

**AGENDA OF THE CITY COUNCIL MEETING  
FOR THE CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO**

Wednesday, November 12, 2025

Regular Meeting: 5:00 PM

Hayden City Hall Council Chambers, 8930 N. Government Way, Hayden, ID 83835

**CALL TO ORDER**

**ROLL CALL OF COUNCIL MEMBERS**

**PLEDGE OF ALLEGIANCE**

**ADDITIONS OR CORRECTIONS**

1. **CONSENT CALENDAR** *All items on the Consent Calendar are Action Items*
  - A. Approval of Professional Services Contract with Western Real Property, LLC for Hayden/Atlas Intersection Right-of-Way Acquisition Appraisal Services



# Memo

To: Mayor and Hayden City Council

From: Alan Soderling, Public Works Director

Date: 11.12.25

**Agenda Item: Authorize professional services contract with Western Real Property, LLC for Hayden/Atlas Intersection right-of-way acquisition appraisal services.**

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## **Agenda Item Location**

Consent

## **Recommended Action or Motion**

Staff recommend that the Council authorize the professional services contract with Western Real Property, LLC for Hayden/Atlas right-of-way acquisition appraisal services.

## **Functional Impact of Authorizing**

This action authorizes a contract for professional appraisal to support right-of-way acquisition necessary to construct improvements (a temporary signal followed by a roundabout) at the intersection of West Hayden Avenue and North Atlas Road. The appraisals of 6 properties are necessary to support the process of acquiring the right-of-way at appropriate valuations and providing property owners with just compensation for the necessary acquisitions.

## **Functional Impact of Not Authorizing**

If this action is not authorized, the process for acquiring the necessary right-of-way to construct improvements at the intersection of West Hayden Avenue and North Atlas Road will be delayed until this essential element of the right-of-way acquisition process can be initiated.

## **Fiscal Impact**

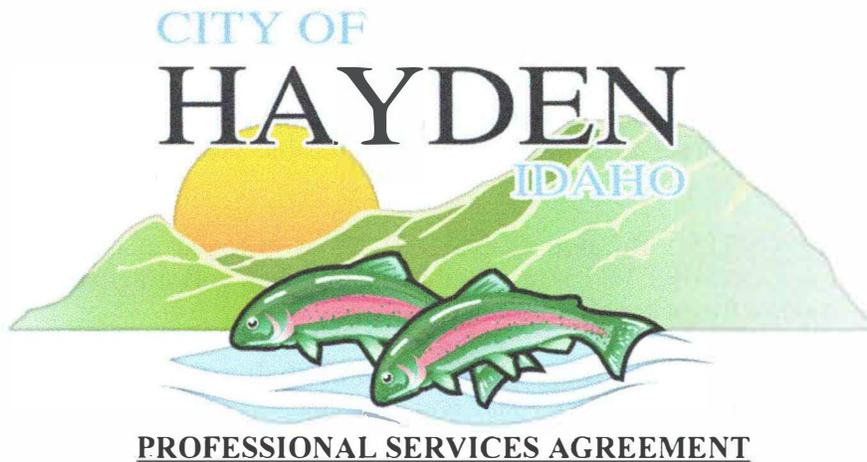
The cost for these 6 appraisals is \$24,500, which was anticipated and included in the current fiscal year budget.

## **Budget Funding Source**

120-112-59237 Hayden/Atlas Intersection ROW Acquisition

## **Attachments**

Western Real Property, LLC Appraisal Contract  
Exhibit A – Western Real Property, LLC Pricing



AGREEMENT made between The City of Hayden Governmental Entity, a political subdivision of the State of Idaho, herein "ENTITY" and, Western Real Property, LLC, herein "CONSULTANT".

The parties agree as follows:

1. **SCOPE OF WORK:** ENTITY engages CONSULTANT to perform the work associated with appraisal of real property to support acquisition of right of way in the vicinity of the intersection of West Hayden Avenue and North Atlas Road in Hayden, Idaho, where the construction of a temporary signal and roundabout is planned. The appraisals will be completed according to priority as presented in Exhibit A. The City retains the authority to adjust priority at its sole discretion. Appraisals will be conducted expeditiously upon execution of this agreement to support project time demands, with priority provided to support acquisition necessary to install a temporary traffic signal planned in Spring 2026.
2. **PAYMENT:** ENTITY agrees to pay CONSULTANT for their services rendered under this Agreement at the rates presented in EXHIBIT A, as dictated by the Hayden City Council and communicated to the CONSULTANT. The parties agree that CONSULTANT will invoice ENTITY for payment under this Agreement for services rendered herein.
3. **RIGHT OF CONTROL:** CONSULTANT has no obligation to work any particular hours or days or any particular number of hours or days. CONSULTANT agrees, however, that his other contracts or services shall not interfere with the performance of his services under this Agreement.
4. **INDEPENDENT CONSULTANT RELATIONSHIP:** CONSULTANT is an independent CONSULTANT and is not an employee, servant, agent, partner, or joint venturer of ENTITY. ENTITY shall determine the work to be done by CONSULTANT, but CONSULTANT shall determine the legal means by which it accomplishes the work specified by ENTITY.
5. **FEDERAL, STATE, AND LOCAL PAYROLL TAXES:** Neither federal, state or local income taxes, nor payroll taxes of any kind shall be withheld and paid by ENTITY on behalf of CONSULTANT or the employees of CONSULTANT. CONSULTANT shall not be treated as an employee with respect to the services performed hereunder for federal or state tax purposes. CONSULTANT understands that CONSULTANT is responsible to pay, according to law,

CONSULTANT's income tax. CONSULTANT further understands that CONSULTANT may be liable for self-employment (Social Security) tax to be paid by CONSULTANT according to law.

6. LICENSES AND LAW: CONSULTANT represents that he possess the skill and experience necessary and all licenses required to perform the services under this agreement. CONSULTANT further agrees to comply with all applicable laws in the performance of the services hereunder.

7. FRINGE BENEFITS: Because CONSULTANT is engaged in its own independently established business, CONSULTANT is not eligible for, and shall not participate in, any employee pension, health, or other fringe benefit plans of ENTITY.

8. WORKER'S COMPENSATION: CONSULTANT shall maintain in full force and effect worker's compensation for CONSULTANT and any agents, employees, and staff that the CONSULTANT may employ, and provide proof to ENTITY of such coverage or shall provide proof that such worker's compensation insurance is not required under the circumstances.

9. EQUIPMENT, TOOLS, MATERIALS OR SUPPLIES: CONSULTANT shall supply, at CONSULTANT's sole expense, all equipment, tools, materials and/or supplies to accomplish the services to be provided herein.

10. EFFECTIVE DATE: This contract will run from the date at which it is signed by both parties until such time as the services are deemed no longer needed by the Mayor and Council or contract fulfillment is reached.

11. WARRANTY: CONSULTANT warrants that all materials and goods supplied under this Agreement shall be of good merchantable quality and that all services will be performed in a good workmanlike manner. CONSULTANT acknowledges that it will be liable for any breach of this warranty.

12. INDEMNIFICATION: CONSULTANT agrees to indemnify, defend, and hold harmless ENTITY, and its officers, agents and employees, from and against any and all claims, losses, actions, or judgments for damages or injury to persons or property arising out of or in connection with the act and/or any performances or activities of CONSULTANT, CONSULTANT's agents, employees, or representatives under this Agreement.

13. WAIVER OF CLAIMS: CONSULTANT, by signature of this document does hereby waive any rights to any and all claims, losses, actions, and judgments for damages or injury to persons or property arising out of or in connection with the acts up to \$1,000,000 against the ENTITY.

14. NONWAIVER: Failure of either party to exercise any of the rights under this Agreement, or breach thereof, shall not be deemed to be a waiver of such right or a waiver of any subsequent breach.

15. CHOICE OF LAW: Any dispute under this Agreement, or related to this Agreement, shall be decided in accordance with the laws of the state of Idaho.

16. ENTIRE AGREEMENT: This is the entire Agreement of the parties and can only be modified or amended in writing by the parties.

17. SEVERABILITY: If any part of this Agreement is held unenforceable, the remaining portions of the Agreement will nevertheless remain in full force and effect.

18. CERTIFICATION CONCERNING BOYCOTT OF ISRAEL: Pursuant to Idaho Code section 67-2346, if payments under the Contract exceed one hundred thousand dollars (\$100,000) and CONSULTANT employs ten (10) or more persons, CONSULTANT certifies that it is not currently engaged in, and will not for the duration of the Contract engage in, a boycott of goods or services from Israel or territories under its control. The terms in this section defined in Idaho Code section 67-2346 shall have the meaning defined therein.

19. ATTORNEY FEES: Reasonable attorney fees shall be awarded to the prevailing party in any action to enforce this Agreement or to declare forfeiture or termination of this Agreement.

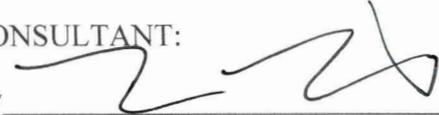
20. Certification that Company is Not Currently Owned or Operated by the Government of China. Pursuant to Idaho Code section 67-2359, CONSULTANT certifies that the company is not currently owned or operated by the government of China and will not for the duration of the contract be owned or operated by the government of China. The terms defined in Idaho Code section 67-2359 shall be the meaning defined therein.

DATED this 5<sup>th</sup> day of November, 2023.

ENTITY:

\_\_\_\_\_  
Mayor

CONSULTANT:

By   
\_\_\_\_\_  
Owner

ATTEST:

\_\_\_\_\_  
City Clerk

Form and content approved by \_\_\_\_\_, as attorney for the City of Hayden.

## Exhibit A – Western Real Property Appraisal Pricing

W. Hayden & N. Atlas Intersection Appraisal Sites	Cost	Notes
1. 3140 W HAYDEN AVE, Parcel No: H00000223225	\$ 4,500	<i>Expedited - Temp Signal</i>
2. 3125 W HAYDEN AVE, Parcel No: H405015175AB	\$ 4,000	
3. 9561 N ATLAS RD, Parcel No: H405021203AA	\$ 4,000	
4. Parcel No: HL8130020010 (Northwest Corner of North Atlas and West Hayde	\$ 4,000	
5. 3320 W Hayden Avenue Parcel No H405021203AB	\$ 4,000	
6. 9551 N Atlas Parcel No. H405021203AC	\$ 4,000	
<b>Contract Total</b>	<b>\$ 24,500</b>	

\*Pricing assumes that there are no structures or major improvements being impacted.

\*\*Property staking to be provided by City under separate contractor.

- B. Approval of Service Contract with Prime Time Construction and Excavation, Inc. for On-Call Mechanical Repair Services



# Memo

To: Mayor and Hayden City Council

From: Alan Soderling, Public Works Director

Date: 11.12.25

**Agenda Item:** Authorize service contract with Prime Time Construction and Excavation, Inc. for on-call mechanical repair services.

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## **Agenda Item Location**

Consent

## **Recommended Action or Motion**

Staff recommend that the Council authorize the service contract with Prime Time Construction and Excavation, Inc, for on-call mechanical repair services.

## **Functional Impact of Authorizing**

This action provides on-call mechanical repair services when demands exceed City staff resources or capabilities, and/or when there is an urgent need to keep equipment operational, such as during winter months for equipment necessary for winter storm response.

## **Functional Impact of Not Authorizing**

If this action is not authorized, on-call mechanical support will not be available and equipment repair may be slower and/or require the services of a vendor, which will likely add cost and delay the availability of equipment during periods of peak demand.

## **Fiscal Impact**

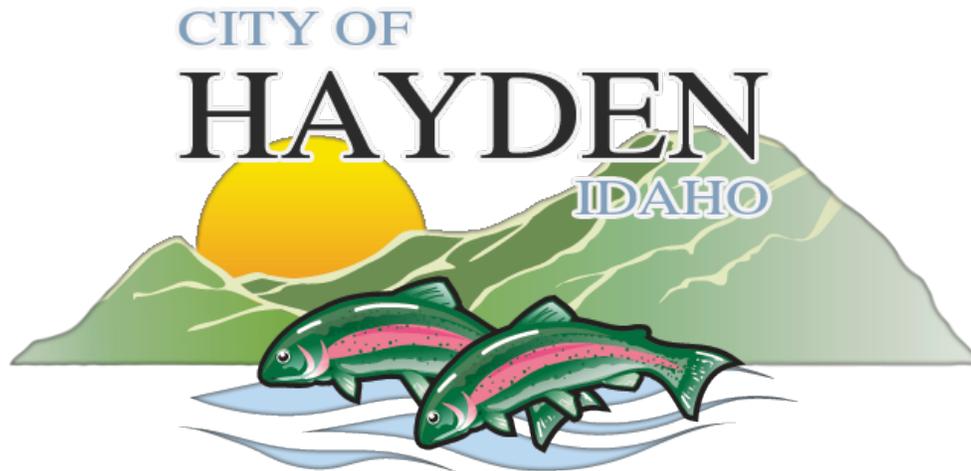
This is a flexible service contract which only has a cost if mechanical repair service demands exceed the capabilities of City staff, and/or when there is an urgent need to repair equipment to ensure service to the public. Equipment and vehicle repair and maintenance expenses are expected and budgeted as part of our annual budget as identified below. The costs for this specific support shall not exceed \$24,000 over three years without prior authorization from the Council.

## **Budget Funding Source**

110-533-54099 Total Equipment/Vehicle Repair & Maintenance

## **Attachments**

Prime Time Construction and Excavation, Inc. Contract for On-call Equipment Repair Services.



### **INDEPENDENT CONTRACTOR AGREEMENT**

AGREEMENT made between the CITY OF HAYDEN, a political subdivision of the state of Idaho, herein "ENTITY" and Prime Time Construction and Excavation, Inc., herein "CONTRACTOR",

THE PARTIES AGREE AS FOLLOWS:

1. **CONTRACT:** ENTITY hereby employs CONTRACTOR as an independent CONTRACTOR to perform and complete mechanical repairs on ENTITY equipment.

CONTRACTOR agrees to provide on-call mechanical repair services for ENTITY equipment for a period of three (3) years from the date of execution of this agreement.

2. **TIME OF PERFORMANCE AND TERMINATION:** CONTRACTOR will provide on-call mechanic services for ENTITY equipment, and will provide prompt response to emergency requests during winter storm response periods to ensure continuity of service for snow plow and de-icing activities. ENTITY or CONTRACTOR may terminate this agreement for any reason with 30 days written notice.

3. **COMPENSATION:** ENTITY agrees to pay CONTRACTOR an hourly rate of \$75.00/hour for mechanic services, both for emergency and general mechanical repair needs. CONTRACTOR will bill monthly, and the total amount will not exceed \$24,000 over the life of the contract without prior approval from the City Council.

4. **INDEPENDENT CONTRACTOR:** The parties agree that CONTRACTOR is the independent CONTRACTOR of ENTITY and in no way an employee or agent of ENTITY and is not entitled to workers compensation or any benefit of employment with the ENTITY. ENTITY shall have no control over the performance of this Agreement by CONTRACTOR or its employees, except to specify the time and place of performance, and the results to be achieved. ENTITY shall have no responsibility for security or protection of CONTRACTOR'S supplies or equipment. CONTRACTOR agrees to pay and be responsible for all taxes due from the compensation received under this contract.

5. **WARRANTY:** CONTRACTOR warrants that all materials and goods supplied under this Agreement shall be of good merchantable quality and that all services will be performed in a good workmanlike manner. CONTRACTOR acknowledges that it will be liable for any breach of this warranty.

6. **INDEMNIFICATION:** CONTRACTOR agrees to indemnify, defend, and hold harmless ENTITY, and its officers, agents and employees, from and against any and all claims, losses, actions, or judgments for damages or injury to persons or property to the extent such is caused by the negligent acts and/or any performances or activities of CONTRACTOR, CONTRACTOR'S agents, employees, or representative under this agreement.

7. **INSURANCE:** CONTRACTOR agrees to obtain and keep in force during its acts under this agreement a comprehensive general liability insurance policy in the minimum amount of \$1,000,000 which shall name and protect CONTRACTOR, all CONTRACTOR'S employees, ENTITY and its officers, agents and employees, from and against any and all claims, losses, actions, and judgments for damages or injury to persons or property arising out of or in connection with the CONTRACTOR'S acts. CONTRACTOR shall provide proof of liability coverage as set forth above to ENTITY prior to commencing its performance as herein provided, and require insurer to notify ENTITY ten (10) days prior to cancellation of said policy.

8. **WORKER'S COMPENSATION:** CONTRACTOR shall maintain in full force and effect worker's compensation for CONTRACTOR and any agents, employees, and staff that the CONTRACTOR may employ, and provide proof to ENTITY of such coverage or that such worker's compensation insurance is not required under the circumstances.

9. **COMPLIANCE WITH LAWS:** CONTRACTOR agrees to comply with all federal, state, city, and local laws, rules and regulations.

10. **CERTIFICATION CONCERNING BOYCOTT OF ISRAEL:** Pursuant to Idaho Code section 67-2346, if payments under the Contract exceed one hundred thousand dollars (\$100,000) and CONTRACTOR employs ten (10) or more persons, CONTRACTOR certifies that it is not currently engaged in, and will not for the duration of the Contract engage in, a boycott of goods or services from Israel or territories under its control. The terms in this section defined in Idaho Code section 67-2346 shall have the meaning defined therein.

11. **ENTIRE AGREEMENT:** This is the entire agreement of the parties and can only be modified or amended in writing by the parties.

12. **ATTORNEY FEES:** Reasonable attorney fees shall be awarded to the prevailing party in any action to enforce this Agreement or to declare forfeiture or termination of this Agreement.

**13. Certification that Company is Not Currently Owned or Operated by the Government of China.** Pursuant to Idaho Code section 67-2359, CONTRACTOR certifies that the company is not currently owned or operated by the government of China and will not for the duration of the contract be owned or operated by the government of China. The terms defined in Idaho Code section 67-2359 shall be the meaning defined therein.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

ENTITY:

CITY OF HAYDEN, IDAHO

By: \_\_\_\_\_

Mayor

ATTEST:

\_\_\_\_\_  
Clerk

CONTRACTOR:

Prime Time Construction and Excavation, Inc.

By: \_\_\_\_\_

Its: \_\_\_\_\_

WITNESS:

\_\_\_\_\_

- C. Approval of Rental Agreement with Prime Time Construction and Excavation, Inc. for a Grader to Support Winter Snow Response



# Memo

To: Mayor and Hayden City Council

From: Alan Soderling, Public Works Director

Date: 11.12.25

**Agenda Item: Authorize rental agreement with Prime Time Construction and Excavation, Inc. for a grader to support winter snow response.**

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## **Agenda Item Location**

Consent

## **Recommended Action or Motion**

Staff recommend that the Council authorize the rental agreement with Prime Time Construction and Excavation, Inc for a grader to support winter snow response.

## **Functional Impact of Authorizing**

This action authorizes a rental agreement with Prime Time Construction for the use of a grader to support winter snow response activities at a rate of \$5,000/month. This contract establishes this monthly rental rate through 2027.

## **Functional Impact of Not Authorizing**

If this action is not authorized, a grader will not be rented to support winter snow response, which may result in reduced service due to longer duration to complete plow routes, as well as a lower quality plow result in some places. Renting this equipment from another vendor may result in a higher cost.

## **Fiscal Impact**

This cost is expected to be \$15,000 – \$20,000 each year depending on severity of winter weather. Rental of snow removal equipment is anticipated and included in the budget as indicated below.

## **Budget Funding Source**

110-531-54420 Equipment & Vehicle Rental

## **Attachments**

Rental Agreement with Prime Time Construction and Excavation, Inc.

# PRIME TIME CONSTRUCTION AND EXCAVATION, INC

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P O BOX 988  
HAYDEN, IDAHO 83835  
(208)818-6900

CITY OF HAYDEN  
8930 N. GOVERNMENT WAY  
HAYDEN, IDAHO 83835

OCTOBER 23, 2025

## BID 1

BLADE RENTAL: 2025,2026,2027 (3 YEARS 3-4 MONTHS PER YEAR) SNOW REMOVAL

MONTHLY RENTAL: \$5,000.00

LESSOR MAKES NO WARRANTY AGAINST DEFECTS IN THE MATERIAL, WORKMANSHIP, CAPACITY, OR SAFETY OF THE EQUIPMENT, SHALL NOT BE LIABLE TO LESSEE FOR ANY CONSEQUENTIAL DAMAGES TO PROPERTY, DAMAGES FOR LOSS OF USE, LOSS OF TIME, LOSS OF PROFITS OR INCOME, OR ANY OTHER INCIDENTAL DAMAGES.

LESSEE HAS READ AND UNDERSTANDS THE FOREGO DISCLAIMER \_\_\_\_\_ CUSTOMER INITIALS

PROOF OF PHYSICAL DAMAGE INSURANCE FOR THE EQUIPMENT REQUIRED.

LESSEE/RECEIVED BY \_\_\_\_\_ DATE: \_\_\_\_\_ LESSOR \_\_\_\_\_  
PRIME TIME CONSTRUCTION

SIGNATURE DESIGNATES ACCEPTANCE OF PRIME TIMES RENTAL TERMS AND CONDITIONS EFFECTIVE ON THE DATE HEREOF, WHICH ARE INCORPORATED IN FULL BY THIS REFERENCE.

- D. Approval of Professional Services Contract with Welch Comer & Associates, Inc. for Hayden/Atlas Intersection Project Survey Staking.



# Memo

To: Mayor and Hayden City Council

From: Alan Soderling, Public Works Director

Date: 11.12.25

**Agenda Item: Authorize professional services contract with Welch Comer & Associates, Inc. for Hayden/Atlas Intersection Project survey staking.**

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## **Agenda Item Location**

Consent

## **Recommended Action or Motion**

Staff recommend that the Council authorize the professional services contract with Welch Comer & Associates, Inc. for Hayden/Atlas Intersection Project survey staking.

## **Functional Impact of Authorizing**

This action authorizes a contract to survey and stake 6 parcels near the intersection of West Hayden Avenue and North Atlas Road to establish the limits of the proposed right-of-way to be acquired for the Hayden/Atlas Intersection roundabout. This action is necessary to support the pending appraisal of each of these properties.

## **Functional Impact of Not Authorizing**

If this action is not authorized, a precise identification of the proposed right-of-way acquisition boundaries will not be established, which will inhibit acquisition efforts.

## **Fiscal Impact**

The cost for survey staking is \$2,600 for the 6 parcels identified and is anticipated in the budget as identified below.

## **Budget Funding Source**

120-112-59237 Hayden/Atlas Intersection ROW Acquisition

## **Attachments**

Welch Comer & Associates Engineering Agreement – Hayden/Atlas Survey staking.

## ENGINEERING SERVICES AGREEMENT

THIS ENGINEERING SERVICES AGREEMENT (“Agreement”) is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2025 (“Effective Date”) by and between **THE CITY OF HAYDEN**, a political subdivision of the state of Idaho (“CITY”) and **WELCH COMER & ASSOCIATES, INC.** (“ENGINEER”). The CITY and ENGINEER may be collectively referred to herein as the “parties” and individually referred to as a “party.” The promise and agreements of each being in consideration of the promises and agreements of the other. The parties agree as follows:

1. SCOPE OF WORK: The CITY engages ENGINEER to perform the work of survey staking services at Hayden Avenue and Atlas Road Intersection.

2. PAYMENT: The CITY agrees to pay ENGINEER for a portion of its services on rendered under this Agreement on a lump sum basis for said services rendered (refer to Exhibit A). The parties agree that ENGINEER will invoice the CITY for payment under this Agreement for services rendered herein and will create a separate task or item number for each service requested to simplify tracking.

3. RIGHT OF CONTROL: The CITY agrees that it will have no right to control or direct the details, manner, or means by which ENGINEER accomplishes the results of the services performed hereunder. ENGINEER has no obligation to work any particular hours or days or any particular number of hours or days. ENGINEER agrees, however, that its other contracts or services shall not interfere with the performance of its services under this Agreement.

4. INDEPENDENT ENGINEER RELATIONSHIP: ENGINEER is an independent contractor and is not an employee, servant, agent, partner, or joint venturer of the CITY. The CITY shall determine the scope of work to be done by ENGINEER, but ENGINEER shall determine the legal means by which it accomplishes the work specified by the CITY.

5. FEDERAL, STATE, AND LOCAL PAYROLL TAXES: Neither federal, state or local income taxes, nor payroll taxes of any kind shall be withheld and paid by the CITY on behalf of ENGINEER or the employees of ENGINEER. ENGINEER shall not be treated as an employee with respect to the services performed hereunder for federal or state tax purposes. ENGINEER understands that ENGINEER is responsible to pay, according to law, ENGINEER's income tax. ENGINEER further understands that ENGINEER may be liable for self-employment (Social Security) tax to be paid by ENGINEER according to law.

6. LICENSES AND LAW: ENGINEER represents that it possesses the skill and experience necessary and all licenses required to perform the services under this Agreement. ENGINEER further agrees to comply with all applicable laws in the performance of the services hereunder.

7. FRINGE BENEFITS: Because ENGINEER is engaged in its own independently established business, ENGINEER is not eligible for, and shall not participate in, any employee pension, health, or other fringe benefit plans of CITY.

8. WORKER'S COMPENSATION: ENGINEER shall maintain in full force and effect worker's compensation for ENGINEER and any agents, employees, and staff that the ENGINEER may employ, and provide proof to the CITY of such coverage or that such worker's compensation insurance is not required under the circumstances.

9. EQUIPMENT, TOOLS, MATERIALS OR SUPPLIES: ENGINEER shall supply, at ENGINEER's sole expense, all equipment, tools, materials and/or supplies to accomplish the services to be provided herein.

10. EFFECTIVE DATE: This contract will run from effective date of the agreement through December 31, 2026. The above set date shall be the Effective Date of this Agreement.

11. WARRANTY: ENGINEER warrants that all services under this Agreement will be performed in a professional manner, in accordance with the applicable standard of care, and in conformance with the standards established for engineers and/or licensed surveyors in the State of Idaho. ENGINEER acknowledges that it will be liable for any breach of this warranty.

12. INDEMNIFICATION AND INSURANCE:

As respects to acts, errors or omissions in the performance of professional services, ENGINEER agrees to indemnify and hold harmless the CITY, its officers, employees, and the CITY's designated volunteers from and against any and all claims, demands, defense costs, liability or consequential damages of any kind or nature arising directly out of ENGINEER's negligent acts, errors or omissions in the performance of its professional services under the terms of this contract.

As respects all acts, errors or omissions which do not arise directly out of the performance of professional services including, but not limited to those acts or omissions normally covered by general and automobile liability insurance, ENGINEER agrees to indemnify and hold harmless the CITY, its officers, agents, employees, representatives, and volunteers from and against any and all claims, demands, defense costs, liability, or consequential damages of any kind or nature arising out of or in connection with ENGINEER's (or ENGINEER's subcontractors, if any) performance or failure to perform, under the terms of this contract; excepting those which arise out of the sole negligence of CITY.

Without limiting the CITY's right to indemnification, it is agreed that ENGINEER shall secure prior to commencing any activities under this Agreement, and maintain during the term of this Agreement, insurance coverage as follows:

- a. Worker's compensation insurance as required by Idaho statutes.
- b. Comprehensive general liability insurance or commercial general liability insurance, including coverage for premises and operations, contractual liability, personal injury liability, products/completed operations liability, broad-form property damage (if applicable) and independent ENGINEER's liability (if applicable), in an amount of not less than One Million Dollars (\$1,000,000.00) per occurrence, combined single limit, written on an occurrence form.
- c. Comprehensive automobile liability coverage including, as applicable, owned, nonowned and hired autos, in an amount of not less than One Million Dollars (\$1,000,000.00) per occurrence, combined single limit, written on an occurrence form.
- d. Professional liability insurance coverage, including contractual liability, in an amount not less than One Million Dollars (\$1,000,000.00), and ENGINEER shall maintain such coverage for at least four (4) years from the termination of this Agreement; and during this four- year period, ENGINEER shall use ENGINEER's best efforts to ensure that there is no change of the retroactive date on this insurance coverage.

The CITY is hereby authorized to reduce the requirements set forth above in the event the CITY determines that such reduction is in the CITY's best interest.

Each insurance policy required by this Agreement shall contain the following clauses:

- a. This insurance shall not be canceled, limited in scope or coverage, or non-renewed until after thirty (30) days prior written notice has been given to the Clerk of the CITY.
- b. It is agreed that any insurance maintained by the CITY shall apply in excess of and not contribute with insurance provided by this policy.

Each insurance policy required by this Agreement, excepting policies for worker's compensation and professional liability, shall contain the following clause:

The CITY, its officers, agents, employees, representatives and volunteers are added as additional insureds as respects operations and activities of, or on behalf of, the named insured, performed under contract with the CITY.

Prior to commencing any work under this Agreement, ENGINEER shall deliver to the CITY insurance certificates confirming the existence of the insurance required by this Agreement, and including the applicable clauses referenced above. Also, within thirty (30) days of the execution date of this Agreement, ENGINEER shall provide to CITY endorsements to the above-required policies, which add to these policies the applicable clauses referenced above. Said endorsements shall be signed by an authorized representative of the insurance company and shall include the signature's company affiliation and title. Should it be deemed necessary by the CITY, it shall be ENGINEER's responsibility to see that the CITY receives documentation acceptable to the CITY which sustains that the individual signing said endorsements is indeed authorized to do so by the insurance company. Also, the CITY has the right to demand, and to receive within a reasonable time period, copies of any insurance policies required under this Agreement.

In addition to any other remedies the CITY may have if ENGINEER fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, the CITY may, at its sole option:

- a. Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;
- b. Order ENGINEER to stop work under this Agreement and/or withhold any payment(s) which become due to ENGINEER hereunder until ENGINEER demonstrates compliance with the requirements hereof.
- c. Terminate this Agreement.

Exercise of any of the above remedies, however, is an alternative to other remedies the CITY may have and is not the exclusive remedy for ENGINEER's failure to maintain insurance or secure appropriate endorsements.

Nothing herein contained shall be construed as limiting in any way the extent to which ENGINEER may be held responsible for payments of damages to persons or property resulting from ENGINEER's, or its subcontractor's, performance of the work covered under this Agreement.

13. NONDISCRIMINATION: ENGINEER, for itself and its successors and assigns, agrees that in the performance of services provided for in this Agreement, ENGINEER will not unlawfully discriminate against any employee or applicant for employment because of age, race, handicap, color, creed, religion, sex, marital status, ancestry, or national origin.

14. CONFLICT OF INTEREST: ENGINEER warrants that it presently has no interest and will not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of its services hereunder. ENGINEER further covenants that, in performing this Agreement, it will employ no person who has any such interest. Should any conflict of interest arise, it will be disclosed and managed accordingly.

15. OWNERSHIPS: All work performed by ENGINEER on behalf of the CITY shall become the property of the CITY upon payment by the CITY for the services, including but not limited to electronic data and data compiled for the purpose of generating the final work product. The CITY shall have the right to use the data without obtaining prior approval by the ENGINEER.

16. NONWAIVER: Failure of either party to exercise any of the rights under this Agreement, or breach thereof, shall not be deemed to be a waiver of such right or a waiver of any subsequent breach.

17. CHOICE OF LAW: Any dispute under this Agreement, or related to this Agreement, shall be decided in accordance with the laws of the state of Idaho.

18. ENTIRE AGREEMENT: This is the entire agreement of the parties and can only be modified or amended in writing by the parties.

19. SEVERABILITY: If any part of this Agreement is held unenforceable, the remaining portions of the Agreement will nevertheless remain in full force and effect.

20. ATTORNEY FEES: Reasonable attorney fees shall be awarded to the prevailing party in any action to enforce this Agreement or to declare forfeiture or termination of this Agreement.

21. **NOTICES:** Any and all notices required or permitted to be given under this Agreement will be sufficient if furnished in writing, hand delivered, or sent by registered or certified mail to:

To the City: City of Hayden  
Attn: Lisa Ailport, City Administrator  
8930 N. Government Way  
Hayden, Idaho 83835  
Telephone: (208) 772-4411  
Facsimile: (208) 772-6522  
E-mail:

With a copy to: Fonda Jovick  
Lake City Law  
435 W Hanley Avenue, Suite 101  
Coeur d'Alene, Idaho 83815  
Telephone: (208) 664-8115  
Facsimile: (208) 664-6338  
E-mail: fjovick@lclattorneys.com

To Engineer: Welch Comer & Associates, Inc.  
Attn: Matt Gillis, P.E.  
330 E. Lakeside, Suite 101  
Coeur d'Alene, Idaho 83814

**Project Manager**  
Mike Hathaway, P.L.S.  
(208) 664-9382  
mhathaway@welchcomer.com

IN WITNESS WHEREOF, the parties have made and entered into this Agreement as of the Effective Date first above written.

The parties have executed this Agreement as of the Effective Date.

CITY

ENGINEER

CITY OF HAYDEN

WELCH COMER & ASSOCIATES, INC.

By: \_\_\_\_\_  
Alan Davis, Mayor

By: \_\_\_\_\_  
Survey Department Manager

ATTEST:

Its: \_\_\_\_\_

\_\_\_\_\_  
Abbi Sanchez, City Clerk

**EXHIBIT A**  
**Scope of Work and Fees**  
**Hayden/Atlas Survey Staking**

Welch Comer previously designed a roundabout at the intersection of Hayden Avenue and Atlas Road; however, the City now intends to have the proposed right of way staked.

**I. Services of Engineer:**

**A. Right of way staking:**

- a) Set hub and lath (30 are estimated) at the limits of the proposed right of way acquisition at the Hayden and Atlas intersection for the following parcels:

3125 W Hayden  
9561 N Atlas Rd.  
Parcel HL8130020010 - Daugharty Investments LLC (NW Corner)  
3320 W Hayden Avenue  
9551 N Atlas  
3140 W Hayden

**II. Payments to Engineer for Services:**

- A. City shall pay ENGINEER for the services identified herein the following hourly plus expenses amounts, only if directed:

Right of way staking	\$2,600
<b>Total Hourly Plus Expenses Limit</b>	<b>\$2,600</b>

- a) An amount equal to the cumulative hours charged to the Project by Engineer's employees times standard hourly rates for each applicable billing class, plus reimbursement of expenses incurred in connection with providing the Services.
- b) Engineer's Standard Hourly Rates are attached as Appendix 1.
- c) Engineer's Reimbursable Rate Schedule is attached as Appendix 2.
- d) Engineer may alter the distribution of compensation between individual phases noted herein to be consistent with services actually rendered, but shall not exceed the total hourly amount unless approved in writing by the Owner.

**III. Schedule:**

- A. The staking will be completed within two (2) weeks of an executed contract or later if requested by the City.

This is **Appendix 1 to EXHIBIT C**, consisting of 1 page, referred to in and part of the **Agreement between Owner and Engineer for Professional Services** dated November 2025.

## **Standard Hourly Rates Schedule**

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### *A. Standard Hourly Rates:*

Standard Hourly Rates are set forth in this Appendix 1 to this Exhibit C and include salaries and wages paid to personnel in each billing class plus the cost of customary and statutory benefits, general and administrative overhead, non-project operating costs, and operating margin or profit. The Standard Hourly Rates Schedule will be adjusted annually to reflect equitable changes in the compensation payable to Engineer per Exhibit C.

The Standard Hourly Rates apply only as specified in Article C2.

### *B. Schedule:*

Hourly rates for services performed on or after the date of the Agreement are:

Special Services	\$275.00/hour
Special Services – Accounting	\$182.00/hour
Expert Witness	300.00/hour
Public Involvement Specialist	125.00/hour
Principal Engineer III	300.00/hour
Principal Engineer II	295.00/hour
Principal Engineer I	290.00/hour
Construction Services Manager	245.00/hour
Sr. Project Manager	230.00/hour
Project Manager	205.00/hour
Engineer VII	270.00/hour
Engineer VI	205.00/hour
Engineer V	195.00/hour
Engineer IV	180.00/hour
Engineer III	160.00/hour
Engineer II	150.00/hour
Engineer I	140.00/hour
Engineering Assistant	80.00/hour
Sr. Engineer Tech III	145.00/hour
Sr. Engineer Tech II	140.00/hour
Sr. Engineer Tech I	125.00/hour
Engineering Technician	115.00/hour
Environmental Scientist	130.00/hour
Survey Manager	250.00/hour
Professional Land Surveyor II	200.00/hour
Professional Land Surveyor I	195.00/hour
Crew Chief II	135.00/hour
Crew Chief I	130.00/hour
Crew Member	115.00/hour
Survey Technician II	130.00/hour
Survey Technician I	125.00/hour
GIS Manager	160.00/hour
GIS Technician II	125.00/hour
GIS Technician I	110.00/hour
Engineering Designer I	150.00/hour
Cad Technician IV	140.00/hour
Cad Technician III	120.00/hour
Cad Technician II	115.00/hour
Cad Technician I	110.00/hour
Sr. Project Administrator	125.00/hour
Project Administrator	105.00/hour
Sr. Administrative Assistant	85.00/hour
Administrative Assistant	73.00/hour
No Charge Services	0.00/hour

**Reimbursable Expenses Schedule**

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Reimbursable Expenses will be adjusted annually to reflect equitable changes in the compensation payable to Engineer per Exhibit C. Rates and charges for Reimbursable Expenses as of the date of the Agreement are:

Letter/Legal Size Copies/Impressions (B/W)	\$0.10/page
Double Sided Letter & Legal Size Copies/Impressions (B/W)	\$0.13/page
Double Sided Letter & Legal Size Copies/Impressions (Color)	\$0.99/page
Ledger Size Copies/Impressions (B/W)	\$0.20/page
Double Sided Ledger Size Copies/Impressions (B/W)	\$0.25/page
Double Sided Ledger Size Copies/Impressions (Color)	\$1.98/page
Cardstock Copies/Impressions (B/W)	\$0.31/page
Letter/Legal Cardstock Copies/Impressions (Color)	\$0.99/page
Ledger Size Copies/Impressions (Color)	\$1.03/page
Color Transparency	\$2.49/page
Plot on Paper B&W (18" x 24")	\$0.90/sheet
Plot on Paper Color (18" x 24")	\$4.50/sheet
Plot on Paper B&W (18" x 27 ")	\$0.90/sheet
Plot on Paper Color (18" x 27 ")	\$4.50/sheet
Plot on Photo Paper/Mylar (18" x 27")	\$8.25/sheet
Plot on Paper B&W (22" x 34")	\$1.80/sheet
Plot on Paper Color (22" x 34")	\$9.00/sheet
Plot on Paper B&W (22" x 36")	\$1.80/sheet
Plot on Paper Color (22" x 36")	\$9.00/sheet
Plot on Paper B&W (24" x 36")	\$1.80/sheet
Plot on Paper Color (24" x 36")	\$9.00/sheet
Plot on Paper B&W (30" x 42")	\$2.70/sheet
Plot on Paper Color (30" x 42")	\$13.50/Sheet
Plot on Paper B&W (34" x 44")	\$3.30/sheet
Plot on Paper Color (34" x 44")	\$16.50/sheet
Plot on Paper B&W (36" x 48")	\$3.60/sheet
Plot on Paper Color (36" x 48")	\$18.00/sheet
Plot on Paper B&W (36" x 120")	\$9.00/sheet
Plot on Paper Color (36" x 120")	\$45.00/sheet
Mileage (auto)	Per Federal Rate
Mobile Lidar Scanner	\$1,500/hr
Navvis Ivion Cloud Processing	\$0.50/foot
UAV Flight	\$75/each
GPS Per Hour Billing	\$35.00/hour
GPS Per Hour Billing – Base and Rover	\$70.00/hour
Robotics Hourly Billing – 1 Man	\$70.00/hour
Digital Level	\$15.00/hour
Water Pressure Recorder	\$35.00/day
Meals and Lodging	Per Diem Rate
Pix4D Survey Software	\$450.00/each
Topo Feature Extraction Software	\$30.00/hour

- E. Approval of Change Order No. 10 with Big Sky Corporation for H-6 Force Main Project



# Memo

To: Mayor and Hayden City Council

From: Alan Soderling, Public Works Director

Date: 11-12-2025

**Agenda Item: Approve Change Order No. 10 with Big Sky Corporation adjusting contract bid quantities from estimated values to final construction values for H-6 Force Main Project.**

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## **Agenda Item Location**

Consent Calendar

## **Recommended Action or Motion**

Staff recommend the approval and authorization of the Mayor to sign Change Order No. 10 with Big Sky Corporation to adjust contract bid item quantities from estimated values to final construction values.

## **Functional Impact of Authorizing**

Change Order No. 10 reflects the final construction values for all bid items, establishing the final contract costs for the H-6 Force Main Project.

## **Functional Impact of Not Authorizing**

Not accepting this change order will prevent the project from being finalized and the City from realizing the benefit of the reduced cost that results from this change order.

## **Fiscal Impact**

This final change order results in a cost reduction of \$5,244.50 from the previous contract price. The original contract bid price was \$2,892,818.00 and this final change order results in a final contract price of \$2,930,108.47, a difference of \$37,290.47. This represents a 1.29% increase in this contract.

## **Budget Funding Source**

211-899-59838

## **Attachments**

Change Order No. 10 for Big Sky Corporation final bid item quantity adjustments.

**CHANGE ORDER**

**No. 10**

**DATE OF ISSUANCE:** 10/28/2025 **EFFECTIVE DATE:** 10/28/2025

<b>Project:</b> H-6 Lift Station – Force Main and Force Main Replacement Project	<b>Owner:</b> City of Hayden	<b>Owner's Contract No.:</b>
<b>Contract:</b> H-6 Lift Station – Force Main and Force Main Replacement Project		<b>Notice to Proceed:</b>
<b>Contractor:</b> Big Sky Corporation		<b>Engineer's Project No.:</b> 20-23-071

**The Contract Documents are modified as follows upon execution of this Change Order:**

**Description:**

*This change order will alter bid item quantities from the anticipated values during bidding to the final constructed values. The revisions are as follows:*

- Stabilized construction entrance is reduced by 1 EA to a total of 1.
- Standard Concrete Curb and Gutter is decreased by 69 LF to a total of 145 LF.
- Asphalt Roadway is increased by 45 SY to a total of 11,690 SY.
- Slipline 6" HDPE Pipe is increased by 18 LF to a total of 736 LF.
- The Use Tax for HDPE Pipe is decreased by 0.9205 LS to a total of 0.0795. The bid item was given a bid value of \$1,000 for all bidders as a common base value for bidding. The quantity of owner furnished 6" HDPE found to be acceptable for use by the Contractor was 265 LF, which was purchased by the City from HARSB at \$5 per LF. This totals the value of Owner furnished materials to \$1,325. At Idaho state sales tax value of 6%, this put the use tax total at \$79.50. As such, the lump sum quantity is reduced by 0.9205 to a total quantity of 0.0795, which reduces the bid item value from \$1,000 to \$79.50.

**Attached Documents:**

*C0-10 SUMMARY*

**CHANGE IN CONTRACT PRICE:**

**CHANGE IN CONTRACT TIMES:**

Original Contract Price	Original Contract Times	<input type="checkbox"/> Working days	<input checked="" type="checkbox"/> Calendar days
\$2,892,818.00	Substantial Completion (days or date): November 2, 2025	Ready for final payment (days or date): 30	

[Increase] [ <del>Decrease</del> ] from previously approved Change Order No. 9	[Increase] [ <del>Decrease</del> ] from previously approved Change Order No. 9
\$42,534.97	Substantial Completion (days or date): 1 Ready for final payment (days or date): 0

Contract Price prior to this Change	Contract Times prior to this Change Order:
\$2,935,352.97	Substantial Completion (days or date): 3-Nov-25 Ready for final payment (days or date): 30

[ <del>Increase</del> ] [ <del>Decrease</del> ] of this Change	[Increase] [ <del>Decrease</del> ] of this Change Order
<b>(\$5,244.50)</b>	Substantial Completion (days or date): 0 days Ready for final payment (days or date): 0 days

Contract Price incorporating this Change Order:	Contract Times with all approved Change Orders:
\$2,930,108.47	Substantial Completion (days or date): 3-Nov-25 Ready for final payment (days or date): 30

---

RECOMMENDED:

BY:

*Jon R. Zan*  
*Engineer (Authorized Signature)*

DATE: 10/28/2025

ACCEPTED:

BY:

*Eric Hensyel*  
*Owner (Authorized Signature)*

DATE:

ACCEPTED:

BY:

*Eric Hensyel*  
*Contractor (Authorized Signature)*

DATE: 11/04/2025

Approved by Funding Agency (if applicable): N/A

Date:

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**CHANGE ORDER 10**  
**Summary of Change Order**

ITEM NO.	DESCRIPTION	Est. Qty.	Unit	CHANGE ORDER DIFFERENCE	
				UNIT PRICE	TOTAL
<b>CO 10</b>					
<b>CO10-1</b>	Stabilized Construction Entrance - Quantity Deduct	-1	EA	\$1,792.00	-\$1,792.00
<b>CO10-2</b>	Standard Concrete Curb and Gutter - Quantity Deduct	-69	LF	\$77.00	-\$5,313.00
<b>CO10-3</b>	Asphalt Roadway - Quantity Addition	45	SY	\$39.00	\$1,755.00
<b>CO10-4</b>	Slipline 6" HDPE Pipe - Quantity Addition	18	LF	\$57.00	\$1,026.00
<b>CO10-5</b>	Use Tax for HDPE Pipe - Quantity Deduct	-0.9205	LS	\$1,000.00	-\$920.50
	<b>Subtotal</b>				
	<b>TOTAL - CHANGE ORDER NO. 10</b>				<b>-\$5,244.50</b>
Previous Contract Price					\$2,935,352.97
<b>Total Contract Price</b>					<b>\$2,930,108.47</b>

- F. Approval of Interstate Concrete & Asphalt Company Change Order No. 2 for Ramsey Road Extension Project



# Memo

To: Mayor and Hayden City Council  
From: Alan Soderling, Public Works Director  
Date: 11.12.25

**Agenda Item:** Approve Ramsey Road Extension Change Order No. 2 with Interstate Concrete & Asphalt Company for Avondale Irrigation District water line lowering and connection across Lancaster Avenue.

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## **Agenda Item Location**

Consent

## **Recommended Action or Motion**

Staff recommend the approval and authorization of the Mayor to sign Change Order No. 2 with Interstate Concrete & Asphalt Company for Avondale Irrigation District's water line lowering and connection across Lancaster Avenue.

## **Functional Impact of Authorizing**

This action provides the City of Hayden's concurrence with other partners to incorporate the work done on behalf of Avondale Irrigation District to connect water lines across Lancaster Avenue into the Ramsey Road Extension Project. Avondale Irrigation District is expected to reimburse these costs and have been invoiced.

## **Functional Impact of Not Authorizing**

If this change order is not accepted an unanticipated administrative burden will be imposed on our Idaho Transportation Department partners who process change orders on this shared project.

## **Fiscal Impact**

Pending receipt of reimbursement from Avondale Irrigation District, there is no cost to the City.

## **Budget Funding Source**

Not applicable.

## **Attachments**

Ramsey Road Extension Project Change Order #2 with Interstate Concrete & Asphalt Company  
Avondale Irrigation District 11.6.25 Invoice



# Change Order

## Idaho Transportation Department

ITD 0400 (Rev.05-14)  
itd.idaho.gov

Paying Through:  WinCaps       SiteManager

See Contract Administration Manual Section 104.02

Key Number 12310	Project Number A012(310)	Contract Number 8936
Program Number N/A	Location RAMSEY RD; WYOMING AVE TO LANCASTER RD, HAYDEN	
Contractor's Name Interstate Concrete & Asphalt Co.		Date of Contractor Authorization 05/01/2025
		Change Order Number 02

You are ordered to perform the work described or incorporated below in accordance with the Contract or as amended by this change order. The cost to perform this work includes all labor, equipment, materials, overhead, and all other incidental costs associated with completing the work.

**Description of Work**

**CHANGE IN PLANS – NON-PARTICIPATING**

- Description:** The existing 16-in waterline is currently owned and operated by "Avondale Irrigation District". Per the construction plans and contract, a new 18-in (C900 Class 150 DR18 PVC) is intended to connect to the existing 16-in waterline, via a ductile iron "T" fitting, and extend south through Lancaster Rd. The construction plans do not detail the 30-in steel casing offset south from the existing 16-in line. This conflict was discussed at the preconstruction meeting (1/29/25). Potholing activities (2/19/25) revealed the 30-in casing and the 16-in waterline are buried at the same depth (5-ft bgs) and is offset south by approximately 4-ft. To connect the new 18-in waterline to the 16-in water line, the 16-in line will need to be lowered using a combination of couplers, ductile iron mechanical joint fittings and restraints. Approximately 100-ft of the 16-in line will need to be lowered.

**Remove and Replace Plan Sheets 76 of 184 (Roadway Sheets) and 20 of 27 (Utility Sheets)**

**Detail Sheet CO2 and Standard Drawing 601-1 are attached with information on this change.**

- Materials:** All pipe material and fittings will meet the requirements of the specifications detailed below.

**PVC Water Line:** Meet the requirements of AWWA C905 and shall be DR 18. Joints shall be push-on joints with an elastomeric seal meeting the requirements of ASTM F477 and a gasketed joint assembly meeting ASTM D3139. Install tracer wire and warning tape over the water pipe.

**Fittings:** Defined as bends; tees; crosses; mechanical joint by flange adapters, and reducers. All water line fittings shall be ductile iron with 350 psi working pressure and shall conform to AWWA C153 for mechanical joints and AWWA C110 ANSI Class 125 B16.1 for flanged joints. All connections to pipes shall be restrained by mechanical joint connections. Use fittings approved by the respective water purveyor.

**Mechanical Joint Restraint:** Joint restraints will be Romac Grip Ring, Megalug Series 2000PV, Uni- Flange Series 1500, Stargrip Series 4000, or approved equal Mechanical Joint Restraints for C905 PVC Pipe for the required sizes shown on the plans or approved equal. Restraint device for mechanical joint appentencies shall conform to either ANSI/AWWA C111/A21.11 or ANSI/AWWA C153/A21.53. Use mechanical Joint Restraints approved by the respective water purveyor.

All materials (pipe, fittings, MJ restraints, etc.) will be accepted per the applicable Material Testing Requirements (MTRs) detailed in the 2020 Quality Assurance (QA) Manual and 2024 QA Manual Supplementals to the 2020 QA

# Change Order

## Idaho Transportation Department

ITD 0400 (Rev.05-14)  
itd.idaho.go

Key Number 12310	Project Number A012(310)	Contract Number 8936
Program Number N/A	Location RAMSEY RD; WYOMING AVE TO LANCASTER RD, HAYDEN	
Contractor's Name Interstate Concrete & Asphalt Co.		Date of Contractor Authorization 05/01/2025
		Change Order Number 02

Manual. All permanently incorporated steel, iron, and PVC materials must be certified that the steel and iron was manufactured in the United States including application of any coatings per Buy America requirements.

3. **Construction Requirements:** Complete construction of all pipe material and fittings per ITD Standard Specification section 601.03 and as indicated in the attached plan sheets.
4. **Method of Measurement:** The Engineer will measure acceptably completed work as follows for each item.
  - Lower 16-in Water Line by the linear foot (LF)
5. **Basis of Payment:** The Department will pay for accepted quantities at the contract unit prices as follows.

Estimate of Extra Work at Agreed Prices					
Item No .	Description	Unit	Unit Price	Quantity	Total Price
S911-05D	Lower 16-in Water Line	LF	\$ 460.21	100	\$46,021.00
S900-50C	Prime Markup	CA	\$ 1.00	5,100	\$5,100.00

<b>Total Estimated Increase</b>	\$51,121.00
---------------------------------	-------------

6. **Contract Time:** There will be no adjustment in Contract time for this change order.

By reason of this change, contract time will be adjusted by  
 \_\_\_\_\_ 0 \_\_\_\_\_  Working Days     Calendar Days

We agree that if this Change Order is approved, we will perform the work described or incorporated as shown above and be compensated at the prices specified.

Contractor's Signature 		Date 5/8/25
City, County, or Highway District Agency's Name City of Hayden, Public Works (Avondale Irrigation District)		
Authorized Representative's Signature 	Title District Manager	Date 7.51.25
Approved for State of Idaho		
Authorized Representative's Signature 	Title Resident Engineer	Date 05/01/2025



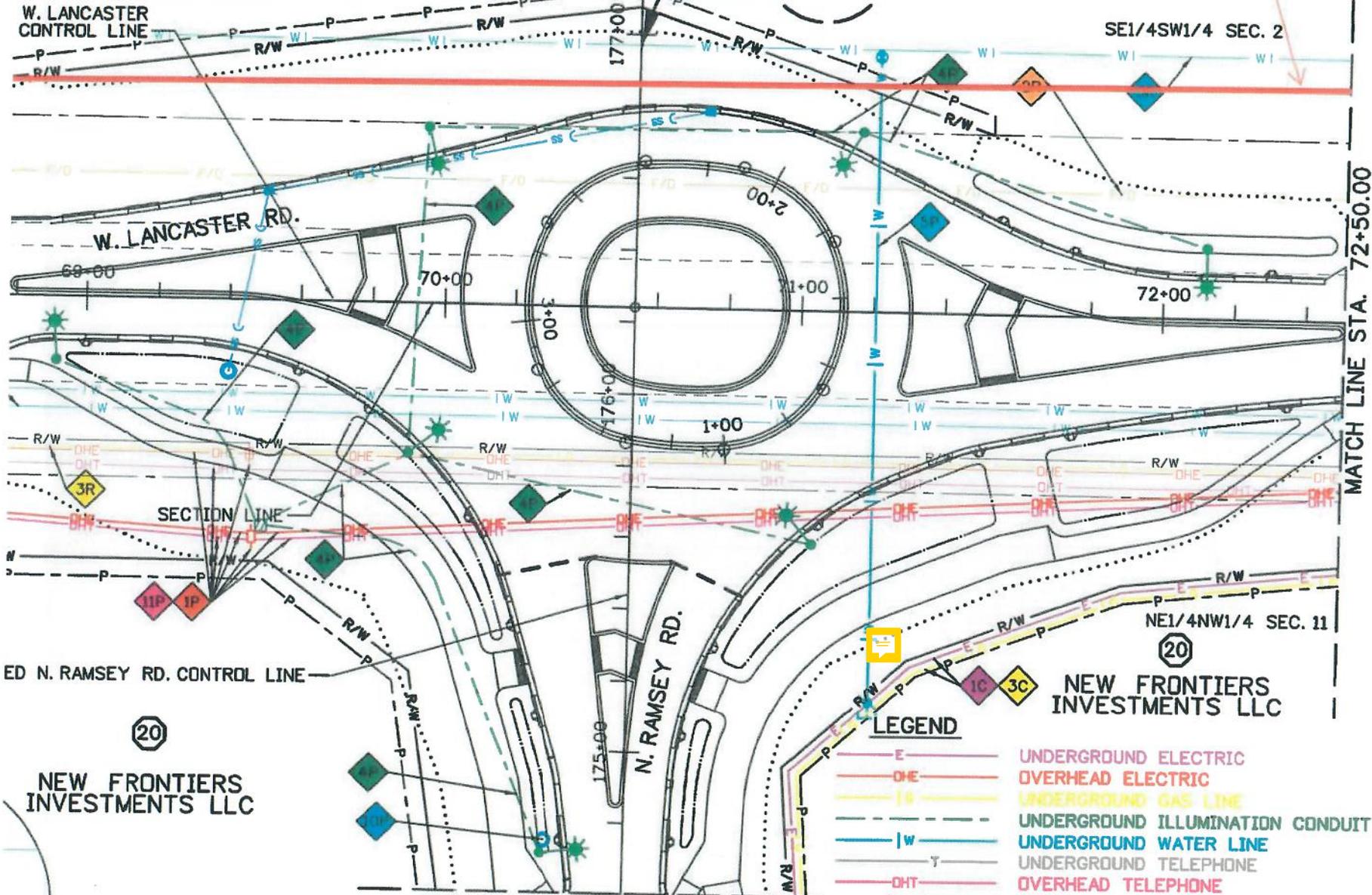
FROM EXISTING  
LOCATION

- 9 - SEWER DISTRICT: WATER
- 10 - ZIPLY FIBER: FIBER OPTIC
- 11 - CITY OF HAYDEN: STORM SEWER
- 12 - CHARTER SPECTRUM: TELEPHONE
- 13 - ZIPLY FIBER: TELEVISION

STA. 176+96.66  
N 50156.64'  
E 101464.78'

TRAIL CREEKS  
DEVELOPMENT LLC

SE1/4SW1/4 SEC. 2



CONNECT TO EXISTING WATERLINE  
WITH 12"x12"x18" TEE, THRUST  
BLOCK AND 18" BUTTERFLY VALVE.  
STA. 71+20.50, 73.00' LT

ALL BLOW OFF  
MBLY AND CAP

DETAIL

MATCH LINE STA. 72+50.00

MATCH LINE STA. 174+60.00

**LEGEND**

- E UNDERGROUND ELECTRIC
- O/E OVERHEAD ELECTRIC
- G UNDERGROUND GAS LINE
- I/W UNDERGROUND ILLUMINATION CONDUIT
- W UNDERGROUND WATER LINE
- T UNDERGROUND TELEPHONE
- OHT OVERHEAD TELEPHONE
- S/W UNDERGROUND SANITARY SEWER
- S/S UNDERGROUND STORM SEWER
- TOE OF SWALE BOTTOM
- F/O UNDERGROUND FIBER OPTIC
- TV UNDERGROUND TELEVISION
- ⊕ UTILITY POLE
- ← UTILITY POLE GUYWIRE
- ◻ ELECTRIC JUNCTION BOX
- ◻ FIBER OPTIC JUNCTION BOX
- ◻ CATCH BASIN
- PROPOSED DRY WELL
- ◻ ILLUMINATION JUNCTION BOX
- ⊕ AVISTA LUMINAIRF POU F &

NEW FRONTIERS  
INVESTMENTS LLC

NE1/4NW1/4 SEC. 11

ED N. RAMSEY RD. CONTROL LINE

20

NEW FRONTIERS  
INVESTMENTS LLC

N. RAMSEY RD.

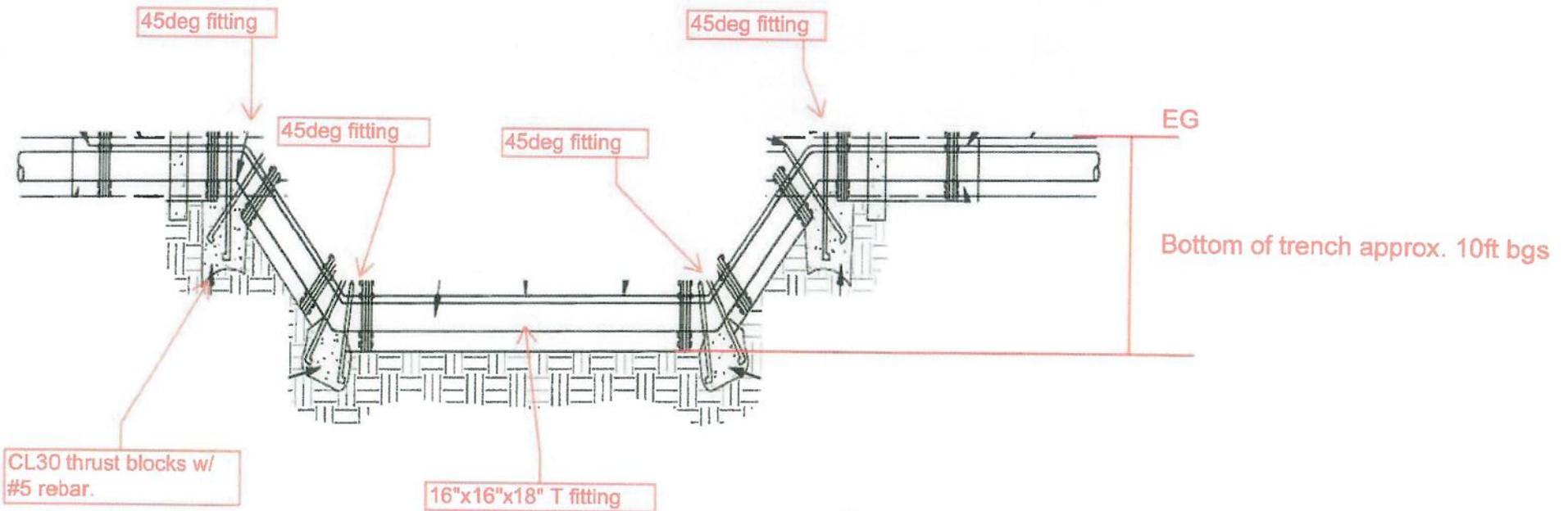
W. LANCASTER RD.

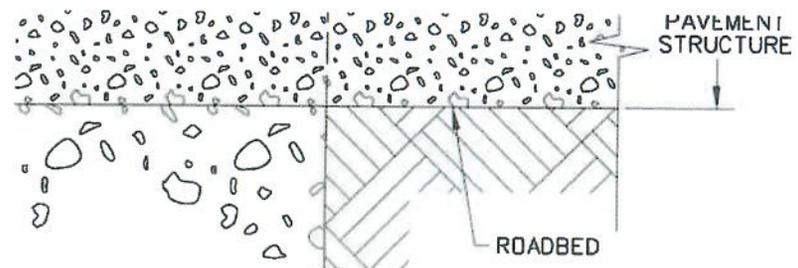
W. LANCASTER  
CONTROL LINE

**PVC Water Line:** Meet the requirements of AWWA C905 and shall be DR 18. Joints shall be push-on joints with an elastomeric seal meeting the requirements of ASTM F477 and a gasketed joint assembly meeting ASTM D3139. Install tracer wire and warning tape over the water pipe as shown on the plans.

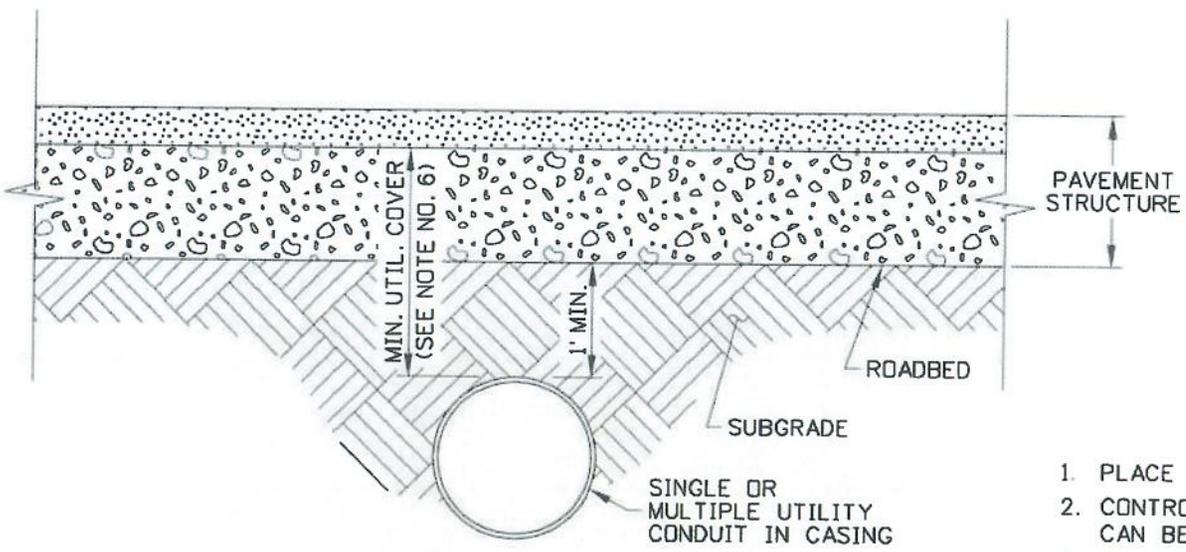
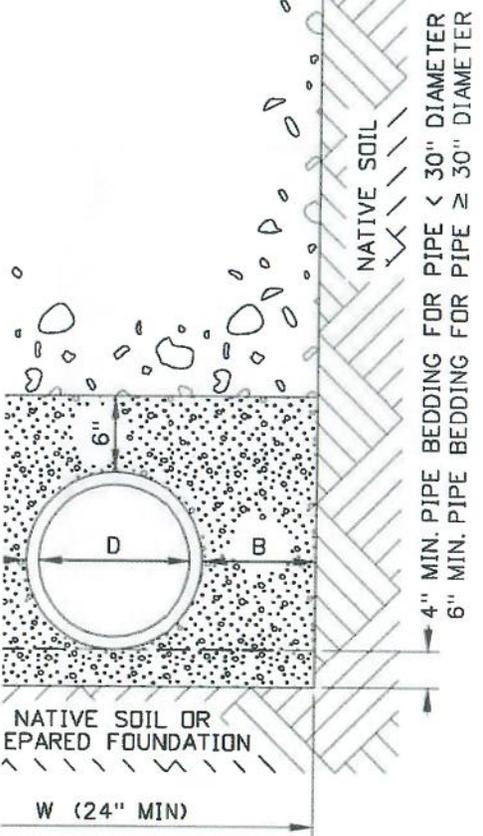
**Fittings:** Defined as bends; tees; crosses; mechanical joint by flange adapters, and reducers. All water line fittings shall be ductile iron with 350 psi working pressure and shall conform to AWWA C153 for mechanical joints and AWWA C110 ANSI Class 125 B16.1 for flanged joints. Construct fittings, connections to valves, or flange connections as shown on the plans. All connections to pipe shall be restrained mechanical joint connections. Use fittings approved by the respective water purveyor.

**Mechanical Joint Restraint:** Joint restraints will be Romac Grip Ring, Megalug Series 2000PV, Uni- Flange Series 1500, Stargrip Series 4000, or approved equal Mechanical Joint Restraints for C905 PVC Pipe for the required sizes shown on the plans or approved equal. Restraint device for mechanical joint appetencies shall conform to either ANSI/AWWA C111/A21.11 or ANSI/AWWA C153/A21.53. Use mechanical Joint Restraints approved by the respective water purveyor.



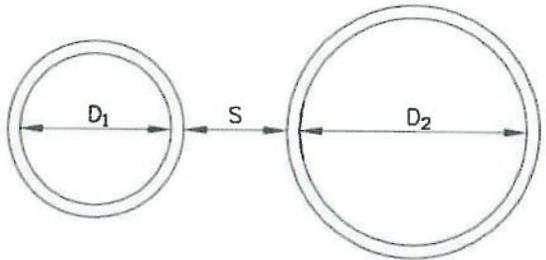


INSIDE ROADWAY PRISM	AGGREGATE FOR CONCRETE SIZE NO. 1, NO. 2A, OR NO. 2B (SUBSECTION 703.02)	ENGINEER ACCEPTANCE	
OUTSIDE ROADWAY PRISM	COARSE AGGREGATE FOR CONCRETE SIZE NO. 1, NO. 2A, OR NO. 2B (SUBSECTION 703.02)	ENGINEER ACCEPTANCE	CONCRETE NAME, FRICTION OR D



MIN (S)
D (INCH)
≤ 6
7 TO
16 TO
> 3

JACKING, DRIVING, OR BORING

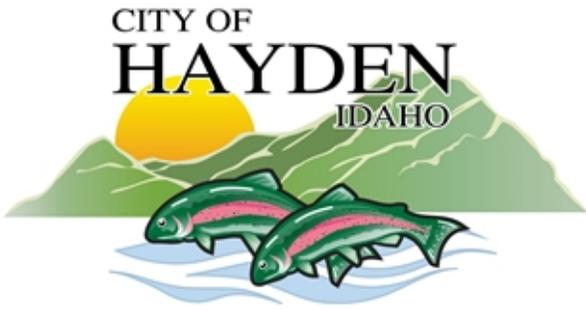


MULTIPLE PIPE INSTALLATION DETAIL  
(SEE NOTE NO. 4)

TRENCHING

1. PLACE MATERIAL IN ACCORDAN
2. CONTROLLED DENSITY FILL (C CAN BE USED IF APPROVED B
3. LOOSE LIFT THICKNESS DIREC WITH APPROVAL TO PREVENT
4. WHEN TWO DIFFERENT DIAMET LARGER D DIMENSION TO DETI
5. WHEN THE PIPE DIAMETER IS INSTALLED DURING EMBANKMEN EQUAL TO THE PIPE DIAMETER
6. PROVIDE THE FOLLOWING MINI WATER: 4'  
LIQUID DR GAS PETROLEU  
ELECTRICAL MAIN LINE: 4'  
COMMUNICATIONS OR ELE  
UTILITY OWNERS AND LOCAL I  
MINIMUM COVER DEPTHS. CON  
THE REQUIRED COVER DEPTHS
7. PERFORM TRENCHING PER OSF
8. DO NOT DISTURB THE INSTALL WHEN USING TRENCH BOXES C
9. DRAWINGS NOT TO SCALE.

NO'



# INVOICE

**City of Hayden**  
 8930 N. Government Way  
 Hayden, ID 83835  
 (208)772-4411  
 www.haydenid.gov

Invoice Nbr:	25-0003399
Invoice Date:	11/06/2025
Customer ID:	201884
Service Date:	11/06/2025
Invoice Amt:	\$51,121.00
Due Date:	11/13/2025
Amt. Remitted	\$ _____

AVONDALE IRRIGATION DISTRICT  
 BOB CHANDLER  
 207 E HAYDEN AVE  
 HAYDEN, ID 83835



\*\*\* RETURN UPPER PORTION WITH YOUR PAYMENT \*\*\*

DESCRIPTION OF SERVICE	AMOUNT
CHG ORDER-RAMSEY RD; WYOMING TO LANCASTER	\$51,121.00

**PLEASE PAY WITHIN 30 DAYS OF RECEIVING**

CHANGE ORDER TO RAMSEY RD; WYOMING AVE TO LANCASTER  
 PROJECT TO BE REIMBURSED BY AVONDALE IRRIGATION  
 DISTRICT

INVOICE TOTAL:	\$51,121.00
CREDITS APPLIED:	\$0.00
PAYMENTS APPLIED:	\$0.00
<b>INVOICE BALANCE:</b>	<b>\$51,121.00</b>

Remit and make Check Payable to:  
 CITY OF HAYDEN  
 8930 N. Government Way  
 Hayden, ID 83835

- G. Approval of Simco Construction Change Order No. 07 for the H-6 Lift Station Project



# Memo

To: Mayor and Hayden City Council

From: Alan Soderling, Public Works Director

Date: 11.12.25

**Agenda Item: Approve change order No. 07 with Simco Construction for H-6 Lift Station surface slab protective coating**

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## **Agenda Item Location**

Consent Calendar

## **Recommended Action or Motion**

Staff recommend the approval and authorization of the Mayor to sign Change Order No. 07 for the H-6 Lift Station Project with Simco Construction in the amount of \$10,070.69.

## **Functional Impact of Authorizing**

Change Order No. 07 adds protective surface coating on the concrete slab over the diversion structure and wet well of the H-6 lift station to enhance longevity and protect against water penetration.

## **Functional Impact of Not Authorizing**

If this is not accepted, the concrete slab over the H-6 Lift Station wet well and diversion structure will not be coated and exposure to elements and water may reduce longevity and result in damage.

## **Fiscal Impact**

This change order is an increase to the contract amount by \$10,070.69.

## **Budget Funding Source**

GL 211-899-59829 – H-6 Lift Station Construction

## **Attachments**

Change Order No. 07 for the H-6 Lift Station Project

**CHANGE ORDER  
No. 07**

DATE OF ISSUANCE: 11/6/2025 EFFECTIVE DATE: 11/6/2025

<b>Project:</b> H-6 Lift Station	<b>Owner:</b> City of Hayden	<b>Owner's Contract No.:</b>
<b>Contract:</b> H-6 Lift Station	<b>Notice to Proceed:</b> February 18, 2025	
<b>Contractor:</b> Simco Development Group	<b>Engineer's Project No.:</b> 20-21-022-030	

**The Contract Documents are modified as follows upon execution of this Change Order:**

**Description:**

*This change order will incorporate the following items.  
CO-07 1) Coating to waterproof diversion structure and wet well.*

**Attached Documents:**

*CO-07 SUMMARY*

**CHANGE IN CONTRACT PRICE:**

Original Contract Price  
  
\$3,098,410.00

**CHANGE IN CONTRACT TIMES:**

Original Contract Times  Working days  Calendar days  
Substantial Completion (days or date): October 6, 2025  
Ready for final payment (days or date): November 5, 2025

**[Increase]** ~~[Decrease]~~ from previously approved Change Orders No. 1-6

\$14,378.41  
Substantial Completion (days or date): 39  
Ready for final payment (days or date): 39

Contract Price prior to this Change Order:  
  
\$3,112,788.41

Contract Times prior to this Change Order:  
Substantial Completion (days or date): 14-Nov-25  
Ready for final payment (days or date): 14-Dec-25

**[Increase]** ~~[Decrease]~~ of this Change Order  
  
\$10,070.69

**[Increase]** ~~[Decrease]~~ of this Change Order  
Substantial Completion (days or date): 12 days  
Ready for final payment (days or date): 12 days

Contract Price incorporating this Change Order:  
  
\$3,122,859.10

Contract Times with all approved Change Orders:  
Substantial Completion (days or date): 26-Nov-25  
Ready for final payment (days or date): 26-Dec-25

**RECOMMENDED:**

BY:   
*Engineer (Authorized Signature)*  
DATE: 11/6/2025

**ACCEPTED:**

BY: \_\_\_\_\_  
*Owner (Authorized Signature)*  
DATE: \_\_\_\_\_

**ACCEPTED:**

BY:   
*Contractor (Authorized Signature)*  
DATE: 11/6/25

Approved by Funding Agency (if applicable): N/A

Date: \_\_\_\_\_

**CHANGE ORDER 07**  
**Summary of Change Order**

ITEM NO.	DESCRIPTION	Est. Qty.	Unit	CHANGE ORDER DIFFERENCE	
				UNIT PRICE	TOTAL
<b>CO 7</b>					
CO 07-1	Intall Painting Canopy	1	LS	\$ 1,101.06	\$ 1,101.06
CO 07-2	Cleaning and Install Coating	1	LS	\$ 7,319.63	\$ 7,319.63
CO 07-3	Inspection and QC	1	LS	\$ 1,650.00	\$ 1,650.00
	<b>TOTAL - CHANGE ORDER NO. 7</b>				<b>\$10,070.69</b>
Previous Contract Price					\$3,011,421.95
<b>Total Contract Price</b>					<b>\$3,021,492.64</b>



# Simco Development Group

PO Box 2023  
Hayden Id 83835

Phone: 208 770 9391  
Email SimcoDG@gmail.com

Proposal: Slab Waterproofing H6

11-3-25

Pricing including the following:

Desc.	Qty	Unit	Unit Price	Amount
<b><u>Option 1 - Cover Diversion Structure and Wet Well Only</u></b>				
Install Painting Canopy	1	LS	\$ 1,101.06	\$ 1,101.06
Cleaning and Install Coating	1	LS	\$ 7,319.63	\$ 7,319.63
Inspection and QC	1	LS	\$ 1,650.00	\$ 1,650.00
Total				\$ 10,070.69
<b><u>Option 2 - Cover Whole Slab</u></b>				
Install Painting Canopy	1	LS	\$ 3,449.37	\$ 3,449.37
Cleaning and Install Coating	1		\$ 22,743.03	\$ 22,743.03
Inspection and QC	1		\$ 1,650.00	\$ 1,650.00
Total				\$ 27,842.40

*Add 12 Calendar days to perform work*

Timelines for the install would be as follows:

Once we have confirmation of color, 2 day make time and then 3-5 day transit time from Kansas City for all products.

Wetwell/Diversion Structure - 5 working days. Majority of this is cure time between coats (8-16hrs depending on temp, we will have our heater to maintain temps to assist with curing)

Whole Slab - 7 working days. Again, the majority of this is cure times between coats.

Please call if you have any questions.

Thank you,



**John Wakkinen**  
ESTIMATOR/PM

Simco Development Group  
PO Box 2023  
Hayden, ID 83835  
john@simcodg.com

## H. Ratification of the October 2025 Payroll

**CITY OF HAYDEN  
COUNCIL PAYROLL REPORT  
October 2025**

November 12, 2025 Council Meeting

DESCRIPTION	PAYROLL	ADDITIONAL COSTS Paid by Employer
Employee Wages	\$314,411.54	
iii-A Dental Plan		3,673.00
iii-A Medical Plan		63,753.00
Health Savings Account	paid quarterly	3,375.00
Medicare		4,432.84
PERSI		35,515.35
Social Security		18,953.99
Beam Vision Plan		729.84
FSA/HRA Fees		135.00
TOTALS	\$314,411.54	\$130,568.02
	<b>GRAND TOTAL</b>	<b>\$444,979.56</b>

38 Full-Time Employees

1 Part-Time Employee

5 Mayor & Council

0 Active Duty Military

2 Seasonal/Temporary

28 Temps - Recreation

**74 Total Employees**

44 Benefit-Eligible Employees

41 on Medical & 42 on Dental

I. Ratification of Bills for Payment

INVOICE REGISTER FOR CITY OF HAYDEN

EXP CHECK RUN DATES 10/15/2025 - 11/06/2025

POSTED AND UNPOSTED PAID

BANK ACCOUNTS: 01 - POOLED A/P CHECKING VENDOR CODES: 0279 - CITYSERVICEVALCON, LLC

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted Post Date
<b>Vendor 0279 - CITYSERVICEVALCON, LLC</b>							
CL48241							
00050133	CITYSERVICEVALCON, LLC	09/30/2025	11/04/2025	3,721.09	0.00	Paid	Y
	FUEL	dcollins					10/10/2025
	110-542-54001	VEHICLE FUEL		1,779.16			
	110-533-54001	VEHICLE FUEL		1,583.33			
	110-512-54001	VEHICLE FUEL		82.29			
	110-712-54001	VEHICLE FUEL		43.49			
	110-350-54001	VEHICLE FUEL		232.82			
	210-241-54001	VEHICLE FUEL		0.00			
Total Vendor 0279 - CITYSERVICEVALCON, LLC				3,721.09	0.00		

# of Invoices:	1	# Due: 0	Totals:	3,721.09	0.00
# of Credit Memos:	0	# Due: 0	Totals:	0.00	0.00
Net of Invoices and Credit Memos:				3,721.09	0.00

--- TOTALS BY FUND ---

110 GENERAL FUND	3,721.09	0.00
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--- TOTALS BY DEPT/ACTIVITY ---

350 COMDEV VEHICLES	232.82	0.00
512 PW-ADM EQUIP/VEHICLE FUEL & MAI	82.29	0.00
533 PW-STR EQUIP/VEHICLE R&M	1,583.33	0.00
542 PW-PKS EQUIP/VEHICLE R&M	1,779.16	0.00
712 REC EQUIP/VEHICLE FUEL MAINT	43.49	0.00

## J. Approval of Bills for Payment

INVOICE REGISTER FOR CITY OF HAYDEN

EXP CHECK RUN DATES 11/12/2025 - 11/12/2025

POSTED AND UNPOSTED OPEN

BANK ACCOUNTS: 01 - POOLED A/P CHECKING

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted Post Date
20-23-071 #8 00050226	BIG SKY ID CORP H-6 LIFT STATION - FORCE MAIN AND FORCE 211-899-59838-8015 211-899-59838-8016	11/06/2025 dcollins	11/12/2025	16,115.89 7,748.80 8,367.09	16,115.89	Open	N 11/12/2025
0000041105-0916 00050095	CDA PRESS CDA#15003 SUMMARY OF ORD 657 110-211-55401	09/04/2025 llafleur	11/12/2025	37.26 37.26	37.26	Open	N 11/12/2025
CDA#15158 9/30/ 00050207	CDA PRESS CDA#15158 NOPH FEE SCH, IMPACT FEES 110-211-55401	09/30/2025 llafleur	11/12/2025	170.40 170.40	170.40	Open	N 11/12/2025
CDA 158225 00050209	CDA PRESS CDA#158225 NOPH CITY COUNCIL 110-211-55401	10/17/2025 llafleur	11/12/2025	1,264.40 1,264.40	1,264.40	Open	N 11/12/2025
411208 00050108	FOX TRAILERS INC 725FH NEW TRAILER 110-899-58999	10/28/2025 llafleur	11/12/2025	7,845.00 7,845.00	7,845.00	Open	N 11/12/2025
OCT 2025 00050212	HARSB CAPACITY SOLD OCT 2025 211-241-54411 211-241-54431	11/03/2025 llafleur	11/12/2025	66,144.00 55,824.00 10,320.00	66,144.00	Open	N 11/12/2025
OM 25-26 INV2 00050217	HARSB COH-O&M REIMBURSE/INVESTMENT-REP/COH 210-241-53252	11/01/2025 llafleur	11/12/2025	288,388.69 288,388.69	288,388.69	Open	N 11/12/2025
TC-06-3317049 00050166	HAYDEN SUPER 1 FOODS STAFF 1ST DAY, PK-2ND BKB 110-711-56105	10/31/2025 llafleur	11/12/2025	10.96 10.96	10.96	Open	N 11/12/2025

INVOICE REGISTER FOR CITY OF HAYDEN

EXP CHECK RUN DATES 11/12/2025 - 11/12/2025

POSTED AND UNPOSTED OPEN

BANK ACCOUNTS: 01 - POOLED A/P CHECKING

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted Post Date
TC: 04-5513002 00050167	HAYDEN SUPER 1 FOODS SOCCER MINI/MICRO. LAST DAY STAFF TREATS 110-711-56105	10/17/2025 llafleur PROGRAM EQUIPMENT/SUPPLIES	11/12/2025	7.98 7.98	7.98	Open	N 11/12/2025
TC: 04-5525736 00050168	HAYDEN SUPER 1 FOODS SOCCER LAST DAY U8-15, STAFF TREATS 110-711-56105	10/25/2025 llafleur PROGRAM EQUIPMENT/SUPPLIES	11/12/2025	15.96 15.96	15.96	Open	N 11/12/2025
05-4219649 00050222	HAYDEN SUPER 1 FOODS WATER FOR BCI WORKSHOP 110-211-55801	10/10/2025 dcollins TRAVEL, MEETINGS, TRAINING	11/12/2025	17.94 17.94	17.94	Open	N 11/12/2025
04-5543853 00050223	HAYDEN SUPER 1 FOODS GIFT CARD FOR FIRST AID TRAINER 110-211-55801	11/05/2025 dcollins TRAVEL, MEETINGS, TRAINING	11/12/2025	40.00 40.00	40.00	Open	N 11/12/2025
PASS THRU 10/20 00050213	KC EMERGENCY MEDICAL SERVICES SYS DEVELOPMENT IMPACT FEE REMITTANCE FOR OC 110-228-22818	11/03/2025 llafleur PASSTHRU-IMPACT FEES-KCEMSS	11/12/2025	1,188.00 1,188.00	1,188.00	Open	N 11/12/2025
2026-00000010 00050224	KOOTENAI COUNTY LAW ENFORCEMENT CONTRACT FOR NOV 2025 110-251-59003	11/05/2025 dcollins KOOTENAI COUNTY SHERIFF SALARY EXPENSE	11/12/2025	79,490.33 79,490.33	79,490.33	Open	N 11/12/2025
1297916 10/30 00050172	KOOTENAI ELECTRIC COOPERATIVE INC CARAVELLE STREET LIGHTS 110-532-56220-0050	10/30/2025 llafleur STREET LIGHTING & SIGNAL UTILITIES	11/12/2025	295.41 295.41	295.41	Open	N 11/12/2025
1439690 10/30/2 00050173	KOOTENAI ELECTRIC COOPERATIVE INC DAKOTA LIFT STATION 110-532-56220-0050 210-247-57001 110-811-54104 210-247-57020	10/30/2025 llafleur STREET LIGHTING & SIGNAL UTILITIES WEST DAKOTA LS UTIL UTILITIES - PARKS H-7 CARRINGTON MEADOWS LS UTIL	11/12/2025	60.30 0.00 60.30 0.00 0.00	60.30	Open	N 11/12/2025

INVOICE REGISTER FOR CITY OF HAYDEN

EXP CHECK RUN DATES 11/12/2025 - 11/12/2025

POSTED AND UNPOSTED OPEN

BANK ACCOUNTS: 01 - POOLED A/P CHECKING

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted Post Date
1458464 10/30/2 00050174	KOOTENAI ELECTRIC COOPERATIVE INC BROADMOORE STREET LIGHTS 110-532-56220-0050	10/30/2025 l1afleur STREET LIGHTING & SIGNAL UTILITIES	11/12/2025	1,389.33 1,389.33	1,389.33	Open	N 11/12/2025
1652940 10/30/2 00050175	KOOTENAI ELECTRIC COOPERATIVE INC BROADMOORE IRRIGATION PUMP 110-811-54104	10/30/2025 l1afleur UTILITIES - PARKS	11/12/2025	343.88 343.88	343.88	Open	N 11/12/2025
1662848 10/30/2 00050176	KOOTENAI ELECTRIC COOPERATIVE INC AVIATION STREETLIGHTS 110-532-56220-0050	10/30/2025 l1afleur STREET LIGHTING & SIGNAL UTILITIES	11/12/2025	43.96 43.96	43.96	Open	N 11/12/2025
1839555 10/30/2 00050177	KOOTENAI ELECTRIC COOPERATIVE INC VALLEY GREEN STREET LIGHTS 110-532-56220-0050	10/30/2025 l1afleur STREET LIGHTING & SIGNAL UTILITIES	11/12/2025	150.24 150.24	150.24	Open	N 11/12/2025
1841141 10/30/2 00050178	KOOTENAI ELECTRIC COOPERATIVE INC CARRINGTON MEADOWS STREET LIGHTS 110-532-56220-0050	10/30/2025 l1afleur STREET LIGHTING & SIGNAL UTILITIES	11/12/2025	551.01 551.01	551.01	Open	N 11/12/2025
1844501 10/30/2 00050179	KOOTENAI ELECTRIC COOPERATIVE INC NEW DREAMS STREET LIGHTS 110-532-56220-0050	10/30/2025 l1afleur STREET LIGHTING & SIGNAL UTILITIES	11/12/2025	44.28 44.28	44.28	Open	N 11/12/2025
1851174 10/30/2 00050180	KOOTENAI ELECTRIC COOPERATIVE INC CARRINGTON MEADOWS LIFT STATION 210-247-57020	10/30/2025 l1afleur H-7 CARRINGTON MEADOWS LS UTIL	11/12/2025	218.82 218.82	218.82	open	N 11/12/2025
1863609 10/30 00050202	KOOTENAI ELECTRIC COOPERATIVE INC CARRINGTON APARTMENTS STREETLIGHTS 110-532-56220-0050	10/30/2025 l1afleur STREET LIGHTING & SIGNAL UTILITIES	11/12/2025	318.15 318.15	318.15	open	N 11/12/2025

INVOICE REGISTER FOR CITY OF HAYDEN

EXP CHECK RUN DATES 11/12/2025 - 11/12/2025

POSTED AND UNPOSTED OPEN

BANK ACCOUNTS: 01 - POOLED A/P CHECKING

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted Post Date
1863894 10/30/2 00050203	KOOTENAI ELECTRIC COOPERATIVE INC CARRINGTON MEADOWS 2ND ADD STREET LIGHTS 110-532-56220-0050	10/30/2025 llafleur	11/12/2025	294.40 294.40	294.40	Open	N 11/12/2025
1868671 10/30/2 00050204	KOOTENAI ELECTRIC COOPERATIVE INC CARRINGTON MEADOWS 3RD ADDN 110-532-56220-0050	10/30/2025 llafleur	11/12/2025	188.35 188.35	188.35	Open	N 11/12/2025
JOB ID-19245/ID 00050225	MINUTEMAN PRESS #234 HAYDEN HISTORICAL BOOK - DESIGN AND LAYO 110-111-58015	11/03/2025 dcollins	11/12/2025	818.25 818.25	818.25	Open	N 11/12/2025
OCT 2025 00050214	NORTHERN LAKES FIRE PROTECTION DIST DEVELOPMENT IMPACT FEE REMITTANCE FOR OC 110-228-22819	11/03/2025 llafleur	11/12/2025	11,718.00 11,718.00	11,718.00	Open	N 11/12/2025
108223 00050193	SATURDAY NIGHT INC. FALL YOUTH VOLLEYBALL TEAM SHIRTS 110-711-56404	09/18/2025 llafleur	11/12/2025	1,289.90 1,289.90	1,289.90	Open	N 11/12/2025
108323 00050194	SATURDAY NIGHT INC. FALL YOUTH BASKETBALL TEAM SHIRTS 110-711-56404	10/09/2025 llafleur	11/12/2025	3,518.90 3,518.90	3,518.90	Open	N 11/12/2025
20-21-022-030 # 00050182	SIMCO DEVELOPMENT GROUP H6 LIFT STATION CONSTRUCTION 211-899-59829	11/03/2025 dcollins	11/12/2025	358,151.90 358,151.90	358,151.90	open	N 11/12/2025

# of Invoices:	31	# Due: 31	Totals:	840,131.89	840,131.89
# of Credit Memos:	0	# Due: 0	Totals:	0.00	0.00
Net of Invoices and Credit Memos:				840,131.89	840,131.89

--- TOTALS BY FUND ---

INVOICE REGISTER FOR CITY OF HAYDEN

EXP CHECK RUN DATES 11/12/2025 - 11/12/2025

POSTED AND UNPOSTED OPEN

BANK ACCOUNTS: 01 - POOLED A/P CHECKING

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted Post Date
	110 GENERAL FUND			111,052.29	111,052.29		
	210 SEWER OPER. & MAINT. FUND			288,667.81	288,667.81		
	211 SEWER CAPITALIZATION FUND			440,411.79	440,411.79		
--- TOTALS BY DEPT/ACTIVITY ---							
	111 GEN-MYR OPERATING & ADMINISTRAT			818.25	818.25		
	211 GEN-ADM OPERATING & ADMINISTRAT			1,530.00	1,530.00		
	228 PASSTHRU & BAD DEBT EXPENSES			12,906.00	12,906.00		
	241 OPERATING & ADMINISTRATIVE			354,532.69	354,532.69		
	247 LIFT/PUMP STATION UTIL			279.12	279.12		
	251 LAW ENFORCEMENT SALARIES & BENE			79,490.33	79,490.33		
	532 PW-STR ROAD MAINTENANCE			3,275.13	3,275.13		
	711 REC OPERATING & ADMINISTRATIVE			4,843.70	4,843.70		
	811 FACIL OPERATING & ADMINISTRATIV			343.88	343.88		
	899 CAPITAL PURCHASES/PROJECTS			382,112.79	382,112.79		

2. **VISITOR/PUBLIC COMMENT (3-minutes maximum)**
3. **NEW BUSINESS**
  - A. **ACTION ITEM** Welch Comer Engineers Alternatives Analysis and Recommendation for Hayden-Huetter Intersection Improvements



# Memo

To: Mayor and Hayden City Council

From: Dulci Kau, City Engineer

Date: 11.12.25

**Agenda Item: Select intersection type for West Hayden Avenue & North Huetter Road**

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## **Agenda Item Location**

New Business

## **Background**

Preliminary options for intersection improvements at West Hayden Avenue and North Huetter Road have been developed and were presented for public input on October 29, 2025. Council will discuss the options of constructing either a signalized intersection or a roundabout and the considerations for each. Welch Comer & Associates staff will present the concept, summarize public feedback, and identify the recommended intersection type.

## **Recommended Action or Motion**

Staff recommends adopting the recommended intersection improvements and amending the Transportation Master Plan to incorporate the Council's decision.

## **Fiscal Impact**

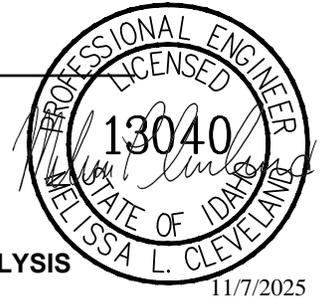
This item has no fiscal impact to the City of Hayden.

## **Attachments**

Welch Comer & Associates Hayden/Huetter Alternatives Analysis

## Alternatives Analysis Memo

**TO:** ALAN SODERLING, DULCI KAU, AND TY KOVATCH.  
**FROM:** MELISSA CLEVELAND, CODY HODGSON, AND RYLAND HOIT  
**PRJ. #:** 41014.12.0  
**SUBJECT:** HAYDEN AVE/HUETTER RD INTERSECTION ALTERNATIVES ANALYSIS  
**DATE:** NOVEMBER 7, 2025



### Introduction

The City of Hayden has determined the need to improve the intersection of Hayden Avenue and Huetter Road. It has not been determined if that intersection will be controlled by a signal or a roundabout; therefore, Welch Comer is completing an alternatives analysis to compare the two options. In this report, Welch Comer will cover the need for the improvements, proposed conceptual design of the two alternatives based on the City's criteria: performance, cost, safety, right of way and maintenance needs, and a recommendation based on the information provided.

### Existing Conditions

The intersection of Hayden Avenue and Huetter Road is currently a two-way stop-controlled intersection with Huetter Road having the stop condition. Both Hayden Avenue and Huetter Road are currently signed for 45 mph. With traffic volumes growing, it is becoming difficult for traffic on Huetter Road to find gaps to cross or turn onto Hayden Avenue. The intersection currently operates at Level of Service (LOS) D with an average delay for vehicles on Huetter Road of 31 seconds per vehicle. Refer to Appendices B and C for more detail on the traffic counts and the SYNCHRO reports. This has led to impatient drivers and riskier driving decisions. Crash data available from LHTAC shows a total of 11 intersection-related collisions recorded from 2020-2024, with four (4) of those resulting in an injury. As traffic volumes grow, the number and severity of crashes is expected to increase.

If, at the minimum, the intersection transitioned to a four-way stop, the intersection would not function long-term. Under current conditions, a four-way stop would have a LOS C with an average delay of about 16 seconds. Under future conditions, a four-way stop will have a LOS F with an average delay more than seven (7) minutes and queue lengths stretching more than 1,000 feet on Hayden Avenue.

### Future Traffic Analysis

With a need for intersection design established, it is necessary to estimate future traffic volumes so that the intersections can be designed to perform well throughout their 20-year design life. The process for this analysis was outlined in a traffic analysis Memorandum to the City of Hayden dated October 23, 2025. The general idea used in this analysis was to grow the existing traffic counts at a yearly growth rate between 3.0% and 3.7% until the year 2046. This traffic was then added to the additional traffic generated from nearby developments to arrive at the total future traffic volumes for AM and PM shown in Tables 1 and 2. Refer to memo dated 10-23-2025 for more detail on the traffic forecasting assumptions.

*Table 1: Recommended 2046 AM Traffic Volumes at Hayden Ave/Huetter Road Intersection*

	N HUETTER RD (SB)				W HAYDEN AVE (WB)				N HUETTER RD (NB)				W HAYDEN AVE (EB)			
	Left	Thru	Right	U-turn												
<b>% Heavy</b>	4.8	0.6	0	0	4.3	8	0	0	0	1.3	5.5	0	0	1.4	0	0
<b>Light</b>	54	401	12	0	97	506	51	0	27	158	136	0	39	592	39	0
<b>Heavy</b>	3	2	0	0	4	44	0	0	0	2	8	0	0	8	0	0
<b>Totals</b>	57	403	12	0	101	550	51	0	27	160	144	0	39	600	39	0

*Table 2: Recommended 2046 PM Traffic Volumes at Hayden Ave/Huetter Road Intersection*

	N HUETTER RD (SB)				W HAYDEN AVE (WB)				N HUETTER RD (NB)				W HAYDEN AVE (EB)			
	Left	Thru	Right	U-turn												
<b>% Heavy</b>	3.6	2.1	0	0	2.4	2.5	2.3	0	0	1.3	10	0	0	3.5	0	0
<b>Light</b>	73	221	30	0	128	796	90	0	17	309	113	0	16	485	40	0
<b>Heavy</b>	3	5	0	0	3	20	2	0	0	4	13	0	0	18	0	0
<b>Totals</b>	76	226	30	0	131	816	92	0	17	313	125	0	16	503	40	0

## Proposed Solutions

The City aims to maintain a LOS D or better throughout the 20-year design life of the intersection. To determine the appropriate lane configuration required at the signalized and roundabout intersections, SIDRA Intersection 10 and Synchro 12 were used for the roundabout and signal, respectively. Figures 1 and 2 show the recommended intersection configuration for the roundabout and signalized intersection, respectively.

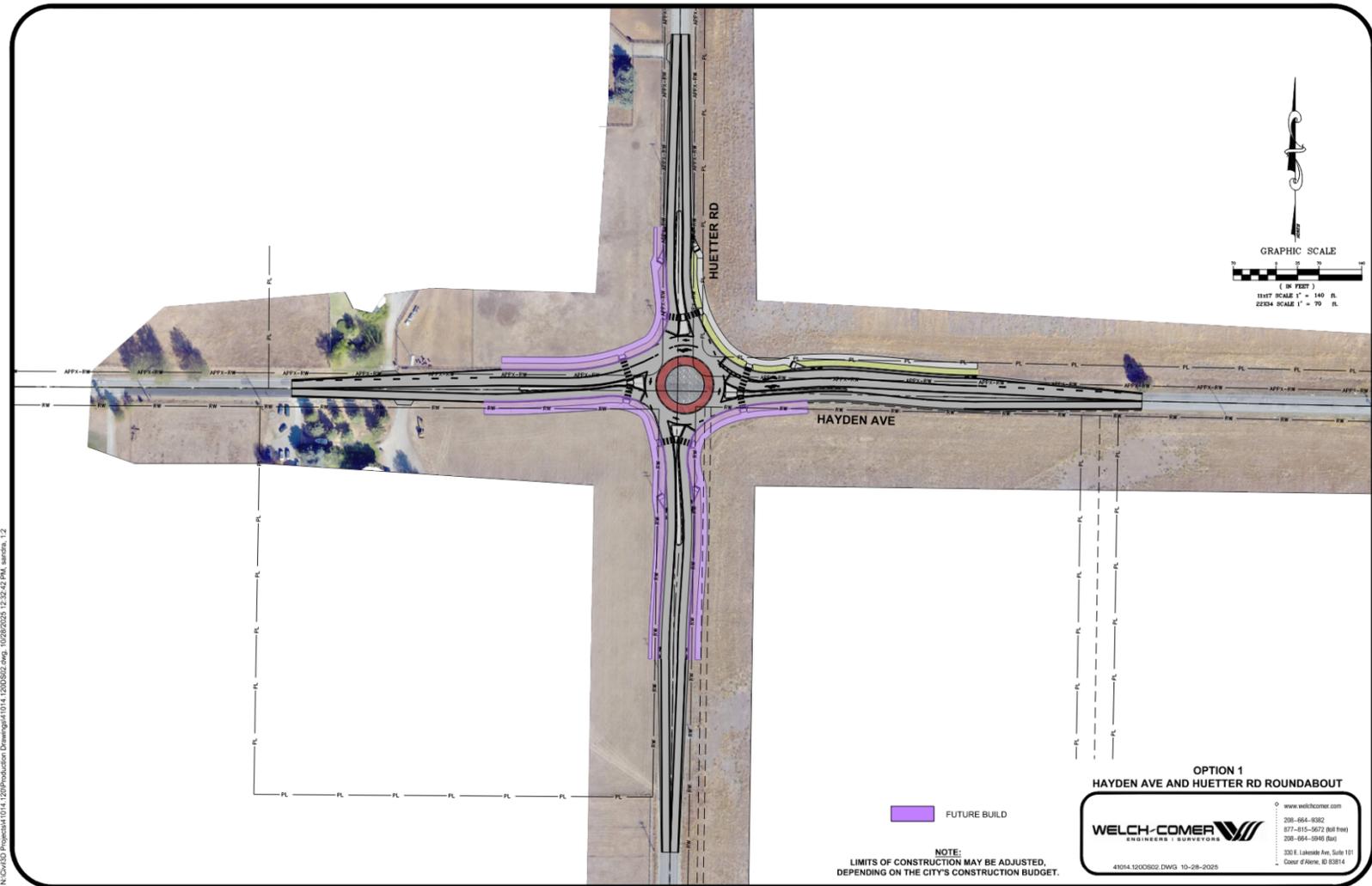


Figure 1: Recommended Roundabout Design

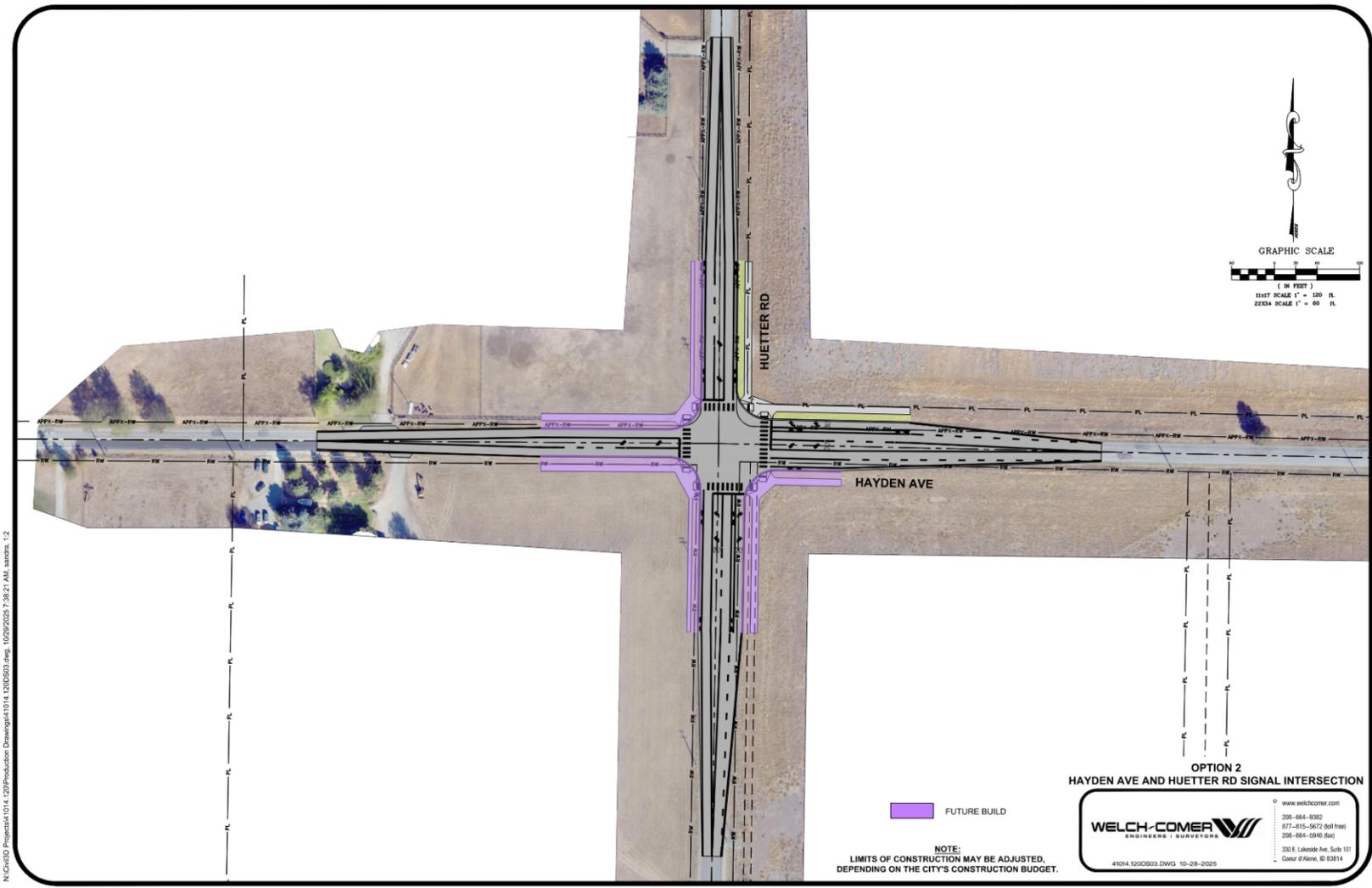


Figure 2: Recommended Signal Design

As seen in Figure 1, the recommended roundabout design is single-lane, with an exception for the westbound movement, which has two lanes. The westbound traffic in the future PM peak hour required two lanes.

As seen in Figure 2, for the signalized intersection, left-turn lanes are recommended for all legs and right-turn lanes are recommended for the northbound and westbound legs of the intersection. The right-turn lanes are necessary to serve the higher volume of right turning westbound and northbound traffic.

### Performance of Alternatives

The performance of each intersection during the future AM and PM peak traffic volumes is measured in delay, volume to capacity ratio (v/c), LOS, and queue length. LOS is oftentimes used to represent the performance of the intersection and the conditions each category represents is illustrated in Figure 3.

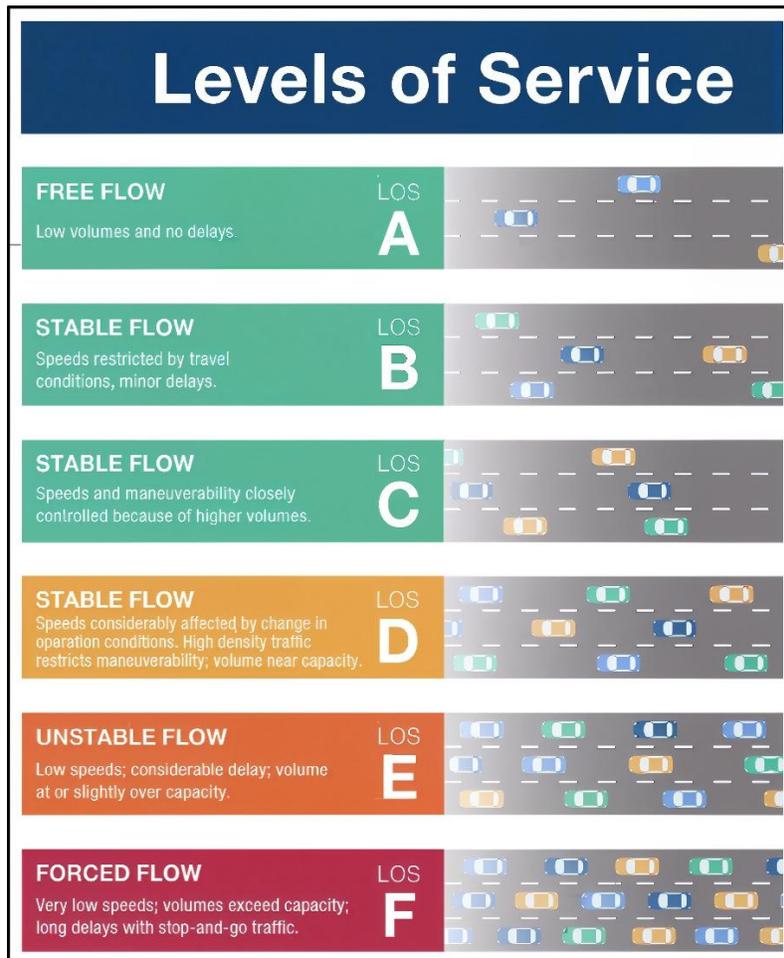


Figure 3: LOS Graphic<sup>1</sup>

These performance metrics are shown in Tables 3 and 4 for the roundabout and signalized intersection, respectively. More details on the performance reports from Synchro and SIDRA can be found in Appendices C and D.

<sup>1</sup> <https://t4america.org/resource/community-connectors/what-they-mean/level-of-service/>  
[https://us-partner-integrations.egnyte.com/msoffice/wopi/files/d893aba8-80c1-4794-833d-693bac027d98/WOPIServiceld\\_TP\\_EGNYTE\\_PLUS/WOPIUserId\\_14.welchcomer.egnyte.com/HaydenHuetterAlternativesAanalysis.docx](https://us-partner-integrations.egnyte.com/msoffice/wopi/files/d893aba8-80c1-4794-833d-693bac027d98/WOPIServiceld_TP_EGNYTE_PLUS/WOPIUserId_14.welchcomer.egnyte.com/HaydenHuetterAlternativesAanalysis.docx)

Table 3: 2046 PM Roundabout Intersection Performance

	N HUETTER RD (SB)	W HAYDEN AVE (WB)	N HUETTER RD (NB)	W HAYDEN AVE (EB)
AM Approach Delay (sec)	10.7	5.9	12.0	23.9
AM Approach v/c & LOS	0.628 / B	0.428 / A	0.543 / B	0.925 / C
PM Approach Delay (sec)	13.2	8.4	12.1	10.1
PM Approach v/c & LOS	0.576 / B	0.711 / A	0.654 / B	0.665 / B
Longest Queue (feet)	103	178	125	388

Table 4: 2046 Signalized Intersection Performance

	N HUETTER RD (SB)	W HAYDEN AVE (WB)	N HUETTER RD (NB)	W HAYDEN AVE (EB)
AM Approach Delay (sec)	37.8	20.2	22.9	29.1
AM Approach LOS	D	C	C	C
PM Approach Delay (sec)	30.3	28.2	41.2	17.2
PM Approach LOS	C	C	D	B
Longest Queue (feet)	371	660	305	476

Though the roundabout and signals both perform adequately in the 2046 AM and PM peak hours, the roundabout performs better – less delay and shorter queues. Additionally, roundabouts will also serve motorists better in non-peak times of day because motorists will experience little to no delay. During non-peak times of day at signalized intersections, motorists may experience delays waiting for the signal to change.

### Cost of Alternatives

Based on the concepts provided in Figures 1 and 2, preliminary cost estimates were developed for both the roundabout and signal alternatives. These estimates include construction costs with and without the future build areas, as well as total project costs that account for right-of-way acquisition, utility relocation or power poles from Avista and Kootenai Electric Company, and Engineering costs for design, bidding, and construction phase services. These costs are presented in Table 5 below.

Table 5: Intersection Cost Analysis

Alternative	Construction Cost (Excl. Future Build Areas)	Construction Cost (Incl. Future Build Areas)	Total Project Cost (Excl. Future Build Areas)	Total Project Cost (Incl. Future Build Areas)	Notes
Roundabout	\$1,560,000	\$1,720,000	\$2,140,000	\$2,360,000	Includes 10% contingency; total cost includes ROW, utilities, and engineering.
Signalized Intersection	\$1,720,000	\$1,900,000	\$2,340,000	\$2,550,000	

Additional details on conceptual-level Engineers Estimate of Probable cost for each alternative can be found in Appendix A.

### Safety Considerations of Alternatives

Both the roundabout and signalized intersection concepts were designed to safely accommodate the 45-mph posted speed, which is not anticipated to be reduced. When designed properly on higher speed roadways, the roundabout roadway geometry causes motorists to slow considerably before entering the roundabout. Though the taper lengths for turn lanes at a signalized intersection are designed for ease of transition at 45-mph, there is nothing associated with the signal design that naturally slows the vehicles. Therefore, at signalized intersections vehicles can pass through the

intersection at 45 mph or more. Additionally, because roundabouts direct all traffic to enter the intersection at a safer angle and travel in a counterclockwise direction, the chances of tee or head-on collisions are greatly reduced in comparison to signalized intersections.

According to the Federal Highway Administration's (FHWA's) Toolbox of Countermeasures, the replacement of a signalized intersection with a roundabout results in a 48% reduction in overall collisions and a 78% reduction in all fatal or injury collisions.<sup>2</sup> The lower vehicle speeds at a roundabout also provides safety for pedestrians and bicyclists, as shown in Figure 4.

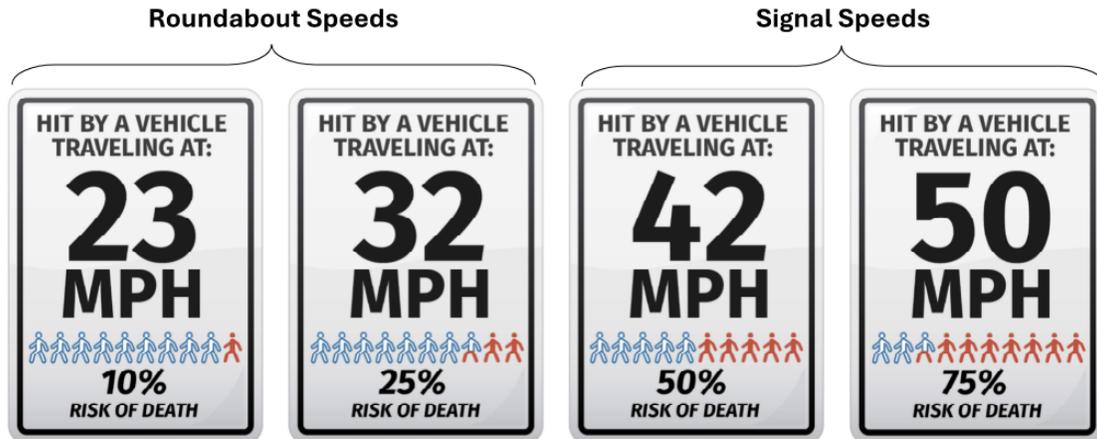


Figure 4: Pedestrian Collision Survivability based on Vehicle Speed<sup>3</sup>

While this figure suggests safer conditions for pedestrians and bicyclists at a roundabout, signals use pedestrian signal indications to clearly define when pedestrians are safe to cross, which is especially advantageous for the visually impaired. Therefore, when discussing vehicle, pedestrian, and bicyclist safety between the two alternatives, roundabouts have the advantage for vehicles, but both have unique advantages for pedestrians and bicyclists.

### Corridor Consistency

To fully evaluate the intersection, it is worth considering how it interacts with other nearby intersections. The Huetter Road/Lancaster Road intersection to the north was recently reconstructed as a roundabout. The intersections of Hayden Avenue with Atlas Road, Meyer Road, and Ramsey Road to the east and west are planned to be roundabouts in the future. The Huetter Road/Prairie Avenue intersection to the south is a signal. With a majority of the nearby major intersections being or planned to be roundabouts, a roundabout at this intersection would continue that structure along the east-west and north-south corridor.

### Signal Equipment Long-Lead Times

If this project aims to be constructed in 2026 (depending on securing funding), long lead times on signal equipment may be a factor. The design team has recently experienced lead times of 10 months or longer for signal equipment.

### Environmental Considerations

From an environmental perspective, the rolling queue experienced at roundabouts reduces emissions and noise that results from vehicles braking and starting up again at signals.

### Aesthetics or Landscaping Opportunities

<sup>2</sup> <https://lhtac.org/wordpress/wp-content/uploads/2013/09/Intersection-Crashes-NEW.pdf>

<sup>3</sup> <https://www.transportation.gov/safe-system-approach/safer-speeds>

[https://us-partner-integrations.egnyte.com/msoffice/wopi/files/d893aba8-80c1-4794-833d-](https://us-partner-integrations.egnyte.com/msoffice/wopi/files/d893aba8-80c1-4794-833d-693bac027d98/WOPIServiceId_TP_EGNYTE_PLUS/WOPIUserId_14.welchcomer.egnyte.com/HaydenHuetterAlternativesA)

[693bac027d98/WOPIServiceId\\_TP\\_EGNYTE\\_PLUS/WOPIUserId\\_14.welchcomer.egnyte.com/HaydenHuetterAlternativesA](https://us-partner-integrations.egnyte.com/msoffice/wopi/files/d893aba8-80c1-4794-833d-693bac027d98/WOPIServiceId_TP_EGNYTE_PLUS/WOPIUserId_14.welchcomer.egnyte.com/HaydenHuetterAlternativesA)  
analysis.docx

Though not currently planned, another advantage of a roundabout is the landscape or art opportunity provided in the center of the roundabout that allows for a nicer aesthetic than the signal. The roundabout constructed at 4<sup>th</sup> Street/Honeysuckle Avenue is an example of landscaping that can be added to roundabouts that could potentially serve as an entry into the City of Hayden on Hayden Avenue.

### **Dependability and Maintenance**

Roundabout functionality is not impacted by a power outage. However, most signals will operate in a four-way stop flash mode when the power is out. Therefore, signals tend to be less dependable.

Signals require annual maintenance to replace signal heads and update the signal timing in the controller. The roundabout requires very little annual maintenance. Because of the reduced power needs, the roundabout oftentimes has a lower life-cycle cost than the signal.

### **Heavy Vehicles/Trucks**

Both intersections are designed to accommodate heavy vehicles, and the design team is aware of the size of both large delivery and hay trucks that frequently use the network. Roundabouts are designed to accommodate heavy truck rear tires on the truck apron. The front tires generally do not use the truck apron. Though there is anecdotal sentiment that heavy truck drivers prefer signals to roundabouts, there is no available research that documents that signals perform better for heavy vehicles than roundabouts. The rolling queue at roundabouts allows heavy vehicles to infrequently stop, but requires turning, driving slowly, and occasional use of the truck apron. For through movements at a signal, the heavy vehicle may not have to slow at all (if the light is green) and can travel straight without turning.

### **Right of Way Needs**

Exhibits in Appendix F show the immediate right of way needs from private properties for both the roundabout and the signal. The roundabout requires 5650 SF from the western property owners and the signal requires 360 SF. For the full build option, the roundabout requires 31940 SF from the western property owners and the signal requires 16000 SF. In both scenarios, the roundabout requires more right of way than the signal.

### **Public Opinion**

To inform and gauge the public's opinion regarding the proposed intersection configurations, an Open House was held at Hayden City Hall on October 29<sup>th</sup> which showed both alternatives, the performance, and general comparison information similar to what has been provided in this report. Out of the 13 comment forms received to date, nine (9) were in favor of the roundabout while four (4) were in favor of the signal. Refer to Appendix E for more details on the comments. In the past, signals had the advantage of being more familiar to the public, but the results of this public meeting showed the public are becoming more comfortable with both options, with a general preference towards the roundabout.

## Final Recommendations

The items discussed in this report have been summarized in a comparison table shown in Table 6.

Table 6: Comparison of Roundabout and Signal Alternatives

Comparison Criteria	Advantage	
	Roundabout	Signal
Performance (Delay and Queue Lengths)	✓	
Construction Cost and Timing	✓	
Vehicle Safety	✓	
Public Acceptance	✓	
Corridor Continuity	✓	
Emissions/Noise	✓	
Dependability	✓	
Annual Maintenance Cost	✓	
Landscape/Art Opportunity	✓	
Pedestrian Function & Safety	✓	✓
Bicycle Function & Safety	✓	✓
Familiarity	✓	✓
Right of Way Impacts		✓

The advantage of the signal having less current right of way impact is offset by a multitude of long-term advantages attributed to the roundabout. Therefore, Welch Comer recommends the roundabout alternative.

# **APPENDIX A**

# **COST ESTIMATES**

**CITY OF HAYDEN**

**HAYDEN AVE. & HUETTER RD. ROUNDABOUT - IMMEDIATE NEEDS**

**ENGINEER'S OPINION OF PRELIMINARY PROJECT COSTS**

Prepared By:	RH/CH	Date:	11/6/2025		
Project Mgr:	MC				
Item No.	Description	Unit	Quantity	Unit Price	Total
1	MOBILIZATION	LS	1	\$ 130,000.00	\$ 130,000.00
2	TEMPORARY TRAFFIC CONTROL	LS	1	\$ 40,000.00	\$ 40,000.00
3	EROSION CONTROL	CA	5000	\$ 1.00	\$ 5,000.00
4	CLEARING & GRUBBING	LS	1	\$ 10,000.00	\$ 10,000.00
5	REM OF OBSTRUCTIONS	LS	1	\$ 5,000.00	\$ 5,000.00
6	REM AND RESET FENCE	FT	880	\$ 18.00	\$ 15,840.00
7	REMOVAL OF PAV MARKINGS	LS	1	\$ 2,000.00	\$ 2,000.00
8	EXCAVATION	CY	12800	\$ 12.00	\$ 153,600.00
9	TOPSOIL (4")	SY	620	\$ 18.00	\$ 11,160.00
10	GRANULAR BORROW	TON	8800	\$ 14.00	\$ 123,200.00
11	GRANULAR SUBBASE	TON	8200	\$ 18.00	\$ 147,600.00
12	3/4" AGGR TY B FOR BASE	TON	3400	\$ 23.00	\$ 78,200.00
13	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	TON	3000	\$ 105.00	\$ 315,000.00
14	URBAN CONCRETE PAV	SY	930	\$ 125.00	\$ 116,250.00
15	SIDEWALK	SY	0	\$ 100.00	\$ -
16	CURB RAMP	SY	250	\$ 180.00	\$ 45,000.00
17	CURB	FT	210	\$ 37.00	\$ 7,770.00
18	CURB & GUTTER	FT	2370	\$ 25.00	\$ 59,250.00
19	CURB & GUTTER ROLLED	FT	2040	\$ 25.00	\$ 51,000.00
20	PAV MARKING & SIGNING	LS	1	\$ 40,000.00	\$ 40,000.00
21	DRYWELL TY A	EACH	3	\$ 6,000.00	\$ 18,000.00
22	DRYWELL TY B	EACH	2	\$ 8,000.00	\$ 16,000.00
23	LANDSCAPING AND SITE FURNISHINGS	LS	1	\$ 10,000.00	\$ 10,000.00
24	ILLUMINATION	LS	1	\$ 20,000.00	\$ 20,000.00
25	RRFB	EACH	0	\$ 12,000.00	\$ -
				Subtotal	\$ 1,420,000.00
				10% Contingency	\$ 142,000.00
				<b>Total Estimated Construction</b>	<b>\$ 1,562,000.00</b>
ROW		Unit	Quantity	Unit Price	Total
	Right of Way North-East	SF	4800	Dedicated	\$ -
	Right of Way South-East	SF	300	Dedicated	\$ -
	Right of Way South-West	SF	1370	\$ 1.25	\$ 1,800.00
	Right of Way North-West	SF	5350	\$ 1.25	\$ 6,700.00
	Temporary Easements (Estimated)	SF	700	\$ 0.40	\$ 300.00
	Total Right of Way				\$ 8,800.00
<b>ENGINEERING</b>					
	Design Phase Services				\$ 236,000.00
	Bidding Phase Services				\$ 10,000.00
	Construction Phase Services				\$ 213,000.00
	Avista and KEC Utility Relocation				\$ 110,000.00
<b>ESTIMATED TOTAL PROJECT COST</b>					<b>\$ 2,140,000.00</b>

**CITY OF HAYDEN**

**HAYDEN AVE. & HUETTER RD. SIGNAL - IMMEDIATE NEEDS**

**ENGINEER'S OPINION OF PRELIMINARY PROJECT COSTS**

Prepared By:	RH/CH	Date:	11/6/2025		
Project Mgr:	MC				
Item No.	Description	Unit	Quantity	Unit Price	Total
1	MOBILIZATION	LS	1	\$ 140,000.00	\$ 140,000.00
2	TEMPORARY TRAFFIC CONTROL	LS	1	\$ 40,000.00	\$ 40,000.00
3	EROSION CONTROL	CA	5000	\$ 1.00	\$ 5,000.00
4	CLEARING & GRUBBING	LS	1	\$ 10,000.00	\$ 10,000.00
5	REM OF OBSTRUCTIONS	LS	1	\$ 5,000.00	\$ 5,000.00
6	REM AND RESET FENCE	FT	540	\$ 18.00	\$ 9,720.00
7	REMOVAL OF PAV MARKINGS	LS	1	\$ 2,000.00	\$ 2,000.00
8	EXCAVATION	CY	10600	\$ 12.00	\$ 127,200.00
9	TOPSOIL (4")	SY	430	\$ 18.00	\$ 7,740.00
10	GRANULAR BORROW	TON	6800	\$ 14.00	\$ 95,200.00
11	GRANULAR SUBBASE	TON	7700	\$ 18.00	\$ 138,600.00
12	3/4" AGGR TY B FOR BASE	TON	2800	\$ 23.00	\$ 64,400.00
13	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	TON	2800	\$ 105.00	\$ 294,000.00
14	SIDEWALK	SY	90	\$ 100.00	\$ 9,000.00
15	CURB RAMP	SY	40	\$ 180.00	\$ 7,200.00
16	CURB & GUTTER	FT	1700	\$ 25.00	\$ 42,500.00
17	PAV MARKING & SIGNING	LS	1	\$ 40,000.00	\$ 40,000.00
18	DRYWELL TY A	EACH	3	\$ 6,000.00	\$ 18,000.00
19	DRYWELL TY B	EACH	2	\$ 8,000.00	\$ 16,000.00
20	SIGNAL AND ILLUMINATION	LS	1	\$ 500,000.00	\$ 500,000.00
				Subtotal	\$ 1,572,000.00
				10% Contingency	\$ 157,000.00
				<b>Total Estimated Construction</b>	<b>\$ 1,729,000.00</b>
ROW		Unit	Quantity	Unit Price	Total
	Right of Way North-East	SF	1300	Dedicated	\$ -
	Right of Way South-East	SF	4600	Dedicated	\$ -
	Right of Way South-West	SF	90	\$ 1.25	\$ 200.00
	Right of Way North-West	SF	270	\$ 1.25	\$ 400.00
	Temporary Easements (Estimated)	SF	40	\$ 0.40	\$ 100.00
	Total Right of Way				\$ 700.00
<b>ENGINEERING</b>					
	Design Phase Services				\$ 236,000.00
	Bidding Phase Services				\$ 10,000.00
	Construction Phase Services				\$ 236,000.00
	Avista and KEC Utility Relocation				\$ 120,000.00
<b>ESTIMATED TOTAL PROJECT COST</b>					<b>\$ 2,340,000.00</b>

**CITY OF HAYDEN**

**HAYDEN AVE. & HUETTER RD. ROUNDABOUT - FULL BUILD**

**ENGINEER'S OPINION OF PRELIMINARY PROJECT COSTS**

Prepared By:	RH/CH	Date:	11/6/2025		
Project Mgr:	MC				
Item No.	Description	Unit	Quantity	Unit Price	Total
1	MOBILIZATION	LS	1	\$ 140,000.00	\$ 140,000.00
2	TEMPORARY TRAFFIC CONTROL	LS	1	\$ 40,000.00	\$ 40,000.00
3	EROSION CONTROL	CA	5000	\$ 1.00	\$ 5,000.00
4	CLEARING & GRUBBING	LS	1	\$ 10,000.00	\$ 10,000.00
5	REM OF OBSTRUCTIONS	LS	1	\$ 5,000.00	\$ 5,000.00
6	REM AND RESET FENCE	FT	880	\$ 18.00	\$ 15,840.00
7	REMOVAL OF PAV MARKINGS	LS	1	\$ 2,000.00	\$ 2,000.00
8	EXCAVATION	CY	14900	\$ 12.00	\$ 178,800.00
9	TOPSOIL (4")	SY	2350	\$ 18.00	\$ 42,300.00
10	GRANULAR BORROW	TON	9000	\$ 14.00	\$ 126,000.00
11	GRANULAR SUBBASE	TON	8200	\$ 18.00	\$ 147,600.00
12	3/4" AGGR TY B FOR BASE	TON	3800	\$ 23.00	\$ 87,400.00
13	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	TON	3200	\$ 105.00	\$ 336,000.00
14	URBAN CONCRETE PAV	SY	930	\$ 125.00	\$ 116,250.00
15	SIDEWALK	SY	190	\$ 100.00	\$ 19,000.00
16	CURB RAMP	SY	250	\$ 180.00	\$ 45,000.00
17	CURB	FT	210	\$ 37.00	\$ 7,770.00
18	CURB & GUTTER	FT	2370	\$ 25.00	\$ 59,250.00
19	CURB & GUTTER ROLLED	FT	2040	\$ 25.00	\$ 51,000.00
20	PAV MARKING & SIGNING	LS	1	\$ 40,000.00	\$ 40,000.00
21	DRYWELL TY A	EACH	3	\$ 6,000.00	\$ 18,000.00
22	DRYWELL TY B	EACH	2	\$ 8,000.00	\$ 16,000.00
23	LANDSCAPING AND SITE FURNISHINGS	LS	1	\$ 10,000.00	\$ 10,000.00
24	ILLUMINATION	LS	1	\$ 20,000.00	\$ 20,000.00
25	RRFB	EACH	2	\$ 12,000.00	\$ 24,000.00
				Subtotal	\$ 1,563,000.00
				10% Contingency	\$ 156,000.00
				<b>Total Estimated Construction</b>	<b>\$ 1,719,000.00</b>
ROW		Unit	Quantity	Unit Price	Total
	Right of Way North-East	SF	4800	Dedicated	\$ -
	Right of Way South-East	SF	11900	Dedicated	\$ -
	Right of Way South-West	SF	6400	\$ 1.25	\$ 8,000.00
	Right of Way North-West	SF	25540	\$ 1.25	\$ 32,000.00
	Temporary Easements (Estimated)	SF	3000	\$ 0.40	\$ 2,000.00
	Total Right of Way				\$ 42,000.00
<b>ENGINEERING</b>					
	Design Phase Services				\$ 236,000.00
	Bidding Phase Services				\$ 10,000.00
	Construction Phase Services				\$ 235,000.00
	Avista and KEC Utility Relocation				\$ 110,000.00
<b>ESTIMATED TOTAL PROJECT COST</b>					<b>\$ 2,360,000.00</b>

**CITY OF HAYDEN**

**HAYDEN AVE. & HUETTER RD. SIGNAL - FULL BUILD**

**ENGINEER'S OPINION OF PRELIMINARY PROJECT COSTS**

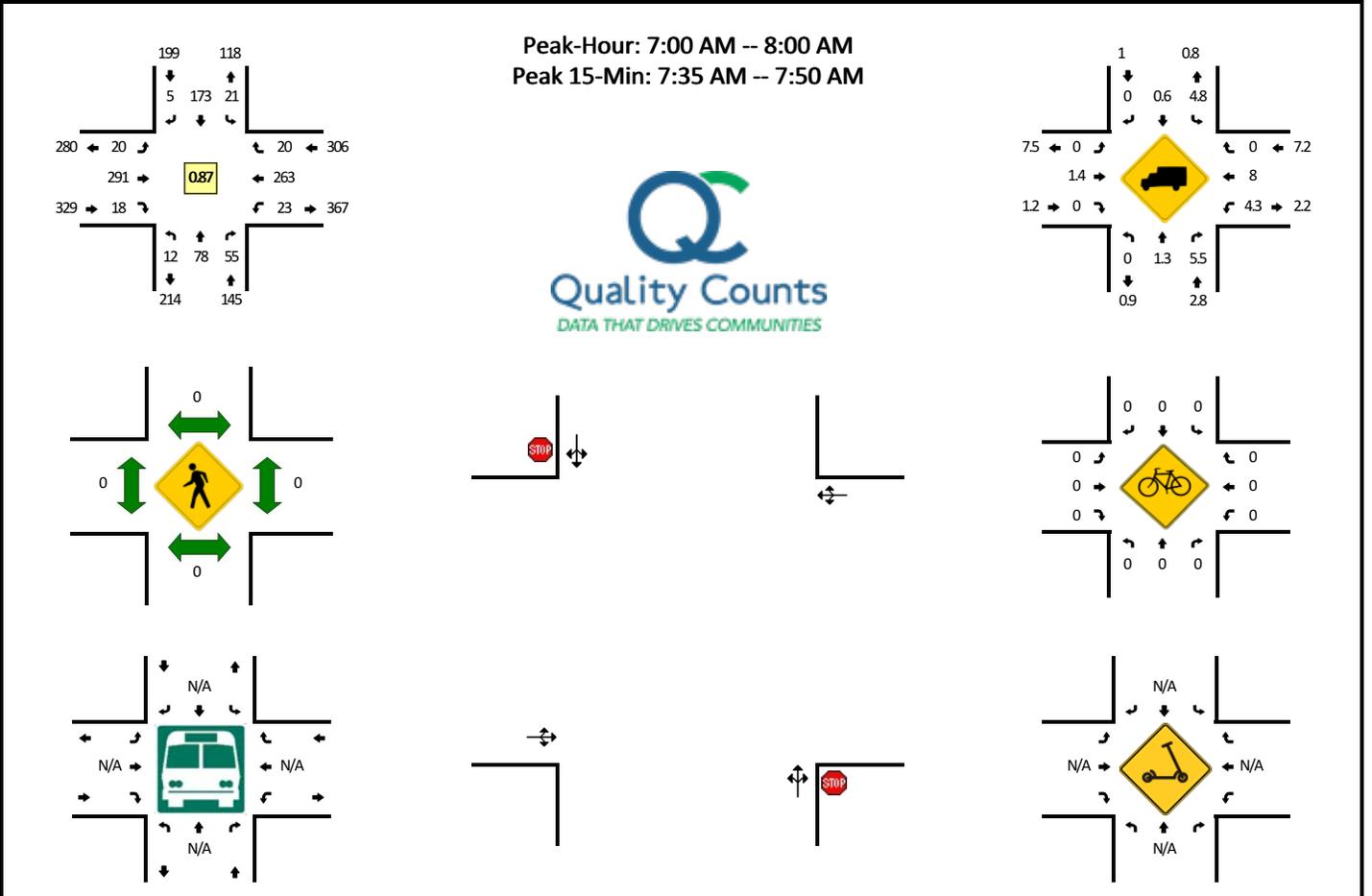
Prepared By:	RH/CH	Date:	11/6/2025		
Project Mgr:	MC				
Item No.	Description	Unit	Quantity	Unit Price	Total
1	MOBILIZATION	LS	1	\$ 160,000.00	\$ 160,000.00
2	TEMPORARY TRAFFIC CONTROL	LS	1	\$ 40,000.00	\$ 40,000.00
3	EROSION CONTROL	CA	5000	\$ 1.00	\$ 5,000.00
4	CLEARING & GRUBBING	LS	1	\$ 10,000.00	\$ 10,000.00
5	REM OF OBSTRUCTIONS	LS	1	\$ 5,000.00	\$ 5,000.00
6	REM AND RESET FENCE	FT	540	\$ 18.00	\$ 9,720.00
7	REMOVAL OF PAV MARKINGS	LS	1	\$ 2,000.00	\$ 2,000.00
8	EXCAVATION	CY	12200	\$ 12.00	\$ 146,400.00
9	TOPSOIL (4")	SY	1600	\$ 18.00	\$ 28,800.00
10	GRANULAR BORROW	TON	7400	\$ 14.00	\$ 103,600.00
11	GRANULAR SUBBASE	TON	7700	\$ 18.00	\$ 138,600.00
12	3/4" AGGR TY B FOR BASE	TON	3100	\$ 23.00	\$ 71,300.00
13	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	TON	2900	\$ 105.00	\$ 304,500.00
14	SIDEWALK	SY	530	\$ 100.00	\$ 53,000.00
15	CURB RAMP	SY	150	\$ 180.00	\$ 27,000.00
16	CURB & GUTTER	FT	1700	\$ 25.00	\$ 42,500.00
17	PAV MARKING & SIGNING	LS	1	\$ 40,000.00	\$ 40,000.00
18	DRYWELL TY A	EACH	3	\$ 6,000.00	\$ 18,000.00
19	DRYWELL TY B	EACH	2	\$ 8,000.00	\$ 16,000.00
20	SIGNAL AND ILLUMINATION	LS	1	\$ 500,000.00	\$ 500,000.00
				Subtotal	\$ 1,722,000.00
				10% Contingency	\$ 172,000.00
				<b>Total Estimated Construction</b>	<b>\$ 1,894,000.00</b>
ROW		Unit	Quantity	Unit Price	Total
	Right of Way North-East	SF	1600	Dedicated	\$ -
	Right of Way South-East	SF	24800	Dedicated	\$ -
	Right of Way South-West	SF	5800	\$ 1.25	\$ 8,000.00
	Right of Way North-West	SF	10200	\$ 1.25	\$ 13,000.00
	Temporary Easements (Estimated)	SF	2000	\$ 0.40	\$ 1,000.00
	Total Right of Way				\$ 22,000.00
<b>ENGINEERING</b>					
	Design Phase Services				\$ 236,000.00
	Bidding Phase Services				\$ 10,000.00
	Construction Phase Services				\$ 259,000.00
	Avista and KEC Utility Relocation				\$ 120,000.00
<b>ESTIMATED TOTAL PROJECT COST</b>					<b>\$ 2,550,000.00</b>

# **APPENDIX B**

## **2023 VOLUMES FROM QUALITY COUNTS**

**LOCATION:** N Huetter Rd -- Hayden Ave  
**CITY/STATE:** Kootenai, ID

**QC JOB #:** 16064101  
**DATE:** Wed, Feb 15 2023

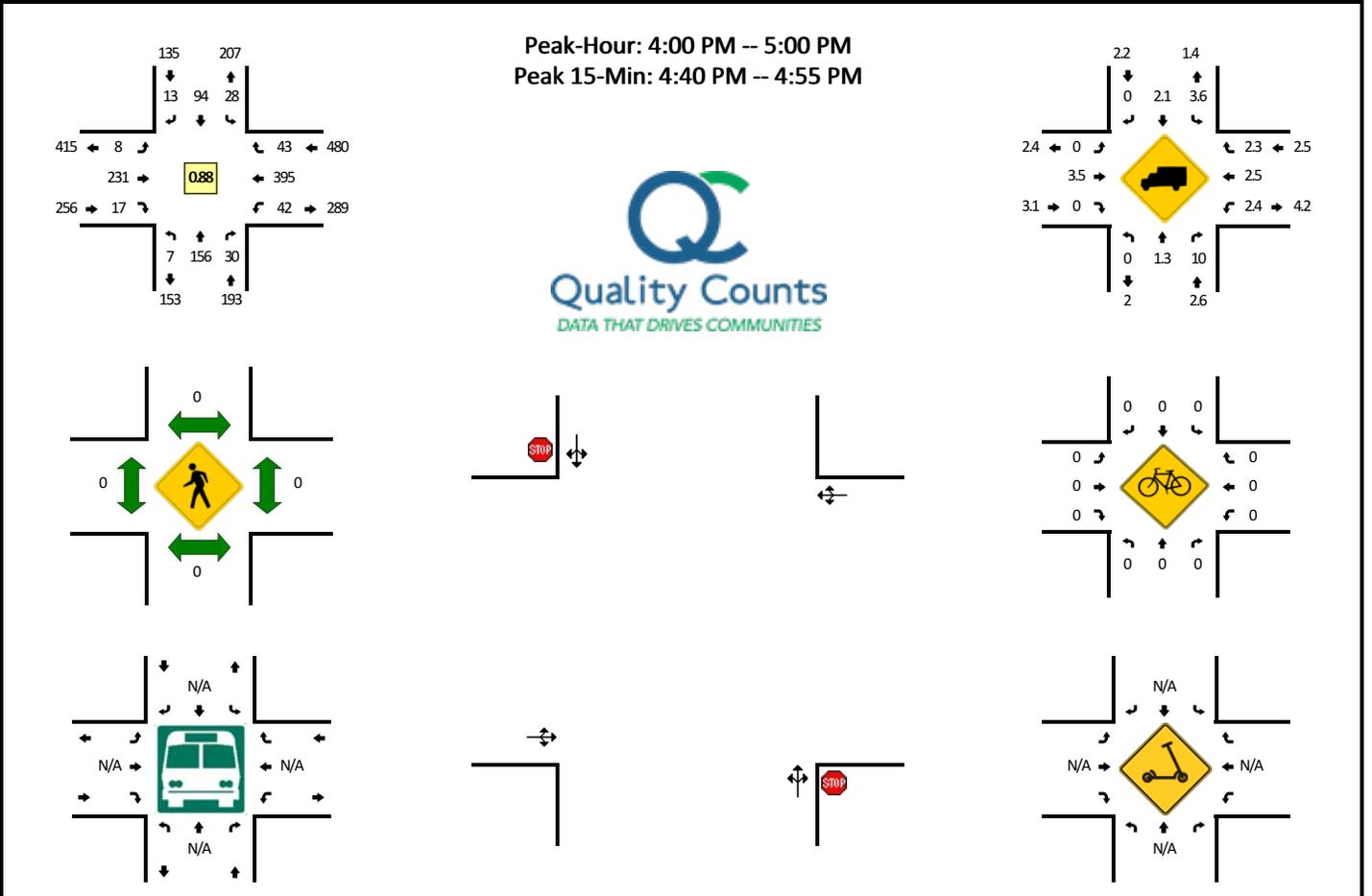


5-Min Count Period Beginning At	N Huetter Rd (Northbound)				N Huetter Rd (Southbound)				Hayden Ave (Eastbound)				Hayden Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	10	5	0	1	13	0	0	1	23	1	0	0	14	1	0	70	
7:05 AM	1	5	4	0	2	9	0	0	0	26	1	0	2	21	2	0	73	
7:10 AM	1	5	8	0	2	11	0	0	1	22	0	0	0	22	2	0	74	
7:15 AM	1	4	4	0	3	15	1	0	1	28	2	0	2	20	1	0	82	
7:20 AM	1	2	6	0	2	16	0	0	3	25	2	0	2	26	1	0	86	
7:25 AM	1	8	2	0	4	14	2	0	2	15	3	0	5	18	2	0	76	
7:30 AM	0	6	2	0	2	16	1	0	2	18	1	0	3	23	1	0	75	
7:35 AM	1	10	3	0	1	12	0	0	4	28	2	0	1	31	3	0	96	
7:40 AM	1	5	4	0	1	21	1	0	2	21	2	0	3	25	3	0	89	
7:45 AM	3	7	5	0	0	21	0	0	2	25	0	0	2	29	3	0	97	
7:50 AM	1	9	5	0	2	14	0	0	1	32	2	0	1	17	1	0	85	
7:55 AM	0	7	7	0	1	11	0	0	1	28	2	0	2	17	0	0	76	979
8:00 AM	1	2	0	0	1	12	0	0	1	17	4	0	1	9	2	0	50	959
8:05 AM	0	3	6	0	0	15	3	0	1	19	7	0	1	14	0	0	69	955
8:10 AM	1	2	6	0	4	15	1	0	1	13	2	0	2	20	3	0	70	951
8:15 AM	2	5	4	0	2	7	2	0	1	23	3	0	3	22	0	0	74	943
8:20 AM	0	5	5	0	0	15	1	0	1	21	4	0	4	17	3	0	76	933
8:25 AM	0	3	5	0	2	13	0	0	0	15	0	0	3	14	2	0	57	914
8:30 AM	1	5	2	0	2	9	1	0	1	15	2	0	1	21	2	0	62	901
8:35 AM	1	3	3	0	2	11	0	0	2	25	1	0	3	11	2	0	64	869
8:40 AM	1	2	2	0	0	13	1	0	2	23	1	0	2	9	1	0	57	837
8:45 AM	1	2	5	0	1	15	0	0	0	17	2	0	3	23	3	0	72	812
8:50 AM	0	5	5	0	1	12	2	0	1	17	2	0	0	9	0	0	54	781
8:55 AM	0	6	3	0	1	5	0	0	0	21	0	0	3	18	0	0	57	762
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	88	48	0	8	216	4	0	32	296	16	0	24	340	36	0	1128	
Heavy Trucks	0	4	0		0	0	0		0	4	0		4	20	0		32	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

**LOCATION:** N Huetter Rd -- Hayden Ave  
**CITY/STATE:** Kootenai, ID

**QC JOB #:** 16064102  
**DATE:** Wed, Feb 15 2023



5-Min Count Period Beginning At	N Huetter Rd (Northbound)				N Huetter Rd (Southbound)				Hayden Ave (Eastbound)				Hayden Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	13	4	0	2	5	0	0	2	15	2	0	4	25	1	0	73	
4:05 PM	0	10	2	0	1	6	1	0	0	13	1	0	0	34	5	0	73	
4:10 PM	2	18	2	0	2	10	2	0	1	13	2	0	3	35	4	0	94	
4:15 PM	0	19	2	0	3	10	0	0	1	23	0	0	8	32	6	0	104	
4:20 PM	0	9	0	0	6	10	3	0	0	21	2	0	6	30	6	0	93	
4:25 PM	1	13	2	0	4	10	1	0	1	17	0	0	0	32	4	0	85	
4:30 PM	1	12	2	0	3	4	1	0	2	22	2	0	1	36	5	0	91	
4:35 PM	0	9	4	0	1	8	2	0	1	18	3	0	3	30	1	0	80	
4:40 PM	1	12	2	0	2	11	2	0	0	19	0	0	7	48	4	0	108	
4:45 PM	0	16	2	0	4	9	1	0	0	23	3	0	5	35	4	0	102	
4:50 PM	1	15	5	0	0	5	0	0	0	27	2	0	3	32	3	0	93	
4:55 PM	1	10	3	0	0	6	0	0	0	20	0	0	2	26	0	0	68	1064
5:00 PM	0	7	1	0	0	3	1	0	1	16	1	0	2	21	4	0	57	1048
5:05 PM	0	9	4	0	1	9	4	0	2	13	0	0	1	42	4	0	89	1064
5:10 PM	1	9	2	0	1	4	2	0	0	13	3	0	3	38	7	0	83	1053
5:15 PM	0	14	2	0	0	7	2	0	0	26	2	0	8	35	6	0	102	1051
5:20 PM	0	13	1	0	2	7	1	0	1	26	1	0	3	25	2	0	82	1040
5:25 PM	1	14	0	0	0	2	1	0	0	19	0	0	4	18	9	0	68	1023
5:30 PM	5	23	0	0	1	6	0	0	0	19	1	0	2	15	6	0	78	1010
5:35 PM	1	22	0	0	0	3	1	0	0	16	2	0	3	19	2	0	69	999
5:40 PM	2	9	3	0	2	8	1	0	2	13	2	0	2	25	5	0	74	965
5:45 PM	1	6	1	0	1	5	1	0	0	25	0	0	4	34	4	0	82	945
5:50 PM	2	9	1	0	2	5	1	0	1	17	0	0	0	15	2	2	57	909
5:55 PM	0	2	2	0	2	8	2	0	3	11	1	0	2	12	3	0	48	889
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	172	36	0	24	100	12	0	0	276	20	0	60	460	44	0	1212	
Heavy Trucks	0	4	0	0	0	8	0	0	0	8	0	0	0	16	0	0	36	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

# **APPENDIX C**

# **SYNCHRO REPORTS**

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	231	17	42	395	43	7	156	30	28	94	13
Future Vol, veh/h	8	231	17	42	395	43	7	156	30	28	94	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	0	2	2	2	0	2	10	2	2	0
Mvmt Flow	8	231	17	42	395	43	7	156	30	28	94	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	248	0	0	782	778	240	826	765	417
Stage 1	-	-	-	-	-	-	256	256	-	501	501	-
Stage 2	-	-	-	-	-	-	526	522	-	325	264	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.52	6.3	7.12	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.018	3.39	3.518	4.018	3.3
Pot Cap-1 Maneuver	1133	-	-	1318	-	-	314	328	780	291	334	641
Stage 1	-	-	-	-	-	-	753	696	-	553	543	-
Stage 2	-	-	-	-	-	-	539	531	-	687	690	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1133	-	-	1318	-	-	209	311	780	136	317	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	311	-	136	317	-
Stage 1	-	-	-	-	-	-	747	690	-	529	520	-
Stage 2	-	-	-	-	-	-	414	508	-	507	684	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.26			0.68			29.1			33.24		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	55	-	-	154	-	-	258
HCM Lane V/C Ratio	0.573	0.007	-	-	0.032	-	-	0.523
HCM Ctrl Dly (s/v)	29.1	8.2	0	-	7.8	0	-	33.2
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.4	0	-	-	0.1	-	-	2.8

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	291	18	23	263	20	12	78	55	21	173	5
Future Vol, veh/h	20	291	18	23	263	20	12	78	55	21	173	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	2	0	2	2	2	0	2	10	2	2	0
Mvmt Flow	20	291	18	23	263	20	12	78	55	21	173	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.7	13.2	10.7	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	6%	8%	11%
Vol Thru, %	54%	88%	86%	87%
Vol Right, %	38%	5%	7%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	329	306	199
LT Vol	12	20	23	21
Through Vol	78	291	263	173
RT Vol	55	18	20	5
Lane Flow Rate	145	329	306	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.494	0.465	0.328
Departure Headway (Hd)	5.813	5.404	5.467	5.936
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	665	655	603
Service Time	3.888	3.463	3.527	4.006
HCM Lane V/C Ratio	0.237	0.495	0.467	0.33
HCM Control Delay, s/veh	10.7	13.7	13.2	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.9	2.7	2.5	1.4

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	231	17	42	395	43	7	156	30	28	94	13
Future Vol, veh/h	8	231	17	42	395	43	7	156	30	28	94	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	2	0	2	2	2	0	2	10	2	2	0
Mvmt Flow	8	231	17	42	395	43	7	156	30	28	94	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.6	20.7	12.2	11.4
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	3%	9%	21%
Vol Thru, %	81%	90%	82%	70%
Vol Right, %	16%	7%	9%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	256	480	135
LT Vol	7	8	42	28
Through Vol	156	231	395	94
RT Vol	30	17	43	13
Lane Flow Rate	193	256	480	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.327	0.403	0.713	0.237
Departure Headway (Hd)	6.092	5.663	5.351	6.332
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	585	630	672	562
Service Time	4.179	3.74	3.414	4.429
HCM Lane V/C Ratio	0.33	0.406	0.714	0.24
HCM Control Delay, s/veh	12.2	12.6	20.7	11.4
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.4	1.9	6	0.9

Intersection	
Intersection Delay, s/veh	435
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	503	40	131	816	92	17	313	125	76	226	30
Future Vol, veh/h	16	503	40	131	816	92	17	313	125	76	226	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	2	0	2	2	2	0	2	10	2	2	0
Mvmt Flow	16	503	40	131	816	92	17	313	125	76	226	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	247.8	777.4	142.7	78.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	3%	13%	23%
Vol Thru, %	69%	90%	79%	68%
Vol Right, %	27%	7%	9%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	455	559	1039	332
LT Vol	17	16	131	76
Through Vol	313	503	816	226
RT Vol	125	40	92	30
Lane Flow Rate	455	559	1039	332
Geometry Grp	1	1	1	1
Degree of Util (X)	1.144	1.424	2.658	0.887
Departure Headway (Hd)	14.645	14.288	11.016	16.441
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	255	263	343	222
Service Time	12.645	12.288	9.016	14.441
HCM Lane V/C Ratio	1.784	2.125	3.029	1.495
HCM Control Delay, s/veh	142.7	247.8	777.4	78.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	12.7	20.1	72.2	7.1

HCM 7th Signalized Intersection Summary  
3: Huetter Rd & Hayden Ave

Signal Recommended Design  
2046 AM Peak Hour Traffic

10/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	600	39	101	550	51	27	160	144	57	403	12
Future Volume (veh/h)	39	600	39	101	550	51	27	160	144	57	403	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1900	1870	1752	1870	1870	1900
Adj Flow Rate, veh/h	39	600	39	101	550	51	27	160	144	57	403	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	0	2	2	2	0	2	10	2	2	0
Cap, veh/h	344	672	44	283	724	614	194	436	346	363	455	14
Arrive On Green	0.07	0.39	0.39	0.07	0.39	0.39	0.03	0.23	0.23	0.05	0.25	0.25
Sat Flow, veh/h	1810	1737	113	1781	1870	1585	1810	1870	1485	1781	1807	54
Grp Volume(v), veh/h	39	0	639	101	550	51	27	160	144	57	0	415
Grp Sat Flow(s),veh/h/ln	1810	0	1850	1781	1870	1585	1810	1870	1485	1781	0	1861
Q Serve(g_s), s	0.8	0.0	22.4	2.3	17.7	1.4	0.8	5.0	5.7	1.6	0.0	14.9
Cycle Q Clear(g_c), s	0.8	0.0	22.4	2.3	17.7	1.4	0.8	5.0	5.7	1.6	0.0	14.9
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	344	0	716	283	724	614	194	436	346	363	0	469
V/C Ratio(X)	0.11	0.00	0.89	0.36	0.76	0.08	0.14	0.37	0.42	0.16	0.00	0.88
Avail Cap(c_a), veh/h	344	0	864	285	876	743	271	526	417	406	0	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	19.9	14.9	18.5	13.5	20.5	22.3	22.6	18.7	0.0	25.0
Incr Delay (d2), s/veh	0.1	0.0	10.2	0.8	3.2	0.1	0.3	0.5	0.8	0.2	0.0	15.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	10.1	0.8	7.1	0.4	0.3	2.0	1.9	0.6	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	0.0	30.1	15.7	21.6	13.5	20.8	22.8	23.4	18.9	0.0	40.4
LnGrp LOS	B		C	B	C	B	C	C	C	B		D
Approach Vol, veh/h	678		702				331			472		
Approach Delay, s/veh	29.1		20.2				22.9			37.8		
Approach LOS	C		C				C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	31.3	6.5	22.0	9.5	31.3	7.8	20.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	32.4	5.0	19.5	5.0	32.5	5.0	19.5				
Max Q Clear Time (g_c+I1), s	4.3	24.4	2.8	16.9	2.8	19.7	3.6	7.7				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.6	0.0	2.8	0.0	0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			27.2									
HCM 7th LOS			C									

Queues  
3: Huetter Rd & Hayden Ave

Signal Recommended Design  
2046 AM Peak Hour Traffic

10/16/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	639	101	550	51	27	160	144	57	415
v/c Ratio	0.13	0.87	0.42	0.74	0.07	0.12	0.34	0.30	0.15	0.80
Control Delay (s/veh)	9.8	34.0	14.4	25.5	0.2	18.0	26.4	6.8	18.1	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	34.0	14.4	25.5	0.2	18.0	26.4	6.8	18.1	39.9
Queue Length 50th (ft)	7	226	18	181	0	8	64	0	18	159
Queue Length 95th (ft)	23	#476	48	345	0	25	120	42	42	#371
Internal Link Dist (ft)		925		1000			949			903
Turn Bay Length (ft)	250		250			150		150	175	
Base Capacity (vph)	294	896	243	903	841	227	542	529	386	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.71	0.42	0.61	0.06	0.12	0.30	0.27	0.15	0.76

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary  
 3: Huetter Rd & Hayden Ave

Signal Recommended Design  
 2046 PM Peak Hour Traffic

10/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	503	40	131	816	92	17	313	125	76	226	30
Future Volume (veh/h)	16	503	40	131	816	92	17	313	125	76	226	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1870	1870	1900	1870	1752	1870	1870	1900
Adj Flow Rate, veh/h	16	503	40	131	816	92	17	313	125	76	226	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	0	2	2	2	0	2	10	2	2	0
Cap, veh/h	241	810	64	417	887	752	237	364	289	208	364	48
Arrive On Green	0.06	0.47	0.47	0.06	0.47	0.47	0.02	0.19	0.19	0.05	0.23	0.23
Sat Flow, veh/h	1810	1710	136	1781	1870	1585	1810	1870	1485	1781	1617	215
Grp Volume(v), veh/h	16	0	543	131	816	92	17	313	125	76	0	256
Grp Sat Flow(s),veh/h/ln	1810	0	1846	1781	1870	1585	1810	1870	1485	1781	0	1832
Q Serve(g_s), s	0.3	0.0	18.0	3.0	33.3	2.7	0.6	13.3	6.1	2.8	0.0	10.3
Cycle Q Clear(g_c), s	0.3	0.0	18.0	3.0	33.3	2.7	0.6	13.3	6.1	2.8	0.0	10.3
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	241	0	874	417	887	752	237	364	289	208	0	412
V/C Ratio(X)	0.07	0.00	0.62	0.31	0.92	0.12	0.07	0.86	0.43	0.36	0.00	0.62
Avail Cap(c_a), veh/h	241	0	938	457	994	842	312	423	336	228	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	16.1	11.9	20.1	12.0	25.9	31.9	29.0	25.5	0.0	28.6
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.4	12.5	0.1	0.1	14.7	1.0	1.1	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	6.7	1.0	15.2	0.8	0.3	7.0	2.1	1.1	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	0.0	17.2	12.3	32.5	12.1	26.0	46.6	30.0	26.6	0.0	31.4
LnGrp LOS	B		B	B	C	B	C	D	C	C		C
Approach Vol, veh/h	559		1039				455			332		
Approach Delay, s/veh	17.2		28.2				41.2			30.3		
Approach LOS	B		C				D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	43.2	6.1	22.9	9.5	43.3	8.6	20.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.9	41.6	5.0	18.5	5.0	43.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	5.0	20.0	2.6	12.3	2.3	35.3	4.8	15.3				
Green Ext Time (p_c), s	0.1	3.2	0.0	0.6	0.0	3.5	0.0	0.7				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			28.4									
HCM 7th LOS			C									

Queues  
3: Huetter Rd & Hayden Ave

Signal Recommended Design  
2046 PM Peak Hour Traffic

10/16/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	543	131	816	92	17	313	125	76	256
v/c Ratio	0.08	0.64	0.35	0.92	0.11	0.06	0.82	0.31	0.36	0.55
Control Delay (s/veh)	8.8	21.9	10.9	37.8	1.5	22.3	51.6	8.2	27.8	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	21.9	10.9	37.8	1.5	22.3	51.6	8.2	27.8	33.8
Queue Length 50th (ft)	4	224	30	409	0	7	171	0	31	112
Queue Length 95th (ft)	12	335	56	#660	13	22	#305	44	64	214
Internal Link Dist (ft)		925		1000			949			903
Turn Bay Length (ft)	250		250			150		150	175	
Base Capacity (vph)	203	958	380	1009	915	278	428	435	210	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.57	0.34	0.81	0.10	0.06	0.73	0.29	0.36	0.51

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# **APPENDIX D**

# **SIDRA REPORTS**

# MOVEMENT SUMMARY

Site: [1] Hayden-Huetter Intersection (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Roundabout  
 Site Scenario: 1 | Local Volumes

Roundabout Recommended Design  
 2046 AM Peak Hour Traffic

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist. ft ]				
South: Huetter Road															
3	L2	All MCs	27	0.0	27	0.0	0.543	16.7	LOS B	3.1	80.6	0.78	0.89	1.04	31.8
8	T1	All MCs	160	1.3	160	1.3	0.543	11.1	LOS B	3.1	80.6	0.78	0.89	1.04	32.4
18	R2	All MCs	144	10.0	144	10.0	0.543	12.2	LOS B	3.1	80.6	0.78	0.89	1.04	31.9
Approach			331	5.0	331	5.0	0.543	12.0	LOS B	3.1	80.6	0.78	0.89	1.04	32.2
East: Hayden Avenue															
1	L2	All MCs	101	2.4	101	2.4	0.428	11.0	LOS B	2.4	61.0	0.48	0.53	0.48	33.9
6	T1	All MCs	550	2.5	550	2.5	0.428	5.0	LOS A	2.4	61.0	0.45	0.51	0.45	34.9
16	R2	All MCs	51	2.3	51	2.3	0.200	5.1	LOS A	0.9	22.1	0.37	0.48	0.37	35.1
Approach			702	2.5	702	2.5	0.428	5.9	LOS A	2.4	61.0	0.45	0.51	0.45	34.8
North: Huetter Road															
7	L2	All MCs	57	3.6	57	3.6	0.628	16.0	LOS B	4.0	102.4	0.78	0.88	1.07	32.2
4	T1	All MCs	403	2.1	403	2.1	0.628	10.0	LOS A	4.0	102.4	0.78	0.88	1.07	33.0
14	R2	All MCs	12	0.0	12	0.0	0.628	9.8	LOS A	4.0	102.4	0.78	0.88	1.07	32.7
Approach			472	2.2	472	2.2	0.628	10.7	LOS B	4.0	102.4	0.78	0.88	1.07	32.9
West: Hayden Avenue															
5	L2	All MCs	39	0.0	39	0.0	0.925	29.0	LOS D	15.1	387.1	1.00	1.37	2.29	27.3
2	T1	All MCs	600	3.5	600	3.5	0.925	23.7	LOS D	15.1	387.1	1.00	1.37	2.29	27.7
12	R2	All MCs	39	0.0	39	0.0	0.925	23.3	LOS D	15.1	387.1	1.00	1.37	2.29	27.5
Approach			678	3.1	678	3.1	0.925	23.9	LOS C	15.1	387.1	1.00	1.37	2.29	27.7
All Vehicles			2183	3.0	2183	3.0	0.925	13.5	LOS B	15.1	387.1	0.74	0.92	1.24	31.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: US HCM 6.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Organisation: WELCH COMER | Licence: NETWORK / 1PC | Processed: Friday, October 10, 2025 10:07:26 AM

Project: X:\41014.12.0 - Hayden - Hayden Huetter Intersection\Design (Engineering Technical Data)\Traffic\SIDRA Models\41014.12.0 Roundabout Option AM.sipx

# MOVEMENT SUMMARY

Site: [1] Hayden-Huetter Intersection (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
 Site Category: (None)  
 Roundabout  
 Site Scenario: 1 | Local Volumes

Roundabout Recommended Design  
 2046 PM Peak Hour Traffic

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist. ft ]				
South: Huetter Road															
3	L2	All MCs	17	0.0	17	0.0	0.654	17.2	LOS B	4.9	124.9	0.84	0.91	1.19	31.8
8	T1	All MCs	313	1.3	313	1.3	0.654	11.6	LOS B	4.9	124.9	0.84	0.91	1.19	32.4
18	R2	All MCs	125	10.0	125	10.0	0.654	12.6	LOS B	4.9	124.9	0.84	0.91	1.19	31.9
Approach			455	3.6	455	3.6	0.654	12.1	LOS B	4.9	124.9	0.84	0.91	1.19	32.2
East: Hayden Avenue															
1	L2	All MCs	131	2.4	131	2.4	0.711	14.4	LOS B	7.0	177.8	0.81	0.74	1.01	32.2
6	T1	All MCs	816	2.5	816	2.5	0.711	7.7	LOS A	7.0	177.8	0.72	0.69	0.86	33.5
16	R2	All MCs	92	2.3	92	2.3	0.331	6.0	LOS A	1.6	39.8	0.51	0.56	0.51	34.6
Approach			1039	2.5	1039	2.5	0.711	8.4	LOS A	7.0	177.8	0.71	0.68	0.85	33.4
North: Huetter Road															
7	L2	All MCs	76	3.6	76	3.6	0.576	18.0	LOS B	2.9	74.8	0.77	0.97	1.10	31.3
4	T1	All MCs	226	2.1	226	2.1	0.576	11.8	LOS B	2.9	74.8	0.77	0.97	1.10	32.0
14	R2	All MCs	30	0.0	30	0.0	0.576	11.5	LOS B	2.9	74.8	0.77	0.97	1.10	31.7
Approach			332	2.3	332	2.3	0.576	13.2	LOS B	2.9	74.8	0.77	0.97	1.10	31.8
West: Hayden Avenue															
5	L2	All MCs	16	0.0	16	0.0	0.665	15.5	LOS B	5.7	146.7	0.82	0.80	1.08	32.3
2	T1	All MCs	503	3.5	503	3.5	0.665	10.0	LOS A	5.7	146.7	0.82	0.80	1.08	32.8
12	R2	All MCs	40	0.0	40	0.0	0.665	9.8	LOS A	5.7	146.7	0.82	0.80	1.08	32.6
Approach			559	3.1	559	3.1	0.665	10.1	LOS B	5.7	146.7	0.82	0.80	1.08	32.8
All Vehicles			2385	2.8	2385	2.8	0.711	10.2	LOS B	7.0	177.8	0.77	0.79	1.00	32.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: US HCM 6.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: X:\41014.12.0 - Hayden - Hayden Huetter Intersection\Design (Engineering Technical Data)\Traffic\SIDRA Models\41014.12.0 Roundabout Option PM.sipx

# **APPENDIX E**

## **PUBLIC MEETING COMMENT FORMS**

## HAYDEN/HUETTER INTERSECTION

### COMMENT / QUESTION FORM



I prefer the signal option.
So glad that this intersection
is being improved.
I also prefer <del>the</del> whatever option doesn't
require buying property on adjoining properties
to the intersection.

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

## HAYDEN/HUETTER INTERSECTION

### COMMENT / QUESTION FORM



I <del>recommend</del> prefer traffic signal option for
the intersection improvements. Smaller right-of-
way impacts. Design signal footprint to accommodate
a wider <sup>future</sup> arterial to meet future capacity
for this intersection 3/5 lane profile.
Safer for pedestrians. If a roundabout build it
big to accommodate freight and future wider arterial
profile

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



Huetter & Hayden should be a traffic light to ensure traffic control ~~for~~ for the increase in traffic from new housing developments. Do it right the first time. Do not use the temporary traffic light as proposed by the developer.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



I am the Chairman at Post Falls Highway District, My fellow Commissioners and I would rather see signal lights on major Arterial Collectors. Roundabouts have their place but not where heavy traffic is expected in our opinion. Plus closing that intersection to build a roundabout causes lots of problems for us too. Thanks!

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

## HAYDEN/HUETTER INTERSECTION

### COMMENT / QUESTION FORM



As a member of New Life Church on
W. Hayden Ave, I have encountered safety
challenges making a left turn onto Hayden from
Huetter - who goes first when southbound car is going
straight but arrived after me? Please put in a multi-lane
roundabout SOON!

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

## HAYDEN/HUETTER INTERSECTION

### COMMENT / QUESTION FORM



As a daily commuter on Hayden Ave west of Hwy
95, having a controlled intersection at Meyer + Huetter
crossings would greatly increase safety, reduce vehicle-vehicle
collisions, and help reduce road rage related incidents. I am a
strong advocate for multiple lane roundabouts with designated,
delineated turn lanes with dedicated entrance + egress lanes.
Development will continue with population growth. Hayden Ave needs
to get ahead with the infrastructure. Thank you

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



ROUNDAABOUT =
LESS EXPENSIVE THAN SIGNAL
PEOPLE ARE GETTING USED TO THEM NOW
MORE EFFICIENT, LESS CONGESTION
SAFER FOR PEDESTRIANS

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



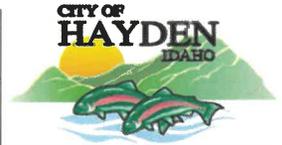
The intersection at Hayden + Huetter is awful.
It needs a roundabout to slow people
down and keep people from running through
the stop signs.

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



I think best idea is roundabout
folks are getting used to them

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



I fully support a Round-About
at Huetter and Hayden Ave.

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



Roundabout appears to be better solution
* More safety
* Fewer conflict points
* equal or better capacity
* lower delay in off peak hours
+ Consider connecting pedestrian facilities to public road at termini
+ IS signal verify sufficient queue storage in southbound Hewter, especially if intersection warrants west bound right turn lane

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



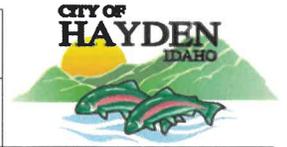
We are in favor of the roundabout! love the new one at Lancaster / Hewter. Thank you~

Name:
Address:
Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

# HAYDEN/HUETTER INTERSECTION

## COMMENT / QUESTION FORM



After talking with members at the City meeting, I like the plan with the round about because it would affect my property that is in close proximity to this intersection the least amount. Because this project is expected to take a year to complete, I would HIGHLY suggest adding a sign on Huetter that flashes \*Cross traffic does not stop\*

Name:

Address:

Email:

Please provide your contact information so we may accurately log your comments/questions and allow us to respond to your questions.

## Ryland Hoit

---

**From:** Dulci Kau <dkau@haydenid.gov>  
**Sent:** Tuesday, November 4, 2025 5:02 PM  
**To:** Melissa Cleveland; Ryland Hoit; Cody Hodgson  
**Subject:** FW: Public Hearing Comments

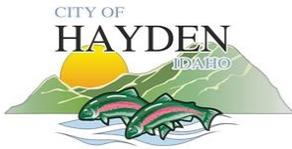
Comment for a roundabout from the citizen below 😊

### Dulci Kau, P.E.

City Engineer

[City of Hayden](#)

t: (208) 209-2029



---

**From:** Planning <planning@haydenid.gov>  
**Sent:** Tuesday, November 4, 2025 4:27 PM  
**To:** Dulci Kau <dkau@haydenid.gov>  
**Subject:** FW: Public Hearing Comments

Did you receive this from last Thursday? 😊

---

**From:** [noreply@revize.com](mailto:noreply@revize.com) <[noreply@revize.com](mailto:noreply@revize.com)>  
**Sent:** Thursday, October 30, 2025 11:22 AM  
**To:** Planning <[planning@haydenid.gov](mailto:planning@haydenid.gov)>  
**Subject:** Public Hearing Comments

first\_name =  
last\_name =  
email =  
phone =  
Residency-Status[] = Hayden Resident  
Residency-Status[] = Hayden Property Owner  
PZE-Number = PZE Hayden Huetter intersection  
Vote = In Favor  
issue = In favor of a round about  
preferred\_contact = email  
Client IP =

# **APPENDIX F**

## **RIGHT OF WAY NEEDS**

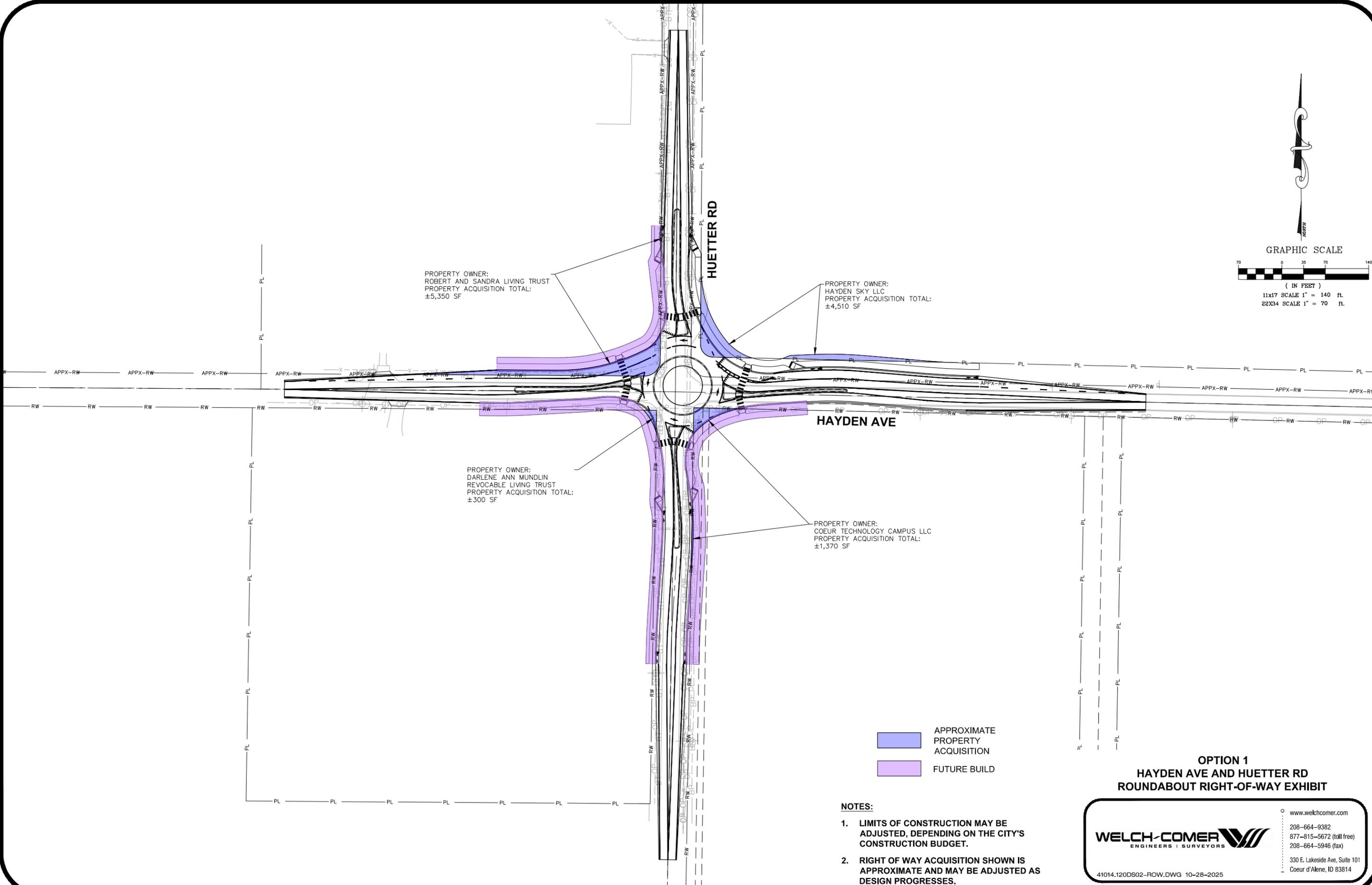
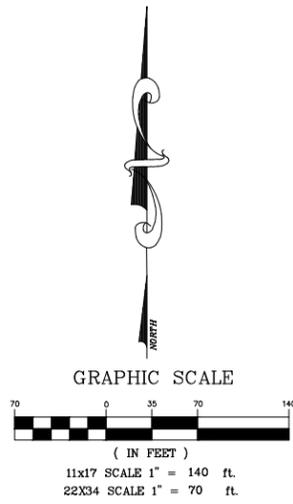
N:\Civil3D Projects\41014\_120\Production Drawings\41014\_120DS02-ROW.dwg, 10/29/2025 7:57:28 AM, sandra, 1,2

PROPERTY OWNER:  
ROBERT AND SANDRA LIVING TRUST  
PROPERTY ACQUISITION TOTAL:  
±5,350 SF

PROPERTY OWNER:  
HAYDEN SKY LLC  
PROPERTY ACQUISITION TOTAL:  
±4,510 SF

PROPERTY OWNER:  
DARLENE ANN MUNDLIN  
REVOCABLE LIVING TRUST  
PROPERTY ACQUISITION TOTAL:  
±300 SF

PROPERTY OWNER:  
COEUR TECHNOLOGY CAMPUS LLC  
PROPERTY ACQUISITION TOTAL:  
±1,370 SF



 APPROXIMATE  
PROPERTY  
ACQUISITION  
 FUTURE BUILD

**NOTES:**

1. LIMITS OF CONSTRUCTION MAY BE ADJUSTED, DEPENDING ON THE CITY'S CONSTRUCTION BUDGET.
2. RIGHT OF WAY ACQUISITION SHOWN IS APPROXIMATE AND MAY BE ADJUSTED AS DESIGN PROGRESSES.

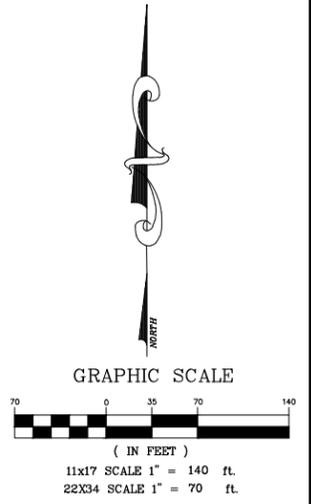
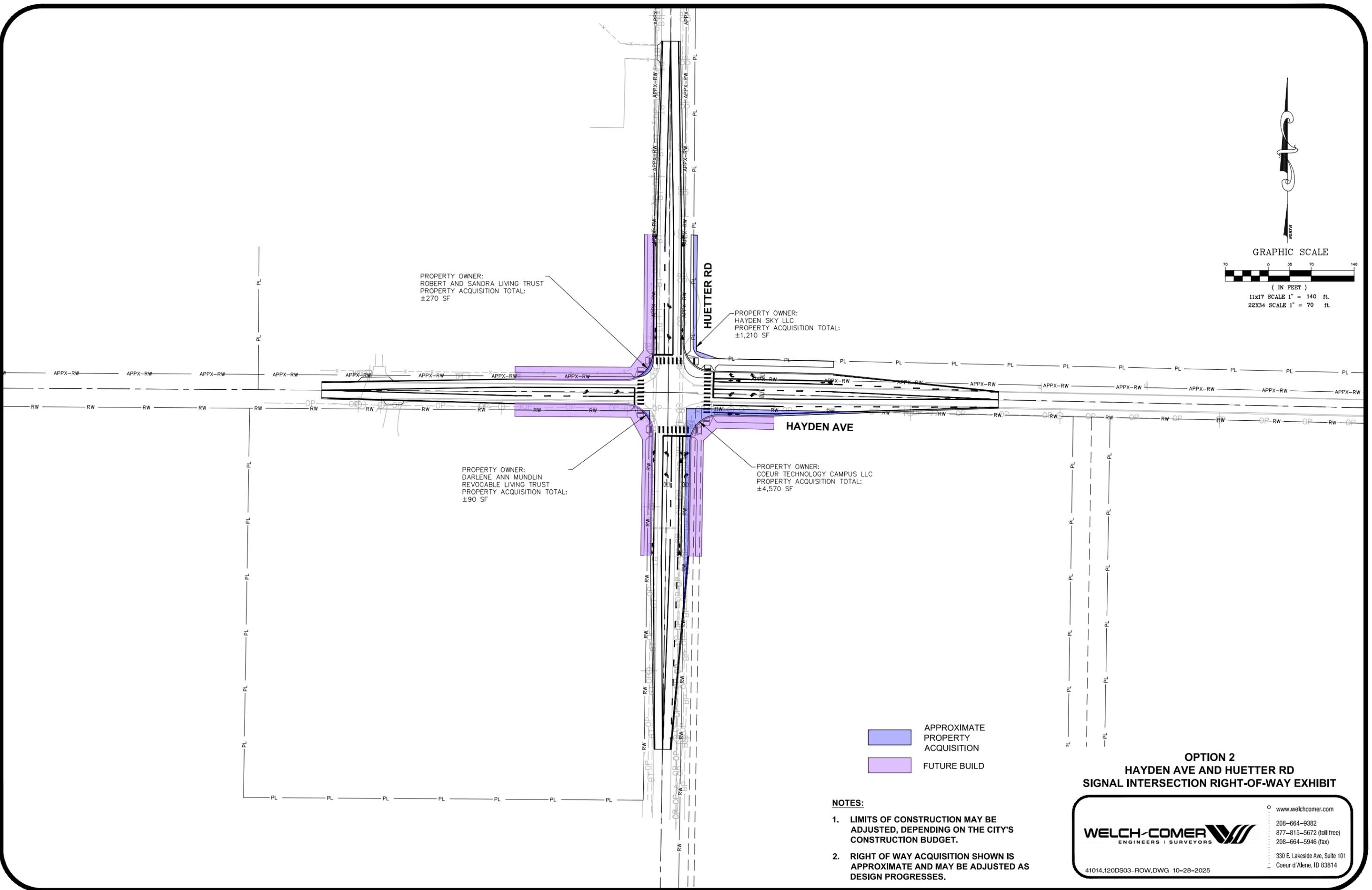
**OPTION 1  
HAYDEN AVE AND HUETTER RD  
ROUNDAABOUT RIGHT-OF-WAY EXHIBIT**



[www.welchcomer.com](http://www.welchcomer.com)  
 208-664-9382  
 877-815-5672 (toll free)  
 208-664-5946 (fax)  
 330 E. Lakeside Ave, Suite 101  
 Coeur d'Alene, ID 83814

41014.120DS02-ROW.DWG 10-28-2025

N:\Civil3D Projects\41014\_120\Production Drawings\41014\_120DS03-ROW.dwg, 10/29/2025 7:53:00 AM, sandra, 1,2



PROPERTY OWNER:  
ROBERT AND SANDRA LIVING TRUST  
PROPERTY ACQUISITION TOTAL:  
±270 SF

PROPERTY OWNER:  
HAYDEN SKY LLC  
PROPERTY ACQUISITION TOTAL:  
±1,210 SF

PROPERTY OWNER:  
DARLENE ANN MUNDLIN  
REVOCABLE LIVING TRUST  
PROPERTY ACQUISITION TOTAL:  
±90 SF

PROPERTY OWNER:  
COEUR TECHNOLOGY CAMPUS LLC  
PROPERTY ACQUISITION TOTAL:  
±4,570 SF

 APPROXIMATE  
PROPERTY  
ACQUISITION  
 FUTURE BUILD

**NOTES:**

- 1. LIMITS OF CONSTRUCTION MAY BE ADJUSTED, DEPENDING ON THE CITY'S CONSTRUCTION BUDGET.
- 2. RIGHT OF WAY ACQUISITION SHOWN IS APPROXIMATE AND MAY BE ADJUSTED AS DESIGN PROGRESSES.

**OPTION 2  
HAYDEN AVE AND HUETTER RD  
SIGNAL INTERSECTION RIGHT-OF-WAY EXHIBIT**

**WELCH-COMER**   
ENGINEERS | SURVEYORS

www.welchcomer.com  
208-664-9382  
877-815-5672 (toll free)  
208-664-5946 (fax)  
330 E. Lakeside Ave, Suite 101  
Coeur d'Alene, ID 83814

41014.120DS03-ROW.DWG 10-28-2025

B. **ACTION ITEM** Marks Ranch Final Plat and Acceptance of Infrastructure



# Memo

To: Mayor and Hayden City Council

From: Dulci Kau, P.E., City Engineer

Date: 11/7/2025

**Agenda Item: Approval of Marks Ranch Final Plat and Acceptance of Infrastructure**

---

## **Agenda Item Location**

Consent

## **Background and Recommended Action or Motion**

Staff recommends City Council approve the Final Plat, accept the public infrastructure, and permit the Mayor to sign the Final Plat prior to recordation with the Kootenai County Recorder's Office contingent upon completion of the following items:

- Developer shall provide the revised Stormwater Operation and Maintenance Manual addressing City staffs comments.
- Developer shall provide an executed copy of the Maintenance Agreement for Private Infrastructure.
- Developer shall construct the additional electrical components for the lighting system as identified on the plans approved by the City on 11/7/2025. Performance Surety of \$8,000.00 for this work has been received by the City, in accordance with HCC 12-4-3. Work shall be completed and accepted by the City no later than 6/30/2025.
- Developer shall reconstruct the multi-use pathway along Lancaster Road, east of Rocking R Road, so that it meets accessibility requirements in accordance with the plans approved by the City on 11/7/2025. Performance Surety of \$31,441.50 for this work has been received by the City, in accordance with HCC 12-4-3. Work shall be completed and accepted by the City no later than 6/30/2025.
- Developer shall provide Warranty Surety of 406,344.60 per Section 3.08 of the Construction Improvement Agreement. Warranty period shall not to begin until all construction identified above is complete and accepted by the City.

## **Functional Impact of Authorizing**

Marks Ranch is a Major Subdivision creating 24 lots south of Lancaster Road identified in the Vicinity Map provided below. The approximate amount of infrastructure pending the City's acceptance includes:

- 2,000 linear feet of a 37' wide road, 5' sidewalk, 10' multi-use path, and 6' plant strip through Rocking R Road.
- 175 linear feet of a 37' wide road, 5' sidewalk, 10' multi-use path, and 6' plant strip through Lynnfield Road.
- 155 linear feet of a 37' wide road, 5' sidewalk on both sides, and 6' plant strip through Laprille Drive.
- 2,290 linear feet of 8" gravity sewer and associated manholes.
- 2,660 linear feet of assorted sizes of storm sewer pipeline, 8", 12" and 15" diameters, including associated catch basins.

Home Owners Association formation documentation and the associated Maintenance Agreement have been received and indicates existence in perpetuity. Tracts A, B, and C will be conveyed to the Home Owners Association at the time of recording the final plat. All dedications of right-of-way and grants of easements have been identified on the final plat. With the conditions identified above, the subdivision will meet the Conditions of Approval listed in the Master Development Agreement recorded on 5/14/2021.

**Functional Impact of Not Authorizing**

If not approved, City Council would need to provide cause and reason for denial and a path forward for acceptance.

**Fiscal Impact**

This item has no fiscal impact on the City of Hayden.

**Budget Funding Source / Transfer Request**

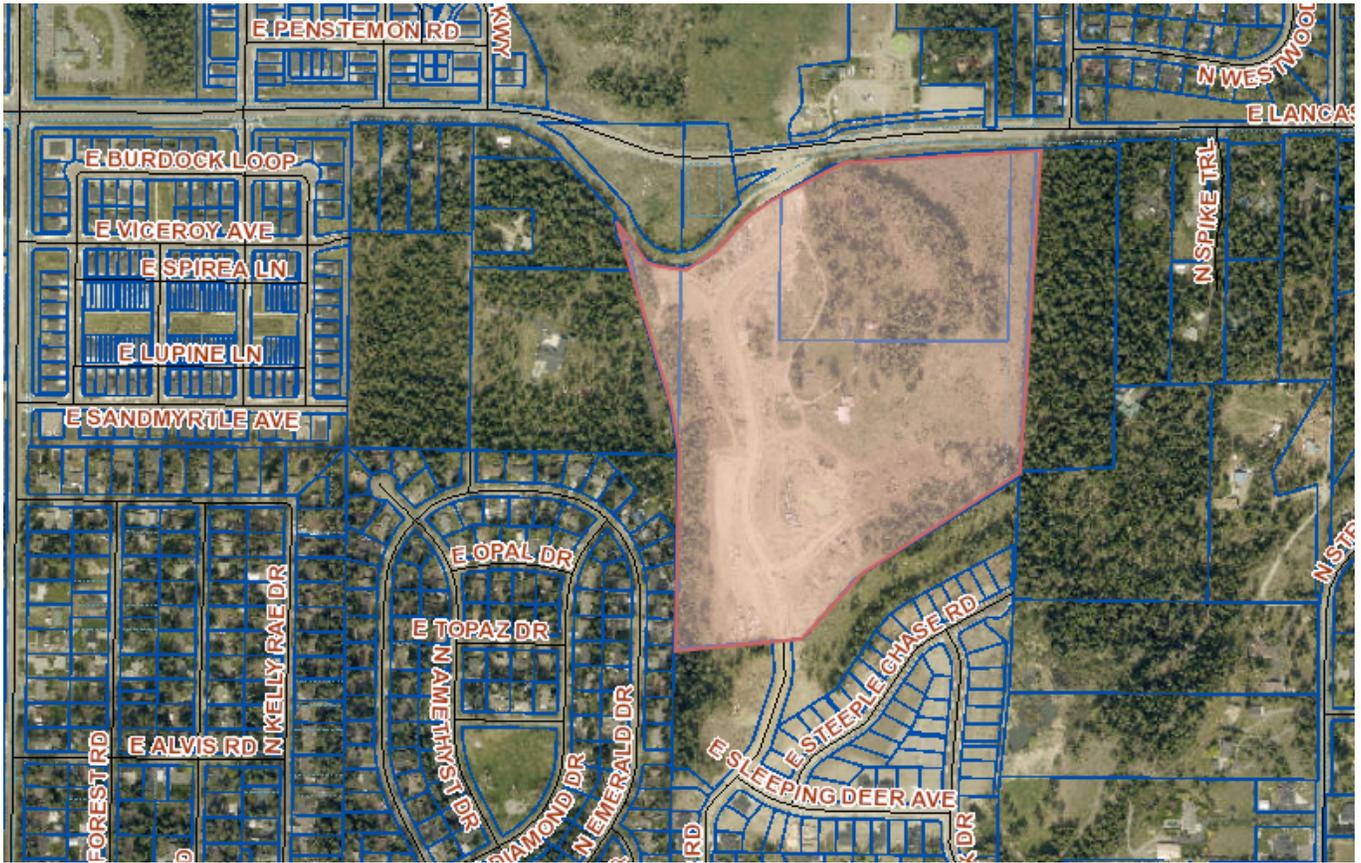
N/A

**Attachment**

Vicinity Map

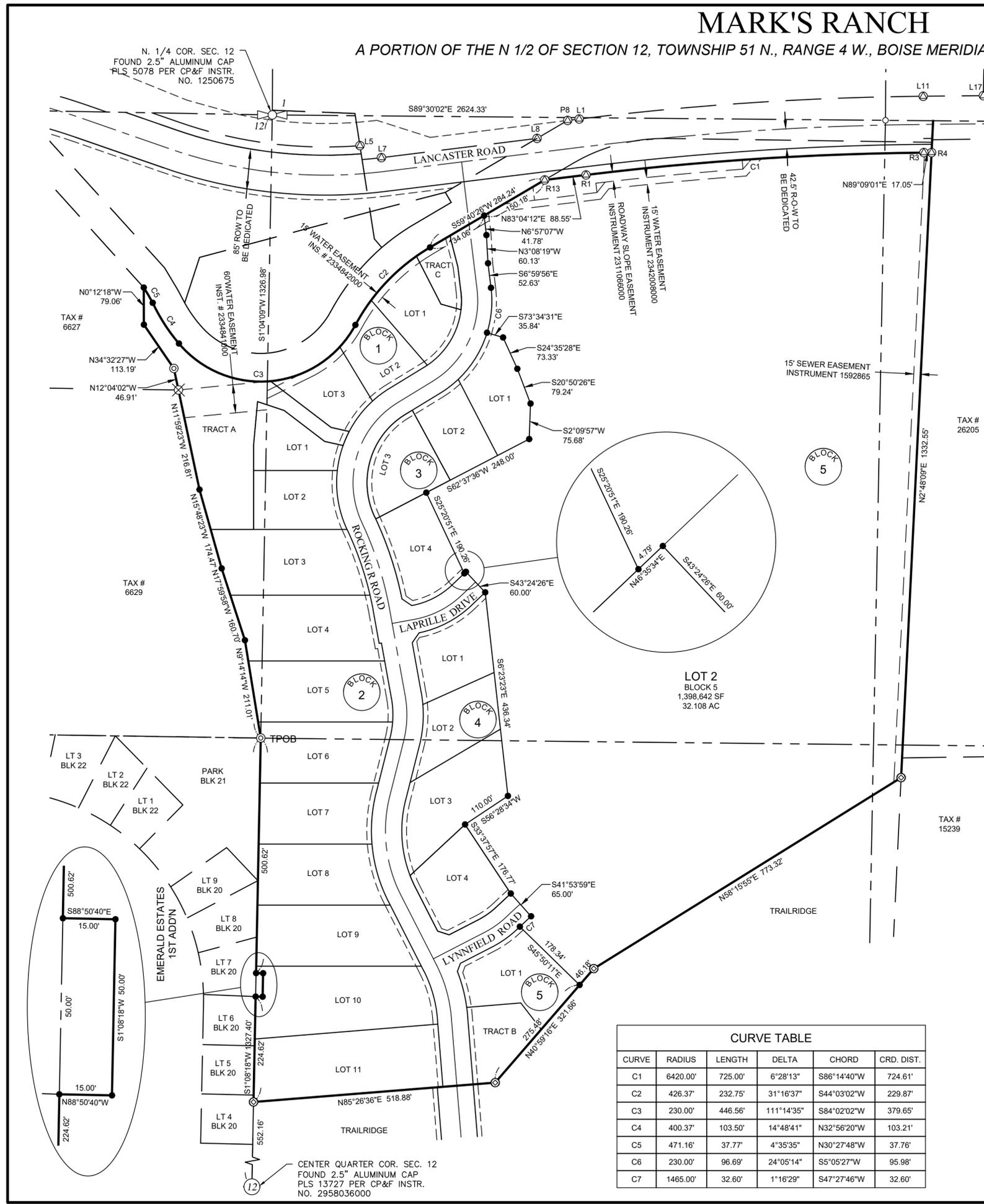
Final Plat

Figure 1 - Vicinity Map



# MARK'S RANCH

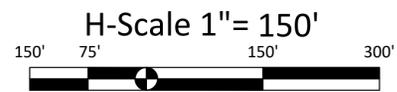
A PORTION OF THE N 1/2 OF SECTION 12, TOWNSHIP 51 N., RANGE 4 W., BOISE MERIDIAN, HAYDEN, KOOTENAI COUNTY, IDAHO



**ENGINEER**  
 APPROVED  
 APPROVED WITH COMMENTS  
 REVISE AND RESUBMIT

REVIEW OF THESE PLANS IS TO VERIFY CONFORMANCE TO CITY CODE STANDARDS AND POLICES AND ANY ACTION DRAWN SUBJECT TO THOSE REQUIREMENTS. SPECIAL VERIFICATION OR APPROVAL FOR DESIGN, THE DEVELOPER'S ENGINEER AND CONTRACTOR ARE RESPONSIBLE FOR VERIFICATION OF EMBODIED, UTILITY LOCATIONS, AND DESIGN SITE CONDITIONS FOR DIRECTION OF ANY FABRICATION PROCESSES, CONSTRUCTION TECHNIQUES, AND PROJECT COORDINATION AND FOR SATISFACTORY PERFORMANCE AND COMPLETION OF THE WORK.

BY: dkau DATE: 11/04/2025



MON. ID.*	STATION	OFFSET
L5	STA. 64+27.01	60.00' LT.
L7	STA. 65+72.24 PT (BK)	30.00' LT.
	STA 65+70.83 (AH)	30.00' LT.
L8	STA 69+06.37	30.00' LT.
R13	STA 69+12.31	60.00' RT.
P8	STA 69+75.97	60.00' LT.
L1	STA 70+00.89 PC	60.00' LT.
R1	STA 70+00.89 PC	60.00' RT.
L11	STA 77+32.66 PT	60.00' LT.
R3	STA 77+32.66 PT	60.00' RT.
R4	STA 77+49.32	60.00' RT.
L17	STA 78+61.38	60.00' LT.

\*MONUMENT ID PER R1

CURVE	RADIUS	LENGTH	DELTA	CHORD	CRD. DIST.
C1	6420.00'	725.00'	6°28'13"	S86°14'40"W	724.61'
C2	426.37'	232.75'	31°16'37"	S44°03'02"W	229.87'
C3	230.00'	446.56'	111°14'35"	S84°02'02"W	379.65'
C4	400.37'	103.50'	14°48'41"	N32°56'20"W	103.21'
C5	471.16'	37.77'	4°35'35"	N30°27'48"W	37.76'
C6	230.00'	96.69'	24°05'14"	S5°05'27"W	95.98'
C7	1465.00'	32.60'	1°16'29"	S47°27'46"W	32.60'

- LEGEND**
- FOUND 1/2" ALUMINUM CAP PLS 12318
  - ◇ FOUND 1/2" REBAR WITH PLASTIC CAP PLS 4564
  - ⊙ FOUND 1" IRON PIPE
  - ⊗ FOUND 5/8" REBAR AND PLASTIC CAP PLS 957
  - ⊕ FOUND ITD RIGHT OF WAY MONUMENT
  - ⊗ FOUND 1/2" REBAR AND PLASTIC CAP 687. REPLACED WITH 5/8" REBAR AND PLASTIC CAP PLS 9367
  - SET 5/8" x 24" REBAR WITH YELLOW PLASTIC CAP, P.L.S. 9367 TO BE SET WITHIN 1 YEAR OF THE RECORDING OF THIS PLAT
  - ◆ SET 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP, P.L.S. 9367 TO BE SET WITHIN 1 YEAR OF THE RECORDING OF THIS PLAT
  - ⊗ SET 5/8" x 24" REBAR WITH 1-1/2" ALUMINUM CAP, P.L.S. 9367 TO BE SET WITHIN 1 YEAR OF THE RECORDING OF THIS PLAT CALCULATED POSITION, NOTHING FOUND OR SET
  - ⊕ CENTER SECTION CORNER AS NOTED
  - ⊗ N-S 1/4 SECTION CORNER AS NOTED
  - ⊕ SECTION CORNER AS NOTED
  - CP&F CORNER PERPETUATION & FILING RECORD (WITH INSTRUMENT NO.)
  - TPOB TRUE POINT OF BEGINNING

**NOTES**

- EXCEPT AS SHOWN HEREON, THERE WAS NO ATTEMPT MADE TO SHOW THE PHYSICAL FEATURES OF THE PROPERTY, OR TO SHOW ANY UNRECORDED EASEMENTS.

**TITLE DOCUMENTS**

THESE ARE DOCUMENTS IN TITLE REPORT COMMITMENT (#), ISSUED BY (COMPANY), DATED: (DATE) THAT FOR THE REASON INDICATED, CAN NOT BE DISPLAYED ON THE MAP.

EX 10 BK 115, PG 16 - BLANKET UTILITY EASEMENT TO WASHINGTON WATER AND POWER.

EX 11 BK 129, PG 331 - BLANKET UTILITY EASEMENT TO WASHINGTON WATER AND POWER.

**REFERENCES**

IN RECORDS OF KOOTENAI COUNTY, IDAHO:

R1 I.T.D. RIGHT OF WAY PLAN SET SMA-7218 LANCASTER RD; GOVT WAY TO FERNDAL, CDA. FEDERAL AID PROJECT NO. A009(785), DATED APRIL 2011. PAGES 7 AND 9 OF 15.

R2 FIRST ADDITION TO EMERALD ESTATES BY JAMES O. LEAPARD, PE 1316. RECORDED IN BOOK E OF PLATS, PAGE 235, UNDER INSTRUMENT NO. 720525.

R3 RECORD OF SURVEY BY RICHARD D. SCHROEDER, PLS 4564. RECORDED IN BOOK 4 OF SURVEYS, PAGE 316, UNDER INSTRUMENT NO. 1040912.

R4 RECORD OF SURVEY BY JEROME K. HUSTEAD, PLS 957. RECORDED IN BOOK 20 OF SURVEYS, PAGE 100, UNDER INSTRUMENT NO. 1610305.

R5 RECORD OF SURVEY BY ERNEST M. WARNER, PLS 4565. RECORDED IN BOOK 22 OF SURVEYS, PAGE 228, UNDER INSTRUMENT NO. 1840353.

R6 RECORD OF SURVEY BY ERNEST M. WARNER, PLS 4565. RECORDED IN BOOK 28 OF SURVEYS, PAGE 117, UNDER INSTRUMENT NO. 2455318000.

R7 RECORD OF SURVEY BY MICHAEL LYNN HATHAWAY, PLS 12318. RECORDED IN BOOK 28 OF SURVEYS, PAGE 274, UNDER INSTRUMENT NO. 2479909000.

R8 PLAT OF TRAILRIDGE BY THOMAS A. YEISER P.L.S. 13727. RECORDED IN BOOK "L" OF PLATS AT PAGES 894-894D UNDER INSTRUMENT NUMBER 2959977000.

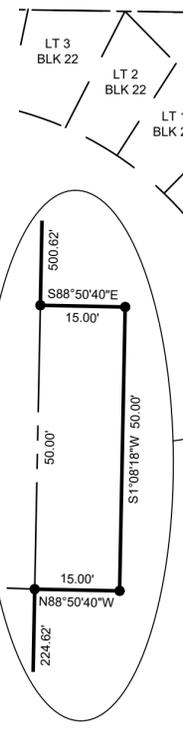
R9 PLAT OF TRAILRIDGE 1ST ADDITION BY THOMAS A YEISER P.L.S. 13727. RECORDED IN BOOK "L" OF PLATS AT PAGES 994-994D UNDER INSTRUMENT NUMBER 2992623000.

**BASIS OF BEARING**

AS SHOWN HEREON, BASIS OF BEARING FOR THIS SURVEY IS IDAHO STATE PLANE COORDINATE SYSTEM, WEST ZONE, (1103). PROJECT COORDINATES WERE TRANSLATED TO WEST ZONE AT A JOHNSON SURVEYING BASE POINT LOCATED AT (N: 2,233,191.12, E: 2,373,815.26) AND WERE POST PROCESSED USING NGS OPUS WITH A HORIZONTAL REFERENCE FRAME OF NAD83 (2011)(EPOCH: 2010.0000) AND A VERTICAL DATUM OF NAVD88 (GEOID 18). ALL BEARINGS SHOWN ARE GRID. ALL DISTANCES SHOWN ARE GROUND (US SURVEY FEET), WITH A COMBINED SCALE FACTOR OF 1.00010794 APPLIED AT THE BASE POINT. GEODETIC NORTH IS AN ANGULAR ROTATION OF -00°45'21"

**SURVEYOR'S NARRATIVE**

THE PURPOSE OF THIS SURVEY IS TO CONDUCT A MAJOR SUBDIVISION OF THE PROPERTY DEPICTED HEREON. SURVEY MONUMENTS WHERE FOUND/HOLD AS DEPICTED HEREON.



CENTER QUARTER COR. SEC. 12 FOUND 2.5" ALUMINUM CAP PLS 13727 PER CP&F INSTR. NO. 2958036000

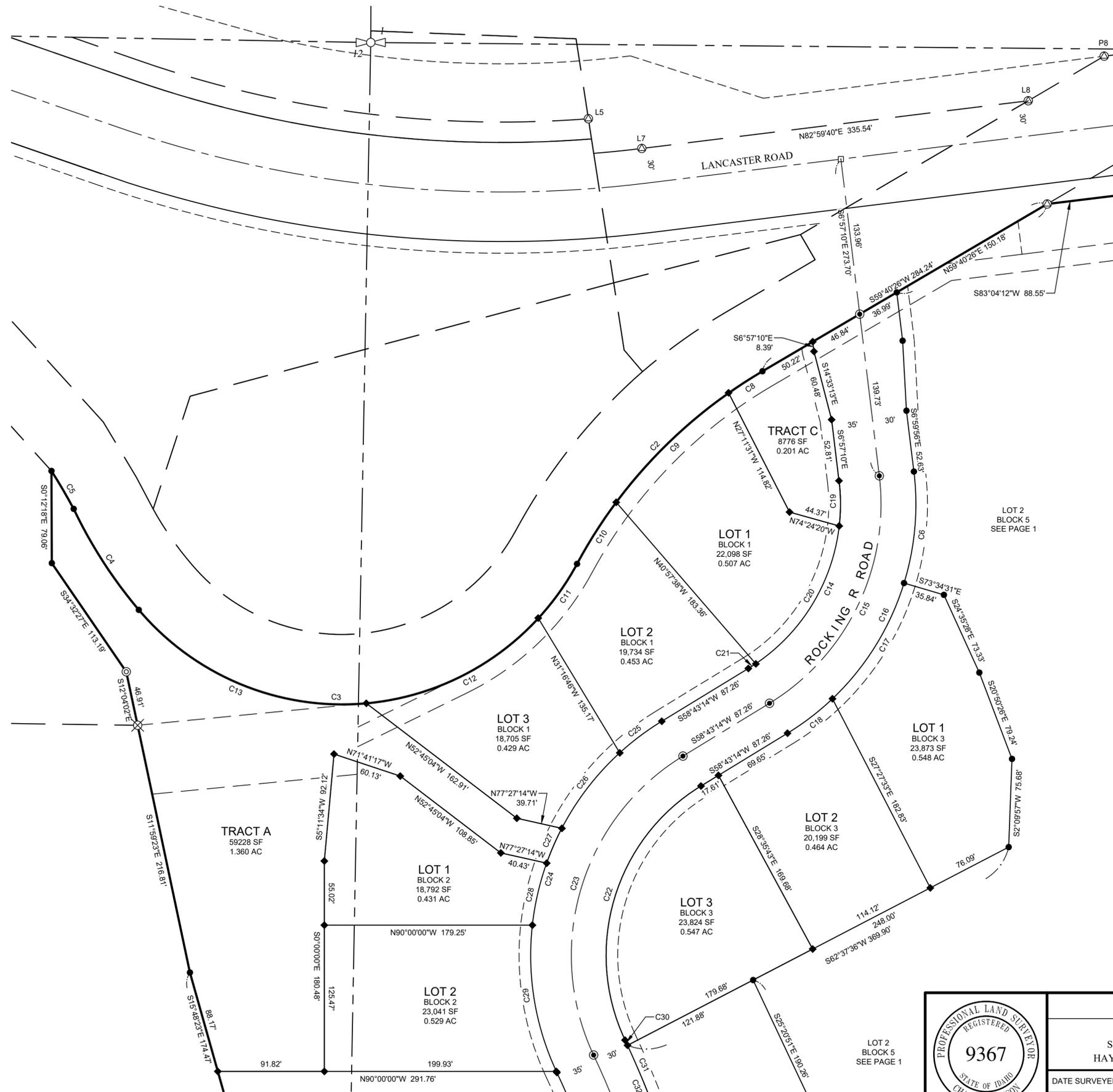
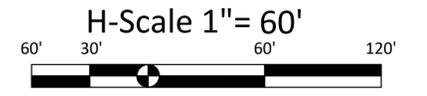


<b>MARK'S RANCH</b>			
A PORTION OF THE NE 1/4 OF SECTION 12, TOWNSHIP 51 NORTH, RANGE 4 WEST, HAYDEN, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO			
DATE SURVEYED: JUNE 2024	DRAFTED BY: DL/CJ	PLOT DATE: 06/02/2025	SHEET 1
FILE NAME: 20-147 PLAT	CHECKED BY: CJJ	PROJECT No.: 20-147	6

P.O. Box 2544 Post Falls, ID 83877  
208-660-2351  
johnsonsurveyingnw.com

# MARK'S RANCH

A PORTION OF THE N 1/2 OF SECTION 12, TOWNSHIP 51 N., RANGE 4 W., BOISE MERIDIAN, HAYDEN, KOOTENAI COUNTY, IDAHO



CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD	CRD. DIST.
C1	6420.00'	725.00'	6°28'13"	S86°14'40"W	724.61'
C2	426.37'	232.75'	31°16'37"	S44°03'02"W	229.87'
C3	230.00'	446.56'	111°14'35"	S84°02'02"W	379.65'
C4	400.37'	103.50'	14°48'41"	N32°56'20"W	103.21'
C5	471.16'	37.77'	4°35'35"	N30°27'48"W	37.76'
C6	230.00'	96.69'	24°05'14"	S5°05'27"W	95.98'
C8	426.37'	34.58'	4°38'48"	S57°21'57"W	34.57'
C9	426.37'	135.40'	18°11'44"	S45°56'41"W	134.83'
C10	426.37'	62.77'	8°26'05"	S32°37'46"W	62.71'
C11	230.00'	57.44'	14°18'36"	N35°34'02"E	57.30'
C12	230.00'	168.98'	42°05'45"	N63°46'13"E	165.21'
C13	230.00'	220.13'	54°50'13"	S67°45'47"E	211.82'
C14	165.00'	189.13'	65°40'24"	N25°53'02"E	178.94'
C15	200.00'	229.24'	65°40'24"	N25°53'02"E	216.90'
C16	230.00'	263.63'	65°40'24"	N25°53'02"E	249.43'
C17	230.00'	118.13'	29°25'39"	N31°50'53"E	116.83'
C18	230.01'	48.81'	12°09'31"	N52°38'28"E	48.72'
C19	165.00'	38.86'	13°29'33"	N0°12'23"W	38.77'
C20	165.00'	142.74'	49°33'54"	N31°19'21"E	138.33'
C21	165.00'	7.53'	2°36'58"	N57°24'46"E	7.53'
C22	170.00'	249.33'	84°02'02"	S16°42'13"W	227.58'
C23	200.00'	293.33'	84°02'02"	S16°42'13"W	267.74'
C24	235.00'	344.67'	84°02'02"	S16°42'13"W	314.59'
C25	235.00'	45.33'	11°03'05"	S53°11'42"W	45.26'
C26	235.00'	82.17'	20°02'04"	S37°39'07"W	81.75'
C27	235.00'	32.64'	7°57'27"	S23°39'22"W	32.61'
C28	235.00'	54.72'	13°20'29"	S13°00'24"W	54.60'
C29	235.00'	128.76'	31°23'39"	S9°21'40"E	127.16'
C30	768.04'	4.95'	0°22'10"	N25°07'42"W	4.95'
C31	768.08'	179.53'	13°23'33"	N18°14'49"W	179.13'
C32	768.04'	184.49'	13°45'46"	N18°25'55"W	184.05'



**MARK'S RANCH**  
A PORTION OF THE NE 1/4 OF  
SECTION 12, TOWNSHIP 51 NORTH, RANGE 4 WEST,  
HAYDEN, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO

DATE SURVEYED: JUNE 2024    DRAFTED BY: DL/CJ    PLOT DATE: 05/31/2025    SHEET 2

FILE NAME: 20-147 PLAT    CHECKED BY: CJJ    PROJECT No.: 20-147    6

**Johnson**  
Surveying

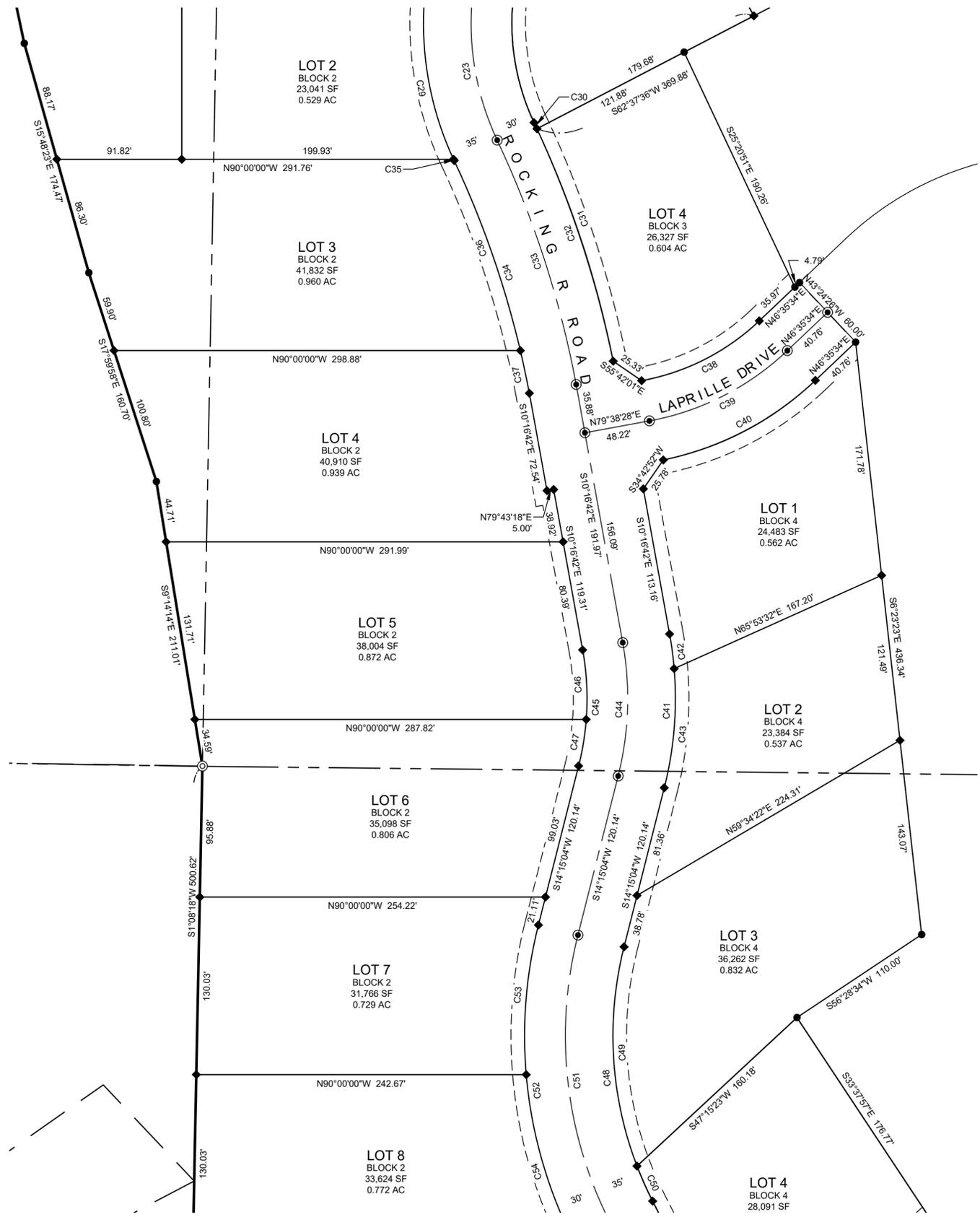
P.O. Box 2544 Post Falls, ID 83877  
208-660-2351  
johnsonsurveyingnw.com

# MARK'S RANCH

A PORTION OF THE N 1/2 OF SECTION 12, TOWNSHIP 51 N., RANGE 4 W., BOISE MERIDIAN, HAYDEN, KOOTENAI COUNTY, IDAHO



H-Scale 1" = 60'



LOT 2  
BLOCK 5  
SEE PAGE 1

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD	CRD. DIST.
C23	200.00'	293.33'	84°02'02"	S16°42'13"W	267.74'
C29	235.00'	128.76'	31°23'39"	S9°21'40"E	127.16'
C30	768.04'	4.95'	0°22'10"	N25°07'42"W	4.95'
C31	768.08'	179.53'	13°23'33"	N18°14'49"W	179.13'
C32	768.04'	184.49'	13°45'46"	N18°25'55"W	184.05'
C33	738.04'	188.58'	14°38'24"	N17°59'35"W	188.07'
C34	703.04'	179.52'	14°37'49"	N17°59'53"W	179.03'
C35	235.00'	1.05'	0°15'18"	S25°11'08"E	1.05'
C36	703.04'	147.60'	12°01'45"	N19°17'55"W	147.33'
C37	703.04'	31.92'	2°36'04"	N11°59'01"W	31.91'
C38	170.00'	98.36'	33°09'03"	N63°10'05"E	96.99'
C39	200.00'	115.36'	33°02'54"	N63°07'01"E	113.77'
C40	230.00'	127.70'	31°48'42"	N62°29'55"E	126.07'
C41	265.00'	113.45'	24°31'46"	N1°59'11"E	112.59'
C42	264.97'	25.56'	5°31'41"	N7°30'52"W	25.55'
C43	265.01'	87.89'	19°00'04"	N4°45'00"E	87.49'
C44	230.00'	98.47'	24°31'46"	N1°59'11"E	97.72'
C45	200.00'	85.62'	24°31'46"	N1°59'11"E	84.97'
C46	200.00'	51.11'	14°38'27"	N2°57'29"W	50.97'
C47	200.00'	34.52'	9°53'19"	N9°18'25"E	34.48'
C48	265.00'	191.40'	41°22'56"	S6°26'24"E	187.26'
C49	265.00'	163.32'	35°18'44"	S3°24'18"E	160.75'
C50	264.98'	28.07'	6°04'13"	S24°05'46"E	28.06'
C51	300.00'	216.68'	41°22'56"	S6°26'24"E	212.00'
C52	330.00'	238.34'	41°22'56"	S6°26'24"E	233.20'
C53	330.00'	110.42'	19°10'16"	S4°39'57"W	109.90'
C54	330.00'	127.93'	22°12'40"	S16°01'31"E	127.13'



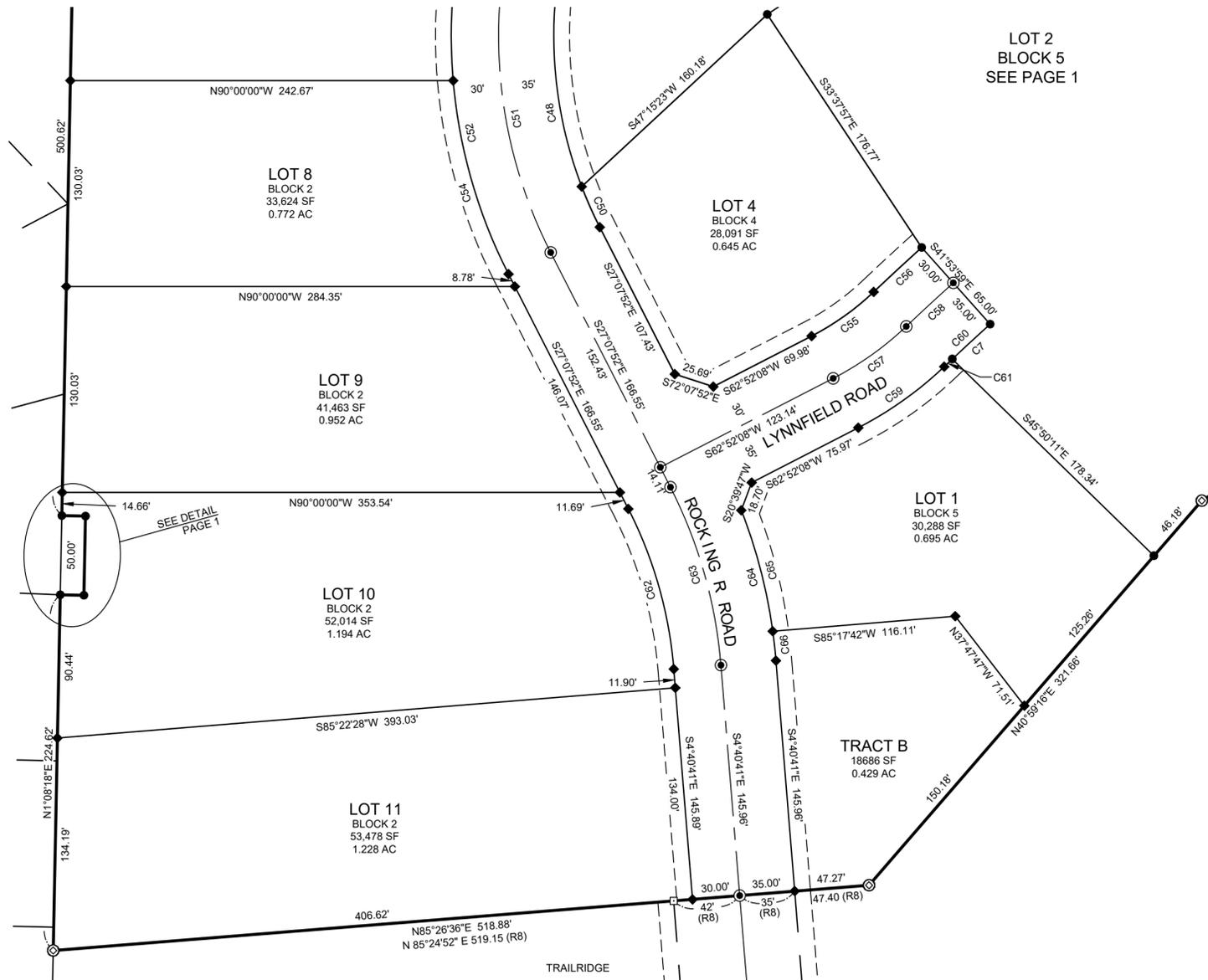
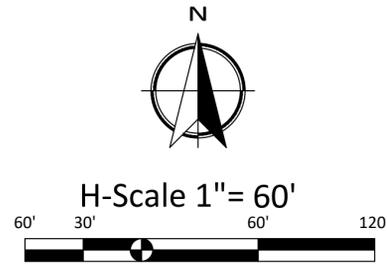
MARK'S RANCH			
A PORTION OF THE NE 1/4 OF SECTION 12, TOWNSHIP 51 NORTH, RANGE 4 WEST, HAYDEN, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO			
DATE SURVEYED: JUNE 2024	DRAFTED BY: DL/CJ	PLOT DATE: 05/31/2025	SHEET 3
FILE NAME: 20-147 PLAT	CHECKED BY: CJJ	PROJECT No.: 20-147	6

**Johnson Surveying**  
 P.O. Box 2544 Post Falls, ID 83877  
 208-660-2351  
 johnsonsurveyingnw.com

# MARK'S RANCH

A PORTION OF THE N 1/2 OF SECTION 12, TOWNSHIP 51 N., RANGE 4 W., BOISE MERIDIAN, HAYDEN, KOOTENAI COUNTY, IDAHO

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD	CRD. DIST.
C7	1465.00'	32.60'	1°16'29"	S47°27'46"W	32.60'
C48	265.00'	191.40'	41°22'56"	S6°26'24"E	187.26'
C50	264.98'	28.07'	6°04'13"	S24°05'46"E	28.06'
C51	300.00'	216.68'	41°22'56"	S6°26'24"E	212.00'
C52	330.00'	238.34'	41°22'56"	S6°26'24"E	233.20'
C54	330.00'	127.93'	22°12'40"	S16°01'31"E	127.13'
C55	170.00'	48.42'	16°19'05"	N54°42'36"E	48.25'
C56	1530.00'	41.37'	1°32'58"	S47°19'32"W	41.37'
C57	200.00'	56.96'	16°19'05"	N54°42'36"E	56.77'
C58	1500.00'	40.56'	1°32'58"	S47°19'32"W	40.56'
C59	235.00'	66.93'	16°19'05"	N54°42'36"E	66.70'
C60	1465.00'	39.62'	1°32'58"	S47°19'32"W	39.61'
C61	1465.00'	7.02'	0°16'28"	S46°41'17"W	7.02'
C62	270.00'	105.81'	22°27'11"	N15°54'16"W	105.13'
C63	300.00'	117.56'	22°27'11"	N15°54'16"W	116.81'
C64	335.00'	97.78'	16°43'23"	N13°02'22"W	97.43'
C65	335.00'	76.73'	13°07'22"	N14°25'46"W	76.56'
C66	335.17'	18.65'	3°11'18"	N6°16'23"W	18.65'



LOT 2  
BLOCK 5  
SEE PAGE 1



<b>MARK'S RANCH</b>			
A PORTION OF THE NE 1/4 OF SECTION 12, TOWNSHIP 51 NORTH, RANGE 4 WEST, HAYDEN, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO			
DATE SURVEYED: JUNE 2024	DRAFTED BY: DL/CJ	PLOT DATE: 05/31/2025	SHEET
FILE NAME: 20-147 PLAT	CHECKED BY: CJJ	PROJECT No.: 20-147	4
			6

**Johnson**  
Surveying

P.O. Box 2544 Post Falls, ID 83877  
208-660-2351  
johnsonsurveyingnw.com

# MARK'S RANCH

A PORTION OF THE N 1/2 OF SECTION 12, TOWNSHIP 51 N., RANGE 4 W., BOISE MERIDIAN, HAYDEN, KOOTENAI COUNTY, IDAHO

## OWNER'S CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS: THAT MARKS RANCH INC, AN IDAHO CORPORATION, HEREBY CERTIFIES THAT IT OWNS THE PROPERTY HEREINAFTER DESCRIBED AND INCLUDES SAID PROPERTY IN A PLAT TO BE KNOWN AS "MARKS RANCH". SAID PROPERTY DESCRIBED PER WARRANTY DEED RECORDED 8/07/2024 UNDER INSTRUMENT NUMBER 2976533000, RECORDS OF KOOTENAI COUNTY, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LYING WITHIN THE NORTH HALF OF SECTION 12, TOWNSHIP 51 NORTH, RANGE 4 WEST, BOISE MERIDIAN, KOOTENAI COUNTY IDAHO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE NORTH QUARTER CORNER OF SECTION 12 BEING A FOUND 2.5" ALUMINUM CAP LS 5078, FROM WHICH THE EAST 1/16 CORNER OF SECTION 12 BEARS S89°30'02"E A DISTANCE OF 1312.30 FEET; THENCE, S1°04'09"W A DISTANCE OF 1326.98 FEET TO A FOUND 1" IRON PIPE AT THE SOUTHEAST CORNER OF TAX NUMBER 6629 AS DESCRIBED IN THE QUITCLAIM DEED RECORDED UNDER INSTRUMENT NUMBER 2770945000 AND THE NORTHEAST CORNER OF BLOCK 21 OF EMERALD ESTATES 1 ST ADDITION AS RECORDED IN BOOK "E" OF PLATS AT PAGE 235 UNDER INSTRUMENT NUMBER 720525, SAID POINT BEING THE **TRUE POINT OF BEGINNING**.

THENCE, ALONG THE EAST LINE OF TAX No. 6629, N9°14'14"W A DISTANCE OF 211.01 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N17°59'58"W A DISTANCE OF 160.70 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N15°48'23"W A DISTANCE OF 174.47 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N11°59'23"W A DISTANCE OF 216.81 FEET TO A FOUND 1/2 IRON ROD PLS 687;  
 THENCE, ALONG THE EAST LINE OF TAX No. 6627, N12°04'02"W A DISTANCE OF 46.91 FEET TO A FOUND 1" IRON PIPE;  
 THENCE, N34°32'27"W A DISTANCE OF 113.19 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N0°12'18"W A DISTANCE OF 79.06 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP LYING ON THE RIGHT-OF-WAY OF LANCASTER ROAD;  
 THENCE, FOLLOWING SAID RIGHT-OF-WAY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 471.16 FEET, AN ARC LENGTH OF 37.77 FEET, A DELTA ANGLE OF 4°35'35" AND A CHORD THAT BEARS S30°27'48"E A DISTANCE OF 37.76 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, ALONG A CURVE TO THE LEFT WITH A RADIUS OF 400.37 FEET, AN ARC LENGTH OF 103.50 FEET, A DELTA ANGLE 14°48'41" AND A CHORD THAT BEARS S32°56'20"E A DISTANCE OF 103.21 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, ALONG A CURVE TO THE LEFT WITH A RADIUS OF 230.00 FEET, AN ARC LENGTH OF 446.56 FEET, A DELTA ANGLE OF 111°14'35" AND A CHORD THAT BEARS N84°02'02"E A DISTANCE OF 379.65 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 426.37 FEET, AN ARC LENGTH OF 232.75 FEET, A DELTA ANGLE OF 31°16'37" AND A CHORD THAT BEARS N44°03'02"E A DISTANCE OF 229.87 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N59°40'26"E A DISTANCE OF 284.24 FEET TO A FOUND 3" ZINC RIGHT-OF-WAY MONUMENT;  
 THENCE, N83°04'12"E A DISTANCE OF 88.55 FEET TO A FOUND 3" ZINC RIGHT-OF-WAY MONUMENT;  
 THENCE, ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 6420.00 FEET, AN ARC LENGTH OF 725.00 FEET, A DELTA ANGLE OF 6°28'13" AND A CHORD THAT BEARS N86°14'40"E A DISTANCE OF 724.61 TO A FOUND 3" ZINC RIGHT-OF-WAY MONUMENT;  
 THENCE, N89°09'01"E A DISTANCE OF 17.05 FEET TO A FOUND 3" ZINC RIGHT-OF-WAY MONUMENT;  
 THENCE, LEAVING SAID RIGHT OF WAY OF LANCASTER ROAD, S2°48'09"W A DISTANCE OF 1332.55 FEET TO A FOUND 5/8" REBAR AND LS 957 CAP;  
 THENCE, ALONG THE NORTH LINE OF THE PLAT OF TRAILRIDGE (R8), S58°15'55"W A DISTANCE OF 773.32 FEET TO A FOUND 5/8" REBAR AND ILLEGIBLE CAP;  
 THENCE, S40°59'16"W A DISTANCE OF 321.66 TO A FOUND 5/8" REBAR AND PLS 957 CAP;  
 THENCE, S85°26'36"W A DISTANCE OF 518.88 FEET TO A FOUND 5/8" REBAR AND PLS 957 CAP;  
 THENCE, ALONG THE EAST LINE OF EMERALD ESTATES 1 ST ADDITION RECORDED IN BOOK E OF PLATS AT PAGE 235 UNDER INSTRUMENT No. 720525, N1°08'18"E A DISTANCE OF 224.62 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, S88°50'40"E A DISTANCE OF 15.00 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N1°08'18"E A DISTANCE OF 50.00 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N88°50'40"W A DISTANCE OF 15.00 FEET TO A SET 5/8" REBAR AND PLS 9367 CAP;  
 THENCE, N1°08'18"E A DISTANCE OF 500.62 FEET TO THE **TRUE POINT OF BEGINNING**.  
 SAID PARCEL CONTAINING 53.859 ACRES, MORE OR LESS.

THE LOTS ARE SUBJECT TO THE MARKS RANCH CC&R'S, RECORDED UNDER INSTRUMENT NUMBER \_\_\_\_\_, RECORDS OF KOOTENAI COUNTY, IDAHO.

THE LOTS ARE SUBJECT TO AN AVIGATION EASEMENT RECORDED UNDER INSTRUMENT NUMBER \_\_\_\_\_, RECORDS OF KOOTENAI COUNTY, IDAHO.

THE OWNERS HEREBY RESERVE TRACT "B" AS COMMON AREA'S TO SERVE THE LOTS WITHIN THIS PLAT.

THE HOME OWNER ASSOCIATION HAS BEEN RECORDED UNDER INSTRUMENT NUMBER \_\_\_\_\_, RECORDS OF KOOTENAI COUNTY, IDAHO.

SEWER TO BE PROVIDED BY THE CITY OF HAYDEN

WATER SERVICE TO BE PROVIDED BY NORTH KOOTENAI WATER AND SEWER DISTRICT.

TRACTS A, B AND C TO BE DEEDED TO THE MARKS RANCH HOME OWNERS ASSOCIATION FOR IRRIGATION AND MAINTENANCE.

TRACTS A, B AND C ARE SUBJECT TO AN EASEMENT TO THE CITY OF HAYDEN FOR EMERGENT NEEDS.

THE RIGHT OF WAYS TO BE KNOWN AS ROCKING R ROAD, LAPRILLE DRIVE AND LYNNFIELD ROAD ARE HEREBY DEDICATED TO THE CITY OF HAYDEN.

\_\_\_\_\_  
JUSTIN KERR, MEMBER  
MARKS RANCH INC.

DATE

\_\_\_\_\_  
RONALD W. ROSENBERGER, MEMBER  
MARKS RANCH INC.

DATE

## VICINITY MAP



## NOTARY PUBLIC

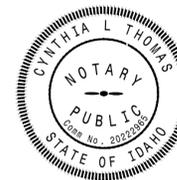
ACKNOWLEDGMENT

STATE OF IDAHO )  
COUNTY OF KOOTENAI ) s.s.

THIS RECORD WAS ACKNOWLEDGED BEFORE ME ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR OF 2025, BY JUSTIN KERR MEMBER OF MARKS RANCH INC. AND IDAHO CORPORATION

NOTARY PUBLIC : \_\_\_\_\_

MY COMMISSION EXPIRES : JUNE 7, 2028



## NOTARY PUBLIC

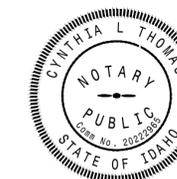
ACKNOWLEDGMENT

STATE OF IDAHO )  
COUNTY OF KOOTENAI ) s.s.

THIS RECORD WAS ACKNOWLEDGED BEFORE ME ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR OF 2025, BY RONALD W. ROSENBERGER MEMBER OF MARKS RANCH INC. AND IDAHO CORPORATION.

NOTARY PUBLIC : \_\_\_\_\_

MY COMMISSION EXPIRES : JUNE 7, 2028



	<b>MARK'S RANCH</b>				
	A PORTION OF THE NE 1/4 OF SECTION 12, TOWNSHIP 51 NORTH, RANGE 4 WEST, HAYDEN, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO				
DATE SURVEYED: JUNE 2024	DRAFTED BY: DL/CJ	PLOT DATE: 05/31/2025	SHEET	P.O. Box 2544 Post Falls, ID 83877 208-660-2351 johnsonsurveyingnw.com	
FILE NAME: 20-147 PLAT	CHECKED BY: CJJ	PROJECT No.: 20-147	5 6		

# MARK'S RANCH

A PORTION OF THE N 1/2 OF SECTION 12, TOWNSHIP 51 N., RANGE 4 W., BOISE MERIDIAN, HAYDEN, KOOTENAI COUNTY, IDAHO

BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
INST.# \_\_\_\_\_

## CITY ENGINEER APPROVAL

I HEREBY CERTIFY THAT I HAVE EXAMINED, ACCEPTED AND APPROVED THIS PLAT, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
DULCINEA KAU PE 3071759  
CITY OF HAYDEN, ENGINEER

## CITY COUNCIL APPROVAL

THIS PLAT HAS BEEN APPROVED BY THE CITY COUNCIL OF HAYDEN, IDAHO.

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
MAYOR - CITY OF HAYDEN

\_\_\_\_\_  
HAYDEN CITY CLERK - ATTEST

## PANHANDLE HEALTH DISTRICT

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED BASED ON THE DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) REVIEW AND APPROVAL OF THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF THE SANITARY RESTRICTIONS. WATER AND SEWER LINE HAVE BEEN COMPLETED AND SERVICES CERTIFIED AS AVAILABLE. SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

\_\_\_\_\_  
PANHANDLE HEALTH DISTRICT

\_\_\_\_\_  
DATE

## RECORDER'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF KOOTENAI COUNTY, IDAHO THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_,  
AT \_\_\_\_\_ M. AND DULY RECORDED IN BOOK \_\_\_\_\_ OF PLATS AT PAGE(S) \_\_\_\_\_ AND UNDER INSTRUMENT NO. \_\_\_\_\_ AT THE REQUEST  
OF \_\_\_\_\_.

\_\_\_\_\_  
JENNIFER LOCKE  
KOOTENAI COUNTY CLERK

BY: \_\_\_\_\_  
DEPUTY CLERK

\_\_\_\_\_  
FEE PAID

## TREASURER'S CERTIFICATE

I HEREBY CERTIFY THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, THAT THE REQUIRED TAXES ON THE HEREIN PLATTED LAND HAVE BEEN PAID THROUGH \_\_\_\_\_.

\_\_\_\_\_  
KOOTENAI COUNTY TREASURER

## COUNTY SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND APPROVE THE SAME FOR RECORDING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
RODNEY E. JONES PLS 12463  
KOOTENAI COUNTY SURVEYOR



## SURVEYOR'S CERTIFICATE

I, CHAD J. JOHNSON, PLS 9367, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, DO HEREBY CERTIFY THAT THIS IS A TRUE SURVEY OF THE PLATTED LAND MADE BY ME, OR UNDER MY DIRECT SUPERVISION, AND THAT APPLICABLE CORNER RECORDS HAVE BEEN FILED, IN COMPLIANCE WITH THE LAWS OF THE STATE OF IDAHO.

\_\_\_\_\_  
CHAD J. JOHNSON PLS 9367

\_\_\_\_\_  
DATE

	<b>MARK'S RANCH</b>				
	A PORTION OF THE NE 1/4 OF SECTION 12, TOWNSHIP 51 NORTH, RANGE 4 WEST, HAYDEN, BOISE MERIDIAN, KOOTENAI COUNTY, IDAHO				
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FILE NAME: 20-147 PLAT	CHECKED BY: CJJ	PROJECT No.: 20-147	6 / 6		

C. **ACTION ITEM** Arts Commission Logo Contest



# Memo

To: Mayor and Hayden City Council  
From: Abbi Sanchez, City Clerk/Arts Commission Liaison  
Date: November 4, 2025  
**Agenda Item: Arts Commission Logo Contest**

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## **Agenda Item Location**

New Business

## **Recommended Action or Motion**

The Arts Commission seeks council support to proceed with creating a new logo to be used to identify and promote the Hayden Arts Commission.

## **Functional Impact of Authorizing**

The Hayden Arts Commission would like to engage local students to create a new logo for the Hayden Arts Commission through a contest, offering a monetary prize of \$200.

## **Functional Impact of Not Authorizing**

The Arts Commission will continue to the current commission logo.

## **Fiscal Impact**

There is no fiscal impact on the budget.

## **Budget Funding Source / Transfer Request**

Expense:

110-111-52025 Arts Commission

## **Attachment**

Current Logo  
Contest Flyer  
Contest Information



HAYDEN ARTS  
COMMISSION

# LOGO CONTEST

1 WINNER  
\$200 PRIZE

OPEN TO  
GRADES  
K-12TH

SHOW YOUR CREATIVITY AND PRIDE FOR HAYDEN!

**SUBMISSION DEADLINE: MARCH 23, 2026**

## CONTEST CRITERIA

**GROUPS,  
CLASSES OR  
INDIVIDUALS ARE  
ELIGIBLE**

**SIMPLE,  
ORIGINAL ART**  
(Not AI Generated)

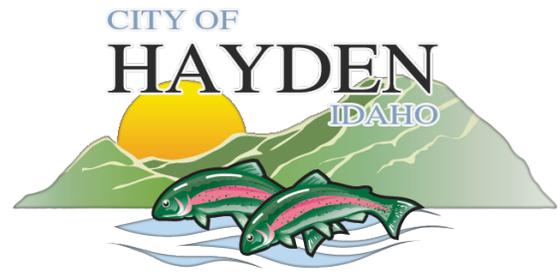
**RECOGNIZES  
HAYDEN'S  
GEOGRAPHY,  
HISTORY, &  
CULTURE**

**MORE  
INFORMATION**



Contact:  
Arts Commission Liaison  
(208) 772-4411 | [clerk@haydenid.gov](mailto:clerk@haydenid.gov)

# Hayden Arts Commission Logo Contest



## Opportunity: Request for Art

Show your creativity and pride for our community by designing a logo for the Hayden Arts Commission.

Local students from kindergarten through 12<sup>th</sup> Grade can submit their work. The contest is open to groups, classes, and individuals. One winner will be chosen, and their logo will be used to promote and identify the Hayden Arts Commission.

## Criteria

- Simple, original design, not AI generated
- Recognizes the geography, history and culture of Hayden, Idaho
- Include *Hayden Arts Commission*

## Prize

One winner will be selected and receive a \$200 prize.

## Entry Requirements

- Submit finished logo design (no larger than 8" x 10") in its original format:
  - Email to [clerk@haydenid.gov](mailto:clerk@haydenid.gov)
  - Mail or Drop-Off 8930 N Government Way, Hayden, Idaho 83835
- Complete and submit *Artist Form* with design

*Entries will not be mailed back but may be picked up at the City of Hayden office until July 1, 2026. The Hayden Arts Commission retains all rights to reproduce the winning entry.*

**Deadline to submit design: March 23, 2026**

**Winner will be announced in May 2026**

## Questions?

Contact Arts Commission Liaison

Email: [clerk@haydenid.gov](mailto:clerk@haydenid.gov)

Phone: (208) 772-4411



## Hayden Arts Commission Logo Contest

### Artist Form

(please complete one form per entry)

Artist Name: \_\_\_\_\_

Select one:  Individual  Group  Class

Grade: \_\_\_\_\_ School: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Attention to: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Contact Name: \_\_\_\_\_

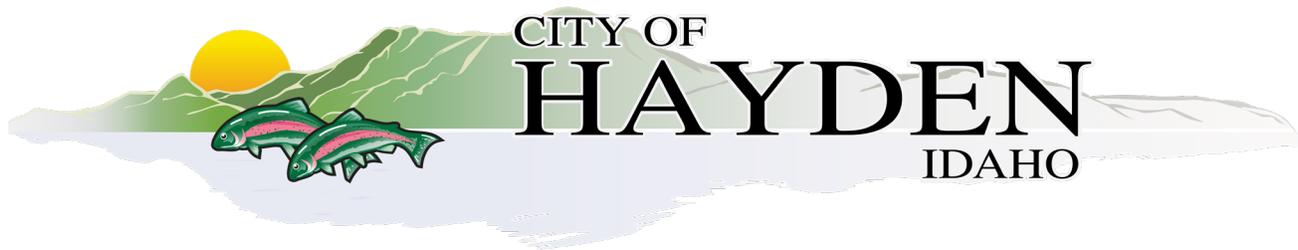
Phone Number or Email: \_\_\_\_\_

*[Release of Intellectual Property Language TBD]*

\_\_\_\_\_  
Signature of Participant (if over 18)  
or Parent/Legal Guardian

\_\_\_\_\_  
Date

D. **ACTION ITEM** Consider the Appointment of Shana Wright to the Arts Commission



## Memorandum for Record

**To:** City Council  
**From:** Mayor Alan Davis  
**CC:** Shawn Langenderfer, Deputy City Clerk  
**Date:** November 12, 2025  
**Re:** Nomination of Individual for Arts Commission

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### **Purpose.**

To nominate an individual from the community to serve on the City of Hayden Arts Commission

### **General.**

The following individual is selected to serve on the Arts Commission:

Ms. Shana Wright                      9433 N Reed Rd                      Hayden, Idaho 83835

### **Term of Appointment.**

November 12, 2025 – December 31, 2027

4. **REPORTS**

A. City Administrator Report and Calendar Review

# November 2025

November 2025							December 2025						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
2	3	4	5	6	7	8	7	8	9	10	11	12	13
9	10	11	12	13	14	15	14	15	16	17	18	19	20
16	17	18	19	20	21	22	21	22	23	24	25	26	27
23	24	25	26	27	28	29	28	29	30	31			
30													

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Oct 26	27	28	29	30	31	Nov 1
2	3 5:30pm Planning and Zoning Commission (Council Chambers)	4	5 3:00pm Arts Commission	6 4:00pm Veterans Commission	7	8
9	10	11 8:00am Veterans Day City Hall Closed all 11:00am Veterans Day Ceremony (McIntire)	12 5:00pm Council Meeting	13 11:00am Historic Preservation Commission Meeting	14	15
16	17 5:30pm Planning and Zoning Commission (Council Chambers)	18 5:00pm City Council Meeting	19 4:00pm Parks & Recreation Commission	20	21	22
23	24	25	26	27 8:00am Thanksgiving City Hall Closed all day	28 8:00am Thanksgiving City Hall Closed	29
30	Dec 1	2	3	4	5	6

# December 2025

December 2025							January 2026						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
7	8	9	10	11	12	13	4	5	6	7	8	9	10
14	15	16	17	18	19	20	11	12	13	14	15	16	17
21	22	23	24	25	26	27	18	19	20	21	22	23	24
28	29	30	31				25	26	27	28	29	30	31

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Nov 30	Dec 1 5:30pm Planning and Zoning Commission (Council Chambers)	2 1:00pm Public Safety Commission	3 3:00pm Arts Commission	4 4:00pm Veterans Commission	5	6 5:00pm Hayden Lights Parade & Christmas Tree Lighting Ceremony (Along Government Way and McIntire Park)
7	8	9 5:00pm City Council Meeting (City Hall Council Chambers)	10	11 11:00am Historic Preservation Commission Meeting	12	13
14	15 5:30pm Planning and Zoning Commission (Council Chambers)	16	17 4:00pm Parks & Recreation Commission	18	19	20
21	22	23 5:00pm City Council Meeting	24	25 City Hall Closed (Christmas Day)	26	27
28	29	30	31	Jan 1, 26	2	3

- B. Law Enforcement
- C. Mayor/Council
- 5. **REQUEST FOR FUTURE AGENDA ITEMS**
- 6. **ADJOURNMENT**