Exhibit 1a



ELMORE COUNTY LAND USE & BUILDING DEPARTMENT

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

Conditional Use Permit Application

The Elmore County Land Use & Building Department **DOES NOT** accept faxed applications or signatures.

Application must be completed in <u>INK.</u> Please use addition sheets of paper if necessary. This application must be complete and all fees paid prior to acceptance by the Elmore County Land Use & Building Department. A public hearing will not be scheduled until the application is accepted.

The Conditional Use Permit Application must be in compliance with Title 7, Chapter 9 of the Elmore County Zoning and Development Ordinance.

Pre-application meetings are strongly encouraged for Conditional Use Permit Applications. Pre-application meetings are by appointment only. Do not hesitate to contact the Land Use & Building Department with any questions or concerns

Department with any questions or concerns.
1. Name of applicant: Maverik Store 787 - Matt Reider
2. Address of applicant: 185 S. State Street, Suite 300, Salt Lake City, UT 84111
3. Daytime telephone number of applicant: 801-683-3237
4. Email Address: matt.reider@maverik.com
5. Name, address, and daytime telephone number of developer: SAME AS ABOVE
6. Address of subject property: TBD
7. Name, address, and daytime telephone number of property owner (if different from applicant):
Andrew Knudsen, Manager - 435-760-9322 - 405 S Main Ste 800 Salt Lake City, UT 84111
8. Attach Legal Description and acreage of property and legal description and acreage of part that CUP is to encompass:
Attach at least one of the following: ■ Deed □ Proof of Option □ Earnest Money Agreement □ Lease Agreement □ Assessor's Parcel Master Inquiry RP#
9. Common directions of how to get to the proposed Conditional Use Permit property from a known beginning point: From Chevron at intersection of Ditto Creek Road and I-84, head east onto W Frontage Rd (aka Old Oregon Trail Hwy).

Property is on North side of road, across the street from the Sunset Park and Ride.

10.	a. Curre	ent zoning: ^{C2}	b. Current district (if applicable): N/A
	a. Is the Deve	proposed location within an □ Area of C lopment Overlay (CDO)? □ Yes □ No I	f in a CDO, what CDO?
		in ACC or CDO, technical studies, an end ct statement may be required.	vironmental assessment, or an environmental
	b. Is the	proposed development within any city's	impact area? ■ Yes □ No
	If yes	proposed site within an Airport Hazard 2 , applicant shall provide approval from the Department of Aeronautics and Transpo	ne Federal Aviation Administration and/or the
	If yes	y portion of the property located in a Floo submit map showing location of floodwa or proposal.	odway or 100-year Floodplain? □ Yes □ No ay and/or floodplain in relation to the property
		any portion of this parcel have slopes in our map.	excess of 10%? □ Yes ■ No If yes, submit
	trans _l Depa has a a stud	rtment may require a Traffic Impact Stud essociated with its special circumstances	The applicable Highway District or Transportation ly (TIS) if the proposed development or land use deemed by the district or department to warrant oplicable district or department stating no study is
	emergapplic for sa	gency services, sheriff's department, sch cable agency governing the public servic	vices and facilities (such as the fire department, nools, etc.) must be considered. A letter from the e or facility stating how the developer will provide or that said services are not required may need to
			oroperty (such as canals, hazardous material s ■ No If yes, describe and give location:
			involved either in your operation or generated off □ No
12.		fives who?	, EPA, IDWR, FAA, state, federal, etc.)? $\ \ \Box$ Yes
	□ Proof applic	· · · · · · · · · · · · · · · · · · ·	gency(ies) permit(s) submitted with CUP

13. ADJACENT PROPERTIES have the following	ing uses:
North <u>Agricultural</u>	East ITD yard
South Park and Ride	West Chevron Gas Station
14. EXISTING USES and structures on the pro	perty are as follows: Vacant- no structures
	POSED USE. Include as much detail as possible
contain a 5,951sqyare-foot Maverik convenience	ce store, 7-isnland forecourt fuel canopy, 6-island
	well, and 70' freestanding sign. The convenience
	and a propane tank exchance. Operation will be an underground
fuel storage tank farm consisting of 3 separate,	
remaining 10 acres. There are no plans for deve	
16. a. The conditional use is requested to begin approval (permit expires if not used within perpetuity.	n within ²²⁰ ☑ days/□months after permit in 1 year of approval) and is foryears or ■
	d with conditional use is expected to begin within: nd be completed within 220 □ days/□ months/□
17. Proposed Use(s): C-Store & Fuel Station	Hours of Operation: 24 hours a day
Days of Operation: 7 days a week	Maximum Number of Patrons:
Sewage disposal: municipal/individual se	eptic: individual septic
Water: municipal supply/community well/	/individual well: individual well
	t: 5 Proposed number of parking spaces: 44
18. PRELIMINARY FLOOR PLANS: To a professpaces indicated, 15 copies 8½" x 11".	essional standard with sizes and types of interior
proposal is of a more complex nature, when Ordinance, and/or when the site is located	AND/OR ASSESSMENT: When a development or it is required by the Zoning and Development within an Area of Critical Concern, and Environmental be required at the expense of the applicant. (The nine if an EIS is required)
EIS Required: Yes No Director Initia	

	Department Note:			
20	. <u>PROPERTY OWNER'S A</u> addresses within a minimu Conditional Use Permit. S	m radius of 300' of pro	operty boundaries e	
**F	Radius extended to: 1	□ feet ■ mile(s)	Date: 2/28/25	Initial
	. Is this application submitten below the submitten is the subdivision, Building Permit, S	-	applications?	<u>-</u>
22.	. Title 7, Chapter 9, Section Commission shall review evidence that such use n said evidence. Following additional sheets of pape	all proposed condit neets all of the follow are the standards t	tional use applicati ving standards. Th	ions and find adequate ne applicant must provide
Tho	matrix?			determined by the land use
	rage of fuel and flammable materials			<u> </u>
310	rage of fact and naminable materials	Willow Tuble 7 2 20(b) Tequ	ares a conditional ase per	THE
Com	and the Ordinance?			vith the Comprehensive Plan 1). Land Use objective is to "Encourage and support
	·			Maintain two industrial zones; heavy and light." (p 36)
Ord	linance: As stated in part A above, the propo	osal complies with Highway/Interst	ate Commercial C2 zone and i	s an allowed use with a conditional use permit.
Per	as set forth in the Ordin	ance?		d with the specific standards State Highways and convenient access to the interstate.
Ma	verik's proposed use of convenience	e retail and fuel service station	on is the exact type of bus	siness this zone encourages.
	· ·	me Area of City Impact and we expec	t the Director at Cit of Mountain Ho	by Ordinance? Ome to accept the proposed use and approval of the agencies listed on the building permit and CUP.
The	E. How does the propose use, subject to the conditions of ap		• •	

F. What about the proposed land use's design, construction, operation and maintenance makes it harmonious and appropriate in appearance with the existing or intended character of the general vicinity and how will it not change the essential character of said area?

Maverik prides itself on being a great operator for our customers. As with all locations, this proposed C-store and fuel station facilities will be owned and operated by Maverik, Inc. Our store facade incorporates architectural elements of superior quality and appearance. Landscaping incorporates vegetation that will thrive in this climate. The operation and appearance of this C-store and fuel station will be harmonious with the surrounding properties. Inside will incorporate images of nearby natural landmarks that contribute and signal to Adventure's First Stop.

G. Why or how will the proposed land use not be hazardous or disturbing to existing or future neighboring uses?

Neighboring uses are not residential and existing uses follow characteristics of business industrial and agricultural. Our lighting plan has conducted a photometric study to ensure that light spill does not cross property lines. Traffic will not impeded existing roads and we provide on site queuing capacity

Our undergorund fuel tank farm is monitored live by staff at our headquartes in Salt Lake. We can instantaneously shut off operation if a leak or hazard is detected. Each tank is double walled with a saline solution in between to help monitor

levels to ensure a leak is not happening. Furthermore, our tank farm is covered by heavy duty concrete and spill proof lids. During fuel deliveries, fuel vapor is captured by the fuel truck to ensure none is relased into the air. Furthermore, each store has spill response kit and trianing to miligate any accidence of the contract of

H. How will the proposed land use be served adequately by available public facilities/services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewer or how will these public services be provided by the applicant/developer?

Our site will have a permitted septic system and well that follows local, state, and federal regulations. We will have a water storage tank capable of serving our store and continually providing

10,000 gallons of water for the fire department to instantly access during any emergency, even off-site. The Mountian Home Highway district has reviewed and approved our plans. The fire marshall

has coordinated with our team to provide fire suppression storage on site. Storm water drainage is held on site via retention ponds. Refuse will be stored in trash enclosures and disposed of regularly by refuse service.

I. Why or how will the proposed land use not create excessive additional requirements at public cost for public facilities/services or be detrimental to the economic welfare of the county?

All infrastructure and site improvements are funded by Maverik. By completing all agency reviews and approvals we have ensured our proposed use will have only a positive impact on the community.

Furthermore, this development creates an opportunity to increase the county tax revenue while providing fully-benefited jobs to the community.

J. Why or how will the proposed land use not involve uses, activities, processes, materials, equipment, and/or conditions of operation that will be detrimental to any persons, property, or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare or odors?

Fuel service station and convenience stores provide a resource for the community by sales of fuel, goods, and by providing employment opportunities. The fueling systems are regulated at local, state, and federal

levels which provides our manufacturers with safety guidlines, and requirements that ensure public sfatrey and welfare. Our proposed use is located in the C2 zone, outside of proximity to residential developments and schools

This operation will be similar to the existing Chevron on the opposite side of I-84, off of Ditto Creek.

K. Why or how will the proposed land use not result in the destruction, loss or damage of a natural or scenic feature of major importance?

The existing land was once agricultural but has been left unattended to. This development will ensure that there is a tenant of the land that promises to keep the site neat and orderly. Furthermore, the remaining lot 2 will be left with native vegetation as it currently stands. There are no notable scenic features on this property.

23. <u>ADDITIONAL INFORMATION:</u> Any additional information as required or needed by the Planning and Zoning Commission, Land Use & Building Department, or interested agency.

A neighborhood meeting must be conducted prior to submitting application. Requirements for a neighborhood meeting are outlined in the Elmore County Zoning and Development Ordinance Title 7 Chapter 3 Section 7-3-3.

A master site plan is required with this application. Requirements for a master site plan are found in Title 10, Chapter 6 of the Elmore County Zoning and Development Ordinance.

Agency signature sheet on page 7 of this application.

Elmore County reserves the right to withhold processing and/or issuance of any County Conditional Use Permit until the County is satisfied that County approval may be the final action in any multi-agency approval process. Proof of having obtained or applied for necessary permits and/or approvals from applicable local (other than Elmore County) state, and/or federal agencies may be required prior to issuance of a Conditional Use Permit by Elmore County. If required, documentation shall be submitted with the Conditional Use Permit application.

The Planning and Zoning Commission shall hold at least one public hearing on an application for a Conditional Use Permit. A public hearing will be scheduled within sixty (60) days after acceptance of the application. The Land Use & Building Department will mail hearing notices to the surrounding property owners and to any agency that may have an interest in the proposal. The Land Use & Building Department will place a Notice of Public Hearing in the Mountain Home News at least fifteen (15) days prior to said hearing. The Land Use & Building Department will post notice of the hearing on the premises not less than seven (7) days prior to the hearing.

This application may be approved, conditionally approved, denied, or tabled.

If the application is approved or conditionally approved by the Planning and Zoning Commission, the applicant will be sent a document that is the official "Conditional Use Permit". This document may be in the form of a Findings of Fact, Conclusions of Law, and Order, and will enumerate the conditions attached to the approval and issuance of the permit and will state the consequences of failure to comply. The permit shall not become effective until after an elapsed period of fourteen (14) days from the date of the Planning and Zoning Commission Chairperson's signature on the Findings of Fact, Conclusions of Law, and Order. During this time, any interested person may appeal the action to the Board of Elmore County Commissioners. The applicant will be notified of any pending appeals. An appeal will stay all proceedings until its resolution.

If the Conditional Use Permit is denied by the Planning and Zoning Commission, the applicant may reapply or the applicant may appeal the decision in writing to the Board of Elmore County Commissioners. Appeal of a Planning and Zoning Commission decision must be made within fourteen (14) days after the date of the Planning and Zoning Commission Chairperson's signature on the Findings of Fact, Conclusions of Law, and Order,

The applicant hereby agrees to pay the fees established by the Board and agrees to pay any additional fees incurred (initial). The applicant also verifies that the application is complete and all information contained herein is true and correct (initial). The initial applicant understands there could be a delay in a decision should the applicant or their representative not attend any meeting where the application is being considered.

Andrew Knudsen		Andrew Knudsen	Matt Reider 3/6/2	
Property Owner Signature Date		Applicant Signature	Date	
AI	MINISTRA	ATIVE USE ONLY		
Date of Acceptance:Accepted by				
CUP FEE: \$400.00 Fee \$ (□ Pd) Receipt #				
Date Paid:	Case#	CUP		

Signature: Mallauderdu

Email: matt.reider@maverik.com



Preliminary Plat Application rev-2019-06-25

ELMORE COUNTY LAND USE & BUILDING DEPARTMENT

520 E 2nd South – Mountain Home, ID 83647 – (208) 587-2142 Ext 502 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 Title 10 Chapter 1 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.

GENERAL INFORMATION					
Name of subdivision: Maverik Mountain Home Note: All subdivision names must be approved by the Elmore County Assessor. Name, address, and daytime phone numbers of all property owners (including lien holders): Mountain Home Commercial, LLC - Andrew Knudsen, manager 435-760-9322					
					. Names, addresses, and phone numbers of developers:
Todd Meyers 801-520-4072					
I. Name and describe and all page in making of a constant and for a pain one.					
 Names, addresses, and phone numbers of surveyor and/or engineer: Greg Day 801-814-1778 (Engineer) 					
Spencer McCutcheon 435-633-3012					
e. Legal description of subdivision:					
See attached map					

Page 1 of 5

g.	Total contiguous acreage owned by subdivider and/or developer: 17.04			
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: 2.3+/- Miles			
j.	Current zoning: C2 k. Overlay Zone(s): n/a			
I.	Authorized use (Case Number) granting right to subdivide:			
m.	. Elmore County Assessor Parcel number: RP03S06E098845			
<u>S</u>	JBDIVISION FEATURES			
a.	Total area (acres): 17.04 Area (%) open space			
	Number of lots: 2 Number of buildable lots 2			
b.	Type of subdivision: regular residential cluster commercial industrial			
C.	Minimum lot size: width: 295 depth: 758 acres: 7			
d.	Maximum lot size: width: $\frac{238}{}$ depth: $\frac{758}{}$ acres: $\frac{9.7}{}$			
<u>IM</u>	PROVEMENTS			
a.	Proposed streets: (Must meet highway district standard) Highway District: Mountain Home			
	☐ paved ☐ private ☐ barrow pit			
	□ paved □ private □ barrow pit □ curb □ sidewalk			
b.				
b.	☐ curb ☐ sidewalk			
b.	curb sidewalk Existing streets:			
	□ curb □ sidewalk Existing streets: □ paved □ private			
C.	curb sidewalk Existing streets: paved graveled private curb barrow pit sidewalk			
C.	curb sidewalk Existing streets: paved graveled private curb barrow pit sidewalk street lights: yes no			
c. d.	curb sidewalk Existing streets: paved graveled private curb sidewalk street lights: yes no Sewer system public private septic tanks central system			
c. d. e.	curb sidewalk Existing streets: paved graveled private curb sidewalk street lights: yes no Sewer system public private septic tanks central system other: water system individual wells central water system other:			
c. d.	curb sidewalk Existing streets: paved private curb sidewalk street lights: yes no Sewer system public private septic tanks central system other: Water system individual wells central water system			

	Mountain Homo Fire					
i. Propose	d fire protection program (district if applicable) : Mountain Home Fire					
j. Property	j. Property in flood plain: yes no Flood Insurance Rate Map # 1602120600B					
4. BUILDING PROGRAM: Single family dwelling duplex multi-family commercial						
5. REQUIRED I	NFORMATION (this may be used a checklist)					
Note: All maps	drawings, plats, etcetera, shall be drawn to a professional standard					
rec	paper copy $\underline{24 \times 36}$ " of plat (scale of not less than 1" equals 100') and $\underline{1-8.5 \times 11}$ " duction to include but not limited to the following specifications: (This may be included 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. <u>X</u> Co	ppy of Pre-Application meeting notes.					
C. <u>x</u> <u>o</u>	ne (1) copy of proposed restrictive covenants (CC&Rs), if applicable					
D. <u>x</u> A	site report as required by the Health Department					
E. <u>x</u> 8	½" x 11" reduction of a vicinity map showing relationship of proposed plat and entire evelopment to surrounding area (scale of ½ mile minimum optimal)					
g re	$-\cos y$ of a topographical map showing topography at 2' intervals if land slope is reater than 10%, lines at 5' intervals if land slope is 10% or less, and $1 - 8\frac{1}{2} \times 11$ ' eduction (This may be included or combined with other plans provided no confusion occurs on the plans)					
G. X P	hasing Plan (if applicable.) (This may be included or combined with other plans rovided no confusion occurs on the plans)					
H. <u>x</u> C	opy of Neighborhood Meeting sign in sheet and verification					
I. <u>×</u> C	opy of plat in digital form					
Preliminary Plat App	ication rev-2019-06-25 Page 3 of 5					

	1 copy of the Natural Features Analysis as specified in Title 10 Chapter 1 Section 10-1-3-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)				
	If irrigation rights exist on the property the applicant shall submit 1 copy 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)				
	1 copy of the Drainage Plan as specified in Title 10 Chapter 1 Section 10-1-11-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)				
М	Copy of FCO granting approval to subdivide property				
N. Special	development Status:				
	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				
	e preliminary plat has been approved by the County Engineer, must submit 15 copies nage Plan, Natural Features, Topographical map, and Preliminary Plat.				
The Land information	Use & Building Department Director and/or County Engineer may require additional for special developments.				
NOTICE TO A	PPLICANT				
This application information. The for its consider	n must be submitted to the Land Use & Building Department complete with all required his application will be referred to the Elmore County Planning and Zoning Commission ation.				
of County Concause all appro	to file and obtain certification of the acceptance of the final plat application by the Board nmissioners within two (2) years after Commission action on the preliminary plat shall ovals of said preliminary plat to be <u>null and void</u> , unless an extension of time is applied by the Commission (initial)				
Surveyor. The application you	ary Plat applications are subject to review and approval by the Elmore County Elmore County Surveyor is a consultant for the County. By singing and initialing this affirm that you the developer and/or property will pay all fees incurred by the County y other consultant of Elmore County (initial)				
and correct. T	hereby certifies the application is complete and all information contained herein is true. The applicant hereby agrees to pay the fee established by the Board of County is and agrees to pay any additional fees (attorney, consultant, etc.) The initial applicant e/she/they or a representative who can legally bind the applicant with his/her/their				

Page 4 of 5

Preliminary Plat Application rev-2019-06-25

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.

Hall-men	4/4/25	5 Aut / Jean	04/04/2025
gnature of Developer/App		Signature of Property O	wner Date
required information. 2. Agency signature does not gu	cants set up appointments uarantee any future approval al sheets of paper for com	nment and/or conditions if necessary.	ication is complete with all
Central District Health (or oth		Permit (580-6003)	Date
Roadway Jurisdiction (MHHI Comment:		7744) (AHD 864-2115)	Date
Fire District (MHRFD 587-21) Comments:		FD 599-0000) (BGRFD 834-2511) (AFD	864-2182) Date
	ADMINISTR	ATIVE USE ONLY	
ite of Acceptance	Accepted by	Receipt #	
JB FEE: \$450.00+ <u>\$10.00 a lot</u>	<u>+Depos</u> it(\$250 + \$30 p	<u>er lot 1-10 lots, \$</u> 25 per lot <u>11-20 lots,</u>	\$20 per lot 21+ lots = F
Case# SI	UB		
sessor's Office:		Date:	
omments:			
easurer's Office:		Date:	
omments:			



Exhibit 1c

New Store Sign Package by



YESCO.

Salt Lake Region

Salt Lake Office 1605 South Gramercy Road Salt Lake City, UT 84104 801-487-8481

Version

OPY-66517-R3 Date: 01.06.2025

Address

Maverik #TBD I-84 Business & W Frontage Rd Elmore County ID 83647

R1 REVISION NOTES

ART 1.0: SIGN 01 LAYOUT/SIGN CHANGE

ART 2.0: SIGN 02 SUNSHINE CABINET CHANGED/MESSAGE ON RV CHANGED

ART 10.0: SIGN 10 SIGN ADDED TO PACKET

R2 REVISION NOTES

LOC 0.1: UPDATED SITE MAP AND CHANGED HIGHRISE LOCATION & ORIENTATION

R3 REVISION NOTES

LOC 0.1: SITE NEW SITE PLAN
LOC 0.2: SITE VIEW WITH HIGHRISE
LOC 0.3: SITE DIGITAL FLAGGING
ART 1.0: SIGN 01 UPDATING CALLOUTS
ART 2.0: SIGN 02 UPDATING CALLOUTS

TYPOGRAPHY NOTE

All vertical typography dimensions specified in this package are based upon the measurement from the baseline to the cap-line of an uppercase letter 'i'. The height of descenders and ascenders, below and above the baseline and cap-line respectively, are not included in the measurements unless specifically noted.

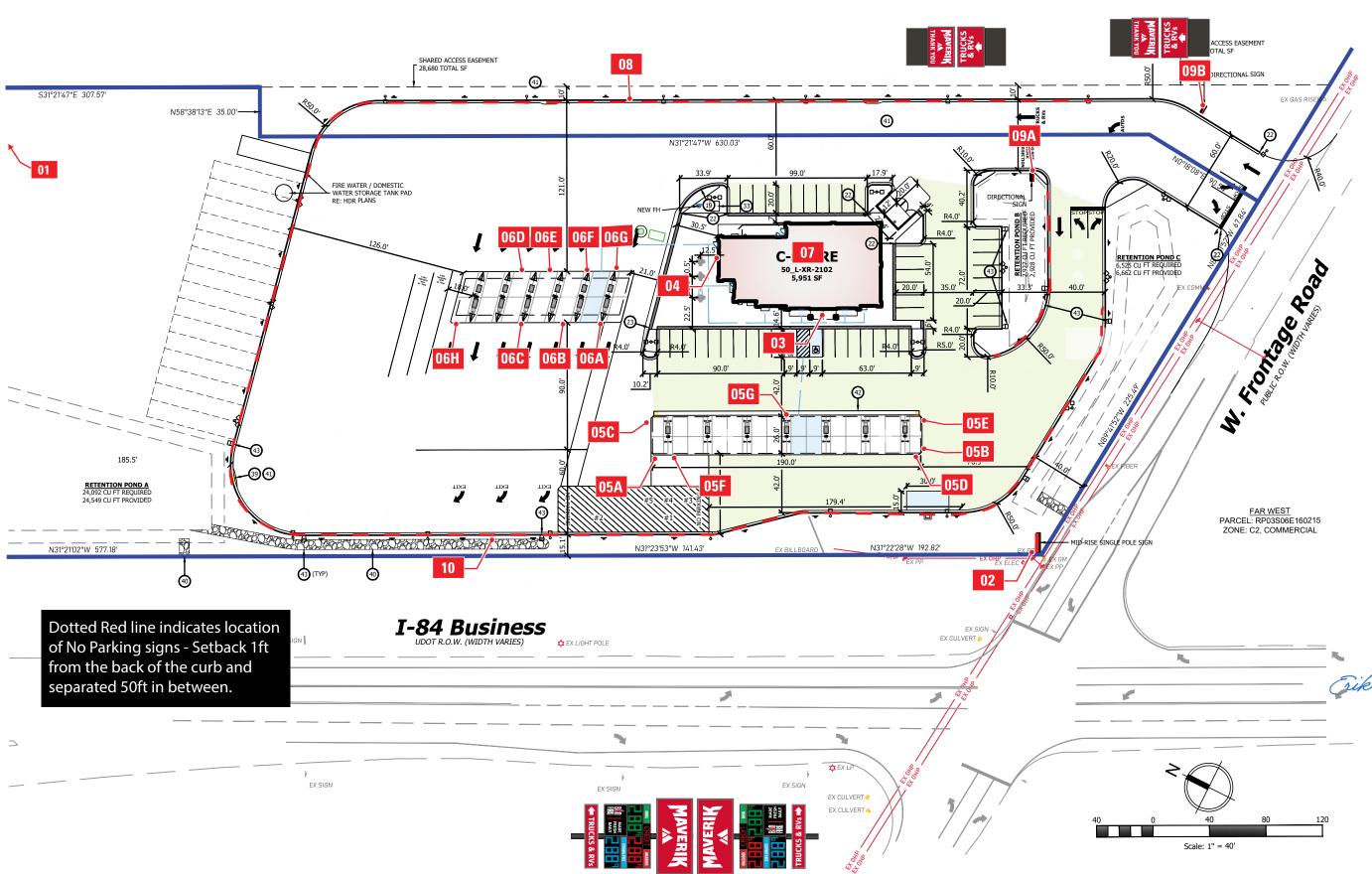


COLOR MATCHING NOTE

Colors specified in this package are to match vendor supplied physical samples. Colors chosen based upon how they appear on a computer monitor or printed media are not guaranteed to match.

PRODUCTION NOTE

The PDF format of this package may contain graphics which have been down-sampled for proofing purposes and should not be used for production purposes. Source files for this package are available upon request for production purposes.





DESIGN

1605 South Gramercy Rd. Salt Lake City, UT 84104 801.487.8481

www.yesco.com

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This sign is installed in accordance with the requirements of Article 600 of the National Electrical Code and / or other applicable local codes. This includes proper grounding and bonding of the sign.

Revisions

No.	Date / Description
Org.	09.19.2024
R1	09.26.2024 JK
R2	11.12.2024 JK
R3	01.07.2025 new site plan SP
R4	
R5	
R6	
R7	
R8	
R9	
JO	#

Approval

A/E Sign / Date

ohnson_1/15/2025 Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating

OPY-66517

LOC



DESIGN

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R2	11.12.2024 JK
R3	01.07.2025 new SP
R4	
R5	
R6	
R7	
R8	
R9	
J0	#

^

Approval

A/E Sign / Date

Client Sign / Date

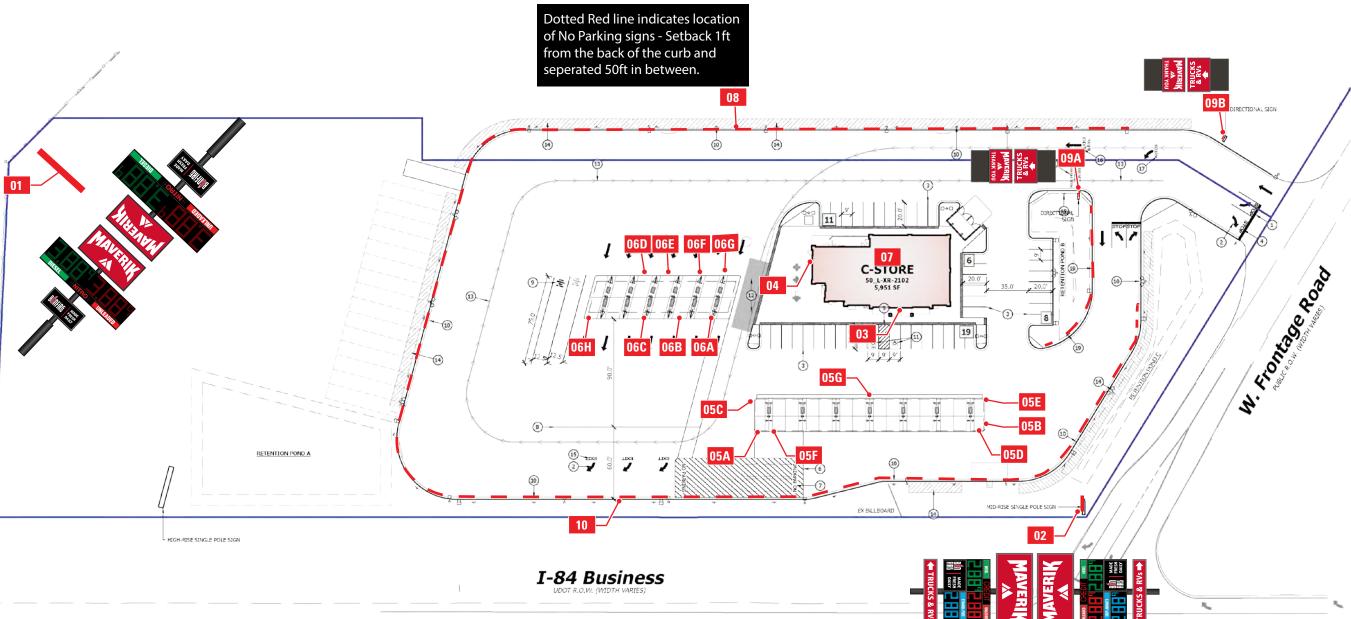
Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren
Designer: Julie Keating

OPY-66517

0.2

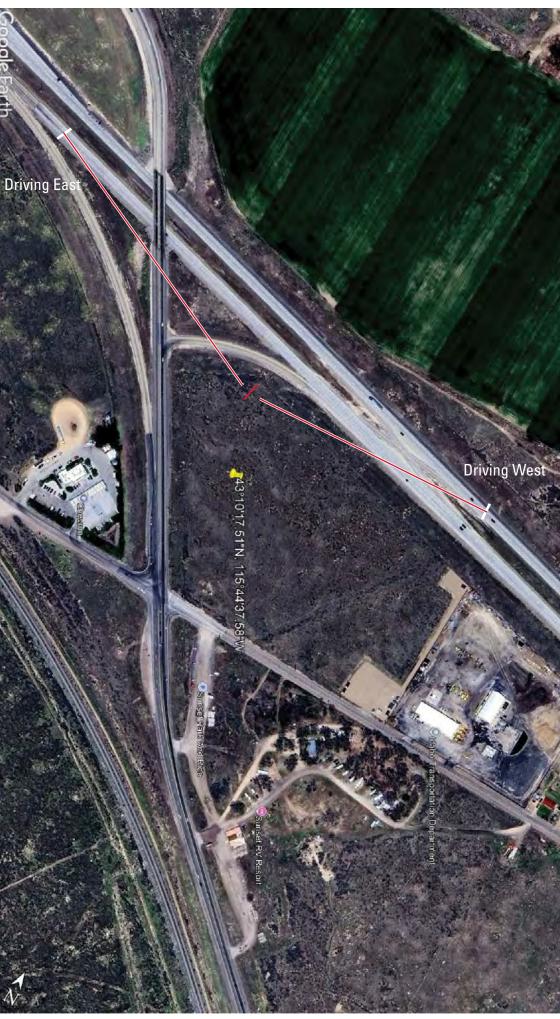


IF THIS COPY IS VISIBLE ON PHYSICAL PRINTS IT MAY INDICATED THAT ARTWORK HAS BEEN PRINTED "TO FIT" - MEASUREMENTS TAKEN USING A SCALE RULER MAY NOT BE ACCURA











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R3	01.07.2025 SP
R4	
R5	
R6	
R7	
R8	
R9	

J0

Approval

A/E Sign / Date

Client Sign / Date

Maverik #5217

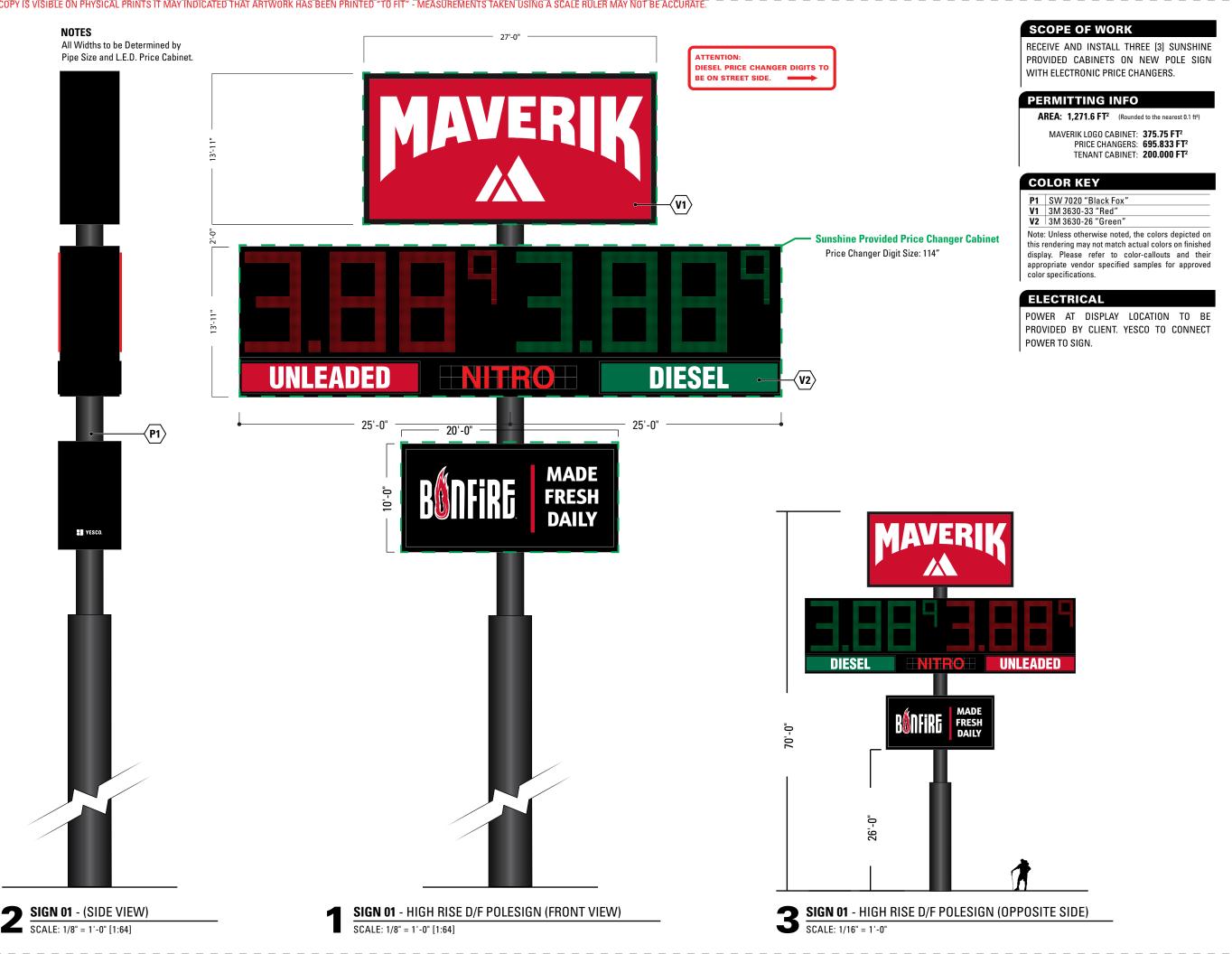
I-84 Business & Frontage Rd Mountain Home, ID

Acct. Exec: Matthew Wren
Designer: Shawn Powell

OPY-66517

R3

OC 0.3





DESIGN

1605 South Gramercy Rd. Salt Lake City, UT 84104 801.487.8481

www.yesco.com

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Org.	09.19.2024
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R2	11.12.2024 JK
R3	01.07.2025 SP
R4	
R5	
R6	
R7	
R8	
R9	
J0	#

Approval

A/E Sign / Date

Client Sign / Date

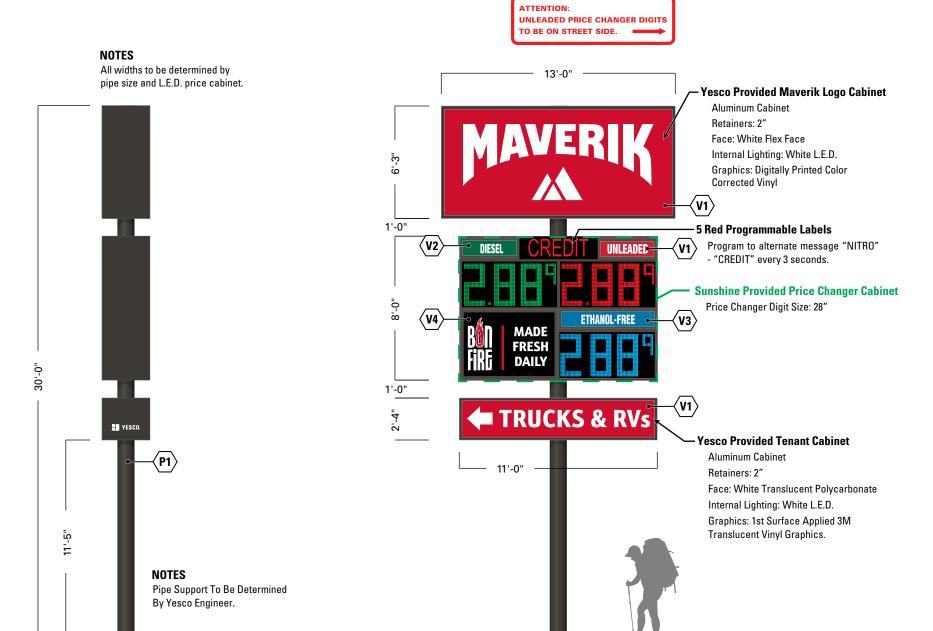
Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren
Designer: Julie Keating

OPY-66517

RT 1.0



SCOPE OF WORK

MANUFACTURE & INSTALL ONE [1] DOUBLE FACE MID RISE SINGLE POLE SIGN.

YESCO_®

PERMITTING INFO

AREA: 194.91 FT²

MAVERIK LOGO CABINET: 81.25 FT2 PRICE CHANGERS: 88 FT² TENANT CABINET: 25.66 FT²

COLOR KEY

P1	SW 7020 "Black Fox"
V1	3M 3630-33 "Red"
V2	3M 3630-26 "Green"
V3	3M 3630-147 "Light European Blue"
	014 0000 00 #DL L#

Note: Unless otherwise noted, the colors depicted on this rendering may not match actual colors on finished display. Please refer to color-callouts and their appropriate vendor specified samples for approved

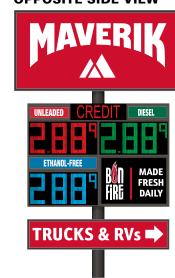
V4 3M 3630-22 "Black"

color specifications.

ELECTRICAL

POWER AT DISPLAY LOCATION TO BE PROVIDED BY CLIENT. YESCO TO CONNECT POWER TO SIGN.

OPPOSITE SIDE VIEW



DESIGN

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R8	
R9	
JO	#

Approval

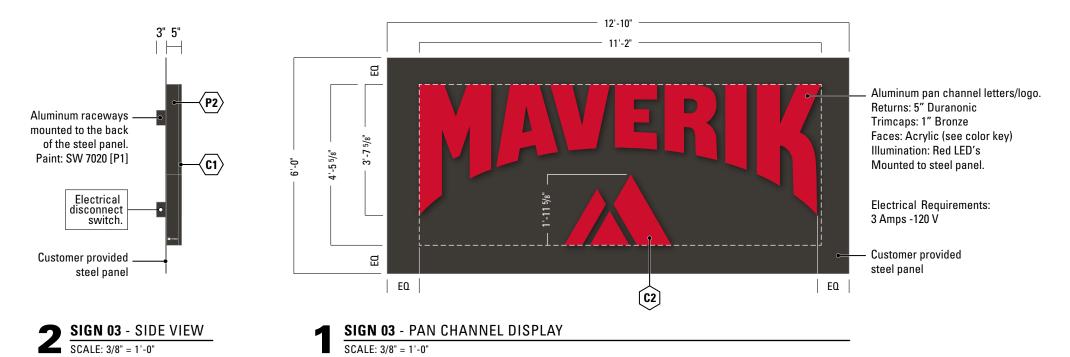
A/E Sign / Date

Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating



116'-0" 20'-0" 18'-6"

SCOPE OF WORK

MANUFACTURE & INSTALL ONE [1] PAN CHANNEL, INTERNALLY ILLUMIANTED DISPLAY.

PERMITTING INFO

AREA: 49.9 FT² (Rounded to the nearest 0.1 ft²) METHOD: BOUNDING BOX

COLOR KEY

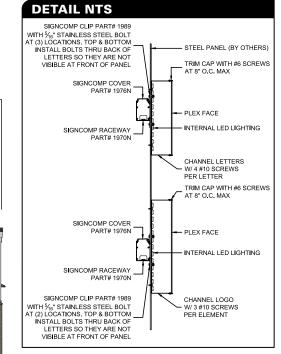
P1 SW 7020 "Black Fox" P2 Pre-Painte Duranodic C1 Trim Caps #313 Bronze C2 | Acrylic 3RK32/2283

Note: Unless otherwise noted, the colors depicted on this rendering may not match actual colors on finished display. Please refer to color-callouts and their appropriate vendor specified samples for approved color specifications.

ELECTRICAL

POWER AT DISPLAY LOCATION TO BE PROVIDED BY CLIENT. YESCO TO CONNECT POWER TO SIGN.





FRONT VIEW

YESCO_®

DESIGN

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	R7	
	R8	
	R9	
	JO	#

Approval

A/E Sign / Date

Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating

3.7.5%"

2 SIGN 04 - SIDE VIEW
SCALE: 3/8" = 1'-0"

Electrical

disconnect

switch.

■ SIGN 04 - PAN CHANNEL DISPLAY

SCALE: 3/8" = 1'-0"

3 SIGN 04 - BUILDING ELEVATION SCALE: 3/32" = 1'-0" [1:128]

SCOPE OF WORK

MANUFACTURE & INSTALL **ONE [1]** PAN CHANNEL, INTERNALLY ILLUMINATED DISPLAY.



PERMITTING INFO

AREA: 49.9 FT² (Rounded to the nearest 0.1 ft²)
METHOD: BOUNDING BOX

COLOR KEY

Aluminum pan channel letters/logo.

Faces: Acrylic (see color key)

Returns: 5" Duranonic

Illumination: Red LED's

Electrical Requirements:

Mount to bldg. fascia.

3 Amps -120 V

Trimcaps: 1" Bronze

 P1
 SW 7020 "Black Fox"

 C1
 Trim Caps #313 Bronze

 C2
 Acrylic 3RK32/2283

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ELECTRICAL

FRONT VIEW

POWER AT DISPLAY LOCATION TO BE PROVIDED BY CLIENT. YESCO TO CONNECT POWER TO SIGN.



DESIGN

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Approval

A/E Sign / Date

Client Sign / Date

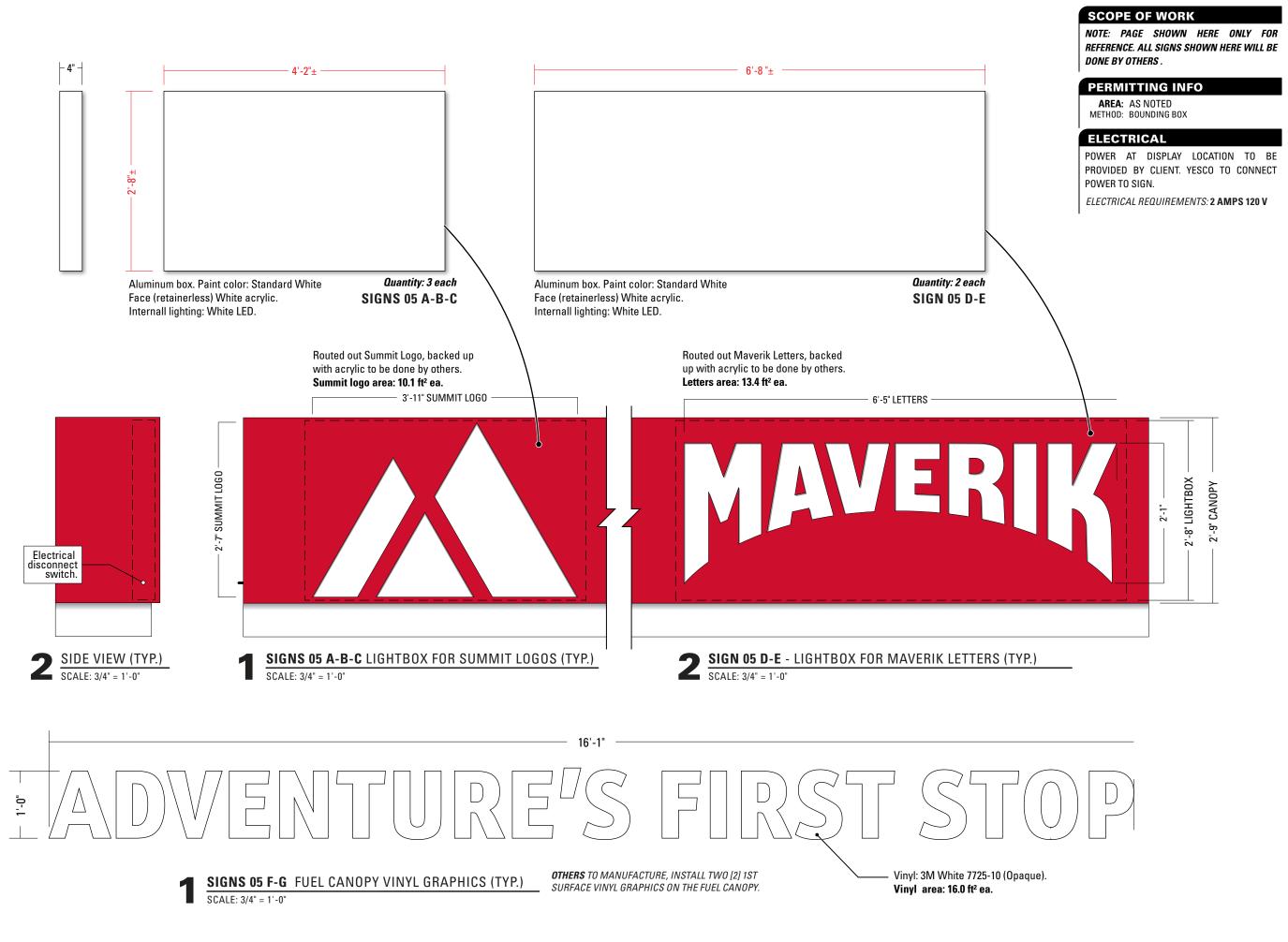
Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren
Designer: Julie Keating

OPY-66517

ART 4.0



DESIGN

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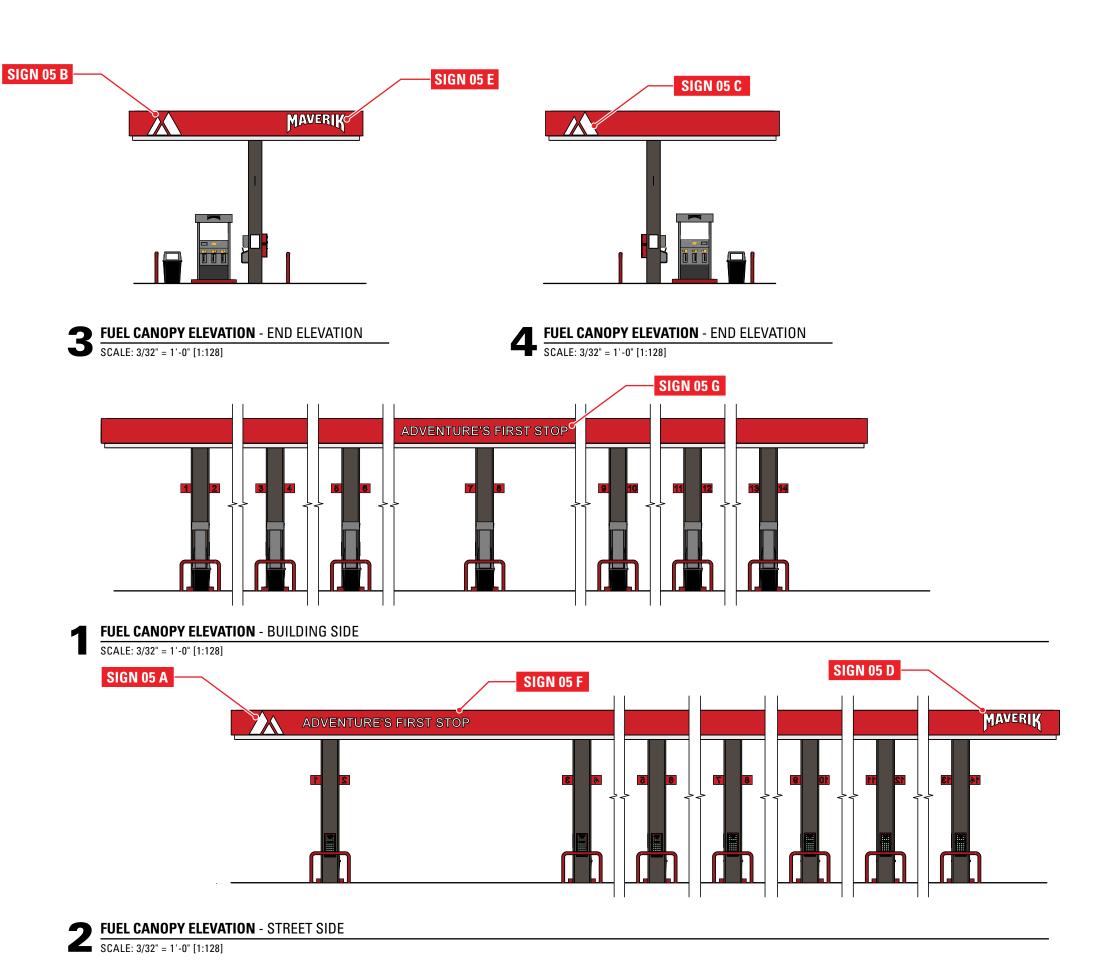
A/E Sign / Date

Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating



SCOPE OF WORK

NOTE: THIS DRAWING WAS CREATED TO ASSIST YOU VISUALIZING THE TYPICAL LOCATION FOR THE HIGH FLO FUEL CANOPY SIGNS. FOR A COMPLETE DETAIL OF THE HIGH FLO FUEL CANOPY REFER TO THE ARCHITECTURAL DRAWINGS PROVIDED BY MAVERIK, INC.



DESIGN

1605 South Gramercy Rd. Salt Lake City, UT 84104 801.487.8481

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A/E Sign / Date

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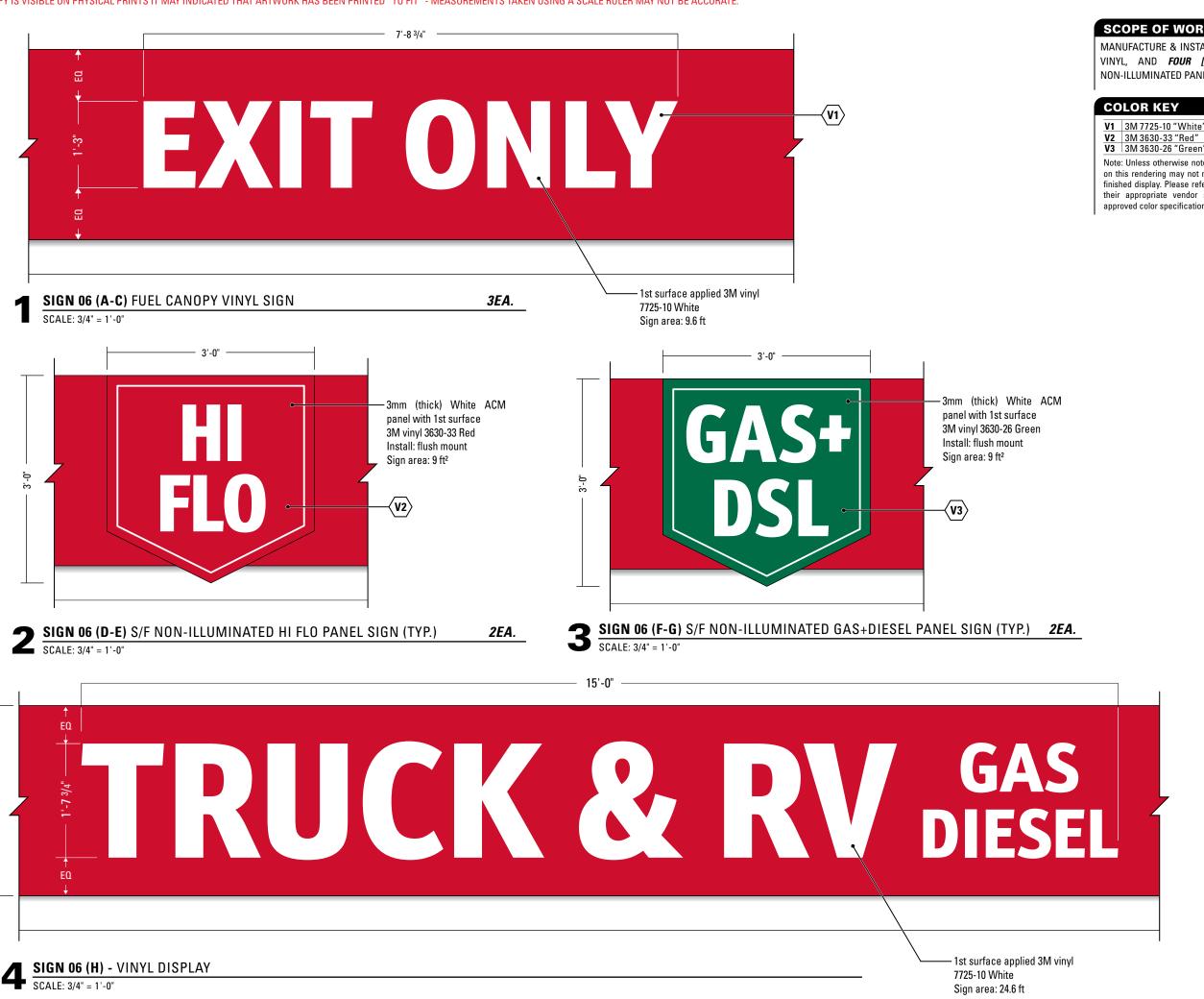
Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren
Designer: Julie Keating

OPY-66517

51



SCOPE OF WORK

MANUFACTURE & INSTALL FOUR [4] SETS OF VINYL, AND FOUR [4] SINGLE FACE, NON-ILLUMINATED PANELS.

V1 3M 7725-10 "White V2 3M 3630-33 "Red"

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DESIGN

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	R8	
	R9	
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Approval

A/E Sign / Date

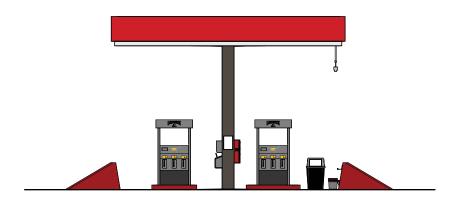
J0 #

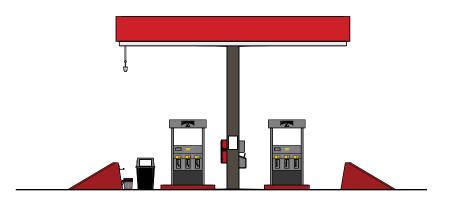
Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

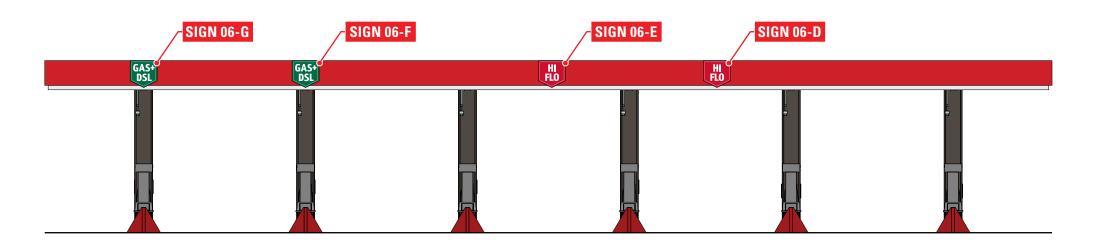
Acct. Exec: Matt Wren Designer: Julie Keating





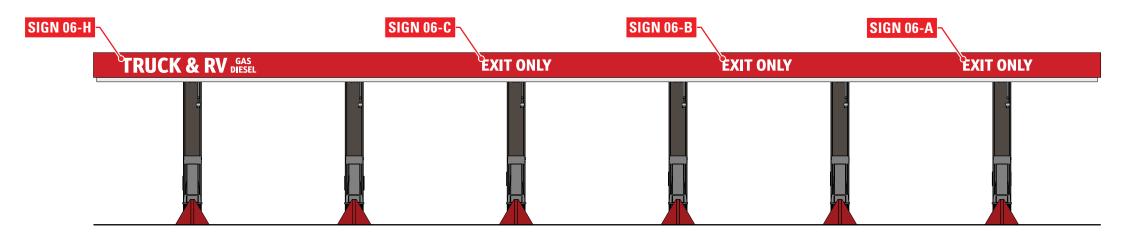
TUEL CANOPY ELEVATION - END VIEW
SCALE: 3/32" = 1'-0" [1:128]

FUEL CANOPY ELEVATION - END VIEW



FUEL CANOPY ELEVATION - STREET SIDE

SCALE: 3/32" = 1'-0" [1:128]



FUEL CANOPY ELEVATION - BUILDING SIDE FUEL CANOPY ELEVA SCALE: 3/32" = 1'-0" [1:128]

SCOPE OF WORK

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DESIGN

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Approval

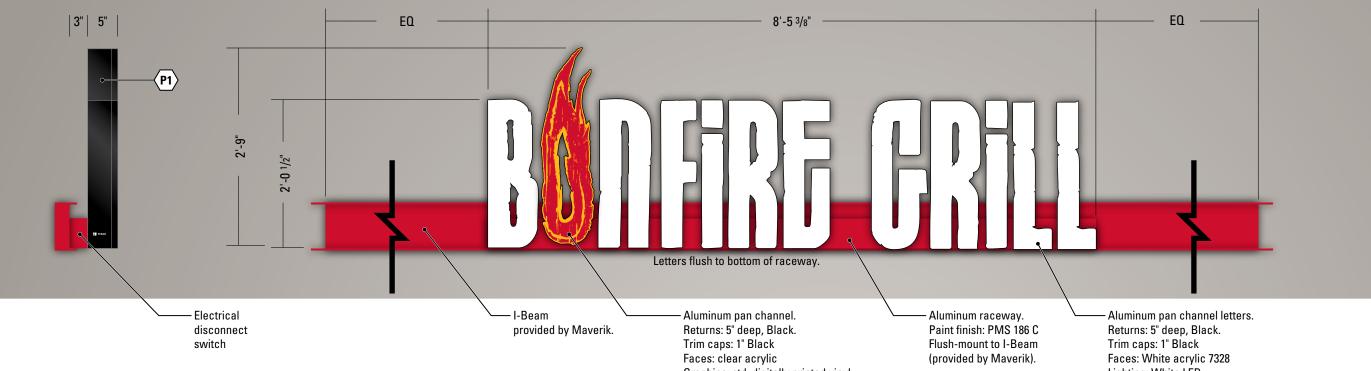
A/E Sign / Date	-	-	-	-	-	-	-	-	-	-	-

Maverik

Client Sign / Date

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating



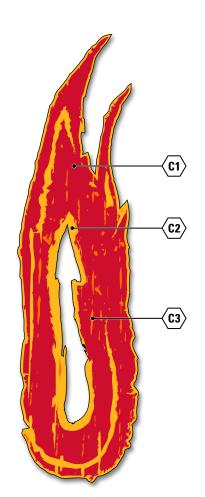
2 SIGN 07 - SIDE VIEW
SCALE: 3/4" = 1'-0"

SIGN 07 - PAN CHANNEL LETTERS/LOGO

Graphics: std. digitally printed vinyl Lighting: LED - flicker effect, plus 8 internall flashers.

Fush-mount to raceway

Lighting: White LED Flush-mount to raceway



SCOPE OF WORK

YESCO TO MANUFACTURE AND INSTALL ONE [1] PAN CHANNEL INTERIOR DISPLAY. MOUNT ON RACEWAY TO I-BEAM PROVIDED BY MAVERIK

TRIGGER SCHEDULE TO BE DETERMINED BY LAYOUT DEPARTMENT.

FINAL ELECTRICAL CONNECTION:

YESCO WILL CONNECT SIGN TO CUSTOMER PROVIDED PRIMARY POWER TO SIGN LOCATION. **ELECTRICAL REQUIREMENTS: 2 AMPS 120 V**

COLOR KEY

- C1 | PMS 186 C Digital Print (Color Corrected)
- C2 PMS 1235 Digitally Print (Color Corrected)
- C3 PMS 1505 Digitally Print (Color Corrected)
- P1 | Black (Paint finish)

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R7	
R8	
R9	

J0 #

Approval

A/E Sign / Date

Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating

SCOPE OF WORK

PERMITTING INFO

AREA: 1.5 FT²

COLOR KEY

P1 SW Std. White

V1 3M 3630-33 "Red"

approved color specifications.

METHOD: BOUNDING BOX

MANUFACTURE & INSTALL THIRTY-FOUR [34] REGULATORY POST MOUNTED PANEL SIGNS.

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their appropriate vendor specified samples for

(Rounded to the nearest 0.1 ft²)



DESIGN

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Approval

A/E Sign / Date

Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating

OPY-66517

THANK YOU VIOLATORS WILL BE TOWED AT OWNERS EXPENSE

2 SIGN 08 - SINGLE FACE SIGN PANEL (TYP.)
SCALE: 1" = 1'-0"

MAVERIK

NO

PARKING

GENERAL NOTES:

CUSTOMER TO PROVIDE TITLE 24 COMPLIANT SIGN LIGHTING CONTROLS (AUTOMATIC TIME SWITCH & PHOTO CELL).

CUSTOMER TO PROVIDE PRIMARY POWER TO SIGN LOCATION

SPECIAL INSTRUCTIONS

This sign is intended to be installed in accordance from the Cognition Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

SCOPE OF WORK

MANUFACTURE & INSTALL TWO [2] DOUBLE FACE DIRECTIONAL SIGN.

PERMITTING INFO

AREA: 16.6 FT² (Rounded to the nearest 0.1 ft²) METHOD: BOUNDING BOX

COLOR KEY

P1 SW 7020 "Black Fox" V1 3M 3630-33 "Red"

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ELECTRICAL

POWER AT DISPLAY LOCATION TO BE PROVIDED BY CLIENT. YESCO TO CONNECT POWER TO SIGN.

Aluminum Directional Cabinet

Internal Lighting: White L.E.D.

Retainers: 2"

Aluminum Base

 $\langle P1 \rangle$

Paint Color: SW 7020 "Black Fox"

Paint Color: SW 7020 "Black Fox"

Face: White Translucent Polycarbonate.

Graphics: 1st Surface Applied 3M 3630-33 "Red" Translucent Vinyl.

DESIGN

YESCO_®

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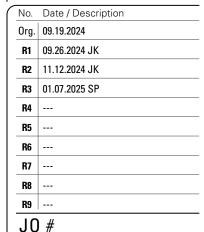
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Revisions



Approval

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Client Sign / Date

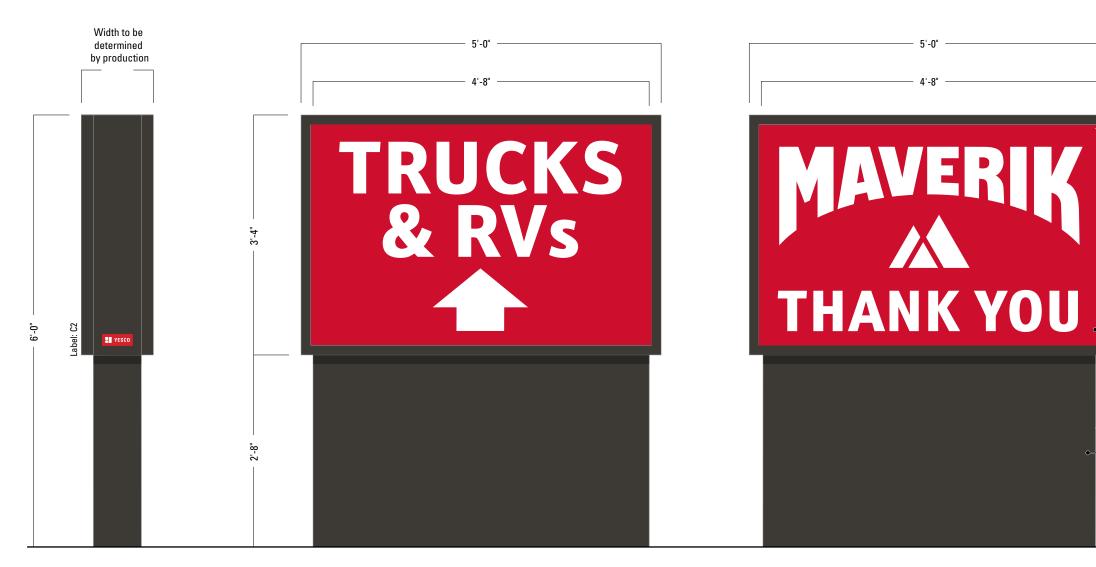
Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating

OPY-66517

SIGN 09A,B - DINCO SIGN 09A,B - DIRECTIONAL SIGN (OPPOSITE VIEW)

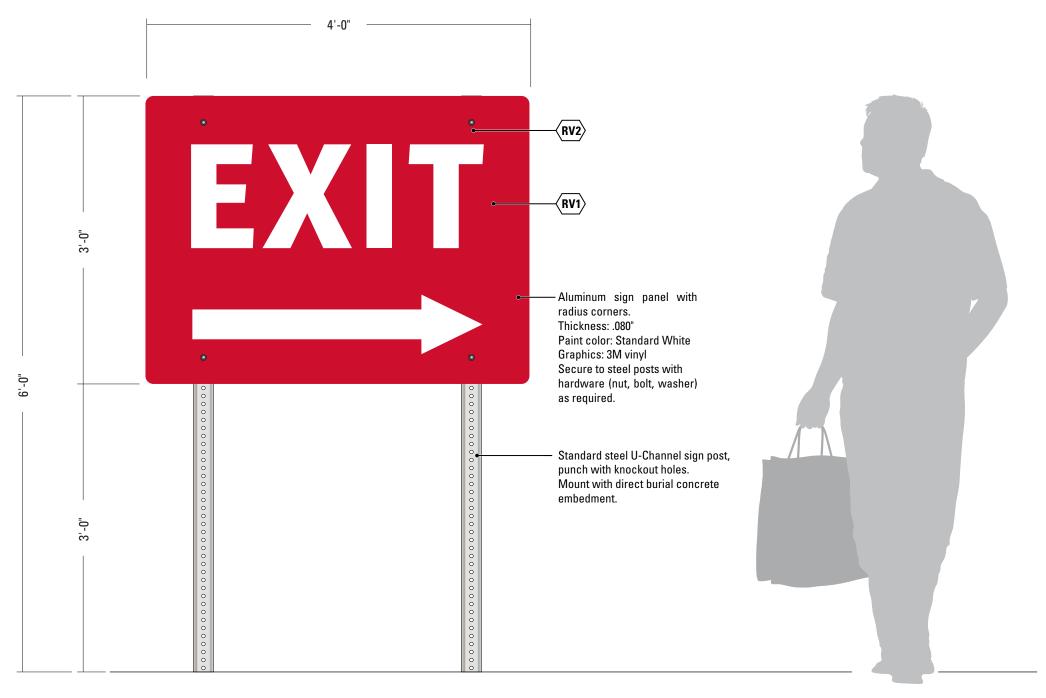


SCALE: 3/4" = 1'-0" [1:16]

3 SIGN 09 - DIRECTIONAL SIGN SCALE: 3/4" = 1'-0" [1:16]

SIGN 09A,B - DIRECTIONAL SIGN (FRONT VIEW)

SIGN 10 - PLAN VIEW (TYP.)



2 SIGN 10 - SINGLE FACE SIGN PANEL (TYP.)
SCALE: 1" = 1'-0"

SCOPE OF WORK

MANUFACTURE & INSTALL ONE [1] POST MOUNTED PANEL SIGN.

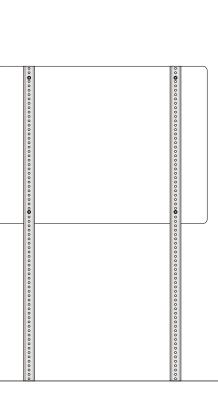
PERMITTING INFO

AREA: 12 FT² (Rounded to the nearest 0.1 ft²) METHOD: BOUNDING BOX

COLOR KEY

RV1 3M Reflective Red **RV2** 3M Reflective White

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3 SIGN 10 - REAR OF SIGN (TYP.)
NOT TO SCALE



DESIGN

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	R7	
	R8	
	R9	
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Approval

A/E Sign / Date

Client Sign / Date

Maverik

I-84 Business & W Frontage Rd Elmore County ID 83647

Acct. Exec: Matt Wren Designer: Julie Keating



Variance Application Rev 2019-06-25

Elmore County Land Use & Building Department

520 East 2nd South Street Mountain Home, ID 83647 Phone: (208) 587-2142 Fax: (208) 587-2120

Application for a Variance Fee: \$400.00

This application must comply with the process and standards of Title 7 Chapter 3 Section 7-3-13 or the Elmore County Zoning and Development Ordinance and Idaho code Section 67-6516. This application must be typed or filled out in ink. The Land Use & Building Department does not accept faxed applications. Please attach and reference additional sheets of paper if necessary.

Applicant:		
YESCO	801-464-6477	swalser@yesco.com
Name		Phone/Fax/Email
1605 Gramercy rd	Salt La	ake City, UT 84104
Street Address		City, State, Zip
Property Owner:		
Mountain Home Commerical, L	LC 435-760-93	322 knudsenandrewk@gmail.com
Name	M .	Phone/Fax/Email
405 S Main St Suite 800	Salt La	ake City, UT 84111
Street Address		City, State, Zip
Legal Description of property:	ttached - Exhibit A	Convenience Store - Maverik
	oint: Northwest corner of t	he intersection at W Frontage Road
and Sunset Strip in Elmore Cou	nty, ID near Mountain Hor	ne, ID
Current Zoning?C2		
Is the property located within an Are	ea of City Impact? Y 🗐/ N [If so, which one? Mountain Home
		o, which one? Mountain Home Rural
Is the property located within an		
Is the property located within a F	lood Zone? Y☐ / N■	

Page 1 of 5

State the precise nature of the variance request: Maverik would like to install an interstate oriente
sign which would be legible to traffic such that they would be able to identify the sign
and make a safe turn into the property.
What is intended to be done with the property? The intention is to have a legible interstate
oriented sign.
What special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same district? Due to the natural obstructions such as a freeway overpass Maverik is seeking a
sign that would be legible for traffic traveling both directions on I-84
Why will a literal interpretation of the provisions of this ordinance deprive you of rights commonly enjoyed by other properties in the same district under the terms of this ordinance? Other businesses along this same interstate (Such as Flying J) also have Interstate
oriented signage.
What special conditions or circumstances exist that was not a result of your actions? Per previous sign codes, other businesses were allowed to have Interstate oriented sign:
Why will granting of this variance not confer on you any special privilege that is denied by ordinance to other lands, structures, or building in the same district?
Several other businesses including gas stations already have the special privilege
of an Interstate oriented sign. If Maverik were allowed this same style of sign they
would be offered the same fair chances as the other businesses are afforded.

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 599-0000) (BGRFD 834-2511)	(AFD 2182) Date
	Comments:	

NOTICE TO APPLICANT

A neighborhood meeting must be conducted prior to submitting application. Requirements for neighborhood meetings are outlined in Elmore County Zoning and Development Ordinance Title 7 Chapter 3 Section 7-3-3.

The Planning and Zoning Commission shall hold a public hearing on a Variance application. The public hearing(s) will only be scheduled once the application is complete. The Land Use and Building Department has the discretion to schedule the hearing agencies and department staff has adequate time to review the applications.

The Land Use & Building Department will mail public hearing notices to the property owners or purchasers of records and to any other agencies that may have an interest in the proposal. A Notice of Public Hearing will be published in the Mountain Home News at least 15-days prior to the public hearing. The Land Use & Building Department will post notice of the hearing on the premises not less than seven (7) days prior to the hearing. The applicant will be given notice of the hearing and must be present.

Section7-3-13: Variances:

Certain uses may require additional variance requirements in other sections of the Ordinance.

A. Process:

- 1. The applicant shall complete a pre-application conference with the Director prior to submittal of an application for a variance; and
- 2. An application and fees shall be submitted to the Director on forms provided by the Department; and
- 3. The Commission and Board shall both conduct public hearings in accordance with Idaho Statute and this Ordinance and apply the standard listed in subsection

B of this section and the findings listed in subsection C of this section to review the variance.

- B. Standard: The variance shall comply with Idaho Statute § 67-6516.
- C. Required Findings: In order to grant a variance, the Board shall make the following findings:
 - 1. The variance shall not grant a right or special privilege that is not otherwise allowed in the base zone; and
 - 2. The variance relieves an undue hardship due to characteristics of the site; and
 - 3. The variance shall not be detrimental to the public health, safety, and welfare.

The use or construction permitted by the approval of a zoning permit that is a part of this application must be commenced within a 12-month period. If such use or construction has not commenced within that period the variance may not be valid. Prior to the expiration of the 12-month period, the applicant may request from the Planning and Zoning Commission an extension from the original date of approval.

The applicant hereby agrees to pay the fee established by the Board and agrees to pay any additional fees._____ (initial). (Examples of additional fees include but not limited to County Engineer and County Surveyor).

The applicant also verifies that the application is complete and all information contained herein is true and correct. (initial).

The applicant understands there could be a delay in a decision should the applicant or a representative not be present at the public hearing to answer any possible questions or to clarify information submitted.

Andrew Knudsed (Jun 18, 2025 10:13 MDT)	06/18/2025	
Property Owner Signature	Date	
46-A+20	06/17/2025	
Applicant Signature	Date	

For Administrative Use Only	
File Number: VAR-2025 - 03 Fee: \$400.00 Date Rec'd:	6-23-25
Receipt Number: 20 - 15355 By: QN	
Assessor's Office:	Date:
Comments:	
Treasurer's Office:	Date:
Comments:	

EXHIBIT "A"

A parcel of land lying in the SE1/4 of Section 9, Township 3 South, Range 6 East, Boise Meridian, Elmore County, Idaho, said parcel being more particularly described as follows:

Commencing at a 5/8 inch iron pin marking the South 1/4 corner of said Section 9, from which a 5/8 inch iron pin marking the South East corner of said Section 9 bears S.89°51'40"E. 2674.06 feet; Thence along the South Hae of said Section 9, S.89°51'40"E. 1286.66 feet to a point, said point being the POINT OF BEGINNING;

Thence N.09°55'15"W 35.88 feet to a Brass Cap monument which lies on the North Right of Way of NW Frontage Road;

Thence N.89°41'52"W., along the North Right of Way of said NW Frontage Road, 225.49 feet to a Brass Cap monument;

Thence along the Easterly Right of Way of Old Highway 30 for the next 3 calls;

Thence N.31°22'28"W. 192.82 feet to a Brass Cap monument;

Thence N.31°23'53"W. 141.43 feet to a Brass Cap monument;

Thence N.31°21'02"W, 577.18 feet to a Brass Cap monument;

Thence leaving the Easterly Right of Way of Old Highway 30 and now running along the Southerly Right of Way of Interstate 84 for the next 2 calls;

Thence N.61°20'43"E. 295.78 feet to a Brass Cap monument;

Thence \$.76°20'34"E. 871.71 feet to a 1/2 inch iron pin;

Thence leaving the Southerly Right of Way of Interstate 84, S.00°14'42"W, 752.31 feet to a point;

Thence N.89°51'40"W., along the South line of said Section 9, 402.98 feet to THE POINT OF BEGINNING.

Subject to all existing easements and right-of-ways of record or implied

Exhibit 2



Land Use and Building Department

520 East 2nd South Street Mountain Home, Id. 83647 Phone: (208) 587-2142 ext. 1256 Fax: (208) 587-2120 www.elmorecounty.org

Vacant Director

Dave Abrahamson

Planner

Vacant Planner

Vacant Planner

Johnny Hernandez Building Official/ Interim Director

Colton Janousek Building Inspector

Vacant Building Inspector

James Roddin Admin Manager/ Interim Director

Matt Gouchner
Code Enforcement

Sandra Nuner Permit Technician

Alyssia Nieto Admin Assistant Date: May 19, 2025

Sent Via Electronic Mail at knudsenandrewk@gmail.com & matt.reider@maverik.com

To:

Mr. Andrew Knudsen, Mountain Home Commercial, LLC 8071 South 2475 East, South Weber, UT 84405

Mr. Matt Reider, Maverik Store 787 185 S. State Street, Suite 300, Salt Lake City, UT 84111

Re: Conditional Use Permit for Commercial Subdivision, Fuel Sales and Service Station, Fuel or Flammable Material Storage, Convenience Food Store, and Freestanding Billboard Sign – Application Completeness Determination

Dear Mr. Knudsen and Reider,

You have been identified as the Applicant of the proposed Conditional Use Permit for a Commercial Subdivision, Fuel Sales and Service Station, Fuel or Flammable Material Storage, Convenience Food Store/Deli, and Stationary Billboard Sign ("Project") with Master Site Plan ("CUP-2025-09") and a Preliminary Plat for a commercial subdivision ("PP-2025-06"), collectively referred to as the Application. Fuel or Flammable Material Storage as a proposed use requires review and approval of a Conditional Use Permit per Table 7-2-26(B) and a Stationary Billboard Sign requires review and approval of a Conditional Use Permit per Title 7, Chapter 7 of the Zoning Ordinance. The Project is located on assessor's parcel number RP03S06E098845 and incorporates 17 acres of unincorporated area within Elmore County, zoned Highway Interstate Commercial ("C2") ("Site"). Andrew, you, as a representative of Mountain Home Commercial, LLC are the owner of the Site and Matt, you, as a representative of Maverik Store 787 are a potential buyer of one of the two proposed commercial lots (collectively referred to as the "Applicant"). In accordance with the Elmore County Zoning and Development Ordinance ("Zoning Ordinance"), you have filed this Conditional Use Permit ("CUP") with the hope to:

 Subdivide the Highway/Interstate Commercial (C-2) parcel into two lots of 7 and 10 acres, respectively;

- 2) On the 7-acre proposed lot, Applicant wishes to propose seven (7) fuel dispensers and canopy and six (6) additional dispensers and canopy for commercial fueling, for a total of 13 fuel dispensers as well as 5,951 square feet Convenience Food Store with Deli to sell packaged beer and wine as well as fresh food items; and
- 3) On the 7-acre proposed lot, Applicant wishes to have multiple signs including a seventy feet (70') Stationary Billboard Sign for the use.

You also wish to process a Preliminary Plat concurrently to streamline the development review process. The Department is in support of that as long as you understand that the Preliminary Plat application is contingent upon the approval of CUP-2025-09 for subdivision by the Planning and Zoning Commission.

The Applicant has taken the following pre-application actions to date for this proposal.

- In order to initiate the CUP (and associated applications) process, the Applicant conducted multiple Pre-application Meetings with the Director of Land Use and Building Department in compliance with Section 7-3-2(A) of the Zoning Ordinance starting with November 6, 2024.
- As required in Section 7-3-3 of the Zoning Ordinance, the Applicant conducted a Pre-application Neighborhood Meetings on March 11, 2025, to discuss this proposal with property owners within a 1-mile radius of the Site.

These actions deem your pre-application requirements complete as outlined in the Zoning Ordinance for a CUP and Preliminary Plat.

On April 2, 2025, the Land Use and Building Department ("Department") received the last piece, a Preliminary Plat, for the Application packet along with the required fees. Since then, the Application is being reviewed by a County Review Team comprising of the Consulting Planner, Mitra Mehta-Cooper; Consulting County Engineer, Angie Michaels; and Consulting Attorney, Abbey Germaine. Furthermore, the Department discussed this proposal with affected agencies on February 5, 2025.

As a result of this preliminary review, the review team provides the following comments, which require immediate attention to aide this Application and its review in a timely manner:

1. **CUP:**

This Application packet contains a CUP Application, and site and civil engineering documents that the Department is interested in as well as items that the Department had identified through Zoning Permit notes.

The Site is located within the Area of City Impact of the City of Mountain Home adjacent to a critical intersection – NW Frontage Road and Sunset Strip – for the City and Elmore County, well known to emergency responders for its history of severe crashes. You have submitted a "Trip Generation Memo" to the Department, which was created for the Idaho Transportation Department, which is helpful. The Department is working with a Traffic Engineer to ensure that the review team will be able to make a supportive finding related to safety and traffic concerns. The Traffic Engineer's review is attached as Attachment A.

The Application provides no plans for development on the proposed commercial lot 2, comprising of 10-acres. Both the proposed parcels utilize one access from NW Frontage Road. The review team does not know what use will be on the proposed 10-acre parcel in the future and what type of traffic it would generate. Further information is needed.

The review team also noticed that the submitted development plans provide development details for approximately five (5) acres of the proposed commercial lot 1, comprising of a total seven (7) acres, and show "future parking area" on the remaining approximately two (2) acre area. This could mean that the CUP is intending to receive approval for a potentially bigger development that is not captured in the Application or "Trip Generation Memo".

The CUP Application states that "traffic will not impede existing roads, and we provide onsite queuing capacity". However, a drawing with vehicles stacking and queuing on and around the Site is not submitted to verify this statement. The review team is also concerned about turning radius of the trucks and how they will circulate at the access point, Frontage Road, and the Site.

The proposed uses submit a series of signs that will need to be reviewed in compliance with the Zoning Ordinance at Title 7, Chapter 7. All proposed signs, except the Stationary Billboard Sign next to I-84, generally meet the guidance provided in this Chapter. You will need to apply for a Variance from the Zoning Ordinance Section 7-7-22 for the Stationary Billboard Sign, which exceeds the allowed height requirements outlined in Section 7-7-22(D) for a Billboard Sign. The review team has not seen a Variance request with your Application. Please file an application with the Department.

2. Master Site Plan:

According to the Zoning Ordinance, the purpose of a Master Site Plan is to promote efficient, high quality site designs and preserve and protect natural and scenic resources to the greatest extent possible through master site planning and proper design that is sensitive to the environment while ensuring development is consistent with the goals and objectives of the Comprehensive Plan.

The submitted Master Site Plan document only provides partial improvements on one of the two proposed lots with "future parking area" on the remaining areas of proposed lot 1 and no development plans for the proposed lot 2. Therefore, if approved, this CUP and Preliminary Plat application will have a condition that a future CUP with a Master Site Plan will be required for lot 2.

The proposed improvements within the Master Site Plan are further limited to the proposed uses only. They do not address parking, ADA compliance, drainage, circulation, vehicle staking, screening, etc, which are all substantive requirements of the Master Site Plan as envisioned in the Zoning Ordinance at Title 10 Chapter 6. Procedurally, the Master Site Plan is developed as a result of a Natural Features Analysis of the Site. Please provide a narrative as well as drawings that address all procedural and substantive requirements of a Master Site Plan to the County Engineer to complete this review. Should you feel that not all the requirements are applicable to this commercial subdivision, please

provide a categorical written justification by a certified professional for the County Engineer's review. Please consider sharing some elevations with the Master Site Plan, which will further clarify Maverick's intent to meet the requirements of the Master Site Plan. Also, please review Tables 10-8-5 and 10-8-6 of the Zoning Ordinance to ensure that adequate parking requirements are met for the Master Site Plan.

Furthermore, Section 10-6-4(C) provides additional guidance for Automobile Access and Internal Circulation to ensure safe access to the Site and egress from existing roadways. The Zoning Ordinance at Title 10, Chapter 5 requires that the proposed Master Site Plan improvements must meet the Mountain Home Highway District or Mountain Home City Road Standards, whichever is more restrictive. Please reach out to the Mountain Home Highway District and City Public Works Department to receive approval for site access, site circulation, and road improvements within the Site and a written approval thereof.

3. Preliminary Plat:

As required in the Zoning Ordinance Section 10-1-2 (A) 3, "Prior to application for a subdivision, a Conditional Use Permit must be approved allowing the division of the parcel". If CUP-2025-09 receives approval from the Planning and Zoning Commission, then, the Department intends to consider a Preliminary Plat in the same hearing, to streamline the development review process.

The Preliminary Plat requirements are identified in the Zoning Ordinance at Title 10, Chapter 1. Please provide a narrative as well as drawings that address all procedural and substantive requirements of a Preliminary Plat to the County Engineer to complete this review. Should you feel that not all the requirements are applicable to this commercial subdivision, please provide a categorical written justification by a certified professional for the County Engineer's review. The Department does not know if both parcels will be with the same owner or will be sold separately to two separate commercial operations. Your next submission must provide clarity on this matter and include a legally binding easement between two proposed lots, if intended to be sold to two different owners for sharing the one Site access.

The Department is happy to accept this Application and would like to schedule this item for a Public Workshop on June 26, 2025. In order to keep this workshop date, the review team requests receiving a response from you with the aforementioned information by June 2, 2025.

I hope you understand that this letter means the Department has preliminarily reviewed this application packet from its overall completeness perspective, and not every technical and design detail of the proposal is reviewed. Those details will be flushed out during the upcoming technical review process, after we receive clarity on the aforementioned items.

With regards,

Mitra Mehta-Cooper, AICP, CFM

Attachment A: Warren Maxwell, Senior Traffic Engineer, P&P Memo

CC: Brenda Ellis, Senior Planner with Mountain Home, bellis@mountain-home.us Brent Copes, Environmental Health Specialist Senior, CDH, bcopes@cdh.idaho.gov Abigail R. Germaine, Elmore County Counsel, arg@elamburke.com Angie Michaels, Elmore County Engineer, angie@ewsid.com Warren Maxwell, Senior Traffic Engineer, wmaxwell@ppeng.com Francene Payne, Elmore County Deputy Clerk, fpayne@elmorecountyid.gov



1518 Mill Rock Way, Suite 100, Bakersfield, CA 93311-1351 • Tel: (661) 616-5900 www.provostandpritchard.com

MFMORANDUM

To:	Mitra Mehta-Cooper, Principal Planner						
From:	Warren Maxwell, Senior Engineer						
Subject:	Maverik, Inc, Trip Generation – Elmore County, ID						
Date:	May 12, 2025						

The purpose of this memorandum is to provide a technical review of the trip generation methodologies and assumptions as submitted by Hunt-Day Civil Engineers for the subject project. The review is conducted in the context of the proposed development of a convenience store/gas station with 21 fueling positions by Maverik Inc., located on a 17-acre parcel located at the northeast corner of Business I-84 and W. Frontage Road near Mountain Home, ID. Site access is proposed along W. Frontage Road, a roadway under the jurisdiction of the Mountain Home Highway District Road.

In addition to the technical review, this memorandum also serves to request clarification and additional information and clarification of several items that remain unclear. The intent is to ensure a clear understanding of the project's potential impacts as it progresses toward approval.

Based upon this review, the following items must be addressed prior to approval of this component of the project:

- 1. **Trip Generation Manual:** Incorporate the use of the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th edition. numbers have been updated using ITE 11th edition.
- 2. Pass-By Trip Assumption: The assumption that the site qualifies for a reduction in trip generation due to "pass-by" traffic is incorrect. Pass-by trip reductions are only applicable when a site has direct access to the adjacent roadway. Since this site does not have direct access to Business I-84, it does not qualify for the reduction. Please revise the trip generation accordingly. Pass-By Trips have been removed from the analysis. There will still be a percentage of vehicles that are currently using the roadway system that will stop at the new development and be considered pass-by, but for a safety factor this has been reduced to 0.
- 3. Average Daily Traffic (ADT) Calculation: Table 1 shows a 24-Hour/ADT of 1251, which appears to represent half of the total projected24-Hour/ADT of 4,313 trips. Please revise the 24-Hour/ADT to reflect the total number of trips generated by the proposed use.

 numbers have been updated accordingly.
- **4. Queue Length Analysis:** Due to the proposed location of site access along W. Frontage Road in proximity to Business I-84, provide a queue length analysis to determine the length of potential lane storage required to accommodate the number of vehicles accessing the site. a queuing analysis has been performed and is provided in the analysis. Even with a 0-pass by scenario, the existing storage bays are sufficient to service the new development.
- 5. Vehicle Wheel Path Tracking: Provide wheel path tracking at the project entrance to accommodate concurrent entry and exit of heavy trucks, as well as access for a pickup truck and travel trailer to the convenience store, a turning template for these scenarios is provided in the study.

Maverik CUP -Trip Gen Comments Elmore County, ID 04541-25-011

It is also important to note that ITD has reviewed the development and does not want or require any improvements to their roadways.



Re: New Developement - Utility infomation

1 message

Christopher Curtis ccurtis@mountain-home.us
To: Greg Day greg@huntday.co, Brenda Ellis bellis@mountain-home.us

Tue, May 20, 2025 at 11:56 AM

Good afternoon.

Brenda is out of the office today, but I am sure she will correct me if I misspeak.

No approvals are required from us as your project is located outside of the city limits. I also wanted to clarify that the City <u>does not</u> have any services at this location.



Chris Curtis

Public Works Director

City of Mountain Home

1150 South Main Street

Mountain Home, ID 83647

T 208.587-2108

C 208-571-2868

www.mountain-home.us

From: Greg Day <greg@huntday.co> Sent: Tuesday, May 20, 2025 11:04 AM

To: Brenda Ellis <bellis@mountain-home.us>

Cc: Christopher Curtis < ccurtis@mountain-home.us> **Subject:** Re: New Developement - Utility infomation

Hi Brenda-

We spoke last year about a new Maverik we are developing in the County near the interstate at frontage road and I 84. We have received our approval from Mountain Home Highway District, but I wanted to reach out to see if we need any approval from your office. You mentioned that the city does provide any utilities in this area.

Attached is the site plan and the approval letter from the highway district.

Thanks Greg

On Mon, Mar 18, 2024 at 7:22 PM Brenda Ellis <bellis@mountain-home.us> wrote:

This location is outside the City Limits of Mountain Home and therefore, is not part of the City of Mountain Home's utility systems for water or sewer.

Sent from my Verizon, Samsung Galaxy smartphone Get Outlook for Android

From: Greg Day <greg@huntday.co>
Sent: Monday, March 18, 2024 4:36:58 PM
To: Brenda Ellis <bellis@mountain-home.us>
Subject: New Developement - Utility infomation

Brenda-

I am working with a Gas Station looking to develop in the city. The attached is a location map. Does the city have a utility map they can share as we review the feasibility of this location?

Thanks! Greg

--

Greg Day, PE

Principal Engineer

Mobile: (801) 814-1778

Email: greg@HuntDay.co

--

Greg Day, PE

Principal Engineer

Mobile: (801) 814-1778

Email: greg@HuntDay.co

BUILDING

ELMORE COUNTY LAND USE & BUILDING DEPARTMENT ADDRESS: 520 EAST 2ND SOUTH, MOUNTAIN HOME, ID 83647 EMAIL: PLANNERS@ELMORECOUNTY.ORG PHONE: (208) 587-2142

TRANSPORTATION

MOUNTAIN HOME HIGHWAY DISTRICT ADDRESS: 1208 NW MASHBURN RD, MOUNTAIN HOME, ID 83647 EMAIL: PMEYERS2@MINDSPRING.COM PH: (208) 587-3211

FIRE

MOUNTAIN HOME FIRE DEPARTMENT

ADDRESS: 220 S 2ND E MOUNTAIN HOME, ID 83647 EMAIL: --PH: (208) 587-2117

CULINARY WATER

IDAHO DEPARTMENT OF WATER RESOURCES ADDRESS: IDAHO WATER CENTER, 322 E FRONT ST STE 648. BOISE ID 83702 EMAIL: IDWRINFO@IDWR.IDAHO.GOV

SANITARY SEWER

PHONE: (208) 287-4800

CENTRAL DISTRICT HEALTH ADDRESS: 1155 THIRD AVE. NORTH, PAYETTE, ID 83661

PHONE: (208) 375-5211 **POWER**

IDAHO POWER ADDRESS: 1221 West Idaho St., Boise, ID 83702

PHONE: (208) 388-2200

INTERMOUNTAIN GAS ADDRESS: --

PHONE: (208) 377-6840

TELEPHONE

CENTURYLINK ADDRESS: --EMAIL: --PHONE: (800) 603-6000

FLOODPLAIN NOTE

FEMA FLOOD ZONE "X", AREA OUTSIDE OF 500-YR FLOOR PLAIN. FOUND ROW MONUMENT, ROW STA 2101x08.8 REFERENCE F.E.M.A. FLOOD INSURANCE RATE MAPS. COMMUNITY PANEL NUMBER 16002120600B, DATED 06/19/1989. VERTICAL DATUM: NAVD88

BASIS OF BEARING

THE BASIS OF BEARING IS THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 6 EAST, BOISE MERIDIAN WHICH BEARS SOUTH 89°51'40" WEST.

BENCHMARK

AFFECTED PARCEL NO.

TITLE COMMITMENT BOUNDARY DESCRIPTION

A PARCEL OF LAND LYING IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 6 EAST, BOISE MERIDIAN, ELMORE COUNTY, IDAHO, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8 INCH IRON PIN MARKING THE SOUTH QUARTER CORNER OF SAID SECTION 9, FROM WHICH A 5/8 INCH IRON PIN MARKING THE SOUTHEAST CORNER OF SAID SECTION 9 BEARS SOUTH 89°51'40" EAST 2674.06 FEET; THENCE ALONG THE SOUTH LINE OF SAID SECTION 9, SOUTH 89°51'40" EAST 1286.66 FEET TO A POINT, SAID POINT BEING THE POINT OF BEGINNING;

- THENCE NORTH 00°55'15" WEST 35.88 FEET TO A BRASS CAP MONUMENT WHICH LIES ON THE NORTH RIGHT OF WAY OF NW
- FRONTAGE ROAD THENCE NORTH 89°41'52" WEST, ALONG THE NORTH RIGHT OF WAY OF SAID NW FRONTAGE ROAD, 225.49 FEET TO A BRASS
- CAP MONUMENT;
- THENCE ALONG THE EASTERLY RIGHT OF WAY OF OLD HIGHWAY 30 FOR THE NEXT 3 CALLS;
- THENCE NORTH 31°22'28" WEST, 192.82 FEET TO A BRASS CAP MONUMENT;
- THENCE NORTH 31°23'53" WEST 141.43 FEET TO A BRASS CAP MONUMENT; THENCE NORTH 31°21'02" WEST, 577.18 FEET TO A BRASS CAP MONUMENT;
- THENCE LEAVING THE EASTERLY RIGHT OF WAY OF OLD HIGHWAY 30 AND NOW RUNNING ALONG THE SOUTHERLY RIGHT OF WAY OF INTERSTATE 84 FOR THE NEXT 2 CALLS;
- THENCE NORTH 61°20'43" EAST, 295.78 FEET TO A BRASS CAP MONUMENT;
- THENCE SOUTH 76°20'34" EAST 871.71 FEET TO A 1/2 INCH IRON PIN;
- THENCE LEAVING SOUTHERLY RIGHT OF WAY OF INTERSTATE 84, SOUTH 00°14'42" WEST, 752.31 FEET TO A POINT; THENCE NORTH 89°51'40" WEST, ALONG THE SOUTH LINE OF SAID SECTION 9, 402.98 FEET TO THE POINT OF BEGINNING.

SALT LAKE CITY, UTAH 84111

MAVERIK, INC. A UTAH CORPORATION 185 S. STATE STREET, SUITE 800 REAL ESTATE DEVELOPMENT MANAGER / TBD

MAVERIK PROJECT TEAM

PHONE: 385.343.4137 SITE DEVELOPMENT PROJECT MANAGER / MATT REIDER EMAIL: MATT.REIDER@MAVERIK.COM

PHONE: (801) 683-3237 **CONSTRUCTION MANAGER / TBD** PHONE: 385.343.4137

DEVELOPER CONTACTS

PROPERTY OWNER

MOUNTAIN HOME COMMERCIAL, LLC ADDRESS: --

EMAIL: --PHONE: --

CIVIL ENGINEER (PROJECT CONTACT)

HUNT DAY ENGINEERING / THOMAS HUNT, PE 3445 ANTELOPE DRIVE, SYRACUSE, UT 84075 EMAIL: THOMAS@HUNTDAY.CO PHONE: (801) 664-4724

ARCHITECT

NORR, LLC / STEPHEN GUINDON 150 W. JEFFERSON AVE, STE 1300, DETROIT, MI 48226 EMAIL: STEPHEN.GUINDON@NORR.COM PHONE: (313) 324-3130

SURVEYOR

LAYTON SURVEYS / SPENCER MCCUTCHEON 1857 N 1000 W STE. 1, CLEARFIELD, UT 84015 EMAIL: INFO@LAYTONSURVEYS.COM PHONE: (801) 663-1641

LANDSCAPE ARCHITECT

HUNT DAY ENGINEERING / THOMAS HUNT, PE 3445 ANTELOPE DRIVE, SYRACUSE, UT 84075 EMAIL: THOMAS@HUNTDAY.CO PHONE: (801) 664-4724

ELECTRICAL ENGINEER

NORR, LLC / JOSEPH GLUVER 150 W. JEFFERSON AVE, STE 1300, DETROIT, MI 48226 EMAIL: JOSEPH.GLUVER@NORR.COM PHONE: (313) 324-3130

MECH/PLUMBING ENGINEER

NORR, LLC / BENJAMIN SPRINKLE 150 W. JEFFERSON AVE, STE 1300, DETROIT, MI 48226 EMAIL: BEN.SPRINKLE@NORR.COM PHONE: (313) 324-3130

GEOTECHNICAL ENGINEER

CMT TECHNICAL SERVICES ADDRESS: 2796 S Redwood Rd, West Valley City, UT 84119 PHONE: (801) 492-4132

ELEV = 3143.26'

NOTICE TO CONTRACTOR

VICINITY MAP

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

MAVERIK, INC.

PROPOSED MAVERIK C-STORE

SITE CONSTRUCTION DOCUMENTS

I-84 BUSINESS & W FRONTAGE ROAD

ELMORE COUNTY, IDAHO 83647

PROPOSED

SITE LOCATION

SHEET INDEX

REV	SHT ORDER	SHT NO	SHEET NAME
	1 of 20	C0.00	COVER SHEET
	2 of 20	C0.10	GENERAL NOTES
	3 of 20	C0.11	GENERAL LEGEND & ABBREVIATIONS
	4 of 20	C0.20	EXISTING SITE PLAN
	5 of 20	C1.00	PROPOSED SITE PLAN
	6 of 20	C1.10	SITE STRIPING & SIGNAGE PLAN
	7 of 20	C1.90	SITE CIVIL DETAILS
	8 of 20	C1.91	SITE CIVIL DETAILS
	9 of 20	C1.92	SITE CIVIL DETAILS
	10 of 20	C1.93	SITE CIVIL DETAILS
	11 of 20	C2.00	SITE GRADING PLAN
	12 of 20	C2.10	FUELING AREA GRADING PLAN
	13 of 20	C3.00	STORMWATER POLLUTION PREVENTION PLAN
	14 of 20	C3.90	STORMWATER POLLUTION PREVENTION PLAN DETAILS
	15 of 20	C4.00	SITE UTILITY SERVICE PLAN
	16 of 20	C4.01	SITE UTILITY SERVICE PLAN (CONT'D)
	17 of 20	L1.00	SITE LANDSCAPE PLAN
	18 of 20	L1.10	SITE IRRIGATION PLAN
	19 of 20	L1.90	SITE LANDSCAPE & IRRIGATION DETAILS
	20 of 20	L1.91	SITE LANDSCAPE & IRRIGATION DETAILS (CONT'D

SITE DATA

MAXIMUM FLOOR AREA (FT.)

	SQUARE FOOTAGE	ACREAGE	% OF TOTAL AREA	
TOTAL PROPERTY AREA:	304,920	7.00	100%	
TOTAL BUILDING AREA:	5,951	0.14	2%	
TOTAL IMPERVIOUS AREA:	151,678	3.48	50%	
TOTAL LANDSCAPED AREA:	147,291	3.38	48%	
PARKING REQUIRED:	N/A			
PARKING PROVIDED:	44			
ADA STALLS REQUIRED:	2 (1 ADA + 1 VAN)			
ADA STALLS PROVIDED:	2 (1 ADA + 1 VAN)			
TRUCK PARKING PROVIDED:	2			
BICYCLE SPACES PROVIDED:	3 BICYCLE SPACES			
BUILDING HEIGHT:				
CONSTRUCTION TYPE:	VB—			

70NING INFORMATION

TOITING THE OKLIN	
CURRENT ZONING:	C-2, HIGHWAY COMM
PROPOSED ZONING:	C-2, HIGHWAY COMM
INTENDED USE:	FUEL SALES, SERVICE STATION
MINIMUM LOT AREA (SQ. FT)	0
MINIMUM LOT WIDTH (FT.)	N/A
SITE AREA PER UNIT (SQ. FT.)	N/A
FRONT YARD SETBACK (FT.)	20
SIDE YARD SETBACK, PRIMARY ROAD (FT.)	0, UNLESS STREET SIDE, IN WHICH CASE NOT LESS THAN 10
SIDE YARD SETBACK, SECONDARY ROAD (FT.)	0, UNLESS STREET SIDE, IN WHICH CASE NOT LESS THAN 10
REAR YARD SETBACK (FT.)	10
MAXIMUM BUILDING HEIGHT (FT.)	80
MAXIMUM BUILDING COVERAGE (SQ. FT)	N/A
MAXIMUM IMPERVIOUS COVERAGE (%, FT.)	N/A

N/A

EM: Thomas@HuntDay.co

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Syracuse, UT 84075

PH: 801.664.4724

TER OF SECTION 9, , BOISE MERIDIAN

ISSUANCE

DESCRIPTION INITIAL SUBMITTAL TO CITY 07/01/2024 SITE PLAN UPDATE WELL & SIGNAGE UPDATES 3 CITY/CLIENT UPDATES 01/21/2025 4 HIGHWAY/CUP UPDATES 03/05/2025 APPROVED BY: TJH DRAWN BY: TRP

DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD

SHEET NAME

COVER SHEET

SHEET NUMBER

C0.00

General Notes

- 1. ALL WORK AND CONSTRUCTION OF THIS PROECT ON PRIVATE PROPERTY SHALL CONFORM TO MAVERIKI STANDARD SPECIFICATIONS, **ELMORE COUNTY SPECIFICATIONS**, AND THE SPECIFICATIONS/DETAILS SHOWN ON THESE PLANS.
- 2. ALL WORK AND CONSTRUCTION WITHIN PUBLIC RIGHT OF WAY AND EASEMENTS SHALL CONFORM TO THE TECHNICAL SPECIFICATIONS, STANDARD DETAILS, AND DESIGN CRITERIA FOR PUBLIC IMPROVEMENT PROJECTS OF THE **COUNTY OF ELMORE**, **IDAHO DOT**, AND THE GRANTOR OF THE EASEMENT AS APPLICABLE.
- 3. IN CASE OF A CONFLICT BETWEEN VARYING SPECIFICATIONS, THE MOST STRINGENT SHALL APPLY.
- 4. THE CONTRACTOR SHALL OBTAIN A COPY OF THE LATEST STANDARD SPECIFICATIONS AND DETAILS OF ALL AGENCIES EXERCISING JURISDICTION OVER THIS PROJECT, WHICH ARE INCORPORATED BY REFERENCE ON THESE PLANS. A COPY OF THESE SPECIFICATIONS AND DETAILS SHALL BE MAINTAINED ON THE JOBSITE AT ALL TIMES.
- 5. THE CONTRACTOR SHALL HAVE IN HIS POSSESSION AT ALL TIMES ONE (1) SIGNED COPY OF THE PLANS, STANDARDS, AND SPECIFICATIONS AS APPROVED BY THE APPROPRIATE GOVERNING AGENCY AND OWNER. THE CONTRACTOR SHALL NOT CHANGE OR DEVIATE FROM THESE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE OWNER, ENGINEER, AND GOVERNING AGENCY.
- 6. ALL WORK SHALL CONFORM TO ALL LOCAL, STATE, AND FEDERAL APPLICABLE LAWS AND REGULATIONS.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL JOB SITE SAFETY ON THE PROJECT. THIS SHALL INCLUDE THE SAFETY OF HIS OWN PERSONNEL, SUBCONTRACTORS, ALL VISITORS TO THE SITE, AND THE GENERAL PUBLIC. ALL JOB SITE SAFETY SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS AND CODES, AND ENSURE COMPLIANCE INCLUDING, BUT NOT LIMITED TO, THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS.
- 8. THE CONTRACTOR SHALL CONTACT **DIGLINE OF IDAHO AT #811** A MINIMUM OF 72 HOURS (EXCLUDING WEEKENDS AND HOLIDAYS) IN ADVANCE OF ANY EXCAVATION.
- 9. THE LOCATIONS OF EXISTING UTILITIES AND STRUCTURES SHOWN ON THE PLANS ARE APPROXIMATE AND HAVE BEEN SHOWN FROM AVAILABLE SURVEYS AND/OR RECORDS. THERE MAY BE ADDITIONAL UTILITIES PRESENT, THE EXISTENCE OF WHICH IS NOT PRESENTLY KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE, EXACT LOCATION/SIZE, ADEQUATELY PROTECT/SUPPORT, AND TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL INCLUDE, AT NO ADDITIONAL COST, ANYPOTHOLING OR EXPLORATORY EXCAVATIONS NECESSARY TO LOCATE EXISTING UTILITIES. UTILITIES SHALL BE LOCATED SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY DUE TO ACTUAL LOCATION OF EXISTING FACILITIES. DAMAGE TO UTILITIES AND STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE GOVERNING AGENCY AND/OR THE UTILITY OWNER.
- 10. ALL MATERIALS SHALL BE NEW UNLESS OTHERWISE INDICATED IN THE PLANS, AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
- 11. LOCATIONS AND ELEVATIONS OF EXISTING IMPROVEMENTS TO BE MET (OR AVOIDED) BY THE PROPOSED WORK SHALL BE CONFIRMED BY THE CONTRACTOR THROUGH FIELD EXPLORATIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL REPORT TO THE OWNER ANY DISCREPANCIES BETWEEN HIS MEASUREMENTS AND THESE PLANS.
- 12. THE CONTRACTOR SHALL CONTACT THE OWNER IMMEDIATELY UPON DISCOVERY OF ANY ERRORS OR INCONSISTENCIES SHOWN IN THE PLANS AND/OR SPECIFICATIONS. DO NOT SCALE DRAWINGS USE ONLY DIMENSIONS PROVIDED ON THESE PLANS.
- 13. ALL ESTIMATES OF QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR AND SUBCONTRACTORS SHALL BE RESPONSIBLE FOR DETERMINING ACTUAL QUANTITIES, AND SHALL PROVIDE ALL WORK AND MATERIALS NECESSARY TO CONSTRUCT THE PROJECT IN ITS ENTIRETY.
- 14. CONTRACTOR SHALL PROTECT ALL EXISTING IMPROVEMENTS NOT DESIGNATED FOR REMOVAL AND THOSE IMPROVEMENTS THAT ARE OUTSIDE THE LIMITS OF THE PROPOSED CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID DAMAGE THERETO AND SHALL PROVIDE TEMPORARY FENCING, BARRICADES, SUPPORTS, RESTRAINTS, AND/OR BRACING WHERE REQUIRED TO PROTECT EXISTING IMPROVEMENTS. DAMAGE TO EXISTING IMPROVEMENTS SHALL BE REPAIRED AND/OR REPLACED TO EQUAL OR BETTER CONDITION AT THE CONTRACTOR'S EXPENSE.
- 15. ALL GRADING AND CONSTRUCTION ACTIVITIES SHALL BE CONFINED TO THE OWNER'S PROPERTY, PUBLIC RIGHT-OF-WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
- 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS NOT OBTAINED BY THE OWNER OR OWNER'S REPRESENTATIVES, AND PAY ALL FEES AS REQUIRED BY THE CONSTRUCTION COVERED IN THESE PLANS.
- 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE APPROPRIATE GOVERNING AGENCIES AND LOCAL FIRE DEPARTMENT OF ALL STREET CLOSURES AND EXISTING FIRE HYDRANTS/FIRE SUPPRESSION TAKEN OUT OF SERVICE AT LEAST 48 HOURS PRIOR TO
- 18. THE CONTRACTOR IS RESPONSIBLE FOR ALL SITE SECURITY AND SHALL PROPERLY PROTECT AND BARRICADE THE CONSTRUCTION SITE UNTIL CONSTRUCTION IS COMPLETE. STORAGE, LOSS DUE TO THEFT, OR VANDALISM OF MATERIALS AND EQUIPMENT (SECURED OR UNSECURED) WILL BE SOLELY AT THE CONTRACTOR'S EXPENSE.
- 19. PRIOR TO BEGINNING THE WORK, THE CONTRACTOR SHALL OBTAIN ANY WRITTEN AGREEMENTS FOR INGRESS AND EGRESS TO THE WORK FROM ADJACENT PRIVATE PROPERTY OWNERS. ACCESS TO ANY ADJACENT PRIVATE PROPERTY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD, DURING ALL HOURS OF OPERATION FOR THE BUSINESS LOCATED ON THOSE PARCELS.
- 20. FOR ANY CHANGES OR DEVIATIONS FROM THESE PLANS PROPOSED BY THE CONTRACTOR, SHOP DRAWINGS AND MATERIAL SPECIFICATIONS SHALL BE SUBMITTED TO OWNER FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF MATERIAL.
- 21. CONTRACTOR MUST COORDINATE ALL CONSTRUCTION WITH THE DESIGNATED MAVERIK CONSTRUCTION PROJECT MANAGER.
- 22. CONTRACTOR SHALL PROTECT AND PRESERVE ALL SURVEY CONTROL AND PROPERTY MONUMENTATION. ANY DAMAGED MONUMENTS SHALL BE RESET BY A PROFESSIONAL LAND SURVEYOR LICENSED IN THE PROJECT'S STATE AT THE CONTRACTOR'S EXPENSE.
- 23. PRIOR TO MOVING OFF THE JOB SITE THE CONTRACTOR SHALL NOTIFY THE OWNER OR THE OWNER'S REPRESENTATIVE TO PERFORM THE FINAL WALK-THROUGH OF THE CONSTRUCTION SITE.
- 24. TEMPORARY POWER, TELEPHONE, AND WATER FOR THE SITE IS THE CONTRACTOR'S

RESPONSIBILITY UNLESS OTHERWISE SPECIFIED.

- 25. CONTRACTOR SHALL REFER TO OTHER DRAWINGS ISSUED BY ARCHITECT, STRUCTURAL, ELECTRICAL, AND MECHANICAL ENGINEERS. ENSURE COORDINATION OF EXACT LOCATION AND DIMENSIONS OF BUILDINGS, EXITS, RAMPS, UTILITY ENTRANCE LOCATIONS AND GRADES AROUND THE BUILDING. IMMEDIATELY NOTIFY OWNER OF ANY DISCREPANCIES.
- 26. NO BELOW GRADE WORK SHALL BE BACKFILLED (INCLUDING BEDDING MATERIAL ABOVE THE SPRING LINE OF THE PIPE) UNTIL THE CONSTRUCTION HAS BEEN INSPECTED AND APPROVED FOR BACKFILLING BY THE APPROPRIATE GOVERNING AGENCY, OWNER AND/OR OWNER'S REPRESENTATIVE.
- 27. THE CONTRACTOR SHALL PROVIDE ALL TRAFFIC CONTROL NECESSARY TO COMPLETE THE ALL TRAFFIC CONTROL DEVICES AND METHODS OF CONTROLLING TRAFFIC THROUGH

- CONSTRUCTION ZONES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD, AND ALL REVISIONS THERETO INCLUDING LOCAL AND STATE SUPPLEMENTS. ADDITIONAL WORK IN THE RIGHT-OF-WAY OR TRAFFIC CONTROL PERMITS MAY BE NECESSARY AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- 28. IF UNANTICIPATED HAZARDOUS MATERIALS OF ANY KIND ARE ENCOUNTERED IN THE WORK, THE CONTRACTOR SHALL IMMEDIATELY CEASE ALL CONSTRUCTION OPERATIONS AND NOTIFY THE OWNER AND/OR OWNER'S REPRESENTATIVE FOR FURTHER DIRECTION.
- 29. ALL DEBRIS RESULTING FROM CONSTRUCTION AND DEMOLITION SHALL BE HAULED OFF SITE AND DISPOSED OF PROPERLY AND LEGALLY.
- 30. GENERAL CONTRACTOR SHALL COORDINATE WITH POSTMASTER TO DETERMINE MAILBOX LOCATION.

SITE PLAN NOTES

- 1. DIMENSIONS SHOWN ON THE SITE PLAN ARE TO FACE OF CURB LINE IN CURBED AREAS AND
- EXTERIOR FACE OF BUILDING, UNLESS OTHERWISE SPECIFIED.

 2. A SEPARATE SIGN APPLICATION TO THE **COUNTY OF ELMORE** IS REQUIRED FOR ALL SIGNS.

DEMOLITION PLAN NOTES

- 1. PRIOR TO BIDDING, CONTRACTOR SHALL VISIT THE SITE TO BECOME FAMILIAR WITH THE EXISTING CONDITIONS OF THE PROJECT AREA AND ANTICIPATED DEMOLITION REQUIREMENTS.
- 2. CONTRACTOR TO PROTECT ALL UTILITY, PAVING, BUILDINGS, ETC. OUTSIDE OF LIMITS OF PROPOSED CONSTRUCTION DURING DEMOLITION OPERATIONS.
- 3. ALL EXISTING PAVEMENT ONSITE SHALL BE REMOVED UNLESS OTHERWISE NOTED.
- 4. CONTRACTOR SHALL REFER TO PAVING PLAN FOR DETAILS ON LIMITS OF PAVING DEMOLITION, AND EROSION CONTROL PLAN FOR PERIMETER CONTROL.
- 5. ALL DEMOLITION WORK ON THIS CONSTRUCTION SITE SHALL BE IN CONFORMANCE WITH LOCAL
- 6. THIS DEMOLITION PLAN DEPICTS THE ANTICIPATED REMOVALS NECESSARY FOR CONSTRUCTION OF THE PROJECT. MISCELLANEOUS AND MINOR REMOVALS MAY NOT BE SHOWN IN DETAIL BUT ARE CONSIDERED OBLIGATORY TO THE PROJECT. ADDITIONAL REMOVALS MAY BE NECESSARY AND THE CONTRACTOR WILL BE REQUIRED TO REMOVE ALL EXISTING IMPROVEMENTS THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION AND AS OTHERWISE DIRECTED BY THE OWNER.
- 7. CONTRACTOR SHALL COORDINATE DEMOLITION AND/OR RELOCATION OF EXISTING UTILITIES WITH THE APPROPRIATE UTILITY OWNER AND IN ACCORDANCE WITH THE UTILITY OWNER'S REQUIREMENTS. INTERRUPTIONS IN SERVICE SHALL BE COORDINATED WITH THE UTILITY OWNER AND PROPERTY OWNER(S) IMPACTED. CONTRACTOR SHALL COORDINATE WITH THE RESPECTIVE UTILITY COMPANY FOR PORTIONS OF THE WORK TO BE PERFORMED BY UTILITY COMPANY'S FORCES, AND PROVIDE ADEQUATE NOTICE FOR SCHEDULING. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES, UNLESS OTHERWISE PAID BY MAVERIK PRIOR TO CONSTRUCTION. UTILITY REMOVAL TRENCHES SHALL BE BACKFILLED WITH APPROVED MATERIAL AND MEET COMPACTION REQUIREMENTS PER THE GEOTECHNICAL REPORT.
- 8. THE SITE MAY CONTAIN EXISTING FOOTINGS OR OTHER UNDERGROUND STRUCTURES THAT ARE NOT DEPICTED ON THIS PLAN. CONTRACTOR SHALL TAKE CARE TO REMOVE ALL NECESSARY STRUCTURES AND BACKFILL IN CONFORMANCE WITH THE GEOTECHNICAL REPORT. BOTTOM OF EXCAVATION SUBGRADE SHALL BE INSPECTED BY THE GEOTECHNICAL TESTING ENGINEER AND APPROVED PRIOR TO ANY BACKFILL.
- 9. CONTRACTOR TO COMPLETELY REMOVE TREES DESIGNATED TO BE REMOVED, STUMPS, AND ROOT SYSTEMS.
- 10. PRIOR TO DEMOLITION WORK, EROSION CONTROL DEVICES ARE TO BE INSTALLED. EROSION CONTROL MEASURES SHALL BE ADJUSTED AS DEMOLITION AND CONSTRUCTION SEQUENCING WARRANTS.
- 11. ALL EXISTING UNUSED SERVICE LINES FOR WATER AND WASTEWATER SHALL BE REMOVED PER LOCAL UTILITY COMPANY STANDARDS. ALL EXISTING UNUSED GAS, TELEPHONE, FIBER OR ELECTRIC LINE/SERVICE SHALL BE COORDINATED FOR REMOVAL WITH UTILITY COMPANY.
- 12. THE CONTRACTOR IS RESPONSIBLE FOR DEMOLITION, REMOVAL, AND DISPOSING IN A MANNER APPROVED BY ALL GOVERNING AUTHORITIES FOR ALL STRUCTURES, PADS, WALLS, PANS, FOUNDATIONS, PAVEMENT, UTILITIES, ETC. TO BE DEMOLISHED, SUCH THAT THE IMPROVEMENTS SHOWN ON THE PLANS CAN BE CONSTRUCTED. DEMOLITION AND DISPOSAL PERMITS SHALL BE THE CONTRACTOR'S RESPONSIBILITY. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO APPROVED GRADE AND BROUGHT UP TO PROPOSED GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE GEOTECHNICAL REPORT.
- 13. DURING DEMOLITION OPERATIONS, THE CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES USING MEANS OF THEIR CHOICE.
- 14. CONTRACTOR SHALL PRESERVE ALL LANDSCAPING NOT TO BE REMOVED FOR CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ALL AREAS DISTURBED BY CONSTRUCTION.
- 15. SAWCUTS SHALL BE TO FULL DEPTH OF EXISTING PAVEMENT. CONCRETE PAVEMENT SHALL BE REMOVED TO NEAREST EXISTING JOINT WHEN LESS THAN 5' FROM PROPOSED SAWCUT.

GRADING PLAN NOTES

- 1. PRIOR TO ANY GRADING OPERATIONS, ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE ADEQUATELY IN PLACE. REFER TO THE EROSION AND SEDIMENT CONTROL PLAN FOR REQUIREMENTS.
- 2. THE CONTOUR LINES, SPOT ELEVATIONS AND BUILDING FLOOR ELEVATIONS SHOWN ARE TO FINISH GRADE FOR SURFACE OF PAVEMENT, TOP OF SIDEWALKS AND CURBS, TOP OF FLOOR SLABS, ETC. REFER TO TYPICAL SECTIONS FOR MULCH, SOD, PAVING, SLAB AND AGGREGATE BASE THICKNESS TO DEDUCT FOR SUBGRADE ELEVATIONS.
- 3. ALL TOP OF CURB AND SIDEWALK ELEVATIONS SHALL BE 0.5' ABOVE GUTTER ELEVATIONS UNLESS OTHERWISE NOTED. IN AREAS WITH SIDEWALK ABUTTING BACK OF CURB, TOP OF CURB ELEVATIONS SHALL BE EQUAL TO SIDEWALK ELEVATIONS.
- 4. THE CONTRACTOR SHALL FINISH GRADE SLOPES AS SHOWN NO STEEPER THAN ONE FOOT VERTICAL IN THREE FEET HORIZONTAL.
- 5. CONTRACTOR SHALL GRADE LANDSCAPED AREAS TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND SIDEWALKS WHEN FINISH LANDSCAPE MATERIALS ARE IN PLACE. SLOPE SHALL BE A 2% MINIMUM.
- 6. SITE AND BUILDING PAD PREPARATION, GRADING AND EXCAVATION PROCEDURES SHALL CONFORM TO THE RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT PREPARED BY **CMT TECHNICAL SERVICES, MAY 10, 2024 PROJ. NO. 22153**.
- 7. IN CASE OF ANY DISCREPANCIES REGARDING EARTHWORK BETWEEN THE GEOTECHNICAL REPORT AND THE SPECIFICATIONS SHOWN IN THESE PLANS, NOTIFY THE OWNER IMMEDIATELY.
- 8. ALL HERBACEOUS VEGETATION AND TOPSOIL SHALL BE STRIPPED TO A MINIMUM DEPTH OF **8-INCHES** AND REMOVED FROM SITE OR STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.
- 9. ALL EXISTING PAVEMENT, UTILITIES, BURIED DEBRIS, RUBBLE, AND/OR STRUCTURES/FOUNDATIONS ENCOUNTERED WITHIN AREAS OF DISTURBANCE SHALL BE COMPLETELY REMOVED PRIOR TO OR DURING EARTHWORK OPERATIONS. WASTED MATERIAL SHALL NOT BE BURIED ONSITE WITHOUT THE PRIOR APPROVAL OF THE OWNER.

- 10. THE UPPER 24" OF ALL UTILITY TRENCHES IN UNPAVED AREAS SHALL BE BACKFILLED WITH COMPACTED COHESIVE SOILS. SEE GEOTECHNICAL REPORT FOR COMPACTION AND MOISTURE RECOMMENDATIONS.
- 11. FINAL PAVEMENT SUBGRADES SHALL BE PROOFROLLED IMMEDIATELY PRIOR TO THE PLACEMENT OF THE PAVEMENT TO DETECT LOCALIZED AREAS OF INSTABILITY. PROOFROLLING IS NOT RECOMMENDED IN THE AREAS OF THE NEW FUEL TANKS OR DELIVERY LINE INSTALLATION.
- 12. SUITABLE FILL MATERIALS SHALL BE PLACED IN THIN LIFTS OF **4 TO 8** INCHES LOOSE MEASUREMENT, UNLESS OTHERWISE ALLOWED IN THE GEOTECHNICAL REPORT.
- 13. IF REQUIRED, THE CONTRACTOR SHALL OBTAIN ALL LOCAL AND STATE PERMITS AND AUTHORIZATION
- 14. THE CONTRACTOR SHALL DEWATER ALL EXCAVATIONS AND TRENCHES AS NEEDED FOR THE CONSTRUCTION OF THE PROJECT USING MEANS/METHODS OF HIS CHOICE. REFER TO THE GEOTECHNICAL REPORT FOR ANTICIPATED LEVELS OF GROUNDWATER AND DEWATERING RECOMMENDATIONS.
- 15. ALL EXCAVATIONS AND TRENCHES SHALL BE SLOPED/SHORED/BRACED FOR PROTECTION OF PERSONNEL IN ACCORDANCE WITH OSHA REGULATIONS AND AT THE CONTRACTOR'S FULL DISCRETION BASED ON THE SITE CONDITIONS. OPEN EXCAVATIONS SHALL BE ADEQUATELY PROTECTED AND/OR FENCED AS NECESSARY AND FOR THE SAFETY OF THE PUBLIC.

STORMWATER MANAGEMENT AND EROSION/SEDIMENT CONTROL NOTES

TO DISCHARGE FROM DEWATERING ACTIVITIES.

- 1. THIS PROJECT REQUIRES A PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITY FROM THE STATE'S GOVERNING AUTHORITY. CONTRACTOR TO COMMENCE WORK ON THIS SITE ONLY AFTER AN ACTIVE PERMIT NUMBER HAS BEEN OBTAINED FROM THE STATE'S GOVERNING AUTHORITY. A LOCAL CONSTRUCTION STORMWATER PERMIT IS ALSO REQUIRED BY THE COUNTY OF ELMORE.
- 2. THE CONTRACTOR SHALL CONTINUOUSLY PROVIDE ADEQUATE STORMWATER MANAGEMENT IN ACCORDANCE WITH THE APPROVED **STORMWATER POLLUTION PREVENTION PLAN (SWPPP)**.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PUBLIC STREETS, ACCESS ROUTES, AND WATERWAYS IN THE VICINITY OF THE JOB SITE CLEAN AND FREE OF ROCKS, SOIL AND DEBRIS.
- 4. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL "BEST MANAGEMENT PRACTICES" (BMPS) PRIOR TO ANY SITE PREPARATION WORK (E.G., CLEARING, GRUBBING, DEMOLITION, OR EXCAVATION).
- 5. THE PLACEMENT OF EROSION AND SEDIMENT BMPS SHALL BE IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLAN PREPARED FOR THE PROJECT. CONTRACTOR TO ADJUST QUANTITY, LOCATION, AND TYPE OF EROSION AND SEDIMENT CONTROL BMPS AS NECESSARY FOR THE VARIOUS PHASES OF THE WORK AND AS ACTUAL CONDITIONS WARRANT. CONTRACTOR SHALL CONTINUOUSLY MODIFY THE EROSION AND SEDIMENT CONTROL PLAN WITH CURRENT BMPS IN ACCORDANCE WITH THE CONSTRUCTION STORMWATER PERMIT REQUIREMENTS. ADDITIONAL EROSION AND SEDIMENT CONTROL BMPS EMPLOYED BY THE CONTRACTOR AT HIS DISCRETION WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK
- 6. A GROUNDWATER DISCHARGE PERMIT MAY BE REQUIRED FROM THE STATE GOVERNING AUTHORITY PRIOR TO
- 7. GROUNDWATER SHALL BE SAMPLED AND SENT TO AN APPROVED LABORATORY FOR TESTING PRIOR TO BEING DISCHARGED. TESTING SHALL BE IN ACCORDANCE WITH THE PERMIT FOR STORMWATER DISCHARGE.
- 8. APPROVED EROSION AND SEDIMENT CONTROL BMPS SHALL BE MAINTAINED AND KEPT IN GOOD REPAIR FOR THE DURATION OF THIS PROJECT. UNLESS OTHERWISE REQUIRED BY THE STATE'S CONSTRUCTION STORMWATER PERMIT, AT A MINIMUM THE CONTRACTOR SHALL INSPECT ALL BMPS EVERY 14 DAYS, AND AFTER ALL SIGNIFICANT PRECIPITATION EVENTS I.E. RAINFALL, SNOWMELT. ALL NECESSARY MAINTENANCE AND REPAIR ACTIVITIES SHALL BE COMPLETED WITHIN TWENTY-FOUR (24) HOURS AFTER DIRECTION BY THE INSPECTOR. ACCUMULATED SEDIMENT AND CONSTRUCTION DEBRIS SHALL BE REMOVED WEEKLY FROM ALL BMPS, OR AT ANY TIME THAT SEDIMENT OR CONSTRUCTION DEBRIS ADVERSELY IMPACTS THE FUNCTIONING OF THE BMPS.
- TOPSOIL AND SUITABLE EARTHEN MATERIALS SHALL BE SEGREGATED AND STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION FOR USE ON AREAS TO BE FILLED AND RE-VEGETATED. ANY AND ALL STOCKPILES SHALL BE PLACED IN AN APPROVED LOCATION AND PROTECTED FROM EROSIVE ELEMENTS USING MEASURES SPECIFIED IN THE EROSIONSEDIMENT CONTROL PLAN AND' STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
- 10. SOILS THAT WILL BE STOCKPILED FOR MORE THAN THIRTY (30) DAYS SHALL BE MULCHED AND SEEDED WITH A TEMPORARY OR PERMANENT GRASS COVER WITHIN FOURTEEN (14) DAYS OF STOCKPILE CONSTRUCTION.
- 11. ANY SETTLEMENT OR SOIL ACCUMULATIONS BEYOND THE LIMITS OF CONSTRUCTION DUE TO GRADING OR EROSION SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
- 12. A WATER SOURCE MUST BE AVAILABLE ON SITE DURING EARTHWORK OPERATIONS AND UTILIZED AS REQUIRED TO MINIMIZE DUST FROM EARTHWORK EQUIPMENT AND WIND.
- 13. THE CONTRACTOR MUST KEEP ALL POLLUTANTS, INCLUDING SEDIMENT, CONSTRUCTION DEBRIS, AND TRENCH BACKFILL MATERIALS FROM ENTERING THE STORM SEWER SYSTEM.
- 14. ALL SPILLS INCLUDING, BUT NOT LIMITED TO, PETROLEUM PRODUCTS, SOLVENTS, AND CEMENT SHALL BE CLEANED UP IMMEDIATELY. THE LOCAL CITY/COUNTY AND STATE'S GOVERNING AUTHORITY SHALL BE NOTIFIED IMMEDIATELY.
- 15. THE CONTRACTOR SHALL ENSURE THAT ALL LOADS OF CUT AND FILL MATERIAL IMPORTED TO OR EXPORTED FROM THE SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF THE MATERIAL DURING TRANSPORT ON PUBLIC RIGHT-OF-WAY. ALL MATERIAL EXPORTED FROM THE SITE SHALL BE DISPOSED OF AT A SITE
- PERMITTED TO ACCEPT SUCH MATERIAL.

 16. THE USE OF REBAR, STEEL STAKES OR STEEL FENCE POSTS FOR STAKING DOWN STRAW OR HAY BALES, OR TO
- SUPPORT SILT FENCING USED AS AN EROSION CONTROL MEASURE, IS PROHIBITED.

 17. THE CLEANING OF CONCRETE DELIVERY TRUCK CHUTES IS RESTRICTED TO APPROVED LOCATIONS ON THE OBSITE. THE DISCHARGE OF WATER CONTAINING WASTE CEMENT TO THE STORM SEWER SYSTEM IS PROHIBITED.
- ALL CONCRETE WASTE SHALL BE PROPERLY CLEANED UP AND DISPOSED OF AT AN APPROPRIATE LOCATION.

 18. CONTRACTOR SHALL PROVIDE A COMPLETED "NOTICE OF TERMINATION" TO OWNER, FOR OWNERS SUBMITTAL TO THE STATE'S GOVERNING AUTHORITY ONCE THE PROJECT IS COMPLETE, ALL DISTURBED AREAS HAVE BEEN

STABILIZED AND TEMPORARY BMPS HAVE BEEN REMOVED.

19. THE CONTRACTOR SHALL CLEAN OUT ALL EXISTING AND PROPOSED INLETS, PIPES AND MANHOLES OF DEBRIS AND SEDIMENTATION AT COMPLETION OF SITEWORK. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE OWNER AND LOCAL AUTHORITIES. ANY CONSTRUCTION DEBRIS OR MUD DROPPED INTO MANHOLES, INLETS, PIPES OR TRACKED ONTO EXISTING ROADWAYS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY EXCAVATIONS OR PAVEMENT FAILURES CAUSED BY HIS CONSTRUCTION.

PAVING NOTES

- 1. ALL PAVING WORK AND SUBGRADE PREPARATION/STABILIZATION SHALL CONFORM TO THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT, PREPARED BY **CMT TECHNICAL SERVICES, MAY 10, 2024 PROJ. NO. 22153.** IN CASE OF ANY CONFLICT WITH THESE PLANS, NOTIFY OWNER IMMEDIATELY.
- 2. UNLESS PROVIDED FOR IN THE PLANS, CONTRACTOR SHALL DEVELOP A CONCRETE PAVEMENT JOINTING PLAN USING THE PROPOSED PAVING PLAN AND SITE CONDITIONS. JOINT LAYOUT SHALL BE IN ACCORDANCE WITH ACI 330R "GUIDE FOR THE DESIGN AND CONSTRUCTION OF CONCRETE PARKING LOTS," AND STANDARD CONSTRUCTION PRACTICES. JOINT DETAILS SHALL BE IN ACCORDANCE WITH COUNTY OF PAYETTE STANDARD DETAILS. CONTRACTOR SHALL PROVIDE A PAVEMENT JOINTING PLAN FOR OWNER APPROVAL.
- 3. ALL CONCRETE PAVEMENT AND CONSTRUCTION SHALL MEET COUNTY OF PAYETTE STANDARDS. CONCRETE PAVEMENT SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI, TYPE I/II PORTLAND CEMENT (UNLESS OTHERWISE SPECIFIED IN THE GEOTECHNICAL REPORT FOR HIGHER SULFATE RESISTANCE), A SLUMP OF 4 INCHES +/- 1 INCH, AND AN AIR CONTENT OF 6% +/- 1%.
- 4. PAVEMENT MUST HAVE A SOLAR REFLECTANCE INDEX (SRI) OF 29 OR HIGHER.
- 5. ALL RADIUS DIMENSIONS SHOWN ON THE PAVING PLAN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
- 6. ALL PAVEMENT MARKINGS FOR PARKING STALLS SHALL BE 4" WIDE YELLOW MARKINGS, CONFORMING TO AASHTO M248 READY MIXED YELLOW TRAFFIC PAINT.
- 7. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ACCESSIBLE AREAS AND ROUTES ARE BUILT IN ACCORDANCE WITH THE PLANS AND THE "2010 ADA STANDARDS FOR ACCESSIBLE DESIGN". THE SITE MAY BE INSPECTED BY CITY PERSONNEL FOR COMPLIANCE WITH THE STANDARDS
- 8. ADA ACCESSIBLE PARKING STALLS AND AISLES SHALL BE CONSTRUCTED WITH A MAXIMUM SLOPE OF 2.00% IN ANY DIRECTION. ADA ACCESSIBLE ROUTES SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00%
- 9. (UNLESS RAMPS AND LANDINGS ARE PROVIDED PER ADA STANDARDS). CURB RAMPS SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 8.33% (12:1). ACCESSIBLE MANEUVERING AREAS AT DOORS SHALL BE CONSTRUCTED WITH A MAXIMUM 2.00% IN ANY DIRECTION. CONTRACTOR SHALL FIELD VERIFY ADA GRADES AND FORMWORK PRIOR TO PLACING ANY CONCRETE. OWNER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY SHOWN ON THE PLANS.

 UTILITY NOTES

. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES AT PROPOSED POINTS OF CONNECTION AND CONFIRM EXACT LOCATIONS/SIZES OF ALL UTILITY SERVICE LINE HOOKUPS TO THE BUILDING (PER MEP PLANS) PRIOR TO UTILITIES CONSTRUCTION.

- 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ARRANGING ONSITE MEETINGS WITH THE CITY, GOVERNING AGENCIES, AND UTILITY OWNERS PRIOR TO THE START OF ANY CONSTRUCTION OR INSTALLATION OF UTILITIES.
- 3. THE CONTRACTOR SHALL CONSTRUCT ALL WATER AND SANITARY SEWER SERVICE LINES AND CONNECTIONS IN ACCORDANCE WITH THE APPLICABLE STANDARDS AND SPECIFICATIONS OF THE CITY OR LOCAL UTILITY PROVIDER.
- 4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY SERVICE CONNECTIONS WITH THE APPROPRIATE UTILITY COMPANY/OWNER, AND TO OBTAIN ALL PERMITS AND PAY ALL FEES AS REQUIRED FOR SERVICE CONNECTIONS TO UTILITY MAINS.
- 5. UTILITY TRENCHES AND STRUCTURE EXCAVATIONS ARE TO BE SLOPED OR BRACED AND SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKMEN AND THE PROTECTION OF OTHER UTILITIES IN COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REQUIREMENTS.
- 6. UNLESS OTHERWISE NOTED, CONTRACTOR SHALL PROVIDE TRENCHING FOR ALL UTILITY SERVICE LINES.
- 7. CONTRACTOR TO SET AND ADJUST ALL PROPOSED UTILITY STRUCTURES, CLEANOUTS, VALVES, METER PITS, ETC. TO FINISH GRADE. EXISTING ITEMS AFFECTED BY THE WORK SHALL BE ADJUSTED AS REQUIRED TO MATCH FINISH GRADE.
- 8. THE CONTRACTOR SHALL COORDINATE WATER MAIN WORK WITH THE FIRE DEPARTMENT TO ENSURE ADEQUATE FIRE PROTECTION IS CONSTANTLY AVAILABLE TO THE SITE AND ADJACENT PROPERTIES. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATER MAIN SHUT OFFS WITH THE CITY DURING CONSTRUCTION. ANY COSTS ASSOCIATED WITH WATER MAIN SHUT OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AT HIS EXPENSE.

STORM SEWER NOTES

- 1. STORM SEWER PIPE MATERIALS SHALL MEET THE MAVERIK STANDARD SPECIFICATIONS, UNLESS OTHERWISE SPECIFIED IN THE PLANS. ALL JOINTS AND STRUCTURE CONNECTIONS SHALL BE SOIL-TIGHT (MINIMUM)].
- STORM SEWER PIPE SHALL BE BEDDED, INSTALLED, AND BACKFILLED IN ACCORDANCE WITH THE DETAILS INCLUDED IN THE PLANS, MANUFACTURER'S INSTALLATION REQUIREMENTS, AND/OR STANDARD DETAILS INCLUDED BY REFERENCE.
- 3. ALL CAST-IN-PLACE CONCRETE DRAINAGE STRUCTURES SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI, TYPE II CEMENT (UNLESS OTHERWISE SPECIFIED) WITH AIR ENTRAINING ADMIXTURES AND SHALL CONFORM TO THE LOCAL CITY'S SPECIFICATIONS.
- 4. SMALL DIAMETER STORM SEWER CONNECTIONS (12 INCH DIAMETER AND LESS) SHALL BE MADE WITH REDUCING WYE'S, 45 DEGREE BENDS, AND REDUCING COUPLERS, UNLESS OTHERWISE INDICATED. REFER TO PLAN AND DETAILS FOR SYSTEM LAYOUT.
- ALL CAST-IN-PLACE AND PRE-FABRICATED DRAINAGE STRUCTURES WITHIN PAVED AREAS MUST BE INSTALLED TO MEET (AT A MINIMUM) AASHTO H-20/HS-20 LOAD RATING. THE GENERAL CONTRACTOR SHALL CONSULT WITH THE MANUFACTURER OF ANY PRE-FABRICATED STRUCTURE TO CONFIRM INSTALLATION MEASURES REQUIRED TO ENSURE THE AFOREMENTIONED LOAD RATING IS ACHIEVED. FOR ALL PRE-FABRICATED NYLOPLAST® DRAIN BASINS, THE GENERAL CONTRACTOR SHALL POUR A CONCRETE COLLAR UNDER THE FRAME/GRATE/HOOD ASSEMBLY IN THE MINIMUM DIMENSIONS SPECIFIED ON THE MANUFACTURER'S STANDARD DETAIL DRAWINGS TO ACHIEVE H-20/HS-20 LOAD RATING. THE GENERAL CONTRACTOR SHALL CONTACT OWNER FOR ADDITIONAL DIRECTION IF H-20/HS-20 INSTALLATION GUIDELINES CANNOT BE OBTAINED FROM THE MANUFACTURER OF ANY PROPOSED PRE-FABRICATED STRUCTURE.



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3445 Antelope Drive, St 200 Syracuse, UT 84075

PH: 801.664.4724

EM: Thomas@HuntDay.co

ARCHITECTENGINEER: A



VERIK C-STORE INTAGE RD, D 83647 AST QUARTER OF SECTION 9,

FKOPOSED IMAVER

I-84 BUSINESS & W FRONTAGE

ELMORE COUNTY, IDAHO 836

LOCATED IN THE SOUTHEAST Q

 ISSUANCE

 ⚠
 DESCRIPTION
 DATE

 0
 INITIAL SUBMITTAL TO CITY
 07/01/2024

 1
 SITE PLAN UPDATE
 08/01/2024

 2
 WELL & SIGNAGE UPDATES
 09/27/2024

 3
 CITY/CLIENT UPDATES
 01/21/2025

 4
 HIGHWAY/CUP UPDATES
 03/05/2025

DRAWN BY: TRP

APPROVED BY: TJH

PROJECT NUMBER: ID-0574 STORE #: TBD

SHEET NAME

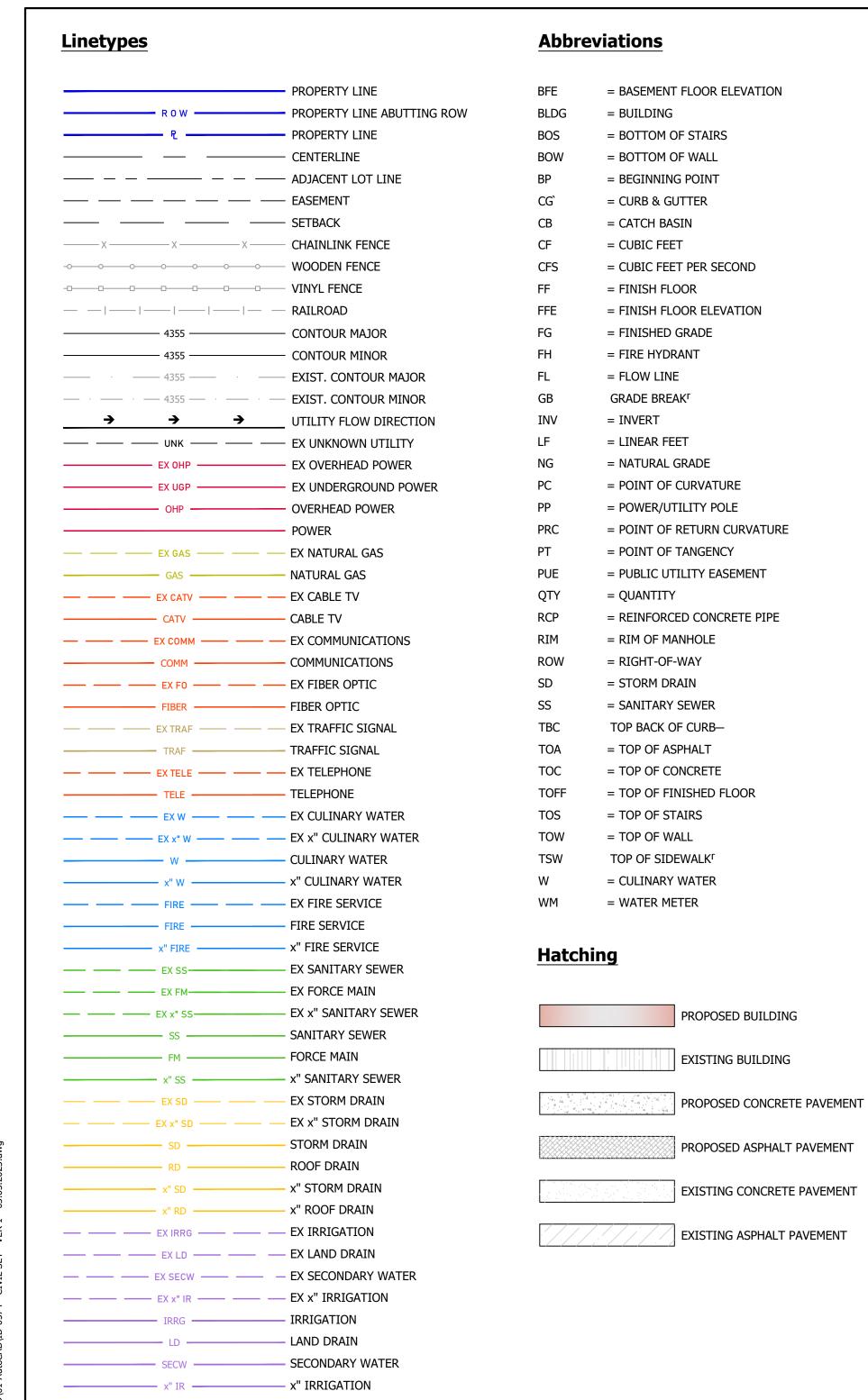
GENERAL NOTES

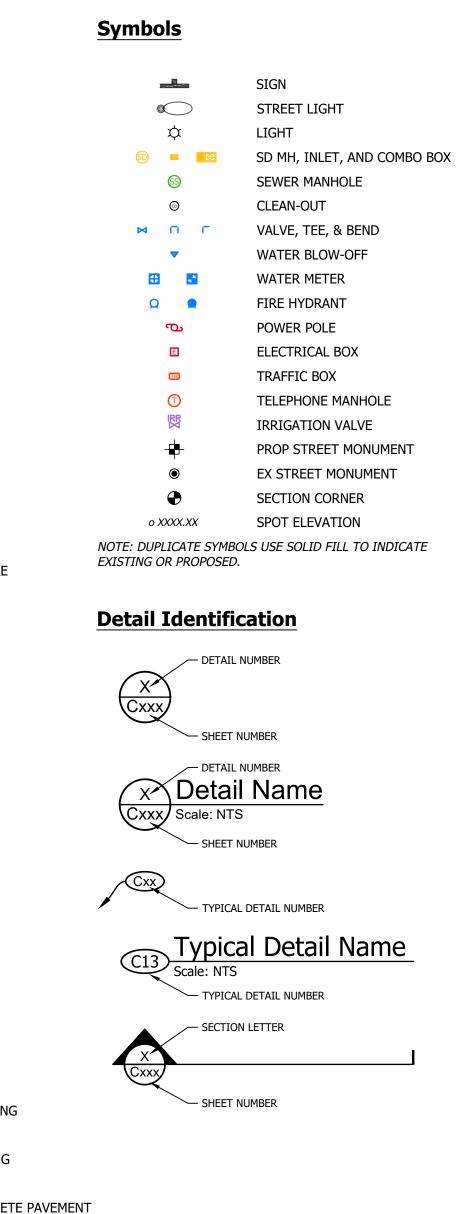
DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY

SHEET NUMBER

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ARCHITECTENGINEER:A

3445 Antelope Drive, St 200 Syracuse, UT 84075

PH: 801.664.4724 EM: Thomas@HuntDay.co

STAMP:



-STORE DE SECTION 9, SE MERIDIAN

34 BUSINESS & W FRONTAGE RD,
MORE COUNTY, IDAHO 83647
CATED IN THE SOUTHEAST QUARTER OF S
WNSHIP 3 SOUTH, RANGE 6 EAST, BOISE I

 ISSUANCE

 ⚠
 DESCRIPTION
 DATE

 0
 INITIAL SUBMITTAL TO CITY
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 SITE PLAN UPDATE
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 DRAWN BY: TRP
 APPROVED BY: TJH

DRAWING ISSUE

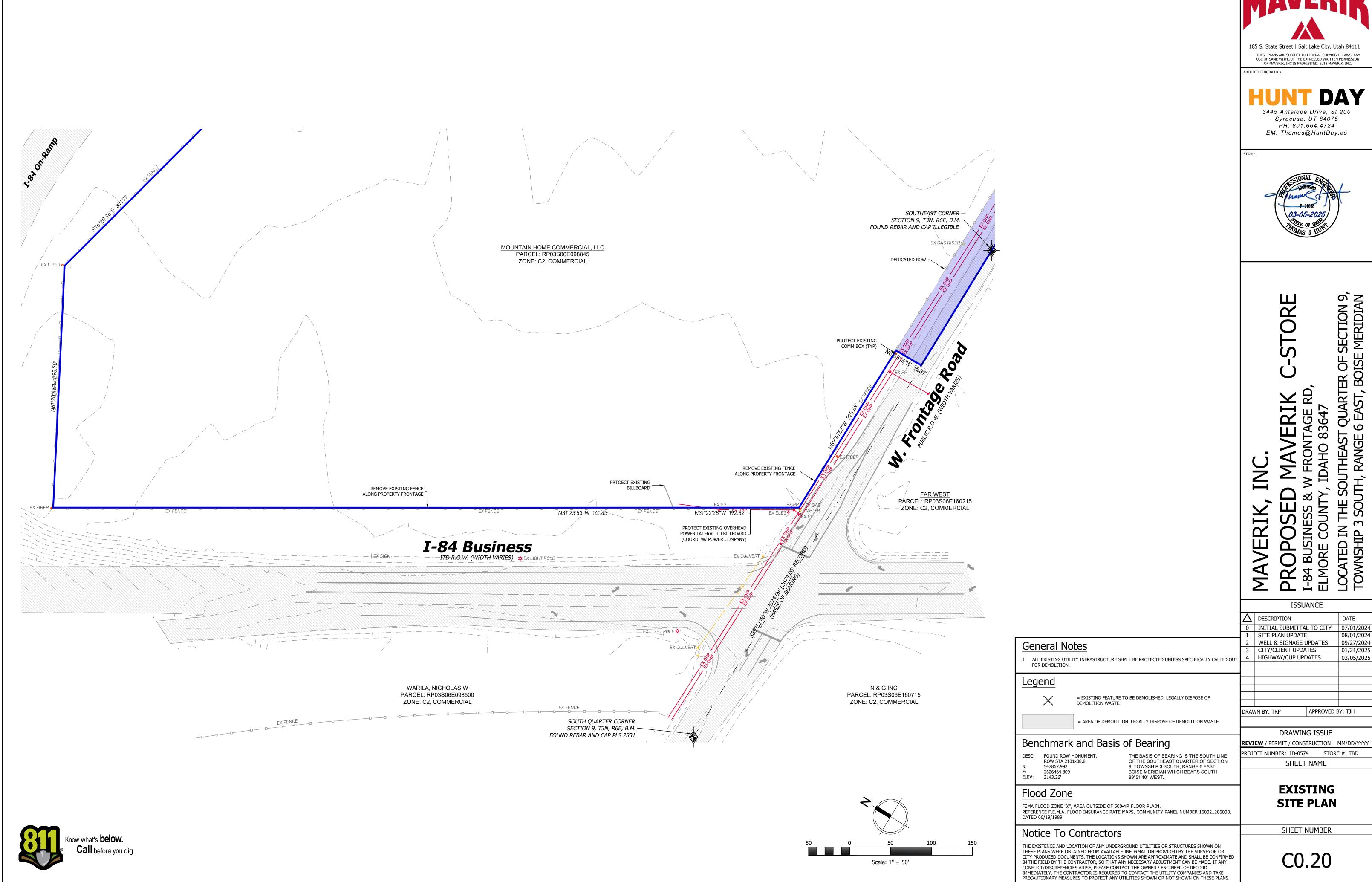
REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY
PROJECT NUMBER: ID-0574 STORE #: TBD

SHEET NAME

GENERAL LEGEND & ABBREVIATIONS

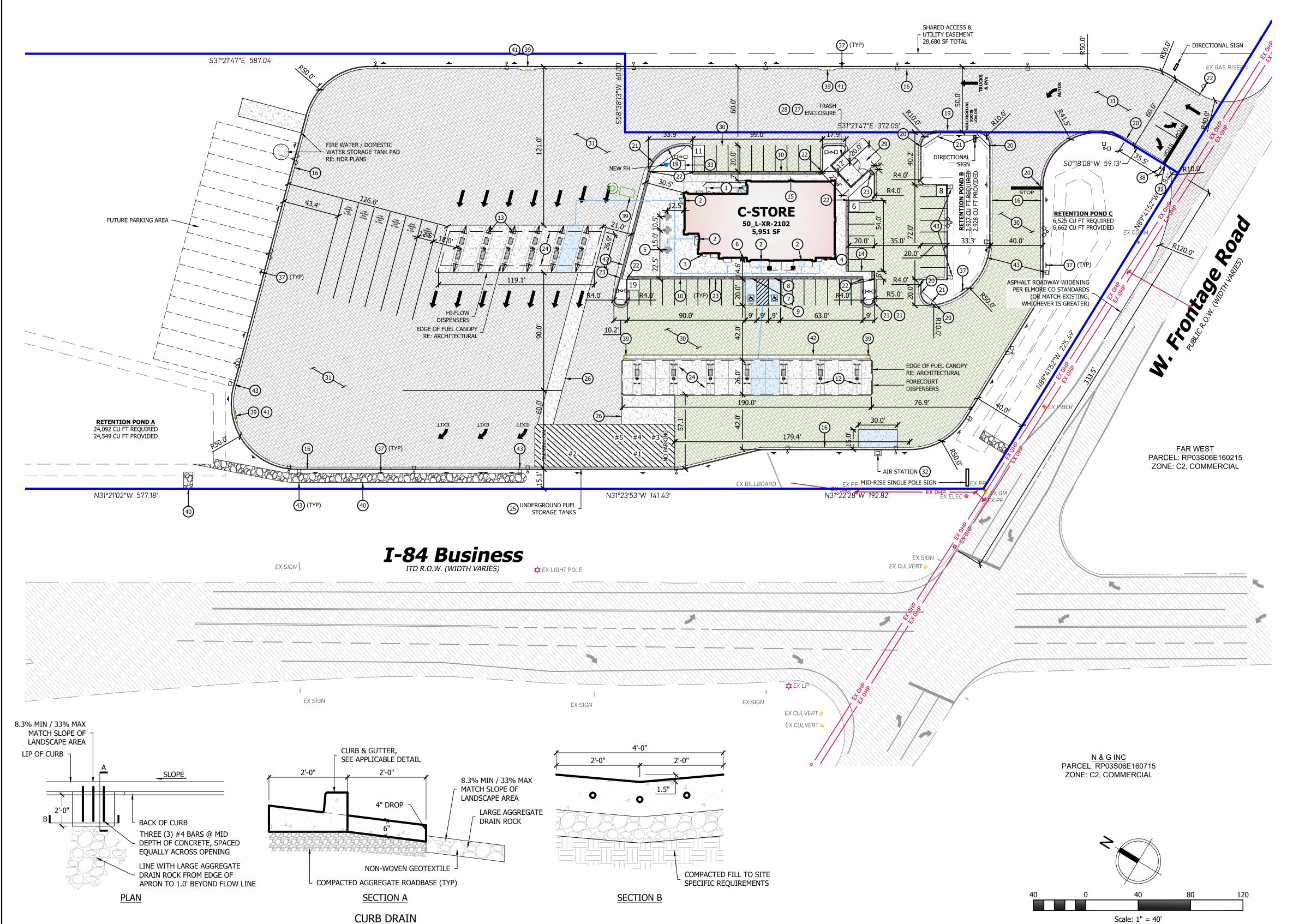
SHEET NUMBER

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MOUNTAIN HOME COMMERCIAL, LLC PARCEL: RP03S06E098845 ZONE: C2, COMMERCIAL



SCALE: NONE

General Notes

- CONCRETE SIDEWALK LOCATED ON SITE TO BE 4-INCH THICK MINIMUM WITH MEDIUM BROOM
- WALKWAY IS TO BE FLUSH WITH ASPHALT AT PERIMETER OF BUILDING.
- UNDERGROUND FUEL STORAGE TANKS SHOWN FOR REFERENCE ONLY. REFERENCE FUELING
- DISPENSING DRAWINGS FOR TANK EXACT LAYOUT AND DIMENSIONS. CONCRETE PETROLEUM TRENCH CAP SHOWN FOR REFERENCE ONLY. REFERENCE FUELING
- DISPENSING DRAWINGS FOR EXACT FUEL PIPING ALIGNMENT AND TRENCH WIDTH. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDED FOR EXACT LOCATION OF ELECTRICAL
- TRANSFORMER. 6. CONTRACTOR TO ENSURE SITE LIGHTING MEETS OWNER PROVIDED SPACING REQUIREMENTS.

Key Notes

- HOUSEKEEPING PAD, REFERENCE ARCHITECTURAL DRAWINGS
- 2. BUILDING ENTRY, REFERENCE ARCHITECTURAL DRAWINGS
- 3. MISC. VENDING, TO BE DETERMINED BY OPERATIONS TEAM AT OPENING 4. PROPANE VENDING LOCATION
- 5. PICNIC TABLES, TO BE SUPPLIED BY OWNER
- 6. HI-ROLLER BICYCLE RACK, SEE DETAIL E, SHEET C1.93 7. ACCESSIBLE VAN PARKING SIGN W/ 6" PARKING BOLLARD
- 8. ACCESSIBLE PARKING SIGN W/ 6" PARKING BOLLARD
- 9. CONCRETE ACCESSIBLE PARKING SPACES W/ CHAMFERED CORNERS, SEE DETAIL F / SHEET C1.90
- 10. 6" PARKING BOLLARD, SEE DETAIL A, B, G / SHEET C1.92
- 11. PIPE BOLLARD, SEE DETAIL D / SHEET C1.92
- 12. HOOP BOLLARD, SEE DETAIL C / SHEET C1.92
- 13. WEDGE BOLLARD, SEE DETAIL E / SHEET C1.92
- 14. CONCRETE WALKWAY, SEE DETAIL H / SHEET C1.90
- 15. CONCRETE WALKWAY AT BUILDING, SEE DETAIL I / SHEET C1.90 16. ON-SITE 'CATCH' CURB & GUTTER, SEE DETAIL A / SHEET C1.91
- 17. ON-SITE 'SPILL' CURB & GUTTER, SEE DETAIL B / SHEET C1.91
- 18. ON-SITE MOUNTABLE 'CATCH' CURB & GUTTER, SEE DETAIL C / SHEET C1.91
- 19. ON-SITE MOUNTABLE 'SPILL' CURB & GUTTER, SEE DETAIL D / SHEET C1.91
- 20. TRANSITION BETWEEN CURB TYPES. 21. RUNOUT PAD, SEE DETAIL K / SHEET C1.91
- 22. CURB TRANSITION FROM 0" TO 6" HEIGHT OVER 12" RUN
- 23. TRUNCATED DOME PAD
- 24. CONCRETE PAD UNDER FUEL CANOPY, SEE DETAIL F / SHEET C1.91 25. FUEL TANK PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET C1.91 (VERIFY FUEL PIPING ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS)
- 26. CONCRETE PETROLEUM TRENCH CAP, SEE DETAIL J / SHEET C1.91 (VERIFY FUEL PIPING ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS)
- 27. TRASH ENCLOSURE, REFERENCE ARCHITECTURAL DRAWINGS
- 28. TRASH ENCLOSURE FOUNDATION, REFERENCE STRUCTURAL DRAWINGS 29. CONCRETE TRASH ENCLOSURE ACCESS PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET
- 30. MODERATE / LIGHT DUTY ASPHALT PAVEMENT, SEE DETAIL A / SHEET C1.90
- 31. HEAVY DUTY ASPHALT PAVEMENT, SEE DETAIL B / SHEET C1.90
- 32. XACTAIR AIR STATION AND FOUNDATION PER MANUFACTURER'S REQUIREMENTS AND
- RECOMMENDATIONS, SEE DETAIL E / SHEET C1.93
- 33. ELECTRICAL TRANSFORMER, REFERENCE ELECTRICAL DRAWINGS
- 34. SITE LIGHTING (TYPICAL) 35. MONUMENT SIGN, REFERENCE YESCO DRAWINGS
- 36. POLE SIGN, REFERENCE YESCO DRAWINGS. 37. "NO PARKING" SIGN, REFERENCE YESCO DRAWINGS
- 38. R1-1 "STOP" SIGN PER MUTCD STANDARDS
- 39. NEW UTILITY STRUCTURE, REFERENCE SHEET C4.00 40. 7.0' WIDE CHANNEL LINED W/ 3" - 6" MINUS RIP-RAP (TYP)
- 41. STORM DRAIN INLET CONCRETE COLLAR, SEE DETAIL UT-1
- 42. ACCESSIBLE CONCRETE WATERWAY, SEE DETAIL I / SHEET C1.91
- 43. 4.0' CURB DRAIN, SEE DETAIL / THIS SHEET

Fuel Tank Sizing

- 1. 25k UNLEADED GASOLINE
- 2. 25k DIESEL #2
- 3. 8k ETHANOL-FREE GASOLINE
- 4. 9k PREMIUM GASOLINE 5. 8k DEF
- NOTE: TANK AND FUEL INFORMATION SHOWN FOR REFERENCE ONLY. VERIFY UNDERGROUND STORAGE TANK LAYOUT AND DIMENSIONS WITH FUELING DISPENSING DRAWINGS.

Development Summary

ELMORE COUNTY, IDAHO C-2, HIGHWAY COMMERCIAL ZONING: INTENDED USE: FUEL SALES, SERVICE STATION

PARCEL AREA: 304,920 SF 5,951 SF 0.14 AC **BUILDING AREA:** IMPERVIOUS AREA: 151,678 SF 3.48 AC LANDSCAPE AREA: 1147,291 SF 3.38 AC PARKING: 42 PARKING STALLS PROVIDED

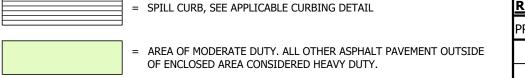
2 ADA STALL PROVIDED (1 ADA + 1 VAN) 44 TOTAL PARKING STALLS PROVIDED 2 TRUCK PARKING PROVIDED

3 BICYCLE SPACES PROVIDED

Legend

ACCESSIBLE PATH

AREAS TO COMPLY WITH ADA STANDARDS



MOUNTABLE CURB, SEE DETAIL C10 / C11 = PARKING STALL QUANTITY



THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE OWNER / ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

TER OF SECTION 9, BOISE MERIDIAN

185 S. State Street | Salt Lake City, Utah 84111

ARCHITECT/ENGINEER:

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Syracuse, UT 84075

PH: 801.664.4724

EM: Thomas@HuntDay.co

ISSUANCE DESCRIPTION

INITIAL SUBMITTAL TO CITY 07/01/2024 SITE PLAN UPDATE WELL & SIGNAGE UPDATES 3 CITY/CLIENT UPDATES 01/21/2025 4 HIGHWAY/CUP UPDATES 03/05/2025

APPROVED BY: TJH DRAWN BY: TRP

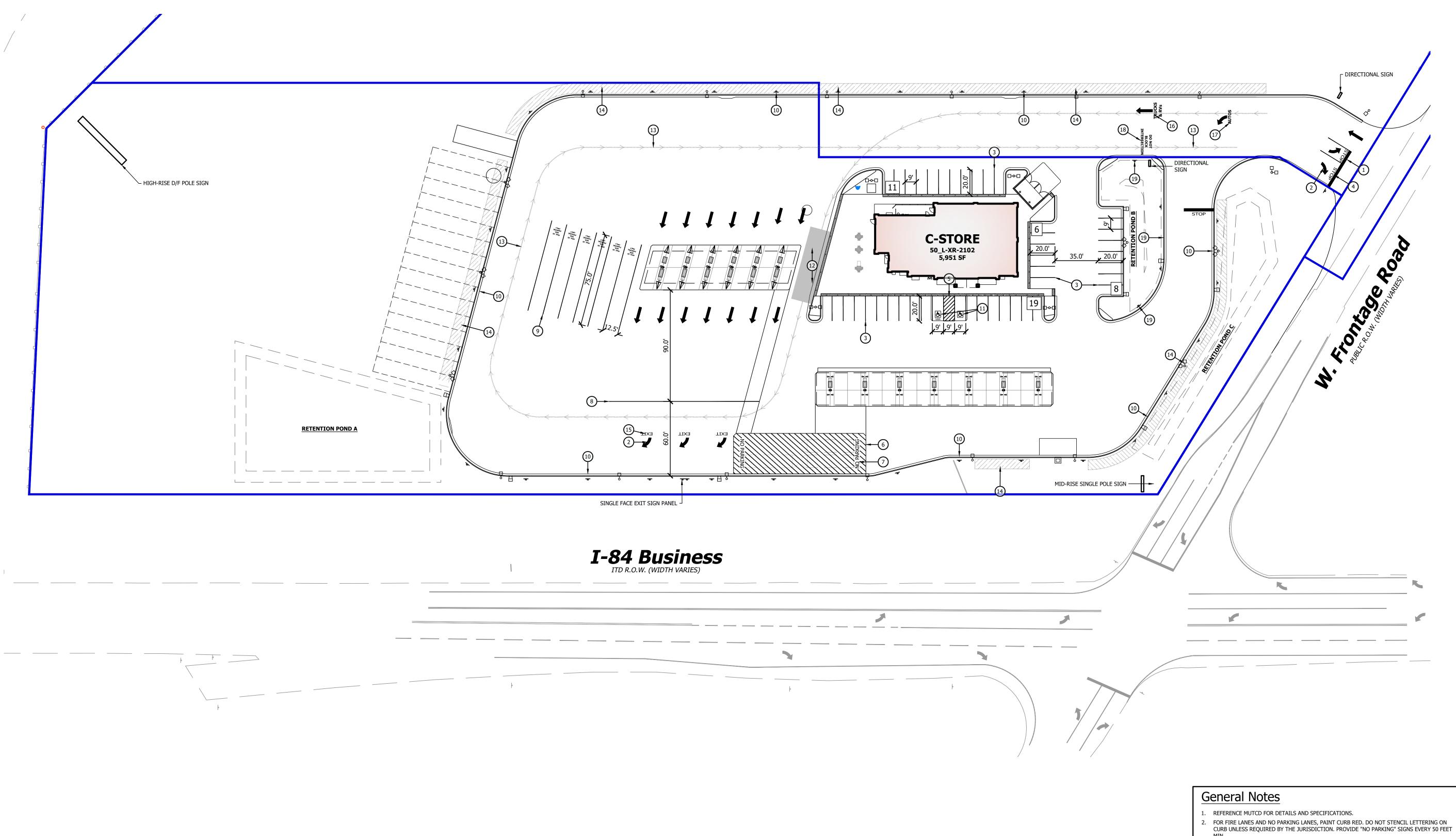
DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD

SHEET NAME

PROPOSED SITE PLAN

SHEET NUMBER

C1.00

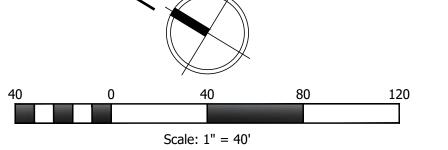


- PAINT 4" SOLID STRIPE BORDER (BLUE) PAINT ADA SYMBOL — - PAINT ADA SYMBOL (BLUE BACKGROUND, WHITE (BLUE BACKGROUND, WHITE SYMBOL, WHITE BORDER) SYMBOL, WHITE BORDER) EDGE OF —— — EDGE OF CONCRETE CONCRETE PAINT 4" SOLID STRIPE (BLUE) - PAINT 4" SOLID STRIPE (BLUE) PAINT "VAN" LETTERING — PAINT 4" SOLID DIAGONAL

1. THIS DETAIL DEPICTS MINIMUM MAVERIK STANDARDS. LOCAL JURISDICTION MAY HAVE

THE ADA PARKING STALLS THEMSELVES MUST BE ENCOMPASSED COMPLETELY BY

ACCESSIBLE PARKING DETAIL



3. ALL RIGHT-OF-WAY STRIPING TO BE DONE IN ACCORDANCE WITH JURISDICTIONAL OR DOT REQUIREMENTS. ENGINEER TO SPECIFY MEANS AND METHODS AS APPROPRIATE. 4. TWO COATS OF PAINT ARE REQUIRED FOR NEW CONSTRUCTION SITE STRIPING AND

Key Notes

- 1. 12" 24" SOLID STRIPE (YELLOW)
- 2. DIRECTION ARROWS (YELLOW) 3. 4" SOLID STRIPE (YELLOW)
- 4. "STOP" LETTERING (YELLOW)
- 5. 4" SOLID DIAGONAL STRIPES @ 45° (YELLOW)
- 6. 4" SOLID DIAGONAL STRIPES @ 45° + 3' O.C. (YELLOW)
- 7. "NO PARKING" (YELLOW) 8. 12" WIDE PULL-FORWARD LINE (YELLOW) 90' FROM EDGE OF CONCRETE PAD UNDER FUELING
- CANOPY. 9. "MAX 30 MIN. PARKING ONLY" (YELLOW)
- 10. PAINT CURB RED AND INSTALL "NO PARKING" SIGNS EVERY 50' (MIN.) AT FIRE LANES AND NO
- PARKING LANES. DO NOT STENCIL LETTERING ON CURB
- 11. ACCESSIBLE PARKING SYMBOLS AND STRIPING PER DETAIL / THIS SHEET
- 12. PROPOSED LOADING AND UNLOADING ZONE (NOT STRIPED)
- 13. ASSUMED DELIVERY TRUCK ROUTE 14. SNOW STORAGE
- 15. "EXIT" LETTERING (YELLOW)
- 16. "TRUCKS & RVS" LETTERING (YELLOW) 17. "AUTOS" LETTERING (YELLOW)
- 18. "DO NOT BLOCK INTERSECTION" LETTERING (YELLOW) 19. INSTALL "NO PARKING" SIGNS EVERY 50' (MIN.), DO NOT PAINT CURB.

APPROVED BY: TJH DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

01/21/2025

03/05/2025

SITE STRIPING & SIGNAGE PLAN

ISSUANCE

0 INITIAL SUBMITTAL TO CITY 07/01/2024

DESCRIPTION

DRAWN BY: TRP

SITE PLAN UPDATE

3 CITY/CLIENT UPDATES

4 HIGHWAY/CUP UPDATES

WELL & SIGNAGE UPDATES

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ARTER OF SECTION 9, AST, BOISE MERIDIAN

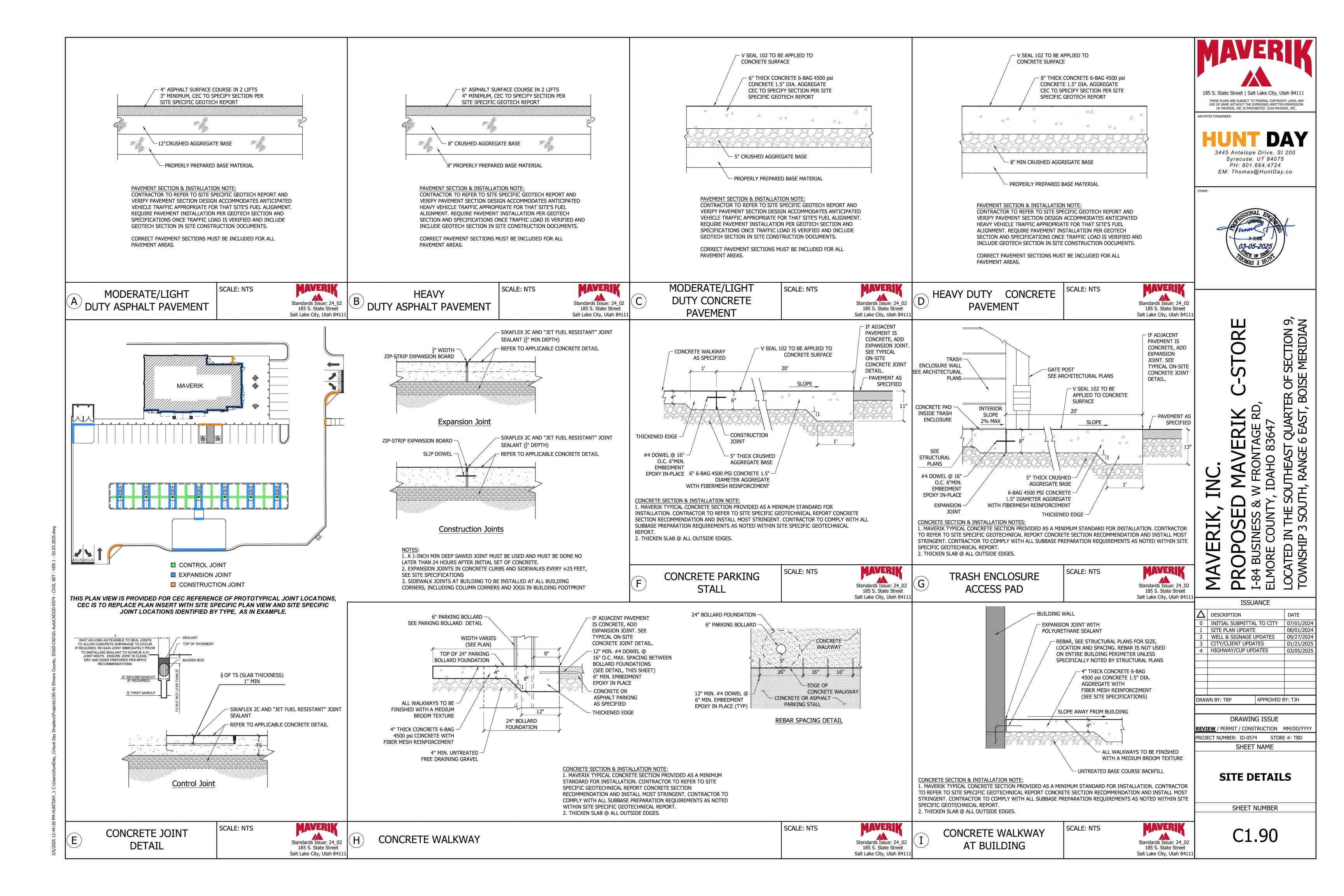
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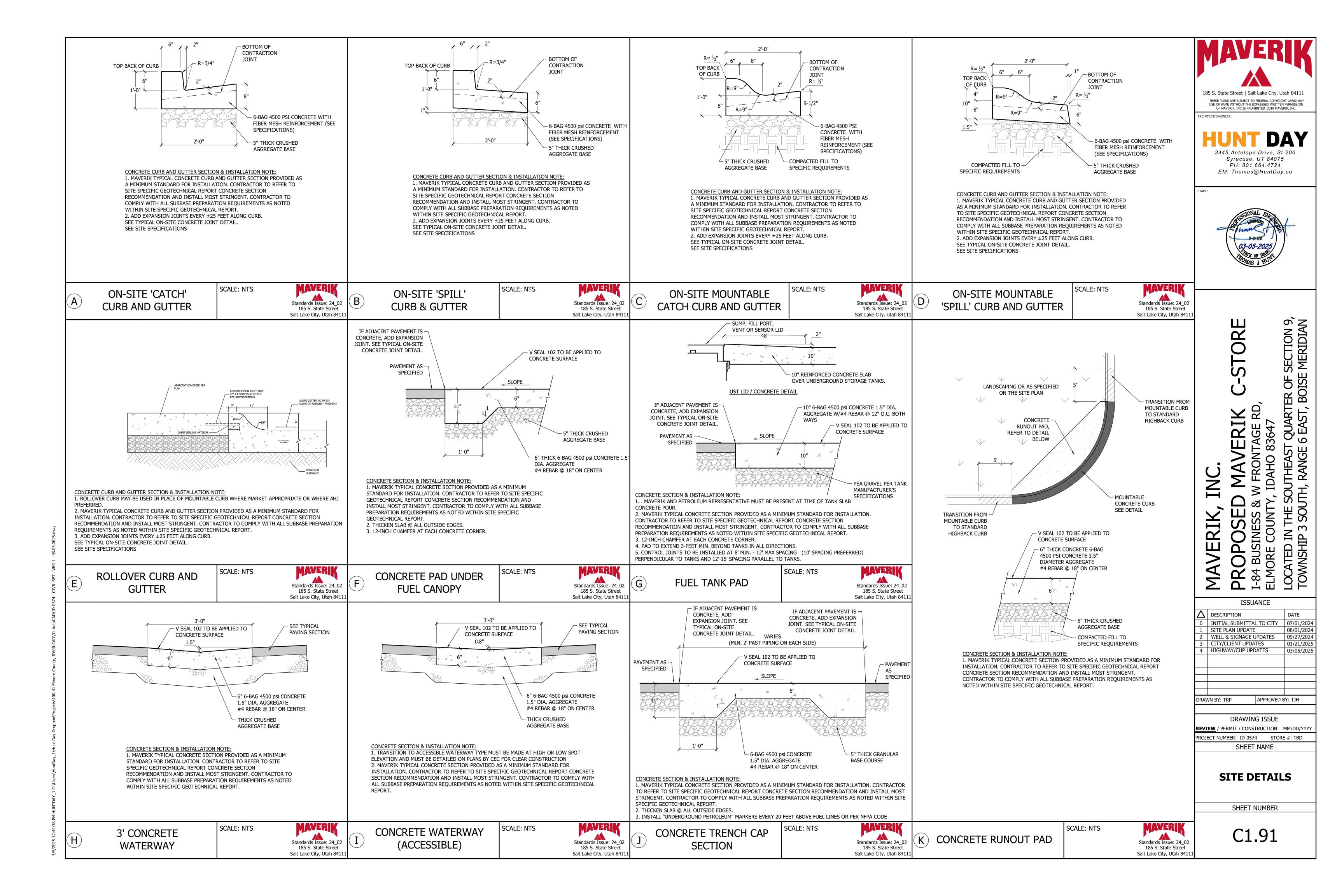
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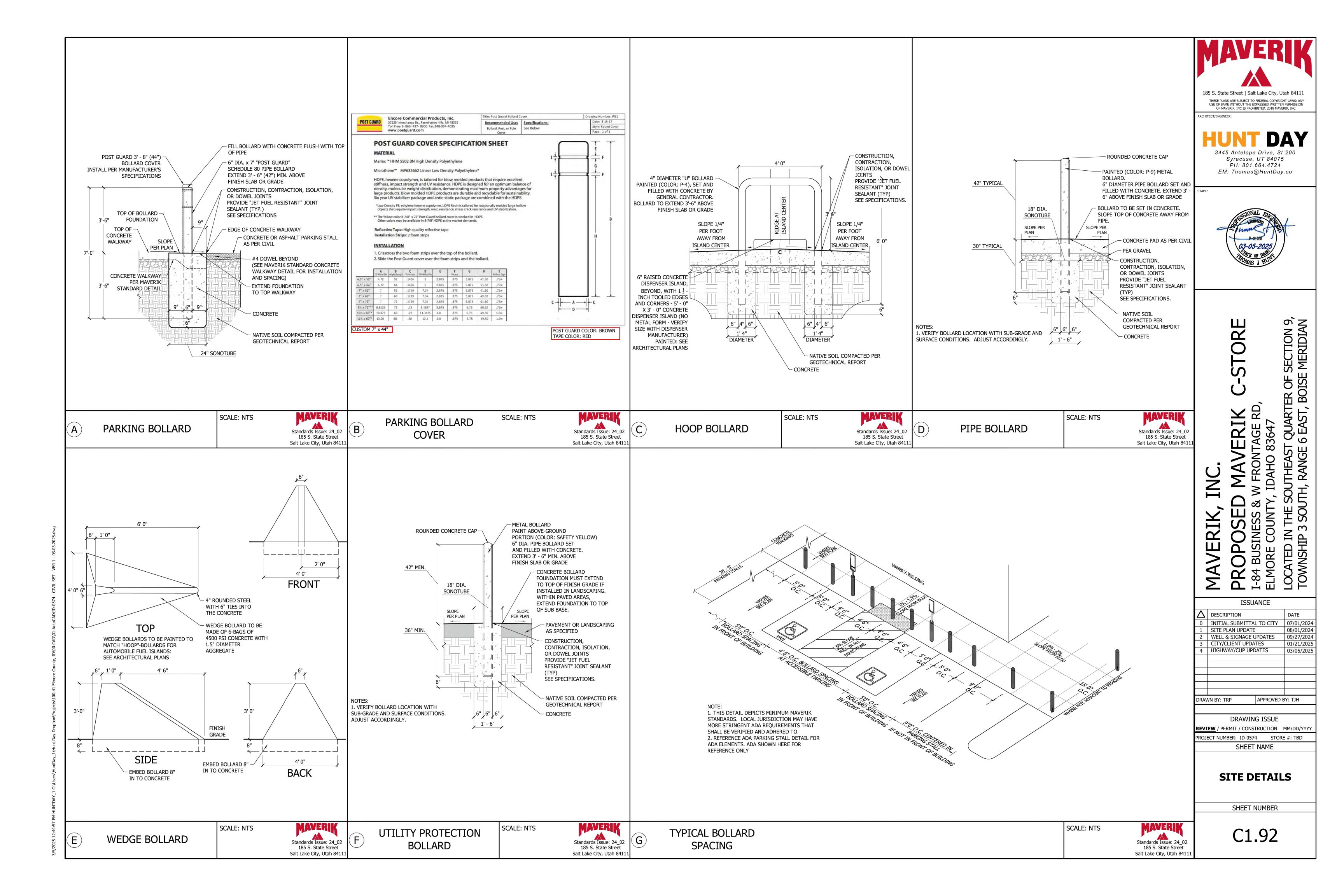


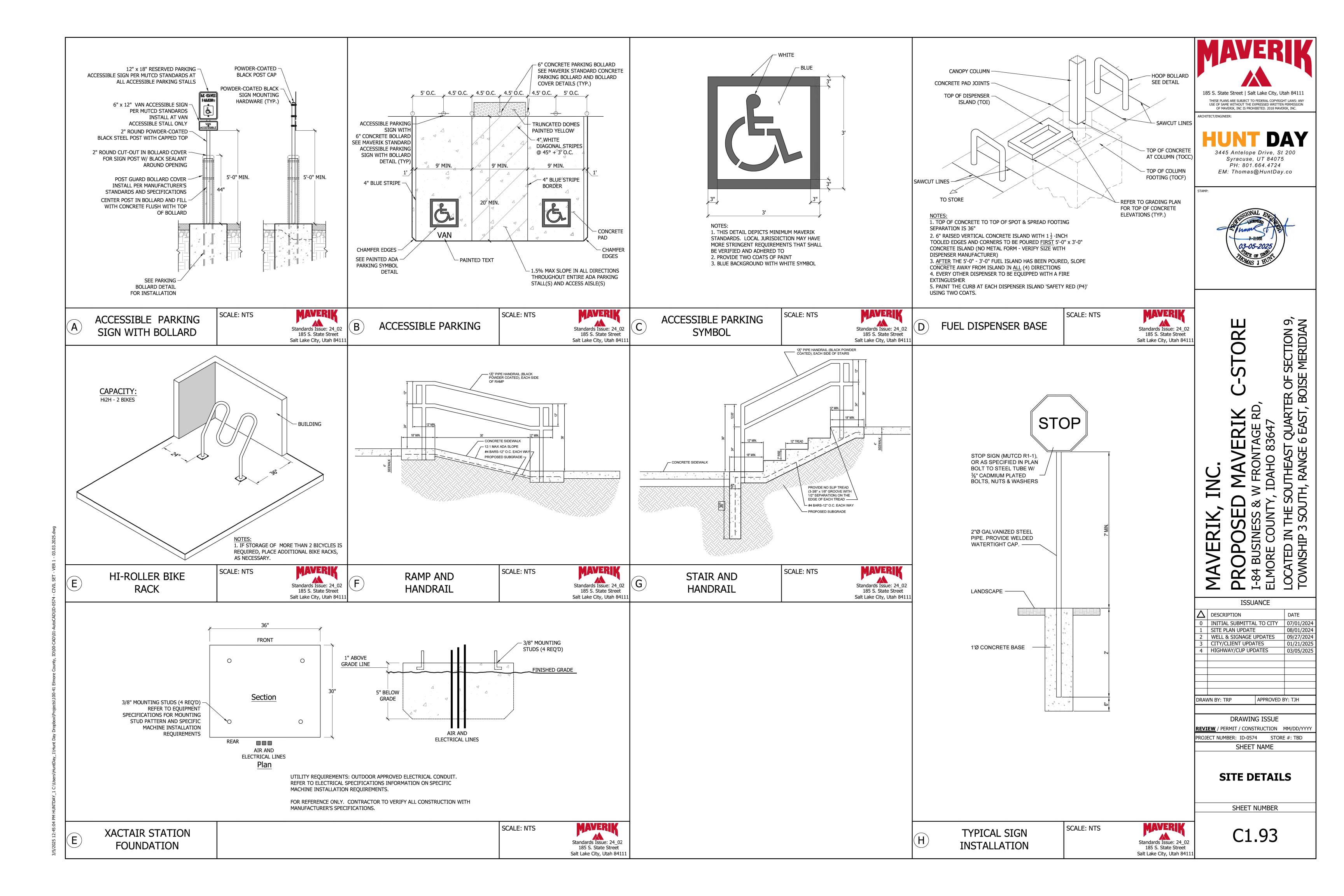
(WHITE) STRIPES @ 45° (WHITE) MORE STRINGENT REQUIREMENTS THAT SHALL BE VERIFIED AND ADHERED TO. WHILE CONCRETE PAD MAY EXTEND BEYOND THE DESIGNATED ADA PARKING STALLS,

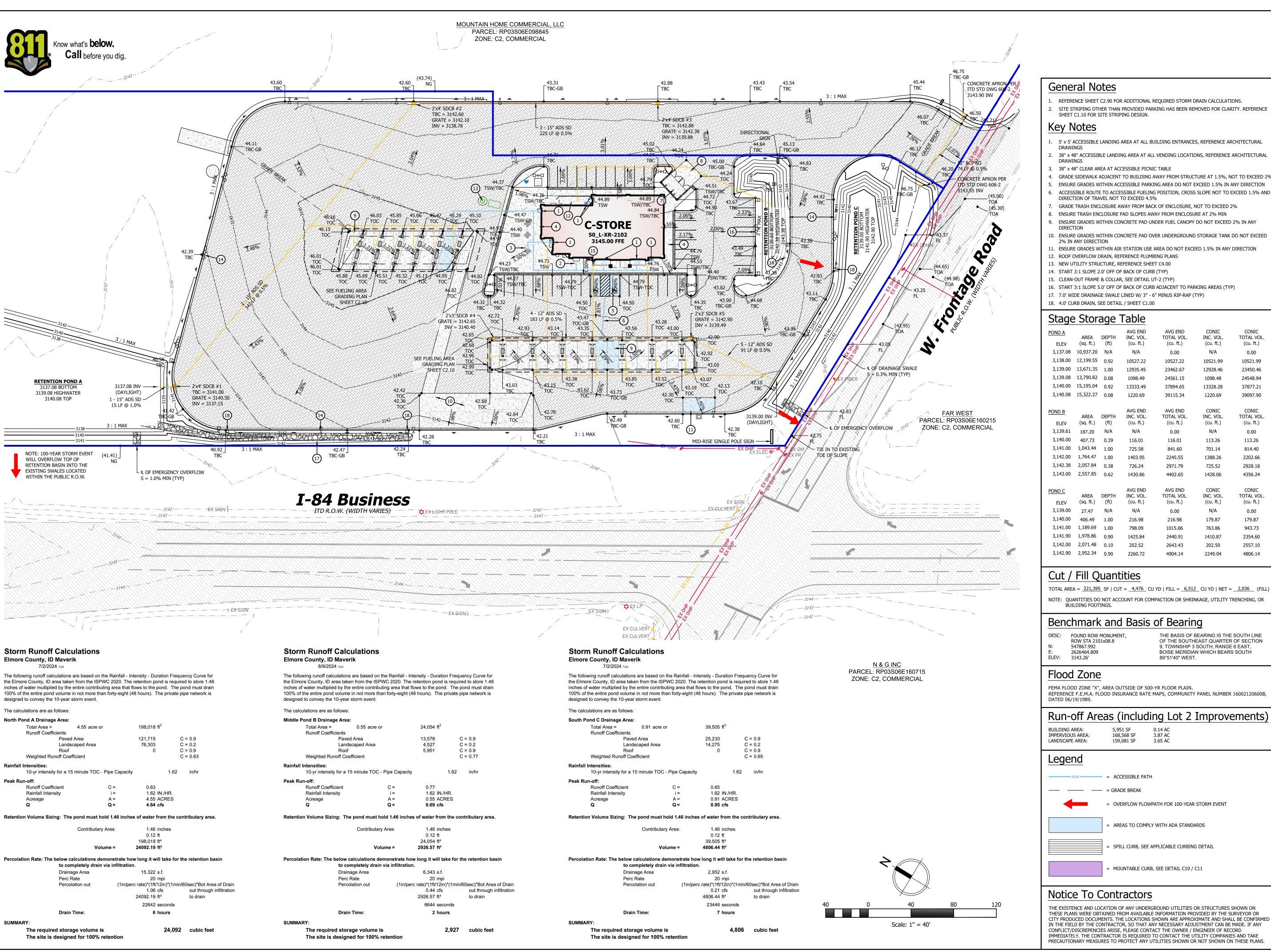
SCALE: NONE











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Juge	, 5001	<u>ugc</u>	Table			
POND A	AREA	DEPTH	AVG END INC. VOL.	AVG END TOTAL VOL.	CONIC INC. VOL.	CONIC TOTAL VOL.
ELEV	(sq. ft.)	(ft)	(cu. ft.)	(cu. ft.)	(cu. ft.)	(cu. ft.)
3,137.08	10,937.20	N/A	N/A	0.00	N/A	0.00
3,138.00	12,199.55	0.92	10527.22	10527.22	10521.99	10521.99
3,139.00	13,671.35	1.00	12935.45	23462.67	12928.46	23450.46
3,139.08	13,790.82	0.08	1098.49	24561.15	1098.48	24548.94
3,140.00	15,195.04	0.92	13333.49	37894.65	13328.28	37877.21
3,140.08	15,322.27	0.08	1220.69	39115.34	1220.69	39097.90
POND B	AREA	DEPTH	AVG END INC. VOL.	AVG END TOTAL VOL.	CONIC INC. VOL.	CONIC TOTAL VOL.
ELEV	(sq. ft.)	(ft)	(cu. ft.)	(cu. ft.)	(cu. ft.)	(cu. ft.)
3,139.61	187.20	N/A	N/A	0.00	N/A	0.00
3,140.00	407.73	0.39	116.01	116.01	113.26	113.26
3,141.00	1,043.44	1.00	725.58	841.60	701.14	814.40
3,142.00	1,764.47	1.00	1403.95	2245.55	1388.26	2202.66
3,142.38	2,057.84	0.38	726.24	2971.79	725.52	2928.18
3,143.00	2,557.85	0.62	1430.86	4402.65	1428.06	4356.24
POND C	AREA	DEPTH	AVG END INC. VOL.	AVG END TOTAL VOL.	CONIC INC. VOL.	CONIC TOTAL VOL.
ELEV	(sq. ft.)	(ft)	(cu. ft.)	(cu. ft.)	(cu. ft.)	(cu. ft.)
3,139.00	27.47	N/A	N/A	0.00	N/A	0.00
3,140.00	406.49	1.00	216.98	216.98	179.87	179.87
3,141.00	1,189.69	1.00	798.09	1015.06	763.86	943.73
3,141.90	1,978.86	0.90	1425.84	2440.91	1410.87	2354.60
3,142.00	2,071.48	0.10	202.52	2643.43	202.50	2557.10
3,142.90	2,952.34	0.90	2260.72	4904.14	2249.04	4806.14

Cut / Fill Quantities

TOTAL AREA = $\underline{221,395}$ SF | CUT = $\underline{4,476}$ CU YD | FILL = $\underline{6,512}$ CU YD | NET = $\underline{2,036}$ (FILL) NOTE: QUANTITIES DO NOT ACCOUNT FOR COMPACTION OR SHRINKAGE, UTILITY TRENCHING, OR BUILDING FOOTINGS.

Benchmark and Basis of Bearing

THE BASIS OF BEARING IS THE SOUTH LINE FOUND ROW MONUMENT OF THE SOUTHEAST QUARTER OF SECTION ROW STA 2101x08.8 9, TOWNSHIP 3 SOUTH, RANGE 6 EAST, 547867.992 2626464.809 BOISE MERIDIAN WHICH BEARS SOUTH ELEV: 3143.26' 89°51'40" WEST.

Flood Zone

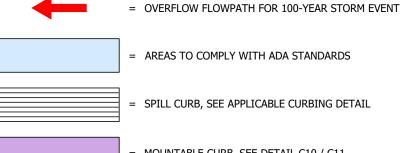
FEMA FLOOD ZONE "X", AREA OUTSIDE OF 500-YR FLOOR PLAIN. REFERENCE F.E.M.A. FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NUMBER 16002120600B,

Run-off Areas (including Lot 2 Improvements)

BUILDING AREA: 5,951 SF 168,568 SF 3.87 AC IMPERVIOUS AREA: 159,081 SF 3.65 AC LANDSCAPE AREA:

Legend

ADA = ACCESSIBLE PATH ---- = GRADE BREAK



AREAS TO COMPLY WITH ADA STANDARDS SPILL CURB, SEE APPLICABLE CURBING DETAIL

MOUNTABLE CURB, SEE DETAIL C10 / C11

Notice To Contractors

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APPROVED BY: TJH DRAWN BY: TRP

ISSUANCE

07/01/2024

01/21/2025

03/05/2025

INITIAL SUBMITTAL TO CITY

WELL & SIGNAGE UPDATES

DESCRIPTION

SITE PLAN UPDATE

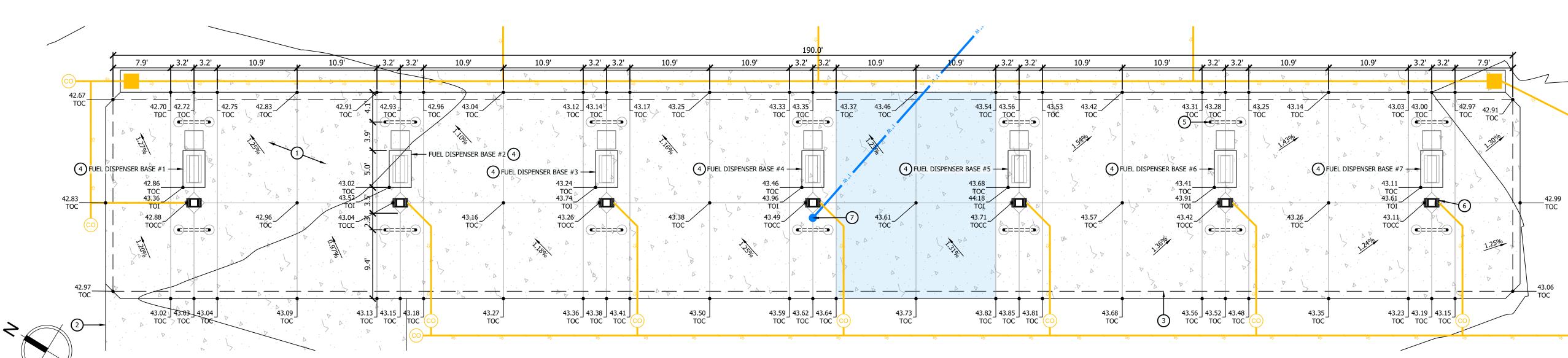
3 CITY/CLIENT UPDATES

4 HIGHWAY/CUP UPDATES

DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

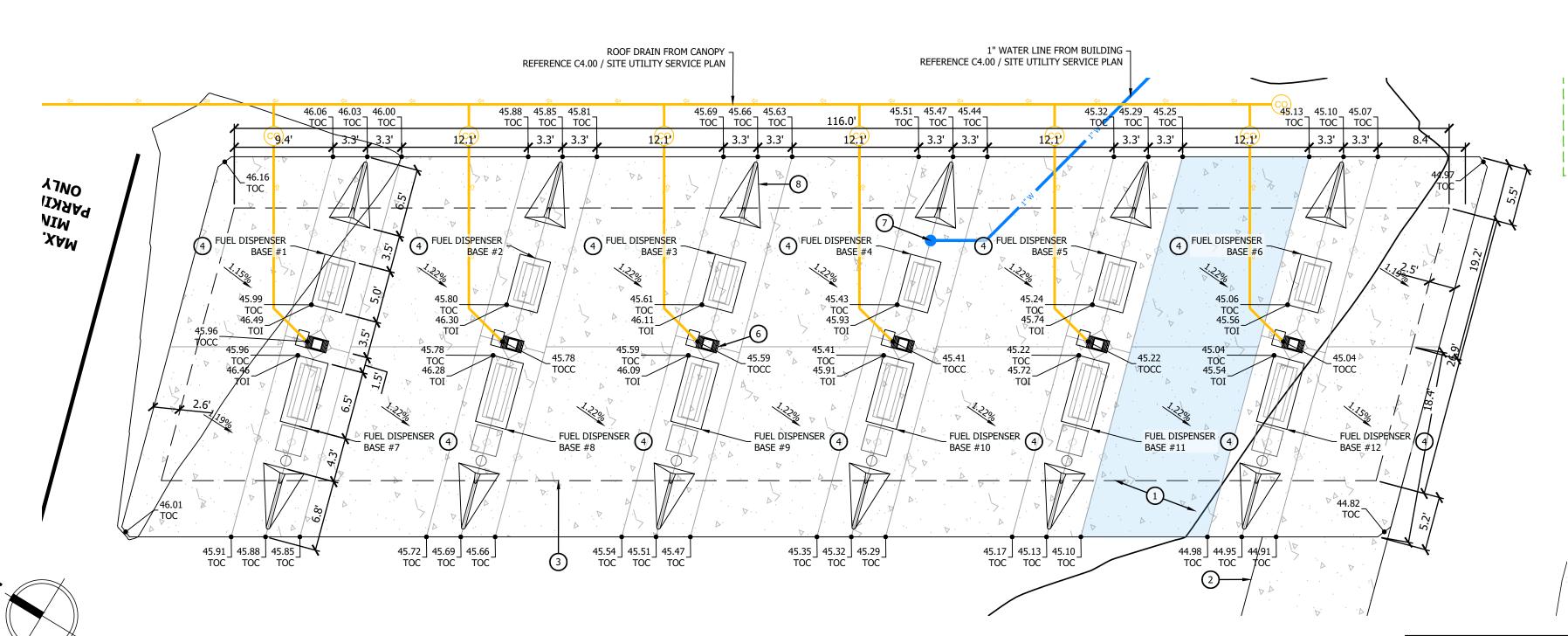
> **SITE GRADING PLAN**

> > SHEET NUMBER



Fueling Island Detail - Forecourt SCALE: 1' = 8' - 0"

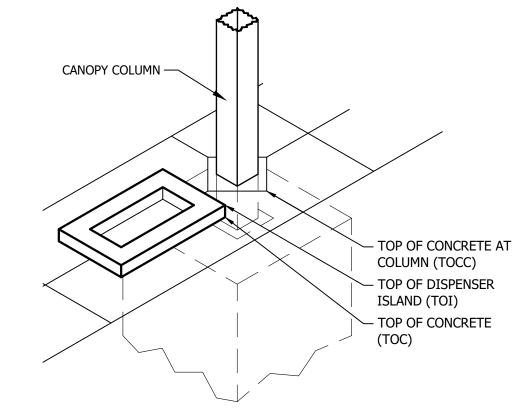
FUEL	FUEL DISPENSER ELEVATIONS - FOURCOURT					
FUEL DISPENSER	TOP OF ISLAND	T.O.C. @ COLUMN	TOP OF COL. FTG.			
1	43.36	42.88				
2	43.52	43.04				
3	43.74	43.26	NOTE: TOP OF CONCRETE TO TOP OF COLUMN FOOTING			
4	43.96	43.49	SEPARATION IS 36" MINIMUM.			
5	44.18	43.71	SEE SITE SPECIFIC CANOPY STRUCTURAL DESIGN PLANS.			
6	43.91	43.42				
7	43.61	43.11				



Fueling Island Detail - Commerical SCALE: 1' = 8' - 0"

FUEL DISPENSER	TOP OF ISLAND	T.O.C. @ COLUMN	TOP OF COL. FTG.
1	46.49	45.96	
2	46.30	45.78	
3	46.11	45.59	
4	45.93	45.41	
5	45.74	45.22	NOTE: TOP OF CONCRETE TO
6	45.56	45.04	TOP OF COLUMN FOOTING SEPARATION IS 36" MINIMUM.
7	46.46	45.96	SEE SITE SPECIFIC CANOPY
8	46.28	45.78	STRUCTURAL DESIGN PLANS.
9	46.09	45.59	
10	45.91	45.41	
11	45.72	45.22	
12	45.54	45.04	

FUEL DISPENSER ELEVATIONS - COMMERCIAL



1. AFTER THE 5'-0" X 3'-0" FUEL ISLAND HAS BEEN POURED, SLOPE CONCRETE AWAY FROM ISLAND IN ALL (4) DIRECTIONS.

- 2. SEE SITE DETAIL DRAWINGS FOR FUEL DISPENSER BASE DETAILS.
- 3. TOP OF ISLAND (TOI) SPOT ELEVATION IS GIVBEN AT THE HIGHEST POINT OF EACH DISPENSER BASE.
- 4. PAINT THE CURB AT EACH DISPENSER ISLAND 'SAFETY RED (P4)' USING TWO COATS. .

FUEL DISPENSER BASE SPOT ELEVATION KEY SCALE: NONE

General Notes

- 1. REFERENCE SHEET C300 / GRADING PLAN FOR ROOF DRAIN DESIGN.
- 2. SITE STRIPING OTHER THAN PROVIDED PARKING HAS BEEN REMOVED FOR CLARITY. REFERENCE SHEET C1.10 FOR SITE STRIPING DESIGN.

Key Notes

- 1. CONCRETE PAD UNDER FUEL CANOPY, SEE DETAIL F / SHEET C1.91
- 2. CONCRETE PETROLEUM TRENCH CAP, SEE DETAIL J / SHEET C1.91 3. CANOPY ABOVE FUEL DISPENSERS, REFERENCE ARCHITECTURAL DRAWINGS
- 4. FUEL DISPENSER BASE (TYP), SEE DETAIL D / SHEET C1.93
- 5. HOOP BOLLARD, SEE DETAIL D / SHEET C1.92 6. CANOPY SUPPORT (TYP)
- 7. FREEZEPROOF HOSE-BIB OR FROSTLESS HYDRANT, SEE DETAIL EX-2

8. WEDGE BOLLARD, SEE DETAIL G / SHEET C1.92

Legend

= ADA ROUTE - NOT TO EXCEED A RUNNING SLOPE GREATER THAN 4.5% OR CROSS SLOPE GREATER THAN 1.5%

ADA AREA - NOT TO EXCEED SLOPE GREATER THAN 1.5% IN ANY

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ARCHITECT/ENGINEER:

3445 Antelope Drive, St 200 Syracuse, UT 84075 PH: 801.664.4724 EM: Thomas@HuntDay.co

EAST QUARTER OF SECTION 9, NGE 6 EAST, BOISE MERIDIAN

Δ	DATE		
0	INITIAL SUBMITTA	L TO CITY	07/01/202
1	SITE PLAN UPDATE		08/01/202
2	WELL & SIGNAGE U	JPDATES	09/27/202
3	CITY/CLIENT UPDA	01/21/202	
4	HIGHWAY/CUP UPD	03/05/202	
DRAV	VN BY: TRP	APPROVED E	BY: TJH

DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD

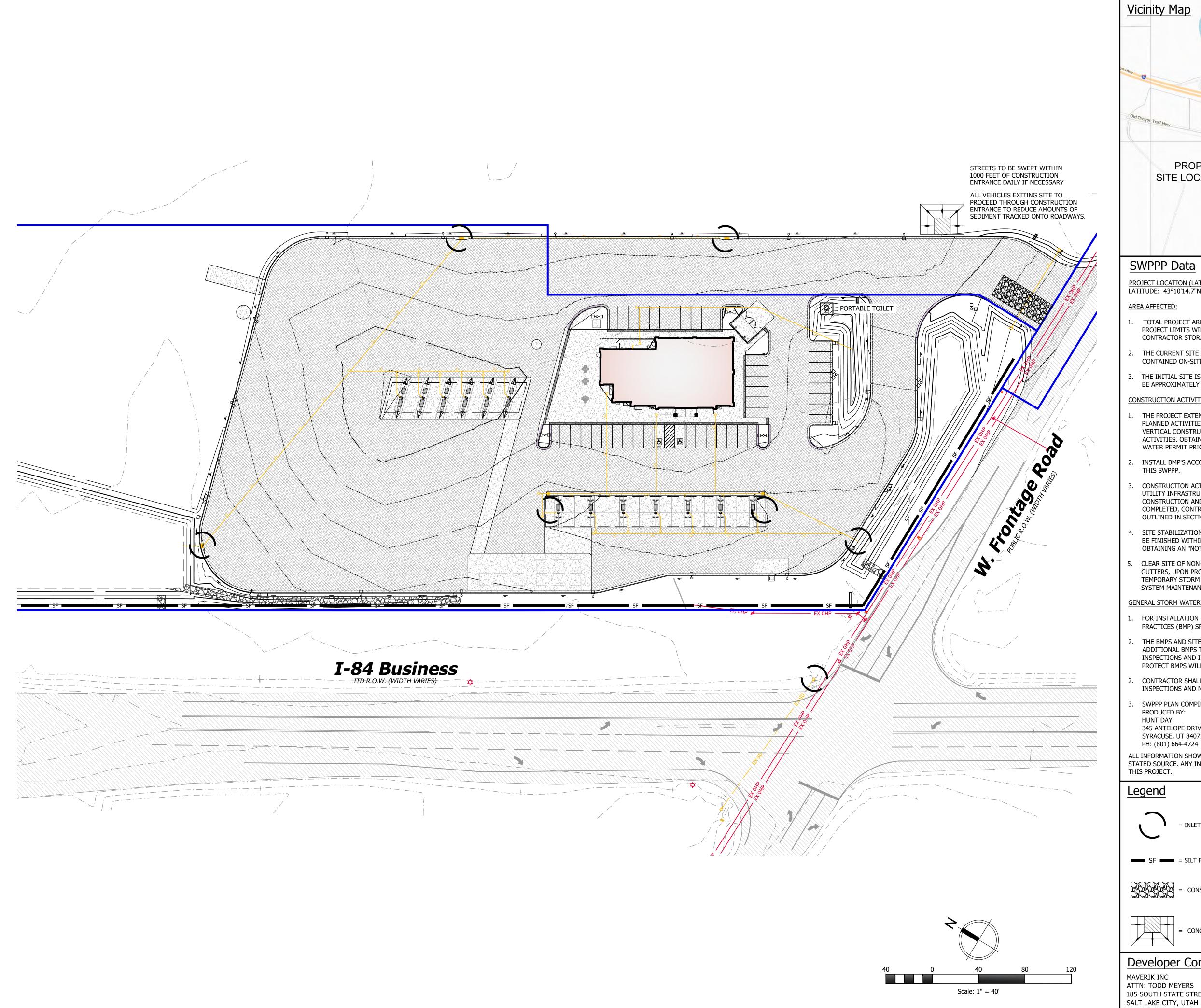
SHEET NAME

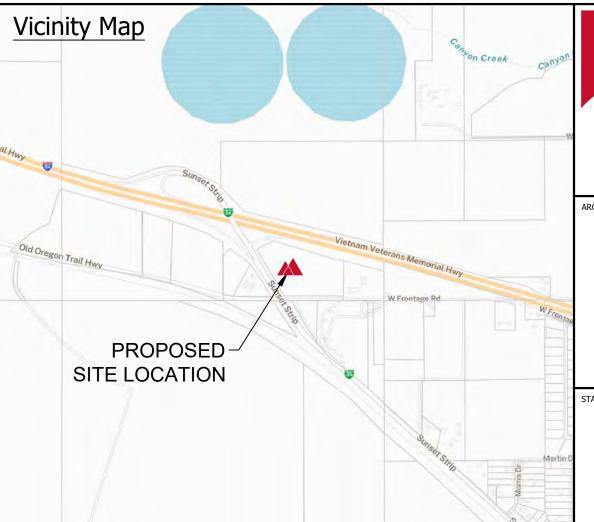
FUELING AREA GRADING PLAN

SHEET NUMBER

C2.10







SWPPP Data

PROJECT LOCATION (LAT/LONG):

LATITUDE: 43°10'14.7"N LONGITUDE: 115°44'31.3"W

AREA AFFECTED:

- TOTAL PROJECT AREA IS 7.66 ACRES. AN ESTIMATED 7.66 ACRES WITHIN THE PROJECT LIMITS WILL BE DISTURBED WITH NEW CONSTRUCTION OR CONTRACTOR STORAGE ACTIVITIES.
- THE CURRENT SITE IS MOSTLY UNIMPROVED, WITH RUNOFF BEING CONTAINED ON-SITE.
- THE INITIAL SITE IS APPROXIMATELY 1% IMPERVIOUS. THE FINISHED SITE WILL BE APPROXIMATELY 52% IMPERVIOUS.

CONSTRUCTION ACTIVITIES:

- THE PROJECT EXTENTS CONSIST OF 1 INDIVIDUALLY GRADED COMMERCIAL LOT. PLANNED ACTIVITIES INCLUDE CONSTRUCTION OF THE INFRASTRUCTURE, VERTICAL CONSTRUCTION OF THE BUILDING, LANDSCAPING AND RELATED ACTIVITIES. OBTAIN UPDES "NOI" PERMIT AND ANY OTHER REQUIRED STORM WATER PERMIT PRIOR TO THE BEGINNING OF CONSTRUCTION.
- INSTALL BMP'S ACCORDING TO THE PHASE OF CONSTRUCTION AS INDICATED IN
- CONSTRUCTION ACTIVITIES WILL PROCEED AS FOLLOWS: ROUGH GRADING, UTILITY INFRASTRUCTURE, ROADWAY INFRASTRUCTURE, BUILDING CONSTRUCTION AND LANDSCAPING . AS NEW DRAINAGE ELEMENTS ARE COMPLETED, CONTRACTOR SHALL IMPLEMENT THE USE OF PROPER BMP'S AS OUTLINED IN SECTION 3.5.1B IN THE UPDES PERMIT REGULATIONS.
- 4. SITE STABILIZATION OF AREAS DISTRIBUTED BY CONSTRUCTION ACTIVITIES MUST BE FINISHED WITHIN 14 DAYS OF COMPLETION OF CONSTRUCTION AND PRIOR TO OBTAINING AN "NOT" PERMIT.
- CLEAR SITE OF NON-ESSENTIAL MATERIALS AND CLEAN STREETS AND ASSOCIATED GUTTERS, UPON PROJECT COMPLETION AND OBTAINING "NOT" PERMIT. REMOVE TEMPORARY STORM WATER MEASURES AND PERFORM REQUIRED STORM DRAIN SYSTEM MAINTENANCE PRIOR TO RELEASE OF SYSTEM TO THE OWNER.

GENERAL STORM WATER POLLUTION CONTROL NOTES:

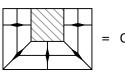
- FOR INSTALLATION PROCEDURES, SEE SWPPP DETAIL BEST MANAGEMENT PRACTICES (BMP) SPECIFICATIONS.
- THE BMPS AND SITE WILL BE INSPECTED AND MAINTAINED AT LEAST WEEKLY. ANY ADDITIONAL BMPS THAT ARE NEEDED WILL BE DETERMINED DURING REGULAR INSPECTIONS AND INSTALLED ACCORDING TO SPECIFICATION. ANY CHANGES TO PROTECT BMPS WILL NEED TO BE REFLECTED ON THE SWPPP MAP(S).
- CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF ALL INSPECTIONS AND MAINTENANCE ON SITE.
- SWPPP PLAN COMPILED FROM INFORMATION OBTAINED FROM MATERIAL
- HUNT DAY 345 ANTELOPE DRIVE SYRACUSE, UT 84075

ALL INFORMATION SHOWN ON SWPPP MAPS WAS TAKEN OR DERIVED FROM THE ABOVE STATED SOURCE. ANY INFORMATION NOT DEPICTED WAS NOT PROVIDED AS PART OF





CONSTRUCTION ENTRANCE



CONCRETE WASH AREA, OR AS SELECTED BY CONTRACTOR

Developer Contact:

MAVERIK INC ATTN: TODD MEYERS 185 SOUTH STATE STREET SUITE 800 SALT LAKE CITY, UTAH 84111 PH: (801) 520-4072



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QUARTER OF SECTION 9, 5 EAST, BOISE MERIDIAN

ISSUANCE DESCRIPTION INITIAL SUBMITTAL TO CITY 07/01/2024 SITE PLAN UPDATE WELL & SIGNAGE UPDATES 3 CITY/CLIENT UPDATES 4 HIGHWAY/CUP UPDATES

APPROVED BY: TJH DRAWN BY: TRP

DRAWING ISSUE

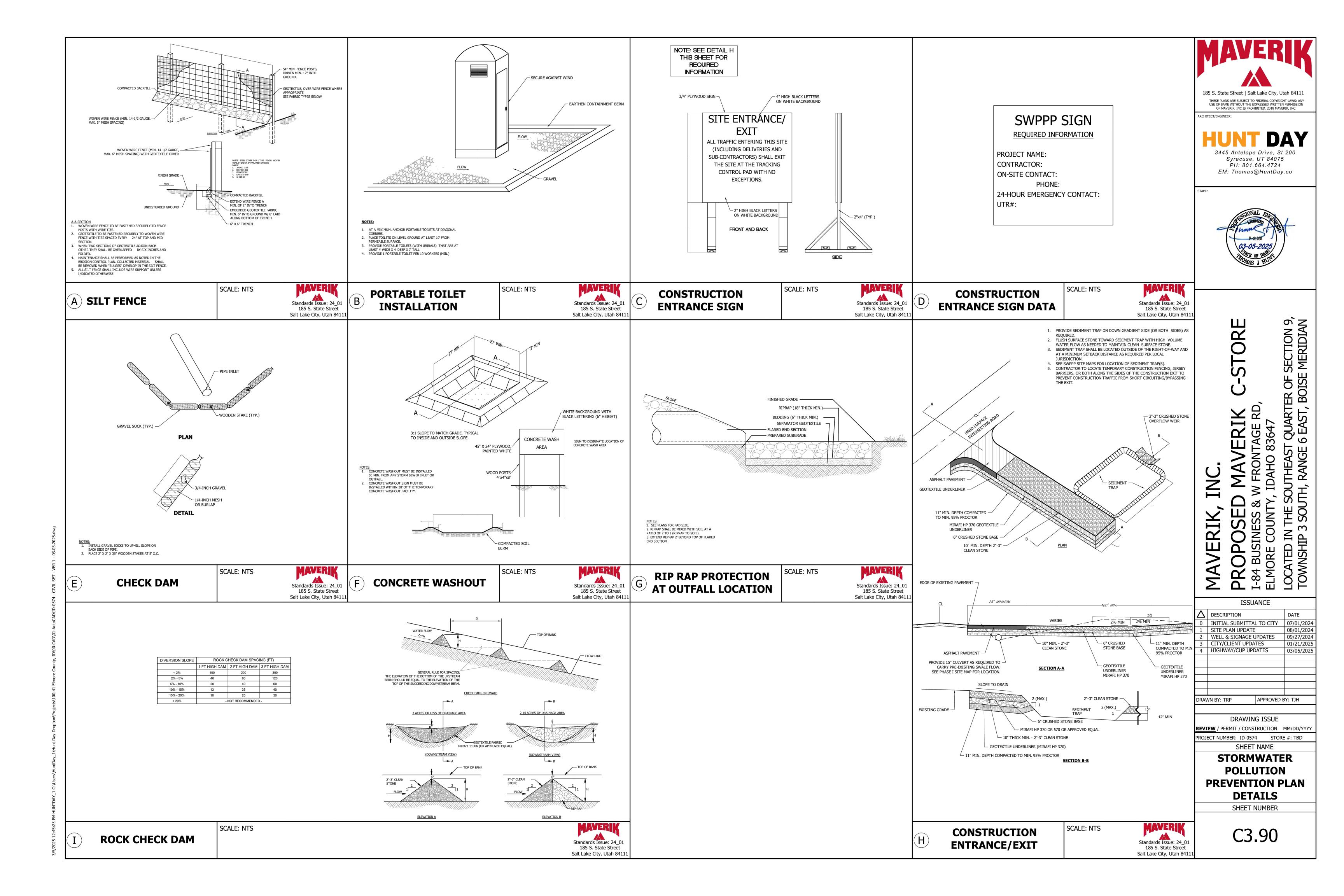
REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD

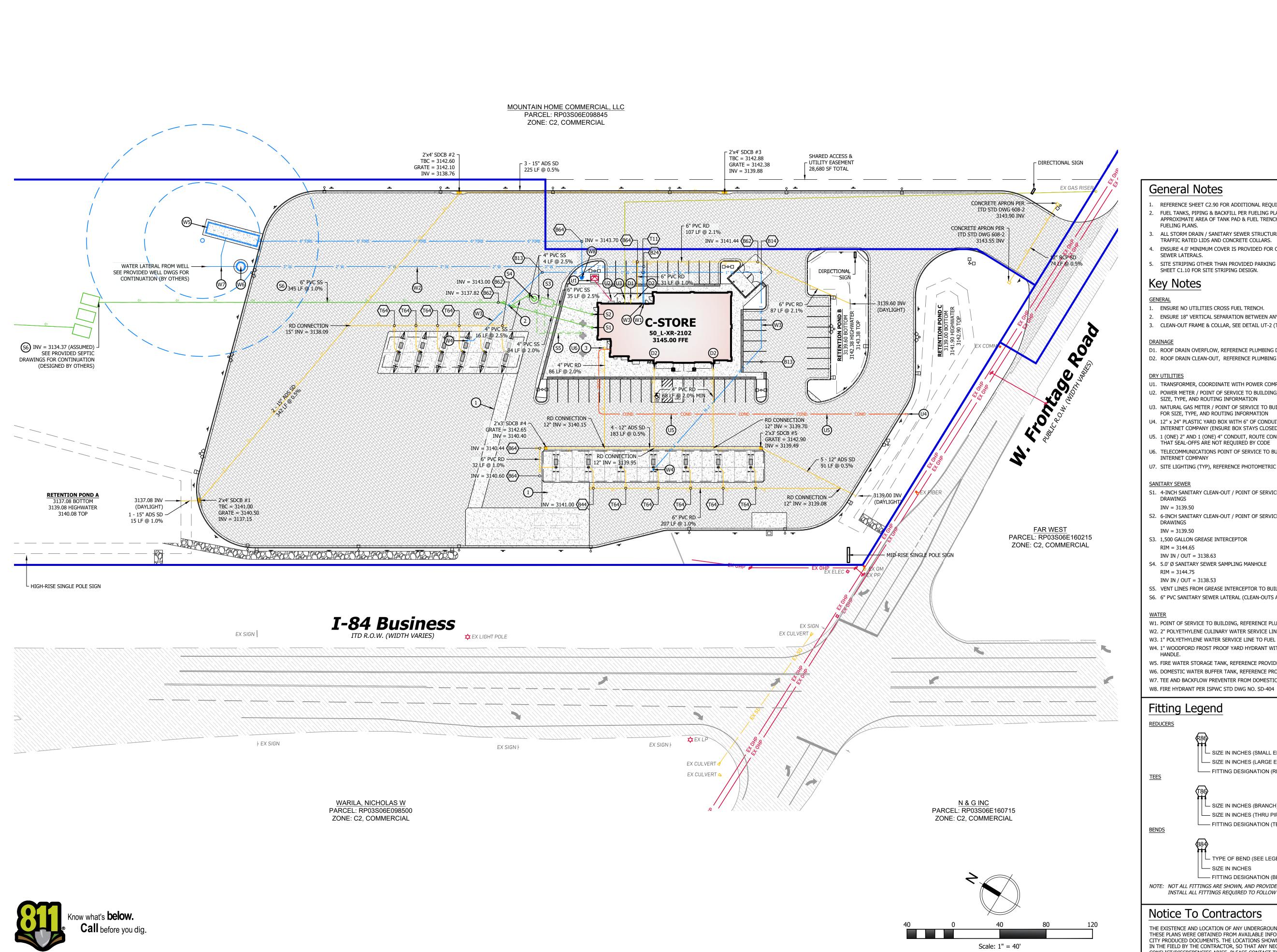
SHEET NAME

STORMWATER POLLUTION PREVENTION PLAN

SHEET NUMBER

C3.00







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RD,

QUARTER OF SECTION 9, S EAST, BOISE MERIDIAN

General Notes

- REFERENCE SHEET C2.90 FOR ADDITIONAL REQUIRED STORM DRAIN CALCULATIONS. FUEL TANKS, PIPING & BACKFILL PER FUELING PLANS. CIVIL CONSTRUCTION DOCUMENTS TO APPROXIMATE AREA OF TANK PAD & FUEL TRENCH CAP BUT DIMENSIONS & ROUTE ARE PER
- ALL STORM DRAIN / SANITARY SEWER STRUCTURES LOCATED WITHIN DRIVE AREAS TO INCLUDE
- TRAFFIC RATED LIDS AND CONCRETE COLLARS. ENSURE 4.0' MINIMUM COVER IS PROVIDED FOR CULINARY WATER SERVICE LINE / SANITARY
- SEWER LATERALS. SITE STRIPING OTHER THAN PROVIDED PARKING HAS BEEN REMOVED FOR CLARITY. REFERENCE

Key Notes

1. ENSURE NO UTILITIES CROSS FUEL TRENCH.

- 2. ENSURE 18" VERTICAL SEPARATION BETWEEN ANY SEWER / WATER CROSSINGS.
- 3. CLEAN-OUT FRAME & COLLAR, SEE DETAIL UT-2 (TYP)

D1. ROOF DRAIN OVERFLOW, REFERENCE PLUMBING DRAWINGS D2. ROOF DRAIN CLEAN-OUT, REFERENCE PLUMBING DRAWINGS

- U1. TRANSFORMER, COORDINATE WITH POWER COMPANY FOR EXACT LOCATION
- U2. POWER METER / POINT OF SERVICE TO BUILDING, COORDINATE WITH POWER COMPANY FOR SIZE, TYPE, AND ROUTING INFORMATION U3. NATURAL GAS METER / POINT OF SERVICE TO BUILDING, COORDINATE WITH UTILITY PROVIDER
- FOR SIZE, TYPE, AND ROUTING INFORMATION U4. 12" x 24" PLASTIC YARD BOX WITH 6" OF CONDUIT EXPOSED, COORDINATE INSTALL WITH TELE /
- INTERNET COMPANY (ENSURE BOX STAYS CLOSED AFTER INSTALLATION FOR CONDUIT PROT.) U5. 1 (ONE) 2" AND 1 (ONE) 4" CONDUIT, ROUTE CONDUIT AROUND FUEL DISPENSING AREA SUCH
- THAT SEAL-OFFS ARE NOT REQUIRED BY CODE U6. TELECOMMUNICATIONS POINT OF SERVICE TO BUILDING, COORDINATE INSTALL WITH TELE /
- INTERNET COMPANY

U7. SITE LIGHTING (TYP), REFERENCE PHOTOMETRIC DRAWINGS

SANITARY SEWER

- S1. 4-INCH SANITARY CLEAN-OUT / POINT OF SERVICE FROM RESTROOMS, REFERENCE PLUMBING DRAWINGS INV = 3139.50
- S2. 6-INCH SANITARY CLEAN-OUT / POINT OF SERVICE FROM KITCHEN, REFERENCE PLUMBING DRAWINGS INV = 3139.50
- S3. 1,500 GALLON GREASE INTERCEPTOR RIM = 3144.65
- INV IN / OUT = 3138.63
- S4. 5.0' Ø SANITARY SEWER SAMPLING MANHOLE RIM = 3144.75
- INV IN / OUT = 3138.53
- S5. VENT LINES FROM GREASE INTERCEPTOR TO BUILDING, REFERENCE PLUMBING DRAWINGS
- S6. 6" PVC SANITARY SEWER LATERAL (CLEAN-OUTS AT 150' MAX SPACING)

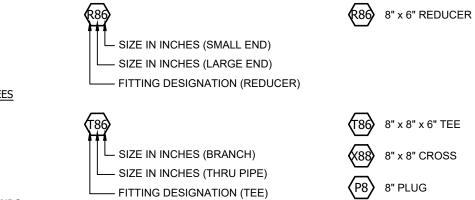
- W1. POINT OF SERVICE TO BUILDING, REFERENCE PLUMBING DRAWINGS
- W2. 2" POLYETHYLENE CULINARY WATER SERVICE LINE W3. 1" POLYETHYLENE WATER SERVICE LINE TO FUEL ISLANDS
- W4. 1" WOODFORD FROST PROOF YARD HYDRANT WITH 3/4" FEMALE BRASS CONNECTION AND RED

W5. FIRE WATER STORAGE TANK, REFERENCE PROVIDED HDR PLANS

W6. DOMESTIC WATER BUFFER TANK, REFERENCE PROVIDED HDR PLANS W7. TEE AND BACKFLOW PREVENTER FROM DOMESTIC WATER TO FIRE WATER STORAGE TANK

Fitting Legend





— FITTING DESIGNATION (TEE) **BENDS** ☐ TYPE OF BEND (SEE LEGEND) SIZE IN INCHES

(B84) 8" 90d BEND BEND LEGEND 1 = 11.25d 2 = 22.5d3 = 45d

—— FITTING DESIGNATION (BEND) 4 = 90dNOTE: NOT ALL FITTINGS ARE SHOWN, AND PROVIDED FOR REFERENCE ONLY. CONTRACTOR SHALL INSTALL ALL FITTINGS REQUIRED TO FOLLOW THE ALIGNMENT PROVIDED IN THE DRAWINGS.

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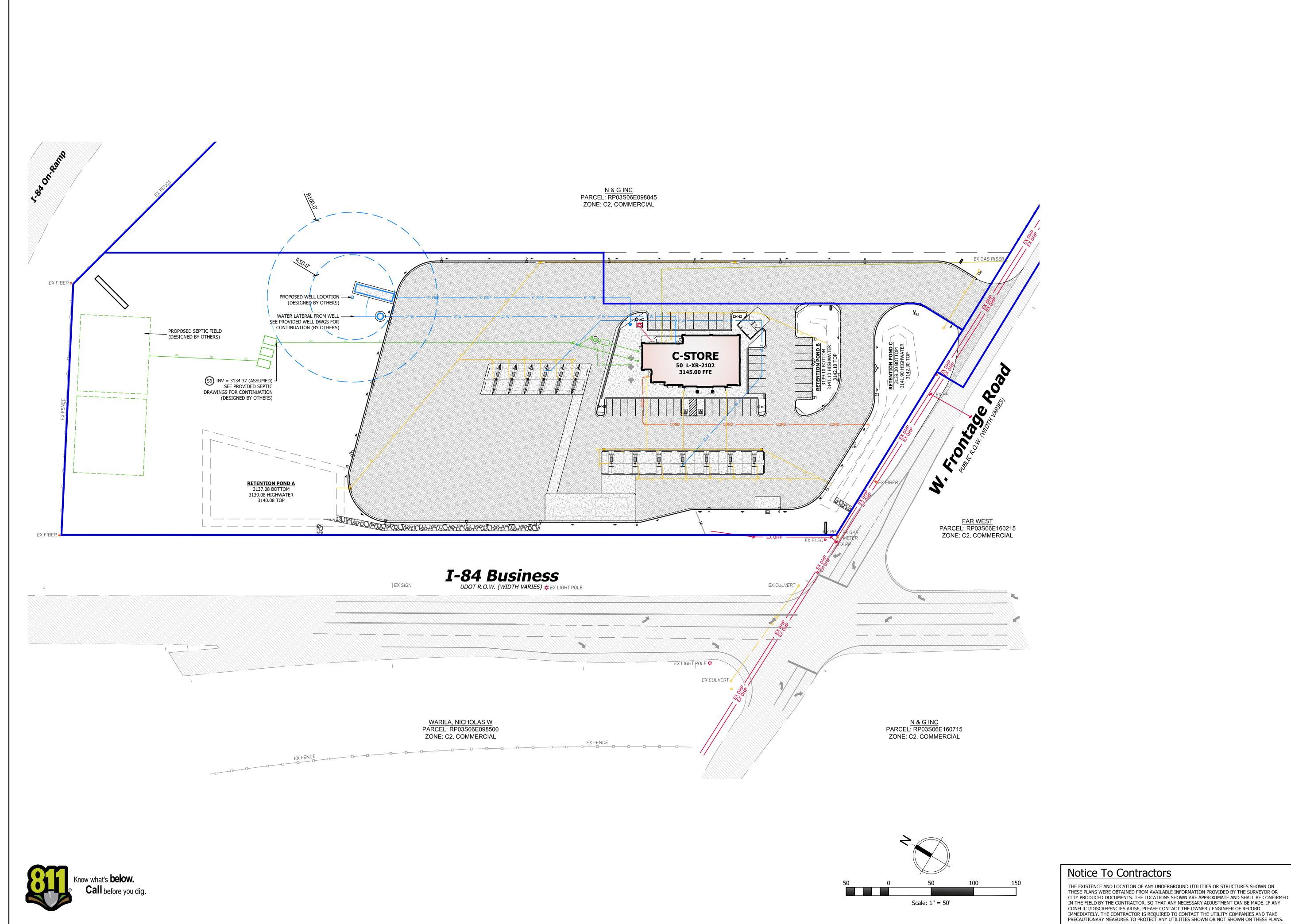
		ISSU	ANCE					
Z	7	DESCRIPTION	DATE					
)	INITIAL SUBMITTA	07/01/2024					
1	L	SITE PLAN UPDATI		08/01/2024				
- 2	2	WELL & SIGNAGE	UPDATES	09/27/2024				
3	3	CITY/CLIENT UPDA	ATES	01/21/2025				
4	1	HIGHWAY/CUP UP	DATES	03/05/2025				
L								
DR	RAW	/N BY: TRP	BY: TJH					
	DRAWING ISSUE							

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME SITE UTILITY

SERVICE PLAN

SHEET NUMBER

C4.00





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	ISSU			
Δ	DESCRIPTION		DATE	
0	INITIAL SUBMITTA	L TO CITY	07/01/2024	
1	SITE PLAN UPDATE		08/01/2024	
2	WELL & SIGNAGE U	JPDATES	09/27/2024	
3	CITY/CLIENT UPDA	CITY/CLIENT UPDATES		
4	HIGHWAY/CUP UPD	DATES	03/05/2025	
DRAV	VN BY: TRP	APPROVED E	BY: TJH	

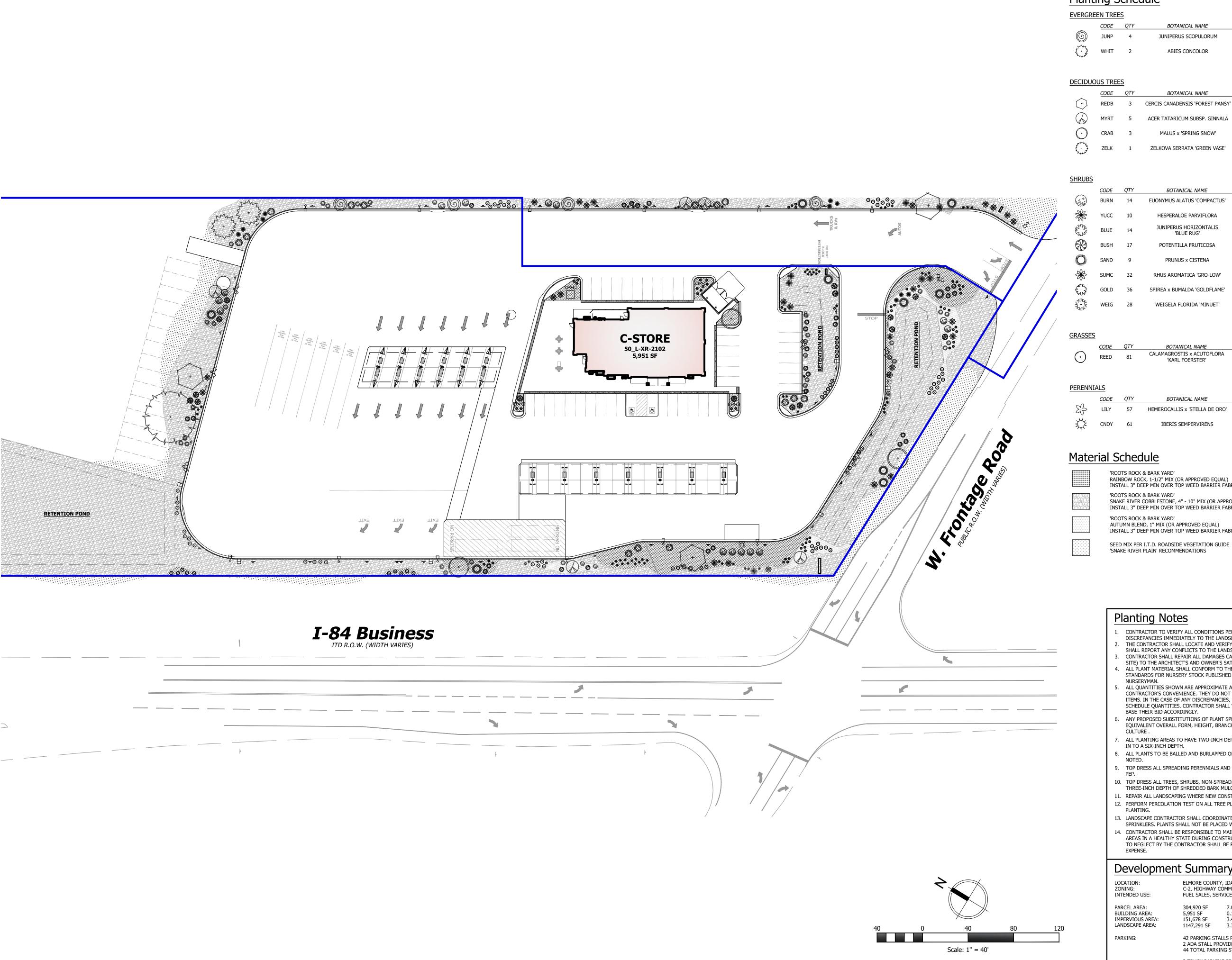
DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

> **SITE UTILITY SERVICE PLAN** (CONT'D)

> > SHEET NUMBER

C4.01



Planting Schedule

EVERGREEN TREES

BOTANICAL NAME COMMON NAME JUNIPERUS SCOPULORUM UPRIGHT JUNIPER ABIES CONCOLOR WHITE FIR

	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
\bigcirc	REDB	3	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	2" CAL
	MYRT	5	ACER TATARICUM SUBSP. GINNALA	CRAPE MYRTLE	2" CAL
\bigcirc	CRAB	3	MALUS x 'SPRING SNOW'	SPRING SNOW CRABAPPLE	2" CAL
	ZELK	1	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL

	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	BURN	14	EUONYMUS ALATUS 'COMPACTUS'	COMPACT BURNING BUSH	5 GA
**	YUCC	10	HESPERALOE PARVIFLORA	RED YUCCA	5 GA
N. N	BLUE	14	JUNIPERUS HORIZONTALIS 'BLUE RUG'	BLUE RUG JUNIPER	5 GA
	BUSH	17	POTENTILLA FRUTICOSA	BUSH CINQUEFOIL	5 GA
	SAND	9	PRUNUS x CISTENA	PURPLE LEAF SAND CHERRY	5 GA
*	SUMC	32	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	5 GA
2 . T	GOLD	36	SPIREA x BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	5 GA
33.00 30.00	WEIG	28	WEIGELA FLORIDA 'MINUET'	MINUET WEIGELA	5 GA

	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
\odot	REED	81	CALAMAGROSTIS x ACUTOFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL

	CODE	QII	BOTANICAL NAME	COMMON NAME	
	LILY	57	HEMEROCALLIS x 'STELLA DE ORO'	STELLA DE ORO DAYLILY	
JMZ Z	CNDY	61	IBERIS SEMPERVIRENS	CANDYTUFT	

Material Schedule

'ROOTS ROCK & BARK YARD' RAINBOW ROCK, 1-1/2" MIX (OR APPROVED EQUAL) INSTALL 3" DEEP MIN OVER TOP WEED BARRIER FABRIC. 'ROOTS ROCK & BARK YARD'

SNAKE RIVER COBBLESTONE, 4" - 10" MIX (OR APPROVED EQUAL) INSTALL 3" DEEP MIN OVER TOP WEED BARRIER FABRIC. 'ROOTS ROCK & BARK YARD'

AUTUMN BLEND, 1" MIX (OR APPROVED EQUAL) INSTALL 3" DEEP MIN OVER TOP WEED BARRIER FABRIC.

Planting Notes

- CONTRACTOR TO VERIFY ALL CONDITIONS PERTAINING TO THIS PLAN AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE LANDSCAPE ARCHITECT.
- THE CONTRACTOR SHALL LOCATE AND VERIFY ALL UTILITIES LINES PRIOR TO PLANTING AND SHALL REPORT ANY CONFLICTS TO THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL REPAIR ALL DAMAGES CAUSED BY OPERATIONS (WHICH OCCUR ON OR OFF
- SITE) TO THE ARCHITECT'S AND OWNER'S SATISFACTION. ALL PLANT MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISH BY THE AMERICAN
- STANDARDS FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMAN. ALL QUANTITIES SHOWN ARE APPROXIMATE AND ARE FURNISHED SOLELY FOR THE CONTRACTOR'S CONVENIENCE. THEY DO NOT NECESSARILY CORRESPOND TO BID SCHEDULE
- SCHEDULE QUANTITIES. CONTRACTOR SHALL VERIFY QUANTITIES SHOWN ON THE PLANS AND BASE THEIR BID ACCORDINGLY. ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF
- EQUIVALENT OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND ALL PLANTING AREAS TO HAVE TWO-INCH DEPTH OF COMPOSTED MULCH APPLIED AND TILLED
- IN TO A SIX-INCH DEPTH. ALL PLANTS TO BE BALLED AND BURLAPPED OR CONTAINER GROWN, UNLESS OTHERWISE
- 9. TOP DRESS ALL SPREADING PERENNIALS AND GROUND COVERS WITH TWO-INCH DEPTH OF SOIL
- 10. TOP DRESS ALL TREES, SHRUBS, NON-SPREADING PERENNIALS, AND GROUND COVERS WITH THREE-INCH DEPTH OF SHREDDED BARK MULCH.
- 11. REPAIR ALL LANDSCAPING WHERE NEW CONSTRUCTION MEETS EXISTING.
- 12. PERFORM PERCOLATION TEST ON ALL TREE PLANTING HOLES AND PLANTING BEDS PRIOR TO
- 13. LANDSCAPE CONTRACTOR SHALL COORDINATE AND ADJUST PLANT PLACEMENT WITH SPRINKLERS. PLANTS SHALL NOT BE PLACED WITHIN TWELVE INCHES OF A SPRINKLER HEAD.
- 14. CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL PLANT MATERIALS INCLUDING SOD AREAS IN A HEALTHY STATE DURING CONSTRUCTION. ANY DAMAGE TO PLANT MATERIAL DUE TO NEGLECT BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S

Development Summary

ELMORE COUNTY, IDAHO C-2, HIGHWAY COMMERCIAL INTENDED USE: FUEL SALES, SERVICE STATION PARCEL AREA: 304,920 SF

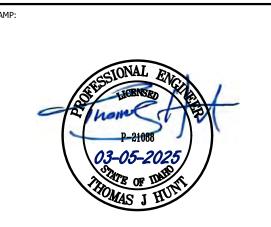
BUILDING AREA: 5,951 SF 0.14 AC IMPERVIOUS AREA: 151,678 SF 3.48 AC LANDSCAPE AREA: 1147,291 SF 3.38 AC 42 PARKING STALLS PROVIDED PARKING: 2 ADA STALL PROVIDED (1 ADA + 1 VAN)

44 TOTAL PARKING STALLS PROVIDED 2 TRUCK PARKING PROVIDED 3 BICYCLE SPACES PROVIDED



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ARTER OF SECTION 9, AST, BOISE MERIDIAN

ISSUANCE

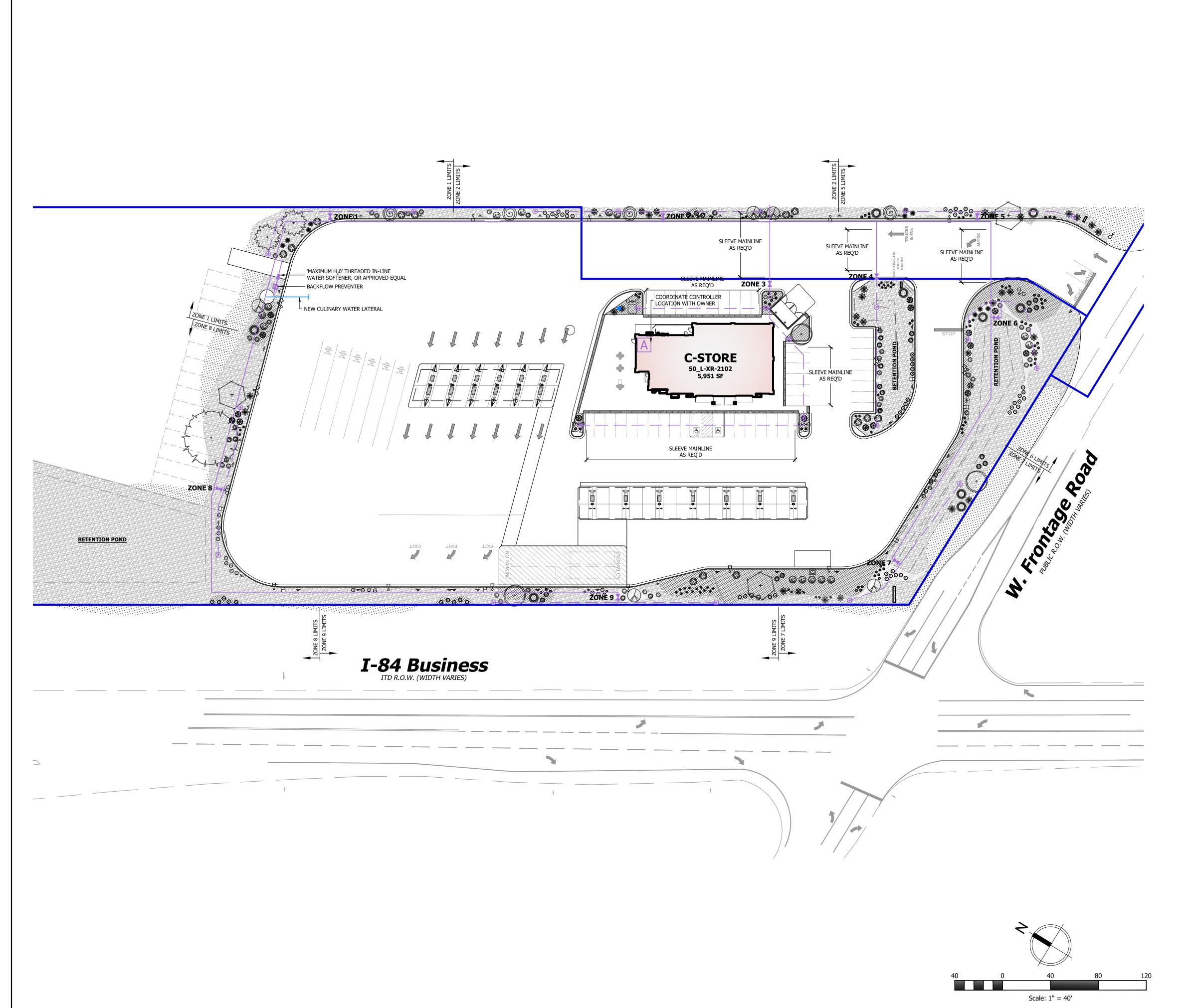
	ALE FLANT MATERIAL SHALL CONTON TO THE GOLDELINES ESTABLISH BY THE AMERICAN				
	STANDARDS FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMAN.	Δ	DESCRIPTION		DATE
	ALL QUANTITIES SHOWN ARE APPROXIMATE AND ARE FURNISHED SOLELY FOR THE	0	INITIAL SUBMITTA	L TO CITY	07/01/2024
	RACTOR'S CONVENIENCE. THEY DO NOT NECESSARILY CORRESPOND TO BID SCHEDULE 5. IN THE CASE OF ANY DISCREPANCIES, PLANS SHALL OVER-RIDE THE LANDSCAPE AND BID		SITE PLAN UPDATE	=	08/01/2024
SCHEDULE BASE THEIR	SCHEDULE QUANTITIES. CONTRACTOR SHALL VERIFY QUANTITIES SHOWN ON THE PLANS AND	2	WELL & SIGNAGE	UPDATES	09/27/2024
	HEIR BID ACCORDINGLY.	3	CITY/CLIENT UPDA	ATES	01/21/2025
	ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND	4	HIGHWAY/CUP UPI	DATES	03/05/2025
	CULTURE .				
	ALL PLANTING AREAS TO HAVE TWO-INCH DEPTH OF COMPOSTED MULCH APPLIED AND TILLED				
	IN TO A SIX-INCH DEPTH.				
	ALL PLANTS TO BE BALLED AND BURLAPPED OR CONTAINER GROWN, UNLESS OTHERWISE NOTED.				
	TOP DRESS ALL SPREADING PERENNIALS AND GROUND COVERS WITH TWO-INCH DEPTH OF SOIL				
	PEP.				
).	OP DRESS ALL TREES, SHRUBS, NON-SPREADING PERENNIALS, AND GROUND COVERS WITH HREE-INCH DEPTH OF SHREDDED BARK MULCH.		WN BY: TRP	APPROVED BY: TJH	

DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

SITE LANDSCAPE **PLAN**

SHEET NUMBER





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ARCHITECT/ENGINEER:

3445 Antelope Drive, St 200 Syracuse, UT 84075 PH: 801.664.4724 EM: Thomas@HuntDay.co



ARTER OF SECTION 9, AST, BOISE MERIDIAN

Legend — — — = DRIP LATERAL LINE - POLY PIPE MAY BE USED = THREADED IN-LINE WATER SOFTENER = RAINBIRD INDOOR/OUTDOOR MOUNT BASE CONTROLLER = RPZ BACKFLOW PREVENTION, SIZE PER CITY STANDARDS = LOW FLOW DRIP VALVE

= PVC TO DRIP TUBING TRANSITION IN 6" DRIP BOX WITH RISER

Irrigation Notes

. CONTRACTOR TO VERIFY ALL CONDITIONS PERTAINING TO THIS PLAN AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE LANDSCAPE ARCHITECT.

= AREAS TO RECEIVE DRIP IRRIGATION

- CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY REQUIRED FEES TO ANY GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THE WORK. INSPECTIONS REQUIRED BY LOCAL ORDINANCES DURING CONSTRUCTION SHALL BE ARRANGED AND CONDUCTED BY THE CONTRACTOR.
- BEFORE ANY TRENCHING, EXCAVATION OR DIGGING BELOW THE SURFACE FOR ANY REASON IS BEGUN, THE CONTRACTOR SHALL HAVE THE AREA "BLUE STAKED" IN ORDER TO DETERMINE AS CLOSE AS POSSIBLE THE LOCATIONS OF ALL UNDERGROUND UTILITIES. SHOULD UTILITIES NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT.
- IRRIGATION DESIGN IS SCHEMATIC IN NATURE. PIPING, IRRIGATION VALVES AND OTHER IRRIGATION EQUIPMENT ARE OFTEN SHOWN FOR CLARITY IN AREAS ADJACENT TO LOCATIONS WHERE THEY WILL BE INSTALLED. IRRIGATION LINES AND EQUIPMENT MAY BE SHOWN ON PAVEMENT, INSIDE BUILDINGS OR ACROSS PROPERTY LINES. THE CONTRACTOR SHALL PLACE ALL IRRIGATION LINES, VALVES, ETC. IN PLANTING AREAS AND ON THE PROPERTY WHEN
- INSTALL A PRESSURE REGULATOR WITH BACKFLOW PER DETAIL. SIZE AND INSTALL PRESSURE REGULATOR ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
- THE CONTRACTOR SHALL CONDUCT WORK IN SUCH A MANNER TO PROTECT ALL SITE CONDITIONS AND UTILITIES TO REMAIN FROM DAMAGE. WHEN OCCURS, THE CONTRACTOR SHALL REPAIR THE DAMAGE AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTINUED WATERING OF ALL AREAS AFFECTED BY CONSTRUCTION. THIS CAN BE COMPLETED BY HAND WATERING, THE USE OF TEMPORARY IRRIGATION SYSTEMS,OR THE CONTINUED OPERATION OF EXISTING SYSTEMS NOT DISTURBED
- BY CONSTRUCTION. 8. SLEEVE CONTROL WIRES IN A 2 INCH CONDUIT NEXT TO, OR UNDER, IRRIGATION MAINLINE.
- 9. LANDSCAPE CONTRACTOR TO COORDINATE PLANT PLACEMENT WITH SPRINKLERS. 10. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING PROPER COVERAGE OF ALL IRRIGATED
- 11. INSTALL WALL MOUNT CONTROLLER IN THE BUILDING AS SHOWN ON PLANS. PROVIDE 120V ELECTRICAL SERVICES FOR THE CONTROLLER (COORDINATE WITH ELECTRICAL ENGINEER).
- 12. SCHEDULE 40 PVC 2 SIZES GREATER THAN INTERIOR PIPE SLEEVING USED WHENEVER IRRIGATION IS PLACED UNDER PAVED AREAS. 13. FOR DRIP LINE USE RAINBIRD XERIBUG THREADED DRIP EMITTERS, 2 GAL/HOUR (1 EMITTER/1
- GAL. PLANT, 2 EMITTERS/5 GAL.) 14. USE STRONG BOX SBBC 30 AL ALUMINUM BOX TO ENCLOSE BACKFLOW PREVENTER.
- 15. USE WR2-RC WIRELESS RAIN/FREEZE SENSOR. 16. SLEEVING - SCHEDULE 40 PVC 2 SIZES GREATER THAN INTERIOR PIPE SLEEVING USED WHENEVER IRRIGATION IS PLACED UNDER PAVED AREAS.

	_		<u> </u>	•			
	ISSUANCE						
	Δ	DESCRIPTION	DATE				
	0	INITIAL SUBMITTA	07/01/2024				
	1	SITE PLAN UPDATE		08/01/2024			
	2	JPDATES	09/27/2024				
	3	CITY/CLIENT UPDA	TES	01/21/2025			
	4	HIGHWAY/CUP UPD	03/05/2025				
Т							
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	DRAV	VN BY: TRP	APPROVED E	BY: TJH			

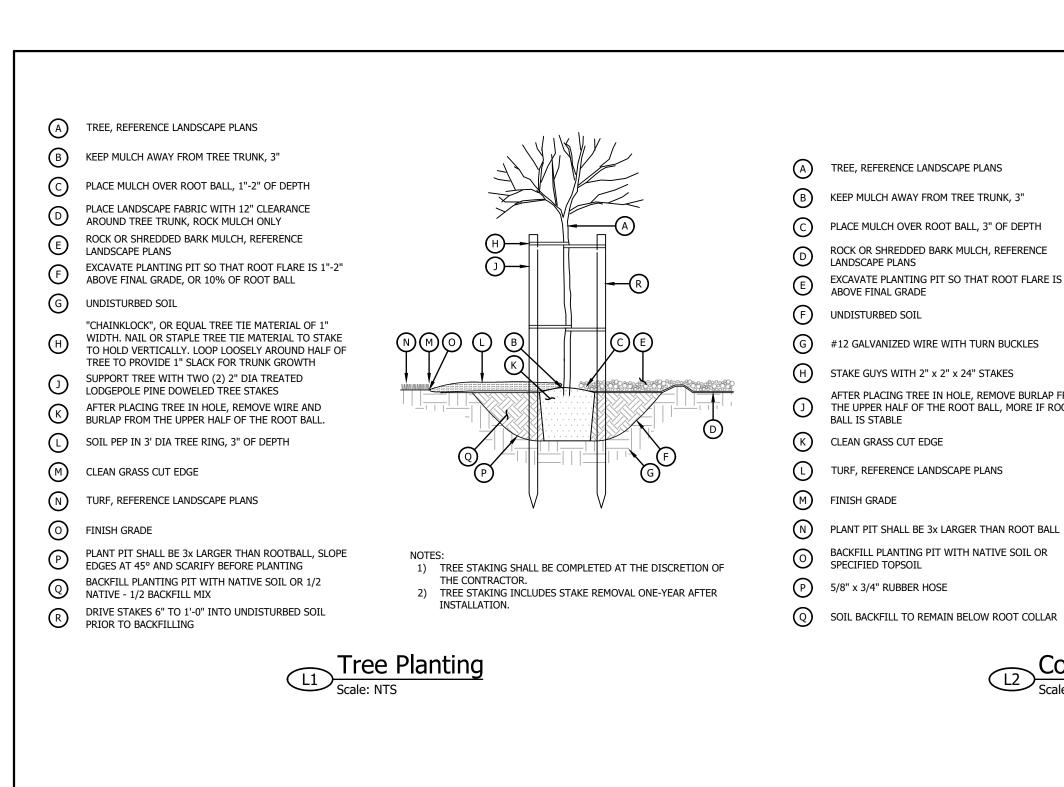
DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD

SHEET NAME

SITE IRRIGATION PLAN

SHEET NUMBER



A TREE, REFERENCE LANDSCAPE PLANS

C RAINBIRD ROOT WATERING SYSTEM, OR APPRVD EQUAL

H 4" WIDE x 36" LONG RIGID BASKET WEAVE CANISTER

B) FINISH GRADE / TOP OF MULCH

D SWING ASSSEMBLY

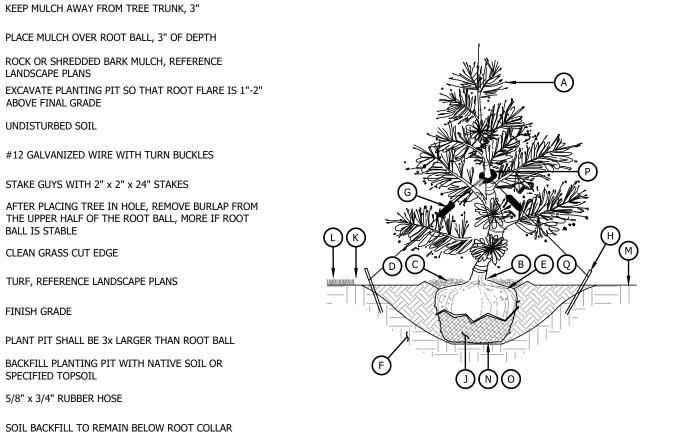
E) 1/2" MALE NPT INLET

J PLANT ROOT BALL

F) PVC SCH. 40 TEE OR ELBOW

G PVC OR POLY LATERAL PIPE

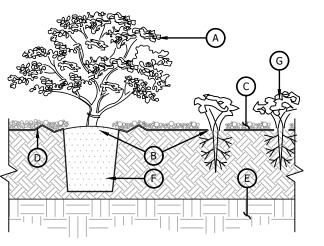
(K) OPTION SOCK FOR SANDY SOILS



A SHRUB, REFERENCE LANDSCAPE PLANS B KEEP MULCH AWAY FROM SHRUB & PERENNIAL STEM, 3" ROCK OR SHREDDED BARK MULCH, REFERENCE LANDSCAPE PLANS DEWITT PRO 5 LANDSCAPE WEED BARRIER WITH 6" CLEARANCE AROUND SHRUBS & PERENNIALS, ROCK MULCH ONLY (E) UNDISTURBED SOIL

F BACKFILL PLANTING PIT WITH SPECIFIED TOPSOIL

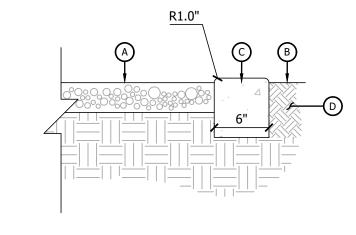
PERENNIAL, REFERENCE LANDSCAPE PLANS



A ROCK OR SHREDDED LANDSCAPE PLANS ROCK OR SHREDDED BARK MULCH, REFERENCE B FINISH GRADE

D TOP SOIL

CONCRETE MOW STRIP, SCORE JOINTS @ 5.0' O.C.



Conifer Tree Planting

A FINISH GRADE

E PVC MAINLINE

B COMPACTED BACKFILL

D 2" SAND OR ROCK-FREE SOIL

© PVC LATERAL LINE, 18" DEEP FOR ROTOR HEAD INSTALLATIONS

F TAPE WIRES TO SIDE OF MAINLINE AT 10.0' INTERVALS

ROCK OR SHREDDED BARK MULCH, REFERENCE

THE UPPER HALF OF THE ROOT BALL, MORE IF ROOT

BACKFILL PLANTING PIT WITH NATIVE SOIL OR

LANDSCAPE PLANS

ABOVE FINAL GRADE

UNDISTURBED SOIL

CLEAN GRASS CUT EDGE

SPECIFIED TOPSOIL

Shrub & Perennial Planting

Scale: NTS

1'-0" MIN

A 16"X25" RECTANGULAR JUMBO BOX (B) 14"X19" RECTANGULAR VALVE BOX

EQ

C 10" DIA, ROUND VALVE BOX FOR QVC AND SPLICE BOX D EDGE OF ADJACENT FEATURE

1) CENTER VALVE BOX OVER REMOTE CONTROL VALVE. 2) SET BOXED 1" ABOVE FINISH GRADE IN MULCHED AREAS, FLUSH WITHIN TURFED AREAS. 3) INSTALL BOXES IN TURFED AREAS WHERE POSSIBLE

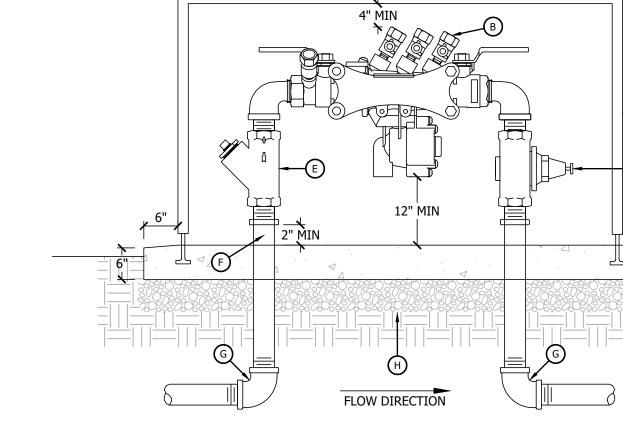
5) AVOID SOIL CONDITIONS AROUND VALVE BOXED THAT
WOULD LEAD TO POTENTIAL COLLAPSE AND DEFORMATION
6) INSTALL EXTENSION BY VALVE BOX MANFUCATURER TO
COMPLETELY ENCLOSE ASSEMBLY

Pipe Trench

Scale: NTS

Valve Box Assembly

Scale: NTS



A BACKFLOW ENCLOSURE

C PRESSURE REGULATOR

E WYE STRAINGER

F GALVANIZED NIPPLE

G GALVANIZED ELBOW

H 6" GRANULAR FILL

B REDUCED PRESSURE BACKFLOW PREVENTER

D SLOPE AWAY FROM ENCLOSURE, 0.5% MIN

(K) REMOTE CONTROL VALVE L FINISH GRADE

M UNION, 2 REQUIRED

N TOE NIPPLE, 2 REQUIRED PLACE PEA GRAVEL AROUND PIPE ENTRRANCE INTO BOX

P PEA GRAVEL, 6" DEPTH Q 4" NIPPLE, 2 REQUIRED

Zurn Backflow Prevent w/ Pressure Regulator

Scale: NTS

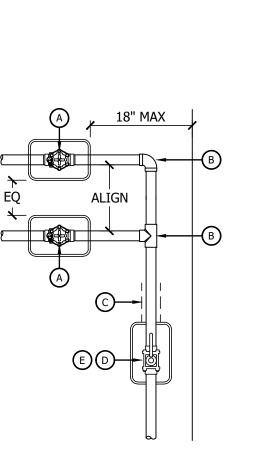
A ROUND VALVE BOX B AIR RELIEF VALVE

C TOP OF MULCH D DRIPLINE, BARBED OR COMPRESSION TEE

E LANDSCAPE FABRIC, AS REQUIRED F FINISH GRADE

Dripline Air Release Valve

Scale: NTS



SINGLE DRIP VALVES DO NOT
 REQUIRE A MANIFOLD ASSEMBLY.

A AUTOMATIC CONTROL VALVE B PVC SCH. 80 TEE OR ELBOW

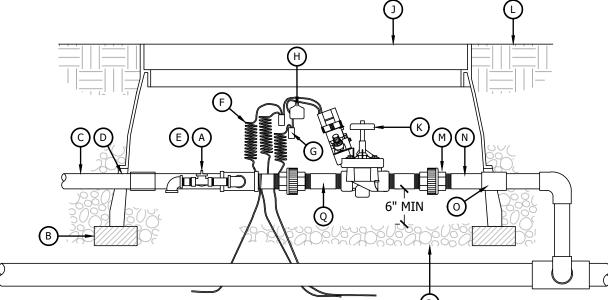
C MAINLINE CONTINUATION UNDER MANIFOLD LINE

D ISOLATION VALVE

E MANIFOLD CONNECTION

Manifold Valve Assembly

Scale: NTS



A MANUAL DRAIN VALVE, AS NEEDED

B BRICK SUPPORT, 4 REQUIRED

C SCH. 40 LATERAL

1) PLACE UNITS EVENLY SPACED AROUND PLANT. FOR NEW TREES, PLACE NEAR ROOT

WHEN INSTALLING IN HARD OR CLAY SOILS, ADD 3/4" GRAVEL UNDER AND AROUND THE UNIT.

TRUNK. 2 UNITS MINIMUM REQUIRED.

3) BACKFILL RWS BASKET WITH PEA GRAVEL BEFORE LOCKING LID.

BALL. FOR EXISTING TREES, PLACE HALFWAY BETWEEN THE CANOPY EDGE AND TREE

D COUPLER, 2 REQUIRED

E 3/4" BRASS BALL VALVE

F COILED WIRE, 30" LENGTH. 3 REQUIRED G WATER TIGHT CONNECTORS, 2 REQUIRED

H VALVE ID TAG

 ALL FITTINGS & PIPE INSIDE VALVE BOX SHALL BE SCH.
 80 PVC J VALVE BOX

Rainbird Remote Control Valve

Scale: NTS

J FINISH GRADE

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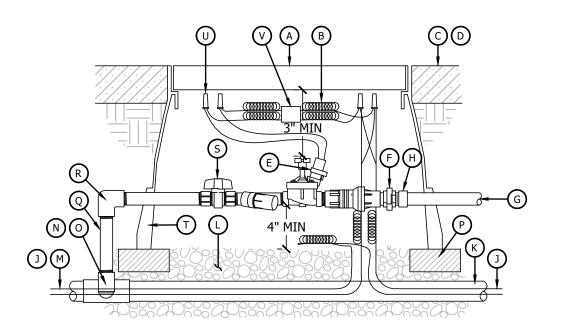
ISSUANCE DESCRIPTION INITIAL SUBMITTAL TO CITY SITE PLAN UPDATE 2 WELL & SIGNAGE UPDATES3 CITY/CLIENT UPDATES 4 HIGHWAY/CUP UPDATES APPROVED BY: TJH DRAWN BY: TRP

DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

SITE LANDSCAPE & IRRIGATION DETAILS

SHEET NUMBER

L1.90



M PLACE WIRE IN CONDUIT

O SCH. 40 PVC TEE OR ELBOW

U WATER TIGHT WIRE SPLICE

P BRICK SUPPORT

S BALL VALVE

V VALVE DECODER

Dripline Remote Control Valve

Scale: NTS

N 2" SCH. 80 PVC NIPPLE AND SCH. 40 PVC ELBOW

NOTES:

1) BOTH PRESSURE COMPENSATION EMITTER WITH
DIFFUSION CAP OR XERI-BUG EMITTER WITH DIFFUSER
BUG CAP ARE SHOWN.

- A RECTANGULAR HEAVY DUTY VALVE BOX
- B COILED WIRE, 36" MIN
- C TOP OF MULCH
- D FINISH GRADE
- E DRIP IRRIGATION ZONE ASSEMBLY F SCH. 80 PVC NIPPLE & UNION
- G LATERAL
- H SCH. 40 PVC MALE ADAPTER
- J TWO-WIRE CONTROL CABLE
- K MAINLINE
- C GRAVEL SUMP, 6" MIN DEPTH

A PRESSURE COMPENSATING MODULE WITH DIFFUSING CAP

D SIGNLE OUTLET EMITTER: RAIN BIRD XERI-BUG

B 1/4" BARD TRANSFER TEE

C DIFFUSER BUG CAP

E 1/4" TUBING STAKE

F 1/2" OR 3/4" SUPPLY TUBING

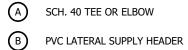
- (A) RECTANGULAR HEAVY DUTY VALVE BOX
 - B TOP OF MULCH
 - C FINISH GRADE
 - D PRESSURE GAUGE

G SCH. 40 PVC TEE

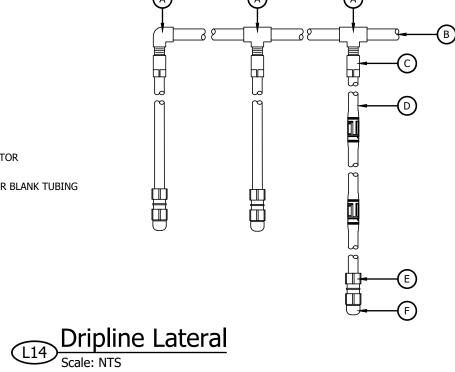
H BRICK SUPPORT

F GRAVEL SUMP, 6" MIN DEPTH

- Q SCH. 80 PVC NIPPLE, AS REQUIRED E SCH. 80 PVC NIPPLE
- R SCH. 80 PVC ELBOW
- T VALVE BOX EXTENSION, AS REQUIRED
 - J BALL VALVE
 - K FLEXIBLE HOSE, 18" MIN L DRIPLINE LATERAL

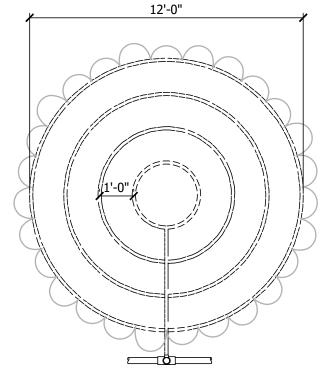


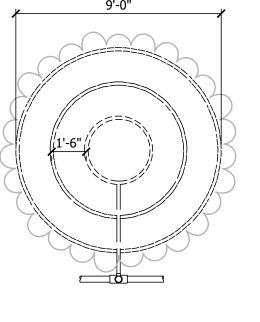
- (C) THREADED TO BARBED CONNECTOR D LANDSCAPE DRIPLINE TUBING OR BLANK TUBING
- E COMPRESSION COUPLING
- F FLUSH CAP

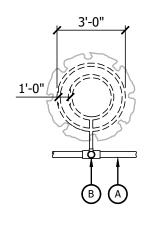












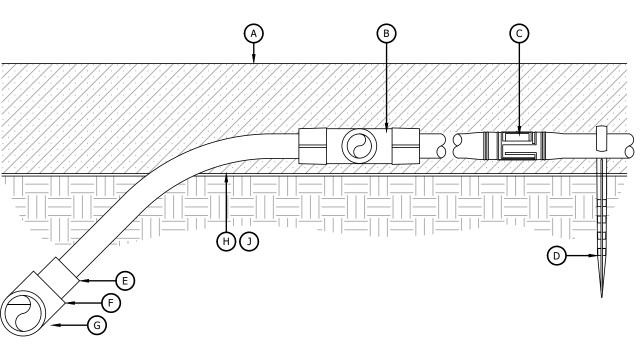


A POLYPIPE LATERAL LINE B POLYPIPE TO NETAFIM CONNECTION

Drip Emitters for Plants

Scale: NTS





- A TOP OF MULCH B DRIPLINE COMPRESSION TEE

F PVC TEE

G PVC DRIPLINE SUPPLY

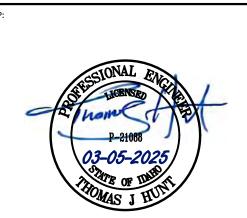
H FINISH GRADE

J LANDSCAPE FABRIC

- C LANDSCAPE DRIP TUBING WITH EMITTER OR BLANK TUBING D TIE DOWN STAKE
- E CONNECTOR TO INLINE DRIPLINE

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STORE ARTER OF SECTION 9, AST, BOISE MERIDIAN

ISSUANCE DESCRIPTION
 0
 INITIAL SUBMITTAL TO CITY
 07/01/2024

 1
 SITE PLAN UPDATE
 08/01/2024

 2
 WELL & SIGNAGE UPDATES
 09/27/2024

 3
 CITY/CLIENT UPDATES
 01/21/2025
 4 HIGHWAY/CUP UPDATES DRAWN BY: TRP APPROVED BY: TJH

DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD

SITE LANDSCAPE & IRRIGATION DETAILS (CONT'D)

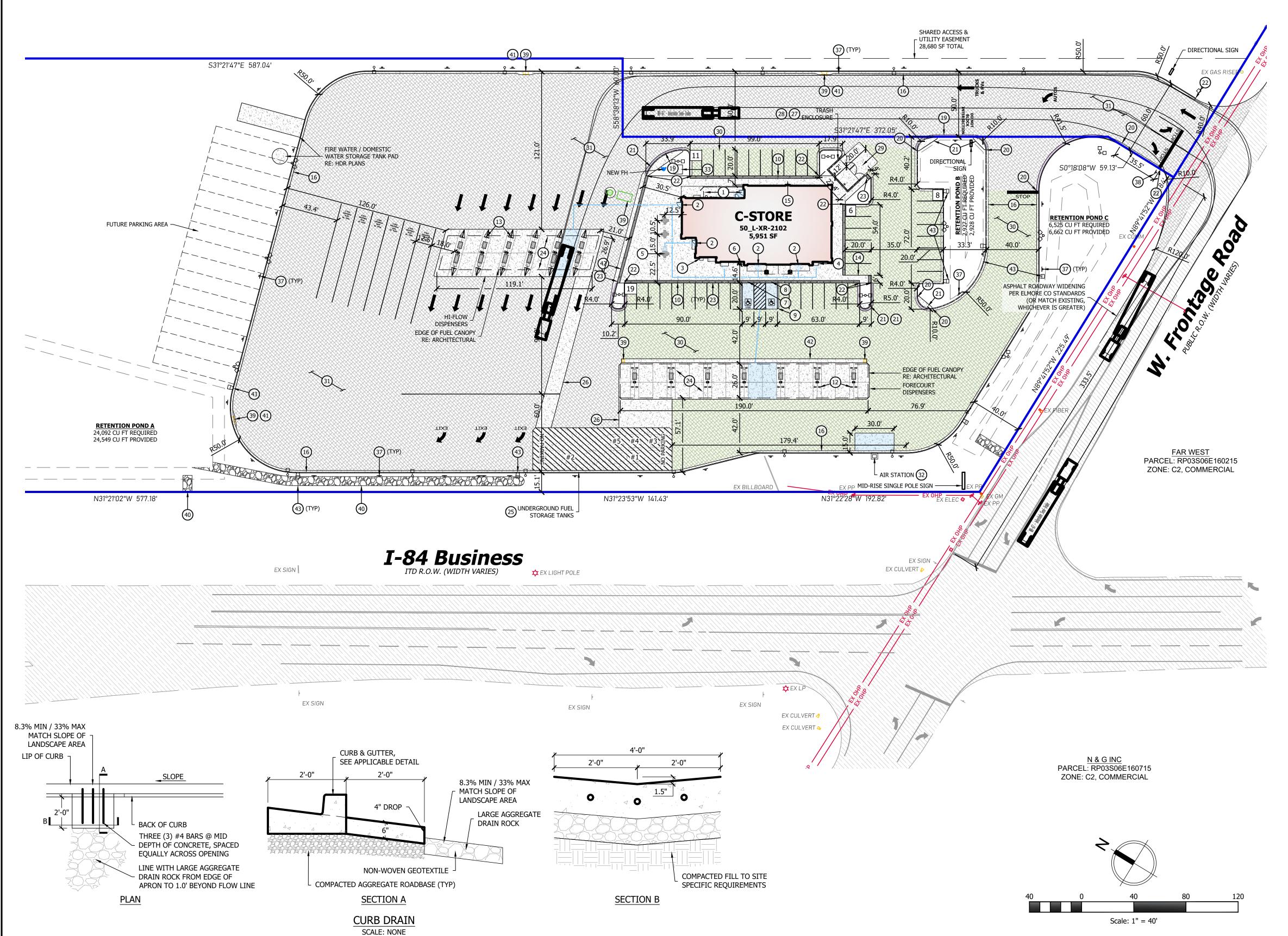
SHEET NAME

SHEET NUMBER

L1.91



MOUNTAIN HOME COMMERCIAL, LLC PARCEL: RP03S06E098845 ZONE: C2, COMMERCIAL



General Notes

- . CONCRETE SIDEWALK LOCATED ON SITE TO BE 4-INCH THICK MINIMUM WITH MEDIUM BROOM
- WALKWAY IS TO BE FLUSH WITH ASPHALT AT PERIMETER OF BUILDING.
- 3. UNDERGROUND FUEL STORAGE TANKS SHOWN FOR REFERENCE ONLY. REFERENCE FUELING
- DISPENSING DRAWINGS FOR TANK EXACT LAYOUT AND DIMENSIONS. 4. CONCRETE PETROLEUM TRENCH CAP SHOWN FOR REFERENCE ONLY. REFERENCE FUELING
- DISPENSING DRAWINGS FOR EXACT FUEL PIPING ALIGNMENT AND TRENCH WIDTH. 5. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDED FOR EXACT LOCATION OF ELECTRICAL
- 6. CONTRACTOR TO ENSURE SITE LIGHTING MEETS OWNER PROVIDED SPACING REQUIREMENTS.

Key Notes

- HOUSEKEEPING PAD, REFERENCE ARCHITECTURAL DRAWINGS
- 2. BUILDING ENTRY, REFERENCE ARCHITECTURAL DRAWINGS 3. MISC. VENDING, TO BE DETERMINED BY OPERATIONS TEAM AT OPENING
- 4. PROPANE VENDING LOCATION
- 5. PICNIC TABLES, TO BE SUPPLIED BY OWNER
- 6. HI-ROLLER BICYCLE RACK, SEE DETAIL E, SHEET C1.93
- 7. ACCESSIBLE VAN PARKING SIGN W/ 6" PARKING BOLLARD 8. ACCESSIBLE PARKING SIGN W/ 6" PARKING BOLLARD
- 9. CONCRETE ACCESSIBLE PARKING SPACES W/ CHAMFERED CORNERS, SEE DETAIL F / SHEET C1.90
- 10. 6" PARKING BOLLARD, SEE DETAIL A, B, G / SHEET C1.92
- 11. PIPE BOLLARD, SEE DETAIL D / SHEET C1.92
- 12. HOOP BOLLARD, SEE DETAIL C / SHEET C1.92
- 13. WEDGE BOLLARD, SEE DETAIL E / SHEET C1.92 14. CONCRETE WALKWAY, SEE DETAIL H / SHEET C1.90
- 15. CONCRETE WALKWAY AT BUILDING, SEE DETAIL I / SHEET C1.90
- 16. ON-SITE 'CATCH' CURB & GUTTER, SEE DETAIL A / SHEET C1.91 17. ON-SITE 'SPILL' CURB & GUTTER, SEE DETAIL B / SHEET C1.91
- 18. ON-SITE MOUNTABLE 'CATCH' CURB & GUTTER, SEE DETAIL C / SHEET C1.91
- 19. ON-SITE MOUNTABLE 'SPILL' CURB & GUTTER, SEE DETAIL D / SHEET C1.91
- 20. TRANSITION BETWEEN CURB TYPES. 21. RUNOUT PAD, SEE DETAIL K / SHEET C1.91
- 22. CURB TRANSITION FROM 0" TO 6" HEIGHT OVER 12" RUN
- 23. TRUNCATED DOME PAD
- 24. CONCRETE PAD UNDER FUEL CANOPY, SEE DETAIL F / SHEET C1.91 25. FUEL TANK PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET C1.91 (VERIFY FUEL PIPING
- ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS) 26. CONCRETE PETROLEUM TRENCH CAP, SEE DETAIL J / SHEET C1.91 (VERIFY FUEL PIPING
- ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS)
- 27. TRASH ENCLOSURE, REFERENCE ARCHITECTURAL DRAWINGS 28. TRASH ENCLOSURE FOUNDATION, REFERENCE STRUCTURAL DRAWINGS
- 29. CONCRETE TRASH ENCLOSURE ACCESS PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET
- 30. MODERATE / LIGHT DUTY ASPHALT PAVEMENT, SEE DETAIL A / SHEET C1.90
- 31. HEAVY DUTY ASPHALT PAVEMENT, SEE DETAIL B / SHEET C1.90
- 32. XACTAIR AIR STATION AND FOUNDATION PER MANUFACTURER'S REQUIREMENTS AND
- RECOMMENDATIONS, SEE DETAIL E / SHEET C1.93
- 33. ELECTRICAL TRANSFORMER, REFERENCE ELECTRICAL DRAWINGS 34. SITE LIGHTING (TYPICAL)
- 35. MONUMENT SIGN, REFERENCE YESCO DRAWINGS
- 36. POLE SIGN, REFERENCE YESCO DRAWINGS. 37. "NO PARKING" SIGN, REFERENCE YESCO DRAWINGS
- 38. R1-1 "STOP" SIGN PER MUTCD STANDARDS
- 39. NEW UTILITY STRUCTURE, REFERENCE SHEET C4.00 40. 7.0' WIDE CHANNEL LINED W/ 3" - 6" MINUS RIP-RAP (TYP)
- 41. STORM DRAIN INLET CONCRETE COLLAR, SEE DETAIL UT-1
- 42. ACCESSIBLE CONCRETE WATERWAY, SEE DETAIL I / SHEET C1.91
- 43. 4.0' CURB DRAIN, SEE DETAIL / THIS SHEET

Fuel Tank Sizing

- 1. 25k UNLEADED GASOLINE
- 2. 25k DIESEL #2
- 3. 8k ETHANOL-FREE GASOLINE
- 4. 9k PREMIUM GASOLINE 5. 8k DEF
- NOTE: TANK AND FUEL INFORMATION SHOWN FOR REFERENCE ONLY. VERIFY UNDERGROUND STORAGE TANK LAYOUT AND DIMENSIONS WITH FUELING DISPENSING DRAWINGS.

Development Summary

ELMORE COUNTY, IDAHO C-2, HIGHWAY COMMERCIAL ZONING: FUEL SALES, SERVICE STATION INTENDED USE:

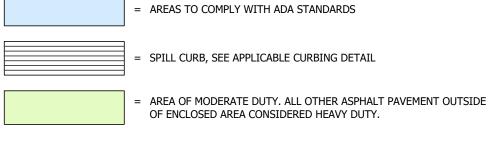
PARCEL AREA: 304,920 SF 5,951 SF 0.14 AC **BUILDING AREA:** IMPERVIOUS AREA: 151,678 SF 3.48 AC LANDSCAPE AREA: 1147,291 SF 3.38 AC PARKING: 42 PARKING STALLS PROVIDED

2 ADA STALL PROVIDED (1 ADA + 1 VAN) 44 TOTAL PARKING STALLS PROVIDED 2 TRUCK PARKING PROVIDED

3 BICYCLE SPACES PROVIDED

Legend

= ACCESSIBLE PATH



MOUNTABLE CURB, SEE DETAIL C10 / C11



= PARKING STALL QUANTITY

Notice To Contractors

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE OWNER / ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

TER OF SECTION 9, BOISE MERIDIAN

185 S. State Street | Salt Lake City, Utah 84111

ARCHITECT/ENGINEER:

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PH: 801.664.4724

EM: Thomas@HuntDay.co

ISSUANCE DESCRIPTION INITIAL SUBMITTAL TO CITY 07/01/2024 SITE PLAN UPDATE WELL & SIGNAGE UPDATES 3 CITY/CLIENT UPDATES 01/21/202 4 HIGHWAY/CUP UPDATES 03/05/2025 DRAWN BY: TRP APPROVED BY: TJH

DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

> **PROPOSED SITE PLAN**

SHEET NUMBER

C1.00



Date: May 28, 2025

To: Mitra Mehta-Cooper, AICP, CFM

Phone: (626)893-3815

Email: <u>mmehtacooper@ppeng.com</u>

Address: 1965 South Eagle Road, Suite 140, Meridian, Idaho 83642

Cc: David Abrahmason, Todd Meyers, Andrew Knudsen

Subject: Response to Application Completeness Determination - CUP-2025-09 & PP-2025-06 - Mountain Home Commercial, LLC

Thank you for your comprehensive review memo dated May 19, 2025, regarding our Conditional Use Permit (CUP-2025-09), Master Site Plan and Preliminary Plat (PP-2025-06) Application.

We are committed to providing all necessary information to ensure a timely and complete review of our application. We have reviewed your comments and will address each point as follows:

Responses to Review Team Comments:

- 1. Conditional Use Permit (CUP) Comments:
- The proposed commercial Lot 2 has no development plans currently.
- Updates to the traffic study and responses are provided in addition to a turning template exhibit.
- 2. Billboard Sign Variance:
- A Variance application has been made and the fee paid on March 19, 2025.
- 3. Master Site Plan Comments:
- Mountain Home Highway District has approved our construction plans for an approach.
- City of Mountain Home sent an email indicating that they do not review or approve our plans.
- Full Construction Drawings of the project.
- The septic system has been approved by the health department.
- The culinary well is in process of being approved

Thank you again for your guidance. We look forward to working collaboratively with the Department and the review team to advance this Application.

Email: Greg@HuntDay.co 3445 Antelope Drive, St 200 Phone: (801) 814 - 1778 Syracuse UT 84075

Exhibit 4



Land Use and Building Department

520 East 2nd South Street Mountain Home, Id. 83647 Phone: (208) 587-2142 ext. 1254 Fax: (208) 587-2120 www.elmorecounty.org

Vacant Director

Dave Abrahamson *Planner I*

Andrew Meek
Planner II

Vacant Planner

Johnny Hernandez Building Official/ Interim Director

Colton Janousek
Building Inspector

Josh Proffit
Building Inspector

James Roddin Admin Manager/ Interim Director

Matt Gochnour
Code Enforcement

Sandra Nuner Permit Technician

Alyssia Nieto Admin Assistant

Planning and Zoning Commission PUBLIC WORKSHOP STAFF REPORT

Workshop Date: June 26, 2025 Date Report Compiled: June 20, 2025

Agenda Item: Conditional Use Permit with Master Site Plan for Commercial Subdivision, Fuel Sales and Service Station, Fuel or Flammable Material Storage, Convenience Food Store, and Freestanding Billboard Sign; and Preliminary Plat for Commercial Subdivision; and Variance for a Billboard Sign

Applicant: Mountain Home Commercial LLC and Maverik Store 787

Case Number: CUP-2025-09 with Master Site Plan & PP-2025-03

Associated Cases: VAR-2025-03

County Review Team: Mitra Mehta-Cooper, Contract Principal Planner

Angie Michaels, Contract County Engineer Warren Maxwell, Contract Traffic Engineer Abbey Germaine, Contract County Attorney

Zoning Designation: Highway/Interstate Commercial (C-2)

Parcel Number: RP03S06E098845

Property Size: 17 acres

BACKGROUND:

Conditional Use Permit 2025-09 ("CUP") is a proposal to subdivide a Commercial property and build Fuel Sales and Service Station, Fuel or Flammable Material Storage, Convenience Food Store, and Freestanding Billboard Sign per the Elmore County Zoning and Development Ordinance ("Zoning Ordinance"). The proposal also includes a concurrent Preliminary Plat ("PP-2025-06") and Variance for one of the Billboard Signs ("VAR-2025-03"). These three applications are collectively referred as the "Application".

Fuel or Flammable Material Storage as a proposed use requires review and approval of a Conditional Use Permit per Table 7-2-26(B) and a Stationary/Freestanding Billboard Sign requires review and approval of a Conditional Use Permit per Title 7, Chapter 7 of the Zoning Ordinance. The Project is located on assessor's parcel number

RP03S06E098845 and incorporates 17 acres of unincorporated area within Elmore County, zoned Highway/Interstate Commercial ("C-2") ("Site"). Mountain Home Commercial, LLC is the owner of the Site and Maverik Store 787 is the potential buyer of one of the two proposed commercial lots (collectively referred to as the "Applicant"). In accordance with the Zoning Ordinance, the Applicant hopes to:

- 1) Subdivide the Highway/Interstate Commercial (C-2) parcel into two lots of 7 and 10 acres, respectively;
- 2) On the 7-acre proposed lot, propose seven (7) fuel dispensers and canopy and six (6) additional dispensers and canopy for commercial fueling, for a total of 13 fuel dispensers as well as 5,951 square feet Convenience Food Store with Deli to sell packaged beer and wine as well as fresh food items; and
- 3) On the 7-acre proposed lot, have multiple advertising signs including a seventy-foot (70') Stationary Billboard Sign for the use.

The Applicant further wishes to process a Preliminary Plat concurrently to streamline the development review process. The Department is in support of that as long as the Applicant understands that PP-2025-06 application's review is contingent upon the approval of CUP-2025-09 for subdivision by the Planning and Zoning Commission.

As described under the "Development Review Status" below, in order to consider a 70' Billboard Sign in the CUP, the Applicant will need to receive prior approval of a Variance – VAR-2025-03 – from the Board of County Commissioners in compliance with Section 7-3-13 of the Zoning Ordinance. The Department received a Variance application on June 18, 2025.

The Applicant has taken the following pre-application actions to date, and they have discussed all three aforementioned applications in the pre-application Neighborhood Meeting, which deem the pre-application requirements complete as outlined in the Zoning Ordinance.

- In order to initiate the CUP (and associated applications) process, the Applicant conducted multiple Pre-application Meetings with the Director of Land Use and Building Department in compliance with Section 7-3-2(A) of the Zoning Ordinance starting with November 6, 2024.
- As required in Section 7-3-3 of the Zoning Ordinance, the Applicant conducted a Preapplication Neighborhood Meeting on March 11, 2025, to discuss this proposal with property owners within a 1-mile radius of the Site.

On April 2, 2025, the Land Use and Building Department ("Department") received the last piece, a Preliminary Plat, for the Application packet along with the required fees (Exhibit 1). Since then, the Application is being reviewed by a County Review Team comprising of the Consulting Principal Planner, Mitra Mehta-Cooper; Warren Maxwell, Contract Traffic Engineer, Consulting County Engineer, Angie Michaels; and Consulting Attorney, Abbey Germaine. Furthermore, the Department discussed this proposal with affected agencies on February 5, 2025.

The Review Team has completed the initial review of the Application and provided a Completeness Determination Memo ("Completeness Memo"), requesting additional

information to the Applicant on May 19, 2025 (Exhibit 2). The Applicant has provided some supplemental information on May 29, 2025 (Exhibit 3).

The Public Workshop was advertised in the Mountain Home Newspaper on June 11, 2025, and the Site was posted on June 18, 2025. The purpose of this workshop is to discuss the Application review to-date with the Planning and Zoning Commission ("Commission") and receive their feedback prior to beginning the public hearings for the proposal.

DEVELOPMENT REVIEW STATUS:

The Site is currently zoned as Highway/Interstate Commercial (C-2) as its base zone and is located within the Area of Impact of the City of Mountain Home. Therefore, the review of this Application requires compliance with Title 7, Chapters 2,3,7 & 9; Title 10, Chapters 1 &10; and Title 11, Chapter 1.

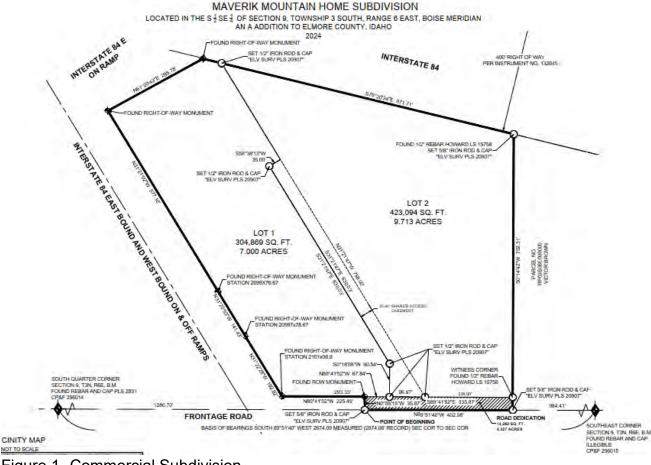


Figure 1- Commercial Subdivision

CUP's Compliance with Title 7:

Fuel Sales and Service Station and Convenience Food Store are allowed uses in C-2 Zone and Fuel and Flammable Material Storage as well as a Commercial Subdivision require a Conditional Use Permit application in C-2 Zone per table 7-2-26(B) of the Zoning Ordinance. Billboard Signs also requires a Conditional Use Permit per Section 7-7-22 (B) of the Zoning Ordinance.

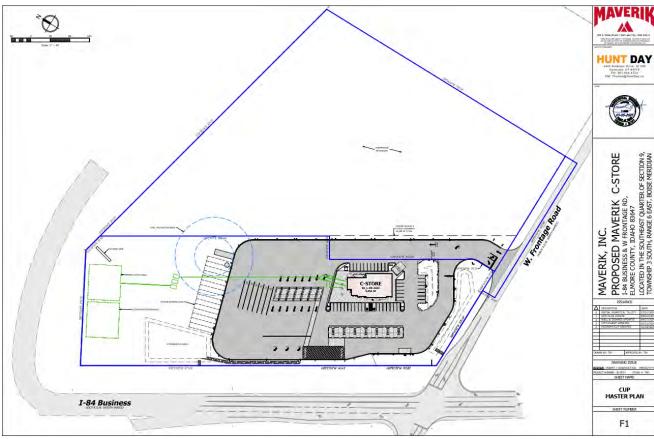


Figure 1 – Proposed Master Site Plan

In the Completeness Memo, the Review Team requested information for the future/anticipated commercial use on the proposed 10-acre parcel. The documents submitted by the Applicant in response, have stated that it has "no development plans currently". If approved, and if that parcel develops for commercial use in the future, Per ITD and MHHD's comments in Exhibits, the Department will need to condition this CUP to conduct a revised Traffic Study to make a more informed decision about the validity of shared access, site circulation, and necessary intersection improvements.

In the Completeness Memo, the Review Team requested additional information for proposed uses on approximately 2 acres of the proposed 7-acre parcel. The documents submitted by the Applicant have not provided any additional information for uses on these 2 acres. Which makes the Review Team conclude that no other uses are intended on this portion of the Site at this time. Any future addition of the uses on these 2 acres will need a CUP amendment and/or Master Site Plan Amendment and will be separately reviewed as defined in Title 7.

The proposal is reviewed by Central District Health, and they have provided necessary approvals for the proposed uses (Exhibit 4).

Furthermore, Section 7-2-125 requires that all structures of outdoor activity areas for Fuel and Flammable Material Storage shall be located at a minimum 300 feet from any property line and 1000 feet from any residential district. The Review Team requests additional information for the location of these Fuel Storage Tanks on the Site to make this determination.

The Review Team further requests that the Applicant receives written approval from the Idaho Department of Environmental Quality and Idaho Department of Water Resources for the underground fuel tanks in order to comply with Section 7-2-126(B).

Variance for one Billboard Sign (Title 7, Chapter 7):

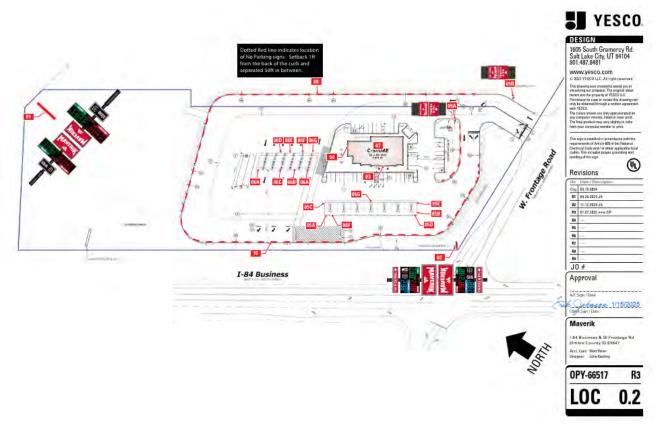


Figure 2 – Signage for the Proposed Use

If approved by the County, upon purchasing one of the two proposed parcels, Maverick Store 787 wishes to build a series of signs to advertise the proposed uses in the CUP. All the other signs fits into various definitions and requirements of Title 7, Chapter 7 except the one Billboard Sign facing the interstate on Figure 2.

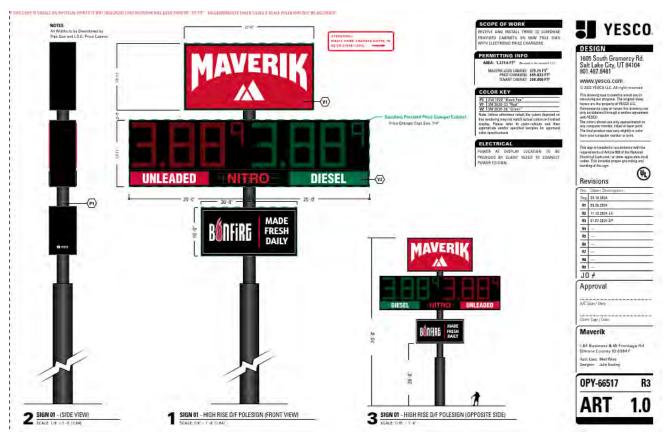


Figure 3 – Sign Requiring VAR-2023-03

The proposed Billboard Sign in Figure 3 requires a Variance.

Section 7-7-22(D)1 of the Zoning Ordinance states that "Painted Bulletins shall not exceed eleven (11') feet in height and thirty-six (36') feet in horizontal length nor exceed three hundred seventy-eight (378') square feet in area". The proposed sign does exceed all these dimensional requirements where height of the painted bulletin is 13'11" and length is 50' clearly exceeding the square footage.

Section 7-7-22(D)2 of the Zoning Ordinance states that "Poster panel shall not exceed (11') in height nor twenty-three (23') feet in length nor exceed two hundred forty-eight (248') square feet in area". The proposed Variance is for the top poster panel is for exceeding the height to 13'11" and length to 27' clearly exceeding total square footage of the sign.

Section 7-7-22(D)8 of the Zoning Ordinance states that "The maximum height of the signs erected upon the ground shall not exceed forty (40') feet above grade". The proposed Billboard Sign is seventy (70') feet above ground requiring a Variance.

Master Site Plan (Title 10, Chapter 6):

A proposed Master Site Plan map was submitted and considered complete by the Review Team, however, no narrative was provided addressing the required Master Site Plan findings per Title 10 Chapter 6. The request for a narrative was made in the Completeness Memo but none was provided. The Review Team further requests a narrative addressing all of the required Master Site Plan finding as outlined in Title 10, Chapter 6.

As part of the Master Site Plan documentation, a Natural Features Analysis is required. The requirement is outlined in Title 10, Chapter 6 and is also part of the requirements for a Preliminary Plat application. See comments below regarding compliance with Title 10, Chapter 1.

CUP's Compliance with Mountain Home Area of Impact (Title 11, Chapter 1):

The Department is not able to follow the City's Comprehensive Plan as required in Section 11-1-4(A). The reason is that the City has adopted the 2020 Comprehensive Plan since the Area of City Impact provisions were negotiated and adopted in 2010. After adopting the 2020 Comprehensive Plan, the city has not come to Elmore County for renegotiations of the Area of Impact as required in the State code. Therefore, the currently negotiated Comprehensive Plan that is in effect for the Area of City Impact is not the same as the Comprehensive Plan that is in effect now, and the city is using in their decision-making.

As per the requirements of Section 11-1-4(D), the Department has invited the City of Mountain Home to pre-application meeting, agency meetings, and the Planning and Zoning Commission Workshop.

Furthermore, the Department has requested the City's comments for the "Shared Analysis of Traffic and Other Public Services Impacts" as per the requirements of Section 11-1-4(H). The City's has stated that "no approvals are required" and "the City does not have any services at this location" (Exhibit 5). The Department has also invited the Mountain Home Highway District to this development review process, and they have not participated.

Preliminary Plat's Compliance with Subdivision Requirements (Title 10, Chapter 1):

As required in the Zoning Ordinance Section 10-1-2 (A) 3, "Prior to application for a subdivision, a Conditional Use Permit must be approved allowing the division of the parcel". The Applicant understands that the Preliminary Plan will only be considered if CUP-2025-09 receives approval from the Planning and Zoning Commission.

The Preliminary Plat requirements are identified in the Zoning Ordinance at Title 10, Chapter 1. In the Completeness Memo, the Review Team had requested a narrative as well as drawings that address all procedural and substantive requirements of a Preliminary Plat, including Natural Features Analysis of the Site, to complete this review. As required in Section 10-1-3(D)8, the Applicant needs to provide a written statement explaining how the design of the preliminary plat protects or mitigates impacts on the natural features of the site. The Applicant was given the opportunity to request a categorical written exemption for any of these requirements that may not be applicable to a commercial subdivision by a certified Engineer. The Department had also asked if the Applicant plans on selling both parcels separately and to include a legally binding easement between two proposed lots since both proposed lots use one access point and one internal road for the shared primary and secondary access. The Review Team has not received this information from the Applicant.

4930-0088-2511, v. 1

Exhibit 5a

August 4, 2025

Elmore County Planning and Zoning Commission 520 E 2nd Street Mountain Home, ID 83647

Dear Elmore County Planning and Zoning Commission,

Thank you for your consideration for this project. Mountain Home Commercial, LLC is the owner of approximately 17.04 acres of undeveloped land located at the northeast corner of I-84 Business Loop and NW Frontage Road, Mountain Home, ID (Tax ID: RPO3S06E098845A). Mountain Home Commercial, LLC desires to split the 17-acre parcel into two parcels. One parcel would be 7 acres ("Lot 1") and the other 10 acres ("Lot 2"). If approved, Maverik will operate on Lot 1. It is still undecided what the proposed uses will be for Lot 2. The planning commission has discussed that a conditional use permit ("CUP") will be required for future development on Lot 2. This CUP will require an additional traffic study for the proposed use. Mountain Home Commercial, LLC accepts this condition for future development on Lot 2. Maverik's access to Lot 1 will go through a shared access from NW Frontage Road. Mountain Home Commercial, LLC agrees to provide an access easement for the benefit of Maverik through Lot 2.

Thank you again for your time and attention to this proposed development. Maverik is a best-in-class operator, and I believe they will be a strong asset to the community.

Sincerely,

Andrew Knudsen

Mountain Home Commercial, LLC

Exhibit 5b

After recording, return to:
Mountain Home Commercial, LLC
Attn.: Andrew Knudsen
405 S. Main Street, Suite 800
Salt Lake City, UT 84111

Tax Parcel No.

[Space Above for Recorder's Use]

DECLARATION OF MAINTENANCE OF EASEMENTS

THIS DECLARATION OF MAINTENANCE OF EASEMENTS (this "**Declaration**") is made by MOUNTAIN HOME COMMERCIAL, LLC, a Utah limited liability company ("**Declarant**"), to be effective upon recordation in the Official Records of Elmore County, Idaho.

RECITALS

- A. Declarant is the fee simple owner of certain real property located in the City of Mountain Home, Elmore County, State of Idaho, more particularly identified and described on Exhibit A, attached hereto and incorporated herein by this reference (hereinafter referred to as "Lot 1").
- B. Declarant is also the fee simple owner of certain real property located adjacent to Lot 1, more particularly identified and described on <u>Exhibit B</u>, attached hereto and incorporated herein by this reference (hereinafter referred to as "Lot 2"). Lot 1 and Lot 2 may be referred to collectively as the "Parcels".
- C. A Certain access easement (the "Access Easement") has been established via that certain Maverik Subdivision (the "Subdivision"), recorded on the ____ day of ______, 2025, as Document No. _____ in the Office of the Elmore County Recorder. Declarant desires to set forth and establish design, installation, construction, and maintenance obligations related to such Access Easement.
- D. Declarant intends that the Access Easement granted by the Subdivision shall be granted, established, and maintained without regard to Declarant's common ownership of the Parcels, and that such Access Easement shall survive any severance or divestiture of title to one or more of the proposed parcels that will comprise the Declarant's Property and inure to any successor-in-interest of Declarant.

TERMS AND CONDITIONS

NOW, THEREFORE, Declarant does hereby declare that the Declarant's Property shall be held, sold, conveyed, transferred, leased, subleased, used and occupied subject to the easements set forth herein, all as set forth as follows:

1. The Declarant's Property Subject to the Access Easement. Declarant hereby declares that the Declarant's Property shall be held, sold, conveyed, transferred, constructed, operated, maintained, leased, and occupied subject to or as applicable, together with, the Access Easement set forth in the Subdivision. Further, in the event of any sale, conveyance, or transfer of the Declarant's Property to a third party, no further actions or agreements shall be necessary to effectuate such Access Easement and said Access Easement shall remain effective against and for the Declarant's Property.

2. Easement.

- 2.1 Access Easement for the Benefit of the Parcels. Declarant does hereby acknowledge that the Subdivision did establish a perpetual, non-exclusive access easement on, over, across, and through a certain portion of Lot 1 (the "Lot 1 Access Easement Area") for the purposes of vehicular and pedestrian ingress and egress for the guests, agents, owners, invitees, patrons, employees, contractors, subcontractors, and other users of the Parcels (collectively, the "Parcel Users"). The Access Easement Area shall be that area more particularly identified and described on Exhibit C and depicted on Illustration to Exhibit C, both attached hereto and incorporated herein by this reference (the "Access Easement Area").
- 2.2 <u>Additional Easement</u>. Declarant hereby grants and conveys an additional, non-exclusive easement in, on, over, under, through and across areas immediately adjacent to or otherwise near the Access Easement Area, as such immediately adjacent areas may be reasonably necessary to allow Declarant or its successor or assign to fully utilize the Access Easement Area and fulfill any installation, construction, and/or maintenance obligations contained within this Declaration.
- 3. <u>Design, Installation, Construction, and Maintenance of the Access Easement Area.</u>
- 3.1 <u>Design, Installation, and Construction</u>. The owner or occupant of Lot 1 shall, as part of development, design, install and construct improvements, including but not limited to access drives (the "Access Drives") and/or other appurtenant improvements (collectively, the "Access Easement Area Improvements"), within the Access Easement Area.
- 3.2 Regular Maintenance of the Access Easement Area Improvements. The owner or occupant of Lot 1 shall thereafter maintain, repair, and/or replace the Access Easement Area Improvements (collectively, the "Maintenance"), as may be necessary or desirable to keep the same in good working order, consistent with surrounding improvements. Notwithstanding anything to the contrary in the foregoing, upon completion of any Maintenance, the Lot 2 owner or occupant shall reimburse the Lot 1 owner or occupant for an equal share of the costs and expenses related to the maintenance, repair, and/or replacement of the Easements Areas Improvements (collectively, the "Maintenance Costs"). For the avoidance of confusion and doubt, each Parcel owner or occupant shall be responsible for fifty percent (50%) of the Maintenance Costs. Upon the Lot 1 owner or occupant completing any Maintenance of the Access Easement Area Improvements or any portion thereof, the same shall deliver a written request for reimbursement (the "Maintenance Costs Reimbursement Request"), which Maintenance Costs Reimbursement Request shall include any and all invoices and/or

documentation related to the Maintenance Costs. A party receiving a Maintenance Costs Reimbursement Request shall reimburse the Lot 1 Owner for its share of the Maintenance Costs within thirty (30) calendar days of receipt. Any failure to reimburse shall be a default under the terms, conditions, and provisions of this Declaration, and any outstanding amount shall accrue interest at a rate of twenty percent (20%) until paid in full.

- 3.3 <u>Unique Damage</u>. Notwithstanding anything to the foregoing, except for normal wear and tear, any damage to the landscaping, paved areas and/or the Access Easement Area Improvements, with such damage being solely attributable to a particular owner or occupant not responsible for Maintenance, then such owner or occupant that caused said damages, will be solely responsible, at its/their sole cost, to repair said damage to the same or better condition than existed immediately prior to the damage.
- 3.4 No Blocking, Impairing or Impeding of the Easement Areas. For the avoidance of confusion and doubt, in no event shall an owner, occupant, or any user of a Parcel block, impair, or impede access to, over, across, or through the Access Easement Area except in the event the same is reasonably necessary for Maintenance or other emergency event. In the event the owner or occupant of a Parcel anticipates any Maintenance will reasonably require the Access Easement Area to be blocked, impaired or impeded, sufficient written notice of no less than ten (10) calendar days (the "Notice of Maintenance") shall be provided to the owner and/or occupant of the other Parcel owner or occupant. The Notice of Maintenance shall include a construction schedule identifying how long the work shall continue. The owner or occupant of the Parcel performing such Maintenance shall cooperate and coordinate with any other owner and/or occupant of another Parcel, and, to the extent possible, shall perform such Maintenance during those days and times least likely to interfere with the business operations on the other Parcel.
- 4. <u>Self Help.</u> In the event an owner of a Parcel defaults in its obligations set forth herein, after ten (10) days written notice (unless in case of emergency wherein no written notice will be required) to the owner responsible for Maintenance or repair of unique damage, the non-defaulting owner or occupant may (but is not obligated to) undertake to complete the Maintenance or repair of the same. Upon completing the Maintenance or repair of unique damage, the defaulting owner or occupant will pay the non-defaulting owner or occupant the actual out-of-pocket costs and expenses of Maintaining or repairing the same, together with a fifteen percent (15%) maintenance fee, within fifteen (15) calendar days after receipt of a written request for reimbursement, together with any and all statements and/or invoices itemizing the costs incurred.
- 5. <u>Covenants to Run With Land</u>. This Declaration is intended to and shall run with the land described herein.
- 6. <u>Modification of Declaration</u>. This Declaration shall not be amended or modified without the express written consent of the Declarant, if Declarant maintains common ownership, or the express written consent of each owner of the Parcels.

- 7. <u>No Merger</u>. It is the express intent of Declarant that this Declaration remain in full force and effect and that the Access Easement herein granted not be deemed to have merged with any other estate now held or which may in the future be held by Declarant or its successor(s)-in-interest, notwithstanding the fact that Declarant is, at the time of the recording of this Declaration, the owner of both Parcels, may presently or may in the future have the sole right to possess or sell and divest itself of both of the parcels.
- 8. <u>Applicable Law</u>. This Declaration shall be construed in accordance with and governed by the laws of the State of Idaho.
- 9. <u>No Third Party Beneficiary</u>. No term or provision of this Declaration is intended to be, nor shall any such term or provision be construed to be, for the benefit of any person, firm, corporation, or other entity not a party hereto, and no such other person, firm, corporation, or entity shall have any right or cause of action hereunder.
- 10. <u>No Public Use/ Dedication</u>. The Declarant's Property is and shall at all times remain the private property of Declarant or its successor(s) or assign(s). The use of the Declarant's Property is permissive and shall be limited to the express purposes contained herein by Declarant. Neither Declarant, nor its successors or assigns, nor the public shall acquire nor be entitled to claim or assert any rights to the Declarant's Property beyond the express terms and conditions of this Agreement.
- 11. <u>Enforceability and Litigation Expenses</u>. If any action, suit, or proceeding is brought by a Party that is the owner or occupant of a Parcel subject to this Declaration, and the same regards a matter or matters covered by this Declaration or if a Party finds it necessary to retain an attorney to enforce its rights under this Declaration, all costs and expenses of the prevailing Party incident to such proceeding or retention, including reasonable attorneys' fees, shall be paid by the non-prevailing Party. For purposes of this Section 11, the term "prevailing party" shall, in the case of a claimant, be the Party who is successful in obtaining substantially all of the relief sought, and in the case of the defendant or respondent, the Party who is successful in denying substantially all of the relief sought by the claimant.

[signatures and acknowledgements on following page]

IN WITNESS WHEREOF, Declarant has executed this Declaration to be effective as of the day and year first above written.

Declarant:	MOUNTAIN HOME COMMERCIAL, LLC a Utah limited liability company
	By:
STATE OF UTAH) ss. COUNTY OF)	
, know signed the foregoing instrument, a	, 2025, personally appeared before mean or satisfactorily proved to me to be the person who and acknowledged to me that s/he is the roperty, L.C., a Utah limited liability company.
	Notary Public

Exhibit A

(Legal Description of Lot 1)

Real Property situa	ted in the County	of Elmore, State of Ida	ho, specifical	ly described	as:
All of that Lot 1 or Document No	ı the Maverik Subo	division, recorded on th in the Office of the l	•		, 2025 as

Exhibit B

(Legal Description of Lot 2)

Real Property situated in the County of	of Elmore, State of Idaho, specifically described as	s:
All of that Lot 2 on the Maverik Subd Document No.	livision, recorded on the day of, in the Office of the Elmore County Recorder.	2025 as

Exhibit C

(Legal Description of the Access Easement Area)

BEGINNING AT A POINT ON THE NORTH RIGHT-OF-WAY LINE OF WEST FRONTAGE ROAD, SAID POINT BEING LOCATED SOUTH 89°51'40" WEST 1223.16 FEET AND NORTH 00°00'00" EAST 35.39 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 9, SAID CORNER MONUMENT BEING A FOUND REBAR AND CAP (ILLEGIBLE);

THENCE LEAVING SAID RIGHT-OF-WAY LINE, NORTH 31°21'47" WEST 478.53 FEET;

THENCE SOUTH 58°38'13" WEST 60.00 FEET;

THENCE SOUTH 31°21'47" EAST 372.05 FEET;

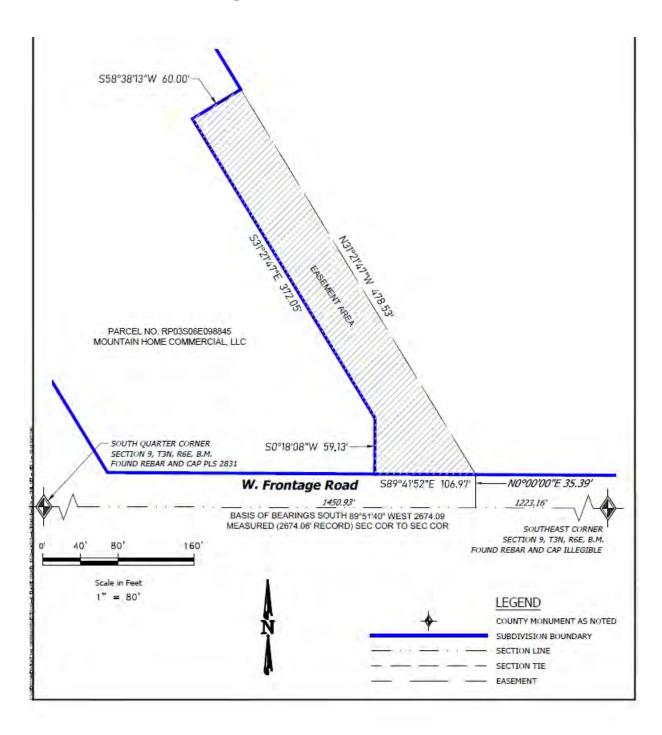
THENCE SOUTH 00°18'08" WEST 59.13 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF WEST FRONTAGE ROAD:

THENCE SOUTH 89°41'52" EAST 106.97 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING.

SAID EASEMENT CONTAINING 0.658 ACRES (28,680 SQUARE FEET), MORE OR LESS.

Illustration to Exhibit C

(Depiction of Access Easement Area)



Subject: RE: Maverik review of docs submitted on 8 3 25 Exhibit 6

Sent: 8/19/2025, 10:00:33 AM

From: Mitra Mehta-Cooper<mmehtacooper@ppeng.com>
To: 'Andrew Meek'; 'greg'; 'Todd Meyers'; 'Angie Michaels'

Cc: Trent Miller; 'James Roddin'

Good morning, Team Maverik,

I bet you are working on the requested documents in Angie's email below. I was reviewing the project to make sure that we are ready for conducting a hearing on 9/25. To ensure that we have taken care of all major items (hopefully with, but potentially minus, the road improvements) before this hearing date, I need Greg to:

- 1. Provide a detailed narrative of Natural Features Analysis in compliance with Section 10-6-5 below. He has to explain every item on this list and demonstrate how that specific natural feature is used to develop the Master Site Plan and Preliminary Plat. If he feels that this analysis, or particular item on this list, is not necessary, then we need to see a narrative justifying that due to site and civil engineering considerations.
- 2. Discuss Drainage, Water Supply and Sewage Disposal, Irrigation Services and Delivery System, Utilities, and their Maintenance.
- Show automobile access, internal circulation (vehicular and users) and parking as discussed/requested in prior meetings/memos.

https://elmorecounty.org/wp-content/uploads/2018/05/title-10-chapter 6-master site plan.pdf

Please plan on providing this information to Angie and me prior to 8/25, so we could have a meaningful staff report for the public hearing.

Best, Mitra

Mitra Mehta-Cooper, AICP, CFM

Principal Planner

PROVOST & PRITCHARD CONSULTING GROUP

1965 S. Eagle Road, Suite 140, Meridian, ID 83642

Cell: (626) 893-3815

www.provostandpritchard.com | LinkedIn

CONFIDENTIALITY NOTE

This communication and any accompanying attachment(s) are privileged and confidential. The information is intended for the use of the individual or entity so named. If you are not the intended recipient, then be aware that any disclosure, copying, distribution or use of this communication and any accompanying attachments (or the information contained in it) is prohibited. If you have received this communication in error, please immediately delete it and notify the sender at the return e-mail address or by telephone at (866) 776-6200. Thank you.

From: Mitra Mehta-Cooper < mmehtacooper@ppeng.com >

Sent: Thursday, August 14, 2025 1:23 PM

To: Andrew Meek < ameek@elmorecountyid.gov >; greg < greg@huntday.co >; Todd Meyers < todd.meyers@maverik.com >; Angie

Michaels angie@ewsid.com

Cc: Trent Miller <TMiller@ppeng.com>; James Roddin <jroddin@elmorecountyid.gov>

Subject: FW: Maverik review of docs submitted on 8 3 25

Thank you, Angie.

Andrew, per our conversation, please find the additional details to what I said about Angie's review.

We look forward to a meeting with Highway District, ITD, and City later this month with all of you.

Best, Mitra

Mitra Mehta-Cooper

Cell (626) 8933815

From: Angie Michaels <angie@ewsid.com>
Sent: Tuesday, August 12, 2025 2:22 PM

To: Mitra Mehta-Cooper <<u>mmehtacooper@ppeng.com</u>> **Cc:** David Abrahamson <<u>dabrahamson@elmorecountyid.gov</u>>

Subject: Maverik review of docs submitted on 8 3 25

Hi Mitra,

I reviewed the documents submitted by Greg Day via email/link to you on 8/3/25. There really wasn't much to review except the updated traffic report. Here is a quick summary of what was submitted:

CUP

Nothing new submitted.

Traffic circulation, turning, queuing not addressed.

Natural Features Analysis - Submitted a plan sheet with a list of Nat Feat notes.

No research of sensitive plants or wildlife.

No research of historic resources.

No research of hazardous areas.

Information on soil and existing contours provided.

MSP

No revised drawing provided.

No updated narrative provided addressing

PrePlat

No narrative.

PrePlat revised to clarify and define shared access easement.

Thanks,

Angie Michaels, P.E., CFM Engineering with a Mission LLC 208.870.9495 cell



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028 (208) 334-8300 • itd.idaho.gov

June 17, 2025

David Abrahamson Planner 520 E 2nd St Mountain Home, ID 83647

VIA EMAIL

Development Application	CUP-2025-09	
Project Name	Maverik Gas Station	
Project Location	NE Corner of I-84 & Frontage Rd	
Project Description	Gas Station & Convenience Store	
Applicant	Matt Reider, Maverik	

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

- 1. ITD has reviewed and accepted a Trip Generation Memo provided by Hunt Day Civil Engineering dated 5/20/2024.
- 2. Since the proposed development is on a local road and no ITD access permit is required, the Department cannot mandate a traffic impact study to be submitted. Therefore, if there are any additional traffic concerns, ITD recommends the land use agency or highway district requires the applicant to provide additional traffic analysis.
- 3. Please be mindful that ITD may request additional traffic analysis when the neighboring 10 acres are developed.
- 4. ITD reserves the right to make further comments upon review of the submitted documents.

If you have any questions, you may contact me at 208-334-8377.

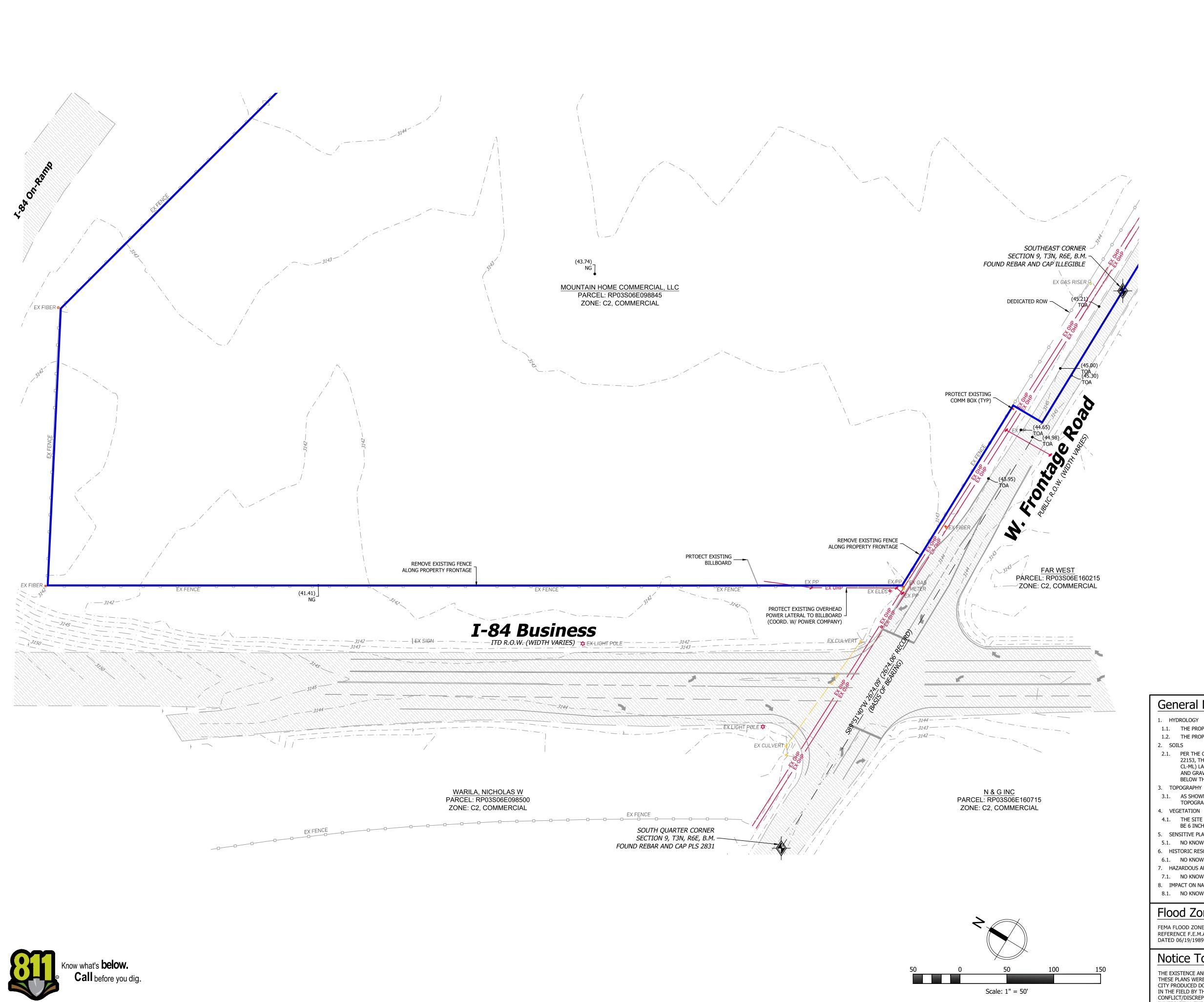
Sincerely,

Kendra Conder

Development Services Coordinator

Kendra.conder@itd.idaho.gov

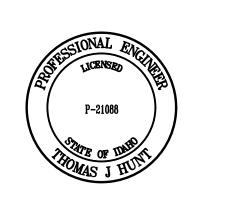
Kendra Conder





185 S. State Street | Salt Lake City, Utah 84111 THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS: ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF MAVERIK, INC IS PROHIBITED. 2018 MAVERIK, INC.

3445 Antelope Drive, St 200 Syracuse, UT 84075 PH: 801.664.4724 EM: Thomas@HuntDay.co



General Notes

- 1.1. THE PROPERTY IS RELATIVELY FLAT WITH NO WATERCOURSE OR WATER FEATURES. 1.2. THE PROPERTY LIES OUTSIDE OF ZONE X - THE 500 YEAR FLOOD PLAIN.
- 2.1. PER THE GEOTECHINICAL STUDY CONDUCTED ON MAY 10, 2024 BY CMT, PROJECT NUMBER 22153, THE SUBSURFACE NATURAL SOILS CONSIST OF NEAR-SURFACE SILT (ML) AND CLAY (CL, CL-ML) LAYERS, UNDERLAIN BY LEAN CLAY (CL), FAT CLAY (CH), SILT (ML), SAND (SM, SP-SM) AND GRAVEL (GP, GP-GM, GM) TO THE MAXIMUM DEPTH EXPLORED OF ABOUT 16.5 FEET BELOW THE EXISTING SURFACE.
- 3.1. AS SHOWN ON THE MAP AND VERIFY BY SURVEY, THE PROPERTY HAS LITTLE TO NOT TOPOGRAPHICAL RELIEF. 4. VEGETATION
- 4.1. THE SITE IS VEGETATED WITH GRASSES, WEEDS AND BRUSH. THE TOP SOIL WAS NOTED TO BE 6 INCHES DEEP.
- 5. SENSITIVE PLANT AND WILDLIFE SPECIES 5.1. NO KNOWN SENSITIVE PLANS OR WILDLIFE SPECIES ARE ON THE PROPERTY.
- 6. HISTORIC RESOURCES
- 6.1. NO KNOWN HISTORIC RESOURCES ARE FOUND ON THE PROPERTY. 7. HAZARDOUS AREAS
- 7.1. NO KNOWN HAZARDOUS AREAS ARE KNOWN ON THE PROPERTY. 8. IMPACT ON NATURAL FEATURES
- 8.1. NO KNOWN NATURAL FEATURES WILL BE IMPACTED.

Flood Zone

FEMA FLOOD ZONE "X", AREA OUTSIDE OF 500-YR FLOOR PLAIN. REFERENCE F.E.M.A. FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NUMBER 16002120600B, DATED 06/19/1989.

Notice To Contractors

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE OWNER / ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

ISSUANCE

Δ	DESCRIPTION		DATE
0	INITIAL SUBMITTA	L TO CITY	07/01/202
1	SITE PLAN UPDATE		08/01/202
2	WELL & SIGNAGE U	JPDATES	09/27/202
3	CITY/CLIENT UPDA	TES	01/21/202
4	HIGHWAY/CUP UPD	03/05/202	
DRAWN BY: TRP		APPROVED E	BY: TJH
	1 2 3 4	0 INITIAL SUBMITTA 1 SITE PLAN UPDATE 2 WELL & SIGNAGE UPDA 3 CITY/CLIENT UPDA 4 HIGHWAY/CUP UPDA	0 INITIAL SUBMITTAL TO CITY 1 SITE PLAN UPDATE 2 WELL & SIGNAGE UPDATES 3 CITY/CLIENT UPDATES 4 HIGHWAY/CUP UPDATES

DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

> **NATURAL FEATURES ANALYSIS**

SHEET NUMBER

C0.20



Date: August 25, 2025

To: Mitra Mehta-Cooper, AICP, CFM

Phone: (626)893-3815

Email: <u>mmehtacooper@ppeng.com</u>

Address: 1965 South Eagle Road, Suite 140, Meridian, Idaho 83642

Cc: David Abrahmason, Todd Meyers, Andrew Knudsen

Subject: Response to Application Completeness Determination - CUP-2025-09 & PP-2025-06 - Mountain

Home Commercial, LLC

Natural Features Map

Hydrology: Analysis of natural drainage patterns and water resources including an analysis of streams, natural drainage swales, ponds or lakes, wetlands, floodplain areas or other areas subject to flooding, poorly drained areas, permanent high ground water areas, and seasonal high ground water areas throughout the site;

- No streams, natural drainage swales, ponds or lakes are located on the property. This is confirmed by land surveying (ALTA attached), physical inspections and historical aerial photographs. Also see section 4.1.1 of the attached ESA Phase 1 environmental assessment.
- No Wetlands are located on the property as confirmed by US Fish and Wildlife Service National Wetland Inventory Maps and readily available USADA Soil Survey reports.
- The property is not located within any floodplain area or subject to flooding, poorly drained areas as confirmed by panel number 1602120600B and 1602120475B.
- There was no ground water that was not found in any of the bore holes according the geotechnical study from CMT, project number 22153.

Soils: Analysis of types of soils present in the site area including delineation of prime agricultural soil areas, aquifer recharge soil areas, unstable soils most susceptible to erosion, and soils suitable for development. The analysis of soils shall be based on the Elmore County Soils Survey (United States Department of Agriculture, Natural Resources Conservation Service)

• See the attached geotechnical study indicating that the are is suitable for development, no unstable soils existing, no ground water was found.

Topography: Analysis of the site's terrain including mapping of elevations and delineation of slope areas greater than twenty-five (25%) percent, between fifteen (15%) percent and twenty-five (25%) percent, between eight (8%) percent and fifteen (15%) percent, and less than eight (8%) percent. Contour lines based on USGS datum of 1988 with intervals of not more than five (5') feet for properties with a general slope of greater than five (5%) percent, or intervals of not more than two (2') feet for properties with a general slope of less than or equal to five (5%) percent. Contour lines shall extend a minimum of three hundred (300') feet beyond the proposed development boundary. If a drainage channel borders the proposed development, the contour lines shall extend the additional distance



necessary to include the entire drainage facility as determined or required by the Director or County Engineer

• The property does not contain any slopes greater than 25%; contours are shown on the ALTA survey.

Vegetation: Analysis of existing vegetation of the site including, but not limited to, dominant tree, plant, and ground cover species;

- There are no trees found on the property as confirmed on several site visits
- The ground cover is primarily of grasses and brushes as confirmed in both the geotechnical report and ESA Phase 1 report.

Sensitive Plant and Wildlife Species: Analysis of sensitive plant and wildlife species of the site including, but not limited to, those species listed in the Idaho Conservation Data Center (State of Idaho Department of Fish and Game). The site development shall minimize adverse impacts to sensitive plant and animal species through site design or approved mitigation programs

• On site inspection as provided by Stantec Consulting did not result in an finding of sensitive plants or wildlife species or habitats identified in the stated data bases.

Historic Resources: Analysis of existing historic resources as identified on the Elmore County Historic Resources Inventory. The proposed development shall conserve identified historic resources to the greatest extent possible.

• The area around I-84 and Frontage Road is on the outskirts of Mountain Home. The Idaho State Historic Preservation Office (SHPO) maintains a comprehensive inventory of historic and archaeological sites. A review of this inventory for Elmore County shows that most of the documented and protected properties are located in the more established, urban parts of the county. None are shown or located on the subject property.

Hazardous Areas: Location and identification of all potential hazardous areas including, but not limited to, land that is unsuitable for development because of flood threat, poorly drained areas, high ground water, steep slopes, rock formation, buried pipelines, or other similar conditions likely to be encountered.

 The site does not contain any hazardous land due to flood threat, poorly drained areas, ground water, steep slopes, rock formation pipelines according to the ESA Phase 1 and Geotechnical investigation.

Site Drainage, Water Supply and Sewage Disposal, Irrigation Services and Delivery System, Utilities, and their Maintenance.

• Site Drainage: As indicated on the submitted site plans, the project follows the ISPWC 2020 to store 100% of the onsite drainage in 3 separate retention areas as shown on the drawings.



- Sewage Disposal: Central Health has approved a septic system for the project.
- Culinary Water Supply: Idaho Department of Water Resources has approved a well to supply both culinary and secondary water.
- All utilities will be privately owned and maintained.

Automobile access, internal circulation (vehicular and users) and parking

- A circulation plan has been provided showing truck turning movements in purple. These movements stay in the designed lanes in the frontage road.
- 44 parking spaces are provided as shown on the site plan with ADA routes shown in blue.
- Sidewalks are also shown showing how pedestrians can get from stalls to the building.



Appendix A

ESA Phase I and II



Hunt Day – Southeast Corner of I-84 & Frontage Road, Mountain Home, Elmore County, Idaho, Phase I Environmental Site Assessment

May 1, 2024

Prepared for:

Hunt Day 3445 Antelope, Suite 200 Syracuse, Utah 84075

Prepared by:

Stantec Consulting Services Inc. 2890 East Cottonwood Parkway, Suite 300 Salt Lake City, Utah 84121

Project No.: 203723858

Sign-off Sheet and Signatures of Environmental Professionals

This document entitled Phase I Environmental Site Assessment (Report) was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Hunt Day (the "Client"). The conclusions in the Report are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from the "Client" and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Shawnalee Voyles

Environmental Scientist

Quality Reviewer:

Russ Hamblin, P.G. Senior Principal

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in § 312.10 of Title 40 of the Code of Federal Regulations, Part 312, (40 CFR 312). I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the property. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Independent Reviewer: _

Justin T. Patton, EP Project Manager

Project No.: 203723858

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Abbreviations

AAI All Appropriate Inquiry

ACM Asbestos-containing material
AST Aboveground Storage Tank

ASTM ASTM International

AUL Activity Use Limitation

BER Business Environmental Risk

CAA Clean Air Act

CERCLA Comprehensive Environmental Response, Compensation, and Liability Act

CFR Code of Federal Regulation

CREC Controlled Recognized Environmental Conditions

CWA Clean Water Act

ELUC Environmental Land Use Control

EP Environmental Professional

EPA Environmental Protection Agency
ESA Environmental Site Assessment

FEMA Federal Emergency Management Agency

ft msl Feet above mean sea level

HREC Historical Recognized Environmental Conditions

HWMU Hazardous Waste Management Unit

LBP Lead-based paint

LUST Leaking Underground Storage Tank

NESHAP National Emissions Standard for Hazardous Air Pollutants

PAHs Polynuclear Aromatic Hydrocarbons

PCBs Polychlorinated Biphenyls

RCRA Resource Conservation and Recovery Act

REC Recognized Environmental Conditions

SWMU Solid Waste Management Unit



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TSCA Toxic Substance Control Act

USDA United States Department of Agriculture

USGS United States Geological Survey

UST Underground Storage Tank

VEC Vapor Encroachment Condition

VOCs Volatile Organic Compounds



Project No.: 203723858 iV

Executive Summary May 1, 2024

1.0 EXECUTIVE SUMMARY

Stantec Consulting Services Inc. (Stantec) has completed a Phase I Environmental Site Assessment (ESA) report of the property located at the SEC of I-84 & Frontage Road, Mountain Home, ID 83647 (the "Subject Property"), on behalf of Hunt Day (the "Client"). The work was performed according to Stantec's proposal and terms and conditions dated 4/1/24 and accepted by the Client on 4/3/24. Greg Day (the "User") has been designated as the User of this report. The intended use of this Phase I ESA is for due diligence in support of acquisition (or lease) for future development.

The Phase I ESA was conducted in conformance with the requirements of ASTM International (ASTM) Designation E1527-21, and All Appropriate Inquiry (AAI) as defined by the United States Environmental Protection Agency (EPA) in Title 40 of the Code of Federal Regulations, Part 312 (40 CFR 312), except as may have been modified by the scope of work, and terms and conditions, requested by the Client. Any exceptions to, or deletions from, the ASTM or AAI practice are described in Section 2.3.

The Subject Property consists of approximately 7.00 acres of undeveloped land. The Subject Property is zoned C2 commercial. The Subject Property is owned by N & G Inc. Adjoining properties, as well as the nearby area, uses include commercial, industrial, and residential. A Subject Property and Site Vicinity Map is provided as Figure 1. A Subject Property Map illustrating the main features of the Subject Property and vicinity is provided as Figure 2. Photographs taken during the site reconnaissance visit are provided in Appendix A.

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E1527-21 of SEC of I-84 & Frontage Road, Mountain Home, ID 83647, or the "Subject Property." Any exceptions to, or deletions from, this practice are described Section 2.3 of this report. This assessment has revealed the following recognized environmental conditions (RECs), Controlled RECs (CRECs), Historical RECs (HRECs), and/or significant data gaps in connection with the Subject Property:

• The Dodge Boys Diesel Trucking Release listing was reported as a Remediation Site Database site (REM SITES), which is managed by the Idaho Department of Environmental Quality (IDEQ) Waste Management and Remediation Division. A diesel release occurred approximately 0.04/224.09 miles/feet northwest and upgradient of the Subject Property. Due to the proximity to the Subject Property, and no documentation confirming that the spill was cleaned up, this issue has potential to have significant impact on the Subject Property and is considered a REC. The reported REM SITE location is provided on Figure 2.

It is recommended that further investigation on the Dodge Boys Diesel Trucking Release be conducted. Stantec recommends additional desktop review to determine if soil sampling is warranted.

Information regarding our findings is detailed in the following table:

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Executive Summary May 1, 2024

Report Section		Further Action	De Minimis Condition	REC	CREC	HREC	ASTM Non- Scope Condition	Description
3.0	User-Provided Information							
4.2.1	Database Findings, Subject Property							
4.2.2	Database Findings, Adjoining Properties			x				The Dodge Boys Diesel Trucking Release listing was reported as a REM SITE, and a diesel release occurred approximately 224.09 feet northwest and upgradient of the Subject Property. It is recommended that further investigation on the Dodge Boys Diesel Trucking Release be conducted. Stantec recommends additional desktop review to determine if soil sampling is warranted.
4.4	Historical Records Review							
5.3	Hazardous Substances and Petroleum Products							
5.4	Interior Observations							
5.5	Exterior Observations							
5.6	Underground Storage Tanks/ Structures							
5.7	Aboveground Storage Tanks							



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Executive Summary May 1, 2024

F	Report Section	Further Action	De Minimis Condition	REC	CREC	HREC	ASTM Non- Scope Condition	Description
5.8	Adjoining Properties							
6.0	Interviews							
8.0	Non-Scope Considerations							

The preceding summary is intended for informational purposes only. Reading of the full body of this report is recommended.

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Introduction May 1, 2024

2.0 INTRODUCTION

The objective of this Phase I ESA was to perform All Appropriate Inquiry (AAI) into the past ownership and uses of the Subject Property consistent with good commercial or customary practice as outlined by ASTM International (ASTM) in "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process," Designation E1527-21. "All Appropriate Inquiry" (AAI) is the process for evaluating a property's environmental conditions for the purpose of qualifying for landowner liability protections under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) following final rule of Part 312 of Title 40, Code of Federal Regulations (40 CFR Part 312). The purpose of this Phase I ESA was to identify, to the extent feasible, adverse environmental conditions including recognized environmental conditions ("RECs") of the Subject Property.

The ASTM E1527-21 standard indicates that the goal of the Phase I ESA is to identify RECs, as well as historical recognized environmental conditions ("HRECs") and controlled recognized environmental conditions ("CRECs") that may exist at a property. The term "recognized environmental conditions" is defined as:

- 1) the presence of hazardous substances or petroleum products in, on, or at the Subject Property due to a release to the environment:
- 2) the likely presence of hazardous substances or petroleum products in, on, or at the Subject Property due to a release or likely release to the environment; or
- 3) the presence of hazardous substances or petroleum products in, on, or at the Subject Property under conditions that pose a material threat of a future release to the environment.

ASTM defines a "HREC" as a previous release of hazardous substances or petroleum products affecting the Subject Property that has been addressed to the satisfaction of the applicable regulatory authority and meets current unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., activity and use limitations or other property use limitations). A HREC is not considered a REC.

ASTM defines a "CREC" as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), but with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., activity and use limitations, institutional controls, or engineering controls).

As defined by ASTM, RECs can include hazardous substances or petroleum products present under conditions in compliance with laws if that presence represents a material threat of future release. The release of hazardous substances or petroleum products is, however, not a REC if that presence is a *de minimis* condition. *De minimis* conditions are minor releases that generally do not present a material risk to human health and would not likely be subject to enforcement action if brought to the attention of

Project No.: 203723858 2.1

Introduction May 1, 2024

governmental agencies. ASTM also considers the potential for a business environmental risk (BER), defined as a risk which can have a material environmental or environmentally driven impact on the business associated with the current or planned use of the Subject Property, not necessarily limited to those environmental issues required to be investigated by the ASTM standard. Consideration of BERs may involve addressing one or more ASTM non-scope considerations.

This Phase I ESA was conducted in accordance with our proposal to Hunt Day dated 4/1/24 and Client's authorization on 4/3/24. The scope of work conducted during this Phase I ESA consisted of a visual reconnaissance of the Subject Property, interviews with key individuals, and review of reasonably ascertainable documents. The scope of work did not include an assessment for environmental regulatory compliance of any facility ever operated at the Subject Property (past or present), or sampling and analyzing of environmental media. Stantec was not contracted to perform an independent evaluation of the purchase or lease price of the Subject Property and its relationship to current fair market value. The conclusions presented in this Phase I ESA report are professional opinions based on data described herein. The opinions are subject to the limitations described in Section 2.3.

ASTM E1527-21 notes that the availability of record information varies from source to source. The User or Environmental Professional (EP) is not obligated to identify, obtain, or review every possible source that might exist with respect to a property. Instead, ASTM identifies record information that is reasonably ascertainable from standard sources. "Reasonably ascertainable" means:

- 1. Information that is publicly available;
- 2. Information that is obtainable from its source within reasonable time and cost constraints; and
- 3. Information that is practicably reviewable.

2.1 SUBJECT PROPERTY DESCRIPTION

The Subject Property consists of approximately 7.00 acres of undeveloped land. The Subject Property is zoned C2, commercial. The Subject Property is owned by N&G Inc. Adjoining properties, as well as the nearby area, uses include commercial, industrial, and residential. A Subject Property Location and Site Vicinity Map is provided as Figure 1. A Subject Property Map illustrating the main features of the site and the adjoining properties is provided as Figure 2. Photographs taken during the site reconnaissance visit are provided in Appendix A.

2.2 SPECIAL TERMS, CONDITIONS, AND ADDITIONAL **ASSUMPTIONS**

There were no special terms, conditions, or additional assumptions associated with this Phase I ESA.

2.2

Project No.: 203723858



Introduction May 1, 2024

2.3 EXCEPTIONS AND LIMITING CONDITIONS

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided and given the schedule and budget constraints established by the client. No other representations, warranties, or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential and actual liabilities and conditions associated with the Subject Property.

This report provides an evaluation of selected environmental conditions associated with the Subject Property that was assessed at the time the work was conducted and is based on information obtained by and/or provided to Stantec at that time. There are no assurances regarding the accuracy and completeness of this information received from others.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available, and the results of the work. They are not a certification of the Subject Property's environmental condition.

The client did not provide or contract Stantec to provide recorded title records or search results for environmental liens or activity and use limitations encumbering the property or in connection with the Subject Property.

This report has been prepared for the exclusive use of the client identified herein and any use of or reliance on this report by any third party is prohibited, except as may be consented to in writing by Stantec or as required by law. The provision of any such consent is at Stantec's sole and unfettered discretion and will only be authorized pursuant to the conditions of Stantec's standard form reliance letter. Stantec assumes no responsibility for losses, damages, liabilities, or claims, howsoever arising, from third party use of this report.

Project Specific limiting conditions are provided in Section 2.2.

The conclusions are based on the conditions encountered at the Subject Property by Stantec at the time the work was conducted.

As the purpose of this report is to identify Subject Property conditions which may pose an environmental risk; the identification of non-environmental risks to structures or people on the Subject Property is beyond the scope of this assessment.

The findings, observations, and conclusions expressed by Stantec in this report are not an opinion concerning the compliance of any past or present owner or operator of the Subject Property which is the subject of this report with any Federal, state, provincial or local law or regulation.

This report presents professional opinions and findings of a scientific and technical nature. It does not and shall not be construed to offer a legal opinion or representations as to the requirements of, nor

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compliance with, environmental laws, rules, regulations, or policies of Federal, state, provincial or local governmental agencies.

Stantec specifically disclaims any responsibility to update the conclusions in this report if new or different information later becomes available or if the conditions or activities on the property subsequently change.

2.4 PERSONNEL QUALIFICATIONS

This Phase I ESA was conducted by, or under the supervision of, an individual that meets the ASTM definition of an EP. The credentials of the EP and other key Stantec personnel involved in conducting this Phase I ESA are provided in Appendix B.

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User-Provided Information May 1, 2024

3.0 USER-PROVIDED INFORMATION

ASTM E1527-21 describe responsibilities of the User to complete certain tasks in connection with the performance of "All Appropriate Inquiries" into the Subject Property. The ASTM standard requires that the EP request information from the User on the results of those tasks because that information can assist in the identification of RECs, CRECs, HRECs, or *de minimis* conditions in connection with the Subject Property. Towards that end, Stantec requested that the User provide the following documents and information:

Description of Information	Provided (Yes / No)	Description and/or Key Findings
User Questionnaire and/or Interview	No	Stantec attempted to contact the Subject Property owner for an interview but was unable to make contact before the date of this report.
Environmental Liens or Activity and Use Limitations (AUL)	No	The environmental liens and use limitations have not been supplied to Stantec at the time of this report.
Previous Environmental Permits or Reports Provided by User	No	The user reportedly does not possess any of these documents.
Purpose of the Phase I ESA	Yes	The intended use of the Phase I ESA is for due diligence in support of acquisition (or lease) for future development.

All other User provided information is included in Appendix C.

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4.0 RECORDS REVIEW

The objective of consulting historical sources of information is to develop the history of the Subject Property and surrounding area and evaluate if past uses may have resulted in RECs. Physical setting records are evaluated to determine if the physical setting may have contributed to adverse environmental conditions in connection with the Subject Property. During the review of historical records, Stantec attempted to identify uses of the Subject Property from the present to the first developed use of the Subject Property. Stantec's research included the reasonably ascertainable and useful records described in this section.

4.1 PHYSICAL SETTING

A summary of the physical setting of the Subject Property is provided in the table below with additional details in the following subsections

Topography:	Mountain Home North, ID; Crater Rings, ID Quadrangle referenced. Very little topographical relief Subject Property is relatively flat very gently sloping east-southeast.
Soil/Bedrock Data:	The uppermost geologic formations underlaying the Subject Property are Quaternary alluvial deposits and late Pleistocene basalt flows.
	According to the USGS Natural Resources Conservation SSURGO online soil maps, the soils Subject Property are depicted as Chilcott-Kunaton-Chardoton complex. Chilcott component comprised of parent material consisting of volcanic ash and/or mixed alluvium and/or loess. Kunaton component comprised of mixed alluvium and/or loess over bedrock derived from basalt. Chardoton component comprised of mixed alluvium and/or loess.
Estimated Depth to Groundwater/ Estimated Direction of Gradient:	Groundwater data specific to the Subject Property was not available.

NOTE:

Site-specific groundwater flow direction and depth can only be determined by conducting site-specific testing, which Stantec has not conducted.

4.1.1 Subject Property Topography and Surface Water Flow

The Subject Property sits at 3,199.8 ft. above sea level. The Subject Property is generally flat, gently sloping to the east-southeast (USGS topo reference, 2020). Based on the topography, surface water on

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the Subject Property either infiltrates the ground surface or flows overland onto properties adjacent to the east-southeast.

4.1.2 Regional and Subject Property Geology

The Subject Property is located in the Snake River Plain. The two main geologic units in this area are Quaternary alluvial deposits and late Pleistocene basalt flows. The Quaternary alluvial deposits contain gravel, sand, and silt. The primary rock types are alluvium and alluvial terrace that may contain some glacial deposits and colluvium in uplands. The Pleistocene basalt flows contain basalt and silt with interlayered lacustrine silt beds of the Snake River Plain. The primary rock types are tholeiite and lava flows.

According to the USGS Natural Resources Conservation SSURGO online soil maps, the soils Subject Property are depicted as Chilcott-Kunaton-Chardoton complex. The Chilcott, extremely stony surface component makes up 35 percent of the map unit. Slopes are 2 to 12 percent. The parent material consists of volcanic ash and/or mixed alluvium and/or loess. Depth to a root restrictive layer, duripan, is 20 to 40 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 7s. Irrigated land capability classification is 7s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent. There are no saline horizons within 30 inches of the soil surface.

The Kunaton, very stony surface component makes up 30 percent of the map unit. Slopes are 2 to 12 percent. The parent material consists of mixed alluvium and/or loess over bedrock derived from basalt. Depth to a root restrictive layer, duripan, is 10 to 20 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R010XA007ID Shallow Stony Loam 8-16 - Provisional ecological site. Nonirrigated land capability classification is 6s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 10 percent.

The Chardoton component makes up 20 percent of the map unit. Slopes are 2 to 8 percent. The parent material consists of mixed alluvium and/or loess. Depth to a root restrictive layer, duripan, is 40 to 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 6c. Irrigated land capability classification is 4e. This soil does not meet hydric criteria. The calcium carbonate

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equivalent within 40 inches, typically, does not exceed 33 percent. There are no saline horizons within 30 inches of the soil surface.

4.1.3 Regional and Subject Property Hydrogeology

Based on the local surface topography, local shallow groundwater is expected to flow towards wetland areas northeast and southeast of the Subject Property. Other man-made features such as wells, roads, filled areas, buried utility lines and sewers, and drainage ditches may alter the natural shallow groundwater flow direction. Emergent freshwater wetlands are located northeast and southeast of the subject property, with a small freshwater pond located southeast of the Subject Property. A riverine system is located approximately 0.65 miles northwest of the Subject Property.

4.2 FEDERAL, STATE AND TRIBAL ENVIRONMENTAL RECORDS

A regulatory agency database search report was obtained from Environmental Risk Information Services (ERIS), a third-party environmental database search firm. A complete copy of the database search report, including the date the report was prepared, the date the information was last updated, and the definition of databases searched, is provided in Appendix D.

Stantec evaluated the information listed within the database relative to potential impact to the Subject Property, assessing the potential for impacts based in part on the physical setting. As part of this process, inferences have been made regarding the likely groundwater flow direction at or near the Subject Property. As described in 4.1.3, the inferred shallow groundwater flow direction is likely to be in the southeast. Observations about the Subject Property and adjoining properties made during the Subject Property reconnaissance are provided in more detail in Section 5.

4.2.1 Listings for Subject Property

The Subject Property was not identified in the environmental database report.

4.2.2 Listings for Adjoining and Nearby Sites with Potential to Impact Subject Property

Stantec assessed data presented in the environmental agency database search report to evaluate the potential for conditions on adjoining and nearby sites to pose a REC, CREC, or HREC for the Subject Property. The evaluation included an opinion of the potential for contamination by hazardous substances or petroleum products to migrate to the Subject Property from an adjoining or nearby site, including by vapor migration or encroachment (i.e., potential for a vapor encroachment condition [VEC]. ASTM E2600-22 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions (ASTM, 2022) was used as the basis for a Tier I Vapor Encroachment Screen (VES) for the Subject Property. This included evaluation of release sites within 1/10 mile for Petroleum Hydrocarbon releases, and 1/3 mile for volatile and semi-volatile organic compound (VOC, SVOC), plus other potential vapor phase contaminants (such as mercury).



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Based on this evaluation, the following individual facilities were identified as the most likely potential sources of impact to the Subject Property. The basis for why each of the following listed databases creates a REC for the Subject Property is also provided.

Listed Facility Name/Address	Database Listing(s)	Distance/Direction from Subject Property
Dodge Boys Trucking Diesel Release	REM SITES, which is managed by IDEQ Waste Management and Remediation Division. Due to the proximity to the Subject Property, and no documentation confirming that the spill was cleaned up, this issue has potential to have significant impact on the Subject Property and is considered a REC. The reported REM SITE location is provided on Figure 2.	0.04/224.08 miles/feet northwest and upgradient of the Subject Property.

The remaining listings in the database search report, including listings of Orphan Sites, provided in Appendix D do not constitute a potential REC for the Subject Property. Local/Regional Environmental Records.

Stantec checked the following sources to obtain information pertaining to Subject Property use and/or indications of RECs in connection with the Subject Property:

4.3 LOCAL/REGIONAL ENVIRONMENTAL RECORDS

4.3.1 Local Health Department

Agency Name, Contact Information, Date	Finding
Central District Health	The local health department does not maintain records
Elmore County	that are searchable by address.
208-587-4407	

4.3.2 Fire Department

Agency Name, Contact Information, Date	Finding
Mountain Home Fire Department	The local fire department does not maintain records
208-587-2117	that are searchable by address.
breed@mountain-home.us	

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4.3.3 Local Building and/or Planning Department Records

Agency Name, Contact Information, Date	Findings
Mountain Home Building Services	The local building/planning department does not
208-580-2091	maintain records that are searchable by address.

4.3.4 Local/Regional Pollution Control Agency Department Records

Agency Name, Contact Information, Date	Findings
Idaho Department of Environmental Quality Benjamin Jarvis Ben.Jarvis@deq.idaho.gov 208-373-0146	A REM site is located on the property adjacent to the northwest of the Subject Property. Three USTs are located on the property adjacent to the west of the Subject Property.

4.3.5 Local/Regional Water Quality Agency Records

Agency Name, Contact Information, Date	
IDEQ Water Quality Department 208-373-0550	The City of Mountain Home's 2020 Consumer Confidence Report shows no violations regarding drinking water quality. Mountain Home's drinking water supply is sourced from nine groundwater wells.

Local Utility Company Records (Records Related to PCB's) 4.3.6

Agency Name, Contact Information, Date	Findings
Idaho Power	The local utility company does not maintain records
208-388-2200	that are searchable by address.

4.4 HISTORICAL RECORDS REVIEW

4.4.1 Land Title Records/Deeds

Land title records, deeds, environmental liens, and activity and use limitation documentation was not provided by the User, and public records were not searched by Stantec.

4.4.2 Aerial Photographs

Stantec reviewed historical aerial photographs provided by Environmental Risk Information Services (ERIS). The general type of activity on a property and land use changes can often be discerned from the type and layout of structures visible in the photographs. However, specific elements of a facility's operation usually cannot be discerned from aerial photographs alone. The following table summarizes

4.5



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Stantec's observations of the reviewed historical aerial photographs. Copies of the historical aerial photographs are provided in Appendix E.

Year	Scale	Observations of Subject Property and Adjoining/Nearby Properties
1953	1"=500'	The Subject Property and adjacent properties appear to be undeveloped. There is road development along the south/southwestern and eastern border of the property. There is evidence of land clearing and agricultural development near the east of the Subject Property.
1957, 1964	1"=500'	The Subject Property and adjacent properties remain undeveloped. However, development of unpaved road networks along the southern and western borders of the Subject Property has taken place.
1974	1"=500'	The Subject Property and the adjacent properties remain undeveloped. However, highway development is evident to the north of the Subject Property, including a discernable exit ramp.
1984	1"=500'	The Subject Property remains undeveloped, but properties adjacent to the south/southeast and east have been cleared for development and contain some structures. Although some areas surrounding the Subject Property have been developed, much of the land still retains its natural character.
1991	1"=500'	The Subject Property and the properties adjacent to the north, east, and west remain much the same. Structures have been constructed on the property to the southeast of the Subject Property.
1998, 2004, 2006, 2009, 2011	1"=500'	The Subject Property and the properties adjacent to the north, south, and east remain much the same. Structures have been constructed on a parcel of land to the west of the Subject Property.
2013, 2015,2017	1"=500'	The Subject Property and the adjacent properties remain much the same. Development of an agricultural field is present to the northeast.
2019, 2021, 2023	1"=500'	The Subject Property and properties adjacent to the west, south, and east remain much the same. Development of an additional agricultural field is present to the north.

Source: Obtained through ERIS from: Maxar Technologies, USDA, USGS, BLM, Agricultural Stabilization & Conservation Service, US Bureau of Reclamation, Army Mapping Service.

4.4.3 City Directories

Stantec obtained available city directories for the Subject Property and adjoining and nearby properties, in approximately five-year intervals from Environmental Risk Information Services (ERIS). Copies of the city directory listings are provided in Appendix E.

The following is a summary of Stantec's review of the city directory listings:

Subject/Adjoining Properties	Year	Listed Occupants
Subject Property Address:		N/A
No Listings		



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Subject/Adjoining Properties	Year	Listed Occupants
Adjoining East Address: 2586 W Frontage Road	2022, 2020, 2016, 2012, 2007	Transportation Department (Federal Government Contractors)
Adjoining North Address: No Listings		N/A
Adjoining South Address: No Listings		N/A
Adjoining West Address: 3870 Ditto Creek Road	2022, 2020,	Burger King (Restaurant), Desert Winds Chevron (Gas Station), Residential (1)
3872 Ditto Creek Road	2016	Burger King (Restaurant), Desert Winds Chevron (Gas Station), Residential (1), Cardtronics ATM (Automatic Teller Machine)
	2012, 2007	Burger King (Restaurant), Desert Winds Chevron (Gas Station), Cardtronics ATM (Automatic Teller Machine)

Source: Obtained through ERIS from Polks

4.4.4 Historical Fire Insurance Maps

Fire insurance maps were developed for use by insurance companies to depict facilities, properties, and their uses for many locations throughout the United States. These maps provide information on the history of prior land use and are useful in assessing whether there may be potential environmental contamination on or near the Subject Property. These maps, which have been periodically updated since the late 19th century, often provide valuable insight into historical Subject Property and adjoining and nearby property uses.

Stantec requested fire insurance maps from Environmental Risk Information Services (ERIS);however, no coverage exists for the Subject Property. The Sanborn® Map Search Report indicating "no coverage" is presented in Appendix E.

4.4.5 Historical Topographic Maps

Stantec reviewed historical USGS 7.5-minute Topographic Maps of the Mountain Home North, ID Quadrangle (scale 1:24,000) and a 15-minute Topographic Map from 1956 of the Mountain Home, ID Quadrangle (scale 1:62,500) to help identify past Subject Property and adjoining and nearby property usage and areas of potential environmental concern. Copies of the historical maps are provided in Appendix E.

The following table summarizes the maps reviewed and our observations.

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Records Review May 1, 2024

Year	Scale	Observations of Subject Property and Adjoining/Nearby Properties
1956	1:62500	The Subject Property is situated in a relatively flat area and is bordered by a secondary road to the south. To the south of the Subject Property, Highway 20-26-30 and the Union Pacific Railroad runs from the southwest to the southeast.
1978, 1992, 2013, 2017, 2020	1:24000	Development of Interstate 84 is underway to the north of the Subject Property, which extends northwest to northeast. The original Highway 20-26-30 has been renamed as Old Highway 30, and now 20-26-30 is part of Interstate 84. Business Highway 84 has been constructed along the western Subject Property border.

Source: Obtained through ERIS

No RECs were noted during the review of the topographic maps.

4.4.6 Other Historical Sources

No other historical sources were researched.



Site Reconnaissance May 1, 2024

5.0 SITE RECONNAISSANCE

A visit to the Subject Property and its vicinity was conducted by Shawnalee Voyles on April 3, 2024. Stantec was unaccompanied during the Subject Property visit. Figure 2 provides information about the Subject Property, adjoining sites, and the location of potential areas of environmental concern. Photographs collected during the site reconnaissance are included in Appendix A.

5.1 SITE RECONNAISSANCE METHODOLOGY

The site reconnaissance focused on observation of current conditions and observable indications of past uses and conditions of the Subject Property that may indicate the presence of RECs. The reconnaissance of the Property was conducted on foot and Stantec utilized the following methodology to observe the Property:

- Traverse the outer Subject Property boundary
- Traverse transects across the Subject Property
- Traverse the periphery of all structures on the Subject Property
- Visually observe accessible interior areas expected to be used by occupants or the public maintenance and repair areas, utility areas, and a representative sample of occupied spaces

Weather conditions during the visit to the Subject Property were clear and sunny. There were no weather-related Subject Property access restrictions encountered during the reconnaissance visit.

5.2 GENERAL DESCRIPTION

Subject Property and Area Description:	The Subject Property is an undeveloped piece of land located on the southeastern corner of Frontage Road and I-84. Access to the Subject Property is provided via a break in the fence located on the southeastern corner of the Subject Property.
Subject Property Operations:	The Subject Property is vacant, and no operations appear to be occurring.
Structures, Roads, Other Improvements:	A barbed-wire fence lines the western, northern, and southern borders of the Subject Property. A billboard is present on the southwestern side of the Subject Property.
Subject Property Size (acres):	7.00 acres
Estimated % of Subject Property Covered by Buildings and/or Pavement:	0%
Observed Current Subject Property Use/Operations:	None

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Site Reconnaissance May 1, 2024

Observed Evidence of Past Subject Property Use(s):	None
Sewage Disposal Method (and age):	None
Potable Water Source:	None
Electric and Natural Gas Utilities:	None

5.3 HAZARDOUS SUBSTANCES AND PETROLEUM PRODUCTS

The following table summarizes Stantec's observations during the Subject Property reconnaissance.

Observations	Description/Location
Hazardous Substances and Petroleum Products as Defined by CERCLA 42 U.S.C. § 9601(14) with identified uses:	None observed
Drums/Totes/Intermediate Bulk Containers (≥ 5 gallons):	None observed
Strong, Pungent, or Noxious Odors:	None observed
Pools of Liquid:	None observed
Unidentified Substance Containers:	None observed
Polychlorinated biphenyl (PCB)- Containing Equipment:	None observed
Other Observed Evidence of Hazardous Substances or Petroleum Products:	None observed

5.4 INTERIOR OBSERVATIONS

Stantec made the following observations during the site reconnaissance of the building interiors at the Subject Property and/or identified the following information during the interview or records review portions of the assessment:

Observations	Description
Heating/Cooling Method:	N/A
Surface Stains or Corrosion:	N/A
Floor Drains and Sumps:	N/A
Other Interior Observations:	N/A



Site Reconnaissance May 1, 2024

5.5 EXTERIOR OBSERVATIONS

Stantec made the following observations during the site reconnaissance of exterior areas of the Subject Property and/or identified the following information during the interview or records review portions of the assessment:

Observations	Description
On-site Pits, Ponds, or Lagoons:	None observed
Stained Soil or Pavement:	None observed
Stressed Vegetation:	None observed
Waste Streams and Waste Collection Areas:	None observed
Solid Waste Disposal:	No areas indicative of solid waste disposal was observed.
Potential Areas of Fill Placement:	No mounds, piles, or depressions suggesting the placement of fill material were observed on the Subject Property.
Wastewater:	No exterior wastewater discharge was observed.
Stormwater:	Stormwater either percolates into the ground or flows onto property adjacent to the southeast.
Wells:	No wells were observed.
Septic Systems:	No visible evidence of the existence of a septic system was observed.
Other Exterior Observations:	None

5.6 UNDERGROUND STORAGE TANKS/STRUCTURES

Existing USTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface patches), which would indicate the presence of USTs, was discovered during the site reconnaissance.
Former USTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface patches), reports, or other evidence of the former presence of USTs was discovered during this Phase I ESA.
Other Underground Structures:	None observed

5.7 ABOVEGROUND STORAGE TANKS

Existing ASTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface stains), which would indicate the presence of ASTs, was discovered during the site reconnaissance.
Former ASTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface stains), reports, or other evidence of the former presence of ASTs was discovered during this Phase I ESA.



Site Reconnaissance May 1, 2024

5.8 ADJOINING PROPERTIES

5.8.1 Current Uses of Adjoining Properties

As viewed from the Subject Property and/or from public rights-of-way, Stantec made the following observations about use and activities on adjoining sites:

NORTH	This site appears to be undeveloped across I-84
EAST	This site appears to be undeveloped.
SOUTH	This site appears to be used as a park and ride carpool parking lot across Frontage Road
WEST	This site appears to be operating as a Chevron gas station and Burger King.

Refer to Figure 2

5.8.2 Observed Evidence of Past Uses of Adjoining Properties

Observations of adjoining sites providing indications of past use and activities, if any, are described below.

NORTH	None observed
EAST	None observed
SOUTH	None observed
WEST	None observed

5.8.3 Pits, Ponds, or Lagoons on Adjoining Properties

As viewed from the Subject Property and/or from public rights-of-way, Stantec made the following observations about the presence of pits, ponds, and lagoons on adjoining sites:

NORTH	None observed
EAST	None observed
SOUTH	None observed
WEST	None observed

5.9 OBSERVED PHYSICAL SETTING

Topography of the Subject Property and Surrounding Area:	The Subject Property is generally flat, but slopes gently to the southeast.
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Interviews May 1, 2024

6.0 INTERVIEWS

Stantec conducted interviews with the following individuals:

Name, Contact Information, and Date of Interview	Relationship to Subject Property	Key findings:
None		Stantec attempted to contact the Subject Property owner for an interview but was unable to make contact before the date of this report.

Copies of interview documentation are provided in Appendix G.

6.1 FINDINGS FROM INTERVIEWS WITH SUBJECT PROPERTY OWNER

An interview with Subject Property Owner could not be accomplished.



Evaluation May 1, 2024

7.0 EVALUATION

This section provides a summary overview of or Findings, Opinions, and Conclusions.

7.1 FINDINGS AND OPINIONS

Information gathered from interviews, reviews of existing data, and an inspection was evaluated to determine if RECs are present in connection with the Subject Property. Based on this information, Stantec made the following findings and developed the following opinions.

This assessment has revealed the following RECs, CRECs, HRECs, and/or significant data gaps in connection with the Subject Property:

The Dodge Boys Diesel Trucking Release listing was reported as a REM SITES. A diesel release
occurred approximately 0.04/224.09 miles/feet northwest and upgradient of the Subject Property.
Due to the proximity to the Subject Property, and no documentation confirming that the spill was
cleaned up, this issue has potential to have significant impact on the Subject Property and is
considered a REC.

It is recommended that further investigation on the Dodge Boys Diesel Trucking Release be conducted. Stantec recommends additional desktop review to determine if soil sampling is warranted.

7.2 DATA GAPS

The federal AAI final rule [40 CFR 312.10(a)] and ASTM E1527-21 identify a "data gap" as the lack or inability to obtain information required by the standards and practices of the rule despite good faith efforts by the EP or the User.

Any data gaps resulting from the Phase I ESA described in this report are listed and discussed below.

Gap	Discussion
Deletions or Exceptions from Scope of Work Referenced in Section 1.4:	None
Weather-Related Restrictions to Site Reconnaissance:	None
Facility Access Restrictions to Site Reconnaissance:	None
Other Site Reconnaissance Restrictions:	None



Evaluation May 1, 2024

Gap	Discussion
Data Gaps from Environmental Records Review:	None
Data Gaps from Historical Records Review:	Stantec did not obtain historical chain of title information in relation to this Phase I ESA, which results in a data gap. However, due to the undeveloped nature of the property, and the historical information we were able to review, we believe this information would not alter the findings of this report.
Data Gaps from Interviews:	Stantec could not contact the Subject Property owner for interview and a user questionnaire was not returned. However, due to the undeveloped nature of the property, and the historical information we were able to review, we believe this information would not alter the findings of this report.
Other Data Gaps:	None

7.3 CONCLUSIONS

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E1527-21 of SEC of I-84 & Frontage Road, Mountain Home, ID 83647, the Subject Property. Any exceptions to, or deletions from, this practice are described in Section 2.3 of this report. This assessment has revealed the following evidence of RECs, CRECs, HRECs in connection with the Subject Property:

The Dodge Boys Diesel Trucking Release listing was reported as a REM SITES. A diesel release
occurred approximately 0.04/224.09 miles/feet northwest and upgradient of the Subject Property.
Due to the proximity to the Subject Property, and no documentation confirming that the spill was
cleaned up, this issue has potential to have significant impact on the Subject Property and is
considered a REC.

It is recommended that further investigation on the Dodge Boys Diesel Trucking Release be conducted. Stantec recommends additional desktop review to determine if soil sampling is warranted.



Non-Scope Considerations May 1, 2024

8.0 NON-SCOPE CONSIDERATIONS

The scope of work completed was limited solely to those items in the ASTM E1527-21 standard. No ASTM E1527-21 defined "Non-Scope Considerations" were performed as part of this Phase I ESA.

8.1 RADON

Radon is a colorless, tasteless radioactive gas with an EPA-specified action level of 4.0 Picocuries per liter of air (pCi/L) for residential properties. Radon gas has a very short half-life of 3.8 days. The health risk potential of radon is primarily associated with its rate of accumulation within confined areas near or in the ground, such as basements, where vapors can readily transfer to indoor air from the ground through foundation cracks or other pathways. Large, adequately ventilated rooms generally present limited risk for radon exposure. The radon concentrations in buildings and homes depend on many factors, including soil types, temperature, barometric pressure, and building construction (EPA, 1993).

Stantec reviewed regional data published by the EPA on average indoor radon concentrations in the vicinity of the Subject Property (http://www.epa.gov/radon/zonemap.html).

EPA Radon Zones (w/Average Measured Indoor Radon concentrations)		
Zone 1 – High (>4.0 pCi/L)	Zone 2 – Moderate (2 to 4 pCi/L)	Zone 3 – Low (<2 pCi/L)
X		

The Subject Property is located in Zone 1 and is considered to have high potential for radon. To determine Subject Property-specific radon levels, a radon survey would have to be conducted. However, because the Subject Property is not residential and there are no occupied subgrade areas, further investigation of indoor radon issues does not appear to be warranted.

8.2 FLOOD ZONES

According to the Physical Setting summary portion of the EDR report, the Subject Property is not located within a 500-year or 100-year flood plain. Stantec also searched the Federal Emergency Management Agency (FEMA) flood plain map service at www.msc.fema.gov and identified a map showing the flood plain designations in the Subject Property vicinity, but the Subject Property was not shown in a designated flood zone. The nearest Surface Water is an emergent freshwater wetland and freshwater pond, located approximately .075 miles southeast of the Subject Property.

8.3 WETLANDS

Wetlands cannot be definitively identified through visual observation alone. Defensible wetland delineations require taxonomic classification of Subject Property vegetation, an investigation into the surface and subsurface hydrology of the Subject Property, and identification of hydric soils. This level of



Non-Scope Considerations May 1, 2024

delineation is outside of the scope or work for this assessment. However, Stantec reviewed U.S. Fish and Wildlife Service National Wetland Inventory maps and readily available USDA Soil Survey reports. Information from these sources is summarized below.

Potential Wetlands Observed on Subject Property: None Observed

New Development Planned for Subject Property: No

Wetland Inventory Maps

Map Quadrangle Name	N/A
Wetlands Depicted on Subject Property:	None depicted
Wetlands Depicted on Adjoining Properties	Emergent wetlands approximately .075 miles SW of Subject Property

Soil Survey Data

Soil Survey Report Name and Date:	SSURGO data from USDA Natural Resources Conservation Service
Hydric Soils Depicted in Subject Property Vicinity:	None depicted

Based on the above documents and the field observations, wetlands do not appear to be present at the Subject Property.

8.4 VAPOR FNCROACHMENT

Stantec conducted a limited screening for potential vapor encroachment conditions (VECs) that may affect the Subject Property. The VEC screening focused on the current and historical usage of the Subject Property and used the regulatory database report provided by ERIS to evaluate identified chemicals of concern, including petroleum hydrocarbons. The results of the limited screening did indicate the presence of potential VECs for the Subject Property. This would be considered a REC related to the Subject Property.

A VEC report is in Appendix D.



References May 1, 2024

9.0 REFERENCES

ASTM International, 2021, Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process, Designation: E 1527-21.

ASTM International, 2022, Standard Guide for Vapor Encroachment Screening on Subject Property Involved in Real Estate Transactions, Designation E 2600-22.

Environmental Risk Information Services (ERIS). *ERIS Fire Insurance Maps, Inquiry Number* 24040200691, dated April 4, 2024.

Environmental Risk Information Services (ERIS). *The ERIS Historical Aerials; Inquiry Number* 24040200691, dated April 4, 2024.

Environmental Risk Information Services (ERIS). *The ERIS-City Directory Report; Inquiry Number* 24040200691, dated April 8, 2024.

Environmental Risk Information Services (ERIS). *The ERIS Historical Topographic Map Report; Inquiry Number 24040200691*, dated April 4, 2024.

Environmental Risk Information Services (ERIS). *The ERIS Database Report; Inquiry Number* 24040200691, dated April 4, 2024.

Environmental Risk Information Services (ERIS). *The ERIS Physical Settings Report; Inquiry Number 24040200691*, dated April 4, 2024.

Federal Emergency Management Act, Map Service Center website, https://msc.fema.gov/webapp/, accessed April 22, 2024.

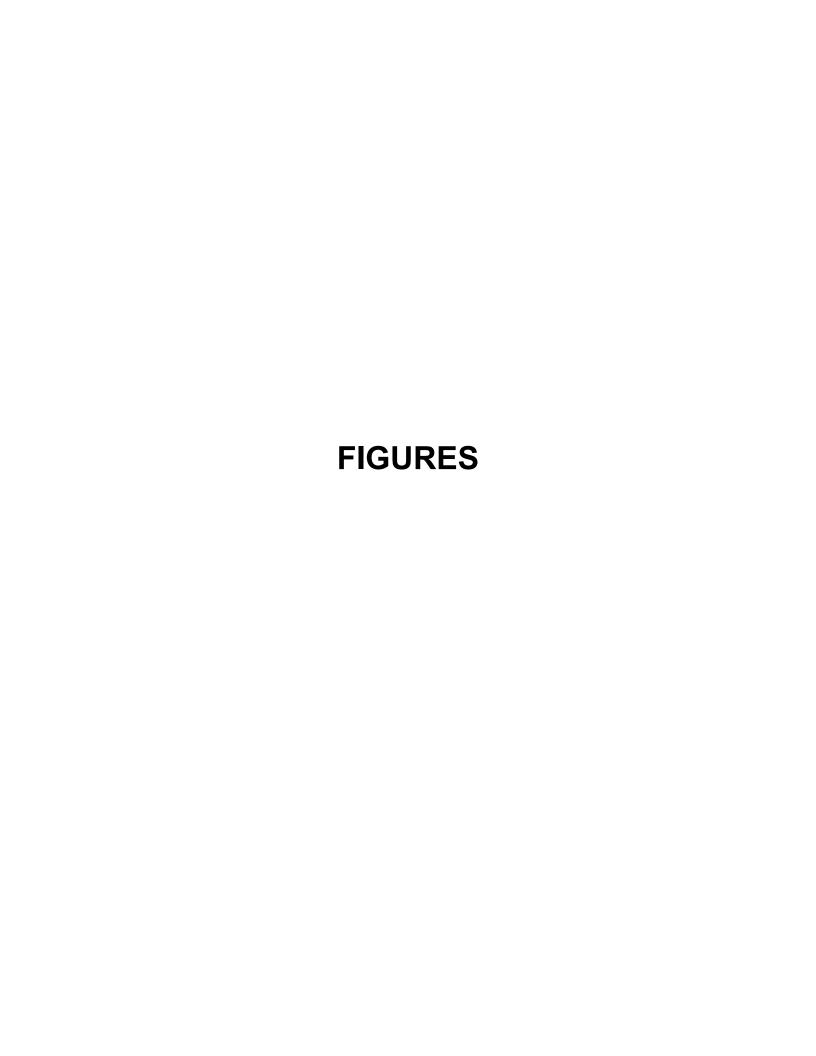
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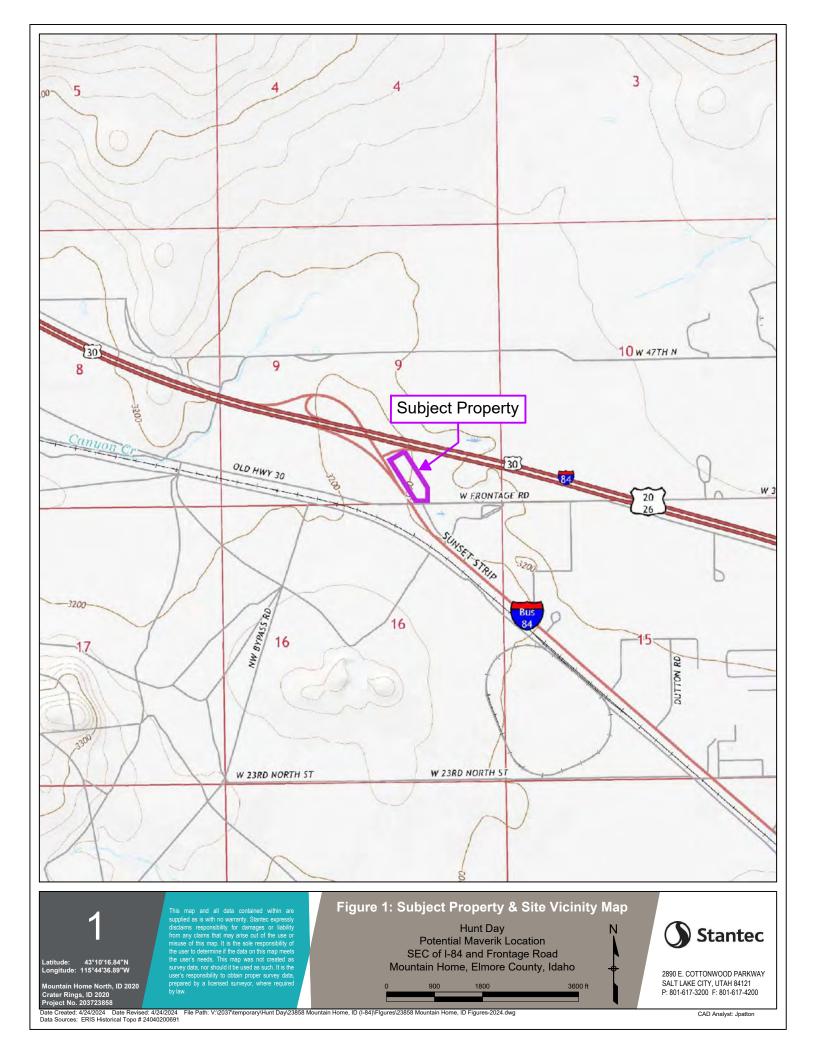
U.S. Fish and Wildlife Service, National Wetlands Inventory, http://www.fws.gov/wetlands/Data/Mapper, accessed April 23, 2024.

United States Department of Agriculture (USDA) Soil Conservation Service (SCS) Soil Survey website, http://websoilsurvey.sc.egov.usda.gov/App/, accessed April 23, 2024.

United States Geological Survey (USGS) Interactive Geologic Map of Utah, http://ngmdb.usgs.gov/maps/, accessed April 23, 2024.









Latitude: 43°10'16.84"N

Longitude: 115°44'36.89"W

user's responsibility to obtain proper survey data, prepared by a licensed surveyor, where required

Figure 2: Subject Property Map

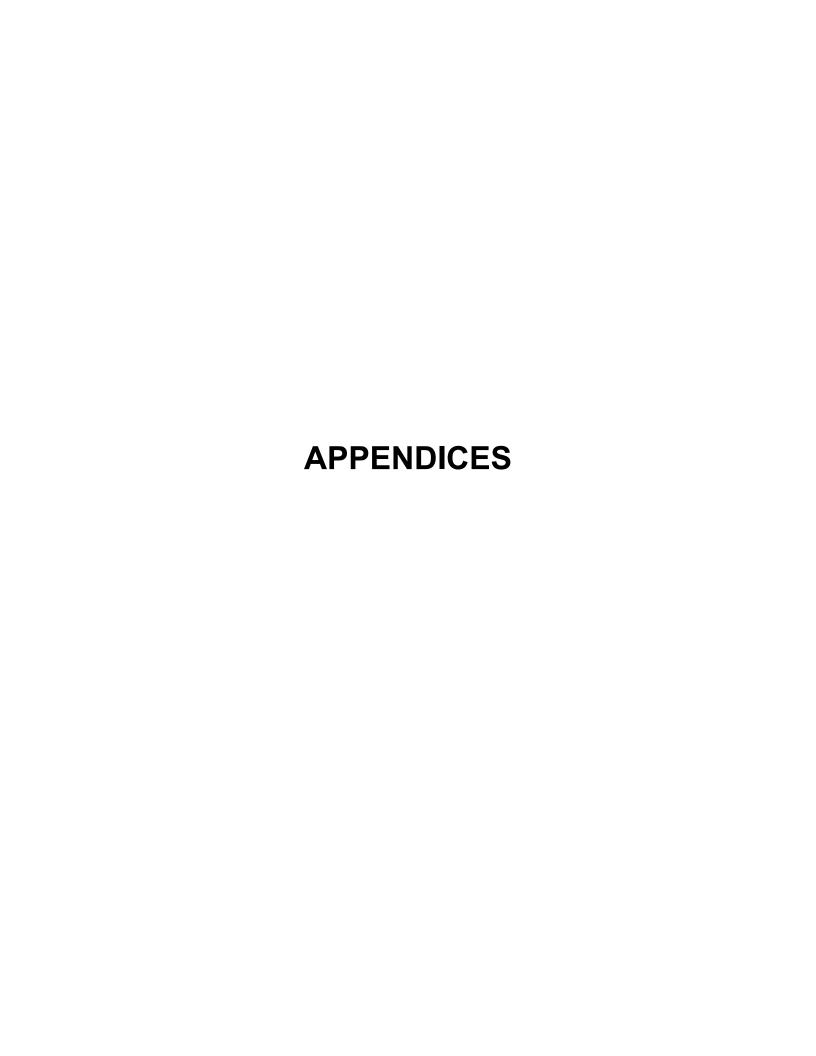
Hunt Day Potential Maverik Location SEC of I-84 and Frontage Road Mountain Home, Elmore County, Idaho



Stantec

2890 E. COTTONWOOD PARKWAY SALT LAKE CITY, UTAH 84121 P: 801-617-3200 F: 801-617-4200

Project No. 203723858 Date Created: 4/24/2024 Date Revised: 4/24/2024 File Path: V:\2037\temporary\Hunt Day\23858 Mountain Home, ID (I-84)\Flgures\23858 Mountain Home, ID Figures-2024.dwg
Data Sources: Google Earth



APPENDIX A PHOTOGRAPHS OF THE PROPERTY AND VICINITY



Photo 1
Comments: Fiber Optics running along southern border of Subject Property.



Comments: Property adjacent to the south, across Frontage Road, a parking lot.



Photo 3
Comments: Southeast comer of the Subject Property looking west.



Photo 4
Comments: Southeast corner of the Subject Property looking northwest.



Photographic Log





Photo 5
Comments: Property adjacent to the east.



Photo 6
Comments: Entrance to Subject Property at the southeast corner.



Photo 7
Comments: Southwest comer of the Subject Property looking east.



Photo 8
Comments: Southwest comer of the Subject Property looking northeast.









Photo 9
Comments: Southwest comer of the Subject Property looking northwest.



Photo 10
Comments: Transformer on west side of Subject Property.



Photo 11 Comments: Billboard on west side of Subject Property.



Photo 12 Comments: Property adjacent to the west, across I-84, is a Chevron gas station.

Project Name: Hunt Day - Mountain Home, ID Address: SEC of I-84 & Frontage Rd, Mountain Home, Elmore County, ID Project No: 203723858





Photo 13 Comments: West side of the Subject Property looking north.



Photo 14
Comments: West side of the Subject Property looking east.



Photo 15
Comments: West side of the Subject Property looking south.



Photo 16
Comments: Property adjacent to the north of the Subject Property appears to be I-84 and undeveloped property.







Photo 17
Comments: Northwest comer of the Subject Property looking south.



Photo 18
Comments: Northwest comer of the Subject Property looking southeast.



Photo 19
Comments: Northwest comer of the Subject Property looking east.



Photo 20
Comments: High frequency of evidence suggesting rabbit burrows and vole activity.

Project Name: Hunt Day - Mountain Home, ID Address: SEC of I-84 & Frontage Rd, Mountain Home, Elmore County, ID Project No: 203723858





Photo 21 Comments: Property adjacent to the east is undeveloped.



Photo 22
Comments: Northeast comer of the Subject Property looking south.



Photo 23
Comments: Northeast comer of the Subject Property looking south.



Photo 24
Comments: Northeast comer of the Subject Property looking west.







Photo 25
Comments: Center of the Subject Property looking south.



Photo 26
Comments: Center of the Subject Property looking southeast.



Photo 27
Comments: Center of the Subject Property looking east.



Photo 28
Comments: Center of the Subject Property looking northeast.





Photo 29
Comments: Center of the Subject Property looking north.



Photo 30
Comments: Center of the Subject Property looking northwest.



Photo 31
Comments: Center of the Subject Property looking west.



Photo 32 Comments: Center of the Subject Property looking southwest.



APPENDIX B STANTEC RESUMES





Russell D. Hamblin, P.G.

Current Position Principal Geologist and National Client Manager

Profession
Environmental Consultant

Years' Experience 39

Joined Stantec May 2014

Education

M.S., Geology/Paleoecology, Brigham Young University, Provo, UT, 1985

B.S., Geology, Oregon State University, Corvallis, Oregon 1983

Professional Registrations UT PG, ID PG, OR PG, WI PG

Affiliations
National Ground Water

Association

Summary of Experience

Mr Hamblin has over 39 years of professional experience in the environmental consulting field. He currently serves as a Principal Geologist, Business Development Practice Leader and a National Client Manager for Stantec. His experience has included local and regional operations management, geologic hydrogeologic hazardous materials investigations, remedial activities, and compliance and air permitting, geotechnical investigations, cartography, and due diligence-related environmental assessments. Mr Hamblin has served as field supervisor and project manager for numerous environmental site assessments (ESAs), hydrogeologic assessments, solid waste assessments. industrial and agricultural waste compliance projects, environmental assessments, and underground storage tank (UST) investigations and related remedial activities throughout the United States and Canada. Mr Hamblin has also provided project management services on industrial-related remediation and compliance projects throughout the United States. Specific tasks include planning, conducting, and managing soil and groundwater sampling at hazardous and industrial waste sites; interpreting geologic and hydrogeologic conditions and laboratory analytical results; designing and implementing soil and groundwater remediation systems; obtaining air operational permits; client and regulatory agency contact; and preparing and editing final reports.

As a regional manager with SECOR from 2002 to 2005, Mr Hamblin managed over 9 offices including offices in Utah, Montana, Arizona, Nevada, Texas, Louisiana, and As part of this assignment, Mr Hamblin provided leadership and a corporate vision for the regional offices to manage and mentor other senior and principal staff to carry forth a multi-disciplined operation to care for client and program needs at the highest level of professionalism. Areas of for mentoring of staff included holding workshops in key improvement issues such as professionalism, leadership, management, effective client development, time and cost efficiency, corporate and personal health and safety, and innovation towards solving complex environmental problems. Mr Hamblin was also responsible for ensuring appropriate execution of the client projects; review of office and regional monthly profit and loss reports with senior staff; conducting marketing and sales meetings to ensure appropriate level of balance between business development and billable client work; regular communication with other regional managers to support national clients, national business development opportunities, and holding of regular staffing and load levelling conference calls; and initial and support local and national recruiting needs. Regional management duties also included holding project and client managers accountable for budgets; marketing, junior staff reviews mentoring, and accounts receivables.

Selected Project Experience



Farmland Remedial Investigations

Investigation and remedial activities at 180,000-acre Cattle and Sheep ranches in Central and Eastern Montana. The total environmental spend was \$475,000. Activities included the investigation and soil and groundwater remediation at various ranch and farm-related facilities at each of these ranches including, several localized farm-related landfills, fuelling centers with USTs and ASTs, farm vehicle maintenance shops, drum storage areas, wood post treatment centers, and cattle and sheep dip tank operations. Hundreds of soil and groundwater samples were collected and analyzed and several groundwater monitoring wells were installed to establish groundwater networks for each area of investigation and Approximately 5,000 tons of soil contaminated with RCRA 8 metals (includingPb and As), petroleum (diesel, gasoline, and used oil), pentachlorophenol, dioxins, and pesticides (including DDT and Beta-BHC) were permitted and transported to various state and federal solid waste landfills including approximately 700 tons transported to a hazardous waste facility in Idaho. Penta, dioxin, and pesticide-contaminated groundwater from abandoned wood post treatment centers and sheep dip tank areas were treated via post excavation natural attenuation. Additional remediation activities of groundwater contaminated with DDT and beta-BHC required installation of an in situ groundwater infiltration curtain consisting of enclosed filter fabric filled with activated granular carbon charcoal material, various reactive chemicals, and fungus-containing pine tree bark chips designed to react and adsorb the dissolved Beta-BHC contaminants. Regulatory No Further Action Status letters were submitted by the MT Department of Environmental Quality for the closures of each of these facilities.

Investigation and remediation activities of soil and groundwater at a 275-arce sod farm in Northern Utah. The total environmental spend was \$140,000. Activities included the investigation and soil and groundwater remediation at various farm-related facilities including three AST fueling centers and a farm vehicle maintenance shop with a drum storage area. Nearly 100 soil and groundwater samples were collected and analyzed and four groundwater monitoring wells were installed to establish a groundwater monitoring network one area of investigation and remediation. Diesel, gasoline, and used oil petroleum-related compounds were the main contaminants of concern. Approximately 500 tons of contaminated soil were removed from the three areas of investigation and transported to a local bioremediation repository near Salt Lake City, Utah. Groundwater was treated with several applications of an oxygen release compound (ORC). The ORC material was injected into on-site monitoring wells and directly into an open excavation to expedite the remediation process. Once confirmation sampling confirmed that site soils and groundwater reached compliance with respect to State of Utah screening levels, the remediation team applied for and obtained an Enforceable Written Assurance (EWA) letter, on a fast-track basis, with the Utah Division of Environmental Response and Remediation. The EWA letter allowed for the sale of the property to be completed.

Investigation and remediation activities of soil at a 2,500-arce hay farm in Northern California. The total environmental spend was \$30,000. Activities included the investigation and soil remediation at various farm-related facilities including a farm equipment storage and wash area, a drum storage area, and two AST fuelling centers. Approximately 30 soil and groundwater samples were collected and analyzed to determine the extent of contamination in these farm facilities. Diesel, gasoline, and used oil petroleum-related compounds were the main contaminants of concern. Approximately 175 tons of contaminated soil were removed from the three areas of investigation and transported to an on-site treatment cell constructed for this remediation activity. Contaminated soils were spread to a thickness of approximately 12 to 16 inches and contained on a plastic liner in a berm area in a remote location at the farm. The soils were treated with bioremediation and oxygen release compounds to allow for ex-situ bio-chemical degradation of the hydrocarbons in the soil. Following four months of product applications, tilling, and watering of the soil, the contaminant levels decreased within California Regional Water Quality Control Board soil

Professional History



clean-up criteria and the treated soils were reused on site in non-farming areas.

Investigation and remediation activities of soil at three 500-arce grape vineyards in the Southern San Joaquin Valley, California. The total environmental spend was \$130,000. Activities included the investigation and soil remediation at various farm-related facilities including farm AST fuelling centers and drum storage area. Approximately 90 soil samples were collected and analyzed to determine the extent of contamination in these farm facilities. Diesel and used oil petroleum-related compounds were the main contaminants of concern. Approximately 500 tons of contaminated soil were removed from the three areas of investigation and transported to an off-site bioremediation treatment center for this remediation activity. The remediation team coordinated investigation, remediation, and site closure activities with the Kern County Environmental Department and the Central Valley Regional Water Quality Control Board for No Further Action Status at each of the three sites.

Investigation and remediation activities of soil at a farm labor camp and abandoned orange orchard totalling approximately 1,000 acres of derelict farm properties, located approximately 50 miles south of Tampa, Florida. The total environmental spend was \$72,000. Farm facilities consisted of an abandoned orange orchard with several AST fuel storage areas where about 400 tons of diesel-contaminated soils were excavated and transported to a county landfill. The services also included an investigation and soil remediation of approximately 100 tons of pesticide-contaminated and heavy oil contaminated soil associated with a former agricultural vehicle wash pad.

Completed several other farm-related investigation and remedial activities at contaminated agricultural sites in Eastern Montana, Southern Georgia, Northern California, Central California, Western Kansas, and in Northern Utah.

Mining-Related Investigations

In 2006-2007 Mr. Hamblin conducted detailed due diligence-related studies including a Phase I ESA, Expanded Phase I ESAs, and Phase II ESA sampling and analyses for a approximately 500-acre abandoned uranium mine site on Prince of Wales Island in Alaska. The studies included contamination assessments of uranium and other radioactive compounds and heavy metals of four areas where mine-related waste material have been disposed. The goal of the investigation was to differentiate areas which have been affected by radioactive mine waste materials and areas of naturally high radioactivity, which have not been affected by mining activities and associated waste materials.

In 2007-2008 Mr. Hamblin completed due diligence studies at two large open pit mining operations within the Mesabi Range in northern Minnesota. Evaluated past and current environmental issues including areas of petroleum contamination from USTs and ASTs and current and futures status of the facilities' Mine Closure Permit, Title V Air Quality Permit, and National Pollutant Discharge Elimination System (NPDES) permits with the State of Minnesota Department of Natural Resources and Pollution Control Agency to determine current and future liabilities for the prospective purchaser. This assessment was to allow the client to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability. The scope of services also included sampling and analyses of near surface soils in an abandoned explosives magazine. This assessment constituted all appropriate inquiry into the previous ownership and uses of the site consistent with good commercial or customary practice, as defined in 42 U.S.C. § 9601(35)(B) of CERCLA.

Conducted detailed due diligence-related studies on a mining operation in Emery County Utah including evaluation of facility compliance related to the use of on-site organic solvents; spill containment and integrity of aboveground storage tanks; evaluation of wastewater discharge permits; waste-rock storage evaluation; and ore processing operation.

Participated in the writing and review of several chapters of a Hydrologic Description Section



of an underground mine permit for proposed coal mining in western Colorado. The purpose of the Hydrologic Description was to evaluate the potential hydrologic consequences of additional underground mining operations. Evaluations included the study of groundwater chemistry from existing groundwater monitoring wells and surface water monitoring locations (including creeks and springs) and proposing additional monitoring wells to fill data gaps related to proposed additional mining locations.

Managed a team that completed and submitted a Notice of Intent (NOI) to Utah's Division of Air Quality as part of the Air Quality permitting process for a client conducting mining and milling of copper and other precious metals in Southern Utah. Services also included completing a fugitive dust permit and a compliance program to implement and stay in compliance with the air quality permit.

Conducted soil and vegetation sampling in Juab County as part of a University academic study on the potential for heavy metal (Cu, Au, Ag) absorption by desert flora. Tasks included field sampling, mapping, and laboratory sample preparation.

Manufacturing and Hazardous Waste-Related Investigations

Managed soil and groundwater assessments at chemical and industrial manufacturing facilities in Oregon, California, and Utah, including RCRA and CERCLA facilities. Soil and groundwater studies involved the investigations and remediation of halogenated and aromatic volatile constituents, petroleum (gasoline diesel, and waste oil) products and metals.

Managed a preliminary RCRA soil sampling investigation and completed a RCRA Facilities Investigation (RFI) Work Plan development at a solvent recovery in the Portland Oregon, area. Services have also included negotiations with state [Oregon Department of Environmental Quality (DEQ)] and Federal (EPA) regulatory agencies for corrective measures study (CMS).

Performed Hydrogeologic Assessment Report (HAR) studies for the State of California's Regional Water Quality Control Board (RQCB) at two chemical manufacturing facilities in Bakersfield and Fresno County. The study at the Fresno County facility involved investigation of radionuclides, metals, sulfuric acid, and dissolved solids. The Bakersfield facility involved the investigation of metals and chlorinated solvents. Both HARs included aquifer testing and characterization.

Conducted groundwater assessments and Solid Waste Assessment Testing (SWAT) for the State of California at several landfills, including sites near Fresno, Modesto, Visalia, and Corcoran. The studies included ongoing groundwater monitoring and aquifer- and vadose-zone monitoring.

Performed hydrogeologic investigations at several agricultural impoundment facilities throughout the West Coast. Included evaluation of pesticide and agricultural chemical source areas, including USTs, lined ponds, and unlined impoundments. Agricultural chemical included organophosphorus and chlorinated pesticides, carbonated and phenoxy herbicides investigations included soil and groundwater investigations and on-going quarterly groundwater monitoring.

Managed installation of groundwater remediation network at an NPL Superfund site in Salt Lake City, Utah. This remedial investigation included installation of extraction wells and piezometers, well development, soil sampling, step drawdown testing and evaluation, and well modification to network with an air-stripping system.

Conducted and managed a Remedial Investigation (RI) at a major paper products facility in Portland, Oregon. Multiple investigations were conducted at this facility concurrently, based on CERCLA investigation protocols, following the removal of over 25 USTs, which previously



contained various ethyl-based alcohols, MIBK, toluene, and diesel and gasoline fuels. Soil and groundwater samples were analyzed for several other organic chemicals including chlorinated solvents (TCE and PCE) and total priority pollutant metals. A vapor extraction system was designed, pilot tested, and installed at this site to remediate toluene-impacted soils.

Managed the design, implementation, and monitoring of five vapor extraction systems for soil and groundwater remediation systems at several UST and hazardous waste facilities in Oregon and Utah.

Designed and installed a vapor extraction/air sparging dual system at a wood products facility in North Bend, Oregon. The System operated for approximately 1.5 years and was successful in remediation of soil and shallow groundwater contaminated with mineral spirits. Multiple remedial investigations were also conducted at this facility to evaluate and assess hydraulic oil, mineral spirits, diesel, and gasoline contaminated soil and groundwater.

Managed design, implementation, and monitoring of soil mounding and venting bioremediation systems. Included treatment of over 1,000 cubic yards of excavated soils contaminated with gasoline, heavy fuels, and waste oil via injection of nitrogen and phosphate nutrients, microbes, and emulsifiers for bioremediation at an 80-year-old bulk storage facility for a major petroleum company in Cornelius, Oregon. Completion of the bioventing mound was accomplished in approximately one year.

Conducted feasibility studies at industrial waste facilities for soil and groundwater remediation considerations; including completing aquifer slug and pumping tests, vapor extraction pilot testing, air sparging pilot testing, soil permeability assessments, chemical evaluation, and historical research. Mr. Hamblin utilized data from these studies to evaluate the most feasible and cost-effective remedial action alternatives.

Designed, installed, and operated soil vapor extraction (SVE) system for a paper products company in Portland, Oregon, for the remediation of toluene-contaminated soils.

Underground Storage Tank (UST) Remedial Investigations

Managed soil and groundwater investigations and remediation relating to (Leaking Underground Storage Tanks (LUST systems at over 100 service station facilities and Managed soil and groundwater investigations and remediation relating to bulk chemical plants for major oil companies (7-Eleven, Texaco, Mid-State Petroleum, Unocal, ARCO, and Pennzoil) sites in Oregon, California, Washington, Idaho, and Utah. Projects included UST decommissioning, site inspections, initial contaminant abatement measures, follow-up soil and groundwater investigation to define the extent of contamination, and Feasibility Studies (FSs) for on-site and off-site remediation.

Managed a \$1.25 million remediation project for a major US oil company in a rural community in southern Utah. Remedial investigations included installation of 16 groundwater monitoring wells and 20 remediation wells, including 10 extraction wells, seven monitoring wells, and three injection wells. Well depths ranged from 40 to 120 feet. Remedial investigations also included quarterly groundwater monitoring, natural attenuation monitoring and evaluations, development of a remedial strategy, evaluation of light non-aqueous phase liquid (LNAPL), soil vapor extraction (SVE) and high vacuum (HiVac) pilot testing, ecologic and human health risk assessment, indoor air quality monitoring and evaluation, remedial design, and SVE/HiVac system installation, operation, monitoring, and maintenance. Also conducted sound monitoring and assisted with the design and construction of sound attenuation measures for the remediation system, which included a sound attenuation barrier and silencer emissions stack. Project management duties also included holding public meetings, preparation and



publication of community newsletter for public awareness, and conducting community public relations for the client.

Expert Witness

Served as an expert witness on a case in Hillsboro, Oregon for an owner of a gasoline service station who was in part bought out by the state of Oregon Highway Division as part of a state road expansion project. The buy-out resulted in the closure of the gasoline retail operation, and because contamination was encountered during closure of the USTs, the State offered minimal financial reimbursement for the property. Legal counsel and Mr. Hamblin were successful in negotiating additional State money for our client based on the argument that retail gasoline operations could have been reopened while in situ vapor extraction remedial activities were completed on site if the State had not purchased the property.

Due Diligence-Related Property Transfer Assessments and Auditing

Completed and managed over 1,600 Phase I and Phase II property transfer assessments for various landowners, land developers, commercial lending institutions, and industrial facilities in over 30 U.S. states, three Canadian Provinces, and Baja California, Mexico.

Managed and performed over 100 transaction screen process (TSP) investigations of proposed cellular tower sites in accordance with ASTM standards in Utah and Idaho for a major regional FCC-regulated cellular telecommunications company. TSPs were augmented with inquiries into National Environmental Policy Act (NEPA) issues including wilderness areas, wildlife preserves, endangered species, flood plains, wetlands, and archeological sites.

Managed a nationwide program that included Phase I, Phase II, and geotechnical investigations on over 1,300 sites for a worldwide church organization since 1993. Projects have included residential, agricultural, industrial, and commercial properties throughout the United States and Canada.

Conducted a Phase I environmental site assessment and an Environmental Compliance Audit for a facility in Utah that manufactures storage retrieval cranes and automated guided vehicles. Also managed a RCRA and Industrial Waste Compliance Audit for a national jeweler manufacturer in Bountiful, Utah.

Other Environmental and Geologic Projects

Conducted a Geologic Investigation near the Weber State University Campus in Ogden, Utah to determine potential geologic hazards in a seismic-sensitive area. The field investigation consisted of excavating four test trenches perpendicular to mapped fault traces along the east and west property boundaries and associated reporting.

Performed a slope stability and geologic hazards investigation and geologic mapping and aerial photography interpretation at two sites under consideration for development in the hills near Ventura, California.

Coordinated and assisted with completion of a hazardous waste minimization plan for an industrial coated-paper products facility in Portland, Oregon.

Conducted geotechnical soil and groundwater characterization and environmental investigation at sites near Sanger, California, under consideration for use as winery stillage disposal fields. Included evaluation of metals, dissolved solids, and pH of soil and groundwater samples. Hydrogeologic data were based on evaluation of permeability, percolation, and infiltration tests and from hydrographs.



Conducted drilling, soil sampling, compaction testing and building materials testing and inspections for several geotechnical studies in the Fresno and Visalia areas of California.

Management and coordination of demolition projects and geotechnical-related studies associated with environmental due diligence services for a real estate investor in over 25 U.S. states.

Education

M.S., Geology, Brigham Young University, Provo, Utah, 1985

B.S., Geology, Oregon State University, Corvallis, Oregon, 1983

Career Summary

BSK and Associates: Visalia and Fresno, CA: Soil Technician and Staff Geologist, 1985-1987

Kleinfelder and Associates: Fresno, CA: Staff Geologist, 1987-1988

Brown and Caldwell: Portland, OR: Senior Geologist, Project Manager, 1988-1991

SECOR International; Portland, OR and Salt Lake City, UT, Principal Geologist, Office Principal-in-Charge, Regional Manager; 1991-2005

SLR International Corporation; Salt Lake City, UT, Principal Geologist/Managing Principal; 2005-2014

Stantec, Salt Lake City, UT, Principal Geologist, Practice Leader, and National Client Manager, May 2014 to Present

Registrations/Certifications

Registered Professional Geologist, Oregon, 1989: No. 1057

Registered Professional Geologist, Idaho, 1990: No. 680

Professional Geologist, Utah, 2003: No. 5419780-2250

Certified UST Consultant, Utah, 1996-2004: No. CC0080

Additional training And certifications

40-Hour OSHA Health & Safety Certification (29 CFR 1910.120), 1988

40-Hour OSHA Health & Safety Annual Update Certification, 1997-2003

8-Hour OSHA Site Supervisor's Certification, 1995

PUBLICATIONS AND PRESENTATIONS

"The Stratigraphy and Depositional Environments of the Gebel El-Rus area, Eastern Faiyum, Egypt'.

M.S. Thesis, BYU Geology Studies, Vol. 34, Pg. 1, 1987. 'The Geology of the Gebel El-Rus Area and Archaeology Sites in the Eastern Faiyum, Egypt", excavations at Seila, Egypt, Religious Study Center, Brigham Young University, Provo, Utah, Vol. 1, 1988.



Current Position Project Manager

Profession
Environmental Services

Years' Experience 24

Joined Stantec November 2004

Education
BS/University Studies,
Minor in Business
Management
Brigham Young
University, Idaho

AS/General Studies Brigham Young University, Idaho

Training
40-Hour OSHA
HAZWOPER
8-Hour RCRA
DOT Hazardous Materials
Transportation



Justin T. Patton

Summary of Experience

Justin has approximately 24 years of experience conducting environmental services specializing in environmental site assessments, soil and groundwater remediation, and regulatory report writing. He has experience in carrying out all aspects of site assessments, from developing programs, handling logistics, and acting as a liaison between the client and governmental agencies.

Justin is responsible for the execution and management of various projects and is the contact for clients, agencies, property owners, and various stakeholders involved with the projects he manages.

His other experience in environmental areas includes: aquifer protection permit program; Loss Prevention System and health and safety training of various offices and companies; groundwater modelling and drafting; decommissioning and remediating of former dairy farms; and puts together training materials and implements training programs based on the client's needs and requests.

Significant Experience

Phase I Environmental Site Assessments - Managed and conducted numerous Phase I Environmental Site Assessments (ESA) to current standards including but not limited to retail petroleum facilities, manufacturing plants, residential properties, commercial properties, and agricultural land slated for redevelopment.

Phase II Environmental Site Assessments - Conducted over 250 Phase II Environmental Site Assessments of petroleum releases at retail service stations.

Sensitive Receptor Surveys - Conducted numerous Sensitive Receptor Surveys for sites throughout Arizona, New Mexico, Texas, Louisiana, and Kentucky.

Risk Assessments - Performed Risk Assessments for numerous sites throughout Arizona, New Mexico, and Colombia (South America).

Underground Storage Tank Removal - Managed and conducted UST removals and assessment of petroleum releases at retail service stations, municipal airports, and city right-of-ways.

Monitoring, Sampling, Reporting, and Compliance - Managed the monitoring, sampling, reporting, and compliance of a variety of sites that involved the following:

- Petroleum Hydrocarbon Groundwater Impact
- Aquifer Protection Permits for Septic Systems and Landfills

Soil and Groundwater Remediation Systems - Supervised the installation of various soil and groundwater remediation systems in Arizona, including pump and treat and air sparge/soil vapor extraction systems.

Hazardous and Non-Hazardous Waste Removal and Disposal - Coordinated hazardous and non-hazardous waste removal and disposal from various sites in Arizona and New Mexico, including submittal of hazardous waste manifests to the appropriate regulatory agency.



Current Position Environmental Scientist/ Staff Geologist

Insert Discipline
Environmental Science

Years' Experience
3

Joined Stantec June 27, 2022

Education

The University of Montana

B.S. Ecosystem Science and Restoration

Certifications
HAZWOPER 40

First Aid & CPR

Soil and Groundwater Sampler



Shawnalee Voyles

Summary of Experience

Shawnalee has experience with environmental consulting and ecological research and restoration. She specializes in Phase I environmental site assessments, geotechnical investigations, and ecological assessments. Her background consists of working in a research laboratory testing water and soils and conducting field work to assess vegetation coverage/composition and insect communities.

Shawnalee's responsibilities as an Environmental Scientist/Staff Geologist are to conduct site visits and taking samples of soil and groundwater for environmental assessments and geotechnical investigations. She oversees drilling operations, coordinates with laboratories, and writes reports to communicate environmental condition to clients.

Project Experience

Phase I & II Environmental Site Assessments, Various Clients United States

As an environmental scientist, Shawnalee manages and conducts Phase I & II Environmental Site Assessments (ESAs) to current standards including but not limited to retail petroleum facilities, manufacturing plants, residential properties, commercial properties, and agricultural land slated for redevelopment.

Geotechnical Work, Various Clients United States

As a geologist, Shawnalee has been involved with project sites for multiple clients. Responsibilities include driller management, sampling management, and reporting.

Ecological Assessments Montana, United States

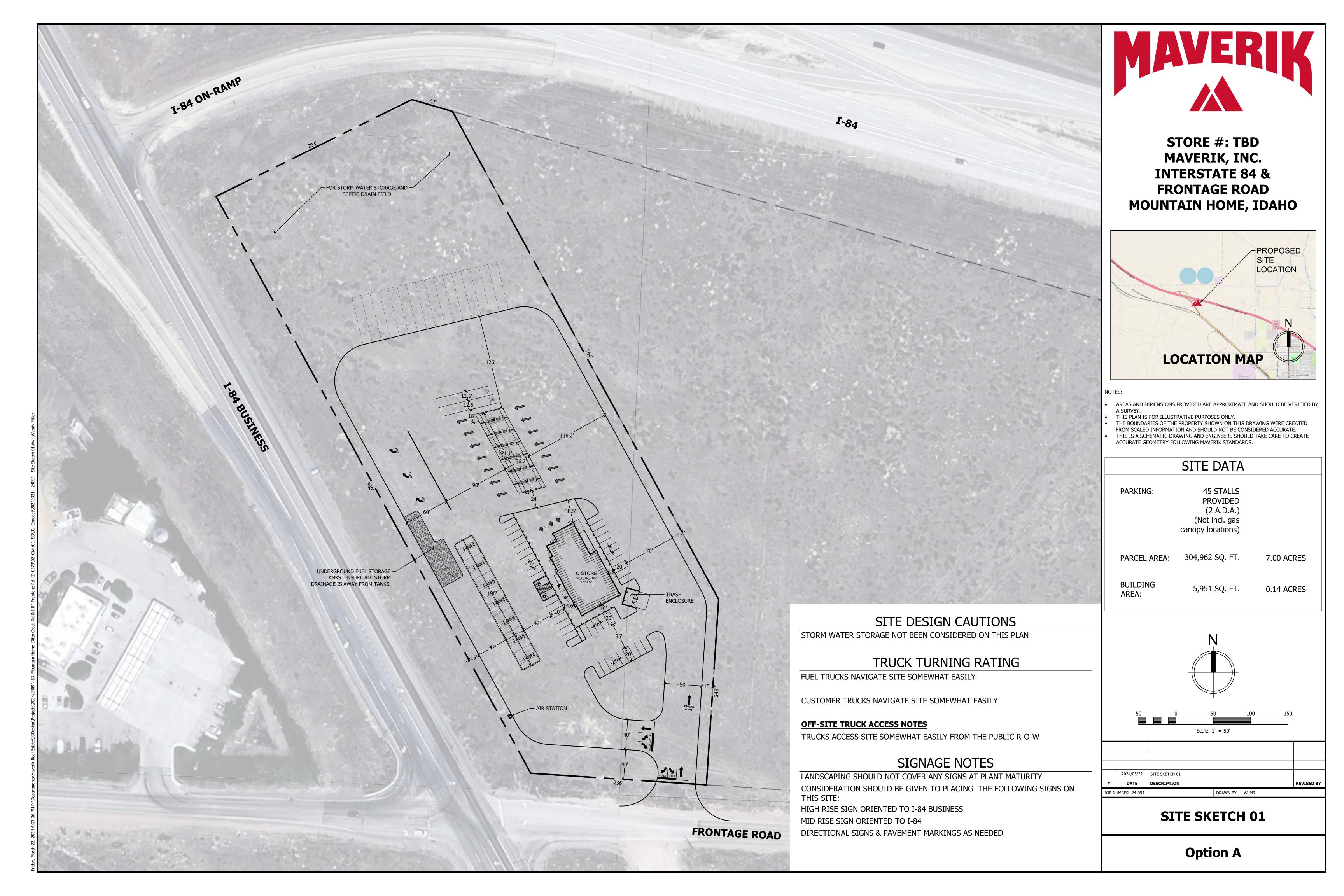
Trout Unlimited-

As a lead ecological research technician, Shawnalee has lead an ecological assessment of riparian ecosystem health after restoration of the Ninemile Creek for Trout Unlimited in western Montana. She was responsible for project planning, sample collection and laboratory processing, statistical analysis and visualization, and report writing.

The University of Montana-

Shawnalee has also been involved with numerous research projects assessing biotic and abiotic elements of streams and rivers. These projects included trace metals analysis, stream measurements, soil gas fluxes, and biological composition of the Clark Fork River and headwater streams in western Montana.

APPENDIX C USER PROVIDED RECORDS



APPENDIX D ENVIRONMENTAL AGENCY DATABASE SEARCH REPORT



Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd

Mountain Home ID

Project No: 203723858

Report Type: Database Report

Order No: 24040200691

Requested by: Stantec Consulting Ltd.

Date Completed: April 4, 2024

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Notice: IMPORTANT LIMITATIONS and YOUR LIABILITY

Reliance on information in Report: This report DOES NOT replace a full Phase I Environmental Site Assessment but is solely intended to be used as database review of environmental records.

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Executive Summary

|--|

Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd Mountain Home ID

Order No: 24040200691

Project No: 203723TBD

Coordinates:

 Latitude:
 43.17134306

 Longitude:
 -115.74358042

 UTM Northing:
 4,780,608.60

 UTM Easting:
 602,124.21

 UTM Zone:
 UTM Zone 11T

Elevation: 3,200 FT

Order Information:

 Order No:
 24040200691

 Date Requested:
 April 2, 2024

Requested by: Stantec Consulting Ltd.
Report Type: Database Report

Historicals/Products:

Aerial Photographs Historical Aerials (with Project Boundaries)

City Directory SearchSmart CD SearchERIS XplorerERIS XplorerExcel Add-OnExcel Add-On

Fire Insurance Maps

US Fire Insurance Maps

Physical Setting Report (PSR)

Physical Setting Report (PSR)

Topographic Maps

Topographic Maps

Vapor Screening Tool Vapor Screening Tool

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
NPL	Υ	1	0	0	0	0	0	0
PROPOSED NPL	Υ	1	0	0	0	0	0	0
DELETED NPL	Υ	0.5	0	0	0	0	-	0
SEMS	Υ	0.5	0	0	0	0	-	0
ODI	Υ	0.5	0	0	0	0	-	0
SEMS ARCHIVE	Υ	0.5	0	0	0	0	-	0
CERCLIS	Υ	0.5	0	0	0	0	-	0
IODI	Υ	0.5	0	0	0	0	-	0
CERCLIS NFRAP	Υ	0.5	0	0	0	0	-	0
CERCLIS LIENS	Υ	PO	0	-	-	-	-	0
RCRA CORRACTS	Υ	1	0	0	0	0	0	0
RCRA TSD	Υ	0.5	0	0	0	0	-	0
RCRA LQG	Υ	0.25	0	0	0	-	-	0
RCRA SQG	Υ	0.25	0	0	0	-	-	0
RCRA VSQG	Υ	0.25	0	0	0	-	-	0
RCRA NON GEN	Y	0.25	0	0	0	-	-	0
RCRA CONTROLS	Υ	0.5	0	0	0	0	-	0
FED ENG	Υ	0.5	0	0	0	0	-	0
FED INST	Υ	0.5	0	0	0	0	-	0
LUCIS	Y	0.5	0	0	0	0	-	0
NPL IC	Y	0.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Υ	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.5	0	0	0	0	-	0
FEMA UST	Y	0.25	0	0	0	-	-	0
FRP	Υ	0.25	0	0	0	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
DELISTED FRP	Y	0.25	0	0	0	-	-	0
HIST GAS STATIONS	Υ	0.25	0	0	0	-	-	0
REFN	Υ	0.25	0	0	0	-	-	0
BULK TERMINAL	Υ	0.25	0	0	0	-	-	0
SEMS LIEN	Υ	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0
	Υ	1	0	0	0	0	0	0
DOE FUSRAP								
State								
SWF/LF	Υ	0.5	0	0	0	0	-	0
HIST SWF	Υ	0.5	0	0	0	0	-	0
LUST	Y	0.5	0	0	1	0	-	1
DELISTED LST	Υ	0.5	0	0	0	0	-	0
UST	Υ	0.25	0	1	2	-	-	3
DELISTED STORAGE TANK	Υ	0.25	0	0	0	-	-	0
INST	Υ	0.5	0	0	0	0	-	0
VCP	Υ	0.5	0	0	0	0	-	0
BROWNFIELDS	Υ	0.5	0	0	0	0	-	0
HIST BROWN	Υ	0.5	0	0	0	0	-	0
Tribal								
INDIAN LUST	Υ	0.5	0	0	0	0	-	0
INDIAN UST	Υ	0.25	0	0	0	-	-	0
DELISTED INDIAN LST	Υ	0.5	0	0	0	0	-	0
DELISTED INDIAN UST	Y	0.25	0	0	0	-	-	0
	No Co	untu oton	dord onviro	nmontal ra	oord cours	a available	for this Sta	160
County	NO CC	unty stant	Jaru enviroi	iinentai re	cora source	s avallable	: 101 UIIS SIA	ite.
Additional Environmental Records								
Federal								
PFAS GHG	Υ	0.5	0	0	0	0	-	0
FINDS/FRS	Y	PO	0	-	-	-	-	0
TRIS	Υ	PO	0	-	<u>-</u>	-	-	0
PFAS NPL	Y	0.5	0	0	0	0	-	0
PFAS FED SITES	Y	0.5	0	0	0	0	-	0
		0.5	^	^	^	^		

0.5

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0

Order No: 24040200691

Υ

PFAS SSEHRI

ERNS PFAS

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
PFAS NPDES	Y	0.5	0	0	0	0	-	0
PFAS TRI	Y	0.5	0	0	0	0	-	0
PFAS WATER	Υ	0.5	0	0	0	0	-	0
PFAS TSCA	Υ	0.5	0	0	0	0	-	0
PFAS E-MANIFEST	Υ	0.5	0	0	0	0	-	0
PFAS IND	Υ	0.5	0	0	0	0	-	0
HMIRS	Υ	0.125	0	0	-	-	-	0
NCDL	Υ	0.125	0	0	-	-	-	0
TSCA	Υ	0.125	0	0	-	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	0.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED FED DRY	Y	0.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
FUDS MRS	Y	1	0	0	0	0	0	0
FORMER NIKE	Y	1	0	0	0	0	0	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	-	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	0.25	0	0	0	-	-	0
SMCRA	Y	1	0	0	0	0	0	0
MRDS	Y	1	0	0	0	0	0	0
LM SITES	Y	1	0	0	0	0	0	0
ALT FUELS	Y	0.25	0	0	0	-	-	0
CONSENT DECREES	Y	0.25	0	0	0	-	-	0
AFS	Y	PO	0	-	-	-	-	0
SSTS	Y	0.25	0	0	0	-	-	0
PCBT	Y	0.5	0	0	0	0	-	0
PCB	Y	0.5	0	0	0	0	-	0
State								
REM SITES	Υ	0.5	0	3	1	0	-	4

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
DELISTED REM	Υ	0.5	0	0	0	0	-	0
DRYCLEANERS	Υ	0.25	0	0	0	-	-	0
SPILLS	Υ	0.125	0	0	-	-	-	0
CDL	Y	PO	0	-	-	-	-	0
Tribal	No Tri	bal additio	nal environ	mental red	ord source	s available	for this Stat	te.
County	No Co	unty addit	ional enviro	nmental r	ecord sourc	es available	e for this St	ate.
	Total:		0	4	4	0	0	8

^{*} PO – Property Only
* 'Property and adjoining properties' database search radii are set at 0.25 miles.

Executive Summary: Site Report Summary - Project Property

MapDBCompany/Site NameAddressDirectionDistanceElev DiffPageKey(mi/ft)(ft)Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	REM SITES	DODGE BOYS TRUCKING DIESEL RELEASE	I-84, MP 99 EB MOUNTAIN HOME ID	NW	0.04 / 224.09	3	<u>17</u>
<u>2</u>	UST	DESERT WINDS CHEVRON	3872 DITTO CR RD MOUNTAIN HOME ID 83647	WSW	0.07 / 371.01	3	<u>17</u>
			Facility ID Facility Status: 3-20061 Tank No Status: 3-200614*2B Cu Currently In Use		-200614*1 Curre	ntly In Use, 3-200	0614*2A
2	REM SITES	DESERT WINDS CHEVRON	3872 DITTO CR RD MOUNTAIN HOME ID	WSW	0.07 / 371.01	3	<u>24</u>
<u>3</u>	REM SITES	ID TRANS DEPT MOUNTAIN HOME MTCE YARD	2596 NW FRONTAGE RD MOUNTAIN HOME ID	ESE	0.12 / 620.56	-3	<u>24</u>
<u>4</u> .	UST	Westside Development	Sunset Strip MOUNTAIN HOME ID 83647	SE	0.18 / 953.67	-1	<u>24</u>
			Facility ID Facility Status: 3-20062 Tank No Status: 3-200623*1 Perm 200623*2 Permanently Out of Use		Use, 3-200623*3	Permanently Out	of Use, 3-
<u>4</u>	REM SITES	WESTSIDE DEVELOPMENT	SUNSET STRIP MOUNTAIN HOME ID	SE	0.18 / 953.67	-1	<u>26</u>
<u>5</u> .	LUST	MOUNTAIN HOME MTCE YARD	I-84 MP 90 SE EXIT 90 MOUNTAIN HOME ID 83647	E	0.20 / 1,030.21	-9	<u>27</u>
			LUST ID Status: 551 Cleanup Cor	nplete			
<u>5</u>	UST	MOUNTAIN HOME MTCE YARD	I-84 MP 90 SE EXIT 90 MOUNTAIN HOME ID 83647	E	0.20 / 1,030.21	-9	<u>28</u>
			Facility ID Facility Status: 3-20005	55 Closure			

Facility ID | Facility Status: 3-200055 | Closure
Tank No | Status: 3-200055*3 | Permanently Out of Use, 3-200055*1 | Permanently Out of Use, 3-200055*2 | Permanently Out of Use

Executive Summary: Summary by Data Source

Standard

State

LUST - Leaking Underground Storage Tank (LUST) Report

Address

A search of the LUST database, dated Nov 6, 2023 has found that there are 1 LUST site(s) within approximately 0.50miles of the project property.

Lower Elevation	<u>Address</u>	Direction	Distance (mi/ft)	<u>Map Key</u>
MOUNTAIN HOME MTCE YARD	I-84 MP 90 SE EXIT 90 MOUNTAIN HOME ID 83647	Е	0.20 / 1,030.21	<u>5</u>
	LUST ID Status: 551 Cleanup Comple	ete		

UST - Underground Storage Tank (UST) Report

A search of the UST database, dated Nov 6, 2023 has found that there are 3 UST site(s) within approximately 0.25miles of the project property.

Direction

Distance (mi/ft)

Map Key

Order No: 24040200691

DESERT WINDS CHEVRON	3872 DITTO CR RD MOUNTAIN HOME ID 83647	WSW	0.07 / 371.01	<u>2</u>
	Facility ID Facility Status: 3-200614 ATTAIN NO Status: 3-200614*2B Curren		Currently In Use, 3-2006	114*2A Currently In Use
Lower Elevation	<u>Address</u>	<u>Direction</u>	Distance (mi/ft)	Map Key
Westside Development	Sunset Strip MOUNTAIN HOME ID 83647	SE	0.18 / 953.67	<u>4</u>

Facility ID | Facility Status: 3-200623 | Closure
Tank No | Status: 3-200623*1 | Permanently Out of Use, 3-200623*3 | Permanently Out of Use, 3-200623*2 |
Permanently Out of Use

MOUNTAIN HOME MTCE YARD

Facility ID | Facility Status: 3-200623 | Closure
Tank No | Status: 3-200623*1 | Permanently Out of Use, 3-200623*2 |
Permanently Out of Use

1-84 MP 90 SE EXIT 90

E

0.20 / 1,030.21

5

Facility ID | Facility Status: 3-200055 | Closure

Tank No | Status: 3-200055*3 | Permanently Out of Use, 3-200055*1 | Permanently Out of Use, 3-200055*2 |

Permanently Out of Use

MOUNTAIN HOME ID 83647

Non Standard

Equal/Higher Elevation

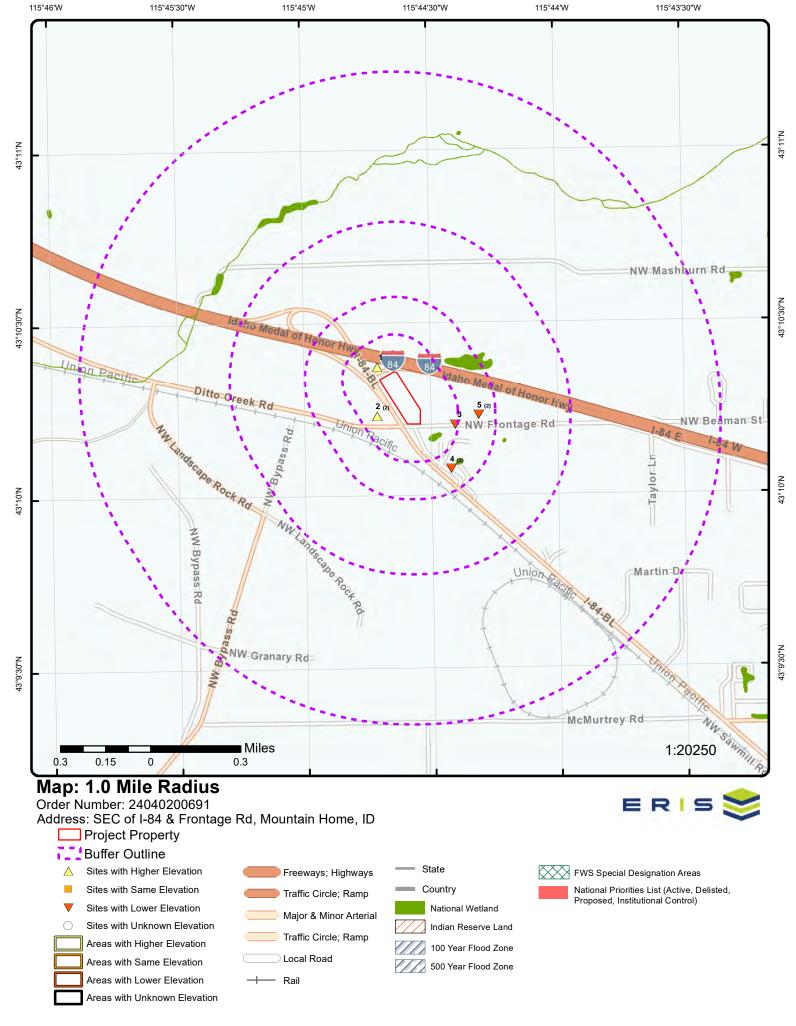
State

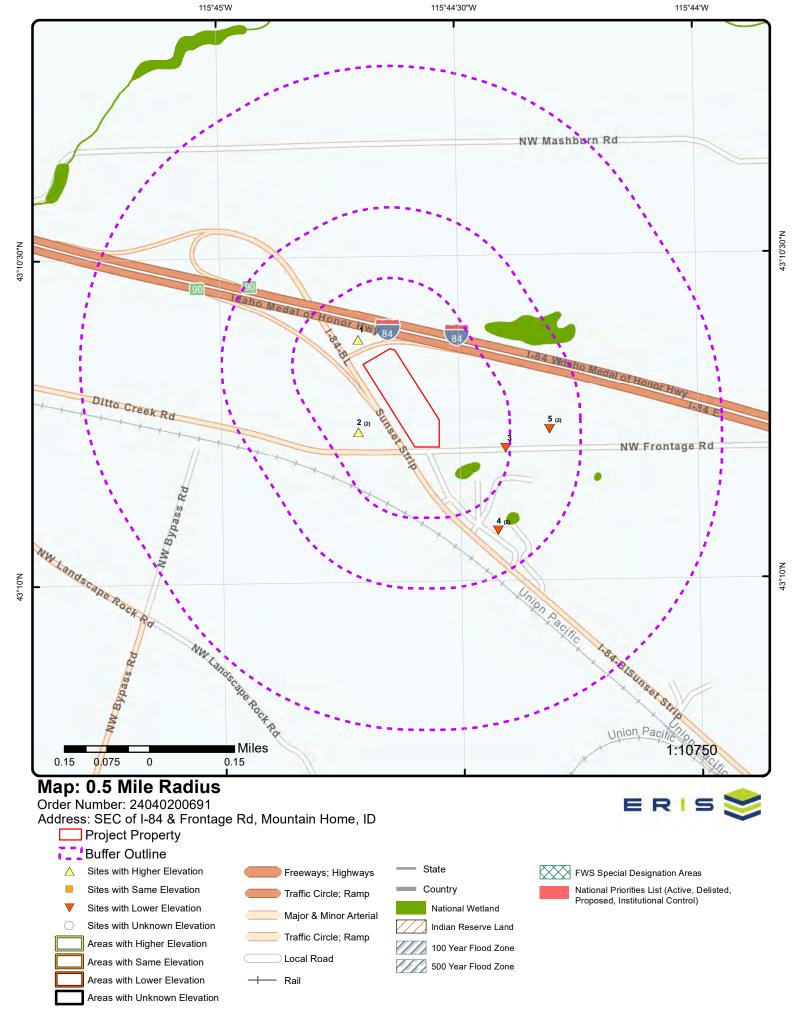
REM SITES - Remediation Site Database

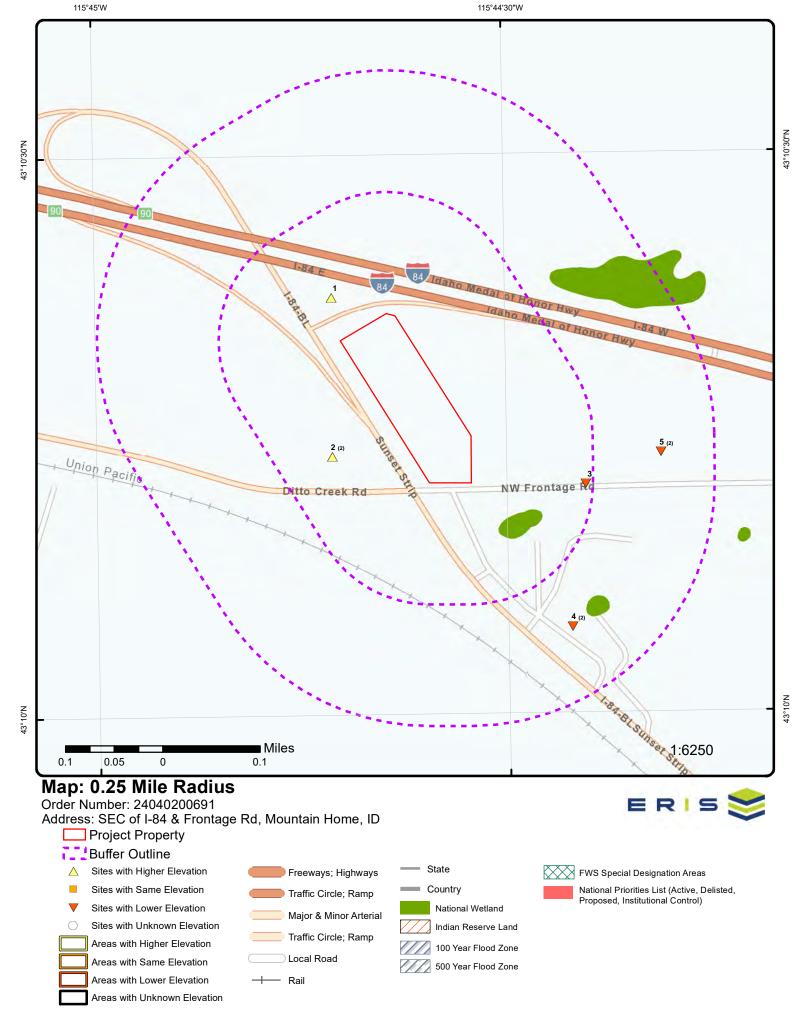
A search of the REM SITES database, dated Jan 30, 2024 has found that there are 4 REM SITES site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	<u>Address</u>	<u>Direction</u>	Distance (mi/ft)	<u>Map Key</u>
DODGE BOYS TRUCKING DIESEL RELEASE	I-84, MP 99 EB MOUNTAIN HOME ID	NW	0.04 / 224.09	1

Equal/Higher Elevation	Address	<u>Direction</u>	Distance (mi/ft)	<u>Map Key</u>
DESERT WINDS CHEVRON	3872 DITTO CR RD MOUNTAIN HOME ID	wsw	0.07 / 371.01	<u>2</u>
Lower Elevation ID TRANS DEPT MOUNTAIN HOME MTCE YARD	Address 2596 NW FRONTAGE RD	<u>Direction</u> ESE	Distance (mi/ft) 0.12 / 620.56	Map Key
TIOME WITCE TAKE	MOUNTAIN HOME ID			Ξ









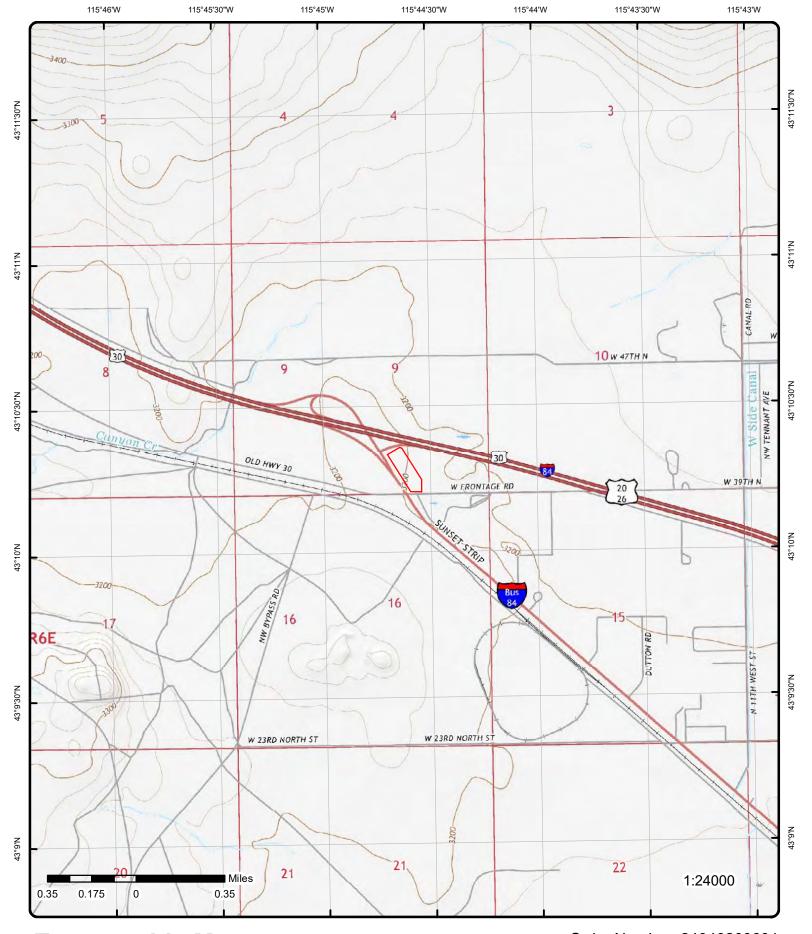
Aerial Year: 2020

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

© ERIS Information Inc.

Order Number: 24040200691

Source: ESRI World Imagery



Topographic Map Year: 2020

Address: SEC of I-84 & Frontage Rd, ID

Quadrangle(s): Crater Rings ID, Mountain Home North ID

Source: USGS Topographic Map

Order Number: 24040200691



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Detail Report

Мар Кеу	Numbe Record		Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of1	NW	0.04 / 224.09	3,202.43 / 3	DODGE BOYS TRUCKING DIESEL RELEASE I-84, MP 99 EB MOUNTAIN HOME ID	REM SITES
Reference I Box No: County:	D:	187548 2018BAZ111 Elmore		Latitude: Longitude:	43.172881 -115.745199	
<u>Details</u>						
Program: All Progran	ns for Site:	General Remediation General Re		Covenant:		
2	1 of2	wsw	0.07 / 371.01	3,202.46 / 3	DESERT WINDS CHEVRON 3872 DITTO CR RD MOUNTAIN HOME ID 83647	UST

Facility ID: 3-200614 Reference ID (DL): Facility Status: Active Box No (DL): Facility Type: Date Certified: Gas Station Program ID (SRCH): 3-200614 1000 Ft Drnk Wtr: ID (SRCH): 6292 Facility Phone: Facility Latitude:

Box No (SRCH): 2011BAZ1798

Facility Longitude: Program (SRCH): **Underground Storage Tanks** Facility ID (RPT): 3-200614 Latitude (SRCH): Type (RPT): Gas Station Longitude (SRCH): Status (RPT): Active Latitude (DL): Longitude (DL):

No Tanks (ŔPT): 3 Facility ID (WEB): 3-200614

DEQ Search Result URL: https://www2.deq.idaho.gov/waste/ustlust/pages/FacilityInfo.aspx?id=4897

Facility Name: DESERT WINDS CHEVRON UST Address: 3872 DITTO CR RD

UST Address 2:

UST City: MOUNTAIN HOME

UST Zip: 83647

Fac Name (SRCH): **DESERT WINDS CHEVRON**

Address (SRCH): 3872 DITTO CR RD City/State (SRCH): MOUNTAIN HOME Facility Name (RPT): **DESERT WINDS CHEVRON** Street Address (RPT): 3872 DITTO CR RD City (RPT): MOUNTAIN HOME

Zip (RPT): 83647

Site Name (DL): **DESERT WINDS CHEVRON** Street (DL): 3872 DITTO CR RD

City (DL): MOUNTAIN HOME Facility Name (WEB): **DESERT WINDS CHEVRON**

Street Address (WEB): 3872 DITTO CR RD MOUNTAIN HOME City (WEB):

Zip (WEB):

Underground and Leaking Underground Storage Tank Database Search; Waste Management and Remediation Report Source: Facility Mapper Advanced Search - Underground Storage Tanks (SRCH); Underground Storage Tank (UST)

Reports - UST List (RPT); Underground Storage Tank (UST) Reports - Active Facilities (All Regions) (WEB); Waste

6292

Yes

2011BAZ1798 04/09/1998

43.17021000

43.17021

43.17021

-115.74544

-115.74544

Order No: 24040200691

-115.74544000

Management and Remediation Facility Mapper Advanced Search - Underground Storage Tanks (DL)

Tanks Information

Distance Elev/Diff Site DΒ Map Key Number of Direction Records (mi/ft) (ft)

3-200614*2B PrimLkDetectMeth: Tank No: Automatic Tank Gauging

Tank ID: 2B Sec Lk Detect Meth:

CAS No CERCLA Nm: Emergency Gen:

Status: Currently In Use ATG Make Model: Gilbarco EMC 4/1/1998 Closure Status: Install Oath Date:

Date Closed: Manifolded:

Date Last Used: Compartment: Yes A30 Day Nt Closure: Partially Excluded:

01/01/1998 Sec Tk Dbl Wall:

Date Installed: None Capacity: Single-Walled 10000 Spl Bucket Contain:

Substance: Diesel Day Tank:

Inert Fill: Owner Atg Tank No:

Site Asmt Perf:

Install Company: Richard Wright

Installer Name: Nwestco (Petrol Services / Idaho Petroleum)

Installation Certification: Installer certified by tank/pipe manufacturer, Inspected by local or State, Manufacturer installation checklists

complete

Prevention: Overfill Alarm, Spill Protected Tank Material: Fiberglass Reinforced Plastic

Tank Notes: 4/6/15 - Product change premium to diesel

NO NOTIFICATION FORM. DATA TAKEN FROM 30 DAY NOTICE OF CLOSURE.

https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=13021&fld=4897 Tank Link:

Tanks Information

Tank No: 3-200614*1 PrimLkDetectMeth: Automatic Tank Gauging

Tank ID: Sec Lk Detect Meth:

CAS No CERCLA Nm: Emergency Gen:

Status: Currently In Use ATG Make Model: Gilbarco EMC Install Oath Date: 4/1/1998 Closure Status:

Manifolded: Date Closed: Date Last Used: Compartment: A30 Day Nt Closure: Partially Excluded:

01/01/1998 Date Installed: Sec Tk Dbl Wall: None Capacity: Spl Bucket Contain: 12000 Single-Walled

Substance: E10 Regular Day Tank:

Inert Fill: Owner Atg Tank No:

Site Asmt Perf:

Install Company: Richard Wright

Installer Name: Nwestco (Petrol Services / Idaho Petroleum)

Installation Certification: Installer certified by tank/pipe manufacturer, Inspected by local or State, Manufacturer installation checklists

complete

Overfill Alarm, Spill Protected Prevention: Tank Material: Fiberglass Reinforced Plastic Tank Notes:

Tank Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=13020&fld=4897

Tanks Information

3-200614*2A PrimLkDetectMeth: Automatic Tank Gauging Tank No:

Tank ID: 2A Sec Lk Detect Meth:

CAS No CERCLA Nm: Emergency Gen:

Currently In Use ATG Make Model: Gilbarco EMC Status: Closure Status: Install Oath Date: 4/1/1998 Date Closed: Manifolded: Date Last Used: Compartment: Yes

A30 Day Nt Closure: Partially Excluded:

01/01/1998 Date Installed: Sec Tk Dbl Wall: None Double-Walled

Spl Bucket Contain: Capacity: 5000

Substance: E10 Premium Day Tank:

Inert Fill:

Owner Atg Tank No: Site Asmt Perf:

Install Company: Richard Wright

Nwestco (Petrol Services / Idaho Petroleum) Installer Name:

Installation Certification: Installer certified by tank/pipe manufacturer, Inspected by local or State, Manufacturer installation checklists

Order No: 24040200691

complete

Map Key Number of Direction Distance Elev/Diff Site DB
Records (mi/ft) (ft)

Prevention:Overfill Alarm, Spill ProtectedTank Material:Fiberglass Reinforced Plastic

Tank Notes: 4/6/15 - Product change diesel to premium

NO NOTIFICATION FORM. DATA TAKEN FROM 30 DAY NOTICE OF CLOSURE.

Tank Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=13022&fld=4897

Pipes Information

Connected Tank: 3-200614*2A Start Date: 4/6/2015 Closed End Date: 2/27/2018 Status: Pipe Type: Pressurized LLD Make Model: Red Jacket: FX1V Flexible (APT) Flexible (APT) Pipe Material: Construction:

Date Installed: 04/06/2015 Sump Containment: Contained - Single Walled

Description:2ATDescription 1:2ATInstaller Name:Sam OkelberryPipe Type 1:Pressurized

Installer Oath Dt:

Installation Certification:

Installation Company: Nwestco (Petrol Services / Idaho Petroleum)

Flex Con Fitg CP Typ: No Metal Connectors/Fittings
Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor
Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-

180a0a8a4e01&fld=4897

Comments: 2018 Piping 2AT closed since all piping interstitial monitored Transition piping starting at 5,000 gal compartment

UST sump (2A) and connecting to environ piping in 10,000 gal compartment UST sump (2B). 2018 Environ

replaced with Flexworks

Connected Tank: 3-200614*2B Start Date: 4/6/2015 Closed Status: End Date: 2/27/2018 Pipe Type: Pressurized LLD Make Model: Red Jacket: FX1DV Flexible (APT) Pipe Material: Flexible (APT) Construction:

Date Installed: 04/06/2015 Sump Containment: Contained - Single Walled

Description:2BTDescription 1:2BTInstaller Name:Sam OkelberryPipe Type 1:Pressurized

Installer Oath Dt:

Installation Certification:

Installation Company: Nwestco (Petrol Services / Idaho Petroleum)

Flex Con Fitg CP Typ:

Prim Leak Detect Meth:
Sec Leak Detect Meth:
Catas Leak Detect Meth:

Catas Leak Detect Meth:

Catas Leak Detect Meth:

Catas Leak Detect Meth:

Continuous Int. Dbl. Wall Monitor

Mechanical line leak detection

Tank Connections Delete: Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=43450372-168a-43af-94f8-

d88f5418cae4&fld=4897

Comments: 2018 Piping 2AT closed since all piping interstitial monitored. Transition piping starting at 10,000 gal compartment

Start Date:

End Date:

LLD Make Model:

Sump Containment:

Construction:

Description 1:

Pipe Type 1:

UST sump (2B) and connecting to environ piping in 5,000 gal compartment UST sump (2A).2018 Environ replaced

1/1/1998

2B

2/27/2018

Pressurized

Red Jacket: FX1DV

Order No: 24040200691

Flexible (Environ)
Contained - Single Walled

with Flexworks

Connected Tank: 3-200614*2B
Status: Closed
Pipe Type: Pressurized
Pipe Material: Flexible (Environ)
Pate Installed: 01/01/1998

 Date Installed:
 01/01/1998

 Description:
 2B

Installer Name: None picked yet

Installer Oath Dt:

Installation Certification:

Installation Company: None picked yet

Flex Con Fitg CP Typ: No Metal Connectors/Fittings
Prim Leak Detect Meth: No Metal Connectors/Fittings
Annual Line tightness testing

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Elev/Diff DΒ Map Key Number of Direction Distance Site Records (mi/ft) (ft)

Tank Connections Delete: **Connected Tank Comment:**

Construction Details: Double-Walled

Pipe Link: https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2977&fld=4897

Comments: One satellite line / dispenser is connected to Dispenser 1.

Connected Tank: 3-200614*1 Start Date: 1/1/1998 2/27/2018 Status: Closed End Date: Pipe Type: Pressurized LLD Make Model: Red Jacket: FX1V Pipe Material: Flexible (Environ) Construction: Flexible (Environ) 01/01/1998 Contained - Single Walled Date Installed:

Sump Containment: Description: Description 1:

Installer Name: None picked yet Pipe Type 1: Pressurized

Installer Oath Dt: Installation Certification:

Installation Company: None picked yet

No Metal Connectors/Fittings Flex Con Fitg CP Typ: Prim Leak Detect Meth: Annual Line tightness testing

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: **Connected Tank Comment:**

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2975&fld=4897

Comments:

3-200614*1 Connected Tank: Start Date: 2/27/2018

Status: Active End Date:

LLD Make Model: Red Jacket: FX1V Pipe Type: Pressurized

Pipe Material: Flexible (OPW Flexworks) Flexible (OPW Flexworks) Construction: Date Installed: 02/27/2018 Sump Containment: Contained - Single Walled

Description: Description 1: 1 1

Installer Name: Darin Bonjour Pipe Type 1: Pressurized Installer Oath Dt-2/28/2018

Installer certified by tank/pipe manufacturer, Manufacturer installation checklists complete Installation Certification:

Leonard Petroleum Equipment of Boise LLC Installation Company:

Flex Con Fitg CP Typ: Isolated

Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2aea66be-14ec-494d-b8aa-

733c88ddae63&fld=4897

Comments:

Connected Tank: 3-200614*2B Start Date: 2/27/2018

Status: Active End Date:

Pipe Type: LLD Make Model: Red Jacket: FX1DV Pressurized Flexible (OPW Flexworks) Flexible (OPW Flexworks) Pipe Material: Construction: Date Installed: 02/27/2018 Sump Containment: Contained - Single Walled

Description: 2B Description 1: 2B

Installer Name: Darin Bonjour Pressurized Pipe Type 1:

Installer Oath Dt: 2/28/2018

Installer certified by tank/pipe manufacturer, Manufacturer installation checklists complete Installation Certification:

Leonard Petroleum Equipment of Boise LLC Installation Company:

Flex Con Fitg CP Typ: Isolated

Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Mechanical line leak detection Catas Leak Detect Meth:

Tank Connections Delete: **Connected Tank Comment:**

Construction Details: Double-Walled

https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=242198f1-b039-4904-aaa2-Pipe Link:

5fcb4197b3ae&fld=4897

Comments: APT piping starting at 10,000 gal compartment UST sump (2B) and connecting to Flexworks piping in 5,000 gal

Order No: 24040200691

compartment UST sump (2A)

Number of Direction Distance Elev/Diff DΒ Map Key Site Records (mi/ft) (ft)

Installer certified by tank/pipe manufacturer, Manufacturer installation checklists complete

End Date:

2A

Order No: 24040200691

Connected Tank: 3-200614*2A 2/27/2018 Start Date:

End Date: Status: Active

Pressurized LLD Make Model: Red Jacket: FX1V Pipe Type: Pipe Material: Flexible (OPW Flexworks) Flexible (OPW Flexworks) Construction: Date Installed: 02/27/2018 Sump Containment: Contained - Single Walled

Description: Description 1: 2A

Installer Name: Darin Bonjour Pipe Type 1: Pressurized

Installer Oath Dt: 2/28/2018

Installation Company: Leonard Petroleum Equipment of Boise LLC

Flex Con Fitg CP Typ: Isolated

Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Installation Certification:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: **Connected Tank Comment:**

Double-Walled Construction Details:

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=c2c0be4a-5ff4-4bb3-9e10-

3d7b34818a40&fld=4897

Comments: APT piping starting at 5,000 gal compartment UST sump (2A) and connecting to Flexworks piping in 10,000 gal

compartment UST sump (2B)

3-200614*2A Start Date: 1/1/1998 Connected Tank: Status: Closed End Date: 2/27/2018 Pressurized LLD Make Model: Red Jacket: FX1V Pipe Type: Pipe Material: Flexible (Environ) Construction: Flexible (Environ) 01/01/1998 Contained - Single Walled Date Installed: Sump Containment:

Description: 2A Description 1:

Installer Name: None picked yet Pipe Type 1: Pressurized

Installer Oath Dt:

Installation Certification: Installation Company: None picked yet

Flex Con Fitg CP Typ: No Metal Connectors/Fittings Prim Leak Detect Meth: Annual Line tightness testing

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: Connected Tank Comment:

Construction Details: Double-Walled

https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2976&fld=4897 Pipe Link:

Comments:

Dispensers Information

Sump Containment: Contained - Single Walled Start Date: 02/27/2018

No Metal Connectors/Fittings Flex Con CP Typ:

Local Description: 5&6

Sump Containment: Contained - Single Walled Start Date: 01/01/1998 Flex Con CP Typ: No Metal Connectors/Fittings End Date: 02/27/2018

Satellite 1 Local Description:

Contained - Single Walled Start Date: 02/27/2018 Sump Containment:

Flex Con CP Typ: No Metal Connectors/Fittings End Date:

Local Description: 1&2

Contained - Single Walled Sump Containment: Start Date:

02/27/2018 No Metal Connectors/Fittings Flex Con CP Typ: End Date:

Local Description: 3&4

Contained - Single Walled 02/27/2018 Sump Containment: Start Date:

Flex Con CP Typ: No Metal Connectors/Fittings End Date:

Local Description: 9&10

Sump Containment: Contained - Single Walled Start Date: 02/27/2018

No Metal Connectors/Fittings Flex Con CP Typ: End Date:

Local Description:

Map Key	Number of	Direction	Distance	Elev/Diff	Site	DB
	Records		(mi/ft)	(ft)		

Inspection List Information

Inspection Date:	07/13/2018	CP:	Inspection Not Necessary
Prevention:		FR:	Yes
Detection:		OT:	Inspection Not Necessary
Total:	No	OV:	Inspection Not Necessary
Inspector:	Mark Olsen	RD:	Inspection Not Necessary
Old RD:	No	SP:	Inspection Not Necessary
Old RP:	No	WT:	Inspection Not Necessary
Inspection Date:	02/09/2010	CP:	Inspection Not Necessary
Prevention:		FR:	Yes
Detection:		OT:	Inspection Not Necessary
Total:	No	OV:	Inspection Not Necessary
Inspector:	Christopher Bowe	RD:	Inspection Not Necessary
Old RD:	Yes	SP:	Inspection Not Necessary
Old RP:	No	WT:	Inspection Not Necessary
Inspection Date:	06/23/2021	CP:	Yes
Prevention:		FR:	Yes
Detection:		OT:	No
Total:	No	OV:	Yes
Inspector:	Mark Olsen	RD:	No
Old RD:	No	SP:	Yes
Old RP:	Yes	WT:	No
Inspection Date:	07/09/2015	CP:	Inspection Not Necessary
Prevention:		FR:	Yes
Detection:		OT:	Inspection Not Necessary
Total:	No	OV:	Inspection Not Necessary
Inspector:	Christopher Bowe	RD:	Inspection Not Necessary
Old RD:	No	SP:	Inspection Not Necessary
Old RP:	No	WT:	Inspection Not Necessary
Inspection Date:	10/05/2012	CP:	Inspection Not Necessary
Prevention:		FR:	Yes
Detection:		OT:	Inspection Not Necessary
Total:	No	OV:	Inspection Not Necessary
Inspector:	Christopher Bowe	RD:	Inspection Not Necessary
Old RD:	Yes	SP:	Inspection Not Necessary
Old RP:	Yes	WT:	Inspection Not Necessary

Contacts Information

Contact Type: Class A Operator
Contact Name: Nicholas Thornton
Start Date: 12/19/2012
End Date: 07/13/2018

Contact Type:Class A OperatorContact Name:Nicholas WarilaStart Date:10/11/2012End Date:10/25/2022

 Contact Type:
 Manager

 Contact Name:
 Kim Foss

 Start Date:
 10/04/2012

 End Date:
 04/01/2015

 Contact Type:
 Owner

 Contact Name:
 NICK WARILA

 Start Date:
 04/09/1998

End Date:

Contact Type:Class A OperatorContact Name:Kim FossStart Date:03/23/2016

DΒ Map Key Number of Direction Distance Elev/Diff Site Records (mi/ft) (ft)

07/13/2018 End Date:

Class B Operator Contact Type: Contact Name: Lorna Hanson (Tallie)

Start Date: 08/22/2018 10/25/2022 End Date:

Contact Type: Manager Contact Name: Tallie Hanson Start Date: 04/01/2015 End Date:

Manager Contact Type: Contact Name: Jordan Warila Start Date: 06/23/2021

End Date:

Contact Type: Class B Operator Contact Name: Nicholas Thornton Start Date: 12/19/2012 End Date: 07/13/2018

Contact Type: Class B Operator Nicholas Warila Contact Name: Start Date: 10/11/2012 10/25/2022 End Date:

Compliance Certifier Contact Type: Contact Name: NICK WARILA Start Date: 04/09/1998 End Date:

Contact Type: Contact Name: Start Date:

End Date:

Class A Operator Jordan Warila 06/29/2021

Contact Type: Class B Operator Contact Name: Jordan Warila Start Date: 07/02/2021

End Date:

Financial Responsibility Information (Terradex)

State Fund **Expiration Date:** 05/01/2022

Site Assmnt Performed:

Terradex Details

IDEQ Prgm: UST Covenant:

Status: County: Elmore Mapped: https://idaho.terradex.com/?lat=43.17021&lon=-115.74544&zoom=16 Detail Link: https://terradex.com/reporting/build_lur_array_for_site_v2/view/pg_siteid/6292

Order No: 24040200691

View Details Site ID: 6292

DESERT WINDS CHEVRON Site Name:

3872 DITTO CR RD Street: MOUNTAIN HOME City: Box No: 2011BAZ1798

Ideq Waste Remediation

Underground Storage Tanks Program:

Program ID: 3-200614 43.17021 Latitude: Longitude: -115.74544 Map Key Number of Direction Distance Elev/Diff Site DB Records (mi/ft) (ft)

Active Facilities

Tnks in Use/Temp Closed:

State Fund Financ Responsibility:

Terradex Underground Storage Tank Details

Underground Storage Tanks Program:

All Programs for Site: **Underground Storage Tanks**

County: Covenant:

Reference ID:

Elmore

2 of2 2

WSW 0.07/ 371.01

3,202.46 /

DESERT WINDS CHEVRON

43.17021

-115.74544

REM SITES

REM SITES

UST

3872 DITTO CR RD **MOUNTAIN HOME ID**

Box No: 2011BAZ1798

County: Elmore

Details

Underground Storage Tanks Program:

6292

All Programs for Site: **Underground Storage Tanks** Covenant:

Latitude:

Longitude:

0.12/ 3,196.58/ ID TRANS DEPT MOUNTAIN 3 1 of1 **ESE**

620.56 -3 HOME MTCE YARD 2596 NW FRONTAGE RD

MOUNTAIN HOME ID

8765 43.170523 Reference ID: Latitude: 2011BAZ3093 Longitude: -115.738537 Box No:

County: Elmore

Details

Program: General Remediation Covenant:

All Programs for Site: General Remediation, Leaking Underground Storage Tanks, RCRA Hazardous Waste Site, Underground Storage

Tanks

RCRA Hazardous Waste Sites Program: Covenant:

All Programs for Site: General Remediation, Leaking Underground Storage Tanks, RCRA Hazardous Waste Site, Underground Storage

Tanks

Underground Storage Tanks Program: Covenant:

All Programs for Site: General Remediation, Leaking Underground Storage Tanks, RCRA Hazardous Waste Site, Underground Storage

Multiple Programs Program: Covenant:

All Programs for Site: General Remediation, Leaking Underground Storage Tanks, RCRA Hazardous Waste Site, Underground Storage

Program: Leaking Underground Storage Tanks Covenant:

All Programs for Site: General Remediation, Leaking Underground Storage Tanks, RCRA Hazardous Waste Site, Underground Storage

Tanks

1 of2 SE 0.18/ Westside Development 3,198.51/

953.67 Sunset Strip

MOUNTAIN HOME ID 83647

Facility ID: 3-200623 Reference ID (DL): 112861 Facility Status: Box No (DL): 2015BAZ101 Closure

Facility Type: Commercial Date Certified:

> erisinfo.com | Environmental Risk Information Services Order No: 24040200691

Number of Distance Elev/Diff DΒ Map Key Direction Site Records (mi/ft) (ft)

Program ID (SRCH): 3-200623 1000 Ft Drnk Wtr: Yes

ID (SRCH): 112861 Facility Phone:

Box No (SRCH): 2015BAZ101 Facility Latitude: 43.16794100 **Underground Storage Tanks** Facility Longitude: Program (SRCH): -115.74038000 Facility ID (RPT): 3-200623 Latitude (SRCH): 43.167941 Longitude (SRCH): Commercial -115.74038 Type (RPT): Status (RPT): Closed Latitude (DL): 43.167941

No Tanks (RPT): Facility ID (WEB):

DEQ Search Result URL: https://www2.deq.idaho.gov/waste/ustlust/pages/FacilityInfo.aspx?id=cf991d37-b669-4ac3-9423-895d99d94e51

Longitude (DL):

-115.74038

Order No: 24040200691

Facility Name: Westside Development

UST Address: Sunset Strip

UST Address 2: **UST City:** MOUNTAIN HOME

UST Zip: 83647

WESTSIDE DEVELOPMENT Fac Name (SRCH):

Address (SRCH): SUNSET STRIP City/State (SRCH): MOUNTAIN HOME Facility Name (RPT): Westside Development Street Address (RPT): Sunset Strip MOUNTAIN HOME

City (RPT): Zip (RPT): 83647

Site Name (DL): WESTSIDE DEVELOPMENT

Street (DL): SUNSET STRIP City (DL): MOUNTAIN HOME

Facility Name (WEB): Street Address (WEB):

City (WEB): Zip (WEB):

Report Source: Underground and Leaking Underground Storage Tank Database Search; Waste Management and Remediation

Manifolded:

Facility Mapper Advanced Search - Underground Storage Tanks (SRCH); Underground Storage Tank (UST) Reports - UST List (RPT); Waste Management and Remediation Facility Mapper Advanced Search - Underground

Storage Tanks (DL)

Tanks Information

3-200623*1 PrimLkDetectMeth: Tank No: Sec Lk Detect Meth: Tank ID: CAS No CERCLA Nm: Emergency Gen:

Status: Permanently Out of Use ATG Make Model: Closure Status: Install Oath Date:

Date Last Used: Compartment: A30 Day Nt Closure: 12/5/1997 Partially Excluded: Date Installed: 12/22/1988 Sec Tk Dbl Wall: Spl Bucket Contain: Capacity: 4000 Day Tank:

Substance: Unknown Inert Fill: Owner Atg Tank No:

Site Asmt Perf:

Date Closed:

Install Company: None picked yet Installer Name: None picked yet

12/5/1997

Installation Certification: Prevention:

Tank Material: Tank Notes:

https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=56a21c02-5f79-47b1-b77b-Tank Link:

196dd32993c6&fld=cf991d37-b669-4ac3-9423-895d99d94e51

Tanks Information

PrimLkDetectMeth: Tank No: 3-200623*3 Tank ID: Sec Lk Detect Meth: CAS No CERCLA Nm: Emergency Gen:

Permanently Out of Use ATG Make Model: Status: Closure Status: Install Oath Date: Manifolded: Date Closed: 12/5/1997 Compartment:

Date Last Used:

Map Key Number of Direction Distance Elev/Diff Site DB
Records (mi/ft) (ft)

 A30 Day Nt Closure:
 12/5/1997
 Partially Excluded:

 Date Installed:
 12/22/1988
 Sec Tk Dbl Wall:

 Capacity:
 6000
 Spl Bucket Contain:

 Substance:
 Diesel
 Day Tank:

 Inert Fill:
 Owner Atg Tank No:

Inert Fill: Site Asmt Perf:

Install Company: None picked yet Installer Name: None picked yet

Installation Certification:

Prevention: Tank Material: Tank Notes: Tank Link:

https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=77242ea3-3830-4d17-b131-

Install Oath Date:

Partially Excluded:

Spl Bucket Contain:

Owner Atg Tank No:

Sec Tk Dbl Wall:

Manifolded:

Day Tank:

Compartment:

b5ce78363cf7&fld=cf991d37-b669-4ac3-9423-895d99d94e51

Tanks Information

 Tank No:
 3-200623*2
 PrimLkDetectMeth:

 Tank ID:
 2
 Sec Lk Detect Meth:

 CAS No CERCLA Nm:
 Emergency Gen:

 Status:
 Permanently Out of Use
 ATG Make Model:

Closure Status:

12/5/1997

Date Closed: 12/5/1997
Date Last Used:

 A30 Day Nt Closure:
 12/5/1997

 Date Installed:
 12/22/1988

 Capacity:
 4000

 Substance:
 Unknown

Inert Fill:
Site Asmt Perf:

Install Company: None picked yet Installer Name: None picked yet

Installation Certification:

Prevention: Tank Material: Tank Notes:

Tank Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=6e881c16-ed55-4fe8-8bfd-

ea2a1f5292b4&fld=cf991d37-b669-4ac3-9423-895d99d94e51

Terradex Details

IDEQ Prgm: UST Covenant:

 Status:
 County:
 Elmore

 Mapped:
 https://idaho.terradex.com/?lat=43.167941&lon=-115.74038&zoom=16

 Detail Link:
 https://terradex.com/reporting/build_lur_array_for_site_v2/view/pg_siteid/112861

View Details Site ID: 112861

Site Name: WESTSIDE DEVELOPMENT

 Street:
 SUNSET STRIP

 City:
 MOUNTAIN HOME

 Box No:
 2015BAZ101

Ideq Waste Remediation Underground Storage Tanks

Program:

 Program ID:
 3-200623

 Latitude:
 43.167941

 Longitude:
 -115.74038

Terradex Underground Storage Tank Details

Program:Underground Storage TanksAll Programs for Site:Underground Storage Tanks

County: Elmore

2 of 2

Covenant:

SE 0.18 / 3,198.51 / WESTSIDE DEVELOPMENT

-1

SUNSET STRIP

953.67

REM SITES

Map Key Number of Direction Distance Elev/Diff Site DΒ Records (mi/ft) (ft)

MOUNTAIN HOME ID

112861 Latitude: 43.167941 Reference ID: 2015BAZ101 -115.74038 Box No: Longitude:

County: Elmore

Details

Program: **Underground Storage Tanks** Covenant:

Underground Storage Tanks All Programs for Site:

5 1 of2 Ε 020/ 3.190.90 / MOUNTAIN HOME MTCE YARD **LUST**

1,030.21 I-84 MP 90 SE EXIT 90 **MOUNTAIN HOME ID 83647**

Facility ID (RPT): 3-200055 Fac Latitude (RPT): 43.17004000 ID(SRCH): 8765 Fac Longitude (RPT): -115.73907000 2011BAZ3093 Box No(SRCH): Latitude(SRCH): 43.170523 Program(SRCH): Leaking Underground Storage Tanks Longitude(SRCH): -115.738537 8765 43.170523 Reference ID: Latitude: Box No: 2011BAZ3093 Longitude: -115.738537

Fac Name(SRCH): ID TRANS DEPT MOUNTAIN HOME MTCE YARD

Address(SRCH): 2596 NW FRONTAGE RD City/State(SRCH): MOUNTAIN HOME

Facility Name (RPT): MOUNTAIN HOME MTCE YARD

Street Address (RPT): I-84 MP 90 SE EXIT 90 City (RPT): MOUNTAIN HOME

Zip (RPT) 83647

Site Name: ID TRANS DEPT MOUNTAIN HOME MTCE YARD

2596 NW FRONTAGE RD Street: MOUNTAIN HOME City:

County: Elmore

Report Source: Waste Management and Remediation Facility Mapper Advanced Search - Underground Storage Tanks (SRCH);

Leaking Underground Storage Tank (LUST) Reports - All LUST Events (RPT); Waste Management and

No

Order No: 24040200691

Remediation Facility Mapper Advanced Search - Leaking Underground Storage Tanks

LUST Report - All LUST Events

LUST ID: 551 4/4/1994 Release Date: Status: Cleanup Complete Cleanup Date: 11/14/1994

Cleanup Method:

Facility Search - LUST Event Details

Confirmed Release: 04/04/1994 Lust ID: 551

Cleanup Complete: 11/14/1994 Enfo Termination: EC:

Enforcement Effective:

Waste Remediation Facility Mapper - LUST Details

General Remediation, Leaking Underground All Programs for Site: Covenant:

Storage Tanks, RCRA Hazardous Waste Site,

Underground Storage Tanks

Waste Remediation Facility Mapper - UST Details

County: Elmore Status: Covenant: Latitude: 43.170523 Program: UST Lonaitude: -115.738537

Waste Rem Program: Leaking Underground Storage Tanks

View Details Site ID: 8765

Number of Direction Distance Elev/Diff Site DΒ Map Key Records (mi/ft) (ft)

ID TRANS DEPT MOUNTAIN HOME MTCE YARD Name:

Street: 2596 NW FRONTAGE RD MOUNTAIN HOME City:

https://terradex.com/reporting/build lur array for site v2/view/pg siteid/8765 Link: https://idaho.terradex.com/?lat=43.170523&lon=-115.738537&zoom=16 Mapped:

Status: County: Elmore 43.170523 Covenant: Latitude: Program: LUST Longitude: -115.738537

Waste Rem Program: Leaking Underground Storage Tanks

View Details Site ID:

Name: ID TRANS DEPT MOUNTAIN HOME MTCE YARD

2596 NW FRONTAGE RD Street: City: MOUNTAIN HOME

Link: https://terradex.com/reporting/build_lur_array_for_site_v2/view/pg_siteid/8765 https://idaho.terradex.com/?lat=43.170523&lon=-115.738537&zoom=16 Mapped:

UST Facility Search Details

Facility Status: Closure Edited By: **DGRAY** Facility Type: State Government Fac Longitude: -115.73907000 Date Certified: 04/30/1993 Fac Latitude: 43.17004000

Within 1000 Ft of A Drinking

Water:

MOUNTAIN HOME MTCE YARD Facility Name:

Address Line 1: I-84 MP 90 SE EXIT 90

Address Line 2:

Facility City: MOUNTAIN HOME

Facility Zip: 83647

Facility Phone:

Url: https://www2.deq.idaho.gov/waste/ustlust/pages/FacilityInfo.aspx?id=2005

5 2 of2 Ε 0.20/ 3,190.90/ MOUNTAIN HOME MTCE YARD **UST** 1,030.21 -9 I-84 MP 90 SE EXIT 90 **MOUNTAIN HOME ID 83647**

Facility Phone:

Facility Latitude:

Longitude (DL):

43.17004000

-115.738537

Order No: 24040200691

3-200055 Facility ID: Reference ID (DL): 8765

2011BAZ3093 Facility Status: Closure Box No (DL): State Government 04/30/1993 Facility Type: Date Certified: Program ID (SRCH): 3-200055 1000 Ft Drnk Wtr: Yes

ID (SRCH): 8765

2011BAZ3093 Box No (SRCH): Underground Storage Tanks Program (SRCH):

Facility Longitude: -115.73907000 3-200055 Latitude (SRCH): Facility ID (RPT): 43.170523 Longitude (SRCH): Type (RPT): State Government -115.738537 Status (RPT): Closed Latitude (DL): 43.170523

No Tanks (RPT):

Facility ID (WEB):

DEQ Search Result URL: https://www2.deq.idaho.gov/waste/ustlust/pages/FacilityInfo.aspx?id=2005

Facility Name: MOUNTAIN HOME MTCE YARD

UST Address: I-84 MP 90 SE EXIT 90

UST Address 2:

UST Citv: MOUNTAIN HOME

UST Zip: 83647

Fac Name (SRCH): ID TRANS DEPT MOUNTAIN HOME MTCE YARD

Address (SRCH): 2596 NW FRONTAGE RD City/State (SRCH): MOUNTAIN HOME

Facility Name (RPT): MOUNTAIN HOME MTCE YARD

Street Address (RPT): I-84 MP 90 SE EXIT 90 MOUNTAIN HOME City (RPT):

Zip (RPT): 83647

Site Name (DL): ID TRANS DEPT MOUNTAIN HOME MTCE YARD

Street (DL): 2596 NW FRONTAGE RD City (DL): MOUNTAIN HOME

Facility Name (WEB): Street Address (WEB):

City (WEB):

Number of Direction Distance Elev/Diff Site DΒ Map Key Records (mi/ft) (ft)

Zip (WEB):

Report Source: Underground and Leaking Underground Storage Tank Database Search; Waste Management and Remediation Facility Mapper Advanced Search - Underground Storage Tanks (SRCH); Underground Storage Tank (UST)

Reports - UST List (RPT); Waste Management and Remediation Facility Mapper Advanced Search - Underground

Order No: 24040200691

Storage Tanks (DL)

Tanks Information

3-200055*3 PrimLkDetectMeth: Not Listed Tank No:

Tank ID: Sec Lk Detect Meth: Emergency Gen: CAS No CERCLA Nm: Status: Permanently Out of Use ATG Make Model:

Tank removed from ground Closure Status: Install Oath Date: 3/1/1994 Date Closed: Manifolded: Date Last Used: 1/1/1993 Compartment: A30 Day Nt Closure: 12/16/1993 Partially Excluded:

Date Installed: 01/01/1980 Sec Tk Dbl Wall: None

Spl Bucket Contain: Capacity: 3000 Substance: Diesel Dav Tank:

Inert Fill: None Owner Atg Tank No:

Site Asmt Perf: Nο Install Company: None picked yet

Installer Name: None picked yet

Installation Certification:

Prevention: Tank Material: Asphalt Coated or Bare Steel Tank Notes: **UPGRADED PER EPAUST**

https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=5136&fld=2005 Tank Link:

Tanks Information

Tank No: 3-200055*1 PrimLkDetectMeth: Not Listed Tank ID: Sec Lk Detect Meth:

CAS No CERCLA Nm: Emergency Gen: Permanently Out of Use ATG Make Model: Status: Closure Status: Tank removed from ground Install Oath Date: 3/1/1994 Manifolded: Date Closed:

Date Last Used: 3/1/1994 Compartment: A30 Day Nt Closure: 12/16/1993 Partially Excluded: Date Installed: 06/01/1970 Sec Tk Dbl Wall:

None Capacity: 2000 Spl Bucket Contain:

Regular Gasoline Substance: Dav Tank:

Inert Fill: None Owner Atg Tank No:

Site Asmt Perf: Yes

Install Company: None picked yet Installer Name: None picked yet

Installation Certification:

Prevention: Tank Material: Asphalt Coated or Bare Steel

Tank Notes:

Tank Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=5075&fld=2005

Tanks Information

PrimLkDetectMeth: Tank No: 3-200055*2 Not Listed

Tank ID: Sec Lk Detect Meth: CAS No CERCLA Nm: Emergency Gen: Permanently Out of Use ATG Make Model: Status:

Closure Status: Tank removed from ground Install Oath Date: Date Closed: 3/1/1994 Manifolded: 3/1/1994 Date Last Used: Compartment: 12/16/1993 Partially Excluded: A30 Day Nt Closure: 06/01/1970 Date Installed: Sec Tk Dbl Wall:

None

Capacity: 2000 Spl Bucket Contain: Substance: Diesel Day Tank:

Inert Fill: None Owner Atg Tank No:

Number of Direction Distance Elev/Diff Site DΒ Map Key Records (mi/ft) (ft)

LLD Make Model:

LLD Make Model:

Sump Containment:

U.S. Suction

Order No: 24040200691

Yes Site Asmt Perf:

Install Company: None picked yet Installer Name: None picked yet

Installation Certification:

Prevention:

Tank Material: Asphalt Coated or Bare Steel

Tank Notes:

https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=5135&fld=2005 Tank Link:

Pipes Information

Connected Tank: 3-200055*1 Start Date: 6/1/1970 Status: Closed End Date: 3/1/1994

U.S. Suction Pipe Type:

Steel Pipe Material: Steel Construction: Sump Containment:

Date Installed: 06/01/1970

Description 1: Description: Installer Name: None picked yet Pipe Type 1:

Installer Oath Dt:

Installation Certification:

Installation Company: None picked yet Flex Con Fitg CP Typ:

Prim Leak Detect Meth: Not Listed

Sec Leak Detect Meth: Catas Leak Detect Meth: Tank Connections Delete:

Connected Tank Comment: P1 Construction Details:

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=10446&fld=2005

Comments:

3-200055*2 6/1/1970 Connected Tank: Start Date: Status: Closed End Date: 3/1/1994

U.S. Suction LLD Make Model: Pipe Type: Pipe Material: Steel Construction: Steel Date Installed: 06/01/1970 Sump Containment:

Description 1: Description: Pipe Type 1: U.S. Suction

Installer Name: None picked yet Installer Oath Dt:

Installation Certification:

Installation Company: None picked yet

Flex Con Fitg CP Typ:

Prim Leak Detect Meth: Not Listed

Sec Leak Detect Meth: Catas Leak Detect Meth: Tank Connections Delete:

P2 Connected Tank Comment: Construction Details:

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=10447&fld=2005

Comments:

3-200055*3 Start Date: 1/1/1980 Connected Tank: Status: Closed End Date: 3/1/1994

Pipe Type: U.S. Suction

Steel Pipe Material: Steel Construction:

Date Installed: 01/01/1980

Description: Description 1:

U.S. Suction Installer Name: None picked yet Pipe Type 1:

Installer Oath Dt: Installation Certification:

Installation Company: None picked yet

Flex Con Fitg CP Typ:

Prim Leak Detect Meth: Not Listed

Sec Leak Detect Meth: Catas Leak Detect Meth: Tank Connections Delete:

Connected Tank Comment: P3 Construction Details: None Map Key Number of Direction Distance Elev/Diff Site DB Records (mi/ft) (ft)

https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=10448&fld=2005 Pipe Link:

Comments:

Contacts Information

Other Contact Type:

SCOTT GURNSEY Contact Name: Start Date: 04/30/1993

End Date:

Contact Type: Owner

IDAHO TRANSPORTATION DEPARTMENT Contact Name:

Start Date: 04/30/1993

End Date:

Financial Responsibility Information (Terradex)

Type: Other Expiration Date: 04/30/1993

Site Assmnt Performed:

Terradex Details

IDEQ Prgm: UST Covenant:

Status: County: Elmore Mapped: https://idaho.terradex.com/?lat=43.170523&lon=-115.738537&zoom=16 Detail Link: https://terradex.com/reporting/build_lur_array_for_site_v2/view/pg_siteid/8765

8765 View Details Site ID:

ID TRANS DEPT MOUNTAIN HOME MTCE YARD Site Name:

2596 NW FRONTAGE RD Street: MOUNTAIN HOME City: Box No: 2011BAZ3093

Ideq Waste Remediation **Underground Storage Tanks**

Program:

Program ID: 3-200055 Latitude: 43.170523 Longitude: -115.738537

IDEQ Prgm: LUST

Status: County: Elmore

Mapped: https://idaho.terradex.com/?lat=43.170523&lon=-115.738537&zoom=16 Detail Link: https://terradex.com/reporting/build_lur_array_for_site_v2/view/pg_siteid/8765

View Details Site ID: 8765

ID TRANS DEPT MOUNTAIN HOME MTCE YARD Site Name:

2596 NW FRONTAGE RD Street: City: MOUNTAIN HOME Box No: 2011BAZ3093

Ideq Waste Remediation **Underground Storage Tanks** Program:

Program ID: 3-200055 Latitude: 43.170523 Longitude: -115.738537

Terradex Underground Storage Tank Details

Underground Storage Tanks Program:

All Programs for Site: General Remediation, Leaking Underground Storage Tanks, RCRA Hazardous Waste Site, Underground Storage

Order No: 24040200691

Covenant:

Tanks Elmore

County:

Covenant:

Unplottable Summary

Total: 0 Unplottable sites

DB Company Name/Site Address City Zip ERIS ID Name

No unplottable records were found that may be relevant for the search criteria.

Unplottable Report

No unplottable records were found that may be relevant for the search criteria.

Order No: 24040200691

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13 and E1527-21, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

NPL NPL

Sites on the United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Oct 26, 2023

National Priority List - Proposed:

PROPOSED NPL

Sites proposed by the United States Environmental Protection Agency (EPA), the state agency, or concerned citizens for addition to the National Priorities List (NPL) due to contamination by hazardous waste and identified by the EPA as a candidate for cleanup because it poses a risk to human health and/or the environment. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Oct 26, 2023

<u>Deleted NPL:</u>

DELETED NPL

Sites deleted from the United States Environmental Protection Agency (EPA)'s National Priorities List. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. Sites are represented by boundaries where available in the EPA Superfund Site Boundaries maintained by the Shared Enterprise Geodata and Services (SEGS). Site boundaries represent the footprint of a whole site, the sum of all of the Operable Units and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Oct 26, 2023

SEMS List 8R Active Site Inventory:

SEM

Order No: 24040200691

The U.S. Environmental Protection Agency's (EPA) Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted. This data includes SEMS sites from the List 8R Active file as well as applicable sites from the SEMS GIS/REST file layer obtained from EPA's Facility Registry Service.

Government Publication Date: Jan 26, 2024

Inventory of Open Dumps, June 1985:

ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

SEMS List 8R Archive Sites: SEMS ARCHIVE

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. This data includes sites from the List 8R Archived site file.

Government Publication Date: Jan 26, 2024

<u>Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS:</u>

CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

EPA Report on the Status of Open Dumps on Indian Lands:

IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (Al/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

CERCLIS - No Further Remedial Action Planned:

CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site

Government Publication Date: Oct 25, 2013

CERCLIS LIENS CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA). This database was provided by the United States Environmental Protection Agency (EPA). Refer to SEMS LIEN as the current data source for Superfund Liens.

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action:

RCRA CORRACTS

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Jan 1, 2024

RCRA non-CORRACTS TSD Facilities:

RCRA TSD

Order No: 24040200691

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites that have indicated engagement in the treatment, storage, or disposal of hazardous waste which requires a RCRA hazardous waste permit.

Government Publication Date: Jan 1, 2024

RCRA Generator List:

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste. *Government Publication Date: Jan 1, 2024*

RCRA Small Quantity Generators List:

RCRA SQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Jan 1, 2024

RCRA Very Small Quantity Generators List:

RCRA VSQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Jan 1, 2024

RCRA Non-Generators:

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Jan 1, 2024

RCRA Sites with Controls:

List of Resource Conservation and Recovery Act (RCRA) facilities with institutional controls in place. RCRA gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Government Publication Date: Jan 1, 2024

Federal Engineering Controls-ECs:

FED ENG

List of Engineering controls (ECs) made availabe by the United States Environmental Protection Agency (EPA). ECs encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. The EC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Feb 29, 2024

Federal Institutional Controls- ICs:

FED INST

Order No: 24040200691

List of Institutional controls (ICs) made available by the United States Environmental Protection Agency (EPA). ICs are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site. The IC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Feb 29, 2024

Land Use Control Information System:

LUCIS

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

Government Publication Date: Sep 1, 2006

Institutional Control Boundaries at NPL sites:

NPLIC

Boundaries of Institutional Control areas at sites on the United States Environmental Protection Agency (EPA)'s National Priorities List, or Proposed or Deleted, made available by the EPA's Shared Enterprise Geodata and Services (SEGS). United States Environmental Protection Agency (EPA)'s National Priorities List of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. Institutional controls are non-engineered instruments such as administrative and legal controls that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy.

Government Publication Date: Oct 26, 2023

Emergency Response Notification System:

ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System:

ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System:

FRNS

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

Government Publication Date: Feb 20, 2024

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database:

FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This data is provided by the United States Environmental Protection Agency (EPA) and includes Brownfield sites from the Cleanups in My Community (CIMC) web application.

Government Publication Date: Feb 7, 2024

FEMA Underground Storage Tank Listing:

FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Facility Response Plan:

FRP

This listing contains facilities that have submitted Facility Response Plans (FRPs) to the U.S. Environmental Protection Agency (EPA). Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit FRPs. Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments. This listing includes FRP facilities from an applicable EPA FOIA file and Homeland Infrastructure Foundation-Level Data (HIFLD) data file.

Government Publication Date: May 2, 2023

Delisted Facility Response Plans:

DELISTED FRP

Order No: 24040200691

Facilities that once appeared in - and have since been removed from - the list of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: May 2, 2023

<u>HIST GAS STATIONS</u>

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

Government Publication Date: Jul 1, 1930

Petroleum Refineries:

List of petroleum refineries from the U.S. Energy Information Administration (EIA) Refinery Capacity Report. Includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year located in the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and other U.S. possessions. Survey locations adjusted using public data.

Government Publication Date: Sep 20, 2023

Petroleum Product and Crude Oil Rail Terminals:

BULK TERMINAL

A list of petroleum product and crude oil rail terminals from the U.S. Energy Information Administration (EIA), as well as petroleum terminals sourced from the Federal Communications Commission Data hosted by the Homeland Infrastructure Foundation-Level Database. Data includes operable bulk petroleum product terminals with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil with activity between 2017 and 2018. EIA petroleum product terminal data comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings.

Government Publication Date: Sep 22, 2023

<u>LIEN on Property:</u> SEMS LIEN

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) provides Lien details on applicable properties, such as the Superfund lien on property activity, the lien property information, and the parties associated with the lien.

Government Publication Date: Jan 26, 2024

Superfund Decision Documents:

SUPERFUND ROD

This database contains a list of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include completed Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD) for active and archived sites stored in the Superfund Enterprise Management System (SEMS), along with other associated memos and files. This information is maintained and made available by the U.S. Environmental Protection Agency.

Government Publication Date: Dec 26, 2023

Formerly Utilized Sites Remedial Action Program:

DOE FUSRAP

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

Government Publication Date: Mar 4, 2017

State

Solid Waste Program Sites:

Locations of Solid Waste sites on the Idaho Department of Environmental Quality (DEQ)'s Waste Remediation Facility Mapper. Solid waste is defined in Idaho's Solid Waste Management Rules (IDAPA 58.01.06) as any garbage or refuse, sludge from a wastewater treatment plant, water supply treatment plant, or air pollution control facility and other discarded material including solid, liquid, semi-solid, or contained gaseous material resulting from industrial, commercial, mining, and agricultural operations and from community activities.

Government Publication Date: Jan 30, 2024

Solid Waste Facilities Database:

HIST SWF

Solid Waste Facilities database made available by the Idaho Department of Environmental Quality (DEQ). Includes municipal and non-municipal solid waste landfills, transfer stations and incinerators, petroleum contaminated soils treatment facilities, materials recovery facilities, waste tire storage, and composting facilities.

Government Publication Date: Mar 14, 2014

Leaking Underground Storage Tank (LUST) Report:

LUST

Order No: 24040200691

A list of Leaking Underground Storage Tanks (LUSTs) made available by Idaho Department of Environmental Quality (Idaho DEQ). Idaho DEQ's LUST program provides for the oversight and cleanup of petroleum releases from state regulated Underground Storage Tanks (USTs). Includes records of leaking tanks from the UST and LUST Database, as well as LUST records from the Idaho DEQ Waste Remediation Facility Mapper.

Government Publication Date: Nov 6, 2023

Delisted Leaking Storage Tanks:

DELISTED LST

This database contains a list of leaking storage tank sites that were removed from the Idaho Department of Environmental Quality (Idaho DEQ). Government Publication Date: Nov 6, 2023

Underground Storage Tank (UST) Report:

UST

List of Underground Storage Tanks (USTs) in Idaho made available by the Idaho Department of Environmental Quality (Idaho DEQ). In Idaho, underground storage tanks used to store either petroleum products (e.g., gasoline, diesel, kerosene, or jet fuel) or certain hazardous substances, with at least 10% of their contents underground, are regulated. Includes tank records from the UST Database, as well as UST records from the Idaho DEQ Waste Remediation Facility Mapper.

Government Publication Date: Nov 6, 2023

Delisted Storage Tanks:

DELISTED STORAGE TANK

This database contains a list of storage tank sites that were removed from the Idaho Department of Environmental Quality (Idaho DEQ) storage tank database. The records may be removed due to incorrectly assigned regulation statues.

Government Publication Date: Nov 6, 2023

Environmental Covenants and Restrictions:

INST

A list of sites with institutional controls (ICs) on them, made available by Idaho Department of Environmental Quality (IDEQ). Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy.

Government Publication Date: Jan 30, 2024

Voluntary Cleanup Program Participants:

VCP

A list of sites involved in Idaho Department of Environmental Quality (Idaho DEQ) Voluntary Cleanup Program.

Government Publication Date: Jan 30, 2024

Brownfield Sites:

BROWNFIELDS

A list of Brownfield sites, made available by Idaho Department of Environmental Quality (Idaho DEQ). A brownfield site is a vacant or underutilized property where redevelopment or reuse is complicated by actual or perceived environmental contamination.

Government Publication Date: Jan 30, 2024

Historical Brownfields List:

HIST BROWN

A brownfield site is a vacant or underutilized property where redevelopment or reuse is complicated by actual or perceived environmental contamination. This is a list of brownfield sites made available by the Idaho Department of Environmental Quality (DEQ) that have received DEQ brownfield funding or funding through other brownfield redevelopment initiatives.

Government Publication Date: Dec 31, 2011

Tribal

Leaking Underground Storage Tanks on Tribal/Indian Lands:

INDIAN LUST

This list of leaking underground storage tanks (LUSTs) on Tribal/Indian Lands in Region 10, which includes Idaho, is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Oct 25, 2023

Underground Storage Tanks on Tribal/Indian Lands:

INDIAN UST

This list of underground storage tanks (USTs) on Tribal/Indian Lands in Region 10, which includes Idaho, is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Oct 25, 2023

Delisted Tribal Leaking Storage Tanks:

DELISTED INDIAN LST

Order No: 24040200691

Leaking Underground Storage Tank (LUST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian LUST lists made available by the United States Environmental Protection Agency (EPA).

Delisted Tribal Underground Storage Tanks:

DELISTED INDIAN UST

Underground Storage Tank (UST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian UST lists made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Oct 25, 2023

County

No County standard environmental record sources available for this State.

Additional Environmental Record Sources

Federal

PFAS Greenhouse Gas Emissions Data:

PFAS GHG

The U.S. Environmental Protection Agency's Greenhouse Gas Reporting Program (GHGRP) collects Greenhouse Gas (GHG) data from large emitting facilities (25,000 metric tons of carbon dioxide equivalent (CO2e) per year), and suppliers of fossil fuels and industrial gases that results in GHG emissions when used. Includes GHG emissions data for facilities that emit or have emitted since 2010 chemicals identified in EPA's CompTox Chemicals Dashboard list of PFAS without explicit structures and list of PFAS structures by DSSTox. PFAS emissions data has been identified for facilities engaged in the following industrial processes: Aluminum Production (GHGRP Subpart F), HCFC-22 Production and HFC-23 Destruction (Subpart O), Electronics Manufacturing (Subpart I), Fluorinated Gas Production (Subpart L), Magnesium Production (Subpart T), Electrical Transmission and Distribution Equipment Use (Subpart DD), and Manufacture of Electric Transmission and Distribution Equipment (Subpart SS). Over time, other industrial processes with required GHGRP reporting may include PFAS emissions data and the list of reportable gases may change over time.

Government Publication Date: Nov 15, 2023

Facility Registry Service/Facility Index:

FINDS/FRS

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the U.S. Environmental Protection Agency (EPA).

Government Publication Date: Feb 9, 2024

Toxics Release Inventory (TRI) Program:

TRIS

The U.S. Environmental Protection Agency's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of toxic chemicals from U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. There are currently 770 individually listed chemicals and 33 chemical categories covered by the TRI Program. Facilities that manufacture, process or otherwise use these chemicals in amounts above established levels must submit annual reporting forms for each chemical. Note that the TRI chemical list does not include all toxic chemicals used in the U.S. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment. This database includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.

Government Publication Date: Sep 20, 2023

PFOA/PFOS Contaminated Sites:

This list of Superfund Sites with Per- and Polyfluoroalkyl Substances (PFAS) detections is made available by the U.S. Environmental Protection Agency (EPA) in their PFAS Analytic Tools data, previously the list was obtained by EPA FOIA requests. EPA's Office of Land and Emergency Management and EPA Regional Offices maintain what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment. Limitations: Detections of PFAS at National Priorities List (NPL) sites do not mean that people are at risk from PFAS, are exposed to PFAS, or that the site is the source of the PFAS. The information in the Superfund NPL and Superfund Alternative Agreement (SAA) PFAS detection site list is years old and may not be accurate today. Site information such as site name, site ID, and location has been confirmed for accuracy; however, PFAS-related information such as media sampled, drinking water being above the health advisory, or mitigation efforts has not been verified. For Federal Facilities data, the other Federal agencies (OFA) are the lead agency for their data and provided them to EPA.

Government Publication Date: Mar 19, 2024

Federal Agency Locations with Known or Suspected PFAS Detections:

PFAS FED SITES

Order No: 24040200691

List of Federal agency locations with known or suspected detections of Per- and Polyfluoroalkyl Substances (PFAS), made available by the U.S. Environmental Protection Agency (EPA) in their PFAS Analytic Tools data. EPA outlines that these data are gathered from several federal entities, such as the Federal Superfund program, Department of Defense (DOD), National Aeronautics and Space Administration, Department of Transportation, and Department of Energy. The dates this data was extracted for the PFAS Analytic Tools range from March 2022 to September 2023. Sites on this list do not necessarily reflect the source/s of PFAS contamination and detections do not indicate level of risk or human exposure at the site. Agricultural notifications in this data are limited to DOD sites only. At this time, the EPA is aware that this list is not comprehensive of all Federal agencies. *Government Publication Date: Sep 5, 2023*

SSEHRI PFAS Contamination Sites:

PFAS SSEHRI

This PFAS Contamination Site Tracker database is compiled by the Social Science Environmental Health Research Institute (SSEHRI) at Northeastern University. According to the SSEHRI, the database records qualitative and quantitative data from each known site of PFAS contamination, including timeline of discovery, sources, levels, health impacts, community response, and government response. The goal of this database is to compile information and support public understanding of the rapidly unfolding issue of PFAS contamination. All data presented was extracted from government websites, news articles, or publicly available documents, and this is cited in the tracker. Locations for the Known PFAS Contamination Sites are sourced from the PFAS Sites and Community Resources Map, credited to the Northeastern University's PFAS Project Lab, Silent Spring Institute, and the PFAS-REACH team. Disclaimer: The source conveys the data undergoes regular updates as new information becomes available, some sites may be missing and/or contain information that is incorrect or outdated, as well as their information represents all contamination sites SSEHRI is aware of, not all possible contamination sites. This data is not intended to be used for legal purposes. Access the following source link for the most current information: https://pfasproject.com/pfas-sites-and-community-resources/

Government Publication Date: May 19, 2023

National Response Center PFAS Spills:

ERNS PFAS

This Per- and Poly-Fluoroalkyl Substances (PFAS) Spills dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The National Response Center (NRC), operated by the U.S. Coast Guard, is the designated federal point of contact for reporting all oil, chemical, and other discharges into the environment, for the United States and its territories. This dataset contains NRC spill information from 1990 to the present that is restricted to records associated with PFAS and PFAS-containing materials. Incidents are filtered to include only records with a "Material Involved" or "Incident Description" related to Aqueous Film Forming Foam (AFFF). The keywords used to filter the data included "AFFF," "Fire Fighting Foam," "Aqueous Film Forming Foam," "Fire Suppressant Foam, "PFAS," "PERFL," "PFOA," "PFOS," and "Genx." Limitations: The data from the NRC website contains initial incident data that has not been validated or investigated by a federal/state response agency. Keyword searches may misidentify some incident reports that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS spills/release incidents.

Government Publication Date: Jan 24, 2024

PFAS NPDES Discharge Monitoring:

PFAS NPDES

This list of National Pollutant Discharge Elimination System (NPDES) permitted facilities with required monitoring for Per- and Polyfluoroalkyl (PFAS) Substances is made available via the U.S. Environmental Protection Agency (EPA)'s PFAS Analytic Tools. Any point-source wastewater discharger to waters of the United States must have a NPDES permit, which defines a set of parameters for pollutants and monitoring to ensure that the discharge does not degrade water quality or impair human health. This list includes NPDES permitted facilities associated with permits that monitor for Per- and Polyfluoroalkyl Substances (PFAS), limited to the years 2007 - present. EPA further advises the following regarding these data: currently, fewer than half of states have required PFAS monitoring for at least one of their permittees, and fewer states have established PFAS effluent limits for permittees. For states that may have required monitoring, some reporting and data transfer issues may exist on a state-by-state basis.

Government Publication Date: Feb 19, 2024

Perfluorinated Alkyl Substances (PFAS) from Toxic Release Inventory:

PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a per- or polyfluoroalkyl (PFAS) substance included in the U.S. Environmental Protection Agency's (EPA) consolidated PFAS Master List of PFAS Substances. Encompasses Toxics Release Inventory records included in the EPA PFAS Analytic Tools. The EPA's TRI database currently tracks information on disposal or releases of 770 individually listed toxic chemicals and 33 chemical categories from thousands of U.S. facilities and details about how facilities manage those chemicals through recycling, energy recovery, and treatment. This listing includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.

Government Publication Date: Sep 20, 2023

Perfluorinated Alkyl Substances (PFAS) Water Quality:

PFAS WATER

The Water Quality Portal (WQP) is a cooperative service sponsored by the United States Geological Survey (USGS), the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC). This listing includes records from the Water Quality Portal where the characteristic (environmental measurement) is in the Environmental Protection Agency (EPA)'s consolidated Master List of PFAS Substances.

Government Publication Date: Jul 20, 2020

PFAS TSCA Manufacture and Import Facilities:

PFAS TSCA

Order No: 24040200691

The U.S. Environmental Protection Agency (EPA) issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. This list is specific only to TSCA Manufacture and Import Facilities with reported per- and poly-fluoroalkyl (PFAS) substances. Data file is sourced from EPA's PFAS Analytic Tools TSCA dataset which includes CDR/Inventory Update Reporting data from 1998 up to 2020. Disclaimer: This data file includes production and importation data for chemicals identified in EPA's CompTox Chemicals Dashboard list of PFAS without explicit structures and list of PFAS structures in DSSTox. Note that some regulations have specific chemical structure requirements that define PFAS differently than the lists in EPA's CompTox Chemicals Dashboard. Reporting information on manufactured or imported chemical substance amounts should not be compared between facilities, as some companies claim Chemical Data Reporting Rule data fields for PFAS information as Confidential Business Information.

Government Publication Date: Jan 5, 2023

PFAS Waste Transfers from RCRA e-Manifest:

PFAS E-MANIFEST

This Per- and Poly-Fluoroalkyl Substances (PFAS) Waste Transfers dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. Every shipment of hazardous waste in the U.S. must be accompanied by a shipment manifest, which is a critical component of the cradle-to-grave tracking of wastes mandated by the Resource Conservation and Recovery Act (RCRA). According to the EPA, currently no Federal Waste Code exists for any PFAS compounds. To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: • PFAS • PFOA • PFOS • PERFL • AFFF • GENX • GEN-X (plus the Vermont state-specific waste codes). Limitations: Amount or concentration of PFAS being transferred cannot be determined from the manifest information. Keyword searches may misidentify some manifest records that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS waste transfers.

Government Publication Date: Feb 25, 2024

PFAS Industry Sectors:

This Per- and Poly-Fluoroalkyl Substances (PFAS) Industry Sectors dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The EPA developed the dataset from various sources that show which industries may be handling PFAS including: EPA's Enforcement and Compliance History Online (ECHO) records restricted to potential PFAS-handling industry sectors; ECHO records for Fire Training Sites identified where fire-fighting foam may have been used in training exercises; and 14 CFR Part 139 Airports compiled from historic and current records from the FAA Airport Data and Information Portal. Since July 2006, all certificated Part 139 Airports are required to have fire-fighting foam onsite that meet certain military specifications, which to date have been fluorinated (Aqueous Film Forming Foam). Limitations: Inclusion in this dataset does not indicate that PFAS are being manufactured, processed, used, or released by the facility. Listed facilities potentially handle PFAS based on their industrial profile, but are unconfirmed by the EPA. Keyword searches in ECHO for Fire Training sites may misidentify some facilities and should not be considered to be an exhaustive list of fire training facilities in the U.S.

Government Publication Date: Dec 4, 2023

Hazardous Materials Information Reporting System:

HMIRS

The Hazardous Materials Incident Reporting System (HMIRS) database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration.

Government Publication Date: Nov 26, 2023

National Clandestine Drug Labs:

NCDL

Order No: 24040200691

The U.S. Department of Justice ("the Department"), Drug Enforcement Administration (DEA), provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Jul 26, 2023

Toxic Substances Control Act:

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Apr 11, 2019

<u>Hist TSCA:</u> HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing:

FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing:

FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List:

PRP

Early in the site cleanup process, the U.S. Environmental Protection Agency (EPA) conducts a search to find the Potentially Responsible Parties (PRPs). The EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site. This listing contains PRPs, Noticed Parties, at sites in the EPA's Superfund Enterprise Management System (SEMS).

Government Publication Date: Jan 26, 2024

State Coalition for Remediation of Drycleaners Listing:

SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin. Since 2017, the SCRD no longer maintains this data, refer to applicable state source data where available.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS):

ICIS

The Integrated Compliance Information System (ICIS) database contains integrated enforcement and compliance information across most of U.S. Environmental Protection Agency's (EPA) programs. The vision for ICIS is to replace EPA's independent databases that contain enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions and a subset of the Permit Compliance System (PCS), which supports the National Pollutant Discharge Elimination System (NPDES). This information is maintained by the EPA Headquarters and at the Regional offices. A future release of ICIS will completely replace PCS and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities that support compliance and enforcement programs, including incident tracking, compliance assistance, and compliance monitoring.

Government Publication Date: Aug 26, 2023

<u>Drycleaner Facilities:</u> FED DRYCLEANERS

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) data as made available by the U.S. Environmental Protection Agency (EPA), sourced from the ECHO Exporter file. The EPA tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: Jan 20, 2024

Delisted Drycleaner Facilities:

DELISTED FED DRY

Order No: 24040200691

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

Government Publication Date: Jan 20, 2024

Formerly Used Defense Sites:

FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DOD) is responsible for an environmental restoration. The FUDS Annual Report to Congress (ARC) is published by the U.S. Army Corps of Engineers (USACE). This data is compiled from the USACE's Geospatial FUDS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) FUDS dataset which applies to the Fiscal Year 2021 FUDS Inventory.

FUDS Munitions Response Sites:

FLIDS MRS

Boundaries of Munitions Response Sites (MRS), published with the Formerly Used Defense Sites (FUDS) Annual Report to Congress (ARC) by the U.S. Army Corps of Engineers (USACE). An MRS is a discrete location within a Munitions response area (MRA) that is known to require a munitions response. An MRA means any area on a defense site that is known or suspected to contain unexploded ordnance (UXO), discarded military munitions (DMM), or munitions constituents (MC). This data is compiled from the USACE's Geospatial MRS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) MRS dataset.

Government Publication Date: May 15, 2023

Former Military Nike Missile Sites:

FORMER NIKE

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

Government Publication Date: Dec 2, 1984

PHMSA Pipeline Safety Flagged Incidents:

PIPELINE INCIDENT

This list of flagged pipeline incidents is made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types. Accidents reported on hazardous liquid gravity lines (§195.13) and reporting-regulated-only hazardous liquid gathering lines (§195.15) and incidents reported on Type R gas gathering (§192.8(c)) are not included in the flagged incident file data.

Government Publication Date: Nov 6, 2023

Material Licensing Tracking System (MLTS):

MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: May 11, 2021

Historic Material Licensing Tracking System (MLTS) sites:

HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File:

The Master Index File (MIF) is provided by the United States Department of Labor, Mine Safety and Health Administration (MSHA). This file, which was originally created in the 1970's, contained many Mine-IDs that were invalid. MSHA removes invalid IDs from the MIF upon discovery. MSHA applicable data includes the following: all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970; mine addresses for all mines in the database except for Abandoned mines prior to 1998 from MSHA's legacy system (addresses may or may not correspond with the physical location of the mine itself); violations that have been assessed penalties as a result of MSHA inspections beginning on 1/1/2000; and violations issued as a result of MSHA inspections conducted beginning on 1/1/2000.

Government Publication Date: May 1, 2023

<u>Surface Mining Control and Reclamation Act Sites:</u>

SMCRA

Order No: 24040200691

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by the Office of Surface Mining Reclamation and Enforcement (OSMRE) to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). This inventory contains information on the type and extent of Abandoned Mine Land (AML) impacts, as well as information on the cost associated with the reclamation of those problems. The data is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed. Disclaimer: Per the OSMRE, States and tribes who enter their data into eAMLIS (AML Inventory System) may truncate their latitude and longitude so the precise location of usually dangerous AMLs is not revealed in an effort to protect the public from searching for these AMLs, most of which are on private property. If more precise location information is needed, please contact the applicable state/tribe of interest.

Government Publication Date: Jun 13, 2023

Mineral Resource Data System: MRDS

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

Government Publication Date: Mar 15, 2016

DOE Legacy Management Sites:

LM SITES

The U.S. Department of Energy (DOE) Office of Legacy Management (LM) currently manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The LM manages sites with diverse regulatory drivers (statutes or programs that direct cleanup and management requirements at DOE sites) or as part of internal DOE or congressionally-recognized programs, such as but not limited to: Formerly Utilized Sites Remedial Action Program (FUSRAP), Uranium Mill Tailings Radiation Control Act (UMTRCA Title I, Tile II), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), Decontamination and Decommissioning (D&D), Nuclear Waste Policy Act (NWPA). This site listing includes data exported from the DOE Office of LM's Geospatial Environmental Mapping System (GEMS). GEMS Data disclaimer: The DOE Office of LM makes no representation or warranty, expressed or implied, regarding the use, accuracy, availability, or completeness of the data presented herein.

Government Publication Date: Dec 12, 2023

Alternative Fueling Stations:

ALT FUELS

This list of alternative fueling stations is sourced from the Alternative Fuels Data Center (AFDC). The U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy launched the AFDC in 1991 as a repository for alternative fuel vehicle performance data, which provides a wealth of information and data on alternative and renewable fuels, advanced vehicles, fuel-saving strategies, and emerging transportation technologies. The data includes Biodiesel (B20 and above), Compressed Natural Gas (CNG), Electric, Ethanol (E85), Hydrogen, Liquefied Natural Gas (LNG), Propane (LPG), and Renewable Diesel (R20 and above) fuel type locations.

Government Publication Date: Nov 27, 2023

Superfunds Consent Decrees:

CONSENT DECREES

This list of Superfund consent decrees is provided by the Department of Justice, Environment & Natural Resources Division (ENRD) through a Freedom of Information Act (FOIA) applicable file. This listing includes Consent Decrees for CERCLA or Superfund Sites filed and/or as proposed within the ENRD's Case Management System (CMS) since 2010. CMS may not reflect the latest developments in a case nor can the agency guarantee the accuracy of the data. ENRD Disclaimer: Congress excluded three discrete categories of law enforcement and national security records from the requirements of the FOIA; response is limited to those records that are subject to the requirements of the FOIA; however, this should not be taken as an indication that excluded records do, or do not, exist.

Government Publication Date: Apr 19, 2023

Air Facility System:

This EPA retired Air Facility System (AFS) dataset contains emissions, compliance, and enforcement data on stationary sources of air pollution. Regulated sources cover a wide spectrum; from large industrial facilities to relatively small operations such as dry cleaners. AFS does not contain data on facilities that are solely asbestos demolition and/or renovation contractors, or landfills. ECHO Clean Air Act data from AFS are frozen and reflect data as of October 17, 2014; the EPA retired this system for Clean Air Act stationary sources and transitioned to ICIS-Air.

Government Publication Date: Oct 17, 2014

Registered Pesticide Establishments:

SSTS

This national list of active EPA-registered foreign and domestic pesticide and/or device-producing establishments is based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that each producing establishment must place its EPA establishment number on the label or immediate container of each pesticide, active ingredient or device produced. An EPA establishment number on a pesticide product label identifies the EPA registered location where the product was produced. The list of establishments is made available by the U.S. Environmental Protection Agency (EPA).

Government Publication Date: Mar 1, 2023

Polychlorinated Biphenyl (PCB) Transformers:

PCBT

Order No: 24040200691

Locations of Transformers Containing Polychlorinated Biphenyls (PCBs) registered with the United States Environmental Protection Agency. PCB transformer owners must register their transformer(s) with EPA. Although not required, PCB transformer owners who have removed and properly disposed of a registered PCB transformer may notify EPA to have their PCB transformer de-registered. Data made available by EPA.

Government Publication Date: Oct 15, 2019

Polychlorinated Biphenyl (PCB) Notifiers:

PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: Oct 30, 2023

State

Remediation Site Database:

Sites in the Idaho Department of Environmental Quality (DEQ) Remediation Facility Mapper. DEQ's Waste Management and Remediation Division oversees various sites and facilities that generate or manage wastes or have released wastes into the environment and require remediation. Includes RCRA, Industrial Preliminary Assessment, General Remediation, and others.

Government Publication Date: Jan 30, 2024

Delisted Remediation Site Database:

DELISTED REM

This database contains a list of remediation records that were removed from Idaho's remediation database operated by the Idaho Department of Environmental Quality (Idaho DEQ). This list includes Preliminary Assessment and General Remediation sites.

Government Publication Date: Jan 30, 2024

Dry Cleaning Facilities:

DRYCLEANERS

A listing of drycleaner facilities provided be the Department of Environmental Quality (DEQ). DEQ gathered air quality data on dry cleaners as part of a Tier I applicability project during 2001 and 2002. EPA has since determined that dry cleaners are not applicable to this program unless they are a major source. None of the dry cleaners in Idaho are major sources and as such, DEQ no longer maintains updated information on them.

Government Publication Date: Dec 21, 2015

Hazardous Material Spills, Releases or Accidents:

SPILLS

A list of Hazardous Material spills, releases, and accidents reported to the Idaho State EMS Communications Center (StateComm), a component of the Bureau of EMS and Preparedness, Division of Public Health, Department of Health and Welfare. StateComm functions as the focal point for hazardous material emergency contact and communication. The incidents are classified into one of the following categories: Level I, Level III or Regulatory Notification.

Government Publication Date: Mar 6, 2024

Clandestine Drug (Meth) Laboratory Site Property List:

CDL

Order No: 24040200691

A list of Clandestine Drug Laboratory (CDL) sites discovered by law enforcement officials. This list is made available by the Idaho Department of Health and Welfare. Typically, CDLs have been used to manufacture methamphetamine (commonly referred to as meth).

Government Publication Date: Aug 31, 2023

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental record sources available for this State.

Definitions

<u>Database Descriptions:</u> This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

<u>Detail Report</u>: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

<u>Distance:</u> The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

<u>Elevation:</u> The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

<u>Unplottables:</u> These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

Order No: 24040200691



Property Information

Order Number: 24040200691p

Date Completed: April 2, 2024

Project Number: 203723858

Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd Mountain Home ID

Coordinates:

Latitude: 43.17134306 Longitude: -115.74358042

UTM Northing: 4780608.59618 Meters UTM Easting: 602124.205986 Meters

UTM Zone: UTM Zone 11T Elevation: 3,199.88 ft Slope Direction: ESE

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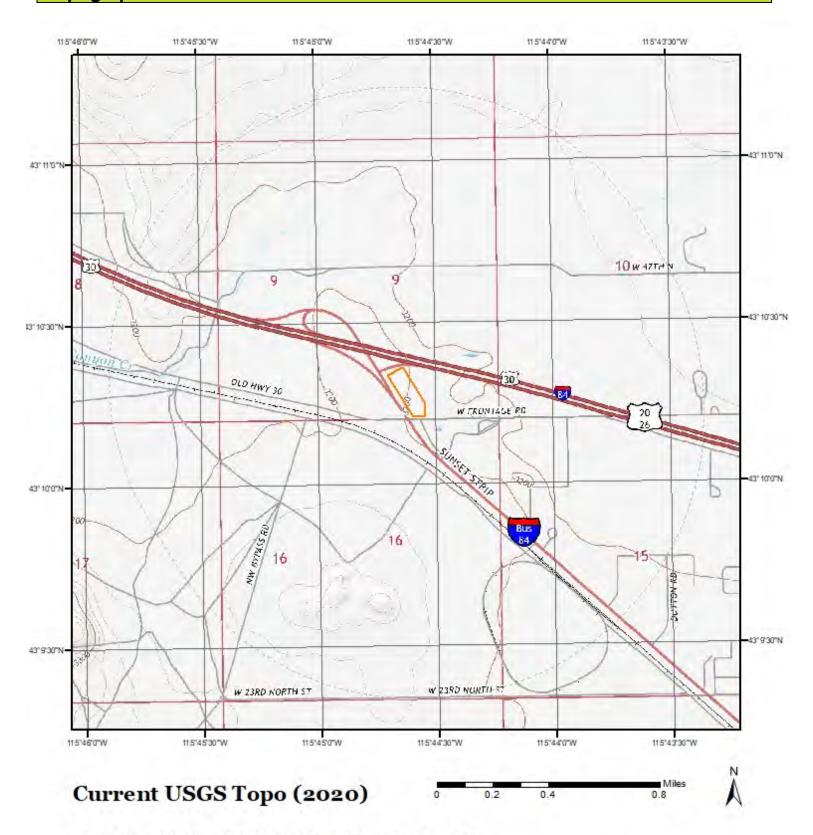
The ERIS *Physical Setting Report - PSR* provides comprehensive information about the physical setting around a site and includes a complete overview of topography and surface topology, in addition to hydrologic, geologic and soil characteristics. The location and detailed attributes of oil and gas wells, water wells, public water systems and radon are also included for review.

The compilation of both physical characteristics of a site and additional attribute data is useful in assessing the impact of migration of contaminants and subsequent impact on soils and groundwater.

Disclaimer

This Report does not provide a full environmental evaluation for the site or adjacent properties. Please see the terms and disclaimer at the end of the Report for greater detail.

Topographic Information



Quadrangle(s): Mountain Home North, ID; Crater Rings, ID

Source: USGS 7.5 Minute Topographic Map

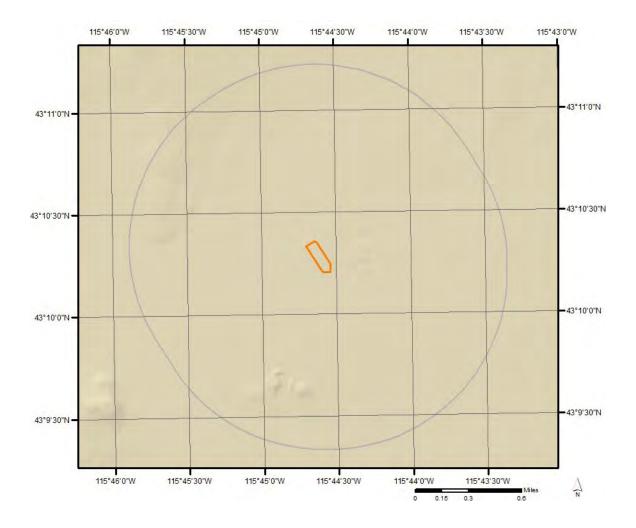


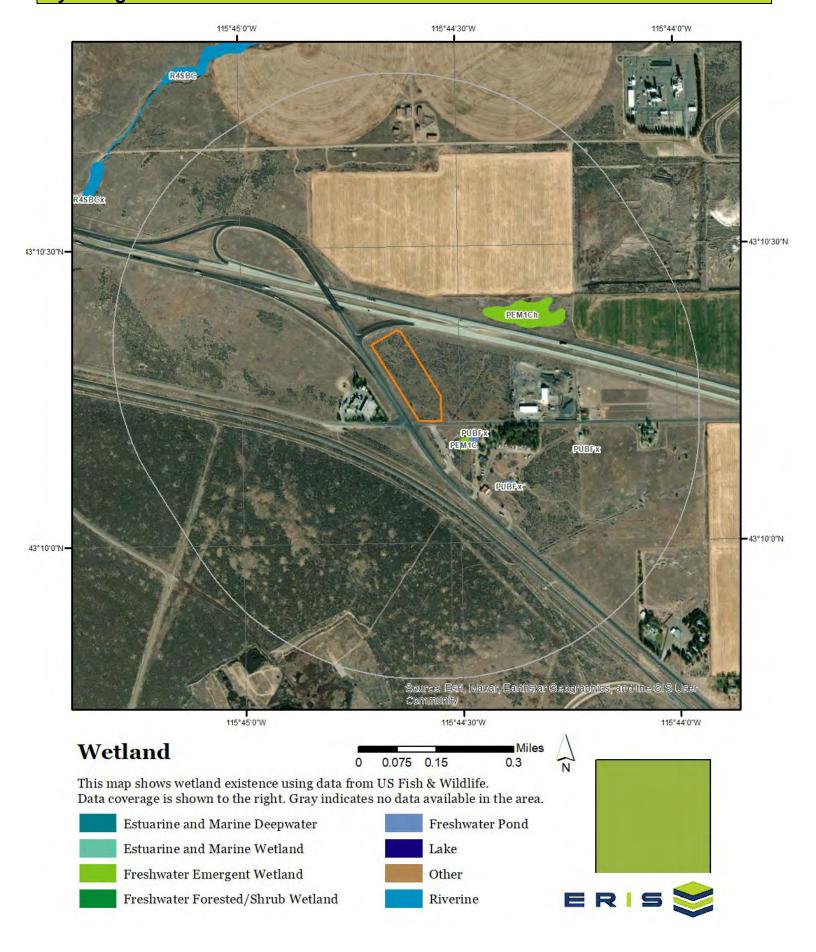
Topographic Information

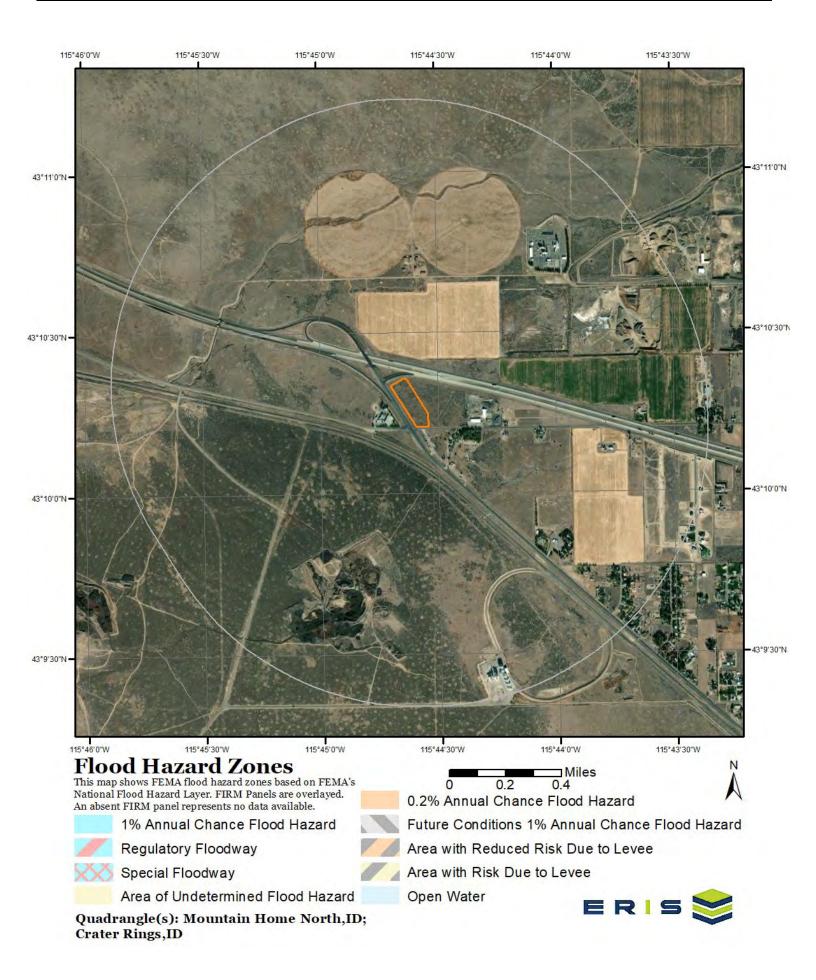
The previous topographic map(s) are created by seamlessly merging and cutting current USGS topographic data. Below are shaded relief map(s), derived from USGS elevation data to show surrounding topography in further detail.

Topographic information at project property:

Elevation: 3,199.88 ft Slope Direction: ESE







The Wetland Type map shows wetland existence overlaid on an aerial imagery. The Flood Hazard Zones map shows FEMA flood hazard zones overlaid on an aerial imagery. Relevant FIRM panels and detailed zone information is provided below. For detailed Zone descriptions please click the link: https://floodadvocate.com/fema-zone-definitions

No records found for the project property or surrounding properties.

FEMA Flood Zone Definitions

Special Flood Hazard Areas - High Risk

Special Flood Hazard Areas represent the area subject to inundation by 1-percent-annual chance flood. Structures located within the SFHA have a 26-percent chance of flooding during the life of a standard 30-year mortgage. Federal floodplain management regulations and mandatory flood insurance purchase requirements apply in these zones.

ZONE	DESCRIPTION
А	Areas subject to inundation by the 1-percent-annual-chance flood event. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown.
AE, A1-A30	Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. BFEs are shown within these zones. (Zone AE is used on new and revised maps in place of Zones A1–A30.)
АН	Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are 1–3 feet. BFEs derived from detailed hydraulic analyses are shown in this zone.
AO	Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are 1–3 feet. Average flood depths derived from detailed hydraulic analyses are shown within this zone.
AR	Areas that result from the decertification of a previously accredited flood protection system that is determined to be in the process of being restored to provide base flood protection.
A99	Areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction Federal flood protection system. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes. Zone A99 may be used only when the flood protection system has reached specified statutory progress toward completion. No BFEs or flood depths are shown.

Coastal High Hazard Areas - High Risk

Coastal High Hazard Areas (CHHA) represent the area subject to inundation by 1-percent-annual chance flood, extending from offshore to the inland limit of a primary front all dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources. Structures located within the CHHA have a 26-percent chance of flooding during the life of a standard 30-year mortgage. Federal floodplain management regulations and mandatory purchase requirements apply in these zones.

ZONE	DESCRIPTION
V	Areas along coasts subject to inundation by the 1-percent-annual-chance flood event with additional hazards associated with storm-induced waves. Because detailed coastal analyses have not been performed, no BFEs or flood depths are shown.
VE, V1-V30	Areas along coasts subject to inundation by the 1-percent-annual-chance flood event with additional hazards due to storm-induced velocity wave action. BFEs derived from detailed hydraulic coastal analyses are shown within these zones. (Zone VE is used on new and revised maps in place of Zones V1–V30.)

Moderate and Minimal Risk Areas

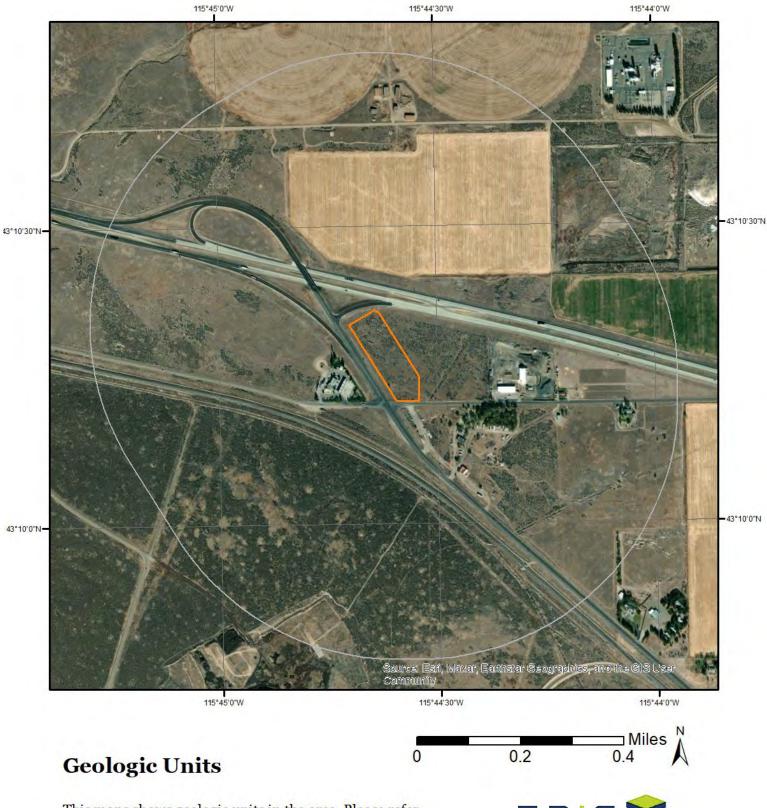
Areas of moderate or minimal hazard are studied based upon the principal source of flood in the area. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Local stormwater drainage systems are not normally considered in a community's flood insurance study. The failure of a local drainage system can create areas of high flood risk within these zones. Flood insurance is available in participating communities, but is not required by regulation in these zones. Nearly 25-percent of all flood claims filed are for structures located within these zones.

ZONE	DESCRIPTION
B, X (shaded)	Moderate risk areas within the 0.2-percent-annual-chance floodplain, areas of 1-percent-annual-chance flooding where average depths are less than 1 foot, areas of 1-percent-annual-chance flooding where the contributing drainage area is less than 1 square mile, and areas protected from the 1-percent-annual-chance flood by a levee. No BFEs or base flood depths are shown within these zones. (Zone X (shaded) is used on new and revised maps in place of Zone B.)
C, X (unshaded)	Minimal risk areas outside the 1-percent and .2-percent-annual-chance floodplains. No BFEs or base flood depths are shown within these zones. (Zone X (unshaded) is used on new and revised maps in place of Zone C.)

Undetermined Risk Areas

ZONE	DESCRIPTION
D	Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

Geologic Information



This maps shows geologic units in the area. Please refer to the report for detailed descriptions.



Geologic Information

The previous page shows USGS geology information. Detailed information about each unit is provided below.

Geologic Unit Qa

Unit Name: Gravel, sand, and silt; Quaternary; alluvium

Unit Age: Quaternary
Primary Rock Type: alluvium
Secondary Rock Type: alluvial terrace

Unit Description: Quaternary alluvium; may contain some glacial deposits and colluvium in

uplands

Geologic Unit Qpu1b

Unit Name: Basalt and silt; Late Pleistocene basalt flows and interlayered lacustrine silt

beds of subunit 1b; Snake River Plain

Order No: 24040200691p

Unit Age: Late Pleistocene

Primary Rock Type: tholeiite
Secondary Rock Type: lava flow

Unit Description: Upper Pleistocene Snake Plain basaltic lava flows, unit 1.



This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.



The previous page shows a soil map using SSURGO data from USDA Natural Resources Conservation Service. Detailed information about each unit is provided below.

Map Unit 21 (21.61%)

Map Unit Name: Buko fine sandy loam, 1 to 4 percent slopes

Bedrock Depth - Min: null
Watertable Depth - Annual Min: null

Drainage Class - Dominant: Well drained

Hydrologic Group - Dominant: C - Soils in this group have moderately high runoff potential when thoroughly

wet. Water transmission through the soil is somewhat restricted.

Major components are printed below

Buko(75%)

horizon A(0cm to 18cm) Fine sandy loam

horizon Bw(18cm to 61cm) Loam

horizon 2Bkq(61cm to 71cm)

horizon 2C(71cm to 152cm)

Cemented very gravelly sand

Extremely cobbly sand

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 21 - Buko fine sandy loam, 1 to 4 percent slopes

Component: Buko (75%)

The Buko component makes up 75 percent of the map unit. Slopes are 1 to 4 percent. The parent material consists of mixed alluvium. Depth to a root restrictive layer, duripan, is 20 to 36 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY014ID Sandy Loam 8-12 Artrw8/achy-hecoc8 ecological site. Nonirrigated land capability classification is 6c. Irrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 8 percent. There are no saline horizons within 30 inches of the soil surface.

Map Unit 28 (7.53%)

Map Unit Name: Chilcott-Kunaton-Chardoton complex, 2 to 12 percent slopes

Bedrock Depth - Min: 79cm Watertable Depth - Annual Min: null

Drainage Class - Dominant: Well drained

Hydrologic Group - Dominant: D - Soils in this group have high runoff potential when thoroughly wet. Water

movement through the soil is restricted or very restricted.

Order No: 24040200691p

Major components are printed below

Chilcott(35%)

horizon A/E(0cm to 18cm)
Silty clay
horizon Bt(18cm to 43cm)
Silty clay
horizon Btk(43cm to 69cm)
Clay loam
horizon Bkq(69cm to 84cm)
Loam

horizon Bkgm(84cm to 170cm) Cemented material

Kunaton(30%)

horizon E(0cm to 10cm)

horizon Bt(10cm to 25cm)

Silt loam

horizon Btk(25cm to 38cm)

Silt loam

horizon Bkgm(38cm to 79cm) Cemented material

horizon R(79cm to 104cm)

Chardoton(20%)

horizon A/E(0cm to 20cm)

horizon Bt(20cm to 89cm)

Silt loam

horizon Btk(89cm to 140cm)

Loam

horizon Bkgm(140cm to 152cm) Cemented material

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 28 - Chilcott-Kunaton-Chardoton complex, 2 to 12 percent slopes

Component: Chilcott (35%)

The Chilcott, extremely stony surface component makes up 35 percent of the map unit. Slopes are 2 to 12 percent. The parent material consists of volcanic ash and/or mixed alluvium and/or loess. Depth to a root restrictive layer, duripan, is 20 to 40 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 7s. Irrigated land capability classification is 7s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent. There are no saline horizons within 30 inches of the soil surface.

Bedrock

Component: Kunaton (30%)

The Kunaton, very stony surface component makes up 30 percent of the map unit. Slopes are 2 to 12 percent. The parent material consists of mixed alluvium and/or loess over bedrock derived from basalt. Depth to a root restrictive layer, duripan, is 10 to 20 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R010XA007ID Shallow Stony Loam 8-16 - Provisional ecological site. Nonirrigated land capability classification is 6s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 10 percent.

Component: Chardoton (20%)

The Chardoton component makes up 20 percent of the map unit. Slopes are 2 to 8 percent. The parent material consists of mixed alluvium and/or loess. Depth to a root restrictive layer, duripan, is 40 to 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 6c. Irrigated land capability classification is 4e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 33 percent. There are no saline horizons within 30 inches of the soil surface.

Map Unit 29 (64.67%)

Map Unit Name: Chilcott-Power complex, 0 to 8 percent slopes

Bedrock Depth - Min: null Watertable Depth - Annual Min: null

Drainage Class - Dominant: Well drained

Hydrologic Group - Dominant: D - Soils in this group have high runoff potential when thoroughly wet. Water

movement through the soil is restricted or very restricted.

Major components are printed below

Chilcott(55%)

horizon A/E(0cm to 18cm)

horizon Bt(18cm to 43cm)

horizon Btk(43cm to 69cm)

horizon Bkq(69cm to 84cm)

Silt loam

Silty clay

Clay loam

Loam

horizon Bkqm(84cm to 170cm) Cemented material

Power(20%)

horizon AE(0cm to 15cm) Silt loam

horizon Bt(15cm to 48cm)

horizon Bw(48cm to 66cm)

horizon Bk(66cm to 152cm)

Clay loam

Loam

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 29 - Chilcott-Power complex, 0 to 8 percent slopes

Component: Chilcott (55%)

The Chilcott component makes up 55 percent of the map unit. Slopes are 0 to 8 percent. The parent material consists of volcanic ash and/or mixed alluvium and/or loess. Depth to a root restrictive layer, duripan, is 20 to 40 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 6c. Irrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent. There are no saline horizons within 30 inches of the soil surface.

Component: Power (20%)

The Power component makes up 20 percent of the map unit. Slopes are 0 to 8 percent. The parent material consists of mixed alluvium and/or loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 6c. Irrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent. There are no saline horizons within 30 inches of the soil surface. The soil has a maximum sodium adsorption ratio of 3 within 30 inches of the soil surface.

Map Unit 32 (2.06%)

Map Unit Name: Colthorp-Chilcott silt loams, 0 to 8 percent slopes

Bedrock Depth - Min: 58cm Watertable Depth - Annual Min: null

Drainage Class - Dominant: Well drained

Hydrologic Group - Dominant: D - Soils in this group have high runoff potential when thoroughly wet. Water

movement through the soil is restricted or very restricted.

Order No: 24040200691p

Major components are printed below

Colthorp(50%)

horizon A(0cm to 8cm)

horizon Bt(8cm to 25cm)

horizon Bk(25cm to 46cm)

horizon Bkqm(46cm to 58cm)

Stony silt loam

Silty clay loam

Cemented material

horizon R(58cm to 83cm) Bedrock

Chilcott(40%)

horizon A/E(0cm to 18cm)

horizon Bt(18cm to 43cm)

horizon Btk(43cm to 69cm)

horizon Bkq(69cm to 84cm)

Silt loam

Clay loam

Loam

horizon Bkqm(84cm to 170cm) Cemented material

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 32 - Colthorp-Chilcott silt loams, 0 to 8 percent slopes

Component: Colthorp (50%)

The Colthorp component makes up 50 percent of the map unit. Slopes are 0 to 8 percent. The parent material consists of mixed

alluvium and/or loess over bedrock derived from basalt. Depth to a root restrictive layer, duripan, is 10 to 20 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 6s. Irrigated land capability classification is 4e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 13 percent. There are no saline horizons within 30 inches of the soil surface.

Component: Chilcott (40%)

The Chilcott component makes up 40 percent of the map unit. Slopes are 0 to 8 percent. The parent material consists of volcanic ash and/or mixed alluvium and/or loess. Depth to a root restrictive layer, duripan, is 20 to 40 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 6c. Irrigated land capability classification is 4e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent. There are no saline horizons within 30 inches of the soil surface.

Map Unit 54 (4.13%)

Map Unit Name: Elijah silt loam, 0 to 4 percent slopes

Bedrock Depth - Min: null Watertable Depth - Annual Min: null

Drainage Class - Dominant: Well drained

Hydrologic Group - Dominant: C - Soils in this group have moderately high runoff potential when thoroughly

wet. Water transmission through the soil is somewhat restricted.

Order No: 24040200691p

Major components are printed below

Elijah(75%)

horizon A(0cm to 18cm) Silt loam horizon Bt(18cm to 53cm) Silty clay loam

horizon Bk(53cm to 76cm) Loam

horizon Bkqm(76cm to 104cm) Cemented material horizon C(104cm to 152cm) Fine sandy loam

Component Description:

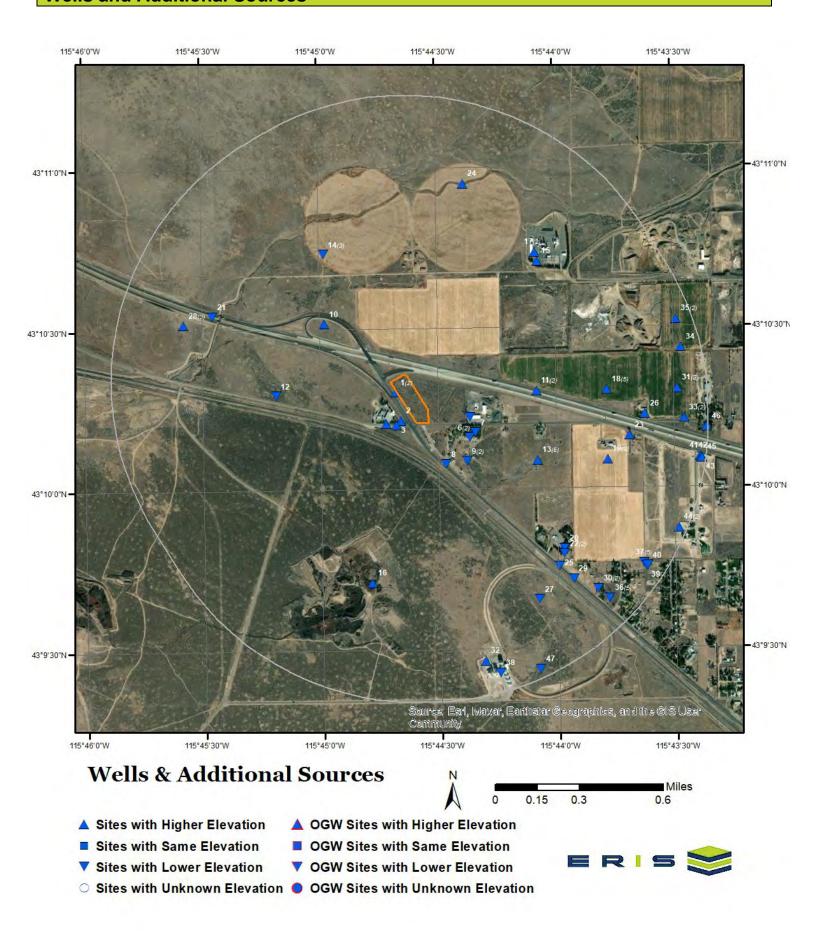
Minor map unit components are excluded from this report.

Map Unit: 54 - Elijah silt loam, 0 to 4 percent slopes

Component: Elijah (75%)

The Elijah component makes up 75 percent of the map unit. Slopes are 0 to 4 percent. The parent material consists of lacustrine deposits and/or loess and/or alluvium over residuum weathered from basalt. Depth to a root restrictive layer, duripan, is 20 to 40 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. This component is in the R011XY001ID Loamy 8-12 - Provisional ecological site. Nonirrigated land capability classification is 6c. Irrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent. There are no saline horizons within 30 inches of the soil surface.

Wells and Additional Sources



Wells and Additional Sources Summary

Federal Sources

Public Water S	vstems Violations	and Enforcement Data
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Мар Кеу	PWS ID	Distance (ft)	Direction	
3	ID4200092	342.56	SSW	
8	ID4200025	853.98	SSE	
29	ID4200086	4030.50	SE	

Safe Drinking Water Information System (SDWIS)

Map Key	PWS ID	Distance (ft)	Direction	
4	ID4200092	489.54	SW	
25	ID4200086	3673.34	SE	

USGS National Water Information System

Мар Кеу	Site No	Distance (ft)	Direction	
5	USGS-431013115441901	787.04	ESE	
12	USGS-431013115450801	767.04 2177.99	W	
14	USGS-431044115445901	2716.97	NNW	
15	USGS-431044115440501	3277.91	NE	
16	USGS-430943115444401	3133.05	SSW	
20	USGS-430945115435501	3498.90	SE	
21	USGS-13161035	3581.68	WNW	
22	USGS-430948115435501	3569.21	SE	
23	USGS-431010115433601	3813.08	E	
26	USGS-431014115433401	4098.47	E	
30	USGS-430941115435001	4481.22	SE	
33	USGS-431013115432701	4836.42	Е	

State Sources

Idaho Historical Oil and Gas Wells

Map Key	ID	Distance (ft)	Direction	

No records found

Oil and Gas Wells

Map Key	ID	Distance (ft)	Direction
	No records found		

Permitted Wells

Мар Кеу	Well ID	Distance (ft)	Direction
1	307261	20.82	WNW
1	399567	20.82	WNW
6	307522	839.99	ESE

Wells and Additional Sources Summary

0	200000	4000 54	C.E.
9	398096	1030.51	SE
9	365784	1030.51	SE
10	432248	1660.96	NW
11	306850	2077.79	E
11	381806	2077.79	E
13	386129	2180.59	ESE
13	368470	2180.59	ESE
13	307207	2180.59	ESE
13	365820	2180.59	ESE
13	365818	2180.59	ESE
13	307213	2180.59	ESE
13	307208	2180.59	ESE
13	381004	2180.59	ESE
14	350881	2716.97	NNW
14	307274	2716.97	NNW
17	346340	3357.25	NE
17	342215	3357.25	NE
18	307346	3396.98	E
18	348520	3396.98	Ē
18	307249	3396.98	Ē
18	306454	3396.98	E E
18	350882	3396.98	E
			ESE
19	401155	3459.91	
19	341069	3459.91	ESE
22	365815	3569.21	SE
24	307131	3772.30	NNE
27	338550	3945.86	SSE
28	306946	4049.71	WNW
28	403169	4049.71	WNW
28	378198	4049.71	WNW
30	438816	4481.22	SE
31	400654	4721.79	E E
31	307480	4721.79	
32	361487	4622.90	SSE
33	432281	4836.42	E
34	424911	4919.62	Е
35	393130	4990.47	ENE
35	424910	4990.47	ENE
36	372898	4767.07	SE
36	307530	4767.07	SE
36	402121	4767.07	SE
36	400894	4767.07	SE
36	307259	4767.07	SE
37	400007	4858.63	SE
37	401505	4858.63	SE
37			SE
	425009	4858.63	
37	365823	4858.63	SE
37	400738	4858.63 4017.69	SE
38	307169	4917.68	SSE
42	449706	5202.78	E
44	307235	5128.95	ESE
44	403867	5128.95	ESE
45	458139	5219.25	E
46	444613	5265.53	Е
47	365822	5118.28	SSE

Public Water Supply Wells

Map Key	PWS No	Distance (ft)	Direction	
2	ID4200092	216.95	SSW	
6	ID4200025	839.99	ESE	
7	ID4200025	915.41	ESE	
39	ID4200052	4927.51	SE	
40	ID4200052	4942.45	SE	

Wells and Additional Sources Summary

41 ID4200108 5175.96 E 43 ID4200108 5201.19 E

Wells and Additional Sources Detail Report

Public Water Systems Violations and Enforcement Data

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
3	SSW	0.06	342.56	3,200.96	PWSV

Address Line 2:

State Code: ID Zip Code: 83647

City Name: MOUNTAIN HOME
Address Line 1: 3872 DITTO CREEK RD

PWS ID: ID4200092 PWS Type Code: TNCWS

PWS Type Description: Transient Non-Community Water System

Primary Source Code: GW

Primary Source Desc: Groundwater

PWS Activity Code: A
PWS Activity Description: Active

PWS Deactivation Date:

Phone Number: 208-587-1101

--Details--

Population Served Count: 50

City Served:

County Served: Elmore State Served: ID

Zip Code Served:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
8	SSE	0.16	853.98	3,199.74	PWSV

Order No: 24040200691p

Address Line 2:

State Code: ID Zip Code: 83647

City Name: MOUNTAIN HOME
Address Line 1: 4659 WESTSIDE DR

PWS ID: ID4200025 PWS Type Code: TNCWS

PWS Type Description: Transient Non-Community Water System

Primary Source Code: GW

Primary Source Desc: Groundwater

PWS Activity Code: A
PWS Activity Description: Active

PWS Deactivation Date:

Phone Number: 208-587-9055

Wells and Additional Sources Detail Report

--Details--

Population Served Count: 25

City Served:

County Served: Elmore State Served: ID

Zip Code Served:

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
29	SE	0.76	4,030.50	3,196.87	PWSV

Address Line 2: 3150 SUNSET STRIP

State Code: ID Zip Code: 83647

City Name: MOUNTAIN HOME
Address Line 1: WILMA HUSAK
PWS ID: ID4200086
PWS Type Code: TNCWS

PWS Type Description: Transient Non-Community Water System

Primary Source Code: GW

Primary Source Desc: Groundwater

PWS Activity Code:

PWS Activity Description: Inactive
PWS Deactivation Date: 01/04/1996
Phone Number: 208-587-7324

--Details--

Population Served Count: 25

City Served: County Served:

State Served: ID

Zip Code Served:

Safe Drinking Water Information System (SDWIS)

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
4	SW	0.09	489.54	3,201.94	SDWIS

Order No: 24040200691p

PWS ID: ID4200092 PWS Type Code: TNCWS

PSW Type: Transient non-community system

Primary Source Code: GW

Primary Source: Ground water

Pws Activity Code: A
Active Active

PWS Deactivation Dt:

Phone No: 208-587-1101

Phone Ext No:

21

Admin Name: WARILA, NICHOLAS W

Alt Phone No:

Email Addr: nwarila@gmail.com Fax No: 208-587-3761

Cds ID:

Population Served Count: 50

Epa Region Desc: Region 10

Epa Region: 10

First Reported Date: 02/27/1999
Gw or Sw: Groundwater

Is Grant Eligible Ind: Yes

Outstanding Performer:

Is School or Daycare Ind: No Is Wholesaler Ind: No

Lt2 Schedule Cat:

Last Reported Date: 09/06/2023

Org Name: WARILA, NICHOLAS W

Outstanding Perform

Begin Date:

Private Owner Type: Pop Cat 11: <=100 Pop Cat 2: <10,000 <=3300 Pop Cat 3: Pop Cat 4: <10K <=500 Pop Cat 5: Primacy Agency: Idaho ID Primacy Agency Code: Season Begin Date: 01-01 Season End Date: 12-31 2 Service Connections

Count:

Submission Yr Qtr: 2023Q3 Primacy Type: State

Dbpr Schedule Category:

Submission Status: Reported and accepted

Reduced Monitoring

Begin:

Reduced Monitoring End

Date:

Reduced Rtcr Monitoring: Seasonal Startup System: Source Protection Begin

Date:

City Served:

County Served: Elmore

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
25	SE	0.70	3,673.34	3,197.55	SDWIS

PWS ID: ID4200086 PWS Type Code: TNCWS

PSW Type: Transient non-community system

Primary Source Code: GW

Primary Source: Ground water

Pws Activity Code:

Activity: Inactive
PWS Deactivation Dt: 04/01/1996
Phone No: 208-587-7324

Phone Ext No:

Admin Name: THREE OLD GALS

Alt Phone No: Email Addr: Fax No: Cds ID:

Population Served Count: 25

Epa Region Desc: Region 10

Epa Region: 10

First Reported Date: 05/19/1994
Gw or Sw: Groundwater

Is Grant Eligible Ind: No

Outstanding Performer:

Is School or Daycare Ind: No Is Wholesaler Ind: No

Lt2 Schedule Cat:

Last Reported Date: 12/21/2001

Org Name:

Outstanding Perform

Begin Date:

Private Owner Type: <=100 Pop Cat 11: Pop Cat 2: <10,000 Pop Cat 3: <=3300 Pop Cat 4: <10K Pop Cat 5: <=500 Idaho Primacy Agency: Primacy Agency Code: ID Season Begin Date: 01-01 Season End Date: 12-31 Service Connections 1

Count:

Submission Yr Qtr: 2023Q3 Primacy Type: State

Dbpr Schedule Category:

Submission Status: Reported and accepted

Reduced Monitoring

Begin:

Reduced Monitoring End

Date:

Reduced Rtcr Monitoring:

Seasonal Startup System: Source Protection Begin

Date: City Served:

County Served: Elmore

USGS National Water Information System

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
5	ESE	0.15	787.04	3,199.02	FED USGS

Site No: USGS-431013115441901

Site Type: Well

Formation Type: Date Drilled:

Well Depth: 425
Well Depth Unit: ft
Well Hole Depth: 425
Well Hole Depth Unit: ft

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 09DDD1

 Latitude:
 43.17036944000000

 Longitude:
 -115.73945000000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
12	W	0.41	2,177.99	3,194.31	FED USGS

Site No: USGS-431018115450801

Site Type: Well

Formation Type: Date Drilled:

Well Depth: 249.08
Well Depth Unit: ft
Well Hole Depth: 249.08
Well Hole Depth Unit: ft

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 09CCDA1

 Latitude:
 43.17156110000000

 Longitude:
 -115.7531444000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
14	NNW	0.51	2.716.97	3.194.46	FED USGS

Site No: USGS-431044115445901

Site Type: Well

Formation Type:

Date Drilled:

Well Depth: 455
Well Depth Unit: ft
Well Hole Depth: 455
Well Hole Depth Unit: ft

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 09BDD1

 Latitude:
 43.17888889000000

 Longitude:
 -115.74968600000000

Map KeyDirectionDistance (mi)Distance (ft)Elevation (ft)DB15NE0.623,277.913,208.57FED USGS

Site No: USGS-431044115440501

Site Type: Well

Formation Type:

Date Drilled:

Well Depth: 453
Well Depth Unit: ft
Well Hole Depth: 453
Well Hole Depth Unit: ft

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 10BCD1

 Latitude:
 43.1784500000000

 Longitude:
 -115.7345694000000

Map KeyDirectionDistance (mi)Distance (ft)Elevation (ft)DB16SSW0.593,133.053,239.89FED USGS

Site No: USGS-430943115444401

Site Type: Well

Formation Type:

Date Drilled: 1986
Well Depth: 520
Well Depth Unit: ft

Well Hole Depth:
Well Hole Depth Unit:

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 16DBB1

 Latitude:
 43.16183889000000

 Longitude:
 -115.7464778000000

Map KeyDirectionDistance (mi)Distance (ft)Elevation (ft)DB20SE0.663,498.903,198.80FED USGS

Site No: USGS-430945115435501

Site Type: Well

Formation Type:

Date Drilled:

Well Depth: 550
Well Depth Unit: ft
Well Hole Depth: 550
Well Hole Depth Unit: ft

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 15BCD2

 Latitude:
 43.16350556000000

 Longitude:
 -115.7328667000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
21	WNW	0.68	3.581.68	3.198.16	FED USGS

Site No: USGS-13161035

Site Type: Stream

Formation Type:
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:

Reporting Agency: USGS Idaho Water Science Center

Station Name: CANYON CREEK AT HWY 20/26/30 NR MOUNTAIN HOME ID

Latitude: 43.17572729000000 Longitude: -115.7575894000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SE	0.68	3.569.21	3.199.06	FED USGS

Site No: USGS-430948115435501

Site Type: Well

Formation Type:

Date Drilled: 19751212

Well Depth: 402

Well Depth Unit: ft

Well Hole Depth: 402

Well Hole Depth Unit: ft

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 15BCD1

 Latitude:
 43.16322778000000

 Longitude:
 -115.7328667000000

Map Key Direction Distance (mi) Distance (ft) Elevation (ft) DB

23 E 0.72 3,813.08 3,210.12 FED USGS

Site No: USGS-431010115433601

Site Type: Well

Formation Type:

Date Drilled: 19660114
Well Depth: 160
Well Depth Unit: ft

Well Hole Depth: Well Hole Depth Unit:

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 15BAA1

 Latitude:
 43.16933889000000

 Longitude:
 -115.7281444000000

Map KeyDirectionDistance (mi)Distance (ft)Elevation (ft)DB26E0.784,098.473,213.56FED USGS

Site No: USGS-431014115433401

Site Type: Well

Formation Type:
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth Unit:

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 10CDD1

 Latitude:
 43.1704500000000

 Longitude:
 -115.7270333000000

Map KeyDirectionDistance (mi)Distance (ft)Elevation (ft)DB30SE0.854,481.223,196.88FED USGS

Order No: 24040200691p

Site No: USGS-430941115435001

Site Type: Well

Formation Type:

Date Drilled:

Well Depth: 544
Well Depth Unit: ft
Well Hole Depth: 550
Well Hole Depth Unit: ft

Reporting Agency: USGS Idaho Water Science Center

Station Name: 03S 06E 15CAB1 Latitude: 43.16140556000000

Longitude: -115.7305306000000

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
33	Е	0.92	4,836.42	3,216.47	FED USGS

Site No: USGS-431013115432701

Site Type: Well

Formation Type:
Date Drilled:
Well Depth:
Well Depth Unit:
Well Hole Depth:
Well Hole Depth Unit:

Reporting Agency: USGS Idaho Water Science Center

 Station Name:
 03S 06E 10DCD1

 Latitude:
 43.17022220000000

 Longitude:
 -115.7242750000000

Permitted Wells

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
1	WNW	0.00	20.82	3,202.47	WATER WELLS
Well ID:	3072	61	Owner:	MOUNTAIN HO	ME HIGHWAY
Permit ID:	7211	95	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	9	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	SE	
Construction Date:	12/30)/9999, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	0		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	110831	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.74467026	716934
Gov Lot No:			Y:	43.1716989262	03014
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	elIID=307261

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
1	WNW	0.00	20.82	3,202.47	WATER WELLS

Well ID: 399567 Owner: STATE OF IDAHO Permit ID: 828961 Township: 03S FID: 06E Range: Metal Tag No: Section: 9 Basin No: 61 Qtr-Qtr-Qtr: **Current Status:** Quarter-Quarter: SW Well Use: SE Quarter: Lot: Construction Date: 10/1/1971, 8:00 PM Production Rate: Block: Static Water Level: 126 Subdivision: Casing Diameter: Data Source: QQ Spatial Data ID: Casing Dept: 110831 200 Latitude: Total Depth: Diversion Name: Longitude: X: App Type: -115.74467026716934 Y: Gov Lot No: 43.171698926203014 County Name: **ELMORE**

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
6	ESE	0.16	839.99	3,195.51	WATER WELLS
Well ID:	3075	22	Owner:	WESTSIDE DE	EVELOPMENT
Permit ID:	7214	53	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	16	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:			Quarter:	NE	
Construction Date:	3/3/1	993, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	171		Subdivision:		
Casing Diameter:	6		Data Source:	GPS - Downloa	nded
Casing Dept:	101		Spatial Data ID:	295759	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73944995	378157
Gov Lot No:			Y:	43.1693000219	99145
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/ellID=307522

https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=399567

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.20	1,030.51	3,197.81	WATER WELLS
Well ID:	3980	398096		EARLE STON	IE
Permit ID:	827480		Township:	03\$	
29	erisinfo.com Environ	mental Risk Information	n Services	Ordei	r No: 24040200691p

Well Docs:

FID: Range: 06E Metal Tag No: Section: 16 61 Basin No: Qtr-Qtr-Qtr: **Current Status:** Quarter-Quarter: NE Well Use: Quarter: NE Construction Date: 6/28/1979, 8:00 PM Lot: Production Rate: Block: Static Water Level: 190 Subdivision: Casing Diameter: Data Source: QQ 110971 Casing Dept: Spatial Data ID:

Total Depth: 300 Latitude: Diversion Name: Longitude:

X: App Type: -115.73967836392843 Gov Lot No: Y: 43.16809390022679

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
9	SE	0.20	1,030.51	3,197.81	WATER WELLS
Well ID:	36578	34	Owner:	PHILIP I WELL	S
Permit ID:	79482	25	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	16	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:			Quarter:	NE	
Construction Date:	4/27/	1976, 8:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level:	149		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	110971	
Total Depth:	300		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73967836	392843
Gov Lot No:			Y:	43.1680939002	2679
County Name:	ELMO	DRE			
Well Docs:	https:	//research.idwr.idaho.go	ov/apps/Shared/LfRelatedDocs	s/Home/SearchWcGet?W	elIID=365784

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
10	NW	0.31	1,660.96	3,202.77	WATER WELLS
Well ID:	432248		Owner:	J R SIMPLOT CO	
Permit ID:	8631	14	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D006	3665	Section:	9	
erisinfo.com Environmental Risk Information Services			Order	No: 24040200691p	

Basin No:61Qtr-Qtr:Current Status:Quarter-Quarter:NEWell Use:IndustrialQuarter:SW

Construction Date: 6/12/2013, 8:00 PM Lot:
Production Rate: 360 Block:
Static Water Level: 277 Subdivision:

Casing Diameter: 8 Data Source: QQ
Casing Dept: 1003 Spatial Data ID: 472589

Total Depth: 1100 Latitude:
Diversion Name: Longitude:

 App Type:
 X:
 -115.74966167542443

 Gov Lot No:
 Y:
 43.175291672339284

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=432248

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
11	E	0.39	2,077.79	3,205.35	WATER WELLS
Well ID:	3068	350	Owner:	DENNIS CAM	PBELL
Permit ID:	7215	554	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	SW	
Construction Date:	3/20	/1994, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	430		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	18		Spatial Data ID:	111165	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73470836	692549
Gov Lot No:			Y:	43.171712944	81963
County Name:	ELM	ORE			
Well Docs:	https	s://research.idwr.idaho.gc	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	VeIIID=306850

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
11	Е	0.39	2,077.79	3,205.35	WATER WELLS
Well ID:	38180	06	Owner:	EMMA JEAN L	EYDET
Permit ID:	81109	97	Township:	03\$	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	

Well Use: Quarter: SW Construction Date: 2/17/1964, 7:00 PM Lot: Production Rate: Block: Static Water Level: 94 Subdivision: Casing Diameter: QQ Data Source: Casing Dept: Spatial Data ID: 111165 Total Depth: 612 Latitude: Diversion Name: Longitude:

App Type: X: -115.7347083692549 Y: Gov Lot No: 43.17171294481963

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	3861	29	Owner:	MOUNTAIN H	OME AGENCY
Permit ID:	8154	49	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	NW	
Construction Date:	5/10/	1967, 8:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level	124		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111158	
Total Depth:	278		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73469387	7245063
Gov Lot No:			Y:	43.168106661	57712
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.go	ov/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?V	VelIID=386129

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	368470		Owner:	JAMES CARRIE	
Permit ID:	797524		Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	NW	
Construction Date:	5/2/19	975, 8:00 PM	Lot:		
erisinfo.com Environmental Risk Information Services			Order N	o: 24040200691p	

Production Rate: Block:

Static Water Level: 160 Subdivision:

Casing Diameter: Data Source: QQ Casing Dept: Spatial Data ID: 111158

300 Total Depth: Latitude: Diversion Name: Longitude:

X: -115.73469387245063 App Type: Gov Lot No: Y: 43.16810666157712

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	307	207	Owner:	JAMES CARRIE	
Permit ID:	780	868	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:	Don	nestic-Single Residence	Quarter:	NW	
Construction Date:	9/30	0/1975, 8:00 PM	Lot:		
Production Rate:	90		Block:		
Static Water Level:	98		Subdivision:	SAWTOOTH	
Casing Diameter:	8		Data Source:	QQ	
Casing Dept:	75		Spatial Data ID:	111158	
Total Depth:	300		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.7346938724	15063
Gov Lot No:			Y:	43.16810666157	712
County Name:	ELN	MORE			
Well Docs:	http	s://research.idwr.idaho.gov/	apps/Shared/LfRelatedDocs	s/Home/SearchWcGet?We	IID=307207

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	36582	20	Owner:	DARWIN MAR	TIN
Permit ID:	79486	31	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	NW	
Construction Date:	12/11/	/1974, 7:00 PM	Lot:		
Production Rate:	9		Block:		
Static Water Level:	158		Subdivision:		
33 <u>erisin</u>	fo.com Environn	nental Risk Information	Services	Order	No: 24040200691p

Casing Diameter: Data Source: QQ Casing Dept: 111158 Spatial Data ID:

325 Total Depth: Latitude: **Diversion Name:** Longitude:

App Type: X: -115.73469387245063 Gov Lot No: Y: 43.16810666157712

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	3658	18	Owner:	TERRY TERRY	Υ
Permit ID:	7948	59	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	NW	
Construction Date:	12/23	3/1975, 7:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level:	125		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111158	
Total Depth:	200		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73469387	245063
Gov Lot No:			Y:	43.168106661	57712
County Name:	ELMO	ORE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/ellID=365818

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	3072	13	Owner:	JAMES CARRII	E
Permit ID:	7808	67	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	NW	
Construction Date:	12/30	0/9999, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	160		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111158	
34 <u>erisin</u>	fo.com Environ	mental Risk Information	Services	Order N	No: 24040200691p

Total Depth: Latitude: Diversion Name: Longitude:

X: App Type: -115.73469387245063 Y: Gov Lot No: 43.16810666157712

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	3072	08	Owner:	JAMES CARRI	E
Permit ID:	72114	44	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	NW	
Construction Date:	1/15/	1976, 7:00 PM	Lot:		
Production Rate:	90		Block:		
Static Water Level	: 175		Subdivision:		
Casing Diameter:	8		Data Source:	QQ	
Casing Dept:	94		Spatial Data ID:	111158	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73469387	245063
Gov Lot No:			Y:	43.1681066615	57712
County Name:	ELMO	DRE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/elIID=307208

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
13	ESE	0.41	2,180.59	3,200.77	WATER WELLS
Well ID:	38100)4	Owner:	IVAN K TINDAL	_L
Permit ID:	81028	35	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	NW	
Construction Date:	1/21/1	1972, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	140		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111158	
Total Depth:	200		Latitude:		
Diversion Name:			Longitude:		
35 <u>erisin</u>	fo.com Environr	nental Risk Information	Services	Order I	No: 24040200691p

 App Type:
 X:
 -115.73469387245063

 Gov Lot No:
 Y:
 43.16810666157712

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=381004

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
14	NNW	0.51	2,716.97	3,194.59	WATER WELLS
Well ID:	3508	81	Owner:	SIMPLOT LIVE	ESTOCK CO
Permit ID:	7792	21	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	9	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SE	
Well Use:			Quarter:	NW	
Construction Date:	8/30/	1988, 8:00 PM	Lot:		
Production Rate:	40		Block:		
Static Water Level:	270		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	110687	
Total Depth:	455		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.74967406	6703111
Gov Lot No:			Y:	43.178883302	4986
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.go	ov/apps/Shared/LfRelatedDocs	s/Home/SearchWcGet?W	VelIID=350881

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
14	NNW	0.51	2,716.97	3,194.59	WATER WELLS
Well ID:	30727	74	Owner:	SIMPLOT LAN	D & LIVESTOCK
Permit ID:	72120)7	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	9	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SE	
Well Use:			Quarter:	NW	
Construction Date:	12/30	/9999, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	0		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	110687	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.74967406	703111
Gov Lot No:			Y:	43.1788833024	1986

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=307274

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
17	NE	0.64	3,357.25	3,209.50	WATER WELLS
\\/-!LID:	0.400	40	0	IDALIO DOME	D 00
Well ID:	3463		Owner:	IDAHO POWE	R CO
Permit ID:	7745	01	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D001	9703	Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:	Indus	trial	Quarter:	NW	
Construction Date:	3/28/	2002, 7:00 PM	Lot:		
Production Rate:	275		Block:		
Static Water Level	: 157		Subdivision:		
Casing Diameter:	8		Data Source:	QQ	
Casing Dept:	98.5		Spatial Data ID:	111172	
Total Depth:	468		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73473678	3061765
Gov Lot No:			Y:	43.1789127274	45371
County Name:	ELMO	ORE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/ellID=346340

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
17	NE	0.64	3,357.25	3,209.50	WATER WELLS
Well ID:	34221	5	Owner:	IDAHO POWE	R CO
Permit ID:	77026		Township:	03S	1.00
FID:	11020		Range:	06E	
Metal Tag No:	D0018	3881	Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	NW	
Construction Date:	8/6/20	01, 8:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level:	110		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	54		Spatial Data ID:	111172	
Total Depth:	453		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73473678	3061765
Gov Lot No:			Y:	43.178912727	45371
County Name:	ELMC	RE			
Well Docs:	https:/	/research.idwr.idaho.go	ov/apps/Shared/LfRelatedDocs	s/Home/SearchWcGet?W	/ellID=342215

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	Е	0.64	3,396.98	3,211.41	WATER WELLS
Well ID:	3073	46	Owner:	PAUL LOLL	
Permit ID:	7212	79	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SE	
Well Use:			Quarter:	SW	
Construction Date:	6/14/	1990, 8:00 PM	Lot:		
Production Rate:	60		Block:		
Static Water Level:	100		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	51		Spatial Data ID:	111340	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72972542	2555314
Gov Lot No:			Y:	43.171734381	156725
County Name:	ELMO	ORE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?V	VelIID=307346

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	E	0.64	3,396.98	3,211.41	WATER WELLS
Mall ID.	2405	20	0	MADIZ CLUZUD	
Well ID:	3485		Owner:	MARK SUKUP	
Permit ID:	7766	80	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D001	9837	Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SE	
Well Use:	Dome	estic-Single Residence	Quarter:	SW	
Construction Date:	5/1/2	002, 8:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level:	119		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	78		Spatial Data ID:	111340	
Total Depth:	504		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72972542	555314
Gov Lot No:			Y:	43.1717343811	56725
County Name:	ELMO	ORE			
Well Docs:	https:	://research.idwr.idaho.gov/	apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	ellID=348520

Distance (ft)

Distance (mi)

Direction

DB

Elevation (ft)

Map Key

18	E	0.64	3,396.98	3,211.41	WATER WELLS
Well ID:		307249	Owner:	OLLIE F WIT	THERE
					HERO
Permit ID:		721183	Township:	03S	
FID:			Range:	06E	
Metal Tag No) :		Section:	10	
Basin No:		61	Qtr-Qtr-Qtr:		
Current Statu	ıs:		Quarter-Quarter:	SE	
Well Use:			Quarter:	SW	
Construction	Date:	12/30/9999, 7:00 PM	Lot:		
Production R	ate:	0	Block:		
Static Water I	Level:	0	Subdivision:		
Casing Diame	eter:		Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111340	
Total Depth:			Latitude:		
Diversion Na	me:		Longitude:		
App Type:			X:	-115.729725	42555314
Gov Lot No:			Y:	43.17173438	31156725
County Name	e:	ELMORE			

https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=307249

18 E 0.64 3,396.98 3,211.41 WATER WELLS Well ID: 306454 Owner: LINDA MEEK Permit ID: 721924 Township: 03S FID: Range: 06E Metal Tag No: D0009417 Section: 10 Basin No: 61 Qtr-Qtr-Qtr: SE Current Status: Quarter: SW Well Use: Quarter: SW Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725 County Name: ELMORE	Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
Permit ID: 721924 Township: 03S FID: Range: 06E Metal Tag No: D0009417 Section: 10 Basin No: 61 Qtr-Qtr-Qtr: SE Current Status: Quarter-Quarter: SE Well Use: Quarter: SW Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: App Type: X: -115,72972542555314 Gov Lot No: Y: 43.171734381156725	18	Е	0.64	3,396.98	3,211.41	WATER WELLS
FID: Range: 06E Metal Tag No: D0009417 Section: 10 Basin No: 61 Qtr-Qtr-Qtr: SE Current Status: Quarter-Quarter: SE Well Use: Quarter: SW Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Diversion Name: Longitude: App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Well ID:	3064	54	Owner:	LINDA MEEK	
Metal Tag No: D0009417 Section: 10 Basin No: 61 Qtr-Qtr-Qtr: SE Current Status: Quarter: SE Well Use: Quarter: SW Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Permit ID:	7219	24	Township:	03S	
Basin No: 61 Qtr-Qtr-Qtr: Current Status: Quarter-Quarter: SE Well Use: Quarter: SW Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: Diversion Name: X: -115.72972542555314 App Type: X: -43.171734381156725	FID:			Range:	06E	
Current Status: Quarter-Quarter: SE Well Use: Quarter: SW Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Diversion Name: Longitude: App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Metal Tag No:	D000	9417	Section:	10	
Well Use: Quarter: SW Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Diversion Name: Longitude: App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Basin No:	61		Qtr-Qtr-Qtr:		
Construction Date: 4/27/1999, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: Diversion Name: Longitude: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Current Status:			Quarter-Quarter:	SE	
Production Rate: 0 Block: Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: Diversion Name: X: -115.72972542555314 App Type: X: 43.171734381156725	Well Use:			Quarter:	SW	
Static Water Level: 83 Subdivision: Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: Diversion Name: Longitude: -115.72972542555314 App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Construction Date:	4/27/	1999, 8:00 PM	Lot:		
Casing Diameter: 6 Data Source: QQ Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: Diversion Name: Longitude: X: -115.72972542555314 App Type: Y: 43.171734381156725	Production Rate:	0		Block:		
Casing Dept: 80 Spatial Data ID: 111340 Total Depth: Latitude: Longitude: Diversion Name: Longitude: -115.72972542555314 App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Static Water Level:	83		Subdivision:		
Total Depth: Latitude: Diversion Name: Longitude: App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Casing Diameter:	6		Data Source:	QQ	
Diversion Name: Longitude: App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Casing Dept:	80		Spatial Data ID:	111340	
App Type: X: -115.72972542555314 Gov Lot No: Y: 43.171734381156725	Total Depth:			Latitude:		
Gov Lot No: Y: 43.171734381156725	Diversion Name:			Longitude:		
	App Type:			X:	-115.72972542	555314
County Name: ELMORE	Gov Lot No:			Y:	43.1717343811	156725
	County Name:	ELMO	ORE			
Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=306454	Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/ellID=306454

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
18	E,	0.64	3,396.98	3,211.41	WATER WELLS

Order No: 24040200691p

Well Docs:

Well ID: 350882 Owner: OLLIE F WITHERS

 Permit ID:
 779222
 Township:
 03S

 FID:
 Range:
 06E

 Metal Tag No:
 Section:
 10

Basin No: 61 Qtr-Qtr-Qtr:

Current Status: Quarter-Quarter: SE Well Use: SW

Construction Date:5/5/1988, 8:00 PMLot:Production Rate:40Block:Static Water Level:140Subdivision:

Casing Diameter: Data Source: QQ
Casing Dept: Spatial Data ID: 111340

Total Depth: 427 Latitude:

Diversion Name: Longitude:

 App Type:
 X:
 -115.72972542555314

 Gov Lot No:
 Y:
 43.171734381156725

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=350882

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
19	ESE	0.66	3,459.91	3,206.88	WATER WELLS
Well ID:	4011	55	Owner:	BERMENSOLO	O INC
Permit ID:	8305	53	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:			Quarter:	NW	
Construction Date:	1/13/	1966, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	60		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111338	
Total Depth:	160		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72971410	966646
Gov Lot No:			Y:	43.168125797	43338
County Name:	ELMO	DRE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	VelIID=401155

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
19	ESE	0.66	3,459.91	3,206.88	WATER WELLS

Order No: 24040200691p

Well ID: 341069 Owner: CHARLES NICHOLSON

Permit ID:	769084	Township:	03S
FID:		Range:	06E
Metal Tag No:	D0018468	Section:	15
Basin No:	61	Qtr-Qtr-Qtr:	
Current Status:		Quarter-Quarter:	NE
Well Use:		Quarter:	NW
Construction Date:	5/28/2001, 8:00 PM	Lot:	
Production Rate:		Block:	
Static Water Level:	144	Subdivision:	
Casing Diameter:	6	Data Source:	QQ
Casing Dept:	101	Spatial Data ID:	111338
Total Depth:	504	Latitude:	
Diversion Name:		Longitude:	
App Type:		X:	-115.72971410966646
Gov Lot No:		Y:	43.16812579743338
County Name:	ELMORE		

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
22	SE	0.68	3,569.21	3,199.06	WATER WELLS
Well ID:	3658	15	Owner:	JOE LARREA	
Permit ID:	7948	56	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:	SE	
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	NW	
Construction Date:	12/11	/1975, 7:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level:	175		Subdivision:		
Casing Diameter:			Data Source:	Digitized	
Casing Dept:			Spatial Data ID:	462690	
Total Depth:	402		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73286601	19749
Gov Lot No:			Y:	43.1632279643	65305
County Name:	ELMO	DRE			
Well Docs:	https:	//research.idwr.idaho.go	ov/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	elIID=365815

https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=341069

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
24	NNE	0.71	3,772.30	3,207.11	WATER WELLS
Well ID:	307131		Owner:	DESERT WIND	SERVICE
Permit ID:	Permit ID: 721825		Township:	STATION 03S	

Order No: 24040200691p

Well Docs:

 FID:
 Range:
 06E

 Metal Tag No:
 D0001565
 Section:
 9

 Basin No:
 61
 Qtr-Qtr-Qtr:

Current Status: Quarter-Quarter: NE Well Use: Quarter: NE

Construction Date: 2/19/1998, 7:00 PM Lot:
Production Rate: 30 Block:
Static Water Level: 190 Subdivision:

Casing Diameter: 6 Data Source: QQ
Casing Dept: 96 Spatial Data ID: 110990

Total Depth: Latitude:
Diversion Name: Longitude:

 App Type:
 X:
 -115.73972958071256

 Gov Lot No:
 Y:
 43.18249309563065

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=307131

Мар Кеу	Directio	on Distance (mi)	Distance (ft)	Elevation (ft)	DB
27	SSE	0.75	3,945.86	3,195.94	WATER WELLS
Well ID:	3	338550	Owner:	JOHN GOODR	RICH
Permit ID:	7	766554	Township:	03\$	
FID:			Range:	06E	
Metal Tag No:		00015549	Section:	15	
Basin No:	6	51	Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:		Domestic-Single Residence	Quarter:	SW	
Construction Date:	g	9/6/2000, 8:00 PM	Lot:		
Production Rate:	1	10	Block:		
Static Water Level:	2	22	Subdivision:		
Casing Diameter:	6	3	Data Source:	QQ	
Casing Dept:	1	18	Spatial Data ID:	111149	
Total Depth:	4	12	Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73467212	203836
Gov Lot No:			Y:	43.160866605	13205
County Name:	E	ELMORE			
Well Docs:	h	nttps://research.idwr.idaho.gov	//apps/Shared/LfRelatedDocs	/Home/SearchWcGet?W	/eIIID=338550

Map Key Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
28 WNW	0.77	4,049.71	3,201.05	WATER WELLS
Well ID: 3069	46	Owner:	PHILIP RAHN	
Permit ID: 7216	12	Township:	03S	
FID:		Range:	06E	
Metal Tag No:		Section:	8	

Basin No: 61 Qtr-Qtr-Qtr:
Current Status: Quarter-Quarter:

Well Use: Quarter: SE

Construction Date: 7/26/1995, 8:00 PM Lot:
Production Rate: 0 Block:
Static Water Level: 440 Subdivision:

Casing Diameter: 6 Data Source: QQ
Casing Dept: 18 Spatial Data ID: 110280

Total Depth: Latitude:
Diversion Name: Longitude:

 App Type:
 X:
 -115.75962896638762

 Gov Lot No:
 Y:
 43.175304090295064

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=306946

NE

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
28	WNW	0.77	4,049.71	3,201.05	WATER WELLS
Well ID:	4031	69	Owner:	FRANK POST	HUMA
Permit ID:	8325	79	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D003	9005	Section:	8	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:	Dom	estic-Single Residence	Quarter:	SE	
Construction Date:	4/24/	2005, 8:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level:	417		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	19		Spatial Data ID:	110280	
Total Depth:	554		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.75962896	6638762
Gov Lot No:			Y:	43.175304090	295064
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.gov/	apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?V	VeIIID=403169

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
28	WNW	0.77	4,049.71	3,201.05	WATER WELLS
Well ID:	37819	98	Owner:	PHILIP RAHN	
Permit ID:	807388		Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D003	0549	Section:	8	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	

Well Use: Domestic-Single Residence Quarter: SE Construction Date: 10/22/2003, 8:00 PM Lot:

Production Rate: Block:

Static Water Level: 472 Subdivision:

Casing Diameter: 6 Data Source: QQ Casing Dept: Spatial Data ID: 110280

Total Depth: 600 Latitude: Diversion Name: Longitude:

App Type: X: -115.75962896638762 Y: Gov Lot No: 43.175304090295064

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
30	SE	0.85	4,481.22	3,196.88	WATER WELLS
Well ID:	4388	16	Owner:	COLLEEN WA	LACE
Permit ID:	8728	25	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D006	37314	Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:	Dome	estic-Single Residence	Quarter:	SW	
Construction Date:	8/12/	2014, 8:00 PM	Lot:		
Production Rate:	25		Block:		
Static Water Level:	196		Subdivision:		
Casing Diameter:	6		Data Source:	GPS - Manuall	y Entered
Casing Dept:	38		Spatial Data ID:	492141	
Total Depth:	550		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.73051671	1405447
Gov Lot No:			Y:	43.161400037	082956
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.gov/	apps/Shared/LfRelatedDocs	s/Home/SearchWcGet?W	VelIID=438816

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
31	Е	0.89	4,721.79	3,218.78	WATER WELLS
			_		
Well ID:	4006	54	Owner:	EMIL STOECH	(ER
Permit ID:	830051		Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	SE	
Construction Date	: 5/22/	1969, 8:00 PM	Lot:		
erisinfo.com Environmental Risk Information Services				Order	No: 24040200691p

Production Rate: 0 Block: 85 Static Water Level: Subdivision:

Casing Diameter: Data Source: QQ Casing Dept: Spatial Data ID: 111519

412 Total Depth: Latitude: Diversion Name: Longitude:

X: -115.7247422862553 App Type: Gov Lot No: Y: 43.171757764316744

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
31	E	0.89	4,721.79	3,218.78	WATER WELLS
Well ID:	307	480	Owner:	CHARLES F V	VHIPPLE
Permit ID:	721	411	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	SE	
Construction Date:	3/17	7/1992, 7:00 PM	Lot:		
Production Rate:	40		Block:		
Static Water Level:	158		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	74		Spatial Data ID:	111519	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72474228	362553
Gov Lot No:			Y:	43.171757764	316744
County Name:	ELM	MORE			
Well Docs:	http	s://research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?V	VeIIID=307480

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
32	SSE	0.88	4,622.90	3,203.70	WATER WELLS
Well ID:	36148	37	Owner:	J R SIMPLOT	CO
Permit ID:	79048		Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D002	9078	Section:	16	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SE	
Well Use:	Indus	trial	Quarter:	SE	
Construction Date:	3/5/20	003, 7:00 PM	Lot:		
Production Rate:	250		Block:		
Static Water Level:	200		Subdivision:		
45 <u>erisin</u>	fo.com Environr	mental Risk Information	Services	Order	No: 24040200691p

Casing Diameter: 10 Data Source: GPS - Downloaded

Casing Dept: 100 Spatial Data ID: 472071

Total Depth: 561 Latitude: Diversion Name: Longitude:

App Type: X: -115.73855604754165 Gov Lot No: Y: 43.15772870619006

County Name: **ELMORE**

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
33	Е	0.92	4,836.42	3,216.47	WATER WELLS
Well ID:	4322	81	Owner:	CLEAR SPRIN	IGS RANCH LLC
Permit ID:	8631	49	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D006	3688	Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	SE	
Construction Date	: 12/30)/9999, 7:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level	l:		Subdivision:		
Casing Diameter:	8		Data Source:	GPS - Manuall	y Entered
Casing Dept:			Spatial Data ID:	440905	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
Арр Туре:			X:	-115.72426166	6733257
Gov Lot No:			Y:	43.170216666	77689
County Name:	ELM	ORE			
Well Docs:	https:	://research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?V	VelIID=432281

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
34	Е	0.93	4,919.62	3,222.93	WATER WELLS
Well ID:	42491	1	Owner:	HENRY L LEY	DET
Permit ID:	85529	95	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	SE	
Construction Date:	9/4/19	959, 8:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	100		Subdivision:		
Casing Diameter:			Data Source:	Digitized	
Casing Dept:			Spatial Data ID:	459638	
46 <u>erisin</u>	fo.com Environr	nental Risk Information	Services	Order	No: 24040200691p

Total Depth: 220 Latitude:

Diversion Name: Longitude:

X: App Type: -115.72444204496094 Y: Gov Lot No: 43.1738889860752

County Name: **ELMORE**

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
35	ENE	0.95	4,990.47	3,224.04	WATER WELLS
Well ID:	3931	30	Owner:	HENRY L LEY	DET
Permit ID:	8224	72	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:			Quarter:	SE	
Construction Date:	10/6/	1968, 8:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	41		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111524	
Total Depth:	394		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72475836	6666743
Gov Lot No:			Y:	43.1753665453	34647
County Name:	ELMO	ORE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	VelIID=393130

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
35	ENE	0.95	4,990.47	3,224.04	WATER WELLS
Well ID:	42491	10	Owner:	WESTON HAR	RPER
Permit ID:	85529	94	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	10	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:		
Well Use:			Quarter:	SE	
Construction Date:	12/13	/1962, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	50		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111524	
Total Depth:	150		Latitude:		
Diversion Name:			Longitude:		
47 <u>erisin</u>	fo.com Environr	mental Risk Information	Services	Order	No: 24040200691p

 App Type:
 X:
 -115.72475836666743

 Gov Lot No:
 Y:
 43.17536654534647

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=424910

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
36	SE	0.90	4,767.07	3,196.51	WATER WELLS
Well ID:	3728	98	Owner:	SID D WING	
Permit ID:	8019	87	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D002	29377	Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:	Dom	estic-Single Residence	Quarter:	SW	
Construction Date:	5/21/	/2003, 8:00 PM	Lot:		
Production Rate:	50		Block:		
Static Water Level:	171		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	500		Spatial Data ID:	111325	
Total Depth:	500		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.729711466	647704
Gov Lot No:			Y:	43.1608881512	4662
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.gov/	apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	elIID=372898

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
36	SE	0.90	4,767.07	3,196.51	WATER WELLS
Well ID:	3075	30	Owner:	MELVIN H JOH	ANSON!
					INSON
Permit ID:	7214	61	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:			Quarter:	SW	
Construction Date:	1/25/	1993, 7:00 PM	Lot:	001, 002, 026	
Production Rate:	0		Block:		
Static Water Level:	179		Subdivision:		
Casing Diameter:	6		Data Source:	QQ	
Casing Dept:	417		Spatial Data ID:	111325	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72971146	647704
Gov Lot No:			Y:	43.1608881512	24662

ELMORE County Name:

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=307530

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
36	SE	0.90	4,767.07	3,196.51	WATER WELLS
Well ID:	40212	21	Owner:	JOHN BERMA	NSOLO
Permit ID:	83152	25	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:			Quarter:	SW	
Construction Date:	9/29/	1966, 8:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	75		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111325	
Total Depth:	180		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72971146	647704
Gov Lot No:			Y:	43.1608881512	24662
County Name:	ELMO	DRE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/elIID=402121

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
36	SE	0.90	4,767.07	3,196.51	WATER WELLS
Well ID:	4008	94	Owner:	MOUNTAIN HO	OME AGENCY
Permit ID:	83029	91	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:			Quarter:	SW	
Construction Date:	1/13/	1969, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	181		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111325	
Total Depth:	224		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72971146	6647704
Gov Lot No:			Y:	43.1608881512	24662
County Name:	ELMO	ORE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/elIID=400894

Order No: 24040200691p

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Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
36	SE	0.90	4,767.07	3,196.51	WATER WELLS
Well ID:	3072	59	Owner:	SID D WING	
Permit ID:	7211	93	Township:	03\$	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NE	
Well Use:			Quarter:	SW	
Construction Date:	12/30)/9999, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level	: 0		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111325	
Total Depth:			Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72971146	6647704
Gov Lot No:			Y:	43.160888151	24662
County Name:	ELMO	ORE			
Well Docs:	https:	://research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/elIID=307259

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
37	SE	0.92	4,858.63	3,199.79	WATER WELLS
Well ID:	40000		Owner:	R L CORZINE	
Permit ID: FID:	82940	J2	Township:	03S 06E	
Metal Tag No:			Range: Section:	15	
Basin No: Current Status:	61		Qtr-Qtr-Qtr: Quarter-Quarter:		
Well Use:			Quarter:	NE	
Construction Date:	4/2/19	972, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level	: 69		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	415007	
Total Depth:	99		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72723372	133461
Gov Lot No:			Y:	43.1627171712	28523
County Name:	ELMO	DRE			
Well Docs:	https:	//research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	/eIIID=400007

Distance (ft)

Distance (mi)

Direction

DB

Elevation (ft)

Map Key

37	SE	0.92	4,858.63	3,199.79	WATER WELLS
Well ID:		401505	Owner:	MOUNTAIN	N HOME AGENCY
Permit ID:		830904	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:		61	Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:		
Well Use:			Quarter:	SE	
Construction Date:		7/23/1970, 8:00 PM	Lot:		
Production Rate:			Block:		
Static Water Level:		172	Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	415007	
Total Depth:		377	Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72723	372133461
Gov Lot No:			Y:	43.162717	17128523
County Name:		ELMORE			
Well Docs:		https://research.idwr.idaho.go	ov/apps/Shared/LfRelatedDoc	s/Home/SearchWcGe	t?WellID=401505

Map Key Di	irection	Distance (mi)	Distance (ft)	Elevation (ft)	DB
37 SE	.	0.92	4,858.63	3,199.79	WATER WELLS
			_		
Well ID:	42500		Owner:	JULION HEXON	Л
Permit ID:	85539	3	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:		
Well Use:			Quarter:	SE	
Construction Date:	11/2/1	963, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	118		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	415007	
Total Depth:	305		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72723372	133461
Gov Lot No:			Y:	43.1627171712	8523
County Name:	ELMO	RE			
Well Docs:	https:/	/research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?We	elIID=425009

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
37	SE	0.92	4,858.63	3,199.79	WATER WELLS

Well ID: 365823 Owner: JOSE LARREA

 Permit ID:
 794864
 Township:
 03S

 FID:
 Range:
 06E

 Metal Tag No:
 Section:
 15

Basin No: 61 Qtr-Qtr-Qtr:

Current Status: Quarter-Quarter:

Well Use: Quarter: NW

Construction Date: 8/29/1974, 8:00 PM Lot: Production Rate: Block:

Static Water Level: 125 Subdivision:

Casing Diameter: Data Source: QQ
Casing Dept: Spatial Data ID: 415007

Total Depth: 646 Latitude:

Diversion Name: Longitude:

 App Type:
 X:
 -115.72723372133461

 Gov Lot No:
 Y:
 43.16271717128523

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=365823

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
37	SE	0.92	4,858.63	3,199.79	WATER WELLS
Well ID:	4007	'38	Owner:	PAUL K BROW	N
Permit ID:	8301	35	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:		
Well Use:			Quarter:	SE	
Construction Date:	11/2	2/1971, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	200		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	415007	
Total Depth:	247		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.72723372	133461
Gov Lot No:			Y:	43.1627171712	8523
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.go	v/apps/Shared/LfRelatedDocs	s/Home/SearchWcGet?We	elIID=400738

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
38	SSE	0.93	4,917.68	3,198.05	WATER WELLS

Well ID: 307169 Owner: SIMPLOT LAND & LIVESTOCK

Permit ID: 721856 Township: 03S FID: 06E Range: Metal Tag No: D0007190 Section: 16 Basin No: 61 Qtr-Qtr-Qtr: **Current Status:** Quarter-Quarter: SE Well Use: Quarter: SE Construction Date: 6/29/1998, 8:00 PM Lot: Production Rate: 0 Block: Static Water Level: 295 Subdivision:

Casing Diameter: 6 Data Source: GPS - Manually Entered

Casing Dept: 102 Spatial Data ID: 472072

Total Depth: Latitude:
Diversion Name: Longitude:

 App Type:
 X:
 -115.73749920905408

 Gov Lot No:
 Y:
 43.157089412084716

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=307169

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
42	E	0.99	5,202.78	3,212.61	WATER WELLS
Well ID:	449	706	Owner:	INTERMOUN'	
Permit ID:	886	997	Township:	DEVELOPME 03S	NI CORP
FID:			Range:	06E	
Metal Tag No:	D00	78773	Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:	Pub	lic Water Supply	Quarter:	NE	
Construction Date:	8/16	6/2018, 8:00 PM	Lot:		
Production Rate:	200		Block:		
Static Water Level:	172		Subdivision:		
Casing Diameter:	10		Data Source:	Digitized	
Casing Dept:			Spatial Data ID:	516690	
Total Depth:	552		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.7230666	2109936
Gov Lot No:			Y:	43.168216675	5216215
County Name:	ELN	MORE			
Well Docs:	http	s://research.idwr.idaho.g	ov/apps/Shared/LfRelatedDocs	s/Home/SearchWcGet?\	WellID=449706

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
44	ESE	0.97	5,128.95	3,204.13	WATER WELLS
Well ID: Permit ID:	30723 72116		Owner: Township:	JIM CIHA 03S	

 FID:
 Range:
 06E

 Metal Tag No:
 Section:
 15

 Basin No:
 61
 Qtr-Qtr-Qtr:

Current Status: Quarter-Quarter: SW Well Use: Quarter: NE

Construction Date: 12/30/9999, 7:00 PM Lot:
Production Rate: 0 Block:
Static Water Level: 0 Subdivision:

Casing Diameter: Data Source: QQ
Casing Dept: Spatial Data ID: 111509

Total Depth: Latitude:
Diversion Name: Longitude:

 App Type:
 X:
 -115.724743184903

 Gov Lot No:
 Y:
 43.16452943230955

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=307235

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
44	ESE	0.97	5,128.95	3,204.13	WATER WELLS
Well ID:	4038	67	Owner:	HARRY MC CO	Υ
Permit ID:	8332	98	Township:	03S	
FID:			Range:	06E	
Metal Tag No:			Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	SW	
Well Use:			Quarter:	NE	
Construction Date:	4/24/	1972, 7:00 PM	Lot:		
Production Rate:	0		Block:		
Static Water Level:	145		Subdivision:		
Casing Diameter:			Data Source:	QQ	
Casing Dept:			Spatial Data ID:	111509	
Total Depth:	285		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.724743184	903
Gov Lot No:			Y:	43.16452943230	0955
County Name:	ELM	ORE			
Well Docs:	https:	://research.idwr.idaho.go	v/apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?We	eIIID=403867

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
45	Е	0.99	5,219.25	3,212.62	WATER WELLS
Well ID:	45813	39	Owner:	INTERMOUNT. DEVELOPMEN	
Permit ID:	8933	33	Township:	03S	
FID:			Range:	06E	

Metal Tag No: D0085333 Section: 15

Basin No: 61 Qtr-Qtr-Qtr:

Current Status:

Well Use:
Fire Protection
Quarter:
NE

Construction Date:
4/2/2020, 8:00 PM
Lot:
4

Production Rate:
200
Block:
1

Static Water Level: 170 Subdivision: Frontage Road Estates

Casing Diameter: 8 Data Source: Digitized Casing Dept: Spatial Data ID: 529033

Total Depth: 560 Latitude:
Diversion Name: Longitude:

 App Type:
 X:
 -115.7230166454499

 Gov Lot No:
 Y:
 43.168149983911

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=458139

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
46	E	1.00	5,265.53	3,216.80	WATER WELLS
Well ID:	4446	13	Owner:	CAROL VARAD	Υ
Permit ID:	8789	58	Township:	03S	
FID:			Range:	06E	
Metal Tag No:	D007	2802	Section:	15	
Basin No:	61		Qtr-Qtr-Qtr:		
Current Status:			Quarter-Quarter:	NW	
Well Use:	Dome	estic-Single Residence	Quarter:	NE	
Construction Date:	6/9/2	016, 8:00 PM	Lot:		
Production Rate:	60		Block:		
Static Water Level:	57		Subdivision:		
Casing Diameter:	6		Data Source:	Digitized	
Casing Dept:			Spatial Data ID:	504799	
Total Depth:	321		Latitude:		
Diversion Name:			Longitude:		
App Type:			X:	-115.722666607	760536
Gov Lot No:			Y:	43.1697499633	0586
County Name:	ELM	ORE			
Well Docs:	https	://research.idwr.idaho.gov/	apps/Shared/LfRelatedDoc	s/Home/SearchWcGet?W	ellID=444613

Map Key Dire	ction Distance (mi	i) Distance (ft)	Elevation (ft)	DB
47 SSE	0.97	5,118.28	3,192.24	WATER WELLS
Well ID:	365822	Owner:	JAY CRES	STO
Permit ID:	794863	Township:	03S	
FID:		Range:	06E	
Metal Tag No:		Section:	15	
Basin No:	61	Qtr-Qtr-Qtr:		

Current Status: Quarter-Quarter: SW Well Use: Quarter: SW

Construction Date: 8/12/1974, 8:00 PM Lot:
Production Rate: 30 Block:
Static Water Level: 145 Subdivision:

Casing Diameter: Data Source: QQ
Casing Dept: Spatial Data ID: 111145

Total Depth: 250 Latitude:
Diversion Name: Longitude:

 App Type:
 X:
 -115.7346615690149

 Gov Lot No:
 Y:
 43.157246658929814

County Name: ELMORE

Well Docs: https://research.idwr.idaho.gov/apps/Shared/LfRelatedDocs/Home/SearchWcGet?WellID=365822

Public Water Supply Wells

Мар Кеу	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
2	SSW	0.04	216.95	3,200.83	PWSW
DWC No.	ID 40	00000	Description	Mall	
PWS No:	1D42	00092	Description:	Well	
Tinwsf Act Status:	Α		System Type Desc:	Transient, non-community	
Tinwsys Act Status	s: A		Latitude:	43.170236	
Type Code:	WL		Longitude:	-115.744315	
PWS Street Type:	NC		Data Collection Dt:	10/14/2010	
Tinwsys Name:	DES	ERT WINDS CHEVRON	Tinwsf Name:	WELL #1	

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
6	ESE	0.16	839.99	3,195.51	PWSW
PWS No:	ID42	00025	Description:	Well	

Tinwsf Act Status: I System Type Desc: Non-Public - these are bottled

water PWS
Tinwsys Act Status:

I Latitude: 43.169298

Type Code: WL Longitude: -115.739449

Tinwsys Name: WESTSIDE RV PARK Tinwsf Name: WELL #1

Map Key	Direction	Distance (mi)	Distance (ft)	Elevation (ft)	DB
7	ESE	0.17	915.41	3,197.59	PWSW
PWS No:	ID420	0025	Description:	Well	
Tinwsf Act Status:	1		System Type Desc:	Non-Public - these are bot	tled

Data Collection Dt:

10/14/2010

Order No: 24040200691p

water PWS Tinwsys Act Status: Latitude: 43.169563 Type Code: WL Longitude: 115.73905 PWS Street Type: NP Data Collection Dt: 1/12/2016 WESTSIDE RV PARK Tinwsf Name: WELL #2 Tinwsys Name:

NP

PWS Street Type:

Мар Кеу	Direction	n Distance (mi)	Distance (ft)	Elevation (ft)	DB
39	SE	0.93	4,927.51	3,199.81	PWSW
PWS No:	ID	04200052	Description:	Treatment Plant	
Tinwsf Act Status:	Α		System Type Desc:	Community	
Tinwsys Act Status	s: A		Latitude:	43.162527	
Type Code:	Т	•	Longitude:	-115.727097	
PWS Street Type:	С		Data Collection Dt:	10/14/2010	
Tinwsys Name:		OWN AND COUNTRY WATER SERS ASSN	Tinwsf Name:	WELL #2 TREATME	NT PLANT
Мар Кеу	Directio	n Distance (mi)	Distance (ft)	Elevation (ft)	DB
40	SE	0.94	4,942.45	3,199.82	PWSW
PWS No:	ID	04200052	Description:	Well	
Tinwsf Act Status:	A		System Type Desc:	Community	
Tinwsys Act Status			Latitude:	43.162558	
Type Code:	W		Longitude:	-115.727001	
PWS Street Type:	С		Data Collection Dt:	8/31/2018	
Tinwsys Name:		OWN AND COUNTRY WATER	Tinwsf Name:	WELL #2	
		SERS ASSN			
Мар Кеу	Direction	n Distance (mi)	Distance (ft)	Elevation (ft)	DB
41	Е	0.98	5,175.96	3,212.61	PWSW
PWS No:	ID	04200108	Description:	Well	
Tinwsf Act Status:	А		System Type Desc:	Community	
Tinwsys Act Status	s: A		Latitude:	43.168228	
Type Code:		'L	Longitude:	-115.723166	
PWS Street Type:	С		Data Collection Dt:	3/10/2021	
Tinwsys Name:		LUE SAGE SUBDIVISION	Tinwsf Name:	WELL #1	
Map Key	Direction	n Distance (mi)	Distance (ft)	Elevation (ft)	DB
шар кеу	Direction	i Distance (iiii)	Distance (it)	Lievation (it)	00
43	Е	0.99	5,201.19	3,212.68	PWSW
PWS No:	IF	04200108	Description:	Well	
Tinwsf Act Status:	11		System Type Desc:	Community	
	Δ				
	Α s· Δ			•	
Tinwsys Act Status	s: A	п	Latitude:	43.168134	
Tinwsys Act Status Type Code:	s: A		Latitude: Longitude:	43.168134 -115.723088	
Tinwsys Act Status	s: A W C		Latitude:	43.168134	

Radon Information

This section lists any relevant radon information found for the target property.

Federal EPA Radon Zone for ELMORE County: 1

- Zone 1: Counties with predicted average indoor radon screening levels greater than 4 pCi/L
- Zone 2: Counties with predicted average indoor radon screening levels from 2 to 4 pCi/L
- Zone 3: Counties with predicted average indoor radon screening levels less than 2 pCi/L

Federal Area Radon Information for ELMORE County

 No Measures/Homes:
 4

 Geometric Mean:
 0.6

 Arithmetic Mean:
 0.9

 Median:
 0.9

 Standard Deviation:
 0.7

 Maximum:
 1.7

 % >4 pCi/L:
 0

 % >20 pCi/L:
 0

Notes on Data Table: TABLE 1. Screening indoor

radon data from the EPA/State Residential Radon Survey of Idaho conducted during 1989-90. Data represent 2-7 day

charcoal canister

measurements from the lowest level of each home tested.

Federal Sources

FEMA National Flood Hazard Layer

FEMA FLOOD

The National Flood Hazard Layer (NFHL) data incorporates Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters Of Map Revision (LOMRs) that have been issued against those databases since their publication date. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. The FIRM Database depicts flood risk information and supporting data used to develop the risk data. The FIRM Database is derived from Flood Insurance Studies (FISs), previously published FIRMs, flood hazard analyses performed in support of the FISs and FIRMs, and new mapping data, where available.

Indoor Radon Data INDOOR RADON

Indoor radon measurements tracked by the Environmental Protection Agency(EPA) and the State Residential Radon Survey.

Public Water Systems Violations and Enforcement Data

PWSV

List of drinking water violations and enforcement actions from the Safe Drinking Water Information System (SDWIS) made available by the Drinking Water Protection Division of the US EPA's Office of Groundwater and Drinking Water. Enforcement sensitive actions are not included in the data released by the EPA. Address information provided in SWDIS may correspond either with the physical location of the water system, or with a contact address.

RADON ZONE

Areas showing the level of Radon Zones (level 1, 2 or 3) by county. This data is maintained by the Environmental Protection Agency (EPA).

Safe Drinking Water Information System (SDWIS)

SDWIS

This national download of Safe Drinking Water Act (SDWA) data is sourced from the U.S Environmental Protection Agency's (EPA) Enforcement and Compliance History Online (ECHO) system that incorporates Public Water Systems data from EPA's Safe Drinking Water Information System (SDWIS) database. SDWIS contains information on public water systems from the Public Water System Supervision (PWSS) Program related to requirements established by the Safe Drinking Water Act (SDWA). Address information provided in SWDIS may correspond either with the physical location of the water system, or with a contact address.

Soil Survey Geographic database

SSURGO

The Soil Survey Geographic database (SSURGO) contains information about soil as collected by the National Cooperative Soil Survey at the Natural Resources Conservation Service (NRCS). Soil maps outline areas called map units. The map units are linked to soil properties in a database. Each map unit may contain one to three major components and some minor components.

U.S. Fish & Wildlife Service Wetland Data

US WETLAND

The U.S. Fish & Wildlife Service Wetland layer represents the approximate location and type of wetlands and deepwater habitats in the United States.

USGS Current Topo US TOPO

US Topo topographic maps are produced by the National Geospatial Program of the U.S. Geological Survey (USGS). The project was launched in late 2009, and the term "US Topo" refers specifically to quadrangle topographic maps published in 2009 and later.

<u>USGS Geology</u> US GEOLOGY

Seamless maps depicting geological information provided by the United States Geological Survey (USGS).

USGS National Water Information System

FED USGS

Order No: 24040200691p

The U.S. Geological Survey's (USGS) National Water Information System (NWIS) is the nation's principal repository of water resources data. The data includes comprehensive information of well-construction details, time-series data for gage height, streamflow, groundwater level, and precipitation and water use data. This NWIS database information is obtained through the Water Quality Data Portal (WQP). The WQP is a cooperative service sponsored by the USGS, the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC).

Appendix

State Sources

Idaho Historical Oil and Gas Wells

HOGW

Order No: 24040200691p

Historical oil and gas exploration wells in Idaho provided by companies to the Oil and Gas Commission from 1903-1988. This data was transferred to the Idaho Geological Survey in 2009 from the Idaho Department of Lands, who regulates and maintains data for recent/current oil and gas exploration in Idaho.

Oil and Gas Wells OGW

Oil and Gas Well Data maintained by Idaho Department of Lands and Idaho Geological Survey.

Permitted Wells WATER WELLS

A list of public and private permitted water wells. This list is maintained by the Idaho Department of Water Resources.

Public Water Supply Wells PWSW

The Idaho Public Water Supply Wells (PWSW) data consist of community water supply wells in Idaho. This data is made available by Idaho Department of Environmental Quality (DEQ), Water Quality Division.

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Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd

Mountain Home ID

Project No: 203723858

Report Type: Vapor Report with Database Details

Order No: 24040200691v

Stantec Consulting Ltd. Requested by:

Date Completed: April 17, 2024

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Executive Summary

This Report was produced through the ERIS Vapor Screening Tool. The ERIS Vapor Screening Tool and this report output are designed to help those in conducting a Vapor Encroachment Screening on a Property Involved in Real Estate Transactions under the ASTM Standard Designation E2600-22.

The following table lists the data sources searched and any hits in the Area of Concern (AOC) that have been included in the report. The search distances listed are based on search distances used in the Database Report and the search results are grouped based on the minimum default search distances for Chemicals of Concern (COCs) and Petroleum Hydrocarbon Chemicals of Concern (PHCOCs) as outlined in E2600-22. The default AOC may be expanded or reduced by the environmental professional (adjusted AOC) using experience and professional judgment.

Standard Environmental Sources	Search Distance (miles)*	Project Property	Within 1/10	1/10 plus	Total
Federal NPL site list	1.0	0	0	0	0
Federal Delisted NPL site list	0.5	0	0	0	0
Federal CERCLIS list	1.0	0	0	0	0
Federal CERCLIS NFRAP site list	0.5	0	0	0	0
Federal RCRA CORRACTS facilities list	1.0	0	0	0	0
Federal RCRA non-CORRACTS TSD facilities list	0.5	0	0	0	0
Federal RCRA generators list	0.25	0	0	0	0
Federal institutional control/engineering control registries	0.5	0	0	0	0
Federal ERNS list	PO	0	0	0	0
State and tribal landfill and/or solid waste disposal site lists	0.5	0	0	0	0
State and tribal leaking storage tank lists	0.5	0	0	0	0
State and Tribal registered storage tank lists	0.25	0	1	0	1
State and tribal institutional control/engineering control registries	0.5	0	0	0	0
State and tribal voluntary cleanup sites	0.5	0	0	0	0
State and tribal Brownfield sites	0.5	0	0	0	0
Others	0.5	0	0	0	0
Non Standard Environmental Sources					
Federal Spill sites list	0.125	0	0	0	0
Federal Drycleaner Facilities	0.5	0	0	0	0
State and Tribal Spill sites list	0.125	0	0	0	0
State and Tribal Dry Cleaner Facilities	0.25	0	0	0	0
Others	1.0	0	2	0	2
Federal PFAS sites list	0.5	0	0	0	0

^{*} Please refer to the Appendix of this report to view specific databases searched within each category. Search distances within each category may vary by database - the largest search radius per category will be displayed.

Executive Summary: Report Summary

Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd

Mountain Home ID

Order No

PO No:

Order No: 24040200691v

203723TBD

Order No: 24040200691v

Coordinates: 43.17134306, -115.74358042 **Elevation:** 3199.88 ft

Project Property - Results

Map Key DB Company/Site Name Address Direction Distance Elev Diff Page (m/ft) (ft) Number

No records for the project property.

Surrounding Properties - Results

Map Key	DB	Company/Site Name	Address	Direction	Distance (m/ft)	Elev Diff (ft)	Page Number
1	REM SITES	DODGE BOYS TRUCKING DIESEL RELEASE	I-84, MP 99 EB MOUNTAIN HOME ID	NW	68.3 / 224.09	3.0	, <u>7</u>
<u>2</u>	UST	DESERT WINDS CHEVRON	3872 DITTO CR RD MOUNTAIN HOME ID 83647	WSW	113.08 / 371.01	3.0	. <u>7</u>
			Facility ID Facility Status: 3-200614 J. Tank No Status: 3-200614*2B Current 200614*2A Currently In Use		0614*1 Currently	In Use, 3-	
<u>2</u>	REM SITES	DESERT WINDS CHEVRON	3872 DITTO CR RD MOUNTAIN HOME ID	WSW	113.08 / 371.01	3.0	<u>Z</u>

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

▼ Sites with Lower Elevation

Sites with Same Elevation

Sites with Higher Elevation

Up-gradient

Down-gradient

Cross-gradients

▼ Sites with Lower Elevation

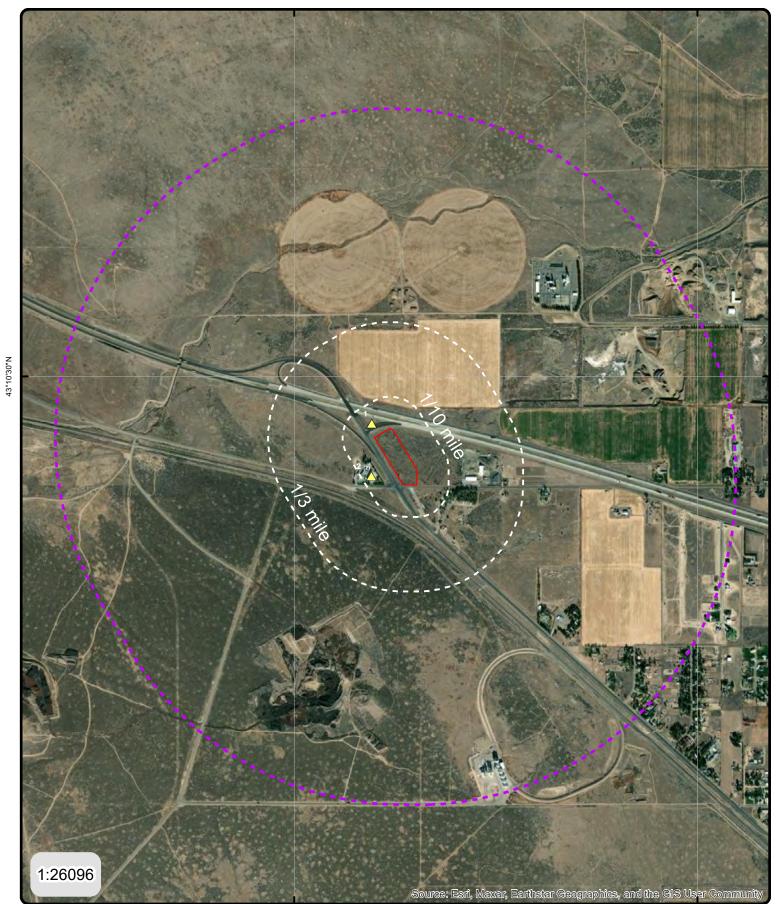
Sites with Same Elevation

△ Sites with Higher Elevation

ERIS

© ERIS Information Inc.

115°45'W 115°43'30"W



Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

- Sites with Lower Elevation
- ▼ Sites with Lower Elevation
- Sites with Same Elevation
- Sites with Same Elevation
- Sites with Higher Elevation
- Sites with Higher Elevation

Detail Report

Map Key Company/Site Name

Address

Distance (m/ft)

Elev Diff (ft)

1 DODGE BO

DODGE BOYS TRUCKING DIESEL I-84, MP 99 EB

20.82 / 68.3

3.0

ASTM Category:

Others

Vapor Encroachment Details

Impact on Target Property:

Conditions:

Groundwater Flow Gradient:

Flow is based on the following:

Preferential Pathway:

Geological Attributes - Hydraulic Barrier:

Geological Attributes - Physical Barrier:

Geological Attributes - Soil Geology:

Comments:

REM SITES DODGE BOYS TRUCKING DIESEL RELEASE

I-84, MP 99 EB MOUNTAIN HOME

Others

Reference ID:

187548

....

43.172881

Box No:

2018BAZ111

Latitude: Longitude:

-115.745199

County:

Elmore

½/ئi

<u>Details</u>

ï¿⅓

Program: General Remediation

Covenant:

All Programs for Site:

General Remediation

Map Key Company/Site Name

Address

Distance (m/ft) Elev Diff (ft)

Order No: 24040200691v

2

DESERT WINDS CHEVRON

3872 DITTO CR RD

34.47 / 113.08

3.0

ASTM Category:

State and Tribal registered storage tank lists

Others

Vapor Encroachment Details

Impact on Target Property:

Conditions:

Groundwater Flow Gradient:

Flow is based on the following:

Preferential Pathway:

Geological Attributes - Hydraulic Barrier: Geological Attributes - Physical Barrier: Geological Attributes - Soil Geology:

Comments:

UST DESERT WINDS CHEVRON 3872 DITTO CR RD State and Tribal registered MOUNTAIN HOME 83647 storage tank lists

Facility ID: 3-200614 Reference ID (DL): 6292

Facility Status:ActiveBox No (DL):2011BAZ1798Facility Type:Gas StationDate Certified:04/09/1998Program ID (SRCH):3-2006141000 Ft Drnk Wtr: y_{es}

ID (SRCH): 6292 Facility Phone:

 Box No (SRCH):
 2011BAZ1798
 Facility Latitude:
 43.17021000

 Program (SRCH):
 Underground Storage Tanks
 Facility Longitude:
 -115.74544000

 Facility ID (RPT):
 3-200614
 Latitude (SRCH):
 43.17021

 Type (RPT):
 Gas Station
 Longitude (SRCH):
 -115.74544

 Status (RPT):
 Active
 Latitude (DL):
 43.17021

 No Tanks (RPT):
 3
 Longitude (DL):
 -115.74544

Facility ID (WEB): 3-200614

DEQ Search Result URL: https://www2.deq.idaho.gov/waste/ustlust/pages/FacilityInfo.aspx?id=4897

Facility Name: DESERT WINDS CHEVRON

UST Address: 3872 DITTO CR RD

UST Address 2:

UST City: MOUNTAIN HOME

UST Zip: 83647

Fac Name (SRCH): DESERT WINDS CHEVRON

Address (SRCH): 3872 DITTO CR RD
City/State (SRCH): MOUNTAIN HOME

Facility Name (RPT): DESERT WINDS CHEVRON

Street Address (RPT): 3872 DITTO CR RD
City (RPT): MOUNTAIN HOME

Zip (RPT): 83647

Site Name (DL): DESERT WINDS CHEVRON

Street (DL): 3872 DITTO CR RD
City (DL): MOUNTAIN HOME

Facility Name (WEB): DESERT WINDS CHEVRON

Street Address (WEB): 3872 DITTO CR RD
City (WEB): MOUNTAIN HOME

Zip (WEB): 83647

Report Source: Underground and Leaking Underground Storage Tank Database Search; Waste Management and Remediation

Facility Mapper Advanced Search - Underground Storage Tanks (SRCH); Underground Storage Tank (UST) Reports - UST List (RPT); Underground Storage Tank (UST) Reports - Active Facilities (All Regions) (WEB); Waste

Order No: 24040200691v

Management and Remediation Facility Mapper Advanced Search - Underground Storage Tanks (DL)

Tanks Information

Tank No: 3-200614*2B PrimLkDetectMeth: Automatic Tank Gauging

Tank ID:2BSec Lk Detect Meth:CAS No CERCLA Nm:Emergency Gen:

Status:Currently In UseATG Make Model:Gilbarco EMCClosure Status:Install Oath Date:4/1/1998

Date Closed: Manifolded:

Date Last Used: Compartment: Yes

A30 Day Nt Closure: Partially Excluded:

Date Installed: 01/01/1998 Sec Tk Dbl Wall: None

Capacity: 10000 Spl Bucket Contain: Single-Walled

Substance: Diesel Day Tank:

Inert Fill: Owner Atg Tank No:

Site Asmt Perf:

Install Company: Richard Wright

Installer Name: Nwestco (Petrol Services / Idaho Petroleum)

Installation Certification: Installer certified by tank/pipe manufacturer, Inspected by local or State, Manufacturer installation checklists

complete

Prevention:Overfill Alarm, Spill ProtectedTank Material:Fiberglass Reinforced Plastic

Tank Notes: 4/6/15 - Product change premium to diesel

NO NOTIFICATION FORM. DATA TAKEN FROM 30 DAY NOTICE OF CLOSURE.

Tank Link: https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=13021&fld=4897

Tanks Information

Tank No: 3-200614*1 PrimLkDetectMeth: Automatic Tank Gauging

Tank ID: Sec Lk Detect Meth:

CAS No CERCLA Nm: Emergency Gen:

Status:Currently In UseATG Make Model:Gilbarco EMCClosure Status:Install Oath Date:4/1/1998

Date Closed:Manifolded:Date Last Used:Compartment:A30 Day Nt Closure:Partially Excluded:

Date Installed: 01/01/1998 Sec Tk Dbl Wall: None

Capacity: 12000 Spl Bucket Contain: Single-Walled

Substance: E10 Regular Day Tank:

Inert Fill: Owner Atg Tank No:

Site Asmt Perf:

Install Company: Richard Wright

Installer Name: Nwestco (Petrol Services / Idaho Petroleum)

Installation Certification: Installer certified by tank/pipe manufacturer, Inspected by local or State, Manufacturer installation checklists

complete

Prevention:Overfill Alarm, Spill ProtectedTank Material:Fiberglass Reinforced Plastic

Tank Notes:

Tank Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=13020&fld=4897

Tanks Information

Tank No: 3-200614*2A PrimLkDetectMeth: Automatic Tank Gauging

Tank ID:2ASec Lk Detect Meth:CAS No CERCLA Nm:Emergency Gen:

Status:Currently In UseATG Make Model:Gilbarco EMCClosure Status:Install Oath Date:4/1/1998

Date Closed: Manifolded:

Date Last Used: Compartment: Yes

A30 Day Nt Closure: Partially Excluded:

Date Installed: 01/01/1998 Sec Tk Dbl Wall: None

Capacity: 5000 Spl Bucket Contain: Double-Walled

E10 Premium Substance: Day Tank:

Inert Fill: Owner Atg Tank No:

Site Asmt Perf:

Install Company: Richard Wright

Installer Name: Nwestco (Petrol Services / Idaho Petroleum)

Installation Certification: Installer certified by tank/pipe manufacturer, Inspected by local or State, Manufacturer installation checklists

Prevention: Overfill Alarm, Spill Protected Tank Material: Fiberglass Reinforced Plastic

4/6/15 - Product change diesel to premium

NO NOTIFICATION FORM. DATA TAKEN FROM 30 DAY NOTICE OF CLOSURE.

Tank Link: https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditTank.aspx?tankid=13022&fld=4897

Pipes Information

Tank Notes:

Connected Tank: 3-200614*2A Start Date: 4/6/2015 Status: Closed End Date: 2/27/2018

LLD Make Model: Pipe Type: Pressurized Red Jacket: FX1V Pipe Material: Flexible (APT) Construction: Flexible (APT)

Date Installed: 04/06/2015 Sump Containment: Contained - Single Walled

2AT Description 1: Description: 2AT Installer Name: Pipe Type 1:

Sam Okelberry

Installer Oath Dt:

Installation Certification:

Installation Company: Nwestco (Petrol Services / Idaho Petroleum)

Flex Con Fitg CP Typ: No Metal Connectors/Fittings Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: **Connected Tank Comment:**

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx?pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx.pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx.pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx.pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx.pipeid=72b44d92-cfd1-4951-b697-bases/addeditPipe.aspx.pipeid=72b44d92-cfd1-4951-bases/addeditPipeid=72b44d92-cfd1-4951-bases/addeditPipeid=72b44d92-cfd1-4951-bases/addeditPipeid=72b44d92-cfd1-4951-bases/addeditPipeid=72b44d92-cfd1-4951-bases/addeditPipeid=72b44d92-cfd1-4951-bases/addeditPipeid=

180a0a8a4e01&fld=4897

Comments: 2018 Piping 2AT closed since all piping interstitial monitored Transition piping starting at 5,000 gal compartment

UST sump (2A) and connecting to environ piping in 10,000 gal compartment UST sump (2B). 2018 Environ

Pressurized

Order No: 24040200691v

replaced with Flexworks

Connected Tank: 3-200614*2B Start Date: 4/6/2015 Status: Closed End Date: 2/27/2018

Pipe Type: Pressurized LLD Make Model: Red Jacket: FX1DV Pipe Material: Flexible (APT) Construction: Flexible (APT)

04/06/2015 Date Installed: Sump Containment: Contained - Single Walled

Description: 2BT Description 1: 2RT

Installer Name: Sam Okelberry Pipe Type 1: Pressurized

Installer Oath Dt:

Installation Certification:

Installation Company: Nwestco (Petrol Services / Idaho Petroleum)

Flex Con Fitg CP Typ:

Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=43450372-168a-43af-94f8-

d88f5418cae4&fld=4897

Comments: 2018 Piping 2AT closed since all piping interstitial monitored. Transition piping starting at 10,000 gal compartment

UST sump (2B) and connecting to environ piping in 5,000 gal compartment UST sump (2A).2018 Environ replaced

with Flexworks

 Connected Tank:
 3-200614*2B
 Start Date:
 1/1/1998

 Status:
 Closed
 End Date:
 2/27/2018

 Pipe Type:
 Pressurized
 LLD Make Model:
 Red Jacket: FX1DV

 Pipe Material:
 Flexible (Environ)
 Construction:
 Flexible (Environ)

Date Installed: 01/01/1998 Sump Containment: Contained - Single Walled

Description: 2B Description 1: 2B

Installer Name: None picked yet Pipe Type 1: Pressurized

Installer Oath Dt:

Installation Certification:

Installation Company: None picked yet

Flex Con Fitg CP Typ: No Metal Connectors/Fittings
Prim Leak Detect Meth: Annual Line tightness testing

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2977&fld=4897

Comments: One satellite line / dispenser is connected to Dispenser 1.

 Connected Tank:
 3-200614*1
 Start Date:
 1/1/1998

 Status:
 Closed
 End Date:
 2/27/2018

 Pipe Type:
 Pressurized
 LLD Make Model:
 Red Jacket: F

 Pipe Type:
 Pressurized
 LLD Make Model:
 Red Jacket: FX1V

 Pipe Material:
 Flexible (Environ)
 Construction:
 Flexible (Environ)

Date Installed: 01/01/1998 Sump Containment: Contained - Single Walled

Description: 1 Description 1:

Installer Name: None picked yet Pipe Type 1: Pressurized

Installer Oath Dt:

Installation Certification:

Installation Company: None picked yet

Flex Con Fitg CP Typ: No Metal Connectors/Fittings
Prim Leak Detect Meth: Annual Line tightness testing

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete: Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2975&fld=4897

Comments:

Connected Tank: 3-200614*1 **Start Date:** 2/27/2018

Status: Active End Date:

Pipe Type:PressurizedLLD Make Model:Red Jacket: FX1V

Pipe Material:Flexible (OPW Flexworks)Construction:Flexible (OPW Flexworks)Date Installed:02/27/2018Sump Containment:Contained - Single Walled

Order No: 24040200691v

Description: 1 Description 1:

Installer Name: Darin Bonjour Pipe Type 1: Pressurized

Installer Oath Dt: 2/28/2018

Installation Certification: Installer certified by tank/pipe manufacturer, Manufacturer installation checklists complete

Installation Company: Leonard Petroleum Equipment of Boise LLC

Flex Con Fitg CP Typ: Isolated

Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete:
Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deg.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2aea66be-14ec-494d-b8aa-

733c88ddae63&fld=4897

Comments:

Connected Tank: 3-200614*2B **Start Date:** 2/27/2018

Status: Active End Date:

 Pipe Type:
 Pressurized
 LLD Make Model:
 Red Jacket: FX1DV

 Pipe Material:
 Flexible (OPW Flexworks)
 Construction:
 Flexible (OPW Flexworks)

Pipe Material:Flexible (OPW Flexworks)Construction:Flexible (OPW Flexworks)Date Installed:02/27/2018Sump Containment:Contained - Single Walled

Description: 2B Description 1: 2E

Installer Name: Darin Bonjour Pipe Type 1: Pressurized

Installer Oath Dt: 2/28/2018

Installation Certification: Installer certified by tank/pipe manufacturer, Manufacturer installation checklists complete

Installation Company: Leonard Petroleum Equipment of Boise LLC

Flex Con Fitg CP Typ: Isolated

Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete:
Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=242198f1-b039-4904-aaa2-

5fcb4197b3ae&fld=4897

Comments: APT piping starting at 10,000 gal compartment UST sump (2B) and connecting to Flexworks piping in 5,000 gal

compartment UST sump (2A)

Connected Tank: 3-200614*2A **Start Date:** 2/27/2018

Status: Active End Date:

Pipe Type: Pressurized LLD Make Model: Red Jacket: FX1V

Pipe Material:Flexible (OPW Flexworks)Construction:Flexible (OPW Flexworks)Date Installed:02/27/2018Sump Containment:Contained - Single Walled

Description: 2A Description 1: 2A

Installer Name: Darin Bonjour Pipe Type 1: Pressurized

Installer Oath Dt: 2/28/2018

Installation Certification: Installer certified by tank/pipe manufacturer, Manufacturer installation checklists complete

Installation Company: Leonard Petroleum Equipment of Boise LLC

Flex Con Fitg CP Typ: Isolated

Prim Leak Detect Meth: Continuous Int. Dbl. Wall Monitor

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete:
Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=c2c0be4a-5ff4-4bb3-9e10-

3d7b34818a40&fld=4897

Comments: APT piping starting at 5,000 gal compartment UST sump (2A) and connecting to Flexworks piping in 10,000 gal

compartment UST sump (2B)

 Connected Tank:
 3-200614*2A
 Start Date:

 Status:
 Closed
 End Date:

 Pipe Type:
 Pressurized
 LLD Make Model:

Pipe Type:PressurizedPipe Material:Flexible (Environ)Date Installed:01/01/1998

Description: 2A

Installer Name: None picked yet

Installer Oath Dt:

Installation Certification:

Installation Company: None picked yet

Flex Con Fitg CP Typ: No Metal Connectors/Fittings
Prim Leak Detect Meth: Annual Line tightness testing

Sec Leak Detect Meth:

Catas Leak Detect Meth: Mechanical line leak detection

Tank Connections Delete:
Connected Tank Comment:

Construction Details: Double-Walled

Pipe Link: https://www2.deq.idaho.gov/waste/ustlust/pages/AddEditPipe.aspx?pipeid=2976&fld=4897

1/1/1998

2A

Construction:

Description 1:

Pipe Type 1:

End Date:

End Date:

End Date:

End Date:

Sump Containment:

2/27/2018

Pressurized

Red Jacket: FX1V

Flexible (Environ)

Contained - Single Walled

Order No: 24040200691v

Comments:

Dispensers Information

Sump Containment:Contained - Single WalledStart Date:02/27/2018Flex Con CP Typ:No Metal Connectors/FittingsEnd Date:

Local Description: 5&6

Sump Containment:Contained - Single WalledStart Date:01/01/1998Flex Con CP Typ:No Metal Connectors/FittingsEnd Date:02/27/2018

Local Description: Satellite 1

Sump Containment: Contained - Single Walled Start Date: 02/27/2018

Flex Con CP Typ: No Metal Connectors/Fittings

Local Description: 1&2

Sump Containment:Contained - Single WalledStart Date:02/27/2018

Flex Con CP Typ: No Metal Connectors/Fittings

Local Description: 3&4

Sump Containment: Contained - Single Walled Start Date: 02/27/2018

Flex Con CP Typ: No Metal Connectors/Fittings

Local Description: 9&10

Sump Containment:Contained - Single WalledStart Date:02/27/2018

Flex Con CP Typ: No Metal Connectors/Fittings

Local Description: 7&8

Inspection List Information

Inspection Date: 07/13/2018 CP: Inspection Not Necessary

Prevention: FR: Yes

Detection:		OT:	Inspection Not Necessary
Total:	No	OV:	Inspection Not Necessary
Inspector:	Mark Olsen	RD:	Inspection Not Necessary
Old RD:	No	SP:	Inspection Not Necessary
Old RP:	No	WT:	Inspection Not Necessary
Inspection Date:	02/09/2010	CP:	Inspection Not Necessary
Prevention:		FR:	Yes
Detection:		OT:	Inspection Not Necessary
Total:	No	OV:	Inspection Not Necessary
Inspector:	Christopher Bowe	RD:	Inspection Not Necessary
Old RD:	Yes	SP:	Inspection Not Necessary
Old RP:	No	WT:	Inspection Not Necessary
Inspection Date:	06/23/2021	CP:	Yes
Prevention:		FR:	Yes
Detection:		OT:	No
Total:	No	OV:	Yes
Inspector:	Mark Olsen	RD:	No
Old RD:	No	SP:	Yes
Old RP:	Yes	WT:	No
Inspection Date:	07/09/2015	CP:	Inspection Not Necessary
Prevention:		FR:	Yes

Detection: Total: Inspector: Old RD: Old RP:	No Christopher Bowe No No	OT: OV: RD: SP: WT:	Inspection Not Necessary Inspection Not Necessary Inspection Not Necessary Inspection Not Necessary Inspection Not Necessary
Inspection Date: Prevention: Detection: Total:	10/05/2012 No	CP: FR: OT: OV:	Inspection Not Necessary Yes Inspection Not Necessary Inspection Not Necessary

RD:

SP:

WT:

Inspection Not Necessary

Inspection Not Necessary

Inspection Not Necessary

Order No: 24040200691v

Contacts Information

Inspector:

Old RD:

Old RP:

Contact Type: Class A Operator Contact Name: Nicholas Thornton Start Date: 12/19/2012

Yes

Yes

Christopher Bowe

End Date: 07/13/2018

Contact Type: Class A Operator Contact Name: Nicholas Warila Start Date: 10/11/2012 End Date: 10/25/2022

Contact Type: Manager Contact Name: Kim Foss Start Date: 10/04/2012 **End Date:** 04/01/2015

Contact Type: Owner

Contact Name: NICK WARILA Start Date: 04/09/1998

End Date:

Contact Type: Class A Operator

 Contact Name:
 Kim Foss

 Start Date:
 03/23/2016

 End Date:
 07/13/2018

Contact Type: Class B Operator
Contact Name: Lorna Hanson (Tallie)

 Start Date:
 08/22/2018

 End Date:
 10/25/2022

Contact Type:ManagerContact Name:Tallie HansonStart Date:04/01/2015

End Date:

Contact Type:ManagerContact Name:Jordan WarilaStart Date:06/23/2021

End Date:

Contact Type: Class B Operator
Contact Name: Nicholas Thornton

 Start Date:
 12/19/2012

 End Date:
 07/13/2018

Contact Type:Class B OperatorContact Name:Nicholas WarilaStart Date:10/11/2012End Date:10/25/2022

Contact Type:Compliance CertifierContact Name:NICK WARILAStart Date:04/09/1998

End Date:

Contact Type:Class A OperatorContact Name:Jordan WarilaStart Date:06/29/2021

End Date:

Contact Type:Class B OperatorContact Name:Jordan WarilaStart Date:07/02/2021

End Date:

Type: State Fund Expiration Date: 05/01/2022

Site Assmnt Performed:

Terradex Details

IDEQ Prgm: UST Covenant:

Status: County: Elmore

Mapped: https://idaho.terradex.com/?lat=43.17021&lon=-115.74544&zoom=16

Detail Link: https://terradex.com/reporting/build_lur_array_for_site_v2/view/pg_siteid/6292

View Details Site ID: 6292

Site Name: **DESERT WINDS CHEVRON**

Street: 3872 DITTO CR RD City: MOUNTAIN HOME Box No: 2011BAZ1798

Ideq Waste Remediation

Underground Storage Tanks Program:

Program ID: 3-200614 Latitude: 43.17021 Longitude: -115.74544

Active Facilities

Tnks in Use/Temp Closed:

Financ Responsibility: State Fund

Terradex Underground Storage Tank Details

Program: **Underground Storage Tanks** All Programs for Site: **Underground Storage Tanks**

County: Elmore

Covenant:

3872 DITTO CR RD **REM SITES DESERT WINDS CHEVRON** Others

Order No: 24040200691v

MOUNTAIN HOME

Reference ID: 6292 Latitude: 43.17021 Box No: 2011BAZ1798 Longitude: -115.74544

County: Elmore

Details

Underground Storage Tanks Covenant: Program:

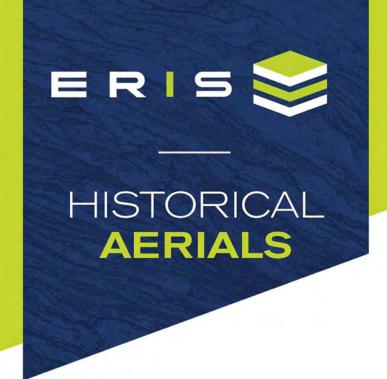
All Programs for Site: **Underground Storage Tanks**

Appendix: Database Descriptions

The following are data source listings found in the attached report. For full descriptions, please refer to the associated ERIS Database Report.

DB	Database Name	Publication Date	Source	Classification	ASTM Category
UST	Underground Storage Tank (UST) Report	Nov 6, 2023	State	Standard	State and Tribal registered storage tank lists
REM SITES	Remediation Site Database	Jan 30, 2024	State	Non Standard	Others

APPENDIX E HISTORICAL RECORDS



Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd

Mountain Home ID

Project No: 2037238**5**8

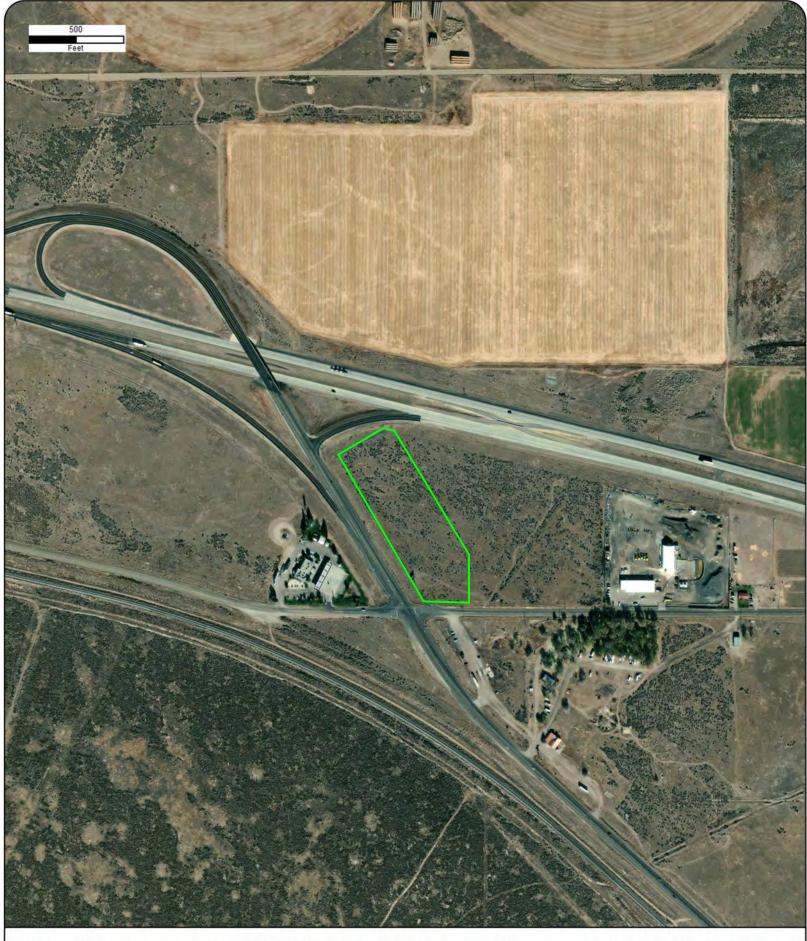
Requested By: Stantec Consulting Ltd.

Order No: 24040200691 **Date Completed:** April 04,2024

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Environmental Risk Information Services

Date	Source	Scale	Comments
2023	Maxar Technologies	1" = 500'	
2021	United States Department of Agriculture	1" = 500'	
2019	United States Department of Agriculture	1" = 500'	
2017	United States Department of Agriculture	1" = 500'	
2015	United States Department of Agriculture	1" = 500'	
2013	United States Department of Agriculture	1" = 500'	
2011	United States Department of Agriculture	1" = 500'	
2009	United States Department of Agriculture	1" = 500'	
2006	United States Department of Agriculture	1" = 500'	
2004	United States Department of Agriculture	1" = 500'	
1998	United States Geological Survey	1" = 500'	
1991	Bureau of Land Management	1" = 500'	
1984	United States Geological Survey	1" = 500'	
1974	United States Geological Survey	1" = 500'	Best Copy Available
1964	Agricultural Stabilization & Conserv. Service	1" = 500'	Photo Index-Best Available
1957	United States Bureau of Reclamation	1" = 500'	
1953	Army Mapping Service	1" = 500'	



2023 Year: Source: MAXAR Scale: 1'' = 500'

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









Year: 2021 Source: USDA Scale: 1" = 500'

Comment:

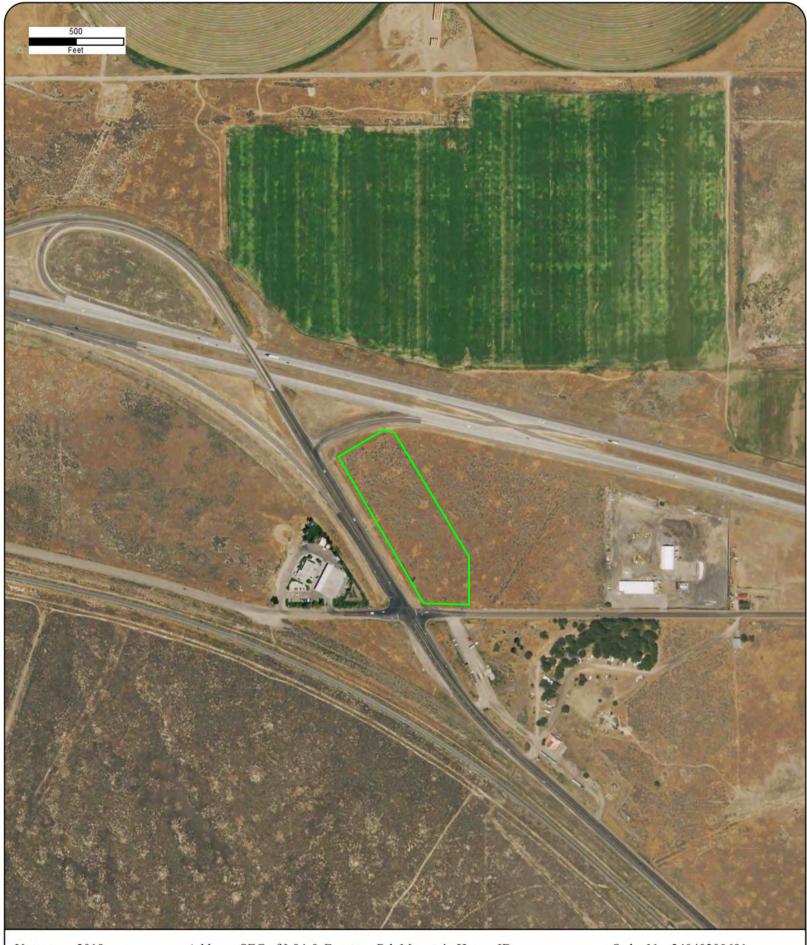
Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









Year: 2019 Source: USDA Scale: 1" = 500'

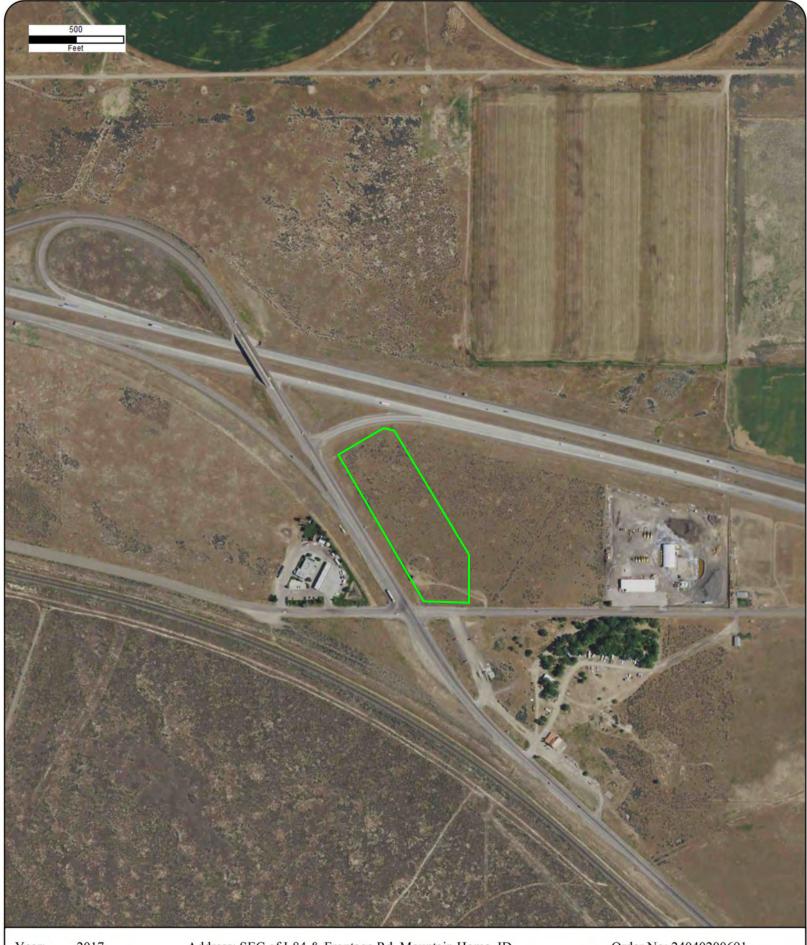
Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306







Year: 2017 Source: USDA Scale: 1" = 500'

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









Year: 2015 Source: USDA Scale: 1" = 500'

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









Year: 2013 Source: USDA Scale: 1" = 500'

Comment:

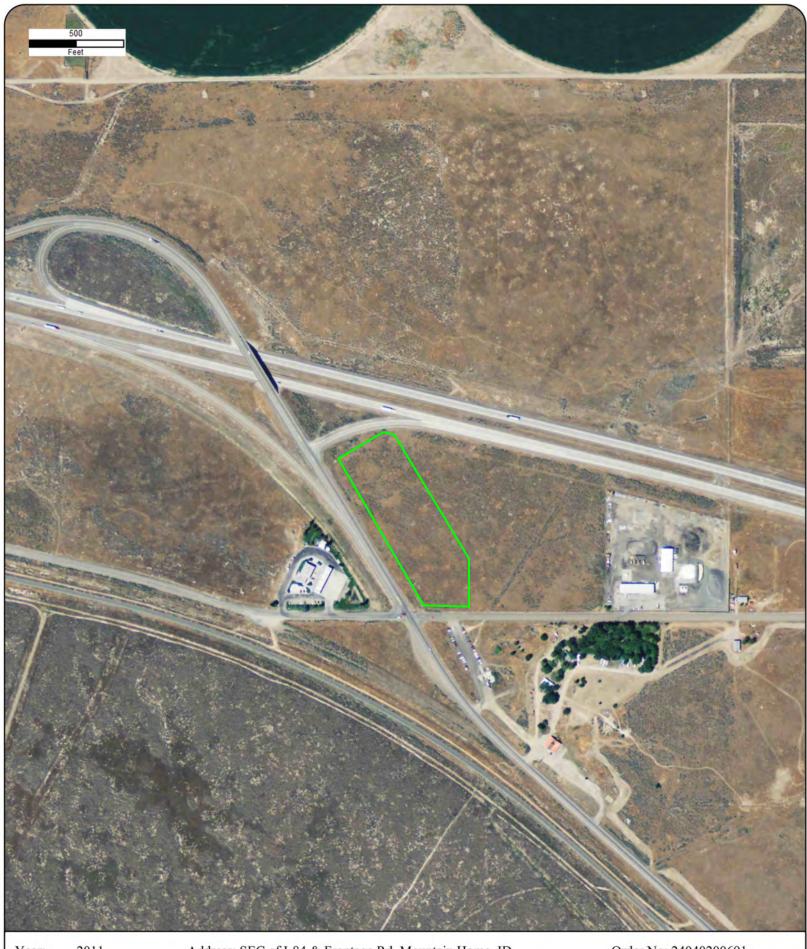
Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









Year: 2011 Source: USDA Scale: 1" = 500'

Comment:

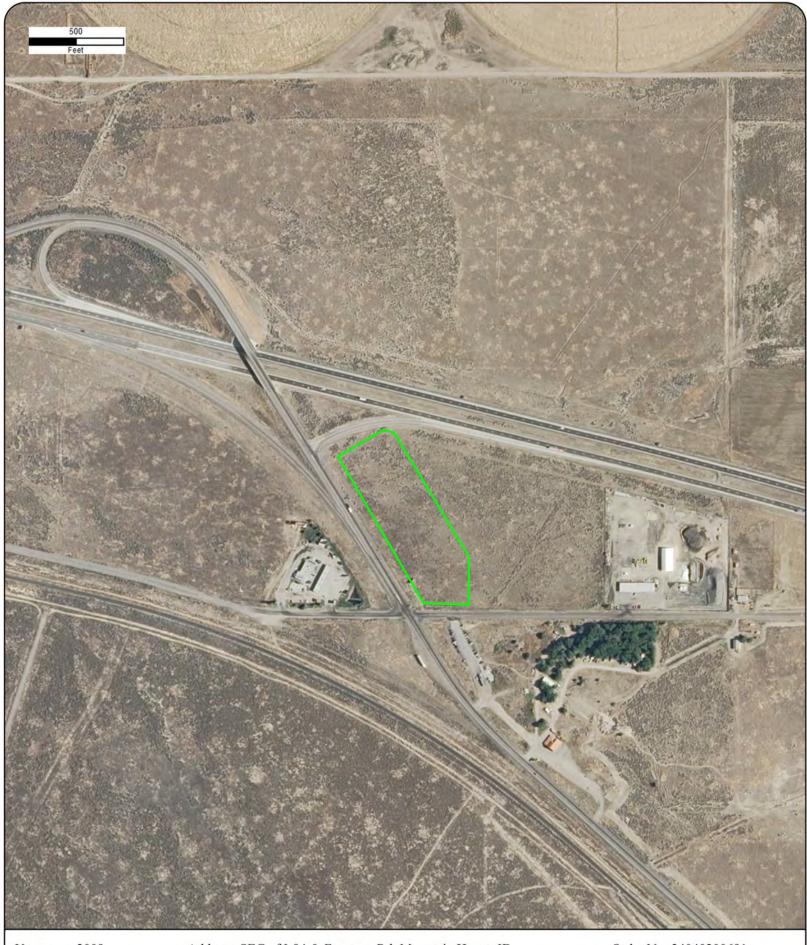
Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









Year: 2009 Source: USDA Scale: 1" = 500'

Comment:

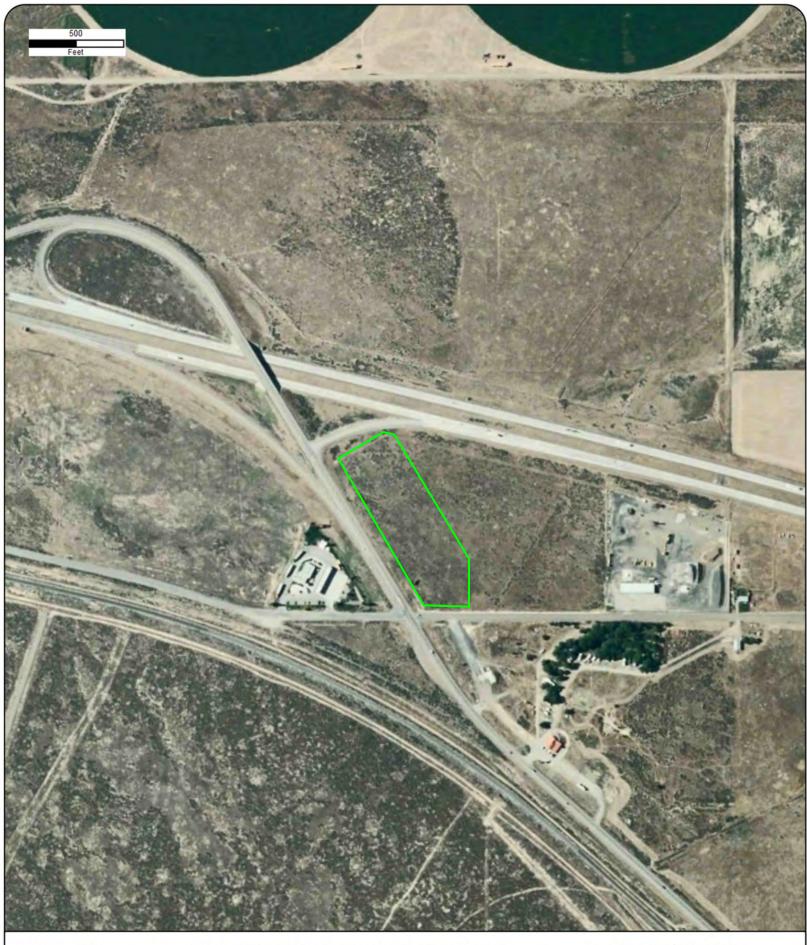
Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









2006 Year: Source: **USDA** Scale: 1'' = 500'

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

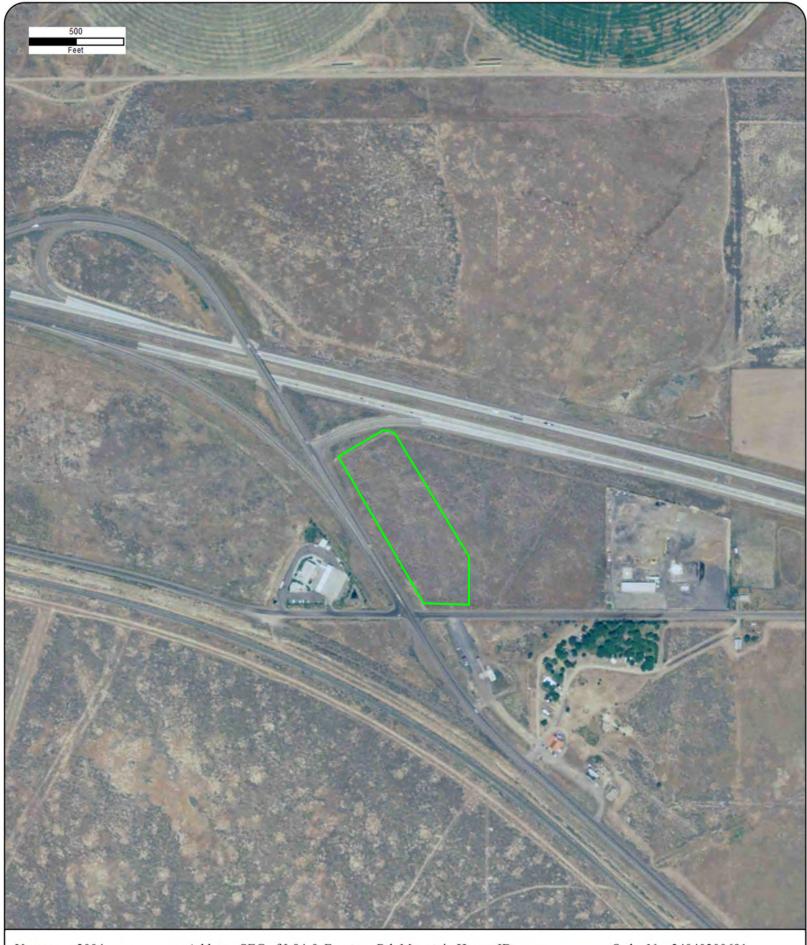
Approx Center: -115.74358042,43.17134306











Year: 2004 Source: USDA Scale: 1" = 500'

Comment:

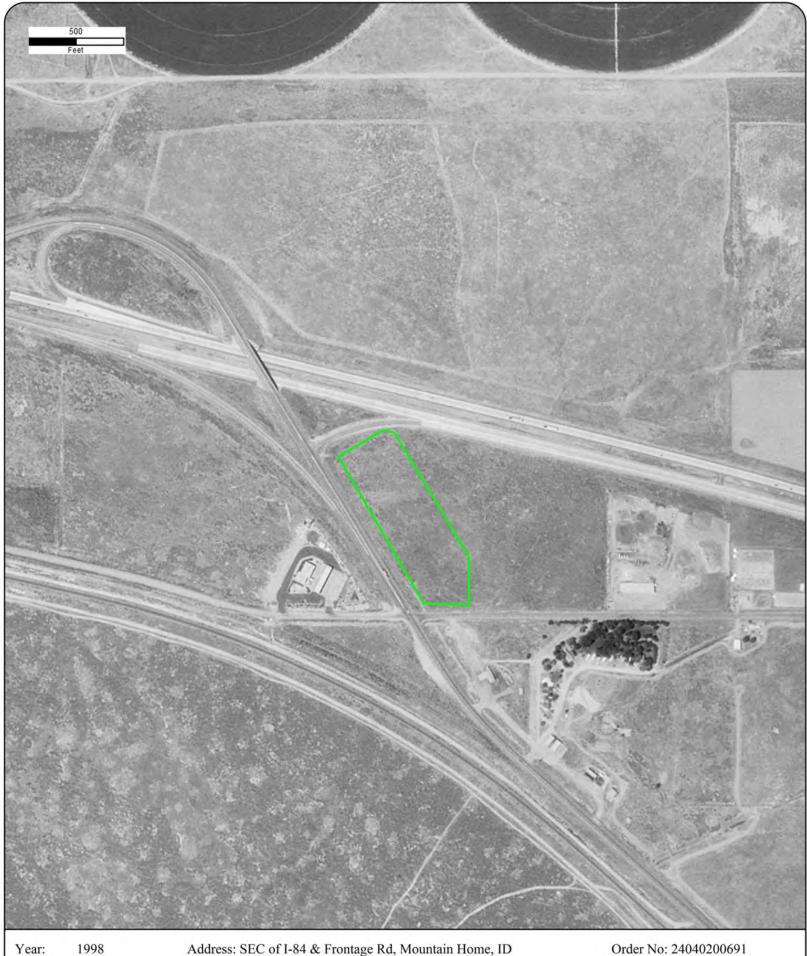
Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









1998 Year: Source: **USGS** Scale: 1'' = 500'

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

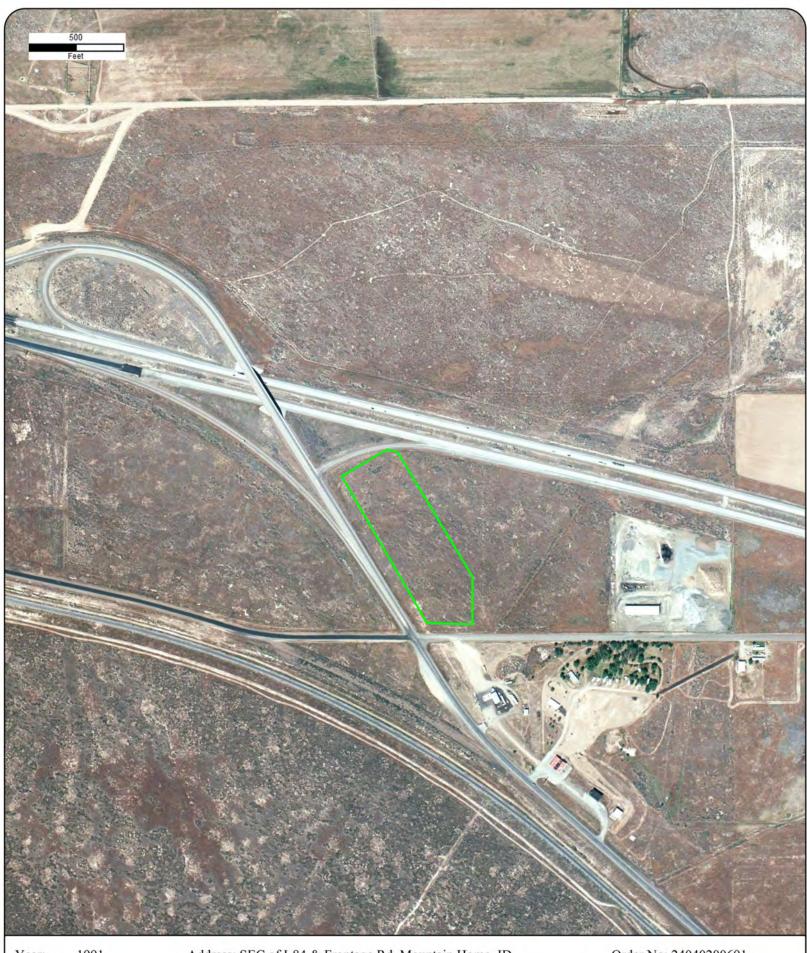
Approx Center: -115.74358042,43.17134306











Year: 1991 Source: BLM Scale: 1" = 500'

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306









1984 Year: Source: **USGS** Scale:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID Approx Center: -115.74358042,43.17134306

1" = 500'

Comment:

Order No: 24040200691











1974 Year: Source: **USGS** Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

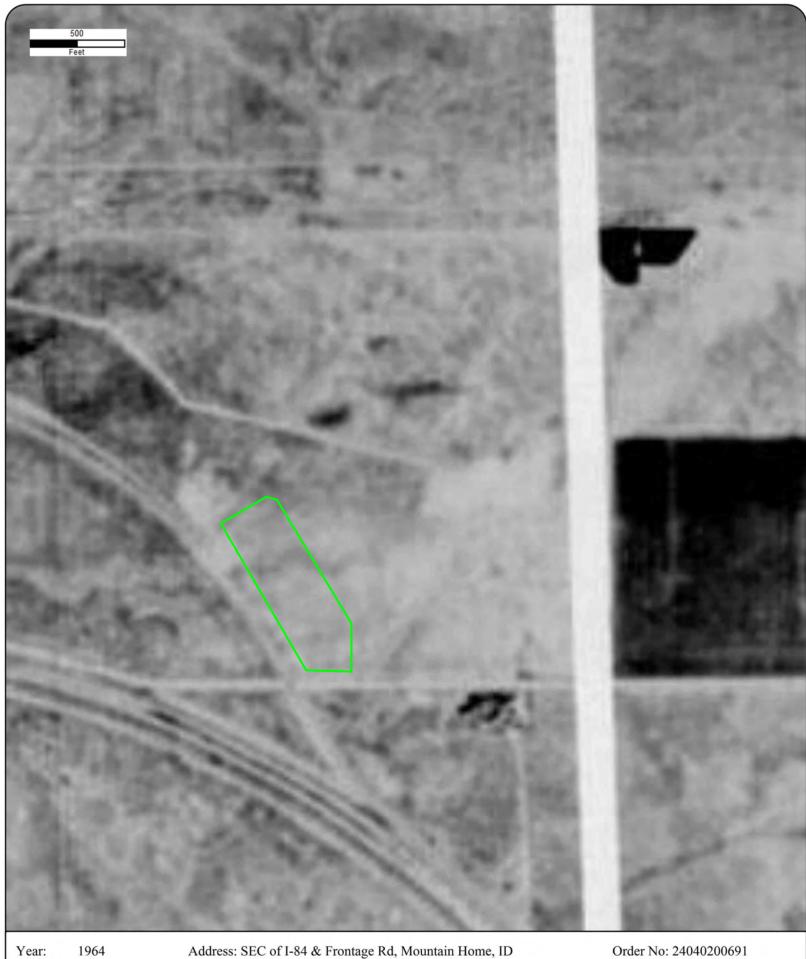
Approx Center: -115.74358042,43.17134306

Scale: 1'' = 500'Comment: Best Copy Available









Approx Center: -115.74358042,43.17134306 Source: ASCS

Scale: 1'' = 500'

Comment: Photo Index-Best Available











Year: 1957 Source: USBR Scale: 1" = 500'

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306

Order No: 24040200691









1953 Year: Source: **AMS** 1" = 500' Scale:

Comment:

Address: SEC of I-84 & Frontage Rd, Mountain Home, ID

Approx Center: -115.74358042,43.17134306

Order No: 24040200691









Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd

Mountain Home ID None

Project No: 203723858

Requested By: Stantec Consulting Ltd.

 Order No:
 24040200691

 Date Completed:
 April 02, 2024

We have searched USGS collections of current topographic maps and historical topographic maps for the project property. Below is a list of maps found for the project property and adjacent area. Maps are from 7.5 and 15 minute topographic map series, if available.

Year	Map Series
2020	7.5
2017	7.5
2013	7.5
1992	7.5
1978	7.5
1956	7.5
1956	15

Topographic Map Symbology for the maps may be available in the following documents:

Pre-1947

Page 223 of 1918 Topographic Instructions Page 130 of 1928 Topographic Instructions 1947-2009 Topographic Map Symbols

2009-present

US Topo Map Symbols

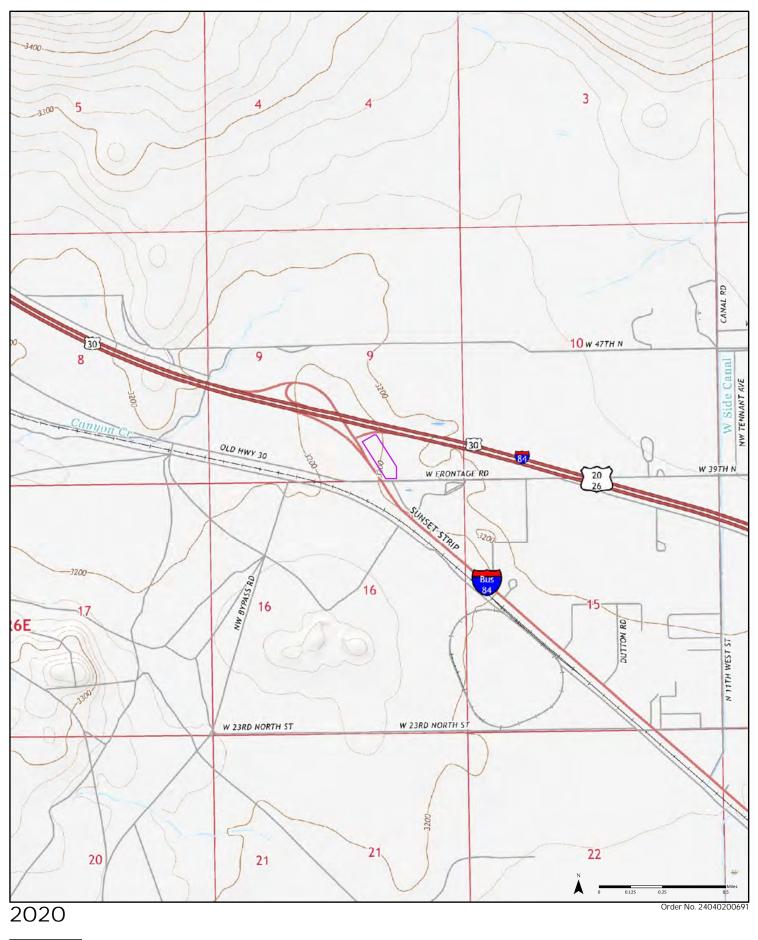
Topographic Maps included in this report are produced by the USGS and are to be used for research purposes including a phase I report. Maps are not to be resold as commercial property.

No warranty of Accuracy or Liability for ERIS: The information contained in this report has been produced by ERIS Information Inc.(in the US) and ERIS Information Limited Partnership (in Canada), both doing business as 'ERIS', using Topographic Maps produced by the USGS. This maps contained herein does not purport to be and does not constitute a guarantee of the accuracy of the information contained herein. Although ERIS has endeavored to present you with information that is accurate, ERIS disclaims, any and all liability for any errors, omissions, or inaccuracies in such information and data, whether attributable to inadvertence, negligence or otherwise, and for any consequences arising therefrom. Liability on the part of ERIS is limited to the monetary value paid for this report.

Environmental Risk Information Services

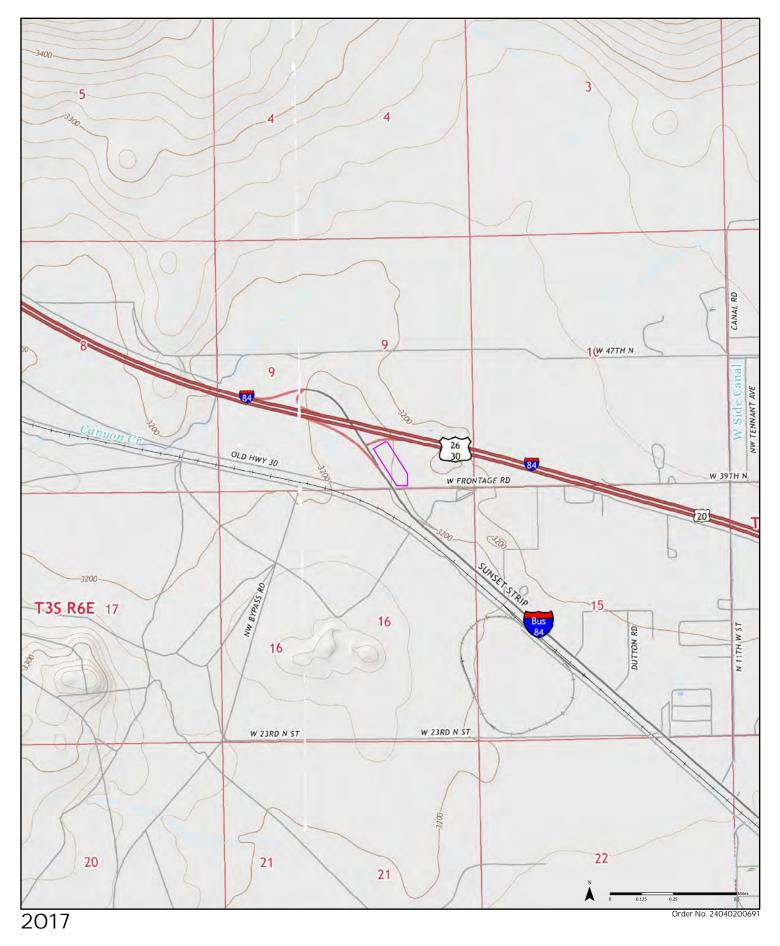
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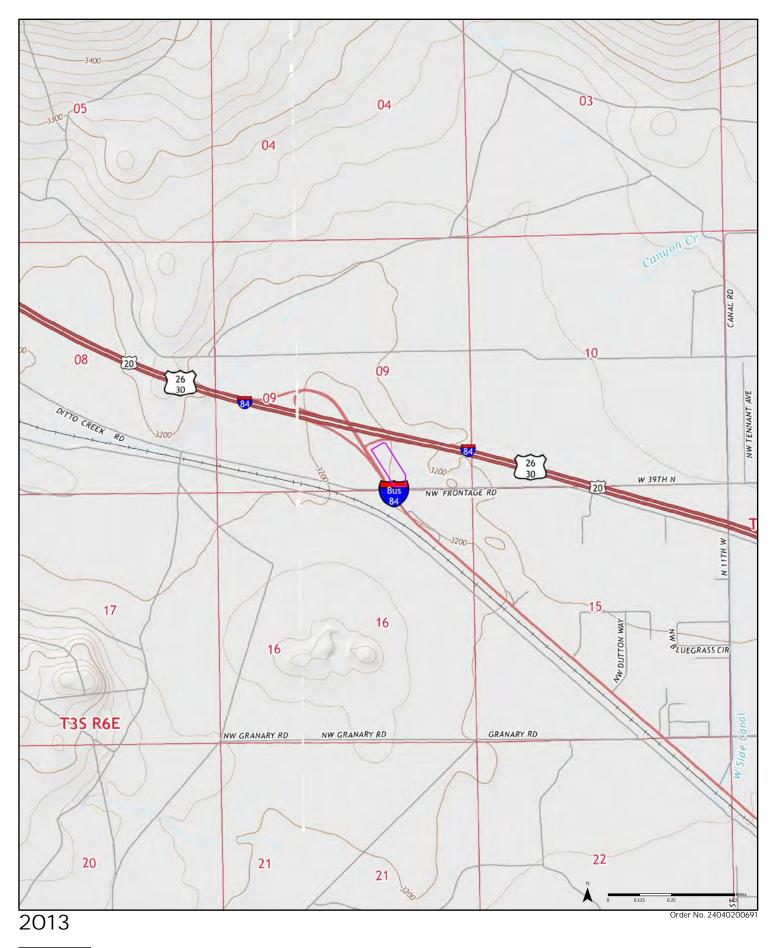
Available Quadrangle(s): Mountain Home North, ID Crater Rings, ID





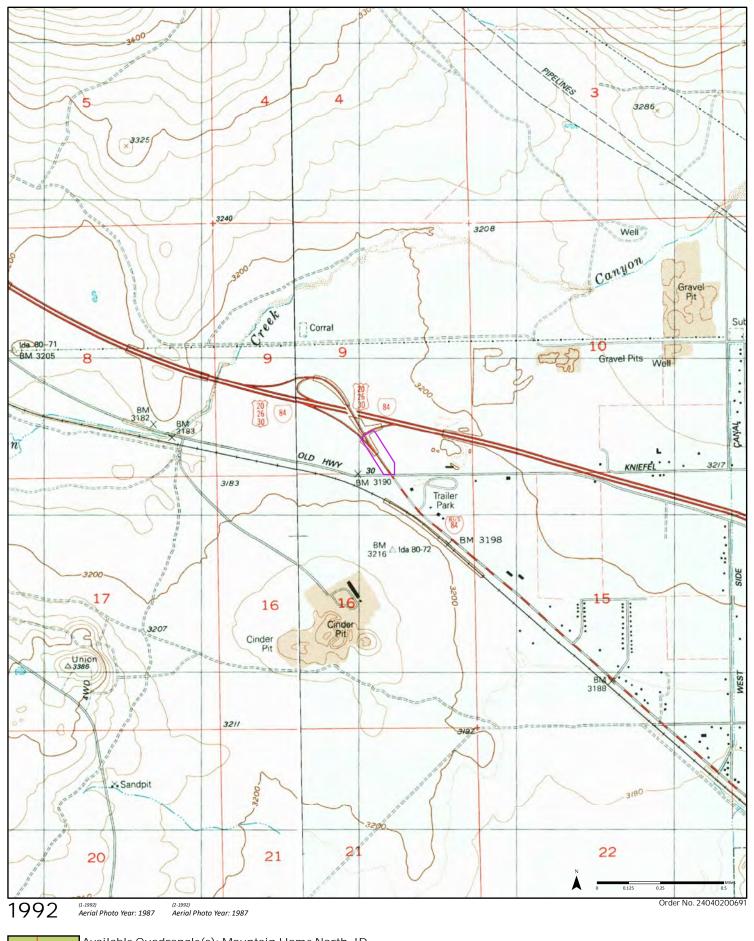
Available Quadrangle(s): Mountain Home North, ID
Crater Rings, ID





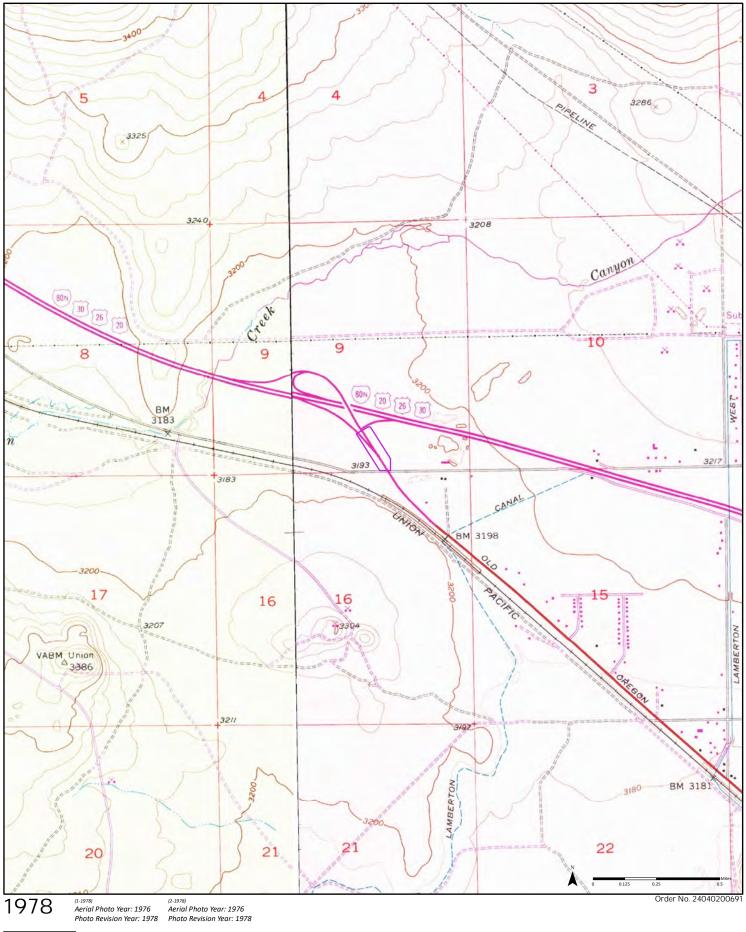
Available Quadrangle(s): Mountain Home North, ID Crater Rings, ID





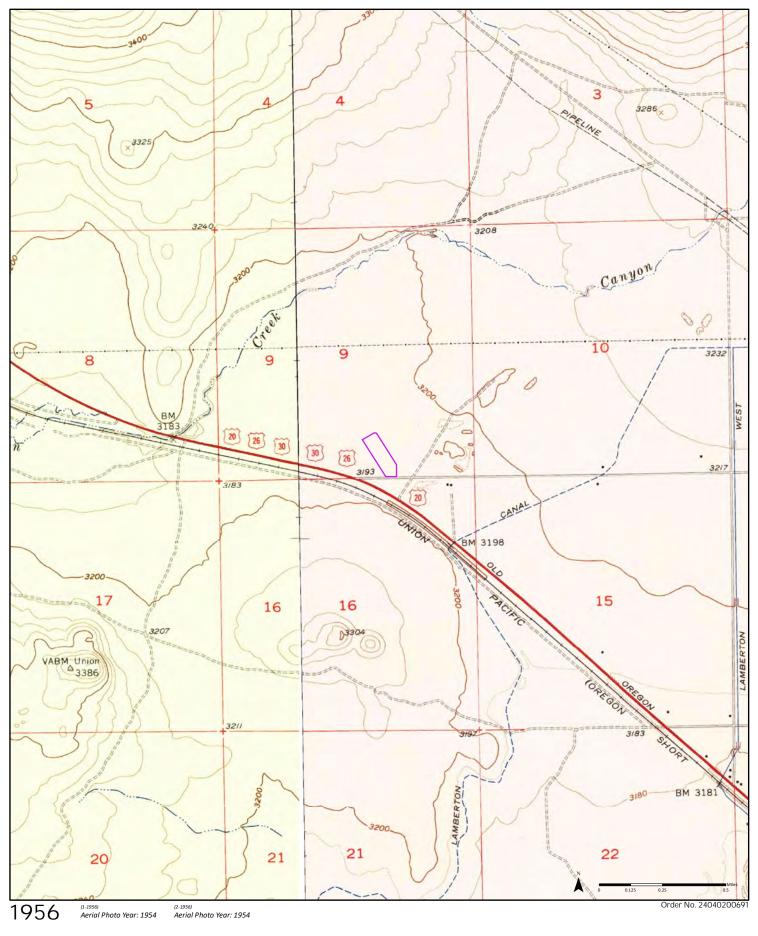






Available Quadrangle(s): Mountain Home North, ID₍₁₋₁₉₇₈₎ Crater Rings, ID₍₂₋₁₉₇₈₎

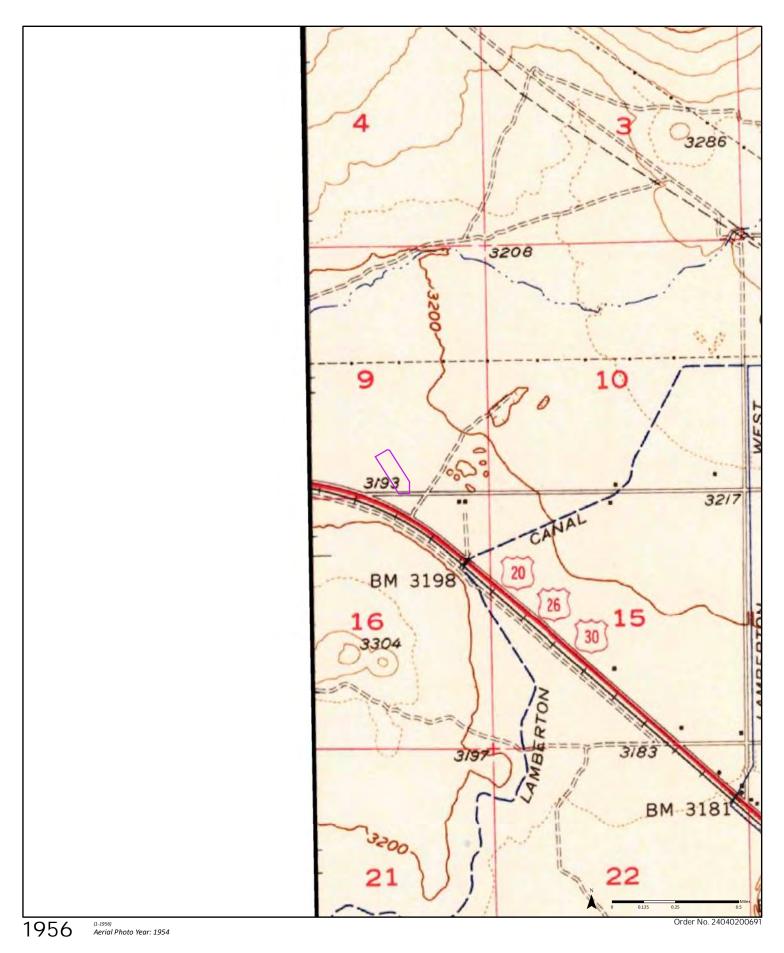




Available Quadrangle(s): Mountain Home North, ID₍₁₋₁₉₅₆₎ Crater Rings, ID₍₂₋₁₉₅₆₎



Crater Rings



Available Quadrangle(s): Mountain Home, ID₍₁₋₁₉₅₆₎





Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd

Mountain Home,ID

Project No: 203723858

Requested By: Stantec Consulting Ltd.

Order No: 24040200691 **Date Completed:** April 08, 2024

April 08, 2024 RE: CITY DIRECTORY RESEARCH SEC of I-84 & Frontage Rd Mountain Home,ID

Thank you for contacting ERIS for an City Directory Search for the site described above. Our staff has conducted a reverse listing City Directory search to determine prior occupants of the subject site and adjacent properties. We have provided the nearest addresses(s) when adjacent addresses are not listed. If we have searched a range of addresses, all addresses in that range found in the Directory are included.

Note: Reverse Listing Directories generally are focused on more highly developed areas. Newly developed areas may be covered in the more recent years, but the older directories will tend to cover only the "central" parts of the city. To complete the search, we have either utilized the ACPL, Library of Congress, State Archives, and/or a regional library or history center as well as multiple digitized directories. These do not claim to be a complete collection of all reverse listing city directories produced.

ERIS has made every effort to provide accurate and complete information but shall not be held liable for missing, incomplete or inaccurate information. To complete this search we used the general range(s) below to search for relevant findings. If you believe there are additional addresses or streets that require searching please contact us at 866-517-5204.

Search Criteria:

3500-4000 of Ditto Creek Rd 3200-4000 of Sunset Strip 2200-2600 of W Frontage Rd Search Notes:

Search Results Summary

Date	Source	Comment
2022	DIGITAL BUSINESS DIRECTORY	
2020	DIGITAL BUSINESS DIRECTORY	
2016	DIGITAL BUSINESS DIRECTORY	
2012	DIGITAL BUSINESS DIRECTORY	
2007	DIGITAL BUSINESS DIRECTORY	
2002	DIGITAL BUSINESS DIRECTORY	
2000	DIGITAL BUSINESS DIRECTORY	
1998	DIGITAL BUSINESS DIRECTORY	

2022 DITTO CREEK RD

SOURCE: DIGITAL BUSINESS DIRECTORY

3870 BURGER KING...cafes
3870 BURGER KING...foods-carry out
3870 BURGER KING...restaurants
3872 DESERT WNDS CHEVRON...conve

3872 DESERT WINDS CHEVRON...convenience stores
3872 DESERT WINDS CHEVRON...service stations-gasoline & oil

3872 DESERT WINDS CHEVRON...ALTERNATIVE FUELS

3872 NICHOLAS WARILA...RESIDENTIAL
12611 CHERYL GOTTSCH...RESIDENTIAL

2022 SUNSET STRIP

SOURCE: DIGITAL BUSINESS DIRECTORY

3046 CAROL CRANDALL...RESIDENTIAL COLLEEN WALLACE...RESIDENTIAL

Report ID: 24040200691 - 04/08/2024 www.erisinfo.com

2022 <i>SOURCE:</i>	W FRONTAGE RD DIGITAL BUSINESS DIRECTORY
2384 2586	LEHI HARTWELLRESIDENTIAL TRANSPORTATION DEPTFEDE

2586 2586 2586

LEHI HARTWELLresidential
TRANSPORTATION DEPT FEDERAL GOVERNMENT CONTRACTORS
TRANSPORTATION DEPTengineersaeronautical
TRANSPORTATION DEPTstate government-transportation programs
TRANSPORTATION DEPTGOVERNMENT OFFICES-STATE

DITTO CREEK RD 2020

SOURCE: DIGITAL BUSINESS DIRECTORY

3870	BURGER KINGCAFES
3870	BURGER KINGFOODS-CARRY OUT
3870	BURGER KINGrestaurants
3872	DESERT WINDS CHEVRONconvenience stores
3872	DESERT WINDS CHEVRONSERVICE STATIONS-GASOLINE & OIL
3872	DESERT WINDS CHEVRONALTERNATIVE FUELS
3872	NICHOLAS WARILARESIDENTIAL
12611	CHERYL GOTTSCHresidential

SUNSET STRIP 2020 SOURCE: DIGITAL BUSINESS DIRECTORY

BETHANNE CRANDALL...RESIDENTIAL

COLLEEN WALLACE...RESIDENTIAL

3046

3046

2020

W FRONTAGE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

2177 NICOLAS SZAFRANSKI...RESIDENTIAL 2586 2586 2586

TRANSPORTATION DEPT...state government-transportation programs

TRANSPORTATION DEPT...engineersaeronautical TRANSPORTATION DEPT...GOVERNMENT OFFICES-STATE TRANSPORTATION DEPT...FEDERAL GOVERNMENT CONTRACTORS 2586

2016	DITTO CREE	K RI
SOURCE: DIGIT	TAL BUSINESS DIRECTOI	RY

3870	BURGER KINGFOODS-CARRY OUT
3870	BURGER KINGrestaurants
3872	CARDTRONICS ATMautomated teller machines
3872	DESERT WINDS CHEVRONconvenience stores
3872	DESERT WINDS CHEVRON SERVICE STATIONS-GASOLINE & OIL
3872	NICHOLAS WARILARESIDENTIAL
12611	CHERYL GOTTSCHRESIDENTIAL
12611	NICOLE GOTTSCHresidential

SUNSET STRIP 2016

SOURCE: DIGITAL BUSINESS DIRECTORY

3046	BETHANNE CRANDALLRESIDENTIAL
3046	CAROL CRANDALLRESIDENTIAL
3046	JOANNE CRANDALLRESIDENTIAL

W FRONTAGE RD 2016

SOURCE: DIGITAL BUSINESS DIRECTORY

2177

2177

2586

NICOLAS SZAFRANSKI...RESIDENTIAL PAULA SZAFRANSKI...RESIDENTIAL

TRANSPORTATION DEPT...STATE GOVERNMENT-TRANSPORTATION PROGRAMS

DITTO CREEK RD 2012

SOURCE: DIGITAL BUSINESS DIRECTORY

3872

3870 **BURGER KING...**RESTAURANTS

CARDTRONICS ATM...AUTOMATED TELLER MACHINES 3872 DESERT WNDS CHEVRON...SERVICE STATIONS-GASOLINE & OIL

12611 CHERYL GOTTSCH...RESIDENTIAL 2012 SUNSET STRIP

SOURCE: DIGITAL BUSINESS DIRECTORY

3050

EL HERRADERO...RESTAURANTS

2012 W FRONTAGE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

2177 MIKE SZAFRANSK...RESIDENTIAL
 2177 NICHOLAS SZAFRANSKI...RESIDENTIAL
 2177 PAULA SZAFRANSKI...RESIDENTIAL

2586 TRANSPORTATION DEPT... STATE GOVERNMENT-TRANSPORTATION PROGRAMS

2007 DITTO CREEK RD SOURCE: DIGITAL BUSINESS DIRECTORY

3870

3872

3872

2007 SUNSET STRIP

SOURCE: DIGITAL BUSINESS DIRECTORY

BURGER KING...restaurants
CARDTRONICS ATM...automated teller machines
DESERT WINDS CHEVRON...service stations-gasoline & oil

3050 EL HERRADERO...RESTAURANTS
3100 CARL CRITTENDEN...RESIDENTIAL
3100 CHARLES E JORDAN...RESIDENTIAL

Page: 9

2007 W FRONTAGE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

2586

2002 DITTO CREEK RD

SOURCE: DIGITAL BUSINESS DIRECTORY

TRANSPORTATION DEPT...state government-transportation programs 268

J R HOBDEY CONSTRUCTION

Page: **10**

Report ID: 24040200691 - 04/08/2024 www.erisinfo.com

SUNSET STRIP 2002 SOURCE: DIGITAL BUSINESS DIRECTORY

DAVE SWENSON...RESIDENTIAL

3090 3100 **BUDDY & BARBARA ALLEN...**RESIDENTIAL 3100 TRACI CURRY...RESIDENTIAL 3300 BURGER KING...STEAK AND BARBECUE RESTAURANTS DESERT WINDS TEXACO 3300

W FRONTAGE RD 2002

SOURCE: DIGITAL BUSINESS DIRECTORY

0 H S JONES ... RESIDENTIAL

MICHAEL D TAYLOR...RESIDENTIAL 0

0 RAY & SHANNON BARTEE...RESIDENTIAL 0 TRANSPORTATION DEPT...LICENSING AGENCIES

> Report ID: 24040200691 - 04/08/2024 www.erisinfo.com

DITTO CREEK RD 2000

SOURCE: DIGITAL BUSINESS DIRECTORY

NO LISTING FOUND

SUNSET STRIP 2000

SOURCE: DIGITAL BUSINESS DIRECTORY

3050 CHI YO THAI...STEAK AND BARBECUE RESTAURANTS 3090 DAVE SWENSON...RESIDENTIAL 3100 BUDDY & BARBARA ALLEN...RESIDENTIAL 3100 HARNEY RANDY DVM 3100 TRACI CURRY...RESIDENTIAL

BURGER KING...STEAK AND BARBECUE RESTAURANTS 3300 DESERT WINDS TEXACO

3300

2000 W FRONTAGE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

1998 DITTO CREEK RD

SOURCE: DIGITAL BUSINESS DIRECTORY

NO LISTING FOUND

0 H S JONES...RESIDENTIAL

- 0 MICHAEL D TAYLOR...RESIDENTIAL
- 0 RAY & SHANNON BARTEE...residential
- 0 TRANSPORTATION DEPT...LICENSING AGENCIES

1998 **SUNSET STRIP**

SOURCE: DIGITAL BUSINESS DIRECTORY

1998

W FRONTAGE RD

SOURCE: DIGITAL BUSINESS DIRECTORY

AUTO PRO...AUTOMOTIVE SERVICES, NEC

DIAMOND ATO DETAIL & RESTORATION...TOP AND BODY REPAIR AND PAINT

3150

3150

3150

SHOPS
THREE OLE GALS...GAS TRANSMISSION AND DISTRIBUTION

NO LISTING FOUND



Project Property: Hunt Day - Mountain Home I-84

SEC of I-84 & Frontage Rd

Mountain Home ID

Project No: 203723858

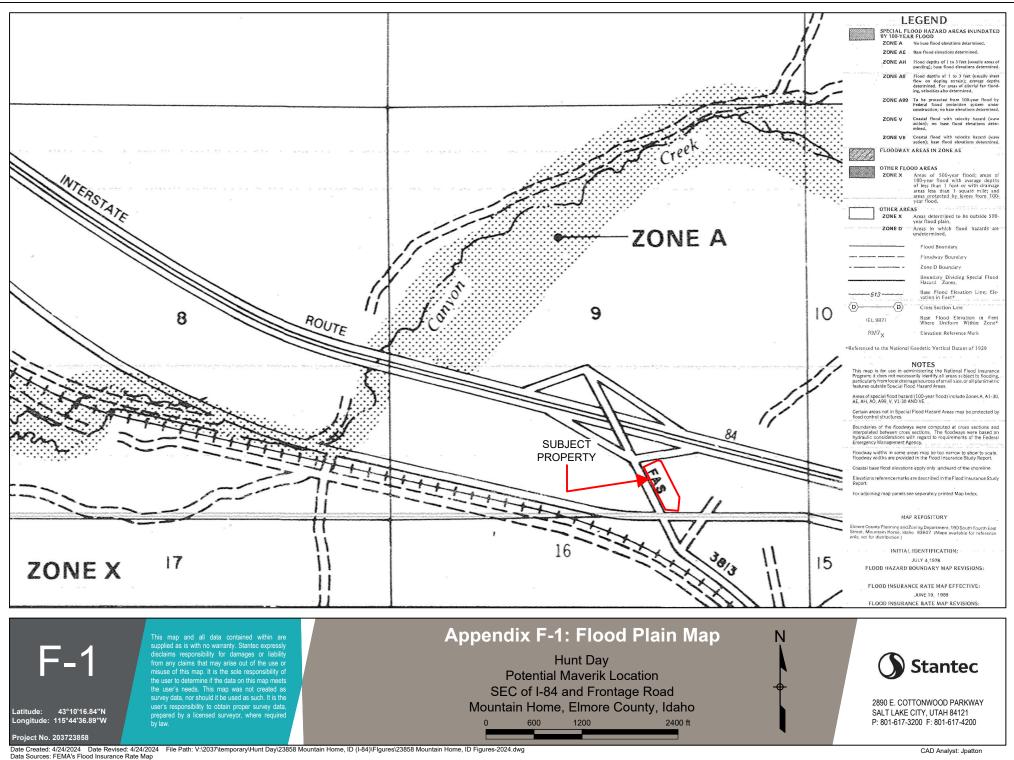
Requested By: Stantec Consulting Ltd.

 Order No:
 24040200691

 Date Completed:
 April 02, 2024

Please note that no information was found for your site or adjacent properties.

APPENDIX F AGENCY RECORDS



U.S. Fish and Wildlife Service National Wetlands Inventory

Wetlands



April 23, 2024

Wetlands

Estuarine and Marine Deepwater

Estuarine and Marine Wetland

This map and all data contained within are

user's responsibility to obtain proper survey data, prepared by a licensed surveyor, where required

Freshwater Emergent Wetland

Freshwater Forested/Shrub Wetland

Freshwater Pond

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wellands related data should be used in accordance with the layer metadata found on the Wellands Mapper web site.

> National Wetlands Inventory (NWI) This page was produced by the NWI mapper

F-2

Latitude: 43°10'16.84"N Longitude: 115°44'36.89"W

Project No. 203723858

Appendix F-2: Wetlands Map

Lake

Other

Riverine

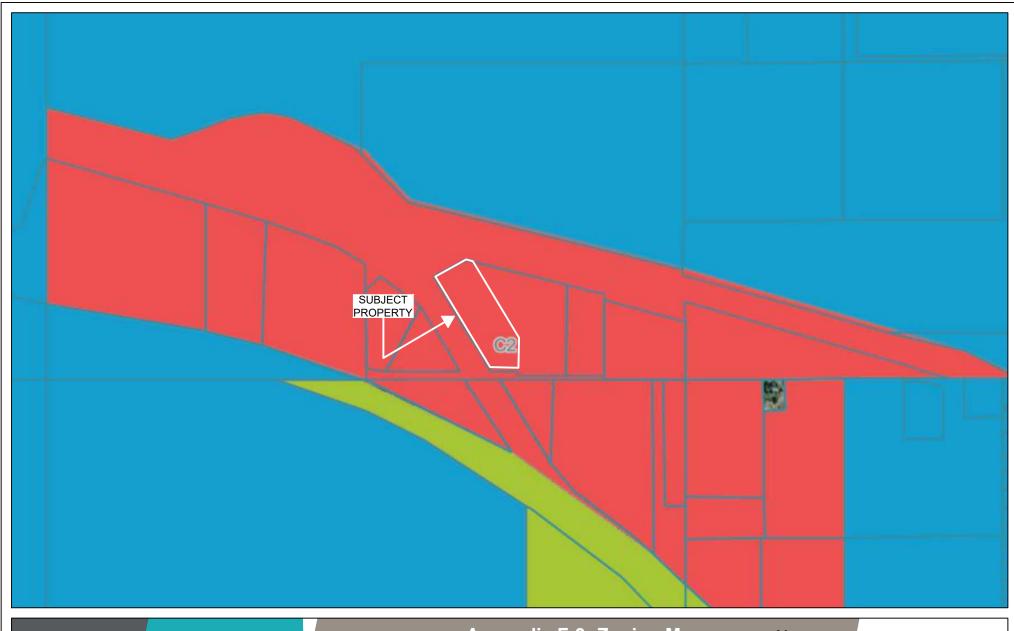
Hunt Day Potential Maverik Location SEC of I-84 and Frontage Road Mountain Home, Elmore County, Idaho

0 550 1100 2200





2890 E. COTTONWOOD PARKWAY SALT LAKE CITY, UTAH 84121 P: 801-617-3200 F: 801-617-4200



F-3

Latitude: 43°10'16.84"N Longitude: 115°44'36.89"W

Project No. 203723858

This map and all data contained within are supplied as is with no warranty. Stantec expressly disclaims responsibility for damages or liability from any claims that may arise out of the use or misuse of this map. It is the sole responsibility of the user to determine if the data on this map meets the user's needs. This map was not created as survey data, nor should it be used as such. It is the user's responsibility to obtain proper survey data, prepared by a licensed surveyor, where required by law.

Appendix F-3: Zoning Map

Hunt Day
Potential Maverik Location
SEC of I-84 and Frontage Road
Mountain Home, Elmore County, Idaho

0 400 800 1600



Stantec

2890 E. COTTONWOOD PARKWAY SALT LAKE CITY, UTAH 84121 P: 801-617-3200 F: 801-617-4200

Date Created: 4/24/2024 Date Revised: 4/24/2024 File Path: V:\2037\temporary\Hunt Day\23858 Mountain Home, ID (I-84)\Flgures\23858 Mountain Home, ID Figures-2024.dwg Data Sources: Elmore County Parcels Map

CAD Analyst: Jpatton

IDAHO - EPA Map of Radon Zones The purpose of this map is to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. This map is not intended to determine if a home in a given zone should be tested for radon. Homes with elevated levels of radon have been found in all three zones. All homes should be tested, regardless of zone designation.

KOOTENAI BENEWAH SHOSHONE CLEARWATER **NEZ PERCE** LEWIS IDAHS ADAMS WASHINGTON VALLEY LEMHI PAYETTE GEM CANYON CUSTER BOISE CLARK ADA ELMORE FREMON JEFF-MADISON ERSON BLAINE **TETON** Gooding BONNE-LINCOLN BINGHAM OWYHEE TWIN CARIBOU **FALLS** MINIDOKA CASSIA ONEIDA BEAR SUBJECT LAKE **PROPERTY** Franklin COUNTY

IMPORTANT: Consult the publication entitled "Preliminary Geologic Radon Potential Assessment of Idaho" (USGS Open-file Report 93-292-J) before using this map. http://energy.cr.usgs.gov/radon/grpinfo.html This document contains information on radon potential variations within counties. EPA also recommends that this map be supplemented with any available local data in order to further understand and predict the radon potential of a specific area.



Zone 1



Zone 2



F-4

Latitude: 43°10'16.84"N Longitude: 115°44'36.89"W This map and all data contained within are supplied as is with no warranty. Stantac expressly disclaims responsibility for damages or liability from any claims that may arise out of the use or misuse of this map. It is the sole responsibility of the user to determine if the data on this map meets the user's needs. This map was not created as survey data, nor should if be used as such. It is the user's responsibility to obtain proper survey data, prepared by a licensed surveyor, where required by law.

Appendix F-4: Radon Map

Hunt Day
Potential Maverik Location
SEC of I-84 and Frontage Road
Mountain Home, Elmore County, Idaho



http://www.epa.gov/radon/zonemap.html



2890 E. COTTONWOOD PARKWAY SALT LAKE CITY, UTAH 84121 P: 801-617-3200 F: 801-617-4200

Project No. 2037/23858

Date Created: 4/25/2024 Date Revised: 4/25/2024 File Path: V:\2037\temporary\Hunt Day\23858 Mountain Home, ID (I-84)\Flgures\23858 Mountain Home, ID Figures-2024.dwg
Data Sources: Idaho County EPA Map of Radon Zones

APPENDIX G INTERVIEW FORMS

ENVIRONMENTAL SITE ASSESSMENT QUESTIONNAIRE

Please complete to the best of your knowledge. For those questions that are not applicable, please respond with an "N/A". For those questions that are unknown, please respond with "unknown".

State Zip umber Contact Information: er Purchased: c Contact Information: Date Relation to Subject Property	
umber Contact Information: er Purchased: Contact Information: Date	
umber Contact Information: er Purchased: Contact Information: Date	
Contact Information: er Purchased: c Contact Information: BY Date	
Purchased: Contact Information: BY Date	
Contact Information: BY Date	
By Date	
Date	
Date	
Relation to Subject Property	
VESTIGATIONS	
s environmental investigations been performed at the property, including Phase I ESAs, Pl	hase
	Pain
(If you place provide again	
	ies)
ESCRIPTION	
Number of Building(s):	
s):	
ion:	
lease circle)	
tel Mobile Home Park Retail/Commercial Industrial Office	
Property:	
ion:	

5. SURROUNDING PROPERTY USES

DIRECTION	USE
North	
South	
East	
West	
Are you aware	of any potential environmental concerns associated with surrounding properties? YESNO
If yes, please o	lescribe:
6. UTILITIES	& SERVICES
Please provide	the name of the utility or contractor providing the following:
Electric	Bio-hazardous Waste
Gas	Elevator Maintenance
Potable	Water Used Grease
Sanitary	Sewer Hazardous Waste
7. On SITE O	PERATIONS

Are you aware of any of the following conditions, either past or present, on the property?							
Condition	Response	If yes, please describe					
1. Stored Chemicals	☐ Yes ☐ No						
2. Underground Storage Tanks	□ Yes □ No						
3. Aboveground Storage Tanks	☐ Yes ☐ No						
4. Spills or Releases	☐ Yes ☐ No						
5. Dump Areas/Landfills	☐ Yes ☐ No						
6. Waste Treatment Systems	☐ Yes ☐ No						
7. Clarifiers/Separators	☐ Yes ☐ No						
8. Vents/Odors	☐ Yes ☐ No						
9. Floor Drains/Sumps	☐ Yes ☐ No						
10. Stained Soil	☐ Yes ☐ No						
11. Electrical Transformers	☐ Yes ☐ No						
12. Hydraulic Lifts/Elevators	☐ Yes ☐ No						
13. Dry Cleaning Operations	☐ Yes ☐ No						
14. Oil/Gas/Water/Monitoring Wells	☐ Yes ☐ No						
15. Environmental Permits	□ Yes □ No						



June 11, 2024

Hunt Day 3445 Antelope, Suite 200 Syracuse, Utah 84075

SUBJECT: Limited Phase II Environmental Site Assessment

Southeast Corner of I-84 & Hwy 20 Mountain Home, Elmore County, Idaho Stantec Project Number: 203723858

This report presents the results of the Limited Phase II Environmental Site Assessment (ESA) conducted at the above-referenced property. Stantec, Inc. (Stantec) performed the investigation at the request of Hunt Day. The location of the Subject Property is shown on **Figure 1 and Figure 2** in **Appendix A**.

1.0 INTRODUCTION AND BACKGROUND

On April 3, 2024, Stantec performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E1527-21 for the property located at the southeast corner (SEC) of I-84 & Hwy 20, Mountain Home, Elmore County, Idaho (the "Subject Property"). The results of the Phase I ESA indicated the presence of the following recognized environmental conditions (REC):

• The Dodge Boys Diesel Trucking Release listing was reported as a REM SITES. A diesel release occurred approximately 0.04/224.09 miles/feet northwest and upgradient of the Subject Property. Due to the proximity to the Subject Property, and no documentation confirming that the spill was cleaned up, this issue has potential to have significant impact on the Subject Property and is considered a REC.

Based on this information, Stantec conducted a Limited Phase II ESA which included the following scope of services:

2.0 PHASE II FIELDWORK OBSERVATIONS/METHODOLOGY

Near Surface Soil Sampling

On May 24, 2024, Stantec conducted soil sampling activities along the northwest boundary of the Subject Property. The soil sample designations included SS-1 through SS-4. The Stantec soil sample locations are illustrated on **Figure 3** in **Appendix A**.

A Geoprobe, operated by Holt Services, was used to probe for soil samples at each sampling location to 15 feet below ground surface (bgs) and three locations to 10 feet bgs. Soil cores were taken in 5-foot sections and screened using a photoionization detector (PID) to identify the presence of volatile organic compounds (VOCs) in each 5-foot soil core. Soil samples were collected from the segment that contained the highest readings. Soil samples from each location were contained in a 4-ounce, borosilicate glass jar with no preservative and a 40 mL amber glass vial containing a methanol preservative. Samples were preserved with water ice in a cooler, and delivered to the project laboratory, Pace Laboratories in Boise, Idaho, under standard chain-of-custody procedures. Based upon the aforementioned site-specific location, the samples were analyzed for low fraction total petroleum hydrocarbons (TPH) as gas by EPA method



8015D/GRO, high fraction TPH as diesel by EPA method 8015, VOCs by EPA Method 8260D, and Polyaromatic Hydrocarbons (PAHs) by EPA method 8270D-SIM.

3.0 INVESTIGATION RESULTS

A summary of the reported soil sample laboratory analytical results is presented in **Table 1 (Appendix B)** and a copy of the laboratory analytical report is included in **Appendix C**.

As summarized in **Table 1**, the following analytical for TPH and VOCs were reported above the laboratory reporting limit:

- GRO was detected below the EPA Regional Screening Levels for Residential and Industrial Soil at all four sampling locations with a maximum concentration of 1.87 mg/kg.
- DRO was detected below the EPA Regional Screening Levels for Residential and Industrial Soil at all four sampling locations with a maximum concentration of 3.71 mg/kg.
- Toluene was detected below the EPA Regional Screening Levels for Residential and Industrial Soil, Idaho Soil Vapor Intrusion and Groundwater Protection Screening Levels at sampling locations SS-1, SS-2, and SS-4 with a maximum concentration of 0.00181 mg/kg.
- Cis-1-2-dichloroethene was detected below the EPA Regional Screening Levels for Residential and Industrial Soil at sampling location SS-1 at a concentration of 0.00138 mg/kg.
- Xylene was detected below the EPA Regional Screening Levels for Residential and Industrial Soil, Idaho Soil Vapor Intrusion and Groundwater Protection Screening Levels at sampling location SS-2 at a concentration of 0.00269 mg/kg.

All analyzed samples were reported below the laboratory reporting limit, the EPA Regional Screening Levels, and the Idaho Soil Vapor Intrusion and Groundwater Protection Screening Levels for PAHs.

4.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the investigative results of the Phase II ESA, the REC identified in the Phase I ESA, is considered de minimis and no further investigation is warranted at this time.

Our services consist of professional opinions and recommendations made in accordance with generally accepted geotechnical and environmental engineering principles and practices. This warranty is in lieu of all other warranties either expressed or implied. Should you have any questions, please do not hesitate to call me at (801) 256-3800.

Respectfully submitted,

Stantec, Inc.

Russell D. Hamblin, P.G.

Senior Principal

Direct Line (801) 519-4246

Email: russ.hamblin@Stantec.com

Shawnalee Voyles

Environmental Scientist

Direct Line (406) 830-7279

Strawnalu Voyles

Email: Shawnalee.voyles@stantec.com



Enclosures:

Appendix A Figure 1: Subject Property & Site Vicinity Map

Figure 2: Subject Property Map

Figure 3: Soil Sample Locations Map

Appendix B Table 1: Soil Sample Analytical Results for TPH and Reported VOCs

Appendix C Sample Laboratory Analytical Report and Chain-of-Custody Record

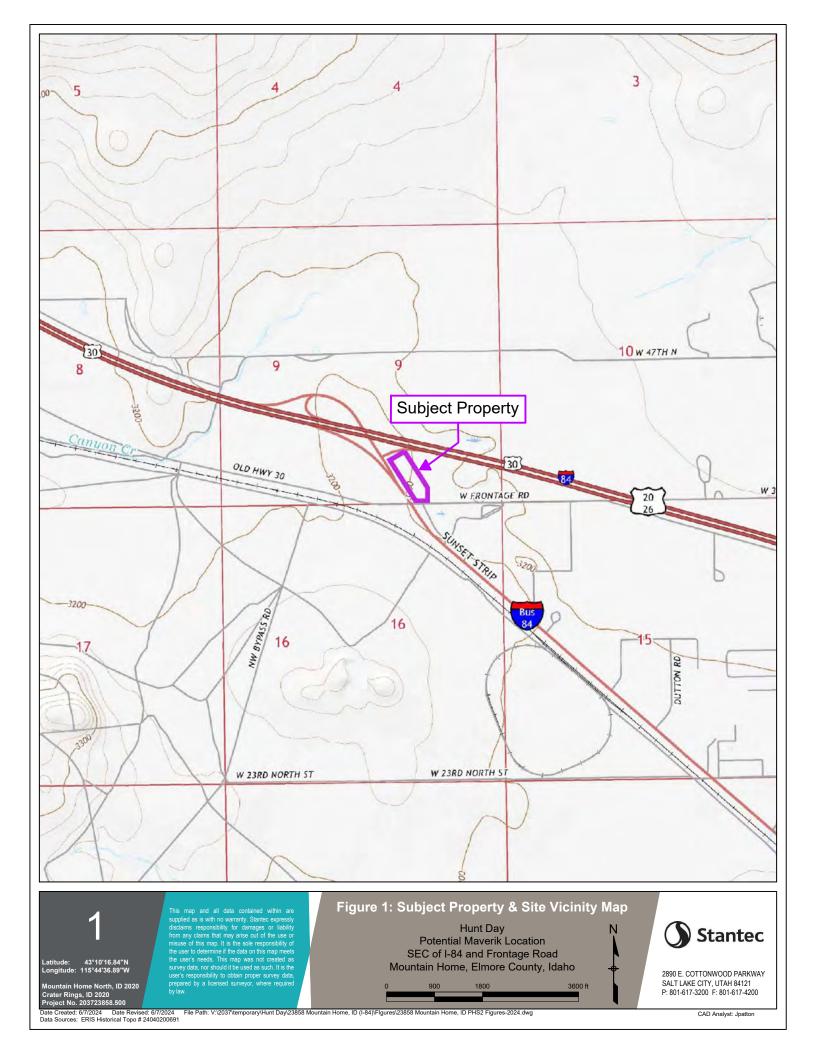


APPENDIX A

FIGURE 1: SUBJECT PROPERTY & SITE VICINITY MAP

FIGURE 2: SUBJECT PROPERTY MAP

FIGURE 3: SOIL SAMPLE LOCATIONS MAP





2

Latitude: 43°10'16.84"N Longitude: 115°44'36.89"W

Project No. 203723858.500

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Figure 2: Subject Property Map

Hunt Day
Potential Maverik Location
SEC of I-84 and Frontage Road
Mountain Home, Elmore County, Idaho

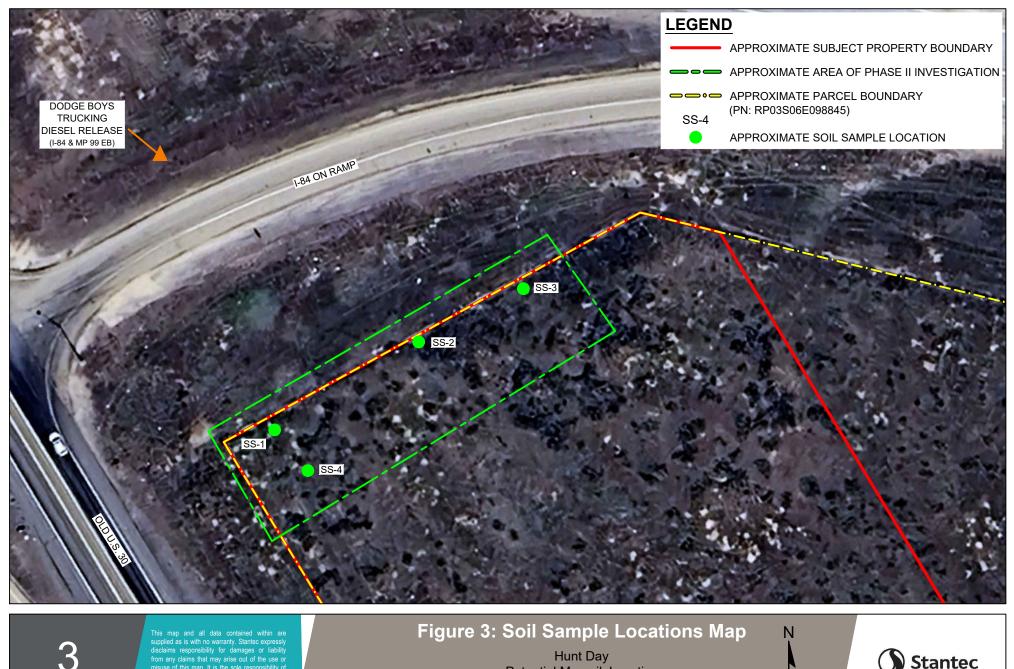
0 200 400 800



2890 E. COTTONWOOD PARKWAY SALT LAKE CITY, UTAH 84121 P: 801-617-3200 F: 801-617-4200

Date Created: 6/7/2024 Date Revised: 6/7/2024 File Path: V:\2037\temporary\Hunt Day\23858 Mountain Home, ID (I-84)\Flgures\23858 Mountain Home, ID PHS2 Figures-2024.dwg
Data Sources: Google Earth

CAD Analyst: Jpatton



Latitude: 43°10'16.84"N

Project No. 203723858.500 Date Created: 6/7/2024 Date Revised: 6/7/2024 File Path: V:\2037\temporary\Hunt Day\23858 Mountain Home, ID (I-84)\Flgures\23858 Mountain Home, ID PHS2 Figures-2024.dwg
Data Sources: Google Earth

Potential Maverik Location SEC of I-84 and Frontage Road Mountain Home, Elmore County, Idaho





2890 E. COTTONWOOD PARKWAY SALT LAKE CITY, UTAH 84121 P: 801-617-3200 F: 801-617-4200



APPENDIX B

TABLE 1: SOIL SAMPLE ANALYTICAL RESULTS FOR TPH AND REPORTED VOCs

Table 1

Soil Sample Analytical Results for TPH and Reported VOCs

(Collected May 24, 2024)

SEC of I-84 & Hwy 30

Mountain Home, Elmore County, Idaho

	Analytical Suites								
Sample ID	TPH (r	ng/kg)		VOCs (mg/kg)					
	GRO	DRO	В	Т	E	X	Cis-1,2-Di chloroethene		
SS-1	0.844 BJ	1.32 J	<0.00108	0.0014 J	<0.00270	<0.00702	0.00138 J		
SS-2	0.943 BJ	3.71 J	<0.00125	0.00181 J	<0.00313	0.00269 J	<0.00313		
SS-3	1.87 BJ	2.76 J	<0.00129	<0.00645	<0.00323	<0.00839	<0.00323		
SS-4	1.03 BJ	0.972 J	<0.00104	0.00138 J	<0.00260	<0.00676	<0.0026		
RSL RS	210	300	1.2	490	5.8	58	63		
RSL IS	1,500	1,700	5.1	4,700	25	250	370		
ID VISL		1	<u>0.08</u>	<u>1,300</u>	<u>0.25</u>	<u>27</u>			
ID GPSL			<u>0.025</u>	<u>6.6</u>	<u>7.4</u>	<u>93</u>			

Notes:

TPH = Total Petroleum Hydrocarbons

VOCs = Volatile Organic Compounds in mg/kg

mg/kg = Milligrams per kilogram

GRO = Gasoline-Range Organics (C4-C12)
DRO = Diesel-Range Organics (C13-C22)

BTEX = Benzene, Toluene, Ethylbenzene and Total Xylenes

ID VISL = Idaho Soil Vapor Instrution Screening Level

ID GPSL = Idaho Soil Ground Water Protection Screening Level

RSL = EPA Regional Screening Level

RS = Residential Soil
IS = Industrial Soil

= Less than the laboratory reported detection limit (RDL)

1.2 = Analyte exceeds EPA RSL for RS and/or IS

0.08 = Analyte exceeds ID VISL and/or GPL

-- = Not established

B = The same analyte is found in the associated blank

J = The identification of the analyte is acceptable; the reported value is an estimate



APPENDIX C

SAMPLE LABORATORY ANALYTICAL REPORT AND CHAIN-OF-CUSTODY RECORD



Pace Analytical® ANALYTICAL REPORT

Stantec Consulting Corp - UT

Sample Delivery Group: L1741593

Samples Received: 05/30/2024

Project Number: 203723858

Description: Hunt Day - I-84

Site: MOUNTAIN HOME, ID

Report To: Shawnalee Voyles

2890 East Cottonwood Parkway

Suite 300

Salt Lake City, UT 84121

Entire Report Reviewed By:

Tony Gibson Project Manager



















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SAMPLE SUMMARY

			Collected by	Collected date/time	Received da	
SS-1 L1741593-01 Solid			Shawnalee Voyles	05/24/24 08:30	05/30/24 09:00	
Method	Batch	Dilution	Preparation	Analysis	Analyst	Location
			date/time	date/time		
Total Solids by Method 2540 G-2011	WG2296649	1	06/01/24 17:31	06/01/24 17:42	CMB	Mt. Juliet, TN
Volatile Organic Compounds (GC) by Method 8015D/GRO	WG2298582	27	05/24/24 08:30	06/05/24 02:00	ACG	Mt. Juliet, TN
Volatile Organic Compounds (GC/MS) by Method 8260D	WG2299127	1.08	05/24/24 08:30	06/06/24 11:17	JHH	Mt. Juliet, TN
Semi-Volatile Organic Compounds (GC) by Method 8015	WG2298726	1	06/05/24 15:17	06/06/24 04:07	JAS	Mt. Juliet, Ti
Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM	WG2299200	1	06/05/24 21:58	06/06/24 11:22	DSH	Mt. Juliet, Ti
			Collected by	Collected date/time	Received da	te/time
SS-2 L1741593-02 Solid			Shawnalee Voyles	05/24/24 09:00	05/30/24 09	:00
Method	Batch	Dilution	Preparation	Analysis	Analyst	Location
			date/time	date/time		
Total Solids by Method 2540 G-2011	WG2296650	1	06/01/24 17:45	06/01/24 17:56	CMB	Mt. Juliet, TI
/olatile Organic Compounds (GC) by Method 8015D/GRO	WG2298582	31.3	05/24/24 09:00	06/05/24 02:21	ACG	Mt. Juliet, T
olatile Organic Compounds (GC/MS) by Method 8260D	WG2299127	1.25	05/24/24 09:00	06/06/24 11:36	JHH	Mt. Juliet, TI
Semi-Volatile Organic Compounds (GC) by Method 8015	WG2299540	1	06/06/24 10:07	06/07/24 12:40	JAS	Mt. Juliet, TI
Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM	WG2299200	1	06/05/24 21:58	06/06/24 11:40	DSH	Mt. Juliet, Ti
			Collected by	Collected date/time	Received da	te/time
SS-3 L1741593-03 Solid			Shawnalee Voyles	05/24/24 09:00	05/30/24 09	:00
Method	Batch	Dilution	Preparation date/time	Analysis date/time	Analyst	Location
otal Solids by Method 2540 G-2011	WG2296650	1	06/01/24 17:45	06/01/24 17:56	CMB	Mt. Juliet, TI
/olatile Organic Compounds (GC) by Method 8015D/GRO	WG2300265	32.3	05/24/24 09:00	06/07/24 03:23	AV	Mt. Juliet, TN
/olatile Organic Compounds (GC/MS) by Method 8260D	WG2299127	1.29	05/24/24 09:00	06/06/24 11:56	JHH	Mt. Juliet, Th
Semi-Volatile Organic Compounds (GC) by Method 8015	WG2299540	1	06/06/24 10:07	06/07/24 11:38	JAS	Mt. Juliet, TI
Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM	WG2299200	1	06/05/24 21:58	06/06/24 11:57	DSH	Mt. Juliet, TI
			Collected by	Collected date/time	Received da	te/time
SS-4 L1741593-04 Solid			Shawnalee Voyles	05/24/24 09:20	05/30/24 09:00	
Method	Batch	Dilution	Preparation date/time	Analysis date/time	Analyst	Location
			GGEC/ HITIC	ddtc/time		
Total Solids by Method 2540 G-2011	WG2296650	1	06/01/24 17:45	06/01/24 17:56	CMB	Mt. Juliet, Tl























Volatile Organic Compounds (GC/MS) by Method 8260D

Semi-Volatile Organic Compounds (GC) by Method 8015

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

WG2299127

WG2299540

WG2299200

1.04

1

1

05/24/24 09:20

06/06/24 10:07

06/05/24 21:58

06/06/24 12:16

06/07/24 11:14

06/06/24 07:39

JHH

JAS

MBE

Mt. Juliet, TN

Mt. Juliet, TN

Mt. Juliet, TN

CASE NARRATIVE

Unless qualified or notated within the narrative below, all sample aliquots were received at the correct temperature, in the proper containers, with the appropriate preservatives, and within method specified holding times. Where applicable, all MDL (LOD) and RDL (LOQ) values reported for environmental samples have been corrected for the dilution factor used in the analysis. All Method and Batch Quality Control are within established criteria except where addressed in this case narrative, a non-conformance form or properly qualified within the sample results. By my digital signature below, I affirm to the best of my knowledge, all problems/anomalies observed by the laboratory as having the potential to affect the quality of the data have been identified by the laboratory, and no information or data have been knowingly withheld that would affect the quality of the data.

























Tony Gibson

Project Manager

Volatile Organic Compounds (GC) by Method 8015D/GRO

The same analyte is found in the associated blank.

Batch	Analyte	Lab Sample ID
WG2298582	TPH (GC/FID) Low Fraction	L1741593-01, 02
WG2300265	TPH (GC/FID) Low Fraction	L1741593-03, 04

Volatile Organic Compounds (GC/MS) by Method 8260D

The reported concentration is an estimate. The continuing calibration standard associated with this data responded low. Method sensitivity check is acceptable.

Batch Lab Sample ID	Analytes
WG2299127 L1741593-01	Bromomethane
WG2299127 L1741593-02	Bromomethane
WG2299127 L1741593-03	Bromomethane
WG2299127 L1741593-04	Bromomethane

DATE/TIME:

06/11/24 06:50

Analyte

SAMPLE RESULTS - 01

Collected date/time: 05/24/24 08:30

Total Solids by Method 2540 G-2011

	Result	Qualifier	Dilution	Analysis	Batch
Analyte	%			date / time	
Total Solids	91.5		1	06/01/2024 17:42	WG2296649

RDL

mg/kg

Dilution

27

Analysis

date / time

06/05/2024 02:00

06/05/2024 02:00

Batch

WG2298582

WG2298582

Ss

Ľ	<i>-</i> 11	
5		

















TPH (GC/FID) Low Fraction 0.844 0.586 2.70 BJ(S) a,a,a-Trifluorotoluene(FID) 101 77.0-120

Volatile Organic Compounds (GC) by Method 8015D/GRO

Qualifier

MDL

mg/kg

Result

mg/kg

	Result	<u>Qualifier</u>	MDL	RDL	Dilution	Analysis	<u>Batch</u>
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Acetone	U		0.0394	0.0540	1.08	06/06/2024 11:17	WG2299127
Acrylonitrile	U		0.00390	0.0135	1.08	06/06/2024 11:17	WG2299127
Benzene	U		0.000504	0.00108	1.08	06/06/2024 11:17	WG2299127
Bromobenzene	U		0.000972	0.0135	1.08	06/06/2024 11:17	WG2299127
Bromodichloromethane	U		0.000783	0.00270	1.08	06/06/2024 11:17	WG2299127
Bromoform	U		0.00126	0.0270	1.08	06/06/2024 11:17	WG2299127
Promomethane	U	<u>C3</u>	0.00213	0.0135	1.08	06/06/2024 11:17	WG2299127
-Butylbenzene	U		0.00567	0.0135	1.08	06/06/2024 11:17	WG2299127
ec-Butylbenzene	U		0.00311	0.0135	1.08	06/06/2024 11:17	WG2299127
ert-Butylbenzene	U		0.00211	0.00540	1.08	06/06/2024 11:17	WG2299127
Carbon tetrachloride	U		0.000970	0.00540	1.08	06/06/2024 11:17	WG2299127
Chlorobenzene	U		0.000227	0.00270	1.08	06/06/2024 11:17	WG2299127
Chlorodibromomethane	U		0.000661	0.00270	1.08	06/06/2024 11:17	WG2299127
Chloroethane	U		0.00184	0.00540	1.08	06/06/2024 11:17	WG2299127
Chloroform	U		0.00111	0.00270	1.08	06/06/2024 11:17	WG2299127
chloromethane	U		0.00470	0.0135	1.08	06/06/2024 11:17	WG2299127
-Chlorotoluene	U		0.000934	0.00270	1.08	06/06/2024 11:17	WG2299127
-Chlorotoluene	U		0.000486	0.00540	1.08	06/06/2024 11:17	WG2299127
2-Dibromo-3-Chloropropane	U		0.00421	0.0270	1.08	06/06/2024 11:17	WG2299127
2-Dibromoethane	U		0.000700	0.00270	1.08	06/06/2024 11:17	WG2299127
ibromomethane	U		0.000810	0.00540	1.08	06/06/2024 11:17	WG2299127
2-Dichlorobenzene	U		0.000459	0.00540	1.08	06/06/2024 11:17	WG2299127
3-Dichlorobenzene	U		0.000648	0.00540	1.08	06/06/2024 11:17	WG2299127
4-Dichlorobenzene	U		0.000756	0.00540	1.08	06/06/2024 11:17	WG2299127
ichlorodifluoromethane	U		0.00174	0.00540	1.08	06/06/2024 11:17	WG2299127
1-Dichloroethane	U		0.000530	0.00270	1.08	06/06/2024 11:17	WG2299127
2-Dichloroethane	U		0.000701	0.00270	1.08	06/06/2024 11:17	WG2299127
1-Dichloroethene	U		0.000654	0.00270	1.08	06/06/2024 11:17	WG2299127
is-1,2-Dichloroethene	0.00138	<u>J</u>	0.000793	0.00270	1.08	06/06/2024 11:17	WG2299127
ans-1,2-Dichloroethene	U	_	0.00112	0.00540	1.08	06/06/2024 11:17	WG2299127
2-Dichloropropane	U		0.00153	0.00540	1.08	06/06/2024 11:17	WG2299127
1-Dichloropropene	U		0.000874	0.00270	1.08	06/06/2024 11:17	WG2299127
3-Dichloropropane	U		0.000541	0.00540	1.08	06/06/2024 11:17	WG2299127
s-1,3-Dichloropropene	U		0.000818	0.00270	1.08	06/06/2024 11:17	WG2299127
ans-1,3-Dichloropropene	U		0.00123	0.00540	1.08	06/06/2024 11:17	WG2299127
,2-Dichloropropane	U		0.00149	0.00270	1.08	06/06/2024 11:17	WG2299127
i-isopropyl ether	U		0.000443	0.00108	1.08	06/06/2024 11:17	WG2299127
thylbenzene	U		0.000796	0.00270	1.08	06/06/2024 11:17	WG2299127
exachloro-1,3-butadiene	U		0.00648	0.0270	1.08	06/06/2024 11:17	WG2299127
opropylbenzene	U		0.000459	0.00270	1.08	06/06/2024 11:17	WG2299127
-Isopropyltoluene	U		0.00275	0.00540	1.08	06/06/2024 11:17	WG2299127
-Butanone (MEK)	U		0.0686	0.108	1.08	06/06/2024 11:17	WG2299127
Methylene Chloride	U		0.00717	0.0270	1.08	06/06/2024 11:17	WG2299127
l-Methyl-2-pentanone (MIBK)	U		0.00246	0.0270	1.08	06/06/2024 11:17	WG2299127

ACCOUNT: Stantec Consulting Corp - UT

PROJECT: 203723858

SDG: L1741593

DATE/TIME: 06/11/24 06:50 PAGE:

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SAMPLE RESULTS - 01

Collected date/time: 05/24/24 08:30

Volatile Organic	Compounds	(GC/MS) b	y Method 8260D

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Methyl tert-butyl ether	U		0.000378	0.00108	1.08	06/06/2024 11:17	WG2299127
Naphthalene	U		0.00527	0.0135	1.08	06/06/2024 11:17	WG2299127
n-Propylbenzene	U		0.00103	0.00540	1.08	06/06/2024 11:17	WG2299127
Styrene	U		0.000247	0.0135	1.08	06/06/2024 11:17	WG2299127
1,1,1,2-Tetrachloroethane	U		0.00102	0.00270	1.08	06/06/2024 11:17	WG2299127
1,1,2,2-Tetrachloroethane	U		0.000751	0.00270	1.08	06/06/2024 11:17	WG2299127
1,1,2-Trichlorotrifluoroethane	U		0.000814	0.00270	1.08	06/06/2024 11:17	WG2299127
Tetrachloroethene	U		0.000968	0.00270	1.08	06/06/2024 11:17	WG2299127
Toluene	0.00140	<u>J</u>	0.00140	0.00540	1.08	06/06/2024 11:17	WG2299127
1,2,3-Trichlorobenzene	U		0.00792	0.0135	1.08	06/06/2024 11:17	WG2299127
1,2,4-Trichlorobenzene	U		0.00475	0.0135	1.08	06/06/2024 11:17	WG2299127
1,1,1-Trichloroethane	U		0.000997	0.00270	1.08	06/06/2024 11:17	WG2299127
1,1,2-Trichloroethane	U		0.000645	0.00270	1.08	06/06/2024 11:17	WG2299127
Trichloroethene	U		0.000631	0.00108	1.08	06/06/2024 11:17	WG2299127
Trichlorofluoromethane	U		0.000893	0.00270	1.08	06/06/2024 11:17	WG2299127
1,2,3-Trichloropropane	U		0.00175	0.0135	1.08	06/06/2024 11:17	WG2299127
1,2,4-Trimethylbenzene	U		0.00171	0.00540	1.08	06/06/2024 11:17	WG2299127
1,2,3-Trimethylbenzene	U		0.00171	0.00540	1.08	06/06/2024 11:17	WG2299127
1,3,5-Trimethylbenzene	U		0.00216	0.00540	1.08	06/06/2024 11:17	WG2299127
Vinyl chloride	U		0.00125	0.00270	1.08	06/06/2024 11:17	WG2299127
Xylenes, Total	U		0.000950	0.00702	1.08	06/06/2024 11:17	WG2299127
(S) Toluene-d8	102			75.0-131		06/06/2024 11:17	WG2299127
(S) 4-Bromofluorobenzene	104			67.0-138		06/06/2024 11:17	WG2299127
(S) 1,2-Dichloroethane-d4	88.6			70.0-130		06/06/2024 11:17	WG2299127

Semi-Volatile Organic Compounds (GC) by Method 8015

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
TPH (GC/FID) High Fraction	1.32	<u>J</u>	0.769	4.00	1	06/06/2024 04:07	WG2298726
(S) o-Terphenyl	47.9			18.0-148		06/06/2024 04:07	WG2298726

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Anthracene	U		0.00230	0.00600	1	06/06/2024 11:22	WG2299200
Acenaphthene	U		0.00209	0.00600	1	06/06/2024 11:22	WG2299200
Acenaphthylene	U		0.00216	0.00600	1	06/06/2024 11:22	WG2299200
Benzo(a)anthracene	U		0.00173	0.00600	1	06/06/2024 11:22	WG2299200
Benzo(a)pyrene	U		0.00179	0.00600	1	06/06/2024 11:22	WG2299200
Benzo(b)fluoranthene	U		0.00153	0.00600	1	06/06/2024 11:22	WG2299200
Benzo(g,h,i)perylene	U		0.00177	0.00600	1	06/06/2024 11:22	WG2299200
Benzo(k)fluoranthene	U		0.00215	0.00600	1	06/06/2024 11:22	WG2299200
Chrysene	U		0.00232	0.00600	1	06/06/2024 11:22	WG2299200
Dibenz(a,h)anthracene	U		0.00172	0.00600	1	06/06/2024 11:22	WG2299200
Fluoranthene	U		0.00227	0.00600	1	06/06/2024 11:22	WG2299200
Fluorene	U		0.00205	0.00600	1	06/06/2024 11:22	WG2299200
Indeno(1,2,3-cd)pyrene	U		0.00181	0.00600	1	06/06/2024 11:22	WG2299200
Naphthalene	U		0.00408	0.0200	1	06/06/2024 11:22	WG2299200
Phenanthrene	U		0.00231	0.00600	1	06/06/2024 11:22	WG2299200
Pyrene	U		0.00200	0.00600	1	06/06/2024 11:22	WG2299200
1-Methylnaphthalene	U		0.00449	0.0200	1	06/06/2024 11:22	WG2299200
2-Methylnaphthalene	U		0.00427	0.0200	1	06/06/2024 11:22	WG2299200
2-Chloronaphthalene	U		0.00466	0.0200	1	06/06/2024 11:22	WG2299200
(S) p-Terphenyl-d14	53.8			23.0-120		06/06/2024 11:22	WG2299200
(S) Nitrobenzene-d5	62.9			14.0-149		06/06/2024 11:22	WG2299200

Ss

Cn

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SS-1

SAMPLE RESULTS - 01

Collected date/time: 05/24/24 08:30

L1741593

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

			-					
	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch	
Analyte	mg/kg		mg/kg	mg/kg		date / time		
(S) 2-Fluorobiphenyl	58.3			34.0-125		06/06/2024 11:22	WG2299200	





















SAMPLE RESULTS - 02

Collected date/time: 05/24/24 09:00

Total Solids by Method 2540 G-2011

	Result	Qualifier	Dilution	Analysis	<u>Batch</u>
Analyte	%			date / time	
Total Solids	95.5		1	06/01/2024 17:56	WG2296650



Volatile Organic Compounds (GC) by Method 8015D/GRO

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
TPH (GC/FID) Low Fraction	0.943	<u>B J</u>	0.679	3.13	31.3	06/05/2024 02:21	WG2298582
(S) a,a,a-Trifluorotoluene(FID)	101			77.0-120		06/05/2024 02:21	WG2298582



Cn

Volatile Organic Compounds (GC/MS) by Method 8260D

	Result	Qualifier	MDL	RDL	Dilution	Analysis	<u>Batch</u>
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Acetone	U		0.0456	0.0625	1.25	06/06/2024 11:36	WG2299127
Acrylonitrile	U		0.00451	0.0156	1.25	06/06/2024 11:36	WG2299127
Benzene	U		0.000584	0.00125	1.25	06/06/2024 11:36	WG2299127
Bromobenzene	U		0.00113	0.0156	1.25	06/06/2024 11:36	WG2299127
Bromodichloromethane	U		0.000906	0.00313	1.25	06/06/2024 11:36	WG2299127
Bromoform	U		0.00146	0.0313	1.25	06/06/2024 11:36	WG2299127
Bromomethane	U	<u>C3</u>	0.00246	0.0156	1.25	06/06/2024 11:36	WG2299127
n-Butylbenzene	U		0.00656	0.0156	1.25	06/06/2024 11:36	WG2299127
sec-Butylbenzene	U		0.00360	0.0156	1.25	06/06/2024 11:36	WG2299127
tert-Butylbenzene	U		0.00244	0.00625	1.25	06/06/2024 11:36	WG2299127
Carbon tetrachloride	U		0.00112	0.00625	1.25	06/06/2024 11:36	WG2299127
Chlorobenzene	U		0.000263	0.00313	1.25	06/06/2024 11:36	WG2299127
Chlorodibromomethane	U		0.000765	0.00313	1.25	06/06/2024 11:36	WG2299127
Chloroethane	U		0.00212	0.00625	1.25	06/06/2024 11:36	WG2299127
Chloroform	U		0.00129	0.00313	1.25	06/06/2024 11:36	WG2299127
Chloromethane	U		0.00544	0.0156	1.25	06/06/2024 11:36	WG2299127
2-Chlorotoluene	U		0.00108	0.00313	1.25	06/06/2024 11:36	WG2299127
1-Chlorotoluene	U		0.000563	0.00625	1.25	06/06/2024 11:36	WG2299127
,2-Dibromo-3-Chloropropane	U		0.00488	0.0313	1.25	06/06/2024 11:36	WG2299127
I,2-Dibromoethane	U		0.000810	0.00313	1.25	06/06/2024 11:36	WG2299127
Dibromomethane	U		0.000938	0.00625	1.25	06/06/2024 11:36	WG2299127
1,2-Dichlorobenzene	U		0.000531	0.00625	1.25	06/06/2024 11:36	WG2299127
1,3-Dichlorobenzene	U		0.000750	0.00625	1.25	06/06/2024 11:36	WG2299127
l,4-Dichlorobenzene	U		0.000875	0.00625	1.25	06/06/2024 11:36	WG2299127
Dichlorodifluoromethane	U		0.00201	0.00625	1.25	06/06/2024 11:36	WG2299127
1,1-Dichloroethane	U		0.000614	0.00313	1.25	06/06/2024 11:36	WG2299127
1,2-Dichloroethane	U		0.000811	0.00313	1.25	06/06/2024 11:36	WG2299127
1,1-Dichloroethene	U		0.000757	0.00313	1.25	06/06/2024 11:36	WG2299127
cis-1,2-Dichloroethene	U		0.000918	0.00313	1.25	06/06/2024 11:36	WG2299127
trans-1,2-Dichloroethene	U		0.00130	0.00625	1.25	06/06/2024 11:36	WG2299127
1,2-Dichloropropane	U		0.00178	0.00625	1.25	06/06/2024 11:36	WG2299127
1,1-Dichloropropene	U		0.00101	0.00313	1.25	06/06/2024 11:36	WG2299127
1,3-Dichloropropane	U		0.000626	0.00625	1.25	06/06/2024 11:36	WG2299127
cis-1,3-Dichloropropene	U		0.000946	0.00313	1.25	06/06/2024 11:36	WG2299127
trans-1,3-Dichloropropene	U		0.00143	0.00625	1.25	06/06/2024 11:36	WG2299127
2,2-Dichloropropane	U		0.00173	0.00313	1.25	06/06/2024 11:36	WG2299127
Di-isopropyl ether	U		0.000513	0.00125	1.25	06/06/2024 11:36	WG2299127
Ethylbenzene	U		0.000921	0.00313	1.25	06/06/2024 11:36	WG2299127
Hexachloro-1,3-butadiene	U		0.00750	0.0313	1.25	06/06/2024 11:36	WG2299127
Isopropylbenzene	U		0.000531	0.00313	1.25	06/06/2024 11:36	WG2299127
p-Isopropyltoluene	U		0.00319	0.00625	1.25	06/06/2024 11:36	WG2299127
2-Butanone (MEK)	U		0.0794	0.125	1.25	06/06/2024 11:36	WG2299127
Methylene Chloride	U		0.00830	0.0313	1.25	06/06/2024 11:36	WG2299127











ACCOUNT: Stantec Consulting Corp - UT

PROJECT: 203723858

SDG: L1741593

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SAMPLE RESULTS - 02

Volatile Organic Compounds (GC/MS) by Method 8260D

Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
mg/kg		mg/kg	mg/kg		date / time	
U		0.000438	0.00125	1.25	06/06/2024 11:36	WG2299127
U		0.00610	0.0156	1.25	06/06/2024 11:36	WG2299127
U		0.00119	0.00625	1.25	06/06/2024 11:36	WG2299127
U		0.000286	0.0156	1.25	06/06/2024 11:36	WG2299127
U		0.00119	0.00313	1.25	06/06/2024 11:36	WG2299127
U		0.000869	0.00313	1.25	06/06/2024 11:36	WG2299127
U		0.000943	0.00313	1.25	06/06/2024 11:36	WG2299127
U		0.00112	0.00313	1.25	06/06/2024 11:36	WG2299127
0.00181	<u>J</u>	0.00163	0.00625	1.25	06/06/2024 11:36	WG2299127
U		0.00916	0.0156	1.25	06/06/2024 11:36	WG2299127
U		0.00550	0.0156	1.25	06/06/2024 11:36	WG2299127
U		0.00115	0.00313	1.25	06/06/2024 11:36	WG2299127
U		0.000746	0.00313	1.25	06/06/2024 11:36	WG2299127
U		0.000730	0.00125	1.25	06/06/2024 11:36	WG2299127
U		0.00103	0.00313	1.25	06/06/2024 11:36	WG2299127
U		0.00202	0.0156	1.25	06/06/2024 11:36	WG2299127
U		0.00198	0.00625	1.25	06/06/2024 11:36	WG2299127
U		0.00198	0.00625	1.25	06/06/2024 11:36	WG2299127
U		0.00250	0.00625	1.25	06/06/2024 11:36	WG2299127
U		0.00145	0.00313	1.25	06/06/2024 11:36	WG2299127
0.00269	<u>J</u>	0.00110	0.00813	1.25	06/06/2024 11:36	WG2299127
104			75.0-131		06/06/2024 11:36	WG2299127
99.7			67.0-138		06/06/2024 11:36	WG2299127
85.2			70.0-130		06/06/2024 11:36	WG2299127
	mg/kg U U U U U U U U U U U U U U U U U U U	mg/kg U U U U U U U U U U U U U U U U U U U	mg/kg mg/kg U 0.000438 U 0.00610 U 0.00119 U 0.000286 U 0.000119 U 0.000869 U 0.000943 U 0.00112 0.00181	mg/kg mg/kg mg/kg U 0.000438 0.00125 U 0.00610 0.0156 U 0.00119 0.00625 U 0.000286 0.0156 U 0.00119 0.00313 U 0.000869 0.00313 U 0.000943 0.00313 U 0.00112 0.00313 U 0.00156 0.0156 U 0.00916 0.0156 U 0.00550 0.0156 U 0.00115 0.00313 U 0.000746 0.00313 U 0.000730 0.00125 U 0.00103 0.00313 U 0.00198 0.00625 U 0.00198 0.00625 U 0.00250 0.00625 U 0.00145 0.00313 0.00269 J 0.00110 0.00813 104 75.0-131 99.7	mg/kg mg/kg mg/kg U 0.000438 0.00125 1.25 U 0.00610 0.0156 1.25 U 0.00119 0.00625 1.25 U 0.000286 0.0156 1.25 U 0.00119 0.00313 1.25 U 0.000869 0.00313 1.25 U 0.00943 0.00313 1.25 U 0.00112 0.00313 1.25 U 0.00163 0.00625 1.25 U 0.00916 0.0156 1.25 U 0.00550 0.0156 1.25 U 0.0015 0.00313 1.25 U 0.000746 0.00313 1.25 U 0.000730 0.00125 1.25 U 0.000730 0.00125 1.25 U 0.00198 0.00625 1.25 U 0.00198 0.00625 1.25 U 0.00250 0.00625	mg/kg mg/kg mg/kg date / time U 0.000438 0.00125 1.25 06/06/2024 11:36 U 0.00610 0.0156 1.25 06/06/2024 11:36 U 0.00119 0.00625 1.25 06/06/2024 11:36 U 0.000286 0.0156 1.25 06/06/2024 11:36 U 0.00119 0.00313 1.25 06/06/2024 11:36 U 0.000869 0.00313 1.25 06/06/2024 11:36 U 0.00112 0.00313 1.25 06/06/2024 11:36 U 0.00112 0.00313 1.25 06/06/2024 11:36 U 0.00163 0.00625 1.25 06/06/2024 11:36 U 0.00916 0.0156 1.25 06/06/2024 11:36 U 0.00150 0.0156 1.25 06/06/2024 11:36 U 0.00115 0.00313 1.25 06/06/2024 11:36 U 0.000730 0.00125 1.25 06/06/2024 11:36 U 0.00103

Semi-Volatile Organic Compounds (GC) by Method 8015

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
TPH (GC/FID) High Fraction	3.71	<u>J</u>	0.769	4.00	1	06/07/2024 12:40	WG2299540
(S) o-Terphenyl	59.8			18.0-148		06/07/2024 12:40	WG2299540

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Anthracene	U		0.00230	0.00600	1	06/06/2024 11:40	WG2299200
Acenaphthene	U		0.00209	0.00600	1	06/06/2024 11:40	WG2299200
Acenaphthylene	U		0.00216	0.00600	1	06/06/2024 11:40	WG2299200
Benzo(a)anthracene	U		0.00173	0.00600	1	06/06/2024 11:40	WG2299200
Benzo(a)pyrene	U		0.00179	0.00600	1	06/06/2024 11:40	WG2299200
Benzo(b)fluoranthene	U		0.00153	0.00600	1	06/06/2024 11:40	WG2299200
Benzo(g,h,i)perylene	U		0.00177	0.00600	1	06/06/2024 11:40	WG2299200
Benzo(k)fluoranthene	U		0.00215	0.00600	1	06/06/2024 11:40	WG2299200
Chrysene	U		0.00232	0.00600	1	06/06/2024 11:40	WG2299200
Dibenz(a,h)anthracene	U		0.00172	0.00600	1	06/06/2024 11:40	WG2299200
Fluoranthene	U		0.00227	0.00600	1	06/06/2024 11:40	WG2299200
Fluorene	U		0.00205	0.00600	1	06/06/2024 11:40	WG2299200
Indeno(1,2,3-cd)pyrene	U		0.00181	0.00600	1	06/06/2024 11:40	WG2299200
Naphthalene	U		0.00408	0.0200	1	06/06/2024 11:40	WG2299200
Phenanthrene	U		0.00231	0.00600	1	06/06/2024 11:40	WG2299200
Pyrene	U		0.00200	0.00600	1	06/06/2024 11:40	WG2299200
1-Methylnaphthalene	U		0.00449	0.0200	1	06/06/2024 11:40	WG2299200
2-Methylnaphthalene	U		0.00427	0.0200	1	06/06/2024 11:40	WG2299200
2-Chloronaphthalene	U		0.00466	0.0200	1	06/06/2024 11:40	WG2299200
(S) p-Terphenyl-d14	65.1			23.0-120		06/06/2024 11:40	WG2299200
(S) Nitrobenzene-d5	<i>7</i> 5. <i>7</i>			14.0-149		06/06/2024 11:40	WG2299200



















SS-2

SAMPLE RESULTS - 02

Collected date/time: 05/24/24 09:00

L1741593

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

	Resi	ılt <u>Qualifi</u>	<u>er</u> MDL	RDL	Dilution	Analysis	Batch	
Analyte	mg/l	g	mg/kg	mg/kg		date / time		
(S) 2-Fluorobiphenyl	70.4			34.0-125		06/06/2024 11:40	WG2299200	





















SAMPLE RESULTS - 03

Total Solids by Method 2540 G-2011

Collected date/time: 05/24/24 09:00

	Result	Qualifier	Dilution	Analysis	Batch	
Analyte	%			date / time		
Total Solids	89.5		1	06/01/2024 17:56	WG2296650	

Volatile Organic Compounds (GC) by Method 8015D/GRO

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
TPH (GC/FID) Low Fraction	1.87	BJ	0.701	3.23	32.3	06/07/2024 03:23	WG2300265
(S) a,a,a-Trifluorotoluene(FID)	90.4			77.0-120		06/07/2024 03:23	WG2300265



	Result	Qualifier	MDL	RDL	Dilution	Analysis	<u>Batch</u>
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Acetone	U		0.0471	0.0645	1.29	06/06/2024 11:56	WG2299127
crylonitrile	U		0.00466	0.0161	1.29	06/06/2024 11:56	WG2299127
enzene	U		0.000602	0.00129	1.29	06/06/2024 11:56	WG2299127
romobenzene	U		0.00116	0.0161	1.29	06/06/2024 11:56	WG2299127
romodichloromethane	U		0.000935	0.00323	1.29	06/06/2024 11:56	WG2299127
Promoform	U		0.00151	0.0323	1.29	06/06/2024 11:56	WG2299127
Bromomethane	U	<u>C3</u>	0.00254	0.0161	1.29	06/06/2024 11:56	WG2299127
-Butylbenzene	U		0.00677	0.0161	1.29	06/06/2024 11:56	WG2299127
ec-Butylbenzene	U		0.00372	0.0161	1.29	06/06/2024 11:56	WG2299127
ert-Butylbenzene	U		0.00252	0.00645	1.29	06/06/2024 11:56	WG2299127
arbon tetrachloride	U		0.00116	0.00645	1.29	06/06/2024 11:56	WG2299127
hlorobenzene	U		0.000271	0.00323	1.29	06/06/2024 11:56	WG2299127
hlorodibromomethane	U		0.000789	0.00323	1.29	06/06/2024 11:56	WG2299127
Chloroethane	U		0.00219	0.00645	1.29	06/06/2024 11:56	WG2299127
Chloroform	U		0.00133	0.00323	1.29	06/06/2024 11:56	WG2299127
Chloromethane	U		0.00561	0.0161	1.29	06/06/2024 11:56	WG2299127
-Chlorotoluene	U		0.00112	0.00323	1.29	06/06/2024 11:56	WG2299127
Chlorotoluene	U		0.000580	0.00645	1.29	06/06/2024 11:56	WG2299127
2-Dibromo-3-Chloropropane	U		0.00503	0.0323	1.29	06/06/2024 11:56	WG2299127
2-Dibromoethane	U		0.000836	0.00323	1.29	06/06/2024 11:56	WG2299127
ibromomethane	U		0.000968	0.00645	1.29	06/06/2024 11:56	WG2299127
2-Dichlorobenzene	U		0.000548	0.00645	1.29	06/06/2024 11:56	WG2299127
3-Dichlorobenzene	U		0.000774	0.00645	1.29	06/06/2024 11:56	WG2299127
4-Dichlorobenzene	U		0.000903	0.00645	1.29	06/06/2024 11:56	WG2299127
ichlorodifluoromethane	U		0.00208	0.00645	1.29	06/06/2024 11:56	WG2299127
1-Dichloroethane	U		0.000633	0.00323	1.29	06/06/2024 11:56	WG2299127
2-Dichloroethane	U		0.000837	0.00323	1.29	06/06/2024 11:56	WG2299127
1-Dichloroethene	U		0.000782	0.00323	1.29	06/06/2024 11:56	WG2299127
is-1,2-Dichloroethene	U		0.000947	0.00323	1.29	06/06/2024 11:56	WG2299127
ans-1,2-Dichloroethene	U		0.00134	0.00645	1.29	06/06/2024 11:56	WG2299127
2-Dichloropropane	U		0.00183	0.00645	1.29	06/06/2024 11:56	WG2299127
1-Dichloropropene	U		0.00104	0.00323	1.29	06/06/2024 11:56	WG2299127
3-Dichloropropane	U		0.000646	0.00645	1.29	06/06/2024 11:56	WG2299127
s-1,3-Dichloropropene	U		0.000977	0.00323	1.29	06/06/2024 11:56	WG2299127
ans-1,3-Dichloropropene	U		0.000377	0.00645	1.29	06/06/2024 11:56	WG2299127
,2-Dichloropropane	U		0.00178	0.00323	1.29	06/06/2024 11:56	WG2299127
i-isopropyl ether	U		0.000529	0.00129	1.29	06/06/2024 11:56	WG2299127
hylbenzene	U		0.000951	0.00323	1.29	06/06/2024 11:56	WG2299127
exachloro-1,3-butadiene	U		0.00774	0.0323	1.29	06/06/2024 11:56	WG2299127
opropylbenzene	U		0.000548	0.00323	1.29	06/06/2024 11:56	WG2299127
-Isopropyltoluene	U		0.00310	0.00645	1.29	06/06/2024 11:56	WG2299127
-Butanone (MEK)	U		0.0819	0.129	1.29	06/06/2024 11:56	WG2299127
Methylene Chloride	U		0.0015	0.0323	1.29	06/06/2024 11:56	WG2299127
-Methyl-2-pentanone (MIBK)	U		0.00037	0.0323	1.29	06/06/2024 11:56	WG2299127

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ACCOUNT: Stantec Consulting Corp - UT

PROJECT: 203723858

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SAMPLE RESULTS - 03

Volatile Organic Compounds (GC/MS) by Method 8260D

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Methyl tert-butyl ether	U		0.000452	0.00129	1.29	06/06/2024 11:56	WG2299127
Naphthalene	U		0.00630	0.0161	1.29	06/06/2024 11:56	WG2299127
n-Propylbenzene	U		0.00123	0.00645	1.29	06/06/2024 11:56	WG2299127
Styrene	U		0.000295	0.0161	1.29	06/06/2024 11:56	WG2299127
1,1,1,2-Tetrachloroethane	U		0.00122	0.00323	1.29	06/06/2024 11:56	WG2299127
1,1,2,2-Tetrachloroethane	U		0.000897	0.00323	1.29	06/06/2024 11:56	WG2299127
1,1,2-Trichlorotrifluoroethane	U		0.000973	0.00323	1.29	06/06/2024 11:56	WG2299127
Tetrachloroethene	U		0.00116	0.00323	1.29	06/06/2024 11:56	WG2299127
Toluene	U		0.00168	0.00645	1.29	06/06/2024 11:56	WG2299127
1,2,3-Trichlorobenzene	U		0.00946	0.0161	1.29	06/06/2024 11:56	WG2299127
1,2,4-Trichlorobenzene	U		0.00568	0.0161	1.29	06/06/2024 11:56	WG2299127
1,1,1-Trichloroethane	U		0.00119	0.00323	1.29	06/06/2024 11:56	WG2299127
1,1,2-Trichloroethane	U		0.000770	0.00323	1.29	06/06/2024 11:56	WG2299127
Trichloroethene	U		0.000753	0.00129	1.29	06/06/2024 11:56	WG2299127
Trichlorofluoromethane	U		0.00107	0.00323	1.29	06/06/2024 11:56	WG2299127
1,2,3-Trichloropropane	U		0.00209	0.0161	1.29	06/06/2024 11:56	WG2299127
1,2,4-Trimethylbenzene	U		0.00204	0.00645	1.29	06/06/2024 11:56	WG2299127
1,2,3-Trimethylbenzene	U		0.00204	0.00645	1.29	06/06/2024 11:56	WG2299127
1,3,5-Trimethylbenzene	U		0.00258	0.00645	1.29	06/06/2024 11:56	WG2299127
Vinyl chloride	U		0.00150	0.00323	1.29	06/06/2024 11:56	WG2299127
Xylenes, Total	U		0.00114	0.00839	1.29	06/06/2024 11:56	WG2299127
(S) Toluene-d8	103			75.0-131		06/06/2024 11:56	WG2299127
(S) 4-Bromofluorobenzene	97.9			67.0-138		06/06/2024 11:56	WG2299127
(S) 1,2-Dichloroethane-d4	82.2			70.0-130		06/06/2024 11:56	WG2299127

Semi-Volatile Organic Compounds (GC) by Method 8015

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
TPH (GC/FID) High Fraction	2.76	<u>J</u>	0.769	4.00	1	06/07/2024 11:38	WG2299540
(S) o-Terphenyl	72.0			18.0-148		06/07/2024 11:38	WG2299540

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

	Result	Qualifier	MDL	RDL	Dilution	Analysis	<u>Batch</u>
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Anthracene	U		0.00230	0.00600	1	06/06/2024 11:57	WG2299200
Acenaphthene	U		0.00209	0.00600	1	06/06/2024 11:57	WG2299200
Acenaphthylene	U		0.00216	0.00600	1	06/06/2024 11:57	WG2299200
Benzo(a)anthracene	U		0.00173	0.00600	1	06/06/2024 11:57	WG2299200
Benzo(a)pyrene	U		0.00179	0.00600	1	06/06/2024 11:57	WG2299200
Benzo(b)fluoranthene	U		0.00153	0.00600	1	06/06/2024 11:57	WG2299200
Benzo(g,h,i)perylene	U		0.00177	0.00600	1	06/06/2024 11:57	WG2299200
Benzo(k)fluoranthene	U		0.00215	0.00600	1	06/06/2024 11:57	WG2299200
Chrysene	U		0.00232	0.00600	1	06/06/2024 11:57	WG2299200
Dibenz(a,h)anthracene	U		0.00172	0.00600	1	06/06/2024 11:57	WG2299200
Fluoranthene	U		0.00227	0.00600	1	06/06/2024 11:57	WG2299200
Fluorene	U		0.00205	0.00600	1	06/06/2024 11:57	WG2299200
Indeno(1,2,3-cd)pyrene	U		0.00181	0.00600	1	06/06/2024 11:57	WG2299200
Naphthalene	U		0.00408	0.0200	1	06/06/2024 11:57	WG2299200
Phenanthrene	U		0.00231	0.00600	1	06/06/2024 11:57	WG2299200
Pyrene	U		0.00200	0.00600	1	06/06/2024 11:57	WG2299200
1-Methylnaphthalene	U		0.00449	0.0200	1	06/06/2024 11:57	WG2299200
2-Methylnaphthalene	U		0.00427	0.0200	1	06/06/2024 11:57	WG2299200
2-Chloronaphthalene	U		0.00466	0.0200	1	06/06/2024 11:57	WG2299200
(S) p-Terphenyl-d14	71.0			23.0-120		06/06/2024 11:57	WG2299200
(S) Nitrobenzene-d5	80.0			14.0-149		06/06/2024 11:57	WG2299200



















SS-3

SAMPLE RESULTS - 03

Collected date/time: 05/24/24 09:00

L1741593

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

	-							
	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch	
Analyte	mg/kg		mg/kg	mg/kg		date / time		
(S) 2-Fluorobiphenyl	73.5			34.0-125		06/06/2024 11:57	WG2299200	





















SAMPLE RESULTS - 04

Collected date/time: 05/24/24 09:20

Total Solids by Method 2540 G-2011

	Result	Qualifier	Dilution	Analysis	Batch
Analyte	%			date / time	
Total Solids	91.7		1	06/01/2024 17:56	WG2296650





Volatile Organic Compounds (GC) by Method 8015D/GRO

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
TPH (GC/FID) Low Fraction	1.03	BJ	0.564	2.60	26	06/07/2024 03:55	WG2300265
(S) a,a,a-Trifluorotoluene(FID)	88.4			77.0-120		06/07/2024 03:55	WG2300265



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Volatile Organic Compounds (GC/MS) by Method 8260D

	Result	Qualifier	MDL	RDL	Dilution	Analysis	<u>Batch</u>
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Acetone	U		0.0380	0.0520	1.04	06/06/2024 12:16	WG2299127
Acrylonitrile	U		0.00375	0.0130	1.04	06/06/2024 12:16	WG2299127
Benzene	U		0.000486	0.00104	1.04	06/06/2024 12:16	WG2299127
Bromobenzene	U		0.000936	0.0130	1.04	06/06/2024 12:16	WG2299127
Bromodichloromethane	U		0.000754	0.00260	1.04	06/06/2024 12:16	WG2299127
Bromoform	U		0.00122	0.0260	1.04	06/06/2024 12:16	WG2299127
Bromomethane	U	<u>C3</u>	0.00205	0.0130	1.04	06/06/2024 12:16	WG2299127
n-Butylbenzene	U		0.00546	0.0130	1.04	06/06/2024 12:16	WG2299127
sec-Butylbenzene	U		0.00300	0.0130	1.04	06/06/2024 12:16	WG2299127
tert-Butylbenzene	U		0.00203	0.00520	1.04	06/06/2024 12:16	WG2299127
Carbon tetrachloride	U		0.000934	0.00520	1.04	06/06/2024 12:16	WG2299127
Chlorobenzene	U		0.000218	0.00260	1.04	06/06/2024 12:16	WG2299127
Chlorodibromomethane	U		0.000636	0.00260	1.04	06/06/2024 12:16	WG2299127
Chloroethane	U		0.00177	0.00520	1.04	06/06/2024 12:16	WG2299127
Chloroform	U		0.00107	0.00260	1.04	06/06/2024 12:16	WG2299127
Chloromethane	U		0.00452	0.0130	1.04	06/06/2024 12:16	WG2299127
2-Chlorotoluene	U		0.000900	0.00260	1.04	06/06/2024 12:16	WG2299127
4-Chlorotoluene	U		0.000468	0.00520	1.04	06/06/2024 12:16	WG2299127
1,2-Dibromo-3-Chloropropane	U		0.00406	0.0260	1.04	06/06/2024 12:16	WG2299127
1,2-Dibromoethane	U		0.000674	0.00260	1.04	06/06/2024 12:16	WG2299127
Dibromomethane	U		0.000780	0.00520	1.04	06/06/2024 12:16	WG2299127
1,2-Dichlorobenzene	U		0.000442	0.00520	1.04	06/06/2024 12:16	WG2299127
1,3-Dichlorobenzene	U		0.000624	0.00520	1.04	06/06/2024 12:16	WG2299127
1,4-Dichlorobenzene	U		0.000728	0.00520	1.04	06/06/2024 12:16	WG2299127
Dichlorodifluoromethane	U		0.00167	0.00520	1.04	06/06/2024 12:16	WG2299127
1,1-Dichloroethane	U		0.000511	0.00260	1.04	06/06/2024 12:16	WG2299127
1,2-Dichloroethane	U		0.000675	0.00260	1.04	06/06/2024 12:16	WG2299127
1,1-Dichloroethene	U		0.000630	0.00260	1.04	06/06/2024 12:16	WG2299127
cis-1,2-Dichloroethene	U		0.000763	0.00260	1.04	06/06/2024 12:16	WG2299127
trans-1,2-Dichloroethene	U		0.00108	0.00520	1.04	06/06/2024 12:16	WG2299127
1,2-Dichloropropane	U		0.00148	0.00520	1.04	06/06/2024 12:16	WG2299127
1,1-Dichloropropene	U		0.000841	0.00260	1.04	06/06/2024 12:16	WG2299127
1,3-Dichloropropane	U		0.000521	0.00520	1.04	06/06/2024 12:16	WG2299127
cis-1,3-Dichloropropene	U		0.000787	0.00260	1.04	06/06/2024 12:16	WG2299127
trans-1,3-Dichloropropene	U		0.00119	0.00520	1.04	06/06/2024 12:16	WG2299127
2,2-Dichloropropane	U		0.00144	0.00260	1.04	06/06/2024 12:16	WG2299127
Di-isopropyl ether	U		0.000426	0.00104	1.04	06/06/2024 12:16	WG2299127
Ethylbenzene	U		0.000766	0.00260	1.04	06/06/2024 12:16	WG2299127
Hexachloro-1,3-butadiene	U		0.00624	0.0260	1.04	06/06/2024 12:16	WG2299127
Isopropylbenzene	U		0.000442	0.00260	1.04	06/06/2024 12:16	WG2299127
p-Isopropyltoluene	U		0.00265	0.00520	1.04	06/06/2024 12:16	WG2299127
2-Butanone (MEK)	U		0.0660	0.104	1.04	06/06/2024 12:16	WG2299127
Methylene Chloride	U		0.00691	0.0260	1.04	06/06/2024 12:16	WG2299127
4-Methyl-2-pentanone (MIBK)	U		0.00237	0.0260	1.04	06/06/2024 12:16	WG2299127













SAMPLE RESULTS - 04

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Collected date/time: 05/24/24 09:20

Volatile Organic Compounds (GC/MS) by Method 8260D

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Methyl tert-butyl ether	U		0.000364	0.00104	1.04	06/06/2024 12:16	WG2299127
Naphthalene	U		0.00508	0.0130	1.04	06/06/2024 12:16	WG2299127
n-Propylbenzene	U		0.000988	0.00520	1.04	06/06/2024 12:16	WG2299127
Styrene	U		0.000238	0.0130	1.04	06/06/2024 12:16	WG2299127
1,1,1,2-Tetrachloroethane	U		0.000986	0.00260	1.04	06/06/2024 12:16	WG2299127
1,1,2,2-Tetrachloroethane	U		0.000723	0.00260	1.04	06/06/2024 12:16	WG2299127
1,1,2-Trichlorotrifluoroethane	U		0.000784	0.00260	1.04	06/06/2024 12:16	WG2299127
Tetrachloroethene	U		0.000932	0.00260	1.04	06/06/2024 12:16	WG2299127
Toluene	0.00138	<u>J</u>	0.00135	0.00520	1.04	06/06/2024 12:16	WG2299127
1,2,3-Trichlorobenzene	U		0.00762	0.0130	1.04	06/06/2024 12:16	WG2299127
1,2,4-Trichlorobenzene	U		0.00458	0.0130	1.04	06/06/2024 12:16	WG2299127
1,1,1-Trichloroethane	U		0.000960	0.00260	1.04	06/06/2024 12:16	WG2299127
1,1,2-Trichloroethane	U		0.000621	0.00260	1.04	06/06/2024 12:16	WG2299127
Trichloroethene	U		0.000607	0.00104	1.04	06/06/2024 12:16	WG2299127
Trichlorofluoromethane	U		0.000860	0.00260	1.04	06/06/2024 12:16	WG2299127
1,2,3-Trichloropropane	U		0.00168	0.0130	1.04	06/06/2024 12:16	WG2299127
1,2,4-Trimethylbenzene	U		0.00164	0.00520	1.04	06/06/2024 12:16	WG2299127
1,2,3-Trimethylbenzene	U		0.00164	0.00520	1.04	06/06/2024 12:16	WG2299127
1,3,5-Trimethylbenzene	U		0.00208	0.00520	1.04	06/06/2024 12:16	WG2299127
Vinyl chloride	U		0.00121	0.00260	1.04	06/06/2024 12:16	WG2299127
Xylenes, Total	U		0.000915	0.00676	1.04	06/06/2024 12:16	WG2299127
(S) Toluene-d8	102			75.0-131		06/06/2024 12:16	WG2299127
(S) 4-Bromofluorobenzene	101			67.0-138		06/06/2024 12:16	WG2299127
(S) 1,2-Dichloroethane-d4	85.4			70.0-130		06/06/2024 12:16	WG2299127

Semi-Volatile Organic Compounds (GC) by Method 8015

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
TPH (GC/FID) High Fraction	0.972	<u>J</u>	0.769	4.00	1	06/07/2024 11:14	WG2299540
(S) o-Terphenyl	63.1			18.0-148		06/07/2024 11:14	WG2299540

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

	Result	Qualifier	MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg		mg/kg	mg/kg		date / time	
Anthracene	U		0.00230	0.00600	1	06/06/2024 07:39	WG2299200
Acenaphthene	U		0.00209	0.00600	1	06/06/2024 07:39	WG2299200
Acenaphthylene	U		0.00216	0.00600	1	06/06/2024 07:39	WG2299200
Benzo(a)anthracene	U		0.00173	0.00600	1	06/06/2024 07:39	WG2299200
Benzo(a)pyrene	U		0.00179	0.00600	1	06/06/2024 07:39	WG2299200
Benzo(b)fluoranthene	U		0.00153	0.00600	1	06/06/2024 07:39	WG2299200
Benzo(g,h,i)perylene	U		0.00177	0.00600	1	06/06/2024 07:39	WG2299200
Benzo(k)fluoranthene	U		0.00215	0.00600	1	06/06/2024 07:39	WG2299200
Chrysene	U		0.00232	0.00600	1	06/06/2024 07:39	WG2299200
Dibenz(a,h)anthracene	U		0.00172	0.00600	1	06/06/2024 07:39	WG2299200
Fluoranthene	U		0.00227	0.00600	1	06/06/2024 07:39	WG2299200
Fluorene	U		0.00205	0.00600	1	06/06/2024 07:39	WG2299200
Indeno(1,2,3-cd)pyrene	U		0.00181	0.00600	1	06/06/2024 07:39	WG2299200
Naphthalene	U		0.00408	0.0200	1	06/06/2024 07:39	WG2299200
Phenanthrene	U		0.00231	0.00600	1	06/06/2024 07:39	WG2299200
Pyrene	U		0.00200	0.00600	1	06/06/2024 07:39	WG2299200
1-Methylnaphthalene	U		0.00449	0.0200	1	06/06/2024 07:39	WG2299200
2-Methylnaphthalene	U		0.00427	0.0200	1	06/06/2024 07:39	WG2299200
2-Chloronaphthalene	U		0.00466	0.0200	1	06/06/2024 07:39	WG2299200
(S) p-Terphenyl-d14	79.3			23.0-120		06/06/2024 07:39	WG2299200
(S) Nitrobenzene-d5	92.4			14.0-149		06/06/2024 07:39	WG2299200

DATE/TIME:

06/11/24 06:50

PAGE:

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SAMPLE RESULTS - 04

Collected date/time: 05/24/24 09:20

L1741593

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

	=	· · · · ·				
	Result	Qualifier MDL	RDL	Dilution	Analysis	Batch
Analyte	mg/kg	mg/l	g mg/kg		date / time	
(S) 2-Fluorobiphenyl	78.3		34.0-125		06/06/2024 07:39	WG2299200





















QUALITY CONTROL SUMMARY

Total Solids by Method 2540 G-2011

L1741593-01

Method Blank (MB)

(MB) R4076541-1 06	6/01/24 17:42			
	MB Result	MB Qualifier	MB MDL	MB RDL
Analyte	%		%	%
Total Solids	0.000			

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L1741588-01 Original Sample (OS) • Duplicate (DUP)

	Original Re	sult DUP Result	Dilution	DUP RPD	DUP Qualifier	DUP RPD Limits
Analyte	%	%		%		%
Total Solids	93.6	93.2	1	0.489		10



Laboratory Control Sample (LCS)

(LCS) R4076541-2 06/01/24 17:42

(ECS) 1(+0705+12 00/01/	27 17.72				
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier
Analyte	%	%	%	%	
Total Solids	50.0	50.0	100	90.0-110	





QUALITY CONTROL SUMMARY

Total Solids by Method 2540 G-2011

L1741593-02,03,04

Method Blank (MB)

(MB) R4076544-1 06/01/24 17:56					
	MB Result	MB Qualifier	MB MDL	MB RDL	
Analyte	%		%	%	
Total Solids	0.00100				

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L1741600-01 Original Sample (OS) • Duplicate (DUP)

(OS) I 1741600	-01 06/01	/24 17:56 • ((DUP)	R4076544-3	06/01/24 17:56

	Original Resul	t DUP Result	Dilution	DUP RPD	DUP Qualifier	DUP RPD Limits
Analyte	%	%		%		%
Total Solids	97.3	96.3	1	1.04		10

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Laboratory Control Sample (LCS)

11 00	S) R4076544-2	06/01/24	17.56
(LC	3) K4U/6544-Z	06/01/24	17:50

(LCS) 1(4070544-2 00/01	724 17.50				
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier
Analyte	%	%	%	%	
Total Solids	50.0	50.0	100	90.0-110	





QUALITY CONTROL SUMMARY

Volatile Organic Compounds (GC) by Method 8015D/GRO

L1741593-01,02

Method Blank (MB)

(MB) R4078267-2 06/04/	/24 19:52			
	MB Result	MB Qualifier	MB MDL	MB RDL
Analyte	mg/kg		mg/kg	mg/kg
TPH (GC/FID) Low Fraction	0.740	<u>J</u>	0.543	2.50
(S) a,a,a-Trifluorotoluene(FID)	101			77.0-120





Laboratory Control Sample (LCS)

(LCS) R4078267-1 06/04/	24 18:48				
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier
Analyte	mg/kg	mg/kg	%	%	
TPH (GC/FID) Low Fraction	5.00	4.80	96.0	72.0-127	
(S) a,a,a-Trifluorotoluene(FID)			104	77.0-120	





L1741573-03 Original Sample (OS) • Matrix Spike (MS) • Matrix Spike Duplicate (MSD)

(0.0) 47.445		00/04/04 00 50	(1.10) D.1070007	0 00/05/04 04 00		\ D 4070007 4	00/05/04 04 00
(OS) I 1/415	/:3-():3	06/04/24 20:56	• (MS) R4078267	3 06/05/24 04:08 •	(MSL)	n R40/8267-4	06/05/24 04:30

(03) 117 +1373 03 00/04/2	E + 20.50 · (IVIS)	1140702075	00/00/24 04.0	0 · (WISD) 1(+0)	0207 + 00/03	72+ 0+.50						
	Spike Amount	Original Result	MS Result	MSD Result	MS Rec.	MSD Rec.	Dilution	Rec. Limits	MS Qualifier	MSD Qualifier	RPD	RPD Limits
Analyte	mg/kg	mg/kg	mg/kg	mg/kg	%	%		%			%	%
TPH (GC/FID) Low Fraction	143	5.84	152	141	102	94.5	28.5	10.0-151			7.51	28
(S) a,a,a-Trifluorotoluene(FID)					105	105		77.0-120				



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DATE/TIME:

QUALITY CONTROL SUMMARY

Volatile Organic Compounds (GC) by Method 8015D/GRO

L1741593-03,04

Method Blank (MB)

(MB) R4078759-1 06/06/	24 18:08			
	MB Result	MB Qualifier	MB MDL	MB RDL
Analyte	mg/kg		mg/kg	mg/kg
TPH (GC/FID) Low Fraction	1.35	<u>J</u>	0.543	2.50
(S) a,a,a-Trifluorotoluene(FID)	89.0			77.0-120



Laboratory Control Sample (LCS)

(LCS) R4078759-2 06/06	(LCS) R4078759-2 06/06/24 18:37									
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier					
Analyte	mg/kg	mg/kg	%	%						
TPH (GC/FID) Low Fraction	5.00	4.50	90.0	72.0-127						
(S) a,a,a-Trifluorotoluene(FID)			96.1	77.0-120						













QUALITY CONTROL SUMMARY

L1741593-01,02,03,04

Method Blank (MB)

Volatile Organic Compounds (GC/MS) by Method 8260D

ACCOUNT:

Stantec Consulting Corp - UT

Method Blank (MB)				
(MB) R4078473-2 06/06/2	24 10:26			
	MB Result	MB Qualifier	MB MDL	MB RDL
Analyte	mg/kg		mg/kg	mg/kg
Acetone	U		0.0365	0.0500
Acrylonitrile	U		0.00361	0.0125
Benzene	U		0.000467	0.00100
Bromobenzene	U		0.000900	0.0125
Bromodichloromethane	U		0.000725	0.00250
Bromoform	U		0.00117	0.0250
Bromomethane	U		0.00197	0.0125
n-Butylbenzene	U		0.00525	0.0125
sec-Butylbenzene	U		0.00288	0.0125
tert-Butylbenzene	U		0.00195	0.00500
Carbon tetrachloride	U		0.000898	0.00500
Chlorobenzene	U		0.000210	0.00250
Chlorodibromomethane	U		0.000612	0.00250
Chloroethane	U		0.00170	0.00500
Chloroform	U		0.00103	0.00250
Chloromethane	U		0.00435	0.0125
2-Chlorotoluene	U		0.000865	0.00250
4-Chlorotoluene	U		0.000450	0.00500
1,2-Dibromo-3-Chloropropane	U		0.00390	0.0250
1,2-Dibromoethane	U		0.000648	0.00250
Dibromomethane	U		0.000750	0.00500
1,2-Dichlorobenzene	U		0.000425	0.00500
1,3-Dichlorobenzene	U		0.000600	0.00500
1,4-Dichlorobenzene	U		0.000700	0.00500
Dichlorodifluoromethane	U		0.00161	0.00500
I,1-Dichloroethane	U		0.000491	0.00250
1,2-Dichloroethane	0.000650	<u>J</u>	0.000649	0.00250
1,1-Dichloroethene	U		0.000606	0.00250
cis-1,2-Dichloroethene	U		0.000734	0.00250
trans-1,2-Dichloroethene	U		0.00104	0.00500
1,2-Dichloropropane	U		0.00142	0.00500
1,1-Dichloropropene	U		0.000809	0.00250
1,3-Dichloropropane	U		0.000501	0.00500
cis-1,3-Dichloropropene	U		0.000757	0.00250
trans-1,3-Dichloropropene	U		0.00114	0.00500
2,2-Dichloropropane	U		0.00138	0.00250
Di-isopropyl ether	U		0.000410	0.00100
Ethylbenzene	U		0.000737	0.00250
Hexachloro-1,3-butadiene	U		0.00600	0.0250
Isopropylbenzene	U		0.000425	0.00250

SDG: L1741593

PROJECT:

203723858

DATE/TIME:

06/11/24 06:50

PAGE:

21 of 35

QUALITY CONTROL SUMMARY

L1741593-01,02,03,04

Method Blank (MB)

Volatile Organic Compounds (GC/MS) by Method 8260D

(MB) R4078473-2 06/06/2	24 10:26				C
(1112) 11 10 10 17 0 2 0 0 7 0 0 7 2	MB Result	MB Qualifier	MB MDL	MB RDL	
Analyte	mg/kg		mg/kg	mg/kg	² T
p-Isopropyltoluene	U		0.00255	0.00500	
2-Butanone (MEK)	U		0.0635	0.100	³ S
Methylene Chloride	U		0.00664	0.0250	
4-Methyl-2-pentanone (MIBK)	U		0.00228	0.0250	4
Methyl tert-butyl ether	U		0.000350	0.00100	⁴ C
Naphthalene	U		0.00488	0.0125	느
n-Propylbenzene	U		0.000950	0.00500	⁵ S
Styrene	U		0.000229	0.0125	Ľ
1,1,1,2-Tetrachloroethane	U		0.000948	0.00250	6
1,1,2,2-Tetrachloroethane	U		0.000695	0.00250	¹ Q
1,1,2-Trichlorotrifluoroethane	U		0.000754	0.00250	
Tetrachloroethene	U		0.000896	0.00250	7 Is
Toluene	U		0.00130	0.00500	
1,2,3-Trichlorobenzene	U		0.00733	0.0125	8
1,2,4-Trichlorobenzene	U		0.00440	0.0125	⁸ G
1,1,1-Trichloroethane	U		0.000923	0.00250	\vdash
1,1,2-Trichloroethane	U		0.000597	0.00250	⁹ A
Trichloroethene	U		0.000584	0.00100	
Trichlorofluoromethane	U		0.000827	0.00250	10_
1,2,3-Trichloropropane	U		0.00162	0.0125	¹⁰ S
1,2,4-Trimethylbenzene	U		0.00158	0.00500	
1,2,3-Trimethylbenzene	U		0.00158	0.00500	
1,3,5-Trimethylbenzene	U		0.00200	0.00500	
Vinyl chloride	U		0.00116	0.00250	
Xylenes, Total	U		0.000880	0.00650	
(S) Toluene-d8	101			75.0-131	

Laboratory Control Sample (LCS)

101

84.6

(S) 4-Bromofluorobenzene

(S) 1,2-Dichloroethane-d4

(LCS) R40/84/3-1 06/0	(LCS) R4078473-1 06/06/24 09:27							
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier			
Analyte	mg/kg	mg/kg	%	%				
Acetone	0.625	0.580	92.8	10.0-160				
Acrylonitrile	0.625	0.678	108	45.0-153				
Benzene	0.125	0.132	106	70.0-123				
Bromobenzene	0.125	0.130	104	73.0-121				
Bromodichloromethane	0.125	0.126	101	73.0-121				

67.0-138

70.0-130

QUALITY CONTROL SUMMARY

L1741593-01,02,03,04

Volatile Organic Compounds (GC/MS) by Method 8260D

Laboratory Control Sample (LCS)

(LCS) R4078473-1 06/06/2		1.00 D /:	1000	D 11	100.0
Analyte	Spike Amount mg/kg	LCS Result mg/kg	LCS Rec. %	Rec. Limits %	LCS Qualifier
Bromoform	0.125	0.121	96.8	64.0-132	
Bromomethane	0.125	0.0939	75.1	56.0-147	
n-Butylbenzene	0.125	0.0939	115	68.0-135	
sec-Butylbenzene	0.125	0.139	111	74.0-130	
ert-Butylbenzene	0.125	0.135	108	75.0-127	
Carbon tetrachloride	0.125	0.135	108	66.0-128	
hlorobenzene	0.125	0.134	107	76.0-128	
hlorodibromomethane	0.125	0.133	106	74.0-127	
Chloroethane	0.125	0.119	95.2	61.0-134	
Chloroform	0.125	0.119	101	72.0-123	
Chloromethane	0.125	0.120	111	51.0-138	
-Chlorotoluene	0.125	0.139	110	75.0-124	
-Chlorotoluene	0.125	0.137	100	75.0-124 75.0-124	
		0.125		59.0-130	
2-Dibromo-3-Chloropropane 2-Dibromoethane	0.125		80.8		
	0.125	0.124	99.2	74.0-128	
bromomethane	0.125	0.133	106	75.0-122 76.0-124	
2-Dichlorobenzene	0.125	0.129	103	76.0-124	
3-Dichlorobenzene	0.125	0.131	105	76.0-125	
4-Dichlorobenzene	0.125	0.128	102	77.0-121	
ichlorodifluoromethane	0.125	0.135	108	43.0-156	
1-Dichloroethane	0.125	0.128	102	70.0-127	
2-Dichloroethane	0.125	0.118	94.4	65.0-131	
1-Dichloroethene	0.125	0.131	105	65.0-131	
s-1,2-Dichloroethene	0.125	0.133	106	73.0-125	
ans-1,2-Dichloroethene	0.125	0.136	109	71.0-125	
2-Dichloropropane	0.125	0.131	105	74.0-125	
1-Dichloropropene	0.125	0.133	106	73.0-125	
3-Dichloropropane	0.125	0.133	106	80.0-125	
s-1,3-Dichloropropene	0.125	0.130	104	76.0-127	
ans-1,3-Dichloropropene	0.125	0.132	106	73.0-127	
,2-Dichloropropane	0.125	0.112	89.6	59.0-135	
i-isopropyl ether	0.125	0.129	103	60.0-136	
hylbenzene	0.125	0.137	110	74.0-126	
exachloro-1,3-butadiene	0.125	0.128	102	57.0-150	
opropylbenzene	0.125	0.134	107	72.0-127	
-Isopropyltoluene	0.125	0.137	110	72.0-133	
-Butanone (MEK)	0.625	0.719	115	30.0-160	
Methylene Chloride	0.125	0.130	104	68.0-123	
-Methyl-2-pentanone (MIBK)	0.625	0.634	101	56.0-143	
Methyl tert-butyl ether	0.125	0.128	102	66.0-132	

(S) 4-Bromofluorobenzene

(S) 1,2-Dichloroethane-d4

QUALITY CONTROL SUMMARY

L1741593-01,02,03,04

Volatile Organic Compounds (GC/MS) by Method 8260D

Laboratory Control Sample (LCS)

Alphthalene 0.125 0.129 103 59.0130 Propylpenzene 0.125 0.132 106 74.0126 Styrene 0.125 0.133 106 72.0127 L1,2Tertachloroethane 0.125 0.138 102 74.0129 L1,2Tertachloroethane 0.125 0.138 110 61.0139 feterachloroethane 0.125 0.138 110 61.0139 feterachloroethane 0.125 0.138 110 75.0-121 fluidloreethane 0.125 0.132 126 75.0-121 1,2Trichloroethane 0.125 0.133 106 59.0-139 1,4Trichloroethane 0.125 0.133 106 59.0-139 1,4Trichloroethane 0.125 0.144 115 69.0-126 1,4Trichloroethane 0.125 0.137 10 60.0-126 1,6Trichloroethane 0.125 0.137 10 60.0-126 1,6Trichloroethane 0.125 0.137 10 60.0-126<	Laboratory Contro	i Sample (Li	C3)			
Analyte mg/kg mg/kg % % Naphthalene 0.125 0.129 103 59-030 Propylberzene 0.125 0.132 106 74-0126 Styrene 0.125 0.133 106 74-0129 1.1,2-Tetachloroethane 0.125 0.132 102 74-0129 1.1,2-Tetachloroethane 0.125 0.106 84.8 68-0-128 1.1,2-Tetachloroethane 0.125 0.136 10 61-0-139 Tetrachloroethane 0.125 0.138 10 61-0-139 1.1,2-Trichlorobenzene 0.125 0.132 10 61-0-139 1.1,2-Trichlorobenzene 0.125 0.133 10 60-0-139 1.1,2-Trichlorobenzene 0.125 0.133 10 60-0-139 1.1,2-Trichlorobenzene 0.125 0.144 115 69-0-126 1.1,2-Trichlorobenzene 0.125 0.144 115 69-0-126 1.1,2-Trichlorobenzene 0.125 0.137 10 60-0-126	(LCS) R4078473-1 06/06/	/24 09:27				
Naphthalene 0.125 0.129 103 59.0-130 n-Propylbenzene 0.125 0.132 106 74.0-126 Styrene 0.125 0.133 106 72.0-127 1.1.1,2-Tetrachloroethane 0.125 0.106 84.8 68.0-128 1.1.2-Tetrachloroethane 0.125 0.138 110 61.0-139 1.1.2-Tetrachloroethane 0.125 0.150 120 70.0-136 1.1.2-Tichlorothilluoroethane 0.125 0.150 120 70.0-136 1.1.2-Tichlorothilluoroethane 0.125 0.133 106 59.0-139 1.1.2-Tichlorothilluoroethane 0.125 0.133 106 59.0-139 1.1.2-Tichlorothene 0.125 0.133 106 59.0-139 1.1.2-Tichlorothene 0.125 0.133 106 59.0-139 1.1.1-Tichlorothene 0.125 0.134 115 69.0-126 1.1.1-Tichloroethane 0.125 0.134 115 69.0-126 1.1.1-Tichloroethane 0.125 0.137 110 76.0-126 1.1.2-Tichloroethane 0.125 0.137 110 70.0-126 1.2-Tichloroethane 0.125 0.137 110 70.0-126 1.2-Tichloroethane 0.125 0.137 110 70.0-126 1.2-Tichloropthane 0.125 0.131 105 74.0-124 1.2-Tichloropthane 0.125 0.133 106 63.0-134 Vylenes, Total 0.375 0.397 106 73.0-127		Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier
n-Propylbenzene 0.125 0.132 106 74.0126 Styrene 0.125 0.133 106 72.0127 I.I.1.2-Tertachloroethane 0.125 0.133 102 74.0129 I.1.2-Trichloroethane 0.125 0.106 84.8 68.0128 I.I.2-Trichloroethane 0.125 0.138 10 61.0139 Tetrachloroethane 0.125 0.130 120 70.0136 Toluene 0.125 0.132 106 75.0121 1.2,4-Trichloroethane 0.125 0.133 106 59.0139 1.2,4-Trichloroethane 0.125 0.134 115 69.0126 1.1,1-Trichloroethane 0.125 0.134 115 69.0126 1.1,2-Trichloroethane 0.125 0.132 106 78.0123 Trichloroethane 0.125 0.134 115 69.0126 Trichloroethane 0.125 0.135 16 61.0-142 1.2,3-Trichloroethane 0.125 0.135 16 61.0-142	Analyte	mg/kg	mg/kg	%	%	
Styrene 0.125 0.133 106 72.0-127 1,1,2.7-Ertachloroethane 0.125 0.127 102 74.0-129 1,1,2.2-Ertachloroethane 0.125 0.106 84.8 68.0-128 1,1.2-Ertachloroethane 0.125 0.138 110 61.0-139 Tetrachloroethane 0.125 0.130 106 75.0-121 1,2,3-Frichlorobenzene 0.125 0.133 106 59.0-439 1,2,4-Frichloroethane 0.125 0.133 106 59.0-439 1,1.1-Frichloroethane 0.125 0.134 115 69.0-126 1,1.1-Frichloroethane 0.125 0.132 106 78.0-123 Trichloroethane 0.125 0.134 115 69.0-126 Trichloroethane 0.125 0.137 10 76.0-126 Trichloroethane 0.125 0.137 10 70.0-126 Trichloroethane 0.125 0.135 16 61.0-142 1,2,3-Trichloroethane 0.125 0.137 10	Naphthalene	0.125	0.129	103	59.0-130	
1,1,2-Tetrachloroethane 0,125 0,127 102 74,0-129 1,1,2-Tetrachloroethane 0,125 0,106 84,8 68,0-128 1,1,2-Trichlorotrifluoroethane 0,125 0,138 110 61,0-139 Tetrachloroethane 0,125 0,130 120 70,0-136 Tolluene 0,125 0,133 106 59,0-121 1,2,3-Trichlorobenzene 0,125 0,133 106 59,0-139 1,2,4-Trichloroethane 0,125 0,132 103 62,0-137 1,1,1-Trichloroethane 0,125 0,132 106 78,0-126 Trichloroethane 0,125 0,133 106 78,0-126 Trichloroethane 0,125 0,137 110 76,0-126 Trichloroethane 0,125 0,135 116 61,0-142 1,2,3-Trichloropropane 0,125 0,137 110 70,0-126 1,2,3-Trimethylbenzene 0,125 0,135 105 74,0-124 1,2,3-Trimethylbenzene 0,125 0,135	n-Propylbenzene	0.125	0.132	106	74.0-126	
1.1,2,2-Tertachloroethane 0.125 0.106 84.8 68.0428 1.1,2-Trichlorotrifluoroethane 0.125 0.138 110 610-139 Tetrachloroethane 0.125 0.150 120 70-0136 Toluene 0.125 0.133 106 59-0139 1.2,4-Trichlorobenzene 0.125 0.133 106 59-0139 1.1,4-Trichloroethane 0.125 0.132 103 69-0126 1.1,4-Trichloroethane 0.125 0.134 115 69-0126 1.1,2-Trichloroethane 0.125 0.132 106 78-0123 Trichloroethane 0.125 0.137 110 76-0126 1.2,3-Trinchloropropane 0.125 0.145 116 61-0142 1.2,3-Trimethylbenzene 0.125 0.137 110 70-0126 1.2,3-Trimethylbenzene 0.125 0.131 105 74-0124 1.3,5-Trimethylbenzene 0.125 0.135 108 73-0127 Vinyl chloride 0.125 0.133 <td< td=""><td>Styrene</td><td>0.125</td><td>0.133</td><td>106</td><td>72.0-127</td><td></td></td<>	Styrene	0.125	0.133	106	72.0-127	
1.1,2-Trichlorotrifluoroethane 0.125 0.138 110 610-139 Tetrachloroethene 0.125 0.150 120 70.0436 Toluene 0.125 0.132 106 75.0-121 1.2,3-Trichlorobenzene 0.125 0.133 106 59.0-139 1.2,4-Trichlorobenzene 0.125 0.144 115 69.0-126 1.1,1-Trichloroethane 0.125 0.132 106 78.0-123 1.1,2-Trichloroethane 0.125 0.137 110 76.0-126 1.1,2-Trichloroethane 0.125 0.137 110 76.0-126 1.1,2-Trichloropropane 0.125 0.135 116 61.0-42 1.2,3-Trichloropropane 0.125 0.137 110 70.0-126 1.2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1.3,5-Trimethylbenzene 0.125 0.131 105 74.0-124 Vinyl chloride 0.125 0.133 106 63.0-134 Vinyl chloride 0.125 0.133	1,1,1,2-Tetrachloroethane	0.125	0.127	102	74.0-129	
Tetrachloroethene 0.125 0.150 120 70.0-136 Toluene 0.125 0.132 106 75.0-121 1,2,3-Trichlorobenzene 0.125 0.133 106 59.0-139 1,2,4-Trichlorobenzene 0.125 0.129 103 62.0-137 1,1,1-Trichloroethane 0.125 0.132 106 78.0-123 Trichloroethane 0.125 0.137 110 76.0-126 Trichlorofluoromethane 0.125 0.145 116 61.0-142 1,2,3-Trichloropropane 0.125 0.124 99.2 67.0-129 1,2,4-Trimethylbenzene 0.125 0.137 10 70.0-126 1,2,4-Trimethylbenzene 0.125 0.131 10 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 10 70.0-126 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Vylenes, Total 0.125 0.337 106 <td>1,1,2,2-Tetrachloroethane</td> <td>0.125</td> <td>0.106</td> <td>84.8</td> <td>68.0-128</td> <td></td>	1,1,2,2-Tetrachloroethane	0.125	0.106	84.8	68.0-128	
Toluene 0.125 0.132 106 75.0-121 1,2,3-Trichlorobenzene 0.125 0.133 106 59.0-139 1,2,4-Trichlorobenzene 0.125 0.129 103 62.0-137 1,1,1-Trichloroethane 0.125 0.144 115 69.0-126 1,1,2-Trichloroethane 0.125 0.132 106 76.0-126 Trichloroethane 0.125 0.137 110 76.0-126 Trichloropropane 0.125 0.145 116 61.0-142 1,2,3-Trichloropropane 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 70.0-126 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,1,2-Trichlorotrifluoroethane	0.125	0.138	110	61.0-139	
1,2,3-Trichlorobenzene 0.125 0.133 106 59.0-139 1,2,4-Trichlorobenzene 0.125 0.129 103 62.0-137 1,1,1-Trichloroethane 0.125 0.144 115 69.0-126 1,1,2-Trichloroethane 0.125 0.132 106 78.0-123 Trichloroethane 0.125 0.137 110 76.0-126 Trichloropfluoromethane 0.125 0.145 116 610-142 1,2,3-Trichloropropane 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 70.0-126 1,3,5-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	Tetrachloroethene	0.125	0.150	120	70.0-136	
1,2,4-Trichlorobenzene 0.125 0.129 103 62.0-137 1,1,1-Trichloroethane 0.125 0.144 115 69.0-126 1,1,2-Trichloroethane 0.125 0.132 106 78.0-123 Trichloroethene 0.125 0.137 110 76.0-126 Trichlorofluoromethane 0.125 0.145 116 61.0-142 1,2,3-Trichloropropane 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	Toluene	0.125	0.132	106	75.0-121	
1,1-Trichloroethane 0.125 0.144 115 69.0-126 1,1,2-Trichloroethane 0.125 0.132 106 78.0-123 Trichloroethane 0.125 0.137 110 76.0-126 Trichlorofluoromethane 0.125 0.145 116 61.0-142 1,2,3-Trichloropropane 0.125 0.124 99.2 67.0-129 1,2,3-Trimethylbenzene 0.125 0.131 105 70.0-126 1,3,5-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,2,3-Trichlorobenzene	0.125	0.133	106	59.0-139	
1,1,2-Trichloroethane 0.125 0.132 106 78.0-123 Trichloroethane 0.125 0.137 110 76.0-126 Trichlorofluoromethane 0.125 0.145 116 61.0-142 1,2,3-Trichloropropane 0.125 0.124 99.2 67.0-129 1,2,4-Trimethylbenzene 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,2,4-Trichlorobenzene	0.125	0.129	103	62.0-137	
Trichloroethene 0.125 0.137 110 76.0-126 Trichlorofluoromethane 0.125 0.145 116 61.0-142 1,2,3-Trichloropropane 0.125 0.124 99.2 67.0-129 1,2,4-Trimethylbenzene 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,1,1-Trichloroethane	0.125	0.144	115	69.0-126	
Trichlorofluoromethane 0.125 0.145 116 61.0-142 1,2,3-Trichloropropane 0.125 0.124 99.2 67.0-129 1,2,4-Trimethylbenzene 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,1,2-Trichloroethane	0.125	0.132	106	78.0-123	
1,2,3-Trichloropropane 0.125 0.124 99.2 67.0-129 1,2,4-Trimethylbenzene 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	Trichloroethene	0.125	0.137	110	76.0-126	
1,2,4-Trimethylbenzene 0.125 0.137 110 70.0-126 1,2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	Trichlorofluoromethane	0.125	0.145	116	61.0-142	
1,2,3-Trimethylbenzene 0.125 0.131 105 74.0-124 1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,2,3-Trichloropropane	0.125	0.124	99.2	67.0-129	
1,3,5-Trimethylbenzene 0.125 0.135 108 73.0-127 Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,2,4-Trimethylbenzene	0.125	0.137	110	70.0-126	
Vinyl chloride 0.125 0.133 106 63.0-134 Xylenes, Total 0.375 0.397 106 72.0-127	1,2,3-Trimethylbenzene	0.125	0.131	105	74.0-124	
Xylenes, Total 0.375 0.397 106 72.0-127	1,3,5-Trimethylbenzene	0.125	0.135	108	73.0-127	
	Vinyl chloride	0.125	0.133	106	63.0-134	
(S) Toluene-d8 100 75.0-131	Xylenes, Total	0.375	0.397	106	72.0-127	
	(S) Toluene-d8			100	75.0-131	

67.0-138

70.0-130

97.7

91.7

QUALITY CONTROL SUMMARY

Semi-Volatile Organic Compounds (GC) by Method 8015

L1741593-01

Method Blank (MB)

(MB) R4077949-1 06/06/2	IB) R4077949-1 06/06/24 03:15							
	MB Result	MB Qualifier	MB MDL	MB RDL				
Analyte	mg/kg		mg/kg	mg/kg				
TPH (GC/FID) High Fraction	U		0.769	4.00				
(S) o-Terphenyl	45.2			18.0-148				



Laboratory Control Sample (LCS)

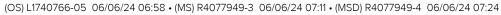
(LCS) R4077949-2 06/06	S) R4077949-2 06/06/24 03:28										
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier						
Analyte	mg/kg	mg/kg	%	%							
TPH (GC/FID) High Fraction	50.0	27.4	54.8	50.0-150							
(S) o-Terphenyl			46.2	18.0-148							







L1740766-05 Original Sample (OS) • Matrix Spike (MS) • Matrix Spike Duplicate (MSD)



(03) 11/40/00-03 00/00/	(CS) E1740700°CS 00700724 00.36 * (MS) K4077343-5 00700724 07.11 * (MSD) K4077343-4 00700724 07.24											
	Spike Amount	Original Result	MS Result	MSD Result	MS Rec.	MSD Rec.	Dilution	Rec. Limits	MS Qualifier	MSD Qualifier	RPD	RPD Limits
Analyte	mg/kg	mg/kg	mg/kg	mg/kg	%	%		%			%	%
TPH (GC/FID) High Fraction	50.0	3.44	31.3	30.5	55.7	54.1	1	50.0-150			2.59	20
(S) o-Terphenyl					51.1	49.5		18.0-148				









DATE/TIME:

WG2299540

QUALITY CONTROL SUMMARY

Semi-Volatile Organic Compounds (GC) by Method 8015

L1741593-02,03,04

Method Blank (MB)

(MB) R4079012-1 06/07/2	MB) R4079012-1 06/07/24 10:37								
	MB Result	MB Qualifier	MB MDL	MB RDL					
Analyte	mg/kg		mg/kg	mg/kg					
TPH (GC/FID) High Fraction	U		0.769	4.00					
(S) o-Terphenyl	65.6			18.0-148					



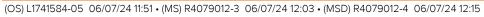
Laboratory Control Sample (LCS)

(LCS) R4079012-2 06/07	S) R4079012-2 06/07/24 10:49											
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier							
Analyte	mg/kg	mg/kg	%	%								
TPH (GC/FID) High Fraction	50.0	34.4	68.8	50.0-150								
(S) o-Terphenyl			73.6	18.0-148								





L1741584-05 Original Sample (OS) • Matrix Spike (MS) • Matrix Spike Duplicate (MSD)



(US) L1/41584-US U6/U//	24 11:51 • (IVIS) R	40/9012-3 06	/0//24 12:03	• (IVISD) R40/91	J12-4 U6/U7/.	24 12:15							
	Spike Amount	Original Result	MS Result	MSD Result	MS Rec.	MSD Rec.	Dilution	Rec. Limits	MS Qualifier	MSD Qualifier	RPD	RPD Limits	
Analyte	mg/kg	mg/kg	mg/kg	mg/kg	%	%		%			%	%	
TPH (GC/FID) High Fraction	49.0	1.64	30.7	34.5	59.3	66.8	1	50.0-150			11.7	20	
(S) o-Terphenyl					55.4	58.8		18.0-148					







PAGE:

26 of 35



WG2299200

QUALITY CONTROL SUMMARY

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

L1741593-01,02,03,04

Method Blank (MB)

(MB) R4078027-2 06/0	06/24 02:27					С
	MB Result	MB Qualifier	MB MDL	MB RDL		2
Analyte	mg/kg		mg/kg	mg/kg		T
Anthracene	U		0.00230	0.00600		
Acenaphthene	U		0.00209	0.00600		³ S:
Acenaphthylene	U		0.00216	0.00600		
Benzo(a)anthracene	U		0.00173	0.00600	ŗ.	4
Benzo(a)pyrene	U		0.00179	0.00600		⁴ C
Benzo(b)fluoranthene	U		0.00153	0.00600	L.	_
Benzo(g,h,i)perylene	U		0.00177	0.00600		⁵ Sı
Benzo(k)fluoranthene	U		0.00215	0.00600		
Chrysene	U		0.00232	0.00600		6 _
Dibenz(a,h)anthracene	U		0.00172	0.00600		[°] Q
Fluoranthene	U		0.00227	0.00600		_
Fluorene	U		0.00205	0.00600		7 Is
Indeno(1,2,3-cd)pyrene	U		0.00181	0.00600		
Naphthalene	U		0.00408	0.0200	Fig. 1. The state of the state	8
Phenanthrene	U		0.00231	0.00600		⁸ G
Pyrene	U		0.00200	0.00600		_
1-Methylnaphthalene	U		0.00449	0.0200		⁹ A
2-Methylnaphthalene	U		0.00427	0.0200		
2-Chloronaphthalene	U		0.00466	0.0200	F	10_
(S) p-Terphenyl-d14	91.7			23.0-120		¹⁰ S(
(S) Nitrobenzene-d5	101			14.0-149	L	—
(S) 2-Fluorobiphenyl	93.8			34.0-125		

Laboratory Control Sample (LCS)

(LCS) R4078027-1 06/0	06/24 02:10				
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier
Analyte	mg/kg	mg/kg	%	%	
Anthracene	0.0800	0.0677	84.6	50.0-126	
Acenaphthene	0.0800	0.0705	88.1	50.0-120	
Acenaphthylene	0.0800	0.0759	94.9	50.0-120	
Benzo(a)anthracene	0.0800	0.0655	81.9	45.0-120	
Benzo(a)pyrene	0.0800	0.0706	88.3	42.0-120	
Benzo(b)fluoranthene	0.0800	0.0644	80.5	42.0-121	
Benzo(g,h,i)perylene	0.0800	0.0701	87.6	45.0-125	
Benzo(k)fluoranthene	0.0800	0.0756	94.5	49.0-125	
Chrysene	0.0800	0.0806	101	49.0-122	
Dibenz(a,h)anthracene	0.0800	0.0709	88.6	47.0-125	
Fluoranthene	0.0800	0.0779	97.4	49.0-129	

QUALITY CONTROL SUMMARY

Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

L1741593-01,02,03,04

Laboratory Control Sample (LCS)

(1	(2)	R4078027-1	06/06/24	02:10

, ,					
	Spike Amount	LCS Result	LCS Rec.	Rec. Limits	LCS Qualifier
Analyte	mg/kg	mg/kg	%	%	
Fluorene	0.0800	0.0723	90.4	49.0-120	
Indeno(1,2,3-cd)pyrene	0.0800	0.0610	76.3	46.0-125	
Naphthalene	0.0800	0.0720	90.0	50.0-120	
Phenanthrene	0.0800	0.0714	89.3	47.0-120	
Pyrene	0.0800	0.0797	99.6	43.0-123	
1-Methylnaphthalene	0.0800	0.0750	93.8	51.0-121	
2-Methylnaphthalene	0.0800	0.0729	91.1	50.0-120	
2-Chloronaphthalene	0.0800	0.0734	91.8	50.0-120	
(S) p-Terphenyl-d14			92.4	23.0-120	
(S) Nitrobenzene-d5			101	14.0-149	
(S) 2-Fluorobiphenyl			92.7	34.0-125	

L1741619-12 Original Sample (OS) • Matrix Spike (MS) • Matrix Spike Duplicate (MSD)

	Spike Amount	Original Result	MS Result	MSD Result	MS Rec.	MSD Rec.	Dilution	Rec. Limits	MS Qualifier	MSD Qualifier	RPD	RPD Limits
Analyte	mg/kg	mg/kg	mg/kg	mg/kg	%	%		%			%	%
Anthracene	0.0772	U	0.0585	0.0577	75.8	74.7	1	10.0-145			1.38	30
Acenaphthene	0.0772	U	0.0596	0.0620	77.2	80.3	1	14.0-127			3.95	27
Acenaphthylene	0.0772	U	0.0646	0.0667	83.7	86.4	1	21.0-124			3.20	25
Benzo(a)anthracene	0.0772	U	0.0528	0.0515	68.4	66.7	1	10.0-139			2.49	30
Benzo(a)pyrene	0.0772	U	0.0591	0.0559	76.6	72.4	1	10.0-141			5.57	31
Benzo(b)fluoranthene	0.0772	U	0.0514	0.0503	66.6	65.2	1	10.0-140			2.16	36
Benzo(g,h,i)perylene	0.0772	U	0.0597	0.0557	77.3	72.2	1	10.0-140			6.93	33
Benzo(k)fluoranthene	0.0772	U	0.0651	0.0654	84.3	84.7	1	10.0-137			0.460	31
Chrysene	0.0772	U	0.0671	0.0709	86.9	91.8	1	10.0-145			5.51	30
Dibenz(a,h)anthracene	0.0772	U	0.0588	0.0560	76.2	72.5	1	10.0-132			4.88	31
Fluoranthene	0.0772	U	0.0671	0.0671	86.9	86.9	1	10.0-153			0.000	33
Fluorene	0.0772	U	0.0602	0.0620	78.0	80.3	1	11.0-130			2.95	29
Indeno(1,2,3-cd)pyrene	0.0772	U	0.0521	0.0494	67.5	64.0	1	10.0-137			5.32	32
Naphthalene	0.0772	U	0.0610	0.0642	79.0	83.2	1	10.0-135			5.11	27
Phenanthrene	0.0772	U	0.0600	0.0606	77.7	78.5	1	10.0-144			0.995	31
Pyrene	0.0772	U	0.0662	0.0668	85.8	86.5	1	10.0-148			0.902	35
1-Methylnaphthalene	0.0772	U	0.0637	0.0665	82.5	86.1	1	10.0-142			4.30	28
2-Methylnaphthalene	0.0772	U	0.0615	0.0638	79.7	82.6	1	10.0-137			3.67	28
2-Chloronaphthalene	0.0772	U	0.0613	0.0642	79.4	83.2	1	29.0-120			4.62	24
(S) p-Terphenyl-d14					79.0	83.7		23.0-120				
(S) Nitrobenzene-d5					90.9	95.2		14.0-149				
(S) 2-Fluorobiphenyl					81.9	88.3		34.0-125				





















Instrument: VOCGC1 • File ID: 0604_07

06/04/24 17:29			
Sample ID	File ID	FLUOROBENZENE (FID)	FLUOROBENZENE (PID)
		Response	Response
Standard	0604_07	1833466	872343
Upper Limit		3666932	1744686
Lower Limit		916733	436172
LCS R4078267-1 WG2298582 1x	0604_08	1662915	803978
BLANK R4078267-2 WG2298582 25x	0604_11	1684748	968096
L1741593-01 WG2298582 27x	0604_26	1557093	877782
L1741593-02 WG2298582 31.3x	0604_27	1719327	946825
MS R4078267-3 WG2298582 28.5x	0604_32	1690325	780550
MSD R4078267-4 WG2298582 28.5x	0604_33	1714441	841191

²Tc













13

Instrument: VOCGC15 • File ID: 0606_04

06/06/24 16:28				
Sample ID	File ID	FLUOROBENZENE (FID)	FLUOROBENZENE (PID)	9
		Response	Response	
Standard	0606_04	373691700	0	
Upper Limit		747383400	0	
Lower Limit		186845900	0	L
BLANK R4078759-1 WG2300265 25x	0606_07	340727600	0	
LCS R4078759-2 WG2300265 1x	0606_08	402445400	0	
L1741593-03 WG2300265 32.3x	0606_28	371862500	0	
117/1593-0/1 WG2300265 26v	0606 29	3/5256900	0	





Instrument: VOCMS59 • File ID: 0606_03-1

06/06/24 09:27				
Sample ID	File ID	8260-FLUOROBENZENE	8260-CHLOROBENZENE-D5	8260-1,4-DICHLOROBENZENE-D4
		Response	Response	Response
Standard	0606_03-1	550863.30	228727.90	201971.90
Upper Limit		1101727	457456	403944
Lower Limit		275432	114364	100986
LCS R4078473-1 WG2299127 1x	0606_03LCS	550863.30	228727.90	201971.90
BLANK R4078473-2 WG2299127 1x	0606_06	569692	224577.70	211566.40
L1741593-01 WG2299127 1.08x	0606_07	581306	225526.70	222019.40
L1741593-02 WG2299127 1.25x	0606_08	557317.10	225599	214034.10
L1741593-03 WG2299127 1.29x	0606_09	602301.70	241807.50	217742.30
L1741593-04 WG2299127 1.04x	0606_10	575752	233368.90	219329.70





















Semi Volatile Organic Compounds (GC/MS) by Method 8270D-SIM

Instrument: BNAMS25 • File ID: 0605A_03

06/06/24 00:30						
Sample ID	File ID	NAPHTHALENE-D8	ACENAPHTHENE-D10	PHENANTHRENE-D10	CHRYSENE-D12	PERYLENE-D12
		Response	Response	Response	Response	Response
Standard	0605A_03	69745	39050	69092	60676	51231
Upper Limit		139490	78100	138184	121352	102462
Lower Limit		34873	19525	34546	30338	25616
L1741593-04 WG2299200 1x	0605A_27	51989	31436	57497	53233	54414











Instrument: BNAMS28 • File ID: 0606_03

06/06/24 01:12						
Sample ID	File ID	NAPHTHALENE-D8	ACENAPHTHENE-D10	PHENANTHRENE-D10	CHRYSENE-D12	PERYLENE-D12
		Response	Response	Response	Response	Response
Standard	0606_03	48846	25929	47876	43647	46236
Upper Limit		97692	51858	95752	87294	92472
Lower Limit		24423	12965	23938	21824	23118
LCS R4078027-1 WG2299200 1x	0606_06	40311	21246	38264	33178	34099
BLANK R4078027-2 WG2299200 1x	0606_07	40400	21199	37278	33356	34911
MS R4078027-3 WG2299200 1x	0606_36	37930	20133	35944	32548	34270
MSD R4078027-4 WG2299200 1x	0606_37	38323	20177	35879	31764	33250
L1741593-01 WG2299200 1x	0606_38	37872	19790	34156	31929	33475
L1741593-02 WG2299200 1x	0606_39	35911	18913	32333	30618	32075
L1741593-03 WG2299200 1x	0606_40	37201	19319	33494	30828	32089











GLOSSARY OF TERMS

Guide to Reading and Understanding Your Laboratory Report

The information below is designed to better explain the various terms used in your report of analytical results from the Laboratory. This is not intended as a comprehensive explanation, and if you have additional questions please contact your project representative.

Results Disclaimer - Information that may be provided by the customer, and contained within this report, include Permit Limits, Project Name, Sample ID, Sample Matrix, Sample Preservation, Field Blanks, Field Spikes, Field Duplicates, On-Site Data, Sampling Collection Dates/Times, and Sampling Location. Results relate to the accuracy of this information provided, and as the samples are received.

Abbreviations and Definitions

MDL	Method Detection Limit.
RDL	Reported Detection Limit.
Rec.	Recovery.
RPD	Relative Percent Difference.
SDG	Sample Delivery Group.
(S)	Surrogate (Surrogate Standard) - Analytes added to every blank, sample, Laboratory Control Sample/Duplicate and Matrix Spike/Duplicate; used to evaluate analytical efficiency by measuring recovery. Surrogates are not expected to be detected in all environmental media.
U	Not detected at the Reporting Limit (or MDL where applicable).
Analyte	The name of the particular compound or analysis performed. Some Analyses and Methods will have multiple analytes reported.
Dilution	If the sample matrix contains an interfering material, the sample preparation volume or weight values differ from the standard, or if concentrations of analytes in the sample are higher than the highest limit of concentration that the laboratory can accurately report, the sample may be diluted for analysis. If a value different than 1 is used in this field, the result reported has already been corrected for this factor.
Limits	These are the target % recovery ranges or % difference value that the laboratory has historically determined as normal for the method and analyte being reported. Successful QC Sample analysis will target all analytes recovered or duplicated within these ranges.
Original Sample	The non-spiked sample in the prep batch used to determine the Relative Percent Difference (RPD) from a quality control sample. The Original Sample may not be included within the reported SDG.
Qualifier	This column provides a letter and/or number designation that corresponds to additional information concerning the resu reported. If a Qualifier is present, a definition per Qualifier is provided within the Glossary and Definitions page and potentially a discussion of possible implications of the Qualifier in the Case Narrative if applicable.
Result	The actual analytical final result (corrected for any sample specific characteristics) reported for your sample. If there was no measurable result returned for a specific analyte, the result in this column may state "ND" (Not Detected) or "BDL" (Below Detectable Levels). The information in the results column should always be accompanied by either an MDL (Method Detection Limit) or RDL (Reporting Detection Limit) that defines the lowest value that the laboratory could detect or report for this analyte.
Uncertainty (Radiochemistry)	Confidence level of 2 sigma.
Case Narrative (Cn)	A brief discussion about the included sample results, including a discussion of any non-conformances to protocol observed either at sample receipt by the laboratory from the field or during the analytical process. If present, there will be a section in the Case Narrative to discuss the meaning of any data qualifiers used in the report.
Quality Control Summary (Qc)	This section of the report includes the results of the laboratory quality control analyses required by procedure or analytical methods to assist in evaluating the validity of the results reported for your samples. These analyses are not being performed on your samples typically, but on laboratory generated material.
Sample Chain of Custody (Sc)	This is the document created in the field when your samples were initially collected. This is used to verify the time and date of collection, the person collecting the samples, and the analyses that the laboratory is requested to perform. This chain of custody also documents all persons (excluding commercial shippers) that have had control or possession of the samples from the time of collection until delivery to the laboratory for analysis.
Sample Results (Sr)	This section of your report will provide the results of all testing performed on your samples. These results are provided by sample ID and are separated by the analyses performed on each sample. The header line of each analysis section fo each sample will provide the name and method number for the analysis reported.
Sample Summary (Ss)	This section of the Analytical Report defines the specific analyses performed for each sample ID, including the dates and times of preparation and/or analysis.

Qualifier	Description
-----------	-------------

В	The same analyte is found in the associated blank.
C3	The reported concentration is an estimate. The continuing calibration standard associated with this data responded low. Method sensitivity check is acceptable.
J	The identification of the analyte is acceptable; the reported value is an estimate.























ACCREDITATIONS & LOCATIONS

Pace Analytical National 12065 Lebanon Rd Mount Juliet, TN 37122

Alabama	40660	Nebraska	NE-OS-15-05
Alaska	17-026	Nevada	TN000032021-1
Arizona	AZ0612	New Hampshire	2975
Arkansas	88-0469	New Jersey–NELAP	TN002
California	2932	New Mexico ¹	TN00003
Colorado	TN00003	New York	11742
Connecticut	PH-0197	North Carolina	Env375
Florida	E87487	North Carolina ¹	DW21704
Georgia	NELAP	North Carolina ³	41
Georgia ¹	923	North Dakota	R-140
Idaho	TN00003	Ohio-VAP	CL0069
Illinois	200008	Oklahoma	9915
Indiana	C-TN-01	Oregon	TN200002
lowa	364	Pennsylvania	68-02979
Kansas	E-10277	Rhode Island	LA000356
Kentucky 16	KY90010	South Carolina	84004002
Kentucky ²	16	South Dakota	n/a
Louisiana	Al30792	Tennessee 1 4	2006
Louisiana	LA018	Texas	T104704245-20-18
Maine	TN00003	Texas ⁵	LAB0152
Maryland	324	Utah	TN000032021-11
Massachusetts	M-TN003	Vermont	VT2006
Michigan	9958	Virginia	110033
Minnesota	047-999-395	Washington	C847
Mississippi	TN00003	West Virginia	233
Missouri	340	Wisconsin	998093910
Montana	CERT0086	Wyoming	A2LA
A2LA – ISO 17025	1461.01	AIHA-LAP,LLC EMLAP	100789
A2LA – ISO 17025 ⁵	1461.02	DOD	1461.01
Canada	1461.01	USDA	P330-15-00234



^{*} Not all certifications held by the laboratory are applicable to the results reported in the attached report.

TN00003

EPA-Crypto























 $^{^*\,} Accreditation \, is \, only \, applicable \, to \, the \, test \, methods \, specified \, on \, each \, scope \, of \, accreditation \, held \, by \, Pace \, Analytical.$

Company Name/Address:	14		Billing Infor	rmation:			-		^	nalveie	Conta	nor / D-	eservativ	0		Icheito	
Stantec Consulting Corp - UT 2890 East Cottonwood Parkway Suite 300 Salt Lake City. UT 84121		Accounts Payable 2890 East Cottonwood Parkway		Pres Chk				hall to	Conta	ainer / Pre	servativ	P		Chain of Custo	dy Page of		
			Suite 300 Salt Lake City, UT 84121												PEOPLE ADVANCING S		
Report to: Shawnalee Voyles			Email To: Shawnalee.Voyles@stantec.com;thomas.goro			gordon		J/K								12065 Lebanon Rd N	OLIET, TN Jount Juliet, TN 37122 Via this chain of custody
Project Description: Hunt Day - I-84		City/State Collected:	Mountai	n Home, 20	01 0		Pres	S/Imo					n Englis Hallands			constitutes acknowle Pace Terms and Cond	dgment and acceptance of the
Phone: 801-261-0090	Client Project			Lab Project # SECORUT-ID		1	4ozdr-NoPres	40mlAmb/MeOH10ml/Syr					-1ha			SDG # 11	741593
Collected by (print): Shawnalee loyes	Site/Facility I		ID	P.O. #				Amb//								Acctnum: SEC	
Collected by (signature)	Same D	Lab MUST Be Day Five Day 5 Da Day 10 D	Day y (Rad Only)	Quote #	ts Needed		DRO,SV8270PAHSIM			-						Template:T2! Prelogin: P1(PM: 824 - Chri	75904
Packed on Ice NY X	Three C	Matrix *	Depth	Date	Time	No. of Cntrs	RO,SV8	GRO,V8260					ha.			PB:	edEX Ground
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* Matrix:	Remarks:			Labiti	2"-												
SS - Soil AIR - Air F - Filter GW - Groundwater B - Bioassay NW - WasteWater	ACITICINA.	Remarks:						pH Temp Flow Other			B	Sample Receipt Checklist COC Seal Present/Intact: MP COC Signed/Accurate: Bottles arrive intact: Correct bottles used:					
DW - Drinking Water OT - Other Samples returnedUPSFedEx Relinquished by : (Signature)			Time:	Trackii			715	55	-	304		140	13	S V	officient	t volume sent: If Applicable Headspace: ion Correct/Che	Y N
Relinquished by: (Signature)	S	24/24 te:		Other	ed by: (Signat	P	Stel	l				TE	CL / MeoH	R	AD Screen	n <0.5 mR/hr:	_Y _N
Relinquished by : (Signature)	9	5/28/24 te:		530	ed by: Signal		rel		10	o O H		61	Received 8			ion required by Log	
7. (5.0.000)			Time:	RECEIV	Cu for lab by:	Va)	201~			ote:	124	Time:	900		old:		Condition:

5/30 - NCF-L1741593 SECORUT		Need to pr
Time estimate: oh	Time spent: oh	***************************************
Members		
Robert Rountree (responsible)	TG Tony Gibson	
Due on 6 June 2024 5:00 PM for targe	t Done	
Parameter(s) past holding time ✓ Temperature not in range Improper container type pH not in range Insufficient sample volume Sample is biphasic Vials received with headspace Broken container Sufficient sample remains If broken container: Insufficient pa If broken container: Insufficient pa If broken container: Sample was free If broken container: Container lid to Client informed by Call Client informed by Email Date/Time: PM initials: Client Contact: Client Contact:	acking material inside cooler dling by carrier: ozen	
Comments		
Robert Rountree Cooler received out of temp @ 16.1 v	with all ice melted	31 May 2024 12:29 AM
Tony Gibson Please proceed with testing,		31 May 2024 7:03 AM
Robert Rountree Done.		1 June 2024 12:44 AM



Appendix B

Geotechnical Report

Email: Greg@HuntDay.co 3445 Antelope Drive, St 200 Phone: (801) 814 - 1778 Syracuse UT 84075





ENGINEERING •GEOTECHNICAL •ENVIRONMENTAL (ESA I & II) •
MATERIALS TESTING •SPECIAL INSPECTIONS •
ORGANIC CHEMISTRY • PAVEMENT
DESIGN •GEOLOGY

GEOTECHNICAL ENGINEERING STUDY

Proposed Maverik Store

I-84 and Frontage Road Mountain Home, Idaho

CMT PROJECT NO. 22153

FOR:

Stantec

2890 East Cottonwood Parkway, Suite 300 Salt Lake City, Utah 84121-7283

May 10, 2024



May 10, 2024

Mr. Russ Hamblin Stantec 2890 East Cottonwood Parkway, Suite 300 Salt Lake City, Utah 84121-7283

Subject: Geotechnical Engineering Study

Proposed Maverik Store I-84 and Frontage Road Mountain Home, Idaho CMT Project Number: 22153

Mr. Hamblin:

Submitted herewith is the report of CMT's geotechnical engineering study for the subject site. This report contains the results of CMT's findings and an engineering interpretation of the results with respect to the available project characteristics. It also contains recommendations to aid in the design and construction of the earth related phases of this project.

On April 19, 2024, Stantec personnel were on-site and supervised the drilling of 8 bore holes extending to depths of about 6.5 to 16.5 feet below the existing ground surface. Auger refusal occurred in several of the deeper bore holes at depths of about 14 to 16 feet below the surface. Samples of the subsurface soils encountered in the bore holes were obtained during the field operations and transported to CMT's laboratory for further observation and testing of select samples.

Conventional spread and/or continuous footings may be utilized to support the proposed structures, provided the recommendations in this report are followed. A detailed discussion of design and construction criteria is presented in this report.

CMT appreciates the opportunity to work with you at this stage of the project. CMT offers a full range of Geotechnical Engineering, Geological, Material Testing, Special Inspection services, and Phase I and II Environmental Site Assessments. With offices throughout Utah, Idaho, Arizona, Colorado, and Texas CMT's staff is capable of efficiently serving your project needs. If we can be of further assistance or if you have any questions regarding this project, please do not hesitate to contact CMT at 801-492-4132.

Sincerely,

CMT Technical Services

Jeffrey J. Egbert, P.E. (UT), LEED A.P., M. ASCE Senior Geotechnical Engineer Reviewed by:

Bryan N. Roberts, P.E. Senior Geotechnical Engineer



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APPENDIX

Figure 1: Site Map
Figures 2-9: Bore Hole Logs

1.0 INTRODUCTION

1.1 General

CMT Technical Services (CMT) was retained to conduct a geotechnical subsurface study for a proposed Maverik Store development. The site is situated on the northern corner of the intersection of the Frontage Road and the I-84 Business Route in Mountain Home, Idaho as shown in the **Vicinity Map** below.



VICINITY MAP

1.2 Objectives, Scope and Authorization

The objectives and scope of CMT's study were planned in communications among Ms. Sandy Cook and Mr. Russ Hamblin of Stantec, and Mr. Jeff Egbert of CMT. In general, the objectives of this study were to define and evaluate the subsurface soil and groundwater conditions at the site, and provide appropriate foundation, earthwork, pavement and seismic recommendations to be utilized in the design and construction of the proposed development.

In accomplishing these objectives subsurface explorations consisting of the drilling/logging/sampling of 8 bore holes, performing an infiltration test in one of the bore holes, and driving a Dynamic Cone Penetrometer (DCP) at three locations on the site were performed by Stantec personnel. CMT's scope of work included performing



laboratory testing of select samples of the subsurface soils delivered to CMT's Vineyard, Utah laboratory, and conducting an office program which included correlating available data, performing engineering analyses, and preparing this summary report.

1.3 Description of Proposed Construction

CMT understands that the proposed construction consists of a new Maverik convenience store and fuel station with accompanying fuel islands and canopies, and underground fuel storage tanks. CMT projects that wall loads for the store building will not exceed 4,000 pounds per linear foot. Floor slab loads are anticipated to be relatively light, with an average uniform loading not exceeding 150 pounds per square foot.

The fuel island canopies will be supported by steel frames and columns extending to the foundation system. It is projected that the maximum canopy downward column loads will be on the order of 60,000 pounds. In addition, uplift and lateral loads will be imposed upon these foundations.

If the structural loading conditions are different than CMT has projected, please notify CMT so that any appropriate modifications to CMT's conclusions and recommendations contained herein can be made.

Parking/drive paved areas will utilize both asphalt and concrete pavement. Concrete pavement will likely be installed in front of the proposed store structure, as well as in the canopy fuel island and over the underground storage tank area. In other areas, asphalt concrete sections will likely be used. Maverik standards require that the medium duty pavement areas be designed for 1,500 automobiles and light trucks per day, 20 daily medium-weight delivery trucks, and 1 semi-truck per day. The site plan indicates 7 hi-flow lanes for this site for which Maverik Standards require design for 235 semi-trucks per day.

1.4 Executive Summary

The most significant geotechnical aspects regarding site development include the following:

- 1. The site vacant and vegetated with grasses, weeds, and brush. Topsoil was noted to be about 6 inches in thickness but roots from larger vegetation likely extend deeper.
- 2. Based upon the bore holes, subsurface natural soils consist of near-surface SILT (ML) and CLAY (CL, CL-ML) layers, underlain by Lean CLAY (CL), Fat CLAY (CH), SILT (ML), SAND (SM, SP-SM) and GRAVEL (GP, GP-GM, GM) to the maximum depth explored of about 16.5 feet below the existing surface.
- 3. Refusal on basalt bedrock occurred in several of the bore holes at depths between about 14 and 16 feet below the surface.
- 4. Groundwater was not noted on the field bore hole logs and thus is not anticipated to be encountered in the tank pit excavation.
- 5. Due to the layered and variable natural soils, foundations should be constructed on a minimum of 18 inches of select structural/engineered fill which extends to suitable, natural soils;



A CMT or other qualified geotechnical engineer must assess that vegetation, topsoil, non-engineered/undocumented fills (if encountered), debris, disturbed or unsuitable soils have been removed and that suitable soils have been encountered prior to placing site grading fills, footings, slabs, and pavements.

In the following sections, detailed discussions pertaining to the site are provided, including subsurface descriptions, geologic setting, seismicity, earthwork, foundations, lateral resistance, lateral pressure, floor slabs, and pavements.

2.0 FIELD EXPLORATION

2.1 General

To define and evaluate the subsurface soil and groundwater conditions, 8 bore holes were drilled at the site to depths of approximately 6.5 to 16.5 feet below the existing ground surface. Deeper exploration was prevented by basalt bedrock. Locations of the bore holes are presented on **Figure 1**.

Samples of the subsurface soils encountered in the bore holes were collected at varying depths through the hollow stem drill augers. Relatively undisturbed samples were obtained by driving a split-spoon sampler with 2.5-inch outside diameter rings/liners into the undisturbed soils below the drill augers. Disturbed samples were collected utilizing a standard split spoon sampler. The standard split spoon sampler was driven 18 inches (or shallower) into the soils at the respective sample depths using a 140-pound hammer free-falling a distance of 30 inches. The number of hammer blows needed for each 6-inch interval were recorded. The sum of the hammer blows for the final 12 inches of penetration on the standard split spoon sampler is known as a standard penetration test and this 'blow count' was recorded on the bore hole logs. Where more than 50 blows occurred before the 6-inch interval was achieved, the sampling was terminated and the number of blows and inches penetrated by the sampler were recorded. The standard penetration test blow counts provides a reasonable approximation of the relative density of granular soils, but only a limited indication of the relative consistency of fine-grained soils because the consistency of these soils is significantly influenced by the moisture content.

The samples of the subsurface soils retrieved from the bore holes were classified in the field based upon visual and textural examination, logged and described in general accordance with ASTM¹ D-2488. These field classifications were supplemented by subsequent examination and testing of select samples in CMT's Vineyard, Utah laboratory. Logs of the bore holes, including a description of the soil strata encountered, are presented on each individual Bore Hole Log, **Figures 2 through 9**, included in the Appendix. Sampling information and other pertinent data and observations are also included on the logs. In addition, a Key to Symbols defining the terms and symbols used on the logs is provided as **Figure 10** in the Appendix.

2.2 Infiltration Testing

Infiltration testing was also performed as part of the field exploration within bore hole B-2 at a depth of about 5 feet below the existing ground surface. The testing consisted of drilling to the specified depth, sampling, then

¹ American Society for Testing and Materials



filling the hollow stem of the drill auger with water and measuring the rate of water drop over a certain time period. The final measured rate was approximately 12 minutes per inch. The measured rate could increase (become slower) over time due to siltation, thus we recommend an appropriate factor of safety be applied for design.

3.0 LABORATORY TESTING

Selected samples of the subsurface soils were subjected to various laboratory tests to assess pertinent engineering properties, as follows:

- 1. Moisture Content, ASTM D-2216, Percent moisture representative of field conditions
- 2. Gradation Analysis, ASTM D-1140/C-117, Grain Size Analysis
- 3. Atterberg Limits, ASTM D-4318, Plasticity and workability
- 4. Dry Density, ASTM D-2937, Dry unit weight representing field conditions
- 5. One Dimension Consolidation, ASTM D-2435, Consolidation properties

To provide data for an analysis of potential settlement from structural loading, a one-dimensional consolidation test was performed on each of 3 samples of the near surface clay and silt soils collected in the bore holes. Based upon data obtained from the consolidation testing, the clay/silt soils at this site are moderately overconsolidated and moderately compressible under additional loading. In addition, the samples showed slight moisture sensitivity in the form of both collapse (additional settlement) and swell when wetted during the tests. Detailed results of the consolidation tests are maintained within our files and can be transmitted to you, if so desired.

Laboratory test results are presented on the bore hole logs (Figures 2 through 9) and in the following Lab Summary Table:

LAB SUMMARY TABLE

BORE	DEPTH	SAMPLE	SOIL	MOISTURE	DRY DENSITY	GRADATION			ATTER	RBERG L	IMITS	COLLAPSE (-)/				
HOLE	(feet)	TYPE	CLASS	CONTENT(%)	(pcf)	GRAV.	GRAV. SAND		GRAV. SAND		GRAV. SAND FINES		LL	PL	PI	EXPANSION(+)
B-1	7.5	SPT	SM	3		39	49	12								
B-1	10	SPT	СН	20					56	25	31					
B-2	2.5	SPT	CL	11					29	18	11					
B-3	7.5	SPT	GP-GM	2		52	41	7								
B-4	2.5	Rings	GM	4		39	38	23								
B-5	7.5	Rings	CL	14	91				37	18	19	-1.2%				
B-6	10	Rings	CL/GP	14	82	38	14	48	48	26	22	-1.0%				
B-7	2.5	Rings	ML	19	98							+0.9%				
B-7	5	SPT	SP-SM	2		46	49	5								
B-7	10	Rings	CL	11		8	22	70	29	21	8					
B-8	2.5	SPT	ML	13		·			26	22	4					
B-8	7.5	SPT	CL	16					40	22	18					



4.0 GEOLOGIC & SEISMIC CONDITIONS

4.1 Geologic Setting

The subject site is located in the southwest portion of Elmore County in southwestern Idaho on a broad, relatively flat plain crossed by the Snake River and its tributaries. The broad plain in which the site is located is known as the Snake River Plain and is believed to have been formed initially as a rift zone beginning approximately 12 million years before present. The Earth's crust across the rift zone was stretched and thinned resulting in the subsidence of the plain. This movement occurred along a series of normal faults on the margins of the plain. During the time of the rifting, a hot spot in the Earth's mantle also formed under the plain resulting in an area of volcanic activity at the surface over the hot spot. As the North American Tectonic plate moved generally westward over time, the fixed hot spot remained below the plain, with the active volcanic area moving relatively eastward. The hot spot remains active to this day and currently underlies Yellowstone National Park several hundred miles east of the subject site. The area was also influenced by Lake Idaho, an ancient, freshwater lake that occupied much of the Western Snake River Plain from about 9 to 2 million years before present. This lake reached a high stand of about 3,800 feet above sea level and deposited thousands of feet of sediment on the plain during its nearly 7 million year presence.

Published geologic mapping is sparse for the area of the subject site. An interactive geologic map of Idaho² shows the geology at the location of the subject site and adjacent areas to be Quaternary alluvial deposits. These deposits are described in the mapping as: "Deposits in valleys consisting of gravel, sand, and silt. Includes younger terrace deposits. May contain some glacial deposits and colluvium in uplands." No fill or disturbed ground is mapped at the location. Refer to the **Geologic Map**, shown on the following page.

² Interactive Geologic Map of Idaho: https://www.idahogeology.org/WebMap4/





GEOLOGIC MAP

4.2 Faulting

No surface fault traces are shown on the referenced geologic map crossing, adjacent to, or projecting toward the subject site. The nearest mapped active (Holocene) fault to the site is the Squaw Creek fault approximately 64 miles to the northwest.

4.3 Seismicity

4.3.1 Site Class

Idaho has adopted the International Building Code (IBC) 2021, which determines the seismic hazard for a site based upon 2014 mapping of bedrock accelerations prepared by the United States Geologic Survey (USGS) and the soil site class. The USGS values are presented on maps incorporated into the IBC code and are also available based on latitude and longitude coordinates (grid points). For site class definitions, IBC 2021 Section 1613.2.2 refers to Chapter 20, Site Classification Procedure for Seismic Design, of ASCE³ 7-16, which stipulates that the average values of shear wave velocity, blow count and/or shear strength within the upper 100 feet (30 meters) be utilized to determine seismic site class.

³American Society of Civil Engineers



Based on encountered refusal at fairly shallow depths, it is our opinion the site best fits Site Class C – Very Dense Soil and Soft Rock Profile, which we recommend for seismic structural design.

4.3.2 Ground Motions

The 2014 USGS mapping utilized by the IBC provides values of peak ground, short period and long period spectral accelerations for the Site Class B/C boundary and the Risk-Targeted Maximum Considered Earthquake (MCE_R). This Site Class B/C boundary represents average bedrock values for the Western United States and must be corrected for local soil conditions. The table and response spectra below summarize the peak ground, short period and long period accelerations for the MCE_R event, and incorporates appropriate soil correction factors for a Site Class C soil profile at 43.1710 degrees north latitude and -115.7436 degrees west longitude:

SPECTRAL ACCELERATION PERIOD, T	SITE CLASS B/C BOUNDARY [mapped values] (g)	SITE COEFFICIENT	SITE CLASS C [adjusted for site class effects] (g)	MULTI- PLIER	DESIGN VALUES (g)
Peak Ground Acceleration	PGA = 0.119	$F_{pga} = 1.281$	$PGA_{M} = 0.152$	1.000	PGA _M = 0.152
0.2 Seconds (Long Period	$S_S = 0.270$	$F_a = 1.300$	$S_{MS} = 0.351$	0.667	$S_{DS} = 0.234$
Acceleration)	(no exceptions needed)	$F_a = (N/A)$	$S_{MS} = (N/A)$	0.667	$S_{DS} = (N/A)$
1.0 Second (Long Period	$S_1 = 0.098$	$F_{v} = 1.500$	$S_{M1} = 0.147$	0.667	$S_{D1} = 0.098$
Acceleration)	(no exceptions needed)	$F_v = (N/A)$	$S_{M1} = (N/A)$	0.667	$S_{D1} = (N/A)$

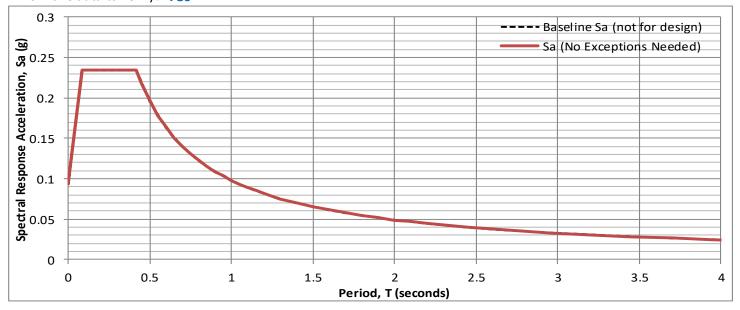
* Site Class C With Measurements

NOTES: 1. TL (seconds): 6

2. Site Class: C

4. No Exceptions Needed

3. Have data to verify? Yes



4.3.3 Liquefaction

Liquefaction is defined as the condition when saturated, loose, sandy soils lose their support capabilities because of excessive pore water pressure which develops during a seismic event. Clayey soils, even if saturated, will generally not liquefy during a major seismic event.



Groundwater was not encountered in the bore holes and refusal was encountered (on bedrock) in most of the deeper borings at depths of about 14 to 16 feet. Given this information and in the absence of groundwater, liquefaction will not occur in the soils encountered.

4.4 Other Geologic Hazards

No landslide deposits or features, including lateral spread deposits, are mapped on or adjacent to the site. The site is not located within a known or mapped debris flow, stream flooding⁴, or rockfall hazard area.

5.0 SITE CONDITIONS

5.1 Surface Conditions

At the time the field work was performed the site was vacant and the surface moderately vegetated with grasses, weeds, and brush. There was a wooden billboard on the southwest portion of the site. Site grades sloped gently downward to the west and north. Based upon aerial photos dating back to 1998 that are readily available on the internet, it appears the site has been vacant since that time. The site is bordered on the northwest by the I-84 eastbound on-ramp, on the east by similar vacant land, on the south by Frontage Road, and on the southwest by I-84 Business Loop (see the **Vicinity Map** in **Section 1.1** above).

5.2 Subsurface Soils

Topsoil was estimated to be about 6 inches in thickness at the bore hole locations but could vary across the site. Subsurface natural soils encountered consisted of Lean CLAY (CL) and at least one Fat CLAY (CH) layer, with varying amounts of sand, SILT (ML) layers, with varying amounts of sand, SAND layers with varying amounts of fines (SM, SP-SM), and GRAVEL with varying amounts of sand and fines (GP, GP-GM, GM). Some basalt layers/lenses were also encountered. Auger refusal on basalt was encountered in bore hole B-3 at 16 feet, in B-4 at 14 feet, in B-5 at 15.5 feet, in B-6 at 14.5 feet, and in B-7 at 15 feet.

The silt/clay soils were slightly moist to moist, brown to light brown in color, and soft to hard in consistency based upon the SPT blow counts. They also exhibited moderate over consolidation with moderate compressibility characteristics and slight moisture sensitivity in laboratory testing.

The sand and gravel soils were slightly moist to moist, light brown/light brown/white/gray in color, and in a medium dense to very dense state based upon the SPT blow counts. These soils are projected to exhibit higher bearing strength and lower compressibility compared to the clay and silt soils.

For a more descriptive interpretation of subsurface conditions, please refer to the bore hole logs, **Figures 2 through 9**, which graphically represent the subsurface conditions encountered. The lines designating the interface between soil types on the logs generally represent approximate boundaries; in situ, the transition between soil types may be gradual.

⁴ https://msc.fema.gov/portal/search?AddressQuery=Mountain%20Home%2C%20Idaho



5.3 Groundwater

Groundwater was not noted on the field bore hole logs within the depths explored. Based upon this information groundwater is not expected to be encountered in the underground tank excavation.

Groundwater levels can fluctuate seasonally and in response to numerous other factors such as heavy precipitation, irrigation of neighboring land, and other unforeseen factors. The detailed evaluation of these and other factors, which may be responsible for ground water fluctuations, and the magnitude of potential fluctuations, is beyond the scope of this study.

5.4 Site Subsurface Variations

Based on the results of the subsurface explorations and CMT's experience, variations in the continuity and nature of subsurface conditions should be anticipated. Due to the heterogeneous characteristics of natural soils, care should be taken in interpolating or extrapolating subsurface conditions between or beyond the exploratory locations.

6.0 SITE PREPARATION AND GRADING

6.1 General

All deleterious materials should be stripped from the site prior to commencement of construction activities. This includes vegetation, topsoil, undocumented fill soils (if encountered), loose and disturbed soils, etc.

Based upon the conditions observed at the locations of the bore holes topsoil about 6 inches was noted on the surface. The depth and lateral extend of the surface materials should be expected to vary across the site. When stripping and grubbing, topsoil should be distinguished by the apparent organic content and not solely by color; thus, we estimate that topsoil stripping will need to include the upper 4 to 6 inches. However, where larger vegetation is present, large roots and/or root balls likely extend deeper.

Site clearing and grubbing, and surface preparation, should be observed by a CMT geotechnical engineer to assess that suitable natural soils have been exposed and any deleterious materials, loose and/or disturbed soils have been removed, or that existing fill soils have been proof rolled, prior to placing site grading fills, footings, slabs, and pavements.

Fill placed over large areas to raise overall site grades can induce settlements in the underlying natural soils. If more than 3 feet of site grading fill is anticipated over the existing ground surface, CMT should be notified to assess potential settlements and provide additional recommendations as needed. These recommendations may include placement of the site grading fill far in advance to allow potential settlements to occur prior to construction.



6.2 Temporary Excavations

Groundwater was not noted in the bore holes and therefore is not expected to be encountered in the tank pit excavation.

In clayey (cohesive) soils, temporary construction excavations not exceeding 4 feet in depth may be constructed with near-vertical side slopes. Temporary excavations up to 16 feet deep, above or below groundwater, may be constructed with side slopes no steeper than one horizontal to one vertical (1H:1V).

For sandy/gravelly (cohesionless) soils, temporary construction excavations not exceeding 4 feet in depth should be no steeper than one-half horizontal to one vertical (0.5H:1V). For excavations up to 16 feet and above groundwater, side slopes should be no steeper than one and one-half horizontal to one vertical (1.5H:1V). Excavations encountering saturated cohesionless soils will be very difficult to maintain and will require very flat side slopes and/or shoring, bracing and dewatering.

All excavations must be inspected periodically by qualified personnel. If any signs of instability or excessive sloughing are noted, immediate remedial action must be initiated. All excavations should be made following OSHA safety guidelines.

6.3 Fill Material

Following are our recommendations for the various fill types we anticipate will be used at this site:

FILL MATERIAL TYPE	DESCRIPTION RECOMMENDED SPECIFICATION
Select Structural Fill	Placed below structures, flatwork and pavement. Well-graded sand/gravel mixture, with maximum particle size of 4 inches, a minimum 70% passing 3/4-inch sieve, a maximum 20% passing the No. 200 sieve, and a maximum Plasticity Index of 10.
Site Grading Fill	Placed over larger areas to raise the site grade. Sandy to gravelly soil, with a maximum particle size of 6 inches, a minimum 70% passing 3/4-inch sieve, a maximum 50% passing No. 200 sieve, and a maximum Plasticity Index of 15.
Non-Structural Fill	Placed below non-structural areas, such as landscaping. On-site soils or imported soils, with a maximum particle size of 8 inches, including silt/clay soils not containing excessive amounts of degradable/organic material (see discussion below).
Stabilization Fill	Placed to stabilize soft areas prior to placing structural fill and/or site grading fill. Coarse angular gravels and cobbles 1 inch to 8 inches in size. May also use 1.5- to 2.0-inch gravel placed on stabilization fabric, such as Mirafi RS280i, or equivalent (see Section 6.6).

Natural clay and silt soils are not suitable for use as structural fill or as site grading fill, but may be used as non-structural fill. Note that these soils are inherently more difficult to work with in proper moisture conditioning (they are very sensitive to changes in moisture content), requiring very close moisture control during placement and compaction. This will be very difficult, if not impossible, during wet and cold periods of the year.



Onsite sand and gravel soils could possibly be used as structural fill, if found to meet the specifications given above. These soils may be sued as site grading fill.

All fill material should be approved by a CMT geotechnical engineer prior to placement.

6.4 Fill Placement and Compaction

The various types of compaction equipment available have their limitations as to the maximum lift thickness that can be compacted. For example, hand operated equipment is limited to lifts of about 4 inches and most "trench compactors" have a maximum, consistent compaction depth of about 6 inches. Large rollers, depending on soil and moisture conditions, can achieve compaction at 8 to 12 inches. The full thickness of each lift should be compacted to at least the following percentages of the maximum dry density as determined by ASTM D-1557 (or AASHTO⁵ T-180) in accordance with the following recommendations:

LOCATION	TOTAL FILL THICKNESS (FEET)	MINIMUM PERCENTAGE OF MAXIMUM DRY DENSITY
Beneath an area extending at least 4 feet beyond the perimeter of structures, and below flatwork and pavement (applies to structural fill and site grading fill) extending at least 2 feet beyond the perimeter	0 to 5 5 to 8	95 98
Site grading fill outside area defined above	0 to 5 5 to 8	92 95
Utility trenches within structural areas		96
Roadbase and subbase	-	96
Non-structural fill	0 to 5 5 to 8	90 92

Structural fills greater than 8 feet thick are not anticipated at the site. For best compaction results, CMT recommends that the moisture content for structural fill/backfill be within 2% of optimum. Field density tests should be performed on each lift as necessary to verify that proper compaction is being achieved.

6.5 Utility Trenches

For the bedding zone around the utility, CMT recommends utilizing sand bedding fill material that meets current APWA⁶ requirements.

All utility trench backfill material below structurally loaded facilities (foundations, floor slabs, flatwork, parking lots/drive areas, etc.) should be placed at the same density requirements established for structural fill in the previous section.

⁶ American Public Works Association



⁵ American Association of State Highway and Transportation Officials

Most utility companies and local governments are requiring Type A-1a or A-1b (AASHTO Designation) soils (sand/gravel soils with limited fines) be used as backfill over utilities within public rights of way, and the backfill be compacted over the full depth above the bedding zone to at least 96% of the maximum dry density as determined by AASHTO T-180 (ASTM D-1557).

Where the utility does not underlie structurally loaded facilities and public rights of way, natural soils may be utilized as trench backfill above the bedding layer, provided they are properly moisture conditioned and compacted to the minimum requirements stated above in **Section 6.4**.

6.6 Stabilization

The natural silt/clay soils at this site will likely be susceptible to rutting and pumping. The likelihood of disturbance or rutting and/or pumping of the existing natural soils is a function of the soil moisture content, the load applied to the surface, as well as the frequency of the load. Consequently, rutting and pumping can be minimized by avoiding concentrated traffic, minimizing the load applied to the surface by using lighter equipment and/or partial loads, by working in drier times of the year, or by providing a working surface for the equipment. Rubber-tired equipment particularly, because of high pressures, promotes instability in moist/wet, soft soils. If rutting or pumping occurs, traffic should be stopped, and the disturbed soils should be removed and replaced with stabilization material. Typically, a minimum of 18 inches of the disturbed soils must be removed to be effective. However, deeper removal is sometimes required.

If rutting or pumping occurs, traffic should be stopped, and the disturbed soils should be removed and replaced with stabilization material. Typically, a minimum of 18 inches of the disturbed soils must be removed to be effective. However, deeper removal is sometimes required.

To stabilize soft subgrade conditions (if encountered), a mixture of coarse, clean, angular gravels and cobbles and/or 1.5- to 2.0-inch clean gravel should be utilized, as indicated above in **Section 6.3**. This coarse material may be placed and worked into the soft soils until firm and non-yielding or the soft soils removed an additional, minimum of 18 inches, and backfilled with the clean stabilizing fill. A test area should be implemented to achieve a proper stabilization strategy. Often the amount of gravelly material can be reduced with the use of a geotextile fabric such as Mirafi RS280i or equivalent. Its use will also help avoid mixing of the subgrade soils with the gravelly material. After excavating the soft/disturbed soils, the fabric should be spread across the bottom of the excavation and up the sides a minimum of 18 inches. Otherwise, it should be placed in accordance with the manufacturer's recommendation, including proper overlaps. The gravel material can then be placed over the fabric in compacted lifts as described above.

7.0 FOUNDATION RECOMMENDATIONS

The following recommendations have been developed based on the previously described project characteristics, the subsurface conditions observed in the field and the laboratory test data, as well as common geotechnical engineering practice.



CMT Project No. 22153

7.1 Foundation Recommendations

Based on CMT's geotechnical engineering analyses, and considering the interbedded layering and variability of the the subsurface natural soils, proposed structures may be supported upon conventional spread and/or continuous wall foundations placed on a minimum 18 inches of select structural fill extending to suitable natural soils. Footings may be designed using a net bearing pressure of 2,500 psf if placed on a minimum of 18 inches of structural fill.

The term "net bearing pressure" refers to the pressure imposed by the portion of the structure located above lowest adjacent final grade, thus the weight of the footing and backfill to lowest adjacent final grade need not be considered. The allowable bearing pressure may be increased by 1/3 for temporary loads such as wind and seismic forces.

CMT also recommends the following:

- 1. Exterior footings subject to frost should be placed below final grade in accordance with city, county, or state code requirement.
- 2. Interior footings not subject to frost can typically be placed shallower than exterior footings.
- 3. Continuous footing widths should be maintained at a minimum of 18 inches.
- 4. Spot footings should be a minimum of 24 inches wide.

7.2 Installation

Under no circumstances shall foundations be placed on undocumented fill (if encountered), topsoil with organics, sod, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water. If unsuitable soils are encountered, they must be completely removed and replaced with properly compacted structural fill. The base of footing excavations should be observed by a CMT geotechnical engineer to assess that suitable bearing soils have been exposed.

All structural fill used below footings and floor slabs should meet the requirements for such and should be placed and compacted in accordance with Section 6 above. The width of structural replacement fill below footings should be equal to the width of the footing plus 1 foot for each foot of fill thickness. For instance, if the footing width is 2 feet and the structural fill depth beneath the footing is 2 feet, the fill replacement width should be 4 feet, centered beneath the footing.

The minimum thickness of structural fill below footings should be equivalent to one-third the thickness of structural fill below any other portion of the foundations. For example, if the maximum depth of structural fill is 6 feet, all footings for the new structure should be underlain by a minimum 2 feet of structural fill.

7.3 Estimated Settlement

Foundations designed and constructed in accordance with CMT's recommendations could experience some settlement, but CMT anticipates that total settlement of footings founded as recommended above will not



exceed 1 inch, with differential settlements on the order of 0.5 inches over a distance of 25 feet. CMT expects approximately 50% of the total settlement to initially take place during construction.

7.4 Lateral Resistance

Lateral loads imposed upon foundations due to wind or seismic forces may be resisted by the development of passive earth pressures and friction between the base of the footings and the supporting soils. In determining frictional resistance, a coefficient of 0.40 for select structural fill, may be utilized for design. Passive resistance provided by properly placed and compacted existing natural soils above the water table may be considered equivalent to a fluid with a density of 325 pcf. A combination of passive earth resistance and friction may be utilized if the passive pressure component of the total is divided by 1.5.

7.5 Uplift Loads

Uplift loads may be resisted by the weight of the foundation and the backfill wedge above the top of the foundation within the area defined by an imaginary line extending outward from the outside top edge of the footing 10 degrees from vertical, up to final grade. A unit weight of 115 pounds per square foot can be used for natural soils over the footings.

8.0 LATERAL EARTH PRESSURES

CMT anticipates that below-grade walls up to 4 feet high might be constructed at this site. The lateral earth pressure values given below are for a backfill material that will consist of natural clay/silt soils placed and compacted in accordance with the recommendations presented herein. If other soil types are used as backfill, CMT should be notified so that appropriate modifications to these values can be provided, as needed.

The lateral pressures imposed upon subgrade facilities will depend upon the relative rigidity and movement of the backfilled structure. Following are the recommended lateral pressure values, which also assume that the soil surface behind the wall is horizontal and that the backfill within 3 feet of the wall will be compacted with hand-operated compacting equipment.

CONDITION	STATIC (psf/ft)*	SEISMIC (psf/ft)**			
Active Pressure (wall is allowed to yield, i.e. move away from the soil, with a minimum 0.001H movement/rotation at the top of the wall, where "H" is the total height of the wall)	38	6			
At-Rest Pressure (wall is not allowed to yield)	58	N/A			
Passive Pressure (wall moves into the soil)	325	35			

^{*}Equivalent Fluid Pressure (applied at 1/3 Height of Wall)



^{**}Equivalent Fluid Pressure (added to static and applied at 1/3 Height of Wall)

9.0 BOUYANT FORCES

Groundwater was not noted in the bore holes. Therefore, CMT does not anticipate that underground tanks will need to be designed to resist buoyant forces.

10.0 FLOOR SLABS

Properly engineered floor slabs should be established upon uniform, compacted bearing soils comprised of suitable, undisturbed, uniform natural soils and/or on structural fill extending to suitable natural soils (same as for foundations). Under no circumstances shall floor slabs be established directly on any topsoil, undocumented fills, loose or disturbed soils, sod, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water. Floor slabs should be properly designed by a structural engineer to accommodate anticipated loads.

To facilitate curing of the concrete, we recommend that floor slabs be directly underlain by at least 4 inches of moist aggregate base or bedding material, or "free-draining" fill such as "pea" gravel or 1-inch minus, clean, gap-graded gravel. To help control normal shrinkage and stress cracking, the floor slab thickness and joint layout should be designed by a qualified engineer. Design provisions should address the following features:

- 1. Adequate reinforcement for the anticipated floor loads;
- 2. Using smooth bar reinforcement for load transfer through interior floor joints;
- 3. Portland cement concrete mix design selection to minimize shrinkage concerns;
- 4. Joint layout and spacing in accordance with ACI⁷ or other local standards recommendations; and
- 5. Properly isolate floor slabs from foundations and other structural elements per recommendations provided by ACI 302 (Guide to Concrete Floor and Slab Construction).

11.0 DRAINAGE RECOMMENDATIONS

It is important to the long-term performance of foundations and floor slabs that water is not allowed to collect near the foundation walls and infiltrate into the underlying soils. CMT recommends the following:

- 1. All areas around each structure should be sloped to provide drainage away from the foundations. We recommend a minimum slope of 4 inches in the first 10 feet away from the structure. This slope should be maintained throughout the lifetime of the structure.
- 2. All roof drainage should be collected in rain gutters with downspouts designed to discharge at least 10 feet from the foundation walls or well beyond the backfill limits, whichever is greater.



⁷ American Concrete Institute

- 3. Adequate compaction of the foundation backfill should be provided. We suggest a minimum of 90% of the maximum laboratory density as determined by ASTM D-1557. Water consolidation methods should not be used under any circumstances.
- 4. Landscape sprinklers should be aimed away from the foundation walls. The sprinkling systems should be designed with proper drainage and be well-maintained. Overwatering should be avoided.
- 5. Other precautions that may become evident during construction.

12.0 PAVEMENTS

All pavement areas must be prepared as discussed above in **Section 6.1**. Under no circumstances shall pavements be established over topsoil, loose or disturbed soils, sod, unprepared potentially collapsible soils, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water.

In pavement areas, subsequent to stripping and prior to the placement of pavement materials, the exposed subgrade must be proof rolled by passing moderate-weight rubber tire-mounted construction equipment over the surface at least twice. If excessively soft or otherwise unsuitable soils are encountered, we recommend they be removed to a minimum of 18 inches below the subgrade level and replaced with structural fill.

To assess the subgrade soil strength for pavement support, Dynamic Cone Penetrometer (DCP) tests were performed at three locations on the site as shown on *Figure 1*. The DCP results were correlated to a California Bearing Ratio (CBR). The results indicate correlated CBR values of between 2 and about 40.

Based upon the bore hole logs, clay and silt soils predominate in the near surface. It has been CMT's experience with similar soils that the natural silt/clay soils will exhibit poor pavement support characteristics when saturated or nearly saturated. Based on our laboratory testing experience with similar soils, our pavement design is based upon a California Bearing Ratio (CBR) of 3 for the natural clay and silt soils. Given the projected traffic as discussed above in **Section 1.3**, the following pavement sections are recommended for the given ESAL's (18-kip equivalent single-axle loads) per day:

PAVEMENT DESIGN TABLE

	PAVEMENT SECTION THICKNESS (inches)										
MATERIAL		MEDIUM DUT 7 ESAL per day		DRIVE AREAS (326 ESAL'S per day)							
Asphalt	4*	4*		6*	6*						
Concrete			6*			8*					
Road-Base (UTBC)	12	8*	5*	8*	8*†	8					
Subbase	0	6	0	8++	5††	0					
Total Thickness	16	18	10	22	19	16					

*Maverik Minimum

†Over Tensar NX750 Geogrid, or equivalent

††Over Tensar NX750-FG Geogrid with Separation Fabric, or equivalent



Untreated base course (UTBC) should conform to city specifications, or DOT specifications, and have a minimum CBR value of 70%. Subbase shall consist of a granular soil meeting a minimum CBR of 40 percent. Roadbase and subbase material should be compacted as recommended above in **Section 6.4**. Asphalt material generally should conform to APWA requirements, having a ½-inch maximum aggregate size, a 75-gyration Superpave mix containing no more than 15% of recycled asphalt (RAP) and a PG58-28 binder.

The rigid pavement section recommended above are for non-reinforced Portland cement concrete. Concrete should be designed in accordance with the American Concrete Institute (ACI) and joint details should conform to the Portland Cement Association (PCA) guidelines. The concrete should have a minimum 28-day unconfined compressive strength of 4,000 pounds per square inch.

For dumpster pads, CMT recommends a pavement section consisting of 6.5 inches of Portland cement concrete and 6 inches of aggregate base over properly prepared suitable natural subgrade or site grading structural fills extending to suitable natural soils. Dumpster pads constructed overlying undocumented fills must be heavily reinforced.

13.0 QUALITY CONTROL

CMT should be retained as part of a comprehensive quality control testing and observation program. Having CMT onsite can help facilitate implementation of CMT's recommendations and address, in a timely manner, any subsurface conditions encountered which vary from those described in this report. Without such a program CMT cannot be responsible for application of our recommendations to subsurface conditions which may vary from those described herein. This program may include, but not necessarily be limited to, the following:

13.1 Field Observations

Observations should be completed during all phases of construction such as site preparation, foundation excavation, structural fill placement and concrete placement.

13.2 Fill Compaction

Compaction testing required for all structural supporting fill materials. Maximum Dry Density (Modified Proctor, ASTM D-1557) tests should be requested by the contractor immediately after delivery of any fill materials. The maximum density information should then be used for field density tests on each lift as necessary to ensure that the required compaction is being achieved.

13.3 Excavations

All excavation procedures and processes should be observed by a qualified geotechnical engineer their representative. In addition, for the recommendations in this report to be valid, all backfill and structural fill placed in trenches and all pavements should be density tested. We recommend that freshly mixed concrete be tested in accordance with ASTM designations.



14.0 LIMITATIONS

The recommendations provided herein were developed by evaluating the information obtained from the subsurface explorations and soils encountered therein. The exploration logs reflect the subsurface conditions only at the specific location at the particular time designated on the logs. Soil and ground water conditions may differ from conditions encountered at the actual exploration locations. The nature and extent of any variation in the explorations may not become evident until during construction. If variations do appear, it may become necessary to re-evaluate the recommendations of this report after we have observed the variation.

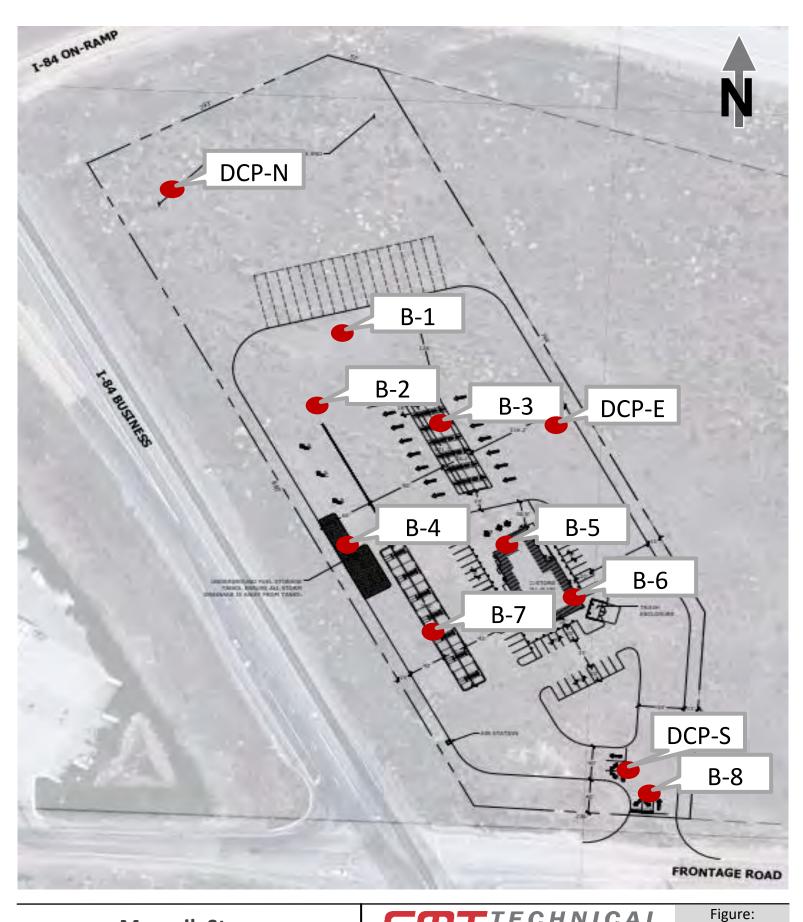
CMT's professional services have been performed, our findings obtained, and recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices. This warranty is in lieu of all other warranties, either expressed or implied.

CMT appreciates the opportunity to be of service to you on this project. If CMT can be of further assistance or if you have any questions regarding this project, please do not hesitate to contact CMT at 801-492-4132. To schedule materials testing, please call 801-381-5141.



APPENDIX SUPPORTING DOCUMENTATION





Maverik Store

I-84 & Frontage Road, Mountain Home, ID

 CITTECHNICAL

 Site Map
 Date: 19-Apr-24

 Job # 22153

Maverik Store

Bore Hole Log

B-1

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 16.5'

Water Depth: (see Remarks)

Date: 4/19/24 Job #: 22153

_	U		Sample Type		Blow	's (N)	(%)	(pcf)	Gradation			Atterberg		
Depth (ft)	GRAPHIC LOG	Soil Description		Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	רר	PL	Ы
0	777	TOPSOIL: Clay, roots, organics, moist, brown												
		Lean CLAY (CL), moist, brown			2									
4 -		Silty SAND (SM), some gravel, moist, light brown/white		1	2 21 20	41								
		grades slightly moist medium dense		2	3 12 15	27								
8 -		very dense			13									
				3	23 27	50	3		39	49	12			
		Fat CLAY (CH), trace sand, weathered basalt, slightly moist, brown very stiff	7	4	10 10 15	25	20					56	25	31
12 -														
16 -		very stiff BASALT	7	5	7 15 50	65								
		END AT 16.5 FEET												
20 -														
24 -														
28														
Dom		Groundwater not encountered during drilling.	_	_		_	_	_				_		_

Remarks: Ground

Groundwater not encountered during drilling.

Coordinates: 43.1717098°, -115.7439843°

Surface Elev. (approx): Not Given

TTECHNICAL SERVICES Equipment: Hollow-Stem Auger

Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:

2

Bore Hole Log

B-2

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 6.5'

Water Depth: (see Remarks)

Date: 4/19/24 Job #: 22153

	O)e		Blow	s (N)	(9)	(pcf)	Gr	adat	ion	Att	erb	erg
	GRAPHIC LOG		Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	П	PL	PI
0	::::::::::::::::::::::::::::::::::::::	TOPSOIL: Clay, roots, organics, moist, brown Lean CLAY (CL), moist, brown												
		Eddin of (1 (of), most, from												
		very stiff		6	7 12	22	11					29	18	11
4 -	$\{ $	SILT (ML), moist, brown stiff			10									
		Silty SAND (SM), some gravel, slightly moist, light brown/white			14									
		dense		7	20 16	36								
	-	END AT 6.5 FEET												
8 -														
12 -														
12 -														
16 -														
	1													
	1													
	-													
20 -	-													
24 -														
24 -														
00	1													
28														

Remarks: Groundwater not encountered during drilling.

Coordinates: 43.1714382°, -115.7440886°

Surface Elev. (approx): Not Given

CTTTECHNICAL SERVICES Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:

Bore Hole Log

B-3

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 16'

Water Depth: (see Remarks)

Date: 4/19/24 Job #: 22153

			e e		Blow	s (N)	(9	(pcf)	Gra	adat	ion	Att	erbe	erg
Depth (ft)	GRAPHIC LOG	Soil Description	Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	% pueS	Fines %	П	PL	PI
0	7777	TOPSOIL: Clay, roots, organics, moist, brown Lean CLAY (CL), moist, brown												
		stiff to very stiff			10									
4 -	-	SILT (ML), moist, brown very stiff		8	17 23	40								
		Silty SAND (SM) with gravel, moist, light brown/white dense		9	12 19 15	34								
8 -		Poorly Graded GRAVEL with silt (GP-GM) and sand, slightly moist, light brown/white dense		10	10 19 18	37	2		52	41	7			
	////	Lean CLAY (CL), slightly moist, light brown hard			9									
		Silty SAND (SM), some gravel, slightly moist, light brown		11	18 18	36								
12 -														
40		very dense		12	50/6"	50+								
16 -		AUGER REFUSAL AT 16 FEET												
20 -														
24 -														

Remarks:

Groundwater not encountered during drilling.

Coordinates: 43.1713054°, -115.743594°

Surface Elev. (approx): Not Given

CTTTECHNICAL SERVICES Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:

Bore Hole Log

B-4

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 14'

Water Depth: (see Remarks)

Date: 4/19/24 Job #: 22153

<u> </u>	O		pe		Blow	s (N)	(%)	(pcf)	Gra	adat	ion	Att	erbe	erg
Depth (ft)	GRAPHIC LOG	Soil Description	Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	П	ЪГ	Ы
0	;;;;;;	TOPSOIL: Clay, roots, organics, moist, brown Lean CLAY (CL), moist, brown												
-														
4 -		Silty GRAVEL (GM) with sand, slightly moist, light brown/white dense	X	13	10 29 39	68	4		39	38	23			
-				14	11 18 17	35								
8 -		Lean CLAY (CL), slightly moist, light brown stiff		15	9 10 14	24								
-		BASALT		16	50/3"	50+								
12 -														
-		AUGER REFUSAL AT 14.0 FEET		17	20 25 50	75								
16 - -														
20 -														
24 -														
28														
Pam			_											

Remarks: Groundwater not encountered during drilling.

Coordinates: 43.1708616°, -115.7437721°

Surface Elev. (approx): Not Given

CTTTECHNICAL SERVICES Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:

Bore Hole Log

B-5

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 15.5'

Water Depth: (see Remarks)

Date: 4/19/24 Job #: 22153

	O		pe		Blow	/s (N)	(9)	(bcf)	Gra	adat	ion	Att	erbe	erg
Depth (ft)	GRAPHIC LOG	Soil Description	Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	П	PL	<u>I</u>
0	;;;;;;	TOPSOIL: Clay, roots, organics, moist, brown Lean CLAY (CL), some sand, moist, brown												
-														
-		soft to stiff Silty SAND (SM) with gravel, moist, light brown/white	7	18	1 15 24	39								
4 -		Sitty SAND (Sivi) with graver, moist, light blown/white			24									
-		medium dense	7	40	4	0.4								
-		Poorly Graded GRAVEL (GP) with sand, moist, light brown medium dense		19	9 15	24								
8 -		Lean CLAY (CL), moist, light brown hard	H	20	2 9 22	31	14	91				37	18	19
-					13									
-				21	24 26	50								
12 - - -		BASALT, some silt lenses, gray												
16 -		AUGER REFUSAL AT 15.5 FEET		22	13 50/4"	50+								
- - 20 -														
- -														
24 -														
28														
Dom:			_		_									

Remarks: Groundwater not encountered during drilling.

Coordinates: 43.1709178°, -115.7431736°

Surface Elev. (approx): Not Given



Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:

Bore Hole Log

B-6

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 14.5'

Water Depth: (see Remarks)

Job #: 22153

	O		be		Blow	rs (N)	(%)	(pcf)	Gra	adat	ion	Att	erbe	erg
Depth (ft)	GRAPHIC LOG		Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	П	PL	Ы
0	;;;;;;	TOPSOIL: Clay, roots, organics, moist, brown Lean CLAY (CL), moist, light brown						_						
-		stiff			12									
4 -		Silty SAND (SM), moist, light brown medium dense		23	16 23	39								
-		Poorly Graded GRAVEL (GP) with sand, moist, light brown very dense	X	24	19 34 45	79								
8 -		Lean CLAY (CL) with sand, moist, light brown hard		25	6 13 18	31								
-		Poorly Graded GRAVEL (GP) with sand, slightly moist, gray	X	26	16 32 26	58	14	82	38	14	48	48	26	22
12 -														
-	4.0	very dense AUGER REFUSAL AT 14.5 FEET		27	50/3"	50+								
16 - - -		AUGER REFUSAL AT 14.3 FEET												
20 -	-													
24 -														

Remarks: Groundwater not encountered during drilling.

Coordinates: 43.1709802°, -115.7429513°

Surface Elev. (approx): Not Given

CTTTECHNICAL SERVICES Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:

Bore Hole Log

B-7

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 15'

Water Depth: (see Remarks)

Job #: 22153

	O)e		Blow	s (N)	(9)	(pcf)	Gra	adat	tion	Att	terbe	erg
Depth (ft)	GRAPHIC	Soil Description	Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	П	PL	PI
0		TOPSOIL: Clay, roots, organics, moist, brown Clayey SILT (ML) with sand, moist, light brown												
-														
-		stiff			9									
		Silty SAND (SM) with gravel, slightly moist, light brown	M	28	17 27	44	19	98						
4 -														
		Poorly Graded SAND with silt (SP-SM) and gravel, slightly moist, light brown/white medium dense	7	29	12 14	28	2		46	49	5			
					14									
		grades with basalt layer/lense very dense			19									
8 -	////	Lean CLAY (CL), some sand, slightly moist, light brown	•	30	20 30	50								
-														
		hard	X	31	30 50/4"	50+	11		8	22	70	29	21	8
12 -														
12														
16 -		AUGER REFUSAL AT 15.0 FEET ON BASALT		32	50/2"	50+								
20 -														
_														
24 -														
28														

Remarks:

Groundwater not encountered during drilling.

Coordinates: 43.1706772°, -115.7435293°

Surface Elev. (approx): Not Given

TTECHNICAL SERVICES Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:

Bore Hole Log

B-8

I-84 & Frontage Rd, Mtn. Home, ID

Total Depth: 16.5'

Water Depth: (see Remarks)

Date: 4/19/24 Job #: 22153

			ě		Blow	s (N)	<u>.</u>	pcf)	Gra	adal	tion	Att	erb	erg
Depth (ft)	GRAPHIC LOG	Soil Description	Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	П	PL	Ы
0	7777	TOPSOIL: Clay, roots, organics, moist, brown Lean CLAY (CL), moist, brown	-											
-														
4 -		Sandy SILT (ML), moist, brown stiff		33	2 5 4	9	13					26	22	4
-					4									
-		Silty SAND (SM) with gravel, moist, light brown/white dense		34	14 17	31								
-														
8 -		Lean CLAY (CL), moist, brown hard		35	8 13 19	32	16					40	22	18
-		grades sandy Poorly Graded GRAVEL (GP) with sand, moist, red brown medium dense	7	36	5 11 9	20								
12 -		medium dense			9									
- 16 -		weathered basalt?, slighty moist medium dense?		37	16 14 ?	14								
		END AT 16.5 FEET												
20 -														
24 -														
28														
<u> </u>			_		_					<u> </u>				

Remarks: Groundwater not encountered during drilling.

Coordinates: 43.170132°, -115.742127°

Surface Elev. (approx): Not Given

Equipment: Hollow-Stem Auger Automatic Hammer, Wt=140 lbs, Drop=30"

Excavated By: Holt Services Logged By: S.V/H.S.

Page: 1 of 1

Figure:



Key to Symbols

I-84 & Frontage Rd, Mtn. Home, ID

Date: 4/19/24 Job #: 22153

					Blows	s(N)			Gra	dat	ion	Att	erb	erg
1	2	3	4	(5)	6	7	8	9		10	i		11)	
Depth (ft)	GRAPHIC LOG	Soil Description	Sample Type	Sample #		Total	Moisture (%)	Dry Density(pcf)	Gravel %	Sand %	Fines %	TT.	PL	Ы
		COLUMN DESCRI	PTI	ON:	S									

COLUMN DESCRIPTIONS

- **Depth (ft.):** Depth (feet) below the ground surface (including groundwater depth - see below right).
- **Graphic Log:** Graphic depicting type of soil encountered (see (2) below).
- **Soil Description:** Description of soils, including Unified Soil Classification Symbol (see below).
- Sample Type: Type of soil sample collected; sampler symbols are explained below-right.
- Sample #: Consecutive numbering of soil samples collected during field exploration.
- Blows: Number of blows to advance sampler in 6" increments, using a 140-lb hammer with 30" drop.
- **Total Blows:** Number of blows to advance sampler the 2nd and 3rd 6" increments.
- Moisture (%): Water content of soil sample measured in laboratory (percentage of dry weight).
- **Dry Density (pcf):** The dry density of a soil measured in laboratory (pounds per cubic foot).

- **Gradation:** Percentages of Gravel, Sand and Fines (Silt/Clay), from lab test results of soil passing No. 4 and No. 200 sieves.
- (1) Atterberg: Individual descriptions of Atterberg Tests are as follows:

LL = Liquid Limit (%): Water content at which a soil changes from plastic to liquid behavior.

PL = Plastic Limit (%): Water content at which a soil changes from liquid to plastic behavior.

PI = Plasticity Index (%): Range of water content at which a soil exhibits plastic properties (= Liquid Limit - Plastic Limit).

ST	RATIFICATION	MODIFIERS	MOISTURE CONTENT
Description	Thickness	Trace	Dry: Absence of moisture,
Seam	Up to ½ inch	<5%	dusty, dry to the touch.
Lense	Up to 12 inches	Some	Moist: Damp / moist to the
Layer	Greater than 12 in.	5-12%	touch, but no visible water.
Occasional	1 or less per foot	With	Saturated: Visible water,
Frequent	More than 1 per foot	> 12%	usually soil below groundwater.
			groundwater.

	MAJ	OR DIVISION		SYMBOLS	2	TYPICAL DESCRIPTIONS
(S		GRAVELS	CLEAN GRAVELS	GW	* 4	Well-Graded Gravels, Gravel-Sand Mixtures, Little or No Fines
JSC		The coarse fraction	(< 5% fines)	GP	* *	Poorly-Graded Gravels, Gravel-Sand Mixtures, Little or No Fines
) M	COARSE-	retained on No. 4 sieve.	GRAVELS WITH FINES	GM	9 9	Silty Gravels, Gravel-Sand-Silt Mixtures
YSTEM (USCS	GRAINED SOILS	NO. 4 SIEVE.	(≥ 12% fines)	GC		Clayey Gravels, Gravel-Sand-Clay Mixtures
SY:	More than 50% of material is	SANDS	CLEAN SANDS	SW		Well-Graded Sands, Gravelly Sands, Little or No Fines
ON	larger than No. 200 sieve size.	The coarse fraction	(< 5% fines)	SP		Poorly-Graded Sands, Gravelly Sands, Little or No Fines
SIFICATIO		passing through	SANDS WITH FINES	SM		Silty Sands, Sand-Silt Mixtures
E		No. 4 sieve.	(≥ 12% fines)	SC		Clayey Sands, Sand-Clay Mixtures
ASS				ML		Inorganic Silts and Very Fine Sands, Silty or Clayey Fine Sands or Clayey Silts with Slight
CL	FINE-		ID CLAYS ess than 50%	CL		Inorganic Clays of Low to Medium Plasticity, Gravelly Clays, Sandy Clays, Silty Clays, Lean
OIL	GRAINED SOILS			OL	2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Organic Silts and Organic Silty Clays o f Low Plasticity
D S	More than 50% of material is	SII TS AN	ID CLAYS	MH		Inorganic Silts, Micacious or Diatomacious Fine Sand or Silty Soils with Plasticity (Elastic Silts)
UNIFIE	smaller than No. 200 sieve size.	Liquid Limit	greater than	СН		Inorganic Clays of High Plasticity, Fat Clays
S		50)%	ОН	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Organic Silts and Organic Clays of Medium to High Plasticity
	HIGHL	Y ORGANIC	SOILS	PT		Peat, Humus, Swamp Soils with High Organic Contents

SAMPLER SYMBOLS

Block Sample

Bulk/Bag Sample

Modified California Sampler

3.5" OD, 2.42" ID D&M Sampler

Rock Core

Standard Penetration Split

Spoon Sampler Thin Wall

(Shelby Tube)

WATER SYMBOL



Encountered Water Level Measured Water

Level (see Remarks on Logs)

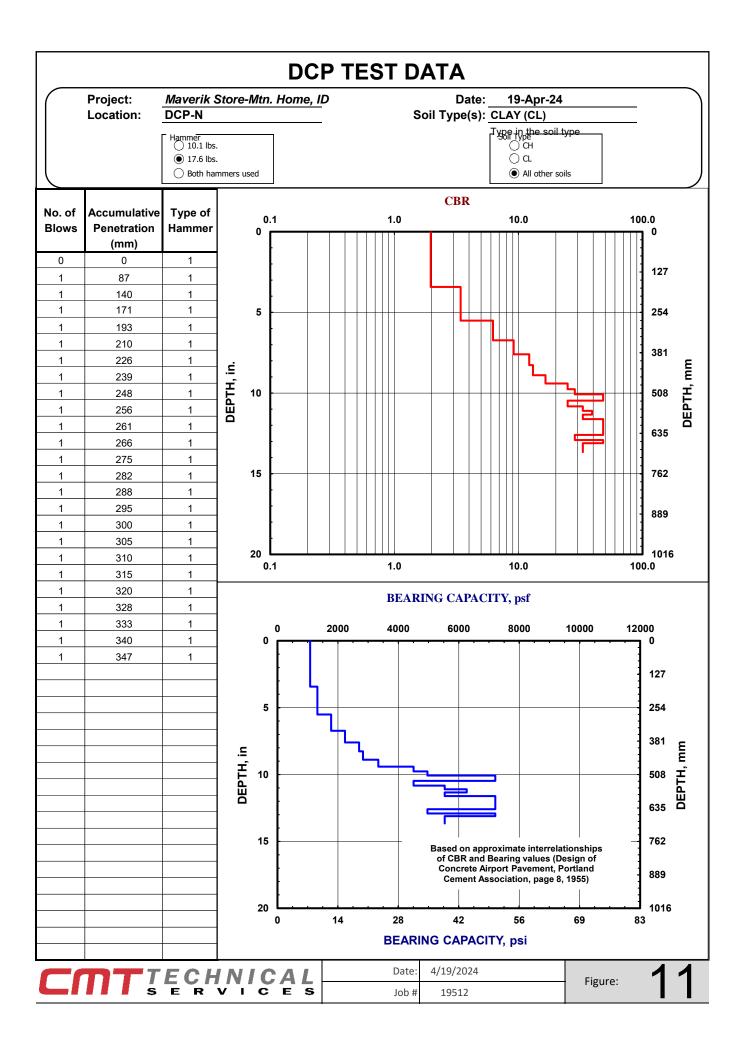
Note: Dual Symbols are used to indicate borderline soil classifications (i.e. GP-GM, SC-SM, etc.) 1. The results of laboratory tests on the samples collected are shown on the logs at the respective sample depths.

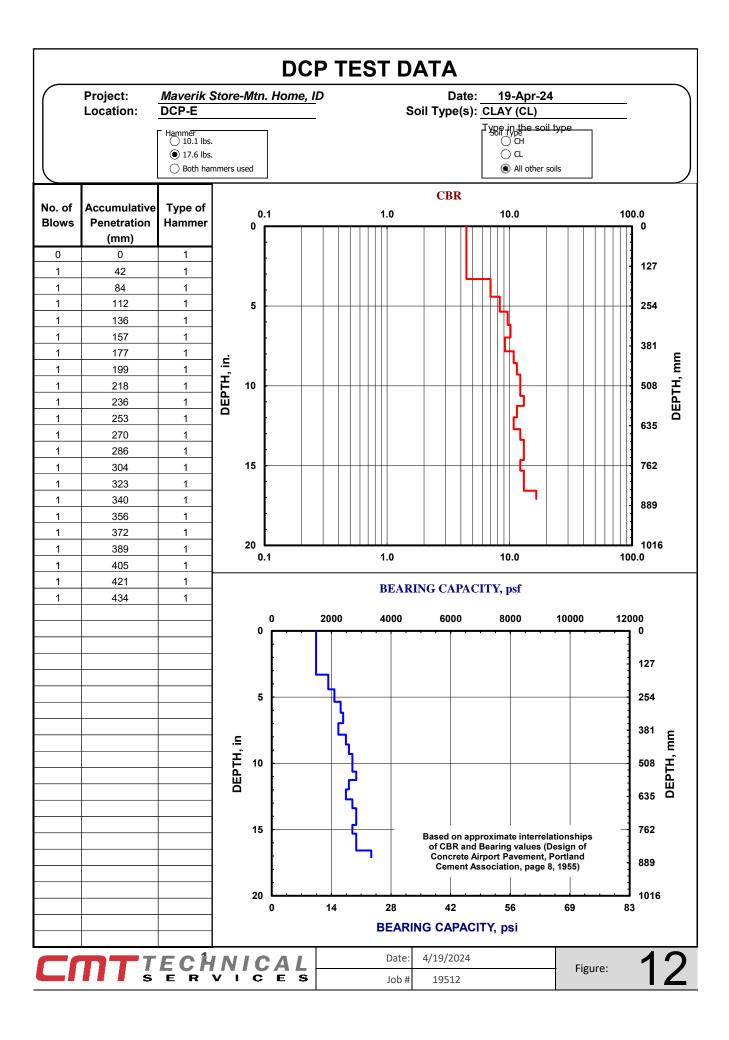
2. The subsurface conditions represented on the logs are for the locations specified. Caution should be exercised if interpolating between or extrapolating beyond the exploration locations.

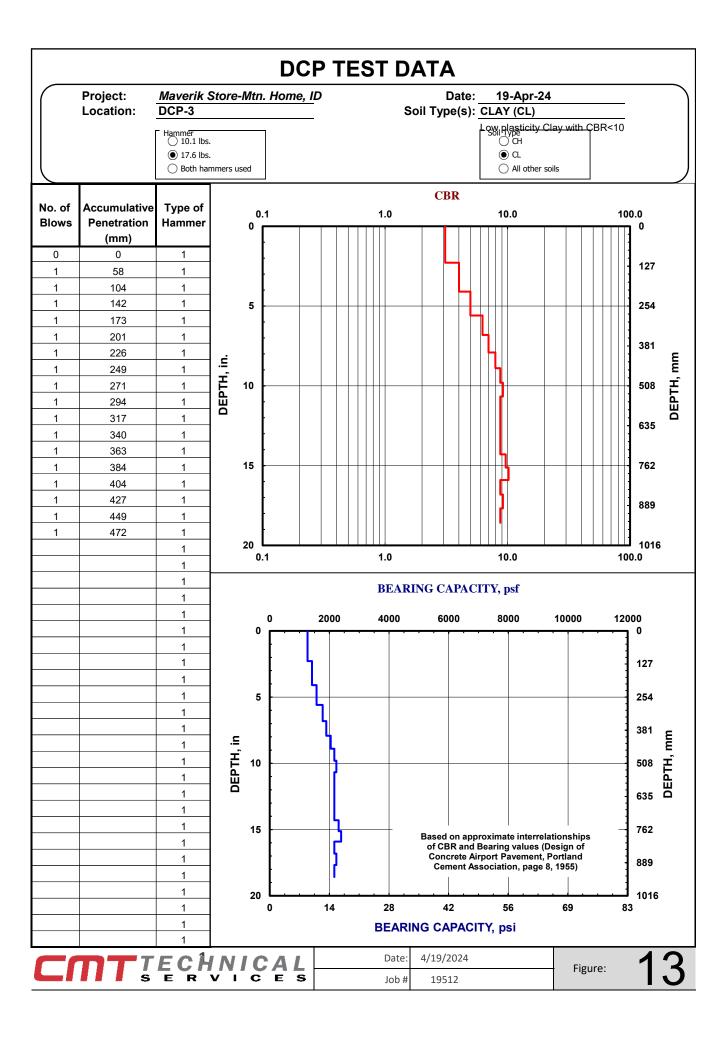
3. The information presented on each log is subject to the limitations, conclusions, and recommendations presented in this report.

TECHNICAL SERVICES

Figure:









Appendix C
ALTA Survey

Email: Greg@HuntDay.co 3445 Antelope Drive, St 200 Phone: (801) 814 - 1778 Syracuse UT 84075

TITLE COMMITMENT BOUNDARY DESCRIPTION

A PARCEL OF LAND LYING IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 6 EAST, BOISE MERIDIAN, ELMORE COUNTY, IDAHO, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8 INCH IRON PIN MARKING THE SOUTH QUARTER CORNER OF SAID SECTION 9, FROM WHICH A 5/8 INCH IRON PIN MARKING THE SOUTHEAST CORNER OF SAID SECTION 9 BEARS SOUTH 89°51'40" EAST 2674.06 FEET; THENCE ALONG THE SOUTH LINE OF SAID SECTION 9, SOUTH 89°51'40" EAST 1286.66 FEET TO A POINT, SAID POINT BEING THE POINT OF BEGINNING; THENCE NORTH 00°55'15" WEST 35.88 FEET TO A BRASS CAP MONUMENT WHICH LIES ON THE

NORTH RIGHT OF WAY OF NW FRONTAGE ROAD: THENCE NORTH 89°41'52" WEST, ALONG THE NORTH RIGHT OF WAY OF SAID NW FRONTAGE ROAD,

225.49 FEET TO A BRASS CAP MONUMENT;

THENCE ALONG THE EASTERLY RIGHT OF WAY OF OLD HIGHWAY 30 FOR THE NEXT 3 CALLS;

THENCE NORTH 31°22'28" WEST, 192.82 FEET TO A BRASS CAP MONUMENT;

THENCE NORTH 31°23'53" WEST 141.43 FEET TO A BRASS CAP MONUMENT; THENCE NORTH 31°21'02" WEST, 577.18 FEET TO A BRASS CAP MONUMENT;

THENCE LEAVING THE EASTERLY RIGHT OF WAY OF OLD HIGHWAY 30 AND NOW RUNNING ALONG

THE SOUTHERLY RIGHT OF WAY OF INTERSTATE 84 FOR THE NEXT 2 CALLS; THENCE NORTH 61°20'43" EAST, 295.78 FEET TO A BRASS CAP MONUMENT;

THENCE SOUTH 76°20'34" EAST 871.71 FEET TO A 1/2 INCH IRON PIN;

THENCE LEAVING SOUTHERLY RIGHT OF WAY OF INTERSTATE 84, SOUTH 00°14'42" WEST, 752.31 FEET TO A POINT;

THENCE NORTH 89°51'40" WEST, ALONG THE SOUTH LINE OF SAID SECTION 9, 402.98 FEET TO THE POINT OF BEGINNING.

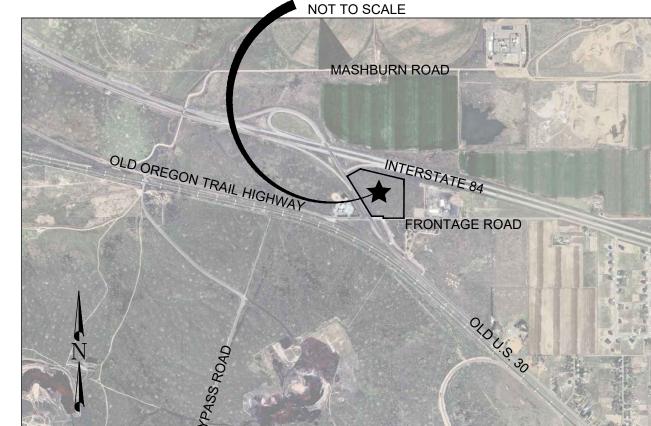
SCHEDULE "B" PART II EXCEPTIONS

- 1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I -REQUIREMENTS ARE MET. (NOT A SURVEY RELATED MATTER)
- 2. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. (NOT A SURVEY RELATED MATTER)
- 3. DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, ENCROACHMENTS, OR ANY OTHER FACTS WHICH A CORRECT SURVEY WOULD DISCLOSE, AND WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS. (ANY FOUND HAVE BEEN NOTED HEREON)
- 4. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. (ANY FOUND HAVE BEEN NOTED HEREON)
- ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. (NOT A SURVEY RELATED MATTER)
- 6. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF: (C) WATER RIGHTS OR EASEMENTS APPURTENANT TO WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B), OR (C) ARE SHOWN BY THE PUBLIC RECORDS. (NOT A SURVEY RELATED MATTER)
- 7. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS. PROCEEDINGS BY A PUBLIC AGENCY WHICH MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS. (NOT A SURVEY RELATED MATTER)
- 8. TAXES, INCLUDING ANY ASSESSMENTS COLLECTED THEREWITH, FOR THE YEAR 2024 WHICH ARE A LIEN NOT YET DUE AND PAYABLE. (NOT A SURVEY RELATED MATTER)
- 9. LEVIES AND ASSESSMENTS OF THE MOUNTAIN HOME IRRIGATION DISTRICT, AND THE RIGHTS, POWERS AND EASEMENTS OF SAID DISTRICT AS BY LAW PROVIDED. (NOT A SURVEY RELATED MATTER)
- 10. DITCH, ROAD AND PUBLIC UTILITY EASEMENTS AS THE SAME MAY EXIST OVER SAID PREMISES. (ANY FOUND ON THE SUBJECT PROPERTY HAVE BEEN NOTED HEREON)
- 11. RIGHT, TITLE AND INTEREST OF THE PUBLIC IN AND TO THOSE PORTIONS OF THE LAND LYING WITHIN ROADS OR HIGHWAYS. (RIGHT-OF-WAY MONUMENTS HAVE BEEN FOUND AND SHOWN HEREON)
- 12. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN DOCUMENT: GRANTED TO: IDAHO POWER COMPANY
- PURPOSE: PUBLIC UTILITIES RECORDED: JULY 21, 1959
- INSTRUMENT NO.: 100979 (NOT PLOTTABLE, BLANKET IN NATURE OVER THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9)
- (13) TERMS, PROVISIONS, COVENANTS, CONDITIONS, DEFINITIONS, OPTIONS, OBLIGATIONS AND RESTRICTIONS, CONTAINED IN A DOCUMENT
- PURPOSE: RIGHT OF WAY RECORDED: MARCH 7, 1967
- INSTRUMENT NO.: 132045 (SHOWN HEREON, AFFECTS THE NORTH LINE OF THE SUBJECT PARCEL, RIGHT-OF-WAY WASN'T PLOTTABLE IN IT'S ENTIRETY DUE TO BEARINGS MISSING FROM THE DESCRIPTION)
- 14. RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING FACT(S) SHOWN ON A SURVEY PLAT ENTITLED RECORD OF SURVEY
- DATED: JULY 1998 PREPARED BY: FJM
- RECORDED: JANUARY 9, 2000
- INSTRUMENT NO.: 320356

APPLICATION FOR TITLE INSURANCE.

(NOT A SURVEY RELATED MATTER)

- FACT(S): LOCATION OF HIGHWAY 30, ROAD EASEMENTS, RAILROAD RIGHT OF WAY AND SURVEYORS NOTES
- (NOTHING TO PLOT THAT AFFECTS SUBJECT PARCEL, ALSO ILLEGIBLE IN MANY PLACES)
- 15. EASEMENTS RESERVATIONS AND DEDICATIONS, AS SHOWN ON RECORD OF SURVEY. RECORDED: SEPTEMBER 22, 2021
- INSTRUMENT NO.: 494123 (THIS SURVEY WAS USED IN THE CREATION OF THE SURVEY HEREON AND ANY INFORMATION
- THAT AFFECTS THE SUBJECT PARCEL HAS BEEN SHOWN HEREON) 16. RIGHT, TITLE AND INTEREST OF KNUDSEN REAL ESTATE INVESTMENTS, LLC AS DISCLOSED BY



VICINITY MAP

UTILITY NOTES

PUBLIC AND PRIVATE UTILITY LINE LOCATIONS WERE DETERMINED BY OBSERVED EVIDENCE.

NOTES

- A. NO ZONING INFORMATION WAS PROVIDED TO THE LAND SURVEYOR.
- B. THE SUBJECT PROPERTY FALLS WITHIN FEMA FLOOD ZONE "C" PER MAP NUMBER 1601980300B WITH AN EFFECTIVE DATE OF FEBRUARY 15, 1984.
- C. THERE WAS NO OBSERVED EVIDENCE OF CONSTRUCTION OR RECENT SITE DEVELOPMENT OBSERVED IN THE FIELD WHILE CONDUCTING THE FIELDWORK.
- D. THERE WAS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE FIELD WHILE CONDUCTING THE FIELDWORK.
- E. THE SUBJECT PROPERTY DOES NOT HAVE AN ASSIGNED ADDRESS.
- F. THE RECORD DESCRIPTION OF THE PROPERTY MATHEMATICALLY CLOSES WITH NO GAPS, GORES OR OVERLAPS.

TOWNSHIP တ် SU

9 \underline{Z} RANGE -0574 \Box

5 SURVeying VIIIN

I, SPENCER MCCUTCHENON DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO AND THAT I HOLD CERTIFICATE NO. 20907 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS ALTA/NSPS RECORD OF SURVEY PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS; THAT THE REFERENCE MONUMENTS SHOWN ON THIS RECORD OF SURVEY PLAT ARE LOCATED AS INDICATED AND ARE SUFFICIENT TO RETRACE OR REESTABLISH THIS SURVEY; AND THAT THE INFORMATION SHOWN HEREIN IS SUFFICIENT TO ACCURATELY ESTABLISH THE LATERAL BOUNDARIES OF THE HEREIN DESCRIBED TRACT OF REAL

SURVEYOR'S CERTIFICATE

NARRATIVE

THE PURPOSE OF THE SURVEY WAS TO DO AN ALTA/NSPS SURVEY OF THE PROPERTY AS SHOWN AND

DESCRIBED HEREON. THE SURVEY IS BASED ON THE COMMITMENT FOR TITLE INSURANCE PROVIDED

BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, FILE NUMBER 659138 WITH AN EFFECTIVE DATE OF

MARCH 1, 2024 AT 7:30 A.M. THE SURVEY WAS ORDERED BY HUNT DAY CO. THE BASIS OF BEARING IS

THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 9. TOWNSHIP 3 SOUTH, RANGE 6 EAST.

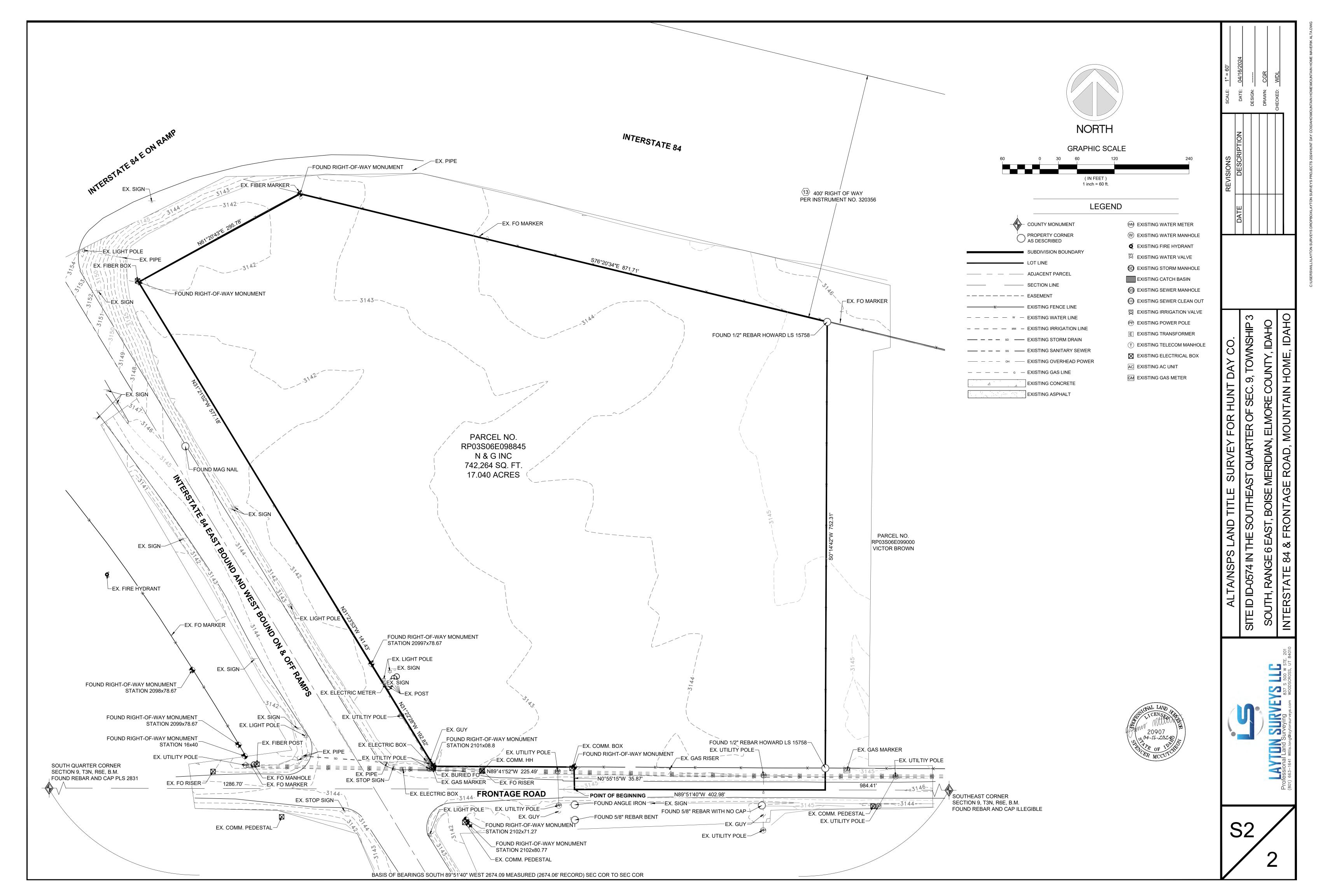
BOISE MERIDIAN WHICH BEARS SOUTH 89°51'40" WEST, ELMORE COUNTY, IDAHO.

FIDELITY NATIONAL TITLE INSURANCE COMPANY N & G, INC. MAVERIK, INC., A UTAH CORPORATION

THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND IS BASED ON COMMITMENT FOR TITLE INSURANCE FILE NUMBER 659138 WITH AN EFFECTIVE DATE OF MARCH 1, 2024 AT 7:30 A.M. AND INCLUDES ITEMS 1, 2, 3, 4, 5, 11A, 13, 16, AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 4, 2024.

SIGNED THIS 16TH DAY OF APRIL, 2024.

I FURTHER CERTIFY TO:





Appendix D

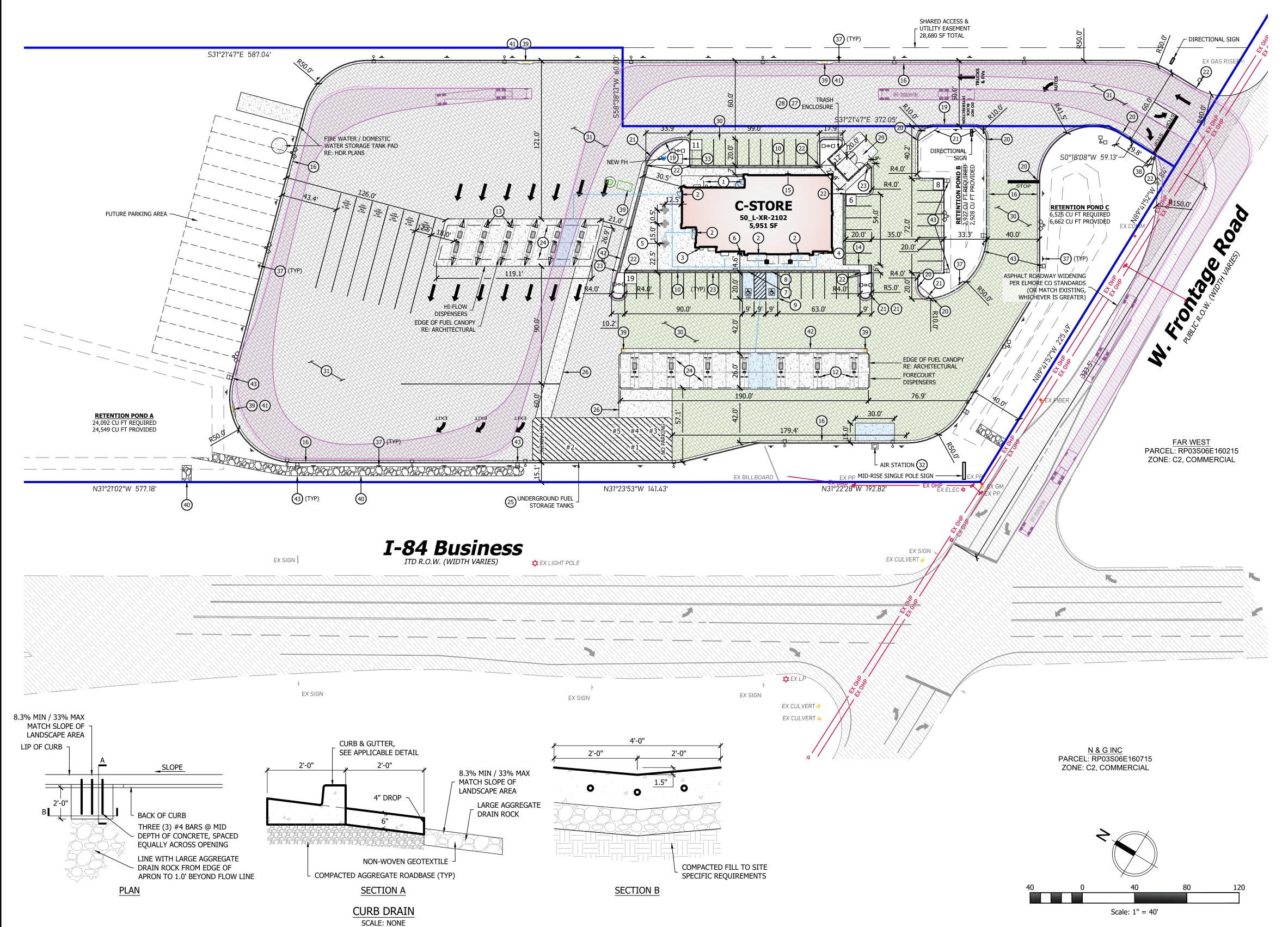
Site Plan with Vehicle turning movements

Email: Greg@HuntDay.co 3445 Antelope Drive, St 200 Phone: (801) 814 - 1778 Syracuse UT 84075



MOUNTAIN HOME COMMERCIAL, LLC PARCEL: RP03S06E098845

ZONE: C2, COMMERCIAL



General Notes

- CONCRETE SIDEWALK LOCATED ON SITE TO BE 4-INCH THICK MINIMUM WITH MEDIUM BROOM
- WALKWAY IS TO BE FLUSH WITH ASPHALT AT PERIMETER OF BUILDING.
- UNDERGROUND FUEL STORAGE TANKS SHOWN FOR REFERENCE ONLY. REFERENCE FUELING
- DISPENSING DRAWINGS FOR TANK EXACT LAYOUT AND DIMENSIONS. . CONCRETE PETROLEUM TRENCH CAP SHOWN FOR REFERENCE ONLY. REFERENCE FUELING
- DISPENSING DRAWINGS FOR EXACT FUEL PIPING ALIGNMENT AND TRENCH WIDTH. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDED FOR EXACT LOCATION OF ELECTRICAL
- 6. CONTRACTOR TO ENSURE SITE LIGHTING MEETS OWNER PROVIDED SPACING REQUIREMENTS.

Key Notes

- HOUSEKEEPING PAD, REFERENCE ARCHITECTURAL DRAWINGS
- 2. BUILDING ENTRY, REFERENCE ARCHITECTURAL DRAWINGS 3. MISC. VENDING, TO BE DETERMINED BY OPERATIONS TEAM AT OPENING
- 4. PROPANE VENDING LOCATION
- 5. PICNIC TABLES, TO BE SUPPLIED BY OWNER
- 6. HI-ROLLER BICYCLE RACK, SEE DETAIL E, SHEET C1.93 7. ACCESSIBLE VAN PARKING SIGN W/ 6" PARKING BOLLARD
- 8. ACCESSIBLE PARKING SIGN W/ 6" PARKING BOLLARD
- 9. CONCRETE ACCESSIBLE PARKING SPACES W/ CHAMFERED CORNERS, SEE DETAIL F / SHEET C1.90 10. 6" PARKING BOLLARD, SEE DETAIL A, B, G / SHEET C1.92
- 11. PIPE BOLLARD, SEE DETAIL D / SHEET C1.92
- 12. HOOP BOLLARD, SEE DETAIL C / SHEET C1.92 13. WEDGE BOLLARD, SEE DETAIL E / SHEET C1.92
- 14. CONCRETE WALKWAY, SEE DETAIL H / SHEET C1.90
- 15. CONCRETE WALKWAY AT BUILDING, SEE DETAIL I / SHEET C1.90
- 16. ON-SITE 'CATCH' CURB & GUTTER, SEE DETAIL A / SHEET C1.91
- 17. ON-SITE 'SPILL' CURB & GUTTER, SEE DETAIL B / SHEET C1.91
- 18. ON-SITE MOUNTABLE 'CATCH' CURB & GUTTER, SEE DETAIL C / SHEET C1.91
- 19. ON-SITE MOUNTABLE 'SPILL' CURB & GUTTER, SEE DETAIL D / SHEET C1.91
- 20. TRANSITION BETWEEN CURB TYPES. 21. RUNOUT PAD, SEE DETAIL K / SHEET C1.91
- 22. CURB TRANSITION FROM 0" TO 6" HEIGHT OVER 12" RUN
- 23. TRUNCATED DOME PAD
- 24. CONCRETE PAD UNDER FUEL CANOPY, SEE DETAIL F / SHEET C1.91
- 25. FUEL TANK PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET C1.91 (VERIFY FUEL PIPING
- ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS)
- 26. CONCRETE PETROLEUM TRENCH CAP, SEE DETAIL J / SHEET C1.91 (VERIFY FUEL PIPING ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS)
- 27. TRASH ENCLOSURE, REFERENCE ARCHITECTURAL DRAWINGS 28. TRASH ENCLOSURE FOUNDATION, REFERENCE STRUCTURAL DRAWINGS
- 29. CONCRETE TRASH ENCLOSURE ACCESS PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET
- 30. MODERATE / LIGHT DUTY ASPHALT PAVEMENT, SEE DETAIL A / SHEET C1.90
- 31. HEAVY DUTY ASPHALT PAVEMENT, SEE DETAIL B / SHEET C1.90
- 32. XACTAIR AIR STATION AND FOUNDATION PER MANUFACTURER'S REQUIREMENTS AND RECOMMENDATIONS, SEE DETAIL E / SHEET C1.93
- 33. ELECTRICAL TRANSFORMER, REFERENCE ELECTRICAL DRAWINGS
- 34. SITE LIGHTING (TYPICAL) 35. MONUMENT SIGN, REFERENCE YESCO DRAWINGS
- 36. POLE SIGN, REFERENCE YESCO DRAWINGS.
- 37. "NO PARKING" SIGN, REFERENCE YESCO DRAWINGS 38. R1-1 "STOP" SIGN PER MUTCD STANDARDS
- 39. NEW UTILITY STRUCTURE, REFERENCE SHEET C4.00 40. 7.0' WIDE CHANNEL LINED W/ 3" - 6" MINUS RIP-RAP (TYP)
- 41. STORM DRAIN INLET CONCRETE COLLAR, SEE DETAIL UT-1
- 42. ACCESSIBLE CONCRETE WATERWAY, SEE DETAIL I / SHEET C1.91
- 43. 4.0' CURB DRAIN, SEE DETAIL / THIS SHEET

- Fuel Tank Sizing
- 1. 25k UNLEADED GASOLINE 2. 25k DIESEL #2
- 3. 8k ETHANOL-FREE GASOLINE
- 4. 9k PREMIUM GASOLINE 5. 8k DEF
- NOTE: TANK AND FUEL INFORMATION SHOWN FOR REFERENCE ONLY. VERIFY UNDERGROUND STORAGE TANK LAYOUT AND DIMENSIONS WITH FUELING DISPENSING DRAWINGS.

Development Summary

ELMORE COUNTY, IDAHO C-2, HIGHWAY COMMERCIAL ZONING: FUEL SALES, SERVICE STATION INTENDED USE: PARCEL AREA: 304,920 SF

5,951 SF 0.14 AC **BUILDING AREA:** IMPERVIOUS AREA: 151,678 SF 3.48 AC LANDSCAPE AREA: 1147,291 SF 3.38 AC PARKING: 42 PARKING STALLS PROVIDED

2 ADA STALL PROVIDED (1 ADA + 1 VAN) 44 TOTAL PARKING STALLS PROVIDED 2 TRUCK PARKING PROVIDED

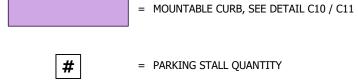
3 BICYCLE SPACES PROVIDED

Legend

= ACCESSIBLE PATH

AREAS TO COMPLY WITH ADA STANDARDS SPILL CURB, SEE APPLICABLE CURBING DETAIL

AREA OF MODERATE DUTY. ALL OTHER ASPHALT PAVEMENT OUTSIDE OF ENCLOSED AREA CONSIDERED HEAVY DUTY.



Notice To Contractors

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE OWNER / ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

TER OF SECTION 9, BOISE MERIDIAN

185 S. State Street | Salt Lake City, Utah 84111

ARCHITECT/ENGINEER:

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS: ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF MAVERIK, INC IS PROHIBITED. 2018 MAVERIK, INC.

3445 Antelope Drive, St 200

Syracuse, UT 84075

PH: 801.664.4724

EM: Thomas@HuntDay.co

ISSUANCE DESCRIPTION INITIAL SUBMITTAL TO CITY 07/01/2024 SITE PLAN UPDATE WELL & SIGNAGE UPDATES 3 CITY/CLIENT UPDATES 01/21/202 4 HIGHWAY/CUP UPDATES 03/05/2025 DRAWN BY: TRP APPROVED BY: TJH

DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD SHEET NAME

> **PROPOSED SITE PLAN**

SHEET NUMBER

C1.00

Elmore County, ID | Maverik Inc.

Traffic Impact Analysis

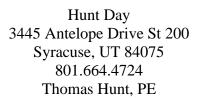
Prepared for:



Maverik, Inc.
Matt Reider
Sr. Development Coordinator
185 South State Street Suite 800
Salt Lake City, UT 84111

Prepared by:







July 29, 2025

Elmore County Kacey Ramsauer County Planner O: 208-587-2142 Ext. 1254

RE: Maverik, Inc. – Elmore County, ID – Traffic Impact Analysis

The proposed Maverik Convenience Store with 24 Fueling Station is located on the northeast corner of I-84 Business Loop and W. Frontage Road in Elmore County, ID. The proposed full movement access onto W. Frontage Road will be studied as well as the I-84 Business Loop/W. Frontage Rd intersection.

On July 15th 2024 – a meeting was held with ITD staff to discuss this project and the feasibility of this project and impact to the roadway. A trip generation letter and traffic impact study was provided to ITD which they have approved with no mitigation measures being needed as determined in this traffic impact study.

In July, 2025 Elmore County has determined that a traffic impact study per the City of Nampa standards be prepared to determine if any mitigation measures are needed. This analysis discusses the impact this development has to I-84 Business Loop and W. Frontage Road and if any auxiliary lanes are required. This study has determined that the I-84 Business Loop/W. Frontage Rd intersection has all the necessary auxiliary lanes to function at an acceptable level of service and no mitigation measures are needed.

To perform this report, manual traffic counts were obtained on multiple days during the AM and PM peak hours on multiple days in early December in 2024. The highest peak traffic counts during the field observations were used in this study to determine how the existing intersection and accesses currently function; this includes the AM and PM peak hours. With this information, we can project the trip distribution from this development to determine the impact this project has on traffic.

It is my professional opinion that upon completion of this project, it will not significantly alter the existing traffic patterns and should be permitted per the traffic data and improvements contained within this report.

If you have any questions, or if we can be of further assistance, please let us know.

Regards,

Thomas Hunt

Principal Engineer & Planner

Thomas Hunt

Email: Thomas@HuntDay.co 3445 Antelope Drive, St 200 Phone: (801) 664 - 4724 Syracuse UT 84075

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Elmore County, ID

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Elmore County, ID

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Introduction and Summary

Maverik Inc. is proposing a C-Store with 24 fueling positions on the northeast corner of I-84 Business Loop and W. Frontage Road in Mountain Home, ID. The site is currently undeveloped. There are currently auxiliary lanes on all turn movements at this intersections. A new full movement access on W. Frontage road is proposed to service this development.

The purpose of this study is to complete a Category A IDT Traffic Impact Analysis by:

- Assess the existing traffic flow and Level of Service in the AM and PM Peak hours
- Distribute the new trip generation from the project and determine the roadway's level of service.
- Project the traffic to the end of the build out year (2025) on the accesses and surrounding developments to determine the roadway's level of service.
- Determine if any mitigation measures may be needed.

Principal Findings & Conclusion

Existing 2024 Traffic Conditions:

• I-84 Business Loop/W. Frontage Rd (unsignalized) functions at a Level of Service A/B during both peak hours.

Proposed 2025 Traffic Conditions:

- ConvMarketGas 1 (ITE-945): The Convenience Store with 24 fueling positions generates 324/325 AM trips and 287/286 PM trips entering/exiting during the peak hours using ITE Trip Generation Manual, 11th edition.
- All existing and proposed intersections/accesses will function at an acceptable level of service in both peak hours with a slight increase in delay with the new development.

Projected 5-Year Horizon 2030 Traffic Conditions:

- A Growth Factor of 1.046 was utilized on all turning movements.
- All existing and proposed intersections/accesses will function at an acceptable level of service in both peak hours with a slight increase in delay with the new development.

Recommendations

Our principal findings from our traffic impact analysis have determined that during the AM and PM peak hours, all studied intersections and accesses operate at an acceptable Level of Service and should be permitted with the required recommendation stated below.

No mitigation measures or auxiliary lanes are required.



Proposed Development

Maverik Inc. is proposing a C-Store with 24 fueling positions on the northeast corner of I-84 Business Loop & W. Frontage Road in Elmore County, ID. The site is currently undeveloped. Maverik is proposing a full movement access on W. Frontage Road to service the proposed development.

This project will be completed in one phase and is anticipated to open in late-2025.

Study Area Conditions

Based upon Table C.1 of the Nampa TIS requirements, this development will generate a maximum of 326 trips during the Peak hour, resulting in a 'Medium' grouping, requiring:

- The First intersection plus all intersection and access points within 0.5 miles of a property line of the site.
 - o Note that ITD will not allow any modifications to the on-ramp/off-ramps onto I-84, so those are not studied in this analysis.
- Horizon year is opening year and five years after opening.

Based upon the above criteria, the study areas are:

- I-84 Business Loop/W. Frontage Road intersection (unsignalized)
- W. Frontage Rd/ Maverik Access (unsignalized)
- Ditto Creek/Chevron Access #1 (unsignalized)
- Ditto Creek/Chevron Access #2 (unsignalized)
- W. Frontage Rd/RV Park Access (unsignalized)
- W. Frontage Rd / ITD Access #1 (unsignalized)
- W. Frontage Rd / ITD Access #2 (unsignalized)
- I-84 Business Loop / RV Access #1 (unsignalized)
- I-84 Business Loop / RV Access #2 (unsignalized)

This report addresses the impacts based on Level of Service (LOS) values calculated by delay.

A Vicinity Map has been provided in Figure #1 that shows this location, and a Study Area exhibit has been provided in Figure #2 and Figure #3 is a Trip Distribution Map for the proposed development.



Figure #1 Vicinity Map
I-84 Business Loop & W, Frontage Road | Elmore County, ID

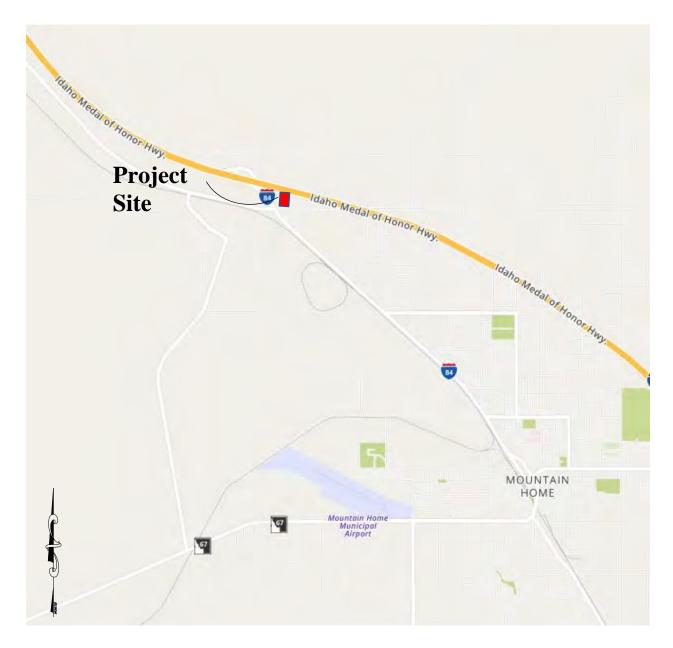


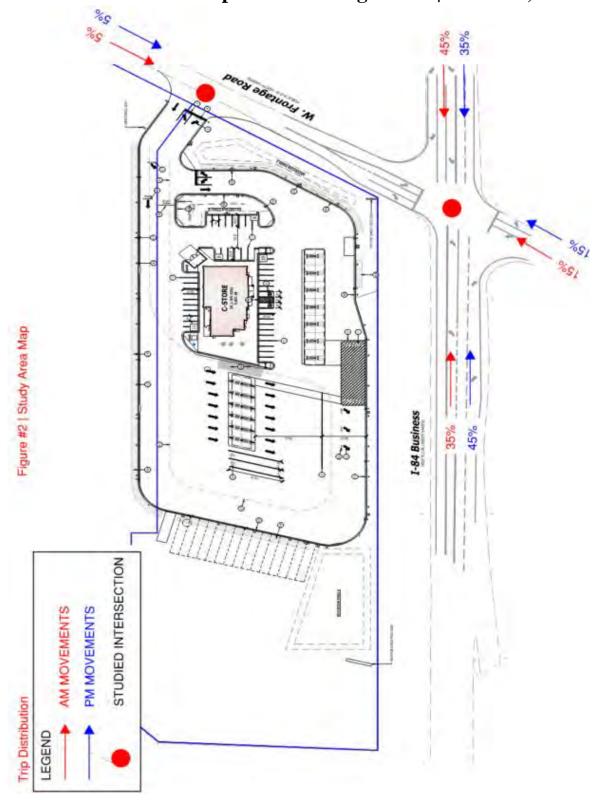


Figure #4 Study Area Map I-84 Business Loop & W. Frontage Road | Caldwell, ID





Figure #3 Trip Distribution Map I-84 Business Loop & W. Frontage Road | Caldwell, ID





Analysis of Existing Conditions

Physical Characteristics

<u>I-84 Business Loop & W. Frontage Road</u> is a non-signalized two-way stop-controlled intersection. W. Frontage Road is stop controlled with stop signs. W. Frontage Road has a dedicated left turn lane, dedicated thru lane and dedicated right turn lane in both directions and has a speed limit of 25 mph. I-84 Business Loop southbound has a dedicated left turn lane, two dedicated thru lanes, and a dedicated right turn lane. Northbound has a dedicated left turn lane, a dedicated thru lane, and a dedicated right turn lane. The posted speed limit is 45 mph.

W. Frontage Rd/ Maverik Access the Maverik access has a dedicated left turn and dedicated right turn lane and is stop sign controlled. W. Frontage road westbound has a shared thru/right turn lane; while eastbound has a shared thru/left turn lane. The posted speed limit is 40 mph.

<u>Ditto Creek/Chevron Access #1</u> the Chevron access isn't striped, but is wide enough for a dedicated left turn and dedicated right turn lane and is stop sign controlled. Ditto Creek westbound and eastbound have a single lane in each direction. The posted speed limit is 25 mph.

<u>Ditto Creek/Chevron Access #2</u> the Chevron access isn't striped, but is wide enough for a dedicated left turn and dedicated right turn lane and is stop sign controlled. Ditto Creek westbound and eastbound have a single lane in each direction. The posted speed limit is 25 mph.

W. Frontage Rd/RV Park Access this RV Park access isn't striped, but is wide enough for a dedicated left turn and dedicated right turn lane and is stop sign controlled. W. Frontage Road westbound and eastbound have a single lane in each direction. The posted speed limit is 40 mph.

W. Frontage Rd/ITD Access #1 this ITD access isn't striped, but is wide enough for a dedicated left turn and dedicated right turn lane and is stop sign controlled. W. Frontage Road westbound and eastbound have a single lane in each direction. The posted speed limit is 40 mph.

W. Frontage Rd/ITD Access #2 this ITD access isn't striped, but is wide enough for a dedicated left turn and dedicated right turn lane and is stop sign controlled. W. Frontage Road westbound and eastbound have a single lane in each direction. The posted speed limit is 40 mph.

<u>I-84 Business Loop / RV Access #1</u> this RV Park access isn't striped, but is wide enough for a dedicated left turn and dedicated right turn lane and is stop sign controlled. I-84 Business Loop northbound has a single land and southbound has two lanes. The posted speed limit is 45 mph.

<u>I-84 Business Loop / RV Access #2</u> this RV Park access isn't striped, but is wide enough for a dedicated left turn and dedicated right turn lane and is stop sign controlled. I-84 Business Loop northbound has a single land and southbound has two lanes. The posted speed limit is 45 mph.



The roadway intersection geometrics, turn lanes, driveways, traffic control devices, stop signs etc. are shown in Figures below.

Level of Service Analysis

For this traffic impact study, the LOS was determined by calculating the average delay time per vehicle in seconds using Synchro 11. Each LOS is associated with a designated range of delay times in seconds per vehicle. Table 1 (below) is used to determine the LOS for a signalized intersection based on the delay in seconds per vehicle. Table 2 (below) is used to determine the LOS for an unsignalized intersection based on the delay in seconds per vehicle. According to the Highway Capacity Manual, most facilities are designed for a service flow rate at LOS D or better to ensure acceptable operating conditions to users.

Table 1 - Signalized Intersections Level of Service

LOS	Intersection Delay per Vehicle (sec/veh)	General Description
\boldsymbol{A}	≤ 10	Free Flow
\boldsymbol{B}	> 10 - 20	Stable Flow (slight delays)
\boldsymbol{C}	> 20 - 35	Stable Flow (acceptable delays)
\boldsymbol{D}	> 35 - 55	Approaching unstable (tolerable delay)
\boldsymbol{E}	> 55 - 80	Unstable Flow (intolerable delay)
F	> 80	Forced Flow (congested and failure)

Source: Highway Capacity Manual (HCM) 2022.

Table 2 - Unsignalized Intersections Level of Service

LOS	Intersection Delay per Vehicle (sec/veh)	General Description
\boldsymbol{A}	≤ 10	Free Flow
\boldsymbol{B}	> 10 - 15	Stable Flow (slight delays)
\boldsymbol{C}	> 15 - 25	Stable Flow (acceptable delays)
\boldsymbol{D}	> 25 - 35	Approaching unstable (tolerable delay)
\boldsymbol{E}	> 35 - 50	Unstable Flow (intolerable delay)
F	> 50	Forced Flow (congested and failure)

Source: Highway Capacity Manual (HCM) 2022.

Existing Traffic Volumes

Data collection was obtained in accordance with the latest edition of the Institute of Transportation Engineers "Manual of Transportation Engineering Studies".

Traffic counts were obtained in 15-minute increments to determine if any atypical PHF exists – none were determined. Daily AM and PM peak hour traffic volumes were obtained at all turning movements at the studied intersection and accesses were obtained. These existing traffic volumes can be found in Figures 4 and 5 below.













Existing Study Area Level of Service

The existing intersection was analyzed using Synchro 11. The results, indicating the current level of service, are shown in Table 3 and the appendix.

Table 3 – Existing Level of Service for Study Area

Todaya adi ay	Approach	Existin	ng AM	Existing PM		
Intersection	**	Delay	LOS	Delay	LOS	
	NBL	7.8	A	7.9	A	
	NBT	-	-	-	-	
	NBR	-	-	-	-	
	EBL	13.2	В	13.3	В	
	EBT	12.3	В	12.5	В	
I-84 / W. Frontage Road	EBR	8.8	A	8.9	\boldsymbol{A}	
1-04 / W. Fromage Road	WBL	11.6	В	11.8	В	
	WBT	12.8	В	13.0	В	
	WBR	9.2	A	9.1	A	
	SBL	7.6	A	7.6	A	
	SBT	-	-	-	-	
	SBR	-	-	-	-	
	ELB	7.5	A	7.4	A	
	EBT	-	-	-	-	
W. Frontage Rd /	WBT	-	-	-	-	
Chevron #1	WBR	-	-	-	-	
	SBL	9.5	A	9.2	\boldsymbol{A}	
	SBR	8.8	A	8.5	A	
	ELB	7.4	A	7.3	A	
	EBT	-	-	-	-	
W. Frontage Rd /	WBT	-	-	-	-	
Chevron #2	WBR	-	-	-	-	
	SBL	9.0	A	8.7	A	
	SBR	8.6	A	8.4	A	
	ELB	7.3	A	7.3	A	
	EBT	-	-	-	-	
W. Frontage Rd / ITD #1	WBT	-	-	-	-	
	WBR	-	-	-	-	
	SBL	8.8	A	8.7	A	
	SBR	8.5	A	8.4	A	



Table 3 – Existing Level of Service for Study Area.... continued.

To a section	Approach	Existin	ng AM	Existing PM		
Intersection		Delay	LOS	Delay	LOS	
	ELB	7.3	A	0.0	A	
	EBT	1	-	-	-	
W. Eventage Pd / ITD #2	WBT	•	-	-	-	
W. Frontage Rd / ITD #2	WBR	-	-	-	-	
	SBL	0.0	A	8.7	A	
	SBR	8.4	\boldsymbol{A}	8.4	\boldsymbol{A}	
	NBL	8.8	A	8.8	A	
	NBR	0.0	\boldsymbol{A}	0.0	\boldsymbol{A}	
RV Access / W. Frontage	EBT	•	-	-	-	
Rd	EBR	-	-	-	-	
	WBL	0.0	A	7.3	A	
	WBT	-	-	-	-	
	NBT	-	-	-	-	
	NBR	-	-	-	-	
I-84 Business Loop / RV	SBL	7.6	A	7.6	A	
Access #1	SBT	-	-	-	-	
	WBL	0.0	A	10.1	В	
	WBR	9.3	A	9.3	A	
	NBT	-	-	-	-	
	NBR	-	-	-	-	
W. Frontage Rd / ITD #2	SBL	7.6	A	7.6	A	
	SBT	-	-	-	-	
	WBL	10.3	В	10.4	В	
	WBR	9.3	A	9.2	A	
	EBL	-	-	-	-	
W. Frontage Rd / Maverik Access	EBT	-	-	-	-	
Maverik Access	SBL	-	-	-	-	
	SBR	-	-	-	-	

Source: Delay times and LOS determined using Synchro 11.

Summary of Existing Conditions

Based upon the existing traffic conditions in the AM and PM peak hours, Level of Service at all studied intersections and accesses perform at an acceptable level of service. For a detailed report and individual lane LOS's, the results of the study can be found in the Appendix.



Other required Data & Analysis

No crashes were observed while obtaining traffic counts. Based on the crash data from ITD, there have been 7 minor accidents since 2018. This results in approximately 1 accident/year. It is not anticipated that the proposed development will create an increase in accidents at the intersection.

Access Spacing

Following the Nampa access spacing standard, in Section 105.2, we can determine that this development is considered a Minor Generator on a collector roadway, and the access should be 4-5 times the speed limit distance away from the intersection. $(5 \times 40 \text{mph}) = 200^{\circ}$. The proposed access is 360° from the intersection, meeting the requirement.

Queue Length

The 95th Percentile queue lengths for all studied intersections and accesses are provided in the Appendix. All existing turn lanes provide more than sufficient lengths, so they aren't shown in the report. Proposed conditions still have sufficient space, but are shown in the report.

Pedestrian Crossing

There are no sidewalks/crosswalks in this area, nor are they wanted due to the major collector roadway of I-84 Business Loop.

There are no schools in/near the vicinity.



Proposed Traffic

Trip Generation

The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 11th Edition.

The number of new trips generated for the proposed Convenience Store with 24 fueling pumps development was determined using trip generation figures obtained from ITE Trip Generation Manual 11th Edition for that specific use (ITE Land Use Code 945).

The calculations for this can be found in the Appendix. These results can be seen in Table 4 below.

Table 4 – Project Trip Generation

Land Use	Weekday Trips Entering	Weekday Trips Exiting	AM Trips Entering	AM Trips Exiting	PM Trips Entering	PM Trips Exiting
GasStation-Conv 2 (945)	3086	3085	324	325	287	286

Note that this analysis has been performed to remove any 'pass-by' trips from the trip generation per the reviewers request – suggesting that no vehicles along the existing frontage roadways will utilize the gas station.

The proposed new trips were added to the traffic represented opening day of this project based upon the trip distribution found in Figure 3 above and the Project Trip Generation found in Table 4 above. The proposed combined vehicle movements are shown in Figure 6 and 7 below.















Results

Based on current conditions, combined with the generated traffic flows from the proposed development, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 5 below.

Table 5 – Proposed (2025) Level of Service for Study Area

T	Approach	Existing AM		Existing PM		Proposed AM		Proposed PM	
Intersection	**	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	NBL	7.8	A	7.9	A	7.8	A	7.9	A
	NBT	-	-	-	-	-	-	-	-
	NBR	-	-	-	-	-	-	-	-
	EBL	13.2	В	13.3	В	30.8	D	33.7	D
	EBT	12.3	В	12.5	В	22.7	C	22.5	C
IOA/W Encoders Donal	EBR	8.8	A	8.9	A	8.8	A	8.9	A
I-84 / W. Frontage Road	WBL	11.6	В	11.8	В	33.7	D	28.4	D
	WBT	12.8	В	13.0	В	19.8	С	20.9	С
	WBR	9.2	A	9.1	A	9.9	A	9.9	A
	SBL	7.6	A	7.6	\boldsymbol{A}	8.4	A	8.2	\boldsymbol{A}
	SBT	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-
	ELB	7.5	A	7.4	A	7.5	A	7.5	A
	EBT	-	-	-	-	-	-	-	-
W. Frontage Rd /	WBT	-	-	-	-	-	-	-	-
Chevron #1	WBR	-	-	-	-	-	-	-	-
	SBL	9.5	A	9.2	A	9.9	A	10.0	В
	SBR	8.8	A	8.5	A	8.8	A	9.0	A
	ELB	7.4	A	7.3	\boldsymbol{A}	7.4	A	7.4	\boldsymbol{A}
	EBT	-	-	-	-	-	-	-	-
W. Frontage Rd /	WBT	-	-	-	-	-	-	-	-
Chevron #2	WBR	-	-	-	-	-	-	-	-
	SBL	9.0	A	8.7	A	9.3	A	9.4	A
	SBR	8.6	A	8.4	A	8.6	A	8.8	A
	ELB	7.3	A	7.3	A	7.3	A	7.3	A
	EBT	-	-	-	-	-	-	-	-
W. Frontage Rd / ITD #1	WBT	-	-	-	-	-	-	-	-
	WBR	-	-	-	-	-	-	-	-
	SBL	8.8	A	8.7	A	8.9	A	8.9	A
	SBR	8.5	A	8.4	A	8.5	A	8.5	A



Table 5 – Proposed (2025) Level of Service for Study Area continued.

T /	Approach	Existin	ng AM	Existing PM		Proposed AM		Proposed PM	
Intersection	TT -	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	EBL	7.3	A	0.0	A	7.3	A	0.0	A
	EBT	-	-	-	-	-	-	-	-
W. Frontage Rd / ITD #2	WBT	-	-	-	-	-	-	-	-
W. Fromage Ra / 11D #2	WBR	-	-	-	-	-	-	-	-
	SBL	0.0	A	8.7	A	0.0	A	8.9	\boldsymbol{A}
	SBR	8.4	A	8.4	A	8.5	A	8.5	\boldsymbol{A}
	NBL	8.8	A	8.8	A	10.9	В	10.6	В
	NBR	0.0	A	0.0	A	0.0	A	0.0	\boldsymbol{A}
RV Access / W. Frontage	EBT	-	-	-	-	-	-	-	-
Rd	EBR	-	-	-	-	-	-	-	-
	WBL	0.0	A	7.3	A	0.0	\boldsymbol{A}	7.9	\boldsymbol{A}
	WBT	-	-	-	-	-	-	-	-
	NBT	-	-	-	-	-	-	-	-
	NBR	-	-	-	-	-	-	-	-
I-84 Business Loop / RV	SBL	7.6	A	7.6	A	8.0	A	7.9	A
Access #1	SBT	-	-	-	-	-	-	-	-
	WBL	0.0	A	10.1	В	0.0	A	10.9	В
	WBR	9.3	A	9.3	A	10.3	В	9.9	\boldsymbol{A}
	NBT	-	-	-	-	-	-	-	-
	NBR	-	-	-	-	-	-	-	-
I-84 Business Loop / RV	SBL	7.6	A	7.6	A	8.0	A	7.9	\boldsymbol{A}
Access #2	SBT	-	-	-	-	-	-	-	-
	WBL	10.3	В	10.4	В	11.9	В	11.5	В
	WBR	9.3	A	9.2	A	10.3	A	9.9	A
	EBL	-	-	-	-	8.0	A	7.8	A
W. Frontage Rd /	WBT	-	-	-	-	0.0	A	0.0	A
Maverik Access	SBL	-	-	-	-	17.7	С	15.7	С
	SBR	-	-	-	-	10.2	В	9.9	\boldsymbol{A}

Source: Delay times and LOS determined using Synchro 11.



Queue Length Analysis

Due to the proposed location of the site access along W. Frontage Road in proximity to Business I-84, a queue length analysis for each turning movement on the I-84 Business Loops intersection and the new to determine the length of potential lane storage required to accommodate the number of vehicles accessing the site is needed.

I-84 Southbound *left* queue length is 250' in length.

- AM 95th percentile Queue length is 57'.
- PM 95th percentile Queue length is 50'

I-84 Northbound *left* queue length is 175' in length.

- AM 95th percentile Queue length is 31'.
- PM 95th percentile Queue length is 14'

Frontage Road Westbound *left* onto I-84 Business Loop is 140' in length.

- AM 95th percentile Queue length is 96'.
- PM 95th percentile Queue length is 81'.

Frontage Road Westbound *right* onto I-84 Business Loop is 140' in length.

- AM 95th percentile Queue length is 31'.
- PM 95th percentile Queue length is 37'.

Frontage Road Eastbound *left* onto I-84 Business Loop is 150' in length.

- AM 95th percentile Queue length is 25'.
- PM 95th percentile Queue length is 25'.

Frontage Road Eastbound *left* into the Maverik Access is a shared left/thru lane and has a distance of length is 250' from the access to radius PT of the intersection.

- AM 95th percentile Queue length is 37'.
- PM 95th percentile Queue length is 42'.

Based upon the above queuing analysis, each existing auxiliary lane has enough capacity to service the proposed development without any modifications. This is also assuming a worst case scenario that there are no pass-by trips for the new development.

Auxiliary Lanes

The I-84 Business Loop /W. Frontage Road intersection has existing auxiliary lanes in all turn movements. The forecasted traffic has minimal impact on the level of service, so no mitigation measures are needed.



Summary of Proposed Development (2025)

Based upon the proposed traffic conditions in the AM and PM peak hours, the overall Level of Service at all studied intersections and accesses perform at an acceptable level of service with a slight increase in delay from current conditions.

Projected 5-Year Horizon Traffic (2030)

Based upon the requirements in the Nampa TIS Policy, this size of project is requires a study done to the 5-Year horizon. Based on google research, Elmore County has a yearly growth rate of 0.925%. Based on this, a growth factor of 1.046 was applied to the existing traffic volumes to model a developed condition to project the counts anticipated for 2030

The projected Traffic Volumes have been distributed across all studied accesses and intersections. These projected volumes are shown in Figures 8 and 9 below. The project level of service with these projections are shown in Table 6 below.













Results – Projected 5-Year Horizon (2030)

Based on current conditions, combined with the generated traffic flows from the proposed development and a growth factor of 1.046, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 6 below.

Table 6 – Projected (2030) Level of Service for Study Area

Intersection	Approa	Existin	g AM	Existin	g PM	Propose	ed AM	Propos	ed PM	Project (20	ted AM 30)	Project (20	ted PM 30)
Intersection	ch	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	NBL	7.8	A	7.9	A	7.8	A	7.9	A	7.8	A	7.9	A
	NBT	-	•	-	-	-	•	-	-	-	•	-	-
	NBR	-	-	-	-	-	-	-	-	-	•	•	-
	EBL	13.2	В	13.3	В	30.8	D	33.7	D	32.0	D	34.5	D
	EBT	12.3	В	12.5	В	22.7	С	22.5	C	24.4	C	24.4	C
I-84 / W.	EBR	8.8	\boldsymbol{A}	8.9	\boldsymbol{A}	8.8	\boldsymbol{A}	8.9	\boldsymbol{A}	8.8	\boldsymbol{A}	9.0	\boldsymbol{A}
Frontage Road	WBL	11.6	В	11.8	В	33.7	D	28.4	D	34.2	D	32.6	D
	WBT	12.8	В	13.0	В	19.8	C	20.9	C	21.0	C	22.3	C
	WBR	9.2	A	9.1	A	9.9	\boldsymbol{A}	9.9	A	10.0	В	10.0	В
	SBL	7.6	A	7.6	A	8.4	A	8.2	A	8.4	A	8.3	A
	SBT	-	-	-	-	-	-	-	-	-	-	-	-
	SBR	-	-	-	-	-	-	-	-	-	-	-	-
	ELB	7.5	A	7.4	A	7.5	A	7.5	A	7.5	A	7.6	A
	EBT	-	-	-	-	-	-	-	-	-	-	-	-
W. FrontageRd	WBT	-	-	-	-	-	-	-	-	-	-	-	-
/ Chevron #1	WBR	-	-	-	-	-	-	-	-	-	-	-	-
	SBL	9.5	\boldsymbol{A}	9.2	\boldsymbol{A}	9.9	\boldsymbol{A}	10.0	В	10.0	В	10.2	В
	SBR	8.8	\boldsymbol{A}	8.5	\boldsymbol{A}	8.8	\boldsymbol{A}	9.0	\boldsymbol{A}	8.8	\boldsymbol{A}	9.0	\boldsymbol{A}
	ELB	7.4	\boldsymbol{A}	7.3	\boldsymbol{A}	7.4	\boldsymbol{A}	7.4	\boldsymbol{A}	7.4	\boldsymbol{A}	7.4	\boldsymbol{A}
	EBT	-	-	-	-	-	-	-	-	-	-	-	-
W. Frontage Rd	WBT	-	•	-	-	-	-	-	-	-	-	-	-
/ Chevron #2	WBR	-	-	-	-	-	-	-	-	-	-	-	-
	SBL	9.0	A	8.7	\boldsymbol{A}	9.3	A	9.4	\boldsymbol{A}	9.4	A	9.5	A
	SBR	8.6	A	8.4	\boldsymbol{A}	8.6	A	8.8	A	8.6	A	8.8	A
	ELB	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A
	EBT	-	-	-	-	-	-	-	-	-	-	-	-
W. Frontage Rd	WBT	-	-	-	-	-	-	-	-	-	-	-	-
/ ITD #1	WBR	-	-	-	-	-	-	-	-	-	-	-	-
	SBL	8.8	A	8.7	A	8.9	A	8.9	A	8.9	A	8.9	A
	SBR	8.5	A	8.4	A	8.5	A	8.5	A	8.6	A	8.5	A



Table 6 – Projected (2030) Level of Service for Study Area continued.

Intersection	Approa	Existin	g AM	Existin	ng PM	Propos	ed AM	Propose	ed PM		ted AM (30)	Project (20	ted PM 30)
Intersection	ch	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	EBL	7.3	A	0.0	A	7.3	A	0.0	A	7.3	A	0.0	A
	NBT	-	-	-	-	-	-	-	-	-	-	-	-
W. Frontage Rd	WBT	-	•	-	-	-	•	-	-	-	-	-	•
/ ITD #2	WBR	-	•	1	-	-	•	-	-	-	-	-	•
	SBL	0.0	\boldsymbol{A}	8.7	A	0.0	\boldsymbol{A}	8.9	\boldsymbol{A}	0.0	A	8.9	\boldsymbol{A}
	SBR	8.4	A	8.4	A	8.5	A	8.5	A	8.5	A	8.5	A
	NBL	8.8	\boldsymbol{A}	8.8	\boldsymbol{A}	10.9	В	10.6	В	11.0	В	10.7	В
RV Access / W.	NBR	0.0	\boldsymbol{A}	0.0	A	0.0	\boldsymbol{A}	0.0	\boldsymbol{A}	0.0	\boldsymbol{A}	0.0	\boldsymbol{A}
Frontage Rd	EBT	-	-	-	-	-	-	-	-	-	-	-	-
	EBR	-	-	-	-	-	-	-	-	-	-	-	-
	WBL	0.0	A	7.3	A	0.0	A	7.9	\boldsymbol{A}	0.0	A	7.9	A
	WBT	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-	-	-	-	-	-	-	-	-	-
	NBR	-	-	-	-	-	-	-	-	-	-	-	-
I-84 Business	SBL	7.6	A	7.6	A	8.0	A	7.9	\boldsymbol{A}	8.1	A	7.9	A
Loop / RV	SBT	-	-	-	-	-	-	-	-	-	-	-	-
Access #1	WBL	0.0	A	10.1	В	0.0	A	10.9	В	0.0	A	11.0	В
	WBR	9.3	A	9.3	A	10.3	В	9.9	\boldsymbol{A}	10.4	\boldsymbol{A}	10.0	A
	NBT	-	-	-	-	-	-	-	-	-	-	-	
	NBR	-	-	-	-	-	-	-	-	-	-	-	
I-84 Business	SBL	7.6	A	7.6	\boldsymbol{A}	8.0	A	7.9	\boldsymbol{A}	8.1	A	7.9	\boldsymbol{A}
Loop / RV	SBT	-	-	-	-	-	-	-	-	-	-	-	
Access #2	WBL	10.3	В	10.4	В	11.9	В	11.5	В	12.1	В	11.7	В
	WBR	9.3	A	9.2	A	10.3	\boldsymbol{A}	9.9	\boldsymbol{A}	10.4	В	10.0	В
	EBL					8.0	A	7.8	A	8.0	A	7.9	A
W. Frontage Rd	EBT					0.0	A	0.0	A	0.0	A	0.0	A
/ Maverik Access	SBL					17.7	С	15.7	С	18.7	С	16.4	С
	SBR					10.2	В	9.9	\boldsymbol{A}	10.4	В	10.0	В

Source: Delay times and LOS determined using Synchro $11.\,$



Queue Length Analysis Projected (2030)

Due to the proposed location of the site access along W. Frontage Road in proximity to Business I-84, a queue length analysis for each turning movement on the I-84 Business Loops intersection and the new to determine the length of potential lane storage required to accommodate the number of vehicles accessing the site is needed.

I-84 Southbound *left* queue length is 250' in length.

- AM 95th percentile Queue length is 59'.
- PM 95th percentile Queue length is 53'

I-84 Northbound *left* queue length is 175' in length.

- AM 95th percentile Queue length is 33'.
- PM 95th percentile Queue length is 15'

Frontage Road Westbound *left* onto I-84 Business Loop is 140' in length.

- AM 95th percentile Queue length is 99'.
- PM 95th percentile Queue length is 85'.

Frontage Road Westbound *right* onto I-84 Business Loop is 140' in length.

- AM 95th percentile Queue length is 33'.
- PM 95th percentile Queue length is 39'.

Frontage Road Eastbound *left* onto I-84 Business Loop is 150' in length.

- AM 95th percentile Queue length is 27'.
- PM 95th percentile Queue length is 27'.

Frontage Road Eastbound *left* into the Maverik Access is a shared left/thru lane and has a distance of length is 250' from the access to radius PT of the intersection.

- AM 95th percentile Queue length is 39'.
- PM 95th percentile Oueue length is 45'.

Based upon the above queuing analysis, each existing auxiliary lane has enough capacity to service the proposed development without any modifications. This is also assuming a worst case scenario that there are no pass-by trips for the new development.

Auxiliary Lanes

The I-84 Business Loop /W. Frontage Road intersection has existing auxiliary lanes in all turn movements. The forecasted traffic has minimal impact on the level of service, so no mitigation measures are needed.



Summary of Projected Development (2030)

Based upon the proposed traffic conditions in the AM and PM peak hours, the overall Level of Service at all studied intersections and accesses perform at an acceptable level of service with a slight increase in delay from current conditions.

Conclusion

The proposed Maverik Convenience Store with 24 Fueling Station is located on the northeast corner of I-84 Business Loop and W. Frontage Road.

A Category per Nama TIS Standards was performed to determine the impact that the proposed Maverik C-Store would have on the existing traffic during the opening year (2025) and Projected to the 5-Year Horizon (2030).

After a full analysis of these roadways, intersections, accesses and this proposed development, the overall Level of Service in the AM and PM peak hours at all studied intersections and accesses will perform at an acceptable level of service. Based upon the traffic analysis, the proposed development will not require any mitigation measures to the roadway infrastructure.

Recommendations

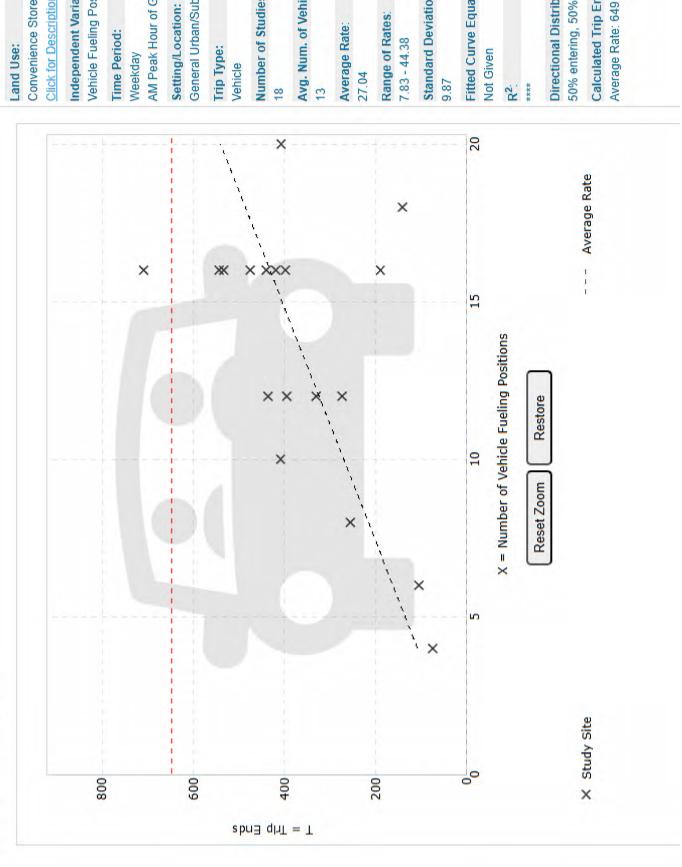
No recommendations / mitigation measures are suggested.



Appendix



Data Plot and Equation



DATA STATISTICS

Convenience Store/Gas Station - GFA (4-5.5k) (945) Click for Description and Data Plots

Independent Variable:

Vehicle Fueling Positions

Time Period:

AM Peak Hour of Generator

General Urban/Suburban

Trip Type:

Number of Studies:

Avg. Num. of Vehicle Fueling Positions:

Average Rate:

Range of Rates:

Standard Deviation:

Fitted Curve Equation:

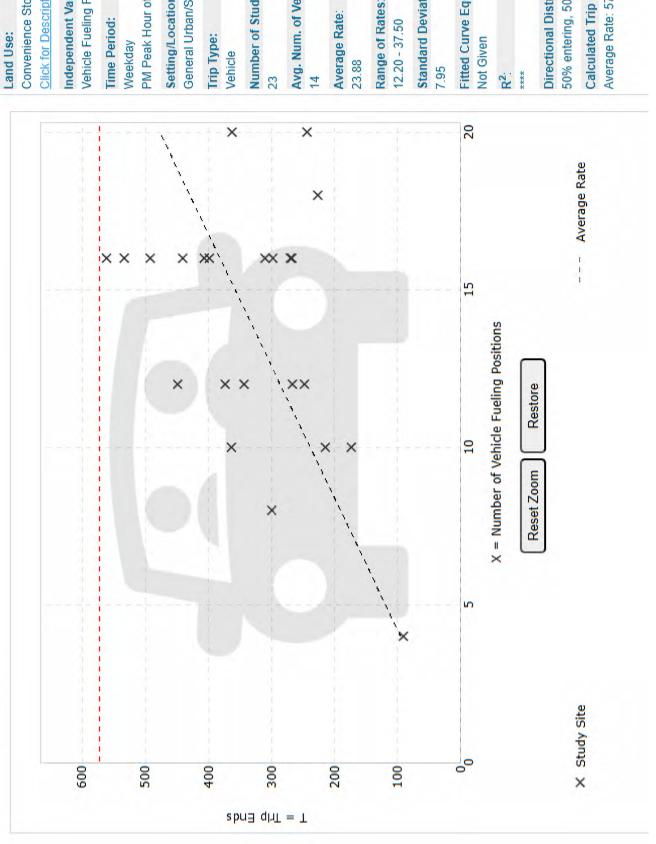
Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 649 (Total), 324 (Entry), 325 (Exit)

Data Plot and Equation



DATA STATISTICS

Convenience Store/Gas Station - GFA (4-5.5k) (945) Click for Description and Data Plots

Independent Variable:

Vehicle Fueling Positions

PM Peak Hour of Generator

Setting/Location:

General Urban/Suburban

Number of Studies:

Avg. Num. of Vehicle Fueling Positions:

Standard Deviation:

Fitted Curve Equation:

Directional Distribution:

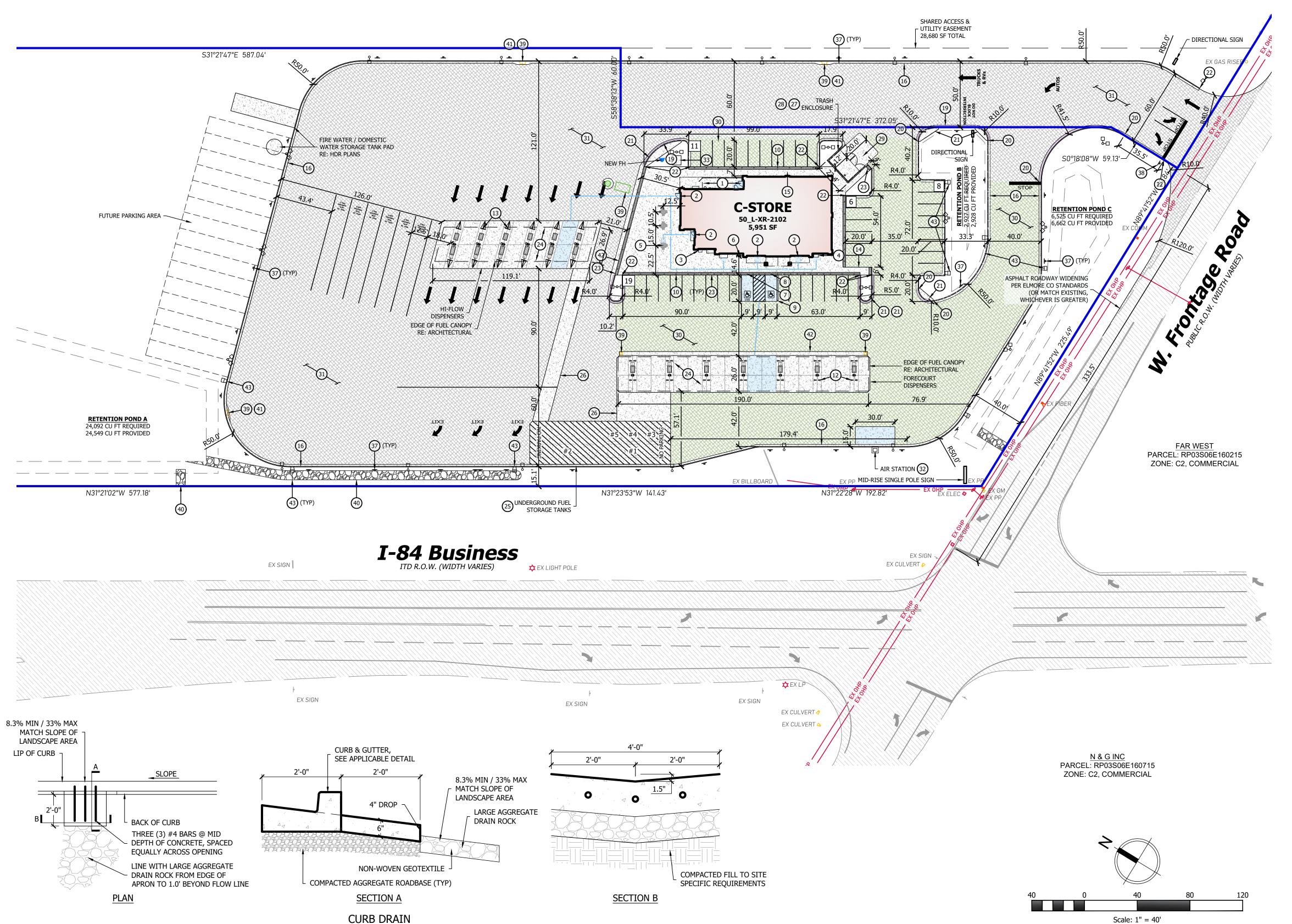
50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 573 (Total), 287 (Entry), 286 (Exit)



MOUNTAIN HOME COMMERCIAL, LLC PARCEL: RP03S06E098845 ZONE: C2, COMMERCIAL



SCALE: NONE

General Notes

- CONCRETE SIDEWALK LOCATED ON SITE TO BE 4-INCH THICK MINIMUM WITH MEDIUM BROOM
- WALKWAY IS TO BE FLUSH WITH ASPHALT AT PERIMETER OF BUILDING.
- UNDERGROUND FUEL STORAGE TANKS SHOWN FOR REFERENCE ONLY. REFERENCE FUELING
- DISPENSING DRAWINGS FOR TANK EXACT LAYOUT AND DIMENSIONS. CONCRETE PETROLEUM TRENCH CAP SHOWN FOR REFERENCE ONLY. REFERENCE FUELING DISPENSING DRAWINGS FOR EXACT FUEL PIPING ALIGNMENT AND TRENCH WIDTH.
- CONTRACTOR TO COORDINATE WITH UTILITY PROVIDED FOR EXACT LOCATION OF ELECTRICAL TRANSFORMER.

6. CONTRACTOR TO ENSURE SITE LIGHTING MEETS OWNER PROVIDED SPACING REQUIREMENTS.

Key Notes

- HOUSEKEEPING PAD, REFERENCE ARCHITECTURAL DRAWINGS
- 2. BUILDING ENTRY, REFERENCE ARCHITECTURAL DRAWINGS 3. MISC. VENDING, TO BE DETERMINED BY OPERATIONS TEAM AT OPENING
- 4. PROPANE VENDING LOCATION
- 5. PICNIC TABLES, TO BE SUPPLIED BY OWNER
- 6. HI-ROLLER BICYCLE RACK, SEE DETAIL E, SHEET C1.93
- 7. ACCESSIBLE VAN PARKING SIGN W/ 6" PARKING BOLLARD 8. ACCESSIBLE PARKING SIGN W/ 6" PARKING BOLLARD
- 9. CONCRETE ACCESSIBLE PARKING SPACES W/ CHAMFERED CORNERS, SEE DETAIL F / SHEET C1.90
- 10. 6" PARKING BOLLARD, SEE DETAIL A, B, G / SHEET C1.92
- 11. PIPE BOLLARD, SEE DETAIL D / SHEET C1.92 12. HOOP BOLLARD, SEE DETAIL C / SHEET C1.92
- 13. WEDGE BOLLARD, SEE DETAIL E / SHEET C1.92
- 14. CONCRETE WALKWAY, SEE DETAIL H / SHEET C1.90
- 15. CONCRETE WALKWAY AT BUILDING, SEE DETAIL I / SHEET C1.90
- 16. ON-SITE 'CATCH' CURB & GUTTER, SEE DETAIL A / SHEET C1.91
- 17. ON-SITE 'SPILL' CURB & GUTTER, SEE DETAIL B / SHEET C1.91
- 18. ON-SITE MOUNTABLE 'CATCH' CURB & GUTTER, SEE DETAIL C / SHEET C1.91
- 19. ON-SITE MOUNTABLE 'SPILL' CURB & GUTTER, SEE DETAIL D / SHEET C1.91
- 20. TRANSITION BETWEEN CURB TYPES. 21. RUNOUT PAD, SEE DETAIL K / SHEET C1.91
- 22. CURB TRANSITION FROM 0" TO 6" HEIGHT OVER 12" RUN
- 23. TRUNCATED DOME PAD
- 24. CONCRETE PAD UNDER FUEL CANOPY, SEE DETAIL F / SHEET C1.91 25. FUEL TANK PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET C1.91 (VERIFY FUEL PIPING
- ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS)
- 26. CONCRETE PETROLEUM TRENCH CAP, SEE DETAIL J / SHEET C1.91 (VERIFY FUEL PIPING ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS)
- 27. TRASH ENCLOSURE, REFERENCE ARCHITECTURAL DRAWINGS
- 28. TRASH ENCLOSURE FOUNDATION, REFERENCE STRUCTURAL DRAWINGS 29. CONCRETE TRASH ENCLOSURE ACCESS PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET
- 30. MODERATE / LIGHT DUTY ASPHALT PAVEMENT, SEE DETAIL A / SHEET C1.90
- 31. HEAVY DUTY ASPHALT PAVEMENT, SEE DETAIL B / SHEET C1.90
- 32. XACTAIR AIR STATION AND FOUNDATION PER MANUFACTURER'S REQUIREMENTS AND
- RECOMMENDATIONS, SEE DETAIL E / SHEET C1.93 33. ELECTRICAL TRANSFORMER, REFERENCE ELECTRICAL DRAWINGS
- 34. SITE LIGHTING (TYPICAL)
- 35. MONUMENT SIGN, REFERENCE YESCO DRAWINGS 36. POLE SIGN, REFERENCE YESCO DRAWINGS.
- 37. "NO PARKING" SIGN, REFERENCE YESCO DRAWINGS
- 38. R1-1 "STOP" SIGN PER MUTCD STANDARDS 39. NEW UTILITY STRUCTURE, REFERENCE SHEET C4.00
- 40. 7.0' WIDE CHANNEL LINED W/ 3" 6" MINUS RIP-RAP (TYP)
- 41. STORM DRAIN INLET CONCRETE COLLAR, SEE DETAIL UT-1 42. ACCESSIBLE CONCRETE WATERWAY, SEE DETAIL I / SHEET C1.91
- 43. 4.0' CURB DRAIN, SEE DETAIL / THIS SHEET

- **Fuel Tank Sizing** 1. 25k UNLEADED GASOLINE
- 2. 25k DIESEL #2
- 3. 8k ETHANOL-FREE GASOLINE
- 4. 9k PREMIUM GASOLINE 5. 8k DEF
- NOTE: TANK AND FUEL INFORMATION SHOWN FOR REFERENCE ONLY. VERIFY UNDERGROUND STORAGE TANK LAYOUT AND DIMENSIONS WITH FUELING DISPENSING DRAWINGS.

0.14 AC

Development Summary

ELMORE COUNTY, IDAHO C-2, HIGHWAY COMMERCIAL ZONING: INTENDED USE: FUEL SALES, SERVICE STATION PARCEL AREA: 304,920 SF

IMPERVIOUS AREA: 151,678 SF 3.48 AC LANDSCAPE AREA: 1147,291 SF 3.38 AC PARKING: 42 PARKING STALLS PROVIDED

5,951 SF

2 ADA STALL PROVIDED (1 ADA + 1 VAN) 44 TOTAL PARKING STALLS PROVIDED 2 TRUCK PARKING PROVIDED

3 BICYCLE SPACES PROVIDED

Legend

BUILDING AREA:

ACCESSIBLE PATH

SPILL CURB, SEE APPLICABLE CURBING DETAIL

AREA OF MODERATE DUTY. ALL OTHER ASPHALT PAVEMENT OUTSIDE OF ENCLOSED AREA CONSIDERED HEAVY DUTY.

AREAS TO COMPLY WITH ADA STANDARDS



= PARKING STALL QUANTITY

Notice To Contractors

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE OWNER / ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

TER OF SECTION 9, BOISE MERIDIAN **ISSUANCE**

DESCRIPTION

DRAWN BY: TRP

SITE PLAN UPDATE

3 CITY/CLIENT UPDATES

4 HIGHWAY/CUP UPDATES

WELL & SIGNAGE UPDATES

INITIAL SUBMITTAL TO CITY 07/01/2024

01/21/2025

03/05/2025

APPROVED BY: TJH

185 S. State Street | Salt Lake City, Utah 84111

ARCHITECT/ENGINEER:

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS: ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF MAVERIK, INC IS PROHIBITED. 2018 MAVERIK, INC.

3445 Antelope Drive, St 200

Syracuse, UT 84075

PH: 801.664.4724

EM: Thomas@HuntDay.co

SHEET NUMBER

DRAWING ISSUE

REVIEW / PERMIT / CONSTRUCTION MM/DD/YYYY

SHEET NAME

PROPOSED

SITE PLAN

PROJECT NUMBER: ID-0574 STORE #: TBD

C1.00

Intersection													
Int Delay, s/veh	3.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations	T T	<u> </u>	T T	YVDL	<u>₩</u>	VVDIX	JLL	<u>↑</u>	JLIN 7	NVVL	<u>14441</u>	TVVIX	
Traffic Vol, veh/h	45	3	28	5	3	24	8	107	58	53	127	9	
Future Vol, veh/h	45	3	28	5	3	24	8	107	58	53	127	9	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	Stop -	Slop -	None	- -	Stop -	None	-	-	None	-	-	None	
Storage Length	150	_	150	100	_	100	175	_	-	175	_	275	
Veh in Median Storage		0	130	-	0	-	173	0		-	0	213	
Grade, %	s, # -	0	_	<u>-</u>	0		-	0	_	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10	
Mvmt Flow	49	3	30	5	3	26	9	116	63	58	138	10	
IVIVIIIL I IOW	43	3	30	3	3	20	9	110	03	50	130	10	
Major/Minor	Minor1			Minor2			Major1			Major2			
Conflicting Flow All	408	398	58	332	451	138	148	0	0	179	0	0	
Stage 1	134	134	-	254	254	-	-	-	-	-	-	-	
Stage 2	274	264	-	78	197	-	-	-	-	-	-	-	
Critical Hdwy	7.45	6.65	7.05	7.45	6.65	6.35	4.25	-	-	4.25	-	-	
Critical Hdwy Stg 1	6.65	5.65	-	6.25	5.65	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.25	5.65	-	6.65	5.65	-	-	-	-	-	-	-	
Follow-up Hdwy	3.595	4.095	3.395	3.595	4.095	3.395	2.295	-	-	2.295	-	-	
Pot Cap-1 Maneuver	524	524	973	592	489	887	1380	-	-	1344	-	-	
Stage 1	835	768	-	729	679	-	-	-	-	-	-	-	
Stage 2	711	672	-	901	720	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	487	498	973	549	465	887	1380	-	-	1344	-	-	
Mov Cap-2 Maneuver	487	498	-	549	465	-	-	-	-	-	-	-	
Stage 1	829	763	-	724	650	-	-	-	-	-	-	-	
Stage 2	657	643	-	863	715	-	-	-	-	-	-	-	
Approach	EB			WB			SE			NW			
HCM Control Delay, s	11.5			9.9			0.4			2.2			
HCM LOS	11.5 B			9.9 A			0.7			۷.۷			
TOW LOO	U			Α.									
Minor Lane/Major Mvn	nt	NWL	NWT	NWR	EBLn1	EBl n2	EBLn3V	VBLn1V	VBL n2\	VBL n3	SEL	SET	
Capacity (veh/h)		1344		-	487	498	973	549	465	887	1380		
HCM Lane V/C Ratio		0.043	_	_	0.1	0.007		0.01	0.007	0.029	0.006	<u>-</u>	
HCM Control Delay (s)		7.8	_	_	13.2	12.3	8.8	11.6	12.8	9.2	7.6	_	
HCM Lane LOS		7.0 A	_	_	13.2 B	12.3 B	Α	11.0 B	12.0 B	9.2 A	Α.	_	
HCM 95th %tile Q(veh)	0.1	_	_	0.3	0	0.1	0	0	0.1	0		
HOW JOHN JOHNE W(VEH	1	0.1	_		0.5	U	0.1	U	U	0.1	U		

Intersection							
Int Delay, s/veh	3.4						
		EDT	WDT	WDD	CDI	CDD	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations Traffic Vol, veh/h	9	र्स 17	1 → 52	62	1 59	ր 10	
Future Vol, veh/h	9	17	52	62	59	10	
Conflicting Peds, #/hr		0	0	02	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		Stop -	None	
Storage Length	_	-	_	-	0	0	
Veh in Median Storag		0	0	_	0	-	
Grade, %	e,# - -	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	10	18	57	67	64	11	
WOITE TOW	10	10	31	01	04	- 11	
Major/Minor	Major1	N	Major2	N	Minor2		
Conflicting Flow All	124	0	-	0	129	91	
Stage 1	-	-	-	-	91	-	
Stage 2	-	-	-	-	38	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1463	-	-	-	865	967	
Stage 1	-	-	-	-	933	-	
Stage 2	-	-	-	-	984	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1463	-	-	-	859	967	
Mov Cap-2 Maneuver	-	-	-	-	859	-	
Stage 1	-	-	-	-	926	-	
Stage 2	-	-	-	-	984	-	
Approach	EB		WB		SB		
			0		9.4		
HCM Control Delay, s HCM LOS	2.0		U				
I ICIVI LUS					Α		
Minor Lane/Major Mvr	mt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		1463	_	-	-	859	967
HCM Lane V/C Ratio		0.007	-	-	-		0.011
HCM Control Delay (s	5)	7.5	0	-	-	9.5	8.8
HCM Lane LOS		Α	Α	-	-	Α	Α
HCM 95th %tile Q(veh	۱)	0	-	-	-	0.2	0

Intersection							
Int Delay, s/veh	0.8						
-		CDT.	WET	MDD	ODI	000	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	₽	7	ሻ	7	
Traffic Vol, veh/h	4	23	55	7	3	2	
Future Vol, veh/h	0	23	55 0	7	3	0	
Conflicting Peds, #/hr Sign Control	Free	Free	Free	Free	Stop		
RT Channelized		None		None	Stop -	Stop None	
Storage Length	-	None	-	None -	0	None 0	
Veh in Median Storage	- e.# -	0	0	-	0	-	
Grade, %	-, π -	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	4	25	60	8	3	2	
IVIVIII I IOVV	4	25	00	0	J		
	Major1		Major2	ı	Minor2		
Conflicting Flow All	68	0	-	0	97	64	
Stage 1	-	-	-	-	64	-	
Stage 2	-	-	-	-	33	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1533	-	-	-	902	1000	
Stage 1	-	-	-	-	959	-	
Stage 2	-	-	-	-	989	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1533	-	-	-	899	1000	
Mov Cap-2 Maneuver	-	-	-	-	899	-	
Stage 1	-	-	-	-	956	-	
Stage 2	-	-	-	-	989	-	
Approach	EB		WB		SB		
HCM Control Delay, s	1.1		0		8.8		
HCM LOS	1.1		- 0		Α		
					,\		
		ED!	EDT	14/5-	14/55	ODL (0DL 6
Minor Lane/Major Mvn	nt	EBL	EBT	WBT		SBLn1	
Capacity (veh/h)		1533	-	-	-		1000
HCM Lane V/C Ratio		0.003	-	-	-	0.004	
HCM Control Delay (s)		7.4	0	-	-	9	8.6
HCM Lane LOS		Α	Α	-	-	Α	Α
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection							
Int Delay, s/veh	2.4						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	<u>€</u>	₩D1	WDIX	SDL T	JDK 7	
Traffic Vol, veh/h	8	9	25	1	2	5	
Future Vol, veh/h	8	9	25	1	2	5	
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storag	je,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	9	10	27	1	2	5	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	28	0	- viajoiz	0	56	28	
Stage 1	-	-	_	-	28	-	
Stage 2	_	_	_	_	28	_	
Critical Hdwy	4.12	-	_	_	6.42	6.22	
Critical Hdwy Stg 1	-	_	_	_	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	_	_	_	3.518	3.318	
Pot Cap-1 Maneuver	1585	_	-	_	952	1047	
Stage 1	-	-	_	_	995	-	
Stage 2	-	-	-	-	995	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1585	-	-	-	946	1047	
Mov Cap-2 Maneuver		-	-	-	946	-	
Stage 1	-	-	-	-	989	-	
Stage 2	-	-	-	-	995	-	
-							
Approach	EB		WB		SB		
HCM Control Delay, s			0		8.6		
HCM LOS) J. 1		U		Α		
TIOWI LOO					^		
		E5.		14/57	14/55	0DL (OD! C
Minor Lane/Major Mv	mt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		1585	-	-	-		1047
HCM Lane V/C Ratio	,	0.005	-	-		0.002	
HCM Control Delay (s	5)	7.3	0	-	-	8.8	8.5
HCM Lane LOS	L	A	Α	-	-	A	A
HCM 95th %tile Q(vel	n)	0	-	-	-	0	0

Intersection							
Int Delay, s/veh	1						
	•	FOT	\A/DT	14/00	051	000	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स्	1	_	7	7	
Traffic Vol, veh/h	2	9	22	2	0	3	
Future Vol, veh/h	2	9	22	2	0	3	
Conflicting Peds, #/hr	0	_ 0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	10	24	2	0	3	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	26	0	-	0	39	25	
Stage 1	-	-	_	-	25	-	
Stage 2	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	14	_	
Critical Hdwy	4.12	_	_	_	6.42	6.22	
Critical Hdwy Stg 1	-	_	_	_	5.42	-	
Critical Hdwy Stg 2	_	_	_	_	5.42	_	
Follow-up Hdwy	2.218	_	_	_		3 318	
Pot Cap-1 Maneuver	1588	_	_	_	973	1051	
Stage 1	-	_	_	_	998	-	
Stage 2	_	_	_	_	1009	_	
Platoon blocked, %		_	_	_	1000		
Mov Cap-1 Maneuver	1588	_	_	_	972	1051	
Mov Cap-2 Maneuver	-	_	_	_	972	-	
Stage 1	_	_	_	_	997	_	
Stage 2	_	_	_	_	1009	_	
Olago 2					1000		
Approach	EB		WB		SB		
HCM Control Delay, s	1.3		0		8.4		
HCM LOS					Α		
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WRR	SBLn1	SRI n2
Capacity (veh/h)		1588		1101	TIDIT	- CDLIII	1051
HCM Lane V/C Ratio		0.001		<u> </u>	<u> </u>	-	0.003
HCM Control Delay (s	\	7.3	0	-	-	0	8.4
HCM Lane LOS		7.3 A	A		<u> </u>	A	0.4 A
HCM 95th %tile Q(veh	.\	0		-	-	- A	0
now your wille Q(ven)	U	-	-	-	-	U

Intersection						
Int Delay, s/veh	0.3					
		EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1€			4		7
Traffic Vol, veh/h	17	3	0	30	2	0
Future Vol, veh/h	17	3	0	30	2	0
Conflicting Peds, #/hr	0	0	_ 0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	3	0	33	2	0
				_		
	1ajor1	ľ	Major2		Minor1	
Conflicting Flow All	0	0	21	0	53	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	_	_	_	5.42	-
Critical Hdwy Stg 2	-	-	_	_	5.42	_
Follow-up Hdwy	-	-	2.218	_	3.518	3.318
Pot Cap-1 Maneuver	-	_	1595	_	955	1058
Stage 1	_	_	-	_	1003	-
Stage 2	_	_	_	_	989	_
Platoon blocked, %	_	_		_	000	
Mov Cap-1 Maneuver	_		1595		955	1058
Mov Cap-1 Maneuver		_	1000	-	955	1000
	-	-	-	-		
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	989	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.8	
HCM LOS	U		J		Α	
1 TOWN EOO					Α.	
Minor Lane/Major Mvmt	1	NBLn11	VBLn2	EBT	EBR	WBL
Capacity (veh/h)		955	-	-	-	1595
HCM Lane V/C Ratio		0.002	-	-	-	-
HCM Control Delay (s)		8.8	0	-	-	0
HCM Lane LOS		Α	A	-	-	A
HCM 95th %tile Q(veh)		0	-	_	-	0
2000 2(100)						

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	SEL	SET		INVVIX		SVVR	
Traffic Vol, veh/h	2	4T	1 ≽	0	\frac{1}{3}	r	
Future Vol, veh/h	2	138	187	0	0	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	- Olop	None	
Storage Length	-	-	_	-	0	0	
Veh in Median Storage	e,# -	0	0	_	0	-	
Grade, %	-	0	0	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	150	203	0	0	2	
Major/Minor	Major1	N	Major2	ı	Minor2		
	203	0	viaj012 -		282	203	
Conflicting Flow All Stage 1	203	-	-	0	203	203	
Stage 1 Stage 2	-	-	-	- -	79	-	
Critical Hdwy	4.13	-	-		6.63	6.23	
Critical Hdwy Stg 1	4.13	-	-	-	5.43	0.23	
Critical Hdwy Stg 2	-	<u>-</u>	-	<u>-</u>	5.83		
Follow-up Hdwy	2.219	_	-	_	3.519		
Pot Cap-1 Maneuver	1367	<u>-</u>	-	-	696	837	
Stage 1	1307	_		_	830	001	
Stage 2				_	935		
Platoon blocked, %				_	300		
Mov Cap-1 Maneuver	1367	_		_	695	837	
Mov Cap-1 Maneuver		_	_	_	713	-	
Stage 1	_	_		_	828	_	
Stage 2	<u>-</u>	_	_	_	935	_	
Olugo Z					300		
	0.5		N.11.4		0147		
Approach	SE		NW		SW		
HCM Control Delay, s	0.1		0		9.3		
HCM LOS					Α		
Minor Lane/Major Mvr	nt	NWT	NWR	SEL	SETS	SWLn1S	WLn2
Capacity (veh/h)		-	_	1367	-	-	837
HCM Lane V/C Ratio		-	-	0.002	-	-	0.003
HCM Control Delay (s)	-	-	7.6	0	0	9.3
HCM Lane LOS		-	-	Α	Α	Α	Α
HCM 95th %tile Q(veh	1)	-	-	0	-	-	0

Intersection Int Delay, s/veh 0.1
<u> </u>
Lane Configurations 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Traffic Vol, veh/h 2 136 186 2 2 1 Future Vol, veh/h 2 136 186 2 2 1
Conflicting Peds, #/hr 0 0 0 0 0 0
Sign Control Free Free Free Stop Stop
RT Channelized - None - None - None
Storage Length 0 0 0
Veh in Median Storage, # - 0 0 - 0 -
Grade, % - 0 0 - 0 -
Peak Hour Factor 92 92 92 92 92 92
Heavy Vehicles, % 2 2 2 2 2 2 2
Mvmt Flow 2 148 202 2 2 2 2 2 2
INIVITILET TOWN Z 140 ZUZ Z Z I
Major/Minor Major1 Major2 Minor2
Conflicting Flow All 204 0 - 0 355 203
Stage 1 203 -
Stage 2 152 -
Critical Hdwy 4.12 6.42 6.22
Critical Hdwy Stg 1 5.42 -
Critical Hdwy Stg 2 5.42 -
Follow-up Hdwy 2.218 3.518 3.318
Pot Cap-1 Maneuver 1368 643 838
Stage 1 831 -
Stage 2 876 -
Platoon blocked, %
Mov Cap-1 Maneuver 1368 642 838
Mov Cap-2 Maneuver 681 -
Stage 1 830 -
Stage 2 876 -
Approach SE NW SW
HCM Control Delay, s 0.1 0 10
HCM LOS B
Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1SWLn2
Capacity (veh/h) 1368 - 681 838
HCM Lane V/C Ratio 0.002 - 0.003 0.001
HCM Control Delay (s) - 7.6 - 10.3 9.3
HCM Lane LOS A - B A
HCM 95th %tile Q(veh) 0 - 0 0

Intersection													
Int Delay, s/veh	3.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations	*	↑	7	*	†	7	*	^	7	*	^	7	
Traffic Vol, veh/h	39	3	33	7	3	18	10	138	53	49	122	8	
Future Vol, veh/h	39	3	33	7	3	18	10	138	53	49	122	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	_	150	100	-	100	175	_	-	175	-	275	
Veh in Median Storage		0	-	_	0	-	-	0	-	-	0		
Grade, %	-	0	-	_	0	-	_	0	-	-	0	_	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10	
Mvmt Flow	42	3	36	8	3	20	11	150	58	53	133	9	
											,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Major/Minor	Minor1			Minor2			Major1			Major2			
		400			460			^			^	0	
Conflicting Flow All	427	420	75	338	469	133	142	0	0	208	0	0	
Stage 1 Stage 2	172 255	172 248	-	239 99	239 230	-	-	-	-	-	-	-	
Critical Hdwy	7.45	6.65	7.05	7.45	6.65	6.35	4.25	-	-	4.25	-	-	
Critical Hdwy Stg 1	6.65	5.65	7.05	6.25	5.65	0.55	4.20	-	-	4.20		_	
Critical Hdwy Stg 2	6.25	5.65	-	6.65	5.65		-	-	-	-	-	-	
Follow-up Hdwy	3.595	4.095	3.395	3.595	4.095	3.395	2.295	-	-	2.295	-	-	
	508	509	948	586	4.095	892	1387		-	1010	-	-	
Pot Cap-1 Maneuver	793	739	940	743	690	092	1301	-	-	1310		_	
Stage 1 Stage 2	729	684	-	876	696		-	-	-	-	-		
Platoon blocked, %	129	004	-	0/0	030	-	-	_	-	-	_	_	
Mov Cap-1 Maneuver	476	485	948	540	454	892	1387	-	-	1310			
Mov Cap-1 Maneuver	476	485	940	540	454	032	1307	-	-	1310	-	_	
Stage 1	787	733	-	737	662	_	-	-	-	-		-	
Stage 2	681	657	-	832	690	_	_	-	-	-	_	-	
Olayt 2	001	001	_	002	030	_	-	_	_	_	_	-	
Approach	EB			WB			SE			NW			
HCM Control Delay, s	11.3			10.2			0.4			2.2			
HCM LOS	В			В									
Minor Lane/Major Mvn	nt _	NWL	NWT	NWR	EBLn1	EBLn2	EBLn3\	NBLn1V	VBLn2V	VBLn3	SEL	SET	
Capacity (veh/h)		1310	-	-	476	485	948	540	454	892	1387	-	
HCM Lane V/C Ratio		0.041	-	-		0.007		0.014	0.007	0.022	0.008	-	
HCM Control Delay (s)		7.9	-	-	13.3	12.5	8.9	11.8	13	9.1	7.6	-	
HCM Lane LOS		Α	-	-	В	В	Α	В	В	Α	Α	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0.1	0	0	0.1	0	-	

Intersection							
Int Delay, s/veh	4.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	4	₩ ₽	WDIX) N	7	
Traffic Vol, veh/h	5	17	14	51	58	5	
Future Vol, veh/h	5	17	14	51	58	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	5	18	15	55	63	5	
Major/Minor I	Major1	N	/lajor2	l	Minor2		
Conflicting Flow All	70	0	-	0	71	43	
Stage 1	-	-	-	-	43	-	
Stage 2	-	-	-	-	28	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	2 240	
Follow-up Hdwy	2.218	-	-	-		3.318	
Pot Cap-1 Maneuver	1531	-	-	-	933 979	1027	
Stage 1	-	-	-	-	979	-	
Stage 2 Platoon blocked, %	-	-	-	-	990	-	
Mov Cap-1 Maneuver	1531	-	-	-	930	1027	
Mov Cap-1 Maneuver	-	-	_	_	930	1027	
Stage 1		_	_	_	976	_	
Stage 2	_	<u> </u>	_	_	995	<u> </u>	
J. 100 2					300		
Annragah	ED		WD		CD		
Approach	EB		WB		SB		
HCM Control Delay, s	1.7		0		9.1		
HCM LOS					Α		
Minor Lane/Major Mvm	<u>it</u>	EBL	EBT	WBT	WBR :	SBLn1	
Capacity (veh/h)		1531	-	-	-		1027
HCM Lane V/C Ratio		0.004	-	-	-	0.068	
HCM Control Delay (s)		7.4	0	-	-	9.2	8.5
HCM Lane LOS		A	Α	-	-	A	A
HCM 95th %tile Q(veh)		0	-	-	-	0.2	0

Intersection										
Int Delay, s/veh	2.4									
		EDT	WDT	WDD	CDI	CDD			J	
Movement Configurations	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	1	4	f)	11	\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	7				
Traffic Vol, veh/h Future Vol, veh/h	1	15 15	8	11 11	7 7	5				
	0	0	0	0	0	0				
Conflicting Peds, #/hr Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	riee -	None	riee -	None	Stop -	None				
Storage Length	-	None	_	None -	0	0				
Veh in Median Storage	- e.# -	0	0	-	0	-				
Grade, %	-, #	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mymt Flow	1	16	9	12	8	5				
IVIVIIIL FIOW		10	9	12	0	5				
Major/Minor	Major1	N	Major2		Minor2					
Conflicting Flow All	21	0	-	0	33	15				
Stage 1	-	-	-	-	15	-				
Stage 2	-	-	-	-	18	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Pot Cap-1 Maneuver	1595	-	-	-	980	1065				
Stage 1	-	-	-	-	1008	-				
Stage 2	-	-	-	-	1005	-				
Platoon blocked, %		-	-	-						
Mov Cap-1 Maneuver	1595	-	-	-	979	1065				
Mov Cap-2 Maneuver	-	-	-	-	979	-				
Stage 1	-	-	-	-	1007	-				
Stage 2	-	-	-	-	1005	-				
Approach	EB		WB		SB					
HCM Control Delay, s	0.5		0		8.6					
HCM LOS	0.0		- 0		Α					
					, (
Minor Long/Major M.	.4	EDI	CDT	WDT	WDD	CDL 4	2DL ~ 2			
Minor Lane/Major Mvm	It	EBL	EBT	WBT	WBK	SBLn1				
Capacity (veh/h)		1595	-	-	-	979	1065			
HCM Cartest Dalay (a)		0.001	-	-		0.008				
HCM Control Delay (s)		7.3	0	-	-	8.7	8.4			
HCM Lane LOS	\	A	Α	-	-	A	A			
HCM 95th %tile Q(veh))	0	-	-	-	0	0			

1.3						
FRI	FRT	WRT	WRR	SRI	SRR	
LUL			WOIN			
1			1			
-			1		•	
0	0	0	0	0	0	
Free	Free					
-				-	None	
-	-	-	-	0	0	
,# -	0	0	-	0	-	
-	0	0	-	0	-	
92	92	92	92	92	92	
2	2	2	2	2	2	
1	17	24	1	2	4	
/laior1	N	Maior2		Minor2		
					25	
-	-	_			-	
_	_	_	_		_	
4.12	-	-	-			
-	_	_	_		-	
-	-	-	-		-	
2.218	_	_	_		3.318	
1589	-	-	-	967	1051	
-	-	-	-	998	-	
-	-	-	-	1004	-	
	-	-	-			
1589	-	-	-	966	1051	
-	-	-	-	966	-	
-	-	-	-	997	-	
-	-	-	-	1004	-	
FR		\MP		SB		
0.4		U				
				^		
		EBT	WBT			
		-	-	-		1051
		-	-			
			-	-		8.4
			-	-		A
	0	-	-	-	0	0
	# - 92 2 1 Major1 25 - 4.12 - 2.218 1589 - 1589	EBL EBT 1 16 1 16 0 0 Free Free - None - 0 92 92 2 2 1 17 Major1 1 25 0 4.12 2.218 - 1589 1589 EB 0.4	EBL EBT WBT 1 16 22 1 16 22 0 0 0 Free Free Free - None - - - 0 92 92 92 2 2 2 2 2 2 1 17 24 Major1 Major2 25 0 - - - - 4.12 - - - - - 4.12 - - - - - 1589 - - - - - - - - - - - 1589 - - - - - - - - - - - - <	EBL EBT WBT WBR 1 16 22 1 0 0 0 0 Free Free Free Free None - None - 0 0 - - 0 0 - 92 92 92 92 2 2 2 2 1 17 24 1 Major1 Major2 N 25 0 - 0 - - - - 4.12 - - - - - - - 1589 - - - - - - - - - - - 1589 - - - - - - - - - - - -	EBL EBT WBT WBR SBL 1 16 22 1 2 0 0 0 0 0 Free Free Free Free Stop None - None - - 0 0 - 0 - 0 0 - 0 92 92 92 92 92 2 2 2 2 2 2 2	BBL BBT WBT WBR SBL SBR

Intersection							
Int Delay, s/veh	0.8						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1>		ሻ	7	
Traffic Vol, veh/h	0	18	20	0	1	3	
Future Vol, veh/h	0	18	20	0	1	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	э,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	20	22	0	1	3	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	22	0	-	0	42	22	
Stage 1	-	-	-	-	22	-	
Stage 2	-	-	-	-	20	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1593	-	-	-	969	1055	
Stage 1	-	-	-	-	1001	-	
Stage 2	-	-	-	-	1003	-	
Platoon blocked, %	1500	-	-	-	000	1055	
Mov Cap-1 Maneuver		-	-	-	969	1055	
Mov Cap-2 Maneuver	-	-	-	-	969	-	
Stage 1	-	-	-	-	1001	-	
Stage 2	-	-	-	-	1003	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0		0		8.5		
HCM LOS					Α		
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR :	SBLn1	SBLn2
Capacity (veh/h)		1593	-		-	969	1055
HCM Lane V/C Ratio		-	-	-	-	0.001	
HCM Control Delay (s)		0	-	-	-	8.7	8.4
HCM Lane LOS		Α	-	-	-	Α	Α
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection							
Int Delay, s/veh	1						
	EDT	EDD	///DI	WDT	NDI	NDD	Ī
	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1	4	^	र्स	٦	7	
Traffic Vol, veh/h	17	4	2	24	4	0	
Future Vol, veh/h	17	4	2	24	4	0	
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0	
<u> </u>	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage, #		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	18	4	2	26	4	0	
NA . ' . /NA'			1		A'		
	ajor1		Major2		Minor1		
Conflicting Flow All	0	0	22	0	50	20	
Stage 1	-	-	-	-	20	-	
Stage 2	-	-	-	-	30	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1593	-	959	1058	
Stage 1	-	-	-	-	1003	-	
Stage 2	-	-	-	-	993	-	
Platoon blocked, %	-	_		-			
Mov Cap-1 Maneuver	_	_	1593	_	958	1058	
Mov Cap-2 Maneuver	_	_	-	_	958	-	
Stage 1	_	_	_	_	1003	_	
Stage 2		_			992	_	
Glage Z	_	_	-	_	332	<u>-</u>	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.6		8.8		
HCM LOS					Α		
Minor Long/Major Mares		JDI1 N	JDI 50	EDT	EDD	///DI	
Minor Lane/Major Mvmt	ľ	VBLn11		EBT	EBR	WBL	
Capacity (veh/h)		958	-	-	-	1593	
HCM Lane V/C Ratio		0.005	-	-	-	0.001	
HCM Control Delay (s)		8.8	0	-	-	7.3	
HCM Lane LOS		Α	Α	-	-	Α	
HCM 95th %tile Q(veh)		0	-	-	-	0	

0.1						
SEI	ÇET	NI/A/T	NI\A/D	C/V/I	C/V/D	
SEL			INVVIX			
2			0			
				-		
				•		
-						
-		-		- Clop		
_	-	_	-			
	0	0	-	0	-	
-	0	0	-	0	-	
92	92	92	92	92	92	
2	2	2	2	2	2	
2	191	192	0	1	2	
Naior1		Major?		Minor?		
					102	
	-					
	_					
4.10	_				0.20	
_	_	_			_	
2 219	_	_			3 319	
	_	_	_			
-	_	_	_		-	
_	_	-	_		_	
	-	-	-			
1380	-	-	-	686	849	
-	-	-	-	709	-	
-	-	-	-	838	-	
-	-	-	-	913	-	
QE.		VIVV		CIVI		
0.1		U				
				Α		
t	NWT		SEL	SETS		
	-					849
	-	-		-		
	-	-		0		9.3
	-	-	Α	Α	В	Α
	-	-	0	-	0	0
	SEL 2 2 0 Free 92 2 2 4.13 1380 1380 SEE 0.1	SEL SET 2 176 2 176 0 0 Free Free - None - 0 92 92 2 2 2 191 Major1	SEL SET NWT 2 176 177 2 176 177 0 0 0 Free Free Free - None - - - 0 92 92 92 2 2 2 2 191 192 Major1 Major2 192 0 - - - - 4.13 - - - - - 1380 - - - - - 1380 - - - - - - - - - - - - - - - - - - - - - - - - - - -	SEL SET NWT NWR 2 176 177 0 2 176 177 0 0 0 0 0 Free Free Free Free - None - None - - 0 - - 0 0 - 92 92 92 92 2 2 2 2 2 2 191 192 0 0 - - - - - 4.13 - - - - 1380 - - - - 1380 - - - - - - - - - - - - - - 1380 - - - - - - - - -	SEL SET NWT NWR SWL 2 176 177 0 1 2 176 177 0 1 0 0 0 0 0 Free Free Free Free Stop None - None - - 0 0 - 0 # - 0 0 - 0 # - 0 0 - 0 92 92 92 92 92 2 2 2 2 2 2 2 191 192 0 1 1 Major1 Major2 Minor2 Minor2 1 192 0 - 0 292 - 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	SEL SET NWT NWR SWL SWR 2 176 177 0 1 2 2 176 177 0 1 2 0 0 0 0 0 0 Free Free Free Stop Stop - None - None - None - None - 0 0 0 0 0 # - 0 0 0 0 0 # - 0 0 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	SEL.	<u>SEI</u>	1NVV1	INVVIX	SVVL	SVIK	
Traffic Vol, veh/h	1	T 176	176	1	1 1	1	
Future Vol, veh/h	1	176	176	1	1	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	_	-	0	0	
Veh in Median Storage		0	0	_	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	191	191	1	1	1	
Major/Miner	Mais =4		Mais 2		/line=0		
	Major1		Major2		Minor2	400	
Conflicting Flow All	192	0	-	0	385	192	
Stage 1	-	-	-	-	192	-	
Stage 2	4.40	-	-	-	193	- 00	
Critical Hdwy	4.12	-	-	-	6.42 5.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42		
Critical Hdwy Stg 2	2.218	-	-	-	3.518	2 210	
Follow-up Hdwy Pot Cap-1 Maneuver	1381	-	-	-	618	850	
Stage 1	1301	-	-		841	000	
Stage 2	-	-	-	-	840		
Platoon blocked, %		_		-	040	_	
Mov Cap-1 Maneuver	1381	<u>-</u>	-	_	617	850	
Mov Cap-1 Maneuver	1301	_	_	_	665	- 000	
Stage 1	-		-	-	840		
Stage 2	_	_		_	840	_	
Glaye Z	-	_	_	-	040	<u>-</u>	
Approach	SE		NW		SW		
HCM Control Delay, s	0		0		9.8		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	NWT	NWR	SEL	SFTS	SWLn1S	WLn2
Capacity (veh/h)				1381	-	665	850
HCM Lane V/C Ratio		_		0.001		0.002	
HCM Control Delay (s)		_	_		_	10.4	9.2
HCM Lane LOS		_	_	Α	_	В	Α.Δ
HCM 95th %tile Q(veh))	-	-	0	-	0	0
							J

Intersection													ĺ
Int Delay, s/veh	11.2												
<u> </u>		EDT	EDD	WDI	WDT	MDD	OE!	OFT	OFF	N I) A /I	NI\ A /T	NIVA/ID	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations	*	<u></u>	7	7	^	7	*	^	7	7	†	7	
Traffic Vol, veh/h	45	52	28	150	52	138	121	107	58	53	127	155	
Future Vol, veh/h	45	52	28	150	52	138	121	107	58	53	127	155	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	-	150	100	-	100	175	-	-	175	-	275	
Veh in Median Storage	э,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10	
Mvmt Flow	49	57	30	163	57	150	132	116	63	58	138	168	
Major/Minor	Minor1			Minor2			Major1			Major2			
Conflicting Flow All	822	802	58	605	697	138	306	0	0	179	0	0	
Stage 1	380	380	-	254	254	-	-	-		-	-	-	
Stage 2	442	422	_	351	443	_	_	_	_	-	_	_	
Critical Hdwy	7.45	6.65	7.05	7.45	6.65	6.35	4.25	_	_	4.25	_	_	
Critical Hdwy Stg 1	6.65	5.65		6.25	5.65	-		_	_		_	_	
Critical Hdwy Stg 2	6.25	5.65	_	6.65	5.65	_	_	_	_	_	_	_	
Follow-up Hdwy	3.595	4.095	3.395	3.595	4.095	3.395	2.295	_	_	2.295	_	_	
Pot Cap-1 Maneuver	268	305	973	381	351	887	1203	_	_	1344	_	_	
Stage 1	596	596	-	729	679	- 307	- 1200	_	_	- 10-1-1	_	_	
Stage 2	575	571		621	558				_			_	
Platoon blocked, %	010	011		UL I	000			_	_		_	_	
Mov Cap-1 Maneuver	169	260	973	274	299	887	1203			1344			
Mov Cap-1 Maneuver	169	260	510	274	299	- 001	1200	_		-	_	_	
Stage 1	530	530		649	650	_	_	_	_	_	_		
Stage 2	417	546	_	478	497	_	_	_			_		
Olage 2	711	J+U		710	731			_	_	_	_		
Approach	EB			WB			SE			NW			
	23.9			22.8			3.5			1.2			
HCM Control Delay, s	23.9 C			22.0 C			ა.ა			1.2			
HCM LOS	U			U									
Ndinan Lana (Ndaia - Nd	-4	NIVA#	NIVA/T	NIVA	CDI 4	EDI 0	EDI 0\	MDI 41	VDI 01	MDI 0	OF	OFT	
Minor Lane/Major Mvn	nt	NWL	NWT				EBLn3\				SEL	SET	
Capacity (veh/h)		1344	-	-	169	260	973	274	299	887	1203	-	
HCM Lane V/C Ratio		0.043	-		0.219	0.217			0.189	0.169	0.109	-	
HCM Control Delay (s)		7.8	-	-	30.8	22.7	8.8	33.7	19.8	9.9	8.4	-	
HCM Lane LOS	,	Α	-	-	D	С	A	D	С	Α	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.8	0.1	3.5	0.7	0.6	0.4	-	

Intersection							
Int Delay, s/veh	2.9						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	CDL	€¶ EB1		WDK	SBL	SBR	
Traffic Vol, veh/h	9	6 6	1 → 52	62	1 59	ր 10	
Future Vol, veh/h	9	66	52	62	59	10	
Conflicting Peds, #/hr	0	0	0	02	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		Stop -	None	
Storage Length	_	INOHE -	_	INOHE -	0	0	
Veh in Median Storage		0	0		0	-	
Grade, %	σ, π	0	0	_	0	<u>-</u>	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	10	72	57	67	64	11	
IVIVIIILI IOW	10	12	31	U1	04	- !!	
	Major1	N	Major2		Minor2		Į
Conflicting Flow All	124	0	-	0	183	91	
Stage 1	-	-	-	-	91	-	
Stage 2	_	-	-	-	92	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1463	-	-	-	806	967	
Stage 1	-	-	-	-	933	-	
Stage 2	-	-	-	-	932	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1463	-	-	-	800	967	
Mov Cap-2 Maneuver	-	-	-	-	800	-	
Stage 1	-	-	-	-	926	-	
Stage 2	-	-	-	-	932	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.9		0		9.7		
HCM LOS	0.9		U		9.7 A		
TOW LOG							
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR:	SBLn1 S	3
Capacity (veh/h)		1463	-	-	-	800	
				_	-	0.08	(
HCM Lane V/C Ratio		0.007	-				
HCM Lane V/C Ratio HCM Control Delay (s)		7.5	0	-	-	9.9	
HCM Lane V/C Ratio							

Intersection							
Int Delay, s/veh	0.5						
		FDT	MOT	WEE	ODI	ODD	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	₽	_	ሻ	7	
Traffic Vol, veh/h	4	72	55	7	3	2	
Future Vol, veh/h	4	72	55	7	3	2	
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	4	78	60	8	3	2	
Major/Minor	Major1	N	Major2		Minor2		
	68	0	-	0	150	64	
Conflicting Flow All	-			-	64	- 04	
Stage 1		-	-	-	86		
Stage 2	4.12	-	-		6.42	6.22	
Critical Hdwy	4.12	-	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	0.040	-	-	-	5.42	2 240	
Follow-up Hdwy	2.218	-	-		3.518		
Pot Cap-1 Maneuver	1533	-	-	-	842	1000	
Stage 1	-	-	-	-	959	-	
Stage 2	-	-	-	-	937	-	
Platoon blocked, %	4500	-	-	-	000	4000	
Mov Cap-1 Maneuver	1533	-	-	-	839	1000	
Mov Cap-2 Maneuver	-	-	-	-	839	-	
Stage 1	-	-	-	-	956	-	
Stage 2	-	-	-	-	937	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.4		0		9		
HCM LOS	•		<u> </u>		A		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WRR	SBLn1	2
Capacity (veh/h)	IC .	1533	LDI	VVDI	VVDIC	839	<u>ر</u>
HCM Lane V/C Ratio		0.003	-	-	-	0.004	
HCM Control Delay (s)		7.4	0	-	-	9.3	
HCM Lane LOS			A	-	_	9.3 A	
HCM 95th %tile Q(veh)	\	A 0	- -	-	-	0	
How som while wiven		U	-	-	-	U	

Intersection							
Int Delay, s/veh	1.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1	,, D, (ሻ	7	
Traffic Vol. veh/h	8	9	43	1	2	5	
Future Vol, veh/h	8	9	43	1	2	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	9	10	47	1	2	5	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	48	0	-	0	76	48	
Stage 1	-	-	_	-	48	-	
Stage 2	-	-	-	-	28	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1559	-	-	-	927	1021	
Stage 1	-	-	-	-	974	-	
Stage 2	-	-	-	-	995	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1559	-	-	-	921	1021	
Mov Cap-2 Maneuver	-	-	-	-	921	-	
Stage 1	-	-	-	-	968	-	
Stage 2	-	-	-	-	995	-	
Approach	EB		WB		SB		
HCM Control Delay, s	3.4		0		8.6		
HCM LOS					A		
Minor Lanc/Major My	nt .	EDI	EDT	\\/DT	WPD	2DI 51 (CDI 22
Minor Lane/Major Mvn	ıı	EBL	EBT	WBT	WDR	SBLn1	
Capacity (veh/h) HCM Lane V/C Ratio		1559	-	-	-	921 0.002	1021
HCM Control Delay (s)		0.006 7.3	0	-		8.9	8.5
HCM Lane LOS		7.3 A	A	-	-	6.9 A	6.5 A
HCM 95th %tile Q(veh	1	0	- A	-	-	0	0
HOW JULY /OUIE Q(VEH	1	U	_	-	_	U	U

Intersection							
Int Delay, s/veh	0.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	-€1	WD1 ∱	WDK	SDL	JDK 7	
Traffic Vol, veh/h	2	9	40	2	0	3	
Future Vol, veh/h	2	9	40	2	0	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		-	None	
Storage Length	_	-	-	-	0	0	
Veh in Median Storage,	# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	10	43	2	0	3	
Major/Minor N	/lajor1		Major2		Minor2		
					58	44	
Conflicting Flow All Stage 1	45 -	0	-	0	44	44	
Stage 1 Stage 2	-	-	-	-	14	-	
Critical Hdwy	4.12	<u>-</u>	_	-	6.42	6.22	
Critical Hdwy Stg 1	4.12	-	_	_	5.42	0.22	
Critical Hdwy Stg 2			_	_	5.42	-	
	2.218		_		3.518		
Pot Cap-1 Maneuver	1563	_	_	_	949	1026	
Stage 1	-	_	_	_	978	-	
Stage 2	_	-	_	-	1009	-	
Platoon blocked, %		_	-	_			
Mov Cap-1 Maneuver	1563	-	_	-	948	1026	
Mov Cap-2 Maneuver	-	-	-	-	948	-	
Stage 1	-	-	-	-	977	-	
Stage 2	-	-	-	-	1009	-	
Approach	EB		WB		SB		
HCM Control Delay, s	1.3		0		8.5		
HCM LOS	1.0		U		6.5 A		
I IOWI LOO							
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR :	SBLn1	
Capacity (veh/h)		1563	-	-	-	-	1026
HCM Lane V/C Ratio		0.001	-	-	-		0.003
HCM Control Delay (s)		7.3	0	-	-	0	8.5
HCM Lane LOS		A	Α	-	-	Α	A
HCM 95th %tile Q(veh)		0	-	-	-	-	0

Intersection							
Int Delay, s/veh	0.1						
Mayamant	EDT	EDD	WDI	WDT	NDI	NDD	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1	•	^	4	7	7	
Traffic Vol, veh/h	17	3	0	338	2	0	
Future Vol, veh/h	17	3	0	338	2	0	
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storag	e,# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	18	3	0	367	2	0	
				_			
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	21	0	387	20	
Stage 1	-	-	-	-	20	-	
Stage 2	-	-	-	-	367	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1595	-	616	1058	
Stage 1	_	-	-	_	1003	-	
Stage 2	_	-	_	_	701	_	
Platoon blocked, %	_	_		_			
Mov Cap-1 Maneuver		_	1595	_	616	1058	
Mov Cap-1 Maneuver		_	-	_	616	-	
Stage 1		-	_		1003		
_	-	-		-	701	-	
Stage 2	-	-	-	-	701	-	
Approach	EB		WB		NB		
HCM Control Delay, s			0		10.9		
HCM LOS					В		
Minor Lane/Major Mvi	mt l	NBLn11	VBLn2	EBT	EBR	WBL	
Capacity (veh/h)		616	-	-	-	1595	
HCM Lane V/C Ratio		0.004	-	-	-	-	
HCM Control Delay (s	s)	10.9	0	-	-	0	
HCM Lane LOS		В	A	-	-	A	
HCM 95th %tile Q(veh	າ)	0	_	_	-	0	
TOTAL COULT FOUND CO VOI	'/	9				0	

Intersection							
Intersection Int Delay, s/veh	0.1						
•							
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations		44	Þ			7	
Traffic Vol, veh/h	2	283	333	0	0	2	
Future Vol, veh/h	2	283	333	0	0	2	
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	308	362	0	0	2	
Major/Minor	Major1	N	Major2	N	Minor2		
Conflicting Flow All	362	0	-	0	520	362	
Stage 1	-	-	_	-	362	-	
Stage 2	_	_	_	<u> </u>	158	_	
Critical Hdwy	4.13	_	_	_	6.63	6.23	
Critical Hdwy Stg 1	4.13	_		<u> </u>	5.43	0.23	
Critical Hdwy Stg 2	_	_	_	_	5.83	_	
Follow-up Hdwy	2.219	_	_		3.519		
Pot Cap-1 Maneuver	1195	_	_	_	501	682	
Stage 1	-	<u>-</u>	_	<u>-</u>	704	- 002	
Stage 2	_	_	_	-	855	_	
Platoon blocked, %		_	_	_	000		
Mov Cap-1 Maneuver	1195	_	_	_	500	682	
Mov Cap-1 Maneuver	-	_	_	<u>-</u>	574	- 002	
Stage 1	_	_	_	_	703	_	
Stage 2	_	_	_	_	855	_	
Olago Z					555		
Approach	SE		NW		SW		
HCM Control Delay, s	0.1		0		10.3		
HCM LOS					В		
Minor Lane/Major Mvm	nt	NWT	NWR	SEL	SETS	SWLn1S	WLn2
Capacity (veh/h)			-	1195	-	-	682
HCM Lane V/C Ratio		-		0.002	_		
HCM Control Delay (s)			<u>-</u>	8	0	0	10.3
HCM Lane LOS		_		A	A	A	10.3 B
HCM 95th %tile Q(veh	\			0	-		0
HOW SOUL WILL WING)	-	-	U	-	-	U

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	SEL 7	<u>SEI</u>	19001	INVIC	SVVL	SVVK	
Traffic Vol, veh/h	2	281	332	2	2	1	
Future Vol, veh/h	2	281	332	2	2	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		_	None	
Storage Length	0	-	-	-	0	0	
Veh in Median Storag	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	305	361	2	2	1	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	363	0	- viajoiz	0	671	362	
Stage 1	-	-	_	-	362	-	
Stage 2	_	_	_	_	309	_	
Critical Hdwy	4.12	-	_	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1196	-	-	-	422	683	
Stage 1	-	-	-	-	704	-	
Stage 2	-	-	-	-	745	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver		-	-	-	421	683	
Mov Cap-2 Maneuver	-	-	-	-	522	-	
Stage 1	-	-	-	-	703	-	
Stage 2	-	-	_	-	745	-	
Approach	SE		NW		SW		
HCM Control Delay, s	0.1		0		11.4		
HCM LOS					В		
Minor Lane/Major Mvr	nt	N\//T	NWR	SEL	SET	SWLn19	SWI n2
Capacity (veh/h)	П	-		1196	<u>SE13</u>	522	683
HCM Lane V/C Ratio		-		0.002		0.004	
HCM Control Delay (s	.)	_	-	_	-	11.9	10.3
HCM Lane LOS	7	_	_			В	В
HCM 95th %tile Q(veh	1)	_	_	0		0	0
TOW JOHN JUNIO Q(VOI	'/			U		U	J

Intersection							
Int Delay, s/veh	8.4						
•			14/5	14/5-	07:	05-	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1		ሻ	7	
Traffic Vol, veh/h	308	20	32	16	17	308	
Future Vol, veh/h	308	20	32	16	17	308	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	•	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	335	22	35	17	18	335	
Major/Minor	Major1	N	Major2	ı	Minor2		
Conflicting Flow All	52	0		0	736	44	
Stage 1	-	-	-	-	44	-	
Stage 2	-	-	-	-	692	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	_	_	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1554	-	-	-	386	1026	
Stage 1	-	-	-	-	978	-	
Stage 2	-	-	-	-	497	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1554		_	-	302	1026	
Mov Cap-2 Maneuver	-	-	-	-	302	-	
Stage 1	-	-	_	-	765	-	
Stage 2	-	-	-	-	497	-	
J .							
Annroach	ED		WD		CD		
Approach	EB		WB		SB		
HCM Control Delay, s	7.5		0		10.6		
HCM LOS					В		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		1554	_	-	-		1026
HCM Lane V/C Ratio		0.215	_	_	_	0.061	
HCM Control Delay (s)		8	0	_	-	17.7	10.2
HCM Lane LOS		A	A	_	_	С	В
HCM 95th %tile Q(veh)	0.8	-	-	-	0.2	1.4
Sin oour 70tho Q(Von	1	0.0				٥.٢	1.7

Intersection													
Int Delay, s/veh	9.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations	ħ	↑	T T	T	<u>₩</u>	7)	^	OLIK	ሻ	↑	7	
Traffic Vol, veh/h	39	46	33	106	46	147	139	138	53	49	122	108	
Future Vol, veh/h	39	46	33	106	46	147	139	138	53	49	122	108	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	otop -	- Olop	None	- Olop	-	None	-	-	None	-	-	None	
Storage Length	150	_	150	100	_	100	175	_	-	175	_	275	
Veh in Median Storage		0	-	100	0	-	175	0	_	175	0	213	
Grade, %	Σ, π -	0	_	_	0	_	_	0	<u>-</u>	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10	
Mymt Flow	42	50	36	115	50	160	151	150	58	53	133	117	
WWITCHIOW	72	00	30	110	50	100	101	100	30	00	100	111	
Major/Minor	Minort			MinorO			Major1			Majara			
	Minor1	000		Minor2	740		Major1	^		Major2	^	^	
Conflicting Flow All	855	808	75	641	749	133	250	0	0	208	0	0	
Stage 1	452	452	-	239	239	-	-	-	-	-	-	-	
Stage 2	403	356	7.05	402	510	-	4.05	-	-	4.05	-	-	
Critical Hdwy	7.45	6.65	7.05	7.45	6.65	6.35	4.25	-	-	4.25	-	-	
Critical Hdwy Stg 1	6.65	5.65	-	6.25	5.65	-	-	-	-		-	-	
Critical Hdwy Stg 2	6.25	5.65	-	6.65	5.65	-	-	-	-	-	-	-	
Follow-up Hdwy	3.595	4.095	3.395	3.595	4.095	3.395	2.295	-	-	2.295	-	-	
Pot Cap-1 Maneuver	254	302	948	360	327	892	1263	-	-	1310	-	-	
Stage 1	540	553	-	743	690	-	-	-	-	-	-	-	
Stage 2	604	611	-	579	520	-	-	-	-	-	-	-	
Platoon blocked, %	,						1000	-	-	40.10	-	-	
Mov Cap-1 Maneuver	159	255	948	260	276	892	1263	-	-	1310	-	-	
Mov Cap-2 Maneuver	159	255	-	260	276	-	-	-	-	-	-	-	
Stage 1	475	487	-	654	662	-	-	-	-	-	-	-	
Stage 2	440	587	-	440	458	-	-	-	-	-	-	-	
Approach	EB			WB			SE			NW			
HCM Control Delay, s	23.1			18.5			3.5			1.4			
HCM LOS	С			С									
Minor Lane/Major Mvn	nt	NWL	NWT	NWR	EBLn1	EBLn2	EBLn3V	VBLn1V	VBLn2V	VBLn3	SEL	SET	
Capacity (veh/h)		1310	-	-	159	255	948	260	276	892	1263	_	
HCM Lane V/C Ratio		0.041	-	-				0.413		0.179	0.12	-	
HCM Control Delay (s)		7.9	-	_	33.7	22.5	8.9	28.4	20.9	9.9	8.2	-	
HCM Lane LOS		Α	-	-	D	С	Α	D	С	Α	Α	-	
HCM 95th %tile Q(veh)	0.1	-	-	1	0.7	0.1	2.1	0.6	0.7	0.4	-	
-1	,												

Interception							
Intersection Int Delay, s/veh	2.4						
•							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	1		ň	7	
Traffic Vol, veh/h	5	60	97	51	58	5	
Future Vol, veh/h	5	60	97	51	58	5	
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	•	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	5	65	105	55	63	5	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	160	0	-	0	208	133	
Stage 1	-	-	_	-	133	-	
Stage 2	_	_	_	_	75	_	
Critical Hdwy	4.12	_	_	_	6.42	6.22	
Critical Hdwy Stg 1	-	_	_	_	5.42	-	
Critical Hdwy Stg 2	_	_	_	-	5.42	-	
Follow-up Hdwy	2.218	_	_		3.518		
Pot Cap-1 Maneuver	1419	_	_	_	780	916	
Stage 1	-	_	_	_	893	-	
Stage 2	_	_	_	_	948	_	
Platoon blocked, %		_	_	_	0 10		
Mov Cap-1 Maneuver	1419	_	_	_	777	916	
Mov Cap-1 Maneuver	-	<u>-</u>	_	_	777	-	
Stage 1			_		889	_	
Stage 2	_	_	_	_	948	_	
Glaye 2	_	_	_	_	J+0	_	
Approach	EB		WB		SB		
HCM Control Delay, s	0.6		0		9.9		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1	SBL n2
Capacity (veh/h)		1419			-	777	916
HCM Lane V/C Ratio		0.004	_	_		0.081	
HCM Control Delay (s)		7.5	0	_	_	10	9
HCM Lane LOS		7.5 A	A	_		В	A
HCM 95th %tile Q(veh)	0	-	_		0.3	0
)	U	_			0.5	U

Intersection							
Intersection Int Delay, s/veh	0.7						
•							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1		7	7	
Traffic Vol, veh/h	1	58	91	11	7	5	
Future Vol, veh/h	1	58	91	11	7	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	•	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	63	99	12	8	5	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	111	0	-	0	170	105	
Stage 1		-	-	-	105	-	
Stage 2	_	-	_	_	65	_	
Critical Hdwy	4.12	-	-	_	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	_	3.518	3.318	
Pot Cap-1 Maneuver	1479	-	-	-	820	949	
Stage 1	-	-	-	-	919	-	
Stage 2	-	-	-	-	958	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1479	-	-	-	819	949	
Mov Cap-2 Maneuver	-	-	-	-	819	-	
Stage 1	-	-	-	-	918	-	
Stage 2	-	-	-	-	958	-	
J							
Annesah	ED		\A/D		OD		
Approach	EB		WB		SB		
HCM Control Delay, s	0.1		0		9.2		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		1479	_	_	-	819	949
HCM Lane V/C Ratio		0.001	-	-	-	0.009	
HCM Control Delay (s)		7.4	0	-	-	9.4	8.8
HCM Lane LOS		Α	A	-	-	Α	Α
HCM 95th %tile Q(veh)	0	-	-	-	0	0
3041 70410 3(1011	,	_				J	v

Intersection							
Int Delay, s/veh	0.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	<u>€</u>	₩D1	WDIX	SBL 1	7 JOE	
Traffic Vol, veh/h	1	31	39	1	2	4	
Future Vol, veh/h	1	31	39	1	2	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	34	42	1	2	4	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	43	0	-	0	79	43	
Stage 1	-	-	_	-	43	-	
Stage 2	_	-	-	_	36	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1566	-	-	-	924	1027	
Stage 1	-	-	-	-	979	-	
Stage 2	-	-	-	-	986	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1566	-	-	-	923	1027	
Mov Cap-2 Maneuver	-	-	-	-	923	-	
Stage 1	-	-	-	-	978	-	
Stage 2	-	-	-	-	986	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.2		0		8.6		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	W/RP	SBLn1	SRI n2
Capacity (veh/h)	IL .	1566	LDI	WDI	יאטוי	923	1027
HCM Lane V/C Ratio		0.001	-	-	-	0.002	
HCM Control Delay (s)		7.3	0	_	-	8.9	8.5
HCM Lane LOS		7.5 A	A	_	_	0.9 A	Α
HCM 95th %tile Q(veh))	0	-			0	0
TOWN JOHN JOHN Q VOI		- 0				J	0

Intersection							
Int Delay, s/veh	0.5						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL			WDK			
Traffic Vol, veh/h	0	ब 33	1 → 37	0	ሻ	7	
Future Vol, veh/h	0	33	37	0	1	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	-	-	_	-	0	0	
Veh in Median Storage	,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	36	40	0	1	3	
Major/Minor N	/lajor1	N	Major2		Minor2		
Conflicting Flow All	40	0	- viajoiz	0	76	40	
Stage 1	40	-	_	-	40	40	
Stage 2	_	_	_	_	36	_	
Critical Hdwy	4.12	-	_	-	6.42	6.22	
Critical Hdwy Stg 1	-	_	_	_	5.42	-	
Critical Hdwy Stg 2	_	_	_	_	5.42	-	
	2.218	-	-	-		3.318	
Pot Cap-1 Maneuver	1570	-	-	-	927	1031	
Stage 1	-	-	-	-	982	-	
Stage 2	-	-	-	-	986	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1570	-	-	-	927	1031	
Mov Cap-2 Maneuver	-	-	-	-	927	-	
Stage 1	-	-	-	-	982	-	
Stage 2	-	-	-	-	986	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0		0		8.6		
HCM LOS			•		Α		
Minor Long/Major Mym		EBL	EBT	WBT	WDD	SBLn1	CDI 20
Minor Lane/Major Mvm			LDI				1031
Capacity (veh/h) HCM Lane V/C Ratio		1570	-	-	-	0.001	
HCM Control Delay (s)		0	-	-	-	8.9	8.5
HCM Lane LOS		A	_	_	<u> </u>	0.9 A	0.5 A
HCM 95th %tile Q(veh)		0		-		0	0
HOW JOHN JOHN Q(VEII)		U				U	U

Novement	Intercetion							
Movement	Intersection	0.0						
Lane Configurations	int Delay, s/veh	0.2						
Traffic Vol, veh/h	Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Traffic Vol, veh/h	Lane Configurations	1			ની	×	7	
Conflicting Peds, #/hr O O O O O O Sign Control Free Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length - - - - O O O O O O	Traffic Vol, veh/h		4	2				
Sign Control Free RTC Pree RTCC Free RTCC PRTC PRTC PRTC PRTC PRTC PRTC PRTC		289	4	2	24	4	0	
Sign Control Free RTC Pree RTCC Free RTCC PRTC PRTC PRTC PRTC PRTC PRTC PRTC	Conflicting Peds, #/hr	0	0	0	0	0	0	
RT Channelized - None - None - None Storage Length 0 0 0 0 Veh in Median Storage, # 0 0 0 0 0 0 0 0 0 0 Grade, % 0 0 0 0 0 0 0 0 0 0 0 0 0 Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92 92 Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 Mwnt Flow 314 4 2 2 26 4 0 316		Free	Free	Free	Free	Stop	Stop	
Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 92 92 92 92 92 92 Heavy Vehicles, % 2 3 <td< td=""><td></td><td>-</td><td>None</td><td>-</td><td>None</td><td></td><td></td><td></td></td<>		-	None	-	None			
Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 92 92 92 92 92 92 Heavy Vehicles, % 2 3 3 316	Storage Length	-		-	-	0		
Grade, % 0 - - 0 0 - Peak Hour Factor 92 93 0 0 6 16 0 16 16 0 16 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10		# 0	-	-	0	0		
Peak Hour Factor 92 93 93 93 16 16 16 16 16 16 16 16 17 14 12 2 14 16 12 12 12 12 12 12 12 12 12 12 12 12 12			-	-			_	
Major/Minor Major1 Major2 Minor1			92	92			92	
Moment Flow 314 4 2 26 4 0 Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 318 0 346 316 Stage 1 - - - 316 - Stage 2 - - - 30 - Critical Hdwy - - 4.12 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - - - 5.42 - - - - 5.42 -								
Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 318 0 346 316 Stage 1 - - - 316 - Stage 2 - - - 30 - Critical Hdwy - 4.12 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy - - 2.218 - 3.518 3.318 Pot Cap-1 Maneuver - 1242 - 651 724 Stage 1 - - - - - 993 - Platoon blocked, % - <								
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LIOM OF the O(tille O(tille)			В	Α	-	-	Α	
HUNI 95th %tile Q(ven) U 0	HCM 95th %tile Q(veh)		0	-	-	-	0	

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	SEL	SET		INVVK			
Traffic Vol, veh/h	2	4 T 275	1 → 277	0	<u>ሻ</u>	7	
Future Vol, veh/h	2	275	277	0	1	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	- Otop	None	
Storage Length	_	-	_	-	0	0	
Veh in Median Storage		0	0	-	0	-	
Grade, %	-	0	0	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	299	301	0	1	2	
Majar/Mins	Maland	_	A-15-0		Ain c = O		
	Major1		Major2		Minor2	004	
Conflicting Flow All	301	0	-	0	455	301	
Stage 1	-	-	-	-	301	-	
Stage 2	4.42	-	-	-	154	- 6.00	
Critical Hdwy	4.13	-	-	-	6.63	6.23	
Critical Hdwy Stg 1	-	-	-	-	5.43	-	
Critical Hdwy Stg 2	2 210	-	-	-	5.83	3.319	
Follow-up Hdwy Pot Cap-1 Maneuver	2.219 1258	-	-	-	3.519 548	738	
	1200	=		-	750	130	
Stage 1 Stage 2	-	_	_	-	859	-	
Platoon blocked, %	-	-	-	-	009	-	
Mov Cap-1 Maneuver	1258	-	-	-	547	738	
Mov Cap-1 Maneuver	1230	_	_	_	611	730	
Stage 1	<u>-</u>				749	_	
Stage 2	_	_	_	_	859	_	
Olugo Z					555		
Approach	SE		NW		SW		
HCM Control Delay, s	0.1		0		10.2		
HCM LOS					В		
Minor Lane/Major Mvn	nt	NWT	NWR	SEL	SETS	SWLn1S	WLn2
Capacity (veh/h)		_		1258	-	611	738
HCM Lane V/C Ratio		_		0.002			
HCM Control Delay (s)	_	-		0	10.9	9.9
HCM Lane LOS		-	-	A	A	В	A
HCM 95th %tile Q(veh)	-	-	0	-	0	0
2.2.2.2.2.4(1.0)	,			_			

Int Delay, s/veh	Intersection							
Movement		0						
Lane Configurations			OFT	N IVA/T	NIVA/ID	OW	CME	
Traffic Vol, veh/h Future Vol, veh/h 1 275 276 1 1 1 1 1 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Free Free Free Free Free Free Free Fre					NWR			
Future Vol, veh/h Conflicting Peds, #/hr Conflicting Elength Corade, % Conflicting Flow All Conflicting Flow All Stage 1 Critical Hdwy Conflicting Howy Conflicting How					4		_	
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 Stop Stop Stop RT Channelized - None - None - None Stop Stop RT Channelized - None - Ande Ande - None -	•	•				•	•	
Sign Control Free RT Channelized Free RT Channelized Free RT Channelized None RT RT Channelized None RT		•					•	
RT Channelized - None - None - None Storage Length 0 - 0 0 Veh in Median Storage, # - 0 0 0 - 0 Grade, % - 0 0 - 0 - 0 Peak Hour Factor 92 92 92 92 92 Heavy Vehicles, % 2 301 5								
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Heavy Vehicles, % 2 2 2 2 2 2 2 2 2								
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Stage 1								
Stage 1	Major/Minor	Major1		Major2		Minor2		
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Critical Hdwy Stg 2 - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 1260 - - 463 739 Stage 1 - - - 751 - Stage 2 - - - - - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 1260 - - 463 739 Mov Cap-2 Maneuver - - - 554 - Stage 1 - - - 750 - Stage 2 - - - 751 - Approach SE NW SW HCM Control Delay, s 0 0 10.7 HCM Lane/Major Mvmt NWT NWR SEL SETSWLn1SWLn2 Capacity (veh/h) - - 1260 - 554 739 HCM Lane V/C Ratio - - 0.001 - 0.002		-	-	-	-	5.42	-	
Follow-up Hdwy 2.218 3.518 3.318 Pot Cap-1 Maneuver 1260 463 739 Stage 1 751 - 7		-	-	-	-	5.42	-	
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Capacity (veh/h) 1260 - 554 739 HCM Lane V/C Ratio 0.001 - 0.002 0.001 HCM Control Delay (s) - 7.9 - 11.5 9.9	HUN LUS					В		
Capacity (veh/h) - - 1260 - 554 739 HCM Lane V/C Ratio - - 0.001 - 0.002 0.001 HCM Control Delay (s) - 7.9 - 11.5 9.9								
Capacity (veh/h) - - 1260 - 554 739 HCM Lane V/C Ratio - - 0.001 - 0.002 0.001 HCM Control Delay (s) - 7.9 - 11.5 9.9	Minor Lane/Major Mvi	mt	NWT	NWR	SEL	SETS	SWLn1S	SWLn2
HCM Lane V/C Ratio - - 0.001 - 0.002 0.001 HCM Control Delay (s) - - 7.9 - 11.5 9.9			-		1260	-	554	739
HCM Control Delay (s) 7.9 - 11.5 9.9			-			-		
• ()		s)	-					
HCM Lane LOS A - B A	HCM Lane LOS		-	-	Α	-	В	Α
HCM 95th %tile Q(veh) 0 - 0	HCM 95th %tile Q(vel	n)	_	-		-	0	

Intersection							
Int Delay, s/veh	8.2						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
	EBL			WBK			
Lane Configurations Traffic Vol, veh/h	272	र्स 17	1 → 28	15	ነ	7 271	
Future Vol, veh/h	272	17	28	15	15	271	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	_	-	_	-	0	0	
Veh in Median Storage		0	0	_	0	-	
Grade, %		0	0	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	296	18	30	16	16	295	
maille 1011	200	10	- 00	- 10	10	200	
	Major1		Major2		Minor2		
Conflicting Flow All	46	0	-	0	648	38	
Stage 1	-	-	-	-	38	-	
Stage 2	-	-	-	-	610	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-			
Pot Cap-1 Maneuver	1562	-	-	-	435	1034	
Stage 1	-	-	-	-	984	-	
Stage 2	-	-	-	-	542	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1562	-	-	-	352	1034	
Mov Cap-2 Maneuver	-	-	-	-	352	-	
Stage 1	-	-	-	-	796	-	
Stage 2	-	-	-	-	542	-	
Approach	EB		WB		SB		
HCM Control Delay, s	7.4		0		10.2		
HCM LOS	1.7		U		В		
110111 200							
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		1562	-	-	-		1034
HCM Lane V/C Ratio		0.189	-	-	-	0.046	
HCM Control Delay (s)		7.8	0	-	-	15.7	9.9
HCM Lane LOS		Α	Α	-	-	С	Α
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1	1.2

Intersection													
Int Delay, s/veh	12.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations	*	•	7	ሻ	<u></u>	7	7	^	7	7	<u></u>	7	
Traffic Vol, veh/h	45	52	28	150	52	138	121	107	58	53	127	155	
Future Vol, veh/h	45	52	28	150	52	138	121	107	58	53	127	155	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	-	150	100	-	100	175	-	-	175	-	275	
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10	
Mvmt Flow	51	59	32	171	59	158	138	122	66	60	145	177	
Major/Minor	Minor1			Minor			Major1			Major2			
	Minor1	0.40		Minor2	700		Major1			Major2			
Conflicting Flow All	860	840	61	632	729	145	322	0	0	188	0	0	
Stage 1	398	398	-	265	265	-	-	-	-	-	-	-	
Stage 2	462	442		367	464	-	-	-	-	-	-	-	
Critical Hdwy	7.45	6.65	7.05	7.45	6.65	6.35	4.25	-	-	4.25	-	-	
Critical Hdwy Stg 1	6.65	5.65	-	6.25	5.65	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.25	5.65	-	6.65	5.65	-	-	-	-	-	-	-	
Follow-up Hdwy	3.595	4.095	3.395	3.595	4.095	3.395	2.295	-	-	2.295	-	-	
Pot Cap-1 Maneuver	252	289	968	365	336	878	1186	-	-	1333	-	-	
Stage 1	582	585	-	719	672	-	-	-	-	-	-	-	
Stage 2	561	559	-	607	546	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver		244	968	254	284	878	1186	-	-	1333	-	-	
Mov Cap-2 Maneuver		244	-	254	284	-	-	-	-	-	-	-	
Stage 1	514	517	-	636	642	-	-	-	-	-	-	-	
Stage 2	399	534	-	459	483	-	-	-	-	-	-	-	
Approach	EB			WB			SE			NW			
HCM Control Delay, s	24.5			24.8			3.6			1.2			
HCM LOS	24.5 C			24.0 C			0.0			1.2			
TOW LOO	J			J									
Minor Lane/Major Mvr	nt	NWL	NWT	NI\A/D	FRI n1	FRI n2	FRI n31	VBLn1V	MRI n2\	MRI n2	SEL	SET	
	110	1333				244	968	254	284	878	1186	OLI	
Capacity (veh/h)			-	-	153			0.374		0.179		-	
HCM Control Doloy (a	\	0.045	-		0.306						0.116	-	
HCM Long LOS)	7.8	-	-	32	24.4	8.8	34.2	21	10	8.4	-	
HCM Lane LOS		A	-	-	D	С	A	D	С	В	A	-	
HCM 95th %tile Q(veh	1)	0.1	-	-	1.4	0.9	0.1	4.4	0.8	0.7	0.4	-	

Intersection							
Int Delay, s/veh	2.9						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	4	₩ 1	WOIX	SDL 1	JDK 7	
Traffic Vol, veh/h	9	66	52	62	59	10	
Future Vol, veh/h	9	66	52	62	59	10	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	10	75	59	71	67	11	
Major/Minor I	Major1	N	/lajor2	ı	Minor2		
Conflicting Flow All	130	0		0	190	95	
Stage 1	-	-	-	-	95	-	
Stage 2	-	-	-	-	95	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1455	-	-	-	799	962	
Stage 1	-	-	-	-	929	-	
Stage 2	-	-	-	-	929	-	
Platoon blocked, %	1455	-	-	-	702	000	
Mov Cap-1 Maneuver	1455	-	-	-	793 793	962	
Mov Cap-2 Maneuver Stage 1	-	-	-	-	922	-	
Stage 2		-	_	_	929	-	
Staye Z	_	<u>-</u>	-	_	323	<u>-</u>	
Approach	EB		WB		SB		
HCM Control Delay, s	0.9		0		9.8		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1	SBLn2
Capacity (veh/h)		1455	-	-	-	793	962
HCM Lane V/C Ratio		0.007	-	-	-	0.085	
HCM Control Delay (s)		7.5	0	-	-	10	8.8
HCM Lane LOS		Α	Α	-	-	В	Α
HCM 95th %tile Q(veh)		0	-	-	-	0.3	0

Intersection							
Int Delay, s/veh	0.5						
		EDZ	MOT	WDD	ODI	ODD	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1>	_	ሻ	7	
Traffic Vol, veh/h	4	72	55	7	3	2	
Future Vol, veh/h	4	72	55	7	3	2	
Conflicting Peds, #/hr	0	_ 0	0	_ 0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	5	82	63	8	3	2	
Major/Minor I	Major1	N	Major2		Minor2		
Conflicting Flow All	71	0	-	0	159	67	
Stage 1		-	_	-	67	-	
Stage 2	_	_	_	_	92	_	
Critical Hdwy	4.12	_	_		6.42	6.22	
Critical Hdwy Stg 1	7.12	_	_	_	5.42	0.22	
Critical Hdwy Stg 2			_	_	5.42	_	
Follow-up Hdwy	2.218	_	_		3.518		
Pot Cap-1 Maneuver	1529			_	832	997	
Stage 1	1020	_	_	_	956	-	
Stage 2	<u>-</u>	-		_	932	_	
Platoon blocked, %		_	_	_	JJZ		
Mov Cap-1 Maneuver	1529	_		_	830	997	
Mov Cap-1 Maneuver	1323	-	-	-	830	991	
	-	-	-	-	953	-	
Stage 1		-	-		932		
Stage 2	_	-	_	_	302	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.4		0		9.1		
HCM LOS					Α		
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR :	SBLn1 S	SBLn2
Capacity (veh/h)		1529	_	_	_	830	997
HCM Lane V/C Ratio		0.003	_	-	_	0.004	
HCM Control Delay (s)		7.4	0	_	-	9.4	8.6
HCM Lane LOS		A	A	_	_	A	A
HCM 95th %tile Q(veh)		0	-	_	_	0	0
TOWN JOHN JOHN Q VOID		- 0				- 0	J

Intersection							
Intersection Int Delay, s/veh	1.7						
•							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		स्	Þ		ሻ	7	
Traffic Vol, veh/h	8	9	43	1	2	5	
Future Vol, veh/h	8	9	43	1	2	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	9	10	49	1	2	6	
Major/Minor	Major1		/oior?		Minor		
	Major1		Major2		Minor2		
Conflicting Flow All	50	0	-	0	78	50	
Stage 1	-	-	-	-	50	-	
Stage 2	-	-	-	-	28	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-			
Pot Cap-1 Maneuver	1557	-	-	-	925	1018	
Stage 1	-	-	-	-	972	-	
Stage 2	-	-	-	-	995	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1557	-	-	-	919	1018	
Mov Cap-2 Maneuver	-	-	-	-	919	-	
Stage 1	-	-	_	-	966	-	
Stage 2	-	-	-	-	995	-	
J							
A			14/5		0.5		
Approach	EB		WB		SB		
HCM Control Delay, s	3.4		0		8.7		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WRR	SBLn1	SRI n2
Capacity (veh/h)	IX.			WDI	-		1018
		1557	-	-		0.002	
HCM Cantral Dalay (a)		0.006	-	-			
HCM Control Delay (s)		7.3	0	-	-	8.9	8.6
HCM Lane LOS	\	A	Α	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection							
Int Delay, s/veh	0.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	<u>€</u>	WB1 }	WDIX	SBL 1	JDK 7	
Traffic Vol, veh/h	2	9	40	2	0	3	
Future Vol, veh/h	2	9	40	2	0	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	10	46	2	0	3	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	48	0	- -	0	61	47	
Stage 1	-	-	_	-	47	-	
Stage 2	_	_	_	_	14	_	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1559	-	-	-	945	1022	
Stage 1	-	-	-	-	975	-	
Stage 2	-	-	-	-	1009	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1559	-	-	-	944	1022	
Mov Cap-2 Maneuver	-	-	-	-	944	-	
Stage 1	-	-	-	-	974	-	
Stage 2	-	-	-	-	1009	-	
Approach	EB		WB		SB		
HCM Control Delay, s	1.3		0		8.5		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WRR	SBLn1	SRI n2
Capacity (veh/h)	IL.	1559	LDI	WDI	יאטוי	ODLIII	1022
HCM Lane V/C Ratio		0.001	- -	-	-	-	0.003
HCM Control Delay (s)		7.3	0	_	-	0	8.5
HCM Lane LOS		7.5 A	A	_	_	A	Α
HCM 95th %tile Q(veh))	0	-			-	0
		0		_			U

Intersection						
Int Delay, s/veh	0.1					
		EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	_		4	ሻ	7
Traffic Vol, veh/h	17	3	0	338	2	0
Future Vol, veh/h	17	3	0	338	2	0
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	3	0	386	2	0
NA . ' . /NA'	4	_	4		A'	
	1ajor1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	407	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1593	-	600	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	_	687	-
Platoon blocked, %	_	_		_		
Mov Cap-1 Maneuver	_	-	1593	_	600	1056
Mov Cap-2 Maneuver	_	_		_	600	-
Stage 1					1002	_
Stage 2		_	-	-	687	-
Slaye Z	-	-	-	-	007	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		11	
HCM LOS					В	
N. 1 (0.1)		UDL 4	IDI C	E5.T		14/51
Minor Lane/Major Mvmt		NBLn11	VBLn2	EBT	EBR	WBL
Capacity (veh/h)		600	-	-	-	1593
HCM Lane V/C Ratio		0.004	-	-	-	-
HCM Control Delay (s)		11	0	-	-	0
HCM Lane LOS		В	Α	-	-	Α
HCM 95th %tile Q(veh)		0	-	-	-	0

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	ULL	4Î	1 1 1	INVVIX	3VVL	JVVIX	
Traffic Vol, veh/h	2	283	333	0	0	2	
Future Vol, veh/h	2	283	333	0	0	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	323	380	0	0	2	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	380	0	-	0	546	380	
Stage 1	-	-	-	-	380	-	
Stage 2	-	-	-	-	166	-	
Critical Hdwy	4.13	-	-	-	6.63	6.23	
Critical Hdwy Stg 1	-	-	-	-	5.43	-	
Critical Hdwy Stg 2	-	-	-	-	5.83	-	
Follow-up Hdwy	2.219	-	-	-	3.519	3.319	
Pot Cap-1 Maneuver	1177	-	-	-	483	666	
Stage 1	-	-	-	-	690	-	
Stage 2	-	-	-	-	847	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1177	-	-	-	482	666	
Mov Cap-2 Maneuver	-	-	-	-	561	-	
Stage 1	-	-	-	-	689	-	
Stage 2	-	-	-	-	847	-	
Approach	SE		NW		SW		
HCM Control Delay, s	0.1		0		10.4		
HCM LOS					В		
Minor Lane/Major Mvm	nt	NWT	NWR	SEL	SETS	SWLn1S	WI n2
Capacity (veh/h)		14441	-	1177	OL IC	-	666
HCM Lane V/C Ratio		_		0.002	_	-	0.003
HCM Control Delay (s)		_	_	8.1	0	0	10.4
HCM Lane LOS		_	_	A	A	A	В
HCM 95th %tile Q(veh)	_	_	0	-	-	0
	1						

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	SEL 7	<u>SE1</u>	14VV1	INVVIX	SVVL	3V/K	
Traffic Vol., veh/h	2	T 281	332	2	2	1	
Future Vol, veh/h	2	281	332	2	2	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	0	0	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	321	379	2	2	1	
Major/Minor	Major1		Major2	_	Minor2		
Conflicting Flow All	381	0	- viajoiz	0	705	380	
Stage 1	301	-	_	-	380	-	
Stage 2	_	_	_	_	325	_	
Critical Hdwy	4.12	_	_	-	6.42	6.22	
Critical Hdwy Stg 1		_	_	_	5.42	-	
Critical Hdwy Stg 2	_	_	_	_	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1177	-	-	-	403	667	
Stage 1	-	-	-	-	691	-	
Stage 2	-	-	-	-	732	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1177	-	-	-	402	667	
Mov Cap-2 Maneuver	-	-	-	-	507	-	
Stage 1	-	-	-	-	690	-	
Stage 2	-	-	-	-	732	-	
Approach	SE		NW		SW		
HCM Control Delay, s	0.1		0		11.5		
HCM LOS	V. 1				В		
3 <u>- 2 2</u>							
Minor Long/Major Mar	. +	NIMT	NIME	CEL	CETC	NA/I ~ 10	۰۱۸/۱ ۵
Minor Lane/Major Mvn	ιι	INVVI	NWR	SEL	SEIS	SWLn1S	
Capacity (veh/h) HCM Lane V/C Ratio		-	-	1177	-	507	667
HCM Control Delay (s)		-		0.002		0.005	10.4
HCM Lane LOS		-	-	6. I	-	12.1 B	10.4 B
HCM 95th %tile Q(veh	١	-	-	0	-	0	0
)	-	-	U	-	U	U

Intersection							
Int Delay, s/veh	8.5						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	<u>EDI</u>	WD1	WDR	SDL	SDR 7	
Traffic Vol, veh/h	308	20	32	16	17	308	
Future Vol, veh/h	308	20	32	16	17	308	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		_		-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	352	23	37	18	19	352	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	55	0	-	0	773	46	
Stage 1	-	-	_	-	46	-	
Stage 2	-	-	_	_	727	_	
Critical Hdwy	4.12	_	-	_	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1550	-	_	-	367	1023	
Stage 1	-	-	-	-	976	-	
Stage 2	-	-	-	-	478	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver		-	-	-	283	1023	
Mov Cap-2 Maneuver	-	-	-	-	283	-	
Stage 1	-	-	-	-	752	-	
Stage 2	-	-	-	-	478	-	
Approach	EB		WB		SB		
HCM Control Delay, s	7.5		0		10.8		
HCM LOS					В		
Minor Long/Major Myr	mt	EBL	EDT	\\/DT	WDD	SBLn1:	מ ום:
Minor Lane/Major Mvr	IIL		EBT	WBT			
Capacity (veh/h) HCM Lane V/C Ratio		1550 0.227	-	-	-	0.069	1023
HCM Control Delay (s	1	8	0	-	-	18.7	10.4
HCM Lane LOS	1	A	A	-	-	16.7 C	10.4 B
HCM 95th %tile Q(veh	1)	0.9	- -	-	-	0.2	1.5
HOW SOUT MILE Q(VEI	IJ	0.9		_		0.2	1.0

Intersection													J
Int Delay, s/veh	10.5												
•	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Movement Lane Configurations	EDL	<u>⊏DI</u>	EDK	VVDL	VVD1	WBR	SEL	<u>\$€1</u>	SER	NVVL	11111	NVVR	
Traffic Vol., veh/h	39	T 46	33	106	T 46	147	139	TT	53	49	T 122	108	
Future Vol, veh/h	39	46	33	106	46	147	139	138	53	49	122	108	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	Stop -	Siop -	None	Stop -	Stop -	None	-	-	None	riee	-	None	
Storage Length	150	-	150	100	-	100	175	-	NOHE -	175	_	275	
Veh in Median Storage		0	130	100	0	-	173	0		175	0	213	
Grade, %	z, π -	0	_	<u> </u>	0	_	_	0	_		0		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10	
Mymt Flow	45	53	38	121	53	168	159	158	60	56	139	123	
IVIVIII I IOW	73	- 00	- 30	121	- 55	100	100	100	- 00	- 50	100	120	
•	Minor1			Minor2			Major1			Major2			
Conflicting Flow All	899	850	79	675	787	139	262	0	0	218	0	0	
Stage 1	476	476	-	251	251	-	-	-	-	-	-	-	
Stage 2	423	374	-	424	536	-	-	-	-	-	-	-	
Critical Hdwy	7.45	6.65	7.05	7.45	6.65	6.35	4.25	-	-	4.25	-	-	
Critical Hdwy Stg 1	6.65	5.65	-	6.25	5.65	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.25	5.65	-	6.65	5.65	-	-	-	-	-	-	-	
Follow-up Hdwy	3.595	4.095	3.395	3.595	4.095	3.395	2.295	-	-	2.295	-	-	
Pot Cap-1 Maneuver	236	285	943	341	311	885	1250	-	-	1299	-	-	
Stage 1	522	539	-	732	682	-	-	-	-	-	-	-	
Stage 2	589	600	-	561	506	-	-	-	-	-	-	-	
Platoon blocked, %	,						10-1	-	-	10-1	-	-	
Mov Cap-1 Maneuver	142	238	943	239	260	885	1250	-	-	1299	-	-	
Mov Cap-2 Maneuver	142	238	-	239	260	-	-	-	-	-	-	-	
Stage 1	456	471	-	639	653	-	-	-	-	-	-	-	
Stage 2	420	574	-	418	442	-	-	-	-	-	-	-	
Approach	EB			WB			SE			NW			
HCM Control Delay, s	24.9			20.6			3.5			1.4			
HCM LOS	С			С									
3 <u>- 2 2</u>													
Minor Long/Maigr M.	. t	NIVA/I	NI\A/T	NIMP	EDI 54	EDI 50	בטן בי	MDI 541	VDI 50V	VDI 52	CEL	ССТ	
Minor Lane/Major Mvn	π	NWL	NWT			EBLn2					SEL	SET	
Capacity (veh/h)		1299	-	-	142	238	943	239	260	885	1250	-	
HCM Cantrol Delay (a)		0.043	-		0.293		0.04			0.19	0.127	-	
HCM Control Delay (s)		7.9	-	-	34.5	24.4	9	32.6	22.3	10	8.3	-	
HCM Lane LOS	\	A	-	-	D	С	A	D	C	В	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	1.2	8.0	0.1	2.6	0.7	0.7	0.4	-	

Intersection							
Int Delay, s/veh	2.4						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	4	₩ <u></u>	WDI	JDL 1	7 JUIC	
Traffic Vol, veh/h	5	60	97	51	58	5	
Future Vol, veh/h	5	60	97	51	58	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-	None	- Clop		
Storage Length	_	-	_	-	0	0	
Veh in Median Storage		0	0	_	0	-	
Grade, %	-, π	0	0	_	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	6	68	111	58	66	6	
		- 00	- 11	- 00	- 00		
	_						
	Major1		Major2		Minor2		
Conflicting Flow All	169	0	-	0	220	140	
Stage 1	-	-	-	-	140	-	
Stage 2	-	-	-	-	80	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1409	-	-	-	768	908	
Stage 1	-	-	-	-	887	-	
Stage 2	-	-	-	-	943	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1409	-	-	-	765	908	
Mov Cap-2 Maneuver	-	-	-	-	765	-	
Stage 1	-	-	-	-	883	-	
Stage 2	-	-	-	-	943	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.6		0		10.1		
HCM LOS					В		
Minor Lang/Major Mum	ıt.	EBL	EDT	\\/DT	WPD	CDI 51 (201 52
Minor Lane/Major Mvm	IL		EBT	WBT		SBLn1	
Capacity (veh/h)		1409	-	-		765	908
HCM Control Doloy (a)		0.004	-	-	-	0.087	
HCM Control Delay (s)		7.6	0	-	-	10.2	9
HCM CEth (/tile O/web)		A	Α	-	-	В	A
HCM 95th %tile Q(veh)		0	-	-	-	0.3	0

Intersection							
Int Delay, s/veh	0.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	<u>€</u>	₩ ₽	WDIX	SBL 7	JOK 7	
Traffic Vol, veh/h	1	64 58	91	11	7	5	
Future Vol, veh/h	1	58	91	11	7	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	_		-		-	None	
Storage Length	-	-	_	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	66	104	13	8	6	
Major/Minor I	Major1	ı	Major2		Minor2		
Conflicting Flow All	117	0	- ·	0	179	111	
Stage 1	-	-	_	-	111		
Stage 2	_	_	_	-	68	_	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1471	-	-	-	811	942	
Stage 1	-	-	-	-	914	-	
Stage 2	-	-	-	-	955	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1471	-	-	-	810	942	
Mov Cap-2 Maneuver	-	-	-	-	810	-	
Stage 1	-	-	-	-	913	-	
Stage 2	-	-	-	-	955	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.1		0		9.2		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1	SBI n2
Capacity (veh/h)		1471		-	-	810	942
HCM Lane V/C Ratio		0.001	_	-	-		0.006
HCM Control Delay (s)		7.4	0	-	-	9.5	8.8
HCM Lane LOS		Α	A	-	-	A	A
HCM 95th %tile Q(veh))	0	-	-	-	0	0

Intersection							
Int Delay, s/veh	0.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
	EBL			WDK			
Lane Configurations Traffic Vol. veh/h	1	र्स 31	♣ 39	1	ነ	₹ 4	
Future Vol, veh/h	1	31	39	1	2	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	Stop -	None	
Storage Length		-	_	-	0	0	
Veh in Median Storage	.# -	0	0	_	0	-	
Grade, %	, 11	0	0	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	1	35	45	1	2	5	
WWW.		00	70				
	Major1		Major2		Minor2		
Conflicting Flow All	46	0	-	0	83	46	
Stage 1	-	-	-	-	46	-	
Stage 2	-	-	-	-	37	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1562	-	-	-	919	1023	
Stage 1	-	-	-	-	976	-	
Stage 2	-	-	-	-	985	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1562	-	-	-	918	1023	
Mov Cap-2 Maneuver	-	-	-	-	918	-	
Stage 1	-	-	-	-	975	-	
Stage 2	-	-	-	-	985	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0.2		0		8.6		
HCM LOS	J.2		- 0		Α		
1.5W E00					, \		
N. 1 (0.1)		E5.	EDT	14/57	14/55	0DL 4	0DL 6
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR :	SBLn1	
Capacity (veh/h)		1562	-	-	-	918	1023
HCM Lane V/C Ratio		0.001	-	-	-	0.002	
HCM Control Delay (s)		7.3	0	-	-	8.9	8.5
HCM Lane LOS		Α	Α	-	-	Α	Α
HCM 95th %tile Q(veh)		0	-	-	_	0	0

Intersection							
Int Delay, s/veh	0.5						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	4	₩D1	WDIX	SDL 1	JDK 7	
Traffic Vol, veh/h	0	33	37	0	1	3	
Future Vol, veh/h	0	33	37	0	1	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None		None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	38	42	0	1	3	
Major/Minor I	Major1	N	Major2		Minor2		
Conflicting Flow All	42	0	-	0	80	42	
Stage 1	-	-	-	-	42	-	
Stage 2	-	-	-	-	38	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1567	-	-	-	922	1029	
Stage 1	-	-	-	-	980	-	
Stage 2	-	-	-	-	984	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1567	-	-	-	922	1029	
Mov Cap-2 Maneuver	-	-	-	-	922	-	
Stage 1	-	-	-	-	980	-	
Stage 2	-	-	-	-	984	-	
Approach	EB		WB		SB		
HCM Control Delay, s	0		0		8.6		
HCM LOS					Α		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1	SBI n2
Capacity (veh/h)		1567					1029
HCM Lane V/C Ratio		-	_	_		0.001	
HCM Control Delay (s)		0	-	-	-	8.9	8.5
HCM Lane LOS		A	-	-	-	Α	Α
HCM 95th %tile Q(veh))	0	-	-	-	0	0

luture estima							
Intersection	0.0						
Int Delay, s/veh	0.2						
	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1			4	×	7	_
Traffic Vol, veh/h	289	4	2	24	4	0	
Future Vol, veh/h	289	4	2	24	4	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage, #	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	330	5	2	27	5	0	
				_			
	ajor1		Major2		Minor1		J
Conflicting Flow All	0	0	335	0	364	333	
Stage 1	-	-	-	-	333	-	
Stage 2	-	-	-	-	31	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318	
Pot Cap-1 Maneuver	-	-	1224	-	635	709	
Stage 1	-	-	-	-	726	-	
Stage 2	-	-	-	-	992	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1224	-	634	709	
Mov Cap-2 Maneuver	_	_	-	-	634	-	
Stage 1	_	_	_	-	726	_	
Stage 2	_	_	_	_	990	_	
Olago Z					330		
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.6		10.7		
HCM LOS					В		
Minor Lane/Major Mvmt	N	NBLn11	VIBI 52	EBT	EBR	WBL	
	ľ						
Capacity (veh/h)		634	-	-	-	1224	
HCM Lane V/C Ratio		0.007	-	-	-	0.002	
HCM Control Delay (s)		10.7	0	-	-	7.9	
HCM Lane LOS		В	Α	-	-	A	
HCM 95th %tile Q(veh)		0	-	-	-	0	

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	JEL	414	1NVV1	INVVIX	SVVL	SVVK	
Traffic Vol, veh/h	2	275	277	0	1	2	
Future Vol, veh/h	2	275	277	0	1	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	314	316	0	1	2	
Major/Minor N	Major1	ľ	Major2	1	Minor2		
Conflicting Flow All	316	0	-	0	477	316	
Stage 1	-	-	-	-	316	-	
Stage 2	-	-	-	-	161	-	
Critical Hdwy	4.13	-	-	-	6.63	6.23	
Critical Hdwy Stg 1	-	-	-	-	5.43	-	
Critical Hdwy Stg 2	-	-	-	-	5.83	-	
Follow-up Hdwy	2.219	-	-	-			
Pot Cap-1 Maneuver	1243	-	-	-	532	724	
Stage 1	-	-	-	-	738	-	
Stage 2	-	-	-	-	852	-	
Platoon blocked, %	1012	-	-	-	E21	704	
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	1243	-	-	-	531 599	724	
Stage 1	- -	_	_	-	737	-	
Stage 2	_	_	_	_	852	-	
Slaye Z		-	<u>-</u>	_	002		
					611		
Approach	SE		NW		SW		
HCM Control Delay, s	0.1		0		10.3		
HCM LOS					В		
Minor Lane/Major Mvm	t	NWT	NWR	SEL	SETS	SWLn1S	WLn2
Capacity (veh/h)		-	-	1243	-	599	724
HCM Lane V/C Ratio		-	-	0.002	-	0.002	0.003
HCM Control Delay (s)		-	-	7.9	0	11	10
HCM Lane LOS		-	-	Α	Α	В	В
HCM 95th %tile Q(veh)		-	-	0	-	0	0

Intersection							
Int Delay, s/veh	0						
		0==	A 11	. n.c.=	0)	01::=	
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations	7	†	4		7	7	
Traffic Vol, veh/h	1	275	276	1	1	1	
Future Vol, veh/h	1	275	276	1	1	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	0	0	
Veh in Median Storage		0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	314	315	1	1	1	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	316	0	-	0	632	316	
Stage 1	-	-	_	-	316	-	
Stage 2	_	_	_	_	316	_	
Critical Hdwy	4.12				6.42	6.22	
Critical Hdwy Stg 1	4.12	_	_	_	5.42	0.22	
Critical Hdwy Stg 2	_				5.42		
Follow-up Hdwy	2.218	_	_	_	3.518		
Pot Cap-1 Maneuver	1244	<u>-</u>	-	<u>-</u>	444	724	
Stage 1	1244	-	-	-	739	1 24	
Stage 2	-	-	-	-	739	-	
Platoon blocked, %	-	-	_	_	133	-	
	1944	-	-		111	724	
Mov Cap-1 Maneuver		-	-	-	444 540		
Mov Cap-2 Maneuver	-	-	-	-		-	
Stage 1	-	-	-	-	738	-	
Stage 2	-	-	-	-	739	-	
Approach	SE		NW		SW		
HCM Control Delay, s	0		0		10.9		
HCM LOS					В		
Minantan (M. 1	-1	NIVA/T	N IVA / E	051	OFT	214/1 46	214/1 0
Minor Lane/Major Mvn	nt	INVVI	NWR	SEL		SWLn19	
Capacity (veh/h)		-		1244	-	540	724
HCM Lane V/C Ratio		-	-	0.001		0.002	
HCM Control Delay (s)		-	-		-	11.7	10
HCM Lane LOS		-	-	Α	-	В	В
HCM 95th %tile Q(veh)	-	-	0	-	0	0

Intersection							
Int Delay, s/veh	8.2						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	CDL	€¶ EB1		WDK	SBL	SBK	
Traffic Vol, veh/h	272	식 17	1 → 28	15	1 5	271	
Future Vol, veh/h	272	17	28	15	15	271	
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		- Clop	None	
Storage Length	_	-	_	-	0	0	
Veh in Median Storag		0	0	_	0	-	
Grade, %	-	0	0	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	310	19	32	17	17	309	
	- 0.0	- 13	- 02	- ''		- 000	
		_		_			
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	49	0	-	0	680	41	
Stage 1	-	-	-	-	41	-	
Stage 2	-	-	-	-	639	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518		
Pot Cap-1 Maneuver	1558	-	-	-	417	1030	
Stage 1	-	-	-	-	981	-	
Stage 2	-	-	-	-	526	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver		-	-	-	333	1030	
Mov Cap-2 Maneuver		-	-	-	333	-	
Stage 1	-	-	-	-	784	-	
Stage 2	-	-	-	-	526	-	
Approach	EB		WB		SB		
HCM Control Delay, s			0		10.3		
HCM LOS					В		
Minor Lone/Maior M.	no t	EDI	EDT	WDT	WDD	CDL 4	CDI 0
Minor Lane/Major Mvi	rrit	EBL	EBT	WBT		SBLn1	
Capacity (veh/h)		1558	-	-	-	333	1030
HCM Cantrol Dalay	. \	0.199	-	-		0.051	0.3
HCM Control Delay (s	5)	7.9	0	-	-	16.4	10
HCM Lane LOS	۵)	A	Α	-	-	C	B
HCM 95th %tile Q(veh	1)	0.7	-	-	-	0.2	1.3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	Т	R	L	T	R	L	R	L
Maximum Queue (ft)	18	74	46	86	31	24	16	16	57
Average Queue (ft)	11	31	9	56	14	18	3	3	30
95th Queue (ft)	25	74	39	96	28	31	14	14	57
Link Distance (ft)		586			218				
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		140	175	275	250
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

Intersection: 7: W. Frontage Rd & Access

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	31	56	105
Average Queue (ft)	12	23	56
95th Queue (ft)	37	58	100
Link Distance (ft)	250	230	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

AM Proposed SimTraffic Report

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	Т	L	T	R	L	L
Maximum Queue (ft)	18	51	75	52	42	16	57
Average Queue (ft)	11	27	55	28	9	3	17
95th Queue (ft)	25	59	81	61	37	14	50
Link Distance (ft)		586		218			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150		150		140	175	250
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: W. Frontage Rd & Access

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	31	31	57
Average Queue (ft)	18	24	46
95th Queue (ft)	42	44	66
Link Distance (ft)	250	230	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

PM Proposed SimTraffic Report

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	
Directions Served	L	Т	R	L	T	R	L	R	L	
Maximum Queue (ft)	19	78	48	89	33	26	17	17	59	
Average Queue (ft)	12	33	9	58	16	19	4	4	32	
95th Queue (ft)	27	77	40	99	30	33	33	15	59	
Link Distance (ft)		586			218					
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150	140		140	175	275	250	
Storage Blk Time (%)				0						
Queuing Penalty (veh)				0						

Intersection: 7: W. Frontage Rd & Access

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	33	58	107
Average Queue (ft)	13	24	58
95th Queue (ft)	39	59	102
Link Distance (ft)	250	230	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

AM Proposed SimTraffic Report Page 1

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	Т	L	Т	R	L	L
Maximum Queue (ft)	19	53	79	54	44	17	59
Average Queue (ft)	12	29	58	32	9	4	19
95th Queue (ft)	27	61	85	64	39	15	53
Link Distance (ft)		586		218			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150		150		140	175	250
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: W. Frontage Rd & Access

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	33	33	60
Average Queue (ft)	20	26	49
95th Queue (ft)	45	47	70
Link Distance (ft)	250	230	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

PM Projected SimTraffic Report Page 1



Hunt Day Thomas Hunt, PE

Thomas Hunt, PE 3445 Antelope Drive Suite 200 Syracuse, UT 84050 801.664.4724 **Subject:** Maverik

Sent: 9/2/2025, 10:59:34 AM

From: Kendra Conder<Kendra.Conder@itd.idaho.gov>

To: David Abrahamson; Mitra Mehta-Cooper

Cc: Andrew Meek; Angie Michaels

Good Morning David and Mitra,

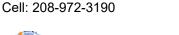
I will be about 30 minutes late to the agency meeting tomorrow and may miss the discussion on Maverik. I did want to let you know that our team has reviewed the traffic analysis and accepts the study; ITD does not have any requirements or conditions for Maverik.

Please let me know if you need anything else for Maverik. Otherwise, I will plan on seeing you at the agency meeting around 10:30am tomorrow!

Kendra Conder

District 3 | Development Services Coordinator Idaho Transportation Department

Office: 208-334-8377





YOUR Safety •••• YOUR Mobility •••• YOUR Economic Opportunity



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028 (208) 334-8300 • itd.idaho.gov

June 17, 2025

David Abrahamson Planner 520 E 2nd St Mountain Home, ID 83647

VIA EMAIL

Development Application	CUP-2025-09
Project Name	Maverik Gas Station
Project Location	NE Corner of I-84 & Frontage Rd
Project Description	Gas Station & Convenience Store
Applicant	Matt Reider, Maverik

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

- 1. ITD has reviewed and accepted a Trip Generation Memo provided by Hunt Day Civil Engineering dated 5/20/2024.
- 2. Since the proposed development is on a local road and no ITD access permit is required, the Department cannot mandate a traffic impact study to be submitted. Therefore, if there are any additional traffic concerns, ITD recommends the land use agency or highway district requires the applicant to provide additional traffic analysis.
- 3. Please be mindful that ITD may request additional traffic analysis when the neighboring 10 acres are developed.
- 4. ITD reserves the right to make further comments upon review of the submitted documents.

If you have any questions, you may contact me at 208-334-8377.

Sincerely,

Kendra Conder

Development Services Coordinator

Kendra.conder@itd.idaho.gov

Kendra Conder

Subject: Maverik Exhibit 8b

Sent: 9/2/2025, 10:59:34 AM

From: Kendra Conder<Kendra.Conder@itd.idaho.gov>

To: David Abrahamson; Mitra Mehta-Cooper

Cc: Andrew Meek; Angie Michaels

Good Morning David and Mitra,

I will be about 30 minutes late to the agency meeting tomorrow and may miss the discussion on Maverik. I did want to let you know that our team has reviewed the traffic analysis and accepts the study; ITD does not have any requirements or conditions for Maverik.

Please let me know if you need anything else for Maverik. Otherwise, I will plan on seeing you at the agency meeting around 10:30am tomorrow!

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377 Cell: 208-972-3190



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Exhibit 8c



Idaho Division

December 6, 2018

3050 Lakeharbor Lane, Suite 126 Boise, ID 83703-6354 (208) 334-9180 - P (208) 334-1691 - F Idaho.FHWA@dot.gov

Mr. Brian W. Ness, Director Idaho Transportation Department P.O. Box 7129 Boise, ID 83707

Attention: Amy Revis, ITD District 3 District Engineer

RE: Interchange Modification Report for the Interchange and Access Study, Elmore County

Project No. A019(143)

Dear Mr. Ness:

FHWA has reviewed the Interchange Modification Report (IMR) prepared by HDR Engineering, Inc. for the Interchange and Access Study, Elmore County Project No. A019(143) dated September 28, 2018. The IMR actions will reconfigure the on and off ramps at exit 90, 95, and 99 to meet the current geometric standards for acceleration and deceleration for an 80 mph interstate facility. The exit 90 interchange will be reconfigured as a signalized diamond interchange. The exit 95 interchange will be reconfigured as a single point urban intersection.

The recommended improvements at these interchanges are acceptable from a safety, operational, and engineering standpoint.

Final FHWA approval of the IMR is a Federal Action, and as such, must closely adhere to the planning and environmental review processes as required in 23 CFR parts 450 and 771. The transportation planning, conformity, congestion management process, and the National Environmental Policy Act procedures must be followed and their requirements satisfied. This means the final FHWA approval of requests for new or revised access cannot precede the completion of these processes or necessary actions. Once completed, ITD shall request final approval of the IMR from our office.

Should you have any questions please feel free to contact Kyle Holman, Operations Engineer, at 208-334-9180 x127 or via e-mail at kyle.holman@dot.gov.

Sincerely,

Peter J. Hartman

Idaho Division Administrator

FHWA: John A. Perry, Kyle Holman ITD: Mark Wasdahl, Caleb Lakey

cc:



October 9, 2018

Cameron Waite, PE, PTOE HDR Engineering, Inc. 412 E. Parkcenter Blvd., Suite 100 Boise, ID 83706

RE: Interchange and Access Study, Elmore County, Project Number A019(143), Key Number 19143

Dear Mark Wasdahl,

This letter is to confirm that a review of the item referenced below has been completed in accordance with all applicable ITD standards and that all comments have been addressed to the reviewers' satisfaction. Therefore, I hereby certify that the information in this item is complete and is acceptable for project implementation.

Item: Interchange Modification Report

Certification

Certifier	Com West	Project Manager	10/9/18
	Certifying Representative	Title	Date

Concurrence/Approval

	At Reis	DISTRICT ENGINEER	12/3/18
ITD	ITD Representative	Title	Date
	☑ Recommend ☐ Co	ncurrence	□ Approval
FHWA	ITD Representative	Title	Date
	☐ Concurrence ☐ Ac	ceptance	□ N/A



Interchange and Access Study, Elmore County

Project No. A019(143)

Key No. 19143

Interchange Modification Report

Elmore County, Idaho

September 28, 2018

Prepared for:





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Appendix D: Origin/Destination Sub-area Zones Appendix E: Existing Conditions Capacity Analysis

Appendix F: Crash Data & Analysis Appendix G: Environmental Scan

Appendix H: 2045 Conditions Capacity Analysis



Acronyms

ADT average daily traffic

AASHTO American Association of State Highway and Transportation Officials

ADA Americans with Disabilities Act
CMF crash modification factor
CRF crash reduction factor

EB eastbound

EBL eastbound left turn movement eastbound through movement

EBL/T eastbound left turn/through shared lane

EBL/T/R eastbound left turn/through/right turn shared movement

EBR eastbound right turn movement
FHWA Federal Highway Administration
HCM Highway Capacity Manual
HDR HDR Engineering, Inc.
HSM Highway Safety Manual

ITD Idaho Transportation Department

LOS level of service mph miles per hour

MPO metropolitan planning organization

MUTCD Manual on Uniform Traffic Control Devices

MEV million vehicles entering intersection

NB northbound

NBL northbound left turn movement

NBL/T/R northbound left turn/through/right turn shared movement

NBT/R northbound through/right turn shared movement

NBR northbound right turn movement

NCHRP National Cooperative Highway Research Program

PDO property damage only PHF Peak hour factor

PROWAG Public Rights-of-Way Guidelines

SB southbound

SBL southbound left turn movement

SBL/T/R southbound left turn/through/right turn shared movement

SBT/R southbound through/right turn shared movement

SBR southbound right turn movement

s/veh seconds per vehicle
TAZ Traffic analysis zone
TEV total entering vehicles
TWLTL two-way left turn lane
v/c volume to capacity ratio
vpd vehicles per hour
vpd vehicles per day

WB westbound

WBL westbound left turn movement

WBL/T westbound left turn/through shared lane

WBL/T/R westbound left turn/through/right turn shared movement

WBT westbound through movement WBR westbound right turn movement

Executive Summary

The Idaho Transportation Department (ITD) requests Federal Highway Administration (FHWA) concurrence of this Interchange Modification Report (IMR) for modification to the Interstate 84 (I-84) Old Highway 30 (Exit 90), US-20 (Exit 95), and Old Oregon Trail Road (Exit 99) interchanges in Elmore County serving the city and greater vicinity of Mountain Home, Idaho. This document was prepared to provide technical and policy support for the Access to The Interstate System (The Policy).

The proposed action is a reconfiguration of the existing interchanges on I-84 in Elmore County near Mountain Home, Idaho, including Exits 90, 95, and 99. The action will reconfigure the on and off ramps at each interchange to meet the current geometric standards for acceleration and deceleration for an 80 mph interstate facility. These improvements are recommended to be implemented as soon as practical.

The existing Exit 90 interchange configuration can serve the forecast travel demand adequately. Due to the safety concerns of the current interchange configuration, it is recommended that a diamond interchange be constructed at Exit 90. Evaluation of the diamond interchange alternatives indicates that Exit 90 will perform best in the design year 2045 with signalized intersections, and one left turn lane and one right turn lane from each off ramp as presented in **Figure 15**. This improvement can be made as soon as appropriate with ITD's planning and programing process as it is not dependent on capacity needs.

The existing interchange and control at Exit 95 will not serve forecast travel demand without significant improvements. A SPUI alternative is recommended to be constructed at the current Exit 95 as it has only one signalized intersection instead of two and provides more spacing from nearby intersections and is estimated to operate well in the design year. The proposed SPUI improvements are presented in **Figure 16**. Reconfiguring the interchange along with a potential structure improvement/replacement is recommended.

The existing interchange configuration at Exit 99 can serve the forecast travel demand adequately. Due to the geometric and safety concerns of the current on and off ramps, it is recommended that all the ramps of the interchange be improved to meet current AASHTO and ITD geometric design standards..

No adverse impacts to the interstate highway system are forecasted due to the proposed changes.

The Federal Access to the Interstate System Policy considerations and requirements has been addressed and summary responses to the two requirements are provided below:

- 1. The proposed action is a modification of existing interchanges to correct design deficiencies and meet planned future travel needs of the area.
- 2. No additional interstate capacity or additional interchange access points are required. The need can be met by providing the updated interchange configurations.



- 3. The proposed interchange modifications provide similar or better operational safety and a level of service (LOS) for the interchanges and I-84 mainline as compared to the No-Build through the 2045 design year.
- 4. The proposed action is an update of existing full public road interchanges.
- 5. The proposed improvements are not driven by any proposed development and the need for interchange improvements is independent of any other transportation improvements.

The analysis recommends an update of the existing Exit 90 and Exit 95 interchanges to address future travel demand. No update is recommended for Exit 99 based off future travel demand.

ES-2



1 Introduction

1.1 Background

The Idaho Transportation Department (ITD) requests Federal Highway Administration (FHWA) concurrence of this Interchange Modification Report (IMR) for modification to the Interstate 84 (I-84) Old Highway 30 (Exit 90), US-20 (Exit 95), and Old Oregon Trail Road (Exit 99) interchanges in Elmore County serving the city and greater vicinity of Mountain Home, Idaho. This document was prepared to provide technical and policy support for the Access to The Interstate System (The Policy).

ITD is investigating the design needs for future improvement of the three interchanges described above. This effort was completed as a planning project named the Interchange and Access Study, Elmore County, Project No. A019(143), Key No. 19143. Expected residential, industrial, and commercial development in the City of Mountain Home and Elmore County will bring a significant increase in traffic using these interchanges through the design year of 2045. This study will evaluate the operational and safety effects on the increased traffic for No-Build and Build Alternatives for each interchange.

1.2 Purpose and Need

The purpose of this IMR is to provide the required technical documentation for obtaining FHWA approval for modifications to the study interchanges. The purpose of this study was to identify the design needs for the future replacement and/or addition of interchanges on I-84 serving Mountain Home, Idaho, and the surrounding area.

The existing traffic volumes at Exit 95 often exceed the capacity available and traffic queues back up from the off ramps toward I-84 during weekend traffic conditions, especially Friday evenings, creating a potentially unsafe condition. Vehicles queued on the ramps can create a shorter deceleration distance than desired for vehicles exiting I-84, especially with the off ramps on a down grade from I-84. These traffic volumes include large numbers of travelers using the amenities near the interchange as they travel to Sun Valley and other recreational areas. Current traffic volumes and estimated future travel demand will operate at an acceptable level of service (LOS) as defined later in this document with improvements to the Exit 95 interchange. All of the study interchanges were constructed in the 1970's and have ramp geometry that does not meet standards for the current 80 miles per hour (mph) I-84 mainline speed limit. This geometry should be updated for improved safety and operational performance.

1.3 Study Location

I-84 passes through Elmore County and the City of Mountain Home with the three interchanges described above spanning from milepost (MP) 90 to MP 99. Study limits include I-84 from west of Exit 90 to east of Exit 99 and the adjacent intersections along the cross streets at each exit. The nearest interchange to the west is the Simco Road Interchange, Exit 74, at MP 74.375 and the nearest interchange to the east is the Hammett Interchange, Exit 112, at MP 111.782. Due

to the long distance to the nearest adjacent interchanges, the adjacent interchanges at Exit 74 and Exit 112 were not considered in this IMR. During the kickoff meeting for this study with ITD and FHWA, the study team decided to limit the scope of work to the three interchanges and I-84 as described above. The study area and vicinity is presented in **Figure 1**.

2 Methodology

2.1 Overview

This IMR has been developed in accordance with the *Interstate System Access Informational Guide* prepared by the FHWA.

Preparation of this report included the following work tasks:

- Data collection
- Develop forecast travel demand for No-Build and Build scenarios
- Analyze existing and future operational characteristics and safety characteristics of I-84, the study interchanges, and local street facilities
- Prepare a report

2.2 Analysis Years

The following study years were established for the IMR:

Existing Year: 2017

Design Year: 2045



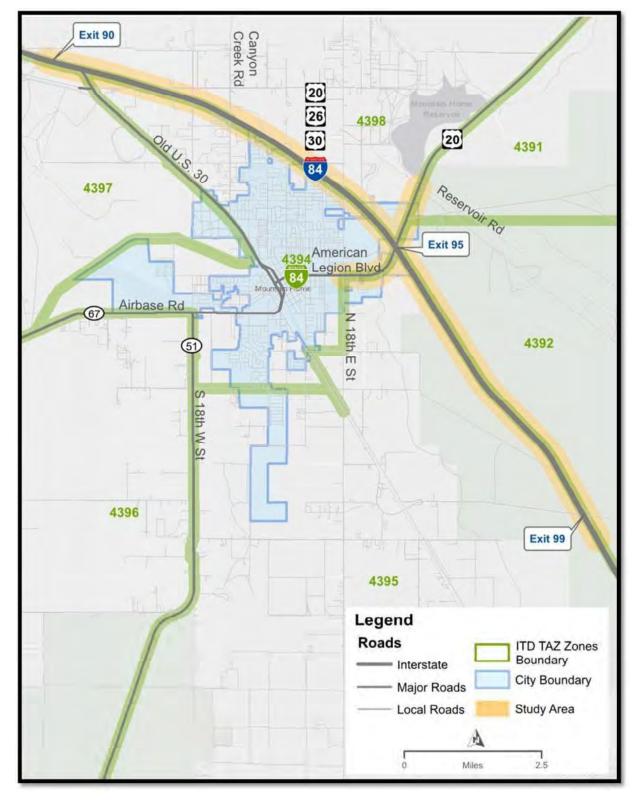


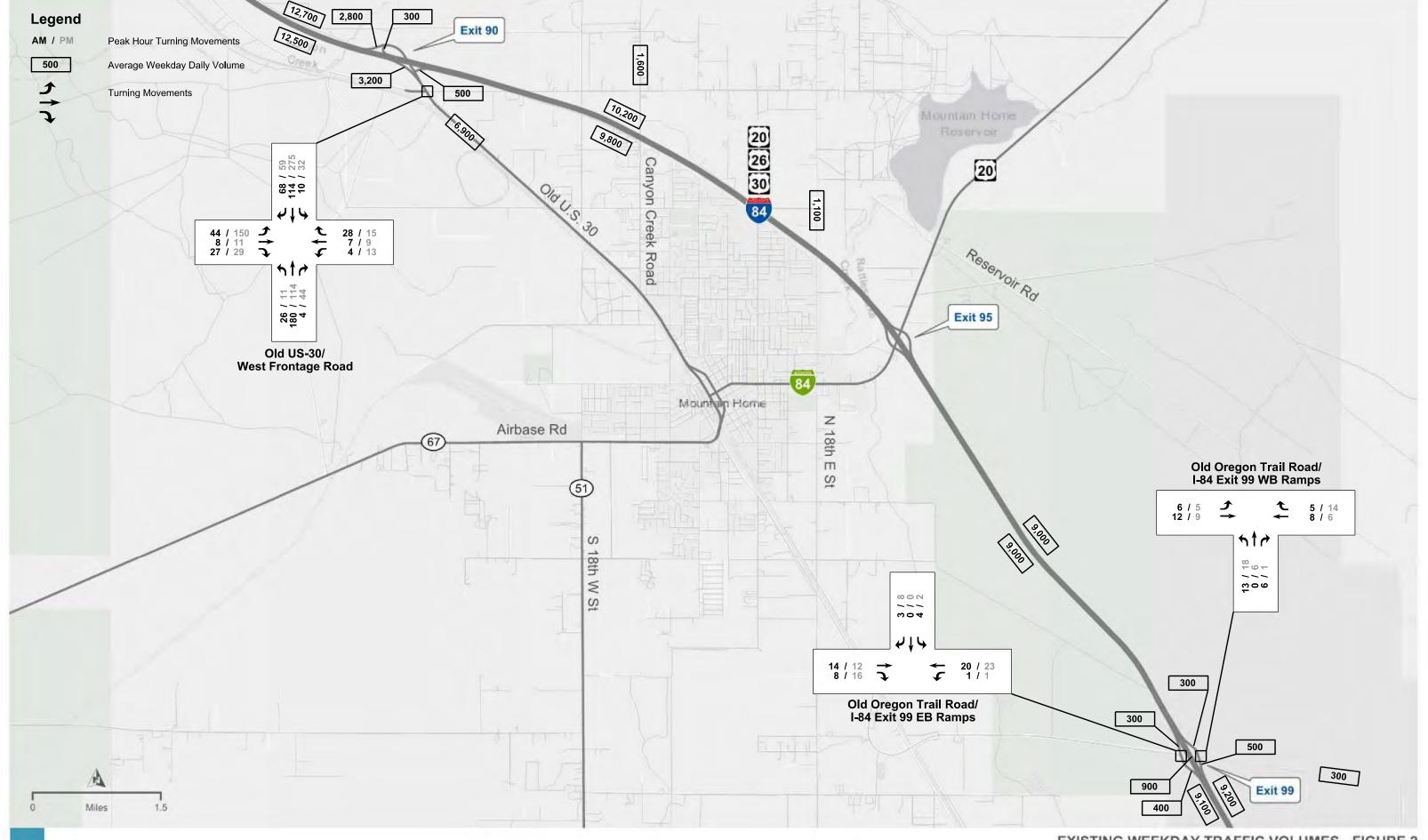
Figure 1. Vicinity Map & Study Area

2.3 Data Collection

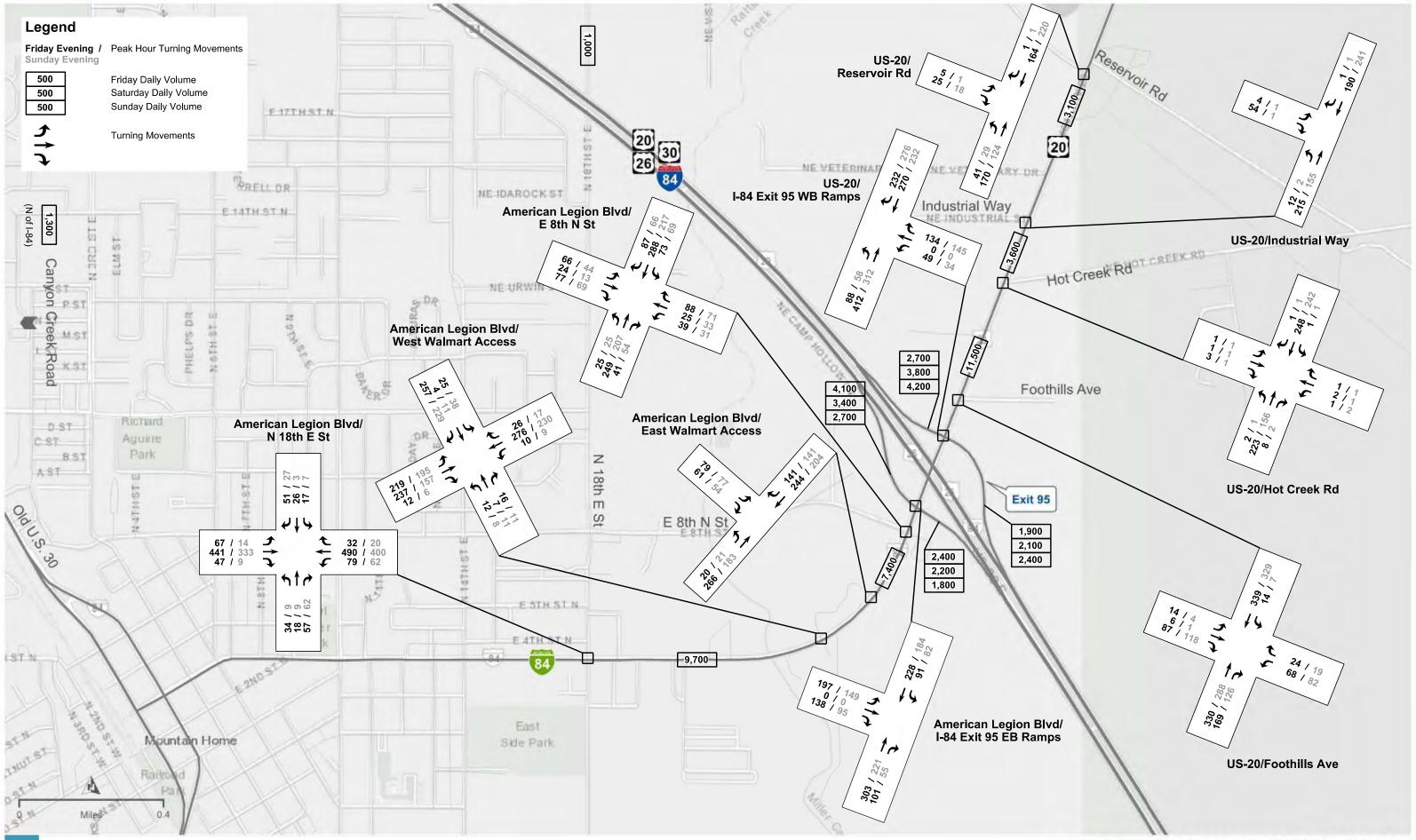
The data and sources used for the study included:

- Weekday and Weekend Field Traffic Counts collected by L2 Data Collection (L2)
- Weekend Traffic Counts collected by ITD
- 2010-2015 Traffic Counts collected by ITD
- ITD Automatic Traffic Recorder (ATR) #281 Simco Rd., I-84 @ MP 78.10
- ITD ATR #54 Mountain Home, US-20 @ MP 102.02
- ITD Statewide Travel Demand Model
- 2012-2016 Crash Data
- U.S. Census Bureau's QuickFacts and American Fact Finder
- Streetlight Insight Data
- Elmore County and City of Mountain Home planned infrastructure improvements
- Elmore County and City of Mountain Home current and planned land use and zoning

The existing volumes collected by L2 and ITD are presented in Figures 2 through 4.







FDS

EXISTING WEEKEND TRAFFIC VOLUMES - FIGURE 4

I-84 MOUNTAIN HOME ACCESS STUDY

2.4 Base Traffic Data and Traffic Factors

Two-hour manual turning movements were collected by L2 at all existing ramp terminal intersections and adjacent local street intersections within the study area on Tuesday, August 29, 2017 from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. L2 also collected two-hour manual turning movement counts at the Exit 95 ramp terminal intersections on Friday, August 25, 2017 and Sunday, August 27, 2017 from 4 p.m. to 6 p.m. L2 collected weekday daily counts on Tuesday August 29, 2017 on all interchange ramps and locations along US-20 north and south of Exit 95 as well as along Old Oregon Trail Road on both sides of Exit 99. They collected weekend daily counts of Exit 95 ramps on Friday August 25, 2017 and Sunday August 27, 2017.

ITD collected two-hour manual turning movement counts at key intersections along US-20 and American Legion Blvd. on Friday, October 20, 2017 and Sunday, October 22, 2017 from 4 p.m. to 6 p.m. on both days as well as weekend daily traffic volumes on the Canyon Creek and 18th East Street overpasses of I-84.

HDR retrieved peak hour (a.m. and p.m.) and annual average daily traffic (AADT) data from ITD's ATR's in the study area for the same days and time periods turning movement counts were collected. Traffic counts and ATR data are included in **Appendix A**.

Adjustments were made as necessary so that turning movement volumes at ramp terminals were equal to the peak hour ramp volumes. The factors used for design traffic analysis were calculated from existing traffic data and include the following:

- Monthly seasonal factor (MSF) = monthly average daily traffic / AADT
- K-factors = proportion of AADT occurring in a.m. and p.m. peak hours, respectively
- T_f = the percentage of truck traffic occurring during the peak hours
- Peak Hour Factor (PHF) = the peak hourly volume of the day divided by 4 times the peak 15-minute flow rate within the peak hour

The traffic factors used in this IMR are presented in **Table 1** and calculations are included in **Appendix A**.



MSF T_f **PHF Facility** K_{AM} K_{PM} **K**FRI Ksun Exit 90 WB Off Ramp 9.23% 10.46% Exit 90 WB On Ramp 9.90% 9.33% Exit 90 EB Off Ramp 6.08% 9.90% Exit 90 EB On Ramp 10.76% 11.64% Exit 95 WB Off Ramp 6.99% 9.20% 10.00% 9.55% 6.32% 7.49% 8.92% Exit 95 WB On Ramp 10.48% 1.15 23% 0.92 Exit 95 EB Off Ramp 7.03% 7.43% 10.02% 7.01% 7.17% 8.87% Exit 95 EB On Ramp 7.39% 7.26% 7.20% Exit 99 WB Off Ramp 7.89% 9.19% Exit 99 WB On Ramp 8.65% Exit 99 EB Off Ramp 9.12% 8.14% Exit 99 EB On Ramp 10.47% 9.03%

Table 1. Summary of Traffic Factors

2.5 Travel Demand Forecasting

2.5.1 Coordination with Agencies and Assumptions

ITD formed a support team made up of representatives from FHWA, the City of Mountain Home, Elmore County, and the Elmore County Highway District. This team met several times over the course of the study to discuss the needs of the study highways and roadways, identify future development and growth, review proposed alternative improvements, and help with stakeholder and public involvement outreach. Meeting notes and correspondence from this team are found in **Appendix B**.

Planners from the City of Mountain Home and Elmore County identified future land use and transportation plans in the area around the three interchanges. Current statistics for the City of Mountain Home were obtained using the U.S. Census Bureau's QuickFacts and American Fact Finder and are presented in **Table 2**. While the area has not grown significantly recently, there is opportunity for significant additional growth and the City of Mountain Home is aggressively pursuing this opportunity with new developments planned and others being discussed. The study team discussed using a typical design year for analysis, which would be 2040, but decided to extend out an additional five years to 2045 for several reasons:

- There is no funding available for these improvements and they may not be implemented for several years. The improvements need to have enough capacity to serve demand beyond the traditional design year.
- The growth in the study area is not occurring at a rapid rate and so some improvements may not be needed for ten or more years.

Table 2. U.S. Census Bureau's QuickFacts for City of Mountain Home

Characteristics	City of Mountain Home	
2016 Estimate population*	13,840	
2010 Census population	14,206	
Percentage population change 2010-2016	-2.6%	
2015 Estimate household**	6,312	
2010 Census household	5,789	
Percentage household change 2010-2015	+9.0%	

^{*}QuickFacts: https://www.census.gov/quickfacts/fact/table/mountainhomecityidaho/PST045216

https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF

2.5.2 Known Future Developments

Future known developments in the study area were identified by the City of Mountain Home, listed below and in a conceptual map that includes future projections provided in **Figure 5**.

- 1. Future potato plant that would potentially include a 24 hour operation and is located at 475 E. 6th South.
- 2. Proposed industrial rail park near Exit 90 which may increase traffic on Airbase Rd and Elmcrest
- 3. 8th Street developments including: potential medical office and pending commercial development
- 4. Optimist Park Expansion NW Marathon Way (near proposed industrial park)
 - Adding RV hook-ups and increased activities to that park (Mud Bogs, BMX races/competitions, equestrian arena/stables)
- 5. Future housing developments planned at Morningview, Silver Stone and Viper

^{**}American Fact Finder:



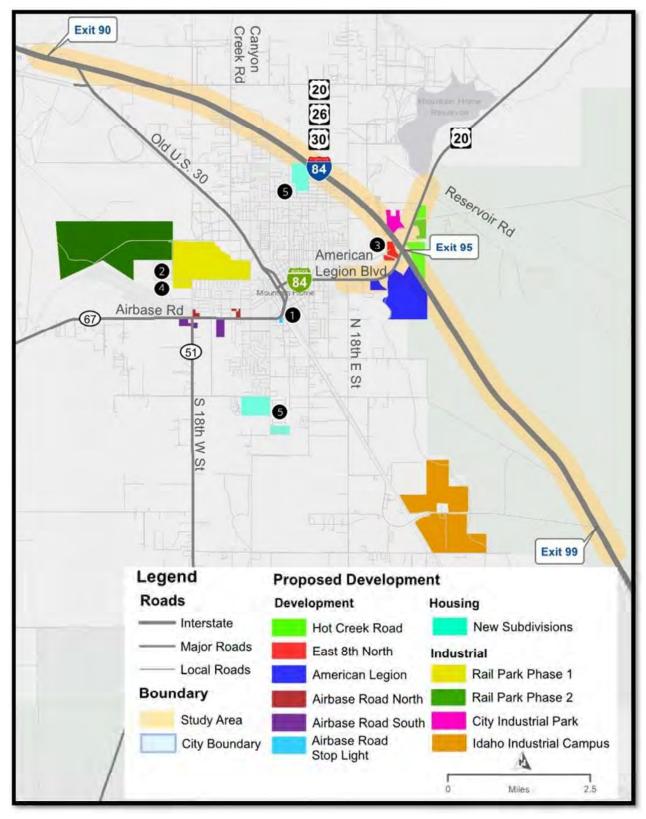


Figure 5. Proposed Future Developments

2.5.3 ITD Statewide Travel Demand Model

ITD maintains a statewide travel demand model that has been refined over the last four years. This model is consistent with travel demand forecasts generated for areas with metropolitan planning organizations (MPO) and is based on MPO land use forecasts. The traffic analysis zones (TAZ) used in the model in the study area are shown in **Figure 1**.

ITD maintains a base year model that has been developed, calibrated, and updated using count data. They also developed a 2040 forecast with the land use and infrastructure assumptions for future growth.

2.5.4 Design Year Forecasts

The existing daily counts were divided by the August MSF to develop AADT volumes for comparison to the base year statewide model volumes. ITD provided estimated daily travel demand for the study highways from model runs for the 2010 base year and 2040. The annual growth rate for I-84 between these years was calculated to be 2.75%. The annual growth rate on Old US-30, American Legion Blvd., and US-20 was calculated to be a more sustainable one for the City of Mountain Home at 1.41%. These growth rates indicate trip growth on study highways will be consistent with estimated development patterns in the City of Mountain Home and Elmore County. The city's economic development goals, if met, will stimulate growth in regional traffic accessing the new commercial and retail developments, especially along American Legion Blvd. and US-20, which will in turn stimulate some new residential development. This potential growth is based on the city's efforts to encourage new development and, if successful, will result in the increased traffic volumes estimated in the modeling efforts described below.

The 2010 ITD statewide model run volumes were grown by the calculated annual growth rate to approximate 2017 values for comparison to the existing 2017 traffic volumes to develop model output conversion factors (MOCF). The MOCF identify how closely comparable model volumes follow existing conditions. In this case it was found that the I-84 model volumes for 2017 are 11% to 36% higher than existing conditions. The model ramp volumes are poorly correlated to existing conditions with some much higher and some much lower than existing models. The existing volumes for US-20 and American Legion Blvd. were found to be anywhere from 2.4 to 6.7 times higher than the model volumes. These results are expected as ITD's model is calibrated for statewide use and detailed refinement at local ramps and streets is not possible with that macroscopic level of modeling.

HDR compared the demographic growth in the model to the assumed growth projections provided by the City of Mountain Home. These growth projections are reasonably consistent with the forecast estimates, as shown in **Figure 6.** Therefore, the calculated annual growth rates from the ITD travel demand model are assumed to be representative of the expected increases in vehicle trips for the study area. Design year forecasts were developed for the study roadways and intersections through the following steps:

1. The existing 2017 AADT and peak hour traffic volumes on I-84 mainline and ramps to 2045 AADT and peak hour volumes were grown using the 2.75% annual growth rate calculated between the 2010 and 2040 ITD statewide model volumes. The existing



- 2017 AADT and peak hour traffic volumes on Old US-30, American Legion Blvd., and US-20 as well as local streets and driveways to 2045 AADT and peak hour volumes were grown using the 1.41% annual growth rate calculated between the 2010 and 2040 ITD statewide model volumes on these streets.
- Local road link volumes were adjusted to balance volumes through intersections and interchanges using engineering judgment and comparisons to the model output. The balancing efforts were necessary so all intersections have the same volume entering and exiting and the interchange volumes balance on and off ramp volumes.



Figure 6. Socio-economic Model Data compared Mountain Home Future

Development



2.6 Level of Service Criteria

Capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions. Intersection capacity is measured by evaluating the critical lane groups that experience the most delay for stop controlled intersections. A volume to capacity (v/c) ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues or delays. As the v/c ratio approaches 1.0, traffic flow may become unstable and significant delay and queuing conditions may occur. Once the demand exceeds capacity, defined as a v/c ratio greater than 1.0, traffic flow is unstable and excessive delay and queuing is expected.

The concept of LOS was developed to correlate numerical traffic operational data to subjective descriptions of traffic performance at intersections. LOS is defined as the system of six designated ranges, from "A" (best) to "F" (worst), used to evaluate performance. **Table 3** presents the HCM 2010 LOS thresholds at stop-controlled and signalized intersections.

Los	Stop Control Intersection Control Delay (s/veh)	Signalized Intersection Control Delay (s/veh)
Α	<= 10	<= 10
В	10-15	10-20
С	15-25	20-35
D	25-35	35-55
E	35-50	55-80
F	>50	>80

Table 3. LOS Thresholds for Motor Vehicles at Intersections

HDR estimated the LOS for the roadway segments within the study area following the HCM 2010 procedures for Class II two-lane highways, multilane highways, freeways, and freeway on and off ramps during peak hours. Within the study area, Old US-30, US-20, and the Old Oregon Trail Highway are Class II highways because they are scenic or recreational routes passing through rugged terrain, and/or have posted speed limits less than 55 mph. **Table 4** presents the LOS criteria for Class II highways as defined by the HCM 2010. **Table 5** presents the LOS criteria for multilane highways, freeways, and freeway on and off ramps as defined by the HCM 2010.

Table 4. LOS Thresholds for Motor Vehicles on Class II Highways

LOS	Percent-Time Spent Following (PTSF) (%)
Α	≤40
В	>40-55
С	>55-70
D	>70-85
E	>85

Table 5. LOS Thresholds for Motor Vehicles on Multilane Highways, Freeways, and Freeway On and Off Ramps

LOS	Multilane Highway's Density (pc/mi/ln)	Freeway's Density (pc/mi/ln)	Freeway On and Off- ramps' Density (pc/mi/ln)
Α	≤11	≤11	≤10
В	>11-18	>11-18	>10-20
С	>18-26	>18-26	>20-28
D	>26-35	>26-35	>28-35
E	>35-40, FFS* of 80 to 60 mi/h >35-41, FFS of 55 mi/h >35-43, FFS of 50 mi/h	>35-45	>35
	>35-45, FFS of 45 mi/h		
F	>40, for FFS of 80 to 60 mi/h >41, for FFS of 55 mi/h >43, for FFS of 50 mi/h >45, for FFS of 45 mi/h	>45	Demand Exceeds capacity
*FFS = Free Flow Speed			



ITD has guidelines for the appropriate level of service for freeways in urban/suburban areas in the current ITD *Roadway Design Manual*, Section 335.06. Based on this section, LOS C is identified for intersection and highway segment capacity deficiencies and improvement needs. However, as stated in this section, in some cases the cost of construction for the recommended level of service becomes prohibitive and a lower level of service is acceptable for economic reasons. This is especially true in urban areas and ITD has accepted LOS D in certain situations for peak hour operations when improving to LOS C is not feasible. HDR will identify where movements at intersections as well as segments are estimated to operate at LOS C or worse for discussion purposes and to identify potential improvements.

2.7 Analysis Software

Synchro 9 software utilizing HCM 2010 methodologies was used to model and analyze study area stop controlled and signal controlled intersections under current conditions and forecast conditions. There was the potential for roundabout intersections to serve exit ramp and local street intersections in the alternatives development and analysis under forecast conditions. HDR used SIDRA 7.0 software because it provides a more accurate representation of roundabout operations than Synchro. According to the U.S. Transportation Research Board document, "Roundabout Practices", SIDRA is the most widely-used software tool in the United States for roundabout capacity and performance analysis. The HCM 2010 and more recent HCM 6 acknowledge the need to use alternative models due to shortcomings in the HCM roundabout capacity model. SIDRA is one of the alternative tools referred to in the HCM. HCM 2010 analysis methods were used to produce the analysis reports. The overall intersection LOS and delay were recorded, as well as the v/c ratios, delays and LOS for each relevant turning movement for each intersection.

HCS7 software utilizing HCM 6th Editon methodologies was used to analyze the I-84 segments and on and off ramps within the study area, as well segments of Old US-30, US-20, American Legion Blvd., and Old Oregon Trail Highway. Interchanges within the study area were analyzed using the FHWA's Capacity Analysis for Planning of Junction Excel software (CAP-X), which uses forecast volumes and looked at the operations of the interchanges with several different configurations.

3 Existing Conditions

3.1 Existing Land Use

Existing land use near Exit 99 is primarily rural. Exit 95 (American Legion Blvd./US-20) consists of commercial developments such as gas stations, Walmart, restaurants, a car dealership, and hotels. Exit 90 is at the west end of Mountain Home and is surrounded by mostly rural development and a gas station.

3.2 Existing Transportation Network

3.2.1 Interchanges

- Exit 90 is a trumpet interchange with off-ramps that directly access Old US-30. The westbound off ramp is a loop ramp that travels over I-84 and becomes the Old US-30 southbound lane. The eastbound off ramp merges directly into this lane just north of the Old US-30 & West Frontage Rd. and Ditto Creek Rd. intersection. The Old US 30 northbound lane north of the intersection travels over I-84 and becomes the westbound on ramp to I-84. The eastbound on ramp is a T-intersection with aforementioned lane and merges with I-84 to the east.
- Exit 95 is a diamond interchange. The eastbound and westbound off ramps exit I-84 and are stop controlled at the cross street (US-20 and American Legion Blvd.) I-84 travels over the cross street.
- Exit 99 is a diamond interchange. The eastbound and westbound off ramps exit I-84 and are stop controlled at the Old Oregon Trail Rd. (Bennett Rd.) cross St., which crosses over I-84.

3.2.2 Roadway Network

The roadway network is described below and presented in Figure 1.

- I-84 is functionally classified as an interstate. It is posted with an 80 mph speed limit throughout the study area and has two travel lanes in each direction. The two directions are separated by a median with an approximate width of 65 feet between the left hand shoulders of the roadway. There are three access points to the City of Mountain Home along I-84 within the study area: Exit 90, Exit 95, and Exit 99. US-20, US-26, and US-30 overlap I-84 west of Exit 95. US-20 diverges from I-84 at Exit 95 and continues east of the Exit 95 interchange and US-26 and US-30 continue to overlap I-84 to the east.
- **US-20** is functionally classified as a principal arterial. The posted speed limit is 35 mph between the Exit 95 westbound ramps and Industrial Rd., 45 mph between Industrial Rd. and NE Reservoir Rd., and 65 mph north of NE Reservoir Rd. US-20 has one travel lane in each direction with a two-way left turn lane (TWLTL) median from Exit 95 to Industrial Rd. There are wide shoulders and several private driveway approaches in this area. North of Industrial Rd., US-20 has one travel lane in each direction with two-foot wide paved shoulders on both sides of the Roadway.
- American Legion Blvd. (I-84B) is functionally classified as a principal arterial. The posted speed limit is 35 mph from I-84 to S. 18th East St. between East 8th North St. and Shadow Mountain Drive there are two travel lanes in each direction with no median. West of Shadow Mountain Drive there are two travel lanes, one in each direction, with a TWLTL median. American Legion Blvd. has curb and gutter on both sides of the roadway with attached sidewalk along the north side of the roadway within the study area and segments of attached side walk on the south side of the roadway.
- Old US-30 is functionally classified as a minor arterial. It is also a regional highway and part of the I-84 business loop through the city. The posted speed limit is 55 mph within the study area. There is one travel lane in each direction with a yellow-striped



median north of the intersection with West Frontage Rd. and Ditto Creek Rd. South of the intersection, Old US-30 has one travel lane in each direction with nine foot wide paved shoulders on both sides of the roadway.

- West Frontage Rd./Ditto Creek Rd. is functionally classified as a minor collector
 west of Old US-30 and a local road east of Old US-30. It has a posted speed limit of
 40 mph. There is one travel lane in each direction.
- NE Reservoir Rd. is functionally classified as a local road. There is no posted speed limit in the study area. Therefore, the de-facto speed limit is 25 mph. There is one travel lane in each direction with approximately nine foot wide unpaved shoulders on either side.
- Industrial Rd. is a local road that provides business access. There is no posted speed limit but it is assumed to be 25 mph. There is one travel lane in each direction and no marked dividing line between opposing direction travel lanes.
- Hot Creek Rd. is functionally classified as a local road. There is no readily identifiable
 posted speed limit but it is assumed to be 25 mph. There is one travel lane in each
 direction with approximately nine-foot wide unpaved shoulders on either side. There
 is no marked dividing line between opposing direction travel lanes.
- Foothills Ave. is a local road that provides business access. There is no readily
 identifiable posted speed limit but it is assumed to be 25 mph. There is one travel
 lane in each direction and no marked dividing line between opposing direction travel
 lanes.
- **East 8**th **North St.** is functionally classified as a local road. The posted speed limit is 25 mph. There is one travel lane in each direction with approximately seven-foot wide paved shoulders on either side of the Roadway. East 8th North St. has curb, gutter, and attached sidewalk on both sides of the Roadway.
- North 18th East St. is functionally classified as a minor arterial. The posted speed limit is 25 mph. There is one travel lane in each direction, with approximately eight-foot wide paved shoulders north of American Legion Blvd. The segment south of American Legion Blvd. does not have any marked dividing line between opposing direction travel lanes. North 18th East St. has curb and gutter north of American Legion Blvd. with some segments of attached sidewalk between American Legion Blvd. and East 8th North St. South of American Legion Blvd., there is a segment of curb, gutter, and attached sidewalk on the east side of the roadway near the intersection. The segment of the street south of American Legion Blvd. will be improved in 2018 to include two travel lanes in each direction and curb, gutter, and attached sidewalk on both sides of the street.
- Old Oregon Trail Rd. (Bennett Rd.) is functionally classified as a major collector.
 The posted speed limit is 55 mph. There is one travel lane in each direction with
 approximately five-foot wide shoulders on either side of the Roadway to the west of
 the Exit 99 westbound ramps.

3.2.3 Intersections

Old US-30 & West Frontage Rd./Ditto Creek Rd. – This intersection is two-way

stop-controlled with stop signs on the eastbound approach of Ditto Creek Rd. and the westbound approach of West Frontage Rd. The Old US-30 southbound and northbound approaches each have one shared left turn/through/right turn lane. Both the eastbound approach of Ditto Creek Rd. and the westbound approach of West Frontage Rd. have one shared through/left turn lane and one dedicated right turn lane.

- US-20 & NE Reservoir Rd. This T-intersection is stop-controlled with one stop sign located on the NE Reservoir Rd. eastbound approach. The US-20 southbound approach has one shared through/right turn lane. The US-20 northbound approach has one shared through/left turn lane. The NE Reservoir Rd. eastbound approach has one shared left/right turn lane. There is no westbound approach to NE Reservoir Rd. at the intersection.
- US-20 & Industrial Rd. This T-intersection is stop-controlled with one stop sign located on the eastbound approach. The US-20 southbound approach has one shared through/right turn lane. The US-20 northbound approach has one dedicated left turn lane and one through lane. The Industrial Rd. eastbound approach has one shared left/right turn lane. There is no Industrial Rd. westbound approach at the intersection.
- US-20 & Hot Creek Rd. This intersection is two-way stop-controlled with a stop sign
 on the Hot Creek westbound approach. The driveway on the eastbound approach
 also is stop controlled. The stop controlled approaches of the intersection have one
 shared through/left/right turn lane while both of the US-20 approaches have a TWLTL
 median for left turn movements and shared through/right turn lanes.
- US-20 & Foothills Ave. This intersection is two-way stop-controlled with a stop sign
 on the Foothills Ave. westbound approach. The driveway on the eastbound approach
 also is stop controlled. The stop controlled approaches of the intersection have one
 shared through/left/right turn lane while both of the US-20 approaches have a TWLTL
 median for left turn movements and shared through/right turn lanes.
- US-20 & Exit 95 Westbound Ramps This intersection is stop-controlled on the westbound approach. The US-20 southbound approach has one shared through/right turn lane. The US-20 northbound approach has one dedicated left turn lane and one through lane. The I-84 westbound off ramp has one shared through/left/right lane.
- American Legion Blvd. & Exit 95 Eastbound Ramps This intersection is stop-controlled on the eastbound approach. The American Legion Blvd. southbound approach has one dedicated left turn lane and one through lane. The American Legion Blvd. northbound approach has one shared through/right turn lane. The I-84 eastbound off ramp has one shared through/left/right lane.
- American Legion Blvd. & East 8th North St. This intersection is two-way stop-controlled with stop signs on the eastbound approach of East 8th North St. and the westbound driveway approach. The American Legion Blvd. southbound and northbound approaches both have one dedicated left turn lane and one shared through/right turn lane. The East 8th North St. eastbound approach has one dedicated left turn lane and one shared through/right turn lane. The westbound approach of the intersection has one shared through/left turn lane and one dedicated right turn lane. There is a pedestrian crossing on the eastbound leg of the



intersection.

- American Legion Blvd. & East Walmart Access This T-intersection is stop-controlled with one stop sign located on the eastbound east Walmart access road.
 The American Legion Blvd. southbound approach has one dedicated right turn lane and two through lanes. The American Legion Blvd. northbound approach has one shared through/left turn lane and one through lane. The east Walmart access road eastbound approach has one shared left/right turn lane. There is a pedestrian crossing on the eastbound leg of the intersection.
- American Legion Blvd. & West Walmart Access This intersection is two-way stop-controlled with stop signs on the southbound west Walmart access road and the northbound business access road. The American Legion Blvd. eastbound and westbound approaches both have one shared through/left turn lane and one shared through/right turn lane. The southbound west Walmart access road. and the northbound business access road both have one dedicated left turn lane and one shared through/right turn lane at the intersection. There are pedestrian crossings on the eastbound and westbound legs of the intersection.
- American Legion Blvd. & North 18th East St. This intersection is two-way stop-controlled with stop signs on the southbound and northbound approaches of North 18th East St. American Legion Blvd. has a left turn lane for the eastbound and westbound approaches of the intersection. The eastbound and westbound approaches also both have one through lane and one shared through/right turn lane. The North 18th East St. southbound and northbound approaches both have one dedicated left turn lane and one shared through/right turn lane. All legs of the intersection have pedestrian crossings. The city has developed a project with ITD at this intersection to install a traffic signal in 2018.
- Old Oregon Trail Rd. (Bennett Rd.) & Exit 99 Westbound Ramps This
 intersection is stop-controlled on the westbound approach. The Old Oregon Trail Rd.
 southbound approach has one shared through/right turn lane. The northbound
 approach has one shared left turn/through lane. The I-84 westbound off ramp has
 one shared through/left/right lane.
- Old Oregon Trail Rd. (Bennett Rd.) & Exit 99 Eastbound Ramps This intersection is stop-controlled on the eastbound approach. The Old Oregon Trail Rd. (Bennett Rd.) southbound approach has one shared left turn/through lane. The Old Oregon Trail Rd. (Bennett Rd.) northbound approach has one shared through/right turn lane. The I-84 eastbound off ramp has one shared through/left/right turn lane.

3.2.4 Travel Patterns

Traffic volumes on I-84 were analyzed using data from ATR #281 west of the study area to see how they fluctuate throughout a given year. The highest volumes were observed in the summer months, averaging over 27,000 vehicles per day (vpd) in June, July, and August. The lowest volumes were observed in the winter months of December, January, and February with volumes less than 20,000 vpd. The current annual average daily traffic (AADT) volumes are shown in **Figures 2 and 3.** The volumes on the I-84 mainline drop from almost 25,000 vpd to

19,500 vpd after passing Exit 90, then drop again to 17,400 vpd after passing Exit 95. East of Exit 99 the volumes are steady at 17,800 vpd.

Many commuter vehicles enter and exit I-84 at Exit 90 on the eastbound off ramp and westbound on ramp to and from the Boise area. Exit 95 also has relatively high volumes on its eastbound off ramp and westbound on ramp serving traffic to and from the west. This interchange also has high volumes on the eastbound on ramp and westbound off ramp serving traffic from the east while Exit 90 has low volumes on its corresponding ramps. Exit 95 is used more for a stopover for heavy vehicles and travelers in both directions on I-84 while Exit 90 appears to be used more for access to and from the Mountain Home area, including the Mountain Home Air Force Base, to the Boise area.

The number of heavy vehicles and the heavy vehicle percentages on I-84 were found to average just over 5,000 vpd and approximately 23% of the total traffic on an annual basis based on data from ATR #281. This percentage is fairly consistent throughout the year with the highest percentages (up to 26%) found in the winter months while the volumes dropped nearer to 4,500 vpd. The lowest percentages were found in the summer months (approximately 20%) while the volumes increased to approximately 5,500 vpd. These patterns follow the trends of the total traffic increasing in summer months and decreasing in winter months.

The AADT volumes on American Legion Blvd. grow from 6,200 vpd near Exit 95 to 8,000 vpd near 18th East St. On US-20, the volumes are largest near the Exit 95 at 9,500 vpd but quickly drop by more than two-thirds to 3,000 vpd north of Hot Creek Rd. This shows large volumes accessing the gas stations and amenities near Exit 95 and then returning to I-84.

The weekend counts at the Exit 95 ramp terminal intersections show a trend of volumes increasing on Friday and Sunday evenings over typical weekday volumes. The eastbound off- ramp volumes are approximately 145% higher than the weekday p.m. peak. This indicates a large volume of trips using this ramp to access Mountain Home and US-20 to the east. The volume accessing the eastbound on ramp on Friday evening also increases from weekday conditions with the left turn movement from American Legion Blvd. increasing from 50 vehicles per hour (vph) to 228 vph. Volumes at the westbound off ramp terminal intersection are approximately 145% as large as the weekday p.m. peak volumes, following the same pattern.

The Sunday evening volumes for the eastbound off ramp terminal intersection are comparable to the weekday p.m. peak hour volumes. Volumes at the westbound off ramp terminal intersection are approximately 130% as large as the weekday p.m. peak volumes. The Exit 95 eastbound ramps experience the highest volumes on Friday and steadily decrease through Saturday and Sunday so that Sunday volumes are about 110% higher than weekday volumes. The westbound ramps carry volumes on Friday slightly higher than weekday daily volumes (105%) that steadily increase through Saturday and Sunday to volumes that are approximately 140% of average weekday volumes.



N. 18th East Street and Canyon Creek carry approximately 1,100 vpd and 1,600 vpd on weekdays, respectively. These volumes were found to decrease on the weekend to 1,000 vpd on Canyon Creek Road and 1,300 vpd on Canyon Creek Road.

3.2.5 Pedestrian Facilities and Movements

There are sidewalks adjacent to the curb, and gutter along the north side of American Legion Blvd. from East 8th North St. to North 18th East St. and some segments on the south side. There is also a shared-use pathway that begins at the intersection of McMurtrey Rd. with North 3rd St. East and travels east to I-84. It parallels the interstate, connecting several neighborhoods, and crosses North 18th East St. and connects to a trailhead just north of American Legion Blvd. on North 8th East St., near Exit 95. Pedestrians were observed during the weekday vehicle traffic counts at American Legion Blvd. and North 18th East St. during the a.m. peak hour, crossing all of the legs with pedestrian crosswalks. During the weekday p.m. peak hour several pedestrians crossed US-20 at Foothills Ave. as well as American Legion Blvd. and North 8th East St. Neither of these locations has marked crosswalks. No pedestrians were observed at the Exit 95 ramp terminal intersections during the weekend counts.

City of Mountain Home and ITD staff, as well as several of the business owners in the study area that were consulted, have observed pedestrians traveling under I-84 at Exit 95 to access commercial establishments on both sides of I-84. Discussions with business owners in the area confirm the pedestrian demand traveling under I-84.

3.2.6 Consideration of Other Interchange Proposals

There are no other interchange proposals currently under consideration within the project study area.

3.3 Review of Existing Geometric Components

A review of the existing geometric characteristics of I-84 from Mountain Home to Cold Springs Rd. was conducted as part of the KN 20148 I-84, Mountain Home to Cold Springs IC project. Geometric characteristics were identified from as-built plans provided by ITD District 3. The study area segment of I-84 and the study interchanges were originally designed in the 1960's and 1970's to the design standards current at the time with a design speed lower than 80 mph. The allowable posted speed limit on I-84 was increased to 80 mph in 2014. While the operating speed of vehicles on I-84 may be higher than the original design speed, I-84 is functioning properly. This review of how the geometric components of I-84 and the study interchanges compare to current design standards with an 80 mph design speed give an indication of what improvements may be recommended to maintain good mobility and safety in the future.

Geometric components that do not meet the current standards for the I-84 mainline 80 mph posted speed are documented based on the appropriate design criteria matrix developed for the project that identified AASHTO and ITD standards. A summary is provided below and the full analysis is presented in **Appendix C**.

3.3.1 I-84 Mainline

The I-84 horizontal alignment in the I-84 Mountain Home Access Study area (approximately MP 90 to MP 99) met most of the current AASHTO and ITD design standards for curve radius and curve length at 80 mph. However, curves at MP 91.97, MP 97.44, and MP 98.64 have a 2% superelevation and would need to have a larger superelevation to meet current standards; 2.2%, 2.4%, and 3.4%, respectively.

The vertical alignment for the entire study area met the requirements for minimum curve lengths for respective grade, stopping sight distance, and barrier offset for horizontal sight line. Each gore location along the mainline was evaluated based on design speed of 80 mph. All ramp locations meet the requirements for decision sight distance.

All cross section criteria for lane and shoulder width were met along the mainline throughout the project. Interchange spacing for all exits meets the standard for both the urban spacing of 1 mile and rural spacing of 2 miles.

3.3.2 Interchange Ramps

3.3.2.1 EXIT 90

Exit 90 is a trumpet interchange and ramp lengths, horizontal geometry and superelevation do not meet several of the current design standards.

- The eastbound on ramp has a curve with inadequate runoff and curve length, the tangent to this curve does not have the required acceleration length to reach 80 mph before merging onto I-84.
- The westbound off ramp has two tangents where the deceleration length is not long enough to decelerate to curve design speed and one of the curves does not meet the required curve length.
- The westbound on ramp has two curves at the end of the ramp that have a design speed of 55 mph and there is inadequate acceleration length to increase speed from 55 mph to 80 mph.

All eastbound and westbound ramps at the interchange meet vertical criteria for stopping sight distance, K-value and grade.

3.3.2.2 EXIT 95

Exit 95 is a diamond interchange with ramp lengths and horizontal geometry that do not meet several of the current design standards.

- The eastbound off ramp tangent prior to the first curve is not long enough to provide enough deceleration to meet the estimated design speed of the curve and all curves on this ramp have inadequate curve lengths.
- The eastbound on ramp has a curve with inadequate length and the tangent to this curve does not have the required acceleration length to reach 80 mph before merging onto I-84.
- The westbound off ramp has one tangent where the deceleration length is not long enough to decelerate to curve design speed and the curve does not meet the



required curve length.

• The westbound on ramp has two curves that do not have the required curve length.

All eastbound and westbound ramps at the interchange meet vertical criteria for stopping sight distance, K-value and grade.

3.3.2.3 EXIT 99

Exit 99 is a diamond interchange with ramp lengths and horizontal geometry that do not meet several of the current design standards.

- The eastbound off ramp tangent prior to the curve is not long enough to provide enough deceleration to meet the design speed of the curve and all curves on this ramp have inadequate curve lengths.
- The eastbound on ramp has two curves with inadequate curve length and the tangents to these curves do not have the required acceleration length to reach 80 mph before merging onto I-84.
- The westbound off ramp has one tangent where the deceleration length is not long enough to decelerate to curve design speed and this curve does not meet the required curve length.
- The westbound on ramp has two curves that do not have the required curve length.

All eastbound and westbound ramps at the interchange meet vertical criteria for stopping sight distance, K-value and grade.

3.4 Existing Highway Access Spacing

The existing public street and driveway spacing on US-20 and American Legion Blvd. within the study area was analyzed following the Idaho Administrative Procedures Act (IDAPA) section 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way. Intersections and driveways not meeting current standards are identified and proposed access management for the corridor is proposed in the *US-20/American Legion Blvd. Access Technical Memorandum* (HDR, 2018) prepared as a companion document to this IMR.

3.5 Existing Origin/Destination Data

Data derived from StreetLight Insight was analyzed to provide origin/destination (O/D) travel patterns to and from the City of Mountain Home to I-84. StreetLight Insight uses Big Data derived from navigation- GPS data and other Location-Based data from connected cars, trucks, traffic apps, publicly available census, traffic counts, points of interest, and third-party aggregators to identify travel patterns and provide O/D information. More information can be found at their website: https://www.Streetlightdata.com/.

HDR has developed nine sub-area zones of the City of Mountain Home that roughly fit within the ITD statewide travel demand model traffic analysis zone (TAZ) as well as capturing the areas of the city and of Elmore County north of I-84 (see **Figure 7**). Using these zones and the StreetLight Insight filters at the extents and throughout the city, HDR has developed O/D data that shows how trips to and from the city access I-84. This data is presented for each

sub-area zone in **Appendix D**. Data shows that people traveling to and from the Mountain Home area using I-84 primarily use Exits 90 and 95. A small percentage uses Exit 99. Sub-area zones 501, 502, 503, 506, and 507 primarily use Exit 90 while sub-area zones 504,505, and 509 primarily use Exit 95. Zone 508 uses Exit 90 and Exit 95 equally. This data was use dot estimate how trips from north of I-84 in the west end of the study area may reroute if they could access I-84 at Exit 90.



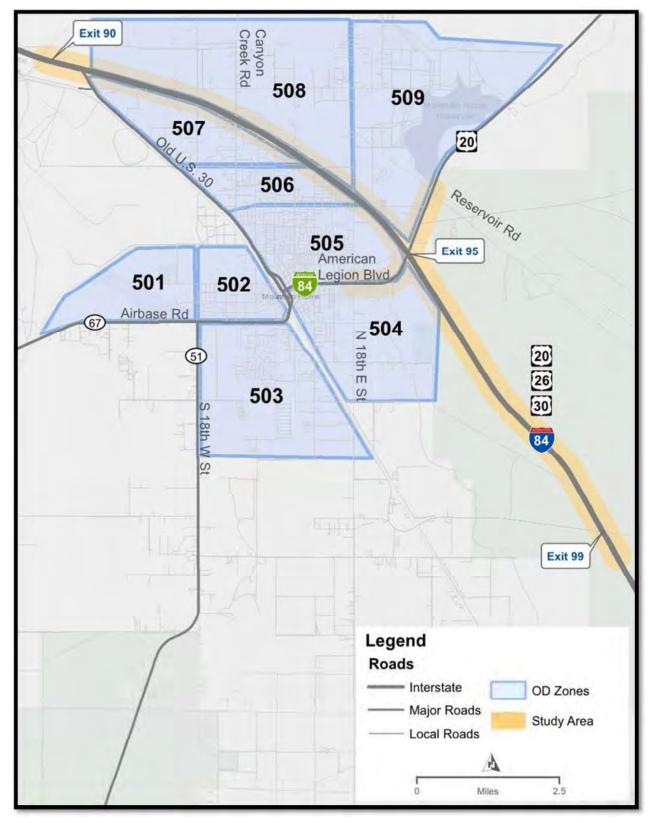


Figure 7. Sub-area Zones with the City of Mountain Home TAZ

3.6 Existing Operational Performance

3.6.1 Operational Analysis

Capacity analysis results are presented in **Figures 8 through 10** and detailed reports from the capacity analyses are presented in **Appendix E**.

3.6.1.1 WEEKDAY

A.M. PEAK HOUR

During the weekday a.m. peak hour, all interstate and highway segments, ramp merge and diverge movements at all three interchanges, and the turning movements at all intersections within the study area are estimated to operate at LOS B or better.

P.M. PEAK HOUR

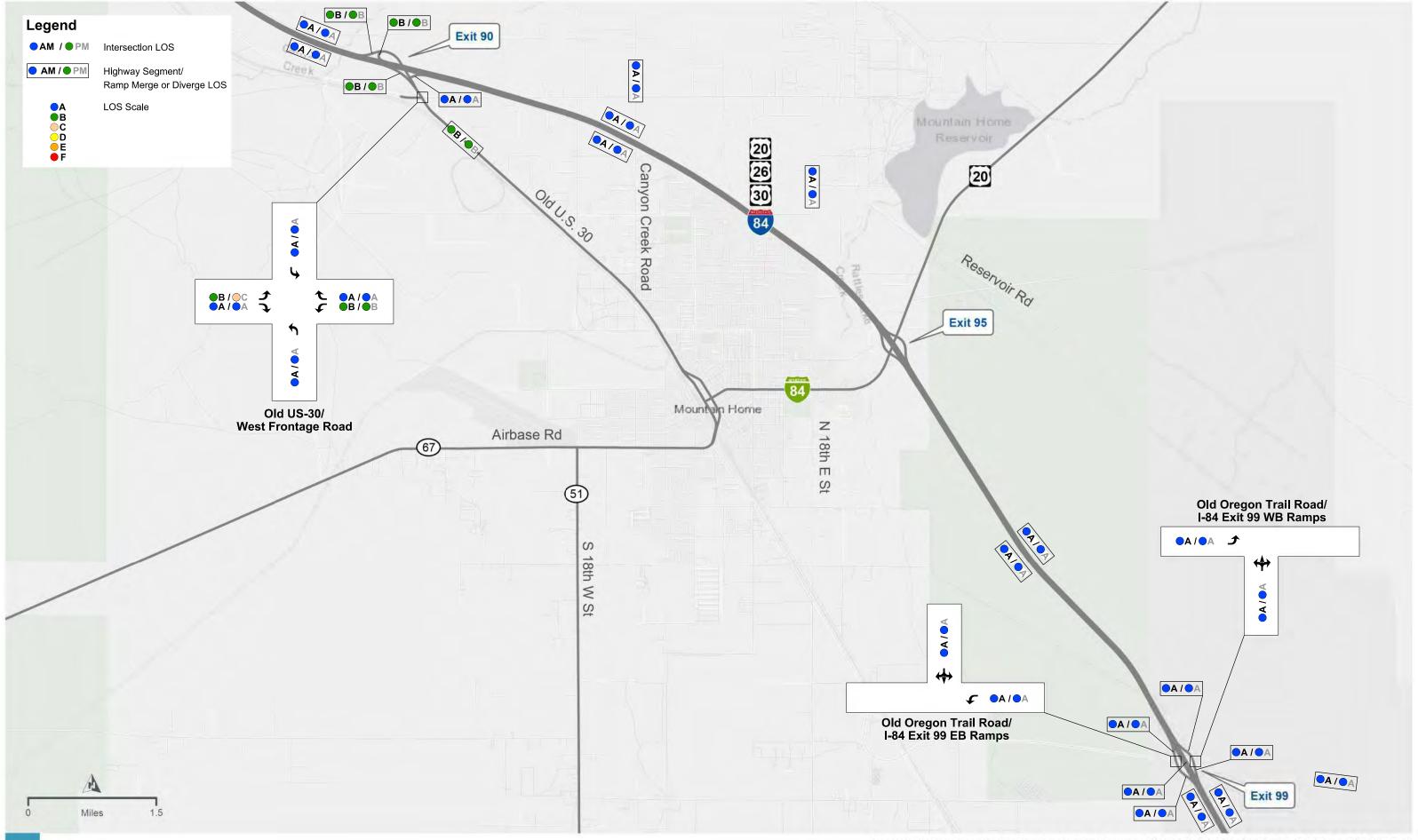
During the weekday p.m. peak hour, all interstate and highway segments, all ramp merge and diverge movements at all three interchanges, and the turning movements at the Exit 90 and Exit 99 ramp terminal intersections are estimated to operate at LOS B or better.

The northbound and southbound through movements at the intersection of American Legion Blvd. and North 18th East St. are estimated to operate at LOS D. This intersection was analyzed by ITD in 2012 and found to meet signal warrants. The intersection will be converted to a signalized intersection in the near future by the City of Mountain Home in cooperation with ITD District 3 and will be analyzed with that control for all forecast periods. The construction contract has been awarded and construction will be conducted in the fall of 2018. The northbound left turning movement at the intersection of American Legion Blvd. and the west Walmart access is estimated to operate at LOS D. These are the only three turning movements within the study area that are estimated to operate lower than LOS C during the p.m. peak hour.

The eastbound left turning movement at Old US-30 and West Frontage Rd. and the eastbound movements at American Legion Blvd. and the I-84 Exit 95 eastbound off ramp are all estimated to operate at a LOS C during the p.m. peak hour.

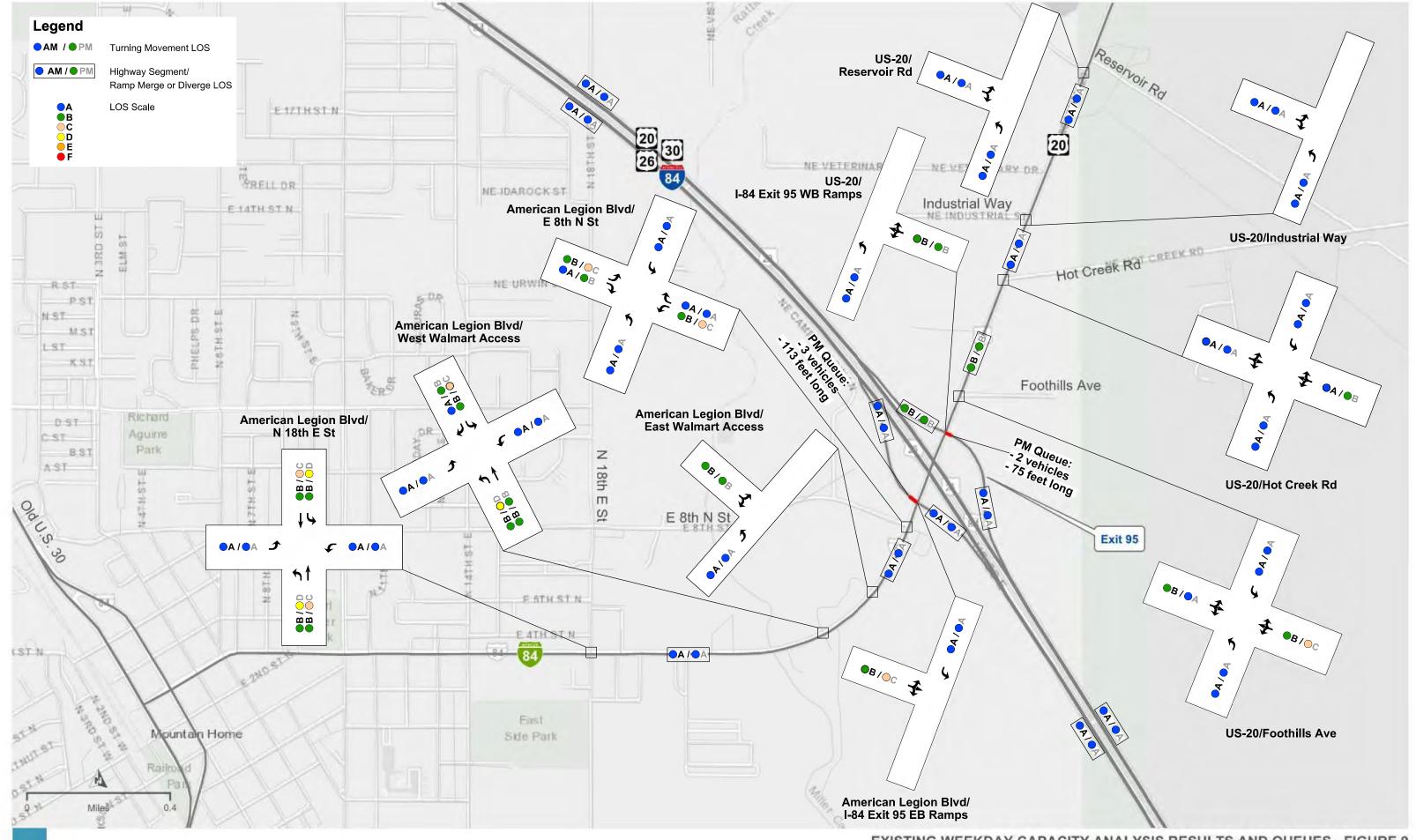
Queues at the Exit 95 eastbound off ramp intersection are estimated to be 3 vehicles and extend 113-feet from the stop line with the westbound off ramp queue estimate to be 2 vehicles and 75-feet long based on the 95th percentile queue analysis conducted using Synchro software. These estimated lengths include heavy vehicles based on the percentages calculated from existing counts.

The southbound left turn lane from American Legion Blvd. to the Exit 95 eastbound on ramp has approximately 125-feet of storage while the northbound left turn lane to the Exit 95 westbound on ramp has approximately 125-feet of storage. These storage lengths were observed during the traffic counts to quickly be filled as heavy vehicles waited to make the left turns onto the ramps. This was also observed to cause queued traffic to back up under I-84 as several heavy vehicles waited to make this turning movement.



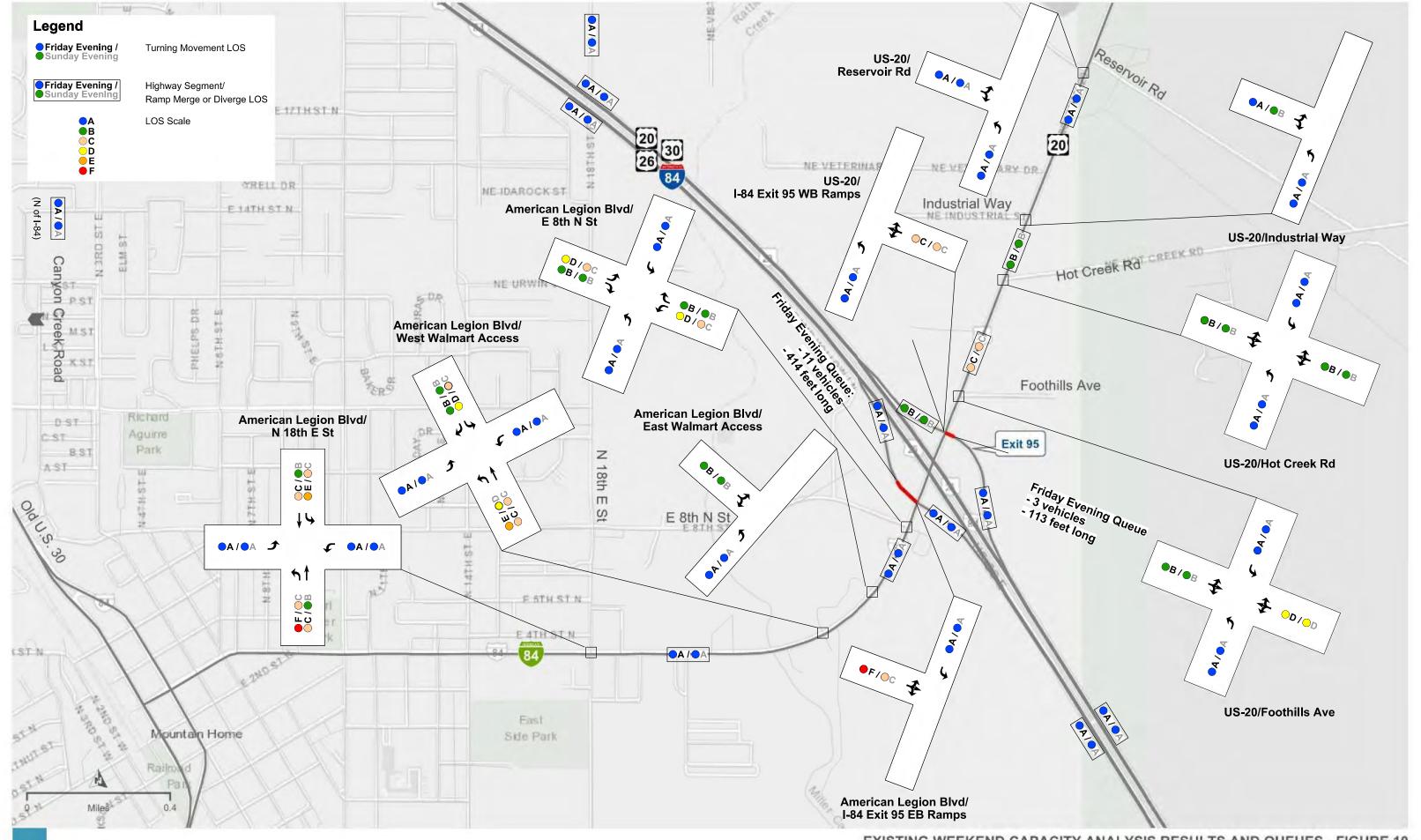
FDS

EXISTING WEEKDAY CAPACITY ANALYSIS RESULTS AND QUEUES - FIGURE 8



EXISTING WEEKDAY CAPACITY ANALYSIS RESULTS AND QUEUES - FIGURE 9

I-84 MOUNTAIN HOME ACCESS STUDY



WEEKEND

FRIDAY EVENING

During the Friday evening peak hour, all interstate and highway segments and the ramp merge and diverge movements at all three interchanges are estimated to operate at LOS B or better.

The eastbound movements at the intersection of American Legion Blvd. and Exit 95 eastbound off ramp are estimated to operate at LOS F. The estimated queue length during this period is approximately 11 vehicles, which is estimated to extend 414-feet back from the stop bar. The eastbound off ramp length is approximately 1,680-feet, so this queue may approach and exceed one-quarter of the total ramp length. This shortens the stopping distance from the gore point on I-84 to the back of the queue and could contribute to vehicles not being able to stop before reaching the back of the queue on this ramp.

The westbound movements at the US-20 and Exit 95 westbound off ramp are calculated to operate at LOS C. The estimated queue for this ramp is three vehicles extending approximately 113-feet. The results of the Friday evening analysis for the off ramps is a static picture of the operations for each component (ramp diverge, ramp length, and ramp terminal intersection). However, the delays and queues on these ramps on Friday evening have been observed to affect the operation of the ramps and diverge points as vehicles need to decelerate sooner and may even decelerate on the I-84 mainline to safely exit the interstate.

The northbound left movement at American Legion Blvd. and 18th St. is estimated to operate at LOS F. The southbound left movement at the same intersection as well as the northbound left movement at the west Walmart access is both estimated to operate at LOS E. The westbound movements at US-20 and Foothills Ave. and the eastbound and westbound left turning movements at American Legion Blvd. and E 8th N St. are all estimated to operate at LOS D. Finally, the northbound through movement at American Legion Blvd. and the west Walmart access and the northbound and southbound through movements at American Legion Blvd. and 18th St. are estimated to operate at LOS C.

SUNDAY EVENING

During the Sunday evening peak hour, all interstate and highway segments and the ramp merge and diverge movements at all three interchanges are estimated to operate at LOS B or better.

The eastbound movements at the intersection of American Legion Blvd. and the Exit 95 eastbound off ramp are estimated to operate at LOS C. The westbound movements at the US-20 and Exit 95 westbound off ramp are also calculated to operate at LOS C as well. On Sunday Evening, the estimated queue lengths on these ramps are not as long as Friday evening.

Several of the other intersections within the study area have movements that are estimated to operate at LOS C or lower during the Sunday evening peak hour. The westbound movements at US-20 and Foothills Ave. are estimated to operate at LOS D. The eastbound and westbound left turn movements at American Legion Blvd. and E 8th N St., the northbound through and southbound left movements at American Legion Blvd. and the west Walmart



access, and the northbound and southbound left movements at American Legion Blvd. and 18th St. are estimated to operate at LOS C.

3.6.2 Crash and Safety Analysis

Crash data for the study area given the five year period from 2012-2016 was provided by ITD. Crash rates at the interstate segments, interstate exit ramps, and intersections were calculated using the Highway Safety Manual (HSM) Critical Rate screening method to determine the intersections with the greatest crash concerns. The AADT on each leg of each intersection, each exit ramp, and each segment of interstate was determined from the counts summarized in Figures 2 and 3 and tabulated. The number of entering vehicles (in millions) for each intersection and on and off- ramp were estimated over the five years of the crash history, as well as the number of vehicle miles traveled (in millions) for the interstate segments. Crash rates were then calculated for each intersection, each exit ramp, and each interstate segment in the study area. The average crash rate was calculated for stop-controlled intersections, interstate exit ramps, and interstate segments, respectively. A critical crash rate or threshold value was calculated for each intersection, exit ramp, and interstate segment and compared to the respective observed crash rate. Sites with an observed crash rate greater than their critical crash rate were flagged for further investigation. Crash data and calculations are presented in **Appendix F**.

The I-84 mainline between MP 90 and 99 had 111 total crashes during the five year period analyzed. There were two fatal crashes on I-84, with both occurring in the eastbound direction. The first one was a single motorcycle crash that occurred at MP 92.2 that ran off the road in August, 2013. The pavement was dry and the crash occurred during the day. The second fatality was also on eastbound I-84 between the ramps at Exit 95. This crash involved two vehicles with one traveling the wrong way on I-84. The individual driving in the wrong direction was found to be drug impaired. Of the 111 crashes, 10 were A injury crashes, 13 were B injury crashes, 31 were C injury crashes, and 55 were property damage only (PDO) crashes. The majority of crashes were overturned vehicles (35%), followed by struck objects, like guardrail, illumination poles, etc., (25%), sideswipe same side (16%), and rear-end (14%). The highest contributing circumstances were inattention (28%), speed too fast for conditions (26%), and failure to maintain lane (14%). Over one-third of the crashes (37%) occurred on wet or icy roads and 31% occurred at night.

Table 6 presents the calculated crash rates and critical crash rates for the interstate segments within the study area and identifies those intersections that exceed the calculated critical crash rates and statewide average crash rate. The segment of I-84 between the Exit 95 ramps was calculated to be over the critical crash rate and is highlighted in yellow. This is due to the short distance and the high number of crashes in this area, including the fatality described above. The rate is less than the statewide average for similar interstate segments.

Table 7 presents the calculated crash rates and critical crash rates for the interstate exit on and off ramps in the study area. There were a total of 20 crashes with 12 of those occurring on

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three ramps, the Exit 90 westbound off ramp and the Exit 95 eastbound and westbound off ramps.

The highest crash type was overturning (35%), followed by struck object (20%), and same direction turning at the ramp terminal intersections (15%). The highest contributing circumstances were speed too fast for conditions (25%), failure to maintain lane (15%), drowsy drivers (15%), and inattention (10%).

The ramps exceed the calculated critical crash rates and statewide average crash rate are highlighted in yellow. The Exit 90 westbound off ramp and Exit 95 eastbound and westbound off ramps show crash rates that exceed both the critical rate and statewide average rate. All three of these ramps were identified to have geometry that does not meet current standards with short deceleration lengths, especially the Exit 90 westbound off ramp. This exit also has a very tight curve radius immediately following the short deceleration length from the gore point. The four crashes on this ramp included two A injury crashes, one B injury crash, and one PDO crash. Three of these crashes were overturning vehicles that did not navigate the first curve of the ramp correctly and one was a rear-end crash, pointing to the substandard geometry and tight radius as contributing to the crashes. Three crashes were due to traveling too fast or failing to maintain the lane while the fourth had a drug impaired driver.

The off ramps at Exit 95 have short deceleration lengths and substandard curves as well as being on downgrades. The congested conditions on these ramps, especially during the weekend, and substandard geometry contribute to potential causes for the higher crash rates. The four crashes on the Exit 95 eastbound off ramp included one C injury crash and three PDO crashes. The crashes included overturning vehicles, a rear-end crash, a struck object, and one crash with two vehicles trying to turn from the ramp onto US-20 at the same time. The crashes were due to several factors, including traveling too fast, failing to maintain the lane, inattention, and an improper lane change. The four crashes on the Exit 95 westbound off ramp included one B injury crash, one C injury crash, and two PDO crashes. The crashes included two overturning vehicles, a rear-end crash, and one crash with two vehicles trying to turn from the ramp onto US-20 at the same time. The crashes were due to several factors, including traveling too fast, failing to maintain the lane, inattention, and an improper lane change.

Table 8 presents the calculated crash rates and critical crash rates for the stop-controlled intersections in the study area. None of the intersections were found to exceed the calculated critical crash rate or the statewide average crash rate for similar intersections except the Old Oregon Trail Rd. and Exit 99 westbound off ramp which is highlighted in yellow. There were only two crashes at this intersection but due to low volumes the crash rate calculates as very high. The highest number of crashes at an intersection was four at the Old US 20/W. Frontage Road intersection. Three of these were angle turning crashes as vehicle pulled out from W. Frontage Road onto Old US-30, failing to obey the stop signs. The most common type of crashes at the intersections along American Legion Blvd. was head on turning crashes and angle turning crashes.



Table 6. Interstate Segment Crash Analysis

Interstate Segments	ADT	Segment Length (miles)	MVMT₅ (1)	2012- 2016 Crash Total	R (2)	Interstate Segments		
						R _{ASegment}	R _{CSegment}	Statewide Average Crash/MVMT
W Of IC 90	24,678	1.10	49.54	12	0.24		0.36	
Between IC 90 Ramps	18,747	0.40	13.69	4	0.29		0.49	
Between IC 90 & IC 95	19,524	4.02	143.24	34	0.24		0.31	
Between IC 95 Ramps	13,333	0.48	11.68	16	<mark>1.37</mark>	0.29	<mark>0.52</mark>	0.60
Between IC 95 & IC 99	17,456	3.33	119.46	37	0.31		0.32	
Between IC 99 Ramps	16,866	0.50	15.39	6	0.39		0.48	
E OF IC 99	17,798	1.09	35.40	2	0.06		0.39	

⁽¹⁾ MVMT_n = Million Vehicle Miles Traveled = ADTx365xnx(Segment Length)/1,000,000 n = # of years

⁽²⁾ $R = Crash Rate = Crash Total/MVMT_5$

⁽³⁾ $R_{ASegment} = Ave. Crash Rate for Segment = SUM(Segment Crashes)/(Segment MVMT₅)$

⁽⁴⁾ $R_{CSegment}$ = Critical Crash Rate for Segment = $R_{ASegment}$ + Confidence Level x ($R_{ASegment}$ /MVMT₅) Confidence Level = 95% > P = 1.645

Table 7. Interstate Ramp Crash Analysis

	ADT		MEV ₅	2012-	R	Interchange Ramps		
Interstate Ramps	E/W Rd.	N/S Rd.	(1)	2016 Crash Total	(2)	R _{ARamp}	R _{CRamp} (4)	Statewide Average Crash/MEV
IC 90 WB Off ramp	283		0.52	4	<mark>7.74</mark>		<mark>2.33</mark>	
IC 90 WB On ramp	2,764		5.04	2	0.40		0.70	
IC 90 EB Off ramp	3,169		5.78	1	0.17		0.66	
IC 90 EB On ramp	494	9,566	18.36	1	0.05		0.45	
IC 95 WB Off ramp	2,131		3.89	4	1.03		<mark>0.78</mark>	
IC 95 WB On ramp	3,364		6.14	1	0.16		0.65	
IC 95 EB Off ramp	2,827		5.16	4	<mark>0.78</mark>	0.29	<mark>0.69</mark>	0.37
IC 95 EB On ramp	1,992	8,731	19.57	1	0.05		0.45	
IC 99 WB Off ramp	508		0.93	0	0.00		1.62	
IC 99 WB On ramp	322		0.59	0	0.00		2.14	
IC 99 EB Off ramp	267		0.49	0	0.00		2.42	
IC 99 EB On ramp	424	8,888	16.99	2	0.12		0.45	

⁽¹⁾ MEV_n = Million Entering Vehicles = ADT x365xn/1,000,000 n = # of years

⁽²⁾ $R = Crash Rate = Crash Total/MEV_4$

⁽³⁾ $R_{ARamp} = Ave. Crash Rate for Ramp = SUM(Ramp Crashes)/(Ramp MEV₄)$

⁽⁴⁾ R_{CRamp} = Critical Crash Rate for Ramp = R_{ARamp} + Confidence Level x (R_{ARamp} /MEV₄) Confidence Level = 95% > P = 1.645



Table 8. Intersection Crash Analysis

	ADT		MEV₅	2012-	R	Unsignalized Intersections		
Intersections	E/W Rd.	N/S Rd.	(1)	2016 Crash Total	(2)	R _{ARamp}	R _{CRamp}	Statewide Average Crash/MEV
Old US 30/W. Frontage Rd.	1,416	4,824	9.11	4	0.35	0.17	0.42	1.53
US-20/Foothills Ave	1,056	4,992	8.83	3	0.27		0.42	1.77
US-20/IC 95 WB Off ramp	920	5,050	8.72	2	0.18		0.42	1.77
American Legion Blvd/IC 95 EB Off ramp	1,644	5,112	9.86	1	0.08		0.40	1.53
American Legion Blvd/8th N	2,544	6,708	13.51	2	0.12		0.37	1.83
American Legion Blvd/East Walmart Exit	1,368	5,196	9.58	2	0.17		0.41	1.83
American Legion Blvd/West Walmart Exit	3,480	7,788	16.45	2	0.10		0.34	1.83
American Legion Blvd/18th St.	8,412	2,388	15.77	2	0.10		0.35	1.83
Old Oregon Trail Rd/IC 99 WB Off	384	276	0.96	2	<mark>1.66</mark>		<mark>1.20</mark>	0.37
Old Oregon Trail Rd/IC 99 EB Off ramp	612	108	1.05	0	0.00		1.14	0.37

⁽¹⁾ MEV_n = Million Entering Vehicles = ADT x365xn/1,000,000 n = # of years

⁽²⁾ $R = Crash Rate = Crash Total/MEV_5$

⁽³⁾ R_{AUnsig} = Ave. Crash Rate for Unsignalized Int. = SUM(Unsignalized Int. Crashes)/(Unsignalized Int. MEV₅)

⁽⁴⁾ R_{CUnsig} = Critical Crash Rate for Unsignalized Int. = R_{AUnsig} + Confidence Level x (R_{AUnsig} /MEV₅) Confidence Level = 95% > P = 1.645

4 Alternative Concept Development

4.1 Forecast Travel Demand Volumes

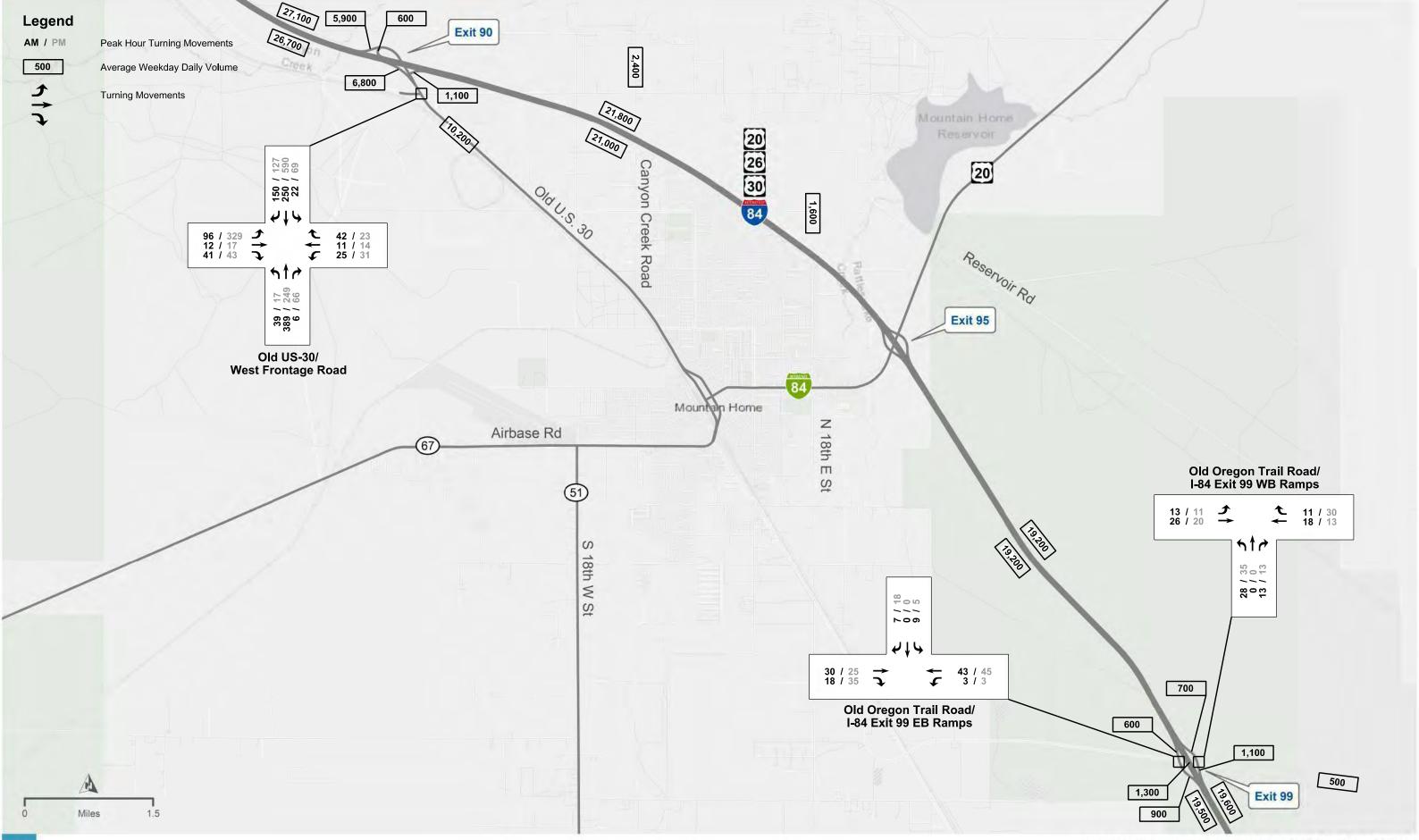
Travel demand forecasts for the study area were developed following the methodology described in the Travel Demand Forecasting section of this IMR. The difference in connectivity and operational characteristics between the No-Build and Build Alternatives is insignificant and was not anticipated to change the travel demand forecasts. Therefore, the forecasts are identical for both the No-Build and Improved alternatives. The growth rates calculated from the ITD travel demand model were used to grow existing volumes to 2045 forecast estimates. These first cut volumes were then balanced as described above to make sure the volumes entering and exiting the intersections were the same. This leads to some volumes not being direct extrapolations at the calculated growth rates but provides better model balance and results.

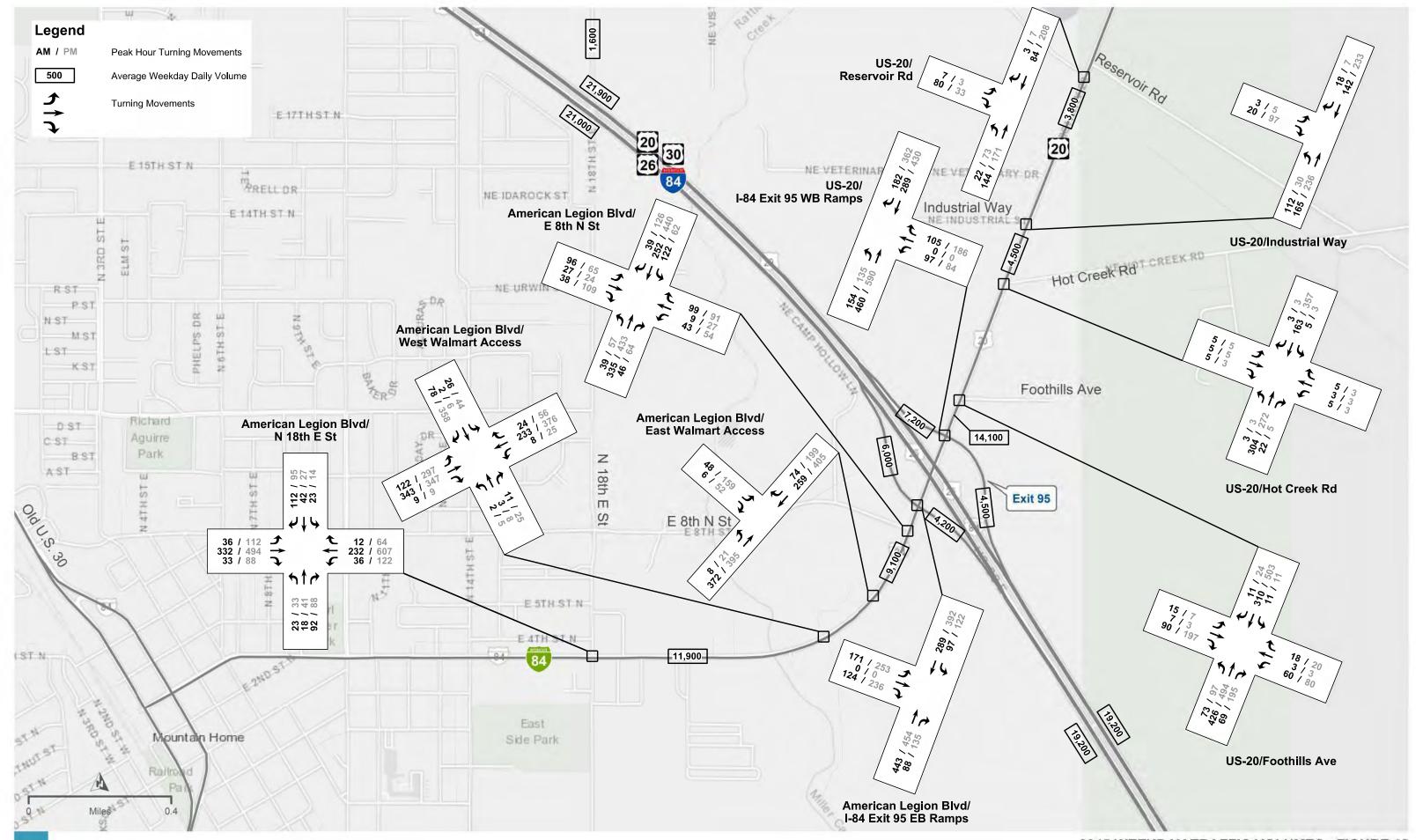
Forecast traffic volumes for the No-Build alternatives are shown in **Figures 11 through 13**. **Figures 11 and 12** show weekday forecasts and **Figure 13** shows the weekend forecasts for Exit 95, US-20, and American Legion Blvd.

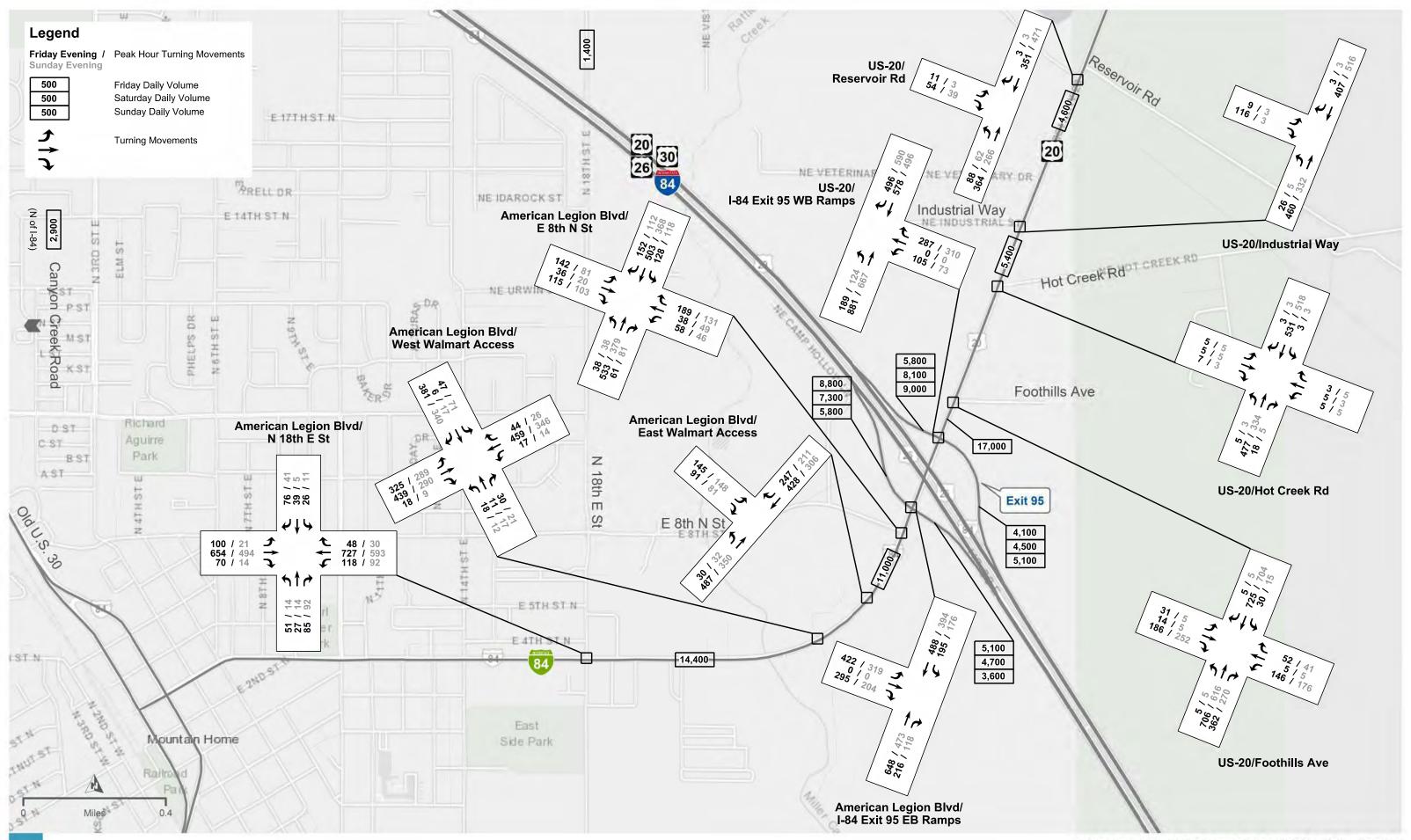
4.2 Alternatives

4.2.1 No-Build

The No-Build alternatives for the interchanges assume the existing roadway network plus committed roadway network improvements for the surrounding area with no changes being proposed for the IMR interchanges. The operational analysis includes the design year peak hour traffic forecasts for the area of influence. The primary objective of this analysis was to establish the No-Build operational conditions along I-84 and at the study interchange intersections.







4.2.2 Build Alternative

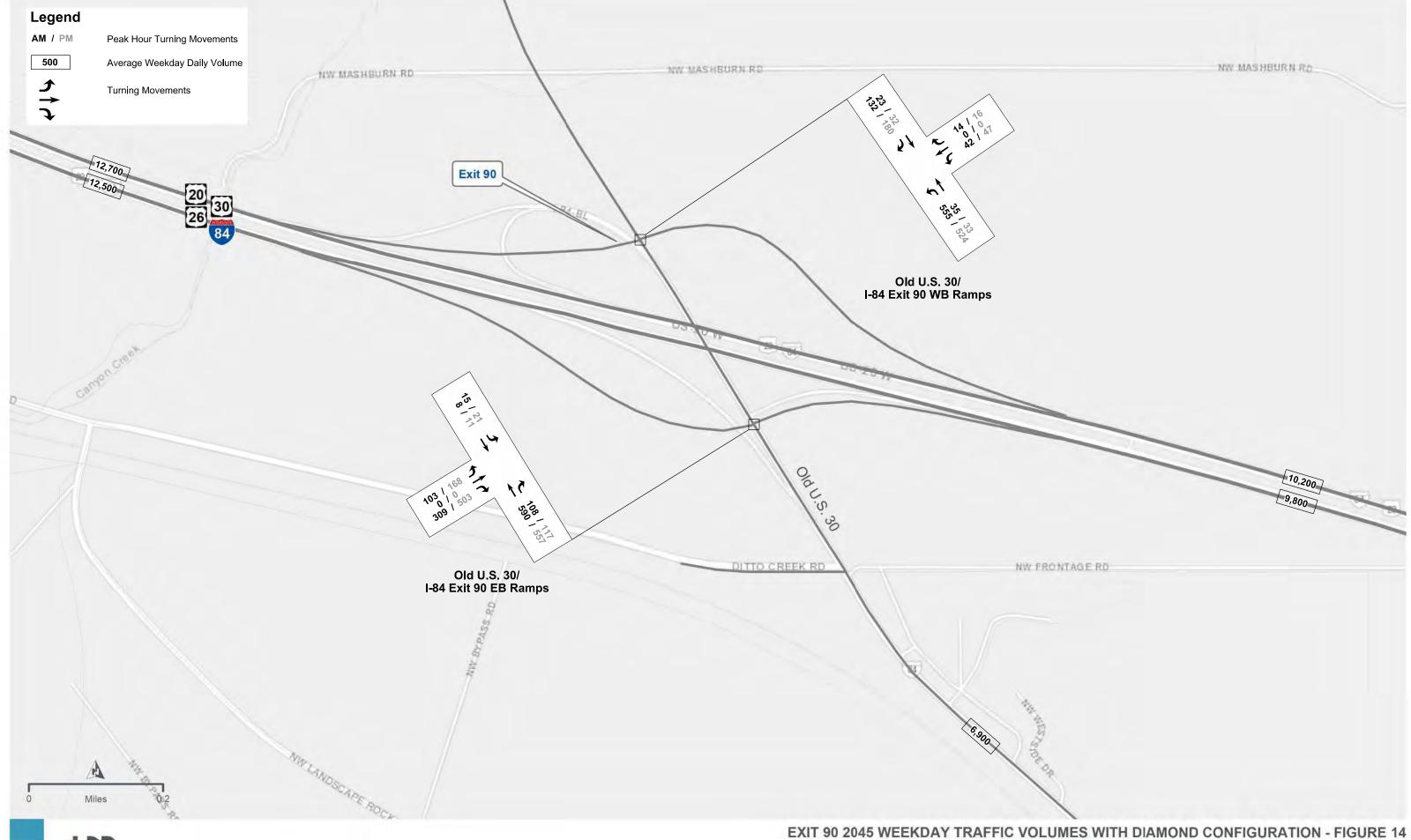
The Build Alternatives analyzed include traffic signal control for ramp terminal and other intersections. These signalized alternatives are based on forecast travel demand, existing stop control operations, and judgment of need with interchange types. Specific signal warrant analyses were not completed for these alternatives. An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of any proposed signalized location must be performed before installation of a traffic control signal is justified. Per the MUTCD, the need for a traffic control signal should analyze all of the traffic signal warrants and other factors related to existing operation and safety. The satisfaction of a traffic signal warrant or warrants should not in itself require the installation of a traffic control signal.

FXIT 90

Improving the existing trumpet interchange at Exit 90 entails bringing the off and on ramps up to the current geometric standard, as stated in Section 3.3.2 and provided in **Appendix C**. This does not significantly affect operational performance, so no analysis was completed for this improvement. The existing interchange configuration can serve the forecast travel demand adequately.

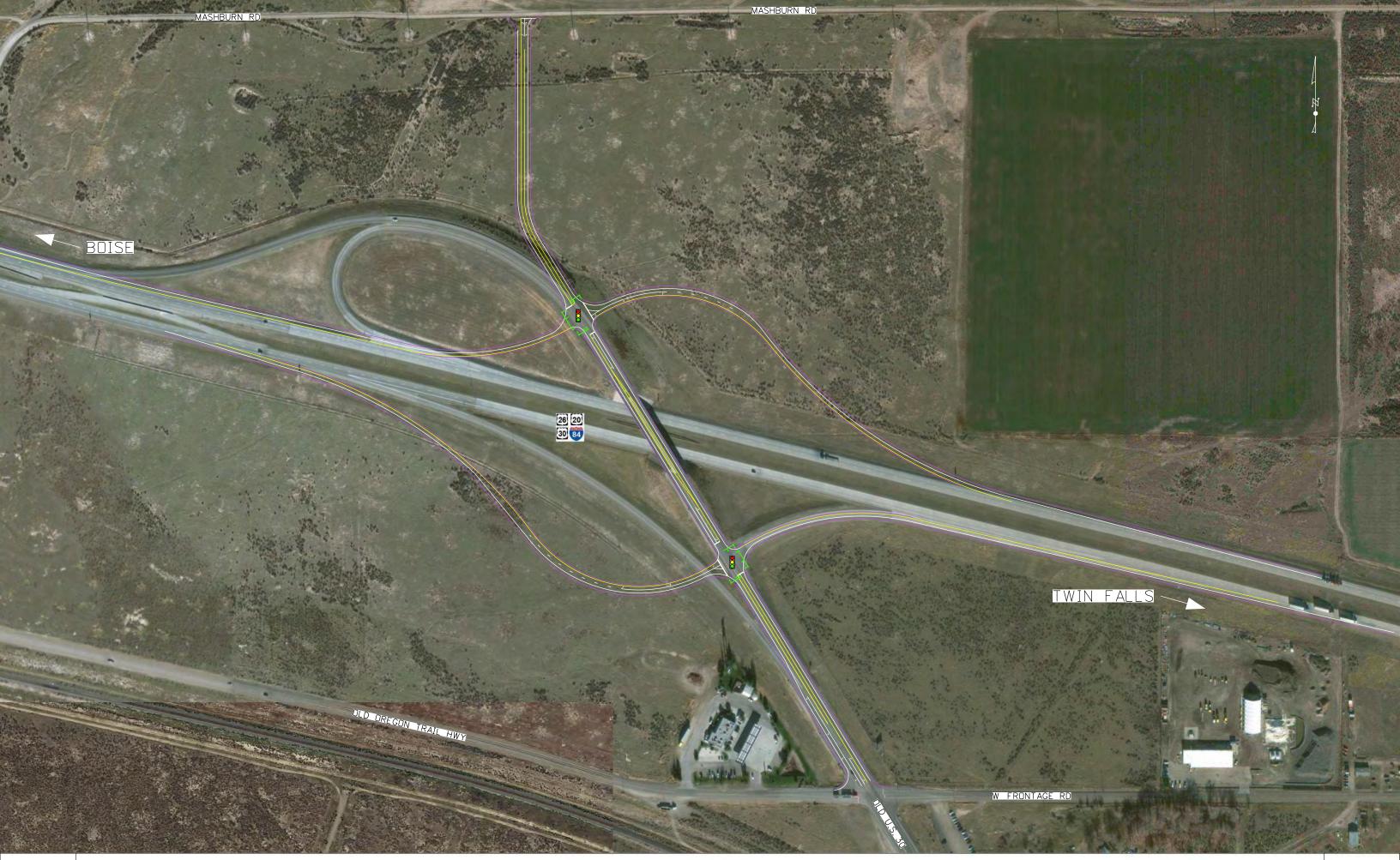
Based on feedback from the City of Mountain Home, Elmore County, emergency providers, and other stakeholders, the interchange at Exit 90 was also modeled as a diamond interchange, with Old US-30 continuing north and connecting with Mashburn Road to make a perpendicular T-intersection. Access to I-84 from this area is difficult with significant backtracking and the off ramps have safety issues, including the westbound off ramp with a 270-degree loop and low speed directly off I-84 and the eastbound off ramp that does not slow vehicles down and allows them to enter Old US-30 at high rates of speed. This also addresses comments provided by the city and county to all for I-84 access at the west end of the area.

Future travel demand forecasts for this build alternative were determined to analyze traffic operations with a diamond interchange configuration. The origin/destination information for drivers accessing I-84 identified in the StreetLight Insight data was used to develop these adjusted forecast volumes. Based on the origin/destination data, 25% of the forecast traffic volumes on the Exit 90 off ramps were assumed to travel north on Old US-30, 5% of forecast traffic volumes headed northbound on Old US-30 were assumed to continue north, and several peak hour trips were added to represent trips that may travel from Mashburn Road south to the interchange. The forecast traffic volumes for this alternative are displayed in **Figure 14**. A conceptual layout of the diamond interchange improvements is presented in **Figure 15**.



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INTERCHANGE AND ACCESS STUDY, ELMORE COUNTY





EXIT 95

Along with geometric improvements to the on and off ramps as stated in Section 3.3.2 and found in **Appendix C**, the existing diamond interchange at Exit 95 requires significant improvements to serve forecast travel demand. Modifying the existing Exit 95 to a single point urban interchange (SPUI) with additional lanes and a single signalized ramp terminal intersection will serve the travel demand. A SPUI brings all legs of the interchange to a single point, reducing the number of signalized intersections at the interchange from two to one, improving traffic flow and mobility within the interchange influence area by increasing spacing to adjacent intersections. A conceptual layout of the SPUI improvements is presented in **Figure 16.**

This alternative includes improvements to American Legion Blvd and US-20 to provide two travel lanes in each direction, bicycle lanes and sidewalks connecting to the facilities south of I-84 and carried to the north through the interchange influence area, and dual left turn lanes to and from the interchange.

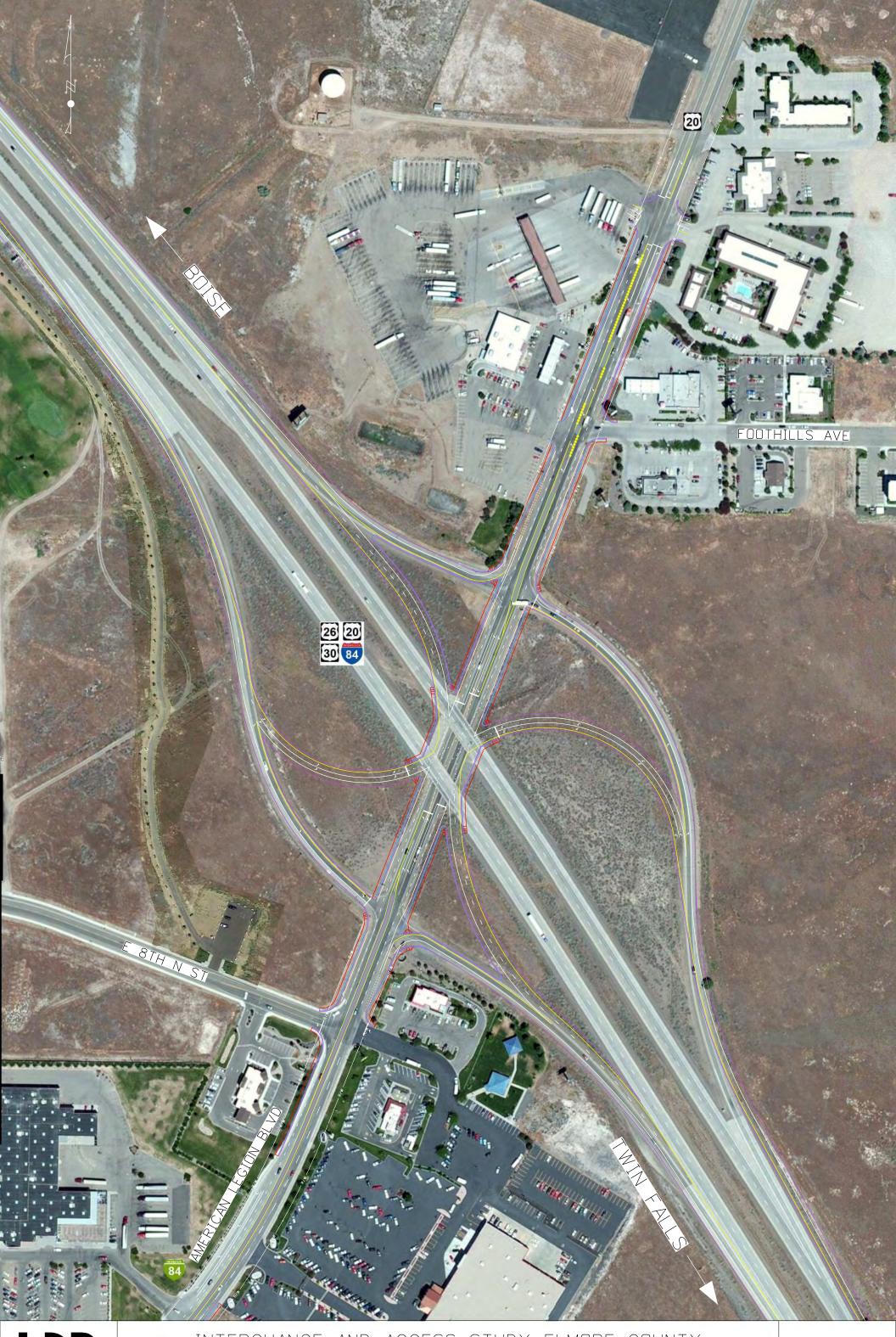
EXIT 99

Improving the existing diamond interchange at Exit 99 entails bringing the off and on ramps up to the geometric standard, as stated in Section 3.3.2 and found in **Appendix C**. This does not significantly affect operational performance, so no analysis was done of this build condition. The existing interchange configuration and ramp terminal intersection control can serve the forecast travel demand adequately.

4.2.3 New Interchange Alternatives

During the initial stages of this study the potential for a new interchange being added to the I-84 system in the study was discussed if the existing interchanges could not handle the forecast travel demand. The analysis of the existing interchanges, including the proposed improvements described above, indicate that they can accommodate future travel demand without the addition of a new interchange. If traffic in the City of Mountain Home and Elmore County were to grow considerably beyond the 2045 projections and all other options were exhausted to make existing infrastructure work, a new access at the Canyon Creek road overpass could be a good logical spot. Investing in improving the existing interchanges will provide the most benefit for the associated costs.

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INTERCHANGE AND ACCESS STUDY, ELMORE COUNTY EXIT 95 SINGLE-POINT URBAN INTERCHANGE LAYOUT



4.3 Compliance with Policies and Engineering Standards

Conceptual design of the interchange alternatives followed the AASHTO *A Policy on Geometric Design of Highways and Streets, 2011, also* known as the AASHTO Green Book, and the FHWA *Manual on Uniform Traffic Control Devices (MUTCD), 2009, Revisions 1 and 2, May 2012.*

Based on the review of the existing geometric components of the interchanges within the study area, additional improvements will be needed to upgrade specific components to current design standards. This entails bringing the off and on ramps up to the current geometric standards, as stated in Section 3.3.2 and found in **Appendix C**.

5 Alternatives Analysis

5.1 Conformance with Local, Regional and State Transportation Plans

Currently there are no programmed or planned roadway capacity improvements to the study area roadways by ITD, the City of Mountain Home, and Elmore County.

5.2 Operational Analysis

The operations of the No-Build and improved new interchange alternatives were evaluated using the appropriate level of service techniques. Detailed result output sheets for all analyses are provided in **Appendix H**, including Cap-X, Synchro, and SIDRA results.

The design year 2045 forecast I-84 mainline, ramp, and intersection operational conditions are assumed to be identical for both the No-Build and the Build improved interchange alternatives. No-Build weekday capacity analysis results are presented in **Figures 17 and 18** and No-Build weekend capacity analysis results are presented in **Figure 19**.

5.2.1 Exits 90 and 99

Exits 90 and 99 operate acceptably under 2045 No-Build forecast conditions and so no improvements are necessary for operational considerations. However, as described in Section 4.2.2, providing a diamond interchange improvement for Exit 90 will provide significant benefits to the region and address the safety concerns. The ramp terminal intersections will need to be signalized when reconstructed as diamond interchange. The Exit 90 Build weekday capacity analysis results are presented in **Figure 20** and a conceptual layout of the diamond interchange is presented in **Figure 15**.

The off ramps for Exit 90 must be designed to provide the necessary deceleration length that meets current standards before a vehicle reaches the 95th percentile queue length shown in **Figure 20**. These queue lengths are estimated for each ramp based on the Synchro analysis for the 2045 Build Alternative capacity analyses presented in **Appendix H**. Deceleration length

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must be provided for the Exit 99 off ramps meeting the same standards but queue lengths are estimated to be limited to a single vehicle.

Queue lengths for individual movements at these signalized intersections were calculated using the following formulaes in the Synchro software. The 95th percentile queue is calculated by increasing the arrival rate to account for fluctuations in traffic.

$$Q = \frac{v}{3600} * (R - 6) * \left[1 + \frac{1}{s/v - 1} \right] * \frac{L}{n * fLU} = \text{Queue Length (ft)}$$

R = Red time (s)

s = Saturation Flow Rate (vph)

v = Arrival Rate (vph)

L = Length of vehicles including space between (ft)

n = Number of Lanes

fLU = Lane Utilization Factor

$$v95 = v * PHFx * \left[1 + 1.64 * \frac{\sqrt{vc}}{vc} \right]^{2} = 95^{\text{th}} \text{ Percentile Arrival Rate (vph)}$$

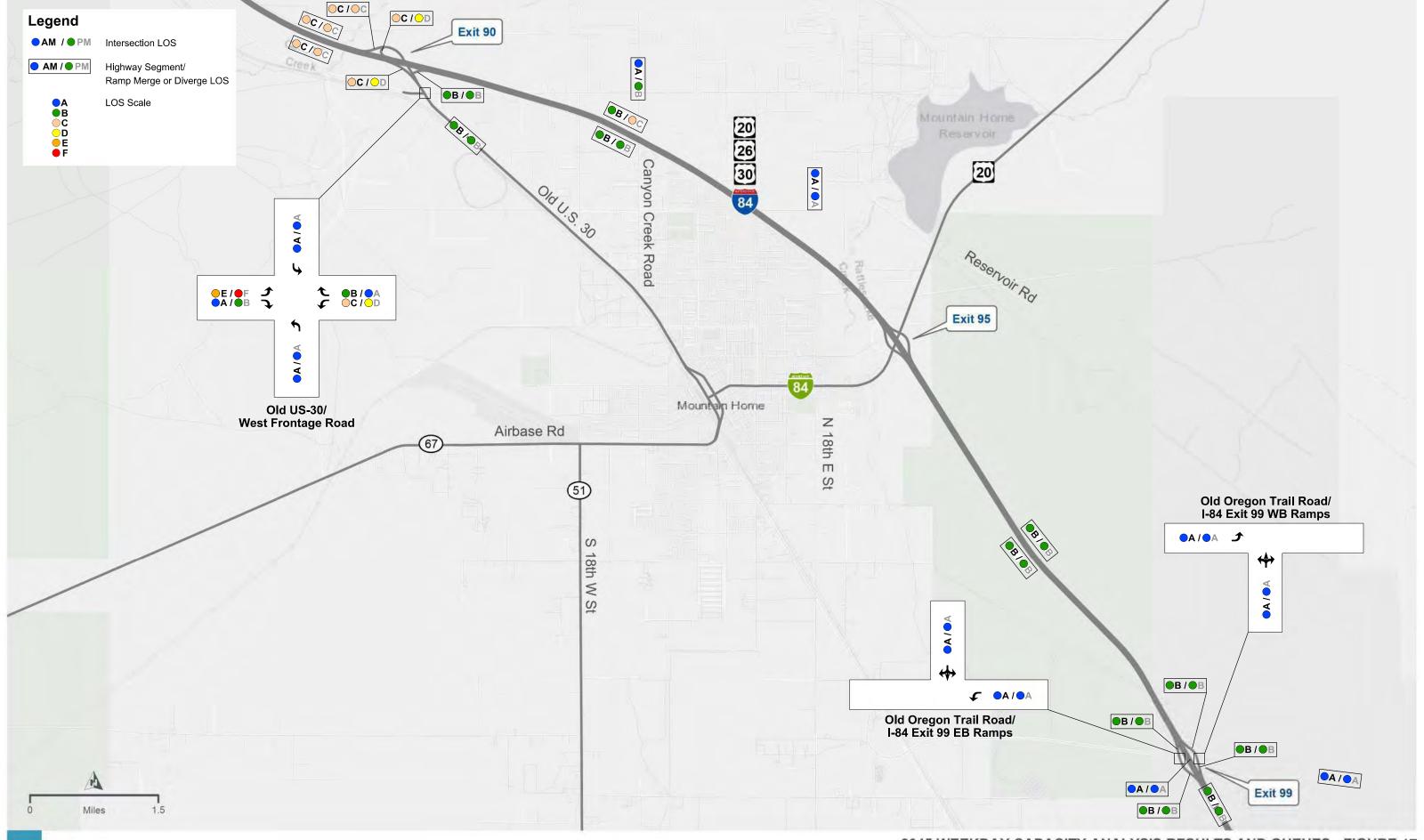
vc = Vehicles per cycle = v * C / 3600

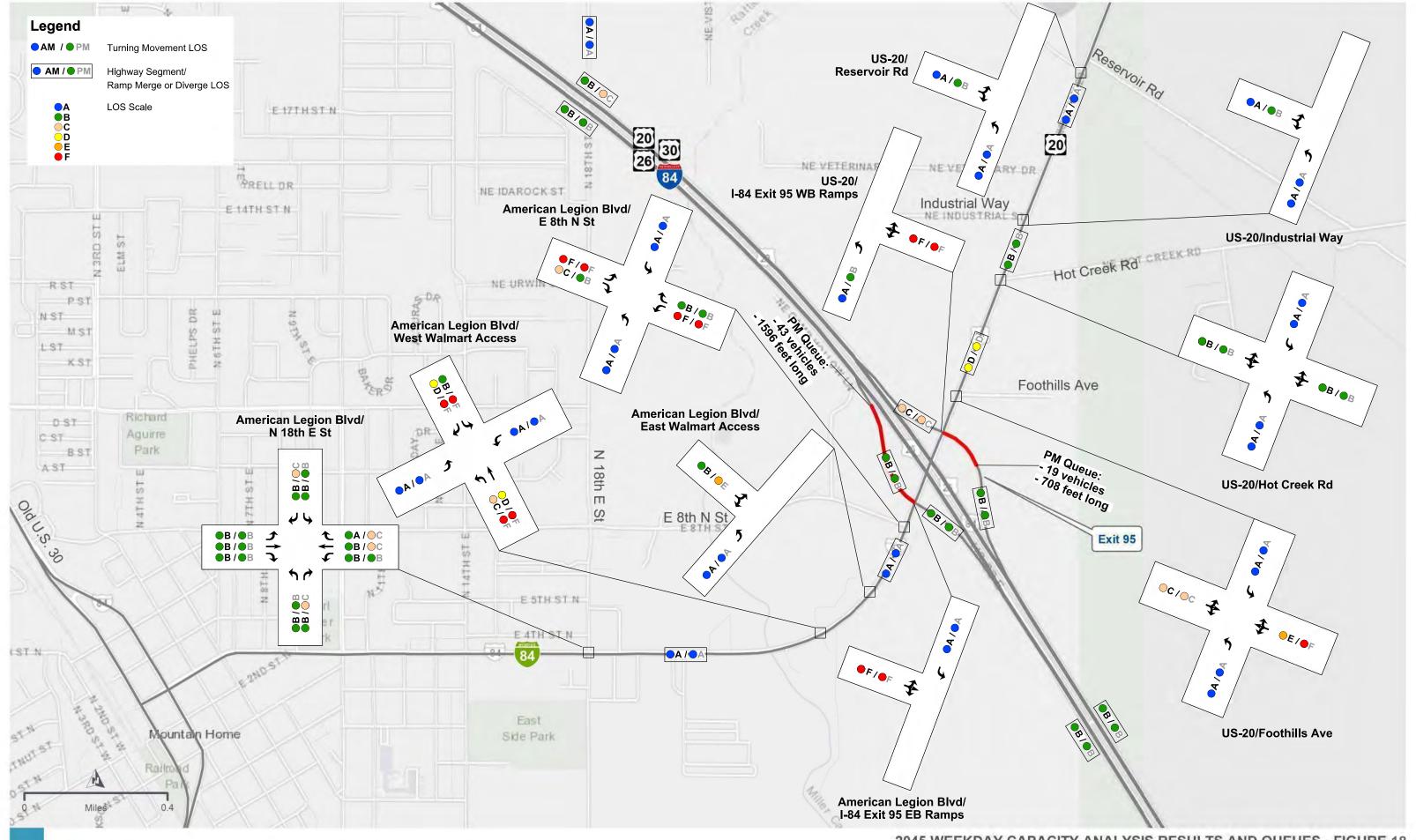
PHFx = minimum of PHF or 0.9

5.2.2 Exit 95

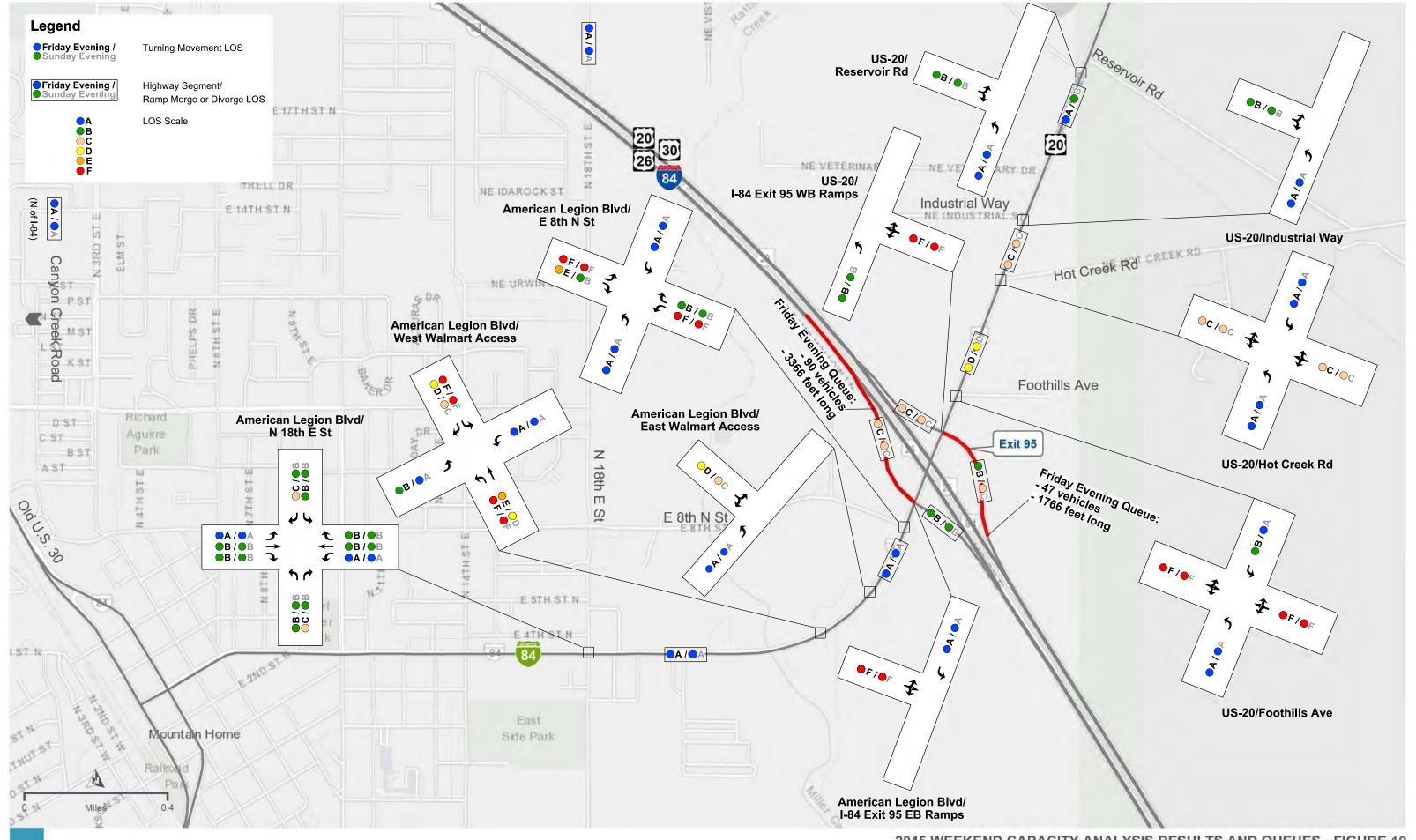
The ramp terminal intersections at the Exit 95 interchange fail under No-Build Conditions. The left turn movements from the off ramps experience significant delay and queues are estimated to back up onto I-84. Operational analyses were completed for each of the interchange alternatives identified in Section 4.2.2. **Figure 21** presents the weekend capacity analysis results for the SPUI alternative, shown in the conceptual layout in **Figure 16**. It will serve the forecast travel demand adequately with estimated queue lengths that are not estimated to extend into the necessary deceleration lengths for the off ramps or to the I-84 mainline and keep the interchange influence area within the existing interchange footprint. The off ramps for Exit 95 must be designed to provide the necessary deceleration length that meets current standards before a vehicle reaches the 95th percentile queue length shown in **Figure 21**. These queue lengths are estimated for each ramp based on the Synchro analysis for the 2045 Build Alternative capacity analyses presented in **Appendix H**.

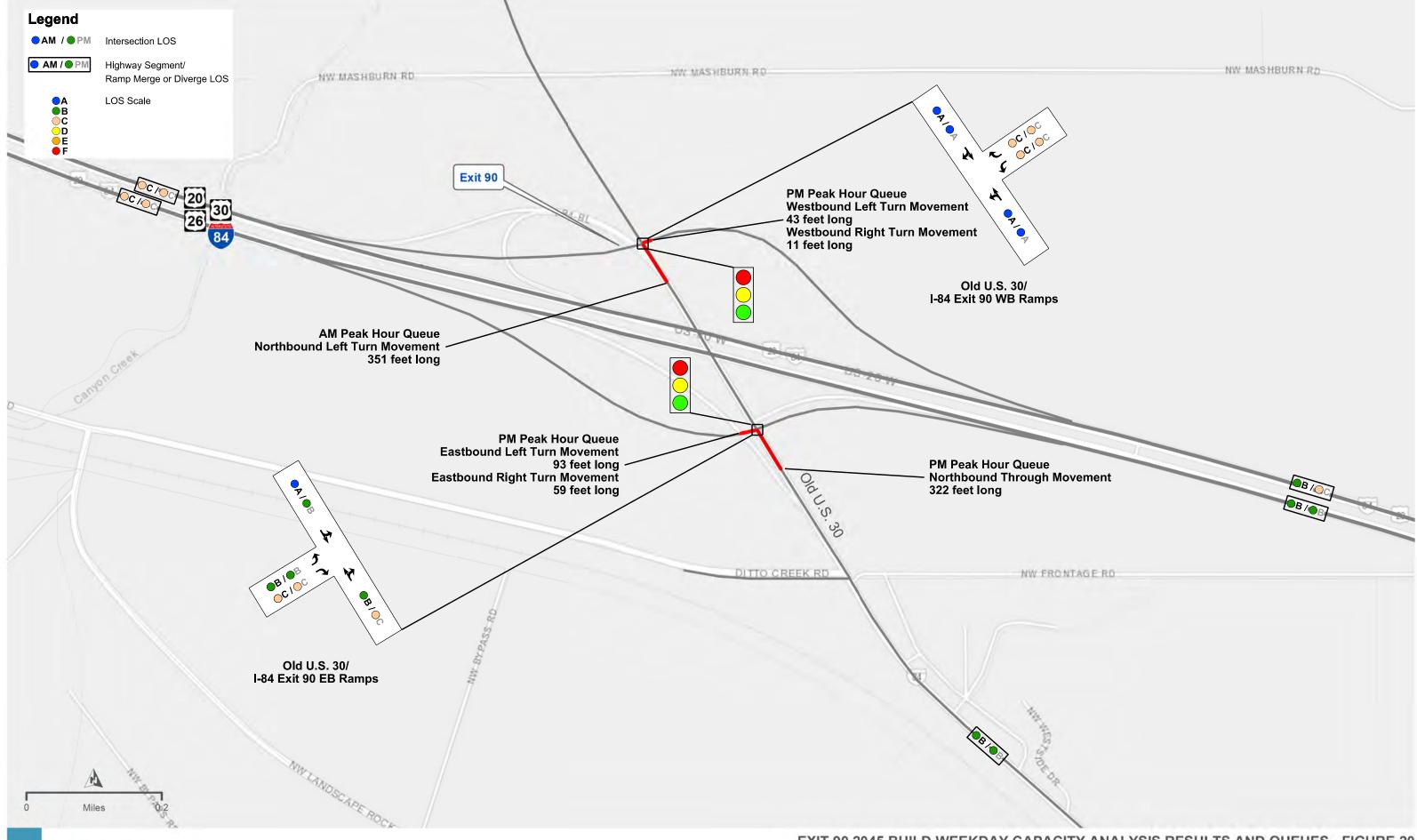
The intersections along American Legion Blvd. and US-20 in the study area on either side of Exit 95 show significant delays and turning moments onto these streets of LOS D, E, and F under No-Build conditions that will not be worsened and may be improved with the proposed SPUI improvements at Exit 95 as the interchange ramp terminal intersection will have greater spacing from the existing adjacent intersections.

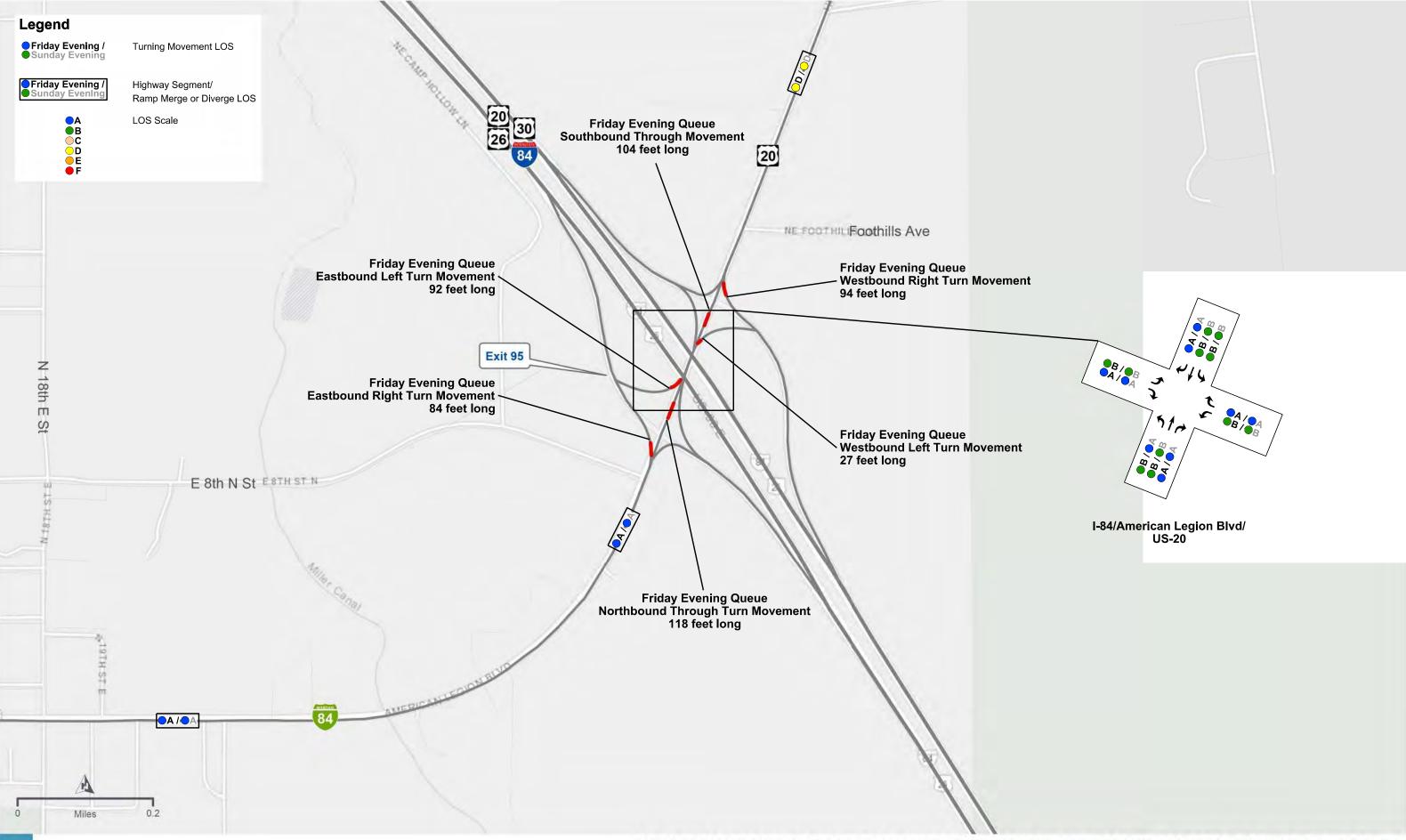




INTERCHANGE AND ACCESS STUDY, ELMORE COUNTY







6 Conclusions

6.1 Improvement Opportunities

A review of the existing geometric characteristics shows the opportunity to update on and off ramps from each study interchange to be reconfigured to meet the current geometric standards for acceleration and deceleration from an 80 mph interstate facility.

The operational analysis completed for existing conditions shows that Exit 95 experiences some periods of congestion and delay, especially during weekend conditions that could be mitigated with interchange improvements. In the future these delays and congestion are estimated to increase and by the 2045 design year travel demand and operational analysis identified the opportunity for major interchange improvements to Exit 95 to serve future travel needs.

6.2 Safety

The crash data evaluated for existing conditions showed that the crash rates along I-84 within the area of influence were lower than the statewide average rate, apart from the segment between the Exit 95 ramps. There were also three interchange ramps that had crash rates higher than the statewide average: the Exit 90 westbound off ramp, the Exit 95 eastbound off ramp, and the Exit 95 westbound off ramp. Improving the geometry of all three ramps should improve their safety performance. The diamond interchange alternative at Exit 90 should improve safety performance at the interchange because it would replace the current westbound off ramp which has a very tight radii and little to no superelevation and the eastbound off ramp, requiring drivers to stop before accessing Old US-30 and reducing speed concerns. All of the improved interchange alternatives at Exit 95 should also improve safety performance, because they each add turn lanes to the eastbound and westbound off ramps, helping to reduce queues that could back up onto I-84.

7 Recommendations

EXIT 90

The off and on ramps at Exit 90 should be reconfigured to meet the current geometric standards for acceleration and deceleration from an 80 mph interstate facility. The off ramps must be designed to provide the necessary deceleration length that meets current standards before a vehicle reaches the 95th percentile queue length shown in **Figure 20**. These improvements are recommended to be implemented as soon as practical.

The existing interchange configuration can serve the forecast travel demand adequately. Due to the safety concerns of the current interchange configuration, it is recommended that a diamond interchange be constructed at Exit 90. Evaluation of the diamond interchange alternatives indicates that Exit 90 will perform best in the design year 2045 with signalized intersections, and one left turn lane and one right turn lane from each off ramp as presented in **Figure 15**. This improvement can be made as soon as appropriate with ITD's planning and programing process as it is not tied to capacity needs.



EXIT 95

The existing interchange and control at Exit 95 will not serve forecast travel demand well without significant improvements. The SPUI alternative is recommended to be constructed at the current Exit 95 as it only has one signalized intersection instead of two and provides more spacing from nearby intersections and is also estimated to serve travel demand well in the design year 2045. The proposed SPUI improvements are presented in **Figure 16**.

The off ramps must be designed to provide the necessary deceleration length that meets current standards before a vehicle reaches the 95th percentile queue length shown in **Figure 21**.

FXIT 99

The off and on ramps at Exit 99 should be reconfigured to meet the current geometric standards for acceleration and deceleration from an 80 mph interstate facility. Deceleration length must be provided for the off ramps meeting current standards but queue lengths are estimated to be limited to a single vehicle. These improvements are recommended to be implemented as soon as practical. Evaluation of the Exit 99 No-Build alternative indicates that this interchange has capacity to serve the travel demand in the design year 2045.

8 Compliance with FHWA General Requirements

The following requirements serve as the primary decision criteria used in approval of interchange modification projects. Responses to each of the policy requirements outlined in The Policy are provided to show that the proposed modification for the interchanges analyzed are viable based on the conceptual analysis performed to date.

8.1 Policy 1: Proposal does not adversely impact operational safety of the existing freeway

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should

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also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The proposed interchange modifications at all three interchanges will maintain good traffic flow at the merge/diverge ramp locations, intersections and along the local streets. This will maintain travel conditions at similar safety levels as measured in the analysis.

The Exit 90 proposed interchange reconfiguration to a diamond interchange will provide similar or better operations and LOS as compared to the No-Build Alternative through the 2045 design year. The operational analysis conducted for this project does not have a significant adverse impact on I-84. The number of on ramp lanes merging with I-84 remains the same in both the No-Build and Build Alternatives. The traffic and LOS on the I-84 mainline also remains the same under No-Build and Build Alternative conditions.

The Exit 95 proposed interchange reconfiguration to a SPUI will provide better operations and LOS as compared to the No-Build Alternative through the 2045 design year. The operational analysis conducted for this project does not have a significant adverse impact on I-84. The number of on ramp lanes merging with I-84 remains the same in both the No-Build and Build Alternatives. The traffic and LOS on the I-84 mainline also remains the same under No-Build and Build Alternative conditions.

The guide signs directing drivers to the three study interchanges will remain substantially the same as no new access to I-84 is proposed, just modifications to the existing access points. Some minor location adjustments and updating of the guide signs may be needed as modifications are implemented. The significant spacing between the interchanges will allow accommodation of the appropriate signing on I-84 without any issues.

The crossroads and the local street network on each side of the study interchanges were included in this analysis to evaluate the safety and operational impacts that the proposed change in access may have on the local street network. The side street along Old US-30 south of Exit 90 will continue to serve local demand and if the interchange is reconfigured, will continue to operate well in the future.

The existing American Legion Blvd. and US-20 roadway on either side of Exit 95 need to be improved to provide two travel lanes in each direction, bicycle lanes and sidewalks connecting to the facilities south of I-84 and carried to the north through the interchange influence area, and dual left turn lanes to and from the proposed SPUI improvements at the interchange.

8.2 Policy 2: A full interchange with all traffic movements at a public road is provided

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include



a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The Exit 90 an Exit 95 proposed access improvements are reconfigurations of existing interchanges with major state routes accessing the City of Mountain Home and include all movements. Design using current standards is required. The Build Alternatives for Exits 90 and 95 do not change the level of access to the adjacent cross streets. They each provide a configuration consistent with traditional interchange layouts, with other interchanges in the area, and with driver expectancy. The reconfigured interchanges will provide full access designs that accommodate right turns, left turns, and through movements at the ramp terminal intersections.

9 References

- AASHTO [American Association of State Highway and Transportation Officials]. A Policy on Geometric Design of Highways and Streets. Washington, D.C.: AASHTO, 2011. (Also known as the AASHTO "Green Book")
- AASHTO. <u>Highway Safety Manual 1st Edition</u>. Washington, D.C.: AASHTO, 2010, Supplement, 2014.
- TRB [Transportation Research Board]. <u>Highway Capacity Manual 2010.</u> Washington, D.C.: TRB, 2010.
- FHWA [Federal Highway Administration]. <u>Manual on Uniform Traffic Control Devices (MUTCD).</u> Washington, D.C.: FHWA, 2009, Revisions 1 and 2, May 2012.

Exhibit 8d

Kacey Ramsauer

From:

Mitra Mehta-Cooper

Sent:

Friday, November 15, 2024 8:42 AM angie@ewsid.com; Kacey Ramsauer

To: Subject:

FW: Maverik Store Mountain Home

Another one.

From: Brent Copes <BCopes@cdh.idaho.gov> Sent: Wednesday, November 13, 2024 5:19 PM

To: Mitra Mehta-Cooper <mmehtacooper@elmorecounty.org>

Subject: Maverik Store Mountain Home

Hello Mitra.

Great meeting this afternoon, sorry I had to miss the last few minutes but I had an appointment. Here is CDH's role for the new Maverik location.

- Septic-CDH has already observed test holes being dug on the property, we did about 9 TH's with Centurion Engineering a few weeks ago. We found good soils at the NW portion of the property and are waiting for a design from Centurion for review. Once the design is approved, CDH will issue a permit which is good for two years. Upon completion of the septic system, CDH will conduct a final inspection before approval.
- Food-CDH is awaiting a Food Establishment License Application and fees from Maverik. Once the application is submitted and fees paid, CDH will conduct a plan review of their proposed facility and give them approval to proceed if their plans show everything is up to code. Once the facility is built, CDH will conduct a preoperational inspection and issue the permit if the facility was built according to the approved plan.
- Water-The new Maverik will be a Public Water System. I have already contacted our Public Water System Coordinator, Josh Higens, about the project. You can reach Josh at JHigens@cdh.idaho.gov.

I hope this helps.

Best,



Brent Copes, REHS/RS | Environmental Health Specialist Senior Community & Environmental Health P. 208-580-6004 | M. 208-860-5469 | F. 208-587-3521

E. BCopes@cdh.idaho.gov | W. cdh.idaho.gov

520 E 8th N, Boise, ID 83704

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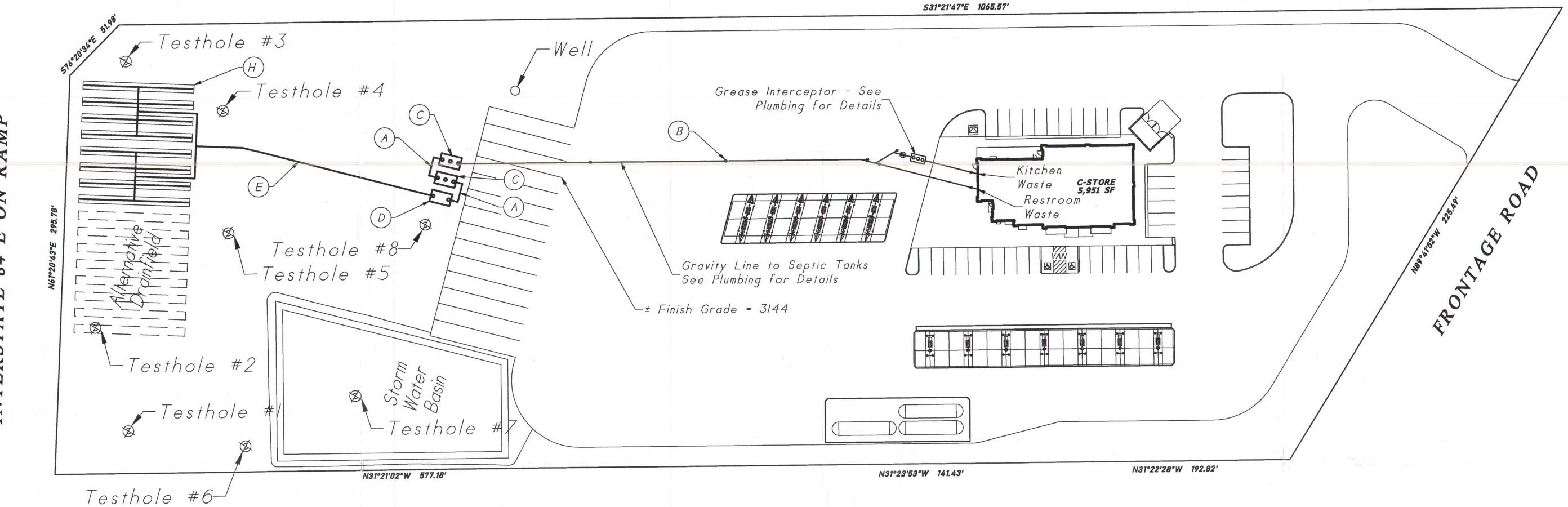
Exhibit 8b

Permit - Subsurface Sewage Disposal Central District Health 707 N. Armstrong Place 168271 File # Boise, ID 83704 (208) 327-7499 Public Health Idaho Public Health Districts Matt Reider Phone # 801-683-3237 Owner's Name: Property Address: Frontage Road Mountain Home, ID 83647 Section: 09 Township: 03S Range:06E 1/4 Legal Description 1/4 Block: Subdivision: 0 No Subdivision Lot: Type of System (check all that apply) Water Supply Installation Type Pressurized DF New System Absorption Bed Gravelless Drainfield ☐ Expansion Recirculating GF Capping Fill Gray Water Sump Public Water System RV Dump Station Central System Gray Water System Repair Sand Mound Composting Toilet Holding Tank Tank Only **Drip Distribution** Incinerator Toilet Seepage Pit ETPS Steep Slope Drainfield Individual Lagoon ☐ Basic System ☐ Well Two Cell Lagoon Experimental Intermittent SF Complex System Intrench SF Vault Privy ☐ Spring Extra Drainrock Other (see below) Eyapotranspiration LSAS Pit Privy Gravel Drainfield Condition of Approval: Minimum separation distance from drainfield: 25' from all water lines & 10' from foundation & 5' from property lines. Orient system Northwest to Southeast between test hole# 2, 3, 4, 5. Access sand and gravel soils at 48" and install. Dimensions: 8(6' x 82') STD. Max depth below ground: 48 inches, Excavation depth: 48 inches. Preconstruction conference between Engineer, Installer, and CDH is required. Minimum 100' separation from drainfield and future replacement area and 50' separation from septic tank to all wells is required. If unable to gravity flow, a minimum 2357 gallon pump chamber, with a duplex pump system, will be required. State Electrical Inspector must inspect all electrical work. System must be installed by a complex licensed installer. Install system according to approved engineering documents. Bedrooms: Bedrooms REQUEST FOR INSPECTION must be confirmed with the Environmental Health Division 2357 Gallons Per Day Non Residential: NSPECTION by Central Soil Type (USDA): B-1 District Health is 4714 The minimum septic tank capacity is: Gallons required prior to final cover or use. The minimum effective drainfield absorption area is : 3928 Square Feet The drainfield can be no closer to permanent/intermittent surface water than: Feet Note: Final approval of this permit requires inspection of the uncovered system. This permit expires if the system is not constructed as approved within one year from the date issued. Once the system is constructed and approved by the Health District, all requirements of the approved plans and specifications, permit and permit application (including operations, maintenance, monitoring, and reporting) are applicable indefinitely and convey through transfer of property ownership unless the system is abandoned, removed, replaced or the permit is renewed. A permit may be renewed if the permit application is received on or before the expiration date of the previous permit. Prior to a transfer of property, the transferor must inform the transferee of all applicable requirements of the permit and application. Falure to satisfy the permit or application requirements may result in enforcement action.

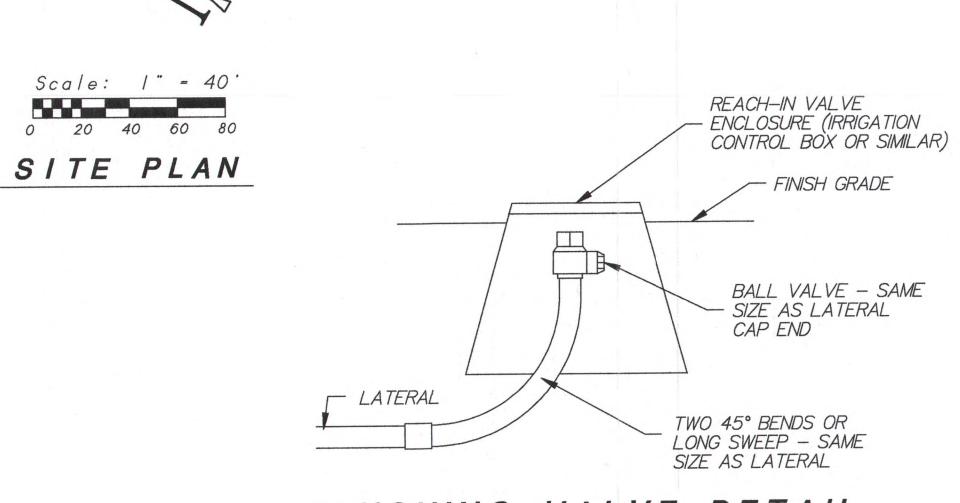
REHS Signature / REHS # 1/31/25 | 1/30/27 | Expiration Date :

40031 Brent Copes

LD003WD Revision Date: 9/25/20 EMC



INTERSTATE 84 EAST BOUND AND WEST BOUND ON & OFF RAMPS



FLUSHING VALVE DETAIL NOT TO SCALE

KEY NOTES

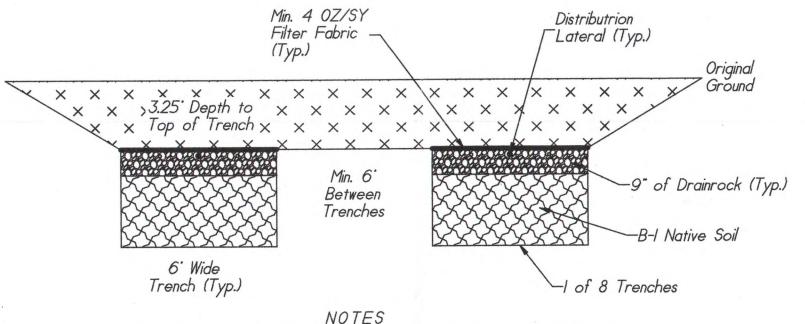
- 4" GRAVITY SEWER LINE 2% MIN. SLOPE
- 4" GRAVITY SEWER LINE CLEANOUT WITH TRAFFIC RATED METAL COVERS AND CONCRETE COLLARS - MAXIMUM 100 FOOT ON CENTER - TYPICAL

4000 GALLON CXT TRAFFIC RATED SEPTIC TANK OR EQUAL - 6" INVERT IN = 3134.16

INSTALL 6" TO 4" PIPE ADAPTER ON TANK INLET USE 48" MANHOLE SECTIONS WITH FLAT TOP REDUCER WITH 24" RING AND COVER TOP TO STACK ON TANK ACCESS PORTS AT EACH END OF TANK - ALIGN TANK ACCESS ACCESS PORT WITH 24" RING AND COVER

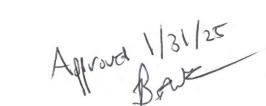
MINIMUM 4000 GALLON CXT TRAFFIC RATED PUMP CHAMBER SEE DETAIL SHEET 2 - USE

- 48" MANHOLE SECTIONS WITH FLAT TOP REDUCER WITH 24" RING AND COVER TOP TO STACK ON TANK ACCESS PORTS AT EACH END OF TANK - ALIGN TANK ACCESS ACCESS PORT WITH 24" RING AND COVER
- 2" PRESSURE TRANSPORT LINE FROM PUMP CHAMBER TO DRAINFIELD AREA - SLOPE LINE TO PUMP CHAMBER SEE DRAINFIELD PLAN VIEW ON SHEET 2 FOR ALL PIPE SIZES
- DRAINFIELD TRENCHES SEE DETAIL SHEET I



NOTES

- Compaction of Excavated Area Must be Prevented Do Not Run Any Equipment over the Area.
- Do Not Remove Overburden Material from the Site Until the Bed Area has Been Covered. Use Native Materials for Bed Backfill.
- 3. Trench Excavation Must Access B-I Soil. If Additional Excavation is Necessary. Do Not Lower Trench - Backfill with Medium Sand to the Overall Depth of 4 Feet Maximum



TRENCH CROSS SECTION NOT TO SCALE

Maverik. Inc. c/o Hunt Day 3445 Antelope Drive. Suite 200 Syracuse. Utah 84075 Telephone: 801+664+4724

APPLICANT





Se

Sewage Drainfield Site Plan and Details

DATE: 23 January 2025 HORIZ. SCALE: As Noted VERT. SCALE: As Noted DRAWN BY: J. Canning CHECKED BY: J. Canning FILE: HDI5

SHEET NO .: 1 of 2

PUMP CHAMBER DETAIL NOT TO SCALE

NOTES

- I. CONSTRUCTION SHALL BE PERFORMED BY A CONTRACTOR HOLDING A CURRENT IDAHO COMPLEX INSTALLER'S LICENSE.
- 2. ALL CONSTRUCTION AND MATERIALS SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF THE STATE OF IDAHO REGULATIONS FOR INDIVIDUAL SEWAGE SYSTEMS AND THE STATE OF IDAHO TECHNICAL GUIDANCE MANUAL.
- 3. ALL TANKS AND CHAMBERS SHALL BE WATERTIGHT.
- 4. ALL IMPORTED MATERIALS SHALL BE APPROVED BY CENTRAL DISTRICT HEALTH PRIOR TO PLACEMENT.
- 5. ALL PRESSURE LINES SHALL BE SCHEDULE 40 (ASTM D-1785) PVC.
- 6. ALL GRAVITY SEWER LINES SHALL BE SCHEDULE 40 ABS OR SDR-35 PVC.
- 7. PUMPS SHALL BE SEWAGE EFFLUENT COMPATIBLE. THE PUMP SHALL HAVE MERCURY FLOAT SWITCHES. SWITCHES SHALL BE CONTAINED WITHIN PUMP VAULT AS PROVIDED BY MANUFACTURER. DOSING METHOD IS BY TANK VOLUME ELEVATION (DEMAND DOSE).
- 8. SWITCHES SHALL BE SET TO TURN PUMP OFF WHILE PUMP IS STILL SUBMERGED WITH EFFLUENT. CYCLE PUMP PER THE SETTINGS NOTED IN THE DESIGN DATA TABLE. THE PUMP CYCLE SHALL MAXIMIZE THE EMERGENCY STORAGE VOLUME.
- 9. ALL WIRING AND SYSTEM COMPONENTS SHALL BE APPROVED BY THE STATE OF IDAHO DEPARTMENT OF LABOR AND INDUSTRIAL SERVICES ELECTRICAL ADMINISTRATION.
- 10. GROUND MUST NOT BE FROZEN OR SATURATED PRIOR TO PLACEMENT OF DRAINROCK.
- II. ALL EQUIPMENT, EXCEPT AS NEEDED FOR SURFACE PREPARATION SHALL BE KEPT OFF OF THE DRAINFIELD AREA DURING CONSTRUCTION.
- 12. CONTRACTOR SHALL NOTIFY CENTRAL DISTRICT HEALTH AT LEAST 24 HOURS BEFORE INSPECTION OF THE FOLLOWING

 - SOURCE OF IMPORTED MATERIALS
 - TOP OF IMPORTED FILTER MEDIA SAND
 - BEFORE COVERING PRESSURE LATERALS
 - PRESSURE TEST OF LATERALS AND PIPELINES

 - FLOAT AND ALARM ADJUSTMENTS AND OPERATION G. IMMEDIATELY AFTER SYSTEM HAS BEEN COMPLETED

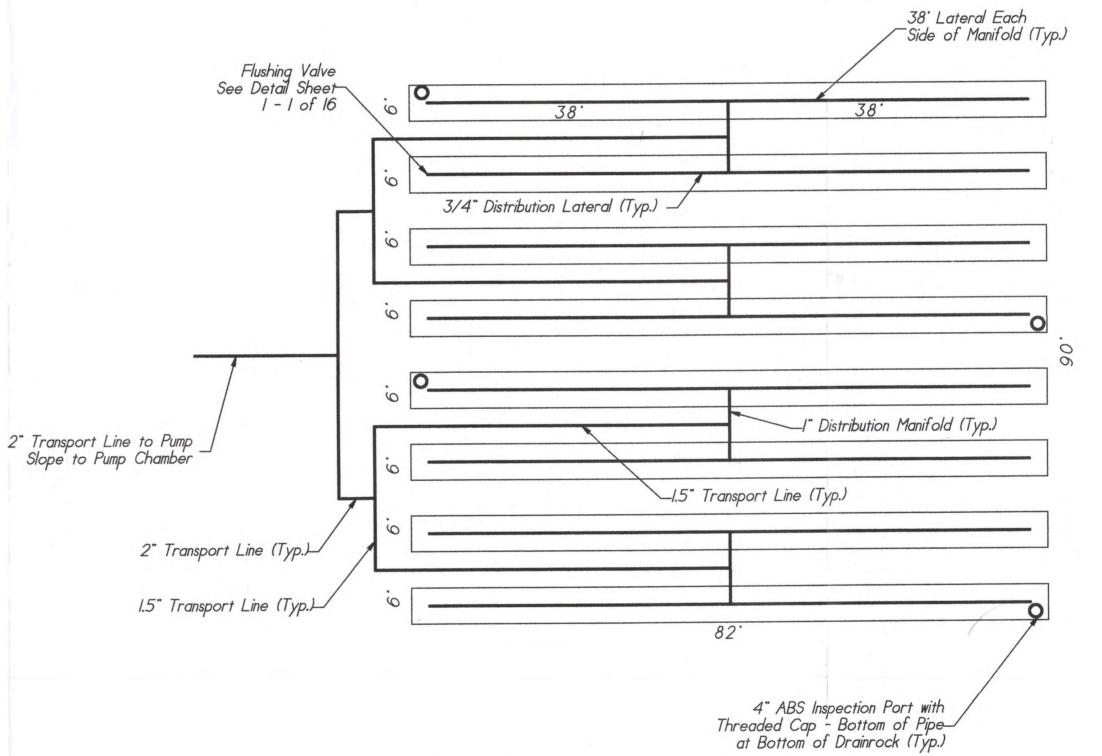
CONTRACTOR SHALL PROVIDE PERSONNEL AND ANY EQUIPMENT NECESSARY FOR PERFORMANCE OF ANY TESTS. THE DRAINFIELD SHALL NOT BE PERMITTED TO RECEIVE ANY WASTEWATER UNTIL IT HAS BEEN APPROVED BY CENTRAL DISTRICT HEALTH.

DESIGN DATA

- 1. Daily Sewage Flow = 2357 Gallons
- 2. Dosing Cycles Per Day = 6 of 393 Gallons
- 3. Drainback Volume = 51 Gallons
- Total Dose Volume = 444 Gallons
- 101 Total 1/8" Perforations = 49.2 GPM
- 6. Static Head = 7.8Feet
- 7. Residual Head = 7 Feet
- 8. Dynamic Head = 21.2 Feet
- 9. Total Dynamic Head = 36.0 Feet
- 10. Receiving Soil = B-1
- 11. Application Rate = 0.60 G/SF/Day
- 12. Application Area Required = 3929 SF
- 13. 8 82 Foot Long by 6 Foot Wide Trenches
- 14. Total Application Area Provided = 3936 SF

SETBACKS

- 1. Maintain at Least 50 feet from Wells to Tanks
- 2. Maintain at Least 100 feet from Wells to Drainfield
- 3. Maintain at Least 25 feet from Potable Water Lines to Drainfield (Does Not Apply to Irrigation Lines) .
- 4. Maintain at Least 50 Feet from Pressure Effluent Line to Wells
- 5. Maintain at Least 200 feet from Year Round Surface Water to Drainfield
- 6. Maintain at Least 5 Feet from Property Lines to Drainfield
- 7. Maintain at Least 10 Feet from Structures to Drainfield



Perforate laterals w/ 1/8" dia. holes at 6' O.C. Remove any burrs from inside of pipe. Stagger perforations on adjacent laterals. All perforations shall point downward. Fully fush all laterals before testing. Testing for squirt height will be through the flushing valve assembly. Temporarily place a cap at the end of the flushing valve assembly with an orifice size matching the perforation size. After a successful test. remove the orifice cap and replace with standard cap. Coordinate number of testing point with Engineer. Not all laterals need to be tested.

DISTRIBUTION LATERALS AND

TRENCH PLAN VIEW DETAIL

NOT TO SCALE

LAND DATA

1. Soil Type: B-1

Engineer

- 2. Proposed Application Rate: 0.60 G/SF/Day
- 3. Testholes Were Fairly Consistent with up to 48 Inches of C-I Soil Over the B-I Soil Testhole Logs may be Requested from Project
- 4. Site is Relatively Flat

APPLICANT

Maverik, Inc. c/o Hunt Day 3445 Antelope Drive. Suite 200 Syracu'se, Utah 84075 Telephone: 801+664+4724

CENTURION Consulting Engineers, 2323 S. Vista Ave, S 208.343.3381 | www.c

ENGINEERS, Land Surveyors, Ste 206 | Boise, II



erik C-Store Disposal System Se

Sewage Drainfield Details

HORIZ. SCALE: As Noted VERT. SCALE: As Noted DRAWN BY: J. Canning CHECKED BY: J. Canning FILE: HDI5

DATE: 23 January 2025

2 of 2



Re: New Developement - Utility infomation

1 message

Christopher Curtis ccurtis@mountain-home.us
To: Greg Day greg@huntday.co, Brenda Ellis bellis@mountain-home.us

Tue, May 20, 2025 at 11:56 AM

Good afternoon.

Brenda is out of the office today, but I am sure she will correct me if I misspeak.

No approvals are required from us as your project is located outside of the city limits. I also wanted to clarify that the City <u>does not</u> have any services at this location.



Chris Curtis

Public Works Director

City of Mountain Home

1150 South Main Street

Mountain Home, ID 83647

T 208.587-2108

C 208-571-2868

www.mountain-home.us

From: Greg Day <greg@huntday.co> Sent: Tuesday, May 20, 2025 11:04 AM

To: Brenda Ellis <bellis@mountain-home.us>

Cc: Christopher Curtis < ccurtis@mountain-home.us> **Subject:** Re: New Developement - Utility infomation

Hi Brenda-

We spoke last year about a new Maverik we are developing in the County near the interstate at frontage road and I 84. We have received our approval from Mountain Home Highway District, but I wanted to reach out to see if we need any approval from your office. You mentioned that the city does provide any utilities in this area.

Attached is the site plan and the approval letter from the highway district.

Thanks Greg

On Mon, Mar 18, 2024 at 7:22 PM Brenda Ellis <bellis@mountain-home.us> wrote:

This location is outside the City Limits of Mountain Home and therefore, is not part of the City of Mountain Home's utility systems for water or sewer.

Sent from my Verizon, Samsung Galaxy smartphone Get Outlook for Android

From: Greg Day <greg@huntday.co>
Sent: Monday, March 18, 2024 4:36:58 PM
To: Brenda Ellis <bellis@mountain-home.us>
Subject: New Developement - Utility infomation

Brenda-

I am working with a Gas Station looking to develop in the city. The attached is a location map. Does the city have a utility map they can share as we review the feasibility of this location?

Thanks! Greg

--

Greg Day, PE

Principal Engineer

Mobile: (801) 814-1778

Email: greg@HuntDay.co

--

Greg Day, PE

Principal Engineer

Mobile: (801) 814-1778

Email: greg@HuntDay.co





COMMERCIAL PLANS REVIEW

Date: 12.12.2024 Re: Maverik C-Store

Location: Exit 90, I-84 Mountain Home, ID From: Brian W. Reed, Fire Marshal

Building Summary Building Size; 5,951sf Occupancy; M-Mercantile Construction; VB

Occupant Load; 52

To: Whom it may concern,

The following conditions are required to be met or agreed upon prior to the issuance of a building permit. Any issues will be required to be resolved prior to the issuance of a Certificate of Occupancy.

I have reviewed the submitted plans for the Maverik C-Store and accept them as printed with the following notes.

- The Knoxbox location as shown on the plans is an acceptable location. The box shall be mounted approximately 5 feet above sidewalk level.
- An additional fire extinguisher shall be added in the exit hallway near the Office/Electrical rooms. Final location up to builders.
- An approved water supply for firefighter purposes shall be provided. The options for this are currently being discussed and a final decision has not yet been made. The location of the noted fire hydrant may be changed upon final approval of the installed system.
- Permits are required for the bulk CO2 storage system, fuel tank installations and the alarm system as required (HVAC duct detection?).
- The red curbing and "No Parking" signs as indicated on the plans are acceptable by us.
- If not provided, emergency lighting shall be provided in both the Men's and Women's bathroom. I could not confirm from the plans if it was indicated.
- HVAC units flowing in excess of 2,000cfm are required by the IFC to be proved with a duct detection alarm system.
- A key to the roof access ladder shall be provided for the Knoxbox.

Any overlooked hazardous conditions and/or violations of the International Fire Code do not imply approval of such conditions or violations.

Mountain Home Fire Department



Fire Permit Fees:

Commercial Plan Review - \$150.00

Mountain Home

Brian W. Reed Fire Marshal, CFIT 208.590.6142 – C 208.587.2117 – O breed@mountain-home.us

Paid 150 00 Check # 8281

Highway District

Exhibit 8g

MHHD-002 Rev Jan 2022 Page 1 of 2

APPROACH PERIMIT

SECTION I -- APPLICANT/PERMITTEE INFORMATION (TO BE COMPLETED BY APPLICANT/PERMITTEE)

agree to do the work rec Provisions, and the Plans r	uested he	rein in accordance	ative of owner) of the proposed property to be served an with the General Provisions printed on Page 2, the Speci						
Matt Reider NAME OF APPLICANT/PERMITTEE 185 S. State Street ADDRESS			SIGNATURE OF APPLICANT/PERMITTEE 1/13/2025 DATE						
							UT	84111	801-683-3237
						Salt Lake City	STA		PHONE (CELL NUMBER PREFERRED)
ROAD NAME: Frontage R	oad	BETV	WEENI-84 & ITD Driveway						
SIDE OF ROAD: ☑ North ☐ South		☑ New ☐ Use of existing	FIRST CROSS STREET USE: □ Residential CIRCLE DRIVEWAY: □ Commercial Yes						
☐ East		☐ Upgrade of	☐ Field/Agriculture						
□ West		existing	**						
☐ Arterial ☐ Collector ☐ Other PAYMENTS MADE: ☐ \$50 Permit Fee (Reside	☐ Yes,_ ☐ No cu	_" dia x' long Res _" dia x' long Cor lvert(s) required SPECIAL PROVISIO	mmercial provisions of Idaho Code Title 55, Chapter 22 have been complied with. CALL DIGLINE PRIOR TO EXCAVATION						
以 \$150 Permit Fee (Comr ☐ \$300 Permit Fee (Subdi	nercial)	Paid cha	eck # 8281 150°						
APPROACH REQUIRED TO BE PAVED?			ons and provisions shown on this form, or attachments, d to perform the work as described.						
☐ Yes ☐ No	~	1. 4	3-17-25						
	SIGNATU	RE - HIGHWAY DISTRICT	TOFFICIAL DATE						
A COPY O	THIS PER	MIT MUST BE PRES	ENT AT WORK SITE DURING CONSTRUCTION						
SECTION III — FINAL APPRO This Permit expires sixty (6 (208) 587-3211 prior to Pe FINAL APPROVAL GRANTE	0) days fro rmit expira	ation or forfeit fee.	littee must complete work and call for final inspection at						
		SIGNATURE - HIGHWAY	Y DISTRICT OFFICIAL DATE						

Agency Comments & Signatures AUTOMATIC DENIAL IF APPLICATION IS INCOMPLETE

Required Prior to submission to Building Official for approval

Notes for agency signatures.

- 1. ALL REQUIRED AGENCIES MUST BE SIGNED OFF PER "ZONING NOTES" OR APPLICATION WILL NOT BE ACCEPTED.
- 2. 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.
- 5. If this a new residence, you will need to obtain signature from the following agencies.

Bress a). Corres 2/1	9/25
Central District Health (or other Sewer District) Sewer Permit (208-580-6003)	Date
Brest And. Coppes Central District Health (or other Sewer District) Sewer Permit (208-580-6003) Comment: Septic nevert issued 131/25, Kitchen plans affor No objections.	over 2/12/25.
MHHD Roadway Jurisdiction (MHHD 208-587-3211) (GFHD 208-366-7744) (AHD 208-864-2115)	3-17-25 Date
	722
Fire District (MHRFD 208-587-2117) (Oasis 208-796-2115) (GFFD 208-599-0000) BGRFD 208-834-2511) (ARFD 208-864-2182) <i>– (Fire District REQUIRED for Solar & Fire Comment:</i>	Date eplace)
Assessor (For Manufactured Homes Only)	Date
Comment:	
E-911 (Addressing & Road Naming) (208-587-2126 ext. 1265)	Da
Comment:	

Exhibit 9a

Kacey Ramsauer

From: Mitra Mehta-Cooper

Sent:Friday, November 15, 2024 8:35 AMTo:Kacey Ramsauer; angie@ewsid.comSubject:FW: Crashes at Sunset and Frontage

This is for Mavrick Gas Station/Convenient Store CUP file and your information, Angie.

From: Greg Berry <gberry@elmorecounty.org> Sent: Thursday, November 14, 2024 3:40 PM

To: Mitra Mehta-Cooper <mmehtacooper@elmorecounty.org>; Alan Roberts <aroberts@elmorecounty.org>

Subject: FW: Crashes at Sunset and Frontage

Hello

Here is the stats we discussed in the meeting yesterday! Something needs to be addressed before its made worse!

Greg

From: Michael Pray <mpray@elmorecounty.org>
Sent: Thursday, November 14, 2024 1:51 PM
To: Greg Berry <gberry@elmorecounty.org>
Subject: Crashes at Sunset and Frontage

Since November of 2019 (48 months ago) there have been 37 crashes at or near that intersection. So almost 1 per month. I was careful and did not select crashes which had nothing to do with the intersection....like a crash up the road on Frontage. But, I did include some crashes that were not right in the immediate vicinity of that intersection because the crashes were due to a problem with the intersection, whether it be confusion with lanes, traffic, drivers making incorrect turns, etc.

Sgt Michael L. Pray Director of Communications Elmore County Sheriff's Office 208-587-2100

Elmore County Sheriff's Office

2255 E 8th N, Mountain Home, ID 83647 Phone 08-587-2100 Fax 208-587-2118

April 16, 2025

SHERIFF

Re: Number of Crashes at the Intersection of Sunset Strip (Hwy 30), Exit 90 and Ditto Creek Road from 2007 to Present

Mr. Nicholson,

After a thorough search of the Elmore County Sheriff's Office's records from 2007 to Present, there have been a total of **80** Crashes at this location.

Vicki Page

Elmore County Sheriff's Office

Records / Warrants

31 - Sarching Ditt o Creek 24 - Searching Frantage 25 Using Sunset



1518 Mill Rock Way, Suite 100, Bakersfield, CA 93311-1351 • Tel: (661) 616-5900 www.provostandpritchard.com

MEMORANDUM

То:	Mitra Mehta-Cooper, Principal Planner	
From:	Warren Maxwell, Senior Engineer (original reviewer) Trent Miller, Senior Project Lead (current reviewer)	
Subject:	Maverik, Inc, Traffic Impact Analysis and Wheel Path Tracking Review – Elmore County, ID	
Date:	June 10, 2025 September 8, 2025 ← Current Review	

The purpose of this memorandum is to provide a technical review of the subject traffic impact analysis and wheel path tracking submitted by Hunt-Day Civil Engineers. The review was conducted in the context of the proposed development of a convenience store/gas station with 21 fueling positions by Maverik Inc., located on a 17-acre parcel located at the northeast corner of Business I-84 and W. Frontage Road near Mountain Home, ID. Site access is proposed along W. Frontage Road, a roadway under the jurisdiction of the Mountain Home Highway District Road. Subsequent to the original review Hunt Day resubmitted an updated study dated 7/29/2025 addresses the following:

Based upon this review, the following items must be addressed prior to approval of this component of the project:

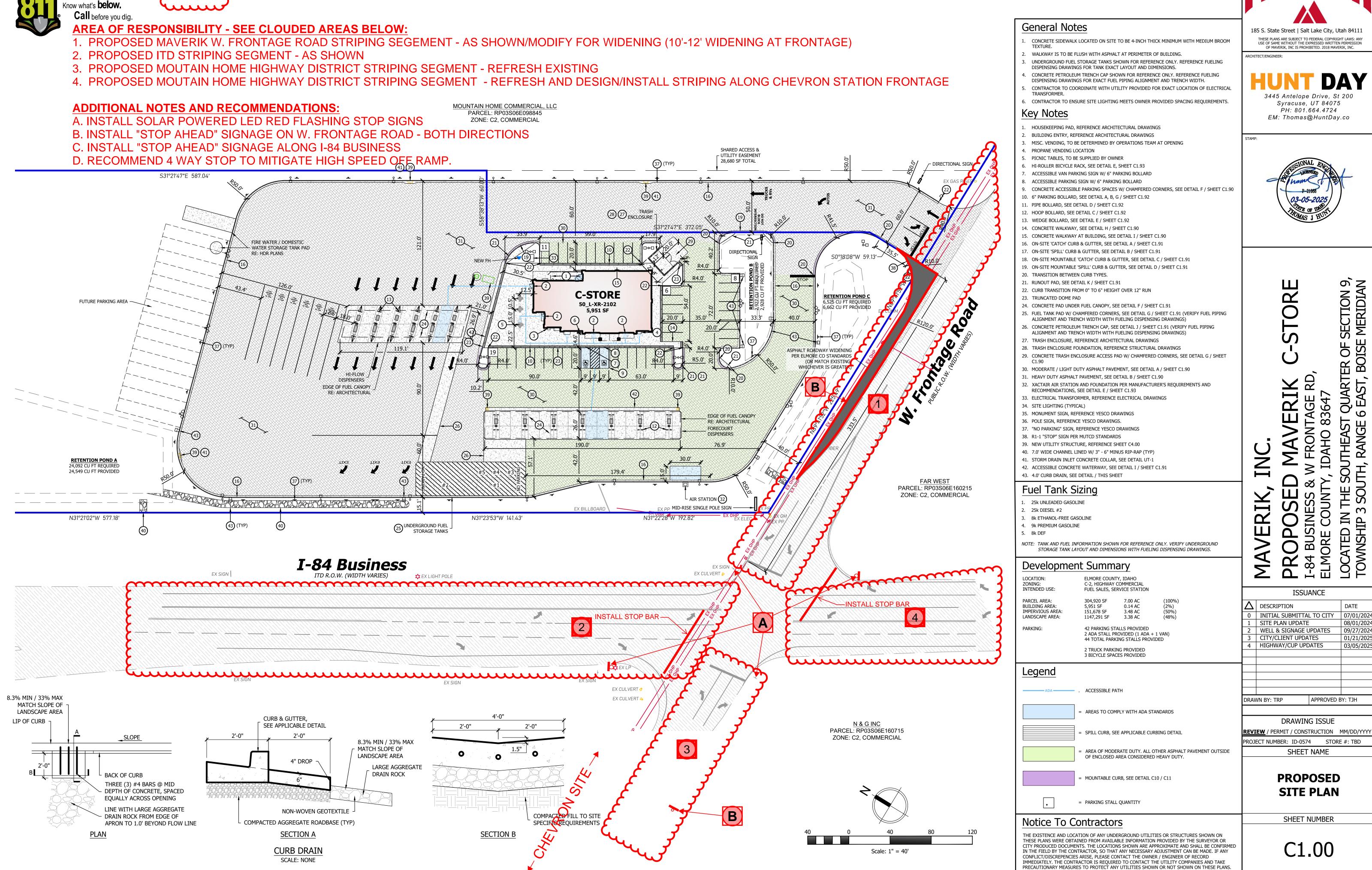
- 1. Cover Sheet please provide the Engineer of Record's stamp and signature. COMPLETE
- 2. Page 4, Introduction and Summary states that there are 24 fueling positions. However, the initial proposal contained 21 fueling positions, which is the number of fueling positions currently shown on the site plan. Please verify and revise accordingly. THE SITE PLAN (Sheet C1.00) SHOWS 7 PASSENGER VEHICLE FUEL PUMP ISLANDS AND 7 TRUCK FUEL PUMP ISLANDS FOR A TOTAL OF 26 FUELING POSITIONS. PLEASE COORDINATE THIS STUDY WITH THE CURRENT SITE PLAN.
- 3. Page 4, Proposed 2025 Traffic Conditions states that there are 24 fueling positions, please see Comment # 2. PLEASE COORDINATE THE TIA WITH THE CURRENT SITE PLAN.
- **4.** Page 5, Proposed Development states that there are 24 fueling positions, please see Comment # 2. PLEASE COORDINATE THE TIA WITH THE CURRENT SITE PLAN.
- 5. Page 8, Level of Service Analysis states that "According to the Highway Capacity Manual, most"

 This statement is not found in the Highway Capacity Manual 11th Edition. Please revise it to reflect a more generalized comment, such as "Typically, most..." which more accurately reflects a standard of practice than a reference manual citation. ADDRESSED
- **6. Page 13, Proposed Traffic, Trip Generation -** states that there are 24 fueling positions, please see Comment # 2. PLEASE COORDINATE THE TIA WITH THE CURRENT SITE PLAN.

- 7. Page 13, Table 4, Project Trip Generation the project trip generation was based on 24 fueling positions, not 21 fueling positions as previously noted. Also, the incorrect square footage range of 4-5.5K was used instead of 5.5-10K, which does not reflect the 5,951 SF shown on the site plan. Please revise the trip generation to reflect the correct number of fueling positions and square footage range based on the current size of the proposed convenience market. PLEASE COORDINATE THE TIA WITH THE CURRENT SITE PLAN USING 26 FUELING POSITIONS.
- 8. Page 16, Table 5 Proposed (2025) Level of Service for Study Area and Queue Length Analysis please reevaluate and revise the analysis accordingly based on the revisions required in Comment #7. PLEASE COORDINATE THE TIA WITH THE CURRENT SITE USING 26 FUELING POSITIONS.
- **9. Appendix** please provide updated AM and PM Proposed Synchro Reports for those revised portions of the analysis. ADDRESSED
- 10. Wheel Path Tracking the wheel path tracking movement for trucks exiting the site are shown to be crossing over the centerline of the roadway into the opposing lane which could create the potential for vehicle-to-vehicle conflicts. Please increase the 10-foot radius to accommodate trucks exiting the site while remaining in their respective lanes. THE SOUTHBOUND EXIT FROM THE SITE SHOWS A LESS THAN OPTIMAL RETURN RADIUS OF 10' THUS PUSHING TRUCKS EXITING THE SITE INTO ONCOMING VEHICLE TRAFFIC. A LARGER RADIUS HERE (40') WOULD MITIGATE THIS CONDITION.

NOTE: UPDATE ALL SECTIONS OF THE REPORT THAT ARE AFFECTED BY USING 26 FUELING POSITIONS.

8-29-2025: RECOMMENDED OFF-SITE STRIPING/SIGNAGE IMPROVEMENT EXHIBIT



THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS: ANY



03/05/2025

APPROVED BY: TJH

Exhibit 12 9-8-2025 ITEMS IN RED BELOW = RECOMMENDED ON-SITE STRIPING & RADII IMPROVEMENT EXHIBIT Call before you dig. **RECOMMENDED GEOMETRY ADJUSTMENTS:** 1. DESIGN 40' RADIUS EXIT RETURN 2. DESIGN 10'-12' WIDENING ALONG PROPERTY FRONTAGE - Offsite Redline Exhibit **RECOMMENDED SITE STRIPING AND SIGNAGE** MOUNTAIN HOME COMMERCIAL, LLC PARCEL: RP03S06E098845 A. STRIPE FOR NOT BLOCKING INTERSECTION ZONE: C2, COMMERCIAL B. SIGN "DON'T BLOCK INTERSECTION". - UTILITY EASEMENT 28,680 SF TOTAL DIRECTIONAL SIGN FIRE WATER / DOMESTIC - WATER STORAGE TANK PAD RE: HDR PLANS **C-STORE** FUTURE PARKING AREA -50 L-XR-2102 5,951 SF PER ELMORE CO STANDARDS (OR MATCH EXISTING, EDGE OF FUEL CANOPY RE: ARCHITECTURAL EDGE OF FUEL CANOPY RE: ARCHITECTURAL FORECOURT 24,549 CU FT PROVIDED FAR WEST PARCEL: RP03S06E160215 ZONE: C2, COMMERCIAL L AIR STATION (32) FX PP MID-RISE SINGLE POLE SIGN EX BILLBOARD N31°21'02"W 577.18' N31°23'53"W 141.43' UNDERGROUND FUEL STORAGE TANKS EX SIGN EX CULVERT 🔈

EX SIGN

8.3% MIN / 33% MAX MATCH SLOPE OF

> LARGE AGGREGATE DRAIN ROCK

LANDSCAPE AREA

EX SIGN

COMPACTED FILL TO SITE

SPECIFIC REQUIREMENTS

SECTION B

EX CULVERT 👌

EX CULVERT 4

General Notes

- CONCRETE SIDEWALK LOCATED ON SITE TO BE 4-INCH THICK MINIMUM WITH MEDIUM BROOM
- UNDERGROUND FUEL STORAGE TANKS SHOWN FOR REFERENCE ONLY. REFERENCE FUELING DISPENSING DRAWINGS FOR TANK EXACT LAYOUT AND DIMENSIONS.
- CONCRETE PETROLEUM TRENCH CAP SHOWN FOR REFERENCE ONLY. REFERENCE FUELING DISPENSING DRAWINGS FOR EXACT FUEL PIPING ALIGNMENT AND TRENCH WIDTH.
- CONTRACTOR TO COORDINATE WITH UTILITY PROVIDED FOR EXACT LOCATION OF ELECTRICAL

Key Notes

- HOUSEKEEPING PAD, REFERENCE ARCHITECTURAL DRAWINGS
- 2. BUILDING ENTRY, REFERENCE ARCHITECTURAL DRAWINGS 3. MISC. VENDING, TO BE DETERMINED BY OPERATIONS TEAM AT OPENING
- 4. PROPANE VENDING LOCATION
- 5. PICNIC TABLES, TO BE SUPPLIED BY OWNER
- 6. HI-ROLLER BICYCLE RACK, SEE DETAIL E, SHEET C1.93

8. ACCESSIBLE PARKING SIGN W/ 6" PARKING BOLLARD

- 9. CONCRETE ACCESSIBLE PARKING SPACES W/ CHAMFERED CORNERS, SEE DETAIL F / SHEET C1.90
- 10. 6" PARKING BOLLARD, SEE DETAIL A, B, G / SHEET C1.92
- 11. PIPE BOLLARD, SEE DETAIL D / SHEET C1.92 12. HOOP BOLLARD, SEE DETAIL C / SHEET C1.92
- 13. WEDGE BOLLARD, SEE DETAIL E / SHEET C1.92
- 14. CONCRETE WALKWAY, SEE DETAIL H / SHEET C1.90
- 15. CONCRETE WALKWAY AT BUILDING, SEE DETAIL I / SHEET C1.90
- 16. ON-SITE 'CATCH' CURB & GUTTER, SEE DETAIL A / SHEET C1.91
- 17. ON-SITE 'SPILL' CURB & GUTTER, SEE DETAIL B / SHEET C1.91
- 18. ON-SITE MOUNTABLE 'CATCH' CURB & GUTTER, SEE DETAIL C / SHEET C1.91
- 19. ON-SITE MOUNTABLE 'SPILL' CURB & GUTTER, SEE DETAIL D / SHEET C1.91
- 20. TRANSITION BETWEEN CURB TYPES. 21. RUNOUT PAD, SEE DETAIL K / SHEET C1.91
- 22. CURB TRANSITION FROM 0" TO 6" HEIGHT OVER 12" RUN
- 23. TRUNCATED DOME PAD
- 24. CONCRETE PAD UNDER FUEL CANOPY, SEE DETAIL F / SHEET C1.91
- 25. FUEL TANK PAD W/ CHAMFERED CORNERS, SEE DETAIL G / SHEET C1.91 (VERIFY FUEL PIPING
- ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS) 26. CONCRETE PETROLEUM TRENCH CAP, SEE DETAIL J / SHEET C1.91 (VERIFY FUEL PIPING
- ALIGNMENT AND TRENCH WIDTH WITH FUELING DISPENSING DRAWINGS) 27. TRASH ENCLOSURE, REFERENCE ARCHITECTURAL DRAWINGS
- 28. TRASH ENCLOSURE FOUNDATION, REFERENCE STRUCTURAL DRAWINGS

- 32. XACTAIR AIR STATION AND FOUNDATION PER MANUFACTURER'S REQUIREMENTS AND
- RECOMMENDATIONS, SEE DETAIL E / SHEET C1.93
- 33. ELECTRICAL TRANSFORMER, REFERENCE ELECTRICAL DRAWINGS
- 34. SITE LIGHTING (TYPICAL)
- 36. POLE SIGN, REFERENCE YESCO DRAWINGS.
- 37. "NO PARKING" SIGN, REFERENCE YESCO DRAWINGS
- 38. R1-1 "STOP" SIGN PER MUTCD STANDARDS 39. NEW UTILITY STRUCTURE, REFERENCE SHEET C4.00
- 40. 7.0' WIDE CHANNEL LINED W/ 3" 6" MINUS RIP-RAP (TYP)
- 41. STORM DRAIN INLET CONCRETE COLLAR, SEE DETAIL UT-1 42. ACCESSIBLE CONCRETE WATERWAY, SEE DETAIL I / SHEET C1.91
- 43. 4.0' CURB DRAIN, SEE DETAIL / THIS SHEET

- **Fuel Tank Sizing**
- 1. 25k UNLEADED GASOLINE 2. 25k DIESEL #2
- 3. 8k ETHANOL-FREE GASOLINE
- 4. 9k PREMIUM GASOLINE 8k DEF
- NOTE: TANK AND FUEL INFORMATION SHOWN FOR REFERENCE ONLY. VERIFY UNDERGROUND STORAGE TANK LAYOUT AND DIMENSIONS WITH FUELING DISPENSING DRAWINGS.

Development Summary

ELMORE COUNTY, IDAHO C-2, HIGHWAY COMMERCIAL ZONING: INTENDED USE: FUEL SALES, SERVICE STATION

5,951 SF BUILDING AREA: 0.14 AC IMPERVIOUS AREA: 151,678 SF 3.48 AC LANDSCAPE AREA: 1147,291 SF 3.38 AC PARKING: 42 PARKING STALLS PROVIDED

304,920 SF

2 ADA STALL PROVIDED (1 ADA + 1 VAN) 44 TOTAL PARKING STALLS PROVIDED 2 TRUCK PARKING PROVIDED

3 BICYCLE SPACES PROVIDED

Legend

<u>N & G INC</u> PARCEL: RP03S06E160715

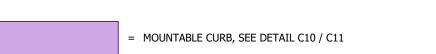
ZONE: C2, COMMERCIAL

Scale: 1" = 40'

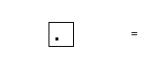
PARCEL AREA:

ACCESSIBLE PATH AREAS TO COMPLY WITH ADA STANDARDS





OF ENCLOSED AREA CONSIDERED HEAVY DUTY.



= PARKING STALL QUANTITY

Notice To Contractors

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE OWNER / ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS: ANY

USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF MAVERIK, INC IS PROHIBITED. 2018 MAVERIK, INC.

3445 Antelope Drive, St 200

Syracuse, UT 84075

PH: 801.664.4724

EM: Thomas@HuntDay.co

ISSUANCE DESCRIPTION INITIAL SUBMITTAL TO CITY 07/01/2024 SITE PLAN UPDATE WELL & SIGNAGE UPDATES 3 CITY/CLIENT UPDATES 4 HIGHWAY/CUP UPDATES 03/05/2025 APPROVED BY: TJH DRAWN BY: TRP

DRAWING ISSUE **REVIEW** / PERMIT / CONSTRUCTION MM/DD/YYYY PROJECT NUMBER: ID-0574 STORE #: TBD

SHEET NAME

PROPOSED SITE PLAN

SHEET NUMBER

C1.00

8.3% MIN / 33% MAX

LIP OF CURB 7

MATCH SLOPE OF LANDSCAPE AREA

THREE (3) #4 BARS @ MID

DEPTH OF CONCRETE, SPACED EQUALLY ACROSS OPENING

LINE WITH LARGE AGGREGATE

APRON TO 1.0' BEYOND FLOW LINE

DRAIN ROCK FROM EDGE OF

EX SIGN

CURB & GUTTER,

SEE APPLICABLE DETAIL

4" DROP

- COMPACTED AGGREGATE ROADBASE (TYP)

SECTION A

CURB DRAIN

SCALE: NONE

NON-WOVEN GEOTEXTILE

Exhibit 13



Exhibit 14

Elmore County - Policy Brief

Integration into the COMPASS Regional Transportation Model

Purpose

Elmore County seeks to join the Community Planning Association of Southwest Idaho (COMPASS) for regional transportation model. This action will align the County with Treasure Valley transportation planning, improve coordination across jurisdictions, support development review, and enhance access to state and federal funding.

Why This Matters

- Growth Pressures: Development along the I-84 corridor demands coordinated planning.
- Consistency: Ensures Elmore County projects and forecasts are part of regional analyses.
- Funding Leverage: Strengthens eligibility for regional, state, and federal transportation funding.

Key Stakeholders

- Elmore County Land use authority and local lead
- City of Mountain Home Land use authority and County seat
- COMPASS Regional modeling lead
- Idaho Transportation Department (ITD) I-84 & state highways oversight
- Mountain Home Highway District (MHHD) One of the roadway jurisdictions serving the Western Elmore County
- Ada County Highway District (ACHD) Regional roadway coordination with Ada County

Proposed Approach

- 1. Joint Letter of Request for boundary expansion to the COMPASS Board of Directors.
- 2. Develop/Amend Joint Powers Agreement to include a portion of Elmore County
- 3. MOU Development Define roles, responsibilities, and data-sharing.
- 4. Data Integration Share land use, zoning, roadway, and growth data.
- 5. Model Expansion Extend COMPASS travel demand model to Elmore County.
- 6. Funding Commitment Explore dues/cost-sharing consistent with COMPASS members.
- 7. Regional Participation Join COMPASS committees; ensure inclusion in *Communities in Motion* (long-range plan).

Next Steps

- Authorize staff to open discussions with COMPASS.
- Assign County staff liaison.
- Engage ITD, City of Mountain Home, MHHD, and ACHD in coordination.
- Identify potential budget allocations to support membership and modeling.

Recommendation

Elmore County should proceed with a "Letter of Request" to COMPASS Board. Integrate into the regional transportation model will enhance planning capacity, improve regional coordination, and position the County for greater funding opportunities in urbanized areas throughout the County.

Prepared for the Elmore County Board of Commissioners – 9/9/2025

MEMORANDUM

TO: Elmore County Board of Commissioners

FROM: [Your Name / Department]

DATE: [Insert Date]

SUBJECT: Framework for Integrating Elmore County into COMPASS Regional Transportation

Model System

Background

The Community Planning Association of Southwest Idaho (COMPASS) serves as the Metropolitan Planning Organization (MPO) for Ada, Boise and Canyon Counties. COMPASS maintains and operates the regional travel demand model that supports transportation planning, forecasting, project prioritization, and enhance federal funding eligibility.

As Elmore County continues to experience growth and increasing travel demand, particularly along the I-84 corridor—regional coordination has become essential. Integrating urbanizing areas of Elmore County into the COMPASS transportation model system will provide Elmore County with access to the same forecasting tools and planning resources available to other jurisdictions in the Treasure Valley, ensuring consistency in project evaluation and long-range planning.

Objectives

- Establish a cooperative framework for integrating Elmore County into the COMPASS regional transportation model system.
- Ensure Elmore County's growth forecasts, land use patterns, and roadway projects are integrated into regional planning analyses.
- Position Elmore County to access regional transportation funding and participate in coordinated long-range planning processes.

Stakeholders

Successful implementation of this plan will require coordination with:

- Idaho Transportation Department (ITD) oversight of the state highway system, including I-84 and regional connectivity.
- City of Mountain Home County Seat
- Mountain Home Highway District primary local roadway jurisdiction within Elmore County.
- Ada County Highway District (ACHD) regional roadway coordination in Ada County, particularly for cross-county travel demand impacts.
- **COMPASS** MPO and technical lead for regional travel demand modeling.
- **Elmore County** land use authority and local project sponsor.

Proposed Plan

1. Request for Formal Agreement and Joint Powers Agreement

 Develop and execute a Memorandum of Understanding (MOU) between Elmore County and COMPASS outlining roles, responsibilities, and datasharing protocols, with stakeholder consultation from ITD, City of Mountain Home, Mountain Home Highway District, and ACHD.

2. Data Integration

- Provide COMPASS with Elmore County's most current land use data, zoning, roadway inventories, and development forecasts.
- Coordinate with ITD and the highway districts to ensure roadway and traffic data is current.

3. Model Calibration and Expansion

- COMPASS will expand its existing travel demand model to include Elmore
 County geography, generally the active development areas in the western
 county region, roadway networks, and trip generation characteristics.
- Joint technical workshops will be held with ITD, Mountain Home Highway
 District, and ACHD to validate model assumptions.

4. Funding and Resource Commitment

Explore cost-sharing options for model expansion and maintenance.

 Consider annual dues or project-specific contributions consistent with COMPASS' existing member structure.

5. Planning Coordination

- Ensure Elmore County is included in regional long-range transportation plans (e.g., Communities in Motion).
- Formalize Elmore County participation in COMPASS technical and policy committees, with coordination among ITD, Mountain Home Highway District, and ACHD.

Next Steps

- Authorize staff to initiate discussions with COMPASS leadership regarding an MOU or an amendment to an existing MOU if one already exists.
- Assign a county staff liaison to coordinate technical and policy input.
- Engage ITD, Mountain Home Highway District, and ACHD in preliminary coordination meetings.
- Identify potential budget allocations to support COMPASS membership and model expansion activities.

Recommendation

It is recommended that the Board approve moving forward with the initiation of a cooperative agreement with COMPASS, with the goal of integrating Elmore County, generally the active development areas in the western county region, into the regional transportation model system. This action will provide Elmore County with enhanced planning capabilities, improved regional coordination, and greater access to state and federal transportation funding opportunities.

NOTICE OF PLANNING & ZONING COMMISSION PUBLIC HEARING

NOTICE IS HEREBY GIVEN pursuant to the laws of the State of I daho and Zoning Cordinance of Elmore County. The Control of the

James Roddin, Interim Directol
One publication:
September 10, 2005

Exhibit 15a

8.50 52 Lines



Exhibit 15b



Elmore County Land Use and Building Department

520 East 2nd South Street Mountain Home, ID 83647 Phone: (208) 587-2142 ext.1254 Fax: (208) 587-2120 www.elmorecounty.org

Vacant Director

David Abrahamson Planner I

Andrew Meek Planner II

Johnny Hernandez Building Official

Colton Janousek Building Inspector

Josh Proffit Building Inspector

James Roddin Administration Manager

Matt Gouchner Code Enforcement

Sandra Nuner Permit Technician

Vacant Admin Assistant Date: September 12, 2025

To: Whom It May Concern

Subject: Notice of Public Hearing

Applicant: Maverik Store 787

Proposal: A Conditional Use Permit for a Commercial Subdivision, Fuel Sales and Service Station, Fuel or Flammable Material Storage, Convenience Food Store/Deli, and Stationary Billboard Signs ("CUP-2025-09") with Master Site Plan on assessor's parcel number RP03S06E098845. The Commission will hold a concurrent hearing to review, consider, and render decision regarding a Preliminary Plat for commercial subdivision ("PP-2025-06"). One of the proposed Billboard Sign in CUP-2025-09 exceeds the dimensional standards of Section 7-7-211 of the Zoning Ordinance. The Commission will hold a concurrent hearing for a variance for the Billboard Sign ("VAR-2025-03") and make a recommendation to the Board of County Commissioners.

Case #: CUP-2025-09/PP-2025-06/VAR-2025-03

A public hearing will be held before the Elmore County Planning and Zoning Commission on the enclosed application. The hearing is scheduled for Thursday, September 25th, 2025, at 7:00 p.m. in the War Memorial (American Legion Post 26) Hall at 515 East 2nd South Street, Mountain Home, Idaho.

Please review the application and return your written comments to the Elmore County Land Use and Building Department, 520 East 2nd South Street, Mountain Home, ID, 83647, by 5 p.m. on September 18th, 2025, so your comments are included in the record. If you prefer, please come to the hearing to testify before the Commission.

The Elmore County Planning and Zoning Commission responsible for ensuring compliance with the Americans with Disabilities Act of 1990 (ADA). Any Person needing special accommodations to participate in the public hearing should contact the Elmore County ADA Coordinator, Kacey Ramsauer, 24 hours prior to the Public Hearing at 208-587-2130, extension 1280, or via email kramsauer@elmorecountyid.gov, or in person at 520 East 2nd South, Mountain Home, Idaho.

Sincerely,



James Roddin Land Use and Building Department Interim Director 520 E 2nd S Street Mountain Home, Idaho 83647 208-587-2142 ext 1290

Cc Mountain Home AFB Central District Health City of Mountain Home Mountain Home Fire Department Elmore Ambulance Service Elmore County Assessor's Office **Elmore County Sheriff** Elmore County Surveyor **Elmore County Engineer EPA** Idaho National Guard Idaho Department of Fish & Game Idaho Department of Lands Idaho Power Mountain Home Aviation



Exhibit 15c



Elmore County Land Use and Building Department

520 East 2nd South Street Mountain Home, ID 83647 Phone: (208) 587-2142 ext.1254 Fax: (208) 587-2120 www.elmorecounty.org

Vacant Director

David Abrahamson Planner I

Andrew Meek Planner II

Johnny Hernandez Building Official

Colton Janousek Building Inspector

Josh Proffit
Building Inspector

James Roddin Administration Manager

Matt Gouchner Code Enforcement

Sandra Nuner Permit Technician

Vacant Admin Assistant Date: September 12, 2025

To: Whom It May Concern

Subject: Notice of Public Hearing

Applicant: Maverik Store 787

Proposal: A Conditional Use Permit for a Commercial Subdivision, Fuel Sales and Service Station, Fuel or Flammable Material Storage, Convenience Food Store/Deli, and Stationary Billboard Signs ("CUP-2025-09") with Master Site Plan on assessor's parcel number RP03S06E098845. The Commission will hold a concurrent hearing to review, consider, and render decision regarding a Preliminary Plat for commercial subdivision ("PP-2025-06"). One of the proposed Billboard Sign in CUP-2025-09 exceeds the dimensional standards of Section 7-7-211 of the Zoning Ordinance. The Commission will hold a concurrent hearing for a variance for the Billboard Sign ("VAR-2025-03") and make a recommendation to the Board of County Commissioners.

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Sincerely,



James Roddin Land Use and Building Department Interim Director 520 E 2nd S Street Mountain Home, Idaho 83647 208-587-2142 ext 1290





Subject: FW: Comments on CUP-2025-09/PP-2025-06/VAR-2025-03 – Maverik Store

Sent: 9/18/2025, 9:48:55 AM

From: Andrew Meek<ameek@elmorecountyid.gov>

To: Mitra Mehta-Cooper

See below

From: Andrew Dick < drewdick@gmail.com > Sent: Thursday, September 18, 2025 9:47 AM

To: Andrew Meek ameek@elmorecountyid.gov; Kacey Ramsauer kramsauer@elmorecountyid.gov>

Subject: Re: Comments on CUP-2025-09/PP-2025-06/VAR-2025-03 – Maverik Store

Date: September 17, 2025

Subject: Comments on CUP-2025-09/PP-2025-06/VAR-2025-03 – Maverik Store 787

To the Elmore County Planning and Zoning Commission,

I am writing to provide comments regarding the proposed Maverik Store 787 development (Case CUP-2025-09/PP-2025-06/VAR-2025-03).

My primary concerns are related to traffic safety and infrastructure capacity:

1. Frontage Road Traffic

The proposed development will significantly increase traffic volume on the I-84 Frontage Road. This roadway is already busy, and without improvements, additional vehicle traffic will create serious congestion and safety issues.

2. Intersection Safety

There is no traffic signal at the intersection where vehicles will be entering and exiting. Increased traffic without a signalized intersection presents a high risk for accidents, particularly with left-hand turns and peak travel times.

3. Interchange Design and Semi-Truck Volume

The existing interchange was not designed to handle high volumes of semi-truck traffic. A convenience store and fuel station of this scale will attract considerable truck use. The interchange and frontage road need to be updated and expanded to accommodate that kind of load before this project is allowed to move forward.

I want to be clear that I am not opposed to the construction of this store in principle, but I am deeply concerned about the traffic infrastructure. The intersection and interchange must be improved first to ensure public safety and to prevent serious congestion problems.

I apologize for submitting these comments by email at the last minute. I only received the notice in my mailbox yesterday, and I have a work engagement that prevents me from attending the public hearing in person. Please enter this letter into the record, as I feel strongly that these infrastructure concerns must be addressed as part of the review process.

Thank you for considering these comments.

Sincerely, Andrew Dick 4605 NW Purple Sage Cir Mountain Home, ID 83647 Exhibit 16a

Phone: 208-590-4092

On Wed, Sep 17, 2025, 5:00 PM Andrew Dick <<u>drewdick@gmail.com</u>> wrote:

Subject: RE: Maverik CUP-2025-09/PP-2025-06/VAR-2025-03 Agency Notification Exhibit 17a

Sent: 9/12/2025, 3:38:21 PM

From: Mike Hollinshead<mhollinshead@elmorecountyid.gov>

To: Andrew Meek; georgia.clark@us.af.mil; bcopes@cdh.idaho.gov; Brenda Ellis; Nicole Coffey; breed@mountain-home.usa;

Joshua Dison; bailey.tina@epa.gov; dennis.c.stitt.mil@army.mil; bro.admin@deq.idaho.gov; Dawson,Bradley; idl_jurisdictional@idl.idaho.gov; jmaffuccio@idahopower.com; aborreson@aol.com; pmeyers2@mindspring.com;

nannette.blonshine@yahoo.com; pkenney@up.com; davis.s.dickerson@williams.com; Kendra Conder;

Nick.Miller@idwr.idaho.gov; Travis Foster; angie@ewsid.com; Alan Roberts

Cc: Mitra Mehta-Cooper; David Abrahamson

You don't often get email from mhollinshead@elmorecountyid.gov. Learn why this is important I have reviewed this request.

I have several concerns.

- 1. In the document they stated that they have signed off documents from the offices that it would have an impact on. I have not signed off anything, and I also know that they may not be talking about this office. However, we will feel the impact.
- I am very concerned about the additional traffic this will have. That intersection has had multiple accidents and a couple fatal over the years. This not only effect law enforcement but only other first responders.
- 3. What are they saying this location will increase in that area traffic?

I would also like to review ITD comments and any plans to change that intersection, ie... traffic light, better visibility of the road as you come off Ditto Creek road.

Thank you for your time.

Sheriff Mike Hollinshead Elmore County 2255 East 8th North Mountain Home, Idaho 83647 Phone: 208-587-3370 Ext. 1028



CONFIDENTIALITY NOTICE: This e-mail is intended only for the personal and confidential use of the individual(s) named as recipients (or the employee or agent responsible to deliver it to the intended recipient) and is covered by the Electronic Communications Privacy Act, 18 U.S.C. §§ 2510-2521. It may contain information that is privileged, confidential and/or protected from disclosure under applicable law including, but not limited to, the attorney client privilege and/or work product doctrine. If you are not the intended recipient of this transmission, please notify the sender immediately by telephone. Do not deliver, distribute or copy this transmission, disclose its contents or take any action in reliance on the information it contains.

Please note: My email address has changed to mhollinshead@elmorecountyid.gov. Please update your records accordingly, as eventually, the elmorecounty.org address will no longer work.

From: Andrew Meek ameek@elmorecountyid.gov>

Sent: Friday, September 12, 2025 11:42 AM

To: georgia.clark@us.af.mil; beorgia.clark@us.af.mil; beorgia.clark@us.af.mil; beorgia.clark@us.af.mil; pro.admin@deq.idano.gov; pro.admin@deq.idaho.gov; pawson,Bradley<a href="mailto:bloops:georgia.clark@us.af.mil; pawson,Bradley<a href="mailto:bloops:georgia.clark@us.af.mil georgia.clark@us.af.mil@army.mil; bro.admin@deq.idaho.gov; <a href="mailto:bloops:georgia.clark@us.af.mil georgia.gov; <a h

Cc: Mitra Mehta-Cooper < <u>mmehtacooper@ppeng.com</u>>; David Abrahamson < <u>dabrahamson@elmorecountyid.gov</u>> **Subject:** Maverik CUP-2025-09/PP-2025-06/VAR-2025-03 Agency Notification

Good Morning,

Attached is an Agency notice for a CUP, Preliminary Plat and Variance for Maverik Store 787 in Elmore County, scheduled for the September 25th Planning and Zoning Commission meeting. If you have any comments, **please submit them to Mitra Mehta-Cooper who is CC'd in this email**.

Very Respectfully,

Andrew Meek
Planner II
520 E 2nd St.
Mountain Home, Idaho 83647
208-587-2142 ext. 1256
ameek@elmorecountyid.gov

Subject: RE: Maverik CUP-2025-09/PP-2025-06/VAR-2025-03 Agency Notification

Sent: 9/18/2025, 2:51:23 PM

From: Alan Roberts<aroberts@elmorecountyid.gov>

To: Andrew Meek

Cc: Mitra Mehta-Cooper

Unless the intersection has some major improvements done or at least being planned, aka, the work presented in 2018 by ITD, EMS will not sign off on this application.

Exhibit 17b

I will plan on being at the meeting next week as well.

Thank you

Alan Roberts

Emergency Services Director
Elmore Ambulance Elmore Rescue
Mountain Home, ID 83647
208-941-2423

<u>aroberts@elmorecounty.org</u> <u>aroberts@elmorecountyid.gov</u>



From: Andrew Meek ameek@elmorecountyid.gov>

Sent: Friday, September 12, 2025 11:42 AM

To: georgia.clark@us.af.mil; bcopes@cdh.idaho.gov; Brenda Ellis < bellis@mountain-home.us >; Nicole Coffey < nnutting@mountain-home.us >; breed@mountain-home.us | Joshua Dison < jdison@elmorecountyid.gov >; Mike Hollinshead

<mhollinshead@elmorecountyid.gov>; bailey.tina@epa.gov; dennis.c.stitt.mil@army.mil; bro.admin@deq.idaho.gov; Dawson,Bradley
<bradley.dawson@idfg.idaho.gov>; idl_jurisdictional@idl.idaho.gov; jmaffuccio@idahopower.com; aborreson@aol.com;

pmeyers2@mindspring.com; nannette.blonshine@yahoo.com; pkenney@up.com; davis.s.dickerson@williams.com; Kendra Conder < kendra.conder@itd.idaho.gov; Nick.Miller@idwr.idaho.gov; Travis Foster < travis.foster@nv5.com; angie@ewsid.com; Alan Roberts < aroberts@elmorecountyid.gov

 $\textbf{Cc:} \ Mitra \ Mehta-Cooper < \underline{mmehtacooper@ppeng.com} >; \ David \ Abrahamson < \underline{dabrahamson@elmorecountyid.gov} > \underline{mmehtacooper@ppeng.com} >; \ David \ Abrahamson < \underline{dabrahamson@elmorecountyid.gov} > \underline{mmehtacooper@ppeng.com} >; \ David \ Abrahamson < \underline{mmehtacooper@p$

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Very Respectfully,

Andrew Meek Planner II

520 E 2nd St. Mountain Home, Idaho 83647 208-587-2142 ext. 1256 ameek@elmorecountyid.gov