ELMORE COUNTY PLANNING AND ZONING COMMISSION
War Memorial (American Legion Hall), 515 East 2nd South Street, Mountain Home, ID 83647

Wednesday, April 6, 2016 at 7:00pm
Agenda
PLEASE SILENCE CELL PHONES

CALL TO ORDER

ESTABLISH QUORUM

- ☐ Chairperson Patti Osborn
- ☐ Dave Holland
- ☐ Ed Oppedyk
- ☐ Jeff Blanksma
- ☐ Vice-Chairman K.C. Duerig
- ☐ Sue Fish
- ☐ Shane Zenner

☐ Attorney of Record Phil Miller

PLEDGE OF ALLEGIANCE

NEW BUSINESS

- Preliminary Plat for Case Number: SUB-2015-01 Carlon Smith Subdivision

PUBLIC MEETING

- Ordinance Revision Work Session

ITEMS FROM THE PUBLIC

MINUTES

- Minutes from 03-16-2016

INFORMATION ITEMS

- Subdivision Improvement Training
- Upcoming P & Z Schedule

MEETING ADJOURNED

Elmore County Land Use and Building Department

520 East 2nd South Street
Mountain Home, Id. 83647
Phone: (208) 587-2142 ext. 254
Fax: (208) 587-2120
www.elmorecounty.org

Alan Christy
Director

Tell Riley
Building Official

Beth Bresnahan
Planner I

Kacey Ramsauer
Administrative Assistant

Staff Report to the Planning and Zoning Commission

Meeting/Hearing Date: 4/6/2016 **Date Report Compiled:** 3/28/2016

Agenda Item: Preliminary Plat- Carlon Smith Subdivision

Applicant: Marie Carlon

Case Number: SUB-2015-01

Staff: Beth Bresnahan

Location: Section 34, Township 3 South, Range 6 East, B.M. A common way of locating the property is from I-84 take exit 95 toward Mountain Home, turn south on American Legion Blvd. Turn left onto N. Main St.. Continue to ID 51 S turn left onto ID 51S for approximately for 11/2 miles, turn right onto SW Smith for approximately 0.6 miles. The property is located on the right side of the road at 2848 SW Smith.

Zoning: Agriculture

Parcel Number: RP 03S06E348410 A

The Preliminary Plat application falls under the current Zoning and Development Ordinance (the "Ordinance"), section 6-28-3. A public hearing is not required for this application.

A private road will be constructed pursuant to Ordinance Chapter 17.

A neighborhood meeting for the proposed subdivision was held for the Conditional Use Permit on August 14, 2013.

The proposed subdivision is two (2) lots. Lot 2 will gain access from SW Santa Maria Lane, a privately maintained road. Lot 1 will gain access from SW Smith. All lots meet the width and depth size requirements found in Chapter 8 of the ordinance.

The right to subdivide has been granted through the Conditional Use Permit, case # CUP-2014-06.

All fees have been paid at this time.

STANDARDS ALL PRELIMINARY PLATS MUST MEET:

1. The design conforms to the standards established in this Chapter and Title; and
   Staff Response: Staff believes this preliminary plat design to be in conformance with Chapter 28 of the Elmore County Zoning and Development Ordinance.

2. The design complies with the required improvements established in this Chapter and Title; and

   Staff Response: Private road application was submitted on October 9, 2015. The County Engineer has granted a tentative approval for the private road, that will constructed at owner's expense.

3. If applicable, the proposed subdivision complies with the standards of an applicable overlay district as set forth in this Title; and

   Staff Response: The subdivision borders the Area of City Impact for Mountain Home but is outside.

4. The design conforms to the topography and natural landscape features analysis as required by this Chapter and the master site plan, where the design demonstrates consideration for the location and function of land uses and structures to achieve this purpose; and

   Staff Response: Staff believes the proposed design conforms with the natural landscape.

5. The development would not cause undue damage, hazard, or nuisance to persons or property in the vicinity; and

   Staff Response: As was found in the FCO for the CUP the lots are similar in size to platted subdivisions in the area.

6. The internal street system is designed for the efficient and safe flow of vehicles and pedestrians without having a disruptive influence upon the activities and functions contained within the proposed subdivision, nor placing an undue burden upon existing transportation and other public services in the surrounding area; and

   Staff Response: Staff anticipates no impacts to the transportation service or other public services. Lot 1 will access an existing publically maintained road, SW Smith and Lot 2 will access a privately maintain road, SW Santa Maria Lane.

7. Community facilities such as parks, recreational, and dedicated open space areas are functionally related to all dwelling units and are easily accessible via pedestrian and/or bicycle pathways; and

   Staff Response: There are no known or required community facilities within the area.

8. The proposal complies with the dimension standards set forth in this Title for the applicable zoning district; and

   Staff Response: Staff believes this preliminary plat meets the dimension standards.

9. The overall plan is in conformance with:

   a. The applicable comprehensive plan(s); and

      Staff Response: Staff could find no conflict with the comprehensive plan.

   b. The future acquisition maps; and

      Staff Response: Staff could find no future acquisition map for this area.

   c. If applicable, the Area of City Impact Ordinances including applicable subdivision regulations; and

      Staff Response: The subdivision borders the Area of City Impact for Mountain Home.

   d. Other pertinent Ordinances as applicable.

      Staff Response: Staff believes this development meets all other applicable county ordinances.

ATTACHMENTS

1. Application
2. FCO granting approval to subdivide. Case number CUP-2014-06
3. Preliminary Plat Carlon Smith Subdivision

STAFF COMMENT

This subdivision will allow for two (2) buildable lots.

RECOMMENDATION

Staff recommends **approval** of the proposed preliminary plat.

ELMORE COUNTY LAND USE & BUILDING DEPARTMENT

520 E 2nd South – Mountain Home, ID 83647 – (208) 587-2142
www.elmorecounty.org

Preliminary Plat Application

We are unable to accept facsimile copies. (Subdivisions under 5 lots with no new streets, major widening of existing streets, that have no public improvements, or is not a special development **MAY** be considered as both a preliminary and final plat.)

Application Must be completed in INK. Please use addition sheets of paper if necessary.

The Preliminary Plat Application must be in compliance with Chapter 28 of the Elmore County Zoning and Development Ordinance.

Preliminary Plats are required to have a pre-application meeting prior to submittal. 1 copy of all proposed plans and exhibits are required for a pre-application meeting. Pre-application meetings are by appointment only.

1. GENERAL INFORMATION

a. Name of subdivision: Carlon Smith Subdivison

Note: All subdivision names must be approved by the Elmore County Assessor.

b. Name, address, and daytime phone numbers of all property owners (including lien holders):

Marie Carlon
506 W. 3rd N. Mountain Home, ID 83647
208-587-8540

c. Names, addresses, and phone numbers of developers:

Same as owner

d. Names, addresses, and phone numbers of surveyor and/or engineer:

Jim Coslett / Rock Solid Civil	Coleen Marks / Marks Land Surveying
270 N. 27th St. Boise, ID 83702	5300 Hill Rd. Boise, ID 83703
208-342-3277	208-378-7703

e. Legal description of subdivision:

See Attached

f. Common direction to get to subdivision from a known point:
1950 SW Smith Rd Mountain Home, ID 83647
see attached vicinity map

g. Total contiguous acreage owned by subdivider and/or developer: 13.51
h. Adjacent property owned by owner(s) and/or developer (number of acres): 0
i. Distance the closest part of subdivision is to incorporated city: Adjacent / Eastern P/L
j. Current zoning: Ag k. Overlay Zone(s): Unknown
l. Authorized use (Case Number) granting right to subdivide: CUP-2014-06
m. Elmore County Assessor Parcel number: RP03S06E 348410

2. SUBDIVISION FEATURES

a. Total area (acres): 13.51 Area (%) open space 99%
Number of lots: 2 Number of buildable lots 2
b. Type of subdivision: ☒ regular ☐ residential cluster ☐ commercial ☐ industrial
c. Minimum lot size: width: 50' depth: 3(w) acres: 5
d. Maximum lot size: width: N/A depth: N/A acres: N/A

3. IMPROVEMENTS

a. Proposed streets: (Must meet highway district standard) Highway District: Elmore County
☐ paved ☒ private ☒ barrow pit
☐ curb ☐ sidewalk
b. Existing streets:
☐ paved ☒ graveled ☐ private
☐ curb ☒ barrow pit ☐ sidewalk
c. street lights: ☐ yes ☒ no
d. Sewer system ☐ public ☒ private septic tanks ☐ central system
☐ other:
e. Water system ☒ individual wells ☐ central water system
☐ other:
f. Storm water drainage: borrow ditch
g. Power: ☐ underground ☒ overhead
h. Gas: ☐ yes ☒ no

i. Proposed fire protection program (district if applicable) : N/A

j. Property in flood plain: ☐ yes ☒ no Flood Insurance Rate Map # 16021206 05C

4. BUILDING PROGRAM: ☒ single family dwelling ☐ duplex ☐ multi-family ☐ commercial

5. REQUIRED INFORMATION (this may be used a checklist)

Note: All maps, drawings, plats, etcetera, shall be drawn to a professional standard

A. ✓ 15 paper copies 24 X 36" of **plat** (scale of not less than 1" equals 100') and 1 – 8.5 X 11" reduction to include but not limited to the following specifications: (This may be included or combined with other plans provided no confusion occurs on the plans)

- ☒ Boundary of subdivision based on an actual survey. The plat must be signed by a licensed professional land survey to certify that boundary is correct.
- ☒ Name of the property owner
- ☒ Name, address, and phone number of developer and engineer / surveyor.
- ☒ Name of the proposed subdivision
- ☒ Date, graphic scale, north arrow, vicinity map, Section, Township, and Range
- ☒ Ties to all controlling corners
- ☒ Names and boundary lines of neighboring subdivisions, names and boundary lines of owners of neighboring property owners
- ☒ The name, location, width, direction of slope, centerline of right of way of all existing and proposed public streets and private roads
- ☒ Proposed offsite improvements pertaining to streets, water supply, sanitary sewer systems, storm water systems, fire protection facilities and proposed utilities
- ☒ Lot layout with lot and block numbers, all lot dimensions, and lot area in square feet or acres.
- ☒ Areas of special use, such as parks and schools, shall be appropriately labeled.
- ☒ All existing and future easements
- ☒ All existing structures and addresses

B. ✓ Copy of Pre-Application meeting notes.

C. N/A One (1) copy of proposed restrictive covenants (CC&Rs), if applicable

D. N/A A site report as required by the Health Department

E. ✓ 8 ½" x 11" reduction of a **vicinity map** showing relationship of proposed plat and entire development to surrounding area (scale of ½ mile minimum optimal)

F. ✓ 15 – copies of a **topographical map** showing topography at 2' intervals if land slope is greater than 10%, lines at 5' intervals if land slope is 10% or less, and 1 – 8 ½' x 11' reduction (This may be included or combined with other plans provided no confusion occurs on the plans) Combined in Pre-Plat

G. N/A **Phasing Plan** (if applicable.) (This may be included or combined with other plans provided no confusion occurs on the plans)

H. N/A Copy of Neighborhood Meeting sign in sheet and verification

I. ✓ Copy of plat in digital form

J. ✓ 15 copies of the **Natural Features Analysis** as specified in Section 6-28-3-D of the Elmore County Zoning and Development Ordinance. (This may be included or combined with other plans provided no confusion occurs on the plans) Combined in Pre-Plat

K. N/A If irrigation rights exist on the property the applicant shall submit 15 copies of an **irrigation plan** that is consistent with Idaho Code Section 31-3805 (This may be included or combined with other plans provided no confusion occurs on the plans)

L. ✓ 15 Copies of the **Drainage Plan** as specified in Section 6-28-11-C of the Elmore County Zoning and Development Ordinance (This may be included or combined with other plans provided no confusion occurs on the plans) Combined in Pre-Plat

M. ✓ Copy of FCO granting approval to subdivide property

N. Special development Status: N/A

- ☐ Hillside Subdivision
- ☐ Mobile Home Development
- ☐ Large Scale Development
- ☐ Cemeteries
- ☐ Subdivision within Area of Critical Concern
- ☐ Subdivision or part of subdivision within a floodplain
- ☐ Subdivision is within Area of City Impact

The Land Use & Building Department Director and/or County Engineer may require additional information for special developments.

NOTICE TO APPLICANT

This application must be submitted to the Land Use & Building Department complete with all required information. This application will be referred to the Elmore County Planning and Zoning Commission for its consideration.

The application will be placed on a public meeting agenda and applicant will be provided the date, time, and location of the meeting. The applicant must be present to answer any questions.

- Failure to file and obtain certification of the acceptance of the final plat application by the Board of County Commissioners within two (2) years after Commission action on the preliminary plat shall cause all approvals of said preliminary plat to be null and void, unless an extension of time is applied for and granted by the Commission. MJC (initial)

- Preliminary Plat applications are subject to review and approval by the Elmore County Engineer. The Elmore County Engineer is a consultant for the County. By singing and initialing this

application you affirm that you the developer and/or property will pay all fees incurred by the County Engineer or any other consultant of Elmore County MJC (initial)

The applicant hereby certifies the application is complete and all information contained herein is true and correct. The applicant hereby agrees to pay the fee established by the Board of County Commissioners and agrees to pay any additional fees (attorney, consultant, etc.) The initial applicant understands he/she/they or a representative who can legally bind the applicant with his/her/their statements must be at the meeting on which agenda the application is placed to answer any questions the Commission or citizens may have. The applicant understands there could be a delay in decision if the application is incomplete and/or if there is no representative for the applicant at the meeting.

Land Use & Building Department's acceptance of the application and/or fee does not imply the application is complete, correct, or accurate. You will be notified by mail when the application is deemed complete and date the public hearing is scheduled.

Same as below

Signature of Developer/Applicant Date

Marie F Kaler 8/21/15

Signature of Property Owner Date

Agency Signatures on next sheet.

Agency Signatures

Agency signatures are used for the applicant to make contact with certain agencies to address issues prior to a public hearing and application submittal. Additional agencies not listed may have additional requirements. The agencies listed below may be required for future approvals or signatures depending on the type of use. The signature does not constitute a final approval by the agency. The agency signatures below do not guarantee approval from the Elmore County Land Use & Building Director, Elmore County Planning and Zoning Commission or Elmore County Board of Commissioners. The agencies listed below will be notified of any public hearing. Elmore County Land Use & Building Staff will inform the applicant of the desired agency signatures prior to application submittal.

Central District Health: Marty Jones REHS

Date: 9-27-15 (580-6003)

Comments:

Highway District: Lisa Larsen

Date: 8/31/15 (MHHD 587-3211) (GFHD 366-7744)

Comments:

Fire District: [illegible]

Date: 8.27.15 (MHRFD 587-8986) (Oasis 796-2236) (GFFD 366-2689)

Comments:

ADMINISTRATIVE USE ONLY

Date of Acceptance 9/9/15 Accepted by [illegible]

SUB FEE: $900.00 + $10.00 a lot +$1000.00 Deposit = Fee $ 2,3[illegible].00

Case# SUB- SUB-2015-01 (□ Pd) Receipt # [illegible]

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Central District Health:_____

Date:_____ **(580-6003)**

Comments:_____

Highway District: Bloye L. Hall

Date: 8/27/15 **(MHHD 587-3211) (GFHD 366-7744)**

Comments:_____

Fire District:_____

Date:_____ **(MHRFD 587-8986) (Oasis 796-2236) (GFFD 366-2689)**

Comments:_____

ADMINISTRATIVE USE ONLY

Date of Acceptance _____ Accepted by _____

SUB FEE: $900.00 + $10.00 a lot +$1000.00 Deposit = Fee $_____.____

Case# SUB-_____(□ Pd) Receipt #_____

Agency Signatures

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Central District Health: Marty Jones, R.E.H.S.

Date: 5/19/15 **(580-6003)**

Comments: No environmental report is required for this subdivision. Proper CDHD language must be used on the final plat

Highway District: _____

Date: _____ **(MHHD 587-3211) (GFHD 366-7744)**

Comments: _____

Fire District: _____

Date: _____ **(MHRFD 587-8986) (Oasis 796-2236) (GFFD 366-2689)**

Comments: _____

ADMINISTRATIVE USE ONLY

Date of Acceptance _____ Accepted by _____

SUB FEE: $900.00 + $10.00 a lot +$1000.00 Deposit = Fee $_____.____

Case# SUB-_____ (☐ Pd) Receipt #_____

Vicinity Map

Carlon Subdivision

1950 SW Smith Rd. / Elmore County

SW ¼, SE ¼, Sec-34, T-3S, R-6E

ROCK SOLID CIVIL

Civil Engineering and Development Consulting

BEFORE THE PLANNING AND ZONING COMMISSION OF ELMORE COUNTY

IN RE: CUP-2014-06 Conditional Use Permit to subdivide property into a two (2) lot subdivision in an Agriculture (Ag) Zone	)	**FINDINGS OF FACT CONCLUSIONS OF LAW AND ORDER**
Applicant: Marie Carlon 506 W 3rd N Mountain Home, ID 83647	)	

This matter having come before the Planning and Zoning Commission of Elmore County, Idaho, the 5th day of February, 2014, for a public hearing, held pursuant to public notice as required by law, on a request for a Conditional Use Permit to subdivide property into a proposed two (2) lot subdivision. Property is located in Section 34, Township 3 South, Range 6 East, B.M., and is zoned Agriculture (Ag). The Commission heard from the applicant's representative in support of the application. The Commission received written testimony and information in regards to the application. Upon conclusion of the public hearing, the Commission duly considered all that was presented to them. Based upon all this information, the Planning and Zoning Commission now makes the following Findings of Fact and Conclusions of Law:

FINDINGS OF FACT

1. The applicant has applied for a Conditional Use Permit to subdivide property into a proposed two (2) lot subdivision in Section 34, Township 3 South, Range 6 East, B.M.
2. Pre-application meeting was held July 16, 2013. Neighbors within 1,000 feet were notified of a neighborhood meeting by applicant on August 2, 2013, via U.S. Mail and a neighborhood meeting was conducted on August 14, 2013.
3. Notice of public hearing was sent to agencies on January 10, 2014, via U.S. Mail and email, property owners within 1,000 feet on January 9, 2014, via U.S. Mail, publicized in Mountain Home Newspaper on January 15, 2014, and posted on the property on January 28, 2014.
4. The property is located within an Agriculture (Ag) Zone and adjacent to Mountain Home Area of City Impact.
5. The surrounding land uses are residential and agriculture.

6. The proposed use will, in fact, constitute an allowed conditional use in that zone, as determined by the Land Use Matrix and Zoning District regulations Chapter 8, Table 6-8-11 (C) and Chapter 27 of the Elmore County Zoning and Development Ordinance.
7. The proposed use will be in accordance with goals and objectives of the Comprehensive Plan; Land Use Objective #6- Encourage orderly development of subdivisions and individual land parcels, #11- Encourage and support land use proposals that are consistent with the community design objectives of all communities and districts within the County, and with all the applicable provisions of the Zoning and Development Ordinance.
8. The proposed use will comply with all applicable County Ordinances.
9. The proposed use will be served adequately by existing essential public facilities and services such as highways, streets, schools, police and fire protection, drainage structures, refuse disposal, water and sewer or the person responsible for the establishment of the proposed conditional use shall adequately provide any such services. Any additional services, such as the road, will be at the expense of the applicant.
10. The proposed use will have vehicular approaches to the property, which shall be so designed as not to create an interference with traffic on surrounding public streets. Parcels will have access off of Smith Rd and a private road will need to be constructed at applicant's expense.
11. The proposed use will be designed, constructed, operated and maintained to be harmonious with the existing or the intended character of the general vicinity and such use will not change the essential character of the same area. There are 11 platted subdivisions within 1 mile, 706 parcels within 1 mile with an average size of 5.32 acres and 621 parcels are under 5.0 acres in size in the vicinity.
12. The proposed use will not be hazardous or disturbing to existing or future neighboring uses. There are a number of residential homes and platted subdivisions in the vicinity.
13. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community. All improvements will be constructed at the applicant's expense.
14. The proposed use will not involve uses, activities, processes, materials, equipment or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of the environment, or excessive production of traffic, noise, smoke, fumes, glare, or odors.
15. The proposed use will not result in destruction, loss or damage of a natural or scenic feature of major importance.
16. Property is adjacent to Mountain Home Area of City Impact.

Based on the foregoing **FINDINGS OF FACT**, the Elmore County Planning and Zoning Commission hereby makes the following:

CONCLUSIONS OF LAW

1. The requirements of Idaho Code Section §67-6509 have been met.
2. The action taken herein does not violate Chapter 80 of Title 67 of the Idaho Code.
3. The applicant has met the requirements of the Zoning and Development Ordinance Chapter 27 for a Conditional Use Permit as shown above in the findings of fact.

Based on the forgoing **CONCLUSIONS OF LAW**, the Elmore County Planning and Zoning Commission hereby enters the following:

ORDER

The application for a Conditional Use Permit to subdivide property into a proposed two (2) lot subdivision in Section 34, Township 3 South, Range 6 East, B.M., should be and is hereby **APPROVED** with these additional conditions:

ADDITIONAL CONDITIONS

1. **Proposed use will comply with Chapter 28 of the Elmore County Zoning and Development Ordinance.**
2. **Failure to comply with any condition may result in the revocation of the conditional use permit.**
3. **All outstanding taxes and fees must be paid.**
4. **All improvements must be completed or bonded prior to recording the final plat.**

COMMISSION VOTE:

CHAIRPERSON PATTI OSBORN	VOTED AYE
VICE CHAIRPERSON K.C. DUERIG	VOTED AYE
DEBBIE LORD	ABSENT
SUSAN FISH	VOTED AYE
BETTY VAN GHELUWE	VOTED AYE
JIM MARTIN	VOTED AYE
ED OPPEDYK	ABSENT
JEFF BLANKSMA	ABSENT

Patti Osborn, Chairperson

ATTEST:

Alan Christy, Director

DATED this 5th day of March 2014.

*Effective at 12:01 A.M. on the 15th day of March 2014.

*Note A decision made by the Elmore County Planning and Zoning Commission may be appealed to the Board of Elmore County Commissioners provided the appeal is submitted in writing to said Board within ten (10) calendar days of Commission action. Questions concerning appeals or deadlines should be asked of the Elmore County Land Use and Building Department or the Elmore County Clerk.

Elmore County Land Use and Building Department

520 East 2nd South Street
Mountain Home, Id. 83647
Phone: (208) 587-2142 ext. 254
Fax: (208) 587-2120
www.elmorecounty.org

Alan Christy
Director

Tell Riley
Building Official

Beth Bresnahan
Planner I

Kacey Ramsauer
Administrative Assistant

Memorandum

Date: March 30, 2016

To: Elmore County Planning and Zoning Commission

From: Alan Christy, Director

Re: Subdivision Improvement Training

BACKGROUND:

The purpose of this training is to provide the Planning and Zoning Commission a basic understanding of the construction process for roads in residential subdivisions. The job of the Commission is to approve the changes in land use. The Commission does not approve construction drawings but it is important for the Commission to understand how the road construction process works. In the case of subdivisions, the Commission only needs to see that all required construction has been completed or bonded. This background will also help the Commission verify that construction towards the completion of a subdivision has taken place.

Construction drawings include but not limited to:

- Road
- Drainage \ Grading
- Irrigation
- Water and Sewer
- Power & Gas – Usually designed by the utility company

With most construction drawings, once approved the construction drawings are only valid for a certain amount of time. For example, Idaho Power is 60 days, Mountain Home Highway District is 2 years.

Attachment 1 is a set of construction drawings for a simple cul-de-sac road in a 9 lot subdivision. Please note that these are signed by a licensed engineer. Unsigned plans or preliminary stamped plans are not valid for construction.

Once the drawings are approved by the required agencies, the property can be surveyed for construction. Each municipality has different requirements and standards but the process is basically the same.

Listed below is a series of photos that go through the process of building the road.

First the ground must be grubbed (scrapped) and trenches must be dug and pipes installed. Conduit is also installed in the trenches for power, gas and drainage. Each construction project must retain an engineer of record. It is the engineers responsibility to verify the trenches are the correct depth, pipes/conduits are the right size and in the right location. This can also be verified through some survey work. Once verified the trenches are backfilled and the entire road is compacted. The compaction is generally verified by an outside testing agency and the engineer of record. Once the compaction is tested the pit run must be placed on site within a certain timeframe to ensure the ground remains compacted. Timeframes can vary due to personal engineer standards and municipalities.

The engineer of record must verify that pit run is on site within the correct time. This photo shows uncompacted pit run on the site.

Photo of a compaction test for pit run. The testing agency and engineer of record must verify compaction and depth of the pit run.

Photo of a compaction testing unit. The testing units are radioactive. It is important to note that not all dirt, pit run, ¾ minus and asphalt are the same. Sample tests are completed prior to onsite tests. The results are given to the testing agencies in the form of proctor curves (Attachments 2 and 3 have some examples).

Once compaction of the pit run is verified, the ¾ minus (crushed rock base) must be on site within a specific time. Once again the engineer must verify this.

These photos show stages of the compaction process. Water is used to help compaction but during the compaction tests the material can only contain a certain percentage of water.

Once again the ¾ must be verified for depth and compaction by the engineer of record and the testing agency.

Hot batch plant asphalt must be on site and compacted within a specific time. The asphalt must be a certain temperature and the existing ground must meet a temperature requirement. Asphalt is generally not used if the ground is <50 degrees.

Testing of the asphalt. During the initial test the asphalt does not have meet the same compaction level as the previous materials because the asphalt will continue to harden over time. If the asphalt is too hard in the beginning it will become too brittle.

Testing is done again on the asphalt layer several days later after the asphalt has fully cured. Core samples are taken to verify materials and depth. If the material does not pass the test, another layer of asphalt is applied over the previous one.

Core sample measured and off for testing. The core will be burned and melted during testing.

Attachments 2 and 3 are engineer construction documents (construction diaries) for road construction. Each highway district, city and county may have some differences but there are still standards. Simply scrapping the ground without retaining an engineer of record and letting it sit for months, possibly years does not constitute progress in construction because of time requirements and personal engineer standards. For example the sub-grade has a hard time staying compacted over long periods of time and with cattle grazing.

Attachment 4 is the current private road application and private road certification.

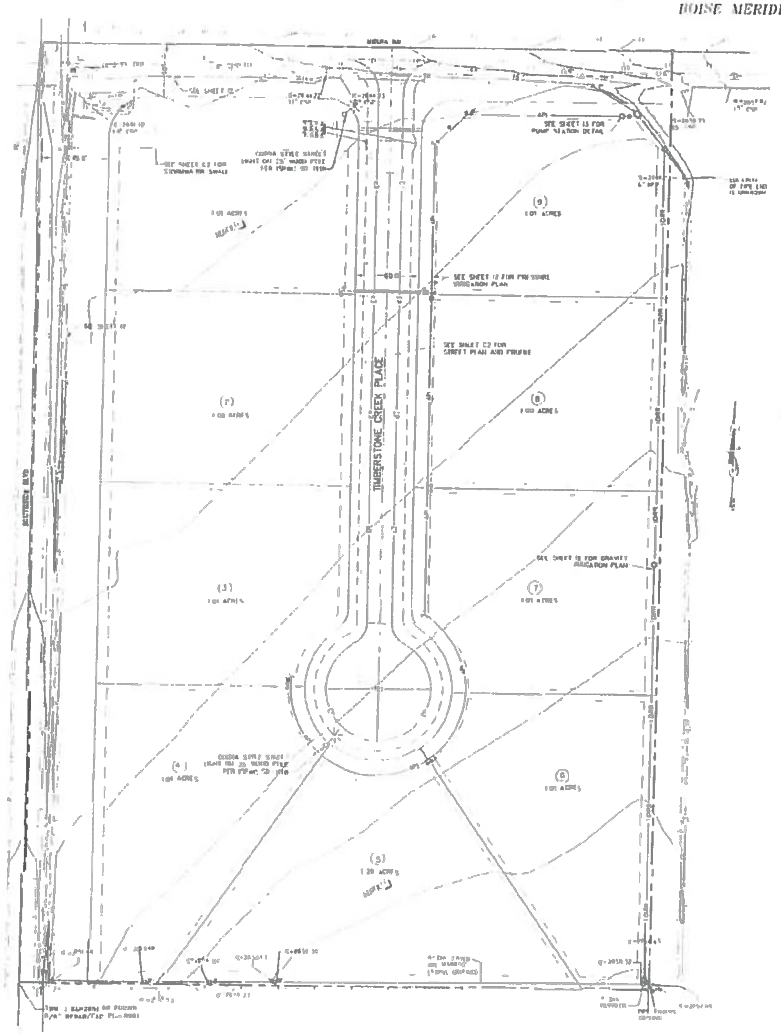
ATTACHMENTS:

1. Example of Construction Drawings.
2. Public Road Construction Documentations.
3. Private Road Construction Documents.
4. Private Road Application and Certification Documents.

Attachment #1 3·30·16

TIMBERSTONE CREEK SUBDIVISION

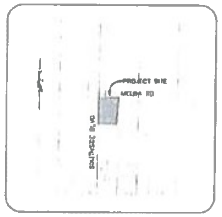
A PROPOSED RESIDENTIAL SUBDIVISION LOCATED IN
A PORTION OF THE NW 1/4 OF SECTION 36, T.4N., R.2W
BOISE MERIDIAN, CANYON COUNTY, IDAHO



GENERAL SITE LAYOUT

GENERAL NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION), THE HIGHWAY STANDARDS AND DEVELOPMENT PROCEDURES FOR THE CANYON COUNTY HIGHWAY DISTRICTS AND THE PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL CONFINE ALL WORK TO PUBLIC-OF-WAY AND EASEMENTS AND SHALL VERIFY THEIR LOCATIONS AND DIMENSIONS BEFORE BEGINNING WORK.
3. ALL CONTRACTORS, SUB-CONTRACTORS, AND UTILITY CONTRACTORS SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE A MINIMUM OF TWO (2) DAYS PRIOR TO COMMENCING ANY CONSTRUCTION ON THE PROJECT.
4. LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL COMPLY WITH IDAHO CODE CHAPTER 32, TITLE 55 REGARDING UNDERGROUND FACILITIES DAMAGE PREVENTION. THE CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE ASPECTS TO BE FULLY RESPONSIBLE FOR ANY DAMAGES AND ALL DAMAGES WHICH MAY BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES. CALL PHONE, INC. BEFORE COMMENCING ANY UNDERGROUND WORK 342-1996.
5. IF REQUESTED AND PAID FOR BY DEVELOPER, CONSTRUCTION STAKES WILL BE PROVIDED BY INLAND VALLEY ENGINEERS, INC., 463-6303, FOUR (4) DAYS NOTICE REQUIRED.
6. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE AND IRRIGATION FACILITIES WITHIN THE CONSTRUCTION AREA DURING THE IMPROVEMENTS AND ON PLACE AND FINISHING.
7. ALL CONTRACTORS WORKING WITHIN THE PROJECT BOUNDARIES ARE RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE SAFETY LAWS OF ANY JURISDICTIONAL BODY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, SAFETY DEVICES, AND SAFETY WORK AND AROUND THE CONSTRUCTION AREA.
8. ALL UTILITY LINES SHALL BE INSTALLED AND TESTED PRIOR TO STREET CONSTRUCTION.
9. REMAIN AND PROTECT ALL IRRIGATION AND DRAINAGE PIPE CROSSINGS. IF NECESSARY, THE PIPE WILL BE REPLACED BY THE CONTRACTOR.
10. THE CONTRACTOR SHALL REPAIR TO EXISTING GRADE ANY EXISTING PAVED STREETS DISTURBED BY CONSTRUCTION.
11. TOPOGRAPHICAL AND BOUNDARY MAPPING PROVIDED BY INLAND VALLEY ENGINEERS, INC. NAMPA, IDAHO, 2006.
12. ALL UNDERGROUND UTILITIES AND SERVICE LINES SHALL BE INSTALLED AND TESTED PRIOR TO STREET CONSTRUCTION.
13. ALL ROADWAYS CONSTRUCTED SHALL MEET THE MINIMUM REQUIREMENTS OF NAMPA HIGHWAY DISTRICT NO. 1.
14. WHEN DISCREPANCIES OCCUR BETWEEN PLANS AND SPECIFICATIONS THE CONTRACTORS SHALL IMMEDIATELY NOTIFY THE ENGINEER.
15. ALL MATERIALS FURNISHED ON OR FOR THE PROJECT SHALL MEET THE MINIMUM REQUIREMENTS OF THE APPROVING AGENCY OR AS SET FORTH IN THE PROJECT PLANS AND SPECIFICATIONS, WHICHEVER IS MORE RESTRICTIVE. CONTRACTOR SHALL FURNISH PROOF THAT ALL MATERIALS MEET THE REQUIREMENTS AT THE REQUEST OF THE OWNER OR ENGINEER.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND PAYING FOR ALL COSTS ASSOCIATED WITH ALL TESTING REQUIRED BY THE PROJECT SPECIFICATIONS. ALL TESTS SHALL BE PERFORMED BY A LICENSED TESTING LABORATORY AND CERTIFIED TEST RESULTS SHALL BE SUBMITTED TO THE OWNER'S ENGINEER. WORK PERFORMED WITHOUT CERTIFIED TEST RESULTS SHALL NOT BE ACCEPTED.
17. THE CONTRACTOR SHALL RETAIN THE SERVICES OF A 3RD PARTY TO PROVIDE COMPACTION TEST SERVICES. COMPACTION TESTS SHALL BE REQUIRED WITHIN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH ISPWC AND NAMPA HIGHWAY DISTRICT'S STANDARDS. ALL TESTING SHALL BE OBSERVED BY THE HIGHWAY DISTRICT AND THE ENGINEER OF RECORD UNLESS NOTED OTHERWISE. THERE IS FOUR (24) HOUR NOTICE IS REQUIRED.
18. ALL COSTS TO THE CONTRACTOR INCURRED IN CORRECTING DEFICIENT WORK SHALL BE BORNE BY THE CONTRACTOR. FAILURE TO CORRECT SUCH WORK WILL BE CAUSE FOR A STOP WORK ORDER AND POSSIBLE TERMINATION.
19. ALL STORM DRAINAGE APPURTENANCES SHALL BE DESIGNED BY THE ENGINEER OF RECORD.
20. OVER EXCAVATION AND ADDITIONAL GRANULAR BACKFILL MAY BE REQUIRED IN UNSTABLE AREAS OR POOR GROUNDWATER AREAS WHICH ARE TO BE DETERMINED BY THE ENGINEER OF RECORD AND/OR NAMPA HIGHWAY DISTRICT.
21. DESIGN SPEED FOR PROPOSED INTERIOR ROADWAYS IS 25 MPH.
22. ONLY PLANS SETS STAMPED "APPROVED FOR CONSTRUCTION" AND SIGNED BY THE ENGINEER SHALL BE USED FOR PROJECT CONSTRUCTION. USE OF PLANS NOT STAMPED "APPROVED FOR CONSTRUCTION" SHALL BE GROUNDS FOR THE ISSUANCE OF A STOP WORK ORDER.



VICINITY MAP

LEGEND

LISTING / PROPOSED

PROPERTY LINE
PROPERTY LOT LINE
CENTERLINE
RIGHT OF WAY
SECTION LINE
EASEMENT
BUILDING
CURB, GUTTER, AND SIDEWALK
EDGE OF PAVEMENT
EDGE OF GRAVEL
WATER LINE W/ SIZE
WATER SERVICE LINE W/ SIZE
SEWER LINE W/ SIZE
SEWER SERVICE LINE W/ SIZE
STORM DRAIN LINE W/ SIZE
UNDERGROUND GAS LINE
UNDERGROUND POWER
UNDERGROUND TELEPHONE
FLOW LINE
GRADE BREAK
GRADE CHANGE
TOP OF BANK
TOE OF SLOPE
PRESSURE IRRIGATION LINE
DRAIN TILE FENCE
WOOD FENCE
VINYL FENCE
WIRE FENCE
T CONCRETE
CMP DRAINAGE PIPE
SEWER MANHOLE
SEWER SERVICE MARKER
GAS ANCHOR
FIRE HYDRANT
WATER BASE/FAUCET
WATER WELL
WATER METER
WATER SERVICE
WATER VALVE
BLOW OFF ASSEMBLY & VALVE
TEMPORARY BLOW OFF ASSEMBLY
PRESSURE IRRIGATION GRATE
PIPE END CAP
PIPE ADAPTER
PITTANCE WATERMAIN BLOCK
STORM MANHOLE
STORM DRAIN CATCH BASIN
SAND AND GREASE TRAP
PRESSURE IRRIGATION VALVE
IRRIGATION BOX
IRRIGATION MANIFOLD
SITE/TV POST
POLE ANCHOR
ELECTRICAL BOX
LIGHT POST
TELEPHONE BOXES
GAS METER/MARKER
GAS BOXES AND MARKER
TELEPHONE BOXES
CABLE TV BOXES
MAILBOX
SIGN
BARRICADE
DECIDUOUS TREE
CONIFER TREE
SHRUB
LOT NUMBER
BLOCK NUMBER
FOUND 5/8" REBAR
FOUND 1/2" REBAR
FOUND PK NAIL/MAG NAIL
FOUND ALUMINUM CAP MONUMENT
FOUND BRASS CAP MONUMENT
FOUND IRON PIPE
SET 5/8" X 30" REBAR W/ORANGE PLASTIC CAP
SET 1/2" X 24" REBAR W/ORANGE PLASTIC CAP
CALCULATED POINT
RECORD INFORMATION
DRILL CENTER OF FLOW
BEARING BARRIER
SHEET NUMBER
EXISTING GRADE & INVERT
DESIGN ELEVATION
ASPHALT
CONCRETE
SAW CUTTING WINDOW

ABBREVIATIONS

BOC	BACK OF MOUNTAIN CURB	NTS	NOT TO SCALE
CONC	CONCRETE	PC	POINT OF CURVE
DIA	DIAMETER	PCC	POINT OF CONTINUOUS CURVE
EP	EDGE OF PAVEMENT	PRC	POINT OF REVERSE CURVE
EX	EXISTING	PT	POINT OF CURVE TANGENT
FG	FINISHED GRADE	PVMT	PAVEMENT
FL	FLOW LINE	R	RADIUS
FS	FINISHED SURFACE	ROW	RIGHT OF WAY
GB	GRADE BREAK	TA	TOP OF ASPHALT
GC	GRADE CHANGE	TB	THRUST BLOCK
HP	HIGH POINT	TBC	TOP BACK OF MOUNTAIN CURB
IE	INVERT ELEVATION	TBWC	TOP BACK OF MOUNTAIN CURB
LF	LINEAR FEET	TC	TOP OF CONCRETE
LP	LOW POINT	TYP	TYPICAL

DRAWING INDEX

COVER SHEET
TIMBERSTONE CREEK PLACE - STREET PLAN AND PROFILE
STREET DETAILS SHEET
IRRIGATION DETAILS
DRAINAGE PLAN
DRAINAGE DETAILS SHEET

RECORD DRAWING

THIS RECORD DRAWING WAS PREPARED IN PART BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE SUCH INFORMATION IS BELIEVED TO BE RELIABLE, THE ENGINEER OF RECORD CANNOT ASSUME ITS ACCURACY AND THAT IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS RECORD DRAWING. THERE ARE CHANGES OR DIMENSIONS WHICH MAY HAVE BEEN INCORPORATED INTO IT AT A RETAIL. THOSE MAY NOT BE REFLECTED. SUCH MAY OR MAY NOT BE AN INDEPENDENT VERIFICATION OF ITS ACCURACY BEFORE APPLYING IT FOR ANY PURPOSE.

No.	BY	DATE	DESCRIPTION
A	LBW	07/09/08	ISSUE FOR APPROVAL
B	LBW	07/15/08	CCRD COMMENTS
C	LBW	08/25/08	NHDH COMMENTS
1	LBW	11/21/08	RECORD DRAWINGS

REVISIONS

OWNER/DEVELOPER
ROCKY MOUNTAIN LAND DEVELOPMENT, LLC
42 SOUTH 9TH
MEDIA, ID 83651
PHONE: 208-495-0477

PROJECT LOCATION
SOUTHWEST CORNER OF SOUTHWEST BLVD AND MELBA RD

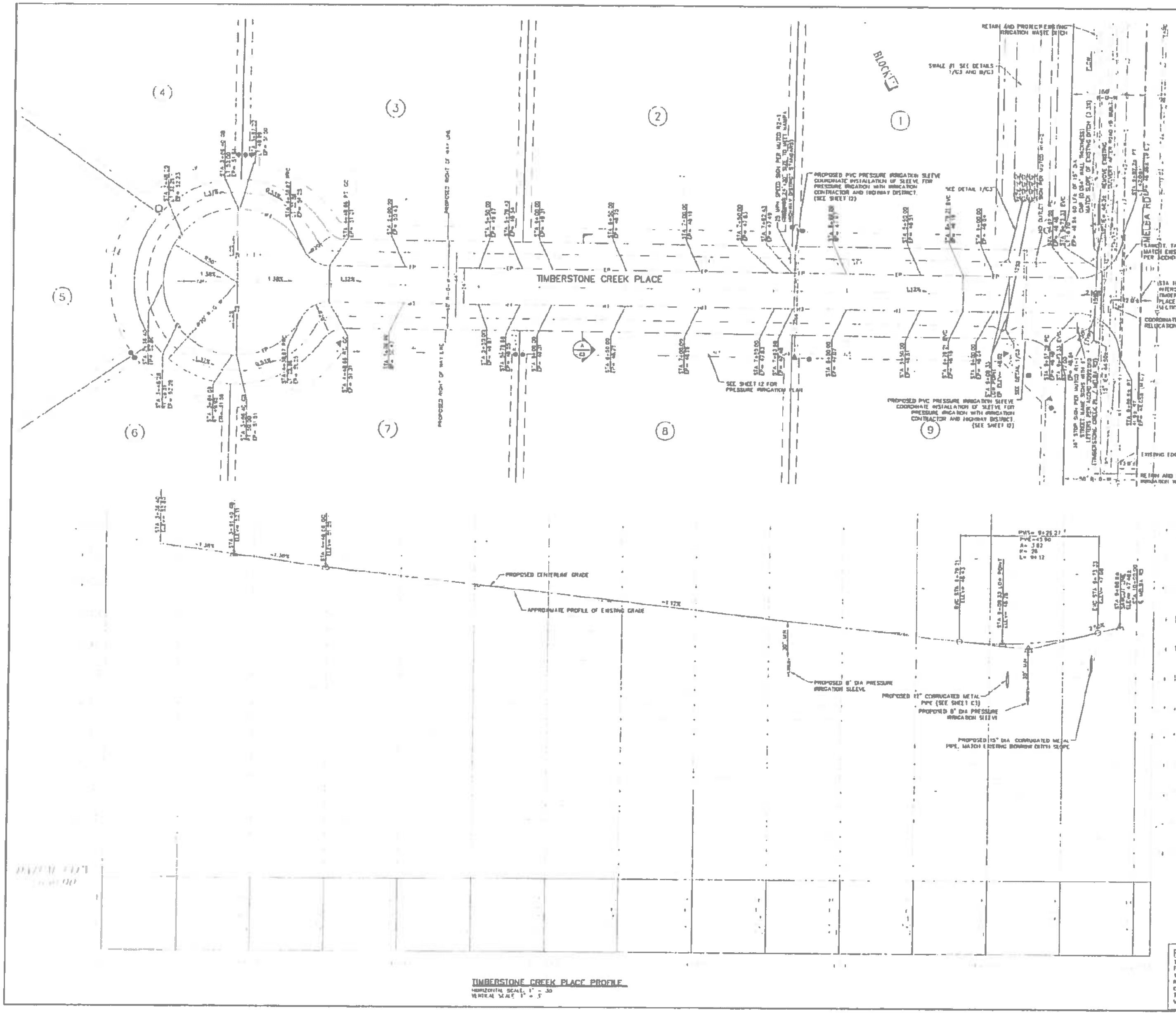
PROJECT CONTACT
DAVID ALAN CHRISTY
PHONE: (208) 461-6234
WWW.CHRISTYENGINEERING.COM

TRIANGLE VALLEY ENGINEERS, INC.
CIVIL ENGINEERS - PLANNERS - SURVEYORS
NAMPA, CLDWELL, MERIDIAN
PHONE (208) 463-6303
FAX (208) 463-6304
VISIT OUR WEB SITE WWW.TVEINC.COM

19077 PROFESSIONAL ENGINEER STATE OF IDAHO

TITLE: TIMBERSTONE CREEK SUBDIVISION
CIVIL NOTES SHEET

REV 1	DESIGNED BY	DRAWN BY	CHECKED BY
	ARC	CSE	LBW
SHEET C1	211-08	08/24/08	



NOTES

1. SEE SHEET C1 FOR ADDITIONAL NOTES AND LEGEND
2. SEE SHEET C3 FOR ROAD DETAILS
3. DEVELOPER SHALL ENTER INTO A LICENSE AGREEMENT WITH NAMPA HIGHWAY DISTRICT NO. 1 FOR ALL PRIVATE IRRIGATION CROSSINGS IN THE PUBLIC RIGHT-OF-WAY.

SCALE

RECORD DRAWING

THIS RECORD DRAWING HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, TREASURE VALLEY ENGINEERS CANNOT ASSURE IT'S ACCURACY, AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS RECORD DRAWING OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO IT AS A RESULT. THOSE RELYING ON THIS RECORD DOCUMENT ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF ITS ACCURACY BEFORE APPLYING IT FOR ANY PURPOSE.

No.	BY	DATE	DESCRIPTION
A	LRW	07/09/08	ISSUE FOR APPROVAL
B	AEC	07/16/08	CCDS COMMENTS
C	LRW	08/25/08	NHD1 COMMENTS
1	LRW	11/21/08	RECORD DRAWINGS

REVISIONS

OWNER/DEVELOPER:
ROCKY MOUNTAIN LAND DEVELOPMENT, LLC

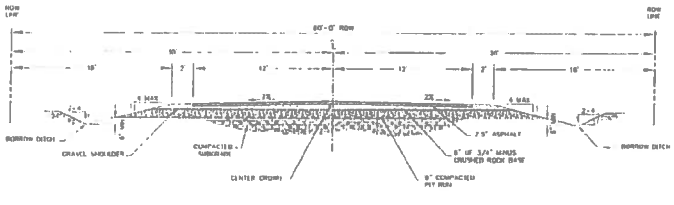
PROJECT LOCATION:
SOUTHEAST CORNER OF SOUTHSIDE BLVD AND MELBA ROAD
MELBA, ID

PROJECT CONTACT

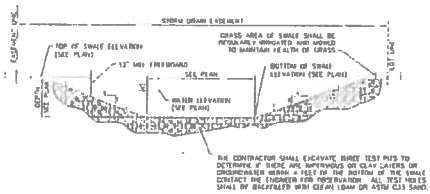
TREASURE VALLEY ENGINEERS, INC.
1204 6TH STREET NORTH
NAMPA, IDAHO 83687
(208) 463-0092
FAX (208) 463-4281
ENGINEERS • PLANNERS • SURVEYORS
VISIT OUR WEB SITE: www.TVEI.com

TITLE:
TIMBERSTONE CREEK SUBDIVISION
TIMBERSTONE CREEK PLACE
STREET PLAN AND PROFILE

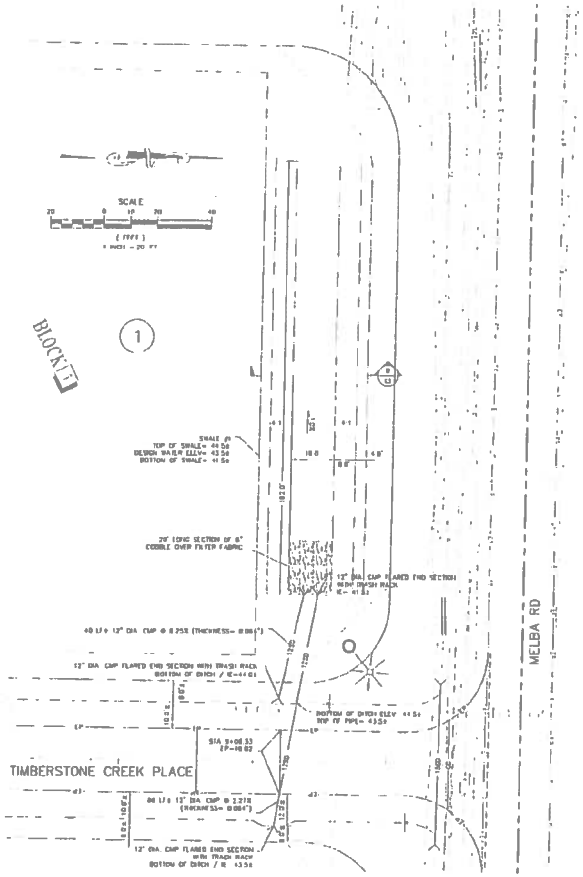
REV 1	DESIGNED BY AEC	DRAWN BY GSE	CHECKED BY LRW
SHEET C2	DRAWING # 2211-08	PROJECT # 08024.00	



TYPICAL STREET SECTION (A / C3)



TYPICAL SWALE SECTION (B / C3)



STORM WATER SWALE #1 DETAIL (1 / C3)

RECORD DRAWING

THIS RECORD DRAWING HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, MEADOWS VALLEY ENGINEERS CANNOT ASSURE ITS ACCURACY, AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS RECORD DRAWING OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO IT AS A RESULT. THOSE RELYING ON THIS RECORD DRAWING ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF ITS ACCURACY BEFORE APPLYING IT FOR ANY PURPOSE.

REVISIONS			
No.	BY	DATE	DESCRIPTION
A	LBW	07/09/08	ISSUE FOR APPROVAL
B	AEC	07/16/08	CCDS COMMENTS
C	LBW	08/25/08	NBDI COMMENTS
1	LBW	11/21/08	RECORD DRAWINGS

OWNER DEVELOPER:
ROCKY MOUNTAIN LAND DEVELOPMENT, LLC
ANDY GLEN
7400 E. ORCHARD RD. STE 3-N
GREENWOOD VILLAGE, CO 80111
PHONE 303-694-9777

PROJECT LOCATION
ST. VRAIN & SOUTH SEC. LINE
WELD COUNTY
PROJECT CONTACT
PLAN CHECK
PHONE 720-461-3102
EMAIL JAY.WESTBROOK@

MEADOWS VALLEY ENGINEERS, INC.
ENGINEERS - PLANNERS - SURVEYORS
TIMBERSTONE CREEK SUBDIVISION
STREET DETAILS SHEET

REV 1	DESIGNED BY AEC	DRAWN BY CSE	CHECKED BY LBW
SHEET C3	PROJECT 221-06	DATE 08/08/08	

Attachment
2
3·30·16

ENGINEER'S STATEMENT

MUNN RANCH SUBDIVISION
Name of Project

GIBSON PROPERTIES
Applicant

LANCE WARNICK (TVEI)
Engineer

I hereby state the following:

1. Observation was performed substantially to at least the basic minimum construction observation intervals established by the Highway District.
2. Construction practices and materials observed were in compliance with the approved plans and specifications.
3. Construction was performed substantially to the lines and grades shown on the approved plans or as approved by the Highway District.
4. Based on tests performed, the asphalt pavement meets the Highway District Standards.
5. A Record Drawing (three copies) has been submitted to he Highway District. One copy must be on archivable media (e.g. Mylar, etc.).
6. A copy of the construction diary has been submitted to the Highway District.

Any of the above items which cannot be fully satisfied shall be explained on a separate sheet of paper and attached hereto.

Attachments: X yes ___ no

Signature of Engineer

12/26/2007
Date

A8

TREASURE VALLEY ENGINEERS

December 26, 2007

Brad Burge
Golden Gate Highway District
PO Box 38
500 Golden Gate Ave
Wilder, Idaho 83676

SUBJECT: MUNN RANCH SUBDIVISION
STATEMENT OF PROJECT COMPLIANCE
FOR STREET IMPROVEMENTS
CANYON COUNTY, IDAHO

Dear Mr. Burge:

The purpose of this letter and the attached observation diary, test results, photos and record drawings are to document that to the best of my knowledge, that street construction for Munn Ranch Subdivision was completed in substantial conformance of the approved plans.

As we discussed on the phone and on site, the majority of the testing was completed by Strata and the contractor, American Paving without any notification to me or the Highway District. However in my review of the available testing information, it appears that to the best of my knowledge that the project was built to the applicable District Standards.

As we also discussed the elevation of the water table was a little higher than expected, but based upon my conversation with Joe Canning on August 31, 2007, we understand that this is something that the project may have to live with, due to the location and general constraints. Since the bulk of the precipitation falls in the winter months when groundwater is lower.

The final walkthrough was performed with the Highway District on December 3, 2007 and a written summary of the items was emailed to you that same day. It is my understanding that you are working with the developer to confirm when these punch list item are complete.

It appears that with the exception of the remaining punchlist items that the road and swale construction all appear to be in substantial conformance with the project plans prepared by Treasure Valley Engineers, Inc. and accepted by the Golden Gate Highway District and appear to be functioning as intended.

I recommend that the Highway District approve the project for acceptance. Please call me at (208) 463-0305, if you have any questions or need additional information.

P:\Gibson Properties\Munn Ranch Subdivision\Civil\Reports\Road Diary\GoldenGate_12-26-2007.doc

Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687
Phone: (208) 463-0305
Fax: (208) 463-4391
www.TVEInc.com

TREASURE VALLEY ENGINEERS

Sincerely,

Lance Warnick, P.E.
Project Manager
Treasure Valley Engineers, Inc.

cc: File 05088

Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687
Phone: (208) 463-0305
Fax: (208) 463-4391
www.TVEInc.com

OBSERVATION DIARY

for the

MUNN RANCH SUBDIVISION

Greenleaf, Canyon County, Idaho

Jay Jacobs
Gibson Properties, Inc.
911 West Oakhampton Drive
Eagle, ID 83616
208-284-7070

11/06/07

TVEI #: 05088

by

Geo Engberson
Civil Engineering Intern
Treasure Valley Engineers, Inc

Lance Warnick, P.E.
Project Manager
Treasure Valley Engineers, Inc.

Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687
Phone: (208) 463-0305
Fax: (208) 463-4391
www.TVEInc.com

APPENDIX A
CONSTRUCTION PUNCH LIST

Lance Warnick

From: Lance Warnick [lwarnick@tveinc.com]
Sent: Monday, December 03, 2007 12:33 PM
To: 'brad_gghd@speedyquick.net'
Cc: CHD4TRICHARD@aol.com; 'Jjacobsid@aol.com'
Subject: Munn Ranch Subdivision - Site Walkthrough

Brad,

The purpose of this email is to summarize the punchlist items that were observed during the site walkthrough with you on December 3, 2007 at 10 am. Based upon my notes the following items were noted and will need to be addressed prior to the acceptance of the road by Golden Gate and the associated signature on the plan.

1. The striping and painting on Hwy 19 needs to be completed per the plans and MUTCD.
2. The stop sign at the NE corner of Hwy 19 and Munn Ave is too small. Stop sign should be 36" in accordance with Highway District specifications.
3. The gravel shoulders in many areas (particularly the east cul-de-sac) need to be reworked to have minimum width of 2'.
4. The two stop signs need to be installed at the intersection of Munn and Monte. One on the existing post, the second on a new post as shown on the plans.
5. Speed limit sign needs to be installed on Munn.
6. No Outlet signs need to be installed at the intersection of Munn and Hwy 19. This is the sign that could be used, we would need one pointing in each direction to place on both sides of the sign.

W14-2a

7. Reflectorized signs need to be installed on the existing gates at the north end of Munn. I recommend two of the OM4-2 signs as shown below:

End-of-Roadway Markers

OM4-1 OM4-2 OM4-3

8. Signs need to be installed at the east end Monte Way. The plans call for two Type III Barricades, but what do you think about putting in about three of OM4-2 markers?
9. The slope for the borrow ditch from the shoulders to the ditch should be graded to be 4:1 max slope.
10. The culvert at the east end of Monte is currently blocked by gravel and is higher than the borrow ditch. The flowline needs to be reworked to direct water to the culvert.
11. A stop bar needs to be painted at the stop sign at the highway (this is a new requirement).
12. The existing phone line sticking out of the ground near the SW corner of Munn / Monte needs to be cut off below ground surface.
13. The end of the street signs need to be riveted together.

Brad you indicated that the District can mark the sign locations. Please let Jay (284-7070) know when this is complete.

As you requested, I have also sent a copy of this to Tim Richard to give them a chance to respond as well.

Please confirm that these are the only items that need to be addressed. Please let me know if you have any other questions.

Thanks,

Lance Warnick, P.E.
Project Manager
Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687
Phone: 208-463-0305
Fax: 208-463-4391

APPENDIX B
OBSERVATION DIARY

Preconstruction Conference

Agenda

Project: MUNN RANCH
Date:
Time: 10:00 AM

COPY VOE ON BASE

Key Personnel

- Indicate key personnel and contact information on attached sheet.

Approvals/Permits

- Improvement Plans
- Right-of-Way Use Permit – Utilities
- Right-of-Way Use Permit – Approaches and Other

Construction Responsibilities & Relationships

- Applicant
  - Perform construction in accordance with accepted plans, specifications, standards and policies
  - Provide reasonable access to Highway District
  - Execute Financial Guarantee Agreement
- Highway District
  - Review locations of all signing - TALK TO STU
  - Review design changes for acceptance during construction
  - Make periodic observation during construction
  - Perform pre-final review and provide results to Applicant's Engineer
  - Execute Financial Guarantee Agreement with Applicant
- Applicant's Engineer
  - All observations, inspections, and records at minimum intervals required in "highway District Construction Observation Policy Statement"
  - Accept or reject work performed based on observations, inspections, and test results
  - Provide all necessary construction surveying/staking
  - Provide certified test results in a timely manner
  - Maintain project diary
  - Coordinate testing and construction observation with Highway District
  - Submit changes to Highway District for acceptance
  - Prepare record drawings of project and provide Engineer's Statement regarding work.

TRAFFIC CONTROL PLAN - GREG

Submittals

AMERICAN - AIR
QUALITY - 3/4
AMERICAN - PAVING

- Provide submittals one week prior to use on project
- Material sources for subbase, base, and asphalt concrete
- Gradation for subbase & base
- Mix design for asphalt concrete
- Concrete mix design

Construction Observation & Testing

- Construction Observation
  - Project Diary (Date, Work Performed, Weather, Engineering Operations, Unusual conditions or changes, Other)
  - Frequency as required by "Highway District Construction Observation Policy Statement"
  - Consistent throughout project
  - Coordinate 24-Hours in advance with Highway District for joint observation:
    - Before Trench Backfill
    - During Concrete Placement
    - During Paving
    - At Sub-base, Base, and Pavement Compaction Testing
- Construction Testing
  - Conduct compaction testing at minimum frequencies required.
  - Conduct proctors and extraction gradation as required.
  - Conduct concrete slump, air entrainment, and 7-day and 28-day compressive tests.
  - Provide test results to Highway District within 48-hours or before proceeding with next construction phase, whichever is sooner.

Conformance with Plans & Specifications

- General – All work shall be in conformance with the following:
  - Improvement Plans approved by the Highway District
  - Changes Accepted by the Highway District and Approved by Owner's Engineer
  - ACCHD Highway Standards, Current Edition
  - Idaho Standards for Public Works Construction, Current Edition
- Clearing & Grubbing (ACCHD Section 401)
- Subgrade/Earthwork (ACCHD Section 402)
- Subbase (ACCHD Section 403)
- Base (ACCHD Section 404)
- Paving (ACCHD Section 405)
- Drainage
  - Cross-Culverts
  - Borrow Ditches

- Structures
- Utilities
- Traffic Items
  - Signs (ACCHD Section 309)
  - Guardrail (ACCHD Section 310)
  - Pavement Markings (ACCHD Section 311)

Schedule

- Provide Schedule with anticipated completion of major milestones (Earthwork, Drainage, Utilities, Structures, Sub-base, Base, and Paving).

Safety

- Traffic Control
  - Contractor to provide in accordance with MUTCD
  - Traffic control plans to be approved by Highway District
- Digline (1-800-342-1585)
  - Contractor's responsibility to call digline
- Trench Safety & Confined Space Entry
  - Contractor's responsibility to comply with all State and Federal requirements

Miscellaneous

- Maintenance of existing roads

Project Close-Out

- Final Project Review and Acceptance
- Owner's Engineer shall submit the following:
  - Project Diary
  - Test Results
  - Record Drawings on Mylar
  - Engineer's Statement (ACCHD Appendix Page A8)
- Payment of All Fees
- Financial Guarantee Agreement

Other Issues

KEY PROJECT PERSONNEL

Project: MUNN RANCH

Highway District						
Highway District's Engineer	Joe Rosenlund	JUB Engineers	250 S Beechwood Ste 201 Boise 83709	376-7330	869-1893	323-9336
Applicant/Owner	Jay Jacobs	Munn Devel.	911 W. Ackhoyton Eagle Id	284-7070		938-1522
Owner's Engineer	LANCE WHENICK	TVCE	1204 EFN ST NORTH	463-0305	989-4531	463-4391
Testing Services	BART LARSEN	STRATA	8653 WEST HACKAMORE, BOISE	(208)576-8200	(208)871-6227	(208)576-8201
Contractors						
24-Hour Contact						
Earthwork	Greg Pulley	American Paving		888-7988		
Drainage						
Surfacing/Paving						
Other						
Utilities						
Electrical						
Telephone						
Cable						
Gas						
Water						
Sewer						

Treasure Valley Engineers, Inc.
Engineers • Planners • Surveyors
1204 6th Street North
Nampa, Idaho 83687
www.TVEInc.com
Phone (208) 463-0305
Fax (208) 463-4391

Project: MANN RANCH — Project No.: 06082 — Sheet: 1
Feature: OBSERVATIONS — Designed: LAW — Date: 8/31/07
Item: — Checked: — Date:

08/31/2007

10:35 AM ON SITE — MOSTLY SUNNY - SOME CLOUDS TO THE WEST

1. ONSITE TO LOOK @ SWALES - GW @ 3" BELOW SWALE BOTTOM IN EAST SWALE
   - MATERIAL THEY HAVE EXCAVATED LOOKS TO BE FREE DRAINING - FINE SANDS / GRAVELS

2. LOOKS LIKE EAST CULDESAC HAS BEEN BROUGHT TO SUBGRADE

3. WEST ~~CULDESAC~~ SWALE IS WET w/ WATER RUNNING INTO FROM POND - SLOW TRICKLE - GW @ 7' BELOW BOTTOM OF SWALE - MATERIAL ON SIDE OF SWALE

   GARY FROM AMERICAN SAID WATER RAISES UP

4. GROUNDWATER @ 5' BELOW BOTTOM OF SWALE @ NORTH CUL-DE-SAC, WATER IS SEEPING IN -

I NEED TO TALK TO JOE AND SEE WHAT HE RECOMMENDS

10:47 OFFSITE

10:50 AM CALLED JOE @ JUB AND DESCRIBED THE SITUATION - HE STATED THAT MANN GOAL IS TO NOT HAVE WATER STANDING IN SWALES - SEPARATION IS SOMETHING THEY MAY HAVE TO LIVE WITH. HE STATED THAT WATER FROM PRECIPITATION GENERALLY OCCURS WHEN GW IS LOW IN WINTER. I RECOMMEND CONTRACTOR BACKFILL WITH SAND AND SEE WHERE WATER RISES TO

08/28/2007
MANN RANCH
2:30 PM ON SITE

1. STRAW VERY LIGHT - ALL RESTORE PASSED
2. - GW @ BOTTOM OF POND - DRY
3. 5/4" PIPES IN PLACE AND DRAINING
   MATERIAL IS VERY WET - SATURATE
   SAND MATERIAL NEEDS THIS AMOUNT
4. SWALE STANDING WATER IN N & W SWALE
5. PAVEMENT - WED

12/03/2007 MUNN RANCH OVERCAST

9:44 AM ONSITE 47°F WINDY

1. PAINT NWY 19
2. STOP SIGN @ ENTRANCE - SEE [illegible]
3. SHOULDERS
4. STOP SIGNS @ INTERSECTION ?
5. SPEED LIMIT SIGN ? NO CLASSIFY
6. ~~PEAK BAD~~ SIGN AT ENTRANCE ?
7. REFLECTORIZED SIGN @ GATE ON MUNN
8. BARRICADES @ EAST END OF MOVE
9. DIRECTS SHOULDERS 4:1
10. GRADE ED DRAIN TO GULLEY
11. STOP BEZ
12. CUT MOVE LINE @ SW CORNER
13. REVET SIGNS TOGETHER

TREASURE VALLEY ENGINEERS

STATEMENT OF COMPLIANCE

November 7, 2007

SUBJECT: STATEMENT REGARDING ROAD SUBGRADE MATERIAL
MUNN RANCH SUBDIVISION
CANYON COUNTY, IDAHO

I have reviewed the test information provide by Strata pertaining to the Silty Sand with Gravel used as the subgrade material for the Munn Ranch roads. According to the test results shown on the pages in this section, all of the soils sampled meet or exceed the minimum compaction densities of 95%.

Based upon my review, the submittal appears to meet the requirements of Section 402.05 of the Highway Standards and I recommend it for approval.

Geo Engberson
Civil Engineering Intern
Treasure Valley Engineers, Inc.

P:\Gibson Properties\Munn Ranch Subdivision\Civil\Reports\Road Diary\Compliance-subgrade-10-31-2007.doc

Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687

Phone: (208) 463-0305
Fax: (208) 463-4391
www.TVEInc.com

TREASURE VALLEY ENGINEERS

STATEMENT OF COMPLIANCE

November 7, 2007

SUBJECT: STATEMENT REGARDING ROAD SUB BASE (PIT RUN) MATERIAL
MUNN RANCH SUBDIVISION
CANYON COUNTY, IDAHO

I have reviewed the test information provide by Strata pertaining to the Pit Run used as the Sub Base material for the Munn Ranch roads. According to the test results shown on the pages in this section, all of the soils sampled meet the gradation requirements of section 403.01 of the Highway Standards. The soils also meet or exceed the minimum compaction densities of 95% described in section 403.03.

Based upon my review, the submittal appears to meet the requirements of Sections 403.01 and 403.03 of the Highway Standards and I recommend it for approval.

Geo Engberson
Civil Engineering Intern
Treasure Valley Engineers, Inc.

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TREASURE VALLEY ENGINEERS

STATEMENT OF COMPLIANCE

November 7, 2007

SUBJECT: STATEMENT REGARDING ROAD BASE (3/4") MATERIAL
MUNN RANCH SUBDIVISION
CANYON COUNTY, IDAHO

I have reviewed the test information provide by Strata pertaining to the 3/4 base material used for the Munn Ranch roads. According to the test results shown on the pages in this section, all of the soils sampled meet the gradation requirements of section 404.01 of the Highway Standards. The soils also meet or exceed the minimum compaction densities of 95% described in section 404.03.

Based upon my review, the submittal appears to meet the requirements of Sections 404.01 and 404.03 of the Highway Standards and I recommend it for approval.

Geo Engberson
Civil Engineering Intern
Treasure Valley Engineers, Inc.

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Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687

Phone: (208) 463-0305
Fax: (208) 463-4391
www.TVEInc.com

Attachment #3
3.30.16

TREASURE VALLEY ENGINEERS

April 2, 2007

Terry Records
Boise Public Works
150 North Capitol Blvd
PO Box 500
Boise, Idaho 83701

Sent via email

RE: PRIVATE STREET CERTIFICATION FOR BARBLESS HOOK SUBDIVISION BOISE, ADA COUNTY, IDAHO

Dear Mr. Records:

In accordance with Section 9-20-07.E.3.s of the Boise City Code, the purpose of this letter is to provide documentation regarding the construction of the private street for Barbless Hook Subdivision.

Site Investigation and Subgrade / Subbase

A copy of the site investigation report prepared by Strata and dated May 15, 2006 is included as Attachment 1 of this letter. This report provides the recommended pavement section for the project and recommendations for site preparation.

Due to the presence of pitrun near the surface on the site, the contractor and testing agency developed a Proctor curve for the on-site soils for use as the subbase layer for the road (see Attachment 2). Therefore, there is no difference between the subgrade and subbase layers for the site. According to the statement included in Attachment 3, there was at least 12" of compacted pitrun under the proposed road.

Attachment 4 of this letter includes the results of the compaction tests for the subbase layer, shown as "SG". As shown in Attachment 4, there were three compaction tests conducted on the on-site private road, all of which met or exceeded the minimum required density of 95%.

Base

Attachment 4 also includes the results of the compaction tests for the base course layer, shown on the report as "FB" or "finished base. As shown in Attachment 4, there were four base compaction test conducted on the on-site private road, all of which met or exceeded the minimum required density of 95%. According to the statement included in Attachment 3, there was at least 4" of compacted base under the proposed road.

Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687

Phone: (208) 463-0305
Fax: (208) 463-4391
www.TVEInc.com

TREASURE VALLEY ENGINEERS

Asphalt

Attachment 5 provides the density and thickness results for the asphalt for the private road. As shown in Attachment 5, there were six density tests on the asphalt, all of which met or exceeded a minimum density of 92%. There were two core samples taken on site to verify mat thickness, the average of which was 2.6 inches, which exceeds the minimum thickness of 2.5 inches.

Traffic Index, Pavement Thickness and Conclusion

Since it appears that no R-value testing was performed for the site, the strength of the road was evaluated using a Traffic Index of 6.0 which is required by ACHD for residential roads (see Attachment 6). Using the constructed pavement thickness of 12" of pitrun, 4" of subbase, and 2.5" of asphalt, the road section meets the minimum thickness requirements (see Attachment 7)

Therefore based upon the information that was provided to me, it appears that the private road was built in accordance with the required ACHD specifications (7204.4.4 and 7204.4.5). Feel free to call me at (208) 463-0305, if you have any questions or need additional information.

Sincerely,

PROFESSIONAL ENGINEER REGISTERED 10077 STATE OF IDAHO LANCE WARNICK

Lance Warnick, P.E.
Project Engineer
Treasure Valley Engineers, Inc.

Attachments
1. Letter Report prepared by Strata (05/15/2006)
2. Proctor curve for on site soils
3. Statement from Strata regarding material thickness
4. Density results for subgrade/subbase and base layers
5. Asphalt thickness and density results
6. ACHD Pavement Thickness and Traffic Index requirements
7. Pavement thickness calculations

cc: File: 06009
Mike Cullen (Fax: 424-1938)

Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687

Phone: (208) 463-0305
Fax: (208) 463-4391
www.TVEInc.com

ATTACHMENT 1
LETTER REPORT

LETTER REPORT
Limited Geotechnical Services
Proposed Barbless Hook Subdivision
930 West Richmond Street
Boise, Idaho

Integrity from the Ground Up

GEOTECHNICAL ENGINEERING & MATERIALS TESTING

May 15, 2006

STRATA

STRATA

GEOTECHNICAL ENGINEERING & MATERIALS TESTING

May 15, 2006
File: CULMIK B06072A

Mike Cullen
c/o Cullen Construction
6445 Warm Springs Ave.
Boise, ID 83716

RE: **LETTER REPORT**
Limited Geotechnical Services
Proposed Barbless Hook Subdivision
930 West Richmond Street
Boise, Idaho

Dear Mike:

STRATA, Inc. is providing our authorized geotechnical engineering evaluation for the proposed infrastructure design regarding the Barbless Hook Subdivision to be located at 930 West Richmond Street, Boise, Idaho. STRATA's work is limited to providing geotechnical recommendations for stormwater disposal and pavement design and does not include an evaluation of individual lots. Specifically, we understand Treasure Valley Engineers requests assistance to estimate seasonal high groundwater and subsurface seepage rates at the site to assist stormwater design.

PROPOSED CONSTRUCTION

Based on our conversation with you, we understand you propose to develop an approximate 1-acre site as a residential subdivision. The subdivision will provide lots that will connect to City sewer and water utilities. Asphalt pavement will provide site access from Richmond Avenue. It is anticipated that stormwater will be discharged into the subsurface via subsurface seepage beds or grassed infiltration swales.

FIELD EXPLORATION

STRATA observed 3 test pits on April 14, 2006, and an observation well was installed to a depth of 10.5 feet in TP-1. The approximate test pit locations are provided on Plate 1. The soils encountered were visually evaluated and the soil profile was logged by our field engineer, referencing the Unified Soil Classification System (USCS). A brief explanation of the USCS is presented on Plate 2 and should be used to interpret the terms used on the test pit logs. The test pit logs are included in the Appendix. Select soil samples were retained for laboratory testing.

At the conclusion of our subsurface evaluation, the test pits were loosely backfilled level with the existing ground surface. The test pit locations are documented by the presence of labeled stakes and one observation well in TP-1. If the test pit is located beneath proposed building, pavement, or sidewalk areas it must be re-excavated to

native soil and backfilled with structural fill according to the recommendations provided herein.

Subsurface Conditions

Uncontrolled fill consisting of sand with varying amounts of gravel and clay was encountered in Test Pits 1 and 3 from the surface to approximately 8 inches. In TP-2 there was no apparent fill and all three test pits had a native silty sand to a depth of up to 3.5 feet consisting of light brown native soil that was medium dense to dense and moist, with pocket penetrometer readings in this interval ranging from 1.5 to 3 tons per square foot (tsf). Beneath the silty sand, gravel was encountered with varying amounts of silt and sand to a depth of up to 10 feet. The gravel may be interbedded with clay or silt lenses, especially in the area of TP-2, and may have minor to abundant cobbles and boulders. We observed iron staining at depths ranging from 3.5 to 5 feet in all three test pits, which may be indicative of previous historic (possibly geologic) groundwater levels. Percolation rates were found to be greater than 40-inches per hour in the poorly-graded gravel of TP-1 and TP-3 at depths of 5 and 5.5 feet, respectively.

Groundwater was not encountered during our exploration activities. A standpipe piezometer was installed in TP-1 to monitor the water level during irrigation season. A reading taken on 4/25/06 resulted in groundwater being deeper than 10.5 feet (the depth of the standpipe bgs) in TP-1. Groundwater has the potential to vary with seasonal changes in irrigation, flow in the Boise River, precipitation, infiltration and development to the project site. Based on our review of well logs in the area, it appears that groundwater is anticipated at a depth of greater then 20 feet below existing ground surface.

Laboratory Testing

Laboratory testing was performed on select soil samples obtained from our field exploration. Laboratory testing included Atterberg Limits, in situ moisture and grain size washes. Laboratory test results are presented on the test pit logs.

GEOTECHNICAL OPINIONS AND RECOMMENDATIONS

It is our opinion the site is suitable, from a geotechnical standpoint, for the proposed project, provided the recommendations in this report are accomplished. The recommendations contained herein reflect our understanding of the location and configuration of the proposed construction and subsurface conditions encountered during exploration. However, the soil conditions may vary at the proposed site. The variation in soil conditions will not be known until construction and may impact construction plans and/or costs. If design plans change or subsurface conditions around the test pit location vary significantly from what was observed during our subsurface evaluation, we should be notified to review the report recommendations and make any necessary revisions.

Earthwork

We recommend the test pits be relocated in the field prior to earthwork construction. If the test pit backfill is located beneath a future pavement, sidewalk, or

building area, the test pit should be re-excavated and backfilled with structural fill that is placed and compacted in accordance with this report.

There were several large trees on site. If the trees are removed, we recommend that the root zones around the trees be excavated and the pit replaced with structural fill and recompacted to native conditions. In future pavement and sidewalk areas, we recommend the topsoil or surficial fill with roots be stripped to a depth of 6 to 8 inches or the depth of significant roots. The stripped subgrade should be proofrolled with 5 passes of a 5-ton vibratory roller. If weaving or rutting is observed during the proofrolling operation, the unstable areas should be removed and replaced with granular structural fill. STRATA should observe the proofrolling operation.

All fill placed to support structures should consist of structural fill. The on-site silty sand and poorly-graded gravel can be reused as structural fill, providing it meets the following requirements. Structural fill should be free from vegetation and organics and be moisture-conditioned sufficiently to achieve compaction requirements. All structural fill should be classified as sand or gravel (SP, SW, SM, GP, GW, or GM) in accordance with the USCS. Acceptable imported structural fill should have less than 10 percent passing the No. 200 sieve and cobbles less than 6 inches in diameter.

Structural fill should be placed to the subgrade elevation in uniform, maximum 8-inch-thick, loose lifts and compacted to a minimum of 95 percent of the maximum dry density of the soil, as determined by ASTM D 698 (Standard Proctor). This assumes heavy compaction equipment, such as rollers, with a minimum drum weight of 5 tons is used. The maximum loose lift thickness should be reduced where smaller and/or lighter compaction equipment is used. STRATA should be retained to perform field density testing of structural fill to verify contractor compliance with the above minimum compaction criteria.

Wet Weather

We recommend site construction be undertaken during dry weather conditions. If site construction, particularly grading, is undertaken during wet periods of the year, the on-site clayey sand and silty sand may be susceptible to pumping or rutting when subjected to heavy loads from rubber-tired equipment or vehicles, which exert a point load. Wet weather earthwork should be performed by low pressure, track-mounted equipment that spread and reduce the vehicle load. Work should not be performed immediately after rainfall. All loose and disturbed areas should be excavated to undisturbed soil or recompacted to structural fill requirements. Compaction of the fill should be sufficient to preclude pumping of the underlying soil. In summary, careful construction procedures are paramount to the successful grading operation if the on-site soil is wet.

Additional precautions should be taken if subgrade soils are to be exposed to freezing temperatures. STRATA should be contacted to provide recommendations prior to initiating or delaying construction during wet or cold weather in order to improve earthwork efficiency, achieve a stable subgrade and to help mitigate frost conditions.

Pavement Areas

We recommend the following site preparation and construction procedures be used for all pavement areas. After completion of the recommended site preparation procedures discussed in the *Earthwork* section, grade and compact structural fill to the required subgrade elevation.

Provided the site preparation procedures are accomplished as described above, the following minimum pavement section is recommended for the parking and private drive areas.

Parking and Private Drive Areas - Flexible Pavement (TI=5.0)
2.5"- Type III asphalt concrete top course
4.0"- ¾-inch-minus, crushed sand and gravel base course
8.0"- Pit-run sand and gravel subbase course

Trash Enclosure Area:
6.0"- 4,000-psi compressive strength (at 28 days) Portland cement concrete with a maximum 4-inch slump and 4% to 6% entrained air
6.0"- ¾-inch-minus, crushed sand and gravel base course

Note: We recommend a curing membrane be placed on all finished exterior concrete surfaces immediately after finishing. The curing membrane should be installed in accordance with the manufacturer's written instructions.

The above-recommended flexible and rigid pavement sections are based on a maximum 20-year design life and an anticipated traffic index (TI) of 5.0 for the private drive. If the subgrade is wet at the time of construction, we recommend a woven geotextile such as Contech C200 be considered over the silty sand prior to placing the subbase course.

The subbase should consist of 6-inch-minus, well-graded sand and gravel consistent with Idaho Standards for Public Works Construction (ISPWC) Section 801 and with less than 10 percent passing the No. 200 sieve. The base course should consist of 3/4-inch-minus, well-graded, crushed sand and gravel with less than 9 percent passing the No. 200 sieve and consistent with ISPWC Section 802. The subbase and base course should be compacted in accordance with the Earthwork section of this report.

The asphalt concrete for the flexible pavement area should have material properties as specified in ASTM D 3515 and have a mix design with a maximum aggregate size between 3/4 and 3/8 inch. The asphalt concrete should be compacted as required by ISPWC Sections 809 and 810.

We recommend crack maintenance be accomplished in all pavement areas as needed and at least every three to five years to reduce the potential for surface water infiltration into the pavement section and underlying subgrade.

Grading, Drainage and Surface Water Management

Site grading, including grading of all sidewalks and landscaped areas, should slope at a minimum of 2 percent away from the proposed buildings, sidewalk, and pavement areas to prevent ponding and to direct surface runoff away from these areas. All runoff from downspouts, roof areas, paved areas, landscaped areas and other large volumes of stormwater should be directed and maintained away from the proposed structures, and not be allowed to infiltrate the soil beneath paved areas, sidewalks or footings. All drainage should be directed to an approved discharge and/or collection facility, such as seepage beds, located no closer than 25 feet away from building foundations.

Stormwater Disposal Seepage Rates

Seepage tests were performed in test pits TP-1 and TP-3. The infiltration rate of the poorly-graded gravel with sand was measured at greater than 40 inches per hour (in/hr) at 5 to 5.5 feet below the ground surface. Infiltration rates are presented on the test pit logs in the Appendix.

We recommend seepage beds be excavated at least 1 foot into the poorly-graded gravel with sand. An allowable seepage rate of 8 inches per hour can be used for the poorly-graded gravel with sand if our recommendations are followed. A minimum of 1 foot of ASTM C33 filter sand should be installed in the base of the seepage bed.

Groundwater was not encountered during exploration activities to a depth of 10.5 feet. However, based on our experience in the project area and Idaho Department of Water Resources groundwater well log information, we anticipate groundwater will be located greater than 20 feet beneath the ground surface.

CONSTRUCTION OBSERVATION AND TESTING

We recommend STRATA be retained to observe the exposed soil surface for all subgrades including sidewalk and pavement areas to verify site stripping, unsuitable soil removal and excavation has been accomplished in accordance with this report. In addition, we recommend STRATA be retained to observe that seepage beds have been excavated into the above recommended soil. STRATA can also provide construction materials testing of concrete, reinforcement, and asphalt. If we are not retained to perform the recommended services, we cannot be responsible for related construction errors or omissions. The recommended services are not included in this evaluation and would be billed on a time and expense basis.

EVALUATION LIMITATIONS

This report has been prepared to evaluate the subsurface conditions and provide limited geotechnical recommendations for pavement and stormwater disposal for the proposed Limited Geotechnical Services for the Proposed Barbless Hook Subdivision located in Boise, Idaho. Our services consist of professional opinions made in accordance with generally accepted geotechnical engineering principles and practices.

This acknowledgment is in lieu of all express or implied warranties either expressed or implied.

This report has been prepared exclusively for the use of the addressee and for the project as described; we cannot be responsible for any other use of this report.

We appreciate the opportunity to assist you on this project. If you have any questions, please call.

Sincerely,
STRATA, Inc.

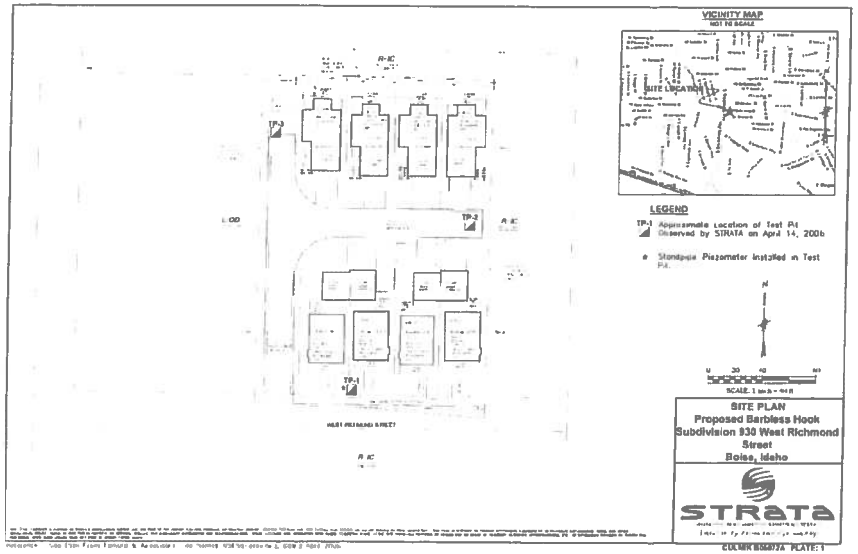
Colin J. Basye, P.E.

Daniel P. Gado, P.E.
Senior Engineer

CB/kf

cc: Lance Warnick, Treasure Valley Engineers

Enclosures: Plate 1: Site Plan
Plate 2: Unified Soil Classification System (USCS)
Appendix: Exploratory Test Pit Logs



UNIFIED SOILS CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GRAPH SYMBOL	LETTER SYMBOL	TYPICAL NAMES
COARSE GRAINED SOILS	GRAVELS	CLEAN GRAVELS		GW	Well-Graded Gravel, Gravel-Sand Mixtures.
				GP	Poorly-Graded Gravel, Gravel-Sand Mixtures.
		GRAVELS WITH FINES		GM	Silty Gravel, Gravel-Sand-Silt Mixtures.
				GC	Clayey Gravel, Gravel-Sand-Clay Mixtures.
	SANDS	CLEAN SANDS		SW	Well-Graded Sand, Gravelly Sand.
				SP	Poorly-Graded Sand, Gravelly Sand.
		SANDS WITH FINES		SM	Silty Sand, Sand-Silt Mixtures.
				SC	Clayey Sand, Sand-Clay Mixtures.
FINE GRAINED SOILS	SILTS AND CLAYS LIQUID LIMIT LESS THAN 50%			ML	Inorganic Silt, Sandy or Clayey Silt.
				CL	Inorganic Clay of Low to Medium Plasticity, Sandy or Silty Clay.
				OL	Organic Silt and Clay of Low Plasticity.
	SILTS AND CLAYS LIQUID LIMIT GREATER THAN 50%			MH	Inorganic Silt, Micaceous Silt, Plastic Silt.
				CH	Inorganic Clay of High Plasticity, Fat Clay.
				OH	Organic Clay of Medium to High Plasticity.
				PT	Peat, Muck and Other Highly Organic Soils.

SOIL CLASSIFICATION CHART

BORING LOG SYMBOLS	GROUNDWATER SYMBOLS	TEST PIT LOG SYMBOLS
Standard 2-Inch OD Split-Spoon Sample	Groundwater After 24 Hours	BG Baggie Sample
California Modified 3-Inch OD Split-Spoon Sample	Groundwater at Time of Drilling	BK Bulk Sample
Rock Core		RG Ring Sample
Shelby Tube 3-Inch OD Undisturbed Sample		

STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Strength from the Ground Up

CULMIK B06072A PLATE: 2

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APPENDIX

EXPLORATORY TEST PIT # 1

Proposed Barbless Hook Subdivision
File: CULMIK B06072A

DEPTH (Feet)	SOIL CLASS	SOIL DESCRIPTION
0 – 0.7	SC	Clayey SAND (Fill) – brown to black, medium dense and moist. Roots to 6 inches. At 8 inches, pocket penetrometer = 1.5 tsf (tons per square foot); at 2 feet, pocket penetrometer = 2.0 tsf.
0.7 – 3.5	SM	Silty SAND (Native) – light brown, dense and moist. At 3 feet, pocket penetrometer = 3.0 tsf. At 2 feet, moisture content = 10.5%.
3.5 – 8	GM-GP	Poorly-graded GRAVEL with sand and silt – light brown, dense and moist. Occasional cobbles and boulders to 16 inches diameter. Iron stains at 5.5 feet and 8 feet. At 5 feet, percolation = > 40 inches / hr.
8 – 10.5	GP	Poorly-graded GRAVEL with sand – light tan, very dense and moist.

Excavated on 4/14/2006
No groundwater encountered.
Standpipe piezometer installed to 10.5 feet bgs (below the existing ground surface).
Readings taken on 4/25/06 – dry to 10.5 feet.
Test pit terminated at 10.5 feet bgs.
Samples taken at 1, 2, and 6 feet.
Excavation Equipment: 410G; 2 foot bucket.
Logged by: CB

STRATA

EXPLORATORY TEST PIT # 2

Proposed Barbless Hook Subdivision
File: CULMIK B06072A

DEPTH (Feet)	SOIL CLASS	SOIL DESCRIPTION
0 – 3.0	SM	Silty SAND (Native) – light brown to brown, medium dense and moist. Pocket penetrometer readings to 1.5 feet = 1 to 1.5 tsf; at 2 feet, pocket penetrometer = 2 tsf.
3.0 – 3.5	GM	Silty GRAVEL – light tan, dense and moist.
3.5 – 6.0	SC	Sandy CLAY – Light tan, stiff and moist. At 4 feet, pocket penetrometer = 1.0 to 1.5 tsf. Iron staining observed at 6 feet. At 4.5 feet, PI = 11, LL = 29; Moisture content = 17.9%
6.0 – 8.0	GP-GM	GRAVEL with Sand and Silt– light brown, dense and moist. At 8 feet, 6.9 % passes #200 screen, moisture = 5.3%.
8.0 – 10	GP	Sandy GRAVEL – light tan, dense and moist.

Excavated on 4/14/2006
No groundwater encountered.
Test pit terminated at 10 feet below the existing ground surface.
Samples taken at 1.0, 1.5(bk), 2.0, and 8 feet.
Excavation Equipment: 410G; 2 foot bucket.
Logged by: CB

STRATA

EXPLORATORY TEST PIT # 3

Proposed Barbless Hook Subdivision
File: CULMIK B06072A

DEPTH (Feet)	SOIL CLASS	SOIL DESCRIPTION
0 – 0.7	SP	SAND (Fill) - light brown, medium dense and moist.
0.7 – 2.5	SM	Silty SAND (Native) – dark brown, medium dense and moist. At 1.0 to 2.5 feet, pocket penetrometer = 2.5 to 3.0 tsf.
2.5 – 10.0	GP	Sandy GRAVEL – light brown to tan, very dense and moist. Iron staining at 3.5 feet. Abundant cobbles from 5 to 10 feet. At 5 feet, percolation test = > 40 inches / hr.

Excavated on 4/14/2006
No groundwater encountered.
Test pit terminated at 10 feet below the existing ground surface.
Samples taken at 1,1.5(bk), 2,and 10 feet.
Excavation Equipment: 410G; 2 foot bucket
Logged by: CB

STRATA

ATTACHMENT 2
PROCTOR CURVE FOR ONSITE SOILS

MOISTURE-DENSITY RELATIONSHIP CURVE

ASTM D-698
Method C

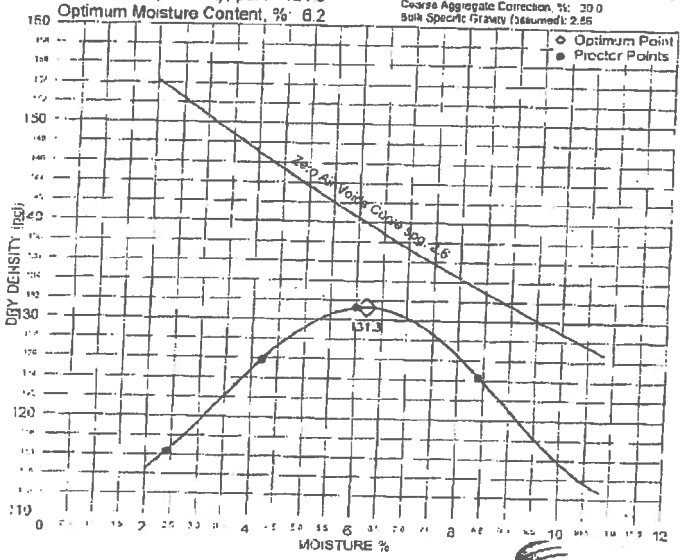
Project: Barbless hook Subdivision
Client: Mike Cullen
File Name: CULMIK-B06072A
Date Tested: 9/15/06
Tested By: Darren Arnold w/ STRATA
Sample Number: B6L1894
Sample Location: On-Site
Sample Description: Native Pit Run (Sandy Gravel)
Soil Tempered: NA
Rammer Type: Manual

GRADING ANALYSIS

SCREEN SIZE	% PASSING	AS TESTED
8 inch		
4 inch		
2 inch		
3/4 inch		100
3/8 inch		
#4 screen	100	

Maximum Dry Density, pcf: 131.3
Optimum Moisture Content, %: 6.2

Corrected Dry Density, pcf: 138.0
Corrected Moisture Content, %: 4.5
Coarse Aggregate Correction, %: 30.0
Bulk Specific Gravity (assumed): 2.55



Reviewed By

STRATA

ATTACHMENT 3
STATEMENT REGARDING MATERIAL THICKNESS

STRATA

March 29, 2007

Mr. Lance Warnick
Treasure Valley Engineers, Inc.
1204 6th Street North
Nampa, Idaho 83687

Subject: **Verification of sub-base, aggregate base, and asphalt pavement sections**
Barbless Hook Subdivision
Boise, Idaho

Dear Mr. Warnick:

During the recent placement and compaction of sub-base and aggregate base materials at the above referenced project, personnel from this firm provided verification of compaction and the thickness of the individual sections. The scope of our involvement consisted of the following services:

- Verification of the placement and compaction of a 12-inch section of native, granular sub-base (pit-run) and a 4-inch section of ¾-inch aggregate base.
- Verification of the placement, compaction and thickness of hot-mix asphalt pavement. The thickness was determined by extraction of various cored specimens from the pavement area. Each specimen was subsequently measured and the average thickness was determined to by 2.5-inches.

Based on the construction observations and testing of STRATA representatives, it is our opinion that the work observed requiring observation and/or testing was, to the best of our inspectors' knowledge, in general conformance with the approved plans, project specifications and the requirements of the City of Boise.

We have performed our services in a manner consistent with the level of care and skill ordinarily exercised by inspection firms practicing at the same time, in the same locality under similar conditions. No other representation, expressed or implied, and no warranty is included or intended.

We trust this letter is sufficient for your needs at this time. If you should have any questions or comments concerning this letter, do not hesitate to contact this firm at (208) 376-8200.

Respectfully submitted,
STRATA, Inc.

Bart Larsen
Construction Materials Testing Manager

ATTACHMENT 4
DENSITY RESULTS FOR SUBGRADE / SUBBASE AND BASE

STRATA

Report To: Mike Cullen
6445 Warm Springs Avenue
Boise, ID 83716

Report Date: 9/29/2006
Client No. CULMIK
Project No. 060072A
Invoice No. NA

Project: Harbless Cook Subdivision - 930 E Richmond St

Field Density Test Report

Field Test Methods
(6) ASTM D 2922-01
(6C) ASTM D 3017-01
(B) ASTM C 136
(6C) ASTM D 1556
(N) Nuclear Densometer
(SC) Sand Cone

Lab Methods
ASTM D 698
ASTM D 1557
ASHTO T 99
ASHTO T180
L = Elev. Above Out Elevation
R = Elev. Below Out Elevation

Elevation Codes
FB = Finished Base
EG=Existing Grade
SG = Subgrade
PF= Pit Floor
FG = Finished Grade
SB = Sub Base
FTG= Footing Grade
RP=Retest Passed

Test Locations Selected By:
✓ Strata Personnel Darren Arnold
Contractor

Material Information

Maximum Density (pcf)	Optimum Moisture	Material Description
138.0	4.5	Native Sandy Gravel
126.5	7.0	3/4 Base - Ruschmans pit

Date Test No	Test Location	Elevation	Field Density Moisture	Lab Density Per T-99	% of Maximum Tested / (Required)	Meets Requirements
9/29/2006 B6F11498	West Drive 40'N of S end at CL	SG	131.5 4.5	138.0	95 / 95	Yes
9/29/2006 B6F11499	West Drive 20'S of N end at CL	SG	132.1 5.0	138.0	96 / 95	Yes
9/29/2006 B6F11500	East Drive 40'E of W end at CL	SG	131.3 4.1	138.0	95 / 95	Yes
9/29/2006 B6F11501	East Drive C&G 50'W of E end at S side	FB	120.2 5.9	126.5	95 / 95	Yes

IDAHO MONTANA NEVADA OREGON UTAH WASHINGTON WYOMING
www.stratageotech.com 8653 W. Hackamore Drive Boise, Idaho 83709 P.208.376.8200 F.208.376.8201

Date Test No	Test Location	Elevation	Field Density Moisture	Lab Density Per T-99	% of Maximum Tested / (Required)	Meets Requirements
9/29/2006 B6F11502	East Drive C&G 20'E of W End at N side	FB	121.5 6.5	126.5	96 / 95	Yes
9/29/2006 B6F11503	West Drive C&G 25'S of N end at W side	FB	120.1 7.2	126.5	95 / 95	Yes
9/29/2006 B6F11504	West Drive C&G 40'N of S end at E side	FB	126.2 4.3	126.5	100 / 95	Yes

Notes:

Reviewed By:

IDAHO MONTANA NEVADA OREGON UTAH WASHINGTON WYOMING
www.stratageotech.com 8653 W. Hackamore Drive Boise, Idaho 83709 P.208.376.8200 F.208.376.8201

ATTACHMENT 5
ASPHALT THICKNESS AND DENSITY RESULTS

STRATA

Report To: Mike Cullen
6445 Warm Springs Avenue
Boise, ID, 83716

Project: Barbless Hook Subdivision

Report Date: 03/15/2007
Client No. CULMIK
Project No. B06072A
Invoice No. NA

Asphalt Density Test Report

Field Methods Performed
- (N) ASTM D2922
- (C) ASTM D2726
- (N) AASHTO T238
- (C) AASHTO T166

(N) - Nuclear Densometer
(C) = Core

Lab Methods
- ASTM D1561 (Hveem)
- ASTM D1559 (Marshall)
- ASTM D2041 (Tiles Mod)
- AASHTO T247 (Hveem)
- AASHTO T245 (Marshall)
- AASHTO T209 (Tiles Mod)

Elevation Codes
AC = Asphaltic Concrete

Test Locations Selected By:
- [x] Strata Personnel C. Mikamacos/S. Helmick
- [ ] Contractor
- [ ] Other

Material Information

Material Density (pcf)	Material Source/Type
150.4	Central Paving

Date / Lab No	Location	Elevation	Correlated Pavement Density / Core Density	Lab (pcf) / Thickness (in)	RP = Restest Passed / % of Maximum Tested / (Required)	Meets Requirements?
3/15/2007 B7F1589	30'W of East Fence 6'N of South Curbline	AC	138.0	150.4	92 / 92	Yes
3/15/2007 B7F1590	20'N of Entrance 3'E of West Curbline	AC	139.7 139.7	150.4 2.3	93 / 93	Yes
3/15/2007 B7F1591	80'N of Entrance 3'W of East Curbline	AC	139.1	150.4	92 / 92	Yes
3/15/2007 B7F1592	150'N of Entrance 3'E of West Curbline	AC	138.0	150.4	92 / 92	Yes
3/15/2007 B7F1593	150'W of East Fence 3'N of South Curb	AC	137.9 137.9	150.4 2.9	92 / 92	Yes

IDAHO MONTANA NEVADA OREGON UTAH WASHINGTON WYOMING
www.stratageotech.com 8653 W. Hacksmore Drive Boise, Idaho 83709 P 208.376.8200 F 208.376.8201

Date Lab No	Location	Elevation	Corrected Pavement Density Core Density	Lab.pcf Thickness in	RP = Restest Passed % of Maximum Tested / (Required)	Meets Requirements
3/15/2007 B7F1594	90'W of East Fence 3'S of North Curb	AC	139.1	150.4	92 / 92	Yes

Notes:

Reviewed By:

ATTACHMENT 6
ACHD PAVEMENT THICKNESS AND TRAFFIC INDEX REQUIREMENTS

7204.4.4 Pavement Thickness

A minimum of 2-1/2 inches of pavement is required on all local streets. A minimum thickness of 3-inches of pavement is required on collector and arterial streets.

An adequate base section is also required. Base thickness shall be determined by the following formula:

$T = 0.0032\ (T.I.)\ (100-R)$, where
T = total gravel equivalency
$T.I.$ = traffic index
R = "R" value of subgrade material

7204.4.5 Traffic Index

The District has pre-assigned traffic indexes of 6 for residential streets and 8 for collector streets and industrial areas. The District will calculate the traffic index for arterial streets on an as-needed basis.

7204.4.6 Curb Type

Standard vertical curb and gutter is recommended on all streets where curbs are required. This provides increased protection for pedestrians, street trees, utilities and signs and clearly identifies driveway depressions. It also provides drainage control and helps prevent runaway parked vehicles. The District allows 3-inch rolled curb and gutter where none of the following conditions exist:

1. An area covered by hillside ordinances, regardless of the grade.
2. A street where the grade is 3.0% or greater for a distance of more than 100-feet.
3. A street where drainage control is needed.
4. Vertical curb exists on both sides of the proposed improvements.
5. On street corners, including "L" intersections.
6. Where Section 7204.4.3 does not require vertical curb for a 29-foot street section.

Curbs are not required in rural developments with buildable lot areas of 1.5 acres or more.

7204.4.7 Sidewalks

Concrete sidewalk is required on both sides of the street, except those in rural developments with net densities of one dwelling unit per 1.0 acres or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street.

ATTACHMENT 7
PAVEMENT THICKNESS CALCULATIONS

Pavement Thickness Calculations

Traffic Index (TI)	6
R Value	0
Total Gravel Equivalency (T) = 0.0032*TI*(100-R)	
Total Gravel Equivalency (T)	1.92

	Inches	Ft	GE	
Asphalt	2.5	0.208	2.25	0.47
3/4" Minus	4	0.333	1.5	0.50
Pit Run	12	1.000	1	1.00
Total		1.54		1.97

Check: Is T less than calculated thickness? YES

Attachment #4
3.30.16

ELMORE COUNTY LAND USE & BUILDING DEPARTMENT

520 E 2nd South – Mountain Home, ID 83647 – (208) 587-2142
www.elmorecounty.org

Application for Private Roadway

This application must comply with the applicable process and standards of Chapter 17 or the Elmore County Zoning and Development Ordinance. This application must be typed or filled out in ink. The Land Use and Building Department does not accept faxed applications.

Applicant Name **Phone/Fax/Email**

Street Address **City, State, Zip**

Property Owner Name **Phone/Fax/Email**

Street Address **City, State, Zip**

Proposed Road Name(s)(Propose 3 names per roads): _____

Has the proposed road name been approved by the Elmore County Street Naming Committee? Y / N

Will the proposed private road access a public road? Y / N

Highway District?_____

Is the property located within an Area of City Impact? Y / N If so, which one?_____

Is the proposed private road located within a Fire District? Y / N If so, which one?_____

Are you requesting a Variance for this private road? Y / N If so, provide a summary? _____

Will the proposed private road be in a perpetual easement or a common lot? _____

How will the road be maintained?_____

What is the proposed land use that will utilize the private road? _____

The owner and/or applicant affirms:

(1) This application is completed in its entirety to include all required information and the information contained herein is true and correct as of the date it is received in the Land Use & Building Department
(2) If the site is within the Pine Featherville area there will be no construction waste dumping at the County waste transfer facility
(3) If there is a hillside involved in development (10% or greater grade to building envelope) there can be little to no gouging of hillside without plans submitted by a licensed engineer. Grading plans must be approved by the County Engineer.
(4) The property owner is responsible for obtaining any other required permit applicable to this project.
(5) Private Roads will need to be designed and inspected by a licensed engineer. The fees associated with this application do not include engineer fees. A roadway verification sheet will need to be signed by an engineer prior to final approval. The Elmore County Engineer shall approve all roadway construction plans prior to an application being forwarded to the Commission for review.
(6) Per section 6-17-1 of the Elmore County Zoning and Development Ordinance: Elmore County will not approve development applications, land splits, or any type of zoning related application unless improved roads are provided to all properties.
(7) The Elmore County Engineer will review road drawings for this road. By singing this application the property owner accepts all fees incurred by the County Engineer. A deposit for services is required. (Note: The County Engineer is a contract employee with Elmore County).
(8) The process to build a private road is complex. The Land Use & Building Department may have additional requirements.

_____

Property Owner Signature **Date**

_____

Applicant Signature **Date**

For Administrative Use Only

File Number: PRD-_____

Fee: $100.00 + ($500.00 Deposit) Date Paid: _____

Receipt Number: _____

Date Accepted: _____ By: _____

Referral Needed: Y / N. If yes, what? _____

County Engineer Approval: _____

Tentative Approval Date: _____

Final Approval/Denial Date: _____

Final Approval/Denial Signature: _____

Agency Comments & Signatures

Notes for agency signatures.

1. It is recommended that applicants set up appointments with the following agencies once the application is complete with all required information.
2. Agency signature does not guarantee any future approvals.
3. Agencies may attach additional sheets of paper for comment and/or conditions if necessary.
4. Agencies may have additional comments and/or conditions at a later time.

- _____
  Central District Health (or other Sewer District) Sewer Permit (580-6003) **Date**

  Comment:_____

- _____
  Roadway Jurisdiction(MHHD 587-3211) (GFHD 366-7744) (AHD 864-2115) **Date**

  Comment:_____

- _____
  Fire District (MHRFD 587-2117) (Oasis 796-2115) (GFFD 366-2689) (BGRFD 834-2511) (AFD 864-2182) **Date**

  Comments: _____

- _____
  Assessor's Office (Verify Legal Description) (ext. 247) **Date**

  Comments: _____

- _____
  Treasurer's Office (Verify Tax Status) (ext. 501) **Date**

  Comments: _____

Elmore County Land Use and Building Department

520 East 2nd South Street
Mountain Home, ID 83647
(208) 587-2142 ext. 502
Fax (208) 587-2120
www.elmorecounty.org

Alan Christy
Director

Tell Riley
Building Inspector/Code Enforcer

Beth Bresnahan
Planner I

Kacey Ramsauer
Administrative Assistant

Private Road Certification

Project Name _____
Road Name(s) _____
Applicant _____
Engineer's Firm _____
Engineer's Name _____

The Applicant's Engineer shall complete the following certification at the completion of construction (Please state where applicable if Alterative Standards were proposed by the Applicant, approved by the County and used during construction):

1. Clearing and Grubbing

   I hereby state the roadway was prepared for construction by removing and disposing all topsoil organics, debris and other deleterious materials from the road right-of-way, easement or common lot, in accordance with Elmore County Code 6-17-5.

   _____ Yes _____ No

   Comments: _____

2. Subgrade

   I hereby state after clearing and grubbing was completed, the subgrade consisted of good construction material in accordance with Elmore County Code 6-17-5.

   _____ Yes _____ No

   Comments: _____

3. Subbase and Ballast

   I hereby state that the subbase and ballast used in road construction were from an approved pit run source and have a minimum depth of ten inches (10") in accordance with Elmore County Code 6-17-5.

   _____ Yes _____ No Actual thickness (in) _____

Source of Pit Run: _____

In Attachment 1, I have attached copies of a current sieve report and Proctor curve of the actual material used in this project that were prepared in the last twelve (12) months which demonstrates subbase and ballast material meets the appropriate specifications for the local highway district.

_____ Yes _____ No

Comments: _____

Material standards used from the following local highway district:

MHHD _____ GFHD _____ Other (specify) _____

In Attachment 2, I have attached a copy of the compaction results that documents that the subbase and ballast material was mechanically compacted to at least 95% of the maximum density as determined by AASHTO T-99.

_____ Yes _____ No

Comments: _____

4. Base Material

I hereby state that the base used in road construction were from an approved crushed aggregate source and have a minimum depth of six inches (6") in accordance with Elmore County Code 6-17-5.

_____ Yes _____ No Actual thickness (in) _____

Source of base: _____

In Attachment 3, I have attached a copies of a current sieve report and Proctor curve of the actual material used in this project that were prepared in the last twelve (12) months which demonstrates the base material meets the appropriate specifications for the local highway district.

_____ Yes _____ No

Comments: _____

Material standards used from the following local highway district:

MHHD _____ GFHD _____ Other (specify) _____

In Attachment 4, I have attached a copy of the compaction results that documents that the base material was mechanically compacted to at least 95% of the maximum density as determined by AASHTO T-99.

_____ Yes _____ No

Comments: _____

5. Road Width

I hereby state that the roads were constructed with a minimum width of twenty-six feet (26') in accordance with Elmore County Code 6-17-5.

_____ Yes _____ No Actual width (ft) _____

Comments: _____

6. Slope

I hereby state that the roads were constructed with a crown or transverse slope of two percent (2%) in accordance with Elmore County Code 6-17-5.

_____ Yes _____ No

Comments: _____

7. Surface Type

I hereby state the road surface was paved with asphaltic concrete in accordance with Elmore County Code 6-17-5.

_____ Yes _____ No _____ Not Applicable

Comments: _____

In Attachment 5, I have attached a copy of the actual asphalt mix design used in this project that meets the appropriate specifications for the local highway district.

_____ Yes _____ No _____ Not Applicable

Comments: _____

Material standards used from the following local highway district:

MHHD _____ GFHD _____ Other (specify) _____

In Attachment 6, I have attached a copy of the density testing that documents that the asphalt density met the minimum of requirements of the local highway district.

_____ Yes _____ No _____ Not Applicable

Comments: _____

In Attachment 7, I have attached a copy of the core samples results that documents that the asphalt thickness met the 3" minimum thickness in accordance with Elmore County Code 6-17-5.

_____ Yes _____ No _____ Not Applicable

Comments: _____

8. Turnarounds

I hereby state that the turnaround for the road was constructed with a seventy foot (70') radius cul-de-sac or other approved configuration previously approved by Elmore County in accordance with Elmore County Code 6-17-5.

_____ Yes _____ No _____ Not Applicable

Comments: _____

9. Drainage Improvements and Culverts

I hereby state that the drainage improvements and culverts shown on the construction drawings were installed in substantial conformance with the approved plans and should function as intended.

_____ Yes _____ No

Please provide and detailed explanation and documentation for any differences resulting from site conditions or any other circumstances:

_____
_____
_____
_____
_____
_____

10. Road Alignment and Grades

I hereby state that the road alignment, slope and grades were constructed in substantial conformance with the approved plans.

_____ Yes _____ No

Please provide and detailed explanation and documentation for any differences resulting from site conditions or any other circumstances. Attach a copy of the record drawings for the project if needed to demonstrate substantial changes from the approved plans.

_____
_____
_____
_____

11. Other

Any of the above items which cannot be fully satisfied shall be explained on a separate sheet and attached hereto. Attachments: _____Yes _____No

12. Conclusion

I hereby certify that the roadway(s) and the construction methods meet the standards and specifications as described within the current edition of the construction standards for the local highway district and Elmore County Code Title 6, Chapter 17.

I certify that the statement is correct and all test results, attachments and submittals are true and factual to the best of my knowledge. I have attached a copy of the material standards and test results in Attachments 1 to 7 and a copy of my Project Construction Diary in Attachment 8.

Engineer's Seal and Signature

Date

Print Name of Engineer

License Number

ELMORE COUNTY
PLANNING AND ZONING COMMISSION

MINUTES
Wednesday, March 16, 2016 at 7:00 pm

Chairperson Patti Osborn called the meeting to order. Members of the Elmore County Planning and Zoning Commission present were Jeff Blanksma, Sue Fish, Dave Holland and Shane Zenner. Also present were Attorney of Record Philip Miller, Director Alan Christy and staff members Beth Bresnahan and Kacey Ramsauer.

PLEDGE OF ALLEGIANCE

NEW BUSINESS

Final Plat for Case Number SUB-2016-01 Little Camas Acres Phase 1

Christy gave staff report and background.

Zenner asked why this process has taken so long to complete.

Christy stated that post 2009 this was the first subdivision of this size that the county had seen and that could have made things take a bit longer. He stated that typically it should take about 2 years to plat property.

Fish stated that she had voted against this subdivision during the public hearing process and asked if she can abstain from approving the final plat.

Miller stated that the vote tonight is for the approval of the plat itself and not the project. He stated that should Fish feel uncomfortable he does not believe there is a problem with her abstaining.

Blanksma moved to approve.
Holland seconded.

Osborn asked for a roll call vote:

Holland-AYE
Zenner-AYE
Fish-ABSTAIN
Blanksma-AYE
Osborn-AYE

Motion carries with Fish abstaining as she voted against this subdivision.

PUBLIC MEETING

Ordinance Work Session

The commission discussed chapter 21.

MINUTES

Minutes from 03-02-2016
Holland approved.
Blanksma seconded.
Motion carried unanimously.

INFORMATION ITEMS

Christy stated that the next meeting will be on April 6, 2016 there will be another chapter from the zoning and development ordinance to review. He stated that there may also be a preliminary plat for the commission to review.

Christy stated that he has some training material that he has given the commission members in the past in regards to subdivisions, constructing of subdivisions and improvements. He stated that he can provide this at next meeting as a training information item.

MEETING ADJOURNED at 7:16 pm.

_____

Patti Osborn, Chairperson Date:

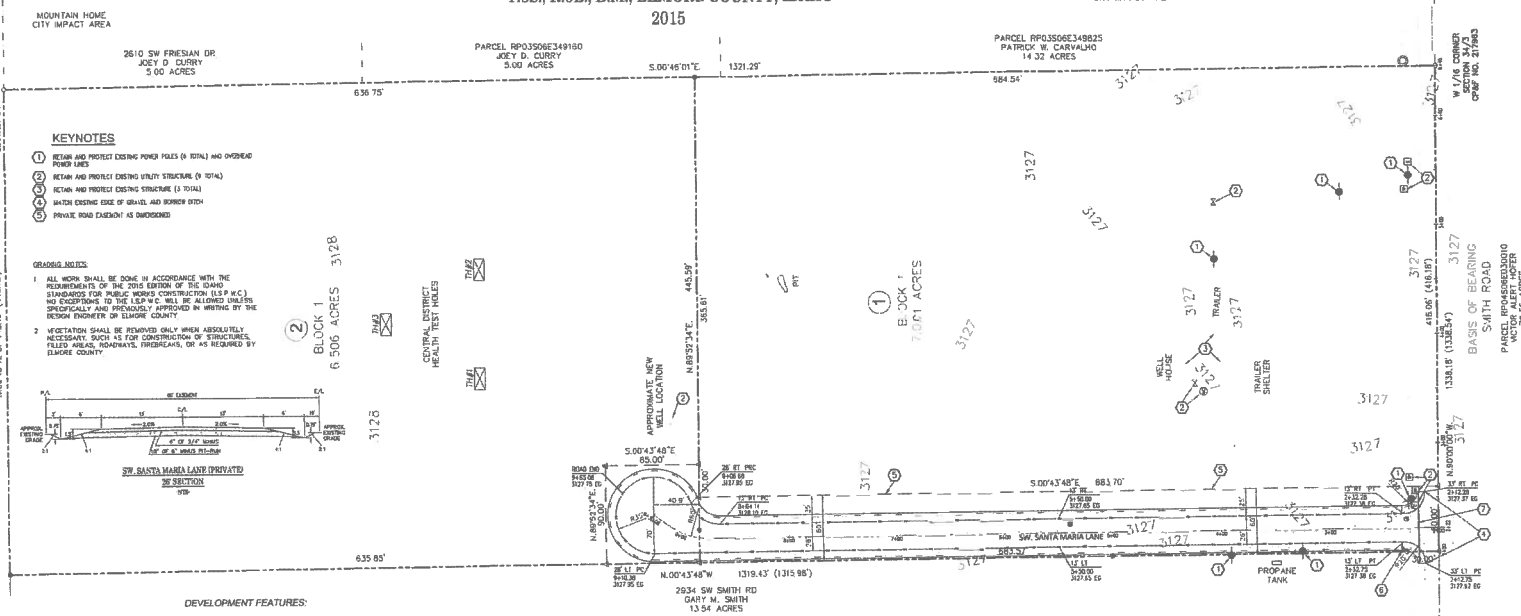
Attest: _____

Alan Christy, Director Date:

PRELIMINARY PLAT FOR

CARLON SMITH SUBDIVISION

A PARCEL OF LAND LOCATED IN SW 1/4 OF THE SE 1/4 OF SECTION 34,
T.3S., R.6E., B.M., ELMORE COUNTY, IDAHO
2015



KEYNOTES

1. RETAIN AND PROTECT EXISTING POWER POLES (6 TOTAL) AND OVERHEAD POWER LINES
2. RETAIN AND PROTECT EXISTING UTILITY STRUCTURE (9 TOTAL)
3. RETAIN AND PROTECT EXISTING STRUCTURE (3 TOTAL)
4. MATCH EXISTING EDGE OF GRAVEL AND BORROW DITCH
5. PRIVATE ROAD EASEMENT AS DIMENSIONED

GRADING NOTES:

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE 2015 EDITION OF THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (I.S.P.W.C.). NO EXCEPTIONS TO THE I.S.P.W.C. WILL BE ALLOWED UNLESS SPECIFICALLY AND PREVIOUSLY APPROVED IN WRITING BY THE DESIGN ENGINEER OR ELMORE COUNTY
2. VEGETATION SHALL BE REMOVED ONLY WHEN ABSOLUTELY NECESSARY, SUCH AS FOR CONSTRUCTION OF STRUCTURES, FILLED AREAS, ROADWAYS, FIREBREAKS, OR AS REQUIRED BY ELMORE COUNTY

SW SANTA MARIA LANE (PRIVATE)
30' SECTION
NTS

LEGEND

- PROPERTY BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT
- LOT LINE
- PROPOSED EDGE OF GRAVEL
- PROPOSED BORROW DITCH
- EXISTING BUILDING
- EXISTING WIRE FENCE
- EXISTING EDGE OF GRAVEL
- EXISTING EDGE OF PAVEMENT
- EXISTING OVERHEAD POWER
- MAJOR 5' CONTOUR
- MINOR 1' CONTOUR
- EXISTING POWER POLE
- EXISTING TELEPHONE PEDESTAL
- EXISTING CABLE BOX
- EXISTING ELECTRICAL BOX
- EXISTING WATER SPIGOT
- EXISTING WELL CASING
- SET 1/2" PIN (LS 7043)
- SET 1/2" POINT-ON-LINE (LS 7043)
- SET 1/2" WITNESS CORNER (LS 7043)
- FOUND 1" PIPE
- FOUND 5/8" REBAR AS NOTED
- FOUND 1/2" REBAR AS NOTED
- CALCULATED POINT
- POINT OF REVERSE CURVATURE
- POINT OF CURVATURE
- POINT OF TANGENCY
- EDGE OF GRAVEL

DEVELOPMENT FEATURES:

LOCATION	T-3S, R-6E, SEC-34
STREET ADDRESS	1950 SW SMITH RD
TOTAL ACRES	±13.51 ACRES
TOTAL LOTS	2
BUILDABLE LOTS	2
DEDICATED R.O.W.	0 ACRES
COMMON LOTS/ACRE	0/0 ACRES/0%
DENSITY DU/ACRES	0.15
ZONING	AG (ELMORE COUNTY)
MINIMUM RESIDENTIAL LOT SIZE	5 ACRES (CUP-2014-06)

SETBACK REQUIREMENTS:

MIN. LOT SIZE	5 ACRES
FRONT SETBACK	50 FEET
REAR SETBACK	50 FEET
SIDE SETBACK	50 FEET
STREET SIDE SETBACK	50 FEET
MIN. LOT WIDTH	50 FEET

NATURAL FEATURES ANALYSIS

1. HYDROLOGY: CLOSEST WATER BODY (MOUNTAIN HOME RESERVOIR) IS 4 MILES NORTHEAST OF THE PROJECT SITE.
2. SOILS: CLAY LOAMS EXIST AT 0-3.5' BGS / SLIGHTLY CEMENTED CLAYEY SILT EXISTS AT 1.5'-3' BGS / SILTY CLAY LOAMS EXIST AT 3-10' BGS / NO GROUNDWATER WITHIN 10' BGS
3. TOPOGRAPHY: SHOWN AS REQUIRED. THE SITE HAS A SLIGHT SLOPE TO THE SOUTH
4. VEGETATION: THE SITE EXHIBITS SPARSE NATIVE SHRUBS AND GRASSES. THE PROPOSED IMPROVEMENTS WILL CAUSE LITTLE IMPACT
5. THE IDAHO FISH AND WILDLIFE REPORTED (V&A IPAC) THAT THE FOLLOWING SPECIES MAY EXIST IN THE GENERAL VICINITY OF THE PROJECT SITE: THE PROPOSED ENDANGERED SLICKSPOT PEPPERGRASS, THE THREATENED BULL RAMPUS SNAIL, AND THE ENDANGERED SNAKE RIVER PHYSA SNAIL. THE PROPOSED IMPROVEMENTS WILL CAUSE VERY LITTLE IMPACT. NO TREES WILL BE REMOVED OR ADDED TO EFFECT ANY MIGRATORY BIRDS IN THE AREA.
6. HISTORIC RESOURCES: N/A
7. HAZARDOUS AREAS: N/A
8. IMPACT ON NATURAL FEATURES: THE PROPOSED IMPROVEMENTS WILL CAUSE VERY LITTLE IMPACT TO THE NATURAL TERRAIN AND ATMOSPHERE OF THE SURROUNDING LANDS
9. MAP FEATURES: SHOWN AS REQUIRED. THE CLOSEST AIRPORT (MOUNTAIN HOME MUNICIPAL AIRPORT) IS 1 MILE NORTH OF THE PROJECT SITE.
10. OTHER SUPPLEMENTAL DATA: SUPPLIED AS NEEDED.

PRE-PLAT NOTES.

1. PRIVATE ROAD WILL BE CONSTRUCTED TO ELMORE COUNTY STANDARDS.
2. LOT 1 HAS AN EXISTING SEPTIC DRAINFIELD. LOT 2 SHALL HAVE AN INDIVIDUAL SEPTIC DRAINFIELD PER DEQ, AND CENTRAL DISTRICT HEALTH (CDHD) STANDARDS.
3. LOT 1 HAS AN EXISTING WELL. LOT 2 SHALL HAVE AN INDIVIDUAL DOMESTIC WELL PER IDWR, DEQ, AND CDHD STANDARDS
4. STORMWATER WILL BE CONVEYED AND DISPOSED OF IN BORROW DITCHES ALONG THE PRIVATE DRIVEWAY.
5. NO IRRIGATION WATER RIGHTS EXIST FOR THE PROPERTY
6. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE ELMORE COUNTY APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS PLAT.
7. THE EDGE OF THE MOUNTAIN HOME CITY IMPACT AREA IS THE EASTERN PROPERTY LINE.
8. A PERMANENT UTILITY, DRAINAGE, AND IRRIGATION EASEMENT IS HEREBY DESIGNATED AS FOLLOWS, UNLESS OTHERWISE DIMENSIONED:
   - 10' WIDE CENTERED ON ALL INTERIOR LOT LINES
   - 12' WIDE ALONG ALL EXTERIOR LOT LINES
   - 12' WIDE SURROUNDING ALL PRIVATE ROAD EASEMENTS
9. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503 OF THE IDAHO CODE, RIGHT TO FARM ACT WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN (1) ONE YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."

VICINITY MAP
1"= 1000'

CALL BEFORE YOU DIG!
CALL DIGLINE INC.
PRIOR TO COMMENCING UNDERGROUND WORK
208-342-1585

OWNER
MARIE CARLON & JOSH SMITH
506 W. 3RD N
MOUNTAIN HOME, ID. 83647
(208) 587-8640

LAND SURVEYOR
COLLEEN MARKS, PLS
MARKS LAND SURVEYING, INC
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208.378.7903

CIVIL ENGINEER
JIM E. COSLETT, P.E.
ROCK SOLID CIVIL LLC.
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BOISE, ID 83702
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UTILITY REPRESENTATIVES

UTILITY	REPRESENTATIVES	PHONE
GAS	INTERMOUNTAIN GAS	(208) 377-6839
ELECTRICITY	IDAHO POWER	(208) 388-8520
TELEPHONE	CENTURY LINK	(208) 385-2144
CABLE TV	CTC MEDIA	(800) 265-6858
SEWER	CENTRAL DISTRICT HEALTH DEPT.	(208) 537-9224
WATER	NPW	(208) 377-0030
ROADS	MOUNTAIN HOME HIGHWAY DIST.	(208) 587-3311
IRRIGATION	NONE	(208) 456-4141
FIRE	MOUNTAIN HOME RURAL FIRE DEPT.	(208) 587-8806

Revisions

	Date	Description
1	9/2/15	ELMORE COUNTY COMMENTS
2	2/26/16	PLAT UPDATED TO PRIVATE ROAD PLAN
3		
4		

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Project Name: CARLON SMITH SUBDIVISION

Sheet Name: PRELIMINARY PLAT

Stamp: PROFESSIONAL ENGINEER REGISTERED 7069 STATE OF IDAHO JIM E. COSLETT

Project No: RSC-1510

Drawn By: DMK

Date: February 26, 2016

Sheet No. PP1

1 of 1