportation Consultants of Tahoe City, Calif., for a detailed study.

Extensive public comments were made at a public workshop, a City Council meeting, a Ketchum Urban Renewal Meeting and a Mountain Rides board meeting. Mountain Rides and the city are evaluating the comments and incorporating suggestions received at these four meetings. No decisions will be made until this evaluation is completed.

Q. How will the site for a transportation center be determined?

A. As a result of the public comments received to date, the city asked Mountain Rides in April 2012 to review other sites. It will take several months to select and review additional sites in detail, as well as gather more information from other resort communities. This data will show where similar facilities are located in relationship to commercial areas and what the community experience was before, during and after the construction of a transportation center. Mountain Rides anticipates presenting this data in a series of workshops this summer, and making a recommendation to the City Council by late summer or early fall. Completion is not anticipated any earlier than the fall of 2013.

Q. What will happen next?

A. A revised timetable will be developed after all the data is available. It is unlikely that construction can start before the summer of 2013. Mountain Rides also has applied for a second federal grant for a building at the center. The grant already received would be used for items such as curb cuts, buses, lighting, signage and benches for waiting passengers.

Q. Who will pay for a transportation center?

A. Mountain Rides Transportation Authority, which operates buses in the Wood River Valley, has received a \$200,000 federal grant. The remaining cost of

approximately \$50,000 would come from the city and the Ketchum Urban Renewal Agency.

Q. How will buses interact with the transportation center?

A. Buses serving five routes now stop in the downtown area. Buses spend from 30 to 120 seconds at each stop to allow passengers to get on and off. Stops at the transportation center would be about the same length of time, as sites under consideration are in the middle of most routes.

Q. Who will make the final decision?

A. The Ketchum City Council will make the final decision after additional public workshops and community input, considering recommendations on operational issues from Mountain Rides and building design issues from the city Planning and Zoning Commission.

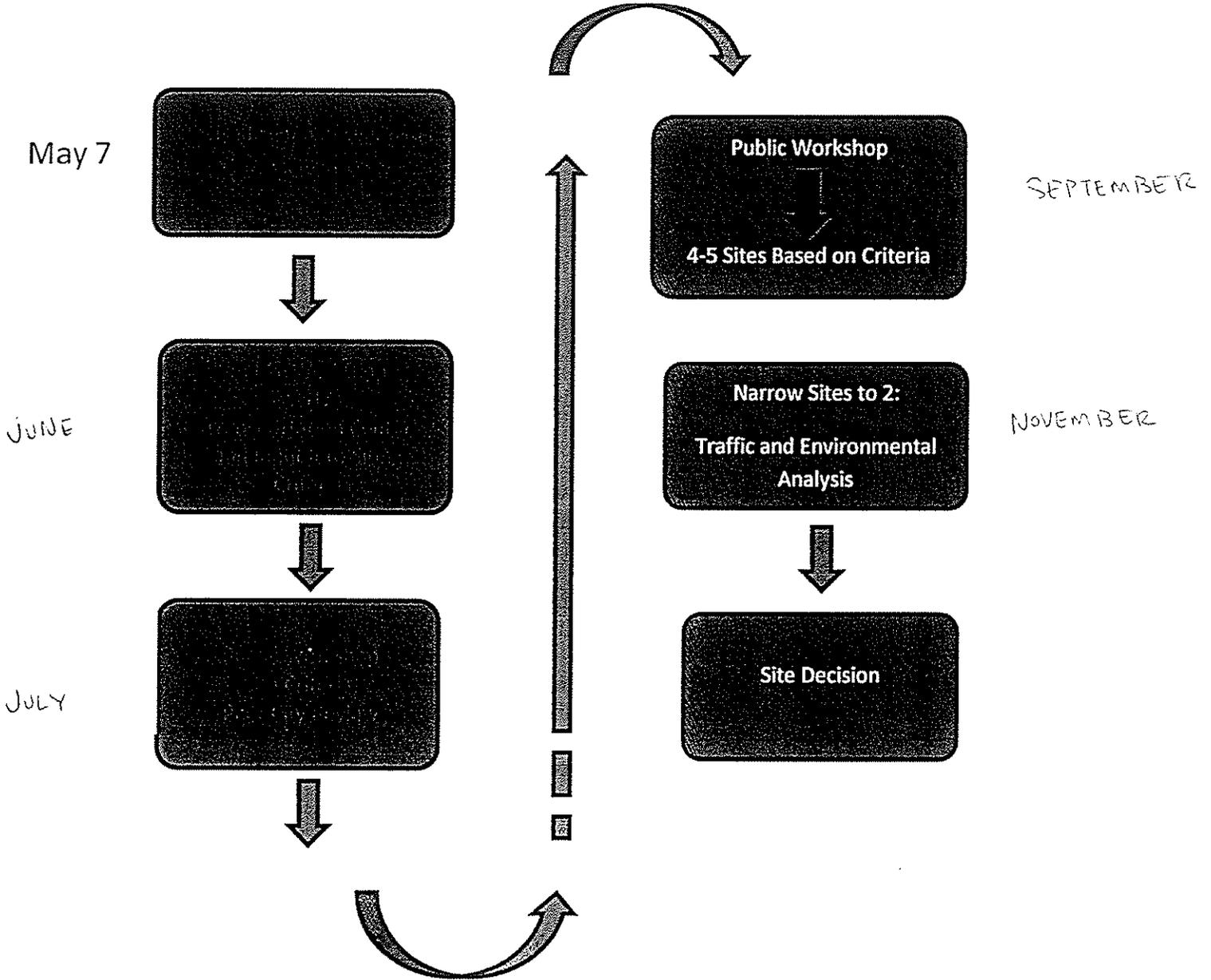
Need more information or have a suggestion?

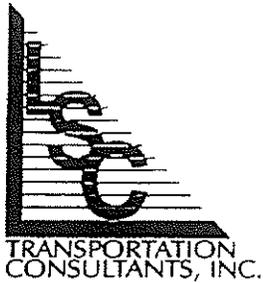
Mountain Rides
www.mountainrides.org
788-7433
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City of Ketchum
www.ketchumidaho.org
726-3841
lhorowitz@ketchumidaho.org

Ketchum Transportation Center

Draft Process





**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

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Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com
www.lsctrans.com

April 26, 2012

Ms. Lisa Horowitz, Community and Economic Development Director
City of Ketchum
PO Box 2315
Ketchum, ID 83340

Mr. Jason Miller, Executive Director
Mountain Rides
PO 3091
Ketchum, ID 83340

RE: Mountain Rides Transit Plaza Additional Study Tasks

Dear Ms. Horowitz and Mr. Miller:

Per your request, LSC Transportation Consultants, Inc. is pleased to present our proposed work scope and costs to conduct additional studies regarding a potential Mountain Rides Transit Hub in Ketchum. This work is intended to address community concerns regarding the transit center concept, and provide information that can help decision makers in the design and approval process. LSC could conduct one or more of the following three tasks:

1. Review of Alternative Site Analysis Conducted by Mountain Rides Staff

In this task, LSC would serve as a "senior advisor" to Mountain Rides staff. We first would work with local staff to guide and review an evaluation of current transit stops and services in downtown Ketchum, focusing on the following:

- How does the current "dispersed" pattern of stops impact passenger's ability to transfer between buses (walk distance, need to cross busy streets, wait time between buses, etc.)? Does this reduce the overall attractiveness of riding transit to potential passengers?
- What amenities (shelter, seating, etc.) are available for passengers today? Is there adequate physical space at the stops to accommodate the current number of passengers waiting at peak times?

- Do the current stops create any operational problems, such as delays in entering/exiting the stops, blocking travel lanes, inability to time routes for convenient transfers due to limited stop bus capacity?
- What is the capacity of the existing stops to accommodate future growth in Mountain Rides ridership, or services?

Overall, this initial review will identify if there is a current problem or problems that a transit center could solve, as well as how important a transit center is for accommodating future growth in the transit program.

We will then help to guide Mountain Rides staff's evaluation of up to four potential transit center sites. This would start by defining the analyses that should be conducted. Our "working list" would consist of the following:

- Changes in bus routing to serve a transit center at each site.
- Impacts that these routing changes have on route running time, daily/annual transit route vehicle-miles and vehicle-hours, and annual transit operating costs.
- Impacts on the convenience of transfers between various routes (average wait time, required walk distance, shelter from the elements).
- Walk distance to key activity centers.
- Compatibility with adjacent land uses.
- Qualitative impact on traffic and parking conditions.
- Overall capacity of the site to accommodate the recommended number of peak buses.

These analyses should also be compared back against the "existing condition" (no transit center) in order to define the benefits/impacts of a transit center compared with current conditions. We would work with local staff to design a matrix that summarizes the pros and cons of each site (and existing conditions). LSC would then review these materials and provide comments for local staff to prepare a final memo.

2. White Paper Regarding the Role of Transit Centers in Mountain Resort Communities

Under this task LSC would prepare a "white paper" discussing the overall function that transit centers play in mountain resort communities. This will be based on LSC's experience in conducting transit operating plans and preparing transit center plans in similar communities, with a focus on four peer communities. Our initial list of these communities would be Park City, Utah; Aspen, Colorado; Breckenridge, Colorado; and Durango, Colorado. While no two communities are exactly the same, these are the mountain resort communities most similar to Ketchum that have built transit centers over the last few decades. Note that we know of no mountain resort communities that have constructed a transit center entirely on existing city street right-of way (though Durango's site was previously a parking lot, and the new transit centers in both Avon and Vail-

Lionshead use right-of-way for a portion of a transit center). To include communities that have entirely used right-of-way for a transit center would require consideration of much larger cities (Missoula, MT; Bellevue, WA; Burlington, VT) which would not be a good comparison with Ketchum.

In addition, we propose to collect available information on transit center impacts in the four communities. LSC will survey key persons familiar with these transit centers and their impacts, including the following:

- Community Development Director/Planning Director
- Transit Agency General Manager/Executive Director
- Chamber of Commerce Executive Director
- Downtown Association Executive Director
- One to two key property owners near the transit center.

We will ask about the availability of any studies that may provide background information on the effects of the transit center. In addition, these persons will be surveyed with regards to the following general questions:

- How does the transit center benefit the overall transit network (ridership, operational benefits)? How does the center benefit passengers transferring between routes, and how important is this benefit to the overall transit network?
- How does the transit center benefit the overall transportation / parking strategy of the community and the resort(s)?
- Does the transit center generate reductions in traffic and/or parking needs?
- How does the transit center impact adjacent properties?
- What effect does the transit center have on nearby private property values? Does this vary by land use type (retail vs. lodging vs. residential)? Can you provide any information (anecdotal or otherwise) that reflects this effect?
- Are there specific examples of development projects that have occurred due to the transit center, or have benefitted from the transit center?
- Why did your community build a transit center?
- Why did you choose the site that you did?

Specific quotes will be collected from these interviews, which we find to be particularly useful in presenting the impacts to decision makers and the public. The conclusion of this

white paper will include a discussion of how the findings from the peer communities apply to Ketchum.

Also as part of this task, LSC will collect information regarding transit center siting and operations in similar mountain resort communities. This information will consist of the following:

- An aerial showing the location of the transit center and the existing land uses in the areas adjacent to the transit center. General land use categories will be identified (retail, other commercial, public, lodging, residential, etc.), along with any key specific establishments.
- A transit route map that shows how regional commuter transit routes connect with local transit routes.

This information will be presented for up to four peer communities. Our recommended list is Aspen, Park City, Breckenridge and Vail, though this could be modified if desired.

3. Traffic Evaluation of Transit Center Site Alternatives

LSC could also conduct a traffic evaluation of the potential transit center site alternatives. As traffic conditions are generally worse in the peak summer than in the peak winter, this evaluation would focus on peak summer conditions. Our work would consist of the following sub-tasks:

- 1) Review previous studies and contact IDOT to gather available intersection turning movement and traffic count information. Identify additional data needed for analysis.
- 2) Direct City staff in the collection of any necessary intersection turning movement counts and roadway counts. This could include loaning count equipment if needed.
- 3) Factor the off-season intersection counts by the seasonal difference in roadway counts to estimate peak summer intersection turning movement volumes at each study intersection.
- 4) Conduct Level Of Service (LOS) analyses for each study intersection under existing conditions.
- 5) Using the transit routing plans developed in Task 2, LSC will identify the change in turning movements associated the transit site alternative. Standard passenger car equivalent values will be used to factor bus movements. The resulting impacts will be added to the no-project volumes to identify turning movements with the transit center alternative.

- 6) LOS analyses will then be conducted for the "with transit center" condition. As needed, we would evaluate feasible improvements to address LOS deficiencies.

The results of this task will be summarized in a memorandum. Beyond assessing impacts on overall traffic conditions, this analysis would be useful in identifying potential delays to transit routes.

The attached table presents our estimated costs for each individual tasks. Our work scope for the individual tasks and our associated costs are fully independent of each other, allowing for selection of any combination of the tasks. (Though Task 3 assumes that the transit routing conducted in Task 1 by Mountain Rides staff is available.) The cost estimate for Task 3 (Traffic Evaluation) is provided on a per-study-intersection basis, as the specific number of intersections requiring analysis will be determined by the site alternatives that are found to merit detailed evaluation. Beyond \$800 needed regardless of the number of intersections to collect and review background data, each intersection to be evaluated would cost \$800. As an example, the cost for analyzing two study intersections would be \$2,400. We would propose to conduct the selected tasks on a time-and-materials basis, with a contract maximum for each task that would not be exceeded without prior written direction from you.

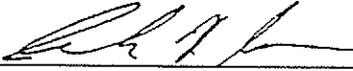
Note that none of these individual tasks include a trip to Ketchum to present our findings. Table A also includes a cost estimate for a single trip, if so desired.



We would be happy to discuss any changes to the scope or contractual arrangements that you feel would be appropriate. Thank you for the opportunity to make this proposal. We look forward to your reply, and to continue to assist the City and Mountain Rides on this important issue.

Respectfully Submitted,

LSC Transportation Consultants, Inc.

by 
Gordon Shaw, AICP, PE, Principal

Encl: Cost Table

LSC Cost Proposal Ketchum Mountain Rides Transit Plaza Additional Study Tasks	Personnel and Hourly Rates					Hours	Costs
	Principal	Planner	Engineer	Graphics Artist	Support Staff		
	\$170.00	\$90.00	\$95.00	\$65.00	\$55.00		
1. Review of Mtn Rides Site Analysis	16	0	0	0	0	16	\$2,720
				Copy/Phone/Delivery Costs			\$40
				Total			\$2,760
2. Role of Transit Centers in Mtn Resorts	14	36	0	16	2	68	\$6,770
				Copy/Phone/Delivery Costs			\$120
				Total			\$6,890
3. Traffic Evaluation of Site Alternatives							
Base Data Review	2	4	0	0	0	6	\$700
				Copy/Phone/Delivery Costs			\$100
				Total			\$800
Additional Cost per Study Intersection	0.5	1	6	0	1		\$800
Trip to Ketchum	12	0	0	0	0	12	\$2,040
				Travel (1 person trip)			\$800
				Total			\$2,840

City of Ketchum, Idaho

P.O. Box 2315 Ketchum, ID 83340 (208) 726-3841 Fax: (208) 726-8234



May 1, 2012

Mayor Hall and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Hall and City Councilors:

Recommendation of Approval of a Contract for Services with Lunceford Excavation Inc. for Pipeline & Splitter Box Installation.

Introduction/History

The Wastewater Department Capital Improvement Plan for FY 2011-12 includes the installation of wastewater reuse pipe with associated valves and splitter box to be located in the Weyyakin Subdivision. The pipeline and splitter box is necessary for the City to complete the delivery of reuse water to Weyyakin, and to provide a metered connection for the Sun Valley Water and Sewer District (SVWSD) and their future customers. The SVWSD will be sharing the portion of cost for this project that is pertinent to the delivery of water to their system.

Current Report

The Utilities Department recently requested proposals from three local contractors to perform this work. The bids consisted of three parts: Base bid and splitter box; pipeline from splitter box to Weyyakin pond; and associated valves and meters contained in the splitter box. Each bid form has been included for your review. All three bidders hold current Idaho Public Works licenses. Listed below are the bid totals for each contractor, with Lunceford Excavation being the lowest bidder:

- Erwin Construction: \$113,140.00
- Sawtooth Construction: \$100,446.00
- Lunceford Excavation Inc. \$81,480.00

Financial Requirement/Impact

The proposal of \$81,480 submitted by Lunceford Excavation is itemized as follows:

- Base bid/pipe & splitter box: \$54,871
- Valves & meters \$10,400
- Weyyakin pipeline \$16,209

The Weyyakin pipeline amount of \$16,209.00 reflects the cost to install the final section of Ketchum's reuse water supply pipe from the splitter box to the Weyyakin pond. This cost **will not** be shared with the SVWSD since the pipe will only serve Ketchum's interests. Since this is a capital improvement project, the

remaining \$65,271.00 of the cost will be shared equally by the SWWSD and the City of Ketchum.

Project Engineers (Forsgren) estimated the total cost for this project to be approximately \$90,000.

Recommendation

I respectfully recommend the City Council approve the contract for services with Lunceford Excavation Inc. In the amount of \$ 81,480.00

Recommended Motion:

RECOMMENDATION: *"I move to approve the Contract for Services Agreement with Lunceford Excavation Inc. for the not to exceed amount of \$81,480.00"*

Sincerely,

A handwritten signature in cursive script that reads "David Taylor".

David Taylor, Wastewater Treatment Plant Supervisor

SECTION 00 41 13 - BID FORM

NOTE TO BIDDER: Use BLACK ink for completing this BID FORM.

To: City of Ketchum Sun Valley Water & Sewer District
Address: 480 East Ave. N. 110A River Ranch Rd.
Ketchum, ID 83340 Sun Valley, ID 83353
Project Identification: Ketchum/SVWSD Recycled Water Project – Reuse Pipeline & Splitter Valve
Contract Identification No.: 02-11-0104

1. BIDDER'S DECLARATION AND UNDERSTANDING.

- 1.1 Bidder accepts all of the terms and conditions of the Advertisement and Instructions to Bidders, including without limitations those dealing with the dispositions of Bid security. The bid will remain subject to acceptance for 30 days after the Bid opening, or for such longer period of time that the Bidder may agree to in writing upon request of the Owner.
- 1.2 BIDDER acknowledges that no special interpretation for inference of intent is to be given to different formats of different Specifications sections.
- 1.3 In submitting this Bid, Bidder acknowledges and accepts CONTRACTOR's representations as more fully set forth in the Agreement.
- 1.4 Bidder understands and agrees that if a contract is awarded, OWNER may elect to modify the scope of Work as best serves the interests of OWNER.
- 1.5 In addition to this Bid Form, the Bidder agrees that the following shall form part of this Bid:
 - Attachment No. 1: Bid Bond (or cashier's check in lieu of Bid Bond)

2. CONTRACT EXECUTION AND BONDS.

- 2.1 The undersigned BIDDER agrees, if this Bid is accepted, to enter into an Agreement with OWNER on the form included in the Bidding Documents to perform and furnish Work as specified or indicated in the Bidding documents for the Contract Price derived from the Bid and within the Contract Times indicated in the Agreement and in accordance with the other terms and conditions of the Bidding Documents.
- 2.2 BIDDER accepts the terms and conditions of the Bidding Documents.

3. ADDENDA.

- 3.1 BIDDER hereby acknowledges that it has received Addenda No's.:

NO 1, _____, _____, _____, _____, (BIDDER shall insert number of each Addendum received) and agrees that Addenda issued are hereby made part of the Contract Documents, and Bidder further agrees that this Bid includes impacts resulting from said Addenda.

4. BID SCHEDULES

- 4.1 In the event of a discrepancy, amount in words shall prevail.
- 4.2 The BIDDER hereby acknowledges that the bid prices are based solely on the BIDDER's own estimates of costs and includes all applicable taxes, overheads, and profit.

PART 1 - BASE BID

The BASE BID shall consist of all work required for the construction of the reuse pipeline from the connection at the existing pipeline to the new splitter box and construction of the splitter box, including internal piping (excluding purchasing control valves and magnetic flow meters) and external fencing, as specified in and indicated on the Contract Documents. The base bid shall include installation of the control valves and magnetic flow meters within the splitter vault whether the equipment is owner or contractor furnished.

BIDDER agrees to accept as full payment the following total bid price:

Sixty-three thousand Nine hundred and ten Dollars
(in words)
\$ 63,910.
(in numerals)

PART 2 - WEYYAKIN PIPELINE ADDER BID

The WEYYAKIN PIPELINE BID shall consist of all work required for installation of the reuse pipeline from the splitter box to the existing Weyyakin storage pond, including connection to the pond and existing piping, as specified in and indicated on the Contract Documents.

BIDDER agrees to accept as full payment the following total bid price:

Thirty-four thousand seven hundred fifty Dollars
(in words)
\$ 34,750.
(in numerals)

PART 3 - CONTROL VALVES AND MAGNETIC FLOW METER EQUIPMENT ADDER BID

The CONTROL VALVES AND MAGNETIC FLOW METER EQUIPMENT BID shall consist of the procurement of the V-ball control valves and magnetic flow meters as specified in and indicated on the Contract Documents. Installation of the control valves and magnetic flow meters shall be included in the base bid.

BIDDER agrees to accept as full payment the following total bid price:

Fourteen thousand Four hundred Eighty Dollars
(in words)
\$ 14,480.
(in numerals)

5. SURETY.

5.1 If BIDDER is awarded a construction contract from this Bid, the surety who will provide the Performance and Payment Bond(s) is:

whose address is

Auto-Donors Insurance Lansing, Michigan

Street City State Zip

6. BIDDER.

By S. Erwin Excavation, Inc.
(Business Name)

Corporation
(Type of Bidder: Individual, Partnership, Corporation, Joint Venture)

Idaho
(State of Incorporation)

By Darren Erwin
(Name and Signature of Person Authorized to Sign)
(For a Joint Venture, Each Joint Venture Must Sign)

President
(Title)

(Corporate Seal)

Name, Phone Number, and Address for receipt of official communications and for additional information on this Bid:

Charles Erwin 720-0858

P.O. Box 1112 Bellevue, ID 83313

SUBMITTED ON April 26, 2012

END OF SECTION

FORSGREN *Associates Inc.*

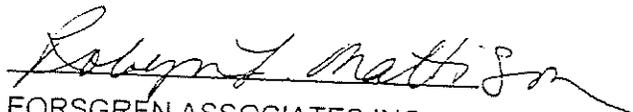
ADDENDUM NO. 1 to REQUEST FOR QUOTATION

Project: Main Reuse Pipeline and Splitter Box
Owner: City of Ketchum & SWSD
Date: April 25, 2012
Project No. 02-11-0104

To All Bidders:

Supplier's submitting proposals for the above project shall take note of the following changes, additions, deletions, clarifications, etc. in the Contract Documents, which shall become a part of and have precedence over anything contrarily shown or described in the Contract Documents, and all such shall be taken into consideration and be included in the Seller's Bid Proposal.

Refer to attached sheets:


FORSGREN ASSOCIATES INC.

City of Ketchum/SVWSD
Recycled Water Project

Main Reuse Pipeline
and
Splitter Box

Addendum No. 1

For Bids Due: Thursday, April 26, 2012, 2:00 PM (MST)

ADDENDUM NO. 1

DRAWINGS

Sheet No. 2 - Plan & Profile:

Add the following note:

- ALL C900 REUSE PIPE SHALL BE PURPLE IN COLOR AND STAMPED "NON-POTABLE WATER"

Sheet No. 3 - Plan & Profile:

Add the following note:

- ALL C900 REUSE PIPE SHALL BE PURPLE IN COLOR AND STAMPED "NON-POTABLE WATER"

Sheet No. 4 - Plan & Profile:

Delete the following notes:

- SEE POND INTAKE DETAIL A ON SHEET 7
- TIE INTO EXISTING WEYYAKIN PUMP INTAKE LINE

Add the following notes:

- ALL C900 REUSE PIPE SHALL BE PURPLE IN COLOR AND STAMPED "NON-POTABLE WATER"
- TIE INTO EXISTING CORRUGATED MANHOLE. SEE CONNECTION DETAIL 3 ON SHEET 7

Delete pipe tie into existing pond

Sheet No. 7 - Details:

Replace:

Detail 3 – Connection Detail

With:

Detail 3 – Connection Detail shown on the attached sheet.

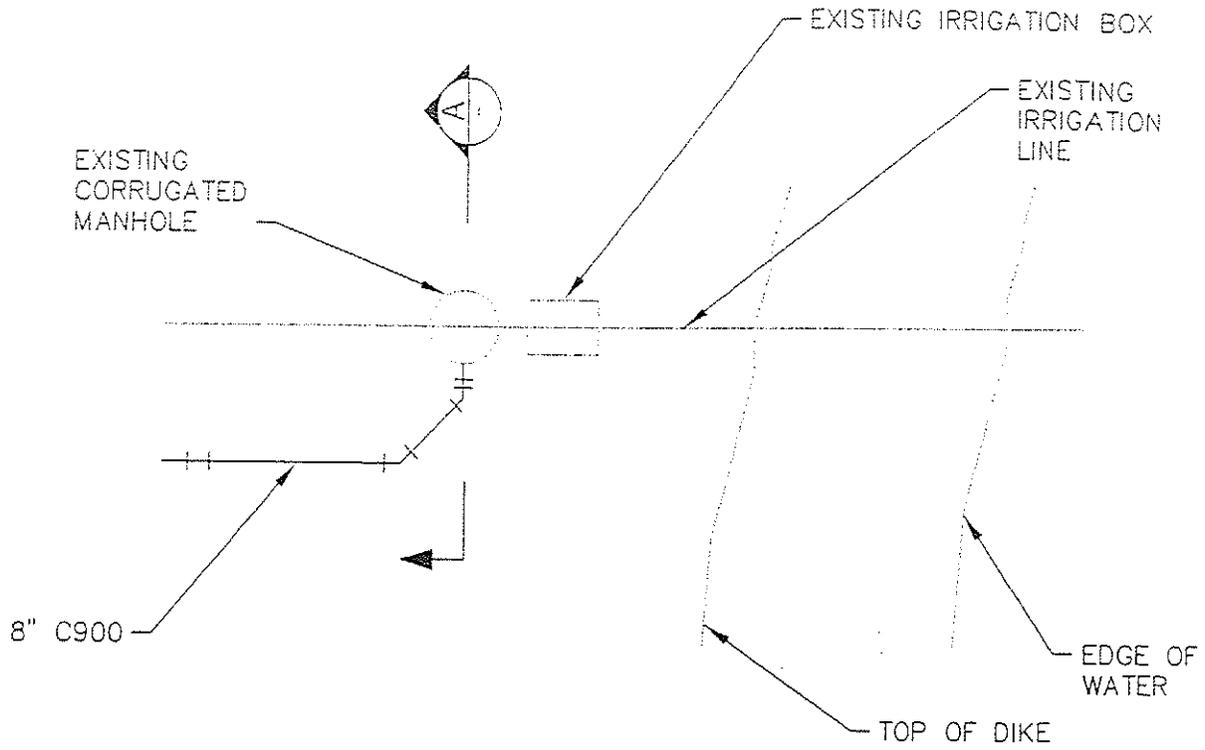
Replace:

Section A – Pond Intake Section

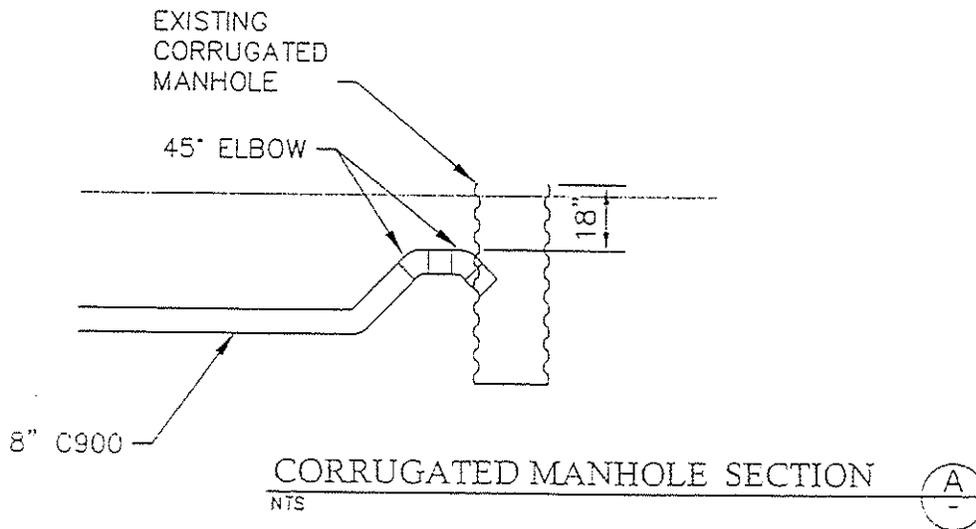
With:

Section A – Corrugated Manhole Section shown on attached sheet.

END OF ADDENDUM



CONNECTION PLAN DETAIL 3
NTS



CORRUGATED MANHOLE SECTION A
NTS

**City of Ketchum/SVWSD
 Recycled Water Project
 Main Reuse Pipeline and Splitter Box
 Addendum No. 1**

SECTION 00 41 13 - BID FORM

NOTE TO BIDDER: Use BLACK ink for completing this BID FORM.

To: City of Ketchum Sun Valley Water & Sewer District
Address: 480 East Ave. N. 110A River Ranch Rd.
Ketchum, ID 83340 Sun Valley, ID 83353
Project Identification: Ketchum/SVWSD Recycled Water Project – Reuse Pipeline & Splitter Valve
Contract Identification No.: 02-11-0104

1. BIDDER'S DECLARATION AND UNDERSTANDING.

- 1.1 Bidder accepts all of the terms and conditions of the Advertisement and Instructions to Bidders, including without limitations those dealing with the dispositions of Bid security. The bid will remain subject to acceptance for 30 days after the Bid opening, or for such longer period of time that the Bidder may agree to in writing upon request of the Owner.
- 1.2 BIDDER acknowledges that no special interpretation for inference of intent is to be given to different formats of different Specifications sections.
- 1.3 In submitting this Bid, Bidder acknowledges and accepts CONTRACTOR's representations as more fully set forth in the Agreement.
- 1.4 Bidder understands and agrees that if a contract is awarded, OWNER may elect to modify the scope of Work as best serves the interests of OWNER.
- 1.5 In addition to this Bid Form, the Bidder agrees that the following shall form part of this Bid:
 - Attachment No. 1: Bid Bond (or cashier's check in lieu of Bid Bond)

2. CONTRACT EXECUTION AND BONDS.

- 2.1 The undersigned BIDDER agrees, if this Bid is accepted, to enter into an Agreement with OWNER on the form included in the Bidding Documents to perform and furnish Work as specified or indicated in the Bidding documents for the Contract Price derived from the Bid and within the Contract Times indicated in the Agreement and in accordance with the other terms and conditions of the Bidding Documents.
- 2.2 BIDDER accepts the terms and conditions of the Bidding Documents.

3. ADDENDA.

- 3.1 BIDDER hereby acknowledges that it has received Addenda No's.:

One _____ (BIDDER shall insert number of each Addendum received) and agrees that Addenda issued are hereby made part of the Contract Documents, and Bidder further agrees that this Bid includes impacts resulting from said Addenda.

4. BID SCHEDULES

- 4.1 In the event of a discrepancy, amount in words shall prevail.
- 4.2 The BIDDER hereby acknowledges that the bid prices are based solely on the BIDDER's own estimates of costs and includes all applicable taxes, overheads, and profit.

PART 1 - BASE BID

The BASE BID shall consist of all work required for the construction of the reuse pipeline from the connection at the existing pipeline to the new splitter box and construction of the splitter box, including internal piping (excluding purchasing control valves and magnetic flow meters) and external fencing, as specified in and indicated on the Contract Documents. The base bid shall include installation of the control valves and magnetic flow meters within the splitter vault whether the equipment is owner or contractor furnished.

BIDDER agrees to accept as full payment the following total bid price:

Sixty - Six thousand two hundred six even Dollars
(in words)
\$ 66,206⁰⁰
(in numerals)

PART 2 - WEYYAKIN PIPELINE ADDER BID

The WEYYAKIN PIPELINE BID shall consist of all work required for installation of the reuse pipeline from the splitter box to the existing Weyyakin storage pond, including connection to the pond and existing piping, as specified in and indicated on the Contract Documents.

BIDDER agrees to accept as full payment the following total bid price:

Twenty-one thousand two hundred forty even Dollars
(in words)
\$ 21,240⁰⁰
(in numerals)

PART 3 - CONTROL VALVES AND MAGNETIC FLOW METER EQUIPMENT ADDER BID

The CONTROL VALVES AND MAGNETIC FLOW METER EQUIPMENT BID shall consist of the procurement of the V-ball control valves and magnetic flow meters as specified in and indicated on the Contract Documents. Installation of the control valves and magnetic flow meters shall be included in the base bid.

BIDDER agrees to accept as full payment the following total bid price:

Thirteen Thousand even. Dollars
(in words)
\$ 13,000⁰⁰
(in numerals)

5. SURETY

5.1 If BIDDER is awarded a construction contract from this Bid, the surety who will provide the Performance and Payment Bond(s) is:

Payne Financial Group whose address is
960 Broadway Ave, Suite 100 Boise ID 83706

Street City State Zip

6. BIDDER.

By Sawtooth Construction Inc

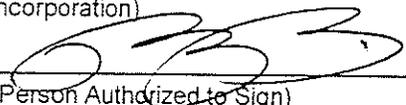
(Business Name)

Corporation

(Type of Bidder: Individual, Partnership, Corporation, Joint Venture)

Idaho

(State of Incorporation)

By Preston T. Ziegler 

(Name and Signature of Person Authorized to Sign)

(For a Joint Venture, Each Joint Venture Must Sign)

President

(Title)

(Corporate Seal)

Name, Phone Number, and Address for receipt of official communications and for additional information on this Bid:

Travis Nisson

208/720.4028 mobile:

SUBMITTED ON 4/26 2012.

END OF SECTION

SECTION 00 41 13 - BID FORM

NOTE TO BIDDER: Use BLACK ink for completing this BID FORM.

To: City of Ketchum Sun Valley Water & Sewer District
Address: 480 East Ave. N. 110A River Ranch Rd.
Ketchum, ID 83340 Sun Valley, ID 83353
Project Identification: Ketchum/SVWSD Recycled Water Project – Reuse Pipeline & Splitter Valve
Contract Identification No.: 02-11-0104

1. BIDDER'S DECLARATION AND UNDERSTANDING.

- 1.1 Bidder accepts all of the terms and conditions of the Advertisement and Instructions to Bidders, including without limitations those dealing with the dispositions of Bid security. The bid will remain subject to acceptance for 30 days after the Bid opening, or for such longer period of time that the Bidder may agree to in writing upon request of the Owner.
- 1.2 BIDDER acknowledges that no special interpretation for inference of intent is to be given to different formats of different Specifications sections.
- 1.3 In submitting this Bid, Bidder acknowledges and accepts CONTRACTOR's representations as more fully set forth in the Agreement.
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2. CONTRACT EXECUTION AND BONDS.

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- 2.2 BIDDER accepts the terms and conditions of the Bidding Documents.

3. ADDENDA.

- 3.1 BIDDER hereby acknowledges that it has received Addenda No's.:

ONE (1), _____, _____, _____, _____, (BIDDER shall insert number of each Addendum received) and agrees that Addenda issued are hereby made part of the Contract Documents, and Bidder further agrees that this Bid includes impacts resulting from said Addenda.

4. BID SCHEDULES

- 4.1 In the event of a discrepancy, amount in words shall prevail.
- 4.2 The BIDDER hereby acknowledges that the bid prices are based solely on the BIDDER's own estimates of costs and includes all applicable taxes, overheads, and profit.

PART 1 - BASE BID

The BASE BID shall consist of all work required for the construction of the reuse pipeline from the connection at the existing pipeline to the new splitter box and construction of the splitter box, including internal piping (excluding purchasing control valves and magnetic flow meters) and external fencing, as specified in and indicated on the Contract Documents. The base bid shall include installation of the control valves and magnetic flow meters within the splitter vault whether the equipment is owner or contractor furnished.

BIDDER agrees to accept as full payment the following total bid price:

FIFTY FOUR THOUSAND EIGHT HUNDRED SEVENTY ONE Dollars
(in words)
\$ 54,871⁰⁰
(in numerals)

PART 2 - WEYYAKIN PIPELINE ADDER BID

The WEYYAKIN PIPELINE BID shall consist of all work required for installation of the reuse pipeline from the splitter box to the existing Weyyakin storage pond, including connection to the pond and existing piping, as specified in and indicated on the Contract Documents.

BIDDER agrees to accept as full payment the following total bid price:

SIXTEEN - THOUSAND TWO HUNDRED NINE Dollars
(in words)
16,209⁰⁰
(in numerals)

PART 3 - CONTROL VALVES AND MAGNETIC FLOW METER EQUIPMENT ADDER BID

The CONTROL VALVES AND MAGNETIC FLOW METER EQUIPMENT BID shall consist of the procurement of the V-ball control valves and magnetic flow meters as specified in and indicated on the Contract Documents. Installation of the control valves and magnetic flow meters shall be included in the base bid.

BIDDER agrees to accept as full payment the following total bid price:

TEN THOUSAND FOUR HUNDRED Dollars
(in words)
\$ 10,400
(in numerals)

5. SURETY.

5.1 If BIDDER is awarded a construction contract from this Bid, the surety who will provide the Performance and Payment Bond(s) is:

NORTH AMERICAN SPECIALTY INS CO. 475 N. MARYNGALE ROAD SUITE 850
whose address is

Street 139 BIRD DRIVE City KETCHUM State ID Zip 83340

6. BIDDER.

By LUNCEFORD EXCAVATION INC.
(Business Name)

CORPORATION
(Type of Bidder: Individual, Partnership, Corporation, Joint Venture)

IDAHO
(State of Incorporation)

By *Jonathan Luncford* JONATHAN LUNCEFORD
(Name and Signature of Person Authorized to Sign)
(For a Joint Venture, Each Joint Venture Must Sign)

PRESIDENT
(Title)

(Corporate Seal)

Name, Phone Number, and Address for receipt of official communications and for additional information on this Bid:

JONATHAN LUNCEFORD 720-1655

SUBMITTED ON APRIL 26TH, 2012

END OF SECTION



NAS SURETY GROUP

BID BOND

CONTRACTOR:

(Name, legal status and address)

Lunceford Excavation, Inc.
P.O. Box 739, Ketchum, ID 83340

OWNER:

(Name, legal status and address)

City of Ketchum and Sun Valley Water & Sewer District
110A River Ranch Road, Ketchum, ID 83340

BOND AMOUNT:

5% Five Percent of Amount Bid

PROJECT:

(Name, location or address, and Project number, if any)

Main Reuse Pipeline & Splitter Box

SURETY:

North American Specialty Insurance Company
475 N. Martingale Road, Suite 850
Schaumburg, IL 60173

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 24th day of April, 2012

[Signature]
(Witness)

[Signature]
(Witness) Brittnee Earl

Lunceford Excavation, Inc.

(Principal) [Signature] *(Seal)*
By: Jonathan Lough PRESIDENT
(Title)

North American Specialty Insurance Company

(Surety) [Signature]
By: Brenda J. Smith Attorney
(Title)

