MINUTES CITY OF LAUREL CITY COUNCIL WORKSHOP TUESDAY, MARCH 18, 2025

A Council Workshop was held in Council Chambers and called to order by Mayor Dave Waggoner at 6:31 p.m. on March 18, 2025.

COUNCIL MEMBERS PRESENT:

x Tom Canape	Heidi Sparks
x Michelle Mize	_x_ Jessica Banks
x Casey Wheeler	_x_ Irv Wilke
x Richard Klose	x Jodi Mackay

OTHERS PRESENT:

Brittney Harakal, Administrative Assistant Kurt Markegard, CAO Forrest Sanderson, LURA Coordinator Cami Story, LURA Chair Cheryl Hill, LURA Member

CAO Markegard announced the recent passing of former City Council Member, Mayor, and public servant Mark Mace. Mr. Mace served on the Council from 2000 to 2013. He was Mayor from 2013 to 2017. He also worked for the Billings Public Works Department for over 30 years. His service will be next Thursday, March 27th, at 10:00 a.m. at the Yellowstone National Cemetery. He was a Vietnam Vet, a member of the American Legion, and served in the Color Guard. He will be buried with military honors.

Public Input:

There were none.

General Items

Executive Review

1. Planning: Resolution - Resolution Of City Council Approving Final Annexation, Right-Of-Way Dedications, And Zoning For Approximately One Acre Of Property Adjacent To The City Of Laurel, As An Addition To The City Of Laurel, Yellowstone County, Montana.

This process started four years ago. The Contracted Planner started this process, this is the final step of this project.

Forrest Sanderson, Contract Planner, reviewed the items listed in the resolution, see attached.

There were no questions by the Council.

2. Planning: Resolution - A Resolution Of The City Council Approving The Expedited Subdivision Application For The Mclelland Subdivision.

Kurt Markegard, CAO, reviewed his staff report for the McLelland subdivision. Forrest Sanderson, Contract Planner, also reviewed this report and approved that it is consistent with regulations and MCA.

Doug Pizoldt, Sanbell, was the professional surveyor who oversaw this project.

It was questioned if this property was located next to the church. It was clarified this property is located just to the east of the church. Services are already in the area and will not need to be extended.

3. Mayor: Resolution - A Resolution Of The City Council Authorizing The Mayor To Reschedule City Council Meeting Set On Election Day.

This resolution was pulled from the agenda.

Council Issues

4. LURA Update

Forrest Sanderson, LURA Coordinator, reviewed the attached report from Triple Tree.

The initial plan was to go to bid on phase 1 for this spring; however, some items have brought a hold on this project. First the project is at 10% design completion; in hurrying to finish the project, there may be errors. Second there are major events that take place in Downtown. And lastly there may be a delay in getting DOT permitting. So LURA has recommended shifting gears and holding this project over and including phase 2 for next year. This gives event coordinators a year to make alternative plans, time to get permits, get a more competitive bid, and a better design.

Phase 2 of the project is E. Railroad Street, Bernhart Road, and S. Washington Avenue. There are no events located in this area of town. We can do our best to coordinate construction with events. Construction can also begin earlier in the year and potentially be done in the areas that affect various events.

It was questioned what the estimated cost increase would be by waiting a year. It was clarified that right now, the estimate is 2.8%, however, going out for bid earlier may bring a more competitive bid. We should have the engineer's estimate soon.

Choosing to hold the project for an additional year also allows the City to apply for a grant for this project.

It was questioned if phase 2 could be completed this year. It was clarified that phase 2 would not be designed and ready to go to bid until August, so it would not be a possibility.

It was questioned if there would be congestion issues if all streets were closed at the same time. It was clarified that street closures will be planned to accommodate as many events and keep congestion to a minimum.

Council was updated that the State has pushed the W. Railroad project out to 2028.

Other Items

Attendance at Upcoming Council Meeting

Announcements

The council workshop adjourned at 7:36 p.m.

Respectfully submitted,

Brittney Harakal

Administrative Assistant

NOTE: This meeting is open to the public. This meeting is for information and discussion of the Council for the listed workshop agenda items.

RESOL	MOITU	NO.	R25-

RESOLUTION OF CITY COUNCIL APPROVING FINAL ANNEXATION, RIGHT-OF-WAY DEDICATIONS, AND ZONING FOR APPROXIMATELY ONE ACRE OF PROPERTY ADJACENT TO THE CITY OF LAUREL, AS AN ADDITION TO THE CITY OF LAUREL, YELLOWSTONE COUNTY, MONTANA.

WHEREAS, a Petition for Annexation and Concurrent Zoning Designation was submitted to the City of Laurel by Lance Hull, who is the property owner (hereinafter "Petitioner") of certain real property situated in Yellowstone County, Montana;

WHEREAS, the real property is generally described as that portion of Section 8, Township 2 South, Range 24 East, P.M.M., Yellowstone County, Montana, on Certificate of Survey No. 1642 amended Parcel A1 Less Herman Addition., Yellowstone County, Montana. The real property is generally reflected on the Exhibits to the Petition for Annexation, included as part of previously-approved Resolution No. R22-40, which is incorporated by reference herein, and it includes all contiguous roadways and rights-of-way;

WHEREAS, the Petitioner sought annexation of the property and zoning as Residential Multiple Family (hereinafter "RMF");

WHEREAS, Petitioner sought annexation of the property into the City of Laurel in order to access and utilize City of Laurel services, including, but not limited to, water, sewer, police, and fire;

WHEREAS, the Laurel City-County Planning Board held a duly advertised public hearing on Petitioner's Petition for Annexation and Concurrent Approval of Initial Zoning Designation on June 15, 2022;

WHEREAS, at the conclusion of the hearing, the Planning Board voted to recommend approval to the City Council of both the annexation and zoning request;

WHEREAS, the City Council held a duly advertised public hearing regarding Petitioner's Petition for Annexation on August 9, 2022;

WHEREAS, at the conclusion of the hearing, the City Council determined that approval of the Petition for Annexation and Concurrent Approval of Initial Zoning Designation was in the best interests of the City at this time;

WHEREAS, the annexation of the property and zoning is subject to an Annexation Agreement by and between the City of Laurel and the Petitioner, which was executed by and between the Petitioner and the City of Laurel and was attached to Resolution No. R22-40 and thereto incorporated as part of the Resolution;

WHEREAS, the Property Owner has complied with all of the terms and conditions of annexation imposed by the Laurel City Council;

WHEREAS, all public water, sewer, streetways, and storm drainages have been extended by the Property Owner and approved by the Laurel Public Works Department;

WHEREAS, all rights-of-way have been dedicated to the City of Laurel;

WHEREAS, a Waiver of Right of Protest has been finalized, and the Development Agreement has been executed and all appropriate and necessary work completed; and

WHEREAS, the City is prepared to accept the right-of-way dedications as demonstrated on the Plat Exhibit, approve the Final Annexation of the property and all rights-of-way as demonstrated on the Plat Exhibit; and assign the zoning on the property as RMF.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Laurel, Montana, as follows:

- 1. The owner of record of the territory annexed to the City of Laurel has executed a Petition of Annexation.
- 2. Pursuant to Mont. Code Ann. § 7-2-46, the incorporated boundaries of the City of Laurel shall be and the same hereby is extended and/or expanded to include the territory described in Petitioner's Petition for Annexation and all attached Exhibits.
- 3. The following described territory is hereby annexed to the City of Laurel: that portion of Section 8, Township 2 South, Range 24 East, P.M.M., Yellowstone County, Montana, on Certificate of Survey No. 1642 amended Parcel A1 Less Herman Addition., Yellowstone County, Montana. The real property is generally reflected on the Exhibits to the Petition for Annexation, which is incorporated by reference herein, and it includes all contiguous roadways and rights-of-way.
- 4. The owner of record of the territory annexed to the City of Laurel and the City of Laurel have executed an Annexation Agreement, which terms and conditions have been met by the property owner and which are made a part of this Resolution and the Petition for Annexation.
- 5. That the conditions of the annexation and zoning, as conditioned as follows, have been met:
 - A. On all terms, conditions, and requirements of the Annexation Agreement between the City of Laurel and Petitioner.

- B. The property shall be zoned as RMF, which is consistent with the zoning of adjacent and nearby properties.
- C. The Waiver of Right to Protest, a copy of which is attached to Resolution No. 22-40 and incorporated by reference herein, and this Resolution, shall be recorded with the County Clerk and Recorder within ninety (90) days after the adoption of this Resolution.
- D. Connections to the City of Laurel Water and Sewer Systems have been approved by the City of Laurel's Public Works Department.
- E. All improvements and infrastructure connections have been completed.
- 6. This Resolution shall be incorporated into the official minutes of the City Council, and upon said incorporation, the City Clerk-Treasurer shall file a true and correct certified copy of this Resolution and Meeting Minutes with the Yellowstone County Clerk and Recorder.
- 7. From and after the date that the City Clerk-Treasurer files such certified copy of this Resolution and of the City Council Meeting Minutes with the Yellowstone County Clerk and Recorder, this Annexation of the above-described territory to the City of Laurel shall be deemed complete and final.
- 8. Annexation and the City's responsibility for providing service to the property shall become null and void upon Petitioner's failure to satisfy the conditions imposed by the City Council by and through this Resolution, the Petition for Annexation, and the Annexation Agreement by and between the City of Laurel and the Petitioner.

by Co	Introduced at a regular meeting of the City Council on the day of March, 2025 ancil Member
March	PASSED and APPROVED by the City Council of the City of Laurel the day or , 2025.
	APPROVED by the Mayor the day of March, 2025.
	CITY OF LAUREL
	Dave Waggoner, Mayor

ATTEST:
Kelly Strecker, Clerk-Treasurer
APPROVED AS TO FORM:
Michele L. Braukmann, Civil City Attorney



LAUREL CITY-COUNTY PLANNING DEPARTMENT

Staff Review and Recommendation for approval McLelland Subdivision

TO:

Laurel City Council

FROM:

Kurt Markegard // //

Forrest Sanderson F5.

RE:

Expedited 2-Lot subdivision

DATE:

March 13, 2025

DESCRIPTION OF REQUEST

An expedited 2-lot minor subdivision application and a document packet was submitted by Sanbell on behalf of Leonard McLelland. The proposed 2 lot subdivision is located on East Maryland Lane and Alder Avenue with an address for the existing house of 708 East Maryland Lane. The legal description is Tract B1-A1 of Amended Tract B1-A of COS 2385 and consists of 2.094 acres. The subdivision is located within the Laurel-Yellowstone City-County Planning Jurisdiction and the City of Laurel City Limits. The subdivision qualifies for expedited review under the Laurel subdivision regulations and is constant with the Laurel Growth Policy.

The applicant has provided all the supporting subdivision elements as per Appendix H of the Laurel-Yellowstone County Subdivision Regulations. The documents provided by the applicant were deemed sufficient by the planning office and reviewed by the City's contracted planner.

Owner:

Leornard McLelland

Legal Description:

Tract B1-A1 of amended Tract B1-A of COS 2385

Subdivision size:

2.09 Acres

Existing Land Use:

Residential Limited Multi- Family

Proposed Land Use:

Residential Limited Multi-Family

BACKGROUND AND PROCEDURAL HISTORY

- Subdivision Pre-application meeting on December 12, 2024
- Subdivision Application completed on January 28, 2025
- All submitted information was forwarded to County Departments on February 7, 2025
- Comments received back from County Departments on March 11, 2025
- City Council Workshop on 17, 2025
- City Council Meeting Consideration on March 25, 2025

STATE HADINGS

- 1. The Owner's representatives have submitted an Expedited Subdivision Application and supporting documents.
- 2. The Application was found to contain all the necessary elements.
- 3. The Application and its supporting documentation were routed to all city and county departments
- 4. The expedited subdivision application contains
 - a. The plat of McLelland Subdivision with two lots
 - b. Subdivision Improvement Agreement
 - c. Subdivision Guarantee
 - d. DEQ Municipal Facilities Exclusion
 - e. Declaration of Reciprocal Private Access
 - f. Waiver of Right to Protest
 - g. Vacation of Easement for water line
 - h. Existing COS.

5. Agriculture Impacts.

- a. There are no agriculture impacts as this subdivision is within the City of Laurel and zoned as a residential use.
- 6. Agricultural water user facilities Impacts.
 - a. No water rights have been conferred to the subdivider or future owners of the lots within the subdivision.
 - Existing irrigation and other related water user facilities shall not be changed or modified from their current use.
- 7. Local Services Impacts.
 - a. Fire Service will be provided by the Laurel Volunteer Fire Department (Laurel Fire District).
 - b. Law Enforcement shall be provided by the Laurel Police Department.
 - c. The property is within the Laurel School District.
 - d. The proposed roadways and improvements for existing roadways within and adjacent to the proposed Subdivision will not create a burden for roadway maintenance.
- 8. Natural Environment Impacts
 - a. The area of the proposed subdivision exists for residential use already.
 - The applicant has prepared the subdivision design to adequately protect water quality and will not be installing septic systems but will connect to city water and sewer services.
- 9. Wildlife and Wildlife Habitat Impacts
 - a. The proposed Subdivision contains no known protected species or those with special status.
 - b. The subdivision is located within the Laurel City Limits.

- 10. Public health & Safety Impacts
 - a. The water and wastewater system connections will have to be approved by the Public Works Director
 - b. The subdivision has been designed to ensure no impact arises for the subdivision or surrounding property regarding water and/or wastewater.

GOVERNME BODY REWIEW CRIMERIA

LMC 16.03.110 Part F states:

Governing Body Action. At a regularly scheduled meeting, the AGB shall consider the following information in deciding whether to approve or deny a final plat:

- 1. The effect on agriculture, agricultural water user facilities, local services, the natural environment, wildlife and wildlife habitat, and public health and safety (MCA § 76-3-608 (3)(a));
- 2. Consistency with the adopted Growth Policy and Bike/Ped Plan; and
- 3. These subdivision regulations.
- 4. The governing body shall give due weight and consideration to the subdivider's expressed preferences (MCA § 76-3-608(5)(b)). The governing body may not deny approval of a subdivision based solely on the subdivision's impacts on educational services (MCA § 76-3-608(1)), or based solely on compliance with the Growth Policy (MCA § 76-3-605(2)(b)).
- 5. In the event the governing body denies the final plat, it shall send a letter to the subdivider stating the reasons for the denial along with written findings of fact (MCA § 76-3-608(4)).
- 6. After all required signatures have been obtained; the plat shall be recorded with the county clerk and recorder within twelve (12) months of the date of approval.

RECOMMENDATIONS

Staff recommends that the Laurel City Council approves the expedited subdivision to be known as McLelland Subdivision.

1. The applicant has 12 months to receive all signatures required for the subdivision plat, SIA, and supporting documents to be recorded with the County Clerk and Recorder.

ATTACHMENTS

- 1. Application Form for expedited review.
- 2. Redline Copy of Subdivision Plat
- 3. Comments from City and County departments
- 4. Subdivision Improvements Agreement
- 5. DEQ sanitation exclusion
- 6. Subdivision Guarantee
- 7. Copy of Amended tract of B1-A COS 2385
- 8. Vacation of Easement Document
- 9. Reciprocal Easement Document
- 10. Concept of Subdivision
- 11. Pre-application Form



Meeting Minutes

Project: LURA Sidewalks Project **Objective:** 10% Review Meeting

Date: 3/10/2025 Time: 11:00 AM

Discussion Items (Items below in Red were added to the agenda to develop these Minutes)

1. Task Order #2

a. LURA SURVEYS:

- i. Review draft survey for project 1.
 - 1. Exhibit 1 includes the Draft Survey for Project 1.
- ii. Submittal 2 will include a similar document for entire TIF District October 1, 2025
 - 1. No work is currently being performed on this item. All current work is focused on project 1.

b. PROJECT 1 DESIGN

- i. The draft project survey has been completed.
- ii. Exhibit 2 includes the draft layout, showing the proposed improvements.
 - a. Areas in green are in good condition, and not proposed for replacement at this time.
 - i. Some sidewalk in the green areas will require removal/replacement to accommodate pull boxes for pedestrian lighting.
 - b. Areas in red are proposed for replacement.
 - i. Deteriorating sidewalk
 - ii. Drainage issues
 - iii. Non-ADA compliance
 - iv. Areas where conditions vary. (Some good, some bad)
 - Based on discussions with the pedestrian lighting engineer, it is more economical to replace some additional sidewalk and trench than to bore multiple short sections. Therefore in areas where condition varies, it is proposed to replace the whole sidewalk to accommodate the pedestrian lighting project.
 - v. Following a walkthrough of the project with Kurt Markegard, it was decided to widen the sidewalk on the east side of 2nd Avenue, north of the alley to a width of 10 feet. It was also decided to add a portion of the sidewalk along the south side of 1st Street to the project. There are some drainage issues in the alley on the east side of 2nd Avenue. Based on follow up conversations with Forrest Sanderson, there may be a future project to address these issues. Where possible the current sidewalk design will be completed with the goal of allowing alley drainage issues to be addressed in the future while minimizing re-work as much as possible. Additions are shown in *Exhibit 2*.



- iii. Design Discussion Items:
 - a. Accessibility to buildings
 - At the February 3, 2025 meeting, there was discussion regarding providing ADA access to the businesses. <u>Exhibit 3</u> includes photos of examples on other projects for consideration. Following are some options for consideration by the board.
 - ii. Options:
 - 1. Construct sidewalk up to buildings, generally matching the existing grade at the face of the building.
 - a. Pros:
 - i. Less expensive
 - ii. Less disruption to businesses
 - b. Cons:
 - i. Non ADA compliance to businesses
 - If businesses decide to make ADA accessible later on, some of the sidewalk installed as part of this project will need to be removed and replaced.
 - c. It was decided by the board to proceed with Option 1.
 - Construct ADA accessible routes to every building including buildings with insets.
 - a. Pros:
 - i. Provides ADA accessible routes to all businesses
 - b. Cons:
 - i. Considerably more expensive to construct ramps, railings, curbs, walls, etc.
 - ii. Where building insets are present, work will be occurring within the envelope of the building.
 - iii. Concurrence from each business owner.
 - 1. Will likely delay the project.
 - iv. If businesses decide to make ADA accessible later on, some of the sidewalk installed as part of this project will need to be removed and replaced.
 - 3. Construct ADA accessible routes only to buildings without insets.
 - a. Pros:
 - Provides ADA accessible routes on City sidewalks, while not performing work in private building envelopes.
 - ii. Limits additional project expenses.
 - b. Cons:
 - Concurrence and coordination with some building owners will be required.
 - If businesses with insets decide to make ADA accessible later on, some of the sidewalk installed as part of this project will need to be removed and replaced.



- b. Street bulb outs
 - i. Provide better ADA Ramp accessibility
 - ii. Provide traffic calming for pedestrians
 - iii. Protection to parked vehicles
 - iv. Restrict turning movements for larger vehicles.
 - v. It was decided not to install bulb outs in 1st Avenue because it is a truck route, and bulb outs may affect truck turning movements. Bulb outs are acceptable on the other streets.
- c. Area south of East Main Street
 - i. At the last meeting, it was decided to replace the sidewalk in this area and shift south ~ 10 feet and include a boulevard.
 - 1. The reason for the shift is to get the sidewalk farther away from the road to avoid snow piling up on the sidewalk.
 - 2. We did not have this included in phase 1, and therefore didn't complete topographic survey before the snow arrived.
 - a. We will pick up survey soon when snow piles allow, and incorporate into the design.
 - b. There is a lot of landscaping, flowers, etc. that will need to be considered.
 - i. Does board have input on the sidewalk alignment in this area?
 - c. BNSF permitting and coordination
 - ii. It was decided not to include this portion of the project in Phase 1 because it will delay the project. This work will be completed in Phase 2.
- d. Relocation of stormwater inlets required in some areas.
 - i. Multiple areas where existing curb and gutter is very flat (0.2 %). Industry standard is 0.5% min.
 - ii. May need to add stormwater infrastructure to provide proper drainage.
 - 1. Request City stormwater asbuilts.
 - a. The City does not have stormwater asbuilts or drawings.
- e. Problem areas not shown on the maps that the board knows about.
 - i. There is an existing vault under the sidewalk on the east side of 1st Avenue. The site was visited by Kurt Markegard, Doug Tamcke, and Brad Koon after the meeting and it was decided not to perform any sidewalk work above the vault.
 - ii. During the walkthrough with Kurt Markegard, an outdated hydrant was observed at the intersection of Main Street and Pennsylvania Street. It was decided to include a note on the plans for the Contractor to coordinate with the City when the work in this area will be performed. The City will remove and replace the hydrant at that time.
 - iii. During the walkthrough along Main Street, laydown curbs were observed that were likely wider than they needed to be. One location is in front of the veterinary clinic, and the other is in front of Molly and Friends. Kurt will coordinate with the property owners to determine the desired widths and communicate back to TTE.



iv. Pedestrian Lighting

- a. Discuss layout.
 - i. Exhibit 4 includes the preliminary lighting layout.
 - ii. It was noted that the lighting engineer is working with different fixtures to lessen the number of poles.
 - The board agreed that they would like to decrease the number of poles as much as possible while meeting pedestrian lighting requirements. Would like to cut down to 4-5 per block.
 - iii. The banners on the lights need to be high enough that the bottom of the snowflakes are at a height of 14 feet. The Snowflakes are 3 feet high.
 - iv. Include electrical receptacles on lights at corners and mid-block up high on pole.
 - v. Receptacles need to be live all the time, and not turn off with the lights.
 - vi. During the walkthrough with Kurt Markegard, black steel poles supporting wires were observed intermittently along Main Street.
 - Based on a follow up conversation with Forrest, these poles are owned by the Chamber and will either be removed by them prior to the project or removed by the Contractor as part of the project. Forrest will let TTE know what is decided by the Chamber so TTE can address plans accordingly.

v. Trees

- a. At the February 3, 2025 meeting, there was discussion about not planting any new trees, and only keeping mature trees in good health. Trees don't get taken care of.
 - i. Is this still the direction from the board?
- b. This was discussed with the arborist, and he encouraged keeping as many trees as possible, and planting new trees.
 - i. He can recommend trees that require less maintenance, but no matter the tree species, some care and maintenance will be required.
 - ii. He asked if something could be organized to ensure care for trees.
- c. The board decided to keep existing trees that are healthy and not damaging the sidewalks, curb and gutter, or road. Unhealthy trees or trees causing damage will be removed. If trees are removed, new trees will be planted in or near that location. New trees will also be planted in locations where trees previously existed and are not in place anymore "Empty Tree Grates". Trees that require minimal watering and maintenance will be planted.



- vi. Project 1 Design Schedule:
 - a. Topographic Survey and Base Map Auto Cad Base Map Complete
 - b. 10% Design Today
 - c. 50% Design Review March 24, 2025
 - d. 95% Design ~ April 1, 2025
 - e. 100% Design ~ April 15, 2025

c. BIDDING

During the meeting it was discussed that MDT permitting will likely delay the project. It was
discussed during the meeting to bid the MDT portion of the project as a separate schedule
to allow the non-MDT portion of the project to be awarded while permitting is being
finalized on the MDT portions.

In follow up conversations with MDT, with the presence of stormwater infrastructure, this review will likely go to "MDT Systems Impacts" for review. The process will likely take ~2 months to review, and they need to review complete plans. Also, MDT will likely require changes to the plans that could result in change orders. Based on this information, we recommend bidding the work that is not on MDT Right-of-Way separately from the work that is on MDT Right-of-Way. The design schedule will remain the same, but bidding of the MDT portion of the project will occur after approval from MDT. *Exhibit 2* shows the areas proposed for each bid ("Bidding Phase 1A" and "Bidding Phase 1B").

- ii. Following is the revised proposed/estimated bidding/construction schedule:
 - 1. Bidding Phase 1A Advertise for Bids ~ April 15, 2025
 - 2. Begin Construction Phase 1A ~ May 30, 2025
 - 3. Bidding Phase 1B Advertise for Bids ~ June 15, 2025
 - 4. Begin Construction Phase 1B ~ July 30, 2025



EXHIBIT 1
Draft Project 1 Survey





EXISTING INFRASTRUCTURE CONDITION REPORT

Laurel Urban Renewal Agency

Laurel, MT

March 2025

Table of Contents

REPORT SUMMARY				
l.1	PROJECT BACKGROUND	1		
1.2 REPORT STRUCTURE				
1.2.1	Description of Existing Sidewalk	3		
1.2.2				
1.2.3	Condition Category	.3		
1.2.4	Comments	.7		
1.2.5				
	1.1 1.2.1 1.2.2 1.2.3 1.2.4	I.1 PROJECT BACKGROUND		

List of Appendices

Appendix A - 2nd Avenue West, West Right-of-Way, Main St to 1st St

Appendix B -2^{nd} Avenue West, East Right-of-Way, Main St to 1^{st} St

Appendix C - 1st Avenue West, West Right-of-Way, Main St to 1st St

Appendix D – 1st Avenue West, East Right-of-Way, Main St to 1st St

Appendix E – 1st Avenue West, West Right-of-Way, 1st St to 3rd St

Appendix F – West Main St, North Right-of-Way, 2nd Avenue to 1st Avenue

Appendix G – West Main St, North Right-of-Way, 1st Avenue to Montana Avenue

Appendix H – West Main St, North Right-of-Way, Montana Avenue to Colorado Avenue

Appendix I – West Main St, North Right-of-Way, Colorado Avenue to Pennsylvania Avenue

Appendix J – West Main St, North Right-of-Way, Pennsylvania Avenue to Wyoming Avenue

Appendix K – West 1st St, North Right-of-Way, 2nd Avenue to 1st Avenue

1 REPORT SUMMARY

1.1 Project Background

The City of Laurel is a small tight-knit community made up of just over 7,000 residences with another 5,000 living in the surrounding area. Laurel is located approximately 18 miles west of Billings, Montana along Interstate 90. The city boundary encompasses over 1,300 acres and contains portions of Interstate 90, BNSF Mainline and Railyards, and portions of the Yellowstone River. The city is industrial with most employment coming from a large refinery and is also home to the state's largest railyard.

In 2013, the City of Laurel established the Laurel Urban Renewal Agency (LURA) to administer funding and projects within the Laurel Downtown Tax Increment Finance (TIF) District. The agency has an appointed board of commissioners who administer grant funding opportunities and future projects within the district.

In December 2024 LURA hired Triple Tree Engineering to complete the following "Sidewalk Survey". The surveys intentions were to outline sidewalk and curb & gutter conditions throughout the entire TIF District and provide recommendations for replacement or repair. The following Figure shows the extents of the TIF District in reference to the Laurel City Limits.

Save this portion for Figure of District Boundary

1.2 Report Structure

The report will be broken down by street blocks. A "block" consists of one side of a city street from intersection to intersection. To avoid duplicate assessments, corners of sidewalk where ADA ramps are present will be included in North/South running avenues. A mid-bock alley is usually present and is often used to help distinguish locations of existing infrastructure. For example, a section of sidewalk may be described as in the "Northern Portion" of the block. Indicating that it is north of the mid-block alley.

Each block will have it's own individual report including sections describing existing sidewalk, dimensions and areas, condition categories, general comments, and recommendations. At the end of each report, Exhibit A, showcases the extents and categories of existing infrastructure. Exhibit B includes photos.

1.2.1 Description of Existing Sidewalk

This section of the reports provides a general description of existing sidewalk and related infrastructure within the block. It identifies whether sidewalks and curb & gutter are present and assess their overall condition. Additionally, other relevant infrastructure elements, such as stormwater infrastructure, trees, and ADA ramps, will be noted and evaluated.

1.2.2 Dimensions & Area

This portion of each report gives the general guidelines (if any) that were followed when the existing sidewalk was installed. Specific information about sidewalk widths, curb & gutter dimension, consistency of such, and gutter shape are all examples of data included in this section. A table breaking down the areas of sidewalk and the length of curb & gutter (at top back of curb (TBC)) will be provided. The areas and length of the infrastructure will be separated by Condition Category.

1.2.3 Condition Category

Individual blocks will have existing infrastructure categorized based as one of four categories. Blocks can have multiple of these categories and in most cases, all four are present. The categories are simply numbered from 1 to 4, with 1 being in the best condition and 4 being the worst. The following table and figures explain and show examples of each category.

Table 1. Category Table

Existing Infrastructure Classification Breakdown			
Condition Category	Color Code	Condition/Definition	Usable Life/General Recommendations
I		New/Like New	15+ Year Life - Leave in Place
11		Light Wear/Good Operational Use	5-15 Life Expectancy - Leave in Place/Very Light Maintenance Needed
111		Deterioration, Cracking, Spalling, Small Vegitation Present	1-5 Year Life Expectancy- Recommend Replacement within 5 years.
IV		Crumbling, Vegitation Growing Through, Doesn't Meet ADA and PROWAG Requirements	0-1 Year Life Expectancy - Replace Immediately

Both sidewalk and C&G will be categorized separately although there are many cases where the conditions coincide with one another.

Category I - Like New

Likely replaced within the last few years. Up to current standards and no deterioration shown.



<u>Category II – Good Condition</u>

Generally good operating condition. Very little deterioration is present.



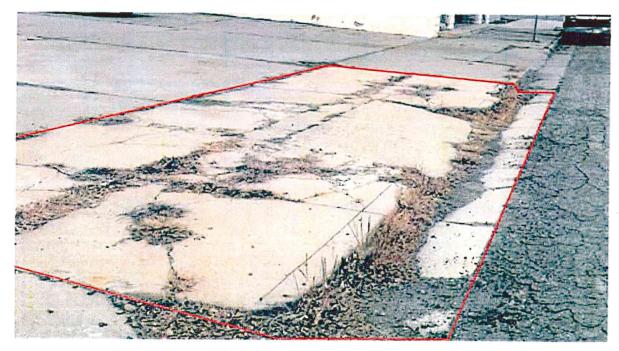
Category III - Poor Condition

Showing signs of deterioration (Cracking, spalling, slight heaving, crumbling, vegetation, etc.).



Category IV - Needs Replaced

Completely deteriorated and no longer functions as intended. Concrete is either missing, completely crumbled, or major heaving is present. Portions are also considered Category IV if the location doesn't meet current standards and requires replacement.



1.2.4 Comments

This section provides a general assessment of both the sidewalk and curb & gutter conditions throughout the block, including an evaluation of common issues and any trends observed. Additionally, any accessibility concerns, including compliance with ADA (Americans with Disabilities Act) and PROWAG (Public Right-of-Way Access Guidelines) standard, will be highlighted to ensure pedestrian safety and mobility.

1.2.5 Recommendations

The final section outlines recommendations for sidewalk/curb & gutter repair, replacement, or removal based on the observed conditions. Recommendations will generally align with the assigned condition categories. Where applicable, prioritization of replacement may be included.

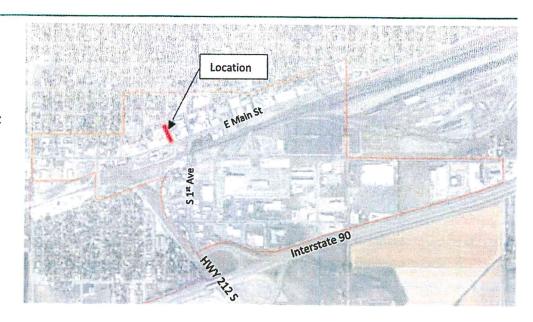
1.

2ND AVENUE WEST

Extents // West Main
Street to West 1st Street

Part //

West Right-of-Way



Description of Existing Sidewalk: Existing sidewalk and curb & gutter are present throughout the block in varying conditions. Stormwater inlets are present at the south and north ends. Back of sidewalk ties to buildings, parking areas, and landscaping areas. ADA ramps are present at both ends of the block. Trees and tree wells are present.

Dimensions & Area: The existing sidewalk is approximately 10' in width throughout the block. Curb & gutter generally follows a standard 2' in width but varies in depth and shape. Northen and southern portions of curb have rounded gutters while portions near the center have a sharp gutter shape.

Table 1. Concrete Breakdown

2nd	Ave - From Main St to W 1s	t St - Westside - Block 2	
	Sidewal	lk -	
Condition	Area (sf)	Notes	
Category I	520	South ADA Ramp	
Category II	1,545	Throughout	
Category III	1,255	Throughout	
Category IV	550	Located in Northern Half	
Total	3,870		
	Curb & Gu	tter	
Condition	Length Feet (@ TBC)	Notes	
Category I	19	South ADA Ramp	
Category II	172	Throughout	
Category III	112	Throughout	
Category IV	74	Located in Northern Half	
Total	377	•	

^{*} All areas and dimensions are approximate.

Condition Category(s): I, II, III, IV. All categories are present with majority being II and III.

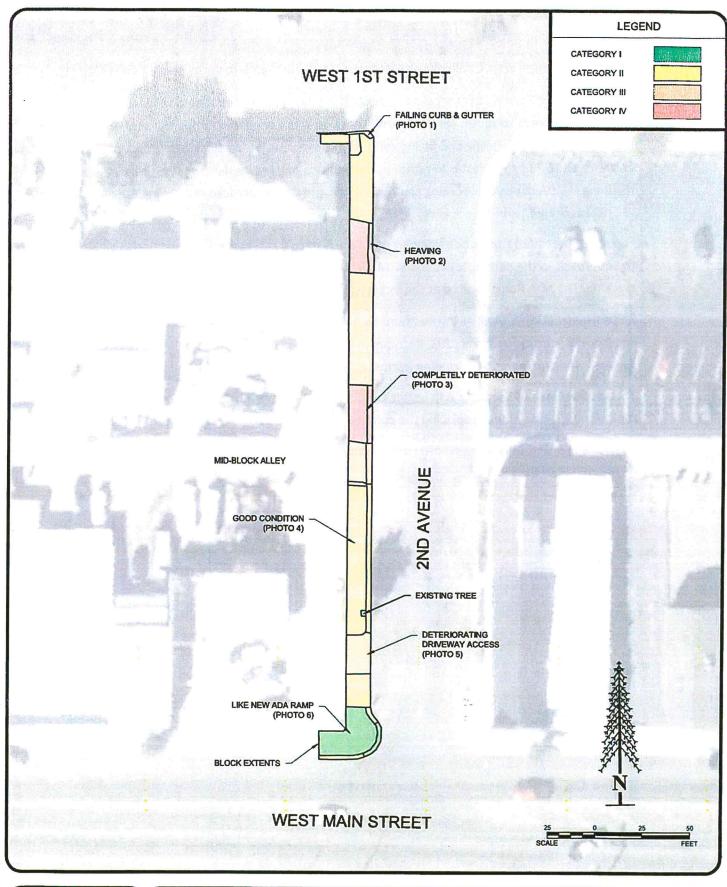
Comments: C&G conditions vary greatly throughout the block and condition tends to improve working from north to south. The northern ADA ramp is out of spec in both grade and dimensions. Curb along W 1st St is failing and falling away from the sidewalk. The sidewalk in front of the entrance to 16 2nd Ave West is in rather poor condition and is experiencing significant heaving resulting in ADA concerns. Working south, sidewalk and C&G conditions remain in Categories III and IV until reaching the mid-block alley.

The southern half of the block's sidewalk and C&G is mainly categorized as I and II with exception to the approach to the parking lot at 201 W Main Street. The approach is experiencing deterioration and cracking. The ADA Ramp located at the intersection with Main Street is in like new condition.

Recommendations: Most of the northern half of the block needs replacement with exception of a small portion of sidewalk and C&G. Recommend replacement of all Category III and IV portions of sidewalk and curb and C&G including northern ADA ramp.

The southern half of the block is in better condition, and for the most part is not in need of replacement. Recommend replacing the concrete approach to 201 W Main Street.

It should be noted that the northern portion replacements take precedence to replacements in the southern half of the block.





2ND AVENUE - W. MAIN TO W. 1ST - WEST BLOCK 2 INFRASTRUCTURE ASSESSMENT

LAUREL URBAN RENEWAL DISTRICT

EXHIBIT

A

Ехнівіт В

PHOTOS

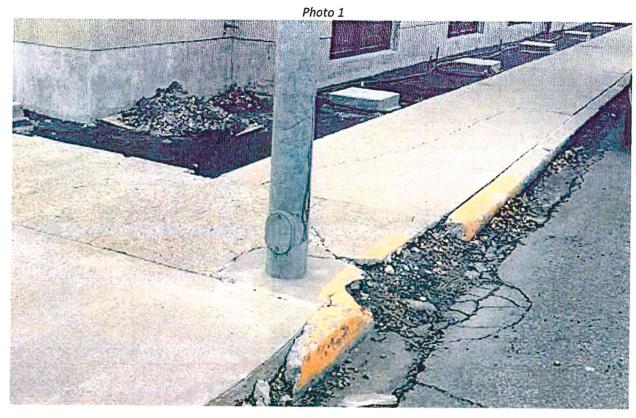


Photo 2



Photo 3

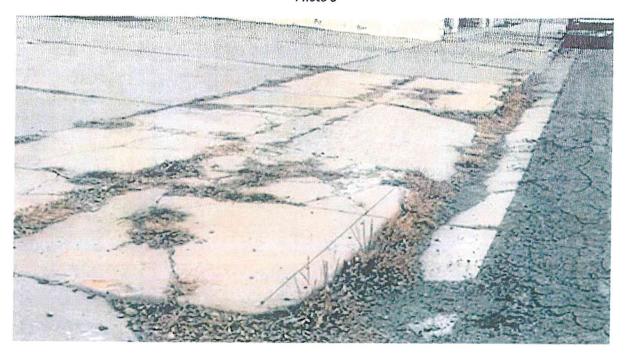


Photo 4

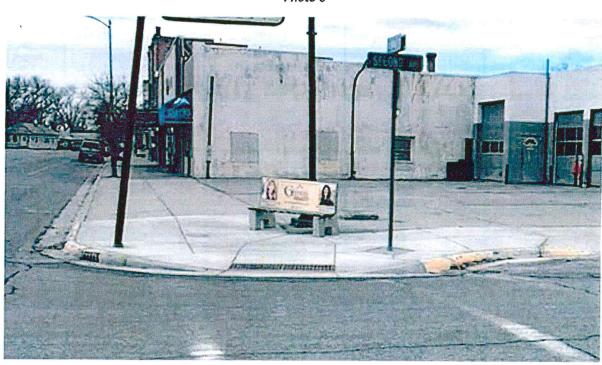


13 4148 4149

Photo 5



Photo 6



2ND AVENUE WEST

Extents // West Main
Street to West 1st Street

Part //

West Right-of-Way



Description of Existing Sidewalk: Existing sidewalk and curb & gutter are present throughout the block in varying conditions. Stormwater inlets are present at the south and north ends. Back of sidewalk ties to buildings, parking areas, and landscaping areas. ADA ramps are present at both ends of the block. Trees and tree wells are present.

Dimensions & Area: The existing sidewalk is approximately 10' in width throughout the block. Curb & gutter generally follows a standard 2' in width but varies in depth and shape. Northen and southern portions of curb have rounded gutters while portions near the center have a sharp gutter shape.

Table 1. Concrete Breakdown

2nd	Ave - From Main St to W 1s	st St - Westside - Block 2
	Sidewal	lk
Condition	Area (sf)	Notes
Category I	520	South ADA Ramp
Category II	1,545	Throughout
Category III	1,255	Throughout
Category IV	550	Located in Northern Half
Total	3,870	
	Curb & Gu	tter
Condition	Length Feet (@ TBC)	Notes
Category I	19	South ADA Ramp
Category II	172	Throughout
Category III	112	Throughout
Category IV	74	Located in Northern Half
Total	377	

^{*} All areas and dimensions are approximate.

Condition Category(s): I, II, III, IV. All categories are present with majority being II and III.

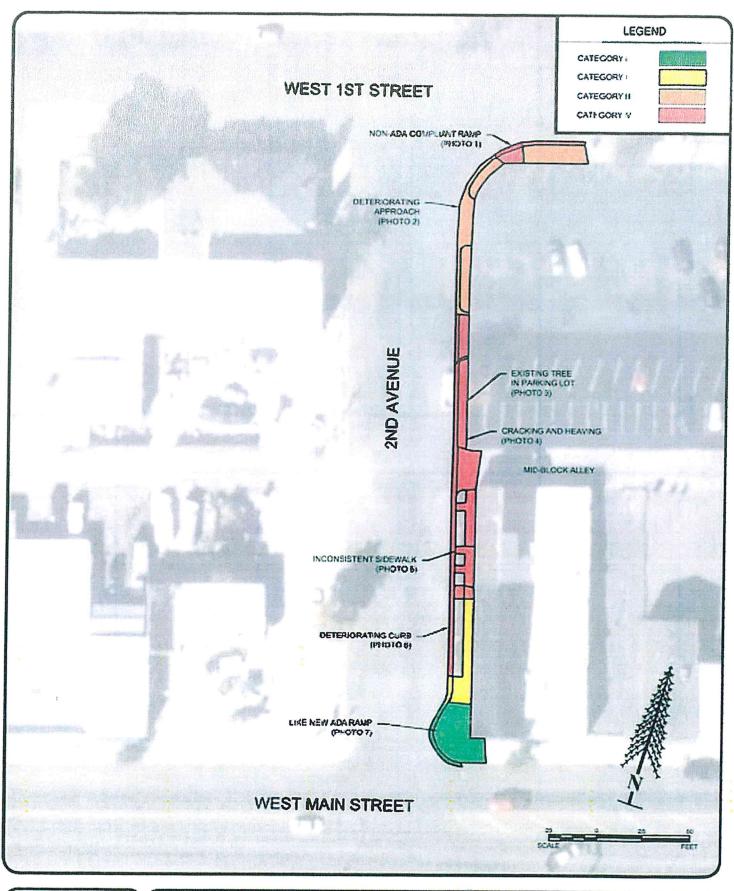
Comments: C&G conditions vary greatly throughout the block and condition tends to improve working from north to south. The northern ADA ramp is out of spec in both grade and dimensions. Curb along W 1st St is failing and falling away from the sidewalk. The sidewalk in front of the entrance to 16 2nd Ave West is in rather poor condition and is experiencing significant heaving resulting in ADA concerns. Working south, sidewalk and C&G conditions remain in Categories III and IV until reaching the mid-block alley.

The southern half of the block's sidewalk and C&G is mainly categorized as I and II with exception to the approach to the parking lot at 201 W Main Street. The approach is experiencing deterioration and cracking. The ADA Ramp located at the intersection with Main Street is in like new condition.

Recommendations: Most of the northern half of the block needs replacement with exception of a small portion of sidewalk and C&G. Recommend replacement of all Category III and IV portions of sidewalk and curb and C&G including northern ADA ramp.

The southern half of the block is in better condition, and for the most part is not in need of replacement. Recommend replacing the concrete approach to 201 W Main Street.

It should be noted that the northern portion replacements take precedence to replacements in the southern half of the block.





2ND AVENUE - W. MAIN TO W. 1ST - EAST INFRASTRUCTURE ASSESSMENT

LAUREL URBAN RENEWAL DISTRICT

1101143.3

Α

Рнотоѕ





Photo 2



Photo 3

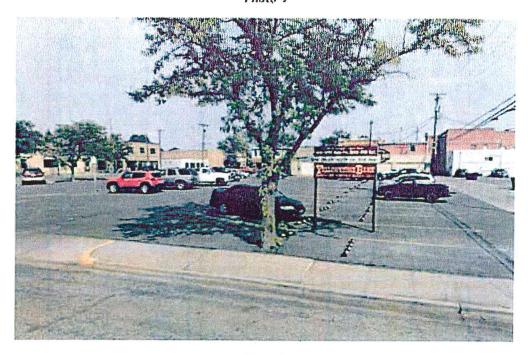


Photo 4



Photo 5



Photo 6



Photo 7

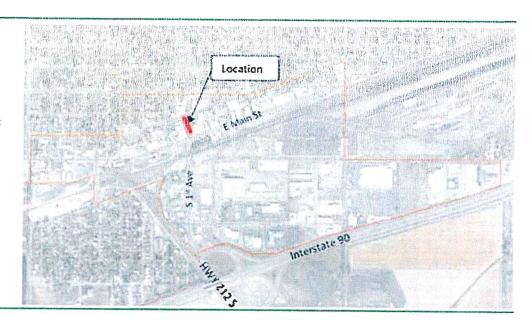


1ST AVENUE WEST

Extents // West Main
Street to West 1st Street

Part //

West Right-of-Way



Description of Existing Sidewalk: Existing sidewalk and curb & gutter are present throughout the block in varying conditions. Stormwater inlets are present at the south and north ends. Back of sidewalk ties to buildings, parking areas, and landscaping areas. Pedestrian ramps are present at the north and south ends of the block, but not ADA compliant. Tree wells are present, with two existing trees near the north end.

Dimensions & Area: The existing sidewalk is approximately 10' in width throughout the block. Curb & gutter is generally 2.5' in width but varies in depth and shape. Organic growth was observed between the curb and sidewalk between the two trees, where curb and gutter shape varied.

Table 1. Concrete Breakdown

1st	Ave - From Main St to W 1s	t St - Westside - Block 1
	Sidewal	lk .
Condition	Area (sf)	Notes
Category I	0	
Category II	2,652	Throughout
Category III	206	Alley
Category IV	503	Located in Northern Half
Total	3,361	
	Curb & Gu	tter
Condition	Length Feet (@ TBC)	Notes
Category I	0	
Category II	266	Throughout
Category III	20	Alley
Category IV	63	Located in Northern Half
Total	349	

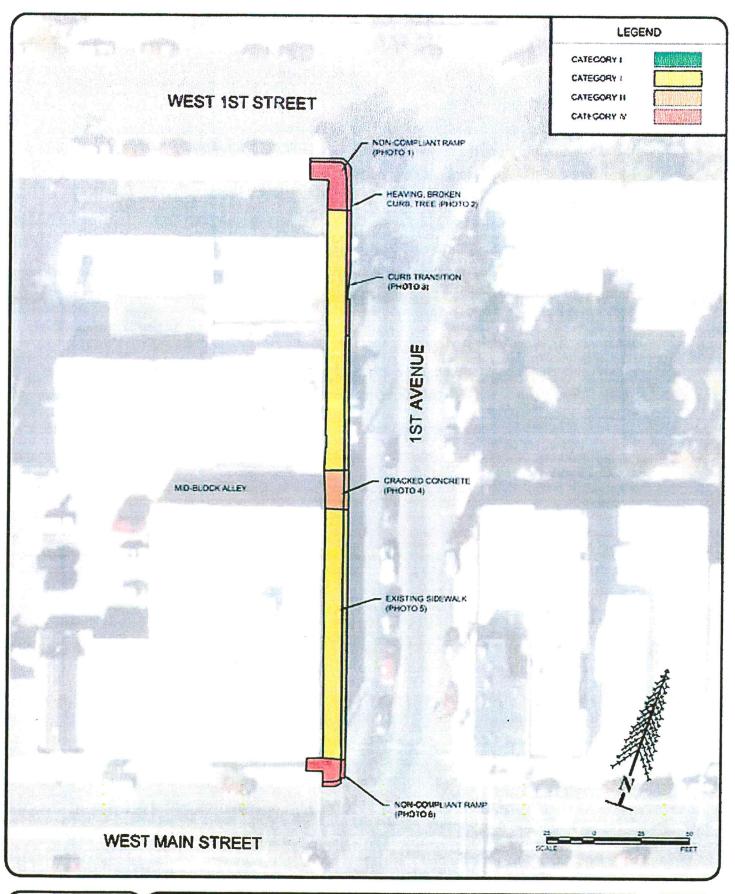
^{*} All areas and dimensions are approximate.

Condition Category(s): II, III, IV. Majority is category III and IV.

Comments: The northern ADA ramp is out of spec in both grade and dimensions. The southern ramp is out of spec in grade. Sidewalk panels near the trees have experienced uplift and cracking. Beyond the ADA ramps and trees, the overall sidewalk appears to be in good condition. A few large cracks were observed in the mid-block alley that could warrant replacement if a priority, but do not appear to have any functionality issues at this time.

The existing curb and gutter appeared to be in good condition as well, with exception of sections around the two existing trees. The trees have visibly pushed curb and gutter segments out, interrupting the flow path. Transition between curb and gutter shapes was observed near the most southern tree. This area appears to have additionally experienced settlement in varying areas causing a "wave" like profile within the gutter.

Recommendations: With 1st Avenue seeing a high volume of foot traffic, the ADA ramp replacement at both ends should be prioritized. The north ramp will abut other recommended replacements within sidewalk panels and curb and gutter, making a logical sequence to address all problems within that area.





1ST AVENUE - W. MAIN TO W. 1ST - WEST INFRASTRUCTURE ASSESSMENT

LAUREL URBAN RENEWAL DISTRICT

Extitil

Α

PHOTOS

Prioto 1

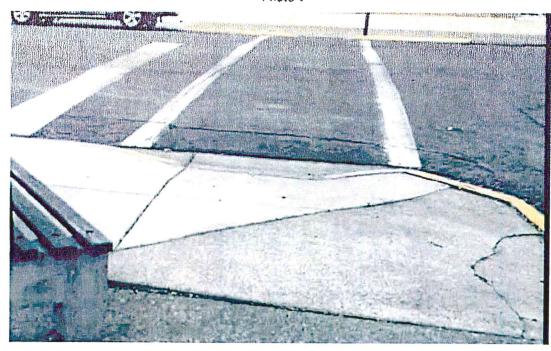


Photo 2



Photo 3

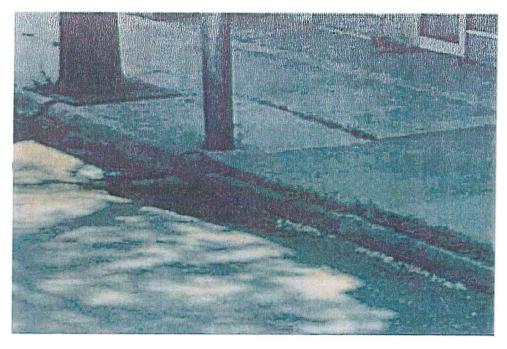


Photo 4

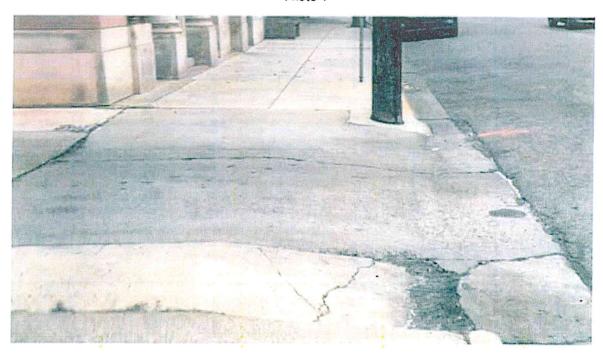
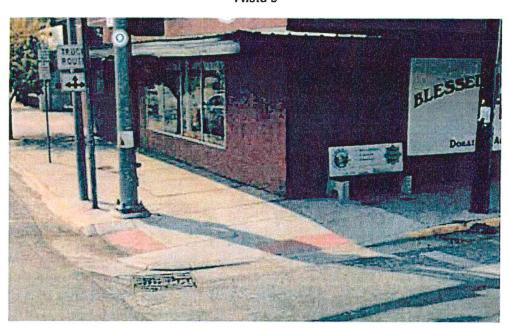


Photo 5



Photo 6



1ST AVENUE EAST

Extents // West Main
Street to West 1st Street

Part //

East Right-of-Way



Description of Existing Sidewalk: Existing sidewalk and curb & gutter are present throughout the block in varying conditions. Stormwater inlets are present at the south and north ends. Back of sidewalk ties to buildings, landscaping areas, decorative brick, and retaining walls. Decorative brickwork is included in the sidewalk near the open space area, just north of the alley. Concrete in this area appears to be more recent. There are ramps on both ends of the block, however the south ramp is not ADA compliant. The north ramp appears to be ADA compliant but is oriented diagonally, when only a perpendicular crossing to the West exists. Tree wells are present, with multiple trees.

Dimensions & Area: The existing sidewalk is approximately 10' in width throughout the block. Curb & gutter generally follows a standard 2' in width on the north half, and a 2.5' width on the south half. The sidewalk transitions between 2.5' and 2' just south of the mid-block alley.

Table 1. Concrete Breakdown

1st Ave	- From Main St to W 1st St - Easts	ide - Block 1
	Sidewalk	
Condition	Area (sf)	Notes
Category I	192	South End
Category II	2,394	Throughout
Category III	489	Throughout
Category IV	685	Throughout
Total	3,760	
	Curb & Gutter	
Condition	Length Feet (@ TBC)	Notes
Category I	23	South End
Category II	180	Throughout
Category III	92	Throughout
Category IV	87	Throughout
Total	382	4

^{*} All areas and dimensions are approximate.

Condition Category(s): I, II, III, IV. All categories are present with majority being II and IV.

Comments: The northern ADA ramp appears to be within spec for grade and dimensions. The ramp is oriented diagonally, even though the only crossing is perpendicular, towards the west across 1st avenue. The crossing to the north is located around the block corner. Given the spread dynamic and lengthy sight distance of this intersection, consideration should be given to better organizing pedestrian traffic across the intersection. The southern ramp does not meet ADA specs and shows significant cracking within ramps and around poles.

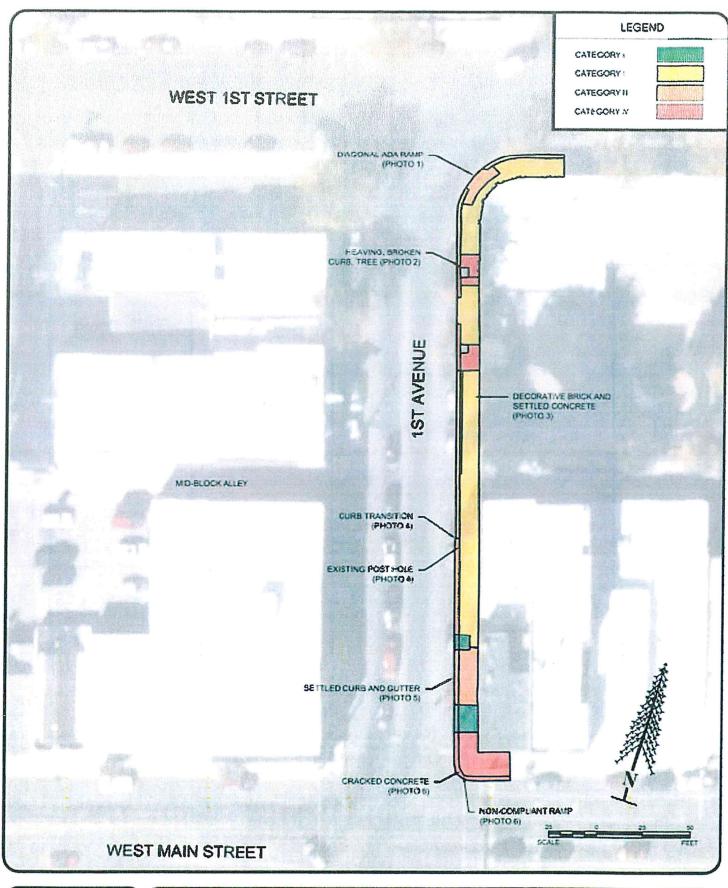
Segments of curb and gutter appear older and show signs of use, settlement has been observed near the south end. Trees have pushed out curb segments towards the north and are beginning to show effects on sidewalk panels.

Concrete sidewalk on the south end has miscellaneous holes from posts and showed signs of use, but appeared to be more cosmetic rather than functional or structural. Given the right situation, they could present a tripping hazard. Actions should be taken to address any holes or impressions posing risk or hazard, but may not require a full replacement

Recommendations: With 1st Avenue seeing a high volume of foot traffic, the ADA ramp replacement at the south end should be prioritized. The north ramp could stay in place; however, it would be logical to orient the ramp correctly to clearly demonstrate the direction of pedestrian traffic. Due to the jogged geometry of 1st Ave, the north crossing across 1st street should remain separate from the west crossing across 1st avenue.

Curb sections need replaced where trees have pushed them out, and in areas where older curbs show signs of deterioration. Some areas along the curbs show signs of settlement and should be addressed for drainage purposes. Near the open space, a newer strip of concrete behind the back of curb sits lower than the top of the curb. This is likely due to settlement and is not considered a critical part of the project but should be noted.

Trees have begun to break and uplift sidewalks on the north end; those panels should be replaced.





1ST AVENUE - W. MAIN TO W. 1ST - WEST INFRASTRUCTURE ASSESSMENT

LAUREL URBAN RENEWAL DISTRICT

A

PHOTOS

Photo 1

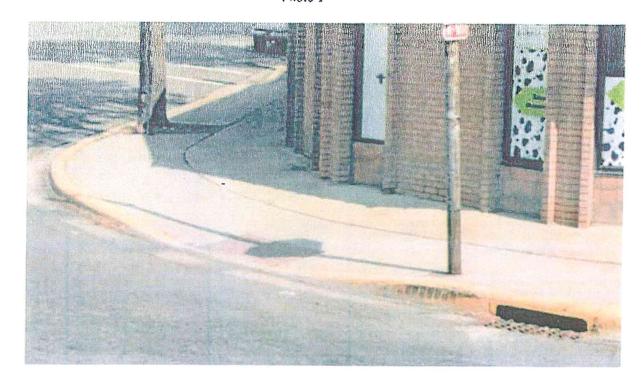


Photo 2



Photo 3



Photo 4



Photo 5

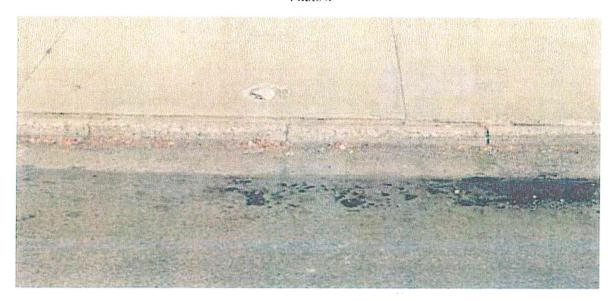


Photo 6

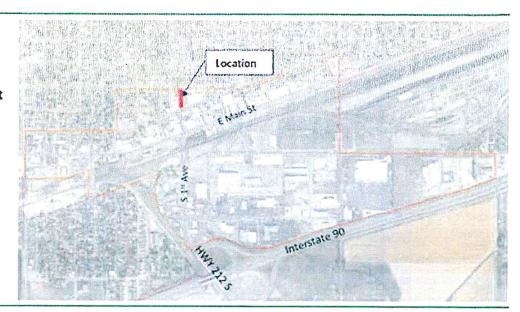


1ST AVENUE WEST

Extents // West 1st Street to West 3rd Street

Part //

West Right-of-Way



Description of Existing Sidewalk: Existing sidewalk and curb & gutter are present throughout the block in varying conditions. No stormwater inlets are present along 1st Avenue west in this segment. The back of sidewalk primarily ties to buildings, entrances, landscaping areas, and fence. No mid-block alley is present, however there is an approach for the existing drive-thru at the Altana credit union. Concrete in this area appears to be more recent. There are pedestrian ramps on both ends of the block, however neither ramp is ADA compliant. Additionally, an ADA ramp approach has been built on the sidewalk to access a business near the south end.

Dimensions & Area: The existing sidewalk is approximately 14.5' in width throughout the block.

Curb & gutter is 2.5' in width around the south corner and then transitions into a standard 2' width.

Table 1. Concrete Breakdown

1st	Ave - From Main St to W 1st St	- Westside
	Sidewalk	
Condition	Area (sf)	Notes
Category I	0	
Category II	4,105	Central-North
Category III	0	
Category IV	1,440	South End
Total	5,545	
	Curb & Gutter	
Condition	Length Feet (@ TBC)	Notes
Category I	0	
Category II	251	Central-North
Category III	44	South End
Category IV	48	South End
Total	343	

^{*} All areas and dimensions are approximate.

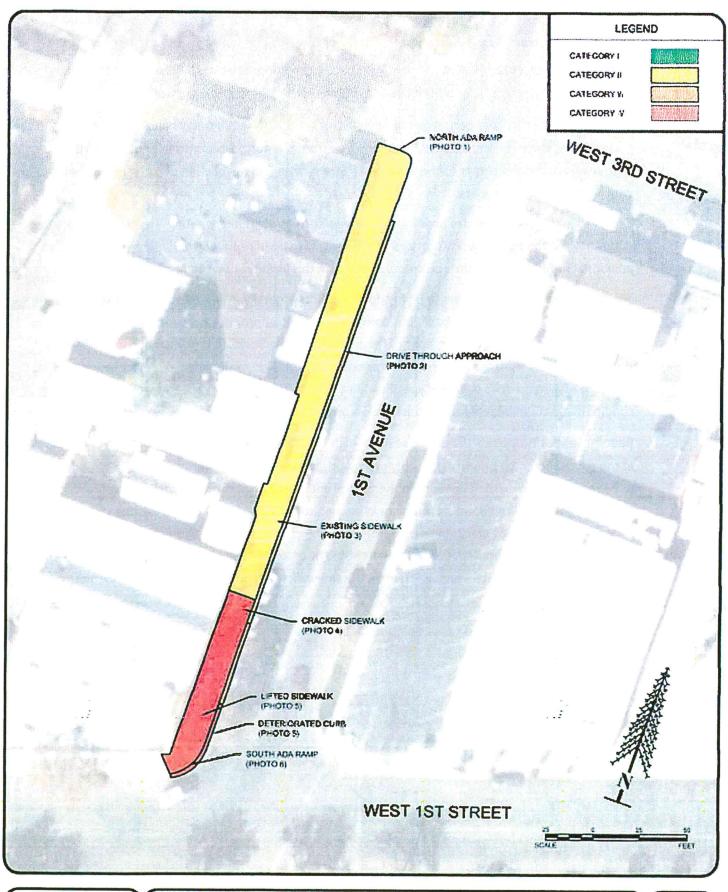
Condition Category(s): II, III, IV. Majority of existing conditions are class III throughout the central to north half of the block. Conditions near the south corner are classified as class IV.

Comments: The southern pedestrian ramp does not meet ADA requirements and adjacent curb and gutter shows signs of deterioration. All stormwater from the north flows into this gutter and is channeled around the corner to the drain on 1st Street, meaning this section of curb and gutter is critical for drainage purposes.

The trees in this area have also presented problems such as uplift and cracking. The trees do not have grates around the trunks. A few portions of sidewalk have been replaced within recent years and an additional ramp entrance into a business. Sidewalk in this vicinity shows signs of cracking.

The remaining sidewalk appears to be in good condition generally. A few cracks were observed within the drive-thru approach at the bank, but do not appear to compromise any functionality of the approach. The curb and gutter in front of the bank approach shows signs of wear and deterioration, this area could be replaced if considered a priority but is outside of the original project limits. The northern ADA ramp does not meet specifications, despite the concrete appearing to be in good condition and could be replaced if considered a priority but is outside of the original project limits.

Recommendations: With 1st Avenue seeing a high volume of foot traffic, the ADA ramp replacement at the south should be prioritized. Curb, gutter, and sidewalk panels in the adjacent areas also need to be replaced. The existing sidewalk in the central and northern part of the block do not present signs warranting full replacement, but should be monitored in the future where existing cracks are located. Sealing existing cracks in the concrete could be considered as an alternative to help prevent weathering and deterioration. Consideration should be given to removing the trees on the north end to prevent foreseeable uplift and cracking on the sidewalk that appears to be in good condition currently.





1ST AVENUE - W. 1ST TO W. 3RD - WEST INFRASTRUCTURE ASSESSMENT

LAUREL URBAN RENEWAL DISTRICT

EXHEIT



PHOTOS

Piloto 1

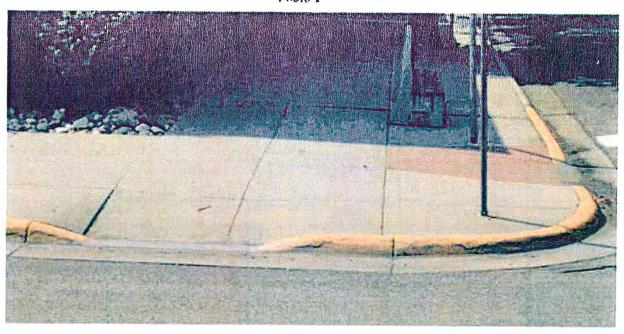


Photo 2

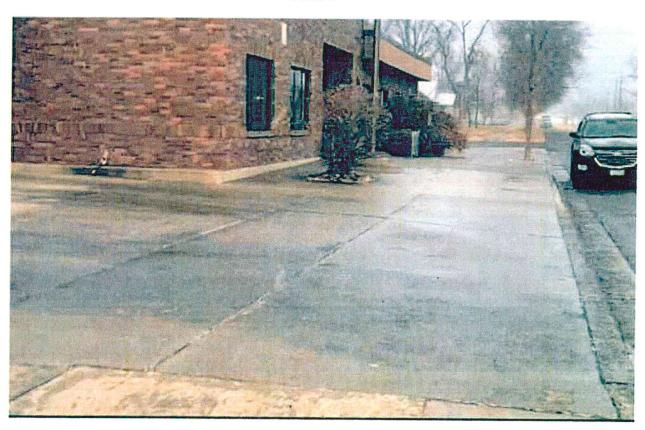


Photo 3

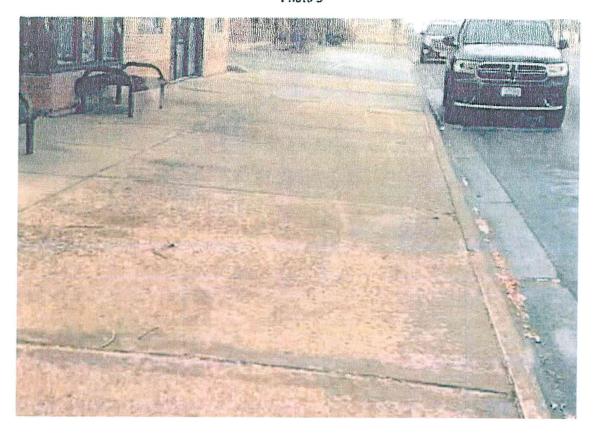


Photo 4



Photo 5



Photo 6

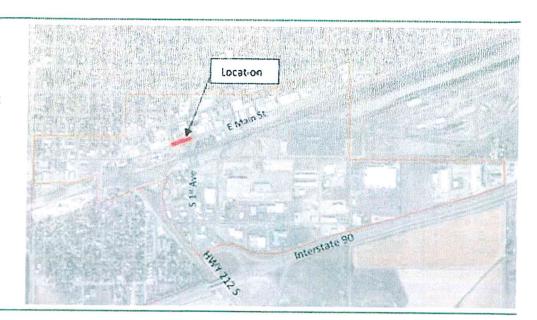


MAIN STREET

Extents // 2nd Ave West to 1st Ave West

Part //

North Right-of-Way



Description of Existing Sidewalk: Existing sidewalk and curb & gutter are present throughout the block, primarily in Class II condition. Stormwater inlets are present at the East and West ends, with an additional inlet near the center of the block. Back of sidewalk ties to buildings and entrances. One lot near the west end contains a drive approach through the sidewalk. Concrete throughout the block (between ramps) appears to be more recent. Tree wells are present, with multiple trees throughout the block.

Dimensions & Area: The existing sidewalk is approximately 12.5' in width throughout the block. Curb & gutter generally follows a standard 2' width.

Table 1. Concrete Breakdown

Main S	treet - From 2nd Ave to 1s	t Ave - Northsid
	Sidewalk	
Condition	Area (sf)	Notes
Category I	0	
ategory II	3,454	Throughout
Category III	110	
Category IV	0	
Total	3,564	
	Curb & Gutter	
Condition	Length Feet (@ TBC)	Notes
Category I	0	
Category II	305	Throughout
Category III	0	
Category IV	0	
otal	305	

^{*} All areas and dimensions are approximate.

Condition Category(s): II, III. All concrete is class II with exception to small area of class III sidewalk adjoining the east pedestrian ramp which needs replaced.

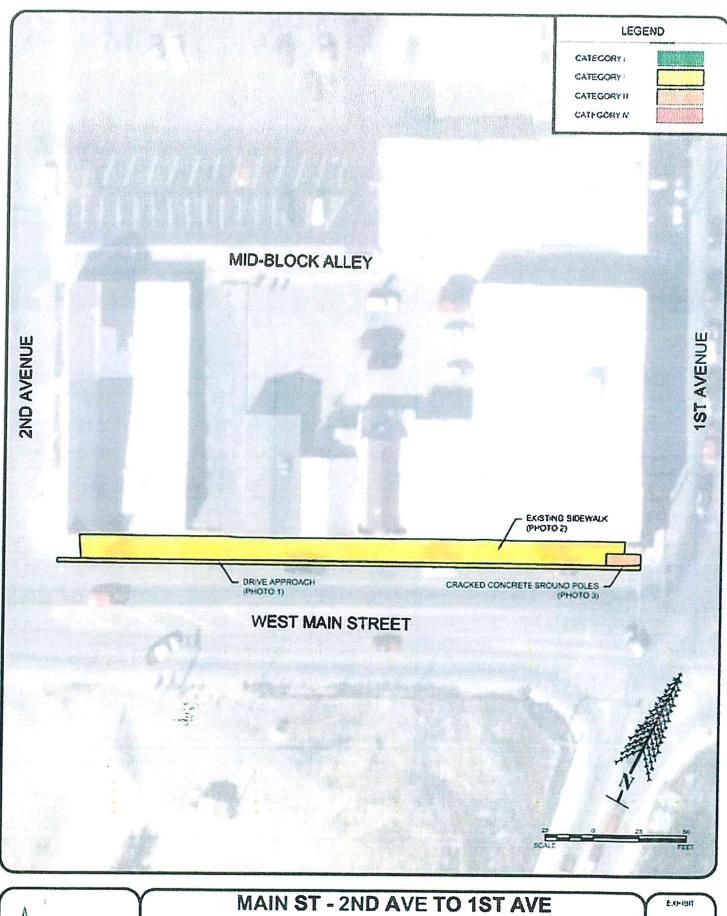
Comments: Generally, all sidewalk and curb and gutter appear to be in good condition and displayed minimal signs of deterioration or wear. Cracking and fragmentation were observed on the far east end surrounding traffic signs and signal poles.

One crack was observed from a tree well, but the crack was limited to the singular concrete panel around the tree. The panel did not display vertical separation between the cracks.

The sidewalk along the drive approach appears to be in satisfactory condition compared to other sidewalk approaches observed in the survey.

Recommendations: Because the adjacent ADA ramp will be replaced at the east end, the cracked panels bordering the ramp should additionally be replaced.

Consideration should be given to removing existing trees throughout the block prior to them damaging sidewalk via cracking or uplift as displayed in other areas of the survey.





MAIN ST - 2ND AVE TO 1ST AVE INFRASTRUCTURE ASSESSMENT

LAUREL URBAN RENEWAL DISTRICT

Α

Рнотоѕ

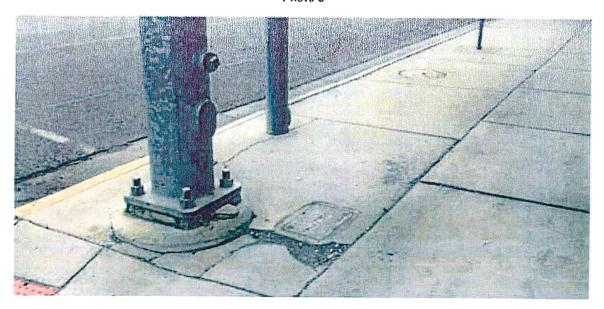
Photo 1



Photo 2



Photo 3



MAIN STREET

Extents // 1st Ave to

Montana Ave

Part //

North Right-of-Way

Description of Existing Sidewalk: Existing sidewalk and curb & gutter are present throughout the block in varying conditions. Stormwater inlets are present at the east and West ends. The east inlet was filled with debris. Back of sidewalk ties to buildings and entrances. There are pedestrian ramps on both ends of the block, however neither are ADA compliant. Tree wells are present, without any trees in place.

Dimensions & Area: The existing sidewalk is approximately 12' in width throughout the block. Curb & gutter follows a 2' width on the east end and transitions to a 2.5' width closer towards the west.

Table 1. Concrete Breakdown

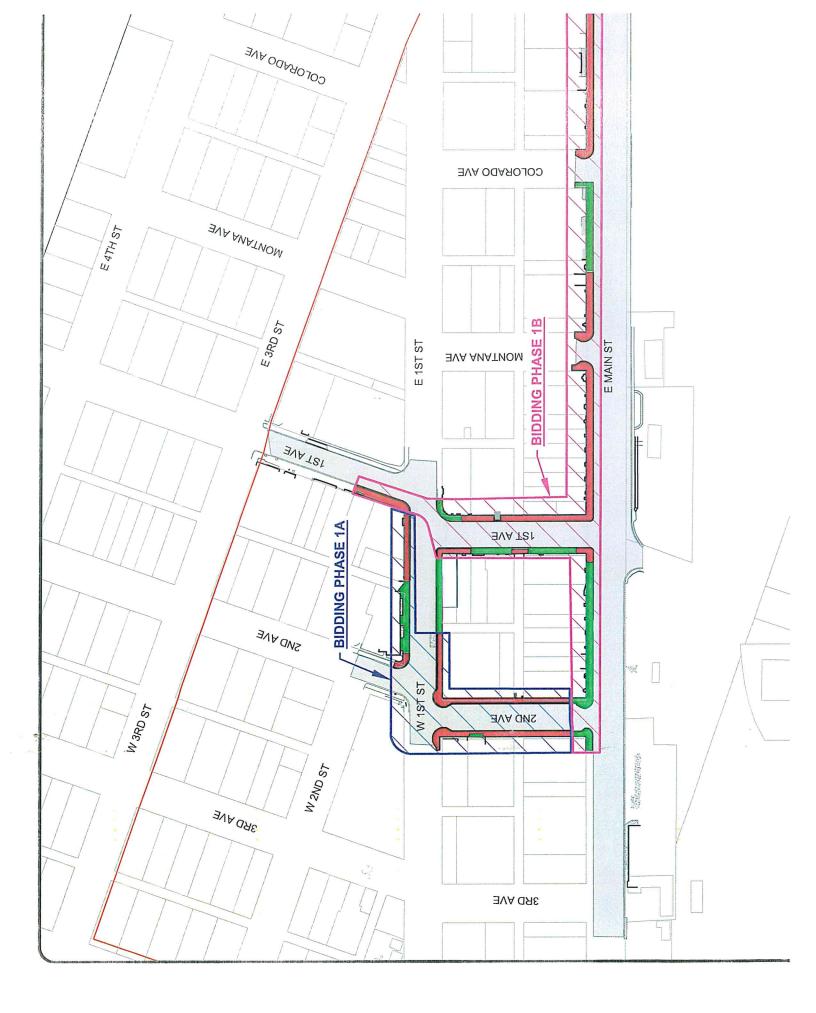
Main Street - From 1st Ave to MT Ave - Northside					
Sidewalk					
Condition	Area (sf)	Notes			
Category I	0				
Category II	2,611	Throughout			
Category III	104	1 section, east side			
Category IV	735	Sp			

TRPLE TREE ENGINEERING



EXHIBIT 2

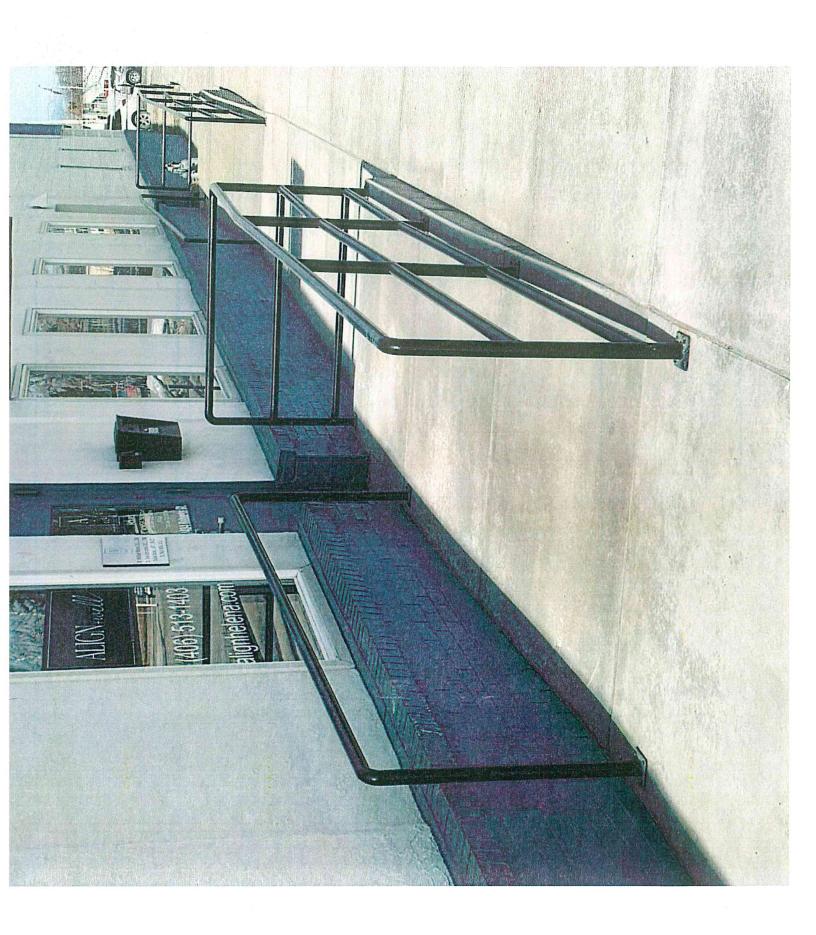
Draft Proposed Project Map

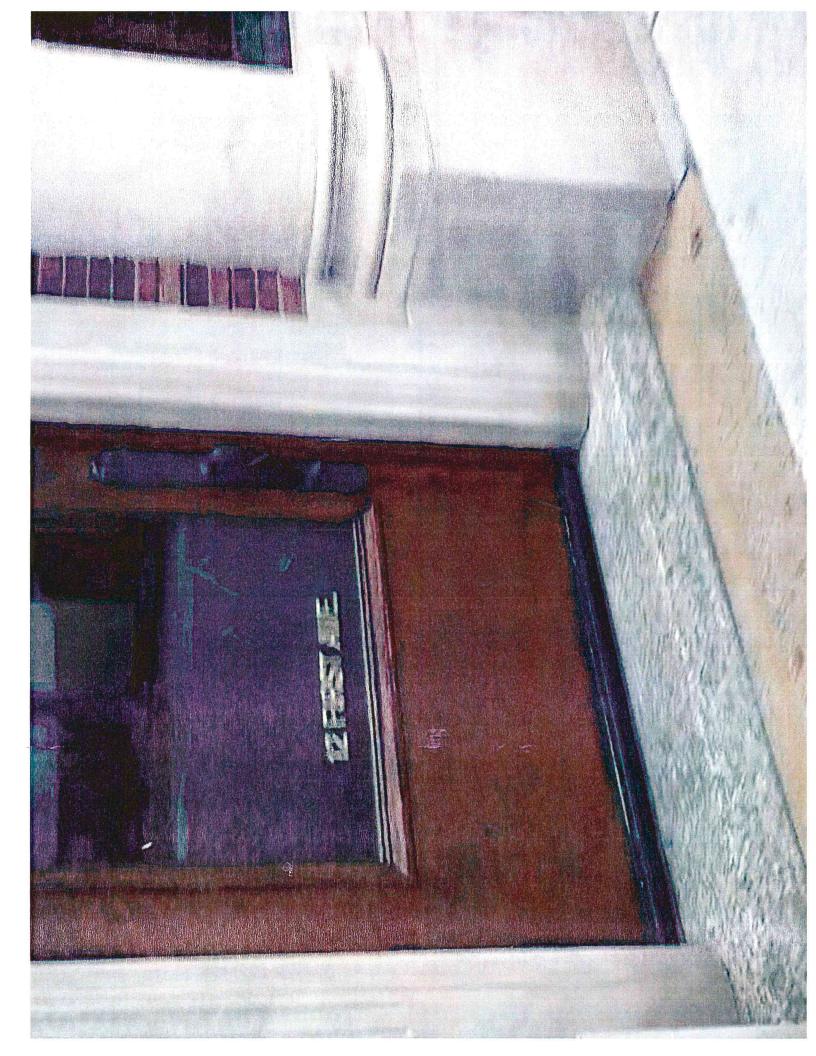


TRIPLE TREE ENGINEERING



EXHIBIT 3 Private Building ADA Accessibility Photos









TRIPLE TREE ENGINEERING



EXHIBIT 4 10% Lighting Plans/Preliminary Lighting Layout

DELIFICATE EN DI LE E	LURA NORTH SIDEWALKS AND LIGHTING	301-35	PROJECT #:	
DATE DESCRIPTION	LURA NORTH SIDEWALKS AND LIGHTING LAUREL URBAN RENEWAL DISTRICT	XXX	PROJECT B:	<u>.</u> П
	LAUREL, MONTANA	xxx	CHECKED BY:	· 0
Y	PROJECT EXTENTS	0320250	STAD	

ELECTRICAL LEGEND

ELECTRICAL ABBREVIATIONS

ABBREV.	7. DEFINITION	ABBREV.	'. DEFINITION
AFG	ABOVE FINISHED GRADE	Z	MINIMUM
AH)	AUTHORITY HAVING JURISDICTION	Σ	MULTIMODE FIBER OPTIC CABLE
ΑΓ	ALUMINUM	î	NEW
ARCH	ARCHITECT	¥	NOT APPLICABLE
AWG	AMERICAN WIRE GAUGE	NEC	NATIONAL ELECTRIC CODE
BB	BACKBONE	0	OWNER
BEP	BUILDING ENTRANCE PROTECTOR	OVRD	OVERRIDE BUTTON
BFG	BELOW FINISHED GRADE	00	ON CENTER
BLDG	BUILDING	00	OUTSIDE DIAMETER
8	BY OTHERS	OFC	OWNER FURNISHED; CONTRACTOR INSTALLED
BOD	BOTTOM OF DEVICE	OFOI	OWNER FURNISHED; OWNER INSTALLED
BOF	BOTTOM OF FIXTURE	OSP	OUTSIDE PLANT
BRK	BREAKER	Д.	PHASE
U	CONDUIT	S	PLUMING CONTRACTOR
გ	CONTACT CLOSURE	POE	POWER OVER ETHERNET
000	CENTER OF DEVICE	PR	PAIR
COM	COMMON	PS	POWER SUPPLY
COMIM	COMMUNICATION	PWR	POWER
Ե	COUNT	(RL)	REMOVE AND RELOCATE
7	COPPER	(RE)	REMOVE
36	DEMOLISH	RECP	RECEPTACLE
S S	DIRECTRIBIAL	RFV	REVISION
2 6	DIAMETER	DMG	PICID METALLIC CONDILIT
2 2	DISCONNECT	יייייייייייייייייייייייייייייייייייייי	PICIO NONMETALLO CONTILLA
200	DBAWING	משמש	
	MANAGE OF CHIEFLY	מבות ביות	מרחבים בייני
<u> </u>	EAISTING TO REMAIN	F 2	STEEL STANDS TIPES OF THE STANDS OF THE STAN
ָ ֡ ֡ ֡ ֡	ELECTRICAL CONTRACTOR	2	SINGLEMODE FIBER OF IIC CABLE
ELEC	ELECTRICAL	Σ	SURFACE MOUNT
EMT	ELECTRICAL METALLIC TUBING	SP	SURGE PROTECTOR
ENCL		SPEC	SPECIFICATION
EQPMT	_	STP	SHIELDED TWISTED PAIR
23	FIBER BACKBONE, FLOOR BOX	TB	TERMINATION BLOCK(S)
FLEX	FLEXIBLE CONDUIT	TBD	TO BE DETERMINED
U	GROUND	2	TELECOMMUNICATIONS CONTRACTOR
ပ္ပ	GENERAL CONTRACTOR	10D	TOP OF DEVICE
GFC	GROUND FAULT CIRCUIT INTERRUPTERTYP	RTYP	TYPICAL
MC	INTERMEDIATE METAL CONDUIT	ם	LINIT
J-80X	JUNCTION BOX	2	UNDERGROUND
S	KEY SWITCH ABBREVIATIONS	Non	UNLESS OTHERWISE NOTED
ΚM	KILOWATT(S)	UPS	UNINTERRUPTIBLE POWER SUPPLY
LED	LIGHT EMITTING DIODE	UTP	UNSHIELDED TWISTED PAIR
LTS	LIGHTS	٨	BOLT AMPERES
Σ	MECHANICAL CONTRACTOR	%	WITH
MECH	MECHANICAL	W	WEATHERPROOF
MFR	MANUFACTURER	XFMR	TRANSFORMER

POWER DEVICES

2040 HARNISH BLVD. A06-245-0136 A06-245-0136 A06-245-0136

VCE INC

DUPLEX RECEPTACLE SUBSCRIPT INDICATES TYPE:
GFCI GROUND FAULT CIRCUIT INTERRUPTER
WP WEATHERPROOF
WR WEATHER RESISTANT
FILLED CENTER INDICATES GFCI DEVICE RELAY @

ELECTRICAL PANEL - SEE PANEL SCHEDULES FOR MOUNTING CONFIGURATION PAD MOUNTED UTILITY TRANSFORMER FUSED DISCONNECT SWITCH d

LIGHTING DEVICES

○─○ ROUND HEAD POLE MOUNTED SITE LIGHT FIXTURE.

MISCELLANEOUS LEGEND

HOMERUN TO ELECTRICAL PANEL REFER TO ELECTRICAL NOTES

UNDERGROUND OR BURIED CIRCUIT

ELECTRICAL SHEET LIST

E1.0	E1.0 ELECTRICAL COVER
E5.0	ELECTRICAL PEDESTRIAN LIGHTING PLAN - PHASE 1 - NORTH OVERALL PLAN
E5.1	ELECTRICAL PEDESTRIAN LIGHTING PLAN - PHASE 1 - AREA 1 ENLARGED PLAN
E5.2	ELECTRICAL PEDESTRIAN LIGHTING PLAN - PHASE 1 - AREA 2 ENLARGED PLAN
E5.3	ELECTRICAL PEDESTRIAN LIGHTING PLAN - PHASE 1 - AREA 3 ENLARGED PLAN
E5.4	ELECTRICAL PEDESTRIAN LIGHTING PLAN - PHASE 1 - AREA 4 ENLARGED PLAN
E6.0	ELECTRICAL SCHEDULES AND DETAILS
E6.1	ELECTRICAL SCHEDULES AND DETAILS
E6.2	E6.2 ELECTRICAL SCHEDULES AND DETAILS



