BOARD OF CANYON COUNTY COMMISSIONERS
Hearing Date: JANUARY 13, 2026
Canyon County Development Services Department

PLANNING DIVISION ADDENDUM

CASE NUMBER: OR2022-0002/ RZ2022-0002-CR

APPLICANT: Brent Orton/Todd Lakey
PROPERTY OWNER: Dave Christensen and Phyllis Indart

APPLICATION: The developer is requesting to amend the 2020 Comprehensive Plan designation for four parcels containing approximately 151.56 acres from **'Agriculture' to 'Residential'** and concurrently requesting a Conditional Rezone from an **"A" (Agricultural) zone to a "CR-R1" (Single Family Residential)** subject to a **Development Agreement** for the purpose of developing the property as a residential subdivision. The draft concept plan proposes a minimum of 135 residential lots on the 151.56 acres. These properties lie within the Homedale and Wilder Fire Districts and the Vallivue and Homedale School Districts. The properties were within the Greenleaf area of city impact at the time of application. The development properties contain areas of 15% slope or greater.

LOCATION: The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as parcels R36525 (36.79 acres) [4N-4W-31 SE], R33209 (41.21 acres) and R33210 (0.50 acres) [3N-4W-06-NE], R36523 [73.06 acres] and R36523010 [4N-4W-31-SE] Boise-Meridian, Canyon County, Idaho.

ANALYST: Deb Root, Principal Planner

P&Z RECOMMENDATION: The Planning and Zoning Commission heard this case on August 21, 2025. The Commission recommended denial of the Comprehensive Plan Amendment and subsequently recommended denial of the requested conditional rezone.

SUMMARY:
The applicants are requesting a Comprehensive Plan Amendment to change the land use designation of four parcels (151.56 acres more or less) from Agriculture to Residential. Additionally, they are currently requesting to conditionally rezone the subject properties to "CR-R1" (CR-Single Family Residential). The application was originally submitted on February 2, 2022 requesting "R2" (Medium Density Residential) of 222 acres more or less. Staff requested additional information including a traffic impact study, a more detailed concept plan, and to consider applying for a conditional rezone and suggested reducing the density and providing open space and amenities. On July 25, 2024, staff sent an application status letter to the representatives and property owners. The original investor development team was also copied. (Exhibit 3.B.10 PZ Staff Report). The original investors withdrew their participation and the property

owners, Dave Christensen and Phyllis Indart, through their representatives, Brent Orton and Todd Lakey, submitted an amended application on August 25, 2024 as required by the status letter deadline (Exhibit 3.B.10). The amended application is before you. The Planning & Zoning Commission heard the case at a public hearing held on August 21, 2025. After deliberation the Planning & Zoning Commission recommended Denial of both the Comprehensive Plan Amendment and the Conditional Rezone requests (Exhibit 1.1 and 1.2 Recommended FCOs).

On December 29, 2025, Mr. Lakey, submitted an email requesting to continue the hearing scheduled for January 13, 2026 so that their team had time to finalize a traffic study and update submission materials.

DSD staff responded to Mr. Lakey's request citing ordinance Chapter 1, Article 17 adopted in 2024, which provides the Board the ability to decide (hear), to table, or remand a case. The change in approach is due to many applications not providing sufficient information/evidence. Instead, sufficient evidence and substantial changes are presented after the P&Z Commission hearing and recommendations. Due to this issue, the Board wants the ability to decide whether the case should be heard, continued, remanded, or (based on substantial changes) denied and a new application submitted. If the Board continues the hearing, a re-notification fee of $350 will need to be paid before scheduling. If remanded, a $750 fee will need to be paid before scheduling (Resolution no. 25-011). DSD staff indicated to Mr. Lakey that he could request the continuance at the January 13, 2026 meeting but was encouraged to have his materials submitted and to be prepared to present his case on January 13, 2026 should the Board decide to hear the case.

Mr. Lakey submitted a revised letter of intent rebutting the Planning and Zoning Commission decision and indicating why this matter should not be remanded to the Planning and Zoning Commission for consideration of the new materials and information submitted for this proposed project (Exhibit 6.1). The applicant team, inclusive of Mr. Lakey and Mr. Orton, submitted revised materials in Exhibits 6.1-6.12.

The Staff report packet dated August 21, 2025, and all supporting material are contained in Exhibit 3. Any additional agency & public comments received for the subject public hearing, or received as a late exhibit at the previous public hearing, may be found in Exhibits IV & V. A draft version of the Board's Findings of Fact, Conclusions of Law & Order (FCO) may be found in Exhibits 4 and 5. Any Additional supporting documentation (new) provided by the applicant to be considered by the Board of County Commissioners may be found in Exhibit 6.

BOCC EXHIBITS:

1. **Planning & Zoning Commission FCOs Dated: September 18, 2025**
   - 1.1. OR2022-0002 PZ FCOS recommended denial
   - 1.2. RZ2022-0002-CR PZ FCOS recommended denial
2. **Planning and Zoning Commission Minutes**
   - 2.1. PZ Minutes Dated: August 21, 2025
3. **Staff Report Packet Dated August 21, 2025**
   - A. Application Packet
   - B. Supplemental Documents/Case Maps
   - C. Site Photos
   - D. Agency Comments (D1-D8)
   - E. Public Comments (E1-E21)
   - F. Draft FCOs

4. **Agency Comments Received by January 5, 2026 (**see also Exhibit 3.D PZ Staff Report**)**
   NO additional agency comments were received post Planning and Zoning hearing
5. **Public Comments Received by January 5, 2026 (**see also Exhibit 3.E PZ Staff Report**)**
   - 5.1. Marshall opp; Received: December 28, 2025
   - 5.2. Turner opp; Received: December 29, 2025
   - 5.3. Amelino/Haley opp; Received December 29, 2025
   - 5.4. Tackett opp; Received December 30, 2025
   - 5.5. Navarette opp; Received January 5, 2026
   - 5.6. Sawtooth Law- Request to revert zoning; December 29, 2025
   - 5.7. Crookham BOCC Presentation; January 5, 2026
   - 5.8. Crookham BOCC Vallivue School District; January 5, 2026
6. **Additional Supporting Documents Received by January 5, 2026**
   - 6.1. Lakey Applicant revised Letter of Intent and PZ Rebuttal; January 5, 2026
   - 6.2. Lakey Applicant BOCC Presentation; January 5, 2026
   - 6.3. Orton Applicant BOCC Presentation; January 5, 2026
   - 6.4. Orton Applicant 2020 Comp Plan Overlay; January 5, 2026
   - 6.5. Orton Applicant revised Letter of Intent; January 5, 2026
   - 6.6. Orton Applicant City of Greenleaf Letter of Interest; January 5, 2026
   - 6.7. Orton Applicant Offsite Sanitary mapping; January 5, 2026
   - 6.8. Orton Applicant Petition for Protection of Property Rights; January 5, 2026
   - 6.9. Orton Applicant DRAFT PP access points; January 5, 2026
   - 6.10. Orton Applicant DRAFT PP; January 5, 2026 (NOTE: no application-not reviewed by staff)
   - 6.11. Orton Applicant DRAFT PP Site Distance analysis; January 5, 2026
   - 6.12. Orton Applicant TIS; January 5, 2026

BOARD OF COUNTY COMMISSIONERS

EXHIBIT 1:

DRAFT FCOs

PLANNING & ZONING COMMISSION
Christensen/Indart – Comprehensive Plan Amendment –OR2022-0002
FINDINGS OF FACT, CONCLUSION OF LAW AND ORDER

In the matter of the application of Christensen/Indart – Case No. OR2022-0002 The Canyon County Planning and Zoning Commission consider the following:

A Comprehensive Plan Amendment changing the Future Land Use designation from "Agriculture" to "Residential" for approximately 151.56 total acres including the following parcels R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.

Summary of the Record:

1. The applicant is requesting a Comprehensive Plan Amendment to amend the future land use designation from "Agriculture" to "Residential" for approximately 151.56 total acres including the following parcels: R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.
2. The application was filed February 2022. The applicable Comprehensive Plan is the 2020 Plan. The subject properties are designated as "Agriculture" on the 2020 Canyon County Future Land Use Map.
3. The property is located within the Greenleaf Area of City Impact. Greenleaf designates the subject properties as "Agricultural" within the City's Comprehensive Plan.
4. The subject property is located within Golden Gate Highway District, Wilder and Homedale Fire Districts, Vallivue and Homedale School Districts, and Wilder Irrigation District along with the Boise Project Board of Control.
5. The neighborhood meeting for the revised application was held on August 15, 2024 pursuant to CCZO §07-01-15. The revised application and draft concept plan was submitted on August 23, 2024.
6. Notice of the public hearing was provided on in accordance with CCZO §07-05-01. Agency and City of Greenleaf notice was provided on December 10, 2024 and July 17, 2025. A full political notice was provided on July 22, 2025. Newspaper notice was provided on July 22, 2025. Property owners within 300 feet were notified by mail on July 22, 2025. The property was posted on July 22, 2025.

EXHIBIT 1.1

7. The record herein consists of exhibits provided as part of the public hearing staff report, public testimony, and all information in case file OR2022-0002 and RZ2022-0002-CR.

Applicable Law

1. The following laws and ordinances apply to this decision: Canyon County Code of Ordinances (CCCO) §01-17 (Land Use/Land Division Hearing Procedures), CCCO §07-05 (Notice, Hearing and Appeal Procedures), CCCO §07-06-01 (Initiation of Proceedings), CCCO §07-06-03 (Comprehensive Plan Amendment), CCCO §09-03 Greenleaf Impact Area, Title 67 Chapter 65 §67-6537(Use of Surface and Groundwater), (CCCO §07-06-07 (Conditional Rezones), and Idaho Code §67-6511 (Zoning Map Amendments and Procedures).

    a. Notice of the public hearing was provided per CCCO §07-05-01 and Idaho Code §67-6509.

    b. The presiding party may establish conditions, stipulations, restrictions, or limitations which restrict and limit the use of the rezoned property to less than the full use allowed under the requested zone and which impose specific property improvement and maintenance requirements upon the requested land use. Such conditions, stipulations, restrictions, or limitations may be imposed to promote the public health, safety, and welfare, or to reduce any potential damage, hazard, nuisance, or other detriment to persons or property in the vicinity, to make the land use more compatible with neighboring land uses. *See* CCCO §07-06-07(1).

    c. All conditional rezones for land use shall commence within two (2) years of the approval of the board. If the conditional rezone has not commenced within the stated time requirement, the application for a conditional rezone shall lapse and become void. *See* CCCO §07-05-01

2. §07-06-01(3): Comprehensive Plan Changes: Requests for comprehensive plan changes and ordinance amendments may be consolidated for notice and hearing purposes. Although these procedures can be considered in tandem, pursuant to Idaho Code section 67-6511(b), the commission, and subsequently the board, shall deliberate first on the proposed amendment to the comprehensive plan; then, once the commission, and subsequently the board, has made that determination, the commission, and the board, should decide the appropriateness of a rezone within that area. This procedure provides that the commission, and subsequently the board, considers the overall development scheme of the county prior to consideration of individual requests for amendments to zoning ordinances. The commission, and subsequently the board, should make clear which of its findings relate to the proposed amendment to the comprehensive plan and which of its findings relate to the request for an amendment to the zoning ordinance.

3. The commission has the authority to exercise powers granted to it by the Idaho Local Land Use and Planning Act ("LLUPA") and can establish its own ordinances regarding land use, including subdivision permits. *See* I.C. §67-6504, §67-6511.

4. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCCO §07-03-01, 07-06-05.

5. The burden of persuasion is upon the applicant to prove that all criteria are satisfied. CCCO §07-05-03.

6. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant

contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCCO 07-05-03(1)(I).

The application, OR2022-0002, was presented at a public hearing before the Canyon County Planning and Zoning Commission on August 21, 2025. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, including the conditions of approval and project plans, the Planning and Zoning Commission decides as follows:

Conclusions of Law

For Case File OR2022-0002, the Planning and Zoning Commission finds and concludes the following regarding the Standards of Review for a Comprehensive Plan Amendment (§07-06-03 CCZO):

07-06-03: COMPREHENSIVE PLAN AMENDMENT CRITERIA:

(1) The commission shall review the particular facts and circumstances of each proposed comprehensive plan amendment and make a recommendation regarding the same to the board. The commission and the board shall determine whether the proposed amendment meets the requirements of the local land use planning act, Idaho Code title 67, chapter 65, and is consistent with the comprehensive plan's purposes, goals and policies

A. Is the requested type of growth generally in conformance with the comprehensive plan?

CONCLUSION: The requested type of growth is not in conformance with the comprehensive plan. The 2020 Comprehensive Plan designates the properties as Agriculture on the Future Land Use Map. The Plan generally "*...encourages the protection of agricultural lands and land uses for the production of food and fiber...*" The Commission acknowledges that there is residential development in the area but that this area of the county consists primarily of agriculture and intensive agricultural operations and the Plan does not support residential growth in this area of the county.

FINDING:

1. The Future Land Use Map designates the properties as 'Agriculture' (Exhibit B2e).
2. The property lies within the City of Greenleaf area of city impact. The property is designated agricultural on the Greenleaf future land use map (Exhibit B2f).
3. The properties are currently and have historically been in agricultural production including crops and livestock (B2a, C1).
4. The area is not trending toward residential development. There are some residential developments in the area created through conditional use permit approvals from 1998-2011. Those developments are zoned agricultural. There are conditionally zoned properties in the area, CPR2008-2, subject to a development agreement DA#08-111 recorded as instrument #2008051339. The properties have been and remain in agricultural crop production including corn and orchards (Exhibit B2a & Exhibit C).

5. The request is inconsistent with, but not limited to, the following goals and policies of the 2020 Canyon County Comprehensive Plan:

   - Property Rights Policy #8: *"Promote orderly development that benefits the public good and protects the individual with a minimum of conflict."*
   - Population Goal No. 1: *"Consider population growth trends when making land use decisions."*
   - Population Policy No. 3: *"Encourage future population to locate in areas that are conducive for residential living and do not pose an incompatible land use to other land uses."*
   - Land Use Goal No. 2: *"To provide for the orderly growth and accompanying development of the resources within the County that is compatible with their surrounding area."*
   - Land Use – Residential Policy #2: *"Encourage residential development in areas where agricultural uses are not viable."*
   - Agricultural Policy #1: *"Preserve agricultural lands and zoning classifications."*
   - Agricultural Policy #3: *"Protect agricultural operations and facilities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development."*
   - Natural Resources Goals #1: *"To support the agricultural industry and preservation of agricultural land."*
   - Natural Resources Policy #3: *"Protect agricultural activities from land use conflicts or undue inference created by existing or proposed residential, commercial or industrial development."*

B. When considering the surrounding land uses, is the proposed land use more appropriate than the current comprehensive plan designation;

CONCLUSION: The proposed land use amendment is not more appropriate than the current comprehensive plan designation of Agriculture. Although there are pockets of development in the vicinity, inclusive of the Timberstone Golf Course which is laid out in such a manner that it provides a great deal of open space; the subject properties and the surrounding land uses are predominantly agricultural consistent with the Comprehensive Plan designation of Agriculture.

FINDING:

1. The subject parcels are zoned "A" (Agricultural). The land use is predominantly agricultural. Properties within the immediate vicinity are predominantly zoned "A" with the average lot size of 19.13 acres for properties within the 600 foot notification area (Exhibits B1, B2a, B2c, B2d, B6, C1, and C2).

2. The golf course associated and nearby developments have an average lot size of 2.28 acres for 146 lots on 311 acres. Summerwind at Orchard Hills has greater than 50% of the developed property in open space providing a natural barrier between the residential uses and agricultural lands. The developments in the area are not urban

density subdivisions. The properties to the north, south and west are agricultural and designated agricultural on the future land use map.

3. The property consists of moderately-suited soils and that are considered prime farmland and farmland of statewide importance, if irrigated. An approximate 9 acres of parcel R33209 is not considered prime farmland (Exhibits B2k).

4. Within the vicinity, the following residential zones have been approved or pending final approval:

   - CPR2008-2 (Williamson): Comprehensive Plan Amendment to "Residential" and conditional rezone to a "CR-RR" (Rural Residential) Zone of 311 acres approved in 2008 subject to development agreement DA#08-111 (Exhibit B8). Although 311 acres was conditionally zoned "CR-RR", the 311 acres remains in agricultural use. The development agreement included landscaping, exterior lighting, open space and subdivision requirements which have not been met; and therefore, it is unknown if the zone and agreement are vested or expired which would revert the 311 acres back to an agricultural zone (Exhibit B2c Zoning Map)
   - OR2021-0012 and RZ2021-0027-CR (Van Slyke Farms): *[pending final signature on FCOs and Development Agreement]* Comprehensive Plan Amendment to "Residential" for approximately 4.66 acres (the balance of the 26 acres was identified as Residential in 2020 Plan) and a conditional rezone of 26 acres from "Agricultural" to "CR-Rural Residential" with a minimum lot size of two (2) acres and no secondary residences. Due to water quality and safety concerns, wells must be drilled, cased and sealed to a minimum depth of 350 feet.

4. The subject property is located within a one-mile radius of eight residential subdivisions, 146 total lots on a total of 333.38 acres with an average lot size of 2.28 acres (Exhibit B2d). The applicants are proposing 135 residential lots on 151 acres with an average lot size of 0.82 acres. All of the existing subdivisions are zoned agricultural and were approved under a different ordinance and comprehensive plan; and therefore, do not reflect current goals and policies. These development final plats were recorded from 1998 with the most recent being 2011. A replat of a common lot to adjust for setback requirements was completed in 2022.

C. Is the proposed comprehensive plan amendment compatible with surrounding land uses;

CONCLUSION: The proposed comprehensive plan amendment is not compatible with surrounding land uses. The predominant zone and land use is agricultural. Although there is residential development in the area the predominant land use is agricultural with an average lot size of 19.3 acres within the 600 foot notification area. The proposed 135 residential lot development will nearly double the current residential development (146 platted lots) in the area with urban transition sized lots of 0.82 acres and very little planned open space or transition areas. The current average lot size of 2.28 in this area of the county, doubling the residential units in an intensive agricultural area has the potential for conflict with agricultural operations and traffic. Creating further development sprawl may have the devasting affect of encouraging additional

creep of residential development in an area that currently does not have planned urban services now or into the future.

FINDING:

1. The subject properties are zoned "A" (Agricultural) (Exhibit B1 and B2c).
2. There are eight platted subdivisions within one mile of the development with an average lot size of 2.28 acres (Exhibit B2d). The majority of the subdivision development is immediately within or surrounding the Timberstone Golf Course located adjacent to the subject properties and east of Van Slyke Road. All of the platted developments are zoned agricultural and created through the former conditional use process.
3. In 2008 a conditional rezone to "CR-Rural Residential" of 311 acres was approved (Williamson properties). To date the properties have not been developed and are in agricultural production including crops and orchards. (Exhibit B2a, B2c, and C2) No development plan has been submitted or approved for these properties.
4. The predominant use of the properties in the area is agricultural crop production with sporadic ag-residential homes on farms. (Exhibits B2a, C1, C2)
5. The property is located within the Greenleaf area of city impact but is located more than two (2) miles from the Greenleaf city limits (Exhibit B2p.)
6. Friends Dairy CAFO is located just over one mile to the north and east of the subject properties at Tucker Road and Boehner Road intersection. The dairy has a large composting operation and also applies nutrients to area fields. (Exhibit B2l, C1).

D. Do development trends in the general area indicate that the current designation and circumstances have changed since the comprehensive plan was adopted;

CONCLUSION: The development trends in the general area have not changed to support the requested comprehensive amendment from an "Agriculture" designation to a "Residential" designation.

FINDING:

1. The future land use map within the 2020 Canyon County Comprehensive Plan designates the subject property as "Agriculture". Most of the residential designation came from the 2008 approval (CPR2008-2, Williamson).
2. The properties and surrounding area are not growth areas. The parcels are located within Traffic Analysis Zones (TAZ) #2718 comprising an area of 616 acres and #2731 comprising an area of approximately 2,012 acres. The forecasted household growth for TAZ #2731 is for two households and for TAZ #2718 no additional household growth is forecasted (Exhibit B2g). COMPASS (Community Planning Association of Southwest Idaho) maintains and uses the data as part of the Communities in Motion Regional Transportation Plan which uses future population, households and jobs forecasts to determine future transportation needs for the Treasure Valley. COMPASS forecasts do not indicate a population or household growth in the area due to large farmlands and agricultural uses and lack of infrastructures and amenities necessary to support residential growth.
3. The property is located within Greenleaf's Area of City Impact which designates the property as "Agricultural" (Exhibit B2f).

4. There has been one recent approval (pending signature) of a comprehensive plan amendment to residential for 4.66 acres on the Van Slyke Farms properties to the south. No other amendments to the 2020 Plan have been submitted or approved for this area of the county. The conditional rezone was changed from requested "CR-R1" (Single Family Residential) with a one acre average minimum lot sizes to "CR-RR" (CR-Rural Residential) with a minimum lot size of two (2) acres with no secondary residences allowed (pending BOCC signature on FCOs and Development Agreement).
5. The majority of lots created through the subdivision approvals 1998- 2011 remained generally undeveloped through 2019. Residential construction primarily occurred in the last five to six years (Exhibit B6 Google review and GIS imagery2020/2025).

E. Will the proposed comprehensive plan amendment impact public services and facilities. What measures will be implemented to mitigate impacts? (Ord. 11-003, 3-16-2011)

CONCLUSION: The proposed comprehensive plan amendment may impact public services or facilities. Golden Gate Highway District will require a traffic impact study specific to the proposed development to determine impacts if any (Exhibit D6 and D7). No traffic study has been completed for this development proposal. Vallivue School District expressed concerns with adding development because projections indicate that existing and new schools will reach or exceed capacity by 2029 considering currently approved but not yet constructed development in their district (Exhibit D3 and D3a). Longer response times are expected from all services including police, fire and EMS.

FINDING:

1. Agencies were notified of the application through a full political notification 07-17-25 and specific requests for comment were sent to affected agencies 12-10-25 (see case file OR2022-0002).
2. The following agencies commented: Idaho Department of Environmental Quality, Southwest District Health, Golden Gate Highway District, Vallivue School District, Idaho Transportation Department, DSD Engineering, and the Boise Project Board of Control (Exhibits D1-D6).
3. For the Comprehensive Plan Amendment the notified agencies providing comment did not provide comments that indicate significant concerns regarding impact on public services and facilities. However, Vallivue School District did express concerns with continued growth on school capacity (Exhibit D3 and D3a). Golden Gate Highway District requires a traffic study, accesses may require a variance due to sight distance concerns due to topography of the road ways and required access spacing (D6).
4. Mitigation through conditions of approval regarding traffic, access, irrigation, water and sanitary services could potentially be addressed at the time of future development if the Comprehensive Plan Amendment and Conditional Rezone are approved.

F. Idaho Statutes: Title 67 Chapter 65 §67-6537 USE OF SURFACE AND GROUNDWATER: (4) "When considering amending, repealing, or adopting a comprehensive plan, the local governing board shall consider the effect the proposed amendment, repeal, or adoption of the

comprehensive plan would have on the source, quantity, and quality of groundwater in the area."

CONCLUSION: The proposed amendment would allow for the use of the property for residential uses. Any uses allowed or conditionally permitted in accordance with CCZO, must comply with all applicable federal, state, and local laws with regard to water quantity and quality. The development application proposes and shall be subject to conditions of approval to install community well(s) for potable water and connection to the City of Greenleaf waste treatment system (Exhibit A2). The property has irrigation water available and shall be conditioned to provide pressurized irrigation system to all lots should the Comprehensive Plan Amendment and Conditional Rezone be approved.

Order

Based upon the Findings of Fact, Conclusions of Law contained herein, the Planning and Zoning Commission forwards this case with a **recommendation of denial** for Case No. OR2022-0002, a **Comprehensive Plan Amendment** for parcels R36523 (73.06 acres), R36525 (36.79 acres), R33509 (41.21 acres) and R33210 (0.50 acres) from "Agriculture" to "Residential".

RECOMMENDED FOR DENIAL this 18 day of September, 2025.

PLANNING AND ZONING COMMISSION
CANYON COUNTY, IDAHO

Robert Sturgill, Chairman

State of Idaho)
) SS
County of Canyon County)

On this 18th Day of September in the year of 2025, before me Caitlin Ross, a notary public, personally appeared Robert Sturgill personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

CAITLIN ROSS
COMMISSION #20251885
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 05/07/2031

Notary: Caitlin Ross

My Commission Expires:
5/7/2031

PLANNING AND ZONING COMMISSION
Christensen/Indart—Conditional Rezone –RZ2022-0002-CR
FINDINGS OF FACT, CONCLUSION OF LAW AND ORDER

In the matter of the application of Christensen/Indart – Case No. RZ2022-0002-CR The Canyon County Planning and Zoning Commission consider the following:

A Conditional Rezone from "A" (Agricultural) to "CR-R1" (Single Family Residential) for approximately 151.56 total acres including the following parcels R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.

Summary of the Record:

1. The applicant is requesting a Conditional Rezone to amend the zoning from "A" (Agricultural) to "CR-R1" (Single Family Residential) for approximately 151.56 total acres including the following parcels: R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.

2. The application was filed February 2022. The applicable Comprehensive Plan is the 2020 Plan. The subject properties are designated as "Agriculture" on the 2020 Canyon County Future Land Use Map (Exhibit B2e).

3. The property is located within the Greenleaf Area of City Impact. Greenleaf designates the subject properties as "Agricultural" within the City's Comprehensive Plan.

4. The subject property is located within Golden Gate Highway District, Wilder and Homedale Fire Districts, Vallivue and Homedale School Districts, and Wilder Irrigation District along with the Boise Project Board of Control.

5. The neighborhood meeting for the revised application was held on August 15, 2024 pursuant to CCZO §07-01-15. The revised application and draft concept plan was submitted on August 23, 2024.

6. Notice of the public hearing was provided on August 21, 2025 in accordance with CCZO §07-05-01. Agency and City of Greenleaf notice was provided on December 10, 2024 and July 17, 2025. A full political notice was provided on July 22, 2025. Newspaper notice was provided on July 22, 2025. Property owners within 300 feet were notified by mail on July 22, 2025. The property was posted on July 22, 2025.

EXHIBIT 1.2

7. The record herein consists of exhibits provided as part of the public hearing staff report, public testimony, and all information in case file OR2022-0002 and RZ2022-0002-CR.

Applicable Law

1. The following laws and ordinances apply to this decision: Canyon County Code of Ordinances (CCCO) §01-17 (Land Use/Land Division Hearing Procedures), CCCO §07-05 (Notice, Hearing and Appeal Procedures), CCCO §07-06-01 (Initiation of Proceedings), CCCO §07-06-03 (Comprehensive Plan Amendment), CCCO §09-03 Greenleaf Impact Area, Title 67 Chapter 65 §67-6537(Use of Surface and Groundwater), (CCCO §07-06-07 (Conditional Rezones), and Idaho Code §67-6511 (Zoning Map Amendments and Procedures).

    a. Notice of the public hearing was provided per CCCO §07-05-01 and Idaho Code §67-6509.

    b. The presiding party may establish conditions, stipulations, restrictions, or limitations which restrict and limit the use of the rezoned property to less than the full use allowed under the requested zone and which impose specific property improvement and maintenance requirements upon the requested land use. Such conditions, stipulations, restrictions, or limitations may be imposed to promote the public health, safety, and welfare, or to reduce any potential damage, hazard, nuisance, or other detriment to persons or property in the vicinity, to make the land use more compatible with neighboring land uses. *See* CCCO §07-06-07(1).

    c. All conditional rezones for land use shall commence within two (2) years of the approval of the board. If the conditional rezone has not commenced within the stated time requirement, the application for a conditional rezone shall lapse and become void. *See* CCCO §07-05-01

2. §07-06-01(3): Comprehensive Plan Changes: Requests for comprehensive plan changes and ordinance amendments may be consolidated for notice and hearing purposes. Although these procedures can be considered in tandem, pursuant to Idaho Code section 67-6511(b), the commission, and subsequently the board, shall deliberate first on the proposed amendment to the comprehensive plan; then, once the commission, and subsequently the board, has made that determination, the commission, and the board, should decide the appropriateness of a rezone within that area. This procedure provides that the commission, and subsequently the board, considers the overall development scheme of the county prior to consideration of individual requests for amendments to zoning ordinances. The commission, and subsequently the board, should make clear which of its findings relate to the proposed amendment to the comprehensive plan and which of its findings relate to the request for an amendment to the zoning ordinance.

3. The commission has the authority to exercise powers granted to it by the Idaho Local Land Use and Planning Act ("LLUPA") and can establish its own ordinances regarding land use, including subdivision permits. *See* I.C. §67-6504, §67-6511.

4. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCCO §07-03-01, 07-06-05.

5. The burden of persuasion is upon the applicant to prove that all criteria are satisfied. CCCO §07-05-03.

6. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant

contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCCO 07-05-03(1)(I).

Conclusions of Law

For Case File RZ2022-0002-CR, the Planning and Zoning Commission finds and concludes the following regarding the Standards of Review for a Conditional Rezone from "A" (Agricultural) to "CR-R1" (Single Family Residential) (§07-06-07 CCZO):

07-06-07: CONDITIONAL REZONE CRITERIA:

(1) The commission shall review the particular facts and circumstances of each proposed conditional rezone and make a recommendation regarding the same to the board. The presiding party shall apply the following standards when evaluating the proposed conditional rezone:

A. Is the proposed conditional rezone generally consistent with the comprehensive plan?

CONCLUSION: The requested type of growth is not consistent with the comprehensive plan. The 2020 Comprehensive Plan designates the properties as Agriculture on the Future Land Use Map. The Plan generally *"...encourages the protection of agricultural lands and land uses for the production of food and fiber..."* The Commission acknowledges that there is residential development in the area but that this area of the county consists primarily of agriculture and intensive agricultural operations and the Plan does not support residential growth in this area of the county.

FINDING:

1. The Future Land Use Map designates the properties as 'Agriculture' (Exhibit B2e).
2. The property lies within the City of Greenleaf area of city impact. The property is designated agricultural on the Greenleaf future land use map (Exhibit B2f).
3. The properties are currently and have historically been in agricultural production including crop and livestock (B2a, C1).
4. The area is not trending toward residential development. There are developments in the area created through conditional use permit approvals from 1998-2011. Those developments are zoned agricultural. There are conditionally zoned properties in the area, CPR2008-2, subject to a development agreement DA#08-111 recorded as instrument #2008051339. The properties have been and remain in agricultural crop production including corn and orchards (Exhibit B2a & Exhibit C).
5. The request is inconsistent with, but not limited to, the following goals and policies of the 2020 Canyon County Comprehensive Plan:

    - Property Rights Policy #8: *"Promote orderly development that benefits the public good and protects the individual with a minimum of conflict."*
    - Population Goal No. 1: *"Consider population growth trends when making land use decisions."*

- Population Policy No. 3: *"Encourage future population to locate in areas that are conducive for residential living and do not pose an incompatible land use to other land uses."*
- Land Use Goal No. 2: *"To provide for the orderly growth and accompanying development of the resources within the County that is compatible with their surrounding area."*
- Land Use – Residential Policy #2: *"Encourage residential development in areas where agricultural uses are not viable."*
- Agricultural Policy #1: *"Preserve agricultural lands and zoning classifications."*
- Agricultural Policy #3: *"Protect agricultural operations and facilities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development."*
- Natural Resources Goals #1: *"To support the agricultural industry and preservation of agricultural land."*
- Natural Resources Policy #3: *"Protect agricultural activities from land use conflicts or undue inference created by existing or proposed residential, commercial or industrial development."*

B. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation;

CONCLUSION: The proposed Conditional Rezone from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) is not more appropriate than the current zoning designation of "A" (Agricultural). The Commission acknowledges that there is residential development in the area, inclusive of the Timber Stone Golf Course which is laid out in such a manner that it provides a great deal of open space; however, the subject properties and the surrounding land uses are predominantly agricultural consistent with the Comprehensive Plan designation of Agriculture.

FINDING:

1. The subject property is currently zoned "A" (Agricultural). Per CCCO 07-10-25(1), the purposes of the "A" (Agricultural) Zone are to:
    A. Promote the public health, safety, and welfare of the people of the County by encouraging the protection of viable farmland and farming operations;
    B. Limit urban density development to Areas of City Impact in accordance with the comprehensive plan;
    C. Protect fish, wildlife, and recreation resources, consistent with the purposes of the "Local Land Use Planning Act", Idaho Code title 67, chapter 65;
    D. Protect agricultural land uses, and rangeland uses, and wildlife management areas from unreasonable adverse impacts from development; and
    E. Provide for the development of schools, churches, and other public and quasi-public uses consistent with the comprehensive plan
2. The land use in this region of the county is predominantly agricultural. Properties within the immediate vicinity are predominantly zoned "A" (Agricultural) with the average lot

size of 19.13 acres for properties within the 600 foot notification area (Exhibits B1, B2a, B2c, B2d, B6, C1, and C2).

3. The golf course and associated nearby developments have an average lot size of 2.28 acres for 146 lots on 311 acres. Summerwind at Orchard Hills/Timber Stone has greater than 50% of the developed property in open space providing a natural barrier or transition between the residential uses and agricultural lands. The existing developments in the area are not urban density type subdivisions. The properties to the north, south, and west are agricultural and designated agricultural on the future land use map.

4. The property consists primarily of moderately-suited soils, designated as Class 3 and Class 4, that are considered prime farmland and farmland of statewide importance, if irrigated. An approximate 9 acres of parcel R33209 is not considered prime farmland (Exhibits B2k).

5. Within the vicinity, the following residential zones have been approved or pending final approval:

   - CPR2008-2 (Williamson): Comprehensive Plan Amendment to "Residential" and conditional rezone to a "CR-RR" (Rural Residential) Zone of 311 acres approved in 2008 subject to development agreement DA#08-111 (Exhibit B8). Although 311 acres was conditionally zoned "CR-RR", the 311 acres remains in agricultural use. The development agreement included landscaping, exterior lighting, open space and subdivision requirements which have not been met; and therefore, it is unknown if the zone and agreement are vested or expired which would revert the 311 acres back to an agricultural zone (Exhibit B2c Zoning Map)
   - OR2021-0012 and RZ2021-0027-CR (Van Slyke Farms): *[pending final signature on FCOs and Development Agreement]* Comprehensive Plan Amendment to "Residential" for approximately 4.66 acres (the balance of the 26 acres was identified as Residential in 2020 Plan) and a conditional rezone of 26 acres from "Agricultural" to "CR-Rural Residential" with a minimum lot size of two (2) acres and no secondary residences. Due to water quality and safety concerns, wells must be drilled, cased and sealed to a minimum depth of 350 feet.

6. The subject property is located within a one-mile radius of eight residential subdivisions, 146 total lots on a total of 333.38 acres with an average lot size of 2.28 acres (Exhibit B2d). The applicants are proposing 135 residential lots on 151 acres with an average lot size of 0.82 acres. All of the existing subdivisions are zoned agricultural and were approved under a different ordinance and comprehensive plan; and therefore, do not reflect current goals and policies. These development final plats were recorded from 1998 with the most recent being 2011. A replat of a common lot to adjust for setback requirements was completed in 2022.

C. Is the proposed conditional rezone compatible with surrounding land uses;

CONCLUSION: The proposed conditional rezone is not compatible with surrounding land uses. The predominant zone and land use is agricultural. Although there is residential

development in the area the predominant land use and zoning is agricultural with an average lot size of 19.3 acres within the 600 foot notification area. This is an intensive agricultural area with large farm equipment and trucks traversing the roadways. There are multiple hills and valleys creating site distance challenges at intersections and driveway approaches. Most of the intersections in the area are only two way stops. There is a dairy CAFO approximately 1.25 miles to the northeast of the properties at Boehner and Tucker Roads. The proposed 135 residential lot development will nearly double the current residential development (146 platted lots) in the area with proposed urban transition sized lots of 0.82 acres and very little planned open space or transition areas. The current average lot size of the platted subdivisions within one mile of the property is 2.28 acres. Doubling the residential units in an intensive agricultural area has the potential for conflict with agricultural operations and traffic. Creating further development sprawl could have the effect of encouraging additional creep of residential development in an area that currently does not have planned urban services now or into the future.

FINDING:

1. There are eight platted subdivisions within one mile of the development with an average lot size of 2.28 acres (Exhibit B2d). The majority of the subdivision development is immediately within or surrounding the Timber Stone Golf Course located adjacent to the subject properties and east of Van Slyke Road. All of the platted developments are zoned agricultural and created through the former conditional use process.
2. In 2008, a conditional rezone to "CR-Rural Residential" of 311 acres was approved (Williamson properties). To date the properties have not been developed and are in agricultural production including crops and orchards. (Exhibit B2a, B2c, and C2) No development plan has been submitted or approved for these properties.
3. The predominant use of the properties in the area is agricultural crop production with sporadic ag-residential homes on farms. (Exhibits B2a, C1, C2)
4. The property is located within the Greenleaf area of city impact but is located more than two (2) miles from the Greenleaf city limits (Exhibit B2p.)
5. Friends Dairy CAFO is located just over one mile to the north and east of the subject properties at Tucker Road and Boehner Road intersection. The dairy has a large composting operation and also applies nutrients to area fields. This is an intensive agricultural operation. (Exhibit B2l, C1).

D. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?

CONCLUSION: The proposed conditional rezone for the purpose of creating urban density in a rural agricultural area will negatively affect the agricultural character of the area. The predominant land use and general character of the area is agricultural. The developer is proposing to establish 135 residential lots with a gross average lot size of 0.82 acres. The average lot size of the existing platted developments within one mile is 2.28 acres. The developer proposes to utilize a community water system and to connect to the City of Greenleaf sewer system

or to provide a central wastewater system or clustered on-site septic systems to mitigate impacts. The draft concept plan provides for one approximate three (3) acre multi-purpose lot as community space. There is no provisions in the draft plan for rural transition to the adjacent agricultural lands surrounding the properties.

FINDING:

1. The subject properties are agricultural operations. The applicant letter of intent indicates that feedlot operator has abandoned the use however there were cattle in the feedlot in the fall of 2024 as evidenced in aerial GIS photos including Exhibit B2a.
2. There are eight platted subdivisions within one mile of the development with an average lot size of 2.28 acres (Exhibit B2d). The majority of the subdivision development is immediately within or surrounding the Timber Stone Golf Course located adjacent to the subject properties and east of Van Slyke Road. All of the platted developments are zoned agricultural and created through the former conditional use process.
3. In 2008, a conditional rezone to "CR-Rural Residential" of 311 acres was approved (Williamson properties). To date the properties have not been developed and are in agricultural production including crops and orchards. (Exhibit B2a, B2c, and C2) No development plan has been submitted or approved for these properties.
4. The predominant use of the properties in the area is agricultural crop production with sporadic ag-residential homes on farms. (Exhibits B2a, C1, C2)
5. The property is located within the Greenleaf area of city impact but is located more than two (2) miles from the Greenleaf city limits (Exhibit B2p.)
6. Friends Dairy CAFO is located just over one mile to the north and east of the subject properties at Tucker Road and Boehner Road intersection. The dairy has a large composting operation and also applies nutrients to area fields. (Exhibit B2l, C1).

E. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate proposed conditional rezone?

CONCLUSION: As proposed and conditioned, the developer proposes to utilize a community water system and to connect to the City of Greenleaf sewer system or to provide a central wastewater system or clustered on-site septic systems to mitigate impacts. The draft concept plan provides for one approximate three (3) acre multi-purpose lot as community space. If approved, the development will require platting as a residential subdivision and the developer will be required to meet the subdivision code requirements, state statutes, and agency requirements as well as all conditions of approval as enumerated in a development agreement with Canyon County.

FINDING:

Sewer: As conditioned the development will require a community wastewater system or connection to the City of Greenleaf municipal sewer. This is a nitrate priority area with area wells that have tested with elevated nitrates and other contaminants that exceed safe drinking water levels of arsenic and uranium.

Individual septic systems are not proposed or approved in this application findings.

Water: As conditioned the development will require a community water system for potable water in compliance with Department of Environmental Quality approvals for a public drinking water system in conformance with IDAPA 58.01.08 (Exhibit D4). This is a nitrate priority area with area wells that have tested with elevated nitrates and other contaminants that exceed safe drinking water levels of arsenic and uranium. Private wells are not proposed; however, for safety of the public and aquifer, staff recommends that a condition be added to ensure that if private wells are constructed on any of the properties, that well construction standards as recommended by Terry Scanlan, PE in Exhibit B7 (slide set for Van Slyke Farms water quality testimony). *Proposed condition: A plat note shall be placed on both the preliminary and final plat as follows: Individual wells are required to be constructed at a minimum depth of 350 feet and shall be constructed cased with full length surface seals to prevent comingling of aquifer zones. Following pump installations, well water samples should be collected and analyzed at a state-certified laboratory. At a minimum, analyze for coliform bacteria, nitrate, arsenic, uranium, fluoride, iron, manganese, aluminum and hardness. Well owners should contact reputable water treatment vendors to discuss treatment and conditioning options specific to their well water quality.*

Irrigation: The Christensen property, R36523, has irrigation water rights. The applicant states that the Indart properties, R36525, R33209, and R33210 do not have irrigation water rights. The development proposes that all lots will be irrigated with a pressure irrigation system. A condition should be placed requiring that the developer secure adequate water rights to service the entirety of the development with both community potable water as well as surface irrigation water and ground water rights to meet the irrigation requirements for a pressurized irrigation system for all lots within the proposed development.

Drainage: If approved for development, All stormwater drainage shall be retained on the subject properties. A grading and drainage plan will be required for the subdivision development. The development shall also be required to meet the hillside development code §07-17-33(1) where applicable on slopes exceeding 15%.

F. Does the proposed conditional rezone require public street improvements in order to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns? What measures have been taken to mitigate traffic impacts?

CONCLUSION: It is unclear if street improvements will be required. A traffic impact study is warranted but has not been completed at the time of this hearing (Exhibit D6). There are identified sight distance concerns at access standard locations which could also require variance(s) from Golden Gate Highway District.

FINDING:

1. Golden Gate Highway District indicates that a traffic impact study is warranted for the proposed project (Exhibit D6).
2. The topography of this area is rolling hills creating sight distance hazards at driveway approaches, intersections, and with vehicle traffic, both farm equipment, trucks and residential traffic.
3. No speed controls are posted on area roadways.

G. Does legal access to the subject property for the conditional rezone exist or will it exist at the time of development?

CONCLUSION: The subject properties have road frontage on Ustick Road, Van Slyke Road and Boehner Road. There are currently agricultural approaches to the properties and a residential access to R33210. Access will be available to the properties in accordance with the requirements of Golden Gate Highway District (GGHD).

FINDING:

1. Subject Parcels R36525, R33210, R33209 and R36523 have road frontage on Ustick Road.
2. Parcel R36523 also has road frontage on Van Slyke Road and Boehner Road.
3. GGHD requires that a traffic impact study be completed and that variances may be required for approaches that do not meet spacing requirements due to sight distance concerns.

H. Will the proposed conditional rezone amendment impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?

CONCLUSION: The proposed conditional rezone may impact essential public services and facilities. Vallivue School District expressed concerns with adding development due to projections indicating that existing and new schools will reach or exceed capacity by 2029 considering currently approved, but not yet constructed, development in their district (Exhibit D3 and D3a). Longer response times are expected from all services including police, fire and EMS (Exhibit A2, page 9). The sheriff's office, fire departments and emergency medical services were notified of the application but no responses or concerns with the proposed development were received by staff.

FINDING:

1. Agency notification: Notice of the public hearing was provided in accordance with CCZO §07-05-01. Agency and City of Greenleaf notice was provided on December 10, 2024 and July 17, 2025. A full political notice was provided on July 22, 2025. Newspaper notice was provided on July 22, 2025. Property owners within 300 feet were notified by mail on July 22, 2025. The property was posted on July 22, 2025 as evidenced in case file no. OR2022-0002 & RZ2022-0002-CR.
2. The following agencies responded to the agency notifications: Boise Project Board of Control noting facilities and required easements on the subject properties, DSD

Engineering, Vallivue School District, Department of Environmental Quality, Idaho Transportation Department, Golden Gate Highway District, and a brief email from City of Greenleaf. The responses and exhibits are attached in Section D: Exhibits D1-D8.

3. An agency request for comment was sent December 10, 2024 to the following agencies: City of Greenleaf, City of Homedale, City of Wilder, Homedale and Vallivue School Districts, Southwest District Health, Homedale and Wilder Fire Departments, Centurylink, Intermountain Gas, Idaho Power and Ziply, Boise Project Board of Control, Wilder Irrigation, COMPASS, Idaho Transportation Department, Valley Regional Transit, Canyon County Sheriff's Office, Canyon County Paramedics/EMT, Homedale City Ambulance, CC Assessor's office, CC DSD Engineering, Building Dept., and Code Enforcement, Bureau of Reclamation, Dept. of Environmental Quality, Environmental Protection Agency, and Idaho Department of Water Resources/water rights. These agencies also received a notice on July 17, 2025. All political subdivisions received the full political notice on July 22, 2025.

Order

Based upon the Findings of Fact, Conclusions of Law contained herein, the Planning and Zoning Commission forwards this case with a **recommendation of denial** for Case No. RZ2022-0002-CR, a **Conditional Rezone** of approximately 151.56 acres including parcels R36523 (73.06 acres), R36525 (36.79 acres), R33509 (41.21 acres) and R33210 (0.50 acres) from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential).

DENIED this 18 day of September, 2025.

PLANNING AND ZONING COMMISSION
CANYON COUNTY, IDAHO

Robert Sturgill, Chairman

State of Idaho)
) SS
County of Canyon County)

On this 18th Day of September in the year of 2025, before me Caitlin Ross, a notary public, personally appeared Robert Sturgill personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

CAITLIN ROSS
COMMISSION #20251885
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 05/07/2031

Notary: Caitlen Ross

BOARD OF COUNTY COMMISSIONERS

EXHIBIT 2:

HEARING MINUTES

BOARD OF COUNTY COMMISSIONERS

EXHIBIT 3:

STAFF REPORT PACKET

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 North 11th Avenue, #310, Caldwell, ID 83605
zoninginfo@canyoncounty.id.gov | Phone: 208-402-4164

Planning Division Staff Report

File Number	**OR2022-0002/RZ2022-0002-CR**
Public Hearing Date	August 21, 2025
Heard by	Planning and Zoning Commission
Summary:	The developer is requesting to amend the 2020 Comprehensive Plan designation for approximately 151.56 acres from **'Agriculture' to 'Residential'** and concurrently requesting a Conditional Rezone from an **"A" (Agricultural) zone to a "CR-R1" (Single Family Residential)** zone for the purpose of developing the property as a residential subdivision. The draft concept plan proposes a minimum of 135 residential lots on the 151.56 acres. The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as parcels R36525 (4N-4W-31 SE), R33209 and R33210 (3N-4W-06-NE), R36523 and R36523010 (4N-4W-31-SE) Boise-Meridian, Canyon County, Idaho. These properties lie within the Homedale and Wilder Fire Districts and the Vallivue and Homedale School Districts. The property lies within the Greenleaf area of city impact. The development properties contain areas of 15% slope or greater.
Analyst:	Deb Root, Principal Planner
Recommendation:	Denial of Comprehensive Plan Amendment and Denial of Conditional Rezone

Public Notification

Neighborhood meeting conducted on:	8-15-2024
Affected agencies noticed on:	12-10-2024 & 07-17-2025
Radius notices mailed to properties within 600 feet on:	07-17-2025
Newspaper notification published on:	07-22-2025
Posted notice on site on:	07-22-2025

1. Project Data and Facts

Property Owner	Dave Christensen and Phyllis Indart
Applicant/Representatives	Brent Orton/Todd Lakey/Alan Mills

Location of Property	A portion of the SE quarter of Section 31-4N-4W and located on the NW corner of the intersection of Van Slyke Road and Ustick Road and a portion of 06-3N-4W-NE located on the south side of Ustick Road approximately 1320 feet west of the Ustick and Van Slyke intersection.
Parcel Number	R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres)
Size of Property	151.56 acres total
Existing Zoning	"A" (Agricultural)
Future Land Use Designation	Agriculture
Area of City Impact	Greenleaf area of city impact
Soils Classification	Class III and Class IV Moderately Suited Soils. Parcel R33209 contains a portion of least suited soils where the slopes exceed 15% along the southern boundary.
Current Land Use	Agricultural--crop land and a cattle feedlot
Applicable Codes:	CCCO §01-17-07, §07-01-15, §07-05, §07-06-03, §07-06-07, §07-10, §07-17, §09-03 Greenleaf Impact Area, §67-6509, §67-6511, §67-6537. The 2020 Canyon County Comprehensive Plan is the applicable plan for review of this application that was originally filed on February 1, 2022. A revised application was submitted August 23, 2024.

Property Background

The subject properties are currently in agricultural production with the exception of R33210 which is a 0.50 acre residential property located within the Indart feedlot property, R33209. Each of the properties R33209, R36525, and R36523 are original parcels (PI2021-0049 & PI2023-0183) and are currently eligible for administrative division in accordance with CCZO §07-18-03.

The Christensen property, **R36523**, containing approximately 73 acres is in agricultural production with a large pivot irrigation system (2010/2011 installation). Christensen purchased the property in 2015. Currently the majority of the property is planted with corn. It appears there was a grain crop that has been harvested on the remainder of the property.

The Indart properties, **R36525, R33209 and R33210** (a small ag-residential parcel), totaling 78.50 acres, are currently established as a feedlot dating back into the 1960's. Both properties are comprised of feeder cattle pens and are not utilized for crop production. Although the use as a feedlot has reportedly diminished in the past several years, the property continues to be utilized for the purposes of a feedlot (cattle in feed pens) as recent as DSD GIS Fall 2024 aerials. The pens and structures remain on the facility as seen in Exhibit B2a.

2. Land Use

Description and Character of Surrounding Area
The surrounding area is primarily agricultural (Exhibit B2a). There are a few subdivision developments and development pods created by administrative land divisions. Other development was created through the former conditional use permit processes that provided for development clusters in the agricultural zone. Within a one mile radius of the subject properties there are eight platted subdivisions on 333.38 acres, a total of 146 lots, with an average lot size of 2.28 acres (Exhibit B2d). This current application is requesting 135 lots on 151.56 acres with an average lot size of 0.82 acres (Exhibit A2). Within the 600 foot notification area, 43 properties were notified, those properties have an average acreage size of 18.43 acres. The properties are located along an undulating ridge with site distance challenges along the rural roadways. The properties lie within a nitrate priority area. There have been recent reports of elevated nitrates and unhealthy levels of arsenic and uranium in area residential wells (see Van Slyke Farms case No. RZ2021-0027-CR and Exhibit B7 herein) The property is located at the southwest boundary of, and within, the Greenleaf area of city impact. The City of Greenleaf has the property identified on their future land use map as 'Agricultural' (Exhibit B2f). They do not identify the area for residential development. The Friends Dairy, a CAFO, is located approximately 5800 feet to the northeast of the subject properties at the intersection of Tucker Road and Boehner roads. This is an intensive agricultural operation with a large composting process and land application of nutrients in the area (Exhibit C1). Summerwind at Orchard Hills and Timber Stone golf course: On February 18, 1999 the Planning and Zoning Commission signed the FCOs for the case no. 986615L32-4N-4W approving the development of 254 acres for a golf course, amenities, and approximately 95 residential lots of approximately ¾ acre each. Time extensions were granted as well as modification of a condition to remove the requirement for subdivision road improvements including curb, gutter, sidewalks and street lights (CU2003-49). In 2006 the preliminary plat was approved. Phase I and phase 2 final plats for Summerwind at Orchard Hills residential subdivision were recorded in 2007. It has been the more recent five to seven years that the approved subdivisions were developed (built upon) with housing units. The average lot size for the development is 2.65 acres inclusive of the required open space of the golf course. The residential lots within the development range in size from 0.68 acres to 0.98 acres. The administrative divisions that were originally available to the golf course properties were located along the roadways prior to development approvals for Summerwind/Timber Stone. Three of the parcels have been re-developed and platted adjacent to Timber Stone including Highlight Estates (9 lots with a 1.10 acre average lot size), Jahn Estates (5 lots with 1.07 acre average), and Artist View Subdivision (3 lots with 1.10 acre average). The remainder of the administrative parcels (10) located along Ustick and Van Slyke Roads have an average acreage of 2.66 acres. Two additional subdivisions lie within a one mile radius of the property including Garrett Ranch Ridge (1.31 acre average lot size) and Orchard View containing three (3) lots with an average lot size of 11.67 acres. A review of the historical files revealed a detailed "Water Supply Assessment-Summerwind at Orchard Hills" conducted and submitted for review by SPF Water Engineering, LLC. Staff has included the April 12, 2006 summary assessment as Exhibit B9. Water quality in this area of the county should be considered and, if development is approved, conditions should be placed requiring enhanced well construction standards for both private and public drinking water (community) wells.

To the south and east of the subject properties is the Williamson property that was conditionally rezoned to rural residential in 2008 and is subject to a development agreement (DA08-111 Exhibit B8). The property is subject to the 2005 zoning ordinance requirements and requires a minimum 10% useable open space, community water system, pressurized irrigation, public roads and other conditions specified. Currently there have been no applications submitted or approved for the development of the 311 acres of the conditionally zoned Williamson properties. This property is currently in agricultural production including corn fields and orchards.

The Board of County Commissioners at a recent hearing for Van Slyke Farms (RZ2021-0027 heard May 1 and June 23, 2025) determined to conditionally approve (pending signatures) the rezoning of 26 acres from Agricultural to CR-Rural Residential with a minimum two (2) acre lot size and restricted to one single family residential home per lot. There were water quality concerns that resulted in a condition requiring all wells to be cased and sealed to a depth of no less than 350 feet with regular testing of drinking water encouraged. The water quality information slides provided by HDR Engineering for the Van Slyke Farms development have been included for review and consideration as Exhibit B7. The balance of the properties are currently in productive, pivot irrigated, farmland.

The Christensen/Indart subject properties are comprised of primarily class 3 and 4 soils and considered prime farmland if irrigated and farmland of statewide importance if irrigated (Exhibits B2k and B2j). The applicants indicate that the Indart properties (cattle feedlot), parcels R36525 and R33209, do not have surface or groundwater irrigation rights (Exhibit A2). There is no indication as to whether an application has ever been filed to obtain water rights for the properties. Groundwater rights will be required for the community well and possibly pressurized irrigation to support the proposed development. The development, if the Plan Amendment and Rezone are approved, should be conditioned to ensure that appropriate water rights are obtained for the community water system and irrigation of all properties under the development plan.

This region of the county is in agricultural production with sporadic ag-residential homes and farms. The Snake River Scenic Byway is located to the south along Homedale Road and to the west along Allendale Road and Ustick Roads (shown on Exhibit B2e1). The Sunny Slope Wine Trail encompasses this region to the south of Ustick Road as well. There is also a developing AgVenture Trail, generally located along the scenic byway, that is also thriving in this area of the county and promoted by Destination Caldwell. Each promote the agricultural nature of the county and wine region. The City of Greenleaf is located more than 2.3 miles to the northeast. The City of Homedale is located approximately 3.25 miles to the southwest and Wilder city limits are approximately 2.7 miles to the northwest. Although there has been development approved under former codes and plans (2006-2011 Exhibit B2d) there has been minimal residential development approved in this area of the county for more than 10 years. Consistent with the overall goals and policies of the Comprehensive Plans, the predominate land use is agricultural.

The property and surrounding area are not within planned growth areas. The parcel is located within the 640 acre & 1,650 acre Traffic Analysis Zones (TAZs) including #2731 and #2,718 (Exhibit B2g). The forecasted growth is a total of two (2) households through 2050. The forecasted job growth is twelve (12) jobs created through 2050. COMPASS (Community Planning Association of Southwest Idaho) maintains and uses the data as part of the Communities in Motion Regional Transportation Plan which uses future population, households and jobs forecasts to determine future transportation needs for the Treasure Valley. COMPASS forecasts do not indicate a population or household growth in the area due to existing large

farmlands, agricultural uses and lack of infrastructure and amenities necessary to support residential growth.

Adjacent Land Uses and Zoning

North	Agricultural, sporadic ag-residential, and Orchard View Sub [3 lots zoned "A"]
South	Agricultural, ag-residential, and Garrett Ranch Ridge Subdivision (21 lots zoned "A"), Williamson conditional rezone "CR-RR" (in ag production-no current development), recently approved Van Slyke Farms conditional rezone of 26 acres to "CR-RR" with two (2) acre minimum lot size
East	Agricultural/Highpointe Estates [9 lots "A" zoning], Summerwind at Orchard Hills & TimberStone golf course (approved by CUP, golf course and 93 residential lots zoned "A"), Jahn Estates [5 lots zoned "A"], Artist View [3 lots zoned "A"] and Friends Dairy (CAFO) at Tucker Road
West	Agricultural, sporadic ag-residential

3. Request

Summary & Analysis

The developer is requesting to amend the 2020 Comprehensive Plan designation for approximately 151.56 acres from **'Agriculture' to 'Residential'** and concurrently requesting a Conditional Rezone from an **"A" (Agricultural) zone to an "CR-R1" (Single Family Residential)** zone for the purpose of developing the property as a residential subdivision. The draft concept plan proposes a minimum of 135 residential lots on the 151.56 acres. The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads. These properties lie within the Homedale and Wilder Fire Districts and the Vallivue and Homedale School Districts. The property lies within the Greenleaf area of city impact. The development properties contain areas of 15% slope or greater; however, it is primarily gently sloping ground.

The developer is proposing a minimum average lot size of 0.82 acres (gross acreage) with both community water and wastewater systems which may be onsite or extended from the city of Greenleaf. The existing golf course is proposed to be an amenity for the development as stated in the applicant letter of intent (Exhibit A2). The applicant indicates that there is a pattern of residential development in the area and therefore this project should be approved. They will dedicate right of way and work with the highway district to meet all requirements of the pending traffic impact study. The letter of intent indicates that the development is not anticipated to substantially impact public services and states that there may be longer response times. The letter further states that "*those that desire to live in a more rural location understand that as a net benefit compared to living on smaller lots in the more densely populated cities with faster response times*."

The applicant indicates that the proposed Comprehensive Plan Amendment from Agriculture to Residential should be approved as there is a pattern of development in the area and it is adjacent to properties designated Residential on the 2020 Plan.

The applicant indicates that the Conditional Rezone from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential should be approved because there is a pattern of residential development and a demand for rural development of lots as proposed. The applicant proposes a gross average lot size of 0.82 acres, but also notes that the current zoning code provides for the reduction of lot sizes to

12,000 square feet where community water and/or sewer is provided. This provision is also noted on the draft development plan.

Staff notes that this development is not consistent with development in the area. There is little to no forecasted household or job growth as identified in the COMPASS TAZ (Exhibit B2g). There are eight total subdivisions on 333 acres comprising 146 total lots with an average lot size of 2.28 acres. The proposed development nearly doubles the platted lot count and does not provide for open space or even a rural transition to the agricultural uses in the area. The request is not consistent with the Comprehensive Plan and the requested Conditional Rezone to "CR-R1" (Single Family Residential), a transitional urban density, is not consistent with development and the intensive agricultural uses in the area.

5. Comprehensive Plan

1. The Future Land Use Map designates the properties as 'Agriculture' (Exhibit B2e).
2. The properties are currently, and have historically been, in agricultural production including crops and livestock.
3. The area is not trending toward residential development. There are conditionally zoned properties in the area, including CPR2008-2, subject to a development agreement DA#08-117 recorded as instrument #2008051339. The properties have been and remain in agricultural crop production including corn and orchards (Exhibit B2a & Exhibit C).
4. The request is inconsistent with, but not limited to, the following goals and policies of the 2020 Canyon County Comprehensive Plan:

    - Property Rights Policy #8: "*Promote orderly development that benefits the public good and protects the individual with a minimum of conflict."*
    - Population Goal No. 1: *"Consider population growth trends when making land use decisions."*
    - Population Policy No. 3: *"Encourage future population to locate in areas that are conducive for residential living and do not pose an incompatible land use to other land uses."*
    - Land Use Goal No. 2: *"To provide for the orderly growth and accompanying development of the resources within the County that is compatible with their surrounding area."*
    - Land Use – Residential Policy #2: *"Encourage residential development in areas where agricultural uses are not viable."*
    - Agricultural Policy #1: *"Preserve agricultural lands and zoning classifications."*
    - Agricultural Policy #3: "*Protect agricultural operations and facilities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development."*
    - Natural Resources Goals #1: *"To support the agricultural industry and preservation of agricultural land."*
    - Natural Resources Policy #3: *"Protect agricultural activities from land use conflicts or undue inference created by existing or proposed residential, commercial or industrial development."*

6. Summary of Findings

- Comprehensive Plan
    - The requested Comprehensive Plan Amendment is not in general conformance with the Comprehensive Plan. The 2020 Plan identifies the properties as Agriculture and the City of Greenleaf Comprehensive Plan Future Land Use is also Agriculture. Agriculture is the primary economic driver in the Canyon County. The overall goal of the Plan is to protect agriculture and agricultural operations from growth and sprawl. The proposed Residential designation is not more appropriate than the current designation.
- Surrounding Uses/Character
    - The proposed plan amendment and conditional rezone is not more appropriate than the current land use. The character of the area is agricultural. Although there is a block of residential development, primarily on and around the golf course, there have not been significant residential development approvals in the recent years. Much of the development was approved under different codes and plans and remains zoned as agricultural. Development trends in the area do not support a change in the plan designation or zoning.
- Adequate Services, i.e. sewer, water, drainage…
    - The applicant proposes community water and connection to the City of Greenleaf sewer but has just recently requested consideration of connection in July 2025 (Exhibit D8). The development, if approved, would be conditioned to provide both community water and wastewater treatment as this is a nitrate priority area and there are documented water quality concerns including elevated nitrates and unhealthy levels of arsenic and uranium in area wells (Exhibit B7 and B9).
- Transportation/Access
    - There are concerns with the undulating topography including site distance concerns for accesses onto the properties and at existing driveways and intersections. A traffic study has not been completed and is required by the Golden Gate Highway District (Exhibit D6). Ustick is classified a minor arterial and Van Slyke Road is a minor collector roadway. The roadways are traveled heavily by farm machinery and trucks, as well as, by public passenger vehicles with most travelling at an estimated 50 mph. Speed control signs are not posted on these rural roadways. A significant concern and challenge in the area are the hills and valleys with very limited sight distances along these roadways in the agricultural region of the county.
- Essential Services
    - Agencies were notified of the application. No responses were received from either fire district impacted by the proposed conditional rezone. EMS and the Sheriff's office did not respond. The applicant notes in the letter of intent that response times will be longer and that people who choose to live in a remote area accept slower response as a "net benefit" of living in the country (Exhibit A2). Vallivue School District indicates that continued growth presents challenges for the district and expects that by 2029 most of the district facilities will be overcapacity with development that is already approved but not currently constructed.
- Potential Impacts/Mitigation
    - The requested zoning of "CR-R1" is not appropriate in the rural county and in the midst of the very predominantly agricultural area. The applicant is proposing at a minimum to almost double the residential lot count in the immediate vicinity of the properties.

Should the Commission and Board determine that a comprehensive plan amendment and conditional rezone is appropriate for the area, substantial consideration should be given to a requirement of meaningful open space and/or lot sizes reflecting the existing average lot size of a 2.23 acres, with a strict adherence to the rural residential zoning minimum residential lot size of two acres (not an average). The Board of County Commissioners recently required this condition for Van Slyke Farms (RZ2021-0027). Consideration should also be given to restricting the construction of secondary residences on the properties.

- A traffic study has not been completed to identify and mitigate potential traffic impacts and site distance concerns with regards to accesses and the roadways. The Commission and Board potentially lacks information to make a finding in the affirmative for criteria #4 and #6.
- The properties are located in a nitrate priority area. There are documented elevated levels of nitrates in area wells and unhealthy levels of arsenic and uranium documented recently (Exhibit B7 HDR review for Van Slyke Farms), and as part of the Summerwind at Orchard Hills development (Exhibit B9 2006 SPF Water Quality report). If the development is approved, a condition requiring community water and wastewater systems should be required. Well construction standards for all wells consistent with Exhibit B7 provisions inclusive of cased and sealed wells to a minimum of 350 feet with water testing after completion should also be a condition for development.

7. Criteria

Staff has provided the Commission with an analysis of the criteria and standards of review in the form of draft findings and conclusions for the Commissions consideration in Exhibit F. The applications and decisions must be considered separately as follows:

> §07-06-01(3): Comprehensive Plan Changes: Requests for comprehensive plan changes and ordinance amendments may be consolidated for notice and hearing purposes. Although these procedures can be considered in tandem, pursuant to Idaho Code section 67-6511(b), the commission, and subsequently the board, shall deliberate first on the proposed amendment to the comprehensive plan; then, once the commission, and subsequently the board, has made that determination, the commission, and the board, should decide the appropriateness of a rezone within that area. This procedure provides that the commission, and subsequently the board, considers the overall development scheme of the county prior to consideration of individual requests for amendments to zoning ordinances. The commission, and subsequently the board, should make clear which of its findings relate to the proposed amendment to the comprehensive plan and which of its findings relate to the request for an amendment to the zoning ordinance

Comprehensive Plan Amendment (CCZO §07-06-03)

The applicant is requesting a Comprehensive Plan Map Amendment to change the designation of the subject property from Agricultural to Residential. The amendment is required to meet the following criteria:

A. *Is the requested type of growth generally in conformance with the comprehensive Plan?*

B. *When considering the surrounding land uses, is the proposed land use more appropriate than the current comprehensive plan designation?*

C. *Is the proposed comprehensive plan amendment compatible with surrounding land uses?*

D. *Do development trends in the general area indicate that the current designation and circumstances have changed since the comprehensive Plan was adopted?*

E. *Will the proposed comprehensive plan amendment impact public services and facilities? What measures will be implemented to mitigate impacts?*

Conditional Rezone (CCZO §07-06-07)

In conjunction with the comprehensive plan amendment request, the applicant is requesting to rezone the subject parcel from "A" (Agricultural) to "CR-R-1" (Single Family Residential). The amendment is required to meet the following standards of review:

1. *Is the proposed conditional rezone generally consistent with the Comprehensive Plan?*
2. *When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation?*
3. *Is the proposed conditional rezone compatible with surrounding land uses?*
4. *Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?*
5. *Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate the proposed conditional rezone?*
6. *Does the proposed conditional rezone require public street improvements in order to provide adequate access to and from the subject property to minimize undue interference with existing or future patterns? What measures have been taken to mitigate traffic impacts?*
7. *Does legal access to the subject property for the conditional rezone exist of will it exist at the time of development?*
8. *Will the proposed conditional rezone impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?*

8. Comments:

Public Comments:

Staff received twenty-one (21) submissions from the public. The letters expressed concerns and opposition to the proposed applications citing concerns regarding the agricultural nature of the area, traffic safety, water, noise, lighting, and lack of compliance with the Comprehensive Plan. A drone video from Growing Together was submitted showing the general area which is available as a link on the Canyon County Land Hearings website, identified as Exhibit 14. An individual submitted slide presentations shared by Vallivue School District and an additional slide set evaluating the application criteria for this case. The submissions are attached in Section E: Exhibits E1-E21.

Agency:

An agency request for comment was sent December 10, 2024 to the following agencies: City of Greenleaf, City of Homedale, City of Wilder, Homedale and Vallivue School Districts, Southwest District Health, Homedale and Wilder Fire Departments, Centurylink, Intermountain Gas, Idaho Power and Ziply, Boise Project Board of Control, Wilder Irrigation, COMPASS, Idaho Transportation Department, Valley Regional Transit, Canyon County Sheriff's Office, Canyon County

Paramedics/EMT, Homedale City Ambulance, CC Assessor's office, CC DSD Engineering, Building Dept., and Code Enforcement, Bureau of Reclamation, Dept. of Environmental Quality, Environmental Protection Agency, and Idaho Department of Water Resources/water rights. These agencies also received a notice on July 17, 2025. All political subdivisions received the full political notice on July 22, 2025.

The following agencies responded to the agency notifications: Boise Project Board of Control noting facilities and required easements on the subject properties, DSD Engineering, Vallivue School District, Department of Environmental Quality, Idaho Transportation Department, Golden Gate Highway District, and a brief email from City of Greenleaf. The responses and exhibits are attached in Section D: Exhibits D1-D8.

9. Recommendation/Decision Options

Staff Recommendations:

In consideration of the application, OR2022-0002, and supporting materials, staff concludes that the proposed Comprehensive Plan Amendment from Agriculture to Residential **is not compliant** with Canyon County Ordinance 07-06-03. ***See Exhibit F for draft FCOs.***

In consideration of the application, RZ2022-0002-CR and supporting materials, and in consideration of the Comprehensive Plan Designation of Agriculture, staff concludes that the proposed Conditional Rezone from Agricultural to "CR-R1" (CR-Single Family Residential) **is not compliant** with Canyon County Ordinance 07-06-07. ***See Exhibit F for draft FCOs.***

Should the Commission wish to approve the subject applications, staff recommends the following conditions be attached:

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to the subject property and the proposed use.
2. The subject properties R36523, R36525, R33209 and R33210, shall be platted in compliance with Chapter 7, article 17 of the Canyon County Code of Ordinances subject to the following conditions/restrictions:
    a. The development shall be limited to no more than 135 residential lots in substantial compliance with the conceptual site plan (Exhibit A3) and applicant's letter of intent (Exhibit A2).
    b. The developer shall provide a minimum of 10% useable open space for the use and enjoyment of the subdivision residents.
    c. The developer shall conduct a traffic impact study in accordance with Golden Gate Highway District requirements prior to submittal of the preliminary plat application.
    d. The development shall comply with requirements of the local highway district. Evidence of compliance with the highway district requirements shall include written correspondence from the highway district prior to the Board of County Commissioner's public hearing held for the preliminary plat and prior to the Board of County Commissioner's signature on the final plat.

e. Development shall provide a central pressurized irrigation system to service all residential and common lots within the development.

f. Development shall comply with Fire District, Homedale and Marsing, requirements. Evidence shall include written correspondence of compliance from the Fire Districts prior to the Board of County Commissioner's public hearing held for the preliminary plat and prior to the Board of County Commissioner's signature on the final plat.

g. The Mora Canal and the Deerflat Highline Canal traverse through the subject properties. The developer shall comply with the irrigation entity requirements inclusive of protected easements and any proposed irrigation facility crossings on the subject properties. Evidence shall be a written correspondence of compliance from the Bureau of Reclamation prior to the Board of County Commissioner's public hearing held for the preliminary plat and prior to the Board of County Commissioner's signature on the final plat.

h. The subdivision shall provide area(s) within a common lots or easements for school bus stop(s). The proposed location(s) shall be developed in concert with the bus company serving the Vallivue and Homedale School Districts. Evidence of compliance shall be a letter from the bus company indicating that the bus stop locations re acceptable for pick-up/drop-off of children. Highway District approval of location and design will be evidenced by signature on the final plat.

i. Subdivision development shall comply with air quality and stormwater pollution protection requirements of the Idaho Dept. of Environmental Quality (DEQ).

j. Potable water shall be provided via a community water system.

k. Private individual wells are not proposed or approved for this residential development.

l. A plat note shall be placed on both the preliminary and final plat as follows: Individual wells are required to be constructed at a minimum depth of 350 feet and shall be constructed cased with full length surface seals to prevent comingling of aquifer zones. Following pump installations, well water samples should be collected and analyzed at a state-certified laboratory. At a minimum, analyze for coliform bacteria, nitrate, arsenic, uranium, fluoride, iron, manganese, aluminum and hardness. Well owners should contact reputable water treatment vendors to discuss treatment and conditioning options specific to their well water quality.

m. All areas containing slopes in excess of 15% shall be designated on the preliminary and final plats and shall comply with the Hillside Development code §07-17-33(1).

n. A water user's maintenance agreement for the pressurized irrigation system shall be provided with application for final plat and recorded concurrently with the final plat.

o. Surface runoff shall remain on individual lots.

3. The developer shall comply with CCZO §07-06-07(4) Time Requirements: "All conditional rezones for a land use shall commence within two (2) years of the approval of the board."

4. Secondary dwellings shall be prohibited on all residential lots with the development.

5. A master plan showing development phases shall be provided with the preliminary plat. The development shall be developed in no more than four (4) development phases with each phase containing no less than thirty (30) lots. Phased development must comply with 07-17-13(7)A1.

6. Developer proposed conditions of approval: (see Exhibit A2)

A. The development of the property shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property as provided in this agreement.
B. The project shall be developed in substantial compliance with the site plan attached to this agreement as Exhibit A3.
C. The development shall be platted pursuant to CCZO 07-17-09 and 07-17-13. The project may be developed in phases. *STAFF NOTES: The subject property lies within the Greenleaf area of city impact and per the impact area agreement this development is subject to the city's subdivision code requirements. Also, this development should be platted pursuant to the Article 17 or as amended at the time of submission of the preliminary plat.*
D. The applicant shall mitigate weeds on undeveloped lots within the subject property. At such time as an HOA is formed and CCR's are recorded for the development, the HOA will then be responsible for maintenance of weeds on undeveloped lots within the applicable phase.
E. All storm water drainage shall be retained on site or will utilize applicable historic drainage rights at predevelopment rates. An engineered drainage plan shall be submitted with the application(s) for preliminary plat.
F. The project shall have a minimum average lot size of .82 acres. The average shall be calculated for the entire property and maintained as the project is developed.
G. Multi-family dwellings and telecommunication facilities as noted in CCZO 07-10-27 shall be prohibited uses on the subject property.
H. All exterior lighting shall be shielded downward and directed away from adjacent properties.
I. The development shall use community water and wastewater systems by either clustered on-site systems, a central on-site system or extension of municipal services.
J. The development shall utilize public roads.
K. The project shall comply with applicable requirements of the Golden Gate Highway District as noted in Exhibit_____. (Staff Note: no formal review of the development has been completed)

Decision Options: Comprehensive Plan Amendment:

Approval of the Application: "I move to recommend approval for the requested Comprehensive Plan Amendment of approximately 151.56 acres from Agriculture to Residential for case number OR2022-0002, Christensen/Indart, finding the application **meets** the criteria for approval under Article 07.06.03 of Canyon County Zoning Regulations, **finding that**; [*Cite reasons for approval & Insert any additional conditions of approval*].

Denial of the Application: "I move to recommend denial of the requested Comprehensive Plan Amendment of approximately 151.56 acres from Agriculture to Residential for case number OR2022-0002, Christensen/Indart finding the application **does not** meet the criteria for approval under Article 07.06.03 of Canyon County Zoning Regulations, **finding that** [*cite findings for denial based on the express standards outlined in the criteria & the actions, if any, the applicant could take to obtain approval (ref.ID.67-6519(5)*].

Table the Application: "I move to continue case nos. OR2022-0002/RZ2022-0002-CR, Christensen/Indart to a [*date certain or uncertain*]

Decision Options: Conditional Rezone:

Approval of the Application: "I move to approve the requested Conditional Rezone of approximately 151.5 acres from Agricultural to "CR-R1" (CR-Single Family Residential) for case number RZ2022-0002-CR, Christensen/Indart, finding the application **meets** the criteria for approval with the conditions listed in the staff report (as amended) under Article 07.06.07 of Canyon County Zoning Regulations, **finding that**; [*Cite reasons for approval & Insert any additional conditions of approval*].

Denial of the Application: "I move to deny the requested Conditional Rezone of approximately 151.5 acres from Agriculture to Residential for case number RZ2022-0002-CR, Christensen/Indart finding the application **does not** meet the criteria for approval under Article 07.06.07 of Canyon County Zoning Regulations, **finding that** [*cite findings for denial based on the express standards outlined in the criteria & the actions, if any, the applicant could take to obtain approval (ref.ID.67-6519(5)*].

9. Exhibits

A. Application Packet & Supporting Materials

1. Master Application
2. Letter of Intent
3. Site Concept Plan(s)
4. Land Use Worksheet
5. Neighborhood Meeting
6. Agency Acknowledgement
7. Traffic Count Information (applicant)
8. Applicant Presentation slides 8-11-25 Todd Lakey
9. Applicant Presentation slides 8-11-25 Brent Orton

B. Supplemental Documents

1. Parcel Tools
2. Case Maps/Reports
    a. Small Air Ortho
    b. Small Vicinity Map
    c. Zoning and Classification
    d. Subdivision Map & Report
    e. 2020 Comprehensive Plan -applicable plan
        1. 2030 Comprehensive Plan
    f. Greenleaf Future Land Use
    g. TAZ Household and Jobs COMPASS DATA
    h. Nitrate Priority Area
    i. Contour Map
        1. Slope % Map
    j. Soil Map
    k. Prime Farmlands & Report
    l. Dairy, Feedlot and Gravel Pits
    m. Case Map and Report
    n. Lot Classification Map
    o. Maps Legend
    p. Distance to Area Cities (approximate)
3. Property History Maps (old maps/middle maps)

4. Subdivision Development plats
5. Development History—case file excerpts
6. Google Earth Pro 2002-2024 review
7. HDR Engineering Van Slyke presentation-Water Quality
8. Development Agreement Williamson: #DA08-111
9. SPF Water Quality Summary: 2006 Summerwind at Orchard Hills
10. Application Status letter (application history)

C. Site Visit Photos:

1. Site photos taken 8-5-25
2. 3-28-25 Van Slyke Farms RZ2021-0027 Drone Video clips [credit Growing Together]

D. Agency Comments Received by: August 11, 2025

1. Boise Project Board of Control
2. DSD Engineering Review
3. Vallivue School District
   a. July 28, 2025 and clarification
4. Dept. of Environmental Quality (DEQ)
5. Idaho Transportation Dept. 4-10-25
   a. Traffic Numbers
   b. ITD 1-1-25
6. Golden Gate Highway District (GGHD/JUB)
7. TIS Scope intersections (GGHD & HD4)
8. City of Greenleaf email-request to consider city services connection 7-21-2025

E. Public Comments Received by: August 11, 2025

1. Hopkins opposition
2. Turner opposition
3. Snake River Scenic Byway
4. Wilson opposition
5. Zinzer, Fruitts, & Heighes opposition
6. Karther opposition
7. Jeff and Lori Stevenson opposition
8. CJ and Janet Northrup opposition
9. Richard and Barbara Irish concerns
10. Anne Delgado opposition
11. Nancy Thomas opposition
12. Tracy Tackett opposition
13. Sonja Graber opposition
14. Growing Together Drone Video (see Link)
15. Jill Kenny Land Use 8-11-25
16. Jill Kenny Vallivue School District slides
17. Jill Kenny Vallivue School District re-boundary
18. Jill Kenny Edited Timber Ridge Development
19. Jill Kenny Open Space exhibit
20. Rietema concerns
21. Ford opposition

EXHIBIT A

Application Packet & Supporting Materials

EXHIBIT A

ZONING AMENDMENT
PUBLIC HEARING - APPLICATION

PROPERTY OWNER	OWNER NAME: H. David Christensen & Phyllis Indart	
	MAILING ADDRESS: 18250 Van Slyke Rd., Wilder, Idaho 83676 & 23441 Ustick Rd, Wilder, ID 83676	
	PHONE: (208)863-1953 (208)941-1101 (Indart)	EMAIL: hdavidchristensen@hotmail.com pindart33@gmail.com

I consent to this application and allow DSD staff / Commissioners to enter the property for site inspections. If the owner(s) is a business entity, please include business documents, including those that indicate the person(s) who are eligible to sign.

Signature: H. David Christensen Phyllis Indart *Date:* 08/23/2024

APPLICANT: IF DIFFERING FROM THE PROPERTY OWNER	APPLICANT NAME: Brent L. Orton, PE	
	COMPANY NAME: Orton Engineering, LLC	
	MAILING ADDRESS: 17338 Sunnydale Place	
	PHONE: (208)350-9422	EMAIL: brentorton@ortonengineers.com

SITE INFO	STREET ADDRESS: Northwest corner of Van Slyke and Ustick Road, Wilder, ID 83676	
	PARCEL NUMBER: BLO ~~R36524010~~, R36523, R36525, R33209, R33210	
	PARCEL SIZE: 2.37 ac, 73.06 ac, 36.79 ac, 41.21 ac, 0.5 ac	
	CHECK THE APPLICABLE APPLICATION TYPE:	
	☐ REZONE	☑ CONDITIONAL REZONE WITH DEVELOPMENT AGREEMENT
	CURRENT ZONING: Agricultural	PROPOSED ZONING: BLO ~~R-2~~ R-1
	FLOOD ZONE (YES/NO) No	ZONING DISTRICT: Agricultural

FOR DSD STAFF COMPLETION ONLY:

CASE NUMBER	DATE RECEIVED:	
RECEIVED BY:	APPLICATION FEE:	CK MO CC CASH

EXHIBIT A1

*8/24/2024 : Upd[illegible] and Ammended Application for
Christensen's Case RZ2022-0002 & OR 2022-0002

Link to Original Application: https://www.canyoncounty.id.gov/wp-content/uploads/2023/07/Master-Application-RZ2022-0002-OR2022-0002.pdf
Original Application is included at the end of this revised application.
*Revised to Conditional Rezone.

ZONING AMENDMENT
PUBLIC HEARING - CHECKLIST

Zoning Amendment/Conditional Rezone CCZO Section 07-06-05/07-06-07

Check the applicable application type:

☐ Rezone

☑ Conditional Rezone with Development Agreement

THE FOLLOWING ITEMS MUST BE SUBMITTED WITH THIS APPLICATION TO BE DEEMED COMPLETE (PLEASE CHECK OFF THE ITEMS REQUIRED):

Description	Applicant	Staff
Master Application completed and signed.	✓	✓
Letter of Intent (see standards on next page)	✓	✓
Land Use Worksheet	✓	✓
Neighborhood Meeting form was completed and signed	✓	✓ May need repeated
Completed Agency Acknowledgement form including:	✓	
Southwest District Health	✓	✓
Irrigation District	✓	✓
Fire District Homedale & Wilder	✓	✓
Highway District/Idaho Transportation Dept	✓	✓
Area of City Impact (If applicable)	✓	✓
Conditional Rezone:		
Proposed conditions of approval and/or Concept Plan (can be a draft survey/draft preliminary plat/drawing)	✓	
Deed or evidence of property interest to the subject property	✓	
Fee: $ 950 **Rezone** $1,400 **Conditional Rezone** $2,800 **Text Amendment** CASE NUMBER OR2022-0002/RZ2022-0002 DATE RECEIVED 2/1/22 RECEIVED BY KP/CL APPLICATION FEE $3350 CK	Total: $ 4,200 Paid $3350 on 2/1/22 and $450 Paid by Cory Blaine for Cond. Rezone on 1/31/23 Remaining Due: $400	
Fees are non-refundable		

*DISCLAIMER: The subject property shall be in compliance with the public nuisance ordinance, the building code and the zoning code before the Director can accept the application.

REZONE OPTION:

When considering a zoning map amendment (rezone) of a property, a conditional rezone is recommended when considering conceptual site plan and/or addressing potential impacts through mitigation strategies and measures such as restricting uses, limiting the area to be rezoned to retain agricultural uses, and agricultural preservation methods such as buffers and disclosures. Without a conditional rezone, no conditions can be considered as part of the rezone application.

The applicant/owner and DSD Planner must sign (below) if the conditional rezone option was discussed and the applicant/owner declined the option.

Applicant/Owner: _____ Date 08/23/2024

DSD Planner: _____ Date 9-26-24

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 North 11th Avenue, #310, Caldwell, ID 83605
zoninginfo@canyoncounty.id.gov - Phone: 208-454-7458
Revised 3/29/23

Applicant has stated that they are going to revise density proposal -- may need to do re do neighborhood mtg.

BORTON - LAKEY

LAW AND POLICY

141 E. CARLTON AVE., MERIDIAN, IDAHO 83642

(208) 908-4415 (OFFICE) (208) 493-4610 (FAX)

August 23, 2024

Debbie Root, Principal Planner
Canyon County Development Services
111 N. 11th Ave. Ste 310
Caldwell, ID 83605

Re: OR2022-002 and RZ2022-0002

Dear Ms. Root,

I am writing in follow up to my client's application for a rezone of their property known as the Timber Ridge project. My client desires to modify their initial application from a straight rezone to a conditional rezone with a development agreement. As far as the development team is concerned: Dave Christensen and Phyllis Indart remain on the application and contact list as the property owners along with myself, Alan Mills and our Engineer Brent Orton as members of the project team. Corey Blain, Rob Nash and Todd McCauley are no longer involved as representatives on the project. Our revised proposal maintains the proposed zoning but changes it to a conditional rezone with conditions that will reduce the potential impacts of the previous application. One of the owners, Dave Christensen, was one of the original developers of the Timberstone Golf Course and corresponding residential development and this subject property is adjacent to and compliments the golf course and residential development. There was some discussion with staff regarding incorporating horse uses in the project but we conducted another neighborhood meeting and neighbors expressed a strong consensus against horse uses being incorporated in the project.

We are requesting R-1 zoning as a conditional rezone to allow higher density due to using a community system in compliance with Canyon County code 07-10-21, Table 2 Note 1. BLO

~~We are not changing the requested R-2 zoning noted in the original application other than to make this a conditional rezone~~. This approach allows us to establish average lot size commitments that provide some flexibility and support the use of community systems. We propose to include a minimum average lot size of .82 acres which will be included and required in the development agreement. Multifamily dwellings and telecommunication facilities will be excluded as potential uses under the development agreement. Parcel 36546000 consisting of 70.53 acres, which was the more agriculturally viable parcel, is being removed from the request and will not be a part of this project. We have included a revised site plan with this letter. My client is also proposing to use community water and community wastewater systems. These systems may be provided by on-site systems or by the extension of municipal services. We are exploring both

EXHIBIT A2

options. If we were to pursue 2 acre lots and RR zoning as previously discussed that approach would have to utilize individual well and septic to work financially. We believe this approach with larger lots and the community systems will benefit the project and the surrounding area. The proposed minimum average lot size of almost 1 acre (.82 acre average) is needed to support the use of community systems. This is a reduction in the density and the corresponding impact compared to the initial proposal. These lot sizes are consistent with or larger than the adjacent residential lots in the Timberstone golf course development.

07-06-07: CONDITIONAL REZONE:

This proposal meets the criteria for approval under the Canyon County Zoning Ordinance – specifically Section 07-06-07 Conditional Rezones as noted below. We may supplement this analysis as this application moves forward.

1. **Is the proposed conditional rezone generally consistent with the comprehensive plan.**

Yes. See the following analysis.

Residential

The subject property is adjacent to an area designated for residential use in the 2020 comprehensive plan.

The comprehensive plan describes the residential designation and states "Residential development should be within areas that demonstrate a development pattern of residential land uses." The subject property is adjacent to the Timberstone Golf Course development which is designated for residential use on the comprehensive plan map. It is also in close proximity to the Garret Ranch Ridge Subdivision. The subject property is also contiguous with approximately 310 acres that is conditionally zoned RR. This area has a pattern of residential uses adjacent to or in very close proximity to this project. The Timberstone Golf Course was developed with residential lots incorporated into the golf course use which is a common pattern for golf courses. The lots in this project would benefit from the golf course as an amenity and the golf course will benefit from the addition of these homes as an enhancement to their green fee revenues and use of the course. The property is in the impact area for Greenleaf. Impact areas are where most growth is intended to occur.

The following Goals and Policies support our application.

Property Rights Component

Goals:

1. Canyon County will ensure that land use policies, restrictions, conditions and fees do not violate private property rights or create unnecessary technical limitations on the use of property.

Policies:

10. Land use laws and decisions should avoid imposing unnecessary conditions or procedures on development approvals.

These policies support allowing this application adjacent to or near existing development to proceed forward. The proposed lot sizes are consistent with or larger than the adjacent lot sizes in the Timberstone development and similar to the lots sizes in the nearby subdivision. The property is not prime agricultural ground. It consists largely of moderately and least suited soils. The property is sloped and uneven and a large portion is occupied by an old feedlot that is no longer in use. Surface water rights are limited for this property. The old feedlot was land granted without water rights and the remainder of that parcel is high ground with less than one third of the typical surface water rights for such property.

Population Component

Goals:

1. Consider population growth trends when making land use decisions.

2. To encourage economic expansion and population growth throughout the county plus increase economic diversity for continued enhancement of our quality of life to meet citizen needs.

3. To guide future growth in order to enhance the quality and character of the county while providing and improving the amenities and services available to Canyon County residents.

Policies:

1. Provide the planning base for an anticipated population of 225,503 by the year 2015, and 242,908 by the year 2020.

3. Encourage future population to locate in areas that are conducive for residential living and that do not pose an incompatible land use to other land uses.

The subject property is adjacent to and near other residential development and property that is designated for residential use as provided in the applicable Comprehensive Plan. This project will support the Timberstone Golf Course which is an existing area amenity for the County and the golf course will be an amenity to this proposed development. This development and the golf course provide a mutual benefit

to each other. The subject property is located in the impact area for the City of Greenleaf. The subject property is also contiguous with approximately 310 acres that is conditionally zoned RR. There is an existing pattern of development in the immediate area and it is in an impact area which is where most growth should occur. The demand for this type of residential use remains high and this project will support the higher than anticipated population growth.

Economic Development Component

Goals:

1. To diversify and improve the economy of Canyon County in ways that are compatible with community values.

5. To ensure that land use policies, ordinances and processes allow for a viably economic environment for development.

Policies:

7. Canyon County should identify areas of the county suitable for commercial, industrial and residential development. New development should be located in close proximity to existing infrastructure and in areas where agricultural uses are not diminished.

This is an area that is identified as being suitable for residential growth. It is adjacent to a residential designation and the property is located in Greenleaf's impact area. There is compatible existing residential development in the immediate area. The subject property is also contiguous with approximately 310 acres that is conditionally zoned RR. This project repurposes property with poor agricultural viability into a viable compatible use that will help support the golf course. The golf course is an amenity to the county and it is a recreational use that is an economic driver for the County. The project will utilize community water and wastewater systems.

Land Use Component

Goals:

4. To encourage development in those areas of the county which provide the most favorable conditions for future community services.

5. Achieve a land use balance, which recognizes that existing agricultural uses and non-agricultural development may occur in the same area.

6. Designate areas where rural type residential development will likely occur and recognize areas where agricultural development will likely occur.

Policies:

2. Encourage orderly development of subdivisions and individual land parcels, and require development agreements when appropriate.

Residential

This policy recognizes that population growth and the resulting residential development should occur where public infrastructure, services and facilities are available or where there is a development pattern already established.

3. Encourage compatible residential areas or zones within the county so that public services and facilities may be extended and provided in the most economical and efficient manner.

The subject property is in the Greenleaf impact area which is an area that is planned for growth and ultimately for the extension of services. The subject property is contiguous with approximately 310 acres that is conditionally zoned RR. The owners are proposing to use community water and wastewater systems. The property owners are also exploring the option of extending city services from Greenleaf. If city services are not extended with the project these community systems could be incorporated into the city system. There are certainly agricultural uses remaining in the area but those uses have co-existed with the Timberstone development and the Garret Ranch Ridge Subdivision for years. This demonstrates the land use balance that can be achieved and which is described in Goal 6. Goal 6 recognizes that residential and agricultural uses can co-exist in the right locations. The subject property is adjacent to and near other residential developments and property that is designated for residential use as provided in the Comprehensive Plan. There is an existing pattern of development in the immediate area and it is in an impact area which is where most growth should occur. The demand for this type of residential use remains high due to the larger than anticipated population growth.

Public Services, Facilities and Utilities Component

Water

Maintenance of high-quality water sources and adequate wastewater and stormwater management are all of great importance in Canyon County. These services are provided within the county through a combination of municipal, public, and private service providers.

Policies:

3. Encourage the establishment of new development to be located within the boundaries of a rural fire protection district.

4. Encourage activities to promote the protection of groundwater and surface water.

The applicant is proposing community water and wastewater systems. In meetings with staff they encouraged the use of community systems. The subject property is located in the Wilder and Homedale Fire Districts.

Transportation

Policies:

13. Ensure that all new development is accessible to regularly maintained roads for fire protection and emergency service purposes.

15. Work with highway districts, ITD, cities and others to reserve rights-of-way for planned transportation facilities.

The subject property has access onto Van Slyke Road and Ustick Road. The applicant will work with the highway district to meet their requirements for road improvements and will dedicate the applicable necessary right of way to the highway district. The right-of-way dedication associated with this project would be approximately 13% of the total property (approximately 9 acres for Ustick and VanSlyke including existing prescriptive right-of-way and 12 acres for internal roads).

2. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation?

Yes.

The current zoning is not the best long-term use of this property. The ground is not best suited for agricultural use and production. A large portion of the property consists of an old feedlot that is no longer in use. Attempting to re-institute the feedlot would create potential challenges for the residential uses and zoning in the area. Locating a feedlot in a nitrate priority area also is not optimal. The property lacks full water rights for viable agricultural use. The property is adjacent to a residential designation in the comprehensive plan and in close proximity to existing residential uses. The property is located adjacent to the Timberstone golf course and corresponding residential development. This proposed rezoning would support that adjacent use which is an amenity in Canyon County. There is a strong demand for these rural type lots. The adjacent golf course only enhances that demand. Many people do not want to live on city sized parcels in higher density development. Additionally, not every location in the county is appropriate for this type of large lot development. This property is located in the Greenleaf impact area where growth is planned and intended to occur. The subject property is adjacent to approximately 310 acres that is conditionally zoned RR. This is an area where the land use balance with agriculture and residential uses co-existing as described in the comprehensive plan can and should occur. The existing residential development and golf course in the area

demonstrate that this is a location where such balance can be achieved to provide a diversity of housing choices for those not wanting to live in the city.

3. Is the proposed conditional rezone compatible with surrounding land uses?

Yes.

Again, the property is located adjacent to the Timberstone golf course and in close proximity to other residential developments. Those uses have compatibly co-existed with the other agricultural uses in the area for years. This property is also located in the Greenleaf impact area where growth is planned and intended to occur. The subject property is immediately adjacent to approximately 310 acres that is conditionally zoned RR. This is an area where the land use balance with agriculture and residential uses co-existing in the same area as described in the comprehensive plan can and should occur. The existing residential development and golf course development in the area demonstrate that this is a location where such balance can be achieved and where agriculture uses and residential uses can and should be allowed to compatibly co-exist.

4. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?

No and the applicant is proposing several conditions of approval that help mitigate potential impacts.

The proposed use is adjacent to the existing golf course and residential development. One of the owners of the Subject property, Mr. Christensen, was also the developer of the Timberstone golf course. This subject property has been intended to be developed adjacent to the golf course. This proposed development would complement and benefit that existing golf course with its residential uses. The property is located in the impact area for the City of Greenleaf. The subject property is also located adjacent to 310 acres of land that is conditionally rezoned to RR. The character of the area around the golf course has been established for years and this proposed use adjacent to it is consistent with that character. The applicants are now requesting a conditional rezone with a development agreement. The applicant is proposing a minimum average lot size of .82 acres which will be a condition in the development agreement. This lot size is similar to or larger than the residential lots incorporated into the Timberstone golf course development and similar to the lots in almost adjacent Garret Ranch Ridge Subdivision. ~~The development agreement would also include a condition that multifamily dwellings which are either an allowed use or allowed by CUP, depending on the size, and telecommunication facilities which are allowed by CUP in an R2 zone will be excluded altogether as potential uses~~. The applicant will be utilizing a community water system and wastewater system. The applicant will also comply with any requirements of the highway district for any necessary road improvements based

10Jan2025
BLO

on the applicable Association of Canyon County Highway Districts road standards and traffic impact analysis.

5. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate the proposed conditional rezone?

Yes.

The applicant is proposing community water and wastewater systems. The community systems will either be provided by on-site systems or through the extension of city services from the City of Greenleaf. A pressurized irrigation system will be provided to the respective lots. Stormwater runoff will be retained on site or will utilize applicable historic drainage rights at predevelopment rates.

6. Does the proposed conditional rezone require public street improvements in order to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns? What measures have been taken to mitigate traffic impacts?

The Applicant will dedicate the applicable right of way to the Golden Gate Highway District and will work with the district to comply with the district's requirements for any necessary roadway improvements. Ustick Road is a minor arterial so it is intended and designed to handle and distribute higher volumes of traffic than collectors and local roads while maintaining an emphasis on property access. Generally traffic volumes from this project are expected to be well within roadway design standards. Right-of-way dedication for Ustick and VanSlyke roads along with any required mitigation based on applicable highway district standards will ensure appropriate mitigation of the traffic impacts generated by the development.

7. Does legal access to the subject property for the conditional rezone exist or will it exist at time of development?

Yes. The property has frontage on Ustick and Van Slyke Roads with a number of existing access points. The proposed access for the project will reduce the total number of access points and will ensure safe placement of accesses based on necessary stopping sight distance as analyzed by the applicant and reviewed by the highway district.

8. Will the proposed conditional rezone amendment impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?

The project is not anticipated to substantially impact public services. The property may have some longer response times. Those that desire to live in a more rural location understand that as a net benefit compared to living in on smaller lots in the more densely populated cities with faster response times. Proposed central water services which will include fire hydrants and appropriate access will improve the facilities needed by emergency responders as compared to an individual well and septic approach. These will be larger high value homes that will contribute more to the respective public agency's tax base than the average home in Canyon County.

The application meets the requirements in the Canyon County Code for approval of a conditional rezone on the subject property. We are open to discussion of other potential conditions of approval that may be included in the development agreement. We ask that the application be approved and as always are happy to respond to any questions you may have.

Sincerely,

BORTON-LAKEY LAW AND POLICY

Todd M. Lakey

Proposed Conditions for Development Agreement

1. The development of the property shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property as provided in this agreement.
2. The project shall be developed in substantial compliance with the site plan attached to this Agreement as Exhibit ____ .
3. The development shall be platted pursuant to CCZO 07-17-09 & 07-17-13. The project may be developed in phases.
4. The applicant shall mitigate weeds on undeveloped lots within the subject property. At such time as an HOA is formed and CCR's are recorded for the development, the HOA will then be responsible for maintenance of weeds on undeveloped lots within the applicable phase.
5. All storm water drainage shall be retained on site or will utilize applicable historic drainage rights at predevelopment rates. An engineered drainage plan shall be submitted with the application(s) for preliminary plat.
6. The project shall have a minimum average lot size of .82 acres. This average shall be calculated for the entire property and maintained as the project is developed.
7. Multifamily dwellings and telecommunication facilities as noted in CCZO 07-10-27 shall be prohibited uses on the subject property.
8. All exterior lighting shall be shielded downward and directed away from adjacent properties.
9. The development shall use community water and wastewater systems by either clustered on-site systems, a central on-site systems or extension of municipal services.
10. The development shall utilize public roads.
11. The project shall comply with the applicable requirements of the Golden Gate Highway district as noted in Exhibit ____.

TIMBER RIDGE SUBDIVISION
DRAFT PRELIMINARY PLAT

PART OF THE SE ¼ OF SECTION 31, TOWNSHIP 4 NORTH, RANGE 4 WEST
AND PART OF THE NE ¼ OF SECTION 6, TOWNSHIP 3 NORTH, RANGE 4 WEST,
BOISE MERIDIAN, CANYON COUNTY, IDAHO, 2024

DRAFT CONCEPT PLAN

N

0 400 800 Feet

SITE INFORMATION

OWNERS/DEVELOPERS:

H. David Christensen & Sandra Christensen
18250 Van Slyke Rd
Wilder, ID 83676
Phone: (208) 863-1953
Email: hdavidchristensen@hotmail.com

Phyllis Indart
23441 Ustick Rd.
Wilder, ID 83676
Phone: (208) 941-1101
Email: pindart33@gmail.com

ENGINEERING CONSULTANT:

Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Phone: (208) 350-9422
Contact: Brent L. Orton, P.E.
Email: brentorton@ortonengineers.com

SURVEYOR:

Skinner Land Survey
17842 Sand Hollow Road
Caldwell, Idaho 83607
Phone: (208) 454-0933
Contact:TJ Wellard, PLS
Email: TJ@skinnerlandsurvey.com

SURVEY CONTROL NOTES:
Based on the NAD83 State Plane Coordinate System (Idaho West 1103) and vertical (NAVD83) Datum

PARCELS:
R36524010, R36523, R36525,R33209, R33210

ACREAGE: 151.55 ACRES (6,601,518 SF)

ZONING:
CURRENT: AGRICULTURAL PROPOSED: R-2
Min Lot Size ½ ACRE
Max Building Height: 35'

SETBACKS:
FRONT: 20' REAR: 20' SIDE: 10' CORNER: 20'

WATER:
Community Well(s), to be regulated by Idaho Department of Water Resources (IDWR) & Department of Environmental Quality (DEQ) in compliance with the Safe Drinking Water Act

SEWER:
City of Greenleaf

HIGHWAY DISTRICT:
Golden Gate Highway District No. 3

IRRIGATION DISTRICT:
Wilder Irrigation District

SCHOOL DISTRICTS:
Homedale School District (South of Ustick Rd.)
Vallivue School District #139 (North of Ustick Rd.)

FIRE DISTRICTS:
Homedale Fire (South of Ustick Rd.)
Wilder Fire (North of Ustick Rd.)

IMPACT AREA:
City of Greenleaf

FLOOD ZONE:
Not in Flood Zone

PRELIMINARY PLAT NOTES:

1. **UTILITY/DRAINAGE EASEMENTS** All Lots feature the following Easements: FRONT - 10', SIDE - 5', REAR/BOUNDARY - 10' for Public Utilities, Irrigation, and Lot Drainage.

2. **RIGHT TO FARM** This development recognizes Section 22-4503 of the Idaho Code Right to Farm Act, which states: "No agricultural operation, agricultural facility, or expansion thereof shall be or become a nuisance, private or public, by any changed conditions in or about the surrounding nonagricultural activities after it has been in operation for more than one (1) year, when the operation facility or expansion was not a nuisance at the time it began or was constructed, the provisions of this section shall not apply when a nuisance results from the improper or negligent operation of an agricultural operation, agricultural facility or expansion thereof."

3. **AVERAGE MINIMUM LOT SIZE** of each phase of construction to comply with Canyon County Code (07-10-21) for ZONE R-2: ½ ACRE Minimum. Per Canyon County Ordinance 07-10-21(2), minimum lot sizes can be decreased to 12,000 square feet when municipal sewer or water is connected, this subdivision will be connected to City of Greenleaf sewer. Lot sizes have been designed accordingly.

4. **SINGLE FAMILY RESIDENTIAL** Residential lots will be for single family residential use under the ordinances of Canyon County.

5. **LOT LINES** Internal Lot Lines are conceptual and may change during final platting.

6. **CROSS-ACCESS EASEMENTS** and storm drainage easements may be provided across lot lines as determined during final design. The easement shall not preclude the construction of proper hard-surfaced driveways for access to each individual lot.ater, Septic, and irrigation line sizes and locations are preliminary and will be refined during final construction design.

7. **COMMON LOTS:** All common lots will be owned and maintained by the Homeowner's Association/Water Users Association. These lots are subject to a blanket easement for public utilities that shall not interfere with the construction of clubhouse, well houses, or subdivision amenities.

8. **COMMUNITY WELL LOT(S)**: Lots for community culinary wells shall preserve a 50-foot radius around the well head which shall be kept clear of buildings or obstructions. Access to the well head for maintenance shall be preserved at all times

PRELIMINARY ENGINEERING NOTES:

1. **SEWER** will be collected in a municipal sewer main network leading to a lift station and pumped to the City of Greenleaf wastewater treatment plant. Sewer mains will conform to the Idaho Standards for Public Works Construction (ISPWC) and stubbed to each individual residential lot.

2. **DOMESTIC WATER** mains will be provided to individual lots by Community Well(s) to be installed by the developer in accordance with Idaho Department of Water Resources (IDWR) & Department of Environmental Quality (DEQ) Standards.

3. **IRRIGATION** will be provided Wilder Irrigation District on behalf of the Boise Project Board of Control and Bureau of Reclamation. Existing groundwater rights will be necessary to supplement available surface water rights. To the extent possible these will be supplied relying on permits and infrastructure associated with existing irrigation wells. The existing canals will remain open and in their current locations. Surface and well irrigation water rights will be diverted to a reservoir with an adjacent pressure irrigation pump station. Pressurized irrigation will be delivered to each lot in accordance with the engineered design. Maintenance of the Irrigation system will be by the Subdivision Water Users Association. Watering schedules (such as odd/even watering days) will be used as needed.

4. **MAINTENANCE** of any irrigation, drainage pipes or ditch crossing a lot not a part of the Subdivisions infrastructure, is the responsibility of the lot owner unless such responsibility is assumed by an irrigation/drainage entity. Subdivision irrigation infrastructure will be maintained by the Homeowners/Water Users Association per Idaho Code 31-3805B to the Curb Stop side of the service. Irrigation infrastructure downstream of the service Curb Stop is the responsibility of the lot owner.

5. **STORM DRAINAGE** will be routed through roadside barrow ditches and retained or detained in common lots or easements. The Storm Drainage system will utilize historic drainage rights associated with the property with appropriate treatment at pre-development discharge rates.

6. **SPECIFICATIONS**: Water, Septic, and irrigation line sizes and locations are preliminary and will be refined during final construction design.

7. **POWER** to be provided by Idaho Power. Some modifications to proposed easements and lot layout may vary slightly depending on utility company routing. All on-site Power and joint trench utilities will be located underground.

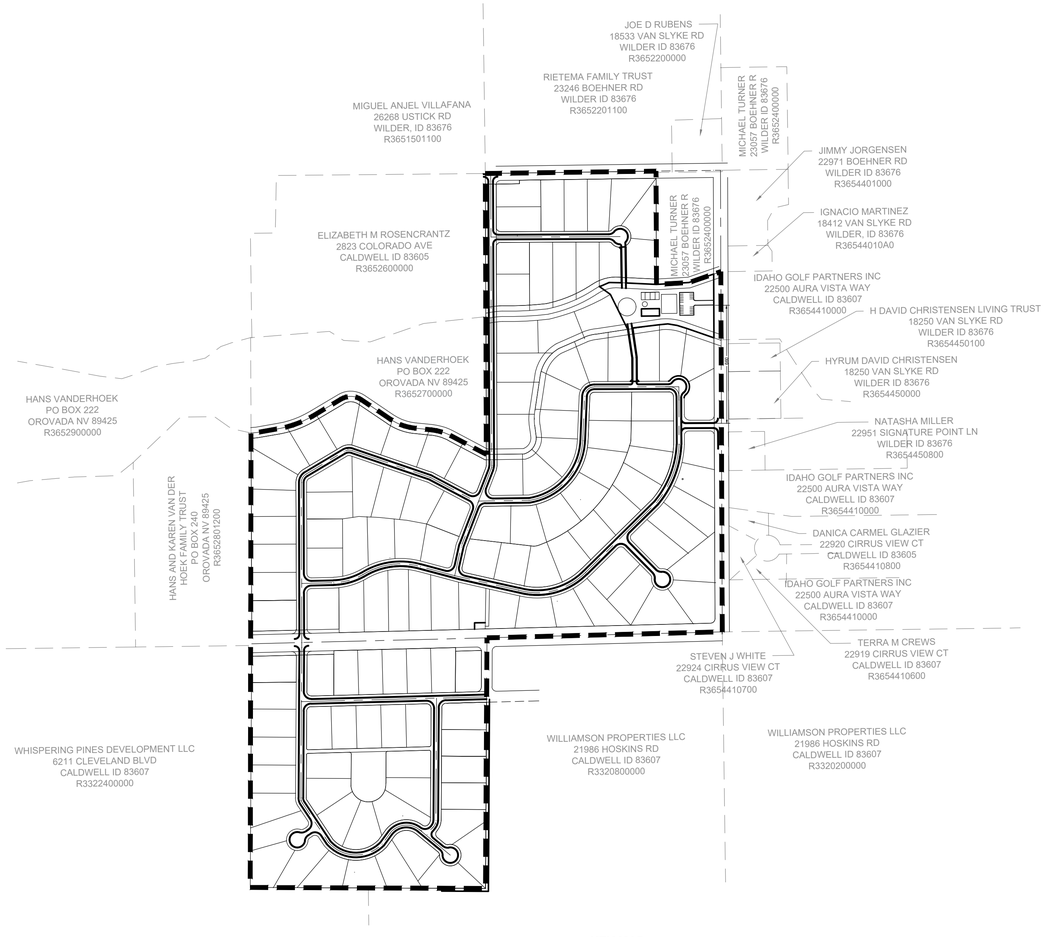
8. **ROADS**: All roads (with the exception of Lennon Lane and some possible shared driveways) are public and to be built in accordance with Golden Gate Highway District standards (Association of Canyon County Highway Districts Standards).

9. **ACCESS**: Access to residential lots shall be obtained only through approved street access. Direct residential lot access to Ustick Road, Van Slyke Road and Boehner Road shall be prohibited.

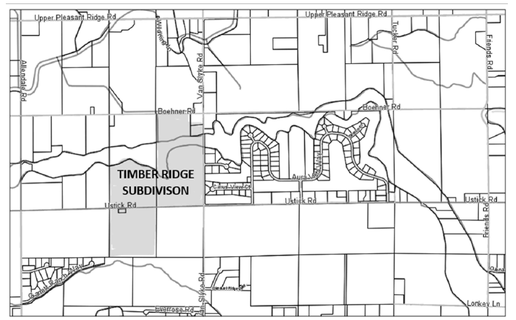
10. **SITE WORK AND UTILITY CONSTRUCTION** shall be performed in accordance with requirements of Golden Gate Highway District, the current edition of the Idaho Standards for Public Works Construction (ISPWC), Idaho Plumbing Code (IPC), and all other applicable local, state, and federal requirements.

11. **NO POTENTIALLY DANGEROUS AREAS,** including geologically hazardous areas, areas subject to inundations or flood hazard and areas of high ground water have been identified in the project area.

HIGH NITRATE/NITRITE PRIORITY AREA: This area is identified as a high Nitrate/Nitrite Priority Area by Southwest District Health. Community sewage disposal is preferred.



KEY MAP



VICINTIY MAP
NOT TO SCALE

LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE

LAND USE SUMMARY

DESCRIPTION	# OF LOTS	ACRES	% OF TOTAL
TOTAL LOTS/ACREAGE:		151.56	100%
SINGLE RESIDENTIAL LOTS	135	119.38	78.77%
COMMERCIAL LOTS	0	0	0%
OPEN SPACE/ COMMON LOTS	1	3.59	2.37%
AREA RIGHT OF WAY		28.59	18.86%
ZONING			
EXISTING: AGRICULTURAL	PROPOSED: R-2		
MINIMUM LOT SIZE FOR ZONE			
SINGLE FAMILY	½ ACRE (21,780 SF)		
SUBDIVISION LOT SIZES			
MINIMUM RESIDENTIAL LOT	0.64 ACRE (27,878 SF)		
AVERAGE RESIDENTIAL LOT	0.88 ACRE (38,520 SF)		
MAXIMUM RESIDENTIAL LOT	1.16 ACRE (50,530 SF)		
TOTAL LOTS/ACREAGE:	DWELLING UNIT/ACRE		
GROSS LOTS PER ACRE	0.89 LOTS/ACRE		
GOLDEN GATE HWY DIST STANDARD ROW			
INTERIOR STREETS (Local Roads)	30' ROW from centerline (60' total)		
USTICK ROAD (Principal Arterial)	50' ROW from centerline (100' total)		
VAN SLYKE (Minor Collector)	40' ROW from centerline (80' total)		

PARCEL INFORMATION

PARCELS	LEGAL	DEEDED ACREAGE	OWNER
R36523000 0 VAN SLYKE RD Inst #: 2015036340	31-4N-4W SE E 1/2 SE LS TX 4	73.06 acres	H David Christensen, & Sandra Christensen
R3652400100 0 BOEHNER RD Inst #:2015014952	31-4N-4W SE TX 15204 IN NESE	2.37 acres	H David Christensen, & Sandra Christensen
R36525000 0 23422 USTICK RD Inst #: 1993018914	31-4N-4W SE W1/2 OF SE1/4 S OF MORA CANAL	36.50 acres	Phyllis A Indart Trust
R33210000 0 23441 USTICK RD Inst #: 2008008796 # 2008008523 #2008008524	06-3N-4W NE TAX 2 IN LOT 2	0.50 acres	Phyllis A Indart Revocable Trust - 199
R33209000 0 0 USTICK RD # 1993018914	06-3N-4W NE LOT 2 LESS TAX 2	41.21 acres	Phyllis A Indart Trust

PROFESSIONAL ENGINEER REGISTERED 13359 24Aug2024 STATE OF IDAHO BRENT L. ORTON

BORDER SIZE 22"x34"	
DESIGNED	
DRAWN	SKC
CHECKED	BO
APPROVED	

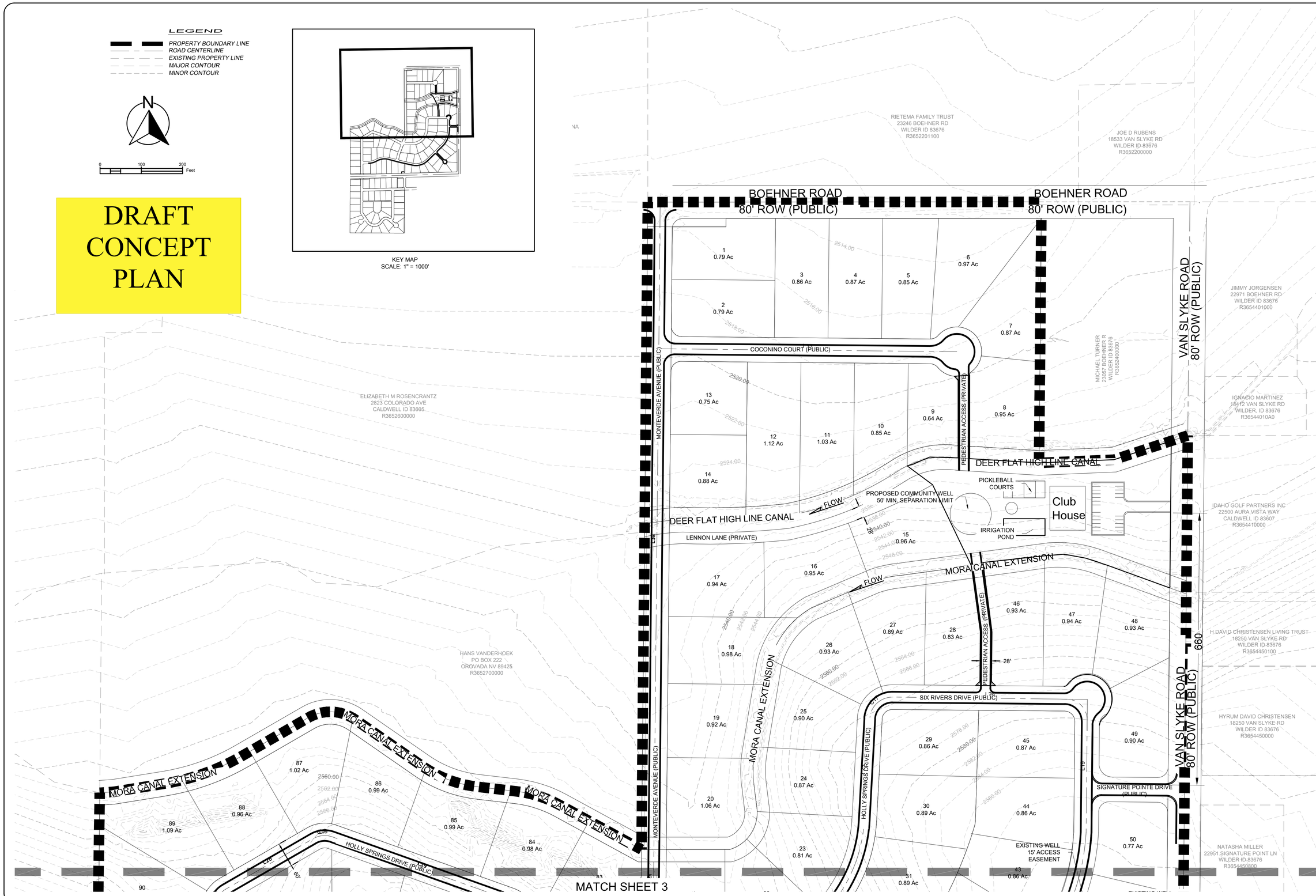
REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
KEY MAP

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 24 August 2024
PROJECT: –
SHEET: 1

EXHIBIT
A3



PROFESSIONAL ENGINEER
REGISTERED
13359
24Aug2024
STATE OF IDAHO
BRENT L. ORTON

BORDER SIZE	
22"x34"	
DESIGNED	
DRAWN	
SKC	
CHECKED	
BO	
APPROVED	

REVISIONS

NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION

SITE PLAN 1

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 24 August 2024

PROJECT: –

SHEET: 2

DRAFT CONCEPT PLAN

MATCH SHEET 2

MONTEVERDE AVENUE (PUBLIC) EXTENSION

HOLLY SPRINGS DRIVE (PUBLIC)

WHITE MOUNTAIN AVENUE (PUBLIC)

MONTEVERDE AVENUE (PUBLIC)

BLACK HILLS DRIVE (PUBLIC)

BROOKS PLACE (PUBLIC)

VAN SLYKE ROAD
80' ROW (PUBLIC)

USTICK ROAD
100' ROW (PUBLIC)

USTICK ROAD
100' ROW (PUBLIC)

JUMBOLDT WAY (PUBLIC)

SNOQUALMIE DRIVE (PUBLIC)

GREAT BEAR WAY (PUBLIC)

PEDESTRIAN ACCESS (PRIVATE)

MATCH SHEET 4

EXISTING WELL
15' ACCESS EASEMENT

EXISTING WELL
RETAIN AND PROTECT

EXISTING WELL

EXISTING WELL
RETAIN AND PROTECT

20' ACCESS EASEMENT

60.0000

NATASHA MILLER
22951 SIGNATURE POINT LN
WILDER ID 83676
R3654450800

IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000

DANICA CARMEL GLAZIER
22920 CIRRUS VIEW CT
CALDWELL ID 83605
R3654410800

STEVEN J WHITE
22924 CIRRUS VIEW CT
CALDWELL ID 83607
R3654410700

IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000

HANS AND KAREN VAN DER HOEK FAMILY TRUST
PO BOX 240
ORCHARD IW 83425
R3652600700

WHISPERING PINES DEVELOPMENT LLC
6211 CLEVELAND BLVD
CALDWELL ID 83607
R3322400000

KEY MAP
SCALE: 1" = 1000'

N

0 100 200 Feet

LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- MAJOR CONTOUR
- MINOR CONTOUR

PROFESSIONAL ENGINEER REGISTERED 13359 14Aug2024 STATE OF IDAHO BRENT L. ORTON

BORDER SIZE 22"x34"	
DESIGNED	
DRAWN	
SKC	
CHECKED	
BO	
APPROVED	

NO.	DESCRIPTION	DATE
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Brent L. Orton, PE, PLS, CFM, CPESC, CPSWQ, CPWI, CPMSM, CPSM, CPSI, CPRP, CPLP, CPSC, CPSS, CPSE, CPSD, CPSP, CPSF, CPSG, CPSH, CPSJ, CPSK, CPSL, CPSN, CPSO, CPSQ, CPSR, CPST, CPSU, CPSV, CPSW, CPSX, CPSY, CPSZ

SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION
SITE PLAN 2

ATTENTION: 0 1/2 1

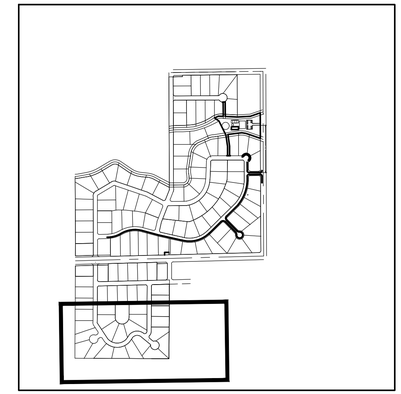
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 24 August 2024

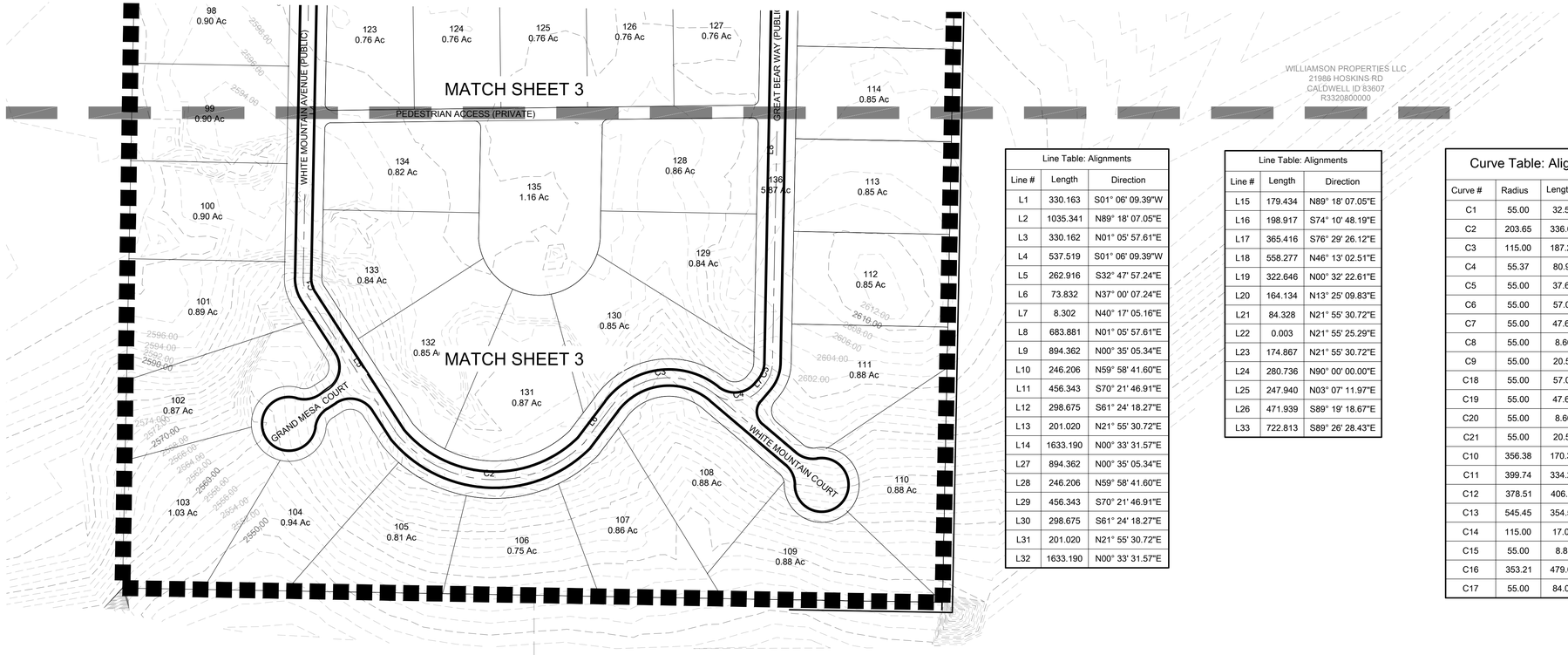
PROJECT: –

SHEET: 3

DRAFT CONCEPT PLAN



KEY MAP
SCALE: 1" = 1000'



Line Table: Alignments		
Line #	Length	Direction
L1	330.163	S01° 06' 09.39"W
L2	1035.341	N89° 18' 07.05"E
L3	330.162	N01° 05' 57.61"E
L4	537.519	S01° 06' 09.39"W
L5	262.916	S32° 47' 57.24"E
L6	73.832	N37° 00' 07.24"E
L7	8.302	N40° 17' 05.16"E
L8	683.881	N01° 05' 57.61"E
L9	894.362	N00° 35' 05.34"E
L10	246.206	N59° 58' 41.60"E
L11	456.343	S70° 21' 46.91"E
L12	298.675	S61° 24' 18.27"E
L13	201.020	N21° 55' 30.72"E
L14	1633.190	N00° 33' 31.57"E
L27	894.362	N00° 35' 05.34"E
L28	246.206	N59° 58' 41.60"E
L29	456.343	S70° 21' 46.91"E
L30	298.675	S61° 24' 18.27"E
L31	201.020	N21° 55' 30.72"E
L32	1633.190	N00° 33' 31.57"E

Line Table: Alignments		
Line #	Length	Direction
L15	179.434	N89° 18' 07.05"E
L16	198.917	S74° 10' 48.19"E
L17	365.416	S76° 29' 26.12"E
L18	558.277	N46° 13' 02.51"E
L19	322.646	N00° 32' 22.61"E
L20	164.134	N13° 25' 09.83"E
L21	84.328	N21° 55' 30.72"E
L22	0.003	N21° 55' 25.29"E
L23	174.867	N21° 55' 30.72"E
L24	280.736	N90° 00' 00.00"E
L25	247.940	N03° 07' 11.97"E
L26	471.939	S89° 19' 18.67"E
L33	722.813	S89° 26' 28.43"E

Curve Table: Alignments			
Curve #	Radius	Length	Delta
C1	55.00	32.54	33.9018
C2	203.65	336.08	94.5531
C3	115.00	187.23	93.2828
C4	55.37	80.91	83.7333
C5	55.00	37.62	39.1854
C6	55.00	57.01	59.3934
C7	55.00	47.67	49.6587
C8	55.00	8.60	8.9580
C9	55.00	20.51	21.3664
C18	55.00	57.01	59.3934
C19	55.00	47.67	49.6587
C20	55.00	8.60	8.9580
C21	55.00	20.51	21.3664
C10	356.38	170.34	27.3862
C11	399.74	334.29	47.9145
C12	378.51	406.01	61.4595
C13	545.45	354.52	37.2405
C14	115.00	17.07	8.5058
C15	55.00	8.81	9.1726
C16	353.21	479.05	77.7074
C17	55.00	84.05	87.5582

N

0 100 200 Feet

LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- MAJOR CONTOUR
- MINOR CONTOUR

PROFESSIONAL ENGINEER REGISTERED 13359 24Aug2024 STATE OF IDAHO BRENT L. ORTON

BORDER SIZE 22"x34"
DESIGNED
DRAWN SKC
CHECKED BO
APPROVED

NO.	DATE	REVISIONS DESCRIPTION
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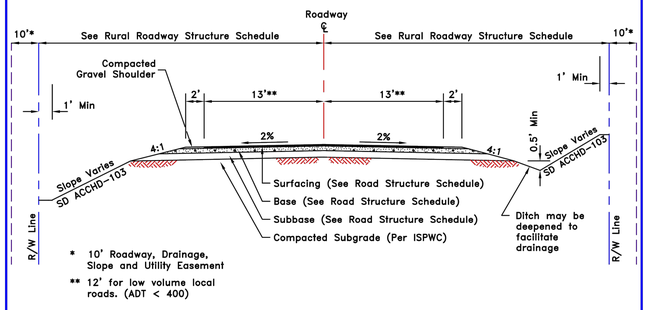
Brent L. Orton
Professional Engineer
Registered
13359
24Aug2024
State of Idaho

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
SITE PLAN 3

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 24 August 2024
PROJECT: –
SHEET: 4

DRAFT
CONCEPT
PLAN



TWO LANE RURAL ROADWAY SECTION

N.T.S.

RURAL ROADWAY STRUCTURE SCHEDULE

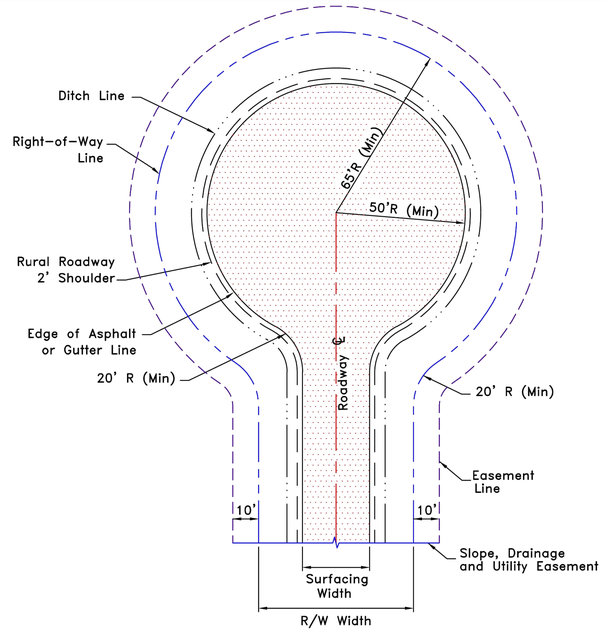
Class of Road	TI	Minimum Thickness (in)			Right of Way Width (ft)
		Pavement	Base	Subbase	
Collector (under 4,000 ADT)	8	3"	6"	19"	80
Local Road (1,500 or More ADT)	8	3"	6"	19"	60
Local Road (under 1,500 ADT)	7	3"	6"	16"	60
Low Volume Local Road (under 400 ADT)	6	3"	4"	14"	56

NOTES:

1. Above Roadway Structure Sections are based on worst case soil subgrade conditions. Roadway Structure Sections may vary with better soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Registered Professional Engineer.
2. Road Structure Schedule is based on ITD Method, as modified in Section 3060.060, using an R-value of 5. If the subgrade has an R-value greater than 5, applicant may submit an alternate section design prepared by a Registered Professional Engineer.
3. For Collector (4,000 ADT or more), Arterial or Expressway, see Sections 3030.010 and 3060.060.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	TWO LANE RURAL ROADWAY SECTION	STANDARD DRAWING ACCHD-101



STANDARD CUL-DE-SAC LAYOUT

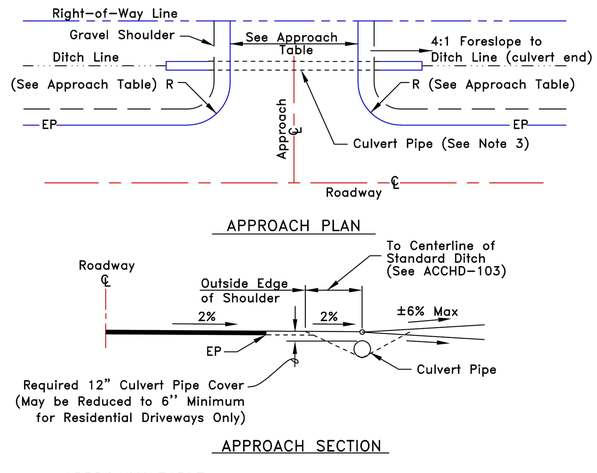
N.T.S.

NOTES:

1. Adequate drainage of the surface and ditch line is required.
2. If curb section is used, the radius to the back of curb & gutter should be 50.5' minimum.
3. 10' Roadway, drainage slope and utility easement is required outside R/W.
4. Cul-De-Sac Asphalt Grade in any one direction shall be 1.5% min.
5. Cul-De-Sac may be offset (Asymmetrical) so that the approach roadway edge of asphalt is tangent to the Cul-De-Sac circle.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	STANDARD CUL-DE-SAC LAYOUT	STANDARD DRAWING ACCHD-104



APPROACH PLAN

APPROACH SECTION

APPROACH TABLE

APPROACH TYPE	Appr Width* Min	Appr Width* Max	Min Radius
Farmyard Field	20'	40'	20'
Residential[a] (Rural Roadway)	20'	30'	10'
Residential[a] (Subdivision Roadway) Or	20' 15'	36'	0' 5'

* Does not include required 2' gravel shoulder on each side of approach.

APPROACH STRUCTURAL SECTION
2.5" Surfacing (Optional)
6" Base
9" Subbase

STANDARD RESIDENTIAL APPROACH SERVING ONE (1) OR TWO (2) PROPERTIES

N.T.S.

NOTES:

1. Approach spacing shall conform to Section 3000 of the ACCHD Manual.
2. Ingress/Egress by forward motion only.
3. Culvert pipe shall be 12" min. diameter. Culvert pipe shall extend to the intersection of the ditch line and the 4:1 approach foreslope. Pipe material shall be either 0.064" thick corrugated steel, 0.060"corrugated aluminum or Class V reinforced concrete.
4. Subdivision roads are defined as roads that primarily provide access to adjacent lots or parcels, do not serve as collector roads, are not located on section or quarter section lines and have a posted speed of 25 mph or less. All other roads shall be considered rural roads for application of approach standards.
5. Serving One (1) or Two (2) Residences Only.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	STANDARD RESIDENTIAL APPROACH	STANDARD DRAWING ACCHD-105

PROFESSIONAL ENGINEER REGISTERED 13359 14Aug2024 STATE OF IDAHO BRENT L. ORTON

BORDER SIZE 22"x34"
DESIGNED
DRAWN SKC
CHECKED BO
APPROVED

REVISIONS

NO.	DESCRIPTION	DATE
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SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
STANDARD DETAILS

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 24 August 2024
PROJECT: –
SHEET: 5

LAND USE WORKSHEET

PLEASE CHECK ALL THAT APPLY TO YOUR REQUEST:

GENERAL INFORMATION

1. **DOMESTIC WATER:** ☐ Individual Domestic Well ☑ Centralized Public Water System ☐ City

☐ N/A – Explain why this is not applicable: _____

☐ How many Individual Domestic Wells are proposed? _____

2. **SEWER (Wastewater)** ☐ Individual Septic ☑ Centralized Sewer system

☐ N/A – Explain why this is not applicable: _____

* Intending to build a lift station and connect to ~~City of Greenleaf sewer treatment plant~~.

3. **IRRIGATION WATER PROVIDED VIA:**

☑ Surface ☑ Irrigation Well ☐ None

4. **IF IRRIGATED, PROPOSED IRRIGATION:**

☑ Pressurized ☐ Gravity

5. **ACCESS:**

☑ Frontage ☐ Easement Easement width_____Inst. # _____

6. **INTERNAL ROADS:**

Will be made after approval of preliminary plat.

☑ Public ☑ Private Road User's Maintenance Agreement Inst #_____

7. **FENCING** *TBD ☐ Fencing will be provided (Please show location on site plan)

Type: Wrought Iron Fencing anticipated Height: 4' - 6'

8. **STORMWATER:** ☐ Retained on site ☑ Swales ☐ Ponds ☑ Borrow Ditches

☐ Other: _____

9. **SOURCES OF SURFACE WATER ON OR NEARBY PROPERTY:** (i.e. creeks, ditches, canals, lake)

Canals: Deer Flat Highline Canal Water Right #63-2806 and #63-3244

Mora Canal Extension Canal

EXHIBIT A4

RESIDENTIAL USES

1. **NUMBER OF LOTS REQUESTED:**

☑ Residential 135 ☐ Commercial _____ ☐ Industrial _____

☑ Common 1 ☐ Non-Buildable _____

2. **FIRE SUPPRESSION:**

☑ Water supply source: Fire Hydrants relying on community wells

3. **INCLUDED IN YOUR PROPOSED PLAN?**

☐ Sidewalks ☐ Curbs ☐ Gutters ☐ Street Lights ☑ None

NON-RESIDENTIAL USES

1. **SPECIFIC USE:** Clubhouse, Pickleball Courts, Outdoor Picnic Area, Tot Lot

2. **DAYS AND HOURS OF OPERATION:** Amenities and Clubhouse will be unmanned and available for residents to schedule and for HOA events.

☑ Monday _____ to _____

☑ Tuesday _____ to _____

☑ Wednesday _____ to _____

☑ Thursday _____ to _____

☑ Friday _____ to _____

☑ Saturday _____ to _____

☑ Sunday _____ to _____

3. **WILL YOU HAVE EMPLOYEES?** ☐ Yes If so, how many? _____ ☑ No

4. **WILL YOU HAVE A SIGN?** ☐ Yes ☑ No ☐ Lighted ☐ Non-Lighted

Height: _____ ft Width: _____ ft. Height above ground: _____ ft

What type of sign: _____Wall _____ Freestanding _____ Other

5. **PARKING AND LOADING:**

How many parking spaces? ~ 20 spaces: With 1 Van Accessible Parking Space

Is there is a loading or unloading area? Not

ANIMAL CARE-RELATED USES

1. **MAXIMUM NUMBER OF ANIMALS:** N/A: Intended for residents to adhere to Canyon County Code regarding number, type and care of Animals.

2. **HOW WILL ANIMALS BE HOUSED AT THE LOCATION?** N/A

☐ Building ☐ Kennel ☐ Individual Housing ☐ Other _____

3. **HOW DO YOU PROPOSE TO MITIGATE NOISE?** N/A

☐ Building ☐ Enclosure ☐ Barrier/Berm ☐ Bark Collars

4. **ANIMAL WASTE DISPOSAL** N/A

☐ Individual Domestic Septic System ☐ Animal Waste Only Septic System

☐ Other: _____

Neighborhood Meeting

EXHIBIT
A5

NEIGHBORHOOD MEETING SIGN-UP

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 North 11th Avenue, #310, Caldwell, ID 83605
zoninginfo@canyoncounty.id.gov Phone: 208-454-7458 Fax: 208-454-6633

NEIGHBORHOOD MEETING SIGN UP SHEET

CANYON COUNTY ZONING ORDINANCE §07-01-15

Applicants shall conduct a neighborhood meeting for any proposed comprehensive plan amendment, zoning map amendment (rezone), subdivision, variance, conditional use, zoning ordinance map amendment, or other requests requiring a public hearing.

SITE INFORMATION

Site Address: Corner of Ustick and VanSlyke		Parcel Number: R36523, R365240100, R36525, R33210, R33209	
City: Caldwell	State: ID	ZIP Code: 83607	
Notices Mailed Date: 8/4/2024	Number of Acres: 151.55	Current Zoning: Agricultural	
Description of the Request: Comp Plan Ammend., Rezone, Preliminary Plat & Special Use Permit			

APPLICANT / REPRESENTATIVE INFORMATION

Contact Name: Brent L Orton		
Company Name: Orton Engineering, LLC		
Current address: 17338 Sunnydale Place		
City: Caldwell	State: ID	ZIP Code: 83607
Phone: (208)350-9422	Cell: same	Fax:
Email: brentorton@ortonengineers.com		

MEETING INFORMATION

DATE OF MEETING: 8/15/2024	MEETING LOCATION: West Canyon Elem. 18548 Ustick Rd.
MEETING START TIME: 07:00 pm	MEETING END TIME: 08:20 pm
ATTENDEES: 37	

NAME (PLEASE PRINT)	SIGNATURE:	ADDRESS:
1. See Attached Sheet		
2.		
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19.
20.

NEIGHBORHOOD MEETING CERTIFICATION:

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accordance with Canyon County Zoning Ordinance § 07-01-15.

APPLICANT/REPRESENTATIVE (Please print):

Brent L. Orton

APPLICANT/REPRESENTATIVE (Signature):

DATE: 08 / 15 / 2024

Welcome! Please Sign-in!

Project Description: Timber Ridge Subdivision
Date of Meeting: 8/15/2024
Location: West Canyon Elementary School Cafeteria, 19548 Ustick Rd., Caldwell, ID 83607
Neighborhood Meeting Start Time: 7pm End Time: 8:20pm

Please sign in to allow us to illustrate attendance at the required neighborhood meeting to allow us to satisfy the requirements for city/county code.

Name	Address	Phone Number
Terri + Mike Brink	22961 Signature Pointe Wilder	6612123289
PATTY + Rick Haley	22612 Aura Vista Way	3108097591
Margarita + Dan Rodriguez	22636 Aura Vista Way	760-402-4375
Randy & Christi Irvin	22618 Aura Vista Way	530 570 3676
David & Cindy Custenborder	22485 Aura Vista Way	858-518-4339
Rebecca Dunley	22753 Zephyr Ct	281-386-9320
DuWayne & Colleen Skeen	22958 Signature Point	208-589-4343
Art Johnston	22794 Zephyr Ct.	541-580-7038
Phyllis Indart	23441 Ustick Rd	208 741 1001
Richard Zehr		
Jim & Jackie Marshall	22359 AVW	860-833-5681
Dave & Jean Hedger	22900 Cirrus View Ct	360-630-0374
Tom McCutcheon	22957 Signature Pt. Ln	805-714-6727
Deborah Dillon		916-806-6139
Jon Schram	22362 Aura Vista Way	208-340-4302
Jill Kenny David Jone	22605 " " "	530 320 4411
Virginia & Kenny Vaughn	22385 Mistral Ct	714-746-8836
Jon & Lenzi Hunter	22358 Aura Vista Way	
Joe Rubens	18533 Vanslyke Rd	208-590-1230
Charles + Victoria Carothers	22953 Signature Pointe Ln Wilder	760 682 8522
Linda McCutcheon	22957 Signature Pointe Ln	805-714-0508
Kreg Thomsen	22362 Aura Vista Way	208-830-3720
Gary Garrett		
Kelly Christensen	Aura Vista	208.286.8155
Dave Christensen		

Orton Engineering, LLC 17338 Sunnydale Place ,Caldwell, ID, 83607 208 350 9422
brentorton@ortonengineers.com

CANYON COUNTY LISTING - R36524010, R36523, R36525, R33209, R33210 - 600 feet

August 23, 2024

This information should be used for informational use only and does not constitute a legal document for the description of these properties. Every effort has been made to insure the accuracy of these data & is subject to change without notice; however, the Assessor's Office assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's Office disclaims any responsibility or liability for any direct or indirect damages resulting from the use of these property listings.

PIN	Owner Name	In Care Of	Address	City, State, Zip
36544109 0	BROKAW ORVILLE AND LUCILLE TRUST		22916 CIRRUS VIEW CT	CALDWELL, ID, 83607
36544507 0	CAROTHERS CHARLES SCOTT		22953 SIGNATURE POINTE LN	WILDER, ID, 83676
36546000 0	CHRISTENSEN H DAVID		18250 VAN SLYKE RD	WILDER, ID, 83676
36524010 0	CHRISTENSEN H DAVID		18250 VAN SLYKE RD	WILDER, ID, 83676
36523000 0	CHRISTENSEN H DAVID		18250 VAN SLYKE RD	WILDER, ID, 83676
36544501 0	CHRISTENSEN H DAVID LIVING TRUST		18250 VAN SLYKE RD	WILDER, ID, 83676
36544501 0	CHRISTENSEN H DAVID LIVING TRUST		18250 VAN SLYKE RD	WILDER, ID, 83676
36544500 0	CHRISTENSEN HYRUM DAVID		18250 VAN SLYKE RD	WILDER, ID, 83676
36544502 0	CHRISTENSEN KELLY A		22500 AURA VISTA WAY	CALDWELL, ID, 83607
36544106 0	CREWS TERRA M		22919 CIRRUS VIEW CT	CALDWELL, ID, 83607
36544110 0	DAILY TERESA M		22912 CIRRUS VIEW CT	CALDWELL, ID, 83607
33221120 0	GARRETT RANCHES PACKING		24113 HOMEDALE RD	WILDER, ID, 83676-5807
36530013 0	GENTLE WILLIAM R LIVING TRUST		23733 BOEHNER RD	WILDER, ID, 83676
36544108 0	GLAZIER DANICA CARMEL		22920 CIRRUS VIEW CT	CALDWELL, ID, 83605
36544100 0	IDAHO GOLF PARTNERS INC		22500 AURA VISTA WAY	CALDWELL, ID, 83607
36544100 0	IDAHO GOLF PARTNERS INC		22500 AURA VISTA WAY	CALDWELL, ID, 83607
36544100 0	IDAHO GOLF PARTNERS INC		22500 AURA VISTA WAY	CALDWELL, ID, 83607
36544100 0	IDAHO GOLF PARTNERS INC		22500 AURA VISTA WAY	CALDWELL, ID, 83607
33210000 0	INDART PHYLLIS A REVOCABLE TRUST-1993		23441 USTICK RD	WILDER, ID, 83676
33209000 0	INDART PHYLLIS A TRUST		23441 USTICK RD	WILDER, ID, 83676
36525000 0	INDART PHYLLIS A TRUST		23441 USTICK RD	WILDER, ID, 83676
36544010 0	JORGENSEN JIMMY		22971 BOEHNER RD	WILDER, ID, 83676
33221118 0	KIMES ERIK C		18616 EASTER PEAK AVE	NAMPA, ID, 83687
36544010A0	MARTINEZ IGNACIO		18412 VAN SLYKE RD	WILDER, ID, 83676
33221119 0	MASAR JOSEPH A		23602 GARRETT RANCH WAY	WILDER, ID, 83676
36544506 0	MCCUTCHEON FAMILY TRUST		22957 SIGNATURE POINTE LN	WILDER, ID, 83676
36544508 0	MILLER NATASHA		22951 SIGNATURE POINT LN	WILDER, ID, 83676
36522011 0	RIETEMA FAMILY TRUST		23246 BOEHNER RD	WILDER, ID, 83676
36526000 0	ROSENCRANTZ ELIZABETH M		2823 COLORADO AVE	CALDWELL, ID, 83605
36522000 0	RUBENS JOE D		18533 VAN SLYKE RD	WILDER, ID, 83676
36544104 0	SHIPP FAMILY TRUST		22911 CIRRUS VIEW CT	CALDWELL, ID, 83607
36544503 0	SKAAR DUWAYNE AND COLLEEN REVOCABLE REAL PROPERTY TRUST		22958 SIGNATURE POINTE LN	WILDER, ID, 83676
36544105 0	SMITH STEVEN C		22915 CIRRUS VIEW CT	CALDWELL, ID, 83607
36524000 0	TURNER MICHAEL		23057 BOEHNER RD	WILDER, ID, 83676
36528012 0	VAN DER HOEK HANS AND KAREN FAMILY TRUST		PO BOX 240	OROVADA, NV, 89425
33211000 0	VAN SLYKE FARMS INC		P.O. BOX 39	WILDER, ID, 83676
33212000 0	VAN SLYKE FARMS INC		P.O. BOX 39	WILDER, ID, 83676
36527000 0	VANDERHOEK HANS		PO BOX 222	OROVADA, NV, 89425
36529000 0	VANDERHOEK HANS		PO BOX 222	OROVADA, NV, 89425
36515011 0	VILLAFANA MIGUEL ANJEL		26268 USTICK RD	WILDER, ID, 83676
33224000 0	WHISPERING PINES DEVELOPMENT LLC		6211 CLEVELAND BLVD	CALDWELL, ID, 83607
36546011 0	WHITE ROGER		22922 BOEHNER RD	WILDER, ID, 83676
36544107 0	WHITE STEVEN J		22924 CIRRUS VIEW CT	CALDWELL, ID, 83607
33202000 0	WILLIAMSON PROPERTIES LLC		21986 HOSKINS RD	CALDWELL, ID, 83607
33208000 0	WILLIAMSON PROPERTIES LLC		21986 HOSKINS RD	CALDWELL, ID, 83607

ORTON ENGINEERING
Designing the Future

Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Ph 208 350 9422
brentorton@ortonengineers.com

Neighborhood Meeting Notes for Comprehensive Plan Amendment, Rezone, Preliminary Plat & Special Use Permit

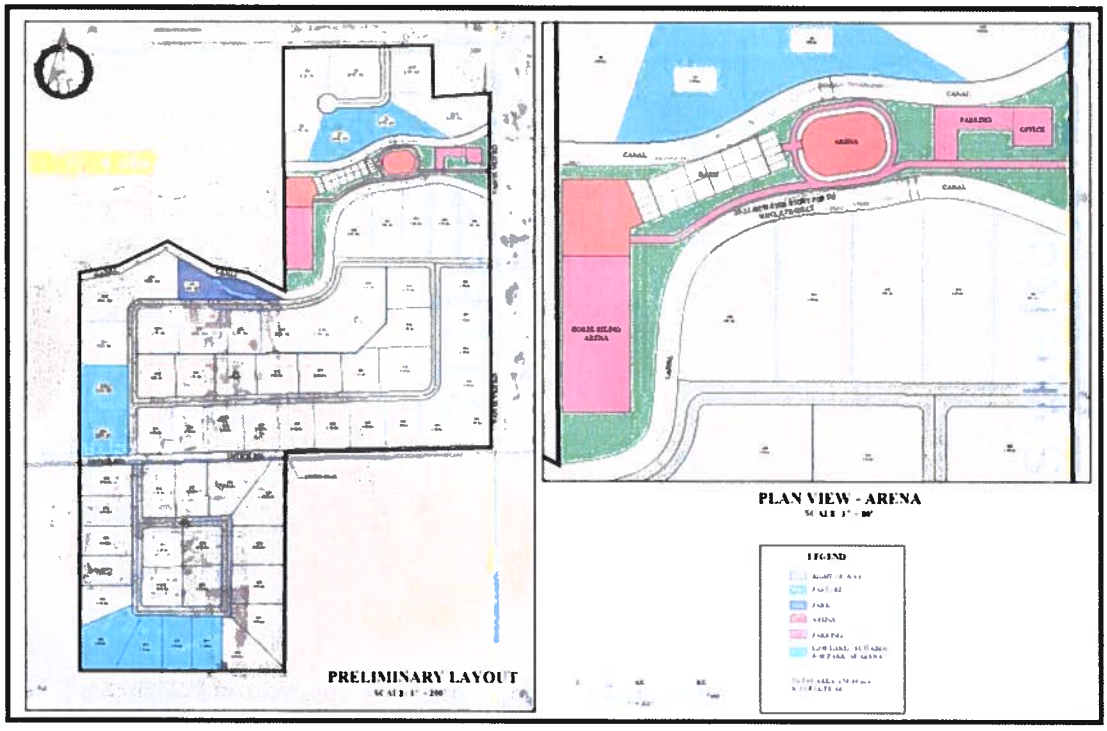
Timber Ridge Subdivision
near Van Slyke & Ustick Road
Caldwell Idaho, 83607

Regarding: *Comprehensive Plan Amendment, Rezone and Preliminary Plat for a Proposed Subdivision - Timber Ridge, and Special Use Permit - at the northwest corner of Van Slyke and Ustick Road.*

Dear Friends:

We represent the developer of the proposed Timber Ridge Subdivision, and we are excited to share with you the current and updated layout and amenities of this project. The special features and highlights of this 154.34 acre subdivision include larger 1.5 to 2.88 acre lots with several view lots available, a community stable, and riding arena. We believe this project will add additional value to the surrounding area, allow other individuals and families to enjoy living in the country setting and add beauty to this part of Canyon County.

We are still in the process of refining the preliminary plat but below is the current preliminary layout for this project. Some adjustments may be made as we meet with the Highway District, Southwest District Health and other entities to define exact locations for approaches onto Van Slyke and Ustick Road and plan for water and sewer. We will also be pursuing a special use permit for horse related activities at the arena and a possibility of veterinary services.



As part of the process for applying for a Preliminary Plat and Special Use Permit and revising our past application for a Comprehensive Plan Amendment and Rezone, we will be holding a neighborhood meeting. The neighborhood meeting is a great opportunity to speak with the owner and development team directly. These meetings are a prerequisite to making an application to Canyon County for these land-use actions. We hold these meetings in an open house format in hope to give each person a chance to ask questions and express concerns and ideas.

We typically include notes, comments, and concerns from neighborhood meetings in the project application. We're eager to show off the project, share with our neighbors, and hear from you. We will be making an application soon after the neighborhood meeting. If you are within 300 feet of the project boundaries, the Idaho Land Use Planning Act requires that you receive a public notice to your property address of record notifying you of the public hearing dates before the Planning and Zoning Hearing Examiner or Commission, and again before the Canyon County Commissioners - so watch for these in the near future.

If you can't make the meeting or just want information sooner, please feel free to reach out to Orton Engineering, LLC at (208)350-9422.

The Neighborhood Meeting will be held on:

Date: Thursday, August 15th, 2024
Time: 7:00 pm to 8:00 pm
Location: West Canyon Elementary School Gymnasium,
19548 Ustick Rd, Caldwell, ID 83607

Sincerely,

Brent L. Orton, PE, MSCE

Orton Engineering, LLC
(208)350-9422
brentorton@ortonengineers.com

Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Ph 208 350 9422
brentorton@ortonengineers.com

Engineering Narrative

8/15/2024: Engineering Talking Points for the Neighborhood Meeting
Welcome to the Neighborhood Meeting for Timber Ridge Subdivision!

- We want you to be heard.
  - Please consider filling out a comment card.
  - There will be project representatives ready to hear your concerns and ideas and answer questions individually.
- What is happening with this project?
  - Advice of County, concerns at the time of the original application – Application elements and what has changed.
  - There are a number of elements to the application as indicated in the meeting notice:
    - Rezone, Comp Plan Amendment, Subdivision/Preliminary Plat, Conditional Use Permit.
    - Rezoning –
      - This is an action that asks the land-use jurisdiction to change the zone of the property
      - The original application asked for what Canyon County calls a rezone or unconditional rezone.
      - The proposed modification to our application seeks to change this to what Canyon County refers to as a Conditional Rezone – a rezone including a development agreement.
        - This is beneficial for spelling out the conditions that the developer agrees to fulfill as well as enumerating the what is contemplated and permitted in the application.
    - Subdivision/Preliminary Plat –
      - This is an action that allows the division of land into individual lots served by organized infrastructure.
      - The original application called for 0.67 Acre Lots.
        - Over the course of the last two years, County Staff have provided recommendations and advice about ways to improve the application including larger lots.
        - The concept plan shared in the neighborhood meeting letter calls for 1.5 to 2.8 Acre Lots with an average lot size (including consideration of the common areas) over 2 acres (1.8 Ac Avg excluding Common Areas).

- Because of the high nitrate area, we are interested in bringing sewer from Greenleaf for septic. In order to make that feasible, **We anticipate having to increase the density to make the plan work. We need to increase the number of lots to 135 lots to make it feasible to bring sewer.**
- **Since we just completed the feasibility study today, we do not have the current layout available for review. However we will send a follow up letter with the preliminary layout when it is ready for your review.**
- **For reference, the <u>Timberstone lot sizes are as follows</u>:**
  - **Approximately 0.4 DUA Gross Density**
  - **Average Lot Size 0.65 Ac = 28,532 ft^2**

- **Comprehensive Plan Amendment.**
  - This action asks the land-use jurisdiction to alter the future land use map in the comprehensive plan to align with the desired use.
  - State Statute requires an application to be governed by the comprehensive plan in place at the time of application.
  - This would identify this area as Residential instead of agriculture.
- **Conditional Use Permit**
  - A conditional use permit (Called by some agencies, a special use permit) authorizes uses with instance specific conditions.
  - In this case, horse related amenities are in consideration.
  - This alone would not be expected to require a conditional use permit.
  - The owner group is aware of other horse amenities that have ceased.
    - These appear to have failed because of the financial, maintenance, or time burden on the residents of the subdivision.
  - A conditional use permit is desired here to allow events to be part of the horse use and potentially veterinary services, both of which require a conditional use permit.
    - Ideas for what these events could include:
      - Horse Mountaineering Training
      - Possible roping competitions
      - Horse shows
      - Events for youth
      - 4H Events
      - Subdivision Events
  - Our intent here is to provide the amenity while enabling the horse related amenities to produce enough profit to be self-sustaining.
  - These appear to satisfy the code requirements.
- **We have received a communication from Canyon County with extremely aggressive timelines by which we must submit our revised application.**
- **Our feasibility work is still in process.**
  - **We are very interested a central sewer system**
    - **(lift station and force main to Greenleaf)**
  - **Timberstone utilizes a privately owned central water system.**
    - We are interested in using community well as well and if pursued, we may connect a new source to Timberstone's wells to provide backup and redundancy for these wells regulated under the Safe Drinking Water Act and Idaho Department of Environmental Quality. This is still to be determined.
    - ***Brent will explain how these systems work.***

- **IMPORTANT:**
  - **Accomplishing the desired central sewer and water systems and Amenities may require**
    - more lots (smaller lots), or
    - larger lots and
      - a reduction in amenities or
      - abandonment of central services. These are desirable for the area because of the nitrate priority area.
    - Expect to have to bring the lots just under 1 acre to make the amenities and central services pencil out.
    - (then why are we presenting this now – because of our imposed deadline by Canyon County to push our application forward).
  - The owner desires to maintain the lots at around 1 acre as we sort through these feasibility questions.
- **What is the average lot size in Timberstone?**

- **Why this land?**
  - The owners are multi-generational farmers. This is high land with limited water rights and poor access to water and difficult to keep productive.
    - The 73-acre parcel has 21 acres worth of water rights. About 30 acres of this property is unprofitable enough that it is often planted only to prevent erosion or dust blow-off and not harvestable.
    - The East short 80 acres was a feed lot that never had irrigation water rights.
      - Most of this property is agriculturally non-viable (unless it were returned to production as a feed lot).
  - The Property to the South is already conditionally rezoned for residential development (and the owners are coordinating to make a harmonious theme and increase the feasibility of central services)
- **Well construction and how we protect the wells of others.**

8/15/2024:

Feedback from the Neighborhood Meeting:

Concerns of the citizens:

- **No Horses, No Areana, No Events** - Expressed concern that there is not enough parking area for horses and horse trailers and they most likely will be parking on the streets for events. Rodeo events also are often loud bring alcohol and neighbors were concerned about that.

- **Strong request from neighbors to remove the Horse/Areana/Vet amenities and therefore the conditional use permit from the application. Client will comply and remove horse amenities, conditional use permit and special use permit.**

- **Water – concern over aquafer capacity and contamination of wells**. Orton Engineering shared information on well construction and the benefit of using mud rotary with full depth seals and how community wells are permitted by IDWR and regulated by the DEQ and benefits of using community wells over individual wells on each property from a diversion rate standpoint. Orton Engineering also spoke to the adequacy of the aquifer and recommendation to utilize a hydrogeologist in monitoring the well construction.

- **Traffic – concerns of traffic congestion on Ustick Road.** Orton Engineering shared information on traffic mitigation and how it is done. This project will be dedicating the required Right of Way on Ustick and Van Slyke and work with the Highway district on Traffic Mitigation (Nearly 10 acres). Orton Engineering also shared information about how the project has limited access on Ustick Road and Van Slyke. The owner instructed Orton Engineering to revise the layout to include a road over the canals where it is tiled to allow access for residents to exit on Boehner Rd. if north bound to help reduce the amount of traffic on Ustick.

- **Concerns that the layout presented was not the final Preliminary Plat Layout.** Orton Engineering, LLC let neighbors know where the project was at and that the feasibility of extending the sewer from Greenleaf indicated that density would need to change to 135 lots to make it feasible and would change the lots size to roughly 0.75 to 1.5 acre. Orton Engineering committed to share an updated layout of the Preliminary Plat when it was ready for submittal so neighbors could see the final layout. The original application was for an R-2 zone designation. The owner is continuing to seek that proposed zoning as a conditional rezone with a development agreement and will commit in the development agreement to an average lot size of .82 acres or more.

Suggestions from citizens:

- **Irrigation Pond:** One resident gave the suggestion to consider adding an irrigation pond to increase available capacity. The owner felt this was a valuable suggestion. An irrigation pond is intended to be used to facilitate the combined used of surface water and well water irrigation rights.

- **For Amenities-** neighbors recommended Pickleball courts, Club House for gatherings, Playground or Tot Lot, walking paths to complement the golf course at Timberstone. The owner felt this was a great idea and would be much easier to maintain than a horse facility.

- **Several neighbors requested to keep Lots smaller than 1 acre.** Several neighbors expressed that they didn't want farm animals, but would like to see more of what is required by the HOA at Timberstone regarding animals. Applauded plan to keep lots under 1 acre to discourage cows and pasture animals. **A few of the neighbors requested to keep lots large at 2- 5 acre to keep rural.** The difficulty of the larger lots eliminates the feasibility of paying to bring lift station and sewer from Greenleaf or building another type of community septic system and would mean individual well and septic in a high nitrate priority area. The owner would like to keep the lots just under 1 acre.

We Want to Hear from You on this Proj 1	
Compliments?	Clear presentation Could not hear the discussion
Concerns?	Keep the size of lots to 2 acres – Less congestion
Questions?	Will our opinion matter?
Position: Timberstone Resident	☐ I am in Support of this Project ☐ I do NOT support this Project ☑ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Jean Hedger Email: jeanhedger1@gmail.com Phone: 360-639-0576

We Want to Hear from You on this Project!	
Compliments?	Like the idea of LOW DENSITY Development, upscale properties
Concerns?	Will Timber Ridge be using the same aquifer as Timber Stone? Enough capacity for both?
Questions?	Will the canals satisfy all of the irrigation needs? Would a supplemental pond (~20000 Acre ft help to augment irrigation?
Position:	☐ I am in Support of this Project ☐ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Dave Hedger Email: dhedger44@gmail.com Phone: 360-630-0374

Concerns?	
Questions?	
Position:	☐ I am in Support of this Project ☐ I do NOT support this Project ☑ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Art Johnston Email: Phone: 541-580-7038

We Wa.. .o Hear from You on this Project!	
Compliments?	
Concerns?	Signature Pointe Lane have individual wells - We are not connected to Timberstone. How will these 2 big community wells effect us?
Questions?	
Position:	☐ I am in Support of this Project ☐ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Michael & Terri Brink Email: bustinloose@att.net Phone: 661 212 3289

We Want to Hear from You on this Project!	
~~Compliments?~~ CONCERN	IT WILL MAKE IT VERY DIFFICULT FOR US TO GET IN + OUT OF SIGNATURE POINTE LN. WHERE WE LIVE
Concerns?	THEY WERE NOT PREPARED FOR THIS COMMUNITY MTG. THE BOARD SHOW A PLAN THAT IS ALREADY OUTDATED. CURRENT PLAN IS NOT WHAT WAS SHOWN
~~Questions?~~	ADDT'L UNITS - WILL IMPACT STREET OVERFLOW PARKING ISSUES.
Position:	☐ I am in Support of this Project ☒ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: VICTORIA CAROTHERS Email: vcarothers9@gmail.com Phone: 760-846-0996

Compliments?	
Concerns?	dirt road needs work, cars speeding, narrow, no traffic signs etc.
Questions?	Where is water coming from as we already are restricted to every other day.
Position:	☐ I am in Support of this Project ☒ I do NOT support this Project ☒ Undecided on my Position about this project
Contact Information so we can respond to your questions	Name: PATRICIA Amelino Email: pgamelino@yahoo.com Phone: [illegible]

We Wa[illegible]o Hear from You on this Project!	
Compliments?	
Concerns?	Traffic concerns.
Questions?	
Position:	☐ I am in Support of this Project ☒ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Becky Darley Email: beckyjdarley@gmail.com Phone:

We Want to Hear from You on this Project!	
Compliments?	
Concerns?	Roads - Ustick
Questions?	Signs on U-Stick 4-way Stop ?
Position:	☐ I am in Support of this Project ☐ I do NOT support this Project ☒ Undecided on my Position about this project — when is hearing
Contact Information so we can respond to your questions.	Name: Virginia Vaughn Email: Phone: 714-746-8836

We Want to Hear from You on this Project!	
Compliments?	Good concept, poor process, not thought out
Concerns?	If it happens, only 5 acre lots. Keep the area rural. No infringing on neighboring water we have enough issues as it. Keep the small town feel. Do not burden
Questions?	Wilder or Homedale. No increase in conveniences like shopping, etc.
Position:	☐ I am in Support of this Project ☒ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we	Name:

We W[illegible] to Hear from You on this Project!	
Compliments?	
Concerns?	I dont think you have a large enough Market of house people who will be able to afford equal type (value) as Timberstone Homes.
Questions?	
Position:	☐ I am in Support of this Project ☒ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Kreg Thomsen Email: Kreg540@hotmail.com Phone:

We Want to Hear from You on this Project!	
Compliments?	Explanation was good.
Concerns?	Density & Traffic
Questions?	
Position:	☒ I am in Support of this Project ☐ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Lori Schram Email: Lori schram@hotmail.com Phone: 208-340-4307

We Want to Hear from You on this Project!	
Compliments?	I am in support of our Canyon County and state
Concerns?	Thanks for Trying so hard to make this idea + project successful
Questions?	Road Impact
Position:	☐ I am in Support of this Project ☐ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions	Name: Joe Rubens Email: Phone: [illegible]

We Want to Hear from You on this Project!	
Compliments?	
Concerns?	Water. traffic, Quality of life. => Noise. Dont do the horses.
Questions?	no farm animals — just ~~dont~~ doesn work —
Position:	☐ I am in Support of this Project ☑ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: David Jones Email: Jill_kenny@ outlook.com Phone: 530.320.4411

Have a mic — we can all hear questio + sometimes not answer

We Want to Hear from You on this Project!	
Compliments?	
Concerns?	Traffic
Questions?	will Ustick Road be widened with lower speed limits + more stop signs
Position:	☐ I am in Support of this Project ☐ I do NOT support this Project ☒ Undecided on my Position about this project
Contact Information so we can respond to your questions.	Name: Deborah Dillon Email: deborah @ vnt.cc Phone: 916-806-6139

We Want to Hear from You on this Project!	
Compliments?	
Concerns?	How many lots? 134 Traffic !!!
Questions?	Timeframe? 5yrs No Horses
Position:	☐ I am in Support of this Project ☒ I do NOT support this Project ☐ Undecided on my Position about this project
Contact Information so we can respond to	Name: Email:

AGENCY ACKNOWLEDGEMENT

EXHIBIT
A6

AGENCY ACKNOWLEDGMENT

Date: August 19, 2024 Timber Ridge Subdivision

Applicant: Brent L Orton, Orton Engineering, LLC representing H. David Christensen & Phyllis Indart

Parcel Number: ~~R36524010~~, R36523, R36525, R33209, R33210 BLO 10Jan2025

Site Address: Northwest corner of Van Slyke and Ustick Road, and additional parcel south of Ustick Rd.

SIGNATURES DO NOT INDICATE APPROVAL OR COMPLETION OF OFFICIAL REVIEW.

The purpose of this form is to facilitate communication between applicants and agencies so that relevant requirements, application processes, and other feedback can be provided to applicants early in the planning process. Record of communication with an agency regarding the project can be submitted instead of a signature. After the application is submitted, impacted agencies will be sent a hearing notification by DSD staff and will have the opportunity to submit comments.

Southwest District Health: * Predevelopment meeting held on Aug. 2, 2024, Pd. $100

☒ Applicant submitted/met for informal review.

Date: 08/19/2024 Signed: Anthony Lee

Authorized Southwest District Health Representative
(This signature does not guarantee project or permit approval)

Fire District: District: Homedale Fire (S. of Ustick)/ Wilder Fire (N. of Ustick)

☐ Applicant submitted/met for informal review.

Date: 8/20/2024 Signed:

Authorized Homedale Fire District Representative
(This signature does not guarantee project or permit approval)

Date: 6/20/2024 Signed:

Authorized Wilder Fire District Representative
(This signature does not guarantee project or permit approval)

Highway District:

☐ Applicant submitted/met for informal review. District: Golden Gate Highway District No. 3

Date: 08/22/2024 Signed: Bob Watkins

Authorized Highway District Representative
(This signature does not guarantee project or permit approval)

Irrigation District: District: Wilder Irrigation District

☐ Applicant submitted/met for informal review.

Date: 9/20/24 Signed:

Authorized Irrigation Representative
(This signature does not guarantee project or permit approval)

Area of City Impact City: City of Greenleaf

☑ Applicant submitted/met for informal review.

Date: 21 Aug 2024 Signed:

Authorized AOCI Representative
(This signature does not guarantee project or permit approval)

DISCLAIMER: THIS ACKNOWLEDGMENT IS ONLY VALID SIX MONTHS FROM THE DATE ISSUED

Debbie Root

From: Brent Orton <brentorton@ortonengineers.com>
Sent: Thursday, March 6, 2025 10:41 PM
To: Debbie Root; Niki Benyakhlef
Cc: David Christensen
Subject: Re: [External] Christensen/Indart

Hello Debbie and Niki,

We are getting back to you on the Christensen/Indart Subdivision - Timber Ridge.

There are 135 buildable lots proposed.

At the ITE, Trip Generation 9th Edition Rate of 9.52 trips/day per ITE, for single-family detached housing we estimate an ADT: 1,285.2 Trips per day.
We know that for this many trips, we will need to complete an official Traffic Study and submit it with the Preliminary Plat Application.

For Distribution we did traffic counts on 2/24/2025 during peak hour 4pm - 6pm on the Intersection of Van Slyke and Ustick Road, as well as on an existing example subdivision - Timberstone Subdivision, that is just East of the proposed Timber Ridge Subdivision.

Our percentages showed the following distributions:

Traffic Counts

Direction	Straight	Left	Right	Total Trips on Ustick
Eastbound on Ustick	91	4	0	257
Westbound on Ustick	144	3	15	

Direction	Straight	Left	Right	Total Trips on Van Slyke
Northbound on Van Slyke	8	0	2	39
Southbound on Van Slyke	16	11	2	

Please let us know if you need anything else!

Brent L. Orton, PE
(208)350-9422
brentorton@ortonengineers.com

On Mon, Feb 10, 2025 at 7:19 PM <brentorton@ortonengineers.com> wrote:

Nice to meet you Josh!

EXHIBIT A7

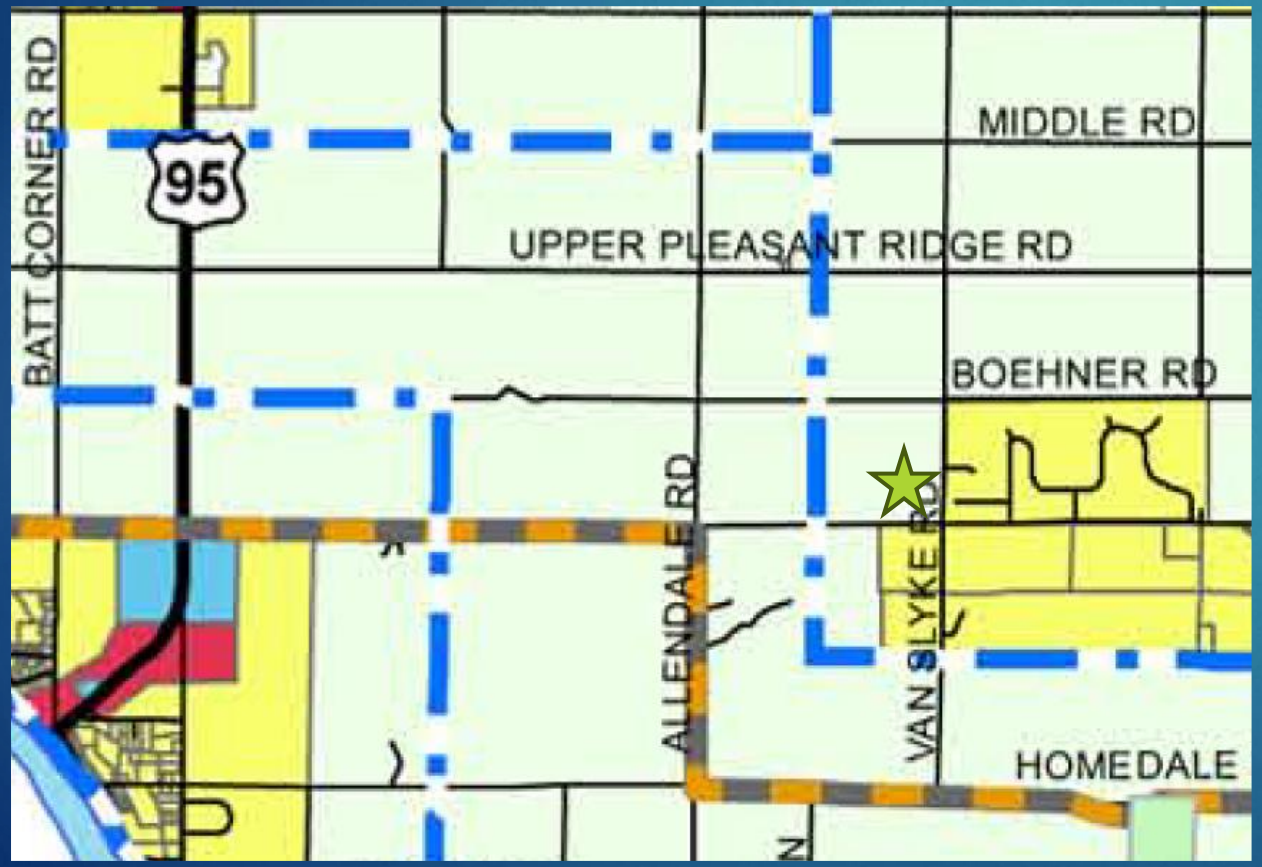
David Christensen/Phyllis Indart
Comp Plan and Conditional Rezone

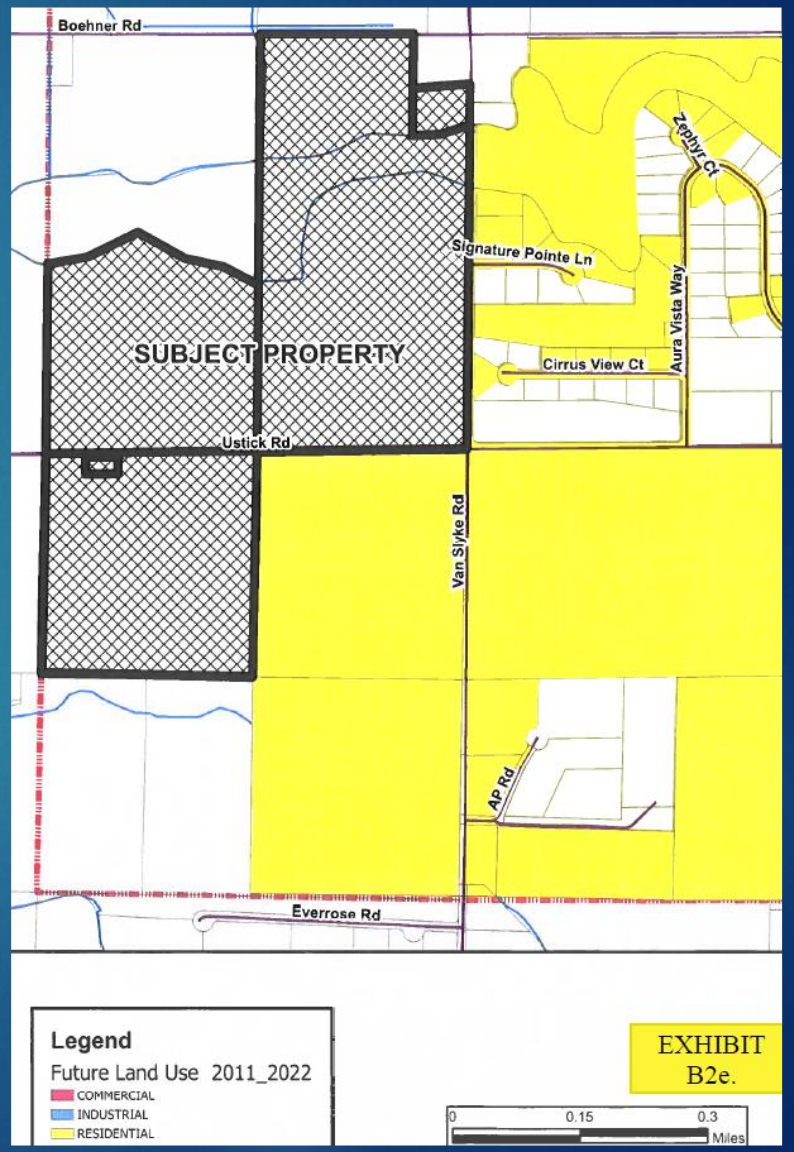
- Compatible – Character of the Area
  - Pattern of Residential Use/Zoning/Planning – Timberstone Golf Course
- Conformance with Comp Plan and Canyon County Code
- Community/Municipal Water and Wastewater
- Conditions of Approval Mitigate Potential Impacts

EXHIBIT
A8

Compatible with Character of the Area

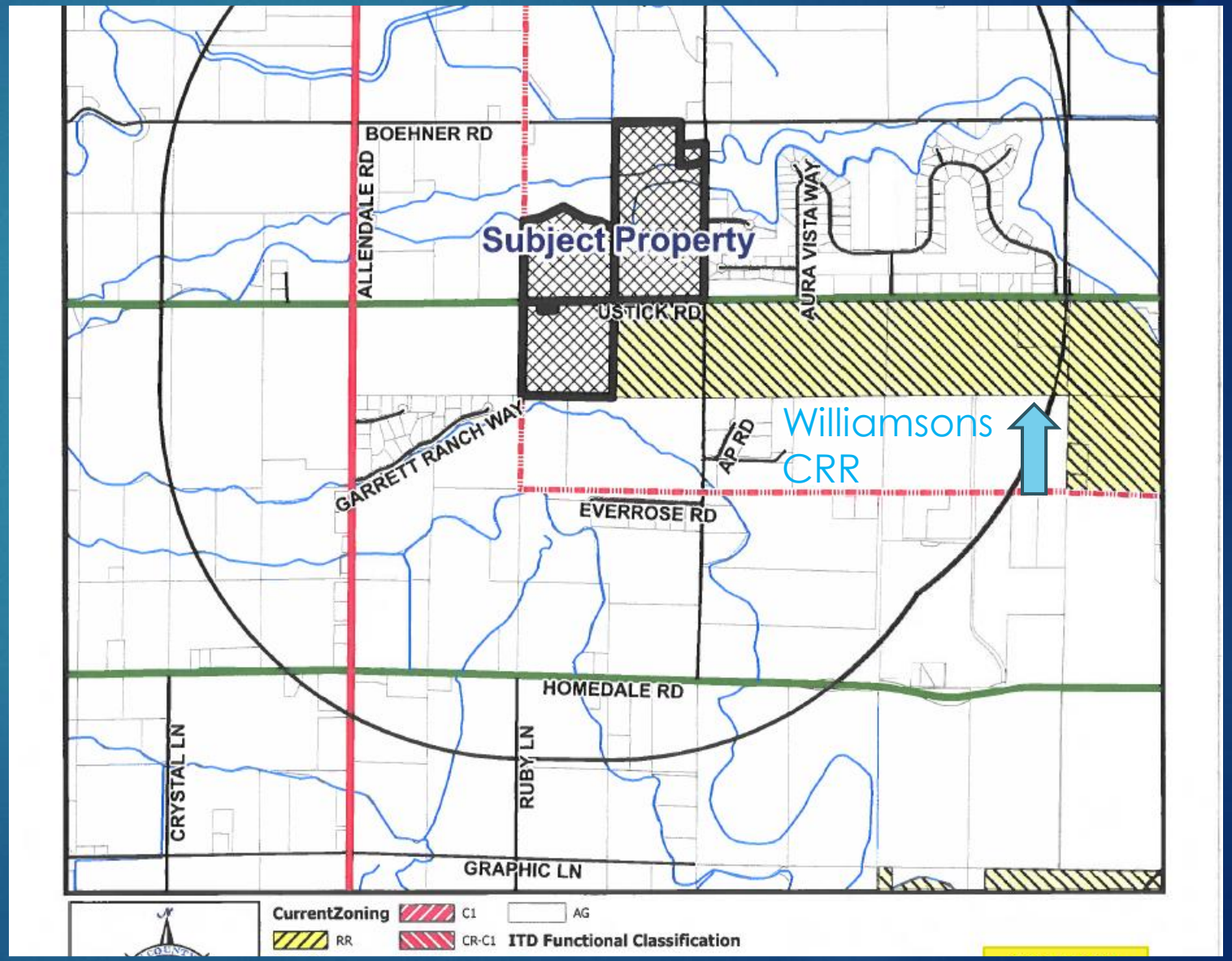
- Adjacent to Residential Designation – three sides





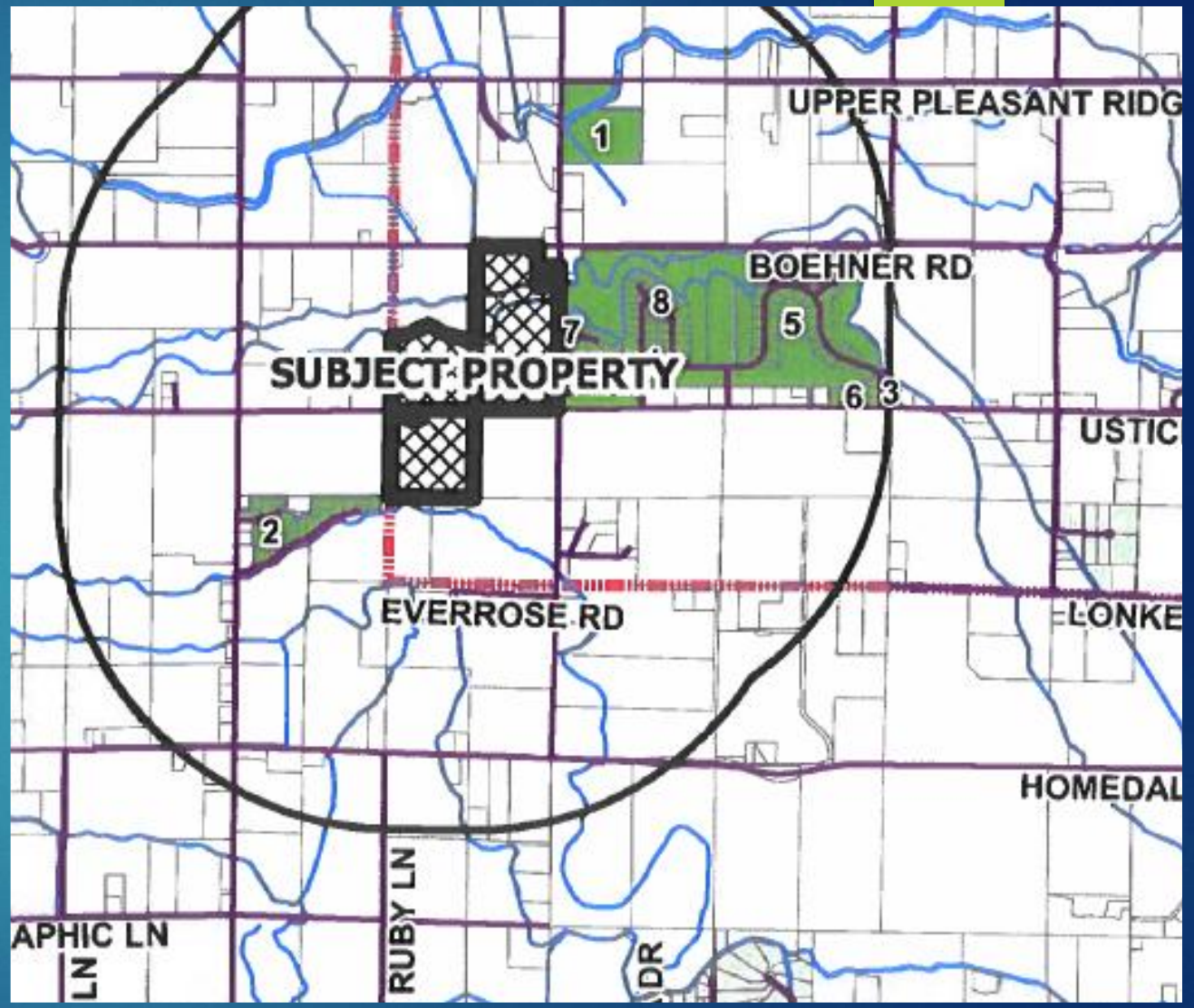
Adjacent to 310 Acres – Cond. RR Zoning

- Williamsons
- DA – County Ord. 05-002
- Previous RR Zoning
  - 1 acre lots or 12,000 sq. ft. with central sewer and/or water



Adjacent to Timberstone Golf Course – Similar to Subs in the Area

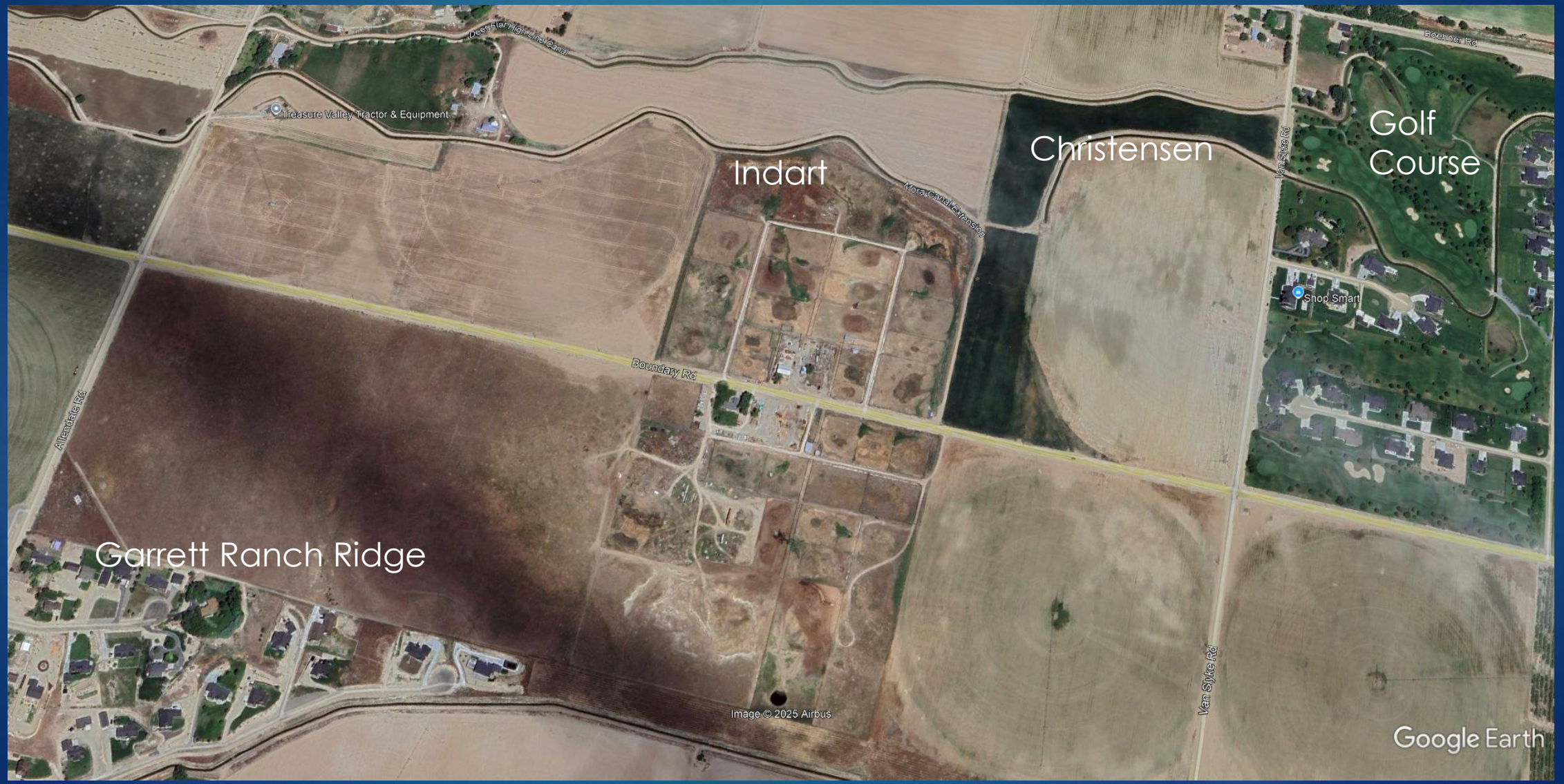
- Our min. avg. .82 – public systems
- Timberstone:
  - .4 DU/acre Gross Density
  - Avg. Res. Lot Size .65 acres
- Garrett Ranch Ridge
  - Avg. Res Lot Size 1.4
- Vanslyke Farms
  - 2 acre lots – Indiv. well/septic



Residences & Timberstone Golf Course

Residences & Timberstone Golf Course

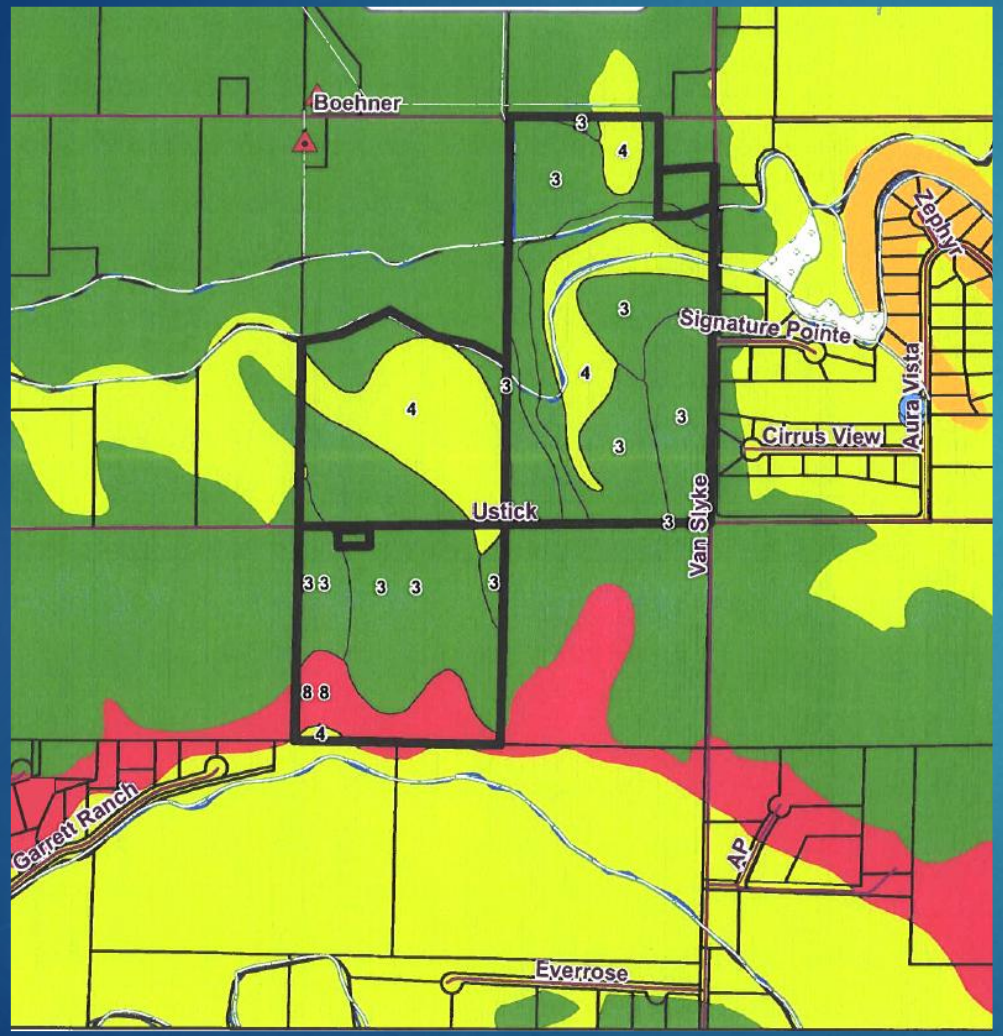
Indart and Christensen Properties

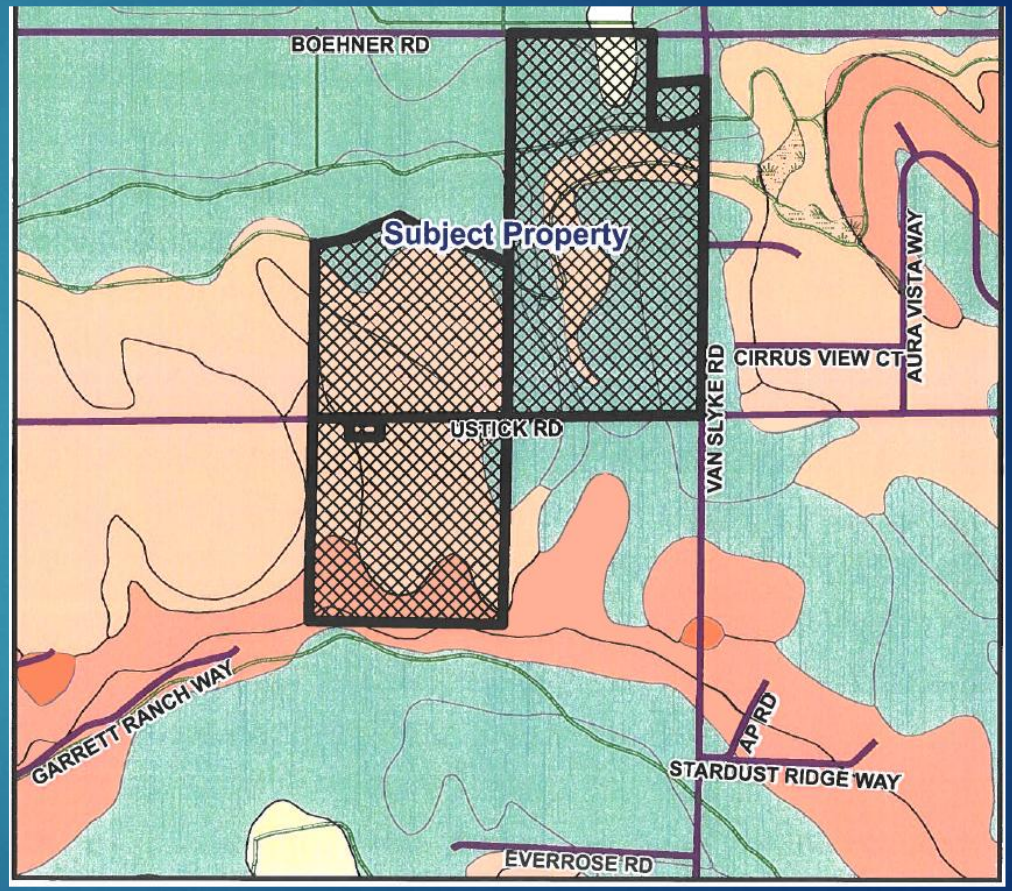


Not Prime Farm Ground

- Christensen and Indart are generational farmers in area – know the area and know prime and non prime farm ground
- Christensen
  - Plants approx. 15 of his acres just to control erosion, weeds and dust – no other economic benefit
  - Low yields under pivot – insufficient water and other issues
- Least to Moderately suited soils
- Topo – Rolling Ridge Line
- Limited Water Rights and No Water Rights

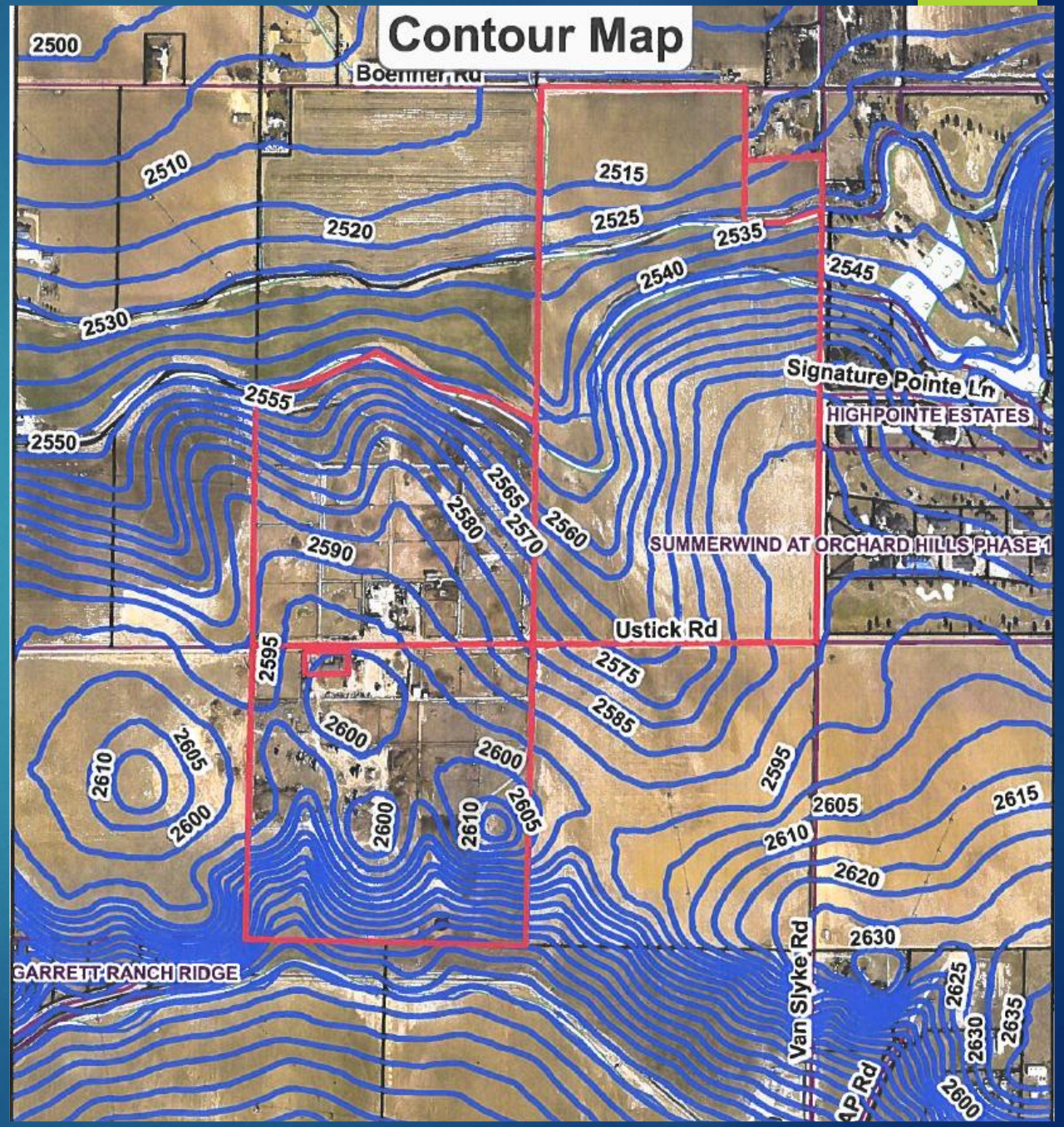
Least to Moderately Suited Soils





Topography

- Hilly Rolling Ground
- Change in Elevation on Property – lowest to highest
  - 100 feet – 2510 to 2610

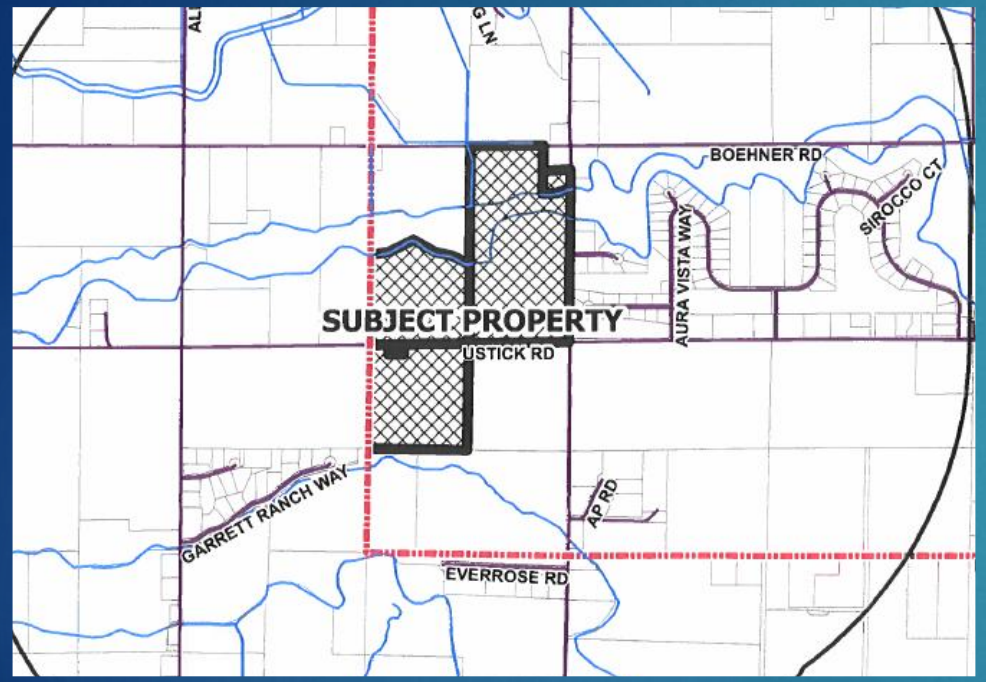


Christensen Property

Indart Property

Indart Property

Limited and No Water Rights



Conformance with Comp. Plan

- "Achieve a land use balance, which recognizes that existing agricultural uses and non-agricultural development may occur in the same area."
- "Designate areas where rural type residential development will likely occur and recognize areas where agricultural development will likely occur."
- "To guide future growth in order to enhance the quality and character of the county while providing and improving amenities and services available to residents"
- "Residential development should occur where public infrastructure, services and facilities are available or where there is a development pattern already established."

Agencies and Infrastructure

- Community/Municipal Water and Wastewater Systems -Higher water quality standards
- Will meet Hwy Dist. Requirements – ROW dedication and Improvements per traffic study
- No significant negative impact schools, police, fire etc.

More Appropriate than Ag Designation/Zone

- Greenleaf Impact Area
- Land Use Balance
- Not Priority Land For Farming
  - Poor Farm Ground – ridge, lack of water and non-prime soils
- Community/Municipal Water and Wastewater Systems
- Pattern of Compatible Development - Next to Timberstone and Garrett Ridge Ranch Sub.
- Mutual Amenity with Golf Course

Meets Criteria in Zoning Ordinance

Conditions of Approval

Questions?

Timber Ridge Subdivision

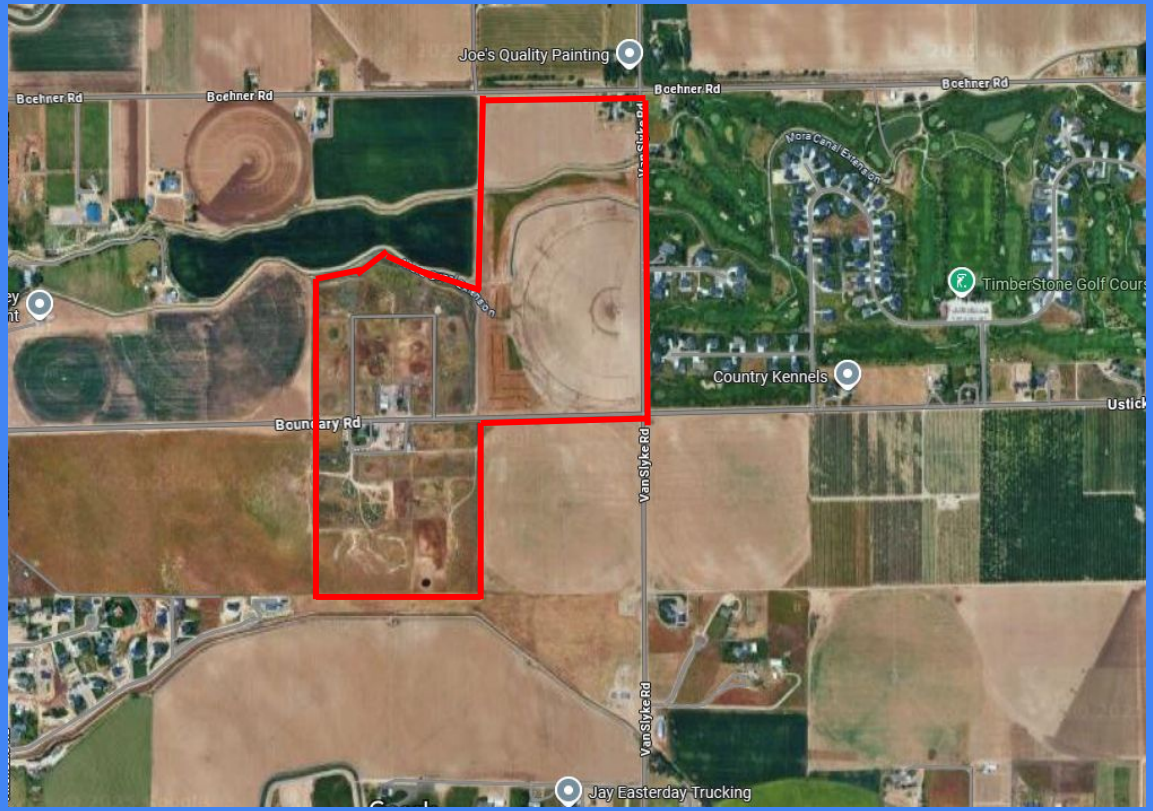
Rezoning Project

by H David Christensen & Phyllis Indart

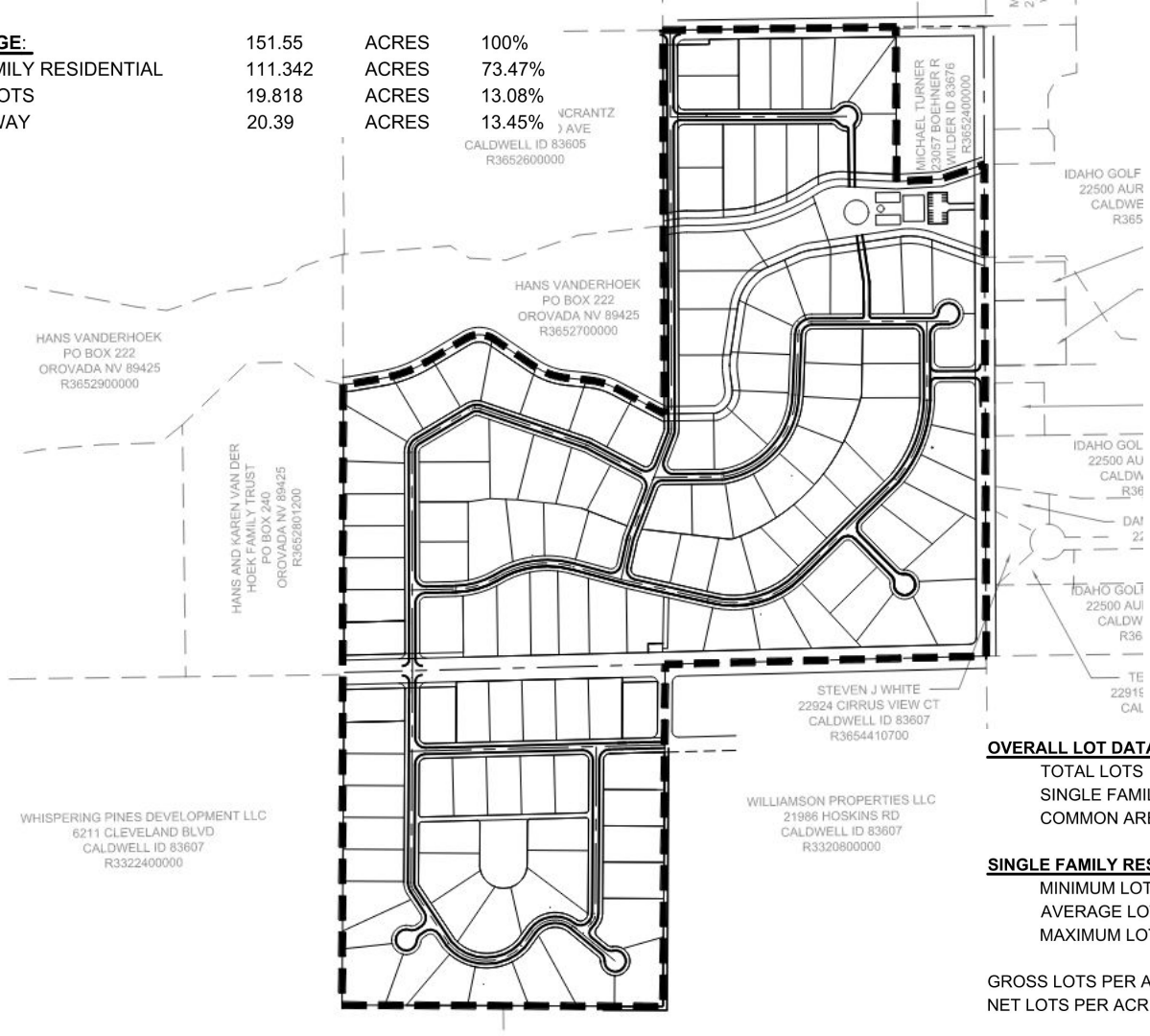
EXHIBIT
A9

ORTON ENGINEERING
Designing the Future

Vicinity Map



TOTAL SURVEY ACREAGE:	151.55	ACRES	100%
AREA SINGLE FAMILY RESIDENTIAL	111.342	ACRES	73.47%
AREA COMMON LOTS	19.818	ACRES	13.08%
AREA RIGHT OF WAY	20.39	ACRES	13.45%



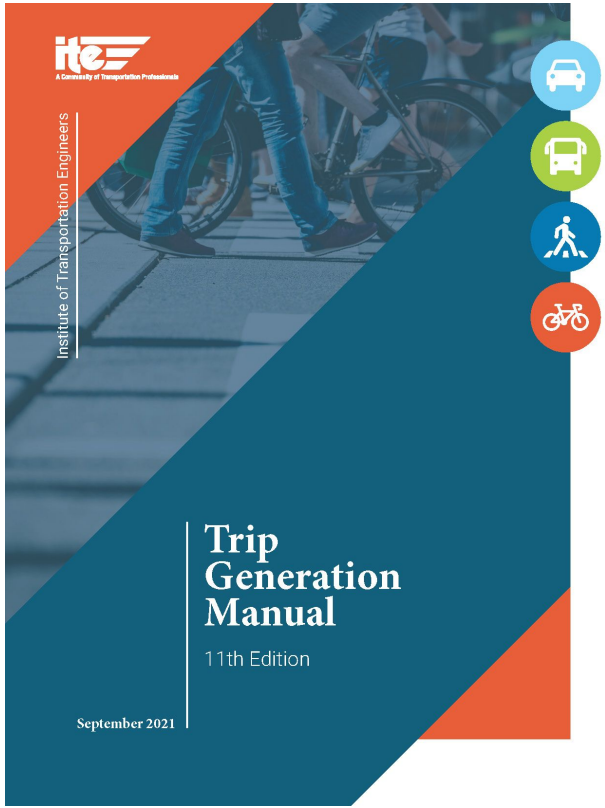
OVERALL LOT DATA:

TOTAL LOTS	135
SINGLE FAMILY RESIDENTIAL LOTS	135
COMMON AREA LOTS	2

SINGLE FAMILY RESIDENTIAL LOT DATA:

MINIMUM LOT SIZE	23256.64 SF
AVERAGE LOT SIZE	35926.35 SF
MAXIMUM LOT SIZE	59091.29 SF

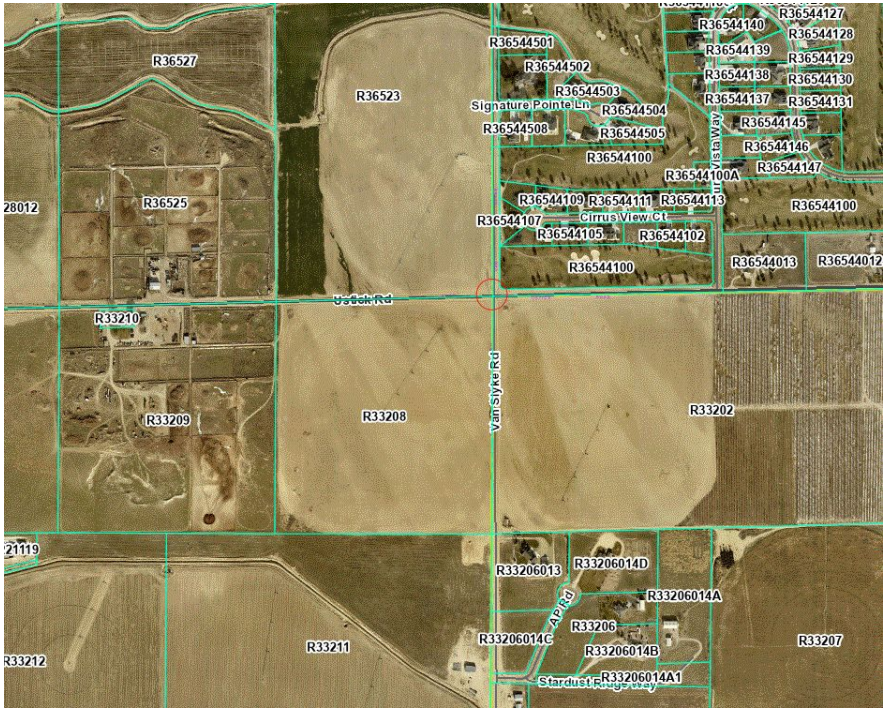
GROSS LOTS PER ACRE	0.89 LOTS/ACRE
NET LOTS PER ACRE	1.21 LOTS/ACRE



Expected Daily Traffic Trip Generation

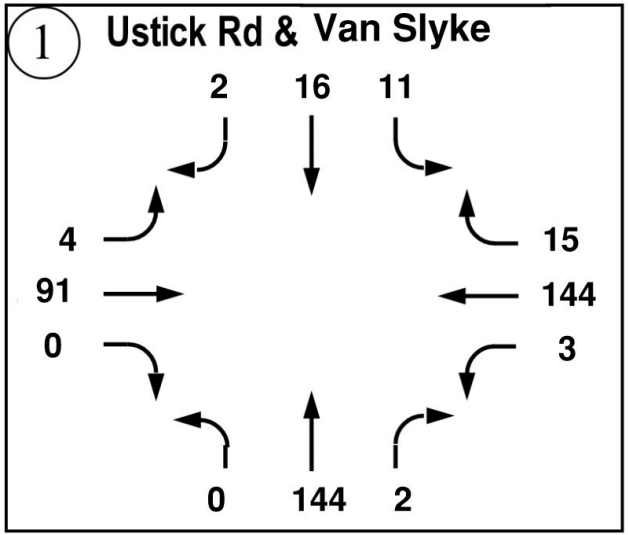
Based on the Institute of Transportation Engineers Trip Generation Manual, each single family residence will generate 9.43 trips per day. A trip is a vehicle departing or arriving at the home.

Traffic Study Based on Proposed Preliminary Plat Under Way



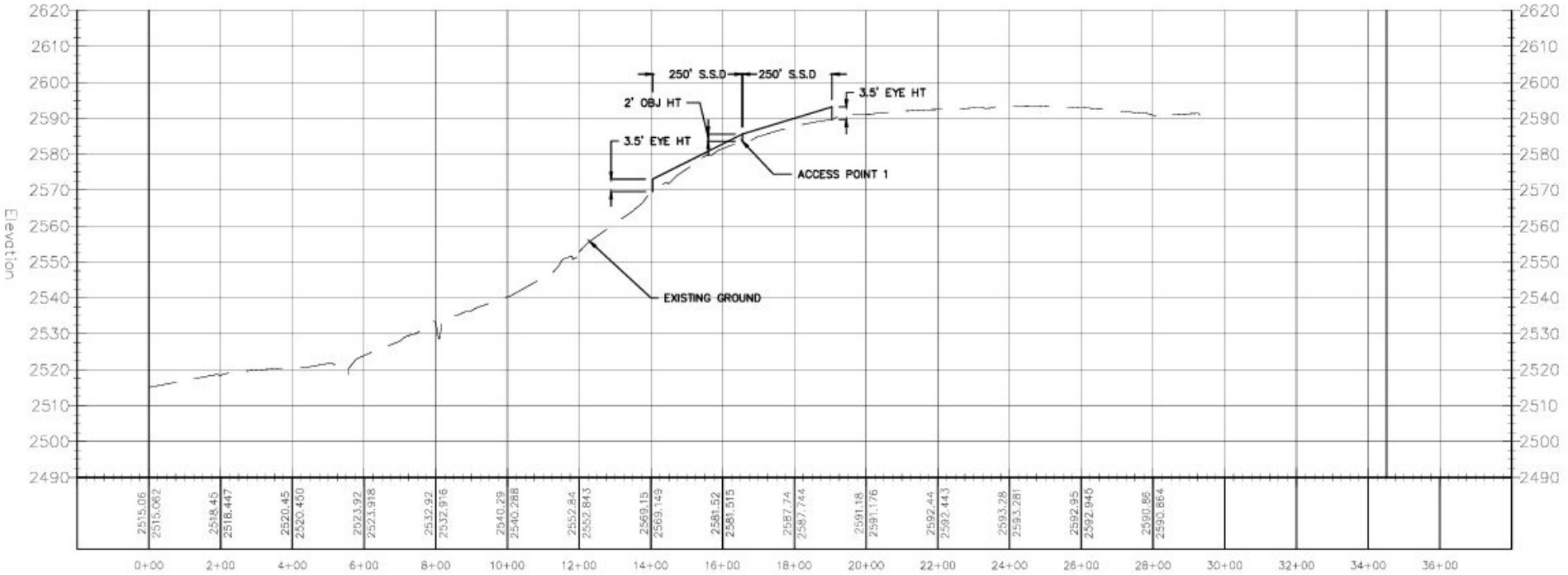
Canyon County Assessor's Map, accessed 11Aug2025

Feb 25,2025 Peak Hour (4:28-6:00 pm)
Turning Movement Counts:

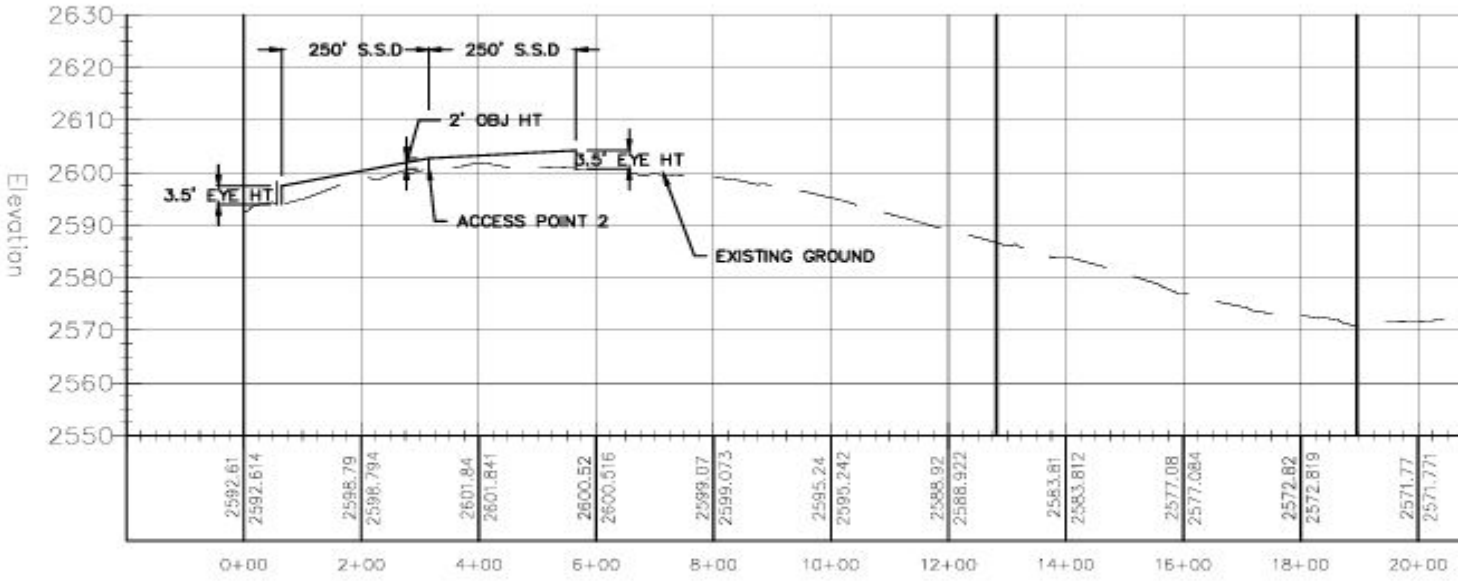


Stopping Sight Distance

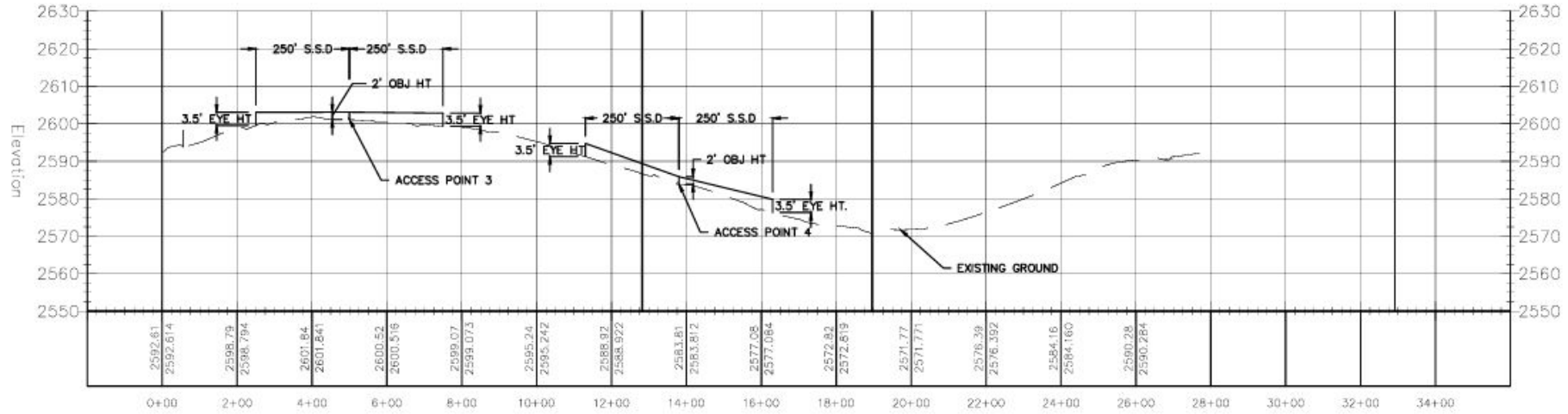
Centerline of V Slyke PROFILE

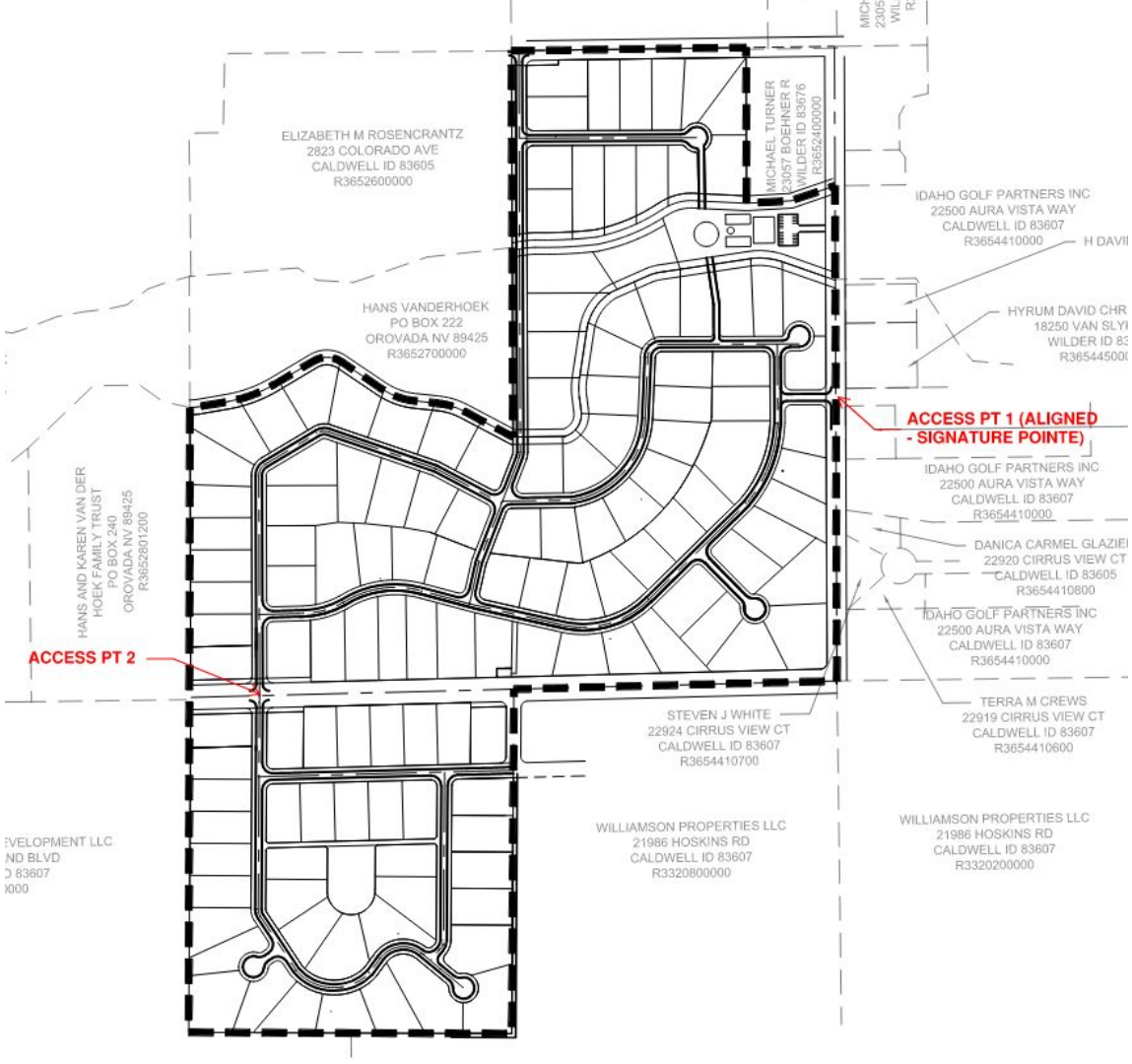


Centerline of ustick PROFILE



Centerline of ustick PROFILE




ELIZABETH M ROSENCRANTZ
2823 COLORADO AVE
CALDWELL ID 83605
R3652600000
MICHAEL TURNER
23057 BOEHNER R
WILDER ID 83676
R3652400000
IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000
HANS VANDERHOEK
PO BOX 222
OROVADA NV 89425
R3652700000
HYRUM DAVID CHR
18250 VAN SLY
WILDER ID 83
R365445000
ACCESS PT 1 (ALIGNED
- SIGNATURE POINTE)
IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000
DANICA CARMEL GLAZIE
22920 CIRRUS VIEW CT
CALDWELL ID 83605
R3654410800
IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000
HANS AND KAREN VAN DER
HOEK FAMILY TRUST
PO BOX 240
OROVADA NV 89425
R3652801200
ACCESS PT 2
STEVEN J WHITE
22924 CIRRUS VIEW CT
CALDWELL ID 83607
R3654410700
TERRA M CREWS
22919 CIRRUS VIEW CT
CALDWELL ID 83607
R3654410600
WILLIAMSON PROPERTIES LLC
21986 HOSKINS RD
CALDWELL ID 83607
R3320800000
WILLIAMSON PROPERTIES LLC
21986 HOSKINS RD
CALDWELL ID 83607
R3320200000

Water & Sewer

ORTON ENGINEERING
Designing the Future

Water Service - Municipal Well - Must comply with Safe Drinking Water Act and standards adopted pursuant to it.

Sewer Service - Municipal Sewer -

- Collaboration with Greenleaf Staff -
  - Tentative Presentation of Plans to Greenleaf City Council (without the mayor)
  - Working to obtain City Council Approval

ORTON ENGINEERING
Designing the Future

Questions?

EXHIBIT B

Supplemental Documents

EXHIBIT
B

CANYON COUNTY DEVELOPMENT SERVICES MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THIS PARCEL INFORMATION TOOL.

R33209 PARCEL INFORMATION REPORT

7/17/2025 9:15:42 AM

PARCEL NUMBER: R33209
OWNER NAME: INDART PHYLLIS A TRUST
CO-OWNER:
MAILING ADDRESS: 23441 USTICK RD WILDER ID 83676
SITE ADDRESS: 0 USTICK RD
TAX CODE: 0770000
TWP: 3N **RNG:** 4W **SEC:** 06 **QUARTER:** NE
ACRES: 41.21
HOME OWNERS EXEMPTION: No
AG-EXEMPT: Yes
DRAIN DISTRICT: NOT In Drain Dist
ZONING DESCRIPTION: AG / AGRICULTURAL
HIGHWAY DISTRICT: GOLDEN-GATE HWY #3
FIRE DISTRICT: HOMEDALE FIRE
SCHOOL DISTRICT: HOMEDALE SCHOOL DIST #370
IMPACT AREA: GREENLEAF
FUTURE LAND USE 2011-2022 : AG
FLU Overlay Zone Desc 2030: INTENSIVE AGRICULTURE OVERLAY
FLU RR Zone Desc 2030:
FUTURE LAND USE 2030: INTENSIVE AGRICULTURE OVERLAY \ AG
IRRIGATION DISTRICT: BOISE PROJECT BOARD OF CONTROL \ WILDER IRRIGATION DISTRICT
FEMA FLOOD ZONE: X **FLOODWAY:** NOT In FLOODWAY **FIRM PANEL:** 16027C0225F

WETLAND: NOT In WETLAND
NITRATE PRIORITY: ADA CANYON
FUNCTIONAL Classification: MINOR ARTERIAL
INSTRUMENT NO. : 9318914
SCENIC BYWAY: NOT In Scenic Byway
LEGAL DESCRIPTION: 06-3N-4W NE LOT 2 LESS TAX 2
PLATTED SUBDIVISION:
SMALL CITY ZONING:
SMALL CITY ZONING TYPE:

DISCLAIMER:

1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS. POSSIBLY ONE (1) OF SEVERAL ZONES - SEE FIRM PANEL NUMBER.
2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES.
3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER.

CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USE OR MISUSE OF THIS PARCEL INFORMATION TOOL OR ANY OF THE INFORMATION CONTAINED HEREIN.

EXHIBIT B1

CANYON COUNTY DEVELOPMENT SERVICES MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THIS PARCEL INFORMATION TOOL.

R33210 PARCEL INFORMATION REPORT 7/17/2025 9:17:11 AM

PARCEL NUMBER: R33210
OWNER NAME: INDART PHYLLIS A REVOCABLE TRUST-1993
CO-OWNER:
MAILING ADDRESS: 23441 USTICK RD WILDER ID 83676
SITE ADDRESS: 23441 USTICK RD
TAX CODE: 0770000
TWP: 3N **RNG:** 4W **SEC:** 06 **QUARTER:** NE
ACRES: 0.50
HOME OWNERS EXEMPTION: No
AG-EXEMPT: No
DRAIN DISTRICT: NOT In Drain Dist
ZONING DESCRIPTION: AG / AGRICULTURAL
HIGHWAY DISTRICT: GOLDEN-GATE HWY #3
FIRE DISTRICT: HOMEDALE FIRE
SCHOOL DISTRICT: HOMEDALE SCHOOL DIST #370
IMPACT AREA: GREENLEAF
FUTURE LAND USE 2011-2022 : AG
FLU Overlay Zone Desc 2030: INTENSIVE AGRICULTURE OVERLAY
FLU RR Zone Desc 2030:
FUTURE LAND USE 2030: INTENSIVE AGRICULTURE OVERLAY \ AG
IRRIGATION DISTRICT: BOISE PROJECT BOARD OF CONTROL \ WILDER IRRIGATION DISTRICT
FEMA FLOOD ZONE: X **FLOODWAY:** NOT In FLOODWAY **FIRM PANEL:** 16027C0225F

WETLAND: NOT In WETLAND
NITRATE PRIORITY: ADA CANYON
FUNCTIONAL Classification: MINOR ARTERIAL
INSTRUMENT NO. : 2008008796
SCENIC BYWAY: NOT In Scenic Byway
LEGAL DESCRIPTION: 06-3N-4W NE TAX 2 IN LOT 2
PLATTED SUBDIVISION:
SMALL CITY ZONING:
SMALL CITY ZONING TYPE:

DISCLAIMER:

1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS. POSSIBLY ONE (1) OF SEVERAL ZONES - SEE FIRM PANEL NUMBER.
2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES.
3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER.

CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USE OR MISUSE OF THIS PARCEL INFORMATION TOOL OR ANY OF THE INFORMATION CONTAINED HEREIN.

CANYON COUNTY DEVELOPMENT SERVICES MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THIS PARCEL INFORMATION TOOL.

R36525 PARCEL INFORMATION REPORT

7/17/2025 9:15:26 AM

PARCEL NUMBER: R36525
OWNER NAME: INDART PHYLLIS A TRUST
CO-OWNER:
MAILING ADDRESS: 23441 USTICK RD WILDER ID 83676
SITE ADDRESS: 23422 USTICK RD
TAX CODE: 0680000
TWP: 4N **RNG:** 4W **SEC:** 31 **QUARTER:** SE
ACRES: 36.79
HOME OWNERS EXEMPTION: No
AG-EXEMPT: No
DRAIN DISTRICT: NOT In Drain Dist
ZONING DESCRIPTION: AG / AGRICULTURAL
HIGHWAY DISTRICT: GOLDEN-GATE HWY #3
FIRE DISTRICT: WILDER FIRE
SCHOOL DISTRICT: VALLIVUE SCHOOL DIST #139
IMPACT AREA: GREENLEAF
FUTURE LAND USE 2011-2022 : AG
FLU Overlay Zone Desc 2030: INTENSIVE AGRICULTURE OVERLAY
FLU RR Zone Desc 2030:
FUTURE LAND USE 2030: INTENSIVE AGRICULTURE OVERLAY \ AG
IRRIGATION DISTRICT: BOISE PROJECT BOARD OF CONTROL \ WILDER IRRIGATION DISTRICT
FEMA FLOOD ZONE: X **FLOODWAY:** NOT In FLOODWAY **FIRM PANEL:** 16027C0225F

WETLAND: Riverine
NITRATE PRIORITY: ADA CANYON
FUNCTIONAL Classification: MINOR ARTERIAL
INSTRUMENT NO. : 9318914
SCENIC BYWAY: NOT In Scenic Byway
LEGAL DESCRIPTION: 31-4N-4W SE W1/2 OF SE1/4 S OF MORA CANAL
PLATTED SUBDIVISION:
SMALL CITY ZONING:
SMALL CITY ZONING TYPE:

DISCLAIMER:

1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS. POSSIBLY ONE (1) OF SEVERAL ZONES - SEE FIRM PANEL NUMBER.
2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES.
3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER.

CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USE OR MISUSE OF THIS PARCEL INFORMATION TOOL OR ANY OF THE INFORMATION CONTAINED HEREIN.

CANYON COUNTY DEVELOPMENT SERVICES MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THIS PARCEL INFORMATION TOOL.

R36523 PARCEL INFORMATION REPORT

7/17/2025 9:14:54 AM

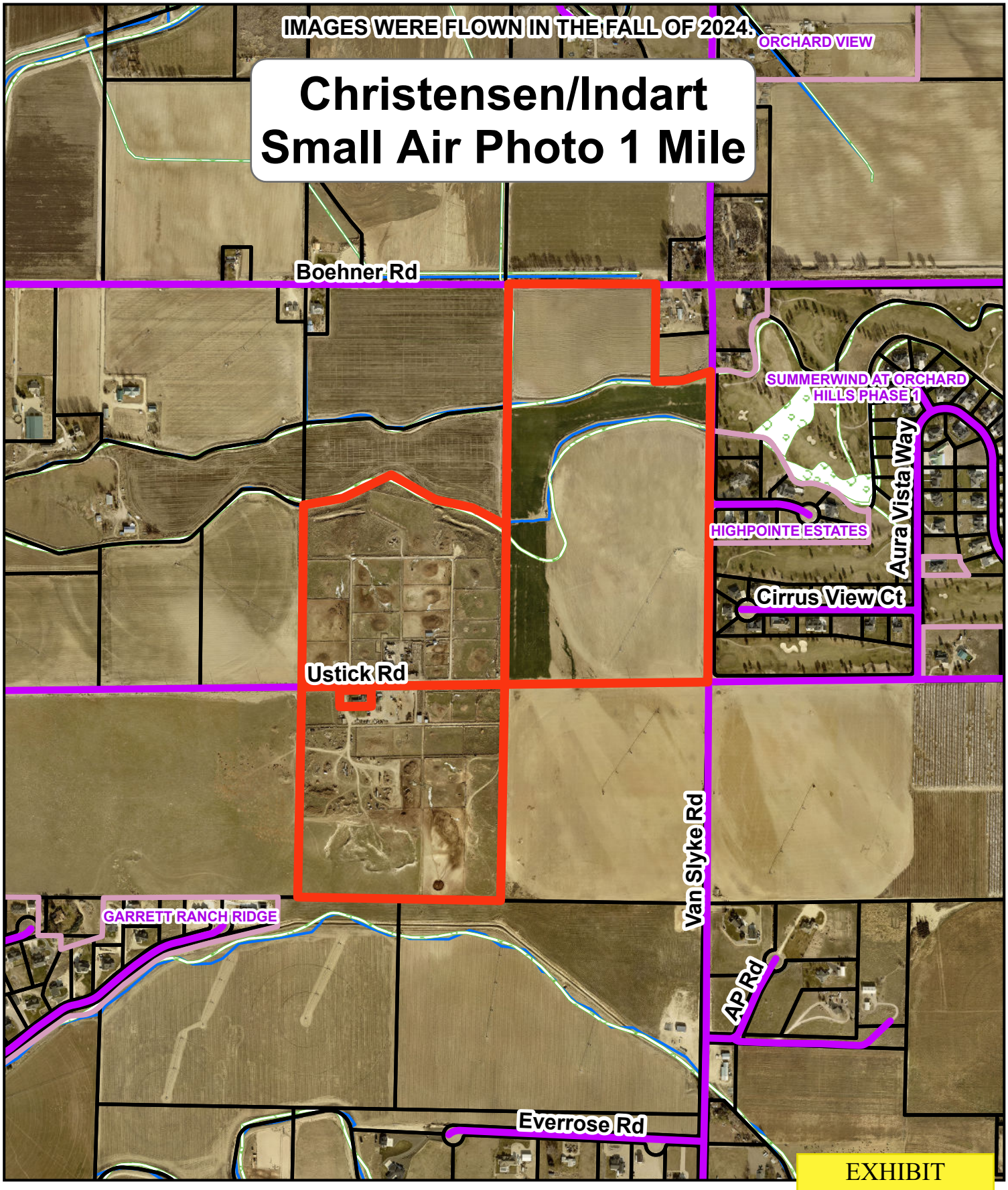
PARCEL NUMBER: R36523
OWNER NAME: CHRISTENSEN H DAVID
CO-OWNER: CHRISTENSEN SANDRA J
MAILING ADDRESS: 18250 VAN SLYKE RD WILDER ID 83676
SITE ADDRESS: 0 VAN SLYKE RD
TAX CODE: 0680000
TWP: 4N **RNG:** 4W **SEC:** 31 **QUARTER:** SE
ACRES: 73.06
HOME OWNERS EXEMPTION: No
AG-EXEMPT: Yes
DRAIN DISTRICT: NOT In Drain Dist
ZONING DESCRIPTION: AG / AGRICULTURAL
HIGHWAY DISTRICT: GOLDEN-GATE HWY #3
FIRE DISTRICT: WILDER FIRE
SCHOOL DISTRICT: VALLIVUE SCHOOL DIST #139
IMPACT AREA: GREENLEAF
FUTURE LAND USE 2011-2022 : AG
FLU Overlay Zone Desc 2030: INTENSIVE AGRICULTURE OVERLAY
FLU RR Zone Desc 2030:
FUTURE LAND USE 2030: INTENSIVE AGRICULTURE OVERLAY \ AG
IRRIGATION DISTRICT: BOISE PROJECT BOARD OF CONTROL \ WILDER IRRIGATION DISTRICT
FEMA FLOOD ZONE: X **FLOODWAY:** NOT In FLOODWAY **FIRM PANEL:** 16027C0225F

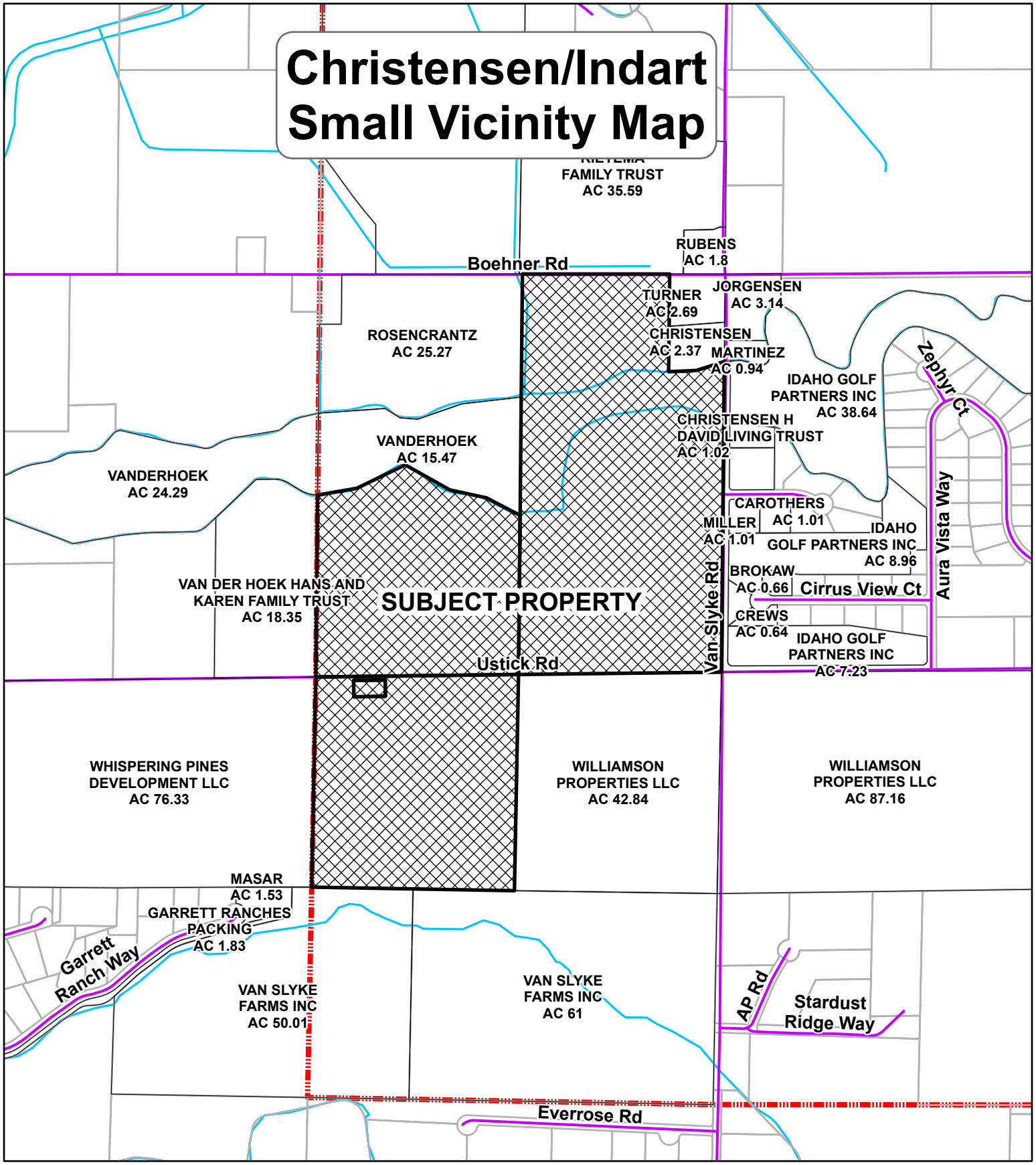
WETLAND: Riverine \ Riverine \ Riverine
NITRATE PRIORITY: ADA CANYON
FUNCTIONAL Classification: MINOR ARTERIAL
INSTRUMENT NO. : 2015036340
SCENIC BYWAY: NOT In Scenic Byway
LEGAL DESCRIPTION: 31-4N-4W SE E 1/2 SE LS TX 4
PLATTED SUBDIVISION:
SMALL CITY ZONING:
SMALL CITY ZONING TYPE:

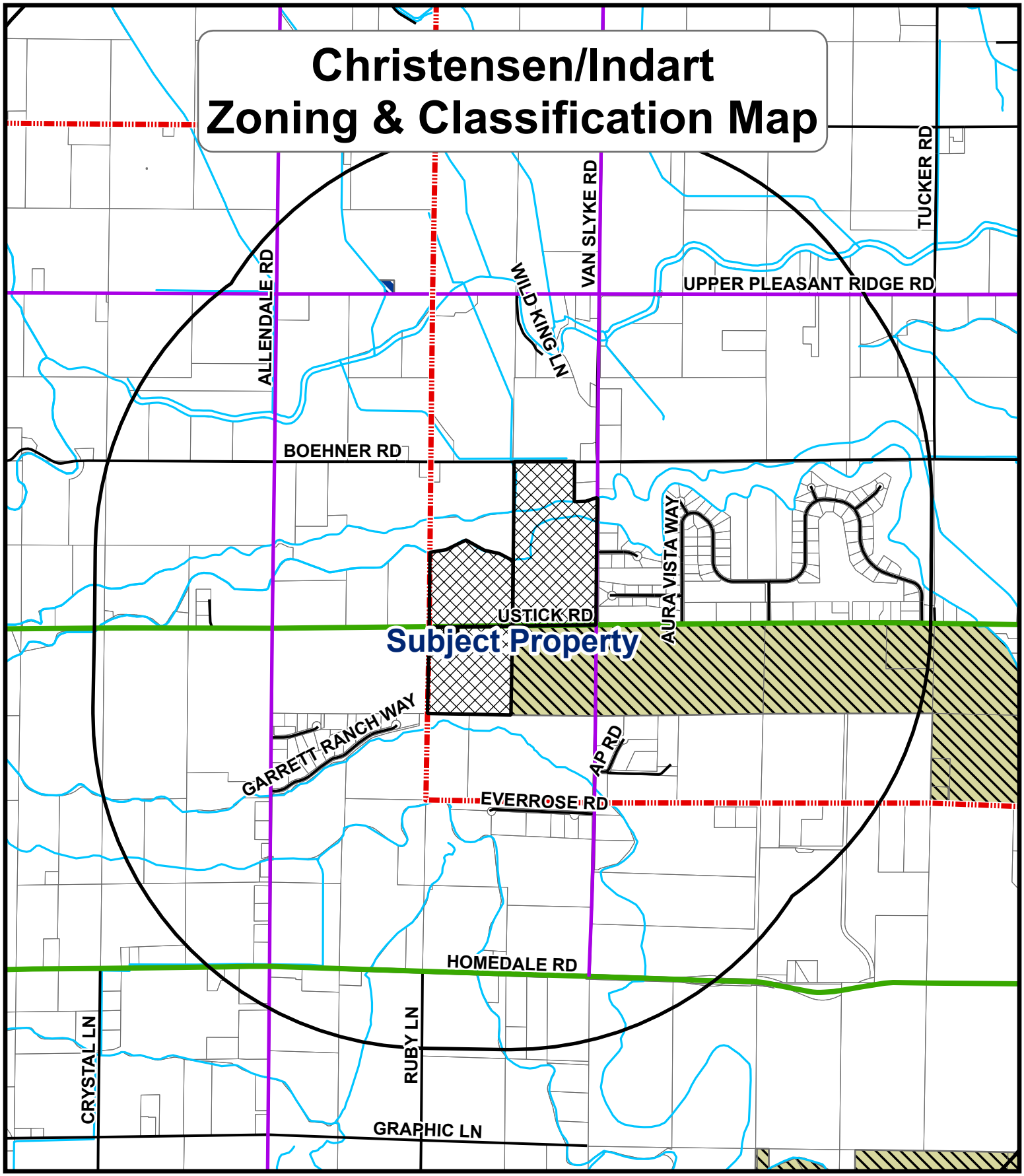
DISCLAIMER:

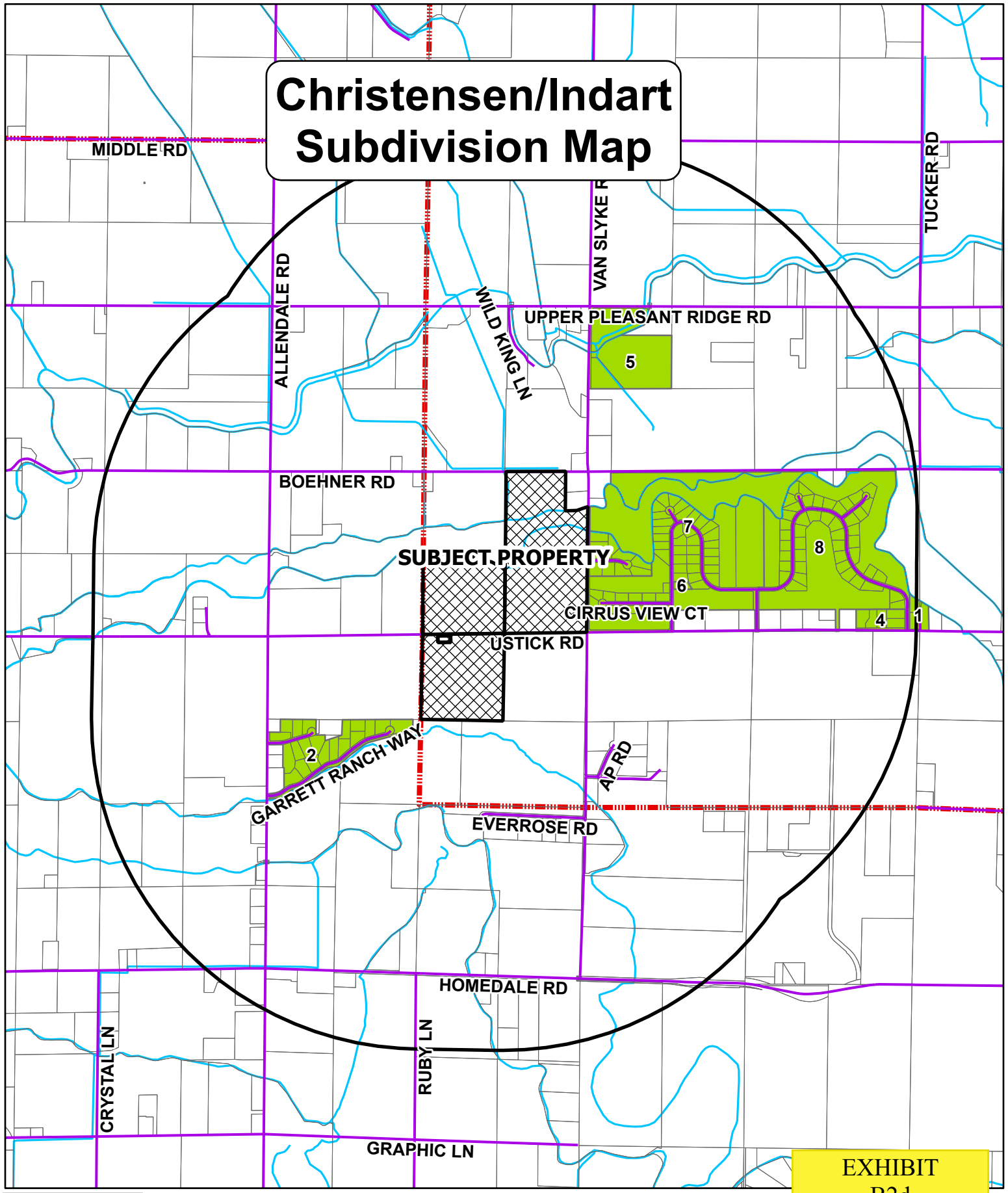
1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS. POSSIBLY ONE (1) OF SEVERAL ZONES - SEE FIRM PANEL NUMBER.
2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES.
3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER.

CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USE OR MISUSE OF THIS PARCEL INFORMATION TOOL OR ANY OF THE INFORMATION CONTAINED HEREIN.


IMAGES WERE FLOWN IN THE FALL OF 2024.
Christensen/Indart
Small Air Photo 1 Mile
ORCHARD VIEW
Boehner Rd
SUMMERWIND AT ORCHARD HILLS PHASE 1
Aura Vista Way
HIGHPOINTE ESTATES
Cirrus View Ct
Ustick Rd
Van Slyke Rd
GARRETT RANCH RIDGE
AP Rd
Everrose Rd
EXHIBIT
B2a
City_Limits
Wetlands
0
0.25
0.5
Miles


Christensen/Indart
Small Vicinity Map
FAMILY TRUST
AC 35.59
RUBENS
AC 1.8
Boehner Rd
TURNER
AC 2.69
JORGENSEN
AC 3.14
ROSENCRANTZ
AC 25.27
CHRISTENSEN
AC 2.37
MARTINEZ
AC 0.94
IDAHO GOLF
PARTNERS INC
AC 38.64
Zephyr Ct
CHRISTENSEN H
DAVID LIVING TRUST
AC 1.02
VANDERHOEK
AC 15.47
VANDERHOEK
AC 24.29
CAROTHERS
AC 1.01
MILLER
AC 1.01
IDAHO
GOLF PARTNERS INC
AC 8.96
Aura Vista Way
BROKAW
AC 0.66
Cirrus View Ct
VAN DER HOEK HANS AND
KAREN FAMILY TRUST
AC 18.35
SUBJECT PROPERTY
Van Slyke Rd
CREWS
AC 0.64
IDAHO GOLF
PARTNERS INC
AC 7.23
Ustick Rd
WHISPERING PINES
DEVELOPMENT LLC
AC 76.33
WILLIAMSON
PROPERTIES LLC
AC 42.84
WILLIAMSON
PROPERTIES LLC
AC 87.16
MASAR
AC 1.53
GARRETT RANCHES
PACKING
AC 1.83
Garrett
Ranch Way
VAN SLYKE
FARMS INC
AC 50.01
VAN SLYKE
FARMS INC
AC 61
AP Rd
Stardust
Ridge Way
Everrose Rd
N
W
E
S
CANYON COUNTY, IDAHO
DEVELOPMENT SERVICES
GEOGRAPHICAL INFORMATION SYSTEMS
EXHIBIT
B2b
0
0.25
0.5
Miles


Christensen/Indart
Zoning & Classification Map
ALLENDALE RD
VAN SLYKE RD
TUCKER RD
WILD KING LN
UPPER PLEASANT RIDGE RD
BOEHNER RD
AURA VISTA WAY
USTICK RD
Subject Property
GARRETT RANCH WAY
AP RD
EVERROSE RD
HOMEDALE RD
CRYSTAL LN
RUBY LN
GRAPHIC LN
CANYON COUNTY, IDAHO
DEVELOPMENT SERVICES
GEOGRAPHICAL INFORMATION SYSTEMS
RR
CR-RR
R1
CR-R1
R2
C
C1
CR-C1
C2
CR-C2
M1
CR-M1
M2
AG
INTERSTATE
OTHER FREEWAY/ EXPRESSWAY
PROPOSED OTHER FREEWAY/ EXPRESSWAY
PRINCIPAL ARTERIAL
PROPOSED PRINCIPAL ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR
PROPOSED COLLECTOR
EXHIBIT
B2c
0
0.25
0.5
Miles


Christensen/Indart
Subdivision Map
MIDDLE RD
ALLENDALE RD
WILD KING LN
VAN SLYKE R
TUCKER RD
UPPER PLEASANT RIDGE RD
5
BOEHNER RD
SUBJECT PROPERTY
7
8
6
CIRRUS VIEW CT
4
1
USTICK RD
2
GARRETT RANCH WAY
AP RD
EVERROSE RD
HOMEDALE RD
CRYSTAL LN
RUBY LN
GRAPHIC LN
EXHIBIT
B2d
SUBDIVISIONS
Plat Type,Plat Status
Preliminary,Approved
Preliminary,Pending
MOBILE HOME PARKS
0
0.5
1
Miles

SUBDIVISION & LOT REPORT

NUMBER OF SUBS	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
8	333.38	146	2.28

NUMBER OF SUBS IN PLATTING	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
0			

NUMBER OF LOTS NOTIFIED	AVERAGE	MEDIAN	MINIMUM	MAXIMUM
43	18.43	2.69	0.50	87.16

NUMBER OF MOBILE HOME PARKS	ACRES IN MHP	NUMBER OF SITES	AVG HOMES PER ACRE	MAXIMUM
0				

PLATTED SUBDIVISIONS

SUBDIVISION NAME	Label	LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF…	Year
ARTIST VIEW SUB	1	4N4W32	3.47	4	0.87	COUNTY (Canyon)	2004
GARRETT RANCH RIDGE	2	3N4W06	29.36	21	1.40	COUNTY (Canyon)	2006
HIGHPOINTE ESTATES	3	4N4W32	11.76	9	1.31	COUNTY (Canyon)	2011
JAHN ESTATES SUBDIVISION	4	4N4W32	6.31	5	1.26	COUNTY (Canyon)	2008
ORCHARD VIEW	5	4N4W32	35.02	3	11.67	COUNTY (Canyon)	1998
RESUB LT 1 BLK 2 SUMMERWIND AT	6	4N4W32	0.73	1	0.73	COUNTY (Canyon)	2022
SUMMERWIND AT ORCHARD HILLS F	7	4N4W32	146.11	55	2.66	COUNTY (Canyon)	2007
SUMMERWIND AT ORCHARD HILLS F	8	4N4W32	100.62	48	2.10	COUNTY (Canyon)	2007

SUBDIVISIONS IN PLATTING

SUBDIVISION NAME	ACRES	NO. OF LOTS	AVERAGE LOT SIZE

MOBILE HOME & RV PARKS

SUBDIVISION NAME	SITE ADDRESS	ACRES	NO. OF SPACES	UNITS PER ACRE	CITY OF…

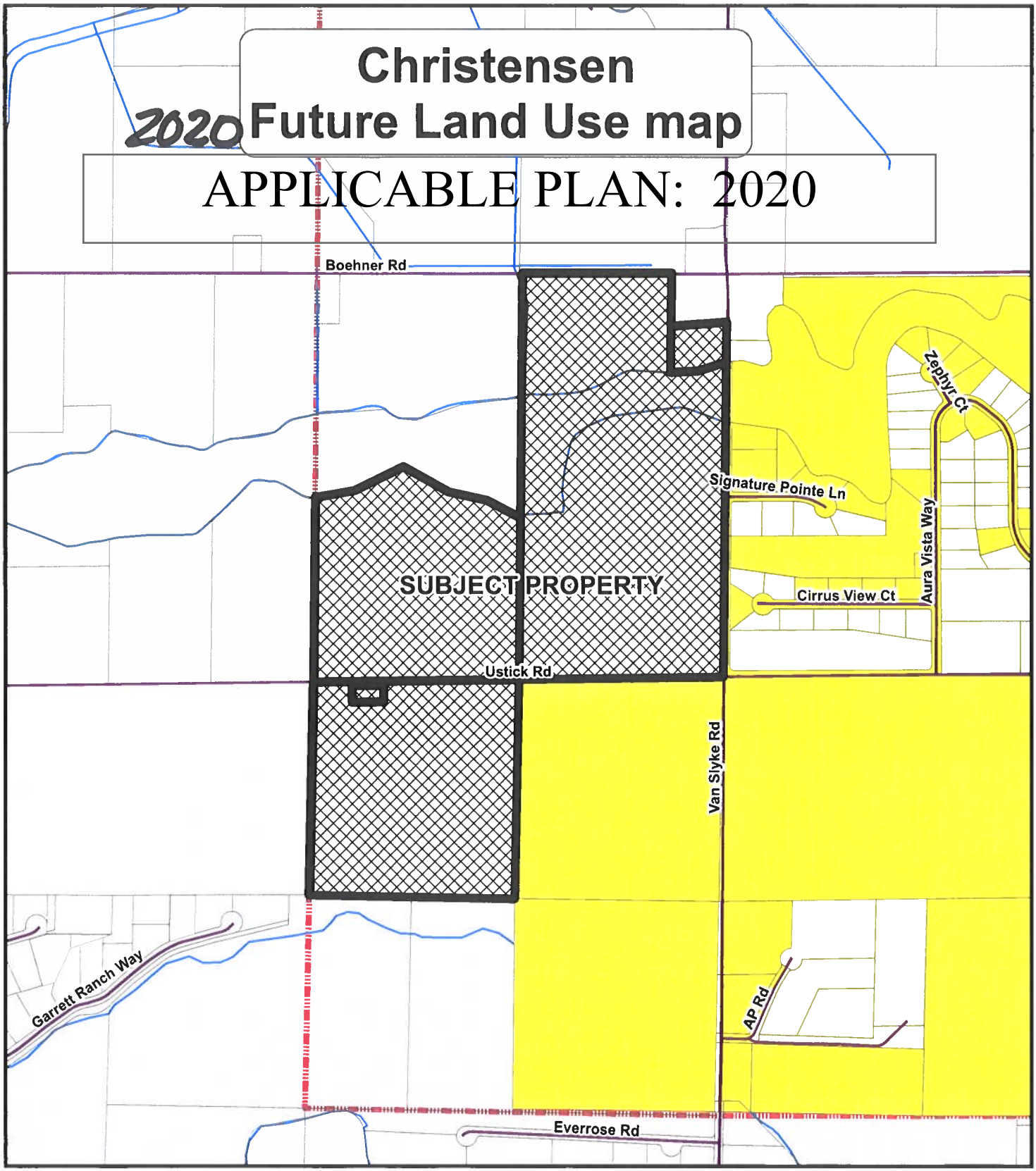
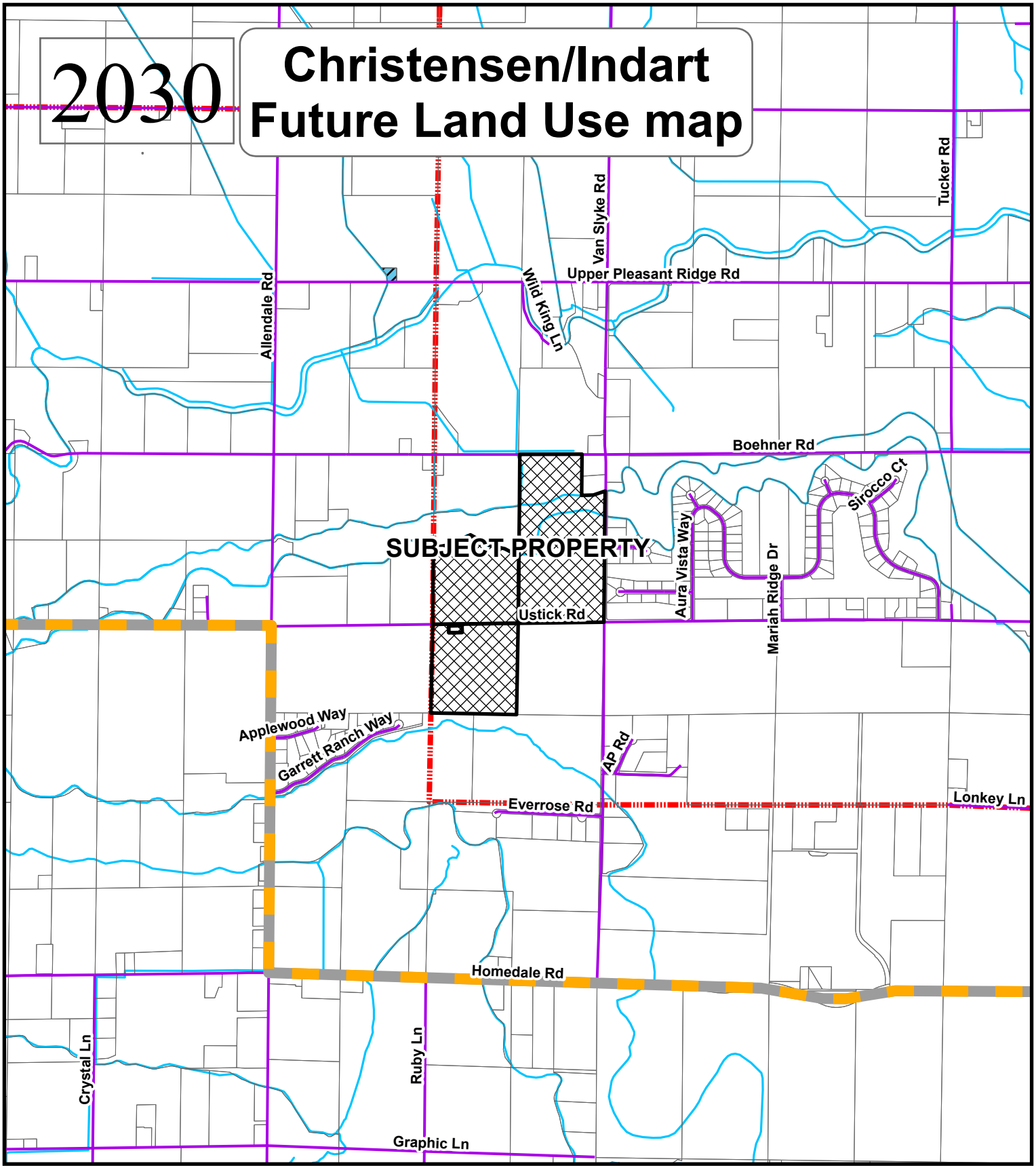

Christensen
2020 Future Land Use map
APPLICABLE PLAN: 2020
Boehner Rd
SUBJECT PROPERTY
Ustick Rd
Van Slyke Rd
Zephyr Ct
Signature Pointe Ln
Aura Vista Way
Cirrus View Ct
AP Rd
Garrett Ranch Way
Everrose Rd
Legend
Future Land Use 2011_2022
COMMERCIAL
INDUSTRIAL
RESIDENTIAL
0
0.15
0.3
Miles

EXHIBIT
B2e.



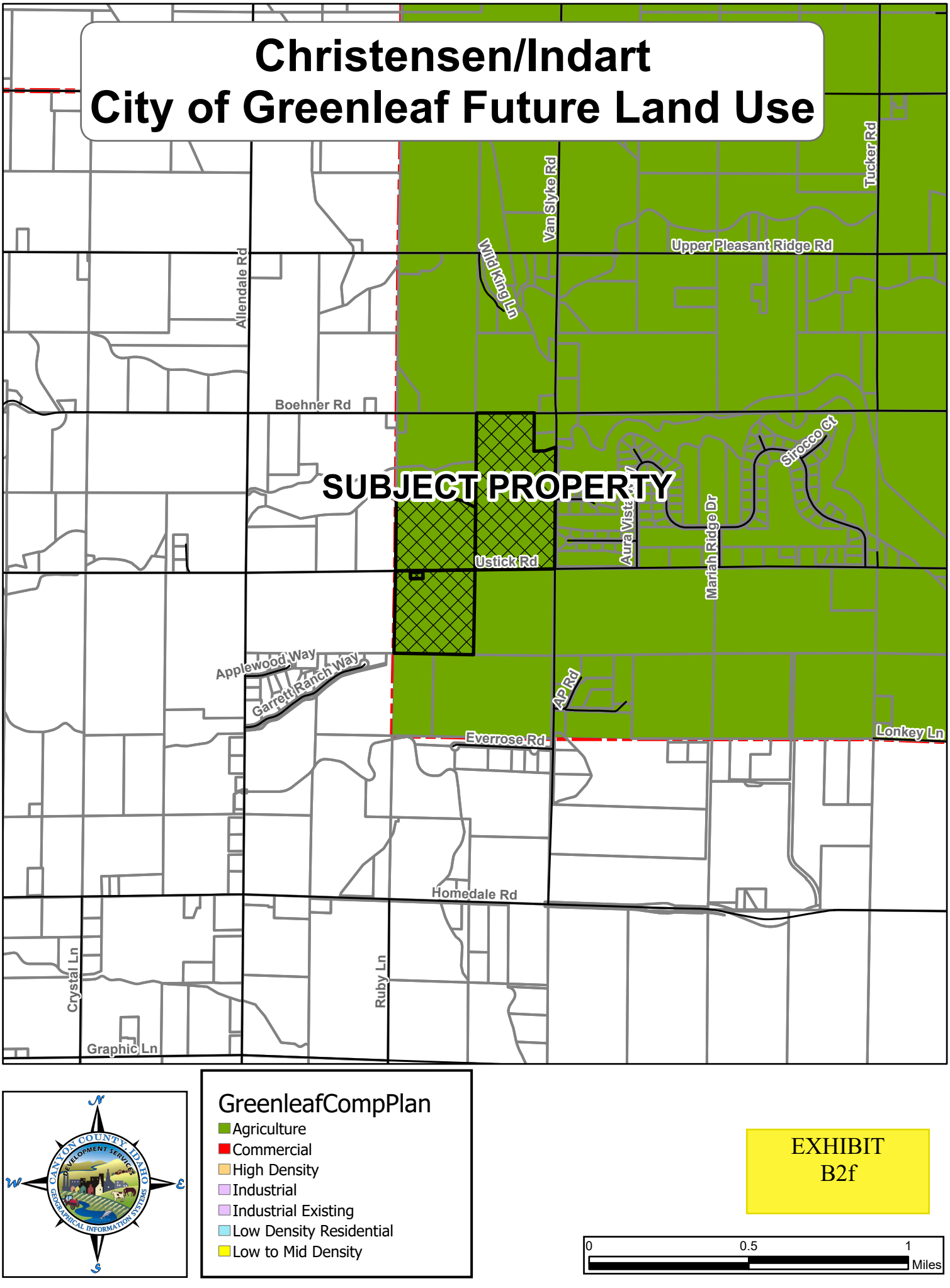
Legend

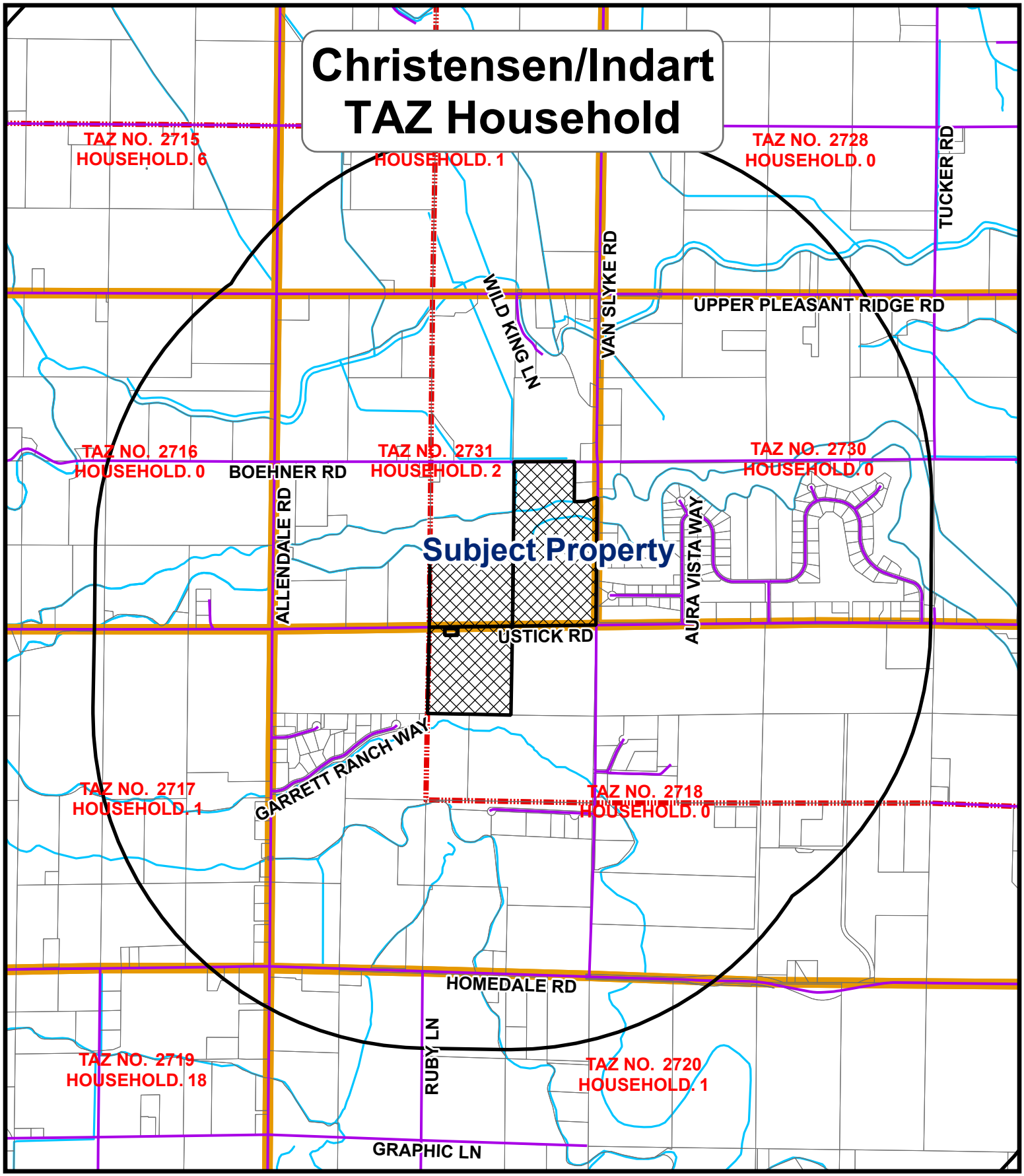
Future Land Use 2030

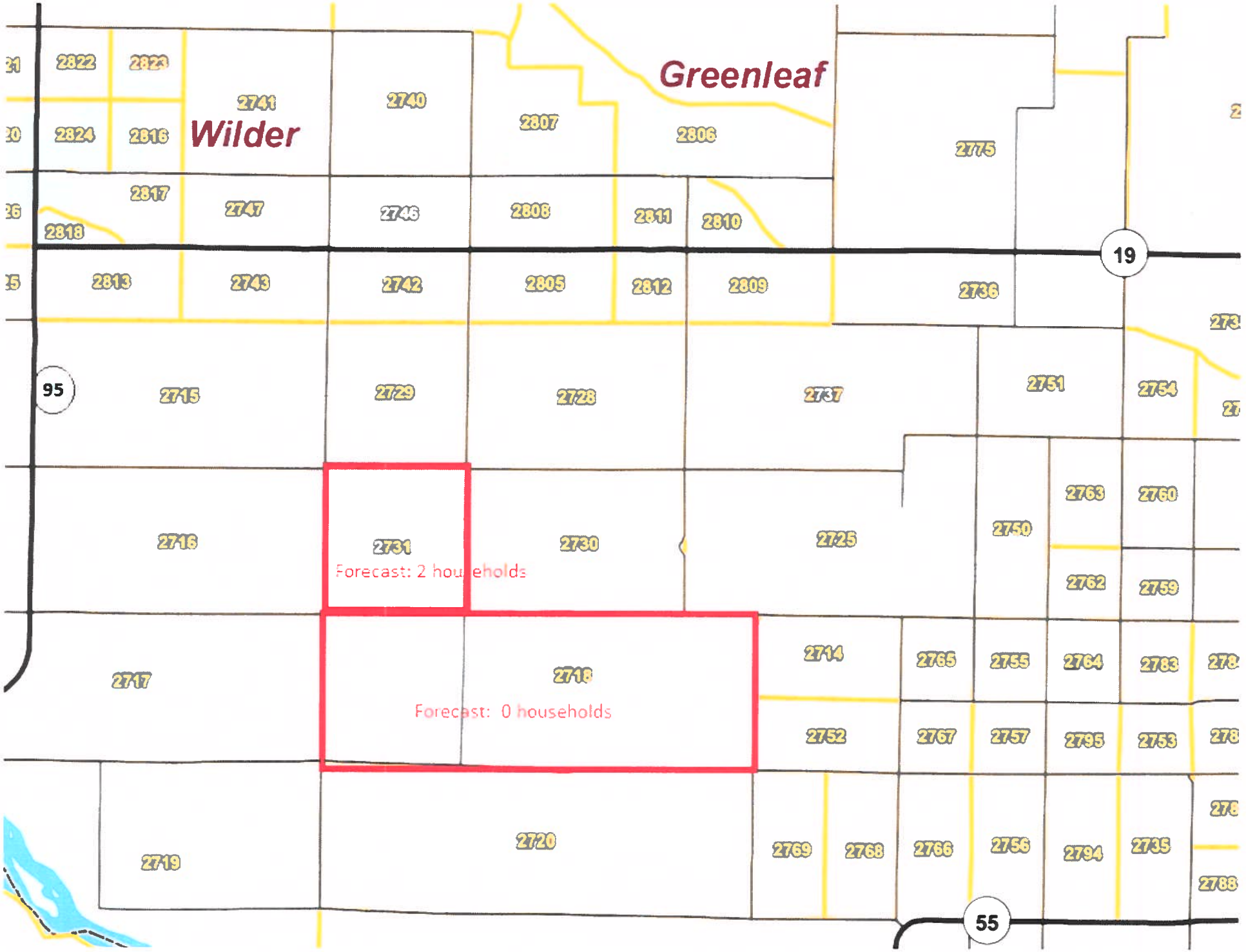
- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL

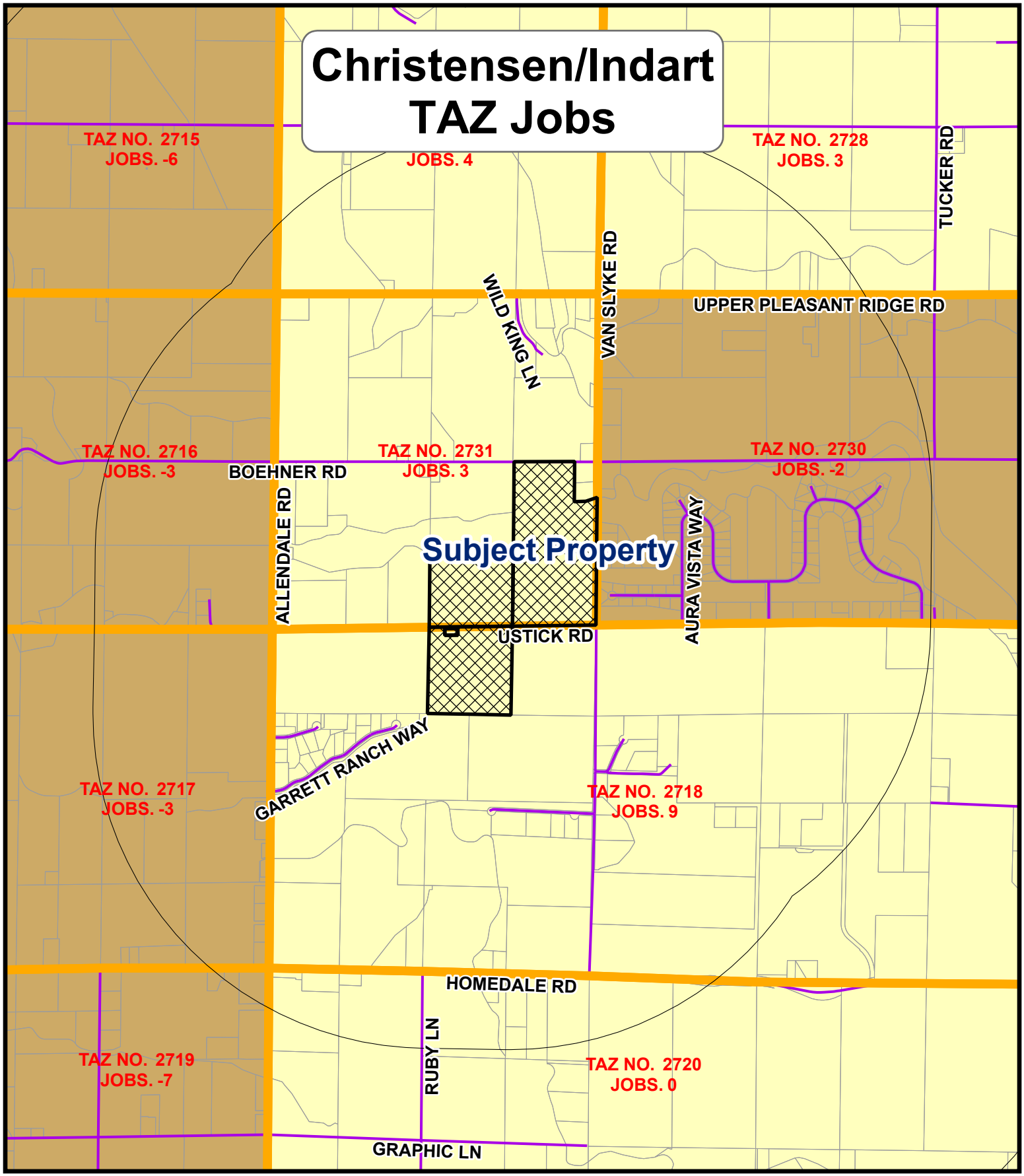
EXHIBIT
B2e1

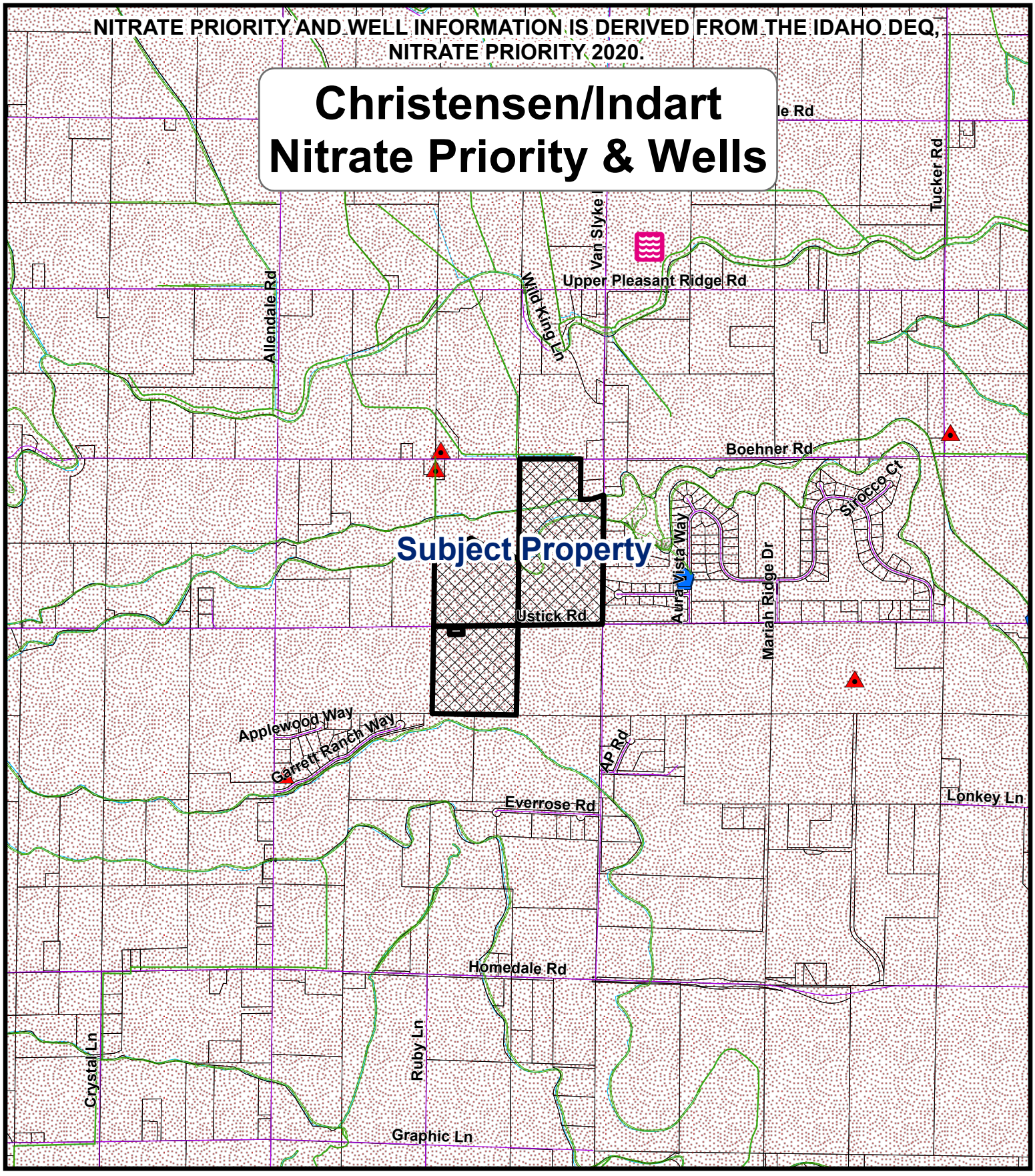
0 0.5 1 Miles

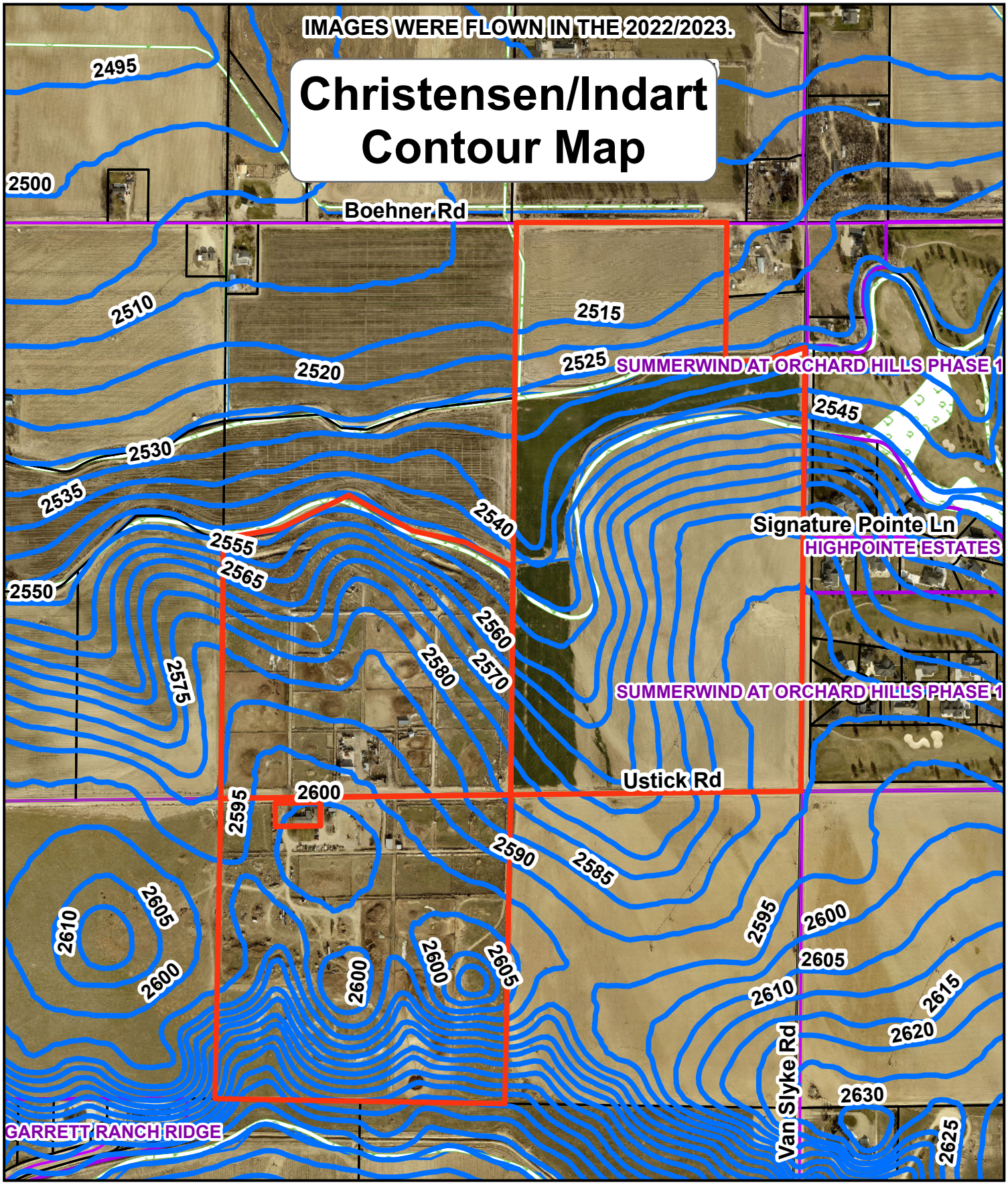

Christensen/Indart
City of Greenleaf Future Land Use
Tucker Rd
Van Slyke Rd
Upper Pleasant Ridge Rd
Wild King Ln
Allendale Rd
Boehner Rd
SUBJECT PROPERTY
Sirocco Ct
Aura Vista Ln
Mariah Ridge Dr
Ustick Rd
Applewood Way
Garrett Ranch Way
AP Rd
Everrose Rd
Lonkey Ln
Homedale Rd
Crystal Ln
Ruby Ln
Graphic Ln
GreenleafCompPlan
Agriculture
Commercial
High Density
Industrial
Industrial Existing
Low Density Residential
Low to Mid Density
EXHIBIT
B2f
0
0.5
1
Miles

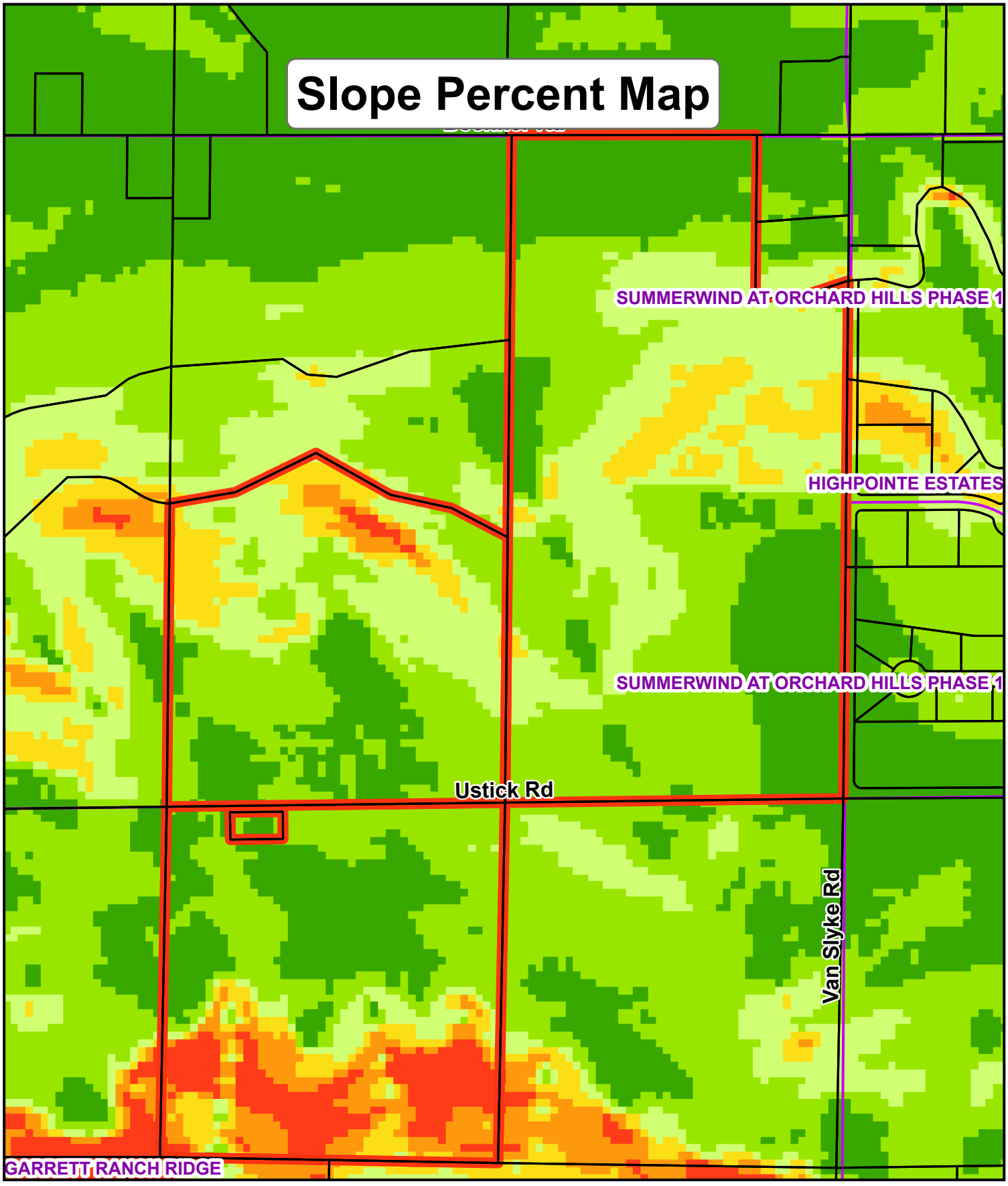

Christensen/Indart
TAZ Household
TAZ NO. 2715
HOUSEHOLD. 6
HOUSEHOLD. 1
TAZ NO. 2728
HOUSEHOLD. 0
TUCKER RD
VAN SLYKE RD
WILD KING LN
UPPER PLEASANT RIDGE RD
TAZ NO. 2716
HOUSEHOLD. 0
BOEHNER RD
TAZ NO. 2731
HOUSEHOLD. 2
TAZ NO. 2730
HOUSEHOLD. 0
ALLENDALE RD
Subject Property
AURA VISTA WAY
USTICK RD
GARRETT RANCH WAY
TAZ NO. 2717
HOUSEHOLD. 1
TAZ NO. 2718
HOUSEHOLD. 0
HOMEDALE RD
RUBY LN
TAZ NO. 2719
HOUSEHOLD. 18
TAZ NO. 2720
HOUSEHOLD. 1
GRAPHIC LN
House Hold 2025-2050
-4 - 50
51 - 150
151 - 250
251 - 500
501 - 750
751 - 1263
EXHIBIT
B2g
0
0.5
1
Miles


Greenleaf
Wilder
2822
2823
2824
2816
2741
2740
2807
2806
2775
2817
2818
2747
2746
2808
2811
2810
19
2813
2743
2742
2805
2812
2809
2736
95
2715
2729
2728
2737
2751
2754
2716
2731
Forecast: 2 households
2730
2725
2750
2763
2760
2762
2759
2717
2718
Forecast: 0 households
2714
2765
2755
2764
2783
2752
2767
2757
2795
2753
2719
2720
2769
2768
2766
2756
2794
2735
2788
55


Christensen/Indart
TAZ Jobs
TAZ NO. 2715
JOBS. -6
JOBS. 4
TAZ NO. 2728
JOBS. 3
TUCKER RD
VAN SLYKE RD
WILD KING LN
UPPER PLEASANT RIDGE RD
TAZ NO. 2716
JOBS. -3
BOEHNER RD
TAZ NO. 2731
JOBS. 3
TAZ NO. 2730
JOBS. -2
ALLENDALE RD
Subject Property
AURA VISTA WAY
USTICK RD
GARRETT RANCH WAY
TAZ NO. 2717
JOBS. -3
TAZ NO. 2718
JOBS. 9
HOMEDALE RD
RUBY LN
TAZ NO. 2719
JOBS. -7
TAZ NO. 2720
JOBS. 0
GRAPHIC LN
Jobs 2025-2050
-1
0 - 100
101 - 250
251 - 500
501 - 1000
1001 - 2148
EXHIBIT
B2g
0
0.5
1
Miles


NITRATE PRIORITY AND WELL INFORMATION IS DERIVED FROM THE IDAHO DEQ, NITRATE PRIORITY 2020.
Christensen/Indart
Nitrate Priority & Wells
Upper Pleasant Ridge Rd
Van Slyke
Tucker Rd
Allendale Rd
Wild King Ln
Boehner Rd
Sirocco Ct
Subject Property
Aura Vista Way
Mariah Ridge Dr
Ustick Rd
Applewood Way
Garrett Ranch Way
AP Rd
Everrose Rd
Lonkey Ln
Homedale Rd
Crystal Ln
Ruby Ln
Graphic Ln
GEO-THERMAL LOCATIONS
WETLANDS
NITRATE_PRIORITY
DEQ WELLS
N03_MGL
0.005 - 2.00
2.000001 - 5.00
5.0000001 - 10.00
10.000001 - 49.80
EXHIBIT
B2h
0
0.5
1
Miles


IMAGES WERE FLOWN IN THE 2022/2023.
Christensen/Indart
Contour Map
Boehner Rd
SUMMERWIND AT ORCHARD HILLS PHASE 1
Signature Pointe Ln
HIGHPOINTE ESTATES
SUMMERWIND AT ORCHARD HILLS PHASE 1
Ustick Rd
Van Slyke Rd
GARRETT RANCH RIDGE
2495
2500
2505
2510
2515
2520
2525
2530
2535
2540
2545
2550
2555
2560
2565
2570
2575
2580
2585
2590
2595
2600
2605
2610
2615
2620
2625
2630
Legend
SUBJECT_PROPERTY
TaxParcels
SectionContours
Wetlands
0 200 400 600
Feet
EXHIBIT
B2i



Slope Percent

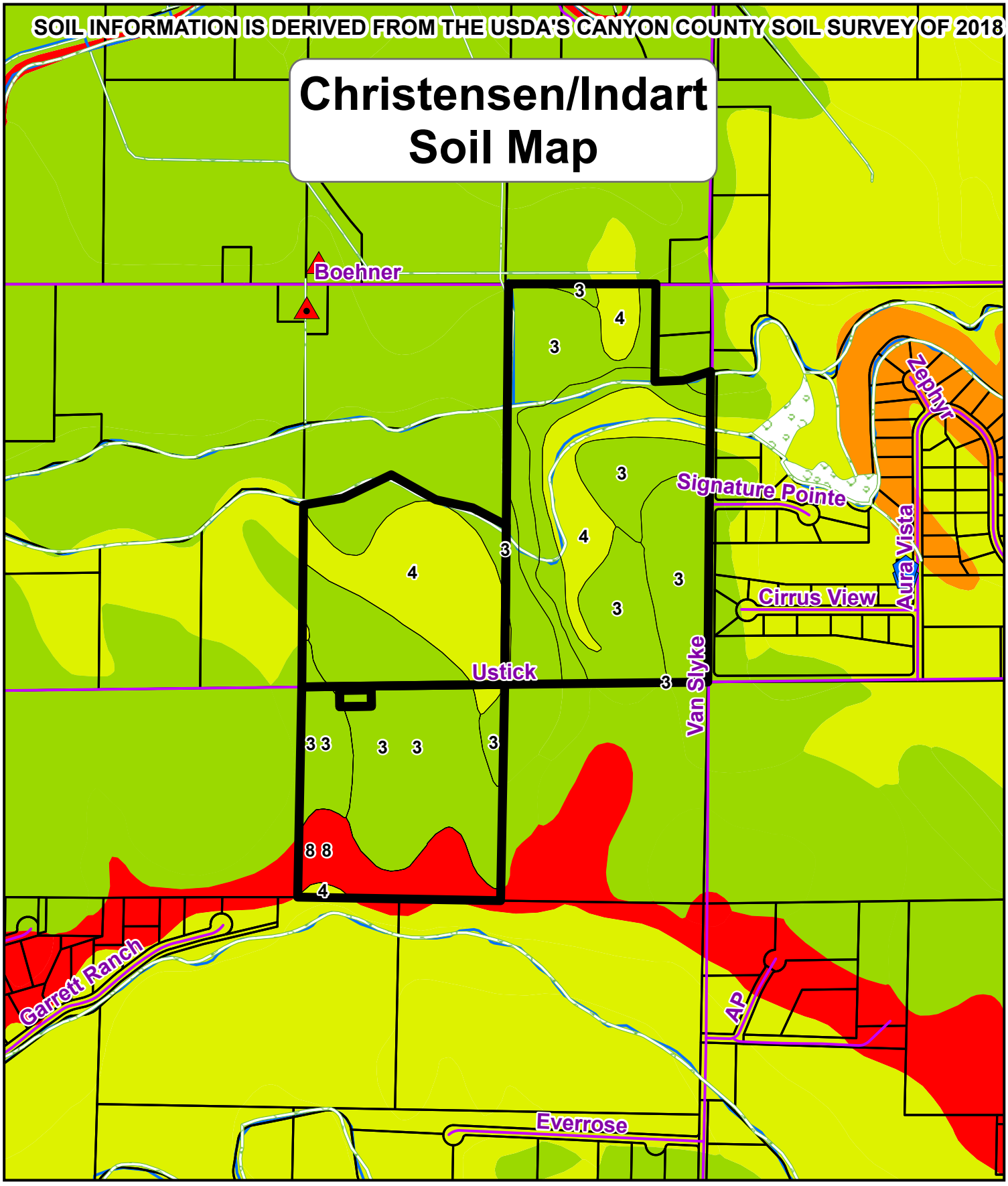
0.001 - 3	9.001 - 12
3.001 - 6	12.001 - 14.999
6.001 - 9	15 - 202.718

EXHIBIT
B2i1

0 200 400 600
Feet

SOIL INFORMATION IS DERIVED FROM THE USDA'S CANYON COUNTY SOIL SURVEY OF 2018

Christensen/Indart Soil Map



Nitrate Priority Wells

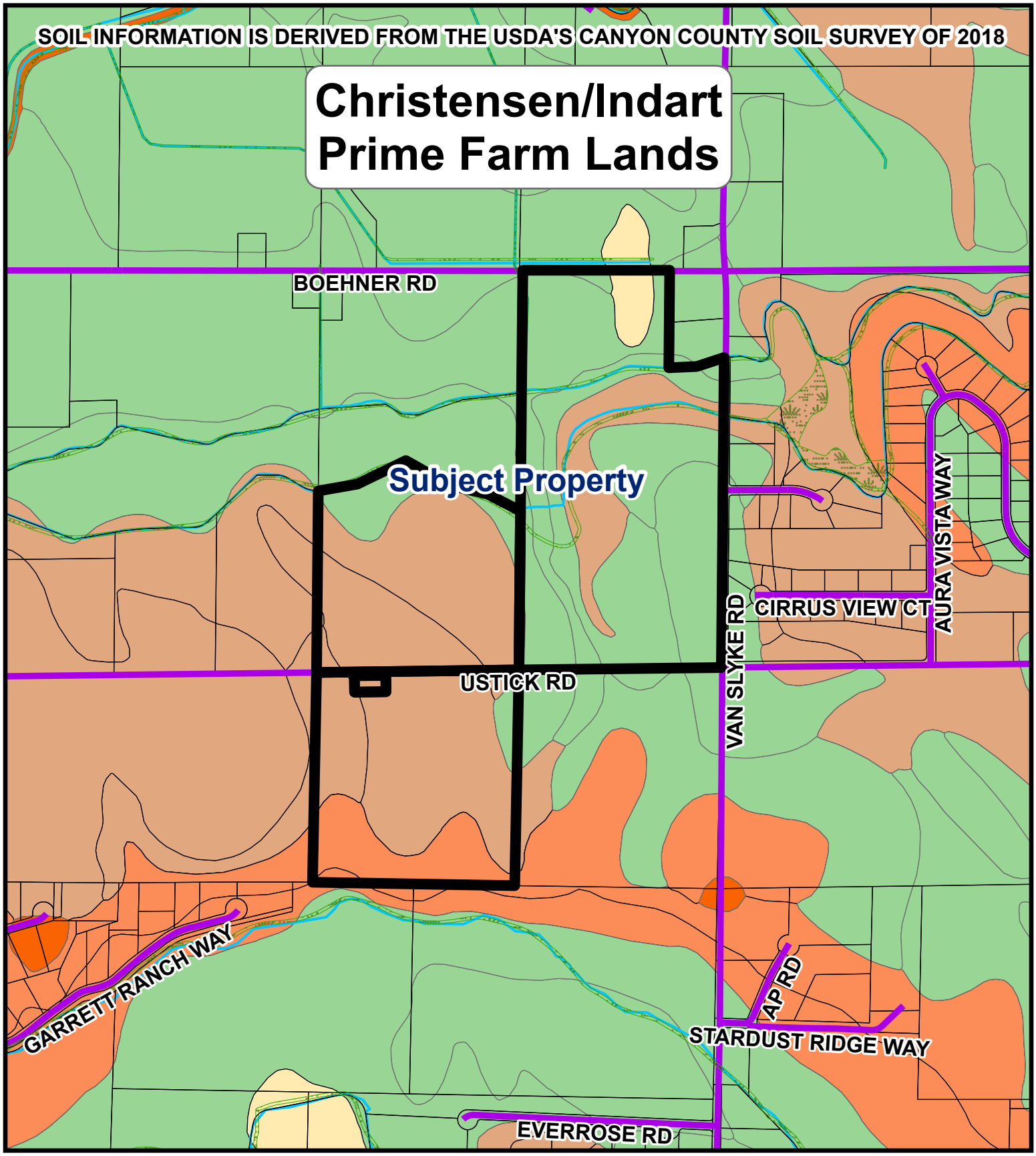
- 0.005000 - 2.000000
- 2.000001 - 5.000000
- 5.000001 - 10.000000
- 10.000001 - 49.800000

IDWR_2C_Geothermal_

Wetlands

EXHIBIT
B2j

0 0.25 0.5 Miles



TAXLOTS
City_Limits
WETLANDS
2C_Hydro

FARMLAND
- Farmland of statewide importance
- Farmland of statewide importance, if irrigated
- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Not prime farmland
- Water/Gravel Pit/ Rock outcrop/ Riverwash/ Terrace Escarpments
- Prime farmland if irrigated
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and reclaimed of excess salts and sodium

EXHIBIT
B2k

0 0.125 0.25
Miles

SOIL REPORT

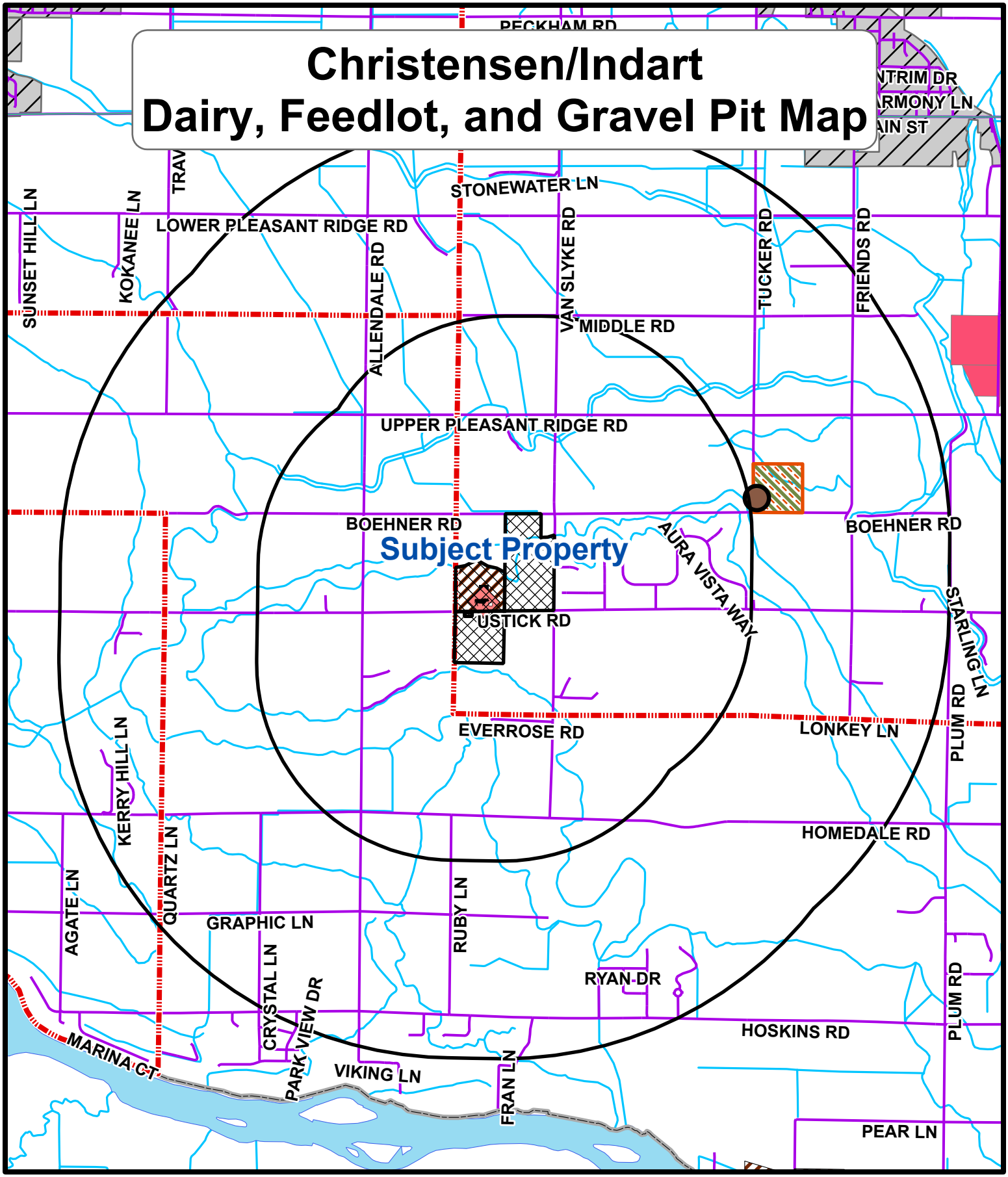
SOIL CAPABILITY CLASS	SOIL CAPABILITY	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
3	MODERATELY SUITED SOIL	1481739.18	34.02	19.17%
3	MODERATELY SUITED SOIL	1481739.18	34.02	19.17%
4	MODERATELY SUITED SOIL	886191.60	20.34	11.46%
3	MODERATELY SUITED SOIL	727934.39	16.71	9.42%
3	MODERATELY SUITED SOIL	707035.22	16.23	9.15%
3	MODERATELY SUITED SOIL	555444.95	12.75	7.18%
4	MODERATELY SUITED SOIL	552741.21	12.69	7.15%
3	MODERATELY SUITED SOIL	486954.71	11.18	6.30%
8	LEAST SUITED SOIL	425565.14	9.77	5.50%
8	LEAST SUITED SOIL	425565.14	9.77	5.50%
3	MODERATELY SUITED SOIL	325070.05	7.46	4.20%
3	MODERATELY SUITED SOIL	286346.21	6.57	3.70%
3	MODERATELY SUITED SOIL	286346.21	6.57	3.70%
4	MODERATELY SUITED SOIL	116110.39	2.67	1.50%
3	MODERATELY SUITED SOIL	28850.88	0.66	0.37%
4	MODERATELY SUITED SOIL	21569.94	0.50	0.28%
3	MODERATELY SUITED SOIL	64.44	0.00	0.00%
3	MODERATELY SUITED SOIL	64.44	0.00	0.00%
		7730910.73	177.48	100%

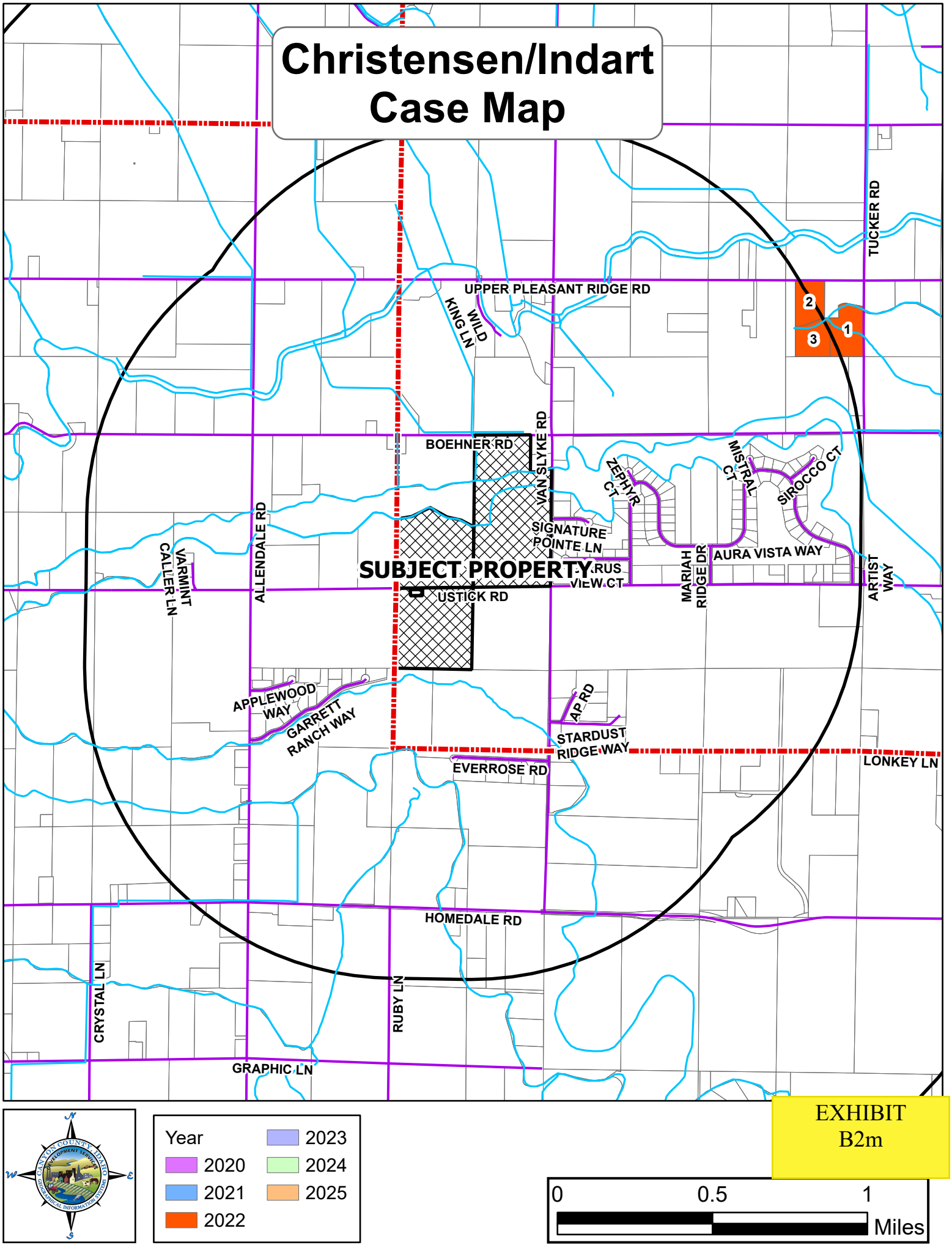
FARMLAND REPORT

SOIL NAME	FARMLAND TYPE	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
TsB	Farmland of statewide importance, if irrigated	1481739.18	34.02	16.85%
TsB	Farmland of statewide importance, if irrigated	1481739.18	34.02	16.85%
TsD	Farmland of statewide importance, if irrigated	886191.60	20.34	10.08%
TuC	Prime farmland if irrigated	727934.39	16.71	8.28%
TuB	Prime farmland if irrigated	707035.22	16.23	8.04%
TuC	Prime farmland if irrigated	555444.95	12.75	6.32%
TuD	Farmland of statewide importance, if irrigated	552741.21	12.69	6.28%
TvB	Prime farmland if irrigated	486954.71	11.18	5.54%
TuE	Not prime farmland	425565.14	9.77	4.84%
TuE	Not prime farmland	425565.14	9.77	4.84%
TvC	Prime farmland if irrigated	325070.05	7.46	3.70%
TsC	Farmland of statewide importance, if irrigated	286346.21	6.57	3.26%
TsC	Farmland of statewide importance, if irrigated	286346.21	6.57	3.26%
Cu	Prime farmland if irrigated and drained	116110.39	2.67	1.32%
TuA	Prime farmland if irrigated	28850.88	0.66	0.33%
FeD	Not prime farmland	21569.94	0.50	0.25%
TvC	Prime farmland if irrigated	64.44	0.00	0.00%
TvC	Prime farmland if irrigated	64.44	0.00	0.00%
		8795333.30	201.91	100%

SOIL INFORMATION IS DERIVED FROM THE USDA's CANYON COUNTY SOIL SURVEY OF 2018

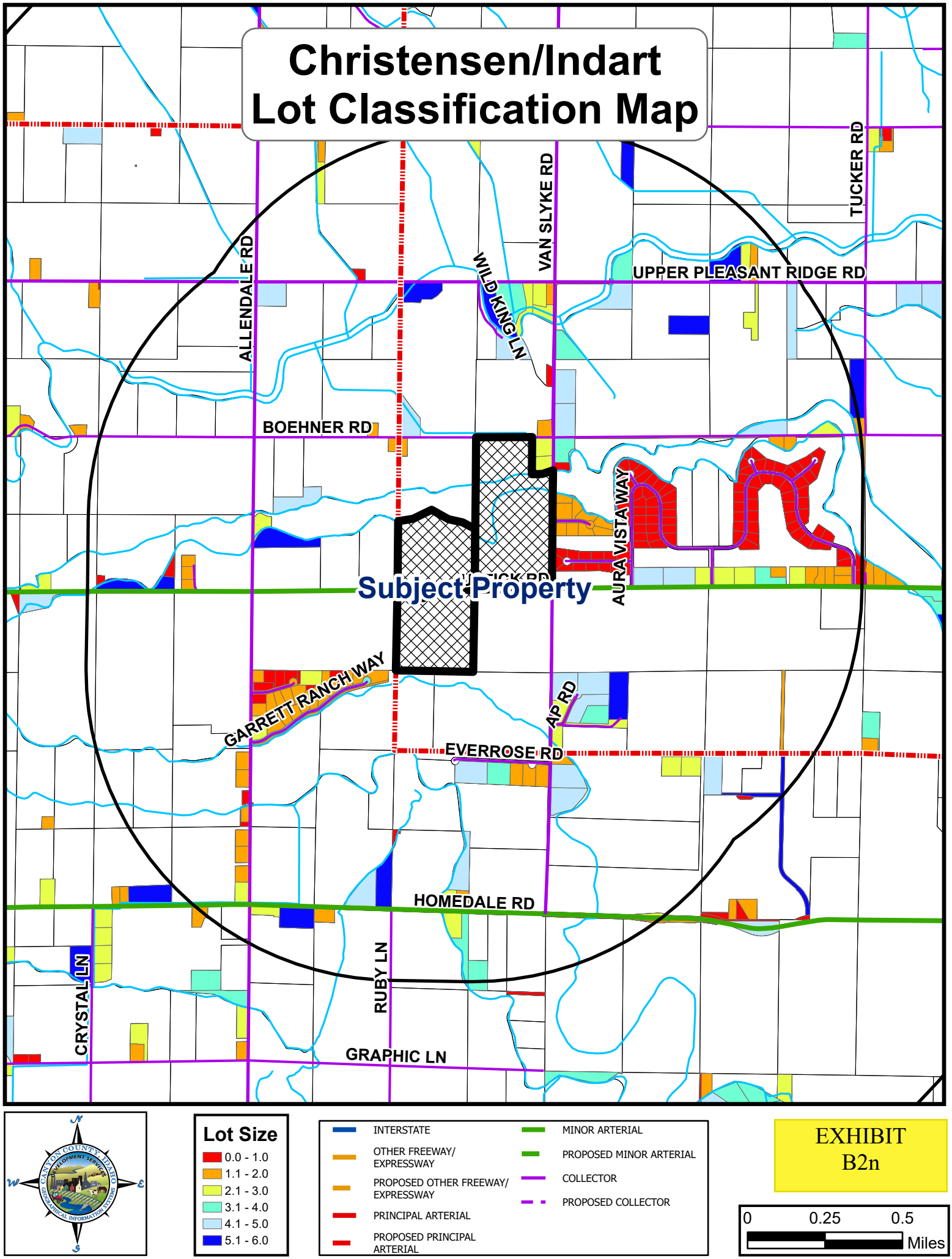
GRADE	SOILTYPE
1	BEST SUITED SOIL
2	BEST SUITED SOIL
3	MODERATELY SUITED SOIL
4	MODERATELY SUITED SOIL
5	LEAST SUITED SOIL
6	LEAST SUITED SOIL
7	LEAST SUITED SOIL
8	LEAST SUITED SOIL
9	LEAST SUITED SOIL


Christensen/Indart
Dairy, Feedlot, and Gravel Pit Map
PECKHAM RD
STONEWATER LN
LOWER PLEASANT RIDGE RD
SUNSET HILL LN
KOKANEE LN
ALLENDALE RD
VAN SLYKE RD
TUCKER RD
FRIENDS RD
MIDDLE RD
UPPER PLEASANT RIDGE RD
BOEHNER RD
Subject Property
AURA VISTA WAY
USTICK RD
STARLING LN
EVERROSE RD
LONKEY LN
PLUM RD
KERRY HILL LN
QUARTZ LN
HOMEDALE RD
AGATE LN
GRAPHIC LN
RUBY LN
CRYSTAL LN
PARK VIEW DR
RYAN DR
HOSKINS RD
MARINA CT
VIKING LN
FRAN LN
PEAR LN
FEEDLOTS
DAIRIES
GRAVELPITS
EXHIBIT
B21
0
1
2
Miles


Christensen/Indart
Case Map
UPPER PLEASANT RIDGE RD
WILD KING LN
TUCKER RD
BOEHNER RD
VAN SLYKE RD
ZEPHYR CT
MISTRAL CT
SIROCCO CT
SIGNATURE POINTE LN
AURA VISTA WAY
MARIAH RIDGE DR
ARTIST WAY
SUBJECT PROPERTY
USTICK RD
ALLENDALE RD
VARMINT CALLER LN
APPLEWOOD WAY
GARRETT RANCH WAY
AP RD
STARDUST RIDGE WAY
EVERROSE RD
LONKEY LN
HOMEDALE RD
CRYSTAL LN
RUBY LN
GRAPHIC LN
1
2
3
Year
2020
2021
2022
2023
2024
2025
0
0.5
1
Miles
EXHIBIT
B2m

CASE SUMMARY

ID	CASENUM	REQUEST	CASENAME	FINALDECIS
1	CU2021-0014	Special Events Facility	Steele	Approved
2	CU2021-0014	Special Events Facility	Steele	Approved
3	CU2021-0014	Special Events Facility	Steele	Approved


Christensen/Indart
Lot Classification Map
ALLENDALE RD
WILD KING LN
VAN SLYKE RD
TUCKER RD
UPPER PLEASANT RIDGE RD
BOEHNER RD
AURA VISTA WAY
Subject Property
GARRETT RANCH WAY
AP RD
EVERROSE RD
HOMEDALE RD
CRYSTAL LN
RUBY LN
GRAPHIC LN
CANYON COUNTY, IDAHO
DEVELOPMENT SERVICES
GEOGRAPHICAL INFORMATION SERVICES
N
W
E
S
Lot Size
0.0 - 1.0
1.1 - 2.0
2.1 - 3.0
3.1 - 4.0
4.1 - 5.0
5.1 - 6.0
INTERSTATE
OTHER FREEWAY/ EXPRESSWAY
PROPOSED OTHER FREEWAY/ EXPRESSWAY
PRINCIPAL ARTERIAL
PROPOSED PRINCIPAL ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR
PROPOSED COLLECTOR
EXHIBIT
B2n
0
0.25
0.5
Miles

COMMON LEGEND DATA

- INTERSTATE
- INTERSTATE RAMP
- STATE HIGHWAY
- RESIDENTIAL ROAD
- RAILROAD
- MINOR WATERWAYS
- COUNTY BOUNDARY
- IMPACT AREA
- CITY LIMITS
- NAVIGABLE WATERWAY
- SUBJECT PROPERTY
- SUBDIVISIONS

FEMA ZONES
- FEMA FLOODWAY
- A
- AE
- AH
- AO
- X

- NITRATE PRIORITY AREA

SUBDIVISION MAP
- PLATTED SUBDIVISIONS
- SUBDIVISIONS IN PLATTING
- MOBILE HOME PARKS

SMALL AERIAL CONTOUR MAP
- CONTOUR ELEVATION

*** ZONING CLASSIFICATIONS THAT MAY HAVE LIMITING CONDITIONS ***

ZONING
- RR (RUAL RESIDENTIAL)
- CR-RR (RURAL RESIDENTIAL - COND REZONE
- R1 (SINGLE FAMILY RESIDENTIAL)
- CR-R1 (FAMILY RESIDENTIAL - COND REZONE)
- R2 (MEDIUM DENSITY RESIDENTIAL)
- C (COMMERCIAL - 1965 ZONING ORD.)
- C1 (NEIGHBORHOOD COMMERCIAL)
- CR-C1 (NEIGHBORHOOD COMMERCIAL - COND REZONE)
- C2 (SERVICE COMMERCIAL)
- CR-C2 (SERVICE COMMERCIAL - COND REZONE)
- (LIGHT INDUSTRIAL)
- CR-M1 (LIGHT INDUSTRIAL - COND REZONE)
- M2 (HEAVY INDUSTRIAL)
- AG (AGRICULTURAL)

FUNCTIONAL CLASSIFICATION (2035)
- Interstate
- Expressway
- Proposed Expressway
- Principal Atrerial
- Proposed Principal Atrerial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

SOIL CAPABILITY MAP
- CLASS I - BEST SUITED
- CLASS II - BEST SUITED
- CLASS III - MODERATELY SUITED
- CLASS IV - MODERATELY SUITED
- CLASS V - MODERATELY SUITED
- CLASS VI - LEAST SUITED
- CLASS VII - LEAST SUITED
- CLASS VIII - LEAST SUITED

Year
- 2020
- 2021
- 2022
- 2023
- 2024

Caldwell City Comp Plan
- City Center
- Residential Estates
- Low Density
- Medium Density
- High Density
- Commercial
- Industrial
- Public

GRAVEL PITS, DAIRES, & FEEDLOTS MAP
- DAIRY LOTS
- FEEDLOTS
- GRAVEL PITS

NITRATE PRIORITY & WELLS
- GEO-THERMAL LOCATIONS
- WETLANDS
- NITRATE_PRIORITY

DEQ WELLS NO3_MGL
- 0.005 - 2.00
- 2.00 - 5.00
- 5.00 - 10.00
- 10.00 - 49.80

Nampa City Com Plan
- Ag
- LD_Res
- MD_Res
- HD_Res
- Residential Mixed Use
- Community Mixed Use
- Neighborhood Commercial
- Highway Commercial
- General Commercial
- Business Park
- Downtown
- Employment Center
- Light Industrial
- Heavy Industrial
- Parks
- Public
- Airport

Future Land Use 2030
- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL

FUTURE LAND USE 2011-2022
- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL

PRIME FARMLANDS MAP
- Farmland of statewide importance
- Farmland of statewide importance, if irrigated
- Farmland of statewide importance, if irrigated and reclaimed
- Not prime farmland
- Water/Gravel Pit/ Rock outcrop/ Riverwash/ Terrace Escarpments
- Prime farmland if irrigated
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and reclaimed

LOT CLASSIFICATION
- 0.0 - 1.0 Acres
- 1.0 - 2.0 Acres
- 2.0 - 3.0 Acres
- 3.0 - 4.0 Acres
- 4.0 - 5.0 Acres

EXHIBIT B2o

Distance to area Cities

(as the crow flies)

EXHIBIT
B2p

04N04W314

CANYON COUNTY PLAT BOOK

SECTION 31 TOWNSHIP 4N RANGE 4W

SCHOOL ~~44~~ 133-44 ROAD

SCALE, 400 FEET, ONE INCH

04N04W311

Old Maps
1930's - 1970's

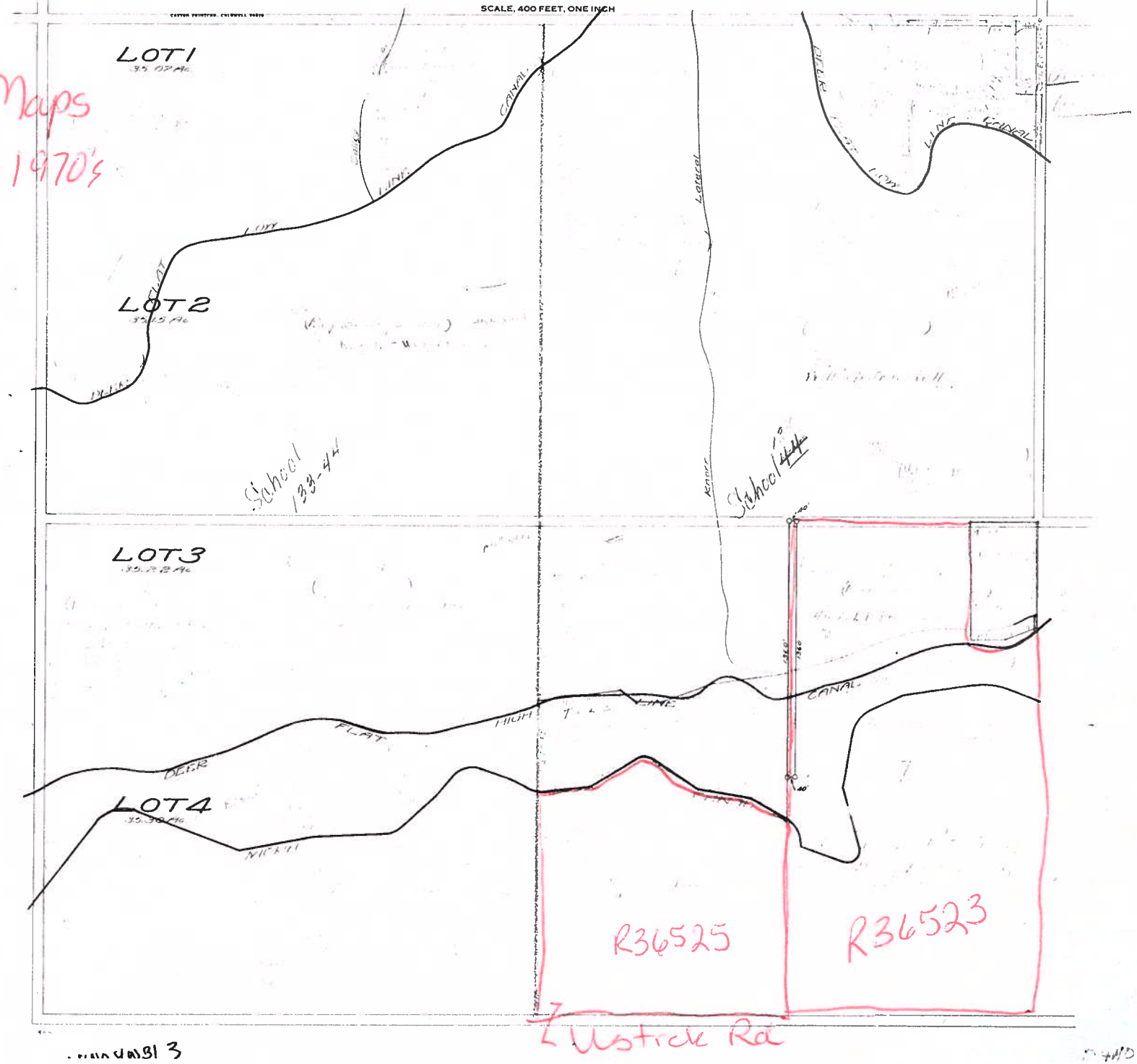


EXHIBIT
B3

04N04W324

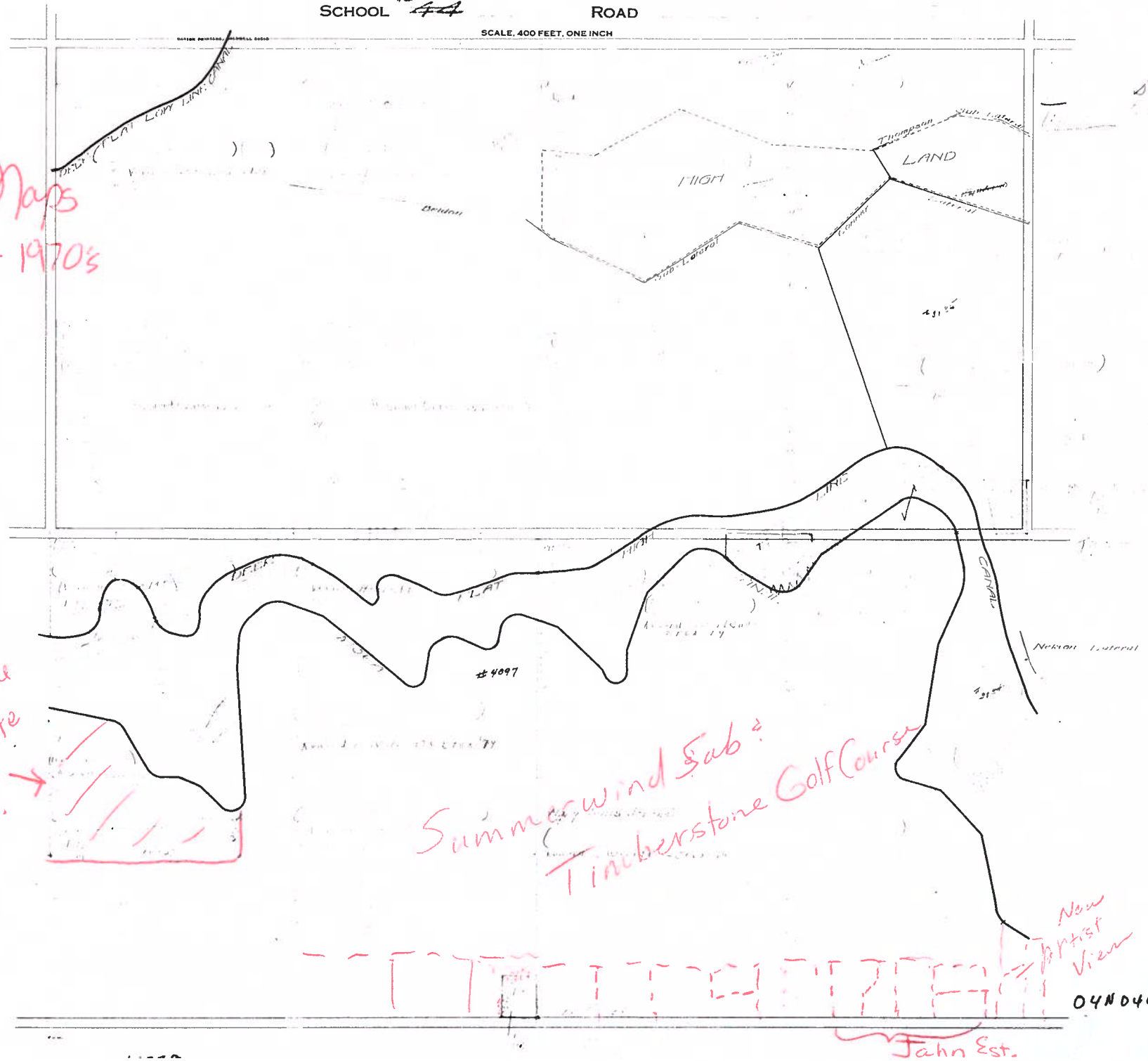
CANYON COUNTY PLAT BOOK

SECTION 32 TOWNSHIP 4N RANGE 4W

139 SCHOOL ~~44~~ ROAD

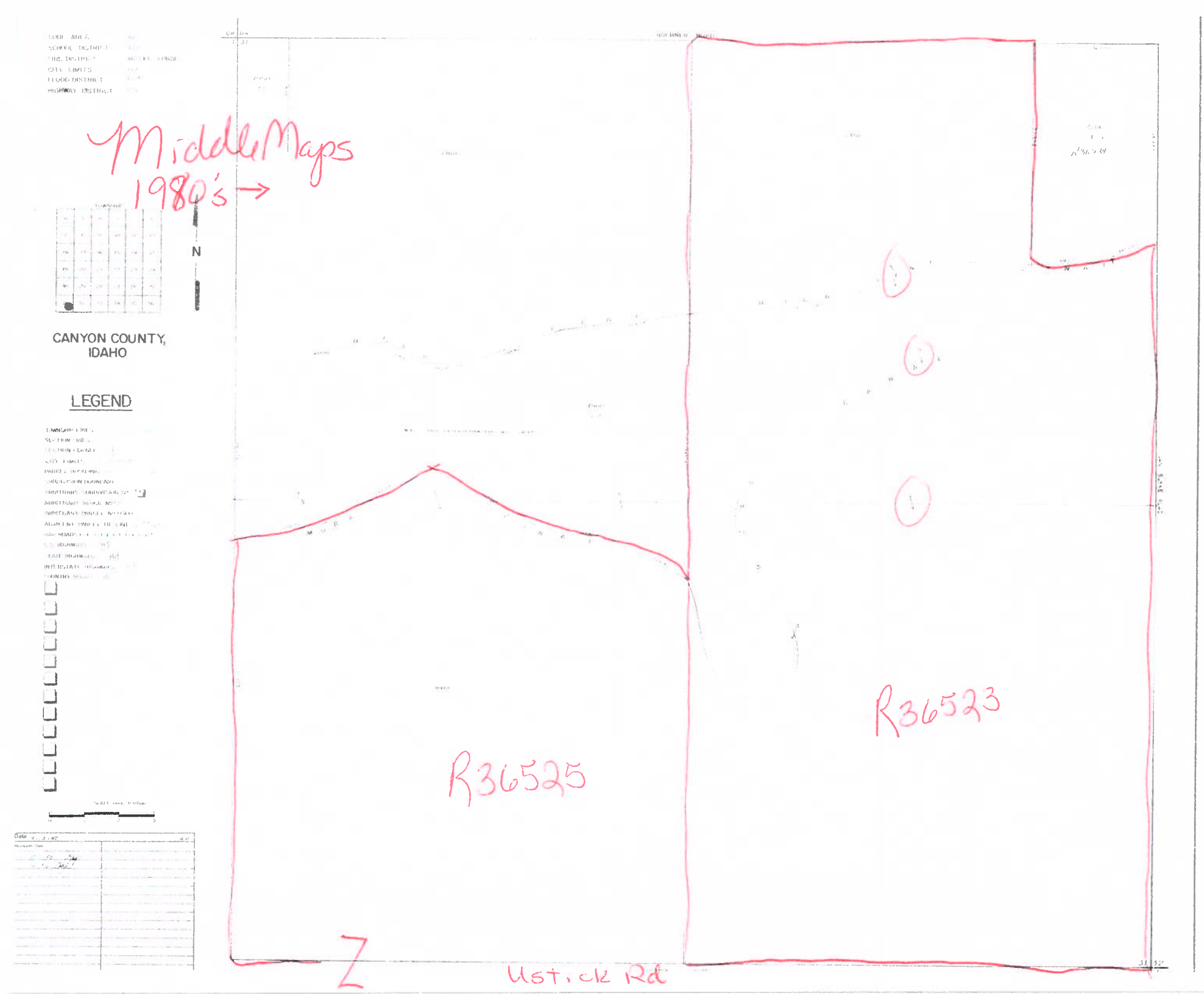
04N04W321

SCALE, 400 FEET, ONE INCH

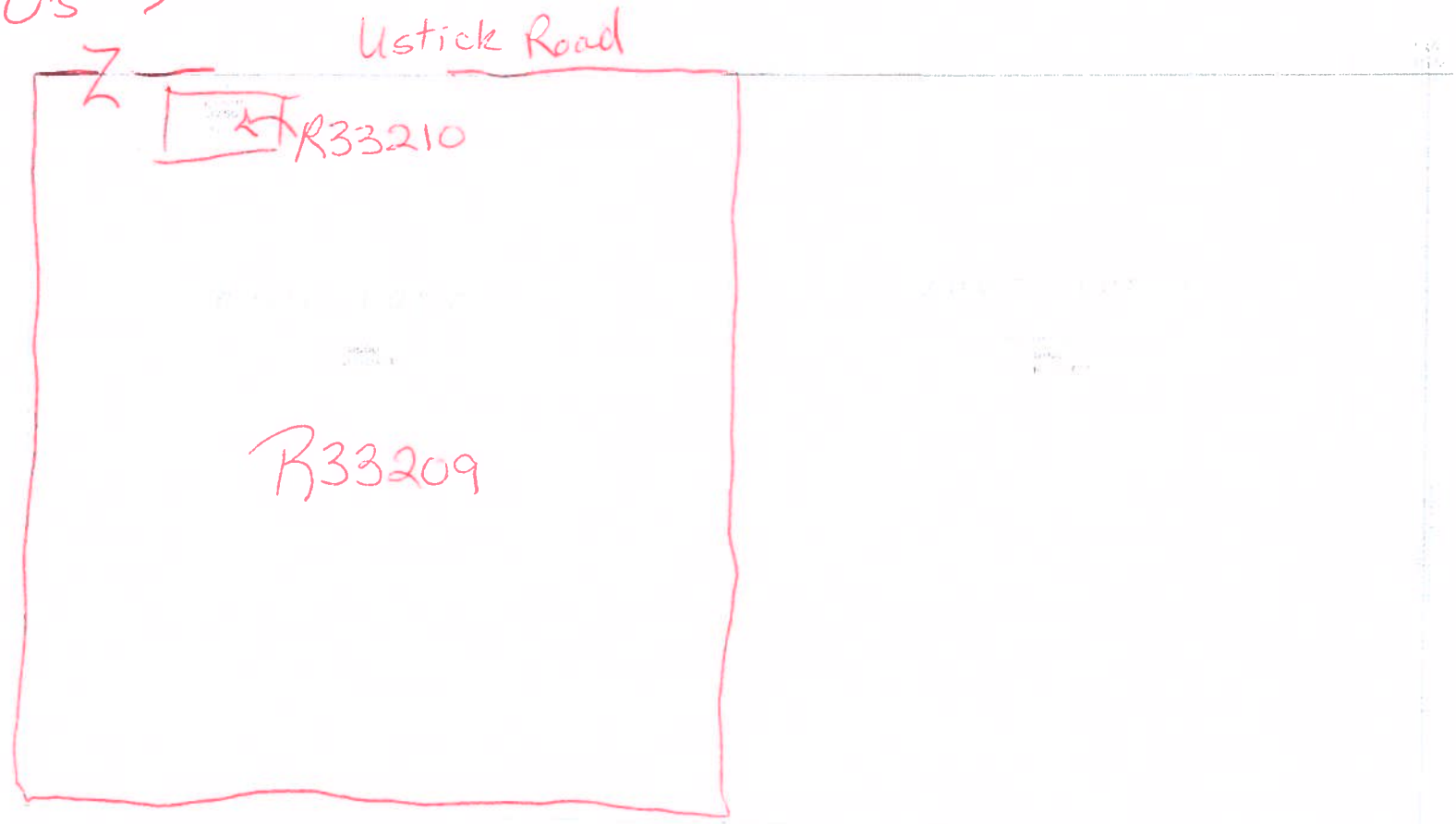


Old Maps
1930's - 1970's

04N04W322


Middle Maps
1980's →
N
CANYON COUNTY,
IDAHO
LEGEND
R36525
R36523
Z
Ustick Rd

Middle Maps
1980's →



Middle Maps
1980's →

CANYON COUNTY,
IDAHO

LEGEND

New
GARRET
RANCH
RIDGE

Middle Maps 1980's →

N

CANYON COUNTY,
IDAHO

LEGEND

NOW

HIGHPOINTE
EST.

CODE AREA 67
SCHOOL DISTRICT 139
FIRE DISTRICT WILDER RURAL
CITY LIMITS OUT
FLOOD DISTRICT OUT
HIGHWAY DISTRICT 03

Middle Maps 1980's →

TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

N

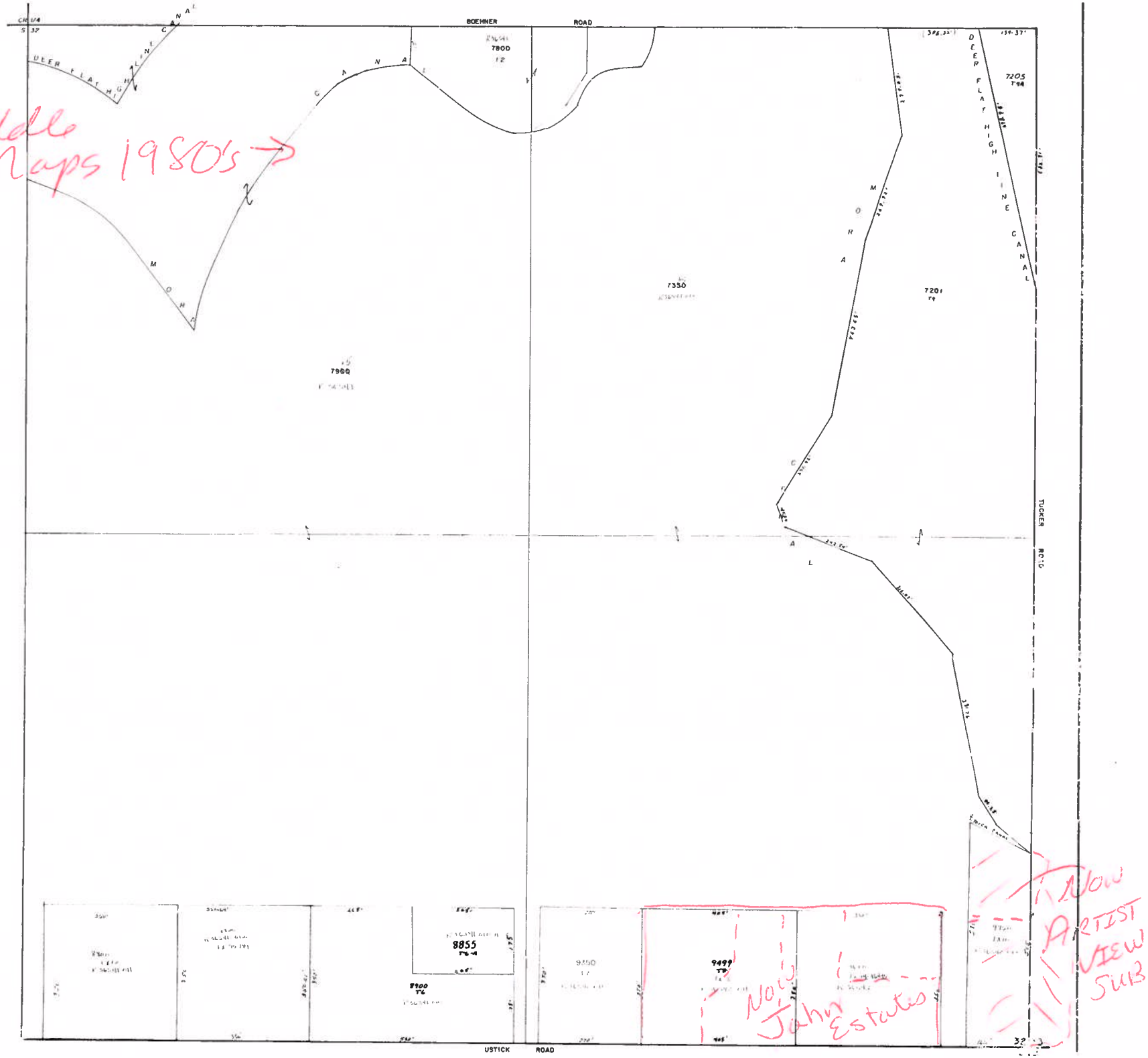
CANYON COUNTY, IDAHO

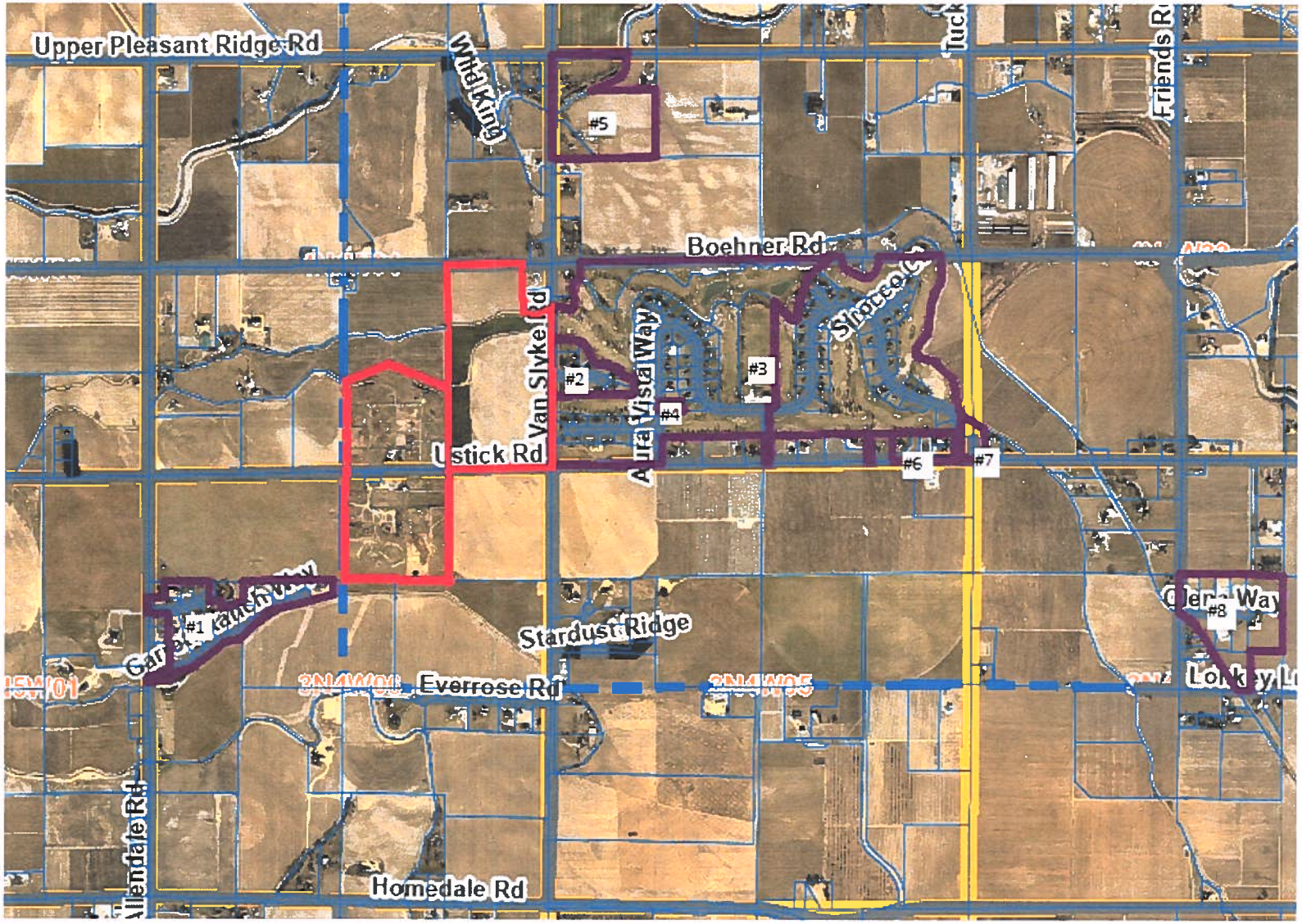
LEGEND

TOWNSHIP LINES
SECTION LINES
SECTION CORNER
CITY LIMITS
PARCEL BOUNDARY
SUBDIVISION BOUNDARY
ARBITRARY SUBDIVISION Nº
ARBITRARY BLOCK Nº 2
ARBITRARY PARCEL Nº 0300
ADJACENT PARCEL TIE LINE
RAILROADS
U.S. HIGHWAYS
STATE HIGHWAYS
INTERSTATE HIGHWAYS
COUNTRY ROADS

SCALE 1 inch = 100 feet
0 1 2 3

Date	
[illegible]	
[illegible]	
18-90 [illegible]	





1. Garret Ranch Ridge 2006 (approx. 20 lots)
2. Highpointe Estates 2011 (9 lots)
3. Summerwind at Orhard Hills No. 1 & 2 2007 (93+/- residential lots)
4. Replat of Lot 1, Block 2 Summerwind No. 1
5. Orchard View 1988 (3 lots)
6. Jahn Estates 2008 (5 lots)
7. Artist View 2004 (3 lots)
8. Futurity Acres 2005 (10 lots)

EXHIBIT B4

Garrett Ranch Ridge Subdivision

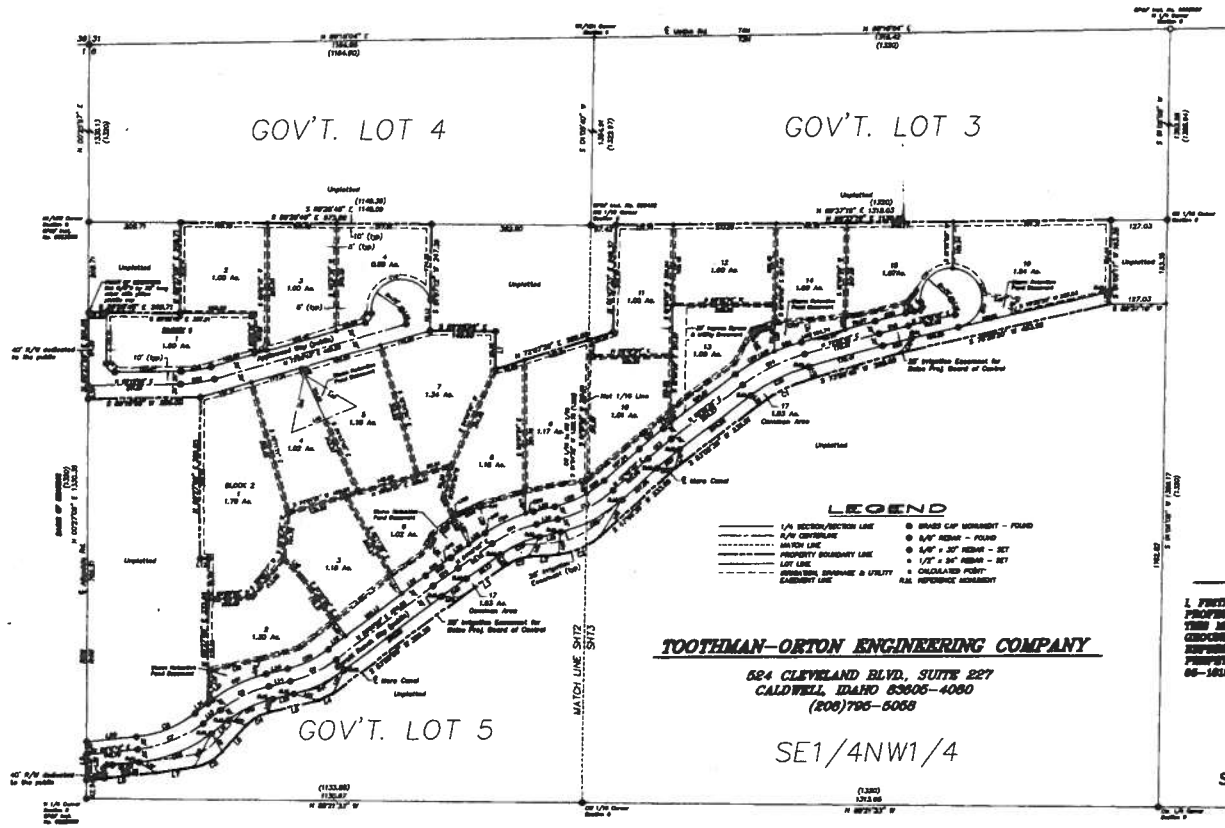
A PORTION OF THE SE1/4NW1/4 AND A PORTION OF GOVERNMENT LOT 5 OF SECTION 6 TOWNSHIP 3 NORTH, RANGE 4 WEST, BOISE MERIDIAN CANYON COUNTY, IDAHO 2004

0 200 400

Scale: 1" = 200'

BASIS OF BEARING:
R.O.S. INST. NO. 9926739

( ) RECORD DATA PER G.L.O. SURVEY OF 1878



NOTES:

1. House numbers shall be illuminated for emergency services purposes.
2. Developer shall be in compliance with Idaho Code 31-3805 pertaining to irrigation waters. Irrigation/drainage waters shall not be impeded by any construction on site.
3. Building setbacks and dimensional standards in this subdivision shall be in compliance with the applicable zoning regulations in Canyon County.
4. Any re-subdivision or splitting of this plat shall comply with the applicable regulations in effect at the time of re-subdivision or split.
5. All well and septic placements must match the approved report on file with Southwest District Health. No changes are allowed.
6. All storm drainage water shall remain on each individual lot.

CERTIFICATE OF SURVEYOR

I, FRITZ BROWNELL, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR, LICENSED BY THE STATE OF IDAHO, AND THAT THIS MAP HAS BEEN PREPARED FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION, AND IS AN ACCURATE REPRESENTATION OF SAID SURVEY. IT IS IN CONFORMITY WITH THE CORNER PERPETUATION AND FILING ACT, STATE OF IDAHO CODE 55-1601 THROUGH 55-1612 AND THE IDAHO CODE RELATING TO SURVEYS.

8960 STATE OF IDAHO FRITZ BROWNELL

FRITZ BROWNELL
IDAHO NO. 8960

TOOTHMAN-ORTON ENGINEERING COMPANY
524 CLEVELAND BLVD., SUITE 227
CALDWELL, IDAHO 83605-4080
(208)796-5068

Sheet 1 of 4

CURVE TABLE					
CURVE	RADIUS	DELTA	LENGTH	CHORD	BEARING
C1	377.09	20°53'08"	137.46	136.70	S 63°33'10" W
C2	159.87	37°38'56"	105.05	103.17	N 66°36'04" E
C3	96.75	30°44'45"	51.92	51.30	S 70°03'06" W
C4	97.63	34°57'54"	59.58	58.66	S 68°02'39" W
C5	106.35	39°48'06"	73.88	72.40	N 61°27'46" E
C6	253.00	32°46'20"	146.00	144.02	N 67°47'05" E
C7	285.00	32°46'19"	163.18	160.96	N 67°47'05" E
C8	285.00	25°08'36"	125.07	124.07	S 63°57'14" W
C9	285.00	23°31'32"	117.02	116.20	N 64°45'46" E
C10	2366.97	1°40'48"	69.98	69.97	S 53°50'24" W
C11	283.00	22°09'32"	110.22	109.54	S 65°45'33" W
C12	283.00	29°03'40"	144.56	143.01	N 62°18'28" E
C13	752.00	5°19'56"	69.99	69.97	S 50°28'37" W
C14	435.10	20°53'20"	158.63	157.75	S 63°33'10" W
C15	1517.45	2°38'35"	70.00	69.99	S 75°19'02" W
C16	255.00	15°28'26"	68.87	68.66	N 81°34'56" E
C17	20.00	91°08'00"	31.81	28.56	S 45°06'49" E
C18	20.00	81°41'42"	28.52	26.16	S 32°58'52" W
C19	70.00	169°22'31"	206.93	139.40	S 78°50'16" W
C20	255.00	23°31'32"	104.70	103.97	N 64°45'47" E
C21	315.00	25°08'36"	138.24	137.13	S 63°57'12" W
C22	285.00	15°28'26"	76.97	76.74	N 81°34'56" E
C23	2416.97	1°40'48"	70.88	70.88	S 53°50'24" W
C24	315.00	18°47'35"	103.32	102.86	S 64°04'35" W

CURVE TABLE					
CURVE	RADIUS	DELTA	LENGTH	CHORD	BEARING
C25	255.00	17°48'20"	79.25	78.93	S 67°36'08" W
C26	315.00	3°21'54"	18.50	18.50	S 75°09'20" W
C27	782.00	5°20'01"	72.80	72.78	S 50°26'38" W
C28	255.00	11°15'17"	50.09	50.01	N 53°24'16" E
C29	465.10	12°49'22"	104.09	103.87	S 58°31'12" W
C30	465.10	8°03'58"	65.48	65.42	S 69°57'51" W
C31	70.00	100°07'13"	122.32	107.34	S 43°04'46" W
C32	20.00	83°37'20"	29.19	26.67	S 34°49'45" W
C33	1547.45	2°38'35"	71.38	71.38	S 75°19'02" W
C34	70.00	163°29'52"	199.75	138.55	N 05°06'36" W
C35	1487.45	2°38'36"	68.62	68.61	S 75°19'02" W
C36	405.10	20°53'23"	147.69	146.87	S 63°33'12" W
C37	722.00	5°19'57"	67.20	67.17	S 50°28'37" W
C38	315.00	29°03'40"	159.77	158.06	N 62°18'28" E
C39	255.00	22°09'32"	98.62	98.01	S 65°45'34" W
C40	2356.97	1°40'48"	69.11	69.11	S 53°50'24" W
C41	315.00	23°31'32"	129.34	128.43	N 64°45'46" E
C42	255.00	25°08'36"	111.91	111.01	S 63°57'14" W
C43	315.00	32°46'20"	180.36	177.90	N 67°47'04" E
C44	20.00	83°44'05"	29.23	26.70	S 42°19'12" W
C45	2416.97	00°28'44"	18.79	18.79	S 54°27'02" W
C46	2416.97	01°14'05"	52.09	52.08	S 53°37'02" W
C47	315.00	01°05'29"	6.00	6.00	S 55°13'33" W
C48	465.10	06°32'53"	38.00	35.99	S 63°42'50" W
C49	70.00	82°24'48"	100.68	92.33	N 35°26'00" E

SEE SHEET 2 AND 3 OF 4 FOR DETAILS, LEGEND, CURVE AND LINE DATA

Note:
The southerly utility trench easement is built as per survey data shot on 10/20/2005.

LINE TABLE		
LINE	LENGTH	BEARING
L1	89.22	S 00°31'31" W
L2	66.22	S 85°25'30" W
L3	130.85	S 54°40'48" W
L4	36.68	S 64°38'19" W
L5	118.54	S 76°31'33" W
L6	83.79	S 41°33'41" W
L7	86.17	S 81°21'53" W
L8	160.59	S 84°11'14" W
L9	86.53	N 00°27'09" E
L10	113.47	N 84°11'14" E
L11	37.70	N 51°22'55" E
L12	20.00	S 89°19'05" W
L13	49.98	N 51°22'55" E
L14	50.01	N 76°31'33" E
L15	50.13	N 76°50'20" E
L16	37.00	N 13°21'40" W
L17	29.23	S 73°50'43" W
L18	60.00	S 43°59'18" E
L19	50.62	N 53°00'00" E
L20	50.01	N 76°31'33" E
L21	12.29	N 51°22'55" E
L22	37.00	N 16°09'19" W
L23	50.23	N 54°40'48" E
L24	68.79	N 53°00'00" E
L25	45.93	N 54°40'48" E
L26	30.13	N 78°38'20" E
L27	20.26	N 53°06'38" E
L28	20.51	N 76°38'20" E
L29	50.13	S 76°50'20" W
L30	50.01	S 76°31'32" W
L31	49.98	S 51°22'55" W
L32	10.24	N 00°27'09" E
L33	40.24	S 84°11'14" W
L34	30.18	N 00°27'09" E
L35	30.01	N 00°27'09" E
L36	28.92	S 01°06'11" W
L37	59.95	S 00°29'53" W
L38	112.14	N 77°42'23" E

LINE TABLE		
LINE	LENGTH	BEARING
L39	51.14	N 45°22'59" W
L40	37.82	S 15°01'00" W
L41	11.19	S 86°22'59" E
L42	53.71	N 22°30'20" W
L43	92.54	N 74°19'42" E
L44	41.47	S 07°22'30" E
L45	82.78	S 83°23'12" E
L46	40.00	S 22°38'20" W
L47	51.77	S 16°17'06" E
L48	160.96	N 68°14'21" E
L49	131.85	N 58°57'53" W
L50	120.01	S 28°05'47" E
L51	100.78	N 52°42'27" E
L52	43.73	S 37°00'00" E
L53	166.93	N 51°11'26" E
L54	49.46	S 29°11'23" E
L55	24.00	N 73°59'45" E
L56	68.07	N 01°06'08" E
L57	46.77	N 58°02'27" W
L58	87.73	N 26°40'59" E
L59	50.05	N 28°56'01" W
L60	42.56	N 73°11'50" W
L61	32.07	N 15°43'07" E
L62	58.84	N 75°34'29" W
L63	59.49	N 24°53'28" E
L64	44.18	N 87°39'38" W
L65	44.14	N 15°19'16" E
L66	28.01	N 36°28'30" W
L67	51.46	N 28°25'30" E
L68	51.51	N 05°55'11" E
L69	97.81	N 31°08'32" E
L70	42.77	N 12°12'37" W
L71	28.00	N 36°55'05" W
L72	28.00	S 15°58'31" E
L73	43.79	N 36°53'34" E
L74	84.88	N 55°29'02" E
L75	50.48	N 27°58'04" E
L76	63.47	N 52°52'34" E

LINE TABLE		
LINE	LENGTH	BEARING
L77	47.50	N 85°26'07" E
L78	84.90	N 73°31'15" E
L79	51.14	S 00°07'54" E
L80	53.63	N 78°50'47" E
L81	86.38	N 81°27'17" E
L82	31.07	S 01°07'08" W
L83	117.01	N 49°37'37" E
L84	131.91	N 51°28'08" E
L85	28.18	N 01°06'08" E
L86	54.90	N 49°16'42" E
L87	126.73	N 54°57'15" E
L88	90.34	N 28°15'03" E
L89	51.51	N 73°14'21" E
L90	162.11	N 84°46'33" E
L91	31.53	S 01°06'08" W
L92	116.20	N 74°52'15" E
L93	33.96	N 38°01'46" E
L94	127.88	N 12°03'10" W
L95	24.37	S 24°43'45" E
L96	70.18	S 28°05'47" E
L97	74.95	S 00°29'53" W
L98	118.71	N 77°42'23" E
L99	80.93	N 52°52'34" E
L100	19.11	N 52°52'34" E
L101	23.69	N 76°50'47" E
L102	30.27	N 84°46'33" E
L103	27.53	N 27°58'04" E
L104	36.14	N 85°26'07" E
L105	47.83	N 73°14'21" E
L106	17.40	N 28°15'03" E
L107	77.26	N 85°04'05" E

For Lot 16, Block 2, "Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 are in force. No owner shall construct any building, dwelling or shelter which necessitates the supplying of water or sewage facilities for persons using such premises until sanitary restriction requirements are satisfied."

For Lots 1-4, Block 1 and Lots 1-15, Block 2, "Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied. Sanitary restrictions may be reimposed, in accordance with Section 50-1326, Idaho Code, by the issuance of a certificate of disapproval."

Robert H. Parkins 9/8/06
Southwest District Health Department Date

SWDH will require scaled dimensional plot plans for all lots of Garrett Ranch Ridge Subdivision prior to the issuance of a septic permit. These lots have site specific installation locations and limited space, so care must be taken by the developer to ensure that construction practices do not infringe on the primary and replacement drainfield systems designated locations. Plot plans will be strictly adhered to.

If changes are made in the subdivision, SWDH's approval will become null and void, and Garrett Ranch Ridge Subdivision must be re-engineered.

Sanitary restrictions can be lifted for Lot 16, Block 2, Garrett Ranch Ridge Subdivision, by a recorded certificate of approval from SWDH, once it has been shown through further site work that a Subsurface Sewage Disposal System can be installed on this lot.

All properties shown on this plat are located in an agricultural zone. This is an area in which agricultural operations are ongoing and may include, but are not limited to, aerial spraying, the production of crops, the operation of feed lots, hog farms, dairies, and/or gravel pits. All of these activities may result in the production of noise and other inconveniences. They may involve lights or the use of machinery in the nighttime hours or other inconveniences. All owners of property identified on this plat are prohibited from challenging the aforementioned operation if they are lawfully conducted.

The technical data associated with the 10.00 feet Utility easement reflects centerline data.

Bk. 38 Pg. 40

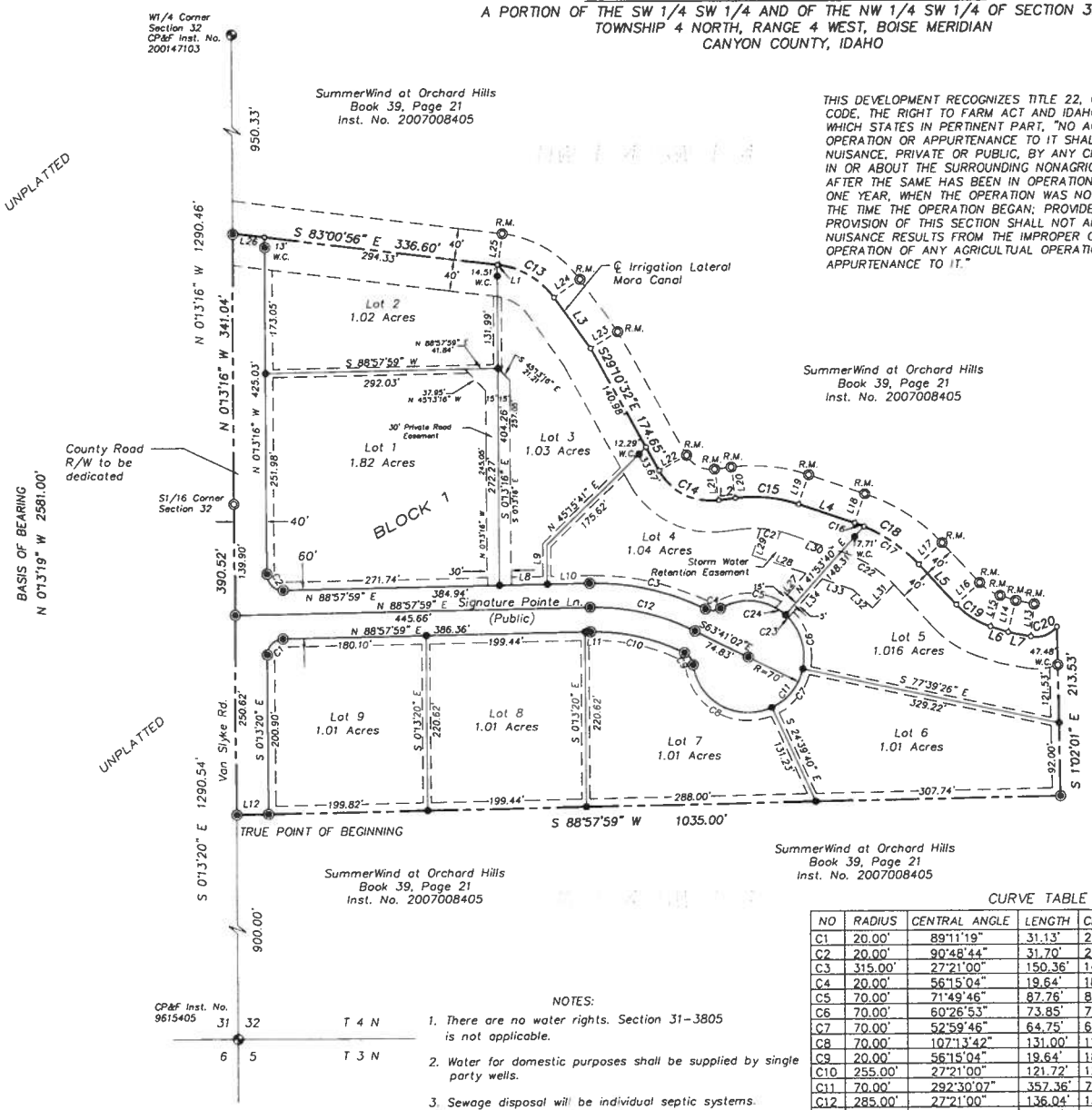
E:\06119\ACADDWG\TO Const. Staking\Final Plat Sheet 1 of 4.dwg

200033391

HIGHPOINTE ESTATES SUBDIVISION

A PORTION OF THE SW 1/4 SW 1/4 AND OF THE NW 1/4 SW 1/4 OF SECTION 32,
TOWNSHIP 4 NORTH, RANGE 4 WEST, BOISE MERIDIAN
CANYON COUNTY, IDAHO

2011 008896



SummerWind at Orchard Hills
Book 39, Page 21
Inst. No. 2007008405

SummerWind at Orchard Hills
Book 39, Page 21
Inst. No. 2007008405

SummerWind at Orchard Hills
Book 39, Page 21
Inst. No. 2007008405

SummerWind at Orchard Hills
Book 39, Page 21
Inst. No. 2007008405

THIS DEVELOPMENT RECOGNIZES TITLE 22, CHAPTER 45, IDAHO CODE, THE RIGHT TO FARM ACT AND IDAHO CODE #22-4503 WHICH STATES IN PERTINENT PART, "NO AGRICULTURAL OPERATION OR APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTUAL ACTIVIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED, THAT THE PROVISION OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTUAL OPERATION OR AN APPURTENANCE TO IT."

N

0 100 200
Scale: 1" = 100'

LEGEND

- BRASS CAP MONUMENT – FOUND
- 5/8" REBAR – FOUND
- 5/8" x 30" REBAR – SET
- 1/2" x 24" REBAR – SET
- CALCULATED POINT
- W.C. WITNESS CORNER
- R.M. REFERENCE MONUMENT
- PROPERTY BOUNDARY LINE
- LOT LINE
- REFERENCE MONUMENT LINE
- Utility, drainage and irrigation easement. Unless otherwise noted widths shall be:
  - 10 feet along street frontage
  - 10 feet on each side of back lot lines
  - 5 feet on each side of interior lot lines

If a lot line is moved the easement(s) shall move with the lot line, provided that utilities have not been installed within the easement(s).

CURVE TABLE

NO	RADIUS	CENTRAL ANGLE	LENGTH	CHORD	CHD BEARING
C1	20.00'	89°11'19"	31.13'	28.08'	S44°22'19"W
C2	20.00'	90°48'44"	31.70'	28.48'	S45°37'39"E
C3	315.00'	27°21'00"	150.36'	148.94'	S77°21'31"E
C4	20.00'	56°15'04"	19.64'	18.86'	N88°11'27"E
C5	70.00'	71°49'46"	87.76'	82.12'	N84°01'12"W
C6	70.00'	60°26'53"	73.85'	70.47'	N17°52'53"W
C7	70.00'	52°59'46"	64.75'	62.46'	N38°50'27"E
C8	70.00'	107°13'42"	131.00'	112.71'	S61°02'49"E
C9	20.00'	56°15'04"	19.64'	18.86'	N35°33'30"W
C10	255.00'	27°21'00"	121.72'	120.57'	N77°21'31"W
C11	70.00'	292°30'07"	357.36'	77.78'	S26°18'58"W
C12	285.00'	27°21'00"	136.04'	134.76'	S77°21'31"E
C13	100.00'	47°56'43"	83.68'	81.26'	S59°02'30"E
C14	75.00'	67°55'38"	88.92'	83.80'	S63°08'09"E
C15	175.00'	26°17'41"	80.31'	79.61'	S83°57'09"E
C16	200.00'	3°36'41"	12.61'	12.60'	S69°00'03"E
C17	200.00'	24°16'05"	84.71'	84.08'	S55°03'40"E
C18	200.00'	27°52'46"	97.32'	96.36'	N56°52'01"W
C19	100.00'	29°25'01"	51.34'	50.78'	S57°38'02"E
C20	32.87'	63°59'09"	36.71'	34.83'	N70°13'58"E
C21	135.00'	14°47'50"	34.87'	34.77'	S78°12'13"E
C22	160.00'	26°49'43"	74.92'	74.24'	S57°23'32"E
C23	70.00'	4°05'46"	5.00'	5.00'	N46°03'27"W
C24	70.00'	12°22'25"	15.12'	15.09'	N54°17'32"W

LINE TABLE

NO	BEARING	LENGTH
L1	S83°00'56"E	1.96'
L2	N82°54'02"E	21.20'
L3	S35°04'04"E	79.64'
L4	S70°48'21"E	74.52'
L5	S42°55'41"E	68.76'
L6	S72°20'23"E	23.26'
L7	S79°18'43"E	28.96'
L8	S88°57'59"W	60.00'
L9	S01°13'16"E	49.24'
L10	S88°57'59"W	53.20'
L11	N88°57'59"E	6.82'
L12	S88°57'59"W	40.00'
L13	S6°05'08"W	40.13'
L14	S14°10'27"W	40.07'
L15	S17°39'22"W	40.00'
L16	S47°04'32"W	40.00'
L17	S47°04'16"W	40.00'
L18	S19°11'41"W	40.00'
L19	S19°11'39"W	40.00'
L20	S7°05'58"E	40.00'
L21	S7°05'58"E	40.00'
L22	S60°49'52"W	40.00'
L23	S57°52'42"W	40.05'
L24	S54°55'56"W	40.00'
L25	S6°59'04"W	40.00'
L26	S83°00'56"E	40.32'
L27	N41°53'40"E	57.45'
L28	N71°04'32"W	71.90'
L29	N18°55'28"E	35.80'
L30	N70°48'21"W	74.52'
L31	S43°00'10"W	39.51'
L32	N46°59'50"W	34.00'
L33	N71°04'32"W	40.36'
L34	S41°53'40"W	64.48'

NOTES:

1. There are no water rights. Section 31-3805 is not applicable.
2. Water for domestic purposes shall be supplied by single party wells.
3. Sewage disposal will be individual septic systems.

PROFESSIONAL LAND SURVEYOR 3627 STATE OF IDAHO GREG L. SKINNER

Date of Preparation:
October 3, 2007

Skinner Land Survey Co. Inc.
2512 S Georgia Ave.
Caldwell, Id. 83605
(208)-454-0933

Sheet 1 of 2

Bk. 43 Pg. 04

SummerWind at Orchard Hills

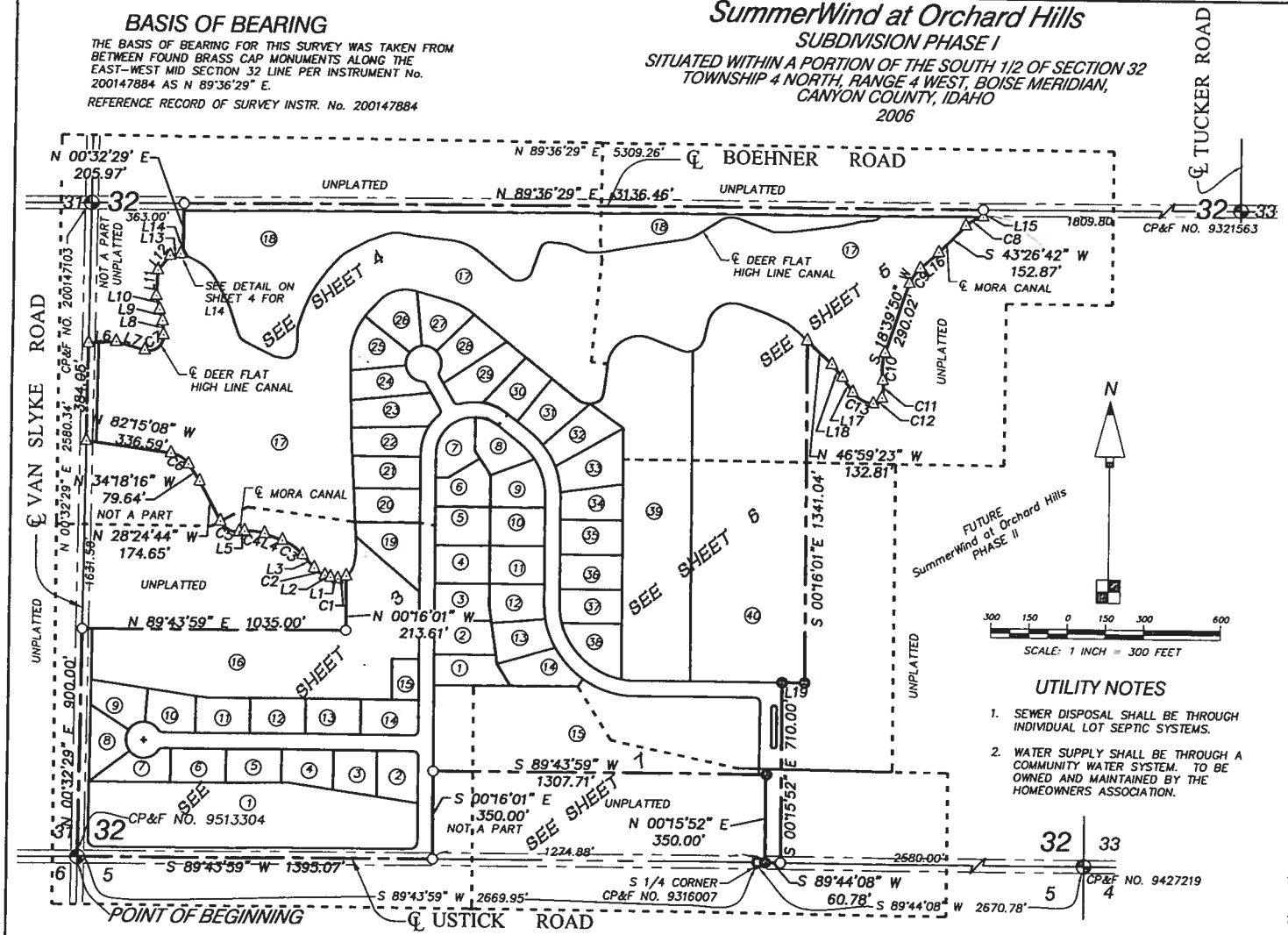
SUBDIVISION PHASE I

SITUATED WITHIN A PORTION OF THE SOUTH 1/2 OF SECTION 32
TOWNSHIP 4 NORTH, RANGE 4 WEST, BOISE MERIDIAN,
CANYON COUNTY, IDAHO
2006

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS SURVEY WAS TAKEN FROM BETWEEN FOUND BRASS CAP MONUMENTS ALONG THE EAST–WEST MID SECTION 32 LINE PER INSTRUMENT No. 200147884 AS N 89°36'29" E.

REFERENCE RECORD OF SURVEY INSTR. No. 200147884



NOTES

1. LOTS 1, 16, 17, 18, 39 AND 40 OF BLOCK 1 AND LOT 15 OF BLOCK 2 ARE HEREBY RESERVED AS COMMON AREA LOTS "NON–BUILDING LOTS" RESIDENTIAL DEVELOPMENT PROHIBITED, FOR THE PURPOSE OF PUBLIC UTILITIES, DRAINAGE, IRRIGATION, GOLF COURSE, PEDESTRIAN AND GOLF CART INGRESS/EGRESS EASEMENTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
2. LOT 40 OF BLOCK 1 IS HEREBY RESERVED AS A COMMON AREA LOT FOR THE PURPOSE OF PUBLIC UTILITIES, DRAINAGE, IRRIGATION, GOLF COURSE, PEDESTRIAN AND GOLF CART INGRESS/EGRESS. ALSO RESERVED FOR A CLUB HOUSE AND FACILITIES.
3. LOT 15 OF BLOCK 1 IS HEREBY RESERVED AS A COMMON AREA LOT FOR THE PURPOSE OF DOMESTIC WELLS FOR THE COMMUNITY WATER SYSTEM, PUBLIC UTILITIES, DRAINAGE, IRRIGATION, GOLF COURSE, PEDESTRIAN AND GOLF CART INGRESS/EGRESS EASEMENT TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
4. AN EASEMENT 15 FEET WIDE IS HEREBY RESERVED ADJACENT TO ALL LOT LINES COMMON TO A PUBLIC RIGHTS–OF–WAY AND TO THE SUBDIVISION BOUNDARY FOR PUBLIC AND PRIVATE UTILITIES, DRAINAGE AND IRRIGATION PURPOSES EXCEPT AS SHOWN HEREON.
5. A 35 FOOT WIDE EASEMENT (UNLESS OTHERWISE DIMENSIONED) IS HEREBY RESERVED ALONG ALL LOT LINES ADJACENT TO LOTS 1, 16, 17 AND 39 OF BLOCK 1 AND LOT 15 OF BLOCK 2 FOR LANDSCAPING AND VIEW PURPOSES. THE EASEMENT SHALL ALSO BE RESERVED FOR DRAINAGE, IRRIGATION AND UNDERGROUND UTILITY PURPOSES. NO ABOVE GROUND STRUCTURES OF ANY KIND SHALL BE CONSTRUCTED IN OR UPON SAID EASEMENT.
6. A 25 FOOT WIDE EASEMENT IS HEREBY RESERVED ON LOTS 2, 7, 8 AND 9 OF BLOCK 1 FOR THE PURPOSE OF PEDESTRIAN AND GOLF CART INGRESS/EGRESS, PUBLIC UTILITIES, DRAINAGE AND IRRIGATION AS SHOWN HEREON. PEDESTRIAN AND GOLF CART ACCESS TO AND FROM VAN SLYKE ROAD IS RELINQUISHED.
7. A 20 FOOT WIDE EASEMENT IS HEREBY RESERVED FOR DRAINAGE PURPOSES AT THE LOCATIONS SHOWN HEREON THIS PLAT.
8. A 5 FOOT WIDE EASEMENT ON EACH SIDE OF INTERIOR LOT LINES AND A 10 FOOT WIDE EASEMENT ON EACH SIDE OF BACK LOT LINES UNLESS OTHERWISE NOTED IS HEREBY RESERVED FOR UTILITY, DRAINAGE AND IRRIGATION. IF A LOT LINE IS MOVED THE EASEMENT(S) SHALL MOVE WITH THE ADJUSTED PROPERTY LINE, PROVIDED THAT UTILITIES HAVE NOT BEEN INSTALLED WITHIN SAID EASEMENT(S).
9. DRIVEWAY ACCESS FOR LOTS 7 AND 8 OF BLOCK 2 IS NOT PERMITTED WITHIN AREAS OF CURVES C70 AND C71 AS SHOWN HEREON.
10. BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF CANYON COUNTY, OR AS SPECIFICALLY APPROVED.
11. THIS DEVELOPMENT RECOGNIZES SECTION 22–4503, IDAHO CODE, RIGHT TO FARM, WHICH STATES: "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AND APPURTENANCE TO IT."
12. THE DEVELOPER SHALL COMPLY WITH IDAHO CODE SECTION 31–3805 RELATING TO IRRIGATION RIGHTS, TRANSFER AND DISCLOSURE.
13. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THE RESUBDIVISION.
13. ALL RESIDENTIAL AND CLUB HOUSE FACILITIES IN THIS DEVELOPMENT ARE REQUIRED TO INSTALL FIRE SUPPRESSION SPRINKLER SYSTEMS.
14. ALL STREETS SHOWN HEREON ARE HEREBY DEDICATED TO THE USE OF THE PUBLIC.
15. LOT 1, BLOCK 3 IS HEREBY RESERVED AS A COMMON AREA LOT "NON–BUILDING LOT" RESERVED FOR PUBLIC UTILITIES, IRRIGATION AND LANDSCAPE PURPOSES TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

UTILITY NOTES

1. SEWER DISPOSAL SHALL BE THROUGH INDIVIDUAL LOT SEPTIC SYSTEMS.
2. WATER SUPPLY SHALL BE THROUGH A COMMUNITY WATER SYSTEM. TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

LEGEND

- SUBDIVISION BOUNDARY LINE
- LOT LINE/RIGHTS–OF–WAY LINE
- EASEMENT LINE (SEE NOTES)
- EXISTING RIGHT–OF–WAY LINE
- FOUND BRASS CAP
- SET 5/8" STEEL PIN W/CAP "MRE PLS 8793"
- SET 1/2" STEEL PIN W/CAP "MRE PLS 8793"
- FOUND 5/8" STEEL PIN AS SHOWN
- FOUND 1/2" STEEL PIN AS SHOWN
- FOUND 1–1/2" IRON PIPE AS SHOWN
- CALCULATED POSITION ONLY

HEALTH CERTIFICATE

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 ARE IN FORCE. NO OWNER SHALL CONSTRUCT ANY BUILDING, DWELLING OR SHELTER WHICH NECESSITATES THE SUPPLYING OF WATER OR SEWAGE FACILITIES FOR PERSONS USING SUCH PREMISES UNTIL SANITARY RESTRICTION REQUIREMENTS ARE SATISFIED.

OFFICER
SOUTHWEST DISTRICT
HEALTH DEPARTMENT

1/25/07
DATE

WILDER FIRE DISTRICT

ACCEPTED AND APPROVED THIS 17 DAY OF January 2007.

DOUG AMICK

PROFESSIONAL LAND SURVEYOR 8793 STATE OF IDAHO MICHAEL R. ENGEBRITSON

OWNER / DEVELOPER

UNION LAND COMPANY, L.L.C.
1059 E. IRON EAGLE DRIVE: SUITE B
EAGLE, IDAHO 83616
(208) 938–8577

ENGEBRITSON LAND SURVEYS, INC.
2251 S. SUMAC STREET
BOISE, IDAHO 83706
PHONE (208) 859–6032 FAX (208) 383–0892

PREPARATION DATE: AUGUST 09, 2006

BOOK 39 PAGE 21

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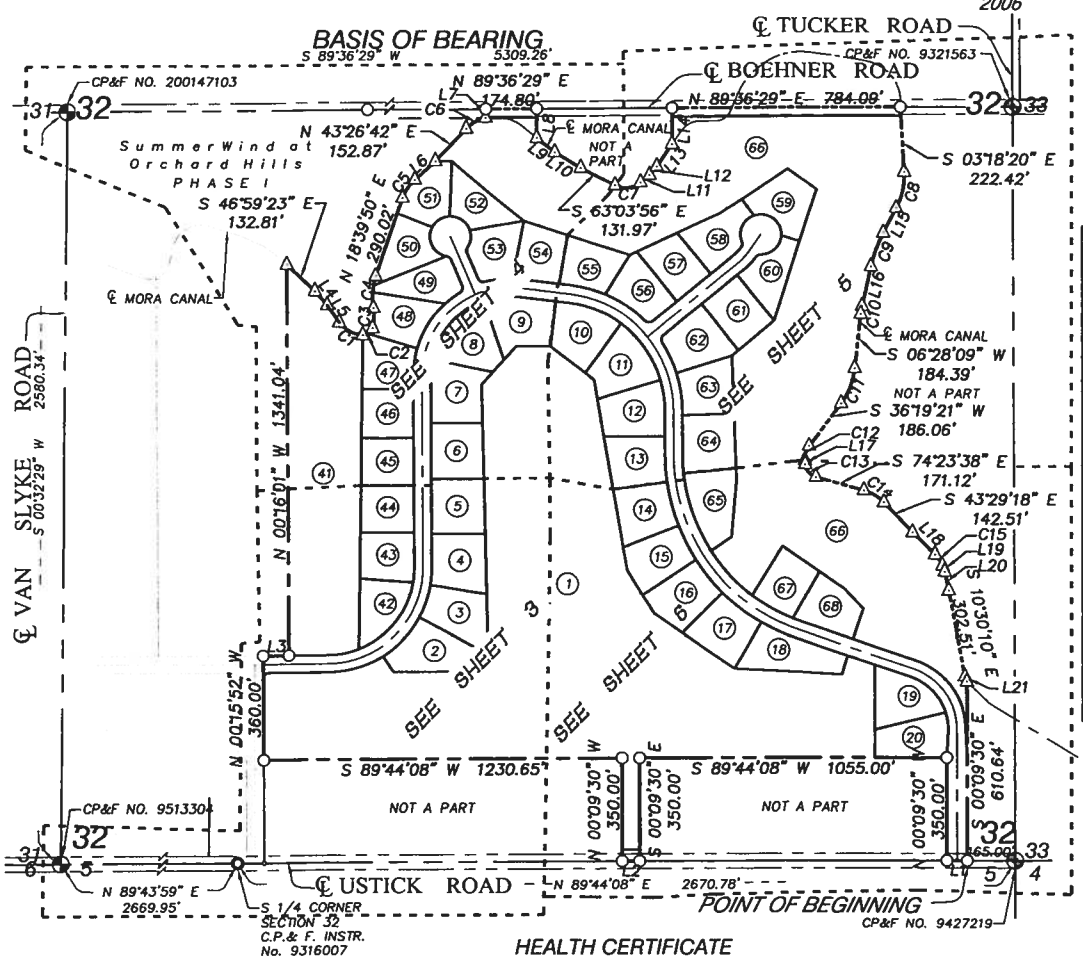
444–32 2601004 SHEET 1 OF 9

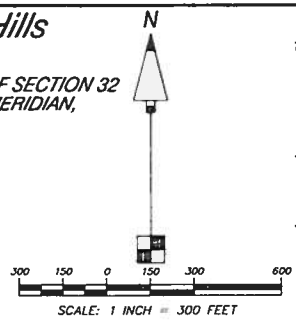
SummerWind at Orchard Hills
SUBDIVISION PHASE II

SITUATED WITHIN A PORTION OF THE SOUTH 1/2 OF SECTION 32
TOWNSHIP 4 NORTH, RANGE 4 WEST, BOISE MERIDIAN,
CANYON COUNTY, IDAHO
2006

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS SURVEY WAS TAKEN FROM BETWEEN FOUND BRASS CAP MONUMENTS ALONG THE EAST–WEST MID SECTION 32 LINE PER INSTRUMENT No. 200147884 AS N 89°36'29" E.
REFERENCE RECORD OF SURVEY INSTR. No. 200147884





NOTES

1. LOTS 41 AND 66 OF BLOCK 1 AND LOT 1 OF BLOCK 4 ARE HEREBY RESERVED AS COMMON AREA LOTS "NON–BUILDING LOTS" RESIDENTIAL DEVELOPMENT PROHIBITED, FOR THE PURPOSE OF PUBLIC UTILITIES, DRAINAGE, IRRIGATION, GOLF COURSE, PEDESTRIAN AND GOLF CART INGRESS/EGRESS EASEMENTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
2. A 15 FOOT WIDE EASEMENT IS HEREBY RESERVED ADJACENT TO ALL LOT LINES COMMON TO A PUBLIC RIGHTS–OF–WAY AND TO THE SUBDIVISION BOUNDARY FOR PUBLIC AND PRIVATE UTILITIES, DRAINAGE AND IRRIGATION PURPOSES EXCEPT AS SHOWN HEREON.
3. A 35 FOOT WIDE EASEMENT IS HEREBY RESERVED ALONG ALL LOT LINES ADJACENT TO LOT 66 OF BLOCK 1 AND LOT 1 OF BLOCK 4 FOR LANDSCAPING AND VIEW PURPOSES. THE EASEMENT SHALL ALSO BE RESERVED FOR DRAINAGE, IRRIGATION AND UNDERGROUND UTILITY PURPOSES. NO ABOVE GROUND STRUCTURES OF ANY KIND SHALL BE CONSTRUCTED IN OR UPON SAID EASEMENT.
4. A 20 FOOT WIDE EASEMENT IS HEREBY RESERVED FOR DRAINAGE PURPOSES AT THE LOCATIONS SHOWN ON THIS PLAT.
5. A 5 FOOT WIDE EASEMENT ON EACH SIDE OF INTERIOR LOT LINES AND A 10 FOOT WIDE EASEMENT ON EACH SIDE OF BACK LOT LINES UNLESS OTHERWISE NOTED IS HEREBY RESERVED FOR UTILITY, DRAINAGE AND IRRIGATION. IF A LOT LINE IS MOVED THE EASEMENT(S) SHALL MOVE WITH THE PROPERTY LINE, PROVIDED THAT UTILITIES HAVE NOT BEEN INSTALLED WITHIN THE EASEMENT(S).
6. BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF CANYON COUNTY, OR AS SPECIFICALLY APPROVED.
7. THIS DEVELOPMENT RECOGNIZES SECTION 22–4503, IDAHO CODE, RIGHT TO FARM, WHICH STATES: "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AND APPURTENANCE TO IT."
8. THE DEVELOPER SHALL COMPLY WITH IDAHO CODE SECTION 31–3805 RELATING TO IRRIGATION RIGHTS, TRANSFER AND DISCLOSURE.
9. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THE RESUBDIVISION.
10. ALL RESIDENTIAL AND CLUB HOUSE FACILITIES IN THIS DEVELOPMENT ARE REQUIRED TO INSTALL FIRE SUPPRESSION SPRINKLER SYSTEMS.
11. ALL STREETS SHOWN HEREON ARE HEREBY DEDICATED TO THE USE OF THE PUBLIC.

BOUNDARY LINE TABLE

LINE	LENGTH	BEARING
L1	70.00	S89°44'08"W
L2	60.00	S89°44'08"W
L3	88.54	N89°43'59"E
L4	64.00	S41°07'38"E
L5	71.91	S34°41'52"E
L6	95.85	N48°05'22"E
L7	30.00	N00°23'31"W
L8	100.00	S00°09'30"E
L9	78.85	S51°42'33"E
L10	104.19	S59°17'14"E
L11	39.65	N49°59'46"E
L12	38.75	N40°17'26"E
L13	92.65	N34°45'57"E
L14	123.83	N00°09'30"W
L15	98.44	S27°00'11"W
L16	139.25	S12°42'41"W
L17	13.35	S04°31'01"E
L18	107.20	S46°28'09"E
L19	21.34	S20°34'06"E
L20	65.12	S12°36'33"E
L21	19.35	S20°14'39"E

BOUNDARY CURVE TABLE

CURVE	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD LENGTH
C1	118.65	45°35'35"	94.42	S62°25'52"E	91.95
C2	30.66	84°38'20"	45.29	N55°19'03"E	41.28
C3	177.28	22°21'31"	69.18	N01°54'03"E	68.74
C4	215.00	29°08'17"	109.34	N04°05'42"E	108.16
C5	150.00	29°25'32"	77.04	N33°22'36"E	76.19
C6	125.00	35°48'48"	78.13	N61°21'05"E	76.87
C7	80.00	66°56'29"	93.47	N83°27'49"E	88.24
C8	250.00	30°18'31"	132.25	S11°50'56"W	130.71
C9	500.00	14°17'31"	124.72	S19°51'26"W	124.40
C10	250.00	6°14'33"	27.24	S09°35'25"W	27.22
C11	250.00	29°51'12"	130.26	S21°23'45"W	128.79
C12	75.00	40°50'23"	53.46	S15°54'10"W	52.33
C13	50.00	69°52'52"	60.98	S39°27'12"E	57.27
C14	150.00	30°54'21"	80.91	S58°56'28"E	79.93
C15	100.00	25°54'03"	45.21	S33°31'08"E	44.82

UTILITY NOTES

1. SEWER DISPOSAL SHALL BE THROUGH INDIVIDUAL LOT SEPTIC SYSTEMS.
2. WATER SUPPLY SHALL BE THROUGH A COMMUNITY WATER SYSTEM. TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

LEGEND

- SUBDIVISION BOUNDARY LINE
- LOT LINE/RIGHTS–OF–WAY LINE
- EASEMENT LINE (SEE NOTES)
- EXISTING RIGHT–OF–WAY LINE
- FOUND BRASS CAP
- SET 5/8" STEEL PIN W/CAP "MRE PLS 8793"
- SET 1/2" STEEL PIN W/CAP "MRE PLS 8793"
- FOUND 5/8" STEEL PIN AS SHOWN
- FOUND 1/2" STEEL PIN AS SHOWN
- FOUND 1–1/2" IRON PIPE AS SHOWN
- CALCULATED POSITION ONLY

HEALTH CERTIFICATE

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 ARE IN FORCE. NO OWNER SHALL CONSTRUCT ANY BUILDING, DWELLING OR SHELTER WHICH NECESSITATES THE SUPPLYING OF WATER OR SEWAGE FACILITIES FOR PERSONS USING SUCH PREMISES UNTIL SANITARY RESTRICTION REQUIREMENTS ARE SATISFIED.

OFFICER
SOUTHWEST DISTRICT
HEALTH DEPARTMENT

1/25/07
DATE

WILDER FIRE DISTRICT

ACCEPTED AND APPROVED THIS 17 DAY OF January 2007.

DOUG AMICK

PROFESSIONAL LAND SURVEYOR REGISTERED 8793 STATE OF IDAHO MICHAEL R. ENGEBRITSON

OWNER / DEVELOPER

UNION LAND COMPANY, L.L.C.
1059 E. IRON EAGLE DRIVE: SUITE B
EAGLE, IDAHO 83616
(208) 938–8577

ENGEBRITSON LAND SURVEYS, INC.
2251 S. SUMAC STREET
BOISE, IDAHO 83706
PHONE (208) 859–6032 FAX (208) 383–0892

PREPARATION DATE: AUGUST 9, 2006
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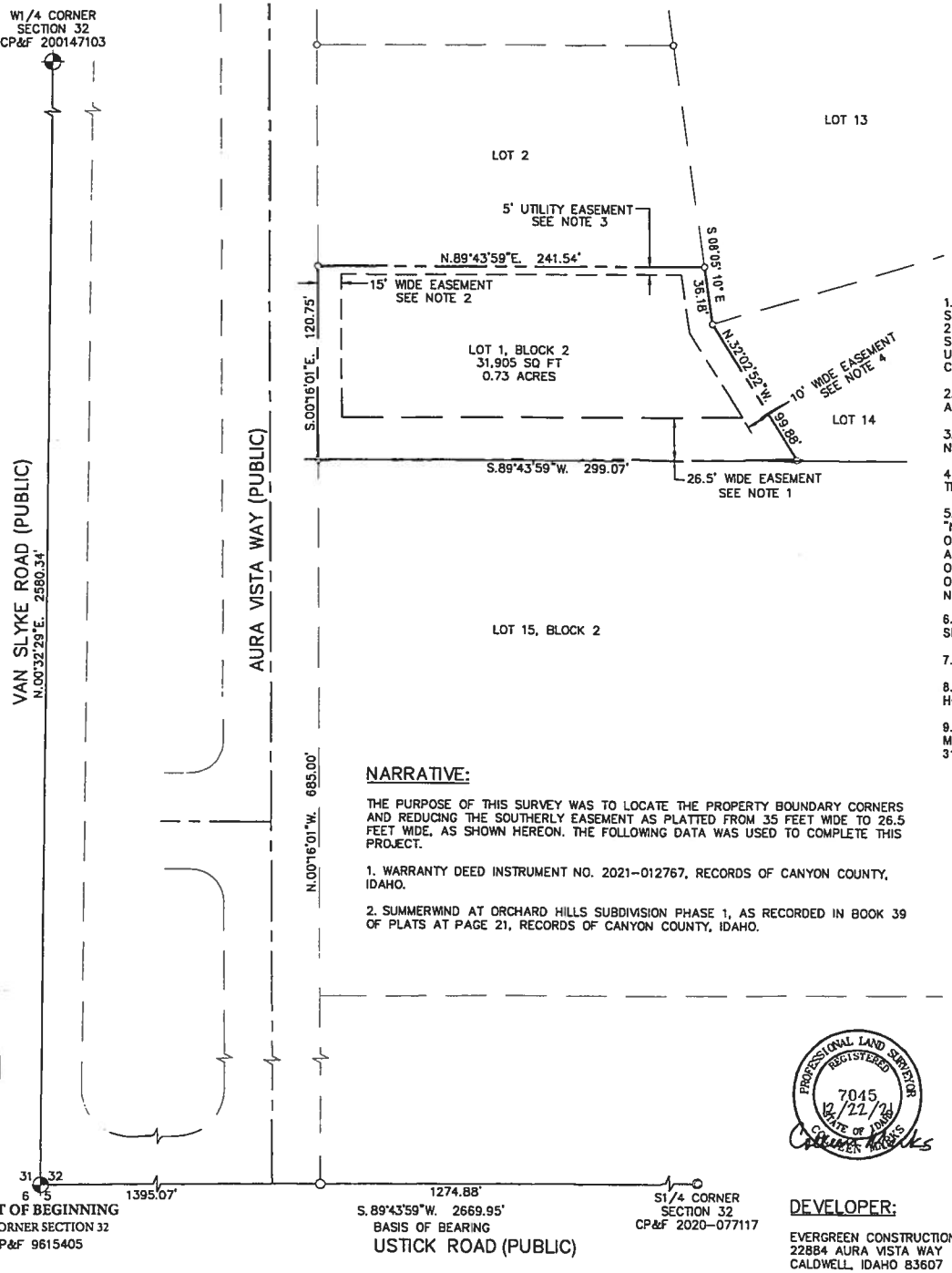
BOOK 39 PAGE 22

444–32 2601004 SHEET 1 OF 8

BOOK 54 PAGES 40

PLAT SHOWING
A RE-SUBDIVISION OF LOT 1, BLOCK 2, SUMMERWIND AT ORCHARD HILLS SUBDIVISION PHASE 1

A PARCEL OF LAND BEING ALL OF LOT 1, BLOCK 2, SUMMERWIND ORCHARD HILLS SUBDIVISION PHASE 1, AS RECORDED IN BOOK 39 OF PLATS AT PAGE 21, RECORDS OF CANYON COUNTY, IDAHO AND LOCATED IN THE SE1/4 SW 1/4 OF SECTION 32, T.4N., R.4W., BOISE MERIDIAN, CANYON COUNTY, IDAHO
2022



NOTES

1. THE 35 FOOT WIDE EASEMENT ADJACENT TO THE SOUTH BOUNDARY OF LOT 1, BLOCK 2, SUMMERWIND AT ORCHARD HILLS SUBDIVISION PHASE 1, AS RECORDED IN BOOK 39 OF PLATS AT PAGE 21, RECORDS OF CANYON COUNTY, IDAHO IS HEREBY REDUCED TO 26.5 FEET WIDE, AS SHOWN HEREON. SAID REDUCED EASEMENT IS FOR LANDSCAPING AND VIEW PURPOSES, DRAINAGE, IRRIGATION AND UNDERGROUND UTILITY PURPOSES. NO ABOVE GROUND STRUCTURES OF ANY KIND SHALL BE CONSTRUCTED IN OR UPON SAID REDUCED EASEMENT.

2. A 15 FOOT WIDE PUBLIC AND PRIVATE UTILITIES, DRAINAGE AND IRRIGATION EASEMENT IS RESERVED ADJACENT TO A PUBLIC RIGHT OF WAY, AS SHOWN HEREON.

3. A 5 WIDE UTILITY, DRAINAGE AND IRRIGATION EASEMENT IS HEREBY RESERVED ADJACENT TO THE NORTH BOUNDARY, AS SHOWN HEREON.

4. A 10 FOOT WIDE UTILITY, DRAINAGE AND IRRIGATION EASEMENT IS HEREBY RESERVED ADJACENT TO THE EAST BOUNDARY, AS SHOWN HEREON.

5. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503, IDAHO CODE, RIGHT TO FARM, WHICH STATES: "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEREVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AND APPURTENANCE TO IT."

6. NO PERMANANT STRUCTURES SHALL BE LOCATED CLOSER THAN 75' TO ANY SECTION LINE OR QUARTER SECTION LINE UNLESS THE HIGHWAY DISTRICT WAIVES THE 75' SETBACK REQUIREMENT.

7. SEWER DISPOSAL SHALL BE THROUGH INDIVIDUAL LOT SEPTIC SYSTEMS.

8. WATER SUPPLY SHALL BE THROUGH A COMMUNITY WATER SYSTEM OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

9. IRRIGATION WATER SHALL BE DELIVERED THROUGH A COMMUNITY WATER SYSTEM OWNED AND MAINTIANED BY THE HOMEOWNERS ASSOCIATION TO MEET THE COUNTY AND ZONING REGULATIONS PER IC 31-3805.

NARRATIVE:

THE PURPOSE OF THIS SURVEY WAS TO LOCATE THE PROPERTY BOUNDARY CORNERS AND REDUCING THE SOUTHERLY EASEMENT AS PLATTED FROM 35 FEET WIDE TO 26.5 FEET WIDE, AS SHOWN HEREON. THE FOLLOWING DATA WAS USED TO COMPLETE THIS PROJECT.

1. WARRANTY DEED INSTRUMENT NO. 2021-012767, RECORDS OF CANYON COUNTY, IDAHO.

2. SUMMERWIND AT ORCHARD HILLS SUBDIVISION PHASE 1, AS RECORDED IN BOOK 39 OF PLATS AT PAGE 21, RECORDS OF CANYON COUNTY, IDAHO.

LEGEND

- SUBJECT PROPERTY LINE
- SECTION LINE
- CENTERLINE
- EASEMENT LINE
- EASEMENT LINE
- OTHER PROPERTY LINE
- FOUND BRASS CAP
- FOUND 1-1/2" IRON PIPE
- FOUND 5/8" IRON PIN
- FOUND 1/2" IRON PIN REPLACED WITH 5/8" IRON PIN

50 0 25 50 100
SCALE IN FEET

2022-037511
RECORDED
08/03/2022 10:32 AM
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=2 JWINSLOW $11.00
PLAT
LAWRENCE LARAWAY

PROFESSIONAL LAND SURVEYOR REGISTERED 7045 12/22/21 STATE OF IDAHO COLLEEN MARKS

DEVELOPER:

EVERGREEN CONSTRUCTION LLC
22884 AURA VISTA WAY
CALDWELL, IDAHO 83607

REVISION			
NO.:	BY:	DATE:	REVISION:
1	CL	7-15-22	ADD LABELS FOR ALL ROADWAYS
2	CL	8-22-22	ADD NOTES REQUESTED BY COUNTY SURVEYOR
3	CL	9-12-22	ADD POINT OF BEGINNING REFERENCE

MARKS LAND SURVEYING, LLC
COLLEEN MARKS, L.S. 7045
2995 N. COLE ROAD STE. 240
BOISE, IDAHO 83704
PH: (208) 378-7703

DATE: 12/27/21 | DRAWN BY: JMC | FILE: LARAWAY SUB.dwg

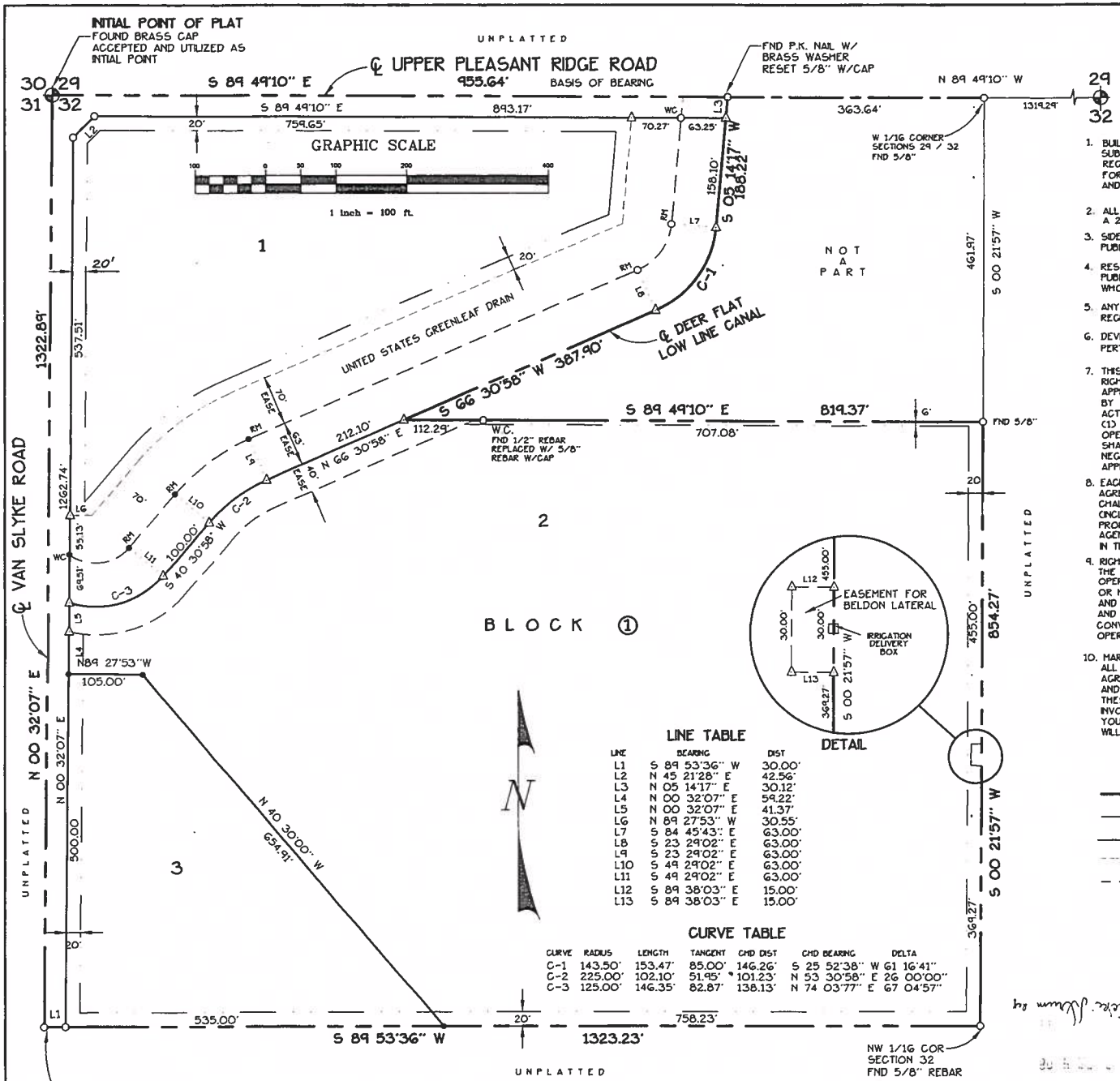
BOOK _____ PAGE _____

PLAT SHOWING

ORCHARD VIEW SUBDIVISION

LYING IN THE NW 1/4 NW 1/4 OF SECTION 32, T.4N., R.4W., B.M., CANYON COUNTY, IDAHO

1998



LINE TABLE

LINE	BEARING	DIST
L1	S 89 53'36" W	30.00'
L2	N 45 21'28" E	42.56'
L3	N 05 14'17" E	30.12'
L4	N 00 32'07" E	59.22'
L5	N 00 32'07" E	41.37'
L6	N 89 27'53" W	30.55'
L7	S 84 45'43" E	63.00'
L8	S 23 29'02" E	63.00'
L9	S 23 29'02" E	63.00'
L10	S 49 29'02" E	63.00'
L11	S 49 29'02" E	63.00'
L12	S 89 38'03" E	15.00'
L13	S 89 38'03" E	15.00'

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHD DIST	CHD BEARING	DELTA
C-1	143.50'	153.47'	85.00'	146.26'	S 25 52'38" W	G1 16'41"
C-2	225.00'	102.10'	51.95'	101.23'	N 53 30'58" E	26 00'00"
C-3	125.00'	146.35'	82.87'	138.13'	N 74 03'77" E	G7 04'57"

NOTES

1. BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF CANYON COUNTY, IDAHO, AND WITH REGULATIONS SET FORTH IN SPECIAL CONDITIONS OF APPROVAL BY CANYON COUNTY PLANNING AND ZONING COMMISSION, CONDITIONAL USE PERMIT CASE # 98-82-22, N32 - 4N - 4W.
2. ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY AND ALL REAR LOT LINES HAVE A 20' WIDE PERMANENT PUBLIC UTILITIES, IRRIGATION AND DRAINAGE EASEMENT.
3. SIDE LOT LINES HAVE A 6 FOOT WIDE PERMANENT PUBLIC UTILITIES, IRRIGATION AND DRAINAGE EASEMENT.
4. RESPONSIBILITY FOR ALL DRAINAGE FACILITIES LOCATED OUTSIDE THE PUBLIC RIGHT-OF-WAY IS HELD WITH THE LOT OWNER(S) ON WHOSE LAND SAID DRAINAGE FACILITIES ARE CONSTRUCTED.
5. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE REGULATIONS IN EFFECT AT THE TIME OF RESUBDIVISION.
6. DEVELOPER IS TO COMPLY WITH IDAHO LAW, SECTION 31-3805 PERTAINING TO IRRIGATION WATERS.
7. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503, IDAHO CODE, RIGHT TO FARM, WHICH STATES, "NO AGRICULTURAL OPERATION OR APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT.
8. EACH GRANTEE TAKING THIS PROPERTY OR ANY PORTION THEREOF COVENANT AND AGREE FOR THE GRANTEE AND GRANTEE'S HEIRS,EXECUTORS AND ASSIGNS, TO NOT CHALLENGE ANY LAWFULLY CONDUCTED GRAVEL EXTRACTION OR AGRICULTURAL OPERATIONS (INCLUDING DAIRIES AND HOG OPERATIONS) WHICH ARE CONDUCTED WITHIN 1 MILE OF THE PROPERTY AND WHICH ARE IN EXISTENCE OR LAWFULLY APPROVED BY ANY GOVERNMENTAL AGENCY AS OF THE DATE OF EACH GRANTEE'S DEED CONVEYING ANY RIGHT, TITLE, OR INTEREST IN THIS PROPERTY OR ANY PORTION THEREOF.
9. RIGHT TO FARM ACKNOWLEDGEMENT
   THE PROPERTY IS LOCATED IN AN AGRICULTURAL ZONE. THIS IS AN AREA IN WHICH AGRICULTURAL OPERATIONS ARE ON GOING AND MAY INCLUDE THE PRODUCTION OF CROPS,FEED LOTS, DAIRY OR HOG OPERATIONS. ALL OF THESE ACTIVITIES MAY RESULT IN PRODUCTION OF NOISE, ODORS, AND DUST. THEY MAY INVOLVE LIGHTS OR USE OF MACHINERY IN THE NIGHTTIME HOURS AND OTHER INCONVENIENCES. EACH OF THE PURCHASERS ACKNOWLEDGES THE DEED CONVEYING TITLE WILL CONTAIN A RESTRICTION THAT WILL PROHIBIT CHALLENGING THESE OPERATIONS IF THEY ARE LAWFULLY CONDUCTED.
10. MARKETING DISCLOSURE
    ALL PROSPECTIVE PURCHASERS OF THIS PROPERTY SHOULD BE AWARE THAT IT IS LOCATED IN AN AGRICULTURAL ZONE. THIS IS AN AREA IN WHICH AGRICULTURAL OPERATIONS ARE ONGOING AND MAY AND MAY INCLUDE PRODUCTION OF CROPS, FEED LOTS, DAIRY OR HOG OPERATIONS. ALL OF THE THESE ACTIVITIES MAY RESULT IN PRODUCTION OF NOISE, ODORS, AND DUST. THEY MAY INVOLVE LIGHTS OR USE OF MACHINERY IN THE NIGHTTIME HOURS AND OTHER INCONVENIENCES. YOU SHOULD BE AWARE THAT THE DEED CONVEYING TITLE WILL CONTAIN A RESTRICTION THAT WILL PROHIBIT CHALLENGING THESE OPERATIONS IF THEY ARE LAWFULLY CONDUCTED.

LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- IRRIGATION AND DRAINAGE EASEMENT
- 70.0' UNITED STATES GREENLEAF DRAIN R/W
- DEER FLAT CANAL EASEMENT LINE
- ⊕ FOUND BRASS CAP
- ○ SET 5/8" X 30" IRON PIN W/CAP
- ● SET 1/2" X 24" IRON PIN W/CAP
- △ CALCULATED POINT (NOT SET)
- W.C. WITNESS CORNER
- R.M. REFERENCE MONUMENT

DEVELOPER:
GARRIK CONSTRUCTION NW
5998 S. SNOWDROP PLACE
BOISE, IDAHO 83716
(208) 386-9850

PROFESSIONAL ENGINEER · LAND SURVEYOR · REGISTERED · 2471 · 11/24/98 · STATE OF IDAHO · JAMES J. HOWARD

ENGINEER:
J.J. HOWARD, ENGINEER
1675 MILL RD., SUITE A
BOISE, IDAHO
PLOTTED 10/27/98

ORCHARDFP.DWG

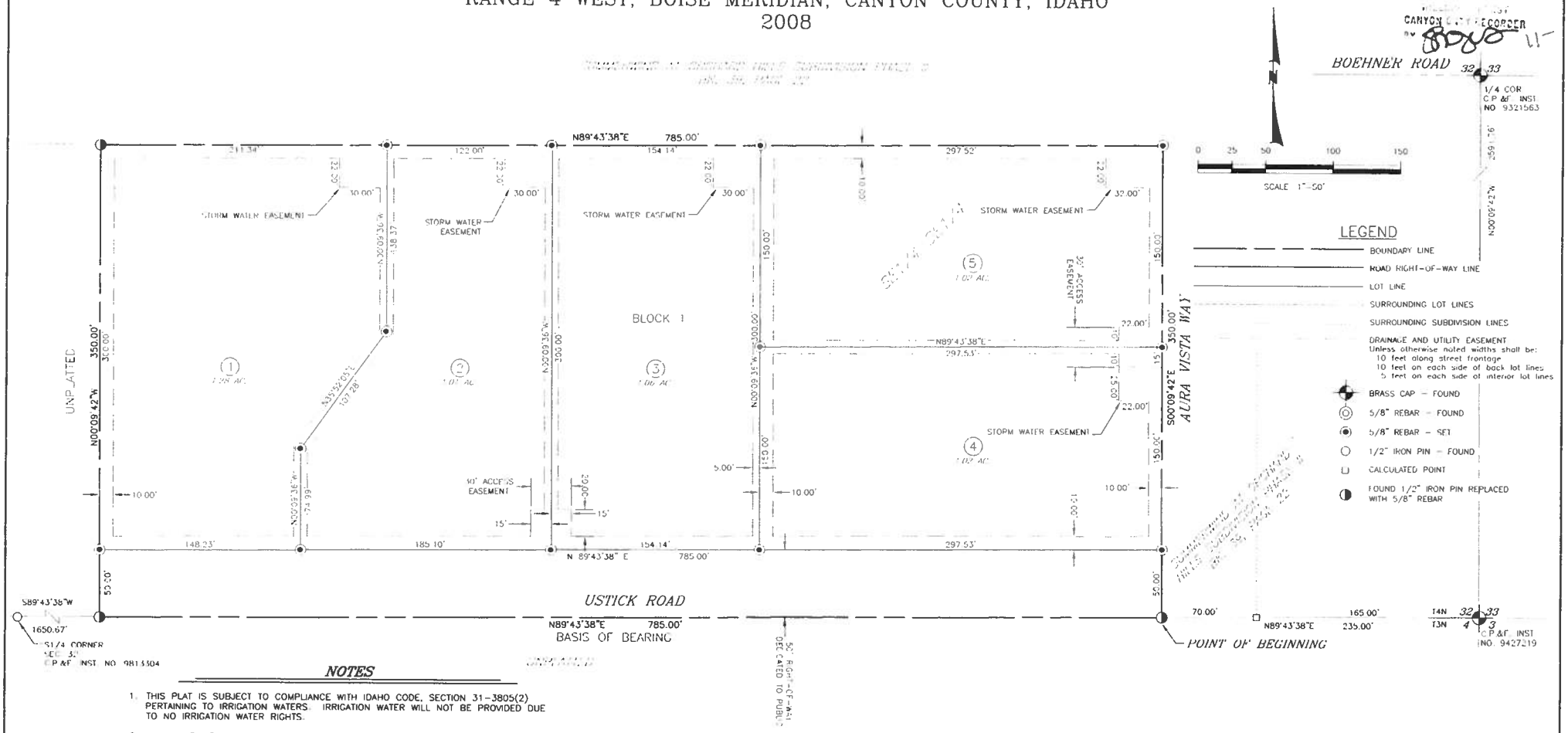
SHEET 1 OF 2

B 26 P 17

JAHN ESTATES SUBDIVISION

A PORTION OF THE SE 1/4 OF SE 1/4 OF SECTION 32, TOWNSHIP 4 NORTH, RANGE 4 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO
2008

2008 JUL 24 PM 2 20
CANYON COUNTY RECORDER
BOISE ID



NOTES

1. THIS PLAT IS SUBJECT TO COMPLIANCE WITH IDAHO CODE, SECTION 31-3805(2) PERTAINING TO IRRIGATION WATERS. IRRIGATION WATER WILL NOT BE PROVIDED DUE TO NO IRRIGATION WATER RIGHTS.
2. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE ZONING ORDINANCE AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT. ALL LOTS SHALL MEET DIMENSIONAL STANDARDS AS ESTABLISHED IN THE ZONING ORDINANCE
3. STORMWATER RUNOFF SHALL BE RETAINED ON SITE AND ALL STORM FACILITIES OUTSIDE THE PUBLIC RIGHT-OF-WAY WILL BE MAINTAINED BY INDIVIUAL PROPERTY OWNERS.
4. INDIVIDUAL SEPTIC SYSTEMS WILL HANDLE ALL SEWAGE DISPOSAL.
5. INDIVIDUAL WELLS WILL PROVIDE DOMESTIC WATER TO EACH LOT.
6. ALL LOT LINES SHALL HAVE A COMMON PUBLIC UTILITIES, DRAINAGE AND IRRIGATION EASEMENT AS FOLLOWS: (OR AS NOTED ON PLAT)
   - 10(TEN) FEET ALONG ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY.
   - 10(TEN) FEET ALONG ALL REAR LOT LINES.
   - 5(FIVE) FEET ALONG ALL SIDE LOT LINES.
7. SEPTIC LOCATIONS AND AREAS RESERVED FOR WELL PLACEMENT WILL BE SUBJECT TO APPROVAL OF THE DISTRICT HEALTH DEPARTMENT.
8. USTICK IS DESIGNATED FOR PUBLIC USE.
9. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS OF CANYON COUNTY AT THE TIME OF ISSUANCE OF A BUILDING PERMIT.
10. NO LOT SHALL BE REDUCED IN SIZE WITHOUT PRIOR APPROVAL FROM SOUTHWEST DISTRICT HEALTH.

IDAHO CODE 22-4503 RIGHT TO FARM ACT

NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED, THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT. IN THE EVENT OF AN ALLEGED NUISANCE RESULTING FROM AGRICULTURAL OPERATIONS PURSUANT TO A FEDERAL OR STATE ENVIRONMENTAL PERMIT OR CAUSED BY A VIOLATION OF THE PERMIT(S), TERMS OR CONDITIONS, THE AFFECTED PARTY SHALL SEEK ENFORCEMENT OF THE TERMS OF THE PERMIT.

BASIS OF BEARINGS

THE SOUTH BOUNDARY OF THE SE1/4 OF THE SE1/4 OF SECTION 32 AS S89°43'38"W

PROFESSIONAL LAND SURVEYOR REGISTERED 8960 5/15/08 STATE OF IDAHO FRITZ BROWNELL

DATE OF PREPARATION: 3/14/08

TOOTHMAN-ORTON ENGINEERING COMPANY
524 CLEVELAND BLVD., SUITE 227
CALDWELL, IDAHO 83605-4080
(208)795-5058

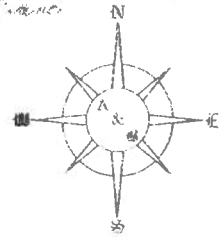
200425016

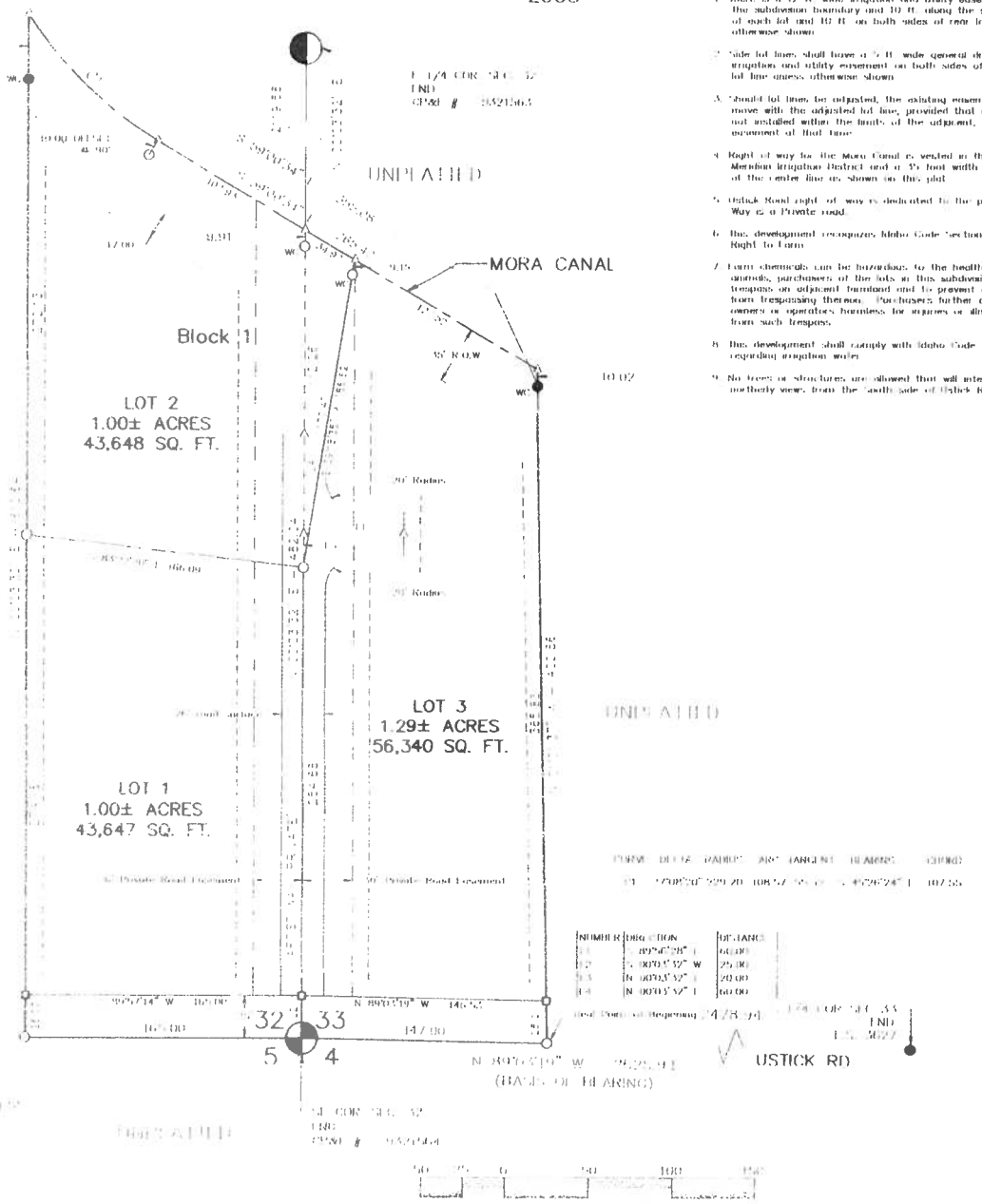
ARTIST VIEW SUBDIVISION

LOCATED IN SE 1/4 SE 1/4 SEC. 32 &
SW 1/4 SW 1/4 SEC. 33, T. 4 N., R. 4 W., B.M.
CANYON COUNTY, IDAHO
2003

RECORDED

CANYON CNTY RECORDER





I HEREBY CERTIFY THAT I AM A LICENSED LAND SURVEYOR FOR THE STATE OF IDAHO, AND THAT THIS MAP WAS PREPARED FROM THE NOTES OF A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT IT ACCURATELY DESCRIBES THE RESULTS OF THE SURVEY.

DONALD J. WATTS

THIS PLAT REFERENCES GEORGE ALLEN SURVEY — INST. #9614457

NOTES

1. There is a 12 ft. wide irrigation and utility easement along the subdivision boundary and 10 ft. along the street frontage of each lot and 10 ft. on both sides of rear lots unless otherwise shown.
2. Side lot lines shall have a 5 ft. wide general drainage, irrigation and utility easement on both sides of each lot line unless otherwise shown.
3. Should lot lines be adjusted, the existing easement shall move with the adjusted lot line, provided that utilities are not installed within the limits of the adjacent, approved easement at that time.
4. Right of way for the Mora Canal is vested in the Nampa and Meridian Irrigation District and a 35 foot width is claimed South of the center line as shown on this plat.
5. Ustick Road right of way is dedicated to the public, Artist Way is a Private road.
6. This development recognizes Idaho Code Section 22-4503 Right to Farm.
7. Farm chemicals can be hazardous to the health of persons and animals, purchasers of the lots in this subdivision agree not to trespass on adjacent farmland and to prevent children & animals from trespassing thereon. Purchasers further agree to hold farm owners or operators harmless for injuries or illnesses resulting from such trespass.
8. This development shall comply with Idaho Code Section 31-3805 regarding irrigation water.
9. No trees or structures are allowed that will interfere with northerly views from the South side of Ustick Road.
10. Purchasers of these lots agree not to object to the division of adjacent properties into similar sized parcels.
11. Property buyers acknowledge and approve the use of crop and fruit protection measures in the area. The protection measures may include spray rigs, wind machines, helicopter and airplane use, heating equipment, tractors and pollination measures which include insects (honey bees). The use of such measures may occur day or night and may cause noise, dust and bright lights. Spraying of various chemicals is a common occurrence which is noisy, often smelly and may be offensive. Dusting with sulfur dust is conducted and this can cause nose and eye irritation for some people. This activity along with burning of orchard waste shall be expected and accepted.
12. Farm chemicals & animal wastes are used on adjacent farm properties and the right of the farm owners to continue such use is recognized.
13. Buyers agree not to plant trees which host pest and disease which can adversely impact commercial fruit growers in the area. These pest and diseases are: cherry fruit fly, apple maggot, codling moth, oriental fruit moth, peach twig and trunk bore, woolly apple aphids, read and two spotted mites, plum pox, leaf miner, green peach aphids, powdery mildew and fire blight. These trees being all forms of cherry, plum, apricot, peach, nectarine, pear, apple including flowering and crab, and hawthorn.
14. Private Road Easement 60 feet in width. This Private Road Easement is subject to Canyon County Building Department Setback requirements.

LEGEND

BRASS OR AL. CAP SECTION COR.	
BRASS OR AL. CAP QUARTER COR.	
BRASS OR AL. CAP SIXTEENTH COR.	
SET 5/8 X 30" STEEL ROD	○
FOUND 5/8 X 30" STEEL ROD	●
SET 1/2 X 24" STEEL ROD	□
FOUND 1/2 X 24" STEEL ROD	⊗
CALCULATED POINT – NOT SET	△
WITNESS CORNER	WC
SUBDIVISION BOUNDARY	
LOT LINES	
UTILITY & IRRIGATION EASEMENT	
PRIVATE ROAD EASEMENT	
MORA CANAL RIGHT-OF-WAY	
CENTERLINE PRIVATE ROAD	
CENTERLINE MORA CANAL	

A & B ENGINEERING
836 LaCassia Dr., Boise, ID 83705
(208)-342-7751

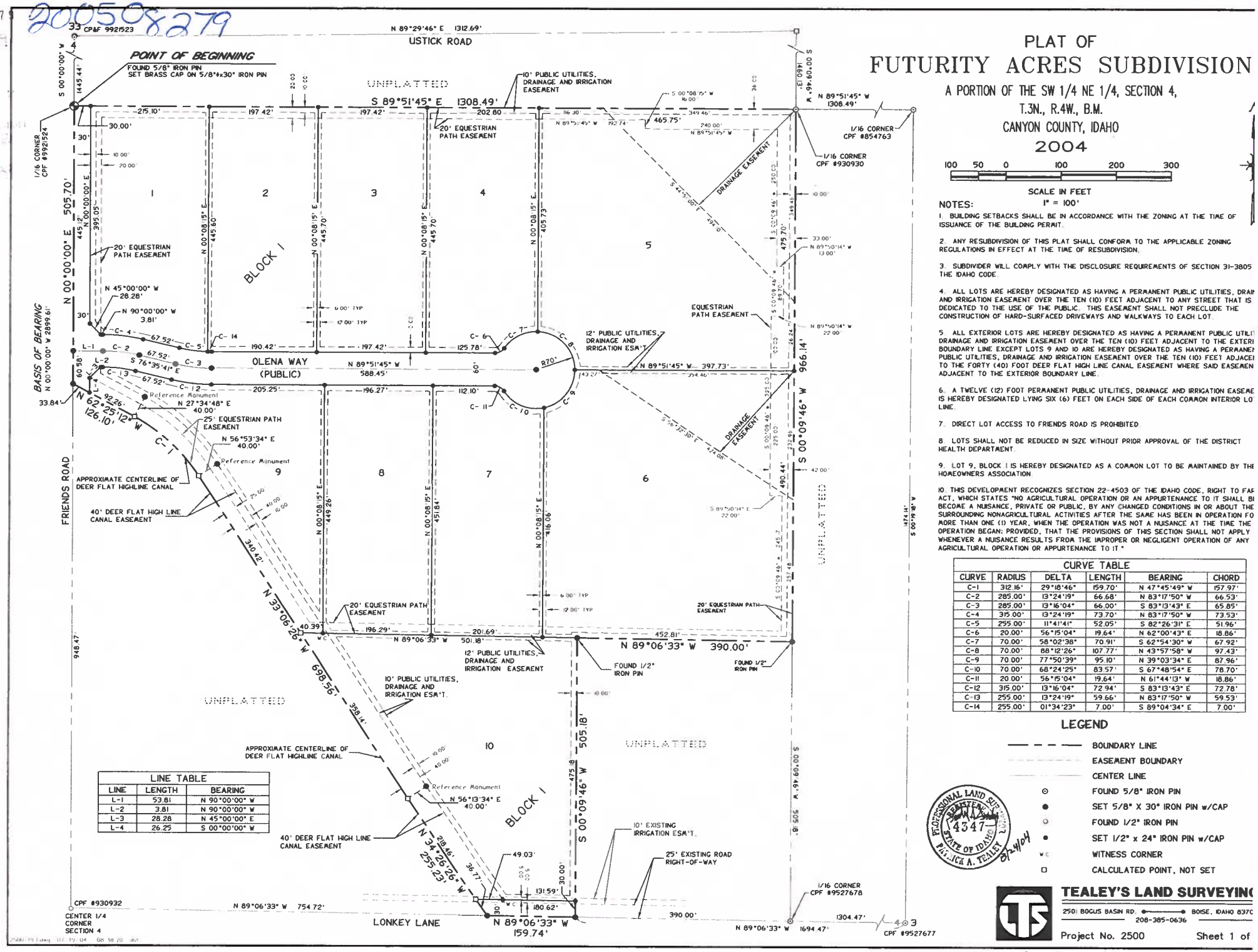
Date of Preparation: July 25, 2003

SCALE IN FEET

2005008279

PLAT OF
FUTURITY ACRES SUBDIVISION

A PORTION OF THE SW 1/4 NE 1/4, SECTION 4,
T.3N., R.4W., B.M.
CANYON COUNTY, IDAHO
2004



LINE TABLE		
LINE	LENGTH	BEARING
L-1	53.81	N 90°00'00" W
L-2	3.81	N 90°00'00" W
L-3	28.28	N 45°00'00" E
L-4	26.25	S 00°00'00" W

CURVE TABLE					
CURVE	RADIUS	DELTA	LENGTH	BEARING	CHORD
C-1	312.16'	29°18'46"	159.70'	N 47°45'49" W	157.97'
C-2	285.00'	13°24'19"	66.68'	N 83°17'50" W	66.53'
C-3	285.00'	13°16'04"	66.00'	S 83°13'43" E	65.85'
C-4	315.00'	13°24'19"	73.70'	N 83°17'50" W	73.53'
C-5	255.00'	11°41'41"	52.05'	S 82°26'31" E	51.96'
C-6	20.00'	56°15'04"	19.64'	N 62°00'43" E	18.86'
C-7	70.00'	58°02'38"	70.91'	S 62°54'30" W	67.92'
C-8	70.00'	88°12'26"	107.77'	N 43°57'58" W	97.43'
C-9	70.00'	77°50'39"	95.10'	N 39°03'34" E	87.96'
C-10	70.00'	68°24'25"	83.57'	S 67°48'54" E	78.70'
C-11	20.00'	56°15'04"	19.64'	N 61°44'13" W	18.86'
C-12	315.00'	13°16'04"	72.94'	S 83°13'43" E	72.78'
C-13	255.00'	13°24'19"	59.66'	N 83°17'50" W	59.53'
C-14	255.00'	01°34'23"	7.00'	S 89°04'34" E	7.00'

LEGEND

- BOUNDARY LINE
- EASEMENT BOUNDARY
- CENTER LINE
- FOUND 5/8" IRON PIN
- SET 5/8" X 30" IRON PIN w/CAP
- FOUND 1/2" IRON PIN
- SET 1/2" x 24" IRON PIN w/CAP
- WC WITNESS CORNER
- CALCULATED POINT, NOT SET

SCALE IN FEET
1" = 100'

NOTES:

1. BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE ZONING AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.

2. ANY RESUBDIVISION OF THIS PLAT SHALL CONFORM TO THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF RESUBDIVISION.

3. SUBDIVIDER WILL COMPLY WITH THE DISCLOSURE REQUIREMENTS OF SECTION 31-3805 THE IDAHO CODE.

4. ALL LOTS ARE HEREBY DESIGNATED AS HAVING A PERMANENT PUBLIC UTILITIES, DRAIN AND IRRIGATION EASEMENT OVER THE TEN (10) FEET ADJACENT TO ANY STREET THAT IS DEDICATED TO THE USE OF THE PUBLIC. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.

5. ALL EXTERIOR LOTS ARE HEREBY DESIGNATED AS HAVING A PERMANENT PUBLIC UTILI DRAINAGE AND IRRIGATION EASEMENT OVER THE TEN (10) FEET ADJACENT TO THE EXTERI BOUNDARY LINE EXCEPT LOTS 9 AND 10 ARE HEREBY DESIGNATED AS HAVING A PERMANE PUBLIC UTILITIES, DRAINAGE AND IRRIGATION EASEMENT OVER THE TEN (10) FEET ADJACEI TO THE FORTY (40) FOOT DEER FLAT HIGH LINE CANAL EASEMENT WHERE SAID EASEMEN ADJACENT TO THE EXTERIOR BOUNDARY LINE.

6. A TWELVE (12) FOOT PERMANENT PUBLIC UTILITIES, DRAINAGE AND IRRIGATION EASEME IS HEREBY DESIGNATED LYING SIX (6) FEET ON EACH SIDE OF EACH COMMON INTERIOR LO LINE.

7. DIRECT LOT ACCESS TO FRIENDS ROAD IS PROHIBITED.

8. LOTS SHALL NOT BE REDUCED IN SIZE WITHOUT PRIOR APPROVAL OF THE DISTRICT HEALTH DEPARTMENT.

9. LOT 9, BLOCK 1 IS HEREBY DESIGNATED AS A COMMON LOT TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

10. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503 OF THE IDAHO CODE, RIGHT TO FAS ACT, WHICH STATES "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BI BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FO MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED, THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR APPURTENANCE TO IT."

PROFESSIONAL LAND SURVEYOR PATRICK A. TEALEY 4347 STATE OF IDAHO 8/24/04

TEALEY'S LAND SURVEYING
2501 BOGUS BASIN RD. BOISE, IDAHO 8370
208-385-0636

Project No. 2500 Sheet 1 of

Bk. 35 Pg. 39

BEFORE THE CANYON COUNTY PLANNING AND ZONING COMMISSION

FINDINGS OF FACT, CONCLUSION'S OF LAW AND ORDER

IN THE MATTER OF AN APPLICATION BY:)
)
DOUG BARTLETT) **CASE# CU2003-49**
)
TO AMEND A CONDITION) **PARCEL # R36544, R36541, R36542-013, & R36545**

I. APPLICATION PROCESS (CCC0 07-06-03)

1.1 LEGAL

Doug Bartlett is requesting to **amend** condition #12 of Case #986615L32-4N-4W which requires subdivision improvements of streets, sidewalks, asphalt paving, streetlights, fire hydrants, concrete curbs and concrete gutters in an "A" (Agricultural) zone. The subject property is located east of Van Slyke Road, south of Boehner Road, and north of Ustick Road, Greenleaf, Idaho, in a portion of the S ½ of Section 32, T4N, R4W, BM.

1.2 NOTIFICATION

On February 13, 2003, staff notified other agencies of this application and solicited their comments. On April 11, 2003 persons owning property within the set distance of the site were notified of the hearing by mail. On April 14, 2003 notice of the hearing was published in the Idaho Press Tribune. Notice of the public hearing was posted on the subject property on April 24, 2003.

II. PROPERTY REVIEW

2.1 PROPERTY HISTORY

On February 18, 1999 the Planning and Zoning Commission signed FCOs for the case #986615L32-4N-4W. This approved a request for a conditional use permit to establish a residential community on approximately 254 acres of approximately 95 individual lots of approximately ¾ acre each and a golf course with a clubhouse, a trail system, necktie parks, a soccer field, tennis court, basketball court, swimming pool, racquetball court, weight room, restaurant and snack bar, gift shop, and pro-shop. On January 4, 2001 an extension was given to the Conditional Use Permit. This extension allowed for an extension beyond

EXGHIBIT
B5

the "commencement within two (2) years of the date of the final decision by the Board and completed within five (5) years of the same date."

III. PUBLIC HEARING

The Canyon County Planning and Zoning Commission heard this case on May 1, 2003.

Planner for the Development Services Department, Carl Miller, reviewed the staff report and presented supplemental exhibits D.1 through D.3 into the record.

Chairman Atkeson entered the exhibits into the record.

3.1 WITNESSES SIGNED UP IN FAVOR: Michael Engebritson, Due Bullock, Tom Bartlett, Robert C. Brown, Susan Wildwood, Sarah Whitney, Lowell Hucks, Doug Bartlett, and Barbara Brown.

3.2 WITNESSES TESTIFYING IN FAVOR: Susan Wildwood and Mike Engebritson.

Susan Wildwood- Representative

- Stated that the same road sections used in Silver Spur I would be used in the proposed subdivision.
- Wanted waivers for curb, gutter, and sidewalk due to the rural nature of the area.
- The Highway District was in favor of the waivers for curb, gutter, and sidewalk.
- Stated that typical streetlights would not be appropriate for the area.
- Proposed a light sensitive light pole 4 to 5 feet high in each yard and lighted housing numbers to reduce light pollution.
- Concrete ribbons and grassy swails would be a better option for this area.

Michael Engebritson

- Mr. Engebritison discussed the development.
- Stated that he preferred barrow ditches as a method to dispose of storm water.
- Stated that he was the design surveyor for the proposed development.

3.3 WITNESSES SIGNED UP AS NEUTRAL: John Williamson.

3.4 NO NEUTRAL TESTIMONY.

3.5 NO WITNESSES TESTIFYING IN OPPOSITION.

Commissioner Nevill **moved**, seconded by Commissioner Scanlon to close public testimony.

The motion **carried** unanimously.

Commissioner Nevill **moved**, seconded by Commissioner Bowen, to **accept** the answers for each of the eight questions required by Canyon County Code of Ordinances 07-06-05, from the staff report with the following changes:

Commissioner Nevill modified the answer to question # 5 to reflect testimony from Ms. Wildwood in favor of concrete ribbons and grassy swails as an option.

The motion **carried** unanimously.

MOTION: Commissioner Nevill **moved**, seconded by Commissioner Scanlon to **approve** a request by Doug Bartlett to **amend** condition #12 of Case #986615L32-4N-4W to eliminate subdivision improvements of streets, sidewalks, concrete curbs, and concrete gutters.

- The wording shall be changed from "asphalt paving" to state: "paved public roads in accordance with standards set by the highway district including asphalt paving, concrete edge ribbons, and grassy swails."
- The wording shall be changed from "fire hydrants" to state: "a fire connection with at least one well that meets fire district fire suppression standards."

Commissioner Weitz, Nevill, Scanlon, and Chairman Atkeson voted in **favor.** Commissioner Bowen and Wallace were **opposed**.

The motion **carried** with a vote of four in **favor** and two **opposed**.

ITEM # 4 HOMESTEAD AT BARTLETT CREEK SUBDIVISION CASE # SD2002-27

A request by Bartlett Homes for **Preliminary Plat** approval of Homestead at Bartlett Creek Subdivision. Also requested is approval of an **Irrigation Plan**. The site is located south of Boehner Road, west of Tucker Road, north of Ustick and east of VanSlyke Road in the South Half of Section 32, Township 4 North, Range 4 West, Boise Meridian, Canyon County, Idaho.

Planner for the Development Services Department, Wendy Howell, reviewed the staff report and entered supplemental exhibit D.4 into the record.

Chairman Atkeson admitted the exhibit into the record.

WITNESSES SIGNED UP IN FAVOR: Michael Engebritson, Bob Walker, Tom Bartlett, Due Bullock, Susan Wildwood, Doug Bartlett, and Robert C. Brown.

WITNESSES TESTIFYING IN FAVOR: Susan Wildwood, Bob Walker, and Mike Engebritson.

WITNESSES SIGNED UP AS NEUTRAL: John Williamson, Mike McGown, and Bruce Lonks.

WITNESSES TESTIFYING AS NEUTRAL: John Williamson.

STAFF REPORT

Canyon County Hearing Examiner
CCZO 97-001
1995 Canyon County Comprehensive Plan

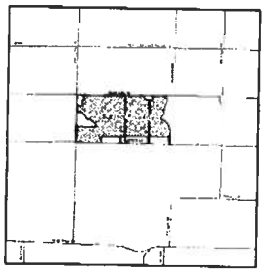
Status Corporation of Idaho
RFE2005-3
Parcel # R36544, R36541, R36542-013

Status Corporation of Idaho is requesting a **Land Use Time Extension (for Homestead at Bartlett Creek Subdivision), Case No. 986615L32-4N-4W to extend the completion date by one year to expire 12/4/07** The development is located south of Boehner Road, at the intersection of Van Slyke Road and Ustick Road., Caldwell, Idaho in the South ½ of Section 32, T4N, R4W, BM.

Hearing date: May 18, 2006

Applicant: Status Corporation of Idaho
4301 E. Garrity Blvd. #102
Nampa, ID 83687

Representative: Kerry Angelos
4301 E. Garrity Blvd. #102
Nampa, ID 83687



Property History

- In February 1999 the Planning & Zoning Commission granted Doug Bartlett a conditional use permit to subdivide approximately 254 acres into 95 residential lots subject to 13 conditions.
- In January 2001 there was a request for an extension of time that was granted by the Planning & Zoning Commission.
- In December 2002 the Development Services Department Subdivision Review Team reviewed the preliminary plat and determined that it satisfies the technical requirements of the Canyon County Subdivision Ordinance.
- In May 2003 the Planning & Zoning Commission considered and approved the preliminary plat with two (2) conditions and recommended approval of the irrigation plan.
- In September 2003 the Planning & Zoning Commission considered and approved the preliminary plat.
- In January 2005 a request for an extension (RFE2004-4) was heard and granted by the Planning & Zoning Commission.

Applicant's Rationale for Land Use Time Extension:

- Ownership change.

Applicant's Progress to Date (Per Application):

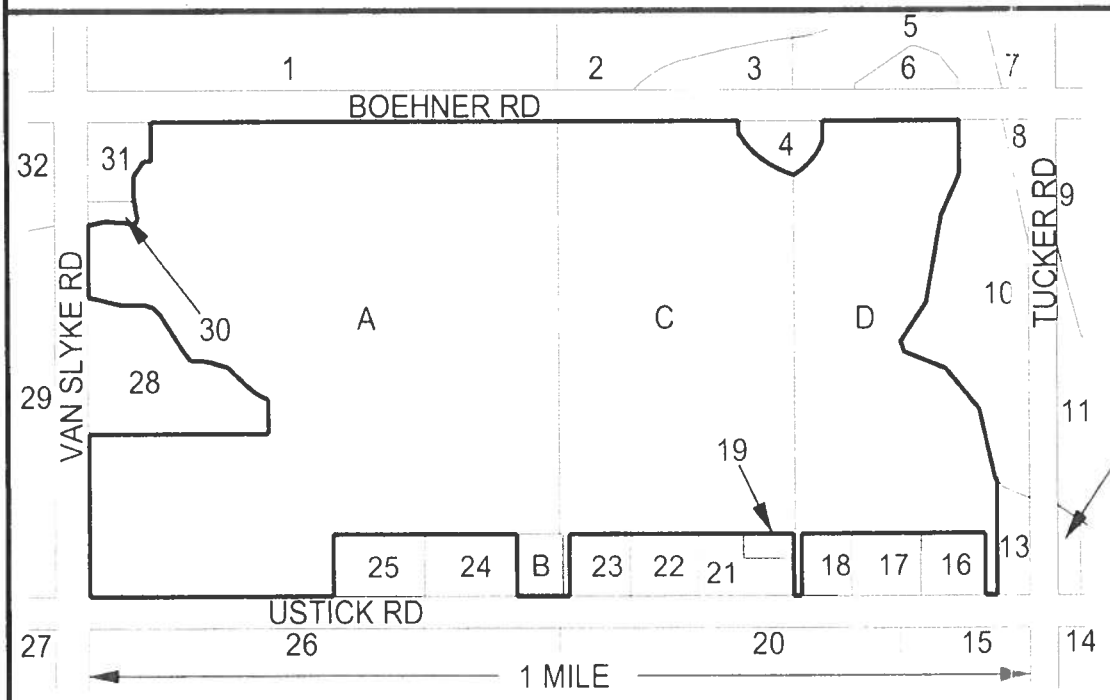
- Purchased and closed on the property effective December 1, 2005.
- Engineer of record has been contacted, to complete the engineering and bring the project up to date for final plat approval.
- 93 test pits dug
- Surveyed wells and well logs
- Completed preliminary engineering report for community water system waiting for DEQ approval

Case No.

CU2003-49

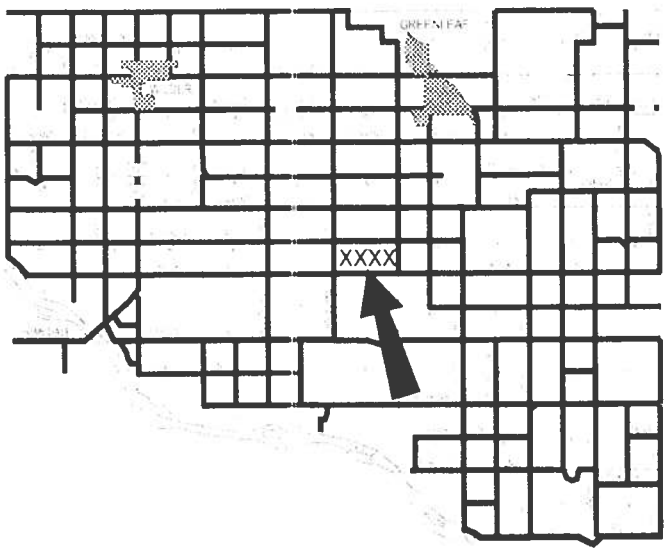
R#: 36544, 36545, 36541, 36542013
1/4 MILE NOTIFICATION DIST.
300' PROPERTY OWNERSHIP SHOWN

Doug Bartlett is requesting to amend condition #12 of Case #986615L32-4N-4W which requires subdivision improvements of streets, sidewalks, asphalt paving, streetlights, fire hydrants, concrete curbs and concrete gutters in an "A" (Agricultural) zone.



SUBJECT PROPERTY
OWNED BY:
A- BARTLETT
B- BROWN
C- BARTLETT
D- BARTLETT

1. CHRISTENSEN
2. BATT
3. ROESBERRY
4. HUME
5. KERNER
6. ROESBERRY
7. HARDING
8. JORDAN
9. HOLTZ
10. SYMMS
11. SYMMS
12. ALLEN
13. ALLEN
14. WILLIAMSON
15. WILLIAMSON
16. JAHN
17. JAHN
18. DANIELS
19. BENEDICK
20. WILLIAMSON
21. BENEDICK
22. YAMAMOTO
23. KELLY
24. PICKETT
25. OSBORN
26. WILLIAMSON
27. WILLIAMSON
28. CHRISTENSEN
29. VAN VLIET
30. JOHNSON
31. ROBLING
32. VAN VLIET



Date: 21 MAR 2003 Location: SH 32-4N-4W Zoning: A

All proportions and dimensions shown on this drawing are approximate

EXHIBIT
B.1
CU2003-49

STAFF REPORT

TO: **CANYON COUNTY HEARING EXAMINER**

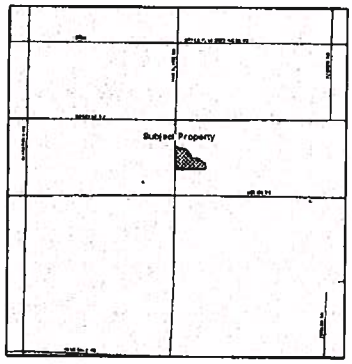
HEARING DATE: December 8, 2005

FILE NO.: CU2005-95

PARCEL NO.: R36544-011

APPLICANT: Dave & Sandy Christensen
18250 Van Slyke Rd.
Wilder, ID 83676

REPRESENTATIVE: Middleton Planning & Design
Mary Shaw Taylor
518 Meadow Ct.
Middleton, ID 83644



STATEMENT OF REQUEST

Dave & Sandy Christensen are requesting a Conditional Use Permit **to divide approximately 12.24 acres into 9 (nine) residential lots in an "A" (Agricultural) Zone.** The subject property is located on the east side of Van Slyke Road, approximately 850' north of the intersection of Ustick Road and Van Slyke Road, Wilder, Idaho, in a portion of the SW ¼ of "Section 32, T4N, R4W, BM.

PROPERTY HISTORY

The parcel went through an administrative lot split in 1997 (LS2004-398). It appears that the landowner did not pursue the division.

PROJECT DESCRIPTION

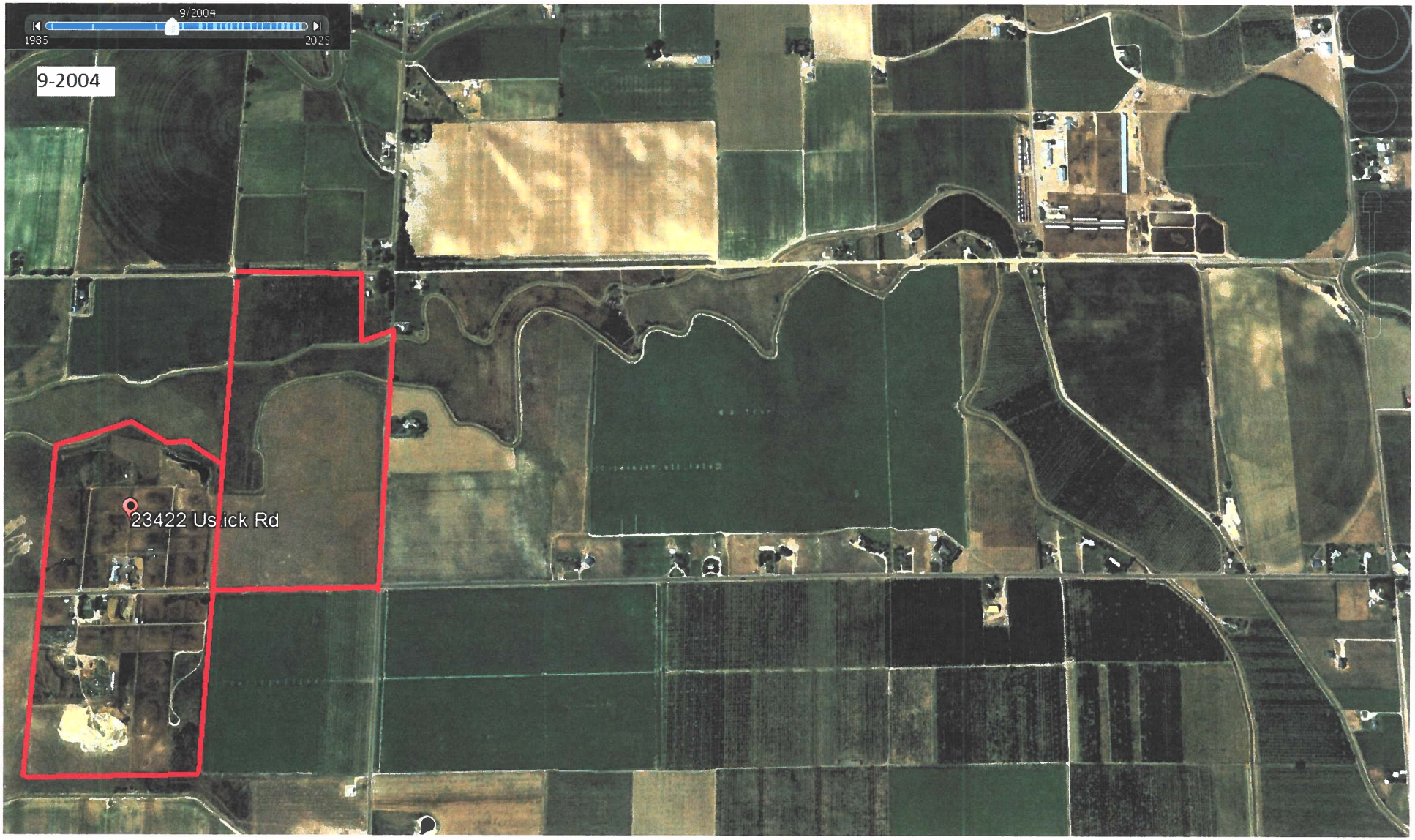
Proposed Use

On **August 29, 2005** the Development Services Department accepted an application from **Mary Shaw Taylor of Middleton Planning and Design** and created file no. **CU2005-95**. **If this request is approved, platting will be required as per Canyon County Zoning Ordinance.**

Approved 12/8/05 by H.E.
1 acre lots
Final Plat
2011
Inst# 201100889

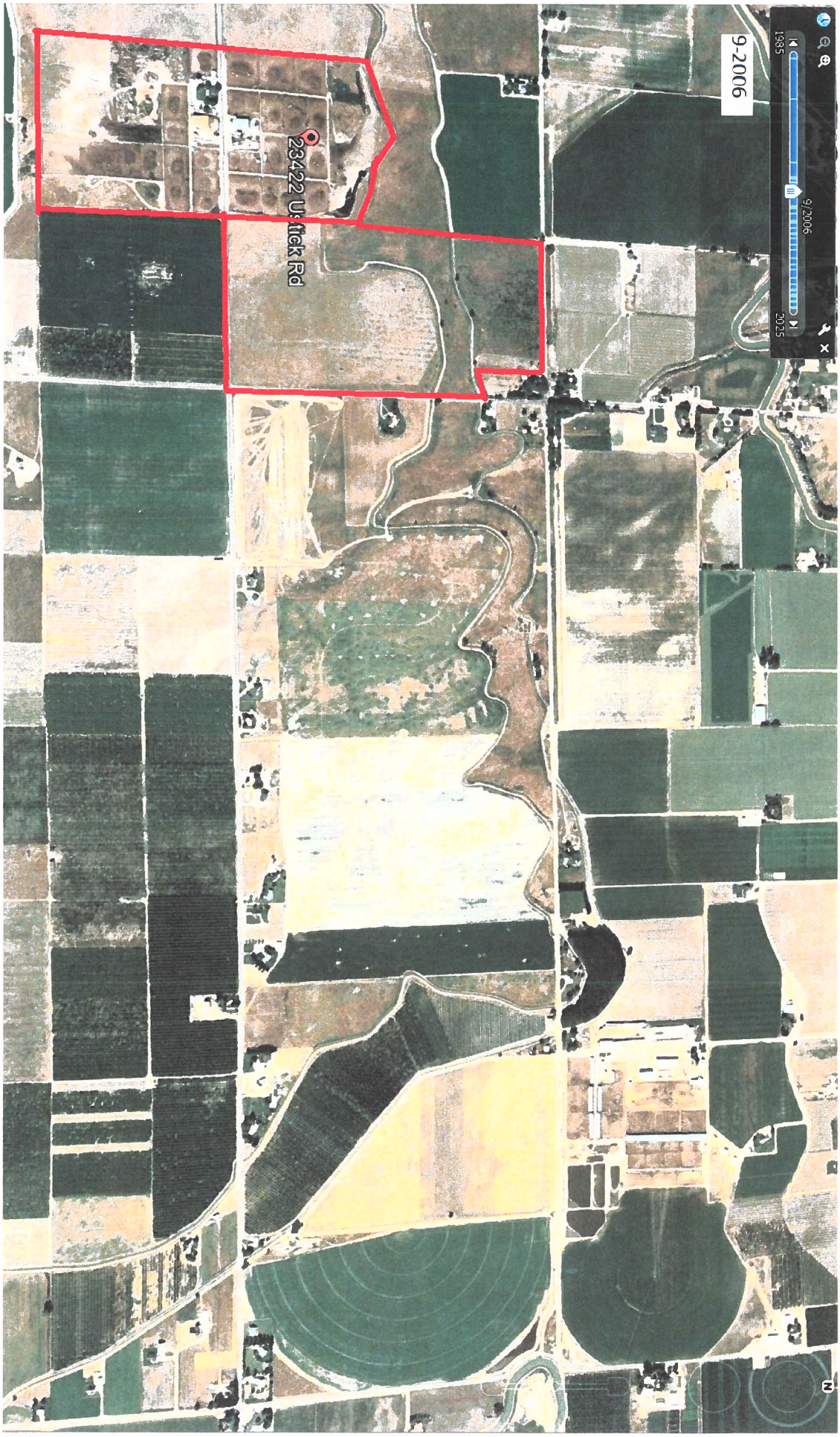
EXHIBIT
B6

2002

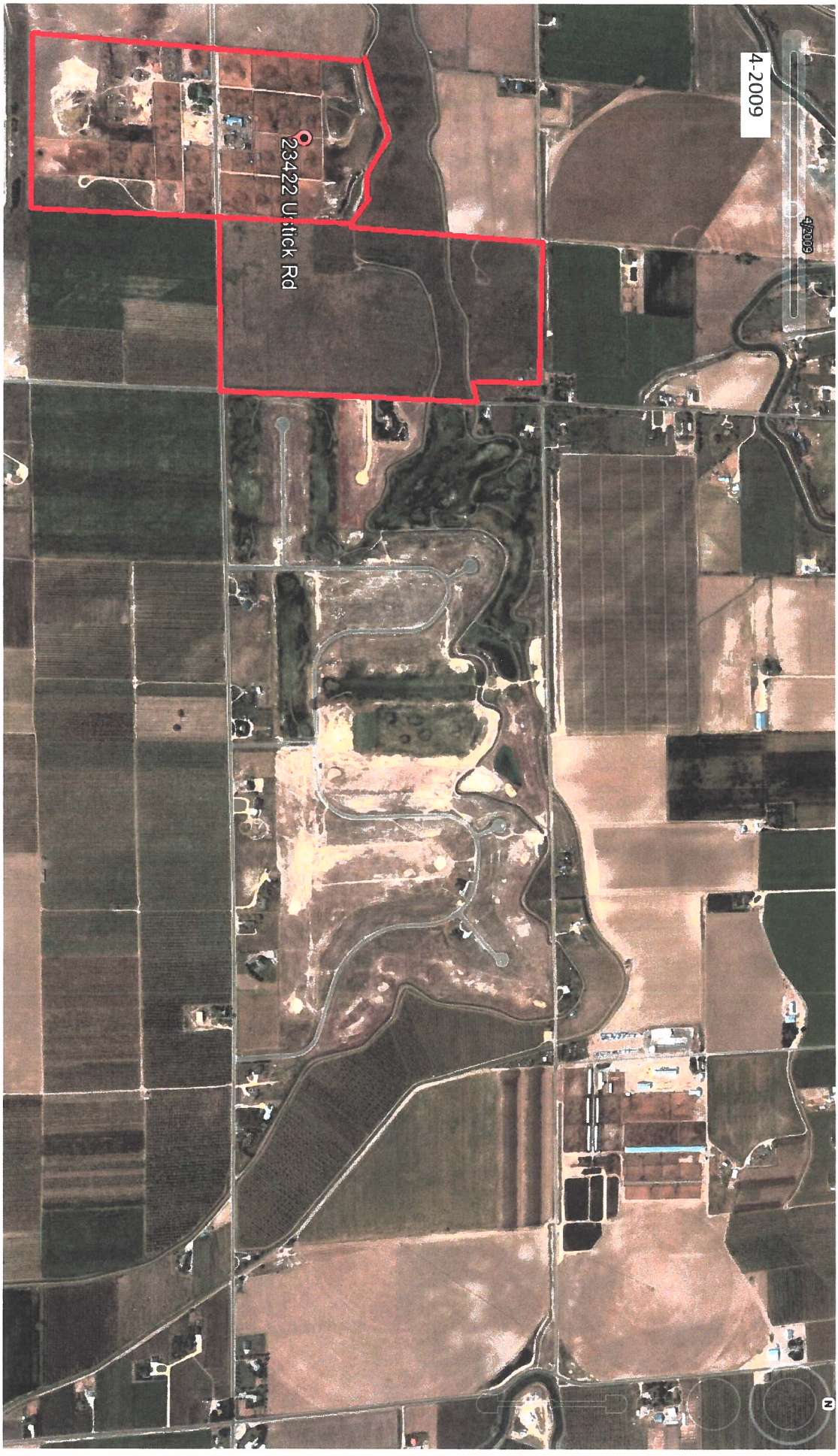


2004

2006



2009

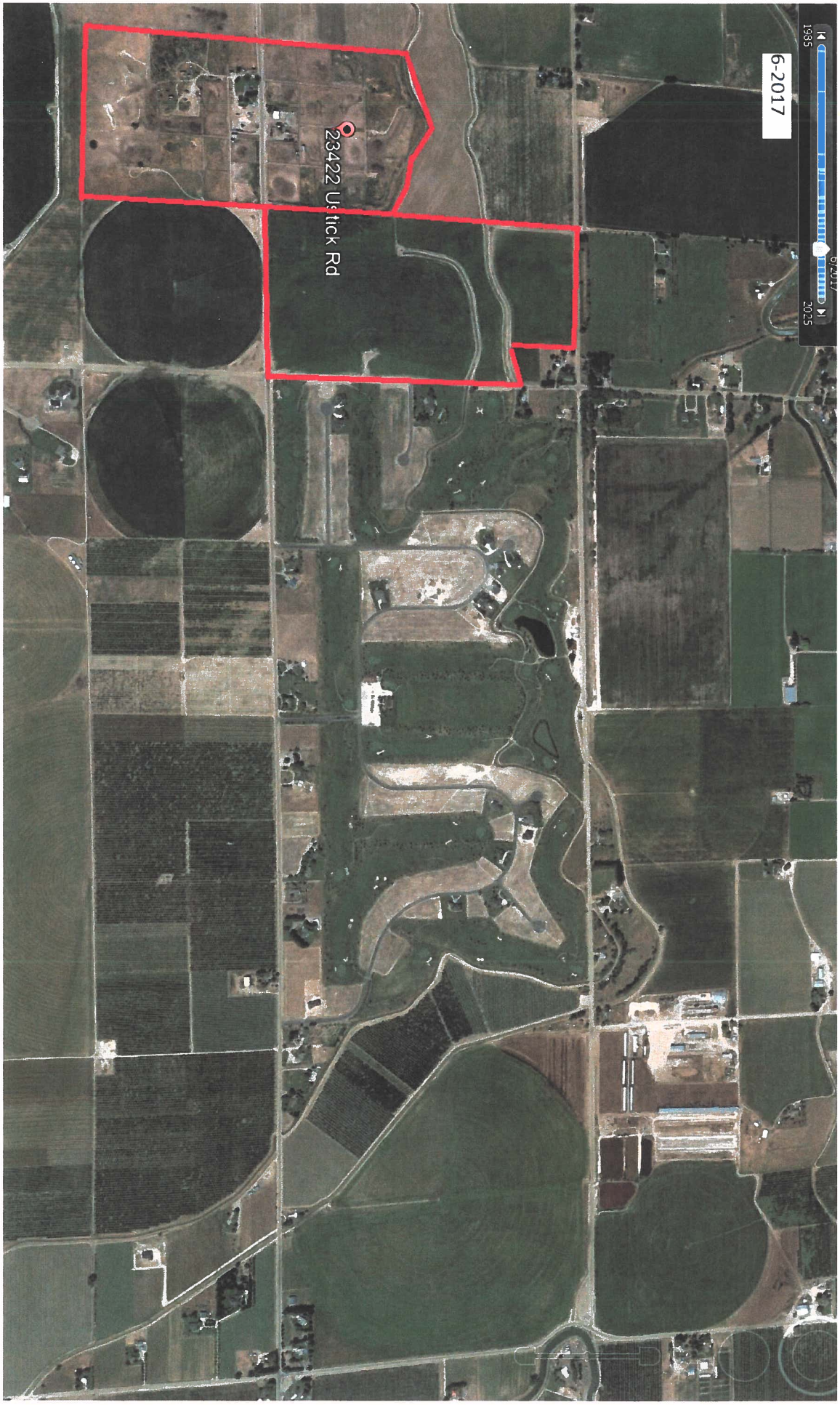


2010

2011
Pivot
added

2015

2017



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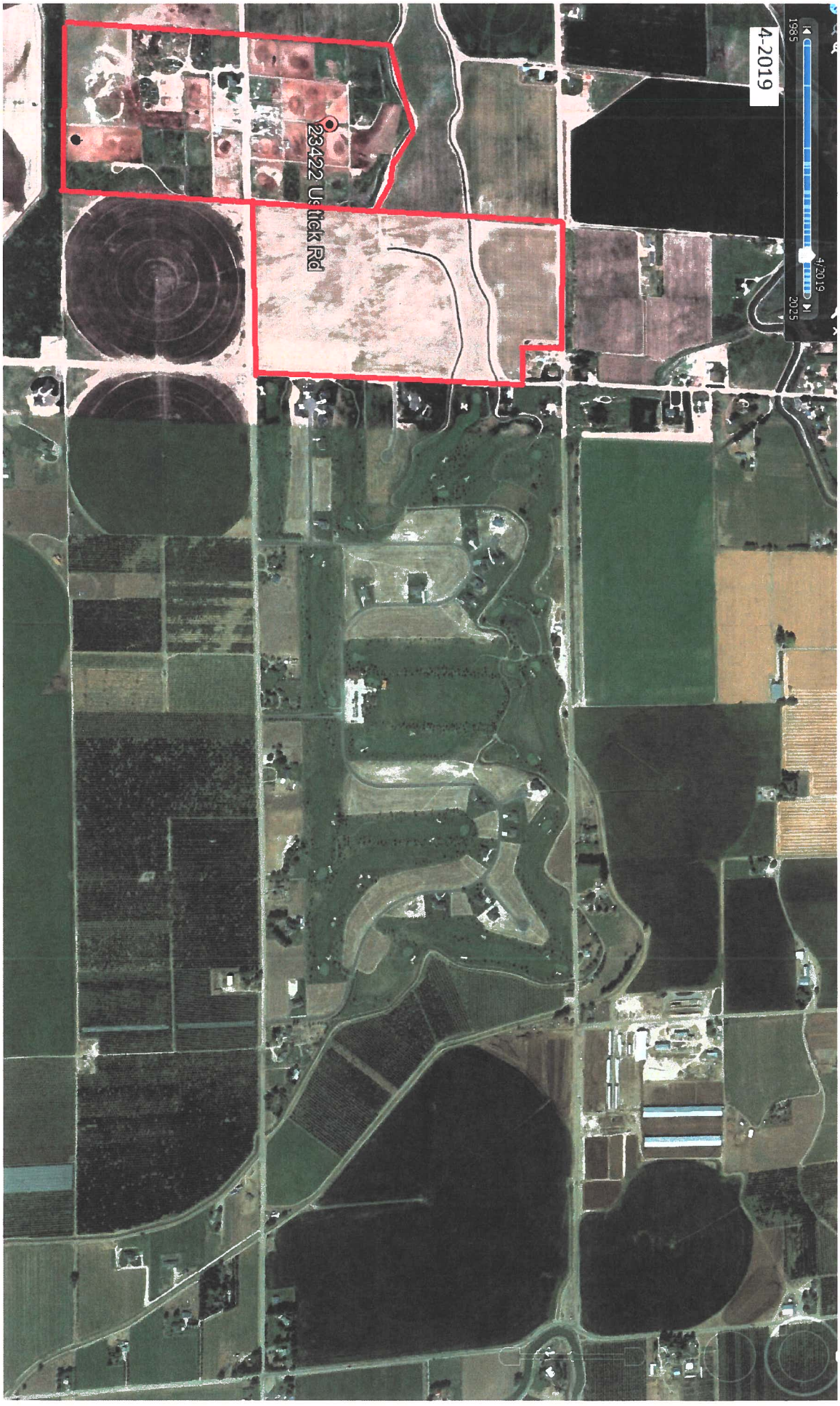

2021

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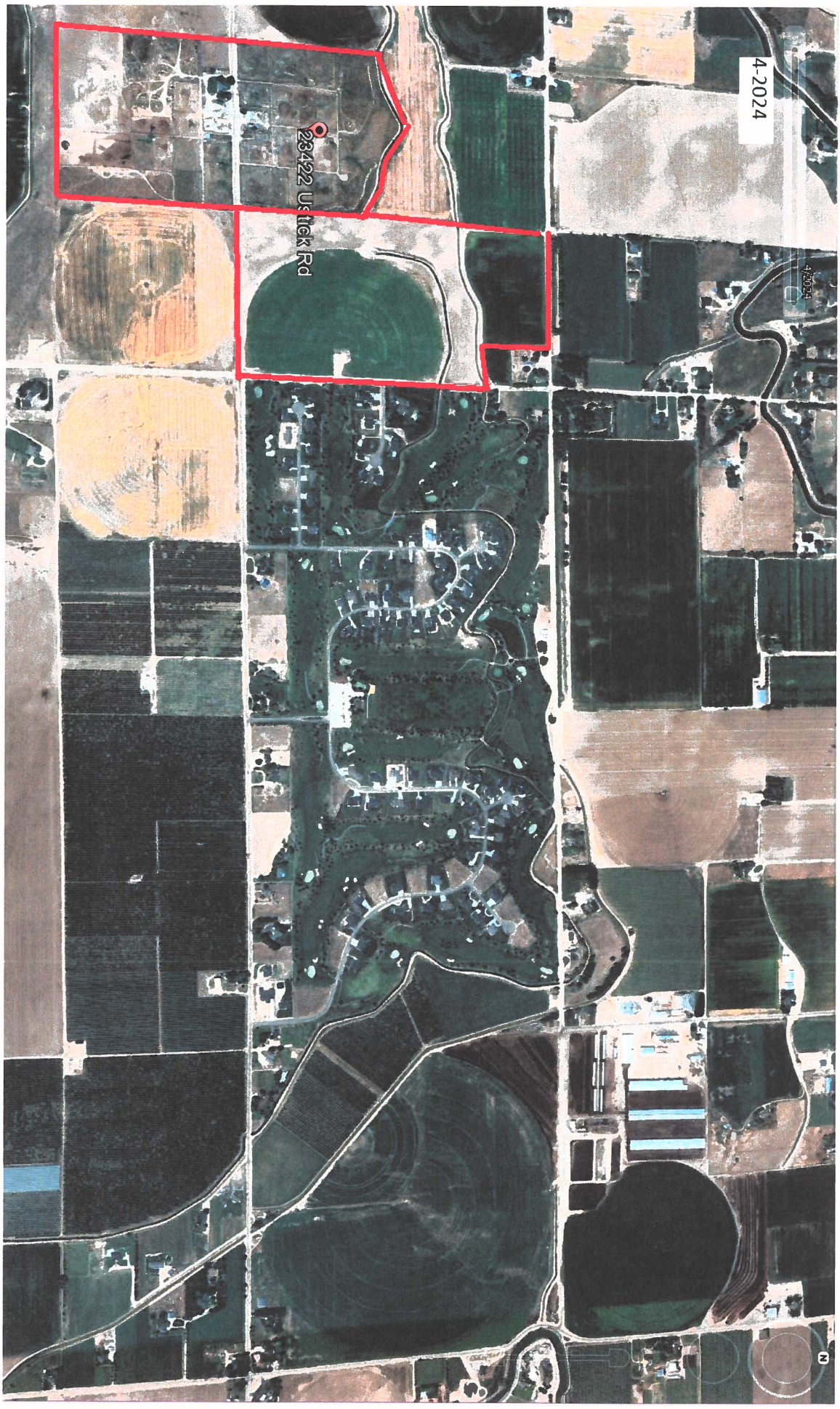

Groundwater Quality in Western Canyon County

Presented on behalf of Van Slyke Farms, Inc.
to the
Canyon County Board of Commissioners

Terry Scanlan, P.E., P.G. – HDR Engineering

EXHIBIT
B7

June 23, 2025

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BACKGROUND

- Zoning approval is sought by Van Slyke Farms for a 14-lot residential subdivision.
- At the Canyon County Board of Commissioners hearing in May 2025, Shawna Kondo, a neighboring property owner, provided a water quality analysis from her domestic well showing a high concentration arsenic (ten times the drinking water standard).
- The hearing was continued until June 23 to allow applicant Van Slyke Farms to provide additional information regarding local groundwater quality for drinking water purposes.

This presentation will discuss Canyon County groundwater quality, first in general terms and then specifically for the Van Slyke Farms area. Recommendations are provided.

QUALIFICATIONS

I am registered in Idaho as a professional engineer and a professional geologist, and I have worked extensively on groundwater quality issues in Canyon County since 1986. This experience includes:

- Long-term groundwater quality monitoring programs
- Investigation, design, or testing of dozens of public drinking water system water wells in Canyon County that have sought to optimize water quality through careful design.

DISCLAIMER

I am not a geochemist, a toxicologist, or a water treatment expert, but I have worked with experts in these fields for many years.

GROUNDWATER QUALITY CONCERNS IN CANYON COUNTY

Health-based water quality concerns and standards

- Coliform bacteria and E. coli bacteria – zero CFU/ml
- Nitrate – MCL = 10 mg/L
- Arsenic – MCL = 10 µg/L (0.010 mg/L)
- Uranium – MCL = 30 µg/L (0.030 mg/L)
- Fluoride – MCL = 4 mg/L

These contaminants are present in groundwater everywhere in Canyon County in concentrations that vary with depth.

MCL is EPA maximum contaminant limit
mg/l = parts per million (ppm)
µg/L = parts per billion (ppb)

GROUNDWATER QUALITY CONCERNS IN CANYON COUNTY

Aesthetic water quality concerns and secondary (non-enforceable) standards

- Iron - SMCL = 0.300 mg/L (300 µg/L)
- Manganese – SMCL = 0.050 mg/L (50 µg/L)
- Total Dissolved Solids (TDS) - SMCL = 500 mg/L
- Fluoride – SMCL = 2 mg/L
- Odor (typically hydrogen sulfide) – SMCL = 3 TON
- Aluminum - SMCL = 0.20 mg/L
- Hardness – subjective; <100 mg/L is “soft”, >200 mg/L is “hard”
- Iron bacteria, sulfate-reducing bacteria

SMCL is EPA secondary maximum contaminant limit
TON = Threshold Odor Number

GROUNDWATER QUALITY VARIES WITH LOCATION AND DEPTH

- As of 2004, the counties with the highest percentage of Idaho Statewide Monitoring Program wells containing an arsenic concentration above 10 µg/L were Owyhee County (72%), Washington County (50%), Twin Falls County (49%), Payette County (46%), Canyon County (42%) and Gem County (35%)[1].
- Arsenic concentrations may show trends horizontally, whereas uranium concentrations are more spotty[2]. Arsenic and uranium concentrations have consistent trends vertically[3].
- Well owners can construct wells to appropriate depths to avoid specific contaminants

[1]Hagan, E.F. (2004)

[2]Womeldorph, Gus, and Shawn Benner (2018)

[3]Womeldorph, L.A. (2019)

GENERAL PATTERNS OF WATER QUALITY WITH DEPTH

Groundwater chemistry is influenced by oxygen content, recharge sources, soil chemistry, sediment chemistry, and human activities. Common trends in Canyon County are:

- Coliform bacteria and E. coli bacteria are found near or at ground surface – presence indicates a well construction or plumbing problem
- Nitrate – nearly always decreases with depth
- Arsenic and uranium – typically decrease with depth
- Fluoride - increases with depth
- TDS and hardness – typically decrease with depth
- Manganese and sulfide – typically increase with depth
- Iron - difficult to predict, typically shallower than manganese

SOURCES OF CONTAMINANTS

- coliform bacteria – naturally occurring in soils
- E. coli bacteria – mammals (livestock, septic)
- Nitrate – fertilizer, manure, septic
- Arsenic and uranium – natural, mobilized by irrigation[1, 2]
- Fluoride – natural from deep geothermal aquifers
- TDS and hardness – natural, often irrigation influenced
- Manganese, iron, aluminum, and sulfide – natural, may be influenced by irrigation or organic matter

[1]Busbee, M. W., Kocar, B. D., & Benner, S. G. (2009)
[2]Hansen, B. (2011)

GROUNDWATER QUALITY - VAN SLYKE FARMS VICINITY

GROUNDWATER QUALITY - VAN SLYKE FARMS VICINITY

Kondo Domestic Well – 1/8 mile to the east

- 272-285 feet deep, 188-foot static water level
- Arsenic = 105 µg/L – ten times 10 µg/L MCL
- Uranium = 35 µg/L – slightly above 30 µg/L MCL
- Nitrate = 7.5 mg/L – nearing 10 mg/L MCL
- Hardness = 375 mg/L – very hard

GROUNDWATER QUALITY - VAN SLYKE FARMS VICINITY

TimberStone Public Drinking Water System Wells – 1/2 mile to the northeast

Initial Investigation 2006

- Poor water quality in data for seven nearby Statewide Program wells. Wells were 63 to 325 feet deep.
  - Arsenic 12 to 65 µg/L
  - TDS 375 to 747 mg/L
  - Iron and manganese low to very high
  - Fluoride moderate
- Two adjacent private wells were sampled (221 and 310 feet deep).
  - High arsenic (79 µg/L and 24 µg/L, respectively)
  - Nitrate and uranium elevated at 221 feet but not detectable at 310 feet

Conclusion from initial investigation – Avoid water-bearing zones above 300 feet due to high arsenic concentrations.

GROUNDWATER QUALITY - VAN SLYKE FARMS VICINITY

TimberStone Public Drinking Water System Wells – 1/2 mile to the northeast

Well drilling and testing - 2006

- Zone tests at 3 depth intervals
  - 310-355 feet
    - Arsenic 0.017 mg/L – not acceptable
    - High manganese
  - 380-425 feet
    - Arsenic <0.005 mg/L - acceptable
    - Sulfide odor, elevated manganese, low TDS
  - 670-715 feet
    - Arsenic 0.006 mg/L – acceptable
    - Sulfide odor, elevated manganese, lower TDS
    - Fluoride 2.28 mg/L (above SMCL but below MCL)

Conclusion – Construct permanent wells to depths below 350 feet.

GROUNDWATER QUALITY - VAN SLYKE FARMS VICINITY

TimberStone Public Drinking Water System Wells – 1/2 mile to the northeast

Well drilling and testing – 2006 (continued)

- Completed TimberStone wells were generally consistent with zone test results
    - Shallow well (385-460 feet) had acceptable arsenic (0.005 µg/L), no detectable uranium or nitrate, high manganese (0.25 mg/L) and moderate iron (0.13 mg/L), moderate hardness (165 mg/L), low fluoride (0.44 mg/L), and elevated aluminum (0.24 mg/L).
    - Deep well (632-705 feet) acceptable arsenic (0.009 µg/L), no detectable uranium or nitrate, no detectable iron or manganese, low hardness (33 mg/L), elevated fluoride (2.1 mg/L) and high aluminum (0.40 mg/L).

Overall Conclusion – The best water quality locally is found below 350 feet depth

WATER TREATMENT OPTIONS

- Depending on well depth, homeowners will find different water chemistries and will need to consider different water treatment or conditioning methods.
- Treatment can be whole-house (point-of-entry) or drinking water tap only (point-of-use), or both, depending on needs.
    - Point-of-entry treatment or conditioning is typical for water conditioning (hardness, iron, manganese, odor) and reduction of some contaminants (arsenic).
    - Point-of-use treatment typical for removal of contaminants (arsenic, nitrate, uranium, fluoride).

CONCLUSIONS

- High arsenic concentrations are common in many areas within Canyon County and Idaho.
- Arsenic in groundwater is from natural sources.
- Groundwater meeting health-based water quality standards (i.e., MCLs) is likely to be found below a depth of 350 feet in the Van Slyke Farms vicinity.
- Home water treatment systems can be used to improve the aesthetic quality of groundwater or to remove contaminants (including arsenic) if present. This is true throughout Canyon County.

RECOMMENDATIONS

- Well depths should consider water quality, with wells tapping zones above approximately 350 feet depth expected to have unhealthy concentrations of some contaminants. Lot buyers should be advised to drill deeper than 350 feet for optimum water quality.
- Wells should be constructed with full-length surface seals to prevent the comingling of aquifer zones.
- Wells should be properly disinfected following drilling and following pump installation/servicing to minimize the spread of bacteria.

RECOMMENDATIONS (continued)

- Following pump installation, well water samples should be collected and analyzed at a state-certified laboratory. At a minimum, analyze for coliform bacteria, nitrate, arsenic, uranium, fluoride, iron, manganese, aluminum, and hardness.
- Well owners should contact reputable water treatment vendors to discuss treatment and conditioning options specific to their well water quality.

REFERENCES

Busbee, M. W., Kocar, B. D., & Benner, S. G. (2009). Irrigation produces elevated arsenic in the underlying groundwater of a semi-arid basin in Southwestern Idaho. Applied Geochemistry, 24(5), 843-859.

Cosgrove, D.M. and Taylor, J. (2007). Preliminary assessment of hydrogeology and water quality in ground water in Canyon County, Idaho. Idaho Water Resources Research Institute Technical Report 07-001.

Hagan, E.F. (2004). Arsenic Speciation Results (2002 & 2003), Ground Water Quality Technical Brief, Statewide Ambient Ground Water Quality Monitoring Program, Idaho Department of Water Resources.

Hansen, B. (2011). Isotopic and geochemical investigation into the origin of elevated uranium contaminations in Treasure Valley ground and surface water, Idaho. Boise State University.

Womeldorph, L.A. (2019). The Spatial Distribution of Elevated Uranium in the Treasure Valley Aquifer System, Southwest Idaho, Year 3. Boise State University and Idaho Department of Water Resources.

Womeldorph, Gus, and Shawn Benner (2018). A Study of Uranium and Arsenic in the Treasure Valley Aquifer System, Southwest Idaho, Year 1. Boise State University and Idaho Department of Water Resources.

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REQUEST CANYON COUNTY
TYPE B/A FEE 0
BY
CANYON CNTY RECORDER
WILLIAM H. HURST
2008 SEP 24 AM 10 26
RECORDED
200805139

NO. 08-111

CANYON COUNTY/JOHN A. WILLIAMSON
DEVELOPMENT AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of September, 2008, by and between **Canyon County, Idaho**, a political subdivision of the State of Idaho, hereinafter referred to as "County," and **John A. Williamson and Estate of Evelyn M. Williamson,** hereinafter referred to as "Developer".

WITNESSETH

WHEREAS, Developer applied at the County to conditionally rezone, from an "A" (Agricultural) Zone to a "R-R" (Rural Residential) Zone, an approximately 311 acre parcel which is legally described in Exhibit "A" (attached hereto and incorporated herein by reference) hereinafter referred to as "Property";

WHEREAS, on August 25, 2008, the Canyon County Board of Commissioners voted to grant the Developer's request for a conditional rezone with conditions of approval, attached hereto as Exhibit "B", with a written approval agendized for signature on 9-24-, 2008;

WHEREAS, the parties desire to enter into an agreement to comply with Canyon County Code of Ordinances § 07-06-07(2), Canyon County Zoning Ordinance No. 05-002, and to ensure the landowners will implement and be bound by the conditions of the conditional rezone Order issued by the Canyon County Board of Commissioners; and

WHEREAS, the County and Developer desire to formalize their respective rights and responsibilities as required by Canyon County Amended Resolution No. 95-232 entitled, "Rules Governing the Creation, Form, Recording, Modification, Enforcement and Termination of Written Commitments (Development Agreements)" and the Canyon County Code.

NOW THEREFORE, the parties do hereby agree to the following terms and conditions.

SECTION 1. STRUCTURE

Titles and subtitles of this Development Agreement, hereinafter referred to as "Agreement," are only used for organization and structure. The language in each paragraph of this Agreement should control with regard to determining the intent and meaning of the parties.

EXHIBIT
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SECTION 2. AUTHORIZATION

This Agreement is authorized by Idaho Code Section 67-6511A, and is required by Article 6 (Conditional Rezoning) of Canyon County Zoning Ordinance No. 05-002. Canyon County Amended Resolution No. 95-232 sets forth the rules governing the creation, form, recording, modification, enforcement and termination of written commitments (Development Agreements).

Pursuant to County Resolution 95-232, the Agreement must be approved by the Board of County Commissioners upon recommendation of the Planning and Zoning Commission, which recommendation may be accepted, modified or rejected. A preliminary, conditional rezoning approval becomes final when the conditions set forth in the recorded Agreement have been fully met as determined by the Director of the Development Services Department.

SECTION 3. PROPERTY OWNER

Developer is the owner of the Property, which is located in Canyon County, Idaho, more particularly described in Exhibit "A", attached hereto and incorporated herein, which real property is the subject matter of this Agreement. Developer represents that it currently holds the complete legal or equitable interest in the Property and that all persons holding legal or equitable interests in the Property or the operation of the business are to be bound by this Agreement.

SECTION 4. RECORDATION AND TERM

Pursuant to Idaho Code § 67-6511A and County Resolution 95-232, this Agreement will be recorded by the Clerk in the office of the Canyon County Recorder and will take effect upon the adoption, by the Board of County Commissioners, of the necessary amendment to the zoning ordinance. The County Clerk will provide a copy of the recorded Agreement to the Director of the Development Services Department, the Prosecuting Attorney, and each of the parties.

The Agreement will run with the land and bind the Property in perpetuity, only as in accordance with law, and inures to the benefit of, and is enforceable by, the parties and their respective legal representatives, heirs, successors, or assigns. Provided, however, this Agreement shall terminate if the Board of County Commissioners subsequently rezones the property to allow for a higher density use or if annexation of the Property by a city occurs. In this event, however, the Agreement shall only terminate in regards to the portion of the Property that is actually rezoned or annexed, while the remainder of the Property shall remain subject to the Agreement.

If any of the privileges or rights created by this Agreement would otherwise be unlawful or void for violation of (1) the rule against perpetuities or some analogous statutory provision, (2) the rule restricting restraints on alienation, or (3) any other statutory or common law rules imposing time limits, then such provision shall continue until twenty-one (21) years after the

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death of the last survivor of the now living lawful descendants of George Walker Bush, President of the United States, or for such shorter period as may be required to sustain the validity of such provision.

SECTION 5. MODIFICATION

This Agreement may be modified only in writing signed by the parties after complying with the notice and hearing procedures of Idaho Code § 67-6509. Pursuant to County Resolution 95-232, the modification proposal must be in the form of a revised Development Agreement and must be accompanied by a statement demonstrating the necessity for the requested modification.

SECTION 6. APPLICABILITY OF OTHER LAWS TO THE PROPERTY

This Agreement does not prevent the County, in subsequent actions applicable to the Property, from applying new rules, regulations, resolutions or policies that do not conflict with this Agreement.

SECTION 7. COMMITMENTS

Developer will fully and completely comply with the following conditions of the approved conditional rezone of approximately 311 acres from "A" (Agricultural) to "R-R" (Rural Residential) zoning, attached hereto as Exhibit "B".

SECTION 8. USES, DENSITY, AND HEIGHT AND SIZE OF BUILDINGS

The density or intensity of use of the Property is specified in the Commitments of the previous section (section 7). The uses and maximum height and size of the buildings on the Property shall be those set pursuant to law, including those contained in the Canyon County Code of Ordinances, that are applicable to an "R-R" (Rural Residential) zone and those provisions of law that are otherwise applicable to the Property.

SECTION 9. LIABILITY AND INDEMNITY OF COUNTY

A. County Review. Developer acknowledges and agrees that it shall not hold or attempt to hold the County liable, in any way, for any damages or injuries that may be sustained by Developer as a result of the County's review and approval of any plans or improvements, or the issuance of any approvals, permits, certificates, or acceptances do not, and shall not, in any way, be deemed to insure Developer, or any of its heirs, successors, assigns, tenants, and licensees, against damage or injury of any kind and at any time.

B. County Procedures. Developer acknowledges that notices, meetings, and hearings

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have been properly given and held by the County with respect to Developer's conditional rezone application in P&Z Case No. CPR2008-2 and any resulting development agreements, ordinances, rules, regulations, resolutions or orders of the Board of County Commissioners and agree not to challenge any of such actions.

C. Indemnity. Developer agrees to, and does hereby, defend, hold harmless and indemnify the County, the Board of County Commissioners, all County elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted by Developer in any way connected with (I) the County's review and approval of any plans or improvements, or the issuance of any approvals, permits, certificates, or acceptances relating to the use and/or development of the Property; (ii) any actions taken by the County pursuant to Subsection 9(B) of this Agreement; and (iii) the performance by County of its obligations under this Agreement and all related ordinances, resolutions, or other agreements. Further, Developer agrees to, and does hereby, defend, hold harmless and indemnify the County, the Board of County Commissioners, all County elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted by any party that arise from, or are in any way connected to, the negligence or other wrongdoing by the Developer.

SECTION 10. PERIODIC REVIEW

The Director of the Development Services Department will administer the Agreement after it becomes effective and will conduct a review of compliance with the terms of this Agreement on a periodic basis, including, but not limited to, each time a development of the Property is platted.

SECTION 11. ENFORCEMENT

Unless terminated pursuant to this Agreement, the terms of this Agreement are enforceable by any party hereto, or their successors in interest, notwithstanding any subsequent change in any applicable law adopted by the County that alters or amends the laws, ordinances, resolutions, rules, or policies (hereinafter referred to as "laws") specified in this Section, except as provided in Section 6 of this Agreement.

All laws governing permitted uses of the Property, including, but not limited to, uses, density, design, height, size, and building specifications of proposed buildings, construction standards and specifications, and water utilization requirements applicable to the development of the Property, are those laws applicable and in force at the time this Agreement is executed (Ord. 05-002, as amended as of the effective date of this Agreement), notwithstanding any subsequent

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change in any applicable laws adopted by the County, which alter or amend the laws specified in this Section, except as provided in Section 6 of this Agreement.

Such subsequent change is void as applied to the Property to the extent that it changes any laws which any party to this Agreement has agreed to maintain in force as written at the time of execution, except as provided in Section 6 of this Agreement; provided that this Agreement does not prevent the Board from requiring the parties to comply with laws of general applicability enacted subsequent to the date of the Agreement if they could have been lawfully applied to the Property at the time of execution of the Agreement, provided the Board finds it necessary to impose the requirements, because a failure to do so would place the residents of a subdivision or of the immediate community, or both, in a condition perilous to the residents' health or safety, or both.

Enforcement of the rules will be according to the Canyon County Zoning Ordinance No. 05-002, and as amended, and/or any other remedy provided by law.

SECTION 12. REQUIRED PERFORMANCE

Developer shall comply with all commitments set out in this Agreement and shall timely and satisfactorily carry out all required performance to appropriately maintain, in the discretion of the County, all commitments set forth in this Agreement.

SECTION 13. DEFAULT AND REMEDIES.

In the event of a default or breach of this Agreement, or of any of its terms or conditions, the party alleging default shall give the breaching party not less than thirty (30) days Notice of Default, in writing, unless an emergency exists threatening the health and safety of the public. If such an emergency exists, written notice shall be given in the manner deemed most reasonable by the non-breaching party. The time of the notice shall be measured from the date of the written Notice of Default. The Notice of Default shall specify the nature of the alleged default and, where appropriate, the manner and period of time said default may be satisfactorily cured. During any period of curing, the party charged shall not be considered in default for the purposes of termination or zoning reversion, or the institution of legal proceedings. If the default is cured, then no default shall exist and the charging party shall take no further action. Provided, however, that under no circumstances shall a party to this agreement be permitted to cure the same default or breach more than two (2) times.

SECTION 14. ZONING REVERSION

The execution of this Agreement is deemed written consent by Developer to change the zoning of the Property to its prior zoning designation upon failure to comply with the terms and conditions imposed by the approved conditional rezone and by this Agreement. No reversion

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shall take place until after a hearing on this matter pursuant to Idaho Code § 67-6511A.

Upon notice and hearing, as provided in this Agreement and in Idaho Code § 67-6509, if the property is not used as approved or is abandoned, or conditions are not met, or commitments not kept, the County Commissioners may cause the Property to revert to the zoning designation (and the allowed land uses of that zoning designation) existing immediately prior to the conditional rezone action, i.e., the Property conditionally rezoned from an "A" (Agricultural) Zone designation to an "R-R" (Rural Residential) Zone designation may revert back to the "A" (Agricultural) Zone designation.

SECTION 15. COMPLIANCE WITH LAWS

Developer agrees that it will comply with all federal, state, county, and local laws, rules and regulations, which appertain to the subject property, including the requirements of County Amended Resolution No. 95-232, which by this reference is fully incorporated herein. Developers' failure to comply with the above laws or the terms of this Agreement will subject it to an enforcement action by County in a court of competent jurisdiction.

SECTION 16. RELATIONSHIP OF PARTIES

It is understood that this Agreement between Developer and the County is such that Developer is an independent contractor and is not an agent of the County.

SECTION 17. CHANGES IN LAW

Any reference to laws, ordinances, rules, regulations or resolutions shall include such laws, ordinances, rules, regulations, or resolutions as they have been, or as they may hereafter be amended, except as provided for in Section 11 of this Agreement.

SECTION 18. NOTICES

All notices and other communications in connection with this Agreement shall be in writing and shall be deemed delivered to the addressee thereof, (1) when delivered in person on a business day at the address set forth below, or (2) on the third business day after being deposited in any main or branch United States post office, for delivery by properly addressed, postage prepaid, certified or registered mail, return receipt requested, at the addresses set forth below.

Notices and communications required to be given to County will be addressed to, and delivered at, the following address:

Director

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Development Services Department
Canyon County Courthouse
1115 Albany Street
Caldwell, ID 83605

Notices and communications required to be given to Developer will be addressed to, and delivered at, the following address:

John A. Williamson
19692 Williamson Lane
Caldwell, Idaho 83607

Estate of Evelyn M. Williamson
c/o 19692 Williamson Lane
Caldwell, ID 83607

A party may change its address by giving notice in writing to the other party. Thereafter, notices and other communications will be addressed and delivered to the new address.

SECTION 19. TERMINATION

This Agreement may be terminated in accordance with the notice and hearing procedures of Idaho Code § 67-6509, and the zoning designation upon which the use is based may be reversed, upon the failure of Developer, each subsequent owner, or person acquiring an interest in the Property, to comply with the terms of this Agreement, as provided in Section 4 of this Agreement.

If this Agreement is terminated, and the zoning designation is reversed, a document recording such termination and zoning reversal will be recorded by the Clerk in the office of the Canyon County Recorder and distributed to the same parties noticed above.

SECTION 20. EFFECTIVE DATE

The commitments contained in this Agreement shall take effect in the manner described in this Agreement upon the County's adoption of an ordinance amending Canyon County Zoning Ordinance No. 05-002 to reflect the conditional rezone.

SECTION 21. TIME OF ESSENCE

Time is of the essence in the performance of all terms and provisions of this Agreement.

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IN WITNESS WHEREOF, the parties hereto have hereunto set their hands.

BOARD OF COUNTY COMMISSIONERS CANYON COUNTY, IDAHO

Chairman, David J. Ferdinand, II

Commissioner Steven J. Rule

Commissioner Matt Beebe

Attest: WILLIAM H. HURST

By _____
Deputy

Date: 9-24-08

DEVELOPER

John A. Williamson

ESTATE OF EVELYN M. WILLIAMSON BY AND THROUGH HER CO-PERSONAL REPRESENTATIVES (see Canyon County Case No. CV08-08126)

Shirley A. Wentz

Roger L. Williamson

John C. Williamson

CANYON COUNTY IDAHO 1892

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STATE OF IDAHO)
ss.
County of Canyon)

On this 24 day of Sept., 2008, before me, a Notary Public in and for said State, personally appeared, DAVID J. FERDINAND, II, STEVEN J. RULE and MATT BEEBE known or identified to me to be the duly elected commissioners of the Board of County Commissioners of the County of Canyon, a political subdivision of the State of Idaho, that executed the said instrument, and acknowledged to me that such County of Canyon, State of Idaho executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year first above written.

CLAUDIA AMARAL NOTARY PUBLIC STATE OF IDAHO

Claudia Amaral
Notary Public for Idaho
Residing at: Caldwell, Id
My Commission Expires: 3-15-14

STATE OF IDAHO)
ss.
County of Canyon)

On this 22nd day of September, 2008, before me, a notary public, personally appeared John A. Williamson, known by me, or proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within and foregoing instrument and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written..

SHARON PENAS NOTARY PUBLIC STATE OF IDAHO

Sharon Penas
Notary Public for Idaho
Residing at: Nampa, Id
My Commission Expires: 04/03/10

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STATE OF IDAHO)
) ss
COUNTY OF)

On this 22nd day of September, 2008, before me, the undersigned, a Notary Public in and for the State of Idaho, personally appeared John C. Williamson, Roger L. Williamson and Shirley A. Wentz known by me or proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within and foregoing instrument and acknowledged that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

SHARON PENAVS NOTARY PUBLIC STATE OF IDAHO

Sharon Penavs
NOTARY PUBLIC FOR IDAHO
Residing at: Kemp St
My Commission expires: 04-03/10

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EXHIBIT A

LEGAL DESCRIPTION
CASE NO. CPR2008-2

Parcel 1 R33200, R33202

Lots 1, 2, 3 and 4, all in Section 5, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho

Parcel 2 R33199

The North 710 feet of the East 750 feet of said Lot 1, Section 5, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho

Parcel 3 R33208

Lot 1, Section 6, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho.

Parcel 4 R33198

All that part of Lot 3 lying South and West of the centerline of the Mora Canal, Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County Idaho; ALSO shown of record as lying West of the centerline of the Mora Canal.

Parcel 5 R33193

All that part of the South Half of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, lying west of the centerline of the Mora Canal

Parcel 6 R33193-010

A portion of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho more particularly described as follows:

BEGINNING at the brass cap marking the West Quarter corner of the said Section 4, also said point being the REAL POINT OF BEGINNING; thence
North 00° 52' 20" West 712.00 feet along the Westerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4 to an iron pin; thence
North 89° 39' 20" East 296.51 feet to an iron pin; thence

BEST ORIGINAL
AVAILABLE

South 00° 49' 45" East 713.77 feet to an iron pin on the Southerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4; thence
North 90° 00' 00" West 296.00 feet along the said Southerly boundary of the Southwest Quarter of the Northwest Quarter of Section 4 to the POINT OF BEGINNING.

Parcel 7 R33198

All of Lot 4 of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho; EXCEPTING THEREFROM that part thereof lying Northeast of the centerline of the right of way of the Mora Canal; ALSO shown of record as lying East of the centerline of the right of way of the Mora Canal.

Parcel 8

TOGETHER WITH an Ingress-egress easement more particularly described as follows:

The West 30 feet of Government Lot 4 and the West 30 feet of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, EXCEPT the South 712 feet of the said Southwest Quarter of the Northwest Quarter.

BEST ORIGINAL AVAILABLE

EXHIBIT B

CONDITIONS OF APPROVAL
CASE NO. CPR2008-2

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property.

2. The development shall be platted in accordance with CCZO 05-002, Article 17.

3. Any final plat for any phase shall bear plat notes referencing the following:

   a. "Right to Farm Statement" in accordance with CCZO 07-17-19 (3) and Idaho Code Section 22-4501 through 22-4504.
   b. Confined Animal Feeding Ordinance (CAFO) ordinance provisions referencing any dairies or feedlots and their proximity to the development.

4. All roads within the development shall be dedicated to the public and shall be constructed according to highway district standards.

5. As part of the submission for the preliminary plat for each phase, the developers shall comply with the respective highway jurisdiction requirements pertaining to any traffic study evaluating the impacts of the development of the Subject Property on the affected roads and fund an appropriate pro-rata share of any improvements necessitated by the development of any phase, including consideration of previous phases and background traffic from other developments. The mechanism for funding shall be determined between the developers and the respective highway jurisdiction.

6. Wastewater service shall be by individual treatment systems on residential lots meeting the minimum size acceptable to Southwest District Health. Residential lots smaller than the minimum lot size acceptable to Southwest District Health shall be served by shared systems, or if there are a sufficient number of residential lots, by a community wastewater treatment system developed in accordance with the requirements of the Idaho Department of Environmental Quality and Southwest District Health.

7. Domestic water service on residential lots shall be in accordance with the requirements of the Idaho Department of Water Resources and the Department of Environmental Quality including ownership and operation.

8. A site-specific Storm Water Pollution Prevention Plan (SWPPP) shall be in place prior to any construction on site.

BEST ORIGINAL
AVAILABLE

9. The developer shall submit a weed and gopher control plan to Canyon County Weed and Gopher Control Department, and obtain their written approval of said plan within 90 days of the signing of the FCOs by the BOCC.

10. The irrigation shall be by one or more pressurized irrigation systems except for residential lots that do not have water rights. The pressurized irrigation system(s) shall be owned and operated by private companies, the developer, or the respective homeowners' associations when established, unless the responsible irrigation entity agrees to own and operate the system(s).

11. A landscape plan meeting the then current subdivision requirements shall be submitted with the application for a Preliminary Plat. Common area landscaping shall be reasonably maintained in living condition.

12. The development shall contain not less than ten percent (10%) net common usable open space. Open space may differ from phase to phase so long as the total common open space equals net ten percent (10%) upon completion.

13. All open space/common lots shall be maintained by developer and/or one or more homeowners' associations.

14. The final plats for the development shall show provision for future roadway connectivity to adjoining developments.

15. All exterior illumination shall be low-wattage, downward facing, and directed away from adjacent properties.

SPF Water Engineering, LLC
water resource consultants

April 12, 2006

Mike Engebritson
Engebritson Land Surveying
2251 South Sumac Street
Boise, ID 83706

Subject: Water Supply Assessment for "SummerWind at Orchard Hills"

Dear Mike,

This letter transmits the results of our work to date on Tasks 1 and 2 of our scope of work dated January 6, 2006. This work includes a preliminary evaluation of project water requirements based on project information available to date and a ground water resource evaluation.

1. Site Description

The SummerWind at Orchard Hills (SummerWind) subdivision is located about 2.75 miles southwest of Greenleaf, Idaho, in the south ½ of Section 32, Township 4 North, Range 4 West (see Figure 1). This subdivision consists of three parcels of land with a total area of approximately 248.5 acres. Elevation of the project site ranges from about 2,520 feet to 2,600 feet above mean sea level. Site topography is relatively flat, generally sloping to the north at around 3.5%. Existing land use on the project site is primarily agricultural (see Figure 2). Surrounding land use is agricultural, rural residential, and livestock operations.

2. Preliminary Evaluation of Project Water Requirements

The anticipated service area of the public water system for SummerWind includes 92 residential lots occupying a total area of 68.75 acres located within the project boundary shown on Figure 1. The total development area is 248.5 acres, including 157.69 acres for total common space lot area, 22.06 acres for proposed and existing rights-of-way, and 68.75 acres for total residential lot area. The common space area includes land for ingress/egress, public utilities (includes well lot with an area of 0.4 acres), drainage, irrigation, and recreation (golf course).

The anticipated water demands are summarized in Table 1. Peak flows for water system design were estimated using methods endorsed by the Idaho Department of Environmental Quality (DEQ). Project water requirements were estimated without supplemental irrigation. It is our understanding that you will be constructing a separate pressurized irrigation system

800 East River Park Lane, Suite 105, Boise, Idaho 83706 Tel: 208-383-4140 Fax: 208-383-4156

EXHIBIT
B9

to use surface water supplied by Wilder Irrigation District and ground water from on-site irrigation wells. With this separate system, supplemental irrigation will be available from on-site wells. You have indicated that the Wilder Fire District has approved a tanker connection at the well site, so the water distribution system design will not include fire flows. For well design, we are assuming a fire flow requirement of 1,000 gpm.

Demand	Peak Hour (DEQ Method)	Peak Day (DEQ Method)
Domestic for 92 single-family homes	104 gpm	49 gpm
Fire flow	1,000 gpm	- - -
Total demand	1,104 gpm	49 gpm

Table 1. Preliminary estimate of project water requirements.

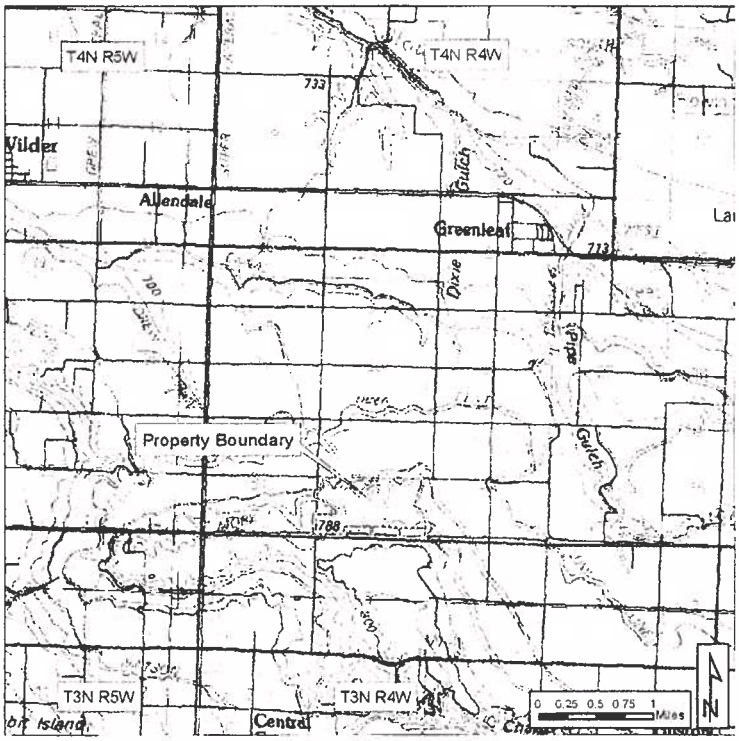

Figure 1. Area location map for SummerWind.

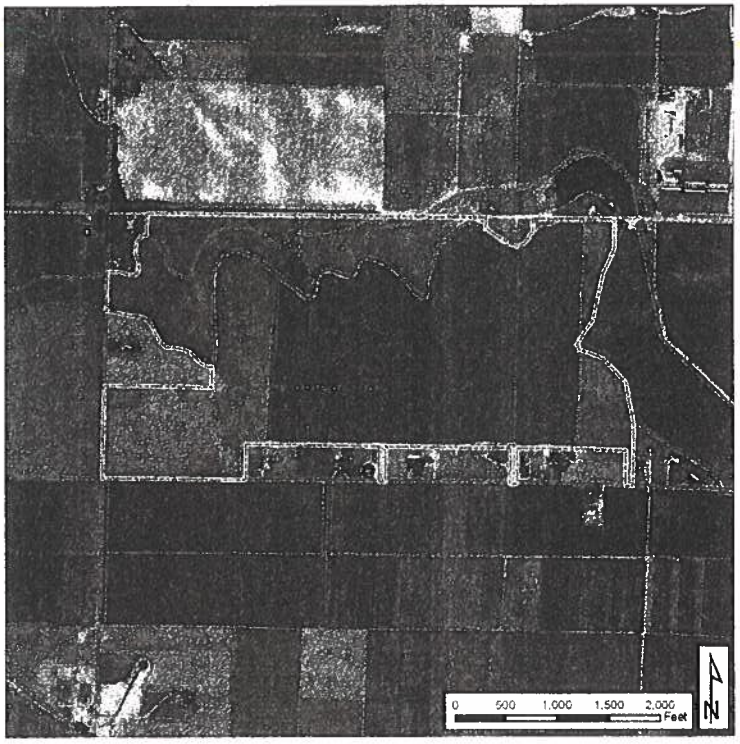

Figure 2. Site location map for SummerWind.

3. Ground Water Resource Evaluation

3.1. Geology

According to the Geologic Map of the Boise Valley and Adjoining Area, Western Snake River Plain, Idaho, prepared by Othberg and Stanford (1992). the SummerWind project site is underlain by the Glenns Ferry Formation (see Figure 3). The Glenns Ferry Formation is composed of Tertiary-age fine-grained sediments, primarily greenish gray poorly consolidated siltstone and fine sandstone. This formation is generally arranged in distinct thick beds (>1,000 ft). The majority of the sediments within the Glenns Ferry Formation are lacustrine in origin (Othberg 1994). In this bluffs south of the property, the Glenns Ferry Formation is overlain by coarse sand and gravel of the Tenmile Gravel (Othberg 1994).

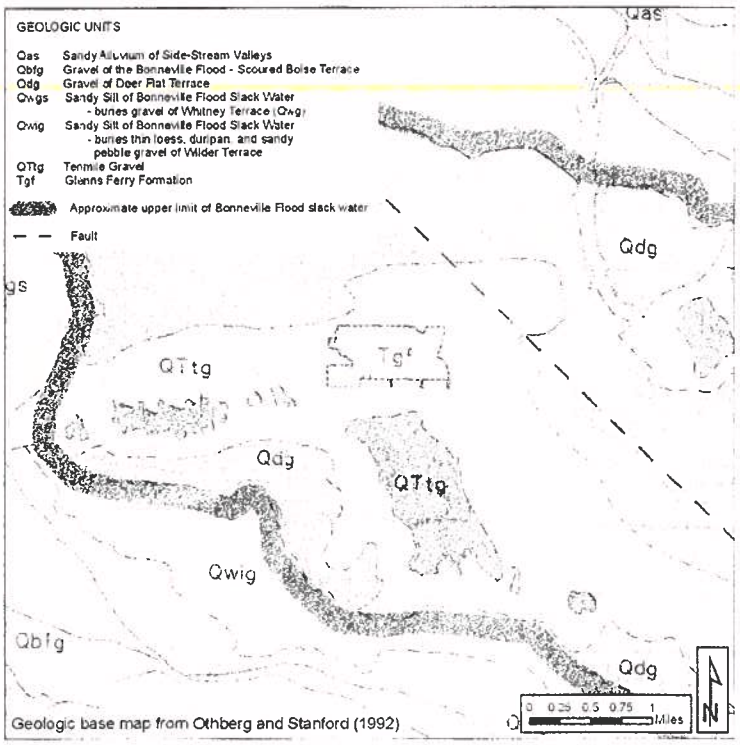

Figure 3. Geologic map of the SummerWind area.

3.2. Existing Wells

Wells with drillers' logs located within a ½ mile of the SummerWind property were identified from Idaho Department of Water Resources (IDWR) records. Based on these records, there are 90 wells within a ½ mile of the project site (see Figure 4). There are six wells with driller's reports actually located on the property. The locations of two of these (wells 17 and 19) have been confirmed in the field while the other four have been verified to be on the property by the former owners' son, Tom Bartlett. These wells are shown on Figure 5. There are also two other wells located on the property without drillers' reports. These are labeled the Bartlett and Caylor wells on Figure 5. A summary of all 90 well logs are provided in Attachment A, with those six wells located on the property highlighted. Of the 90 wells, 69 are domestic wells, 15 are irrigation wells, two are stockwater wells, and three wells are for other uses (injection, domestic/livestock, and multiple-residence domestic).

The 90 wells range in depth from 41 to 705 feet and had static water levels ranging from 7 to 200 feet below ground surface. Well 16 is listed as being artesian. Production reported on the drillers' logs ranged from 8 to 1,100 gallons per minute (gpm). Of these 90 wells, 40 are

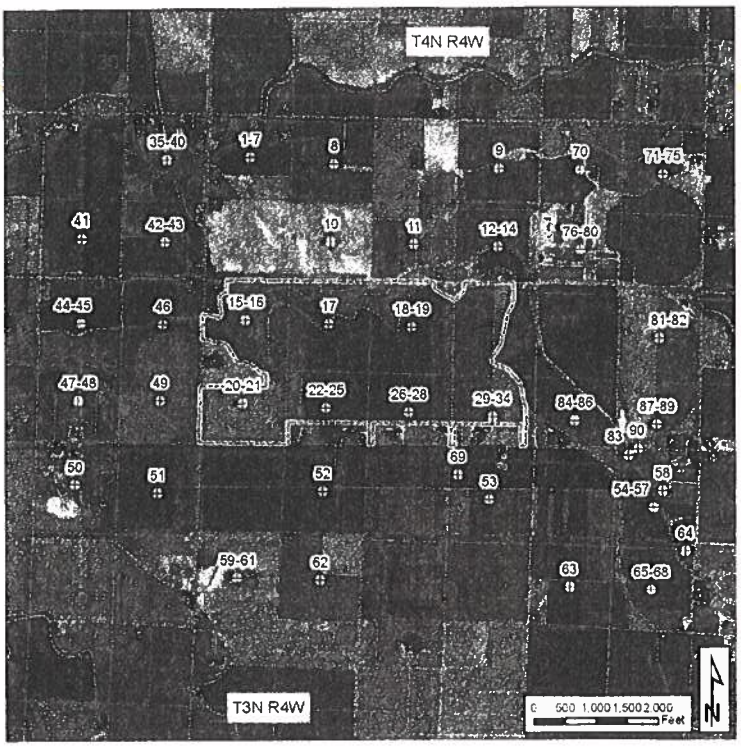

Figure 4. Wells with drillers' reports within ½ mile of SummerWind.

located within a ¼ mile of the project site. These 40 wells have depths ranging between 41 and 705 feet and static water levels between 8 and 200 feet below ground surface. These 40 wells include the aforementioned artesian. Production reported on the drillers' logs ranged from 8 to 450 gpm. These wells were constructed with either an open bottom or were perforated or screened from 5 to 240 feet of casing. Drillers' logs for the six wells located on the property are provided in Attachment B. Other drillers' logs of representative wells within a ¼ mile of SummerWind are provided in Attachment C.

Drillers' logs from wells within a ¼ mile of SummerWind indicate that the Glenns Ferry Formation in this area generally consists of layers of brown or yellow clay and brown sand up to 200 feet thick, within which are thinner layers of gravel. Water-bearing zones in these upper layers occur in clay/sand and sand/gravel layers up to 40 feet thick at various depths (generally greater than 50 feet deep). Generally at a depth of around 200 feet (actual depth varies between 50 and 300 feet), a layer of blue clay occurs with a thickness of between 15 and 70 feet. Below this blue clay layer there exists layers of blue or brown clay and brown or black sand. Water-bearing zones in these lower layers occur in sand and fractured clay/sand layers up to 75 feet thick.

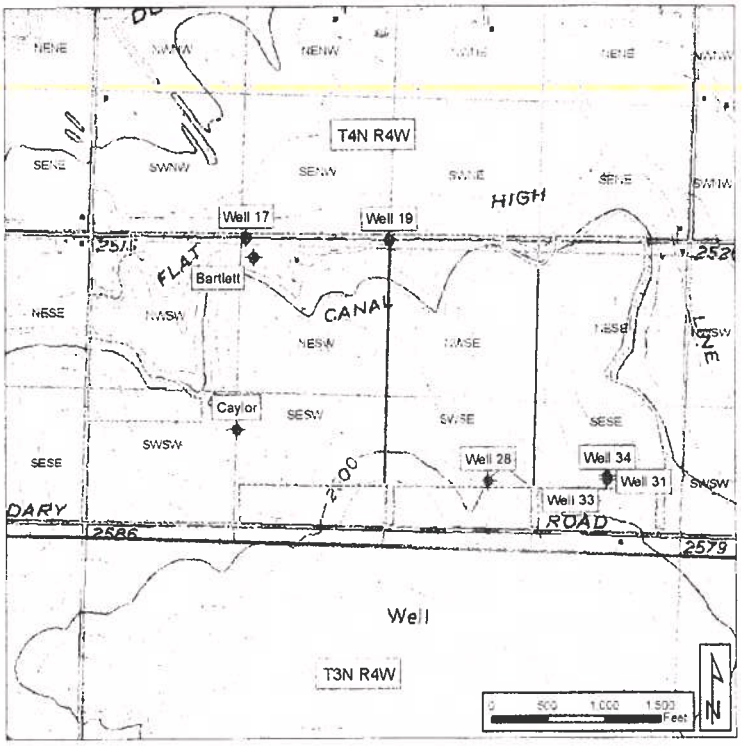

Figure 5. Wells located on the Summerwind property.

Wells completed in shallow clay/sand or sand/gravel layers above the blue clay layers (well depths between 41 and 160 feet) have reported yields usually in the range of 8 to 40 gpm. These shallow wells had static water levels ranging between 8 and 77 feet below ground surface. Well 33 had a depth of 160 feet, was completed in yellow clay with sand streaks, and produced 200 gpm. Well 28 was completed in the uppermost blue clay layer at a depth of 200 feet and was perforated between 168 and 176 feet. This well was tested at 360 gpm.

Wells completed in the deeper sand or fractured clay/sand layers (well depths between 155 and 690 feet) have reported yields of between 20 and 450 gpm. These deeper wells had static water levels ranging between 20 and 200 feet below ground surface.

If adequate water-bearing sand units are encountered at depth, it is anticipated that the projected domestic and fire flow water demands for SummerWind can be met with one small and one large well. The minimum required capacity of both wells in combination will be the fire flow plus peak hour demand of 1,104 gpm and the minimum required capacity of the smaller well will be the peak hour demand of 104 gpm.

Based on drillers' logs from nearby wells, the wells drilled for SummerWind may need to be relatively deep (i.e. at least 300 feet) to obtain enough water to meet the project demands. Wells in the area drilled into deeper sand layers have been test pumped at up to 1,100 gpm. It is anticipated that an efficiently constructed well greater than 300 feet deep would yield 500 to 1,000 gpm, assuming sufficient water-bearing sand units are encountered at depth.

3.3. Water Quality

Ground water quality data from the Idaho Statewide Ground Water Quality Monitoring Program was available for seven wells located within two miles of SummerWind. The location of these wells is shown in Figure 6. Selected data are summarized in Table 2, and all of the data is provided in Attachment D. Drillers' logs were found for six of these wells, and these are provided in Attachment E. Four of these water quality wells correspond with wells shown in Figure 4, and these are noted with their well number in Figure 6.

Water quality results from these wells reveal concentrations of arsenic, fecal coliform, nitrate, gross alpha radiation, iron, manganese, and total dissolved solids exceeding the primary or secondary maximum contaminant level (MCL) set by the U.S. Environmental Protection Agency. Primary MCLs are legally enforceable standards for public water systems to protect public health (domestic wells for individual homes are not considered public water systems). Secondary standards represent non-enforceable guidelines for substances that may cause cosmetic or aesthetic effects in drinking water.

The concentration of arsenic exceeded the primary MCL of 10 µg/l in every sample taken from the seven wells (total of 17 samples). These concentrations ranged from 12 to 65 µg/l. Nitrate exceed the primary MCL of 10 mg/l at only one well (04N 04W 30BBB2), but in three of the six samples taken from the well since 1990. This well is relatively shallow, with a depth of 71 feet. Elevated nitrate concentrations often indicate influence from agricultural fertilizers and/or septic systems. Gross alpha radiation exceeded the primary MCL of 15 pCi/l at one well (03N 04W 04BDA1). Three samples from two wells (04N 04W 33CDC3 and 04N 04W 30BBB2) tested positive for fecal coliform. The presence of coliform bacteria generally reflects local conditions or well construction factors, not regional aquifer characteristics.

Concentrations of iron, manganese, and total dissolved solids exceeded secondary standards in several wells. Regulatory levels for these constituents are established for aesthetic reasons (e.g, taste, odor, staining, or hardness). Iron concentrations exceeded the secondary MCL of 300 µg/l in two of the four samples taken from well 04N 04W 33CDC3. Manganese concentrations exceeded the secondary MCL of 50 µg/l in five samples collected from two wells (04N 04W 33CDC3 and 04N 04W 21DCD1). The concentration of total dissolved solids exceeded the secondary MCL of 500 mg/l in 10 samples taken from four wells. Water samples from these wells are classified as hard to very hard, with hardness values ranging from 186 to 420 mg/l

Well ID	Well Depth (ft)	Arsenic (µg/l)	Fecal Coliform (col/100 ml)	Fluoride (mg/l)	Nitrate (mg/l)	Gross Alpha (pCi/l)	Iron (µg/l)	Manganese (µg/l)	Total Dissolved Solids (mg/l)	Hardness (mg/l)
03N 04W 04BDA1	92	[illegible]	<1	0.7	7.99	[illegible]	<10	<3	426	240
03N 04W 05AAB1	325	[illegible]	<1	0.7 – 0.8	<0.05 – 7.9	13.9 – 15	<3 – <10	<1 – 49	[illegible]	390 – 420
04N 04W 33CDC3	270	[illegible]	<1 – [illegible]	0.6 – 0.7	<0.050 – 0.17	-1.2 – 1.9	150 – [illegible]	[illegible]	[illegible]	324 – 370
04N 04W 33CDC2	72	[illegible]	<1	0.4	9.9	10.2	<3	<1	466	263
04N 04W 28ACB2	63	[illegible]	<1	0.6	7.1	5.5	<3	<1	375	186
04N 04W 21DCD1	177	[illegible]	<1	0.6	<0.05	3.1	210	[illegible]	[illegible]	213
04N 04W 30BBB2	71	[illegible]	<1 – [illegible]	0.5 – 0.8	3.9 – [illegible]	3.9 – 6.7	<3 – 14	<1 – 4	412 – [illegible]	250 – 370
Primary MCL	---	10	0	4	10	15	---	---	---	---
Secondary MCL	---	---	---	2	---	---	300	50	500	---

Table 2. Selected ground water quality data from wells near SummerWind.

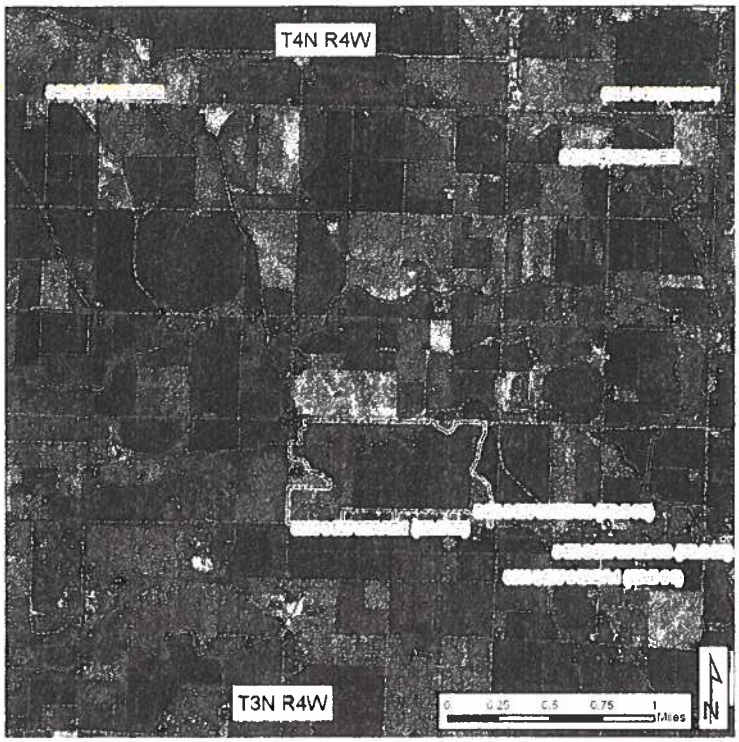

Figure 6. Ground water quality monitoring wells in vicinity of SummerWind.

These water quality monitoring wells have depths ranging from 63 to 325 feet deep. The deepest well (03N 04W 05AAB1) was perforated from 140 to 260 feet and from 270 to 322 feet. This well had arsenic concentrations in the range of 58 to 65 µg/l, well above the primary MCL of 10 µg/l. This well also had concentrations of total dissolved solids in the range of 706 to 747 mg/l, above the secondary MCL of 500 mg/l. Because this well was perforated from a depth of 140 feet down to 322 feet, it is possible that ground water with poor water quality only occurs at shallower depths and better water quality occurs at depths greater than 300 feet. It is also possible that even at well depths greater than 300 feet, arsenic and total dissolved solids may be present at levels exceeding their respective MCLs. Water quality data from well 04N 04W 33CDC3, which has an open-bottom casing down to 220 feet, indicates elevated levels of arsenic and total dissolved solids as well as iron and manganese occur at depths as great as 220 feet.

Preliminary water quality sampling for selected parameters should be conducted during drilling of the wells to evaluate water quality within the different water-bearing zones encountered, prior to installing well screens and casing. It may be necessary to drill wells at greater depths to reach an aquifer zone with better water quality. Elevated concentrations

of selected constituents are often associated with discrete aquifer zones, so one strategy for well construction in these areas is to seek aquifer zones having acceptable water quality characteristics. Another option is water treatment, and there are multiple point-of-use water treatment technologies available for these circumstances. For example, reverse-osmosis filtration can be used to remove arsenic. Pretreatment (e.g., water conditioning) may be necessary for water with elevated total dissolved solids when using reverse-osmosis.

3.4. Well Site

The wells must be located on a dedicated well lot that will provide a minimum 50-foot setback between the wells and other features such as property boundaries, roadways, sewer lines, and surface water. If possible, the wells should be located at least 200 feet from surface water to avoid meeting additional regulatory requirements associated with a ground water under direct influence of surface water evaluation (GWUDI). It is our understanding that a well lot has been identified on the property (Lot 15, Block 1, just north of Lot 14 and just west of Aura Vista Way). This well lot has an area of about 0.40 acres. Based on a review of the aerial photograph (Figure 2) and the preliminary site plans, it appears that required setback distances can be met at the proposed well lot location.

Sincerely,

Terry M. Scanlan, P.E., P.G.

References

Othberg, K.L., and L.R. Stanford. 1992. Geologic Map of the Boise Valley and Adjoining Area, Western Snake River Plain, Idaho. Idaho Geological Survey Press, Geologic Map Series, Scale 1:100,000, 1 plate.

Othberg, K.L. 1994. Geology and Geomorphology of the Boise Valley and Adjoining Areas, Western Snake River Plain, Idaho. Idaho Geological Survey Press, Bulletin 29, 54 pages.

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Development Services Department

Canyon County, 111 North 11th Ave. Suite 310, Caldwell, ID 83605
(208) 454 7458 ▪ Zoninginfo@canyoncounty.id.org

July 25, 2024

Corey Blaine
1164 E. Beacon Light Road
Eagle, Idaho 83616

Dave Christensen
18250 Van Slyke Road
Wilder, Idaho 83676

Phyllis Indart
23441 Ustick Road
Wilder, Idaho 83676

Todd Lakey
Borten-Lakey Law
141 E. Carlton Ave
Meridian, ID 83651

Alan Mills
Mills Realty Co.
PO Box 206
Middleton, ID 83644

RE: Case File Nos. OR2022-0002 & RZ2022-0002: R36546, R36523, R36525, R33209, and R33210 Comprehensive Plan Amendment and Rezone for potential development of Timber Ridge Subdivision a 376 residential lot development.

Applicants,

As you are aware, Canyon County has been working systematically to reduce the backlog of applications received during 2020, 2021, and 2022. As part of this continued effort, Development Services Staff have been reviewing the historic files to ensure completeness, and readiness to move through the hearing process. As your team has an application that was submitted in 2022, we wanted to document the history on this case, current status as we understand it, and establish a path forward to completion. To do this, we need your help with clear communication on status and intent.

On February 1, 2022 a Comprehensive Plan Amendment and Rezone, OR2022-0002 & RZ2022-0002, was applied for by Corey Blaine on behalf of *David Christensen, Rob Nash, Todd McCauley and Phyllis Indart.* The subject properties include five (5) parcels: R36546 (70.53 ac.), R36523 (73.06 ac.), R36525 (36.79 ac.), R33209 (41.21 ac.), and R33210 (0.50 ac.) containing approximately 222 acres at and near

23422 Ustick Road, Wilder and 18706 Van Slyke Road, Wilder. The properties lie within the Greenleaf Area of City Impact.

Each of the properties are currently zoned "A" (Agricultural). The application proposes a comprehensive plan amendment from Agriculture to Residential and a rezone from "A" (Agricultural) to "R2" (Medium Density Residential) providing for ½ acre residential lot sizes. The application proposes 376 residential lots with a community water system, community wastewater system, and public roads. Staff notes that the "R2" zoning district provides for multi-family dwellings and for the properties located within the Greenleaf area of city impact the lots could be reduced to a minimum of 12,000 square feet with community water/sewer provisions.

The current development team verbally indicated to staff differing intents on path forward over the past year, including a potential proposal for significant modifications to the original application, including a different development team, changing the requested zoning designation from R2 to RR, no provisions for community water and waste water, and removal of more than 80 acres of properties from the original plan.

The following is a timeline of discussions and reviews for the applications as submitted.

- On December 27, 2022, staff sent a letter to the Timber Ridge Development Team, Owners/Applicants identifying the status of the project and what items needed to be submitted to DSD for the project to continue to move forward to hearing. Staff strongly recommended the applicant revise the zoning application to a Conditional Rezone with a development agreement (DA).

- On December 30, 2022, staff met with Alan Mills to discuss the project and concerns with the lot sizes, R2 zoning, traffic impacts, and the ability to make affirmative findings for both the Comprehensive Plan amendment and the Rezone to medium density residential in this remote area of the county.

- On December 31, 2022, staff received from Mr. Blaine an email indicating the team was in favor of a conditional rezone and development agreement (DA), but did not submit a request to modify the application from "R-2" zoning (providing for average 0.5 acre lots) to "CR-R1" zoning with a development agreement, and DSD did not receive the required development agreement fee as discussed with the applicant.

- On June 26, 2023 staff followed-up with Mr. Blaine regarding the development agreement fees still outstanding (DSD administrative staff audit) and he indicated that he would review his records. No fees have been received to date.

- On March 24, 2023 during a review of the application, staff noted discrepancies in what was being proposed in the application letter of intent (inclusive of 376 lots) versus what the concept development plan was depicting and requested clarification from Mr. Blaine. Clarification or new concept drawings were not received at that time.

- On April 4, 2023, staff met in person with the developers including Rob Nash, Todd McCauley and Corey Blaine to discuss the project, concerns, opportunities, what would need to happen to move the case forward with staff proposed affirmative findings for the development as proposed, or modifications that could be made to better reflect compatibility with the existing conditions of the area.

- On June 13, 2023, staff followed-up with Mr. Blaine and the entire team via email on the status of the application post discussion with the development team. Mr. Blaine responded, "*The application is being amended per your recommendations from when we met in your office Tuesday April 4th.*" He indicated that Todd Lakey would be in touch shortly on the amended applications.

- On August 10, 2023, Todd Lakey reached out to schedule a meeting indicating that the investor group had restructured their business and were considering reducing the density of the project.

- On August 31,2023, staff met with Mr. Lakey, Mr. Mills, and Mr. Christensen to discuss the path forward with the developer proposing significant modifications to the application inclusive of the reduction of properties/acreage and proposing rural residential (RR) zoning. They indicated that they would not be proposing community water or waste water systems for this revised proposal. At this meeting, staff indicated due to the magnitude of the changes, they needed to withdraw the current applications, request a refund of unused fees, and reapply for what they are proposing.

- On September 26, 2023 staff also had similar discussions with Mr. Brent Orton who was brought on as part of the applicant team working to achieve development entitlements.

- On September 6, 2023 Alan Mills submitted a parcel inquiry requesting the originality and how many building permits were available to each parcel.

- On February 5-7, 2024, Mr. Orton reached out indicating that Christensen intended to ask for a few administrative land divisions to be placed outside of the current pivot sweep. He indicated that they were not withdrawing the applications for a plan amendment and rezone. Mr. Orton also sent via email several concept development plans with potential layouts for Christensen/Indart properties.

- To date, staff has not received further updates from the applicants/developers. The applications have not been withdrawn as recommended to the current development team at the August and September meetings, nor has the team resubmitted with the new development request and concept plan inclusive of new application documents reflecting the proposed revised plans.

It is still our understanding the applicant is planning to modify the applications significantly.

By August 25, 2024, Development Services must receive, in writing, responses to prior staff requests, and a revised and accurate letter of intent for the project. The letter of intent must also include an updated list of applicant representatives moving forward, their role and communication point of contacts. If it is still the intent to make significant modifications to the application, a proposed timeline for the withdrawal of

the current applications and re-submittal of the new concept with appropriate applications and documentation, must also be received by August 15, 2024. DSD staff will then review, and establish timelines and milestones for the case, to ensure all have the same expectations and accountabilities. If we do not receive the above required items by the due date, the case will immediately be processed as is, notifications will commence, and the project will proceed through the hearing process without affirmative findings.

Respectfully,

Deb Root, Principal Planner
Canyon County Development Services
208-455-6034
debbie.root@canyoncounty.id.gov

Attachments:
December 27, 2022 Review Letter
Master Application submitted 2-1-2022

CC: Sabrina Minshall, Director
Canyon County Development Services

original applicants/developers:
Todd McCauley
tmccauley@gmail.com
Rob Nash
rob.r.nash@gmail.com

Associate on Project:
Brent Orton
brentorton@ortonengineers.com

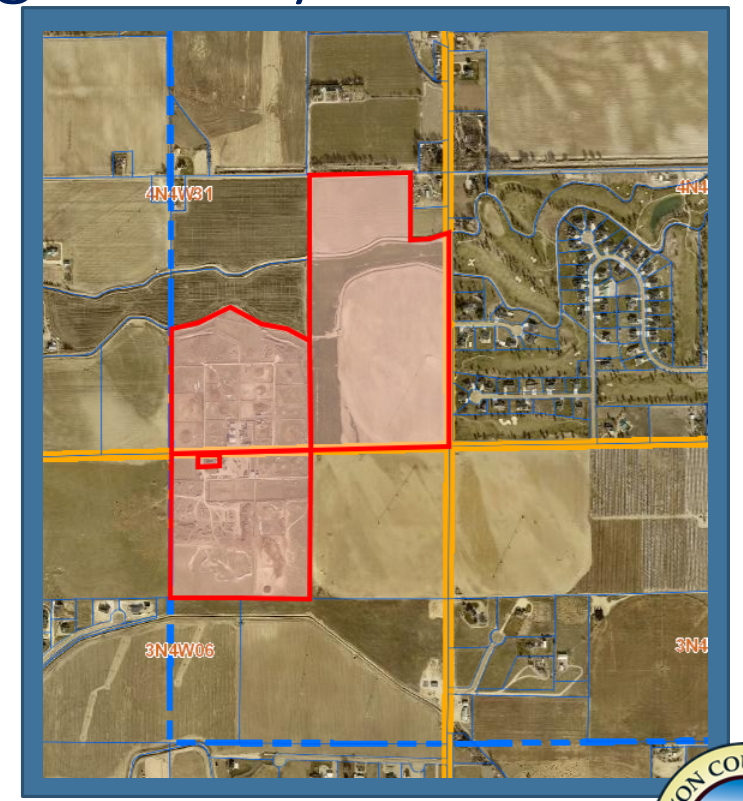
Christensen/Indart

OR2022-0002 Agriculture to Residential

RZ2022-0002-CR Agricultural to CR-Single Family Residential

APPLICANT: BRENT ORTON | TODD LAKEY

OWNERS: DAVE CHRISTENSEN & PHYLLIS INDART



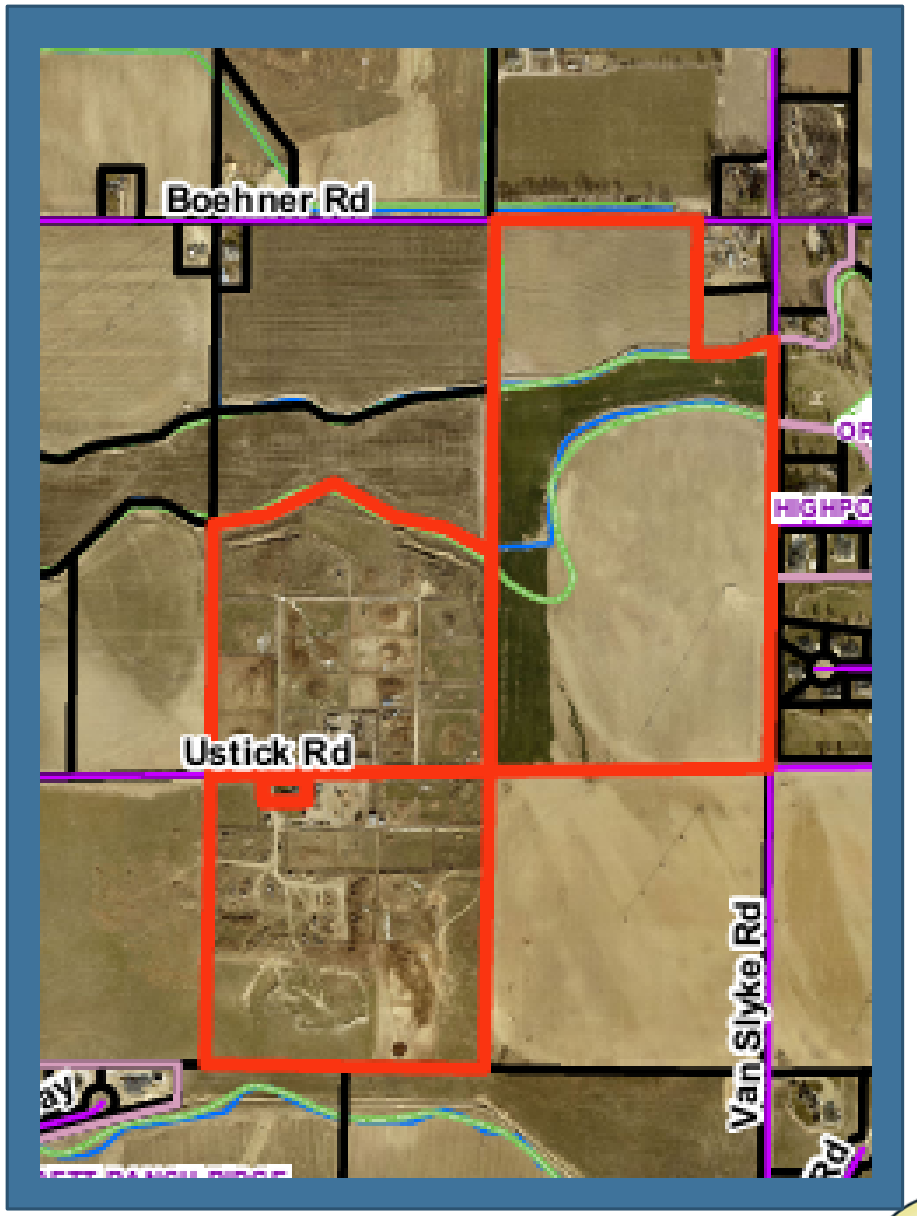
REQUEST:

OR2022-0002

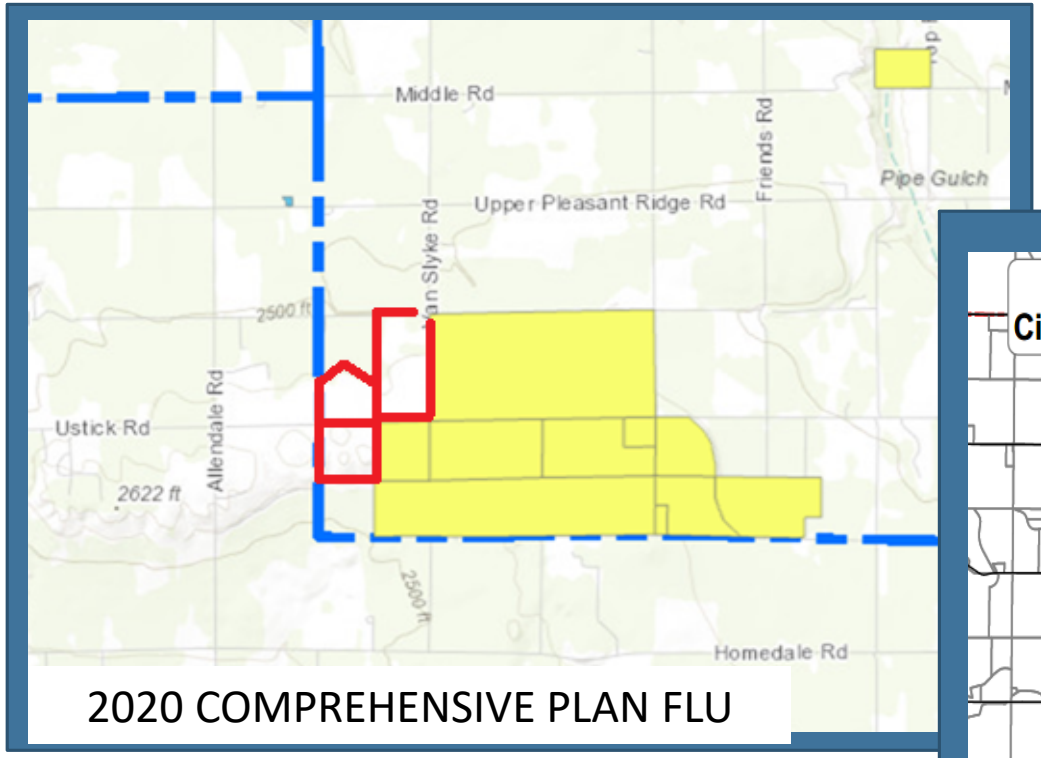
AMEND THE 2020 COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATION FROM AGRICULTURE TO RESIDENTIAL

RZ2022-0002-CR

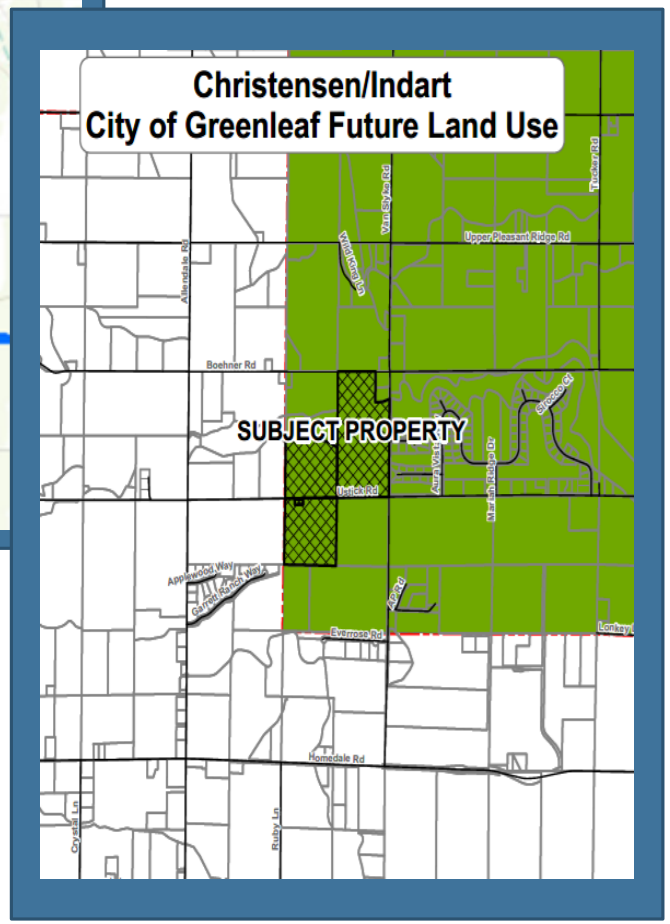
CONDITIONALLY REZONE FOUR PARCELS COMPRISING 151.56 ACRES FROM AGRICULTURAL TO CR-SINGLE FAMILY RESIDENTIAL



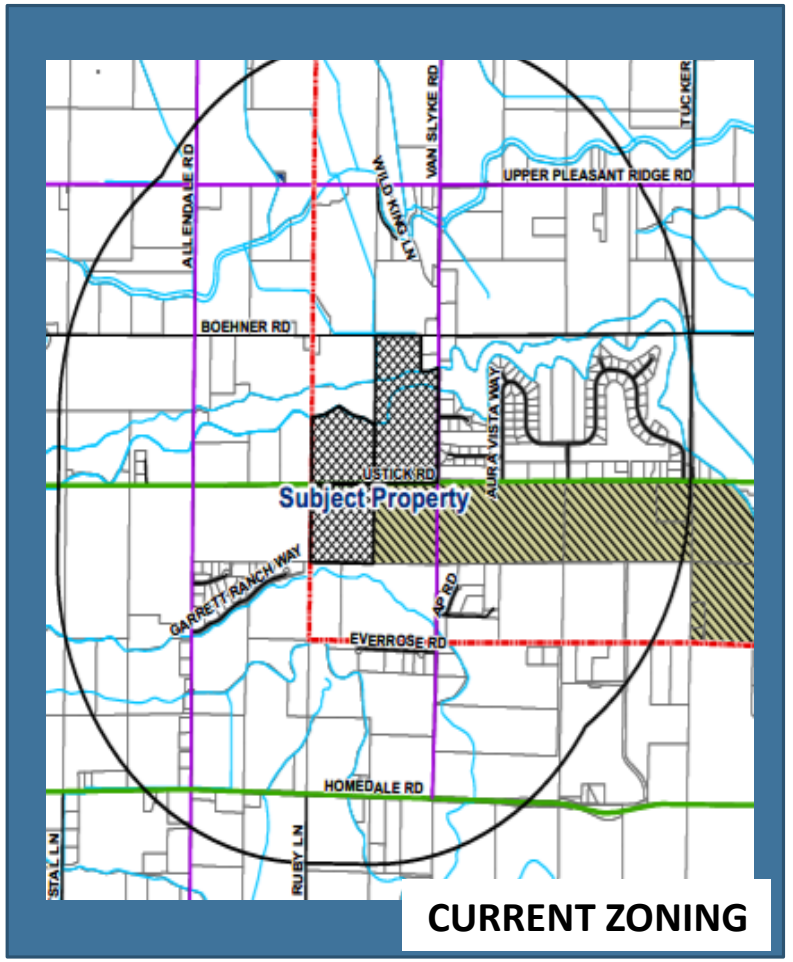
GENERAL BACKGROUND: Future Land Use



2020 COMPREHENSIVE PLAN FLU

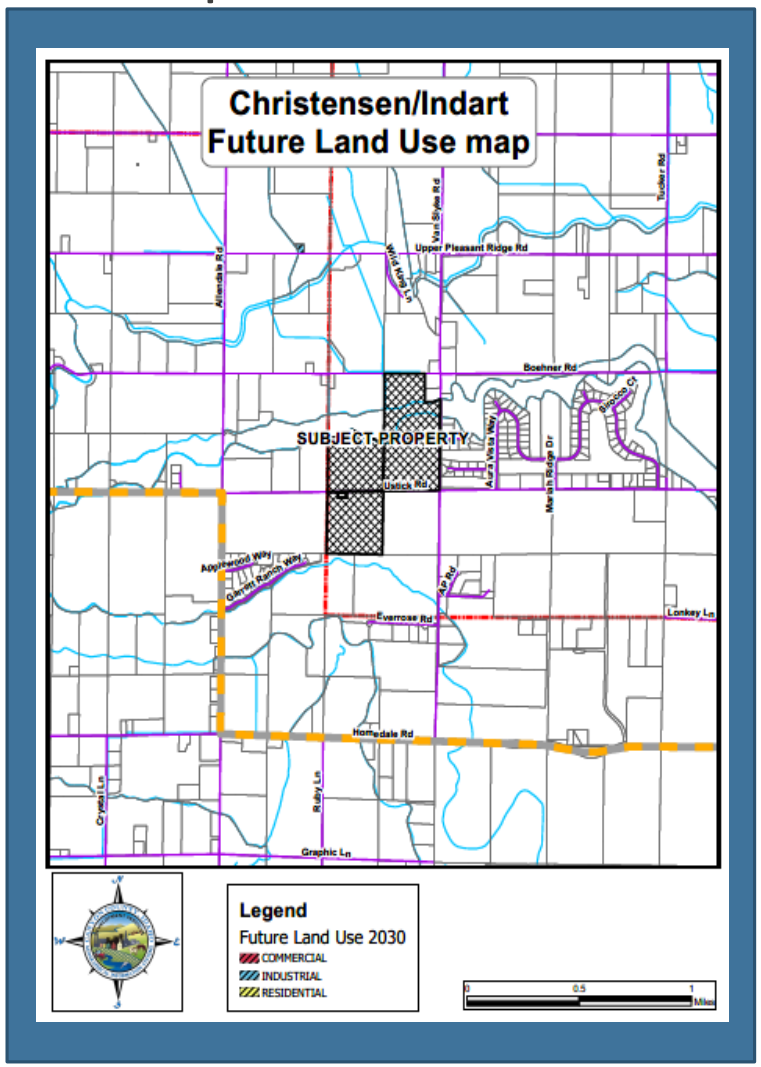


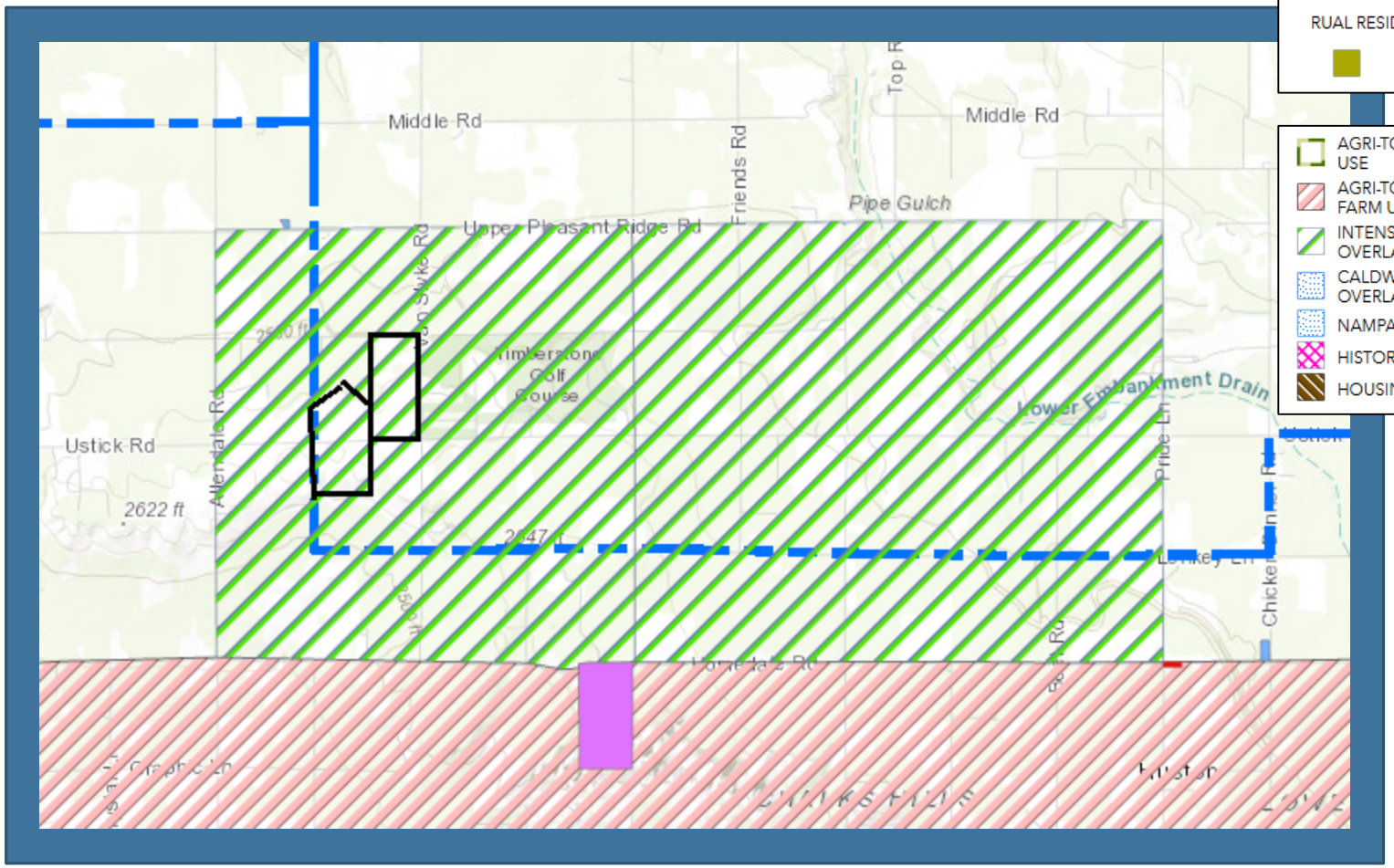
Properties are designated AGRICULTURE in the 2020 Plan



CURRENT ZONING

GENERAL BACKGROUND:
Comprehensive Plan Considerations:





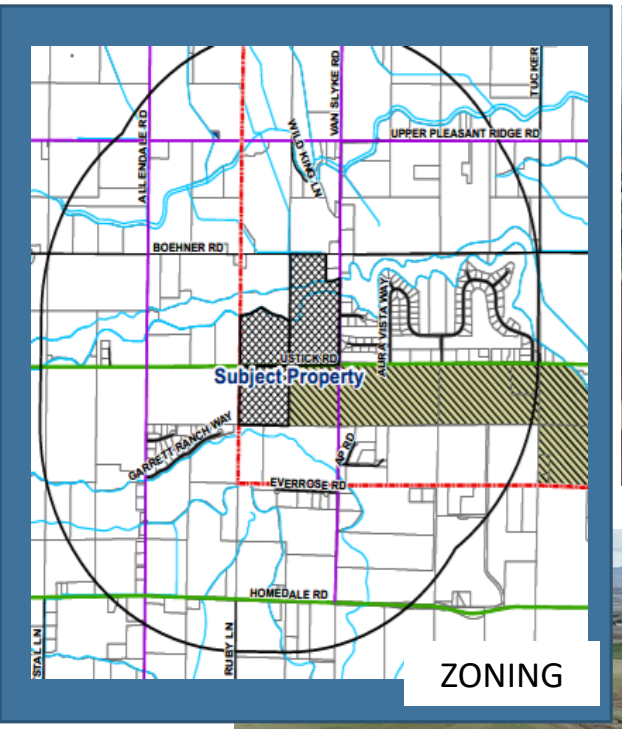
Future Land Use 2030
COMP PLAN 2030 ADOPTED
FLU_ZONE_C
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- CONSERVATION/OPEN SPACE
- AGRICULTURE

RUAL RESIDENTIAL

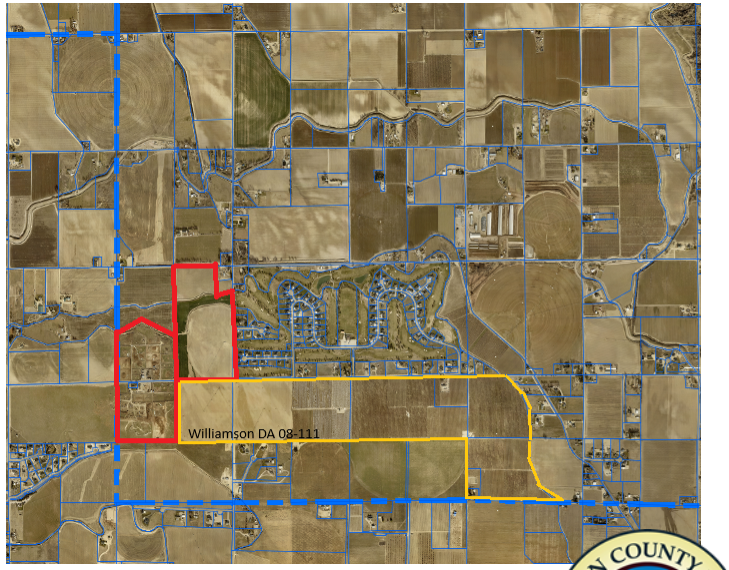
- AGRI-TOURISM BUSINESS USE
- AGRI-TOURISM EXCLUSIVE FARM USE
- INTENSIVE AGRICULTURE OVERLAY
- CALDWELL AIRPORT OVERLAY
- NAMPA AIRPORT OVERLAY
- HISTORIC PRESERVATION
- HOUSING AUTHORITY

GENERAL BACKGROUND:

Photos from Growing Together drone video clip (Exhibit 14)

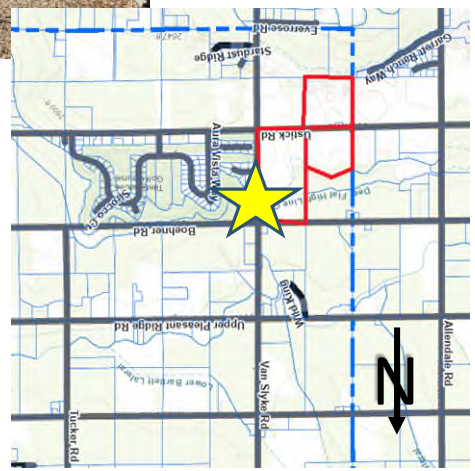


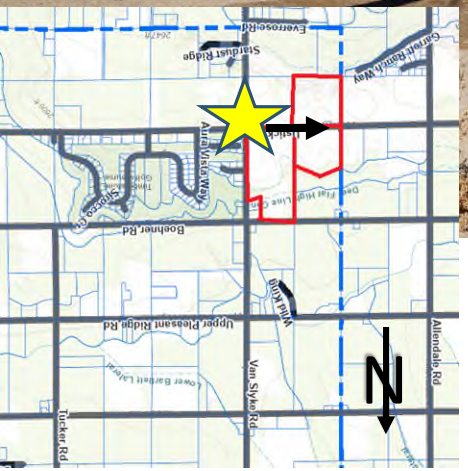
Williamson conditionally rezoned 311 acres of property in 2008. The property has never been developed, no applications submitted.



On Van Slyke: Christensen subject property on right

Intersection Van Slyke and Boehner facing south—subject property center horizon of photo with golf course on the left

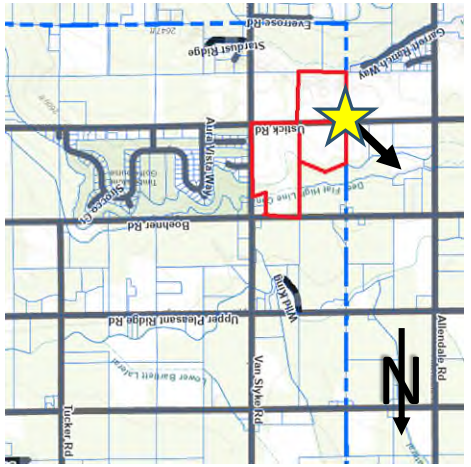


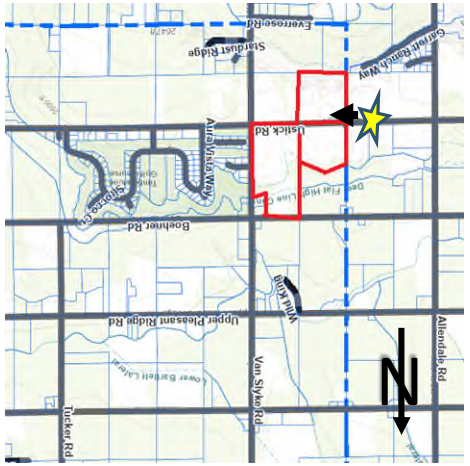


Above: From intersection of Van Slyke and Ustick looking westerly on Ustick. Christensen parcel in foreground on right and Indart properties on horizon in the distance.

Right: On Ustick at the boundary line between Christensen and Indart. Feedlot and Residential access at top of rise to the left and right.

On Ustick from near west corners of Indart properties looking northwesterly Boehner and Allendale Roads in distance

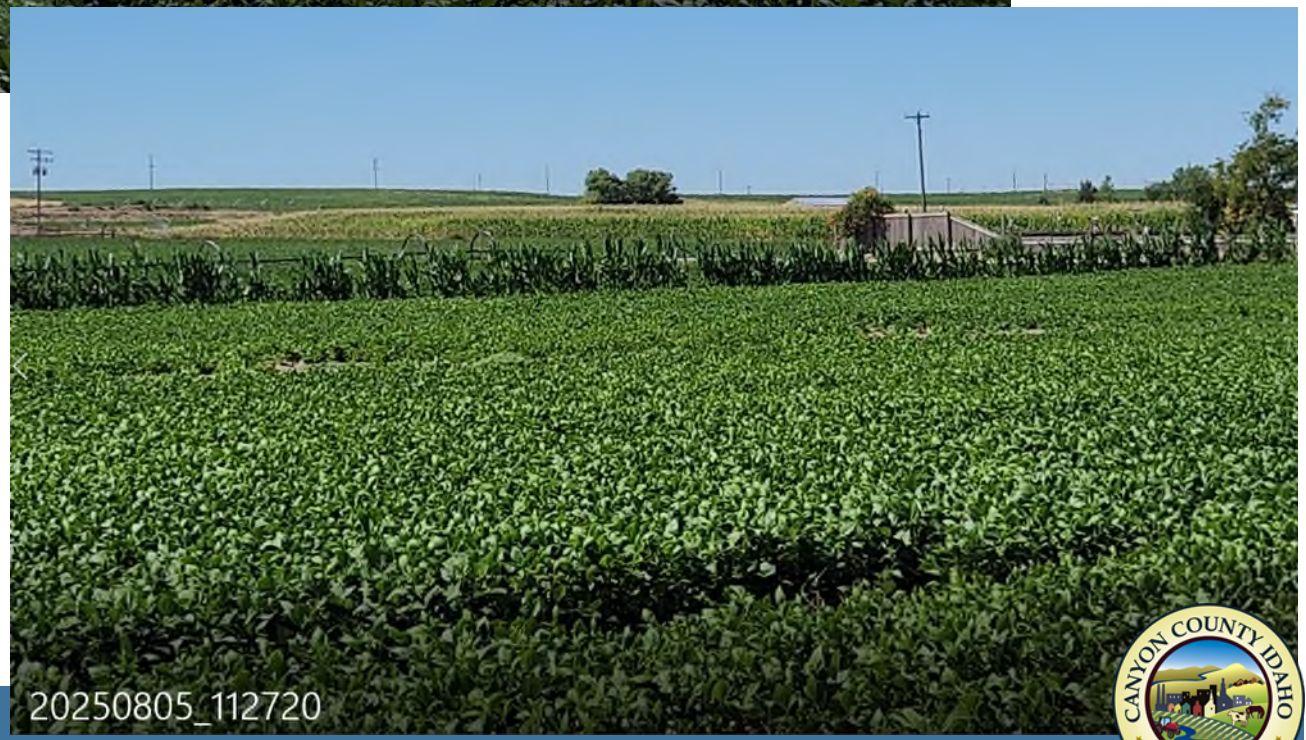


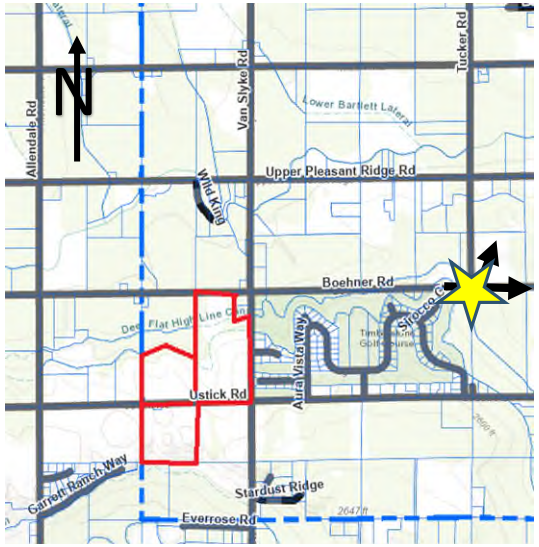


On Ustick 400 +/- west of Indart properties; eastward towards the feedlots and residence at 23441 Ustick

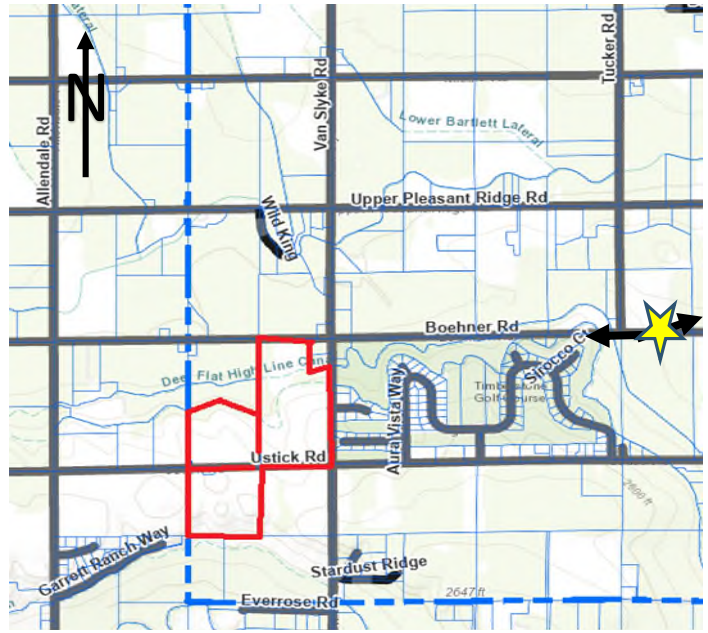
Above: Boehner Rd approximately 400 feet west of Christensen NW corner looking easterly towards golf course on horizon.

Right: Boehner Rd approximately 400 feet west of Christensen NW corner looking southwesterly towards Allendale and Ustick.





Friends Dairy east of proposed development properties at Tucker and Boehner intersection



Friends Dairy: composting operations north and south sides of Boehner Road. Timber Stone golf course and Summerwind/Timber Stone to southwest in photo.

This dairy operation is located approximately 5700 feet east of the northeast boundary of the Christensen property.

COMPREHENSIVE PLAN CRITERIA:

CCZO §07-06-03:

(1) The commission shall review the particular facts and circumstances of each proposed comprehensive plan amendment and make a recommendation regarding the same to the board. The commission and the board shall determine **whether the proposed amendment meets the requirements of the local land use planning act, Idaho Code title 67, chapter 65, and is consistent with the comprehensive plan's purposes, goals and policies:**

A. Is the requested type of growth generally in conformance with the comprehensive plan;

B. When considering the surrounding land uses, is the proposed land use more appropriate than the current comprehensive plan designation;

C. Is the proposed comprehensive plan amendment compatible with surrounding land uses;

D. Do development trends in the general area indicate that the current designation and circumstances have changed since the comprehensive plan was adopted; and

E. Will the proposed comprehensive plan amendment impact public services and facilities. What measures will be implemented to mitigate impacts? (Ord. 11-003, 3-16-2011)

EVALUATION CRITERIA (07-06-07):

(6) Conditional Rezone Approval

A. Standards Of Evaluation: The presiding party shall review the particular facts and circumstances of the proposed conditional rezone. The presiding party shall apply the following standards when evaluating the proposed conditional rezone:

1. Is the proposed conditional rezone generally consistent with the comprehensive plan;
2. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation;
3. Is the proposed conditional rezone compatible with surrounding land uses;
4. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?
5. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate proposed conditional rezone;
6. Does the proposed conditional rezone require public street improvements in order to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns? What measures have been taken to mitigate traffic impacts?
7. Does legal access to the subject property for the conditional rezone exist or will it exist at time of development; and
8. Will the proposed conditional rezone amendment impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts? (Ord. 16-007, 6-20-2016)

NOTIFICATION & COMMENTS:

In accordance with noticing requirements CCZO §07-05-01: All property owners within a 600-foot radius of the existing property boundaries of the property were provided notice of the public hearing in order that they may provide comment on the applications on July 17, 2022. Notice was also published in the newspaper of general circulation on July 22, 2025, and a sign was posted on the subject property also July 22, 2025. All notices herein described have been provided at least fifteen (15) days prior to the public hearing. **At the time of the expiration of the materials deadline, staff had received .**

AGENCY COMMENTS RECEIVED:

D1 Boise Project Board of Control
D2 DSD Engineering
D3 Vallivue School District
D4 DEQ
D5 ITD
D6 GGHD
D7 GGHD TIS SCOPE
D8 City of Greenleaf

PUBLIC COMMENTS RECEIVED:

Staff received twenty-one (21) public comments/submittals in response to the proposed applications. Those comments and submittals have been provided in the staff report as Exhibits E1-E21. Exhibit E14 is a drone video and the link was provided to the website location on the Land Hearings page. Staff did not receive any letters of support for the proposed development.

Summary:

The Comprehensive Plan Amendment shall be considered first – providing for the Commission to consider the overall development scheme of the county prior to giving consideration to any zoning amendment requests.

OR2022-0002: Staff finds that the request to amend the Comprehensive Plan from Agriculture to Residential is not consistent with the overall development scheme of the county and the criteria for amendment.

Summary:

The Comprehensive Plan Amendment shall be considered first – providing for the Commission to consider the overall development scheme of the county prior to giving consideration to any zoning amendment requests.

RZ2022-0002-CR: Staff finds that the request to conditionally rezone the subject properties to "CR-R1" (CR-Single Family Residential) **is not consistent** with the standards of evaluation (criteria) including…

- It is not consistent with the comprehensive plan which designates the property as Agriculture
- R1-Single Family Residential is NOT more appropriate than the current Agricultural zoning
- R1 zoning and development is not compatible with existing agricultural land uses in the area- the proposed urban density of the zone may impact upon both working farms and the rural ag-residential properties and the services in the area.
- The requested rezone to R1 with reduced lot sizes below one acre is not at all consistent with the agricultural character of the area. The developer is proposing urban density, no open space, and no transitional space to the surrounding agricultural uses.
- It is not clear that adequate services can be provided as proposed –or that the developer can deliver on what is proposed
- The property has road frontage to three public road ways but topography makes access and approaches challenging. Urban density traffic poses safety concerns for at intersections, driveways and for existing traffic and farm equipment movement on the narrow rural roadways. The applicant has not completed a traffic impact study and therefore the risks and potential for mitigation is unknown.
- R1 zoning in a very rural area of the county, more than 2 miles from any nearby city, poses concerns regarding response times, coverage, and Vallivue School district states that the schools will be at capacity by 2029 with development that has been approved but not yet built.

Summary:

CCZO §07-02-03 Definitions Enumerated

COMPATIBILITY: Land uses are compatible if: a) they do not directly or indirectly interfere or conflict with or negatively impact one another and b) they do not exclude or diminish one another's use of public and private services. A compatibility determination requires a site specific analysis of potential interactions between uses and potential impacts of existing and proposed uses on one another. Ensuring compatibility may require mitigation from or conditions upon a proposed use to minimize interference and conflicts with existing uses.

RECOMMENDATION & CONDITIONS:

In consideration of the application, staff concludes that the proposed zoning map amendment is/is not compliant with Canyon County Ordinance Section 07-06-05. A full analysis is detailed within this staff report.

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property and the proposed use.

2. The subject properties R36523, R36525, R33209 and R33210, shall be platted in compliance with Chapter 7, article 17 of the Canyon County Code of Ordinances subject to the following conditions/restrictions:
   a. The development shall be limited to no more than 135 residential lots in substantial compliance with the conceptual site plan (Exhibit A3) and applicant's letter of intent (Exhibit A2).
   b. The developer shall provide a minimum of 10% useable open space for the use and enjoyment of the subdivision residents.
   c. The developer shall conduct a traffic impact study in accordance with Golden Gate Highway District requirements prior to submittal of the preliminary plat application.
   d. The development shall comply with requirements of the local highway district. Evidence of compliance with the highway district requirements shall include written correspondence from the highway district prior to the Board of County Commissioner's public hearing held for the preliminary plat and prior to the Board of County Commissioner's signature on the final plat.

e. Development shall provide a central pressurized irrigation system to service all residential and common lots within the development.

f. Development shall comply with Fire District, Homedale and Marsing, requirements. Evidence shall include written correspondence of compliance from the Fire Districts prior to the Board of County Commissioner's public hearing held for the preliminary plat and prior to the Board of County Commissioner's signature on the final plat.

g. The Mora Canal and the Deerflat Highline Canal traverse through the subject properties. The developer shall comply with the irrigation entity requirements inclusive of protected easements and any proposed irrigation facility crossings on the subject properties. Evidence shall be a written correspondence of compliance from the Bureau of Reclamation prior to the Board of County Commissioner's public hearing held for the preliminary plat and prior to the Board of County Commissioner's signature on the final plat.

h. The subdivision shall provide area(s) within a common lots or easements for school bus stop(s). The proposed location(s) shall be developed in concert with the bus company serving the Vallivue and Homedale School Districts. Evidence of compliance shall be a letter from the bus company indicating that the bus stop locations re acceptable for pick-up/drop-off of children. Highway District approval of location and design will be evidenced by signature on the final plat.

i. Subdivision development shall comply with air quality and stormwater pollution protection requirements of the Idaho Dept. of Environmental Quality (DEQ).

j. Potable water shall be provided via a community water system.

k. Private individual wells are not proposed or approved for this residential development.

l. <u>If modified or approved for individual wells:</u> A plat note shall be placed on both the preliminary and final plat as follows: Individual wells are required to be constructed at a minimum depth of 350 feet and shall be constructed cased with full length surface seals to prevent comingling of aquifer zones. Following pump installations, well water samples should be collected and analyzed at a state-certified laboratory. At a minimum, analyze for coliform bacteria, nitrate, arsenic, uranium, fluoride, iron, manganese, aluminum and hardness. Well owners should contact reputable water treatment vendors to discuss treatment and conditioning options specific to their well water quality.

m. All areas containing slopes in excess of 15% shall be designated on the preliminary and final plats and shall comply with the Hillside Development code §07-17-33(1).

n. A water user's maintenance agreement for the pressurized irrigation system shall be provided with application for final plat and recorded concurrently with the final plat.

o. Surface runoff shall remain on individual lots.

3. The developer shall comply with CCZO §07-06-07(4) Time Requirements: "All conditional rezones for a land use shall commence within two (2) years of the approval of the board."

4. Secondary dwellings shall be prohibited on all residential lots with the development.

5. A master plan showing development phases shall be provided with the preliminary plat. The development shall be developed in no more than four (4) development phases with each phase containing no less than thirty (30) lots. Phased development must comply with 07-17-13(7)A1.

6. **Developer proposed conditions of approval: (see Exhibit A2)**

A. The development of the property shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property as provided in this agreement.

B. The project shall be developed in substantial compliance with the site plan attached to this agreement as Exhibit A3.

C. The development shall be platted pursuant to CCZO 07-17-09 and 07-17-13. The project may be developed in phases. *STAFF NOTES: The subject property lies within the Greenleaf area of city impact and per the impact area agreement this development is subject to the city's subdivision code requirements. Also, this development should be platted pursuant to the Article 17 or as amended at the time of submission of the preliminary plat.*

D. The applicant shall mitigate weeds on undeveloped lots within the subject property. At such time as an HOA is formed and CCR's are recorded for the development, the HOA will then be responsible for maintenance of weeds on undeveloped lots within the applicable phase.

E. All storm water drainage shall be retained on site or will utilize applicable historic drainage rights at predevelopment rates. An engineered drainage plan shall be submitted with the application(s) for preliminary plat.

F. The project shall have a minimum average lot size of .82 acres. The average shall be calculated for the entire property and maintained as the project is developed.

G. Multi-family dwellings and telecommunication facilities as noted in CCZO 07-10-27 shall be prohibited uses on the subject property.

H. All exterior lighting shall be shielded downward and directed away from adjacent properties.

I. The development shall use community water and wastewater systems by either clustered on-site systems, a central on-site system or extension of municipal services.

J. The development shall utilize public roads.

K. The project shall comply with applicable requirements of the Golden Gate Highway District as noted in Exhibit_____. (Staff Note: no formal review of the development has been completed)

Questions?

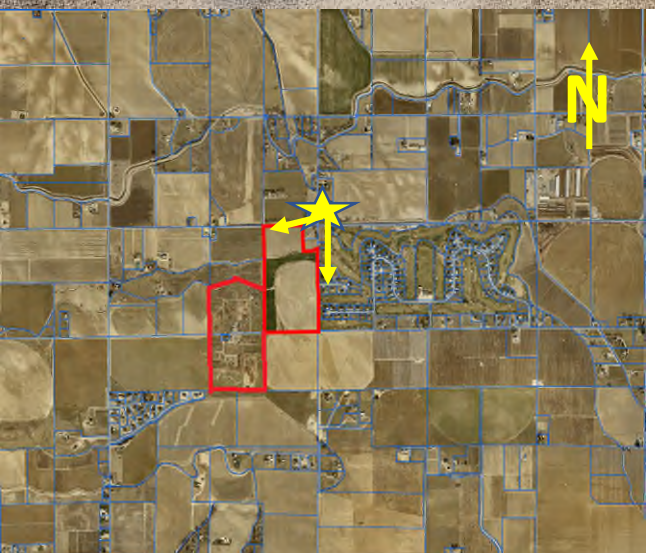
EXHIBIT C

Site Visit Photos

EXHIBIT C

OR2022-0002 &
RZ2022-0002-CR

AREA PHOTOS 8-5-25



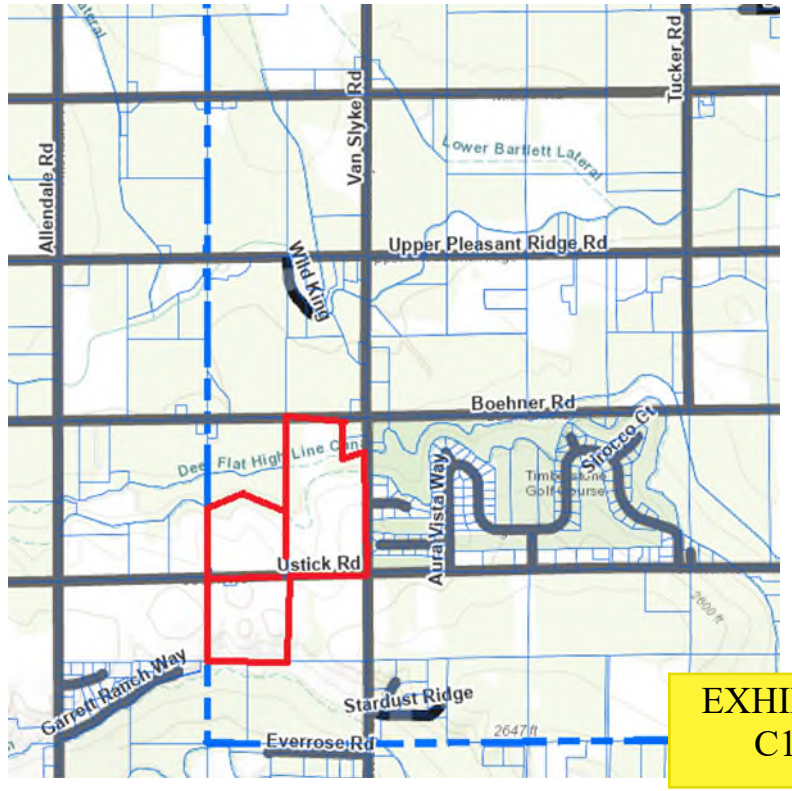
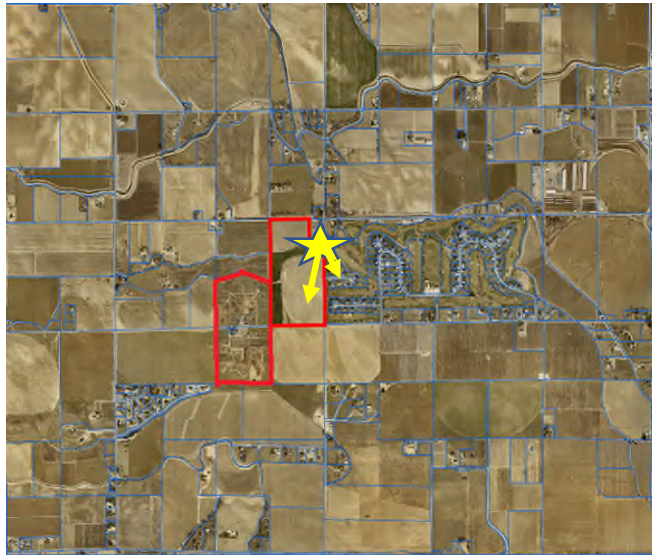
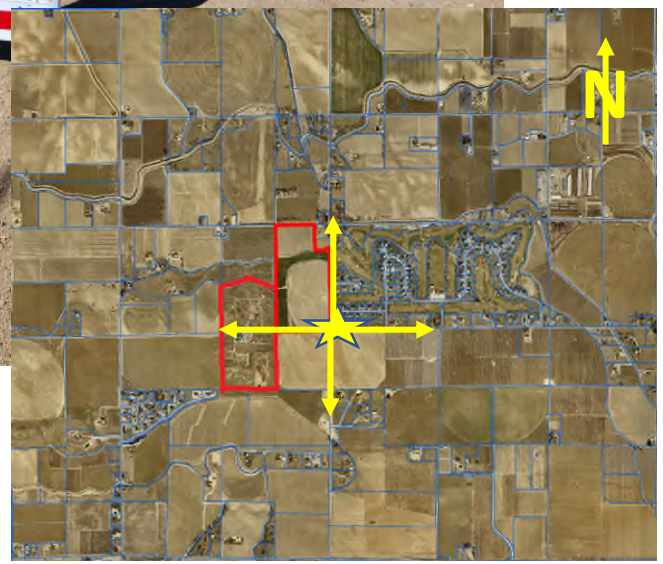


EXHIBIT
C1



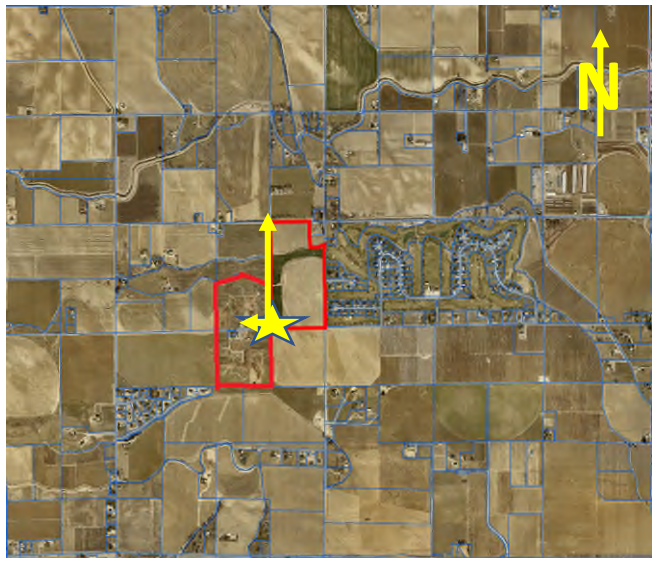
Van Slyke southward from near Boehner Road intersection near northeast corner of property

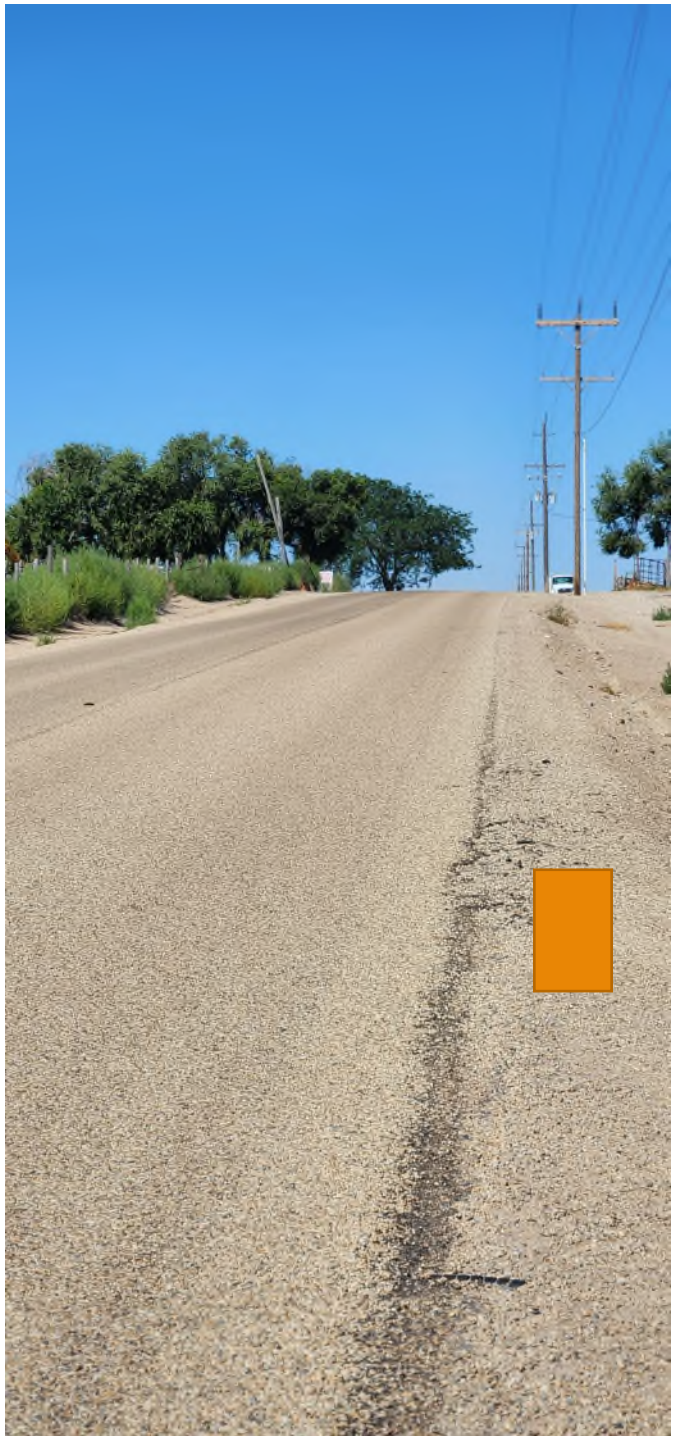


Intersection Ustick and Van Slyke
Photo taken 8-5-25

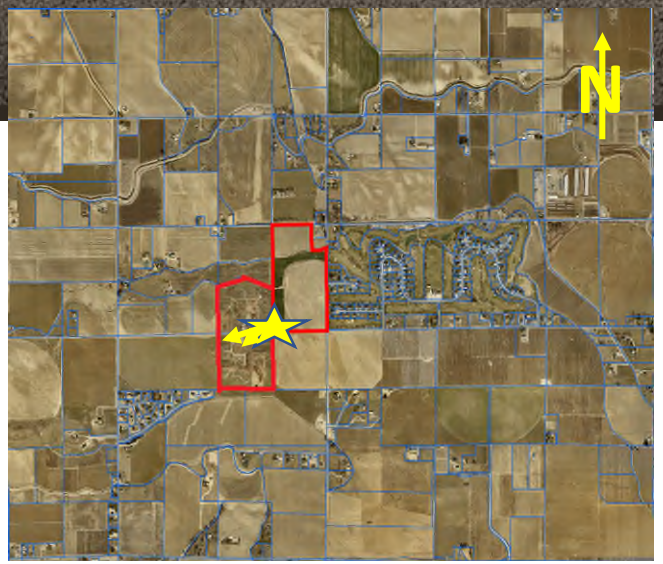
West on Ustick from Van Slyke

Photos from near property line between Christensen and Indart properties from Ustick Road (8-5-25 image) looking northward

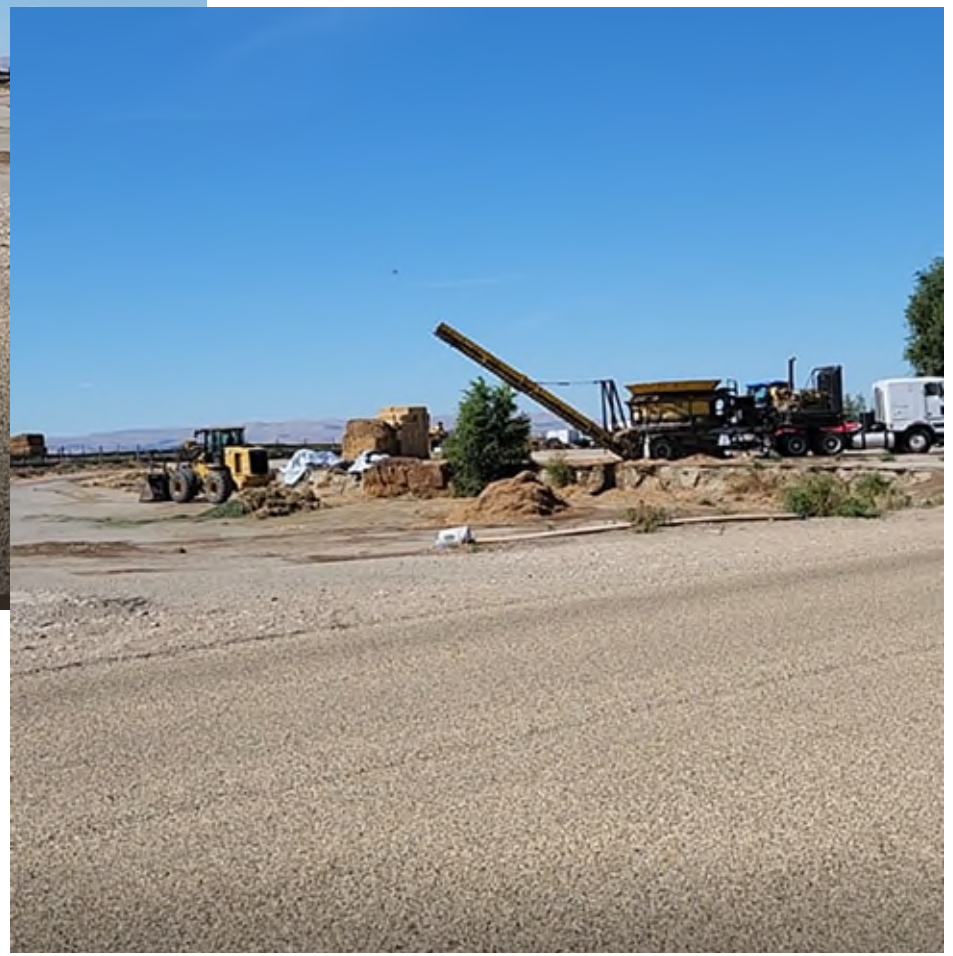




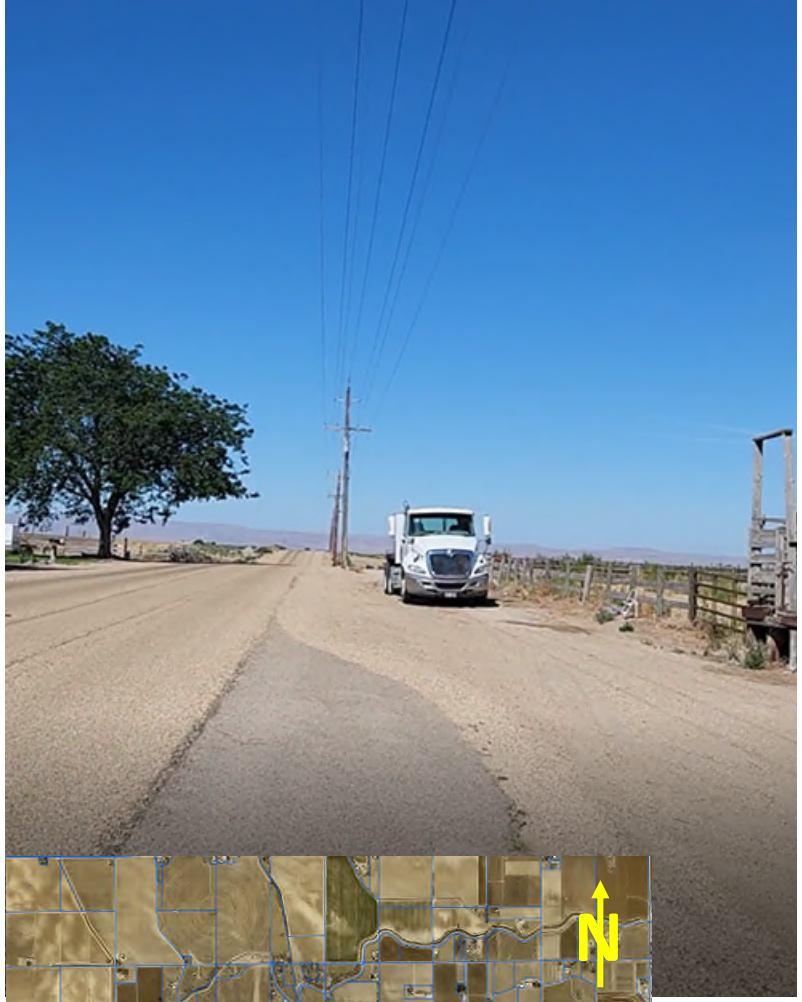
Looking west on Ustick. Feedlot accesses at top of rise

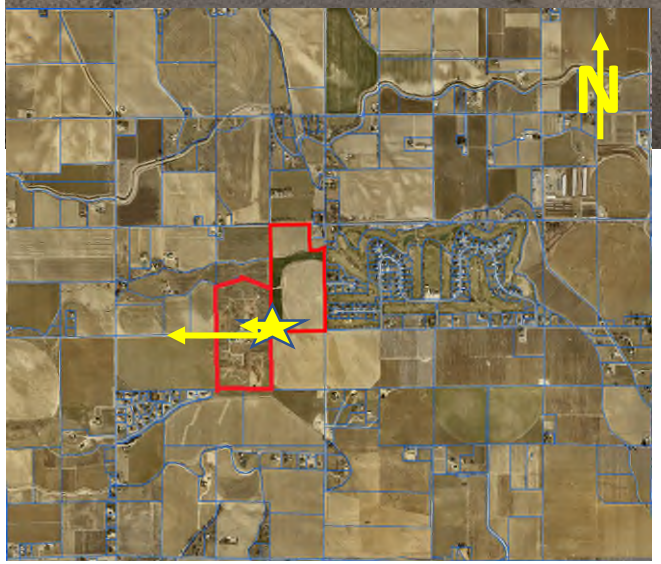


Feedlot south of
Ustick Road



Residence on south side of Ustick



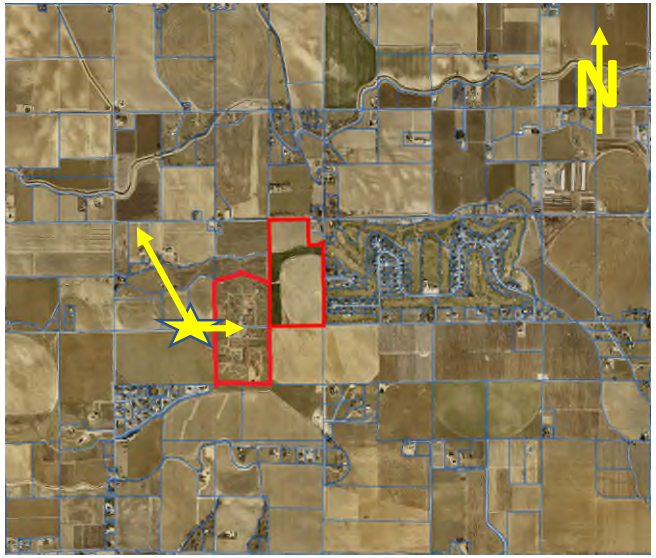


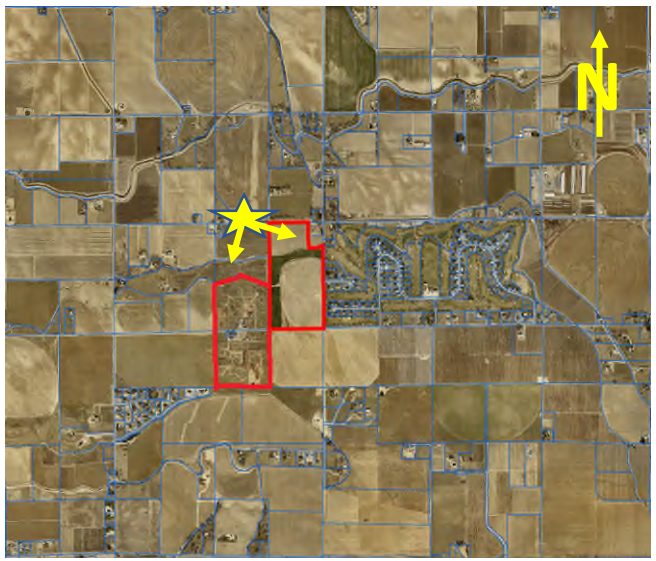
West on Ustick

Feedlot facilities on north side of Ustick

On Ustick from near west corners of Indart properties looking northwesterly Boehner and Allendale Roads in distance

On Ustick from near west corners of Indart properties towards the feedlots and Indart residence at 23441 Ustick Road.

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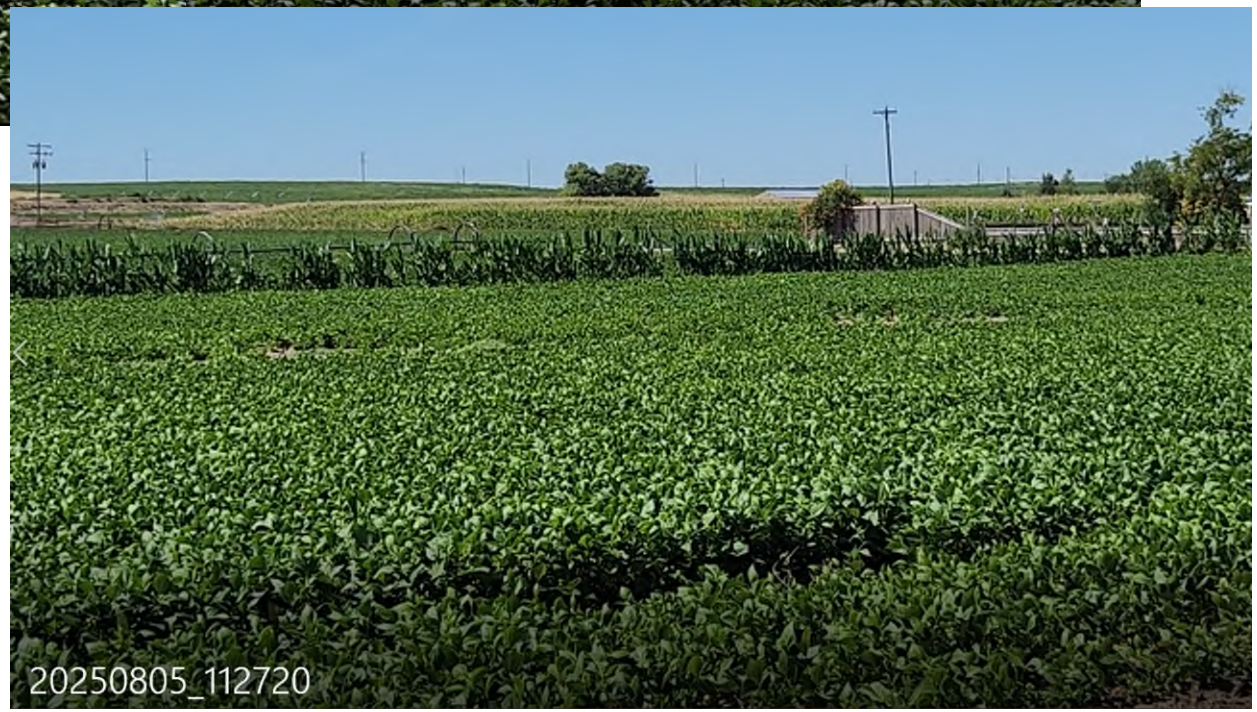
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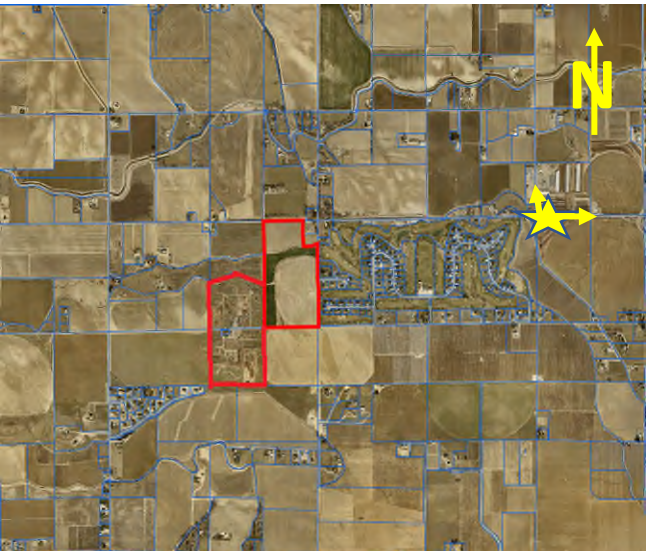
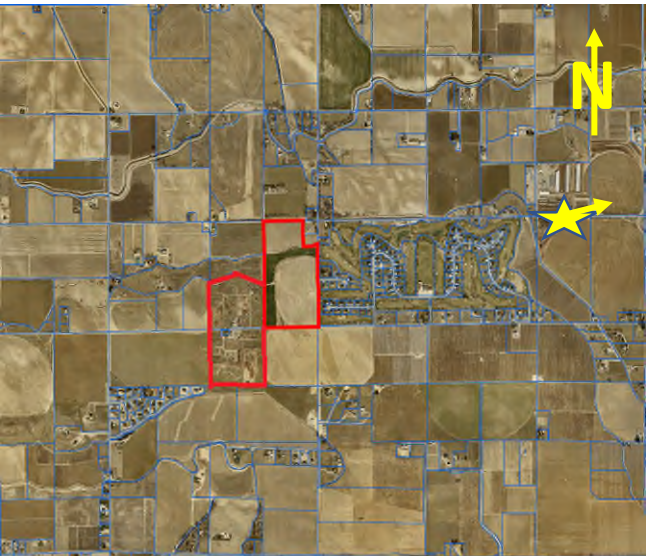
Friends Dairy CAFO:

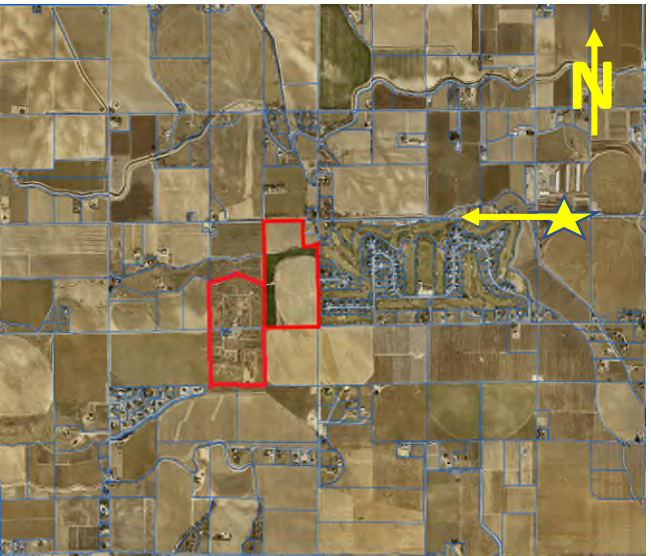
- Intersection of Tucker Road and Boehner Road east of subject properties
- North from Boehner
- Easterly on Boehner
- Composting areas on both sides of road



Friends Dairy settling pond and agricultural surroundings along Boehner Road northeast of golf course and subject properties.



Golf Course and Summerwind at Orchard Hills
20250805_113543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Video capture stills from Drone Video (3-28-25) provided by **Growing Together** for the Van Slyke Farms RZ2021-0027 case

Summerwind at Orchard Hills and Golf Course

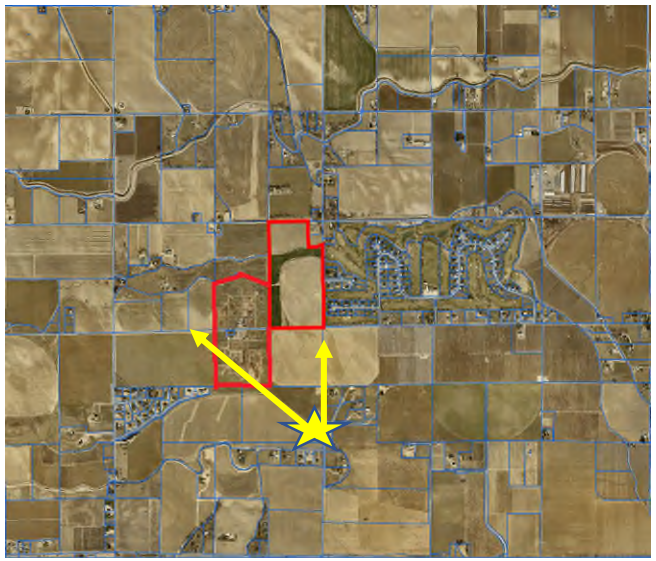
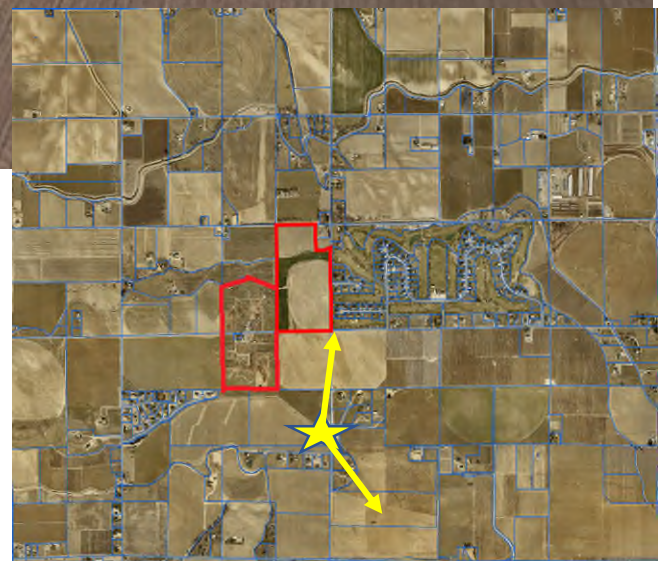
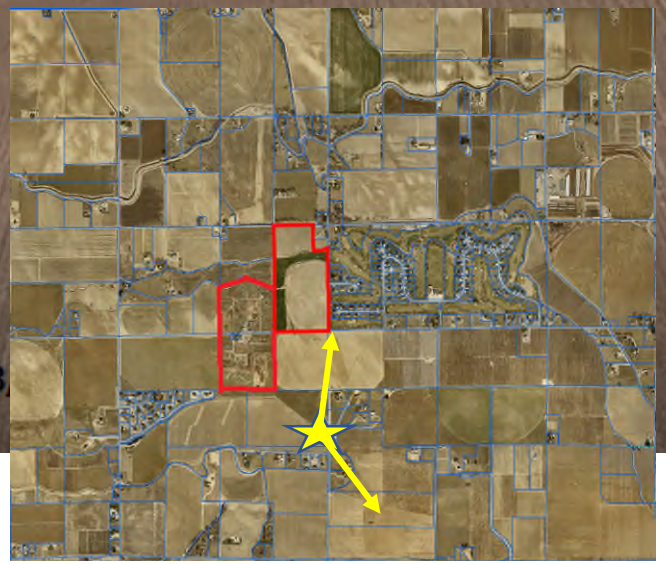


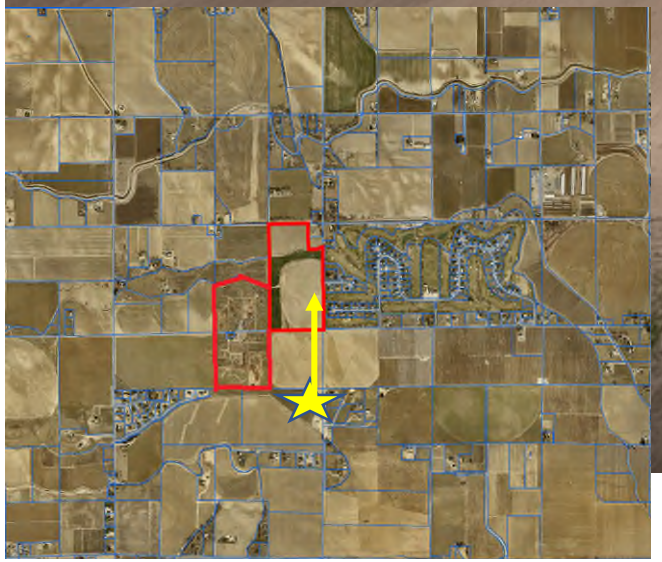
EXHIBIT C2



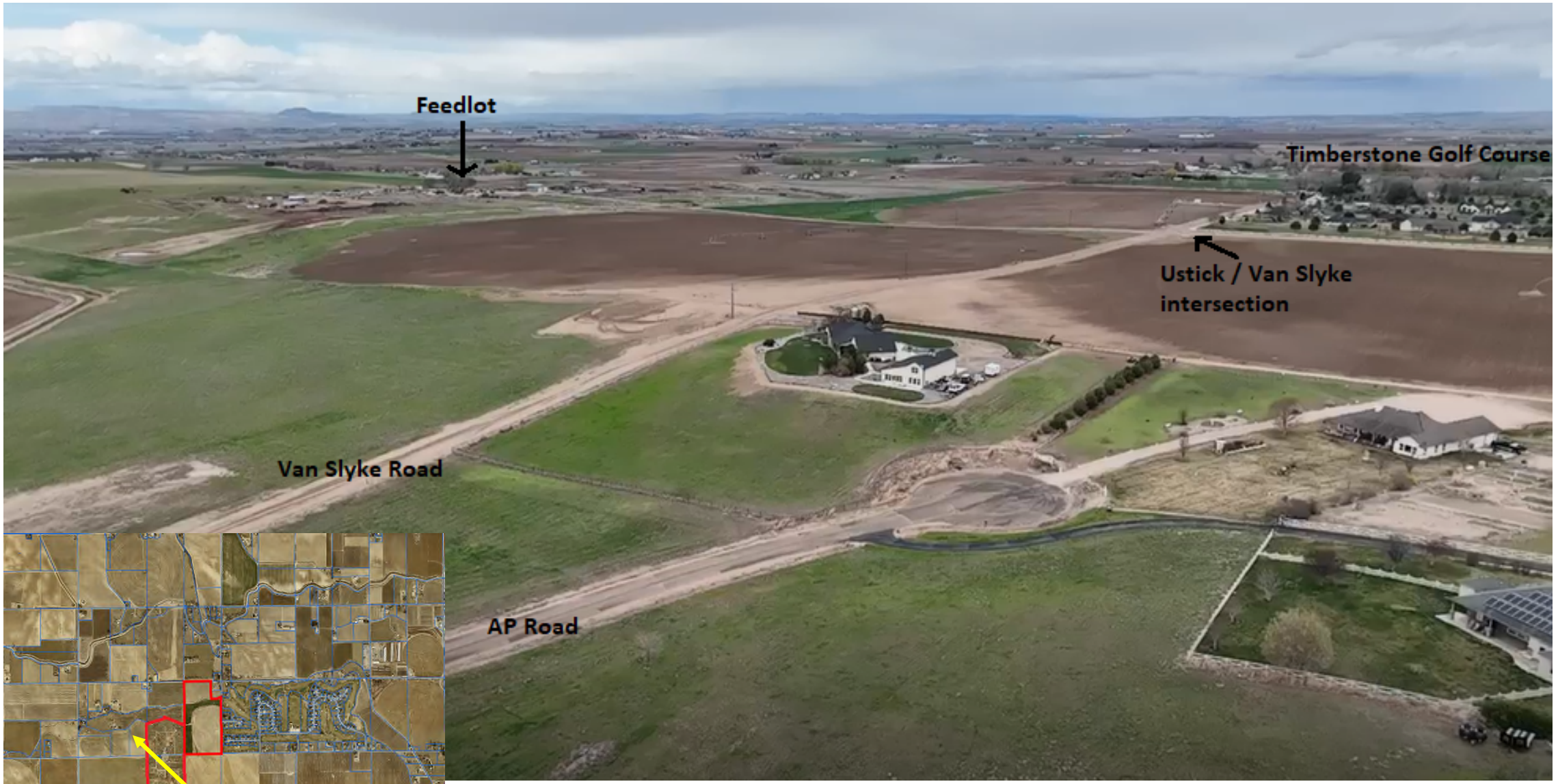
Video capture stills from Drone Video (3-28-25) provided by **Growing Together** for the Van Slyke Farms RZ2021-0027 case



Video capture stills from Drone Video (3-28-25) provided by **Growing Together** for the Van Slyke Farms RZ2021-0027 case



Video capture stills from Drone Video (3-28-25) provided by **Growing Together** for the Van Slyke Farms RZ2021-0027 case



Video capture stills from Drone Video (3-28-25) provided by **Growing Together** for the Van Slyke Farms RZ2021-0027 case

EXHIBIT D

Agency Comments Received by Materials Deadline

EXHIBIT D

FRED BUTLER
CHAIRMAN OF THE BOARD

RICHARD MURGOITIO
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

OPERATING AGENCY FOR 167,000 ACRES FOR THE FOLLOWING IRRIGATION DISTRICTS

NAMPA-MERIDIAN DISTRICT
BOISE-KUNA DISTRICT
WILDER DISTRICT
NEW YORK DISTRICT
BIG BEND DISTRICT

TEL: (208) 344-1141
FAX: (208) 344-1437

13 December 2024

Canyon County Development Services
111 North 11th Ave., Ste. 310
Caldwell, Idaho 83605

RE: David Christensen **OR-2022-0002, RZ2022-002-CR**
Vanslyke and Ustick Rd, Wilder
Wilder Irrigation District W-743, 743-0-1
Mora Canal 22631+80
Deerflat Highline Canal 1058+80
Sec. 06, T3N, R4W, BM., Sec. 31, T4N, R4W, BM

RECEIVED
DEC 17 2024
RECEIVED

Amber Lewter:

The United States' Mora Canal and Deerflat Highline Canal lie within the boundary of the above-mentioned location. The easement for these canals is held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945)

The Boise Project Board of Control is contracted to operate and maintain these canals. We assert the federal easement of 25 feet from the uppermost shoulder (water's edge) south and 20 feet out and parallel north of the lower toe of the embankment of these canals. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

The Boise Project does not approve any landscaping other than gravel within its easements, as this will certainly increase our cost of maintenance. No variances will be granted.

All fences, gates, pathways and pressurized irrigation lines, as may be required, must be just off the edge of all Boise Project easements. Easements must be left a flat drivable surface. No variances will be granted.

Per Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors.

Storm drainage and/or street runoff must be retained on site.

Whereas this property lies within Wilder Irrigation District it is important that representatives of this development contact the WID office as soon as possible to discuss a pressure system prior to

EXHIBIT
D1

any costly design work if it is not owned and operated by the HOA. If applicable, the irrigation system will have to be built to specific specifications as set by the District / Project.

Boise Project Board of Control must receive a written response from the Wilder Irrigation District as to who will own and operate the pressure irrigation system prior to review and approval of an irrigation plan by Boise Project Board of Control.

Parking lots, curbing, light poles, signs, etc. and the placing of asphalt and/or cement over Project facility easements must be located outside of these easements or get the proper consent to use agreement through the Bureau of Reclamation and Boise Project prior to any construction being done within said easement. All work within the easement must take place between October 15th and March 1st (the non-irrigation season).

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. In any case no work shall take place within the easement before proper crossing agreements have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a hard copy of the irrigation and drainage plans.

Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statues, Title 42-1209.

We request a copy of the recorded final plat and/or record of survey (to include instrument, book and page numbers) be sent to the Boise Project Board of Control so we may track this project to closure.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to require changes when our easements and/or facilities are affected by unknown factors even during the construction phase.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Thomas Ritthaler
Assistant Project Manager BPBC

tbr/tr

cc:	Tony Avermann	Watermaster, Div. 4, BPBC
	Lisa Sweet	Secretary – Treasurer, WID
	File	

Canyon County, 111 North 11th Avenue, #310, Caldwell, ID 83605

▪ Engineering Division ▪

01/15/2025
23422 Ustick Rd,Wilder
RE: Engineering Review Response: Case Nos. OR2022-0002 and RZ2022-0002

Ms. Deb

The Canyon County Engineering Department has reviewed the proposal for a Comprehensive Plan Amendment and Conditional Rezone for approximately 153.93 acres from 'Agriculture' to 'Residential' with a proposed zone change from “A” (Agricultural) to “CR-R2” (Medium Density Residential). Below are the primary concerns and considerations:

1. Traffic Impact

- **Concern:** The development's potential impact on traffic flow and safety along Ustick Road and surrounding areas.
- **Recommendation:** Coordinate with Highway District #3 to conduct a comprehensive Traffic Impact Study (TIS). Ensure ingress/egress points meet county and district road safety standards, addressing capacity and safety concerns for increased traffic volumes.

2. Emergency Access

- **Concern:** Adequate emergency access is vital for safety and compliance with fire district standards.
- **Recommendation:** Collaborate with Homedale and Wilder Fire District to ensure the provision of emergency access roads, fire hydrants, and other necessary infrastructure to support emergency response requirements.

3. Drainage and Stormwater Management

- **Concern:** A comprehensive stormwater management plan will be required to ensure adequate drainage and to mitigate potential impacts on neighboring properties.
- The presence of 15% or greater slopes on parts of the property poses challenges for runoff control, erosion prevention, and compliance with grading standards.

EXHIBIT
D2

- **Recommendation:** Work with the Boise Project Board of Control/Wilder Irrigation District to confirm that runoff will not affect nearby canals or agricultural land. Implement adequate stormwater control measures to mitigate any potential impacts.

4. Agricultural Impact

- **Concern:** The proposed development may affect neighboring agricultural properties and irrigation facilities.
- **Recommendations:**
  - Provide a buffer or setback between residential lots and agricultural lands to minimize land-use conflicts.
  - Preserve existing irrigation facilities or modify them to ensure continued agricultural productivity.

5. Flood Hazard Considerations

- **Concern:** Although the property is currently in Zone X (outside the floodplain and floodway), future FEMA Flood Insurance Rate Map (FIRM) revisions could affect flood risk classification.
- **Recommendation:** Monitor future FEMA FIRM revisions and assess any changes that may impact the development's flood risk classification.

6. Utilities and Services

- **Concern:** Utility capacity for water supply and wastewater disposal must be sufficient to support the proposed density.
- **Recommendation:** Coordinate with relevant utility service providers to confirm availability and capacity. Submit detailed utility plans for review.

7. Irrigation and Canal Rights-of-Way

- **Concern:** The development may affect canal operations and related rights-of-way.

Canyon County, 111 North 11th Avenue, #310, Caldwell, ID 83605

▪ Engineering Division ▪

- **Recommendation:** Coordinate with the Irrigation District to address potential impacts on canal operations, maintenance road rights-of-way, and drainage easements. Ensure these features are preserved and protected.

We appreciate your attention to these matters. Please provide the required documentation and coordinate with the respective agencies to address the above considerations.

Sincerely,

Dalia Alnajjar
Engineering Supervisor
Canyon County Development Services

Vallivue School District #139

Lisa Boyd, Superintendent

5207 S. Montana Avenue
Caldwell, ID 83607
Phone (208) 454-0445
Fax (208) 454-0293

December 12, 2024

Re: OR2022-0002/RZ2022-0002-CR

Dear Canyon County Planning and Zoning Commission,

If approved, the students residing in the development that lands in the Vallivue School District boundaries would attend the following schools:

- West Canyon Elementary School
- Vallivue Middle School
- Vallivue High School

While the district will have additional capacity with the opening of two new elementary schools in the fall of 2025, projections indicate that by 2029, 7 out of Vallivue's 9 elementary schools will exceed capacity due to developments already approved. Currently, West Canyon Elementary has the lowest enrollment of all the elementary schools.

Sincerely,

Joseph Palmer
Assistant Superintendent

EXHIBIT
D3

Vallivue School District #139

Lisa Boyd, Superintendent

5207 S. Montana Avenue
Caldwell, ID 83607
Phone (208) 454-0445
Fax (208) 454-0293

July 28, 2025

Re: OR2022-0002/RZ2022-0002

Students from the proposed subdivision of approximately 135 units would attend West Canyon Elementary, Vallivue Middle School, and Vallivue High School.

While growth projections indicate that most elementary schools in the Vallivue School District will reach or exceed capacity by 2029, West Canyon Elementary would be the least impacted school. As a result, in an effort to manage enrollment and accommodate growth from previously approved but not yet constructed developments, the district has strategically added small boundary areas to West Canyon's attendance zone—even though other elementary schools may be geographically closer to the new homes.

We hope this information provides a clear understanding of the challenges the district faces and the thoughtful steps being taken to address them.

Sincerely,

Joseph Palmer
Assistant Superintendent

EXHIBIT
D3a

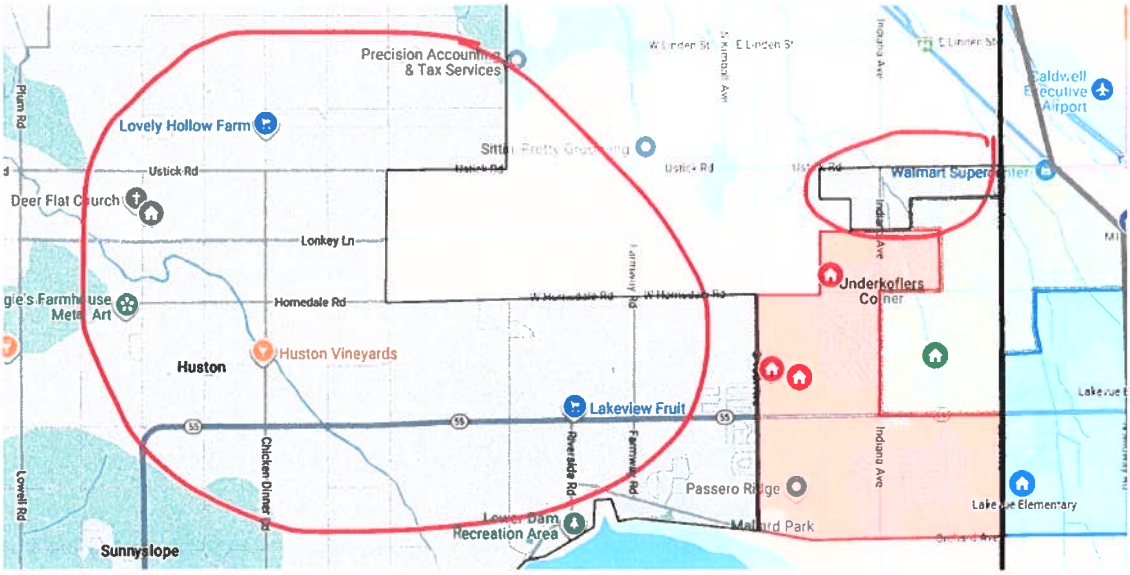
Debbie Root

From: Joseph Palmer <joseph.palmer@vallivue.org>
Sent: Friday, August 8, 2025 12:03 PM
To: Debbie Root
Subject: Re: [External] Re: Agency Notice OR2022-0002/RZ2022-0002 / Christensen

Hi Debbie,

Thank you for asking for clarification. I struggled to put into words the boundary description for West Canyon. To your question: Yes, the students would attend West Canyon.

My overall point was that even though West Canyon has space, it is also a school serving as a "relief valve" for future growth by designating future developments for West Canyon, too. Even though the new developments would be closer to other schools. I've copied and pasted a portion of our map. The gray section on the left is West Canyon, and disjointed from the West Canyon zone is another portion going to West Canyon for that future development. In other words, yes, West Canyon has space, but longterm...we cannot take that for granted.



On Thu, Aug 7, 2025 at 1:40 PM Debbie Root <Debbie.Root@canyoncounty.id.gov> wrote:

Joey,

I am not clear on what you are stating with regards to the "small boundary areas" .... If this application is approved and development occurs would students in the Vallivue district be attending West Canyon? Or is it unclear which school would be attended? A portion of this application property (42 acres south of Ustick Road) is located within the Homedale school district.

Respectfully,

1445 N Orchard St
Boise, ID 83706 • (208) 373-0550

Brad Little, Governor
Jess Byrne, Director

July 21, 2025

Debbie Root, Planner
111 North 11th Ave.
Ste. 310
Caldwell, Idaho, 83605
debbie.root@canyoncounty.id.gov

Subject: Agency Notice OR2022-0002RZ2022-0002 Christensen

Dear Ms. Root:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at: *https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/*.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.
- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.

- For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

EXHIBIT
D4

2. WASTEWATER AND RECYCLED WATER

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss the potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for planning development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: https://www.deq.idaho.gov/water-quality/drinking-water/. For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells are included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of groundwater resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for planning development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of storm water or authorized non-storm water associated with the primary industrial activity and co-located industrial activity. For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.
- If this project is near a source of surface water, DEQ requests that projects incorporate the best construction management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

  For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservations and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material released to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

- **Ground Water Contamination.** DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."

  For questions, contact Matthew Pabich, Waste & Remediation Manager, at (208) 373-0550.

6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/ for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,

Troy Smith
Regional Administrator

Your Safety • Your Mobility
Your Economic Opportunity

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

April 10, 2025

Deb Root
Canyon County Development Services
111 North 11th Ave. Ste. 310
Caldwell, Idaho 83605

VIA EMAIL

Development Application	**OR2022-0002/RZ2022-0002-CR**
Project Name	**Christensen Rezone**
Project Location	Approx 2.6 miles east of US 95 MP 35.91 & 2.5 miles south of SH-19 MP 11.7
Project Description	Proposed 135 residential lots on 153 acres
Applicant	Dave Christensen/Phyllis Indart Trust

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

1. This project does not abut the state highway system.
2. ITD reviewed the submitted Traffic Generation and Distribution (TG&D) number and have determined that minimal impact on the State Highway system.
3. If at any time during the application process this development proposes more than 150 residences, a Traffic Impact Study (TIS) will be required to review.

If you have questions regarding this application, you may contact Niki Benyakhlef at Niki.Benyakhlef@itd.idaho.gov or (208)334-8337.

Sincerely,

Niki Benyakhlef

Niki Benyakhlef
Development Services Coordinator
ITD District 3
Niki.Benyakhlef@itd.idaho.gov

EXHIBIT
D5

Debbie Root

From: Brent Orton <brentorton@ortonengineers.com>
Sent: Thursday, March 6, 2025 10:41 PM
To: Debbie Root; Niki Benyakhlef
Cc: David Christensen
Subject: Re: [External] Christensen/Indart

Hello Debbie and Niki,

We are getting back to you on the Christensen/Indart Subdivision - Timber Ridge.

There are 135 buildable lots proposed.

At the ITE, Trip Generation 9th Edition Rate of 9.52 trips/day per ITE, for single-family detached housing we estimate an ADT: 1,285.2 Trips per day.
We know that for this many trips, we will need to complete an official Traffic Study and submit it with the Preliminary Plat Application.

For Distribution we did traffic counts on 2/24/2025 during peak hour 4pm - 6pm on the Intersection of Van Slyke and Ustick Road, as well as on an existing example subdivision - Timberstone Subdivision, that is just East of the proposed Timber Ridge Subdivision.

Our percentages showed the following distributions:

Traffic Counts

Direction	Straight	Left	Right	Total Trips on Ustick
Eastbound on Ustick	91	4	0	257
Westbound on Ustick	144	3	15	

Direction	Straight	Left	Right	Total Trips on Van Slyke
Northbound on Van Slyke	8	0	2	39
Southbound on Van Slyke	16	11	2	

Please let us know if you need anything else!

Brent L. Orton, PE
(208)350-9422
brentorton@ortonengineers.com

On Mon, Feb 10, 2025 at 7:19 PM <brentorton@ortonengineers.com> wrote:

Nice to meet you Josh!

EXHIBIT D5a

Your Safety • Your Mobility
Your Economic Opportunity

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

January 16, 2025

Deb Root
Canyon County Development Services
111 North 11th Ave. Ste. 310
Caldwell, Idaho 83605

VIA EMAIL

Development Application	**OR2022-0002/RZ2022-0002-CR**
Project Name	**Christensen Rezone**
Project Location	Approx 2.6 miles east of US 95 MP 35.91 & 2.5 miles south of SH-19 MP 11.7
Project Description	Proposed 135 residential lots on 153 acres
Applicant	Dave Christensen/Phyllis Indart Trust

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

1. This project does not abut the state highway system.
2. Traffic Generation and Distribution (TG&D) numbers were not provided with this application. ITD needs more information to determine how this proposed use will impact the State Highway system. Depending on the findings of the TG&D a Traffic Impact Study (TIS) may be required.
3. If at any time during the application process this development proposes more than 150 residences, a Traffic Impact Study (TIS) will be required to review.
4. ITD reserves the right to make further comments upon review of any submitted traffic generation data or other requested documents.

If you have questions regarding this application, you may contact Niki Benyakhlef at Niki.Benyakhlef@itd.idaho.gov or (208)334-8337.

Sincerely,

Niki Benyakhlef

Niki Benyakhlef
Development Services Coordinator
ITD District 3
Niki.Benyakhlef@itd.idaho.gov

EXHIBIT
D5b

J-U-B ENGINEERS, INC.

July 18, 2025

Canyon County Development Services Department
Attn: Debbie Root, Principal Planner
111 North 11th Ave., Ste. 310
Caldwell, ID 83605
Phone: (208)455-6034
Email: debbie.root@canyoncounty.id.gov

RE: Case Name: Christensen-Indart Comprehensive Plan Amendment & Conditional Rezone
Case Number: OR2022-0002 & RZ2022-0002-CR
Parcel(s) #: R36525, R33209, R33210, R36523, & R36523010

Dear Debbie,

On behalf of Golden Gate Highway District No. 3 (GGHD), J-U-B Engineers, Inc. has reviewed the subject Comprehensive Plan Amendment and Conditional Rezone submitted to GGHD in an email dated July 16, 2025. The subject parcels are located at 23422 Ustick Rd and in the SE1/4 of Section 31, T4N, R4W and in the NE1/4 of Section 6, T3N, R4W, BM, Canyon County, ID.

The application requests to amend the 2020 Canyon County Comprehensive Plan for approximately 153.93 acres from 'Agricultural' to 'Residential' and requests a Conditional Rezone from an "A" (Agricultural) zone to a "CR-R2" (Medium Density Residential) zone for the purpose of developing the property as a residential subdivision. The draft concept plan proposes a minimum of 135 residential lots on the 153 acres with two (2) accesses proposed on the west side of Van Slyke Rd (one clubhouse access and one public road access) and two accesses proposed on Ustick Rd (one on the north side of Ustick Rd and one on the south side in line with the north access). According to the application, "The proposed accesses will reduce the total number of access points and will ensure safe placement of accesses based on necessary stopping sight distance as analyzed by the applicant and reviewed by the highway district.". Van Slyke Rd is a Minor Collector and Ustick Rd is a Minor Arterial according to the GGHD's 2024 Functional Classification Map.

At this time, and based upon said written information provided with the application, the following findings and conditions of approval apply:

1. Section 3110.010 Traffic Impact Studies of the 2022 Association of Canyon County Highway Districts Highway Standards & Development Procedures (ACCHD Standards) states a Traffic Impact Study (TIS) is required for rural developments if the Peak Hour Trips and Average Annual Daily Trips exceed 50 and 500, respectively. If a project has special circumstances associated with it, the District may require a TIS even if the aforementioned criteria are not met. Based on the information provided and proposed use, **a TIS *is* warranted**.
2. If the minimum intersection spacing requirements of Section 3061.010.A Rural Roadway Spacing and minimum driveway spacing requirements of Section 3061.020.A Rural Roadway Driveway Spacing of the ACCHD Standards cannot be met, a **Variance Application** is required.
3. A site visit by GGHD representatives is required to address possible site distance issues, if any.
4. A more detailed review of the proposed accesses will be performed by GGHD after a TIS is prepared and during the Preliminary Plat stage.

EXHIBIT D6

GGHD reserves the right to provide amended comments/conditions of approval in the event of application revision or when additional information becomes available. GGHD requests Canyon County Development Services incorporate these comments and any subsequent comments into proposed Conditions of Approval for consideration/approval by Canyon County.

Respectfully,

Digitally signed by Christopher Pettigrew
Date: 2025.07.18 12:51:13-06'00'

Christopher S. Pettigrew, P.E.
Project Manager/Engineer, Transportation Services Group
Technical Resources Team Lead (Central)

CC: Bob Watkins, GGHD Director of Highways

Debbie Root

From: Bob Watkins <bobw@gghd3.org>
Sent: Tuesday, August 5, 2025 7:12 AM
To: brentorton@ortonengineers.com; 'Christopher Pettigrew'
Cc: Debbie Root; chhream@gmail.com
Subject: [External] RE: Timber Ridge Traffic Study Scope

Brent, looking at the possible scope of work for the proposed TIS for both subdivisions Timber Ridge and Williamson. Chris and myself have come up with what we think is the most logical at this point. I also added Beet and Pride as requested from HD4.

1. Ustick/Allendale
2. Ustick/Van Slyke
3. Van Slyke/Boehner
4. Van Slyke/Signature Pt
5. Van Slyke/Homedale Rd
6. Van Slyke/US 95
7. Van Slyke/US19
8. Ustick/Aura Vista
9. Ustick/Mariah Ridge
10. Ustick/Aura Vista
11. Ustick/Friends
12. Ustick/Beet
13. Ustick/Pride

Best,

Bob Watkins
Director of Highways
Golden Gate Highway Dist.#3

From: brentorton@ortonengineers.com <brentorton@ortonengineers.com>
Sent: Thursday, July 31, 2025 1:02 PM
To: 'Christopher Pettigrew' <cpettigrew@jub.com>; Bob Watkins <bobw@gghd3.org>
Cc: 'Debbie Root' <Debbie.Root@canyoncounty.id.gov>; chhream@gmail.com
Subject: Timber Ridge Traffic Study Scope

Good afternoon Friends!

For the Scope on the Timber Ridge Traffic Study the intersections would be:

1. Ustick and Van Slyke
2. Van Slyke and Boehner
3. Ustick and Allendale

EXHIBIT D7

Debbie Root

From: Greenleaf City Clerk <clerk@greenleaf-idaho.us>
Sent: Monday, August 11, 2025 12:22 PM
To: brentorton@ortonengineers.com
Cc: Paul J. Fitzer; Amy Woodruff; Doug Amick; Carrie Huggins - Work; Debbie Root
Subject: [External] Re: Projects desiring to sewer to Greenleaf

Hi Brent!

Thank you for the written request below dated 21 July 2025. At the next available City Council Meeting, held 05 Aug 2025, Council had a policy discussion regarding making residential utility services available outside the city limits. Council is open to case-by-case consideration of proposals to provide potable water and sanitary sewer utility services outside the city limits, favoring well-designed development promoting sustainable home ownership, and with extra-terratorial agreement negotiated with the City Council.

To move forward, please submit a $375.00 'pre-application meeting & site visit' fee as a retainer for city application processing costs, along with dates available to meet with city staff for discussion and staff input on a written narrative application including draft extra-terratorial agreement to be scheduled for consideration at an upcoming City Council meeting.

Thank you,

Lee C. Belt
Greenleaf City Clerk
208/454-0552 phone
208/454-7994 fax
208/880-4061 cell

On 7/21/2025 12:44 PM, brentorton@ortonengineers.com wrote:

> Good afternoon Lee!
>
> Here are the proposed preliminary plats for the two subdivisions near Timberstone.
>
> These would want to connect to Greenleaf sewer and will be building public drinking water facilities that may be desirable to dedicate to Greenleaf as a satellite extension to the water system (or remain private).
>
> Thanks!!
>
> Brent
>
> **Brent L. Orton, PE, MSCE**
> Orton Engineering
> Phone: (208)350-9422
> Email: brentorton@ortonengineers.com
> Web: www.ortonengineers.com

EXHIBIT
D8

4. Ustick and Aura Vista
5. Ustick and Mariah Ridge
6. Van Slyke and Signature Pointe Ln.
7. Ustick and Friends

Williamsons have a variance hearing with the Board on the 13th – I think both developments should be considered in the study – we could have them done together even but would need the mitigation to be separate. We're putting in a variance application for Christensen's too to confirm the work we did on access locations and sight distance last year.

May I have your comments on the intersections to study?

Thanks so much!!

Brent

Brent L. Orton, PE, MSCE
Orton Engineering
Phone: (208)350-9422
Email: brentorton@ortonengineers.com
Web: www.ortonengineers.com

EXHIBIT E

Public Comments Received by Materials Deadline

EXHIBIT E

Debbie Root

From: Lucero Hopkins <lucerohhhop@gmail.com>
Sent: Tuesday, July 29, 2025 12:08 AM
To: Debbie Root
Subject: [External] Attn: Deb Root - Opposition to Case Nos. OR2022-0002 and RZ2022-0002 – Comprehensive Plan Amendment and Rezone Request

Dear Planning & Zoning Commission,

I am writing to formally oppose the proposed amendment to the 2020 Comprehensive Plan and the conditional rezone request for approximately 151.56 acres located at and near 23422 Ustick Road (Case Nos. OR2022-0002 and RZ2022-0002).

The following are significant concerns related to this proposed development:

1. Incompatibility with the Comprehensive Plan Goals
The current designation of "Agriculture" represents the longstanding rural vision for this area. Changing it to "Residential" would directly undermine the County's goals of preserving agricultural land, limiting sprawl, and supporting sustainable, community-guided growth.

2. Strain on Infrastructure and Public Services
The proposed density—at least 135 residential lots—is too great for an area not designed to support it.
• Transportation: Ustick and Van Slyke Roads are rural corridors not suited to handle the increase in traffic volume, posing risks to safety and increasing road maintenance costs.
• Schools: Vallivue and Homedale School Districts already face resource constraints. Additional students would stress existing facilities, staff, and transportation networks.
• Emergency Services: The area falls under rural fire districts (Homedale and Wilder) that are not equipped to provide timely emergency services to a high-density development.

3. Environmental and Topographical Challenges
Significant portions of this property contain 15% or greater slopes, which complicates site development. Erosion, runoff, and soil stability concerns must be taken seriously, especially in the absence of robust stormwater infrastructure. These concerns pose long-term risks to both the development and surrounding landowners.

4. Loss of Valuable Agricultural Land
Converting over 150 acres of productive farmland to residential use is short-sighted. Agriculture remains a cornerstone of Canyon County's economy, identity, and food systems. Approving this change invites irreversible land fragmentation and the slow dismantling of our rural heritage.

5. Harm to Existing Residents – Housing Costs, Taxes, and Way of Life
The introduction of this development will exacerbate the displacement of long-time residents who are already being priced out of the area. Residential growth like this often leads to increased property values and, subsequently, higher property taxes—burdens that disproportionately affect seniors, working families, and those on fixed incomes. Moreover, this type of suburban development shifts the character of the region from agricultural and rural to congested and commuter-oriented. Residents moved to this area for peace, space, and a rural lifestyle—not to be surrounded by cookie-cutter subdivisions with little regard for context or community cohesion.

6. Encouragement of Urban Sprawl

EXHIBIT
E1

Approving this rezone invites a pattern of fragmented, inefficient development. Rather than compact, strategically planned growth, we will see isolated pockets of residential development lacking necessary public services, requiring costly infrastructure expansions, and making transportation and public service delivery less efficient and more expensive for everyone.

Conclusion
We urge the Planning & Zoning Commission to deny the requests in Case Nos. OR2022-0002 and RZ2022-0002. The long-term costs to infrastructure, community, environment, agriculture, and affordability far outweigh any short-term development gains.
Thank you for your consideration.

Sincerely,
Lucero Hopkins

July 30, 2025

Canyon County Planning & Zoning Commission
111 North 11th Avenue, Suite 310
Caldwell, ID 83605

From:
Anita Turner
19601 Van Slyke Road
Greenleaf, ID 83626
208-713-4813

Subject: Formal Opposition to Timber Ridge Subdivision – Applications OR2022-0002 and RZ2022-0002

Dear Commissioners,

I am writing to formally oppose the proposed Timber Ridge Subdivision near Van Slyke and Ustick Roads. This opposition is based on multiple factors: insufficient water resources and declining groundwater quality; the negative impact of new wells on existing residents' wells; inadequate municipal infrastructure; increased traffic and safety concerns; loss of valuable agricultural land; and inconsistency with local, county, and state planning goals.

Water Resource Concerns:
- High nitrate and arsenic levels have been documented in the area (HDR 2025 study, Exhibits B2h and B2j). Many local wells already exceed safe EPA limits, and additional wells for the subdivision will exacerbate contamination and reduce water availability for existing residents.
- The City of Greenleaf's water system is already struggling with poor quality and limited capacity, serving fewer than 1,000 residents. Doubling demand for water and wastewater services without infrastructure upgrades risks significant public health impacts and service failures.

Infrastructure and Traffic Impacts:
- Traffic studies (Exhibit A7) estimate an additional 1,285 vehicle trips daily on Ustick and Van Slyke Roads—rural routes already used by farm equipment and school buses. No improvements are planned to mitigate safety hazards.
- Sewer and water infrastructure improvements are not funded or approved, yet the project relies on municipal connections.

Agricultural and Rural Preservation:
- Prime farmland (Exhibit B2k) would be permanently converted to residential use, contrary to the Canyon County Comprehensive Plan and Idaho's Right to Farm Act (Idaho Code §22-4503).
- This rezoning undermines rural character and invites incompatible land use conflicts.

EXHIBIT
E2

Conclusion:
For these reasons, I respectfully urge the Planning & Zoning Commission to deny the Timber Ridge Subdivision and associated rezone applications.

Respectfully submitted,

Anita Turner
19601 Van Slyke Road
Greenleaf, ID 83626
208-713-4813

Snake River Canyon Scenic Byway

Showcasing the beauty and agricultural heritage of the Snake River Canyon

To: Canyon County Planning and Zoning Commission
Fr: Board of Directors, Snake River Canyon Scenic Byway
Re: Cases No. OR2022-0002 and RZ2022-0002/Ustick and Van Slyke Rds
Date: August 1, 2025

The Snake River Canyon Board of Directors is opposed to this proposed change in the Comprehensive Plan designation and conditional rezone and development for the following reasons:

1. The request is within the viewshed of the Snake River Canyon Scenic Byway, and will negatively impact the "Agricultural nature" of the Byway's immediate surroundings. The Byway was approved by the Canyon County BOCC and ITD as Idaho's only "Agriculturally themed" Byway, and the proposed 135 lots (on 151 acres) do not in any way represent or protect the agricultural history, nature and value of the area as currently designated by the Plan. This proposal is less than a half of a mile from the Byway, and in the heart of production agriculture land, and will negatively impact the Byway's viewshed, which highlights agriculture, not residential subdivisions.

2. The insertion of a Single Family Residential zone in this area of the county will change the essentially "agricultural" character of the area. It will adversely affect the agricultural way-of-life of the neighbors who choose to live surrounded by production agriculture. In other words, it will negatively affect the neighbor's property rights.

Its' negative impact on traffic and the movement of farm equipment in the area provides a dangerous situation for current residents and farmers alike. Most traffic studies agree that for each new dwelling unit 8 to 10 trips per day will be generated. For this development that could represent 1,080 to 1,350 more vehicles per day on narrow county roads in a dense development located miles from any city limits.

3. The insertion of a Single Family Residential zone in the middle of an agricultural zone, is a "foot-in-the-door" for further development of residential housing in an Ag zone. This property is on the border of the designated ag transition zone. A Single Family zone, completely surrounded by agriculture, is the very opposite of protecting existing ag operations that are the economic backbone of our county. And we have seen over and over, once a residential zone is placed into the middle of Ag land, it is quickly joined by other residential zones. Residential development of any kind in the agriculture zone negatively affects the character of the area, and can lead to the complete destruction of production agriculture and the neighbor's agricultural way-of-life.

Feel free to contact Teri Ottens, Board Secretary/Treasurer at 208-869-6832 with any further questions.

EXHIBIT
E3

Debbie Root

From: Wade willson <diesel5906@gmail.com>
Sent: Wednesday, July 23, 2025 11:36 AM
To: Debbie Root
Subject: [External] Development and zoning

I'm writing you this letter and representing several of my neighbors, in short we do not want more development in our farmlands, we want to keep Idaho Idaho and the last thing we need is more Californians and out of staters moving to our state and destroying it like they did the state they left from, there is more than enough room to grow with inside the city of my meds we don't need a bunch of high-priced houses driving up our taxes and clogging up the roads, and closing keep it Idaho.

EXHIBIT
E4

Debbie Root

From: dine grandecuisine.net <dine@grandecuisine.net>
Sent: Monday, August 4, 2025 10:44 AM
To: Debbie Root
Subject: [External] proposed development off ustick and vanslike

Commisioner, I reside at 21631 Allendale, and I oppose this proposed developement. Allendale has become a highly traveled road in the last several years by both cars and farm trucks. There is a problem with excessive speed by both. Our fence has been crashed into several times, our trees mowed down by out of control drivers. Ustick is even worse for traffic. Our water table is shrinking significantly due to the developements on Allendale and farm use when the irrigation ditches are not available. Our farm land is dissapearing at a rapid rate which leaves us dependant on outside sources for our agricultural needs. I do not believe that our current infrastructure is adequate to support another residential development especially for 135 residential lots. In doing the math, that would be a minimum of 200 plus more cars on the road, thousands of gallons of fresh water every day, and tons of additional sewage and waste. These are just a few of the concerns I have.
Marianne Zinzer, Harold Fruitts and Joy Heighes

EXHIBIT
E5

Debbie Root

From: Louise Karther <louise.karther@yahoo.com>
Sent: Monday, August 4, 2025 11:26 AM
To: Debbie Root
Subject: [External] Proposed development at Ustick and Van Slike

Ms. Root, please convey to the commissioners my grave concerns re: the proposed residential development at Ustick and Van Slike. I am the owner of and reside at 18196 Allendale Rd., a very short distance from the proposed development. Three family members live with me.

Whereas I am concerned about the disruption of and increased amount of traffic on both Ustick and Allendale, I am even more concerned about the lack of water to support the building and maintenance of such a large development. Our water supply is already placed in jeopardy in the fall and spring when irrigation ditches are not in use.

Further, the land proposed for the development is farmland and should continue to be used for agriculture. We have already lost enough agricultural acreage in Canyon County. It is a travesty to continue to usurp this valuable natural resource for residential development.

Sincerely,
Louise F. Karther

EXHIBIT
E6

Board of County Commissioners
Canyon County
Caldwell, ID

Date: July 27, 2025
Dear Members of the Board of County Commissioners,

I am writing to strongly oppose the proposed development under Case # OR2022-0002 and RZ2022-002, located in the Treasure Valley Appellation. As a winemaker, vineyard owner, vineyard developer and wine business executive for over 30 years, I have witnessed firsthand the critical importance of preserving our agricultural land for its unique suitability to viticulture and other farming activities. This proposed development threatens not only the agricultural heritage of our region but also the environmental and economic sustainability of neighboring properties. Below, I outline several compelling reasons why this project should be denied, grounded in Canyon County's zoning criteria, environmental concerns, and precedent from successful opposition efforts elsewhere.

1. Inconsistency with the Comprehensive Plan and Agricultural Preservation
The Canyon County 2030 Comprehensive Plan emphasizes the preservation of agriculture, designating this area as agriculture with an intensive agriculture overlay. This designation reflects the region's unique suitability for farming, particularly for vineyards within the Treasure Valley Appellation, which is renowned for its ideal climate and soil conditions for wine grape production. The proposed development, with up to 135 residential lots averaging 0.82 acres, directly contradicts the plan's goals by converting prime agricultural land into residential use. According to the Canyon County Zoning Ordinance (07-06-03), a comprehensive plan amendment must align with the plan's purposes, goals, and policies. This project fails to meet this standard, as it undermines the preservation of viable farmland critical to the region's identity and economy.

2. Incompatibility with Surrounding Land Uses
The proposed development is incompatible with the surrounding agricultural landscape, which includes vineyards, farms, and rural residences. Introducing a dense residential subdivision with a minimum lot size as small as 0.68 acres will disrupt the rural character of the area and negatively affect neighboring agricultural operations. The Canyon County Zoning Ordinance (Section 06-03) requires that a conditional rezone be compatible with surrounding land uses and not negatively affect the area's character. The scale of this project, with an estimated 1,285 average daily vehicle trips at full buildout, will introduce noise, traffic, and urban pressures that are detrimental to the quiet, rural environment essential for agriculture.

3. Threat to the Water Table and Neighboring Wells
The proposed community well system raises significant concerns about the impact on the local water table. The Treasure Valley relies heavily on groundwater, with private wells typically drilled between 60 and 100 feet deep, fed by the rain cycle and agricultural watering. A development of this scale, with up to 135 households drawing from a community well, risks depleting the water table, which could force neighboring property owners to redrill existing wells at significant expense. In California, similar concerns about groundwater depletion led to successful opposition against large-scale developments in agricultural areas, where vineyard owners and farmers argued that housing projects threatened their water access and agricultural viability. The uncertainty surrounding the applicant's plans for sewer (either connecting to Greenleaf's system or using a community waste system) further exacerbates concerns about environmental impacts, as mismanaged wastewater systems could contaminate groundwater, affecting both agriculture and residential wells.

4. Insufficient Infrastructure and Traffic Concerns
The applicant has not yet completed a traffic impact study, which is critical given the projected 1,285 daily vehicle trips generated by the development. Without this study, it is impossible to assess the adequacy of road

EXHIBIT
E7

improvements on Ustick and Van Slyke Roads, which are already narrow and ill-equipped for significant traffic increases. The Canyon County Zoning Ordinance (Section 06-03) requires that a conditional rezone ensure adequate access and minimize interference with existing or future traffic patterns. The lack of clarity on road widening or turn lanes, combined with the potential for additional traffic from nearby developments (e.g., the Williamson properties), suggests that this project will overburden local infrastructure. In a similar case on Martha's Vineyard, a proposed 100-unit development was opposed due to its excessive traffic impact, with residents citing 140 heavy truck trips and increased wear on roads as reasons for denial. The Board should demand a comprehensive traffic study before considering approval, as premature approval risks unmitigated impacts on public safety and road maintenance.

5. Strain on Public Services and Facilities
The development will place significant demands on public services, including schools, police, fire, and emergency medical services, without clear mitigation measures. The Canyon County Zoning Ordinance (Section 06-03) requires evaluation of impacts on essential public services and facilities. With an estimated 225 new residents (based on average household sizes), this project will strain already limited rural services, which are not designed to accommodate such rapid population growth. The applicant's failure to propose community spaces, such as parks or playgrounds, further indicates a lack of commitment to supporting the needs of new residents, leaving existing infrastructure to bear the burden.

6. Economic and Cultural Loss of Agricultural Land
As a former vineyard owner and developer, I can attest that the Treasure Valley Appellation is uniquely suited for viticulture, contributing to Idaho's growing wine industry and agritourism economy. Converting this land to residential use eliminates opportunities for sustainable agricultural businesses, which provide long-term economic benefits through jobs, tourism, and local commerce. In Pennsylvania's Lehigh Valley, vineyard owners successfully argued against development by highlighting their role in preserving farmland and preventing urban sprawl, emphasizing that "once it's gone, it's gone." The economic benefits of vineyards, which can generate higher returns per acre than other crops due to value-added products like wine, far outweigh the short-term gains of housing development.

7. Precedent from Successful Opposition Efforts
Across the country, landowners have successfully opposed similar developments by emphasizing agricultural preservation and environmental impacts. In California, a vineyard owner's lawsuit against a county for restrictive land-use policies gained traction by highlighting the importance of rural land for agriculture over housing. Similarly, in West Virginia, community opposition to a bottling plant cited concerns about traffic and environmental degradation, leading to significant public pushback. These cases demonstrate that well-organized, fact-based opposition, supported by written testimony and community participation, can sway decision-makers. I urge the Board to consider these precedents and prioritize the long-term sustainability of Canyon County's agricultural heritage.

8. Lack of Community Benefits and Speculative Development
The proposed development offers no community amenities, such as parks, playgrounds, or community centers, which are critical for integrating new residents into the rural fabric. Furthermore, the applicant's reliance on a potentially modifiable development agreement raises concerns about speculative development, where initial promises (e.g., lot sizes or infrastructure plans) may change post-approval. The Canyon County Zoning Ordinance requires that amendments be more appropriate than current designations, but this project prioritizes developer profit over community benefit, risking overdevelopment similar to that seen in California's Solano County, where large-scale land purchases led to public outcry over housing-driven sprawl.

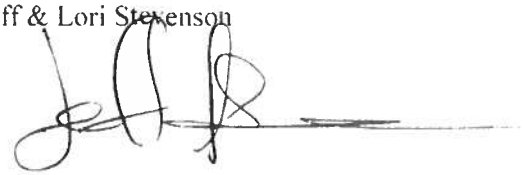
9. The Slippery Slope of Granting Variances
Allowing variances or approvals for this development sets a dangerous precedent, creating a slippery slope that could cascade across Canyon County. Granting concessions to one developer invites others to seek similar exemptions, eroding the protections of the 2030 Comprehensive Plan and undermining the agricultural zoning

that preserves our rural character. Once exceptions are made, it becomes increasingly difficult to deny future proposals, leading to unchecked urban sprawl and the irreversible loss of farmland. This incremental weakening of zoning standards threatens the long-term sustainability of our community and its agricultural heritage.

Call to Action
I respectfully urge the Board to deny the comprehensive plan amendment and conditional rezone for Case # OR2022-0002 and RZ2022-002. This development threatens the agricultural integrity of the Treasure Valley Appellation, risks depleting the water table, overburdens local infrastructure, and disregards the Canyon County 2030 Comprehensive Plan's emphasis on agricultural preservation. I encourage the Board to follow the example of other communities that have successfully protected their rural character by rejecting similar proposals. I will be submitting written testimony and attending public hearings, and I urge my neighbors to do the same, as recommended by Debbie Root of Canyon County Development Services. Together, we can ensure that this land remains a vibrant part of our agricultural heritage, supporting vineyards and other sustainable farming practices for generations to come.

Sincerely,

Jeff & Lori Stevenson



18900 Van Slyke Rd
Wilder, ID 83676
(208)800-2691
Concerned Resident, Former Winemaker and Vineyard Developer & Owner

Debbie Root

From: CJ & Janet Northrup <famiciwine@gmail.com>
Sent: Tuesday, August 5, 2025 1:59 PM
To: Debbie Root
Subject: [External] Cases No. OR2022-0002 and RZ2022-0002/Ustick and Van Slyke Rds

HI Debbie,

Please see the letter below and accept it as my formal opposition to the proposal to Cases No. OR2022-0002 and RZ2022-0002/Ustick and Van Slyke Rds.

Janet Northup
16085 Plum Rd.
Caldwell, Idaho, 83607
208-283-7910
August 5, 2025

Jay Gibbons, Director - Canyon County Planning and Zoning
111 North 11th Ave. #310
Caldwell, Idaho 83605
RE: Opposition to Cases No. OR2022-0002 and RZ2022-0002 – Ustick and Van Slyke Roads

Dear Canyon County Planning & Zoning Commissioners,

I am writing to express my strong opposition to the proposed Comprehensive Plan amendment and conditional rezone and development under Cases No. OR2022-0002 and RZ2022-0002, located at Ustick and Van Slyke Roads.

This proposal - to insert a Single-Family Residential zone into the heart of our county's prime agricultural land - represents a serious threat to the long-term viability of agriculture in Canyon County and undermines both the letter and spirit of the newest Comprehensive Plan.

When the Agritourism Overlay was adopted within the new Comprehension Plan, Commissioner Leslie Van Beek wisely recommended that the next step be the formation of a committee to develop a clear, collaborative vision for agritourism in the county - identifying what types of businesses would be supported and how to protect agricultural operations. Unfortunately, that follow-through has yet to happen. Without such a framework in place, approving residential developments like this one only accelerates the fragmentation of farmland and erodes the very economic and cultural fabric we claim to protect.

The insertion of a residential subdivision (135 lots on 151 acres) into the middle of an agriculturally zoned area will dramatically alter the character of the surrounding community. This development would be surrounded by farms, not city infrastructure. The transition from open farmland to dense residential lots creates a ripple effect: it increases conflict between agricultural operations and new residents, invites further incompatible

EXHIBIT
E8

development, and compromises the property rights of those who chose to live in a rural, production-focused landscape.

Furthermore, traffic safety is a significant concern. The proposed development could generate over 1,000 additional vehicle trips per day on narrow county roads already heavily used by farm equipment. This introduces dangerous conditions for both farmers and residents and places a burden on infrastructure not yet designed for such volume.

This project also conflicts with the vision of the Snake River Canyon Scenic Byway. Idaho's only agriculturally themed byway (one of five in the Nation) is approved by both the Canyon County Board of Commissioners (BOCC) and the Idaho Transportation Department (ITD). The proposed subdivision sits less than half a mile from this byway and would irreversibly degrade the natural scenery and agricultural feel of the surrounding community. The Byway was created to highlight the region's agricultural beauty, not obscure it with sprawling residential development.

In short, approving this request would undermine the intent of the Comprehensive Plan, contradict the purpose of the Agritourism Overlay, and place agriculture—our county's economic backbone—at risk. Before we consider rezoning farmland for residential use, we must first establish the promised agritourism committee and work together to create a vision that truly supports and protects the future of the Sunnyslope area.

I respectfully ask that you vote **against** Cases No. OR2022-0002 and RZ2022-0002. Additionally, I would welcome the opportunity to meet with the three of you to discuss how we can collaboratively develop a long-term plan that balances growth with agricultural preservation and sustainable agritourism.

Thank you for your time and consideration.

Best Regards,

Janet Northrup

August 7, 2025

RECEIVED
AUG 08 2025
BY: Nathan Olacher

Canyon County Planning & Zoning Commissioners
Canyon County Development Services Department
111 North 11th Ave, Suite 310
Caldwell, ID 83605

Dear Commissioners:

We are writing in response to the proposed development under Case #OR2022-0002 and RZ2022-002, located near our home in the Treasure Valley Appellation.

As we have considered our response to this proposal, we are mindful that Dave and Sandra Christensen and Phyllis Indart are neighbors, whose needs and interests we respect. We are also aware that the convictions of others in our neighborhood may conflict with one another. In light of this, we submit the following thoughts with the hope that you as our Commissioners will have wisdom to chart a course that will contribute to the greatest common good.

Our concerns include the following:

1) Prioritizing land use according to the Canyon County 2030 Comprehensive Plan—This Plan places a priority on the preservation of prime agricultural land. The current proposal takes this into account, at least to an extent, and is a great improvement on the initial proposal made in 2021.

   However, looking at the bigger picture, utilizing current ag ground for low density housing which is separate from urban areas seems to do little to address the housing needs for the majority of our Valley's residents. Rather than setting precedents for even more such developments in the future, we urge you to *consider focusing on housing developments closer to urban areas on lots more affordable for the majority of your constituents*. This would not only preserve good farm ground, but would also not disrupt the rural environment we currently enjoy.

2) Protection of the water table—Having studied the proposal we are not satisfied that the real and tangible threat to the area water table has been satisfactorily addressed. We are very concerned that the proposed community well servicing up to 135 residences will seriously jeopardize the level and quality of the existing aquifer.

   If you choose to approve this plan, might we suggest a possible means of mitigating this concern? The water quality studies provided indicate that the best quality of water will be found at depths below 350+ feet. If the community well was drilled at least that deep, would it not protect the shallower aquifer where most neighboring wells have been drilled? If so, *it seems prudent to require a deeper community well*.

EXHIBIT
E9

In addition, it would seem wise to *require that sewage disposal be restricted to the proposed use of Greenleaf's disposal plant* and not allow local residential systems which would increase the chances of contaminating our shallower aquifer.

3) Traffic and infrastructure—It appears that a traffic impact study has not been completed. For the wellbeing of farm equipment that frequently traverses these roads, not to mention the safety of residents, it is *imperative that you require this study, along with adherence to its concomitant recommendations.*

4) Public services overloaded—It seems clear that the effective capacities of area public services, including schools, police, fire and emergency medical support, are under significant strain due to our ever-expanding population. Each new development only adds to their burden.

Solutions to these challenges are indeed complex and require leaders such as yourselves to take a long-range approach to their resolution. *Are we at a point in this area where a pause in development needs to be put in place, (such as the City of Greenleaf instituted a few years ago in relation to sewer capacity), in order to allow time for attention to be given to reinforcing these crucial services?*

We are grateful for your willingness to assume the responsibilities you bear as a Board of Commissioners. We support you as you seek wisdom to weigh and balance the perspectives and desires of all parties concerned.

Sincerely,

Richard & Barbara Irish

Richard and Barbara Irish
18688 Van Slyke Rd.
Wilder, ID 83676
208-901-4558

August 9, 2025

Canyon County Development Services Department
Attn: Deb Root
CASE No. OR2022-0002 & RZ2022-0002

Dear Deb,

Regarding Case OR2022-0002 & RZ2022-0002 requesting a rezone from agriculture to rural residential of Parcels R36525, R36523, R33209 & R33210, approximately 151.56 acres, to amend to County zoning map from an "A" (Agricultural) Zone to a "CR-R1" (Single Family Residential) Zone.

CONCERNS/NEGATIVE IMPACT:

- **County Recourses**: Sherriff, Fire & Ambulance are currently spread thin in Canyon County and this will have an addition demand of another 135 residential homes. (Developers have no financial responsibility in this matter to provide for much needed resources.)
- **Roads/Schools:** The roadways are still under developed & overcrowded schools are not funded by the developers. Taxpayers will continue bearing the increased financial burden. The roads will see an increase of 270 cars (est. 2 cars per household).
- **Agriculture**: The loss of 151.56 acres of viable ag land that could be utilized for farming, horse ranches or other agri based tourism; not to another residential development. Canyon County is one of the top seed growers in the nation. A multimillion dollar business.

I oppose the request to develop a minimum 135 residential lots in light of losing viable agriculture land. It's a sad note that our current commissioners are not upholding the 2030 overlay and not protecting our rich land recourses.

Sincerely,

Anne Delgado
15451 Syrah Ct
Caldwell, ID 83607

EXHIBIT
E10

From the Desk of Nancy Thomas

August 9, 2025

Canyon County Planning & Zoning Commission
111 North 11th Avenue, Suite 310
Caldwell, ID 83605

From:
Nancy Thomas
22946 Middle Road, Greenleaf, ID 83626
208-863-1802

Subject: Formal Opposition to Timber Ridge Subdivision – Applications OR2022-0002 and RZ2022-0002; Christensen/Indart

Dear Planning and Zoning Board Members,

I am writing with concerns about the Christensen/Indart planned development in the area of Van Slyke and Ustick Roads in Canyon County. I do understand that growth is inevitable and will continue in Canyon County. However, we have an opportunity to be smart about how, when, and under what circumstances development occurs, and thereby insure less of a negative impact on our homeowners and citizens.

The Christensen/Indart proposal, Timber Ridge, has 135 home sites proposed, which exceeds all previous developments in this area combined. It is one and a half times the number of homesites that exist in Summerwind/Timberstone. Given an average population of 4 persons per home, this would potentially bring the population in this small area to 1032 people, which is well over the population of the city of Greenleaf.

Smaller developments have popped up in recent years, based on information from public records:

- Garrett Ridge Ranch homes have been built over the last several years, however, a comprehensive plan map amendment related to Garrett Ranch Ridge was approved in 2022. There are 21 homes/lots in this subdivision.
- Recently Van Slyke Farms was approved for 13 sites on 26 acres.
- Summerwind/Timberstone/Signature Point to the east of this proposed development collectively has 89 home parcels. It appears only 1 lot remains unsold at this time and nearly all of the lots have homes.

The Christensen/Indart developers are using these subdivisions to justify even more residential development; however their rezone request and plan are much different due to the proposed density, and the large agricultural acreage that is in use that would be lost to homes.

My primary concerns are regarding:

1/ The Canyon County 2020 Comprehensive Plan not being followed.
2/ Water: Irrigation water, wells, water quality and quantity, and waste water.
3/ Highways: Quality of roads, traffic/congestion, noise, vehicle pollution, policing, presence of farm vehicles.

EXHIBIT
E11

1/ The Canyon County 2020 Comprehensive Plan. A comprehensive plan is of little value if not implemented and used to guide the nature of development. "The Plan is the written will of the people of the County and to be used to assist governing bodies in moving in the direction that the community has determined is the most orderly and beneficial. See Idaho Code Title 67-6508." (page 1)

The Christensen/Indart request for rezoning and development goes against many of the goals and policies of this plan. These are just a few:

- Property Rights Component: Policy 11. Property owners shall not use their property in a manner that negatively impacts upon the surrounding neighbors or neighborhoods. (page 16)
- Population Component: Policy 3. Encourage future population to locate in areas that are conducive for residential living and that do not pose an incompatible land use to other land uses. (page 18)
- Economic Development Component: In terms of agricultural cash receipts, …. "Since 1999, it (Canyon County) has fallen to 4th place behind Gooding, Jerome, and Cassia Counties. The cause of this decline may have several causes such as the rise of the dairy industry in Idaho in other counties, changes in the composition of agriculture production, *and from residential development* in Canyon County." (page 32)
- Economic Development Component: Goal 2. To support the agriculture industries by encouraging the maintenance of continued agricultural land uses and related agricultural activities. (page 34)
- Economic Development Component: Policy 5. Canyon County should not overdevelop and should retain agricultural lands/uses and control environmental impacts through conditions placed on subdivision plats and conditional use permits. (page 34)
- Land Use Component: Goal 1. To encourage growth and development in an orderly fashion, minimize adverse impacts on differing land uses, public health, safety, infrastructure and services. (page 38)
- Land Use Component: Policy 6. Review all development proposals in areas that are critical to groundwater recharge and sources to determine impacts, if any, to surface and groundwater quantity and quality.
- Land Use Component, Agriculture: Policy 1 Encourage the protection of agricultural land for the production of food. (page 40).

Much of the acreage of this development in not only viable farm ground, it is thriving farm ground, as evidenced by the current corn crops that exist on the Christensen land, and infact three corners of Van Slyke and Ustick. The Indart cattle farm was in existence for many years, and fairly recently closed down. This agriculturally zoned ground is still suitable for a feed lot, or a variety of farm animals, if not crops. It did not just become non-viable because the owners choose not to farm any longer.

2/Water. From the Comprehensive 2020 Plan, Natural Resources Component: Recognize the importance of surface water and groundwater resources of the county, in accordance with the Article XV, Section 3, of the Idaho Constitution.

Water issues in the area of this development have been heavily documented. The water quality, amount, impact to surrounding wells, irrigation water, the new Idaho Law that went into effect July 1, 2025 (Senate bill 1083) has to be carefully considered.

Developers claim that they will provide "community water and waste water systems," for these 135 properties, "through the extension of city services from the City of Greenleaf." In a letter to the community of Greenleaf, city officials acknowledge their difficulty in providing good water quality. (dated September 6, 2024). Is the city of Greenleaf on board with providing these systems to an additional 135 households?
Watering is already restricted for the homes around the Timberstone Golf Course.
Several residents in the nearby Garrett Ridge have had to re-dig their wells.

3/ Highways. I am going to focus my comments primarily on Van Slyke Road, as I have had acreage property fronting this road for 25 years. The section impacted would be from Highway 19 to Homedale Road.

- The planners are grossly underestimating the additional traffic brought about by this development. They "counted" traffic at the Van Slyke/Ustick intersection in February of 2025. At that time of year, the truck and farm vehicle traffic are nonexistent. Developer counts grossly underestimate use of Van Slyke Road, which people will take to get to Highway 19, the fastest route to Caldwell and Interstate 84. Summer also brings people towing boats, and an influx of motor homes, and trailers.
- The condition of this road is not safe now, and cannot handle the additional traffic that would be added by this development.
    - It is a narrow country road. In many sections it drops off sharply at the edge of the pavement.
    - There are no speed limit signs in either direction from Hwy 19 to Homedale Road.
    - The presumed speed limit (people are supposed to know that it's 50 mph) is too high for the volume and type of traffic currently using the road. I would contend that many of the current truck drivers on this road do not have drivers' licenses, and would not know about the 50-mph speed limit.
    - On much of this road there are not any, or inadequate shoulders.
    - There are line-of-sight issues is several areas, as is now evidenced by the amount of solid single and double yellow lines.
    - People try to drive around slow-moving farm vehicles regardless of passing zones.
    - This road is one of the last to be plowed in the winter, if it is plowed at all.
- This road is not adequately patrolled by the Canyon County Sheriff's Office, so there is inadequate speed enforcement. There have been several accidents caused by speed and the condition of the road. The CCSO has yet to complete a public records request I submitted on 7/28/2025, asking for the number of citations over the last 5 years. My guess is zero.

In addition, the growth resulting from this development will negatively impact the existing infrastructure and rural lifestyle of those who moved to this area specifically for this lifestyle.

- Law Enforcement, Emergency Medical: Response times are already longer than other areas that have similar numbers of people.
- Schools: Vallivue School District, the second largest district by enrollment, experienced the highest rate of growth at (58%) in the last fifteen-year period. This development would put further burden on this district.
- Noise pollution: The sound from traffic on Van Slyke and Ustick roads is already noted by those that live in this area. What used to be a few slow-moving farm vehicles is now multi-ton trucks and many more residents at a constant stream, often moving too fast.
- Light and population pollution: We want to see the stars! Many citizens have moved away from community centers to have views of the sky and the surrounding agricultural landscape. We don't want a sea of houses.

Because of the recent application for rezoning and development of Van Slyke Farms Ridge, which lies to the south of this property, and Garrett Ridge to the west, a great deal of information has already come forth that would also apply to this application. My hope is that letters from the Division of Environmental Quality and Department of Water Resources will be provided, as well as the USDA Canyon County Soil Survey from 2018.

Respectfully,

Nancy R Thomas

Debbie Root

From: NANCY THOMAS PRICE <zederkamme@msn.com>
Sent: Sunday, August 10, 2025 10:06 PM
To: Debbie Root
Subject: [External] Letter regarding Christensen/Indart development.
Attachments: Letter to PZ commissioners Nancy Thomas.pdf

Please see attached.

There are the most beautiful corn crops on 3 of the corners of Van Slyke/Ustick. All the Williamson property, Dave's, and even all the Van Slyke Farms area... Looks like good AG land!

Nancy

Nancy Thomas
Zeder Kamme German Shepherds & Cedar Crest K9 Academy
www.zederkamme.com "Boldness, Beauty, & Brains"
Breeding, training, and showing exceptional German Shepherds for over 25 years!

Debbie Root

From: Tracie Tackett <tracie.tackett@gmail.com>
Sent: Sunday, August 10, 2025 9:40 PM
To: Debbie Root
Subject: [External] case nos. OR2022-0002 & RZ2022-0002;

My comment is to oppose this rezoning I live on boehner road have been here since 1978 the roads in this area boehner and ustick road are not wide enough for that much traffic an farm equipment. Also nobody brings up the ground water issue. How many wells can be drilled before all the people in surrounding area loose there water What will happen then.I vote no on this project.

EXHIBIT
E12

Debbie Root

From: Sonja Graber <sonjagraber123@gmail.com>
Sent: Monday, August 11, 2025 12:54 AM
To: Debbie Root
Subject: [External] Ustick Van Slyke and Boehner Rd PROPOSED development

To whom this may concern,

We are writing to express our extreme concern over this proposed subdivision located between Ustick Rd and Boehner Rd., West of Van Slyke Rd.
We live in this area, At 24771 Ustick Rd.
We find it extremely concerning that "agriculture only", farming ground, would be used to create this 135 house, housing project. Not only is this a concern, but also the fact that Ustick Road and Van Slyke Rd. are definitely in their current state, not able to deal with the increased traffic needs and concerns. Water is also a huge problem. We are already experiencing a drop in the water table in our area because of increased housing and farming needs.
This is a rural farming area/community... Many of us want it to stay that way.
Current infrastructure CANNOT handle this growth!

My husband and I own 112 acres west of Allendale Road, with property on both the north and south sides of Ustick Road. The majority of our property is currently being farmed and has cherry trees on it. A 5 acre section of our property is separated from the rest of our property because of the large, Deer Flat low line canal... We have recently split 1.5 acres off for our children... But wanted to split this 5 acres into possibly one or two other large lots. Mainly because this property is completely separate from the rest of our property because of the canal, with NO easy access to the rest of our farm. This 5 acres is also on somewhat of a slope and part of it has a natural spring running through it so it is a bit marshy on the east side.
The county wanted to give us all sorts of grief and reasons why this property was zoned agriculture "only"... But yet some huge project like this can even be a consideration! This absolutely blows our minds!! It seems you have to be the right person, with the right name, with lots of money, and the right lawyer, who is an Idaho senator! Then you can do whatever you want with your own property but others CANNOT!
We have owned our property since 2003, and it's been owned by Graber family since the late 40's or early 50's. We are very much opposed to this large development!! A few additional houses here and there on existing building lots or those with conditional use permits is one thing, but splitting up 150+ acres into 135 housing lots is nuts and violates the existing development codes and "agricultural only" restrictions. We are OPPOSED to this development!!
We would most definitely like to attend the public hearing meeting, but we are currently in Alaska for the month of August!!
Sincerely,
Dan and Sonja Graber
24771 Ustick Rd
Wilder Idaho
83676
208-989-0211
Sent from my iPhone

EXHIBIT
E13

CHRISTENSEN / INDART

OR2022-0002/RZ2022-0002-CR

GROWING TOGETHER DRONE VIDEO 8-11-25: The link is located at

https://www.canyoncounty.id.gov/land-hearings/

August 21, 2025 Planning and Zoning Commission

This link has been changed. A new link has been provided to a County Development Services You Tube Channel. See new link on Land Hearings BOCC January 13, 2026

Exhibit E14

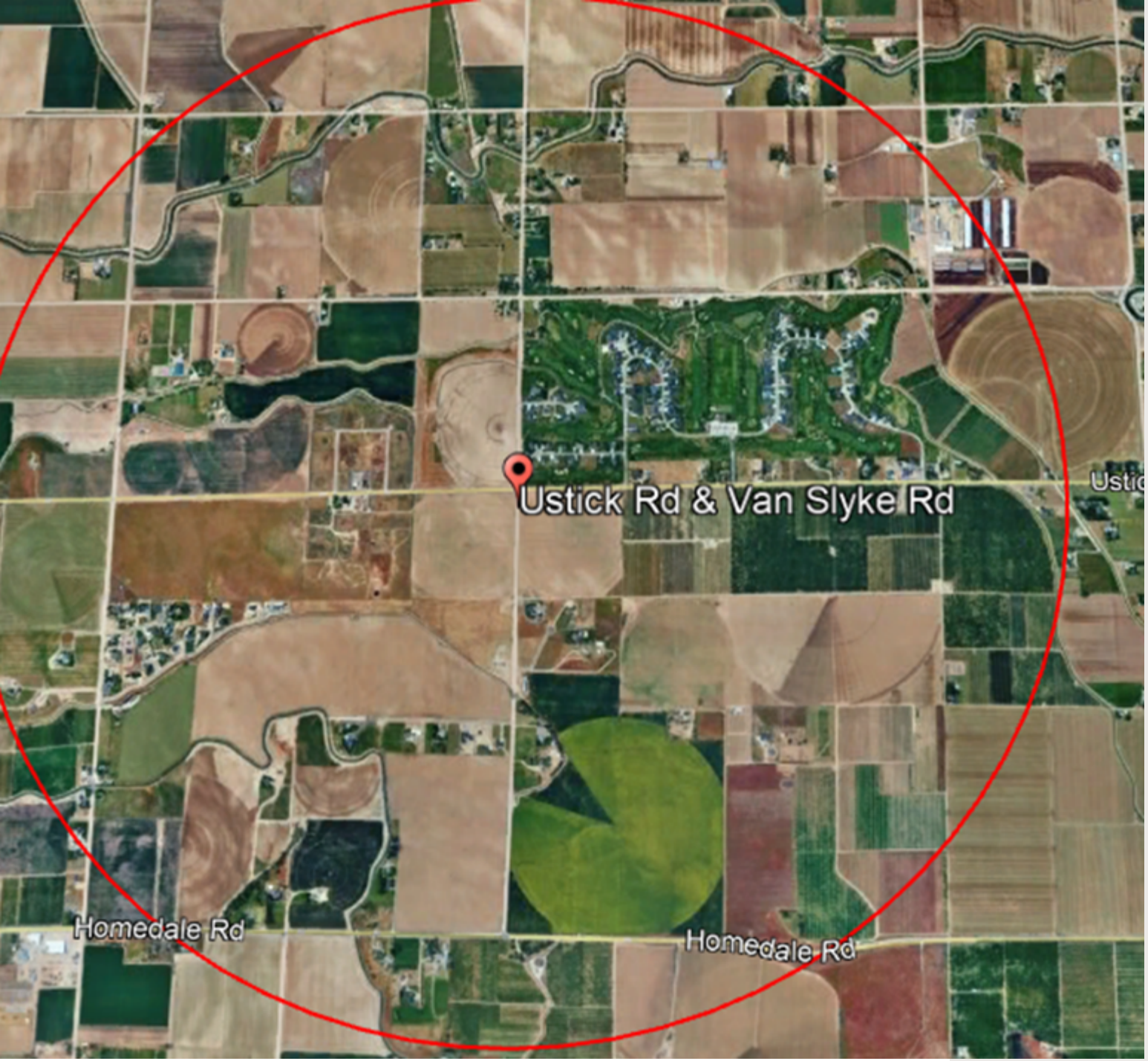
EXHIBIT
E14

Link to Drone video submitted for case no. RZ2022-0002 & OR2022-0002

The following link will take you to Canyon County Development Services' You Tube channel.

https://www.youtube.com/watch?v=qrSKvt6qzPw&list=PLhcrC1p1OhJhM1N5MB1knMpq1VM6pT1S1

NEW LINK 1-5-2026



Existing Land Uses within 1.3 Mile of the Subject Property

EXHIBIT
E15

Land Use: Corn

Land use: Pasture

Land Use: Wheat

Land Use: Alfalfa

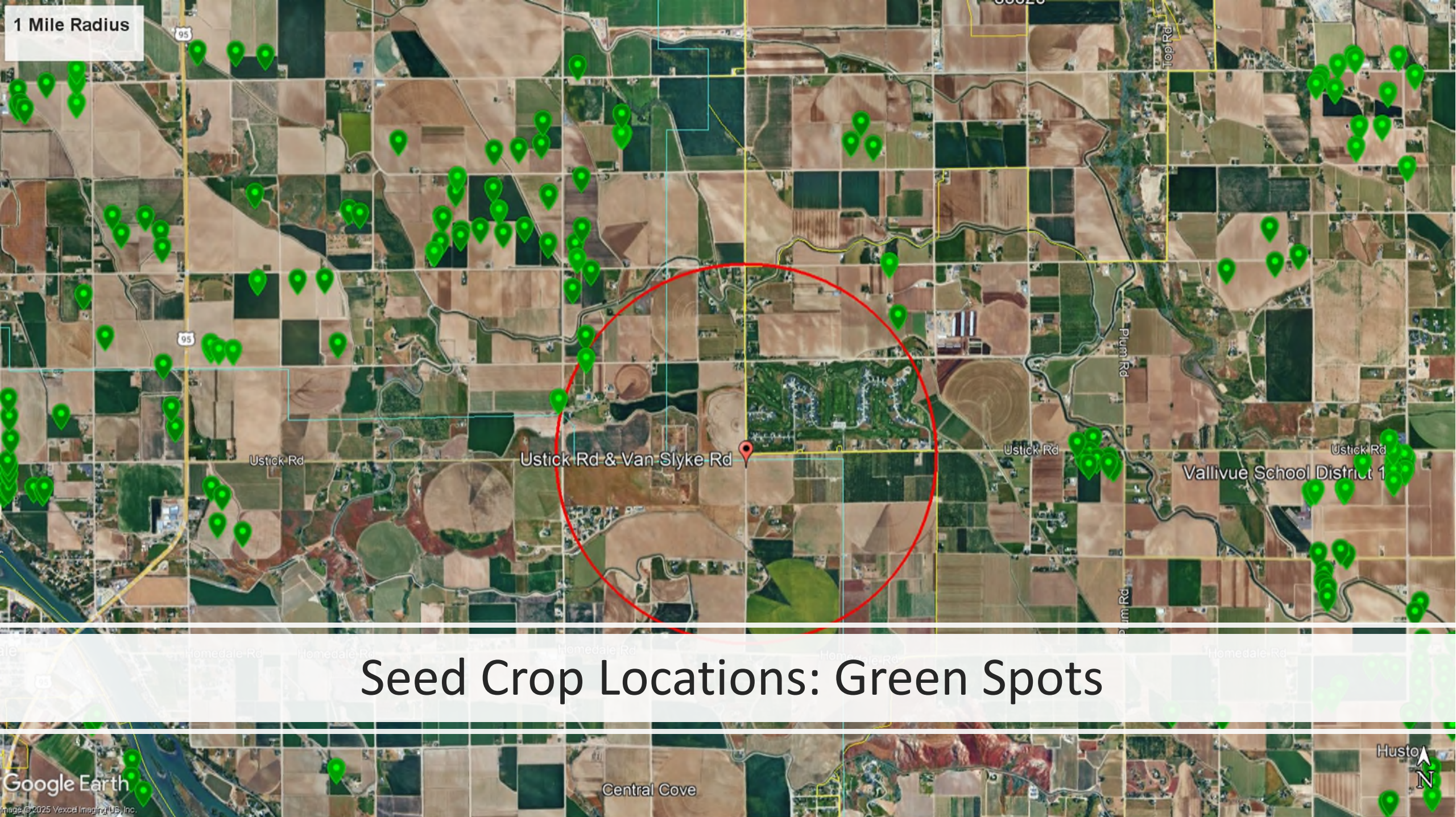
Land Use: Feedlot/Cattle

Land Use: Grapes

Land Use: Beans

Land use: Orchards

Land Use: Dairy



Seed Crop Locations: Green Spots

Proposed Elementary Boundaries for Fall of 2025

EXHIBIT
E16

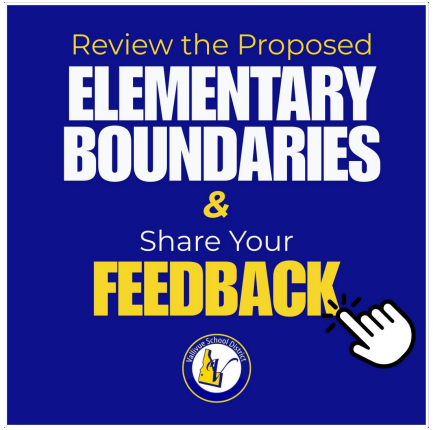
Quick Recap on Elementary Boundary Goals:

1. Balance enrollments among nine elementary schools based on each building's capacity and the projected 11,000 homes to be built in the next five years.

2. Revise proposed boundaries based off of the of feedback submitted by the community.

Community Awareness & Feedback Efforts

1. School meetings
2. Newsletter with map and Oct 31st Survey Feedback. (survey was bilingual)
3. Map available with QR code for Oct 31st survey at all Elementary schools through the 31st.
4. 1,032 letters sent to all parents/guardians of students who would be moving due to the boundary changes. The letter also included a link to the November 15th survey. (letter and survey was bilingual)
5. November 15th survey and map posted to the district home page and shared via district newsletter.



Results from Information Sessions and Post Surveys

Elementary School	Parents in Attendance	Feedback Cards Submitted	Oct 31st Bilingual Survey Results	Bilingual Letters sent to families moving school	Nov 15th Bilingual Survey Results
Lakevue	62	7	31	187	11
Central Canyon	12	3	40	206	7
Desert Springs	7	0	38	93	1
Skyway	27	5	16	153	4
East Canyon	24	8	88	302	2
Migrant Family Meeting	35	11	0		
Birch	N/A	N/A	0	28	10
West Canyon	N/A	N/A	16	63	2

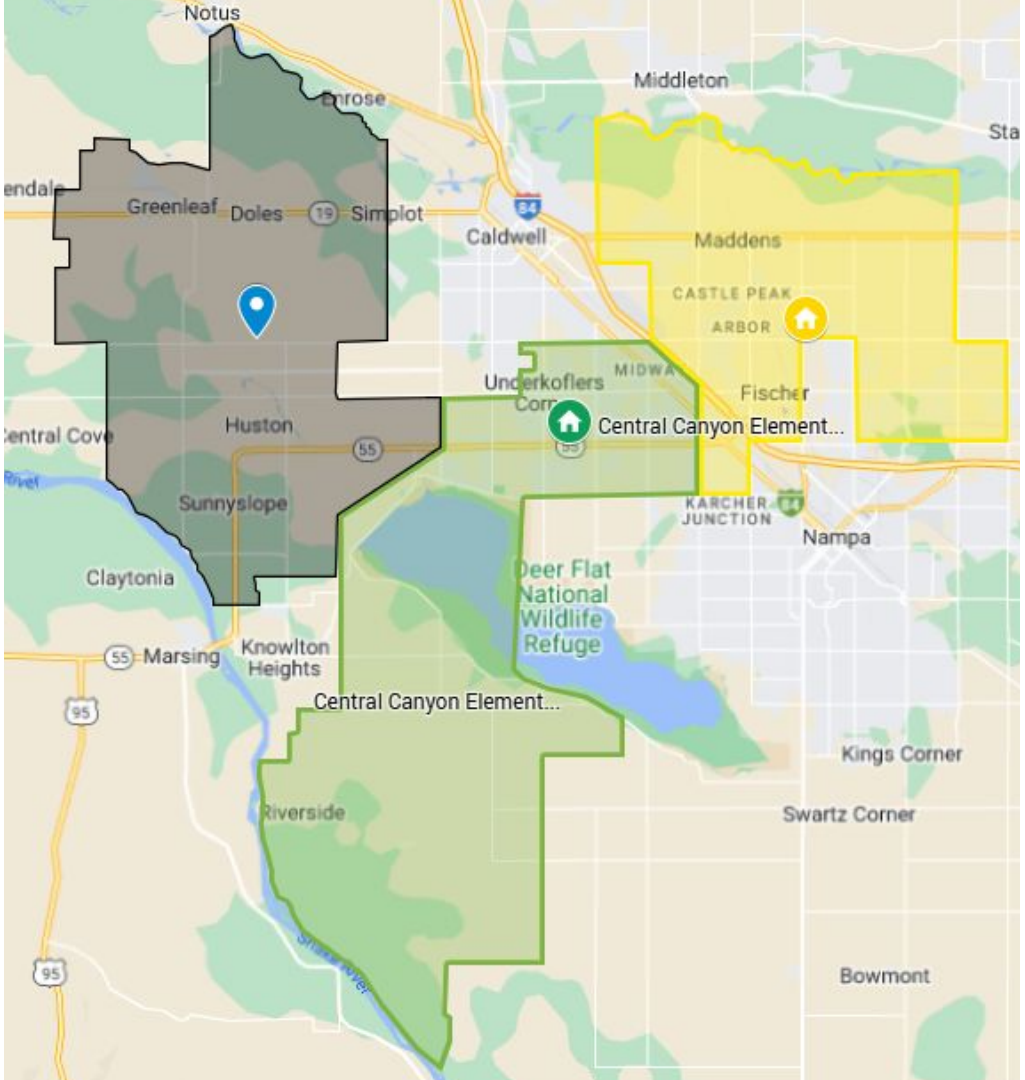
A History of Elementary Boundary Changes

1992

West Canyon

Central Canyon

East Canyon



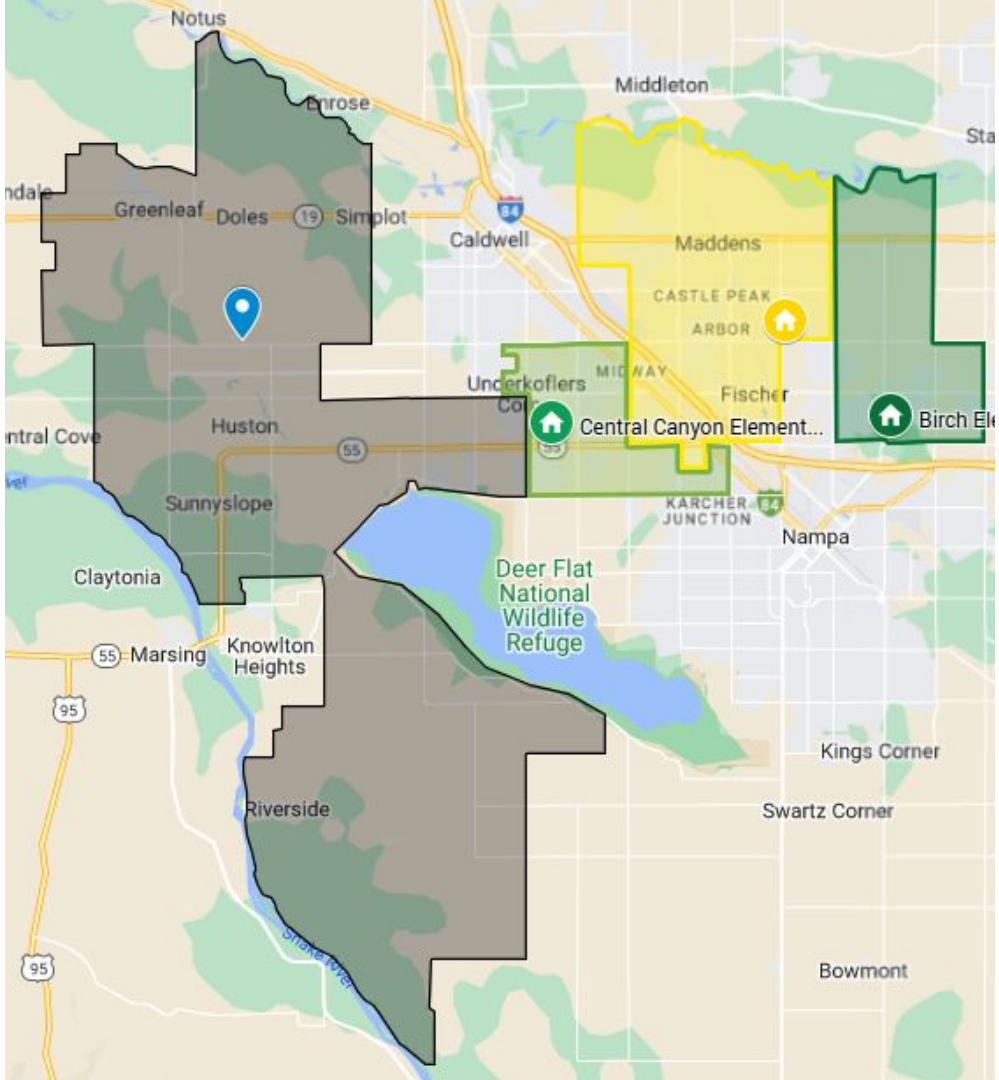
2002

West Canyon

Central Canyon

East Canyon

Birch



2008

West Canyon

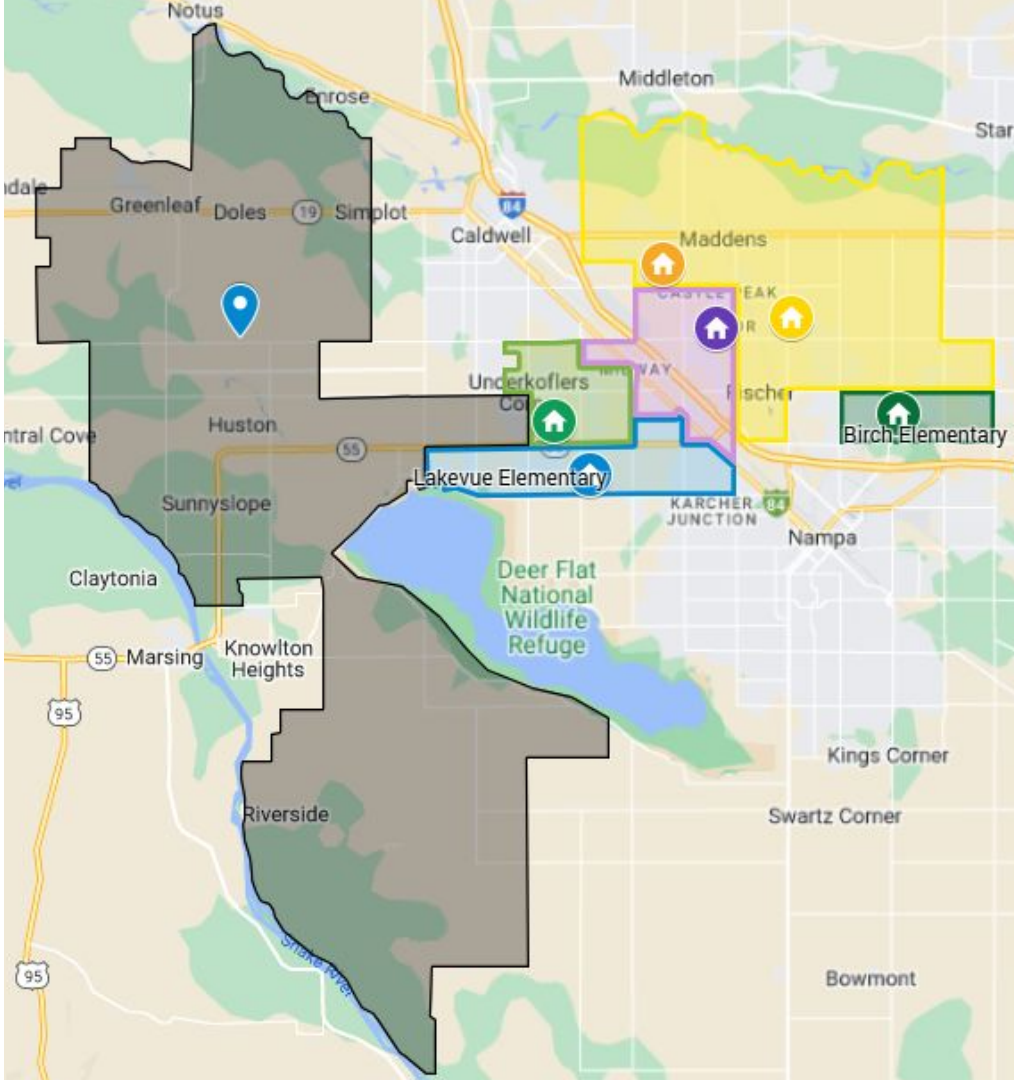
Central Canyon

East Canyon

Birch

Desert Springs

Lakevue



2024

West Canyon

Central Canyon

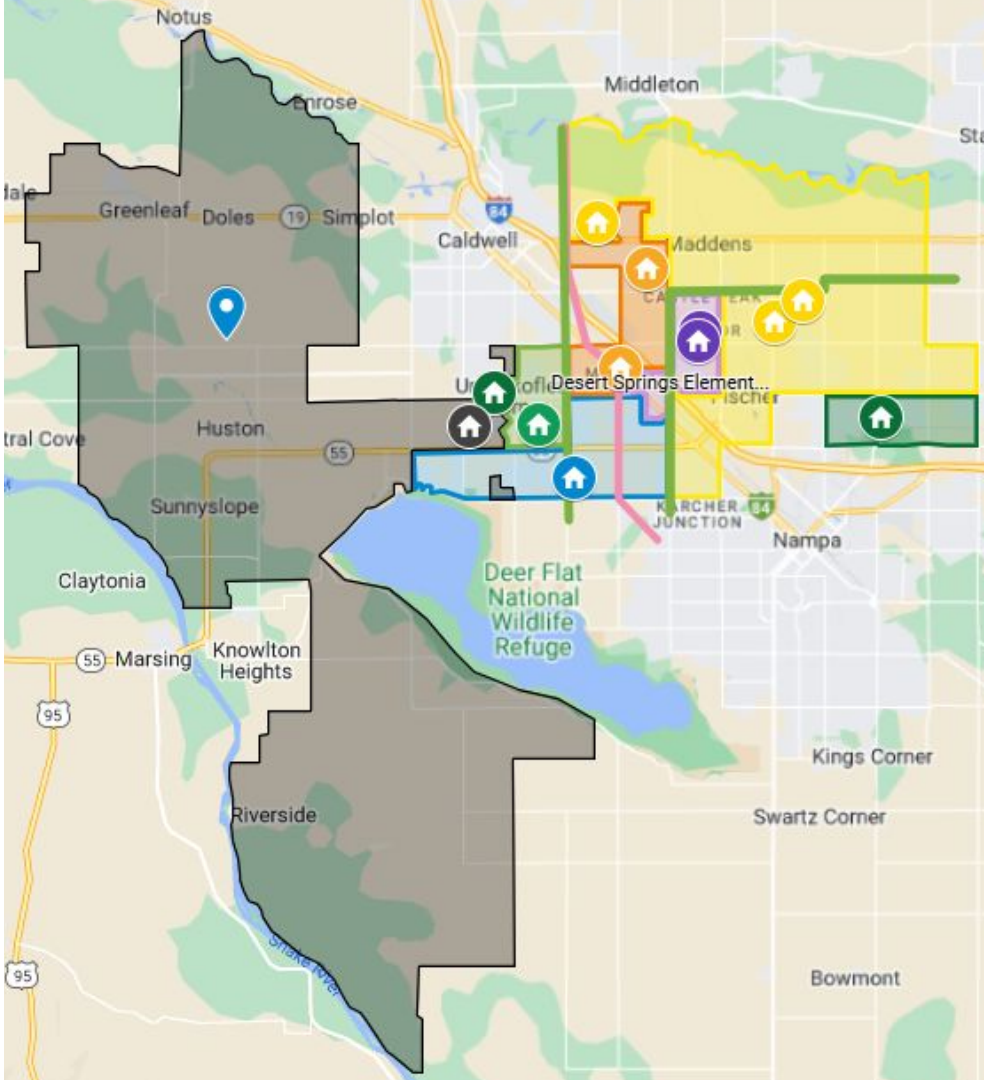
East Canyon

Birch

Desert Springs

Lakevue

Skyway



Proposal for Fall 2025

West Canyon

Central Canyon

East Canyon

Birch

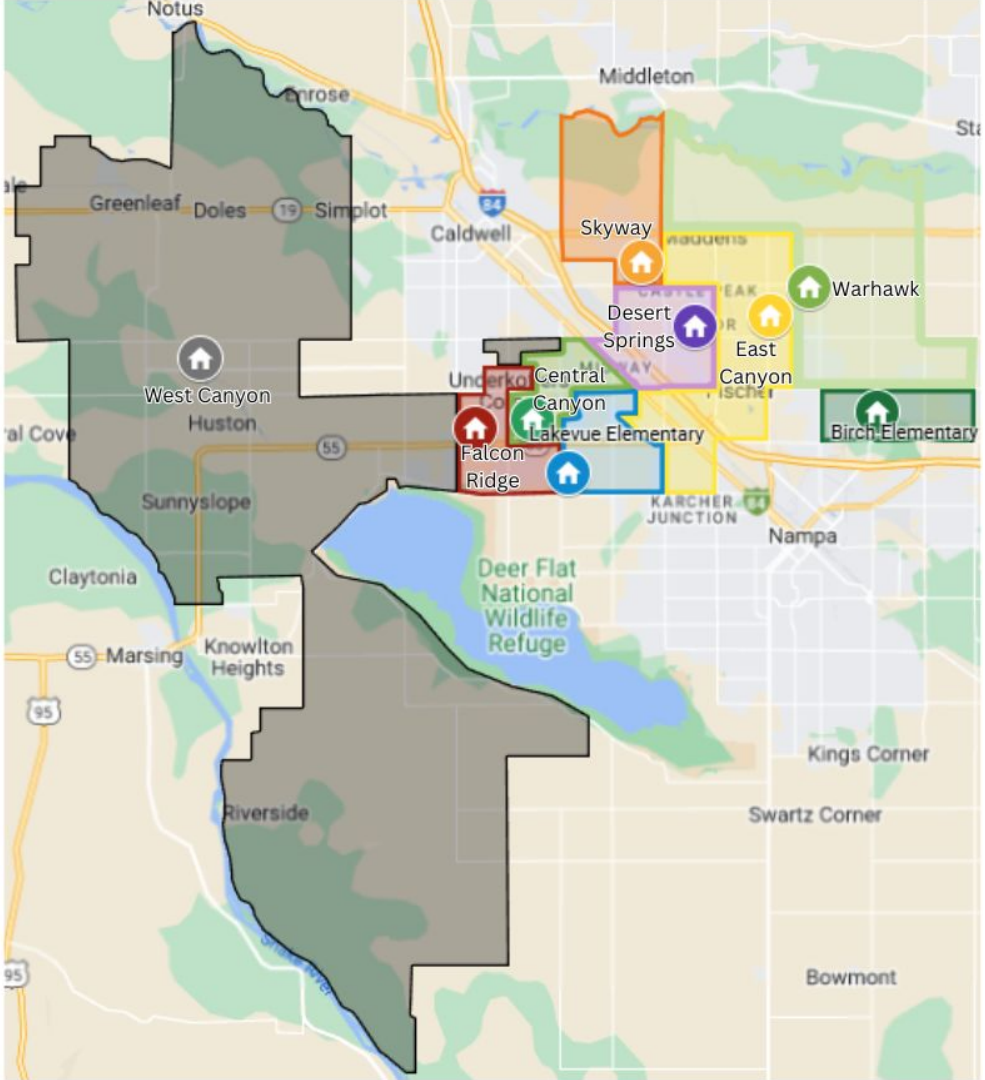
Desert Springs

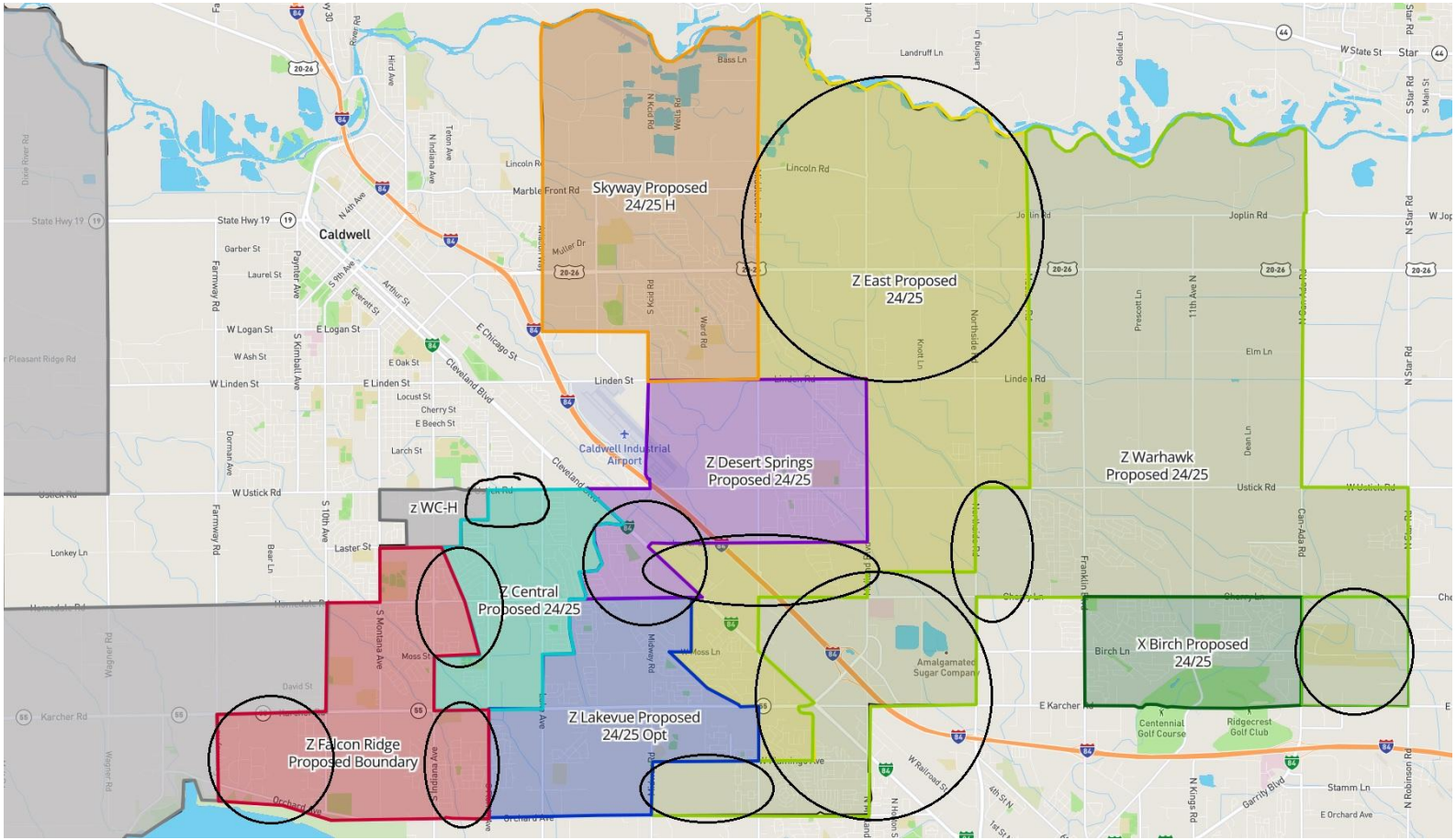
Lakevue

Skyway

Falcon Ridge

Warhawk




Skyway Proposed
24/25 H
Z East Proposed
24/25
Z Desert Springs
Proposed 24/25
Z Warhawk
Proposed 24/25
z WC-H
Z Central
Proposed 24/25
X Birch Proposed
24/25
Z Lakevue Proposed
24/25 Opt
Z Falcon Ridge
Proposed Boundary
Caldwell
Caldwell Industrial Airport
Amalgamated Sugar Company
Centennial Golf Course
Ridgecrest Golf Club

Projected Enrollments:

SCHOOL	CAPACITY	2025-2026	2029-2030
West Canyon	625	351	537
Falcon Ridge	700*	604	819
Central Canyon	625	518	904
Lakevue	725	675	1103
Desert Springs	625	566	871
Skyway	800	696	1059
East Canyon	625	481	735
Warhawk	800	404	685
Birch	625	590	590

November 15th Feedback Survey Results

Process for Rezoning Elementary Boundaries

Updating Boundaries for Nine Elementary Schools

EXHIBIT
E17

Objectives When Considering Boundary Changes:

1. Balance enrollments among nine elementary schools based on each school's respective building capacity.

2. Account for more than 11,000 homes that will be built within the next five years.

3. Review feedback from the Brown Bus Company, parents, staff, and students to help improve upon the boundary proposal.

The Process So Far:

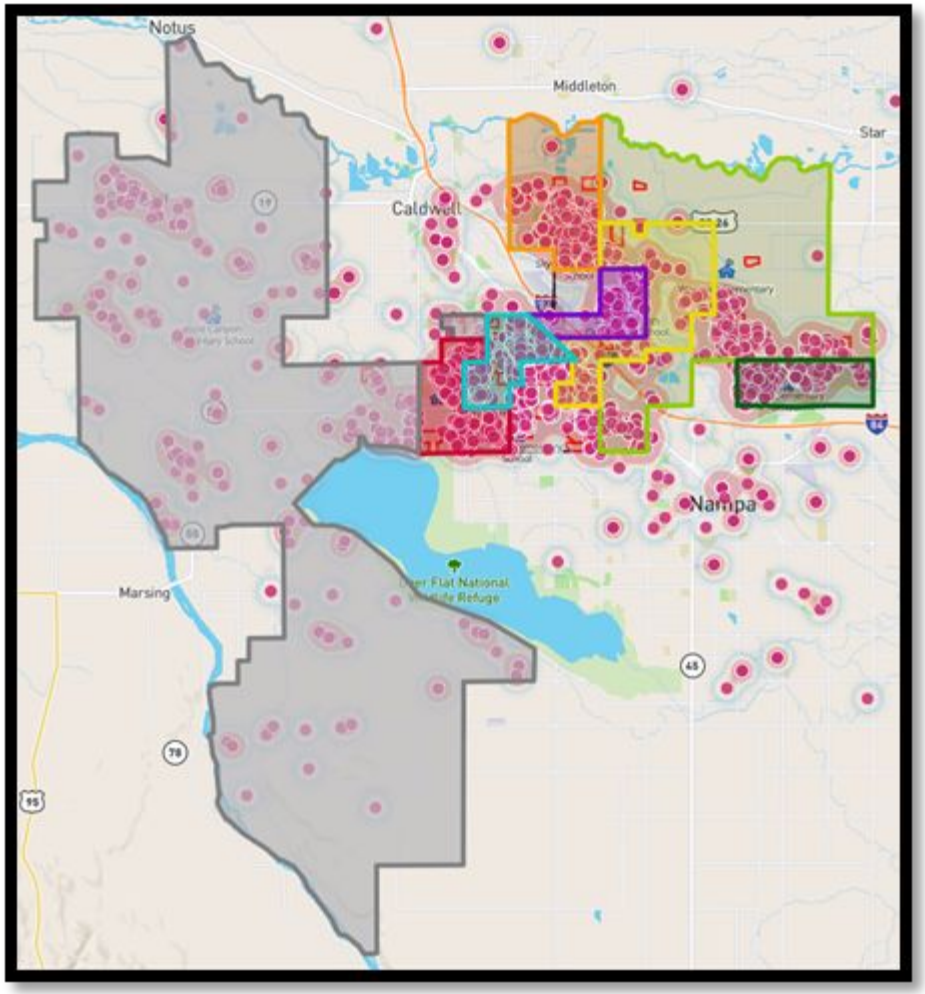
1. Contracted with PowerSchool's Projective Enrollment Analytics.

2. Uploaded enrollment data and city development data from Caldwell, Nampa, and Canyon County.

3. Reviewed the data and developed boundary proposals with a five year projection model (SY 2025 to SY 2029).

Visual Model Example

- Each dot represents a family with K-5 student(s).
- Red outlines represents 11,000 newly approved developments.



After 9 drafts...

District leadership received feedback from:

- Brown Bus Company
- Elementary Principals

Principals invited parents to attend an information session to:

- review the boundary draft for their school
- to ask questions
- to provide feedback

Results from September Information Sessions...

Elementary School	Parents in Attendance	Feedback Cards Submitted
Lakevue	62	7
Central Canyon	12	3
Desert Springs	7	0
Skyway	27	5
East Canyon	24	8
Migrant Family Meeting	35	11
Birch	N/A	N/A
West Canyon	N/A	N/A

Sample of What Parents Reviewed

East Canyon Proposed Boundaries

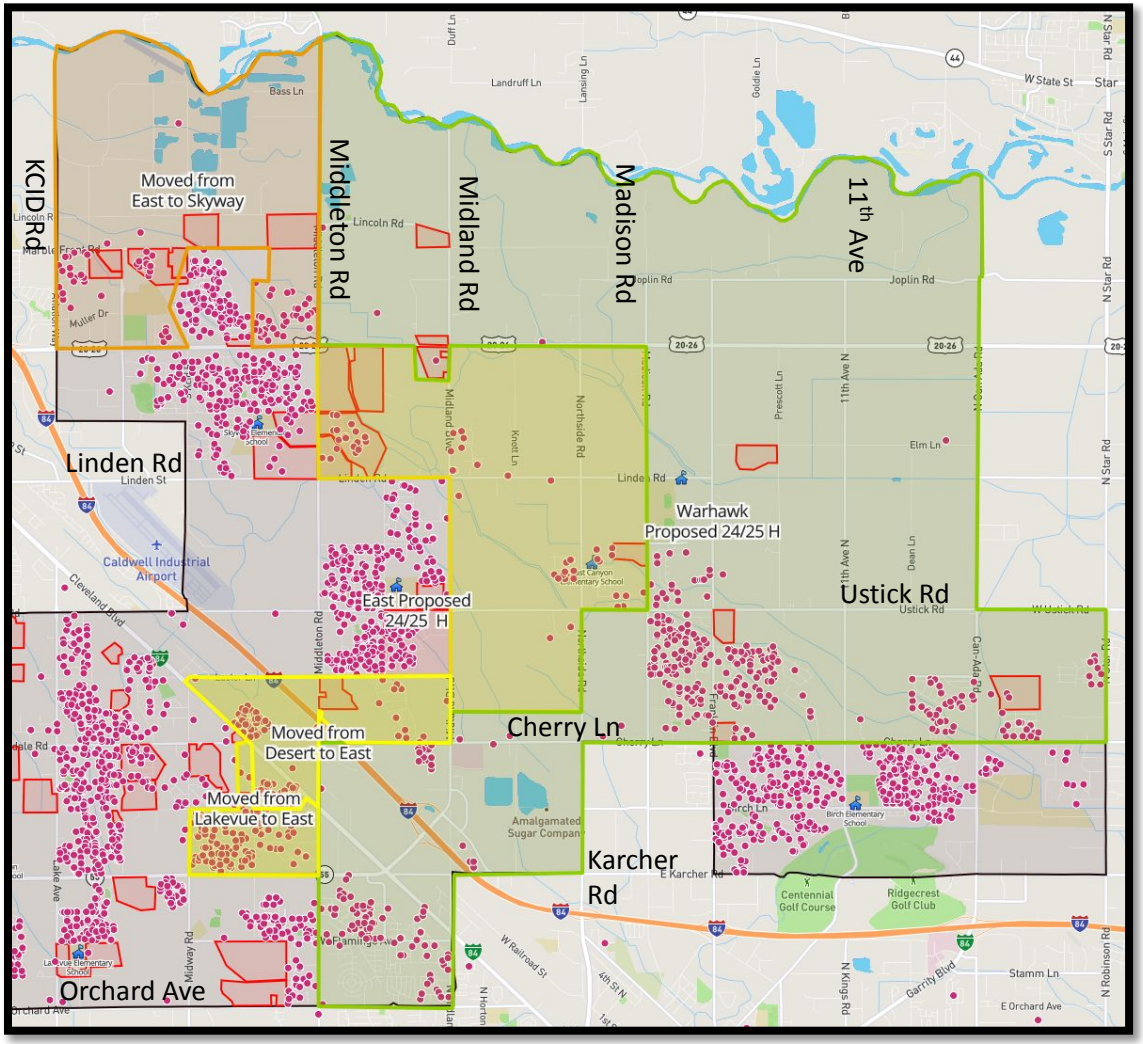
Building Capacity: 625

Projected Enrollments

2025 SY: 441

2026 SY: 609

2029 SY: 771



For Parents that Could Not Attend the Information Session...

Dear Vallivue Community,

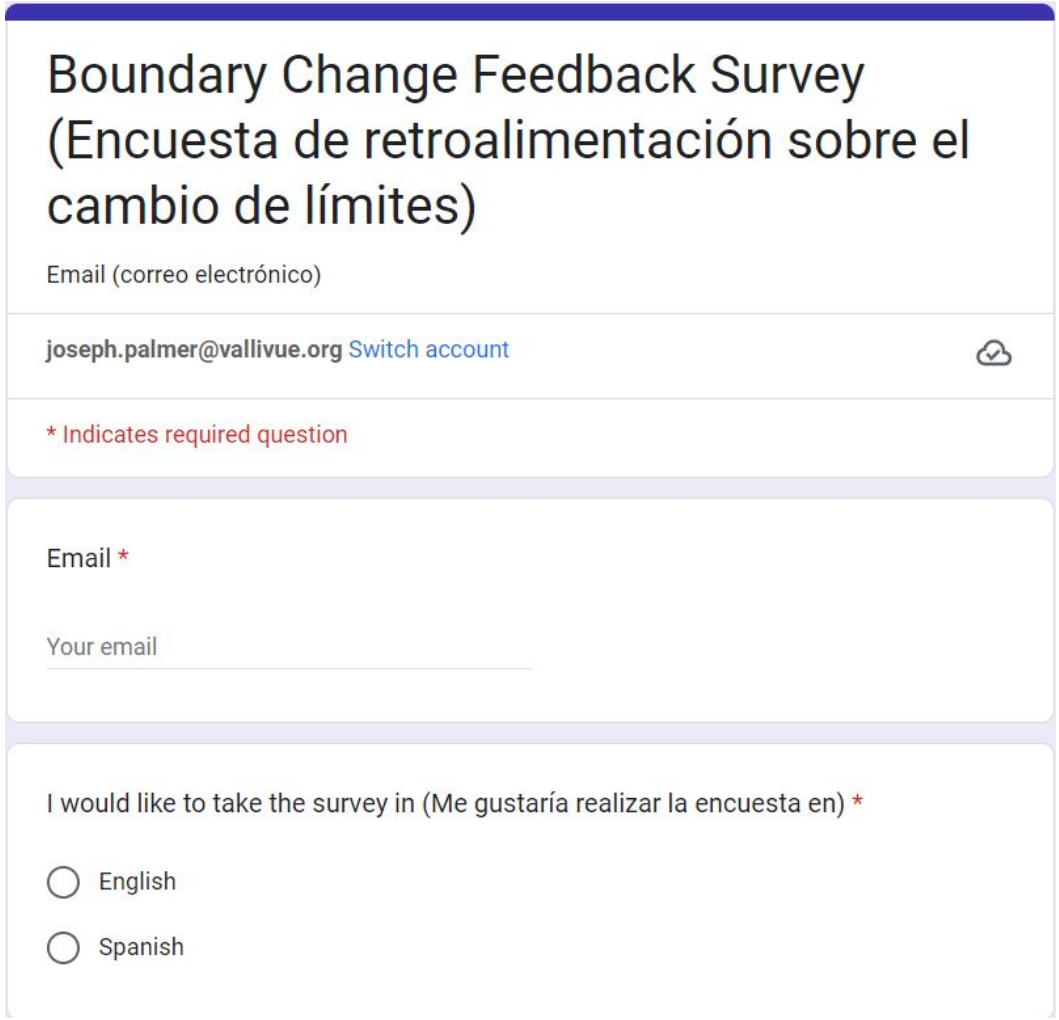
Adjusting elementary boundaries is never easy, and we're grateful for your input. If you haven't yet, please review the draft and share your feedback via the link below. Your thoughts will guide us as we work toward improvements. We'll share the next draft for further input soon, with a goal of school board approval at the December board meeting.

Sincerely, Joey Palmer, Assistant Superintendent

Review the Draft of Elementary Boundary Changes

For Parents that Could Not Attend the Information Session...

Survey open until October 25.



Boundary Change Feedback Survey (Encuesta de retroalimentación sobre el cambio de límites)

Email (correo electrónico)

joseph.palmer@vallivue.org Switch account

* Indicates required question

Email *

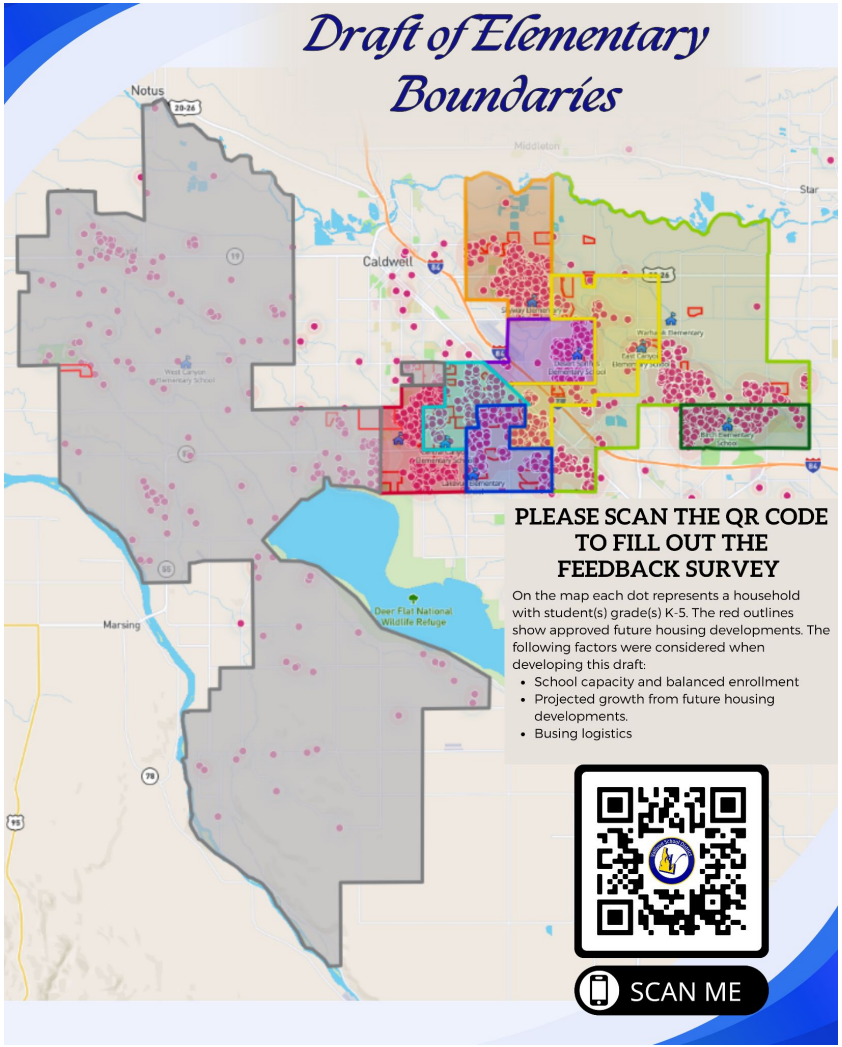
Your email

I would like to take the survey in (Me gustaría realizar la encuesta en) *

- English
- Spanish

For Parents that Could Not Attend the Information Session...

Survey open until October 25.



Results from Digital Survey to date...

Elementary School	Parent Feedback Submitted
Birch	25
Central Canyon	48
Desert Springs	28
East Canyon	52
Lakevue	56
Skyway	39
West Canyon	28

Experimenting with Parent Feedback...

Next Steps:

1. Review all the feedback and see if improvements can be made.

2. Release the proposed boundaries by November 1st. Families shifting to a different school will receive a letter as an additional communication effort.

3. Collect feedback from November 1st - November 30th.

4. Present the proposed boundaries and feedback to the board for approval or denial during the December board meeting.

5. If the board approves the boundaries, multiple communication efforts from December 2024 to Fall of 2025 will be sent to notify families.

Timber Ridge Development

What the property looks like today.

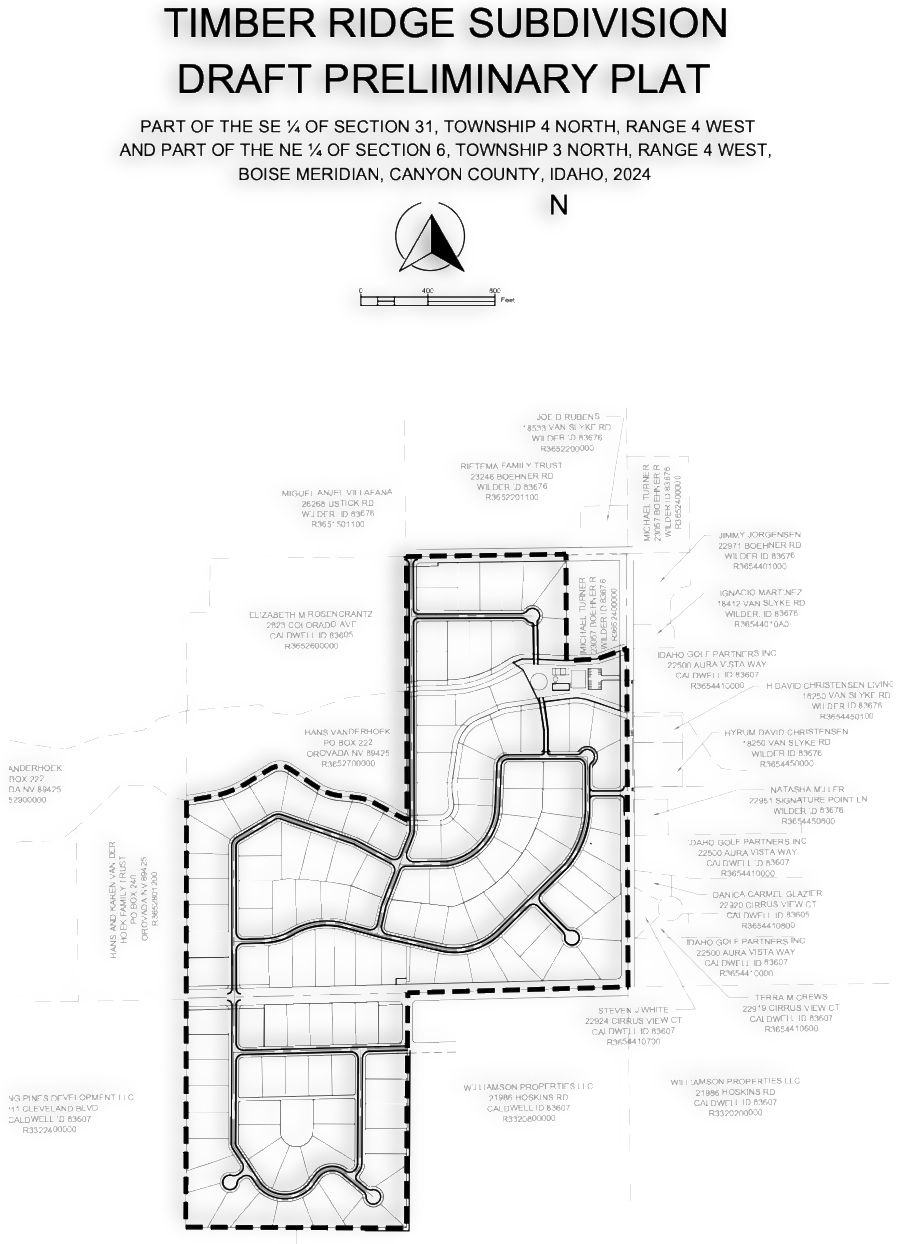
EXHIBIT
E18

Legal Criteria for Conditional Rezone

Why the Proposal Fails Canyon County’s 8 Rezone Standards

Executive Summary

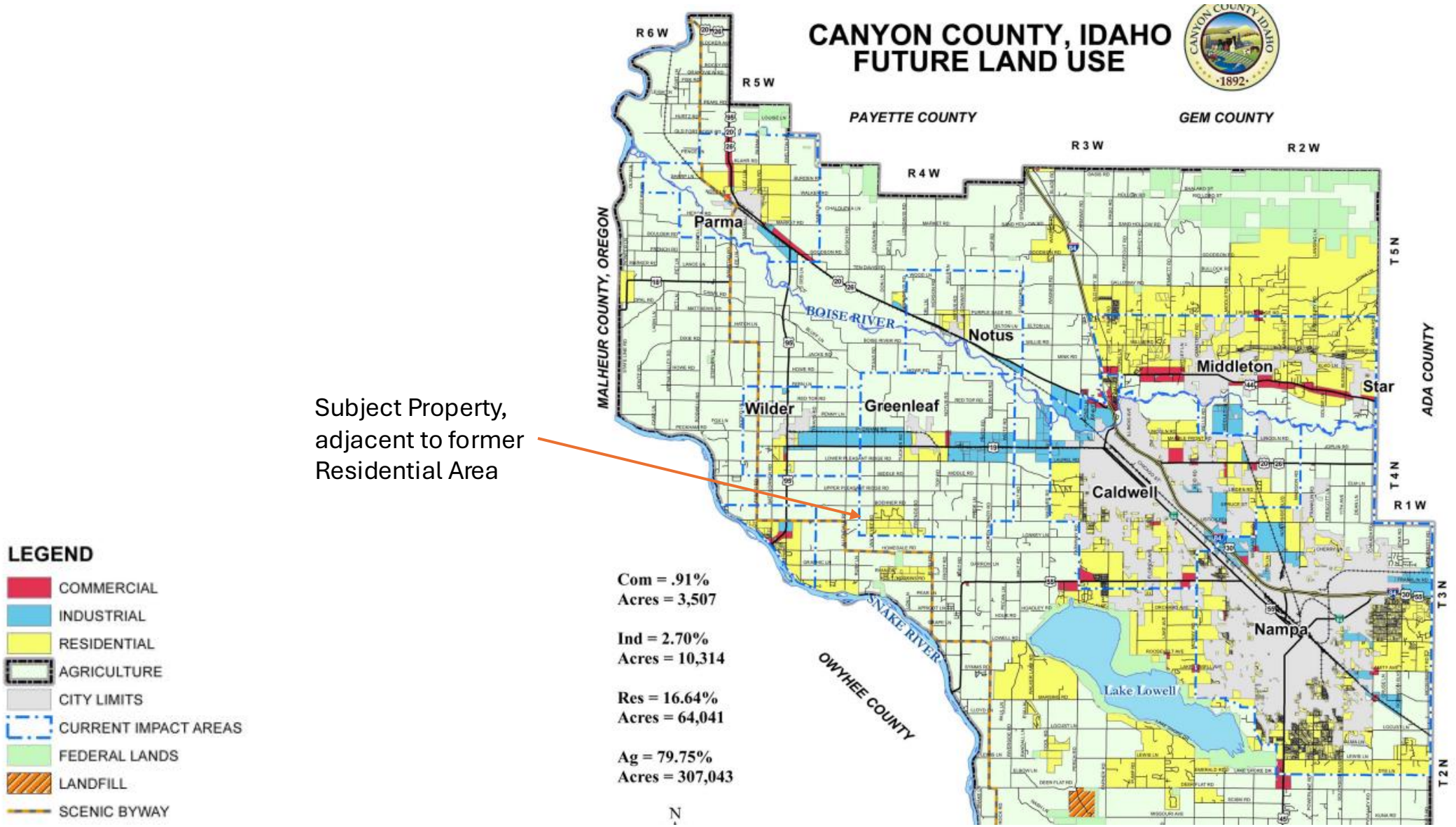
- The proposed R-1 rezone directly conflicts with both Canyon County and Greenleaf's adopted plans, disregards the agricultural character of the area, and lacks critical data on traffic, infrastructure, and public service impacts. Approval would set a precedent for leapfrog development, intensifying rural sprawl and eroding farmland.



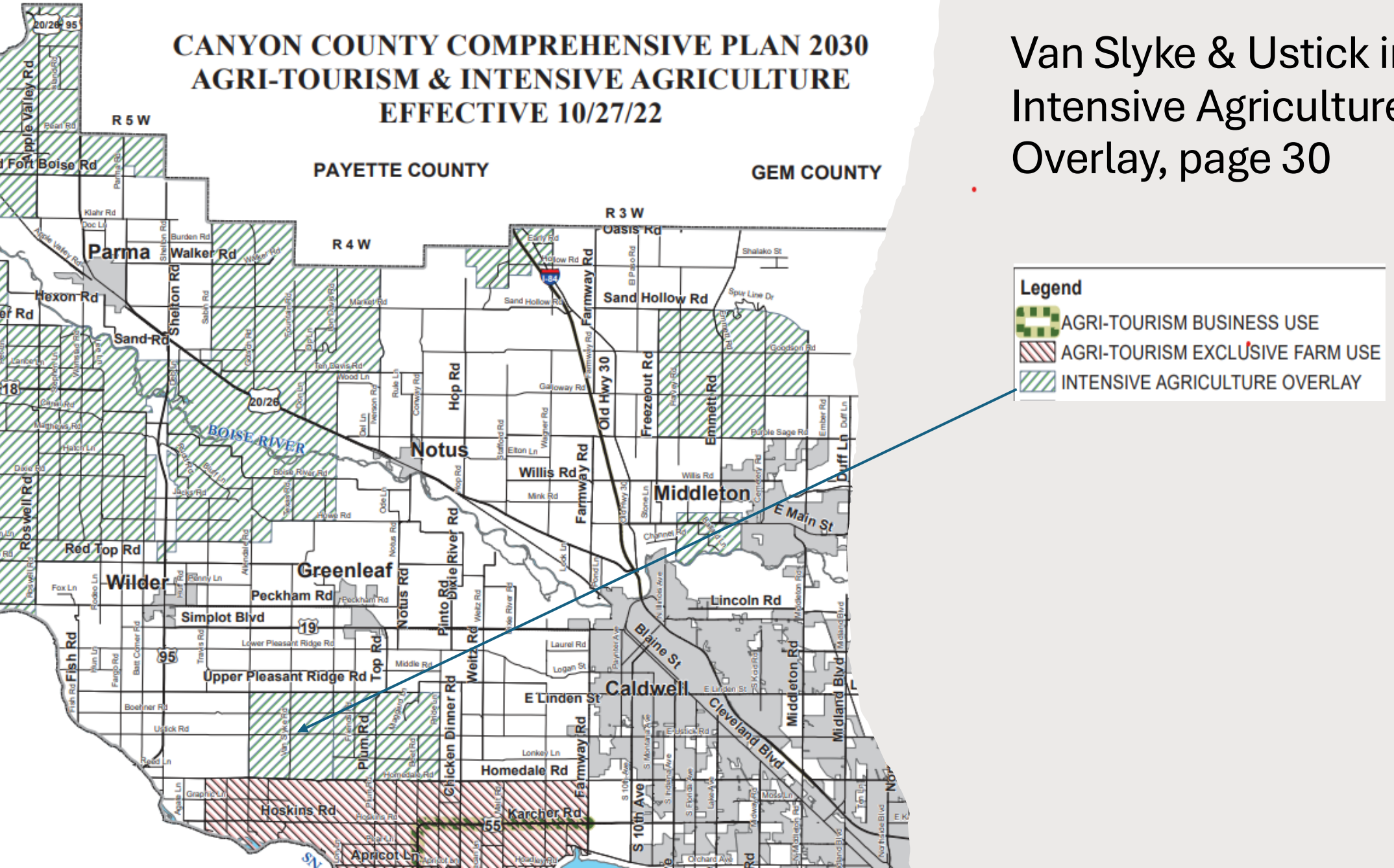
Criterion 1: 2020 Comprehensive Plan Consistency

- The proposal is inconsistent with the Canyon County Comprehensive Plan and Greenleaf's Future Land Use Map, which designate the site as Agriculture. Both plans prioritize farmland preservation and rural character in this location—no urban densities are planned or supported. Approval would directly contradict these policies.

https://www.canyoncounty.id.gov/wp-content/uploads/2023/02/2020-CANYON-COUNTY-COMPREHENSIVE-rev-map-1-5.pdf (page 93)



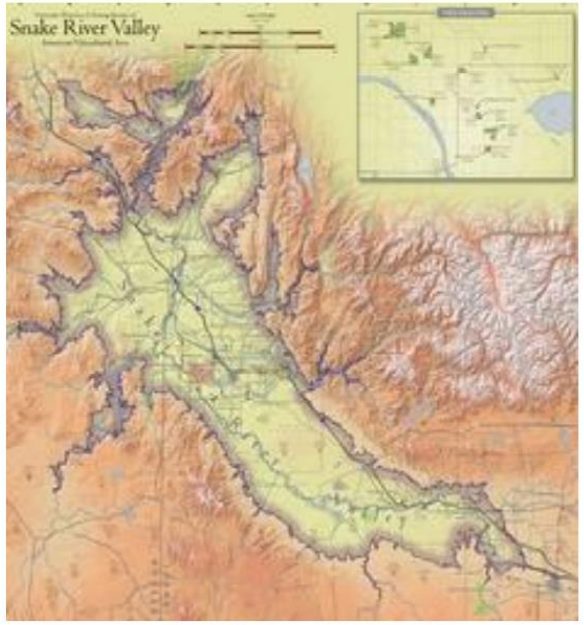
Subject Property, adjacent to former Residential Area



Van Slyke & Ustick in Intensive Agriculture Overlay, page 30

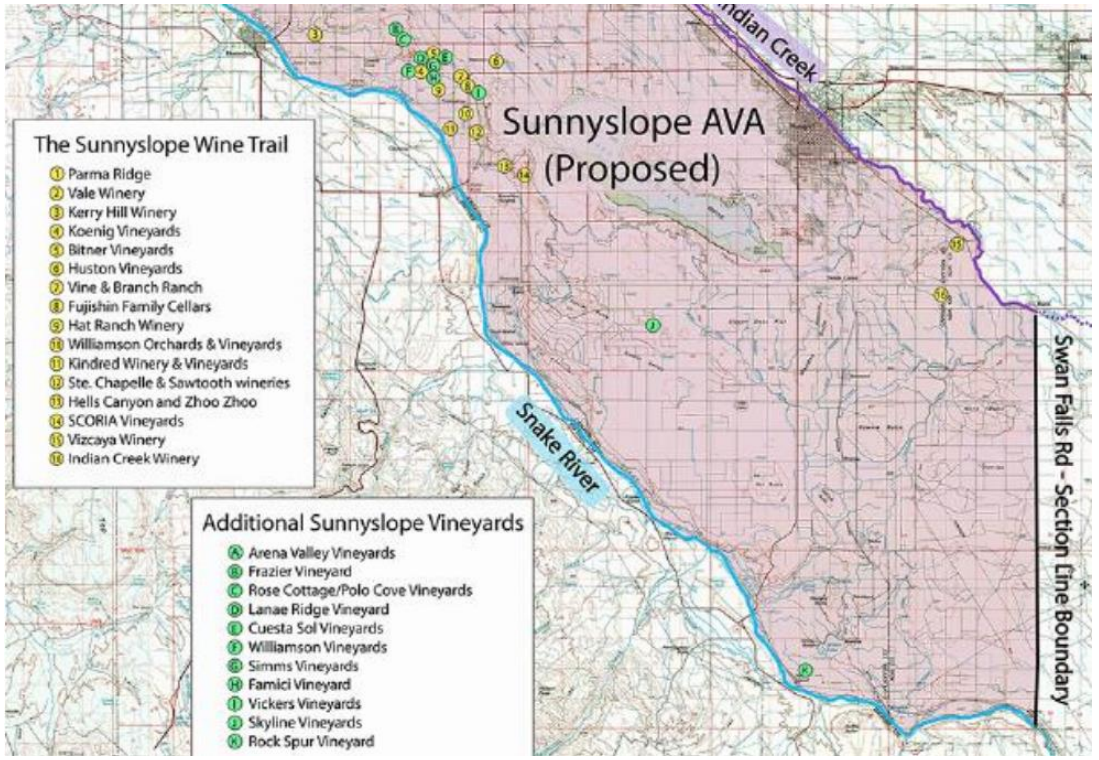
Comprehensive Plan pages 76-77

American Viticultural Area (AVA)
An AVA is defined as "delimited grape-growing region with specific geographic or climatic features that distinguish it from the surrounding regions and affect how grapes are grown. Using an AVA designation on a wine label allows vintners to describe more accurately the origin of their wines to consumers and helps consumers identify wines they may purchase".[1]



Snake River Valley AVA
As shown in the image to the right[2], the Snake River Valley AVA is an 8,263-square mile area in southwestern Idaho and southeastern Oregon. The boundary encompasses seventeen wineries, forty-six vineyards, and 1,107 acres of commercial vineyard production.[3]

Sunnyslope AVA
The Sunnyslope AVA is a proposed AVA in the region, as shown in the image on the next page. The Sunnyslope AVA will sit within the larger Snake River Valley AVA and highlight the heart of Idaho wine country located in Canyon County. Like other world class wine producing areas, the Sunnyslope AVA has a warm dry climate, light sandy well-drained soils, and sloping topography that make it an ideal location for growing high quality wine grapes.[4]



Is the proposed rezone in conformance with the Comp Plan?

No!

The location of the proposed subdivision is in a designated Agriculture area as described by the Comprehensive Plan

As displayed on Google Earth and submitted Drone Footage, the Timber Ridge area is surrounded by farmland and orchards.

Criterion 2: More Appropriate Than Current Zoning?

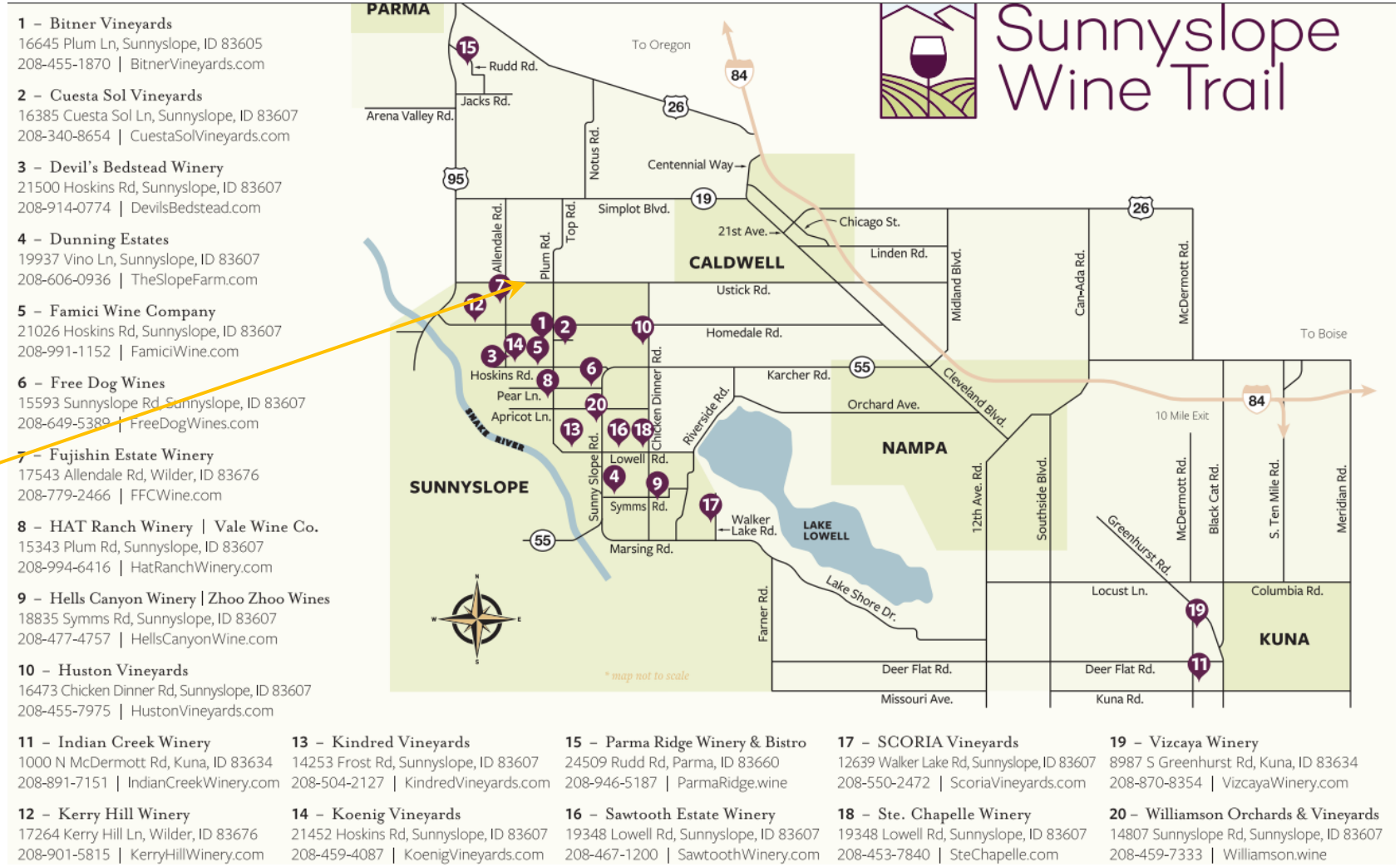
No. Surrounding land uses are all active farms or large-lot subdivisions like Summerwind (2.6 and 2.1-acre averages). Agricultural zoning better reflects the area's intended rural transition zone. The applicant's justification—covering infrastructure costs—is a private financial concern, not a planning reason.

Criterion 3: Compatibility with Surrounding Land Uses

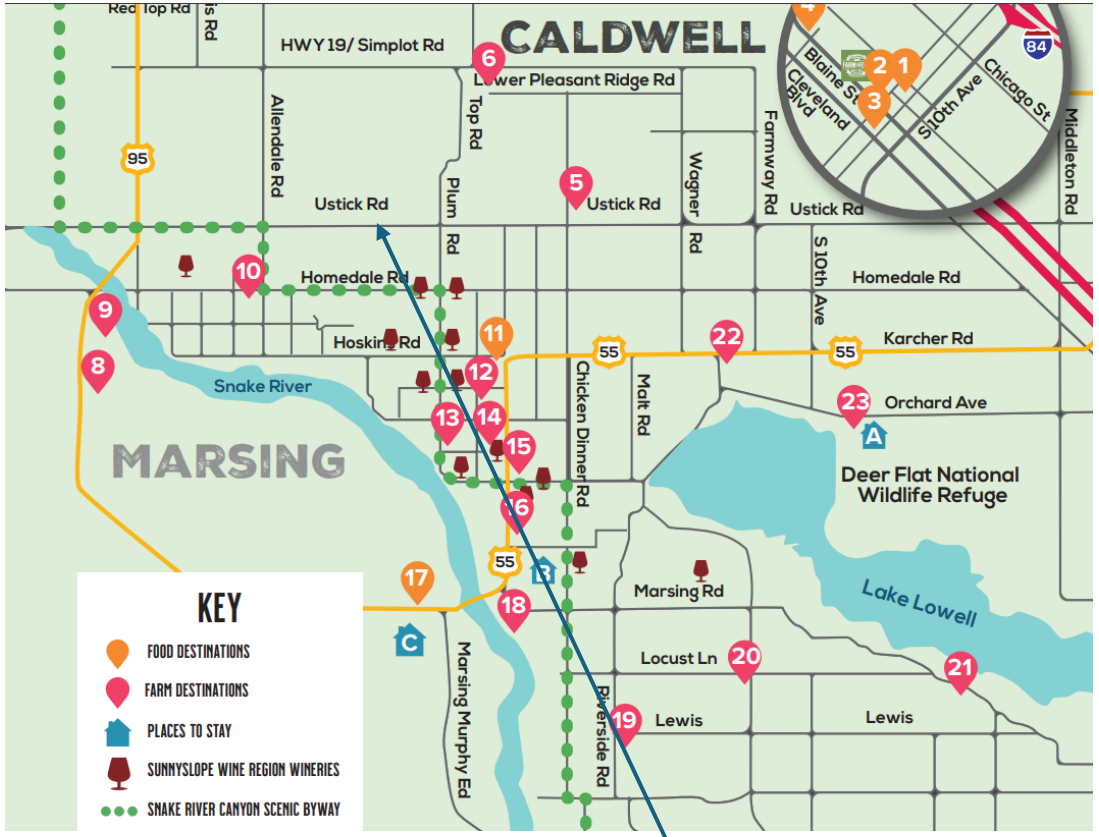
The proposed 0.82-acre average lots are incompatible with adjacent farms, some rural residential living and golf course uses. Without buffers or strict right-to-farm protections, conflicts over dust, odors, pesticide drift, and farm traffic are inevitable. This density is unlike any subdivision nearby, creating an urban pocket in a rural/agricultural landscape.

Sunnyslope Wine Trail

Approx Van Slyke & Ustick



Agventure Trail Map



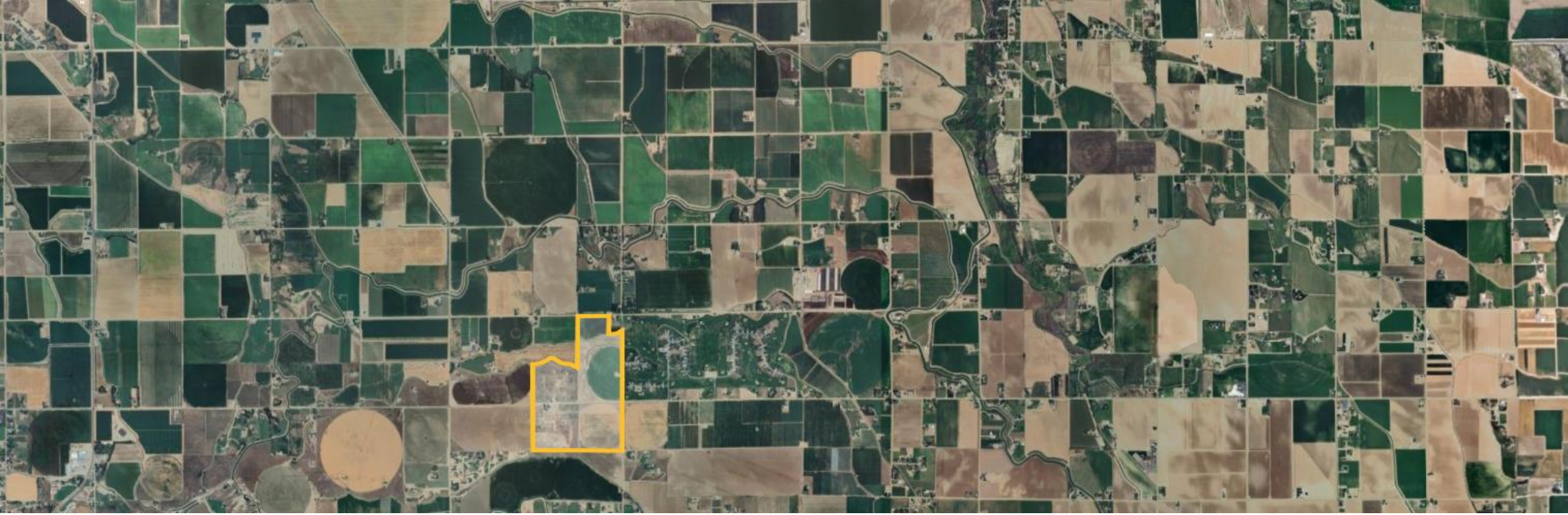
Approx Van Slyke & Ustick

What is the Agventure Trail?

Here on the AgVenture Trail, you'll experience the simple life in the heart of Idaho's Snake River Valley. The trail begins and ends in Downtown Caldwell, taking you on country roads through Marsing, Homedale, and Wilder. Along the way, you'll visit local farms and orchards, where you can pick fresh produce, dine on world-class farm-to-fork meals and engage with the local community. You'll learn from the farmers and ranchers who experience this life every day. It's a unique experience for group activities, family outings, and romantic adventures – all within a 30-minute drive of Boise, Idaho.

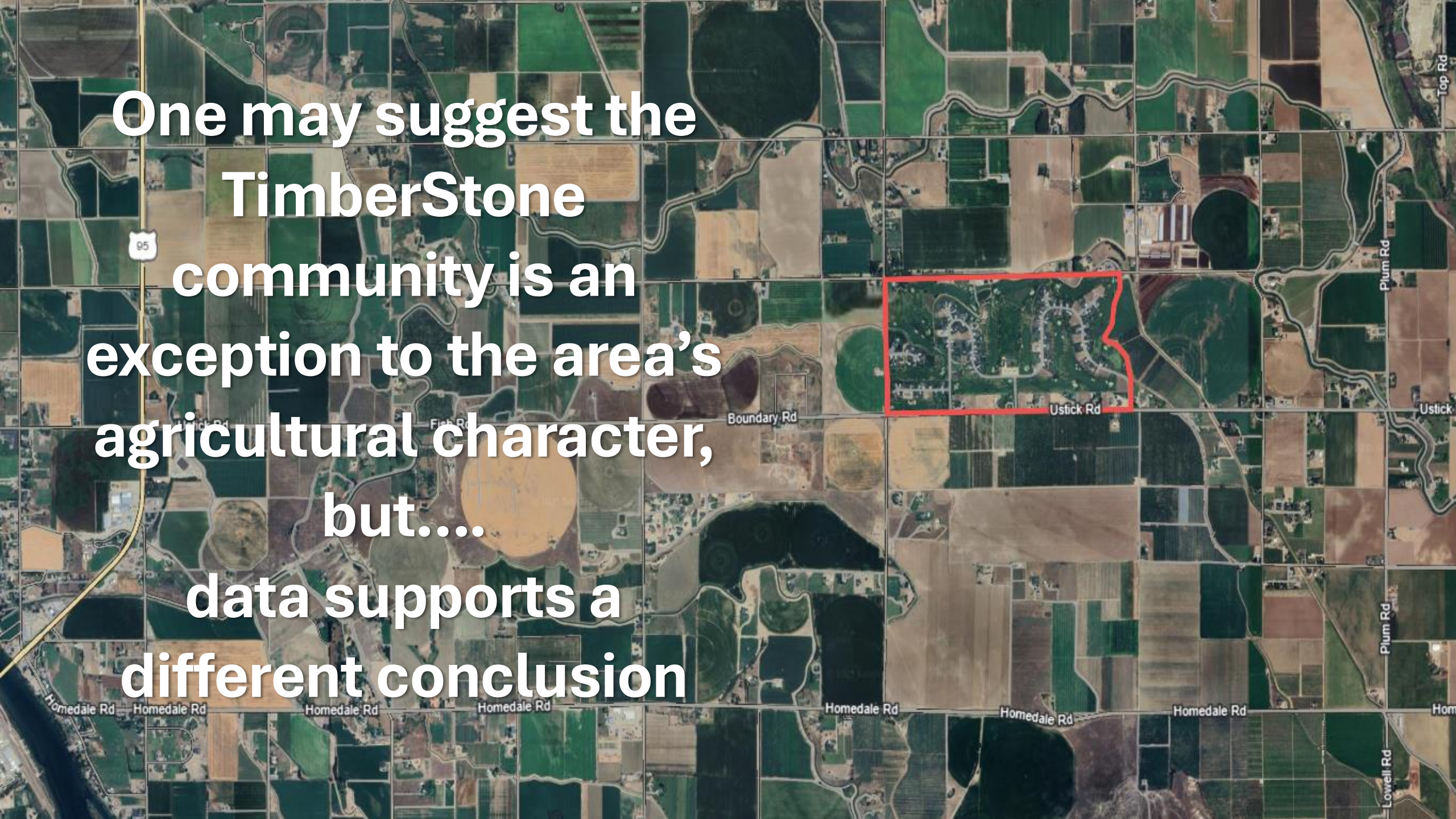
Explore more of the trail online!

Criterion 4: Impact on Character of the Area



Criterion 4: Impact on Character of the Area

The subdivision will erode rural character by replacing open farmland with urban-density housing. Unlike Summerwind, which integrates open space buffers, Timber Ridge offers no visual or agricultural transition — just abrupt, high-density lots bordering farms and the golf course.


One may suggest the TimberStone community is an exception to the area's agricultural character, but.... data supports a different conclusion
95
Boundary Rd
Ustick Rd
Plum Rd
Top Rd
Homedale Rd
Lowell Rd

The TimberStone community & golf course occupies approximately 290 acres*

*Google Earth

Residential lots, plus the golf course pro shop, parking lot, and training building occupy ~125ac*

*Google Earth

The TimberStone community contains
~57%* predominantly turf-covered OPEN SPACE

*Google Earth

- The high-percentage open-space of the TimberStone neighborhood set the standard for residential developments melding with the character in this part of Canyon County

- Unless the proposed development is substantially revised, it will negatively affect the character of the area

Criterion 5: Adequate Facilities & Services

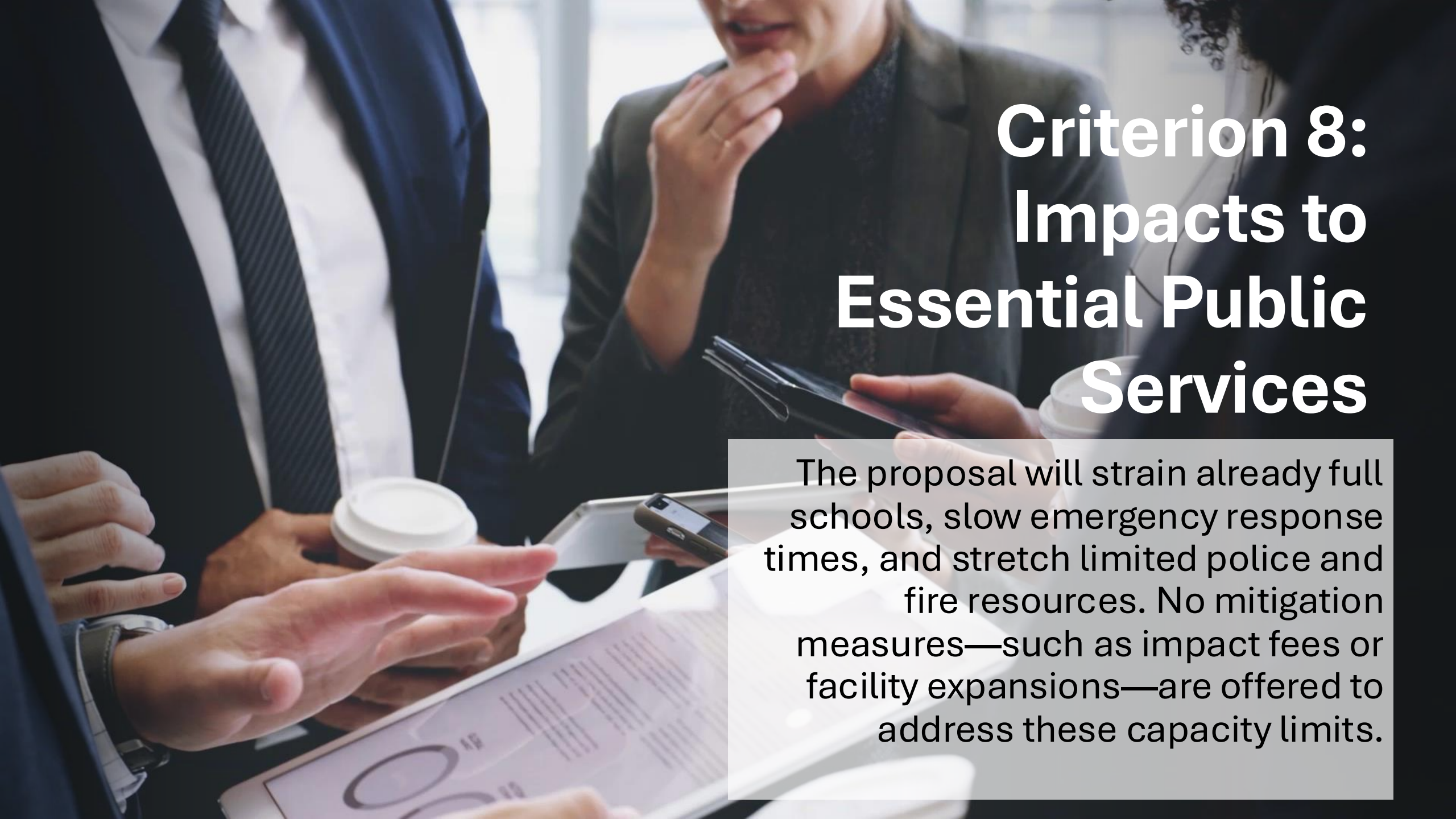
The plan lacks a proven, regulated water and wastewater provider if Greenleaf does not extend service. Known groundwater hazards (arsenic, uranium, nitrates) could threaten public health without enforceable, centralized treatment—placing the burden entirely on future homeowners.

Criterion 6: Public Street Improvements / Traffic Impacts

No Traffic Impact Study has been provided. Without it, the County cannot assess cumulative effects on Ustick and Van Slyke Roads, golf cart crossings, or agricultural equipment routes. Unknown impacts risk shifting future road costs to taxpayers through higher levies.

Criterion 7: Legal Access

While legal access exists, adequacy for projected traffic volumes is unverified. Without a TIS, there is no evidence the roads can safely accommodate the added traffic while preserving existing traffic flow and safety.



Criterion 8: Impacts to Essential Public Services

The proposal will strain already full schools, slow emergency response times, and stretch limited police and fire resources. No mitigation measures—such as impact fees or facility expansions—are offered to address these capacity limits.

Vallivue School District

Agenda Overview

- Current enrollment challenges and new school openings
- Impact of rapid growth on school capacity
- Proposed funding solutions and impact fees
- Community and local government responses
- Future projections and concerns about voter fatigue

Idaho Ed News

July 14, 2025

https://www.idahoednews.org/top-news/vallivue-to-open-two-schools-but-projections-suggest-they-are-a-temporary-fix/#:~:text=Vallivue%20School%20District%20at%20a,Math:%2035.3%2C%20IRI:%2071.5

- **Vallivue to open two schools, but projections suggest they are a temporary fix**
- Warhawk Elementary School
- Falcon Ridge Elementary School
- Assistant Superintendent Joey Palmer: "Skyway Elementary, which was brand new in 2016-17, we were thrilled that we were able to build that school and alleviate the overcrowding at that time," Palmer said. "But guess what? Skyway Elementary is overcrowded, so we're repeating history all over again, or we're building two elementary schools, and then we're going to say at least we're sitting pretty for now.“

Idaho Ed News

Assistant Superintendent Joey Palmer

- Palmer is grateful to be able to open two new schools to adequately serve Vallivue students, **but the estimation that the district's schools will reach capacity before 2030 hangs heavy in his mind.**
- Palmer favors changing the law in Idaho to allow school districts to collect impact fees from developers, similar to policies in other states, to help fund new construction.
- As an alternative, Palmer supports local ordinances from both the city of Caldwell and Nampa to pass something like the city of Middleton did in 2024, which prohibits developments that would push schools over certain capacity levels.
- "If they did something, it doesn't have to be exactly what Middleton is doing, but if they did think creatively outside of the box, short of legislation saying, hey, impact fees need to be a thing for school districts, for developers to pay, it would be great," Palmer said.

Idaho Ed News (continued)

- **Nampa Councilman Sebastian Griffin** said in a statement to KTVB:

  “In regard to recent reports from Vallivue SD, I believe we are approving too much, too fast, and it’s time to take a breath.

  It is clear that growth is no longer paying for itself, and the effects of growth are being felt across the Valley.

  For me personally, I would absolutely be willing to consider a similar ordinance, especially if it helped bring all stakeholders to the table. It is crucial for us to have all relevant data and information regarding the effects of growth, especially on our schools, prior to any further approval of development.”

Idaho Ed News (continued)

Caldwell Councilwoman Diana Register in a statement to KTVB

- *"The Vallivue School District has made it clear they expect to be full again by 2029, even with the addition of new schools. That's a serious concern. If we continue to approve growth at the current pace without fully understanding the strain on infrastructure, we risk putting unnecessary pressure on the schools—and by extension, the community. If the district's only option becomes another bond, that cost ultimately falls on the taxpayers. That's not how growth is supposed to work. We often hear that growth should pay for growth, but if we're relying on bonds to fill those gaps, it's the current residents footing the bill time and time again*

The 208: Vallivue School District opens 2 new elementary schools amid rapid growth

- July 21, 2025
- https://www.ktvb.com/article/news/local/208/vallivue-school-district-opens-2-new-elementary-schools-amid-rapid-growth-idaho/277-a25e554a-e1c0-4485-94ff-b77a4ddcf26b
- As developers convert farmland into developments, enrollment has surged beyond the capacity of the district's existing facilities.
- District Assistant Superintendent Joey Palmer:
  - Palmer said continued growth makes him concerned about voter fatigue if the district were to seek additional funding from them for future construction projects.
  - "Voters are feeling the burnout," he said. "Although we got 72% voter approval to build these two schools, we also receive a lot of feedback at the district office saying, 'Hey, how come developers aren't paying their fair share?'"

The 208: Vallivue School District opens 2 new elementary schools amid rapid growth (continued)

- District Assistant Superintendent Joey Palmer:
  - "You want to take care of your community, but it's also difficult whenever it seems like the growth… does it have any end in sight?" he said.
  - The district is already projecting capacity issues at the high school level soon as housing developments continue to expand around existing campuses.

Managing growth in a way that aligns with existing infrastructure and ensures every student has the space, resources, and support needed to succeed is a responsibility.

Rural Sprawl Concern

Extending city services more than two miles from Greenleaf's boundary to serve this subdivision would fuel additional rural sprawl. Once extended, sewer lines would encourage higher-density requests in surrounding farmland, compounding infrastructure and service burdens.

Conclusion

The proposal fails multiple mandatory criteria under Canyon County Code §07-06-07. It conflicts with adopted plans, is incompatible with the area, and lacks essential impact studies. The County should deny the rezone to protect public health, safety, and the rural character of Greenleaf’s impact area.

Scale Comparison: Timberstone Open Space vs. Christensen Common Lot

Timberstone Open Space
~165 acres

Christensen/Indart Common Lot
~0.96 acres

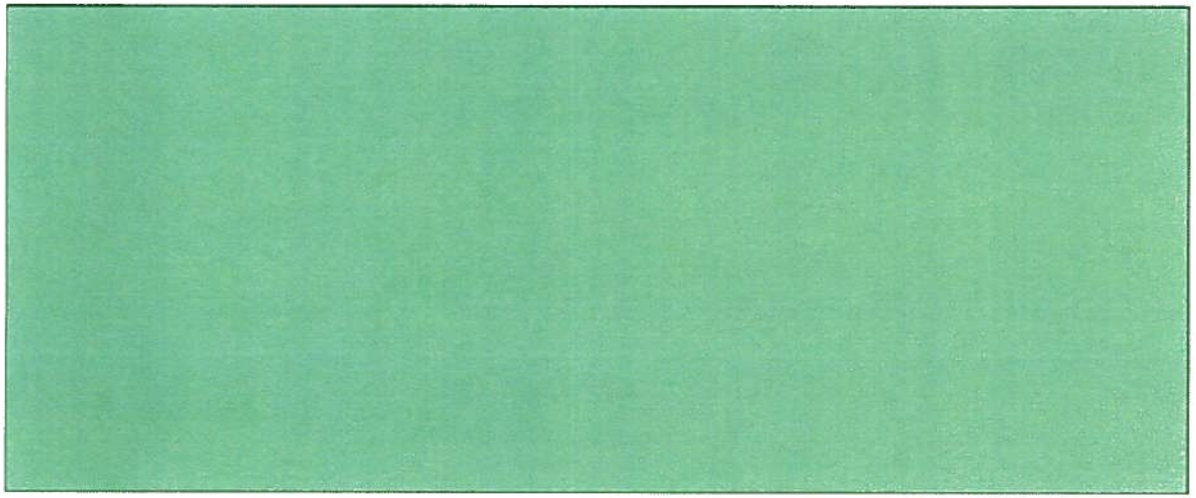


EXHIBIT
E19

Debbie Root

From: Kelly Rietema <kellyrietema@gmail.com>
Sent: Monday, August 11, 2025 10:43 PM
To: Debbie Root
Subject: [External] case nos. OR2022-0002 and RZ2022-0002

We live at 23246 Boehner Rd, Wilder. We have 35 farm acres and a house directly across the street from the planned residential development. At first we were assured that this development would consist of large parcels, as in 2-3 acres each. Now we are told that there will be a minimum of 135 homes. **There is no maximum number of lots mentioned** and 135 minimum is a lot more than what they made this sound like at the beginning (50-70 homes or so). **Would the investor please consider returning to the 2 -3 acre lots as first discussed rather than the minimum 135 with no maximum? Not stating a maximum is not being very forthcoming.**

The way of life out here is pretty quiet and slow. We farm our little 35 acres and move equipment in and around on Boehner and Van Slyke.

One of our concerns is with the **traffic** that this will produce on Van Slyke Road and Boehner Rd. **Van Slyke Rd. curves to the east right at the intersection with Boehner Rd**. When heading east on Boehner, we have to pull out a little into the intersection to see to the north when we are turning onto Van Slyke. There have been several close calls since we've lived here (about 8 years). Cars do not have a stop there and are not always aware of the slight curve. They can not be seen until inching out into the intersection. I mentioned this to one of the representatives over a year ago and suggested that he drive it himself. Unless you drive this route frequently, you probably would not be aware of the problem that this will create with the tremendous increase in traffic. With the minimum 135 homes, and probably at least two cars per home, that is a **huge increase of traffic on our quiet country roads. Would the owner consider putting in a 4 way stop here or some other plan to reduce the danger?**

Another concern is the **noise and the lights** that a large neighborhood like this will produce. Part of the reason that people like to live in the country is for the quiet, the darkness, the lower number of people, and less traffic. (I'm sure that is how this new subdivision will be marketed... "quiet, country living..."). A subdivision of this size is sure to bring a lot more noise, a lot more lights, a lot more people, and a lot more traffic.

We are out here because we don't want all of the wi-fi, the noise, the lights, the "city" feel, the conveniences and the traffic that this many homes bring. If we did, we would have chosen to live in town, in a subdivision. We like knowing who our neighbors are and the commaradere that is out here. We also like our privacy and keeping to ourselves. With this many new neighbors, **the whole culture of this area will be completely changed**.

We are also concerned about **the water that this many houses will demand**. Some years our well shows signs of stress. Our well is not very old and is fairly deep. **We do not want to be faced with the personal large expense of putting in a new well on account of someone else's investment project. Would the developer consider paying for neighbors wells that go out because of their project?**

Finally, we do not like the placement of the road into and out of the subdivision that will be pointing toward our house on Boehner Rd. When headlights are shining toward our home, it will disturb our personal peace and sleep. Our dog will most likely alert us that someone is coming onto our property since the lights will be shining toward our house. If it could be located further east, past where our driveway and house are and not on the far west side of the project, in line with our driveway, that would be less disturbing for us. I spoke with a representative about this about a year ago and he said he would check with the owner. I never heard anything else. **Would the owner consider moving the road?**

EXHIBIT
E20

We believe that adding all of these homes to the area will make our property less desirable and less valuable. We also do not think that we will enjoy living here long term anymore, and this project will make us want to relocate. Currently we do not want to move.

We would prefer that it not be built at all, but if you must proceed, we are asking for considerably less parcels, as originally presented, a stop sign, moving the Boehner entrance road east of our house, and financial assistance for a new well if needed due to the larger demand for water.

Thanks for your time and consideration,
Marc and Kelly Rietema

Don and Janet Ford
23909 Applewood Way
Wilder ID 83676-5027

RECEIVED
AUG 12 2025
RECEIVED

We are against this subdivision due to the water level in this area.

Don Ford

Janet L. Ford

EXHIBIT
E21

CANYON COUNTY
DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Avenue, Suite 310 • Caldwell, Idaho • 83605
Phone (208) 402-4164

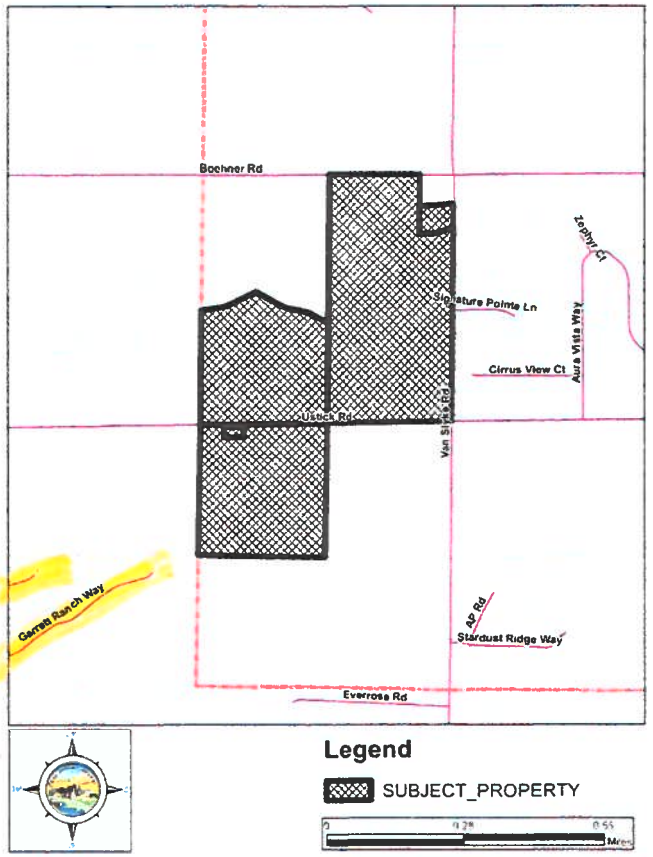
Greetings Property Owner:

NOTICE IS HEREBY GIVEN that the Canyon County Planning & Zoning Commission is scheduled to hold a public hearing on **August 21, 2025** beginning at 6:30 p.m. on the following case. The hearing will be held in the Public Meeting Room on the 1st floor of the Canyon County Administration Building, located at 111 North 11th Avenue, Caldwell, Idaho.

Case Nos. OR2022-0002 & RZ2022-0002: The developer is requesting to amend the 2020 Comprehensive Plan designation for approximately 151.56 acres from **'Agriculture' to 'Residential'** and concurrently requesting a Conditional Rezone from an **"A" (Agricultural) zone to an "CR-R1" (Single Family Residential)** zone for the purpose of developing the property as a residential subdivision. The draft concept plan proposes a minimum of 135 residential lots on the 151.56 acres. The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as parcels R36525 and R36523 (4N-4W-31 SE), R33209, and R33210 (3N-4W-06-NE) Boise-Meridian, Canyon County, Idaho. These properties lie within the Homedale and Wilder Fire Districts and the Vallivue and Homedale School Districts. The property lies within the Greenleaf area of city impact. The development properties contain areas of 15% slope or greater.

Public comments are very important in evaluating this case. You are invited to provide written testimony by **August 11, 2025**, or oral testimony at the hearing. If the comment deadline is on a weekend or holiday, it will move to close of business 5 p.m. the next business day. The deadline for written testimony or additional exhibits is to ensure planners can consider the information as they develop their staff report and recommended findings. All items received by the deadline will also be placed in the hearing packet – allowing the hearing body adequate time to review the submitted information. **Materials submissions must be received on or before the deadline. All written testimony or exhibits received after the deadline will need to be brought to the public hearing and read into the record by the person submitting the information.**

If you have questions, please contact the Case Planner, **Deb Root** at debbie.root@canyoncounty.id.gov. In all correspondence concerning this case, please refer to the case number noted.



Assistance is available for persons with disabilities. Please call the Development Services Department at 208-454-7458 at least two weeks prior to the hearing so that arrangements can be made.

Copies of all documents concerning public hearing items can be obtained from the county website https://www.canyoncounty.id.gov/land-hearings as they are available.

EXHIBIT F

DRAFT – Findings of Fact, Conclusions of Law & Order (FCOs)

EXHIBIT F

PLANNING & ZONING COMMISSION
Christensen/Indart – Comprehensive Plan Amendment –OR2022-0002

DRAFT FINDINGS OF FACT, CONCLUSION OF LAW AND ORDER

In the matter of the application of Christensen/Indart – Case No. OR2022-0002 The Canyon County Planning and Zoning Commission consider the following:

A Comprehensive Plan Amendment changing the Future Land Use designation from "Agriculture" to "Residential" for approximately 151.56 total acres including the following parcels R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.

Summary of the Record:

1. The applicant is requesting a Comprehensive Plan Amendment to amend the future land use designation from "Agriculture" to "Residential" for approximately 151.56 total acres including the following parcels: R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.
2. The application was filed February 2022. The applicable Comprehensive Plan is the 2020 Plan. The subject properties are designated as "Agriculture" on the 2020 Canyon County Future Land Use Map.
3. The property is located within the Greenleaf Area of City Impact. Greenleaf designates the subject properties as "Agricultural" within the City's Comprehensive Plan.
4. The subject property is located within Golden Gate Highway District, Wilder and Homedale Fire Districts, Vallivue and Homedale School Districts, and Wilder Irrigation District along with the Boise Project Board of Control.
5. The neighborhood meeting for the revised application was held on August 15, 2024 pursuant to CCZO §07-01-15. The revised application and draft concept plan was submitted on August 23, 2024.
6. Notice of the public hearing was provided on in accordance with CCZO §07-05-01. Agency and City of Greenleaf notice was provided on December 10, 2024 and July 17, 2025. A full political notice was provided on July 22, 2025. Newspaper notice was provided on July 22, 2025. Property owners within 300 feet were notified by mail on July 22, 2025. The property was posted on July 22, 2025.

7. The record herein consists of exhibits provided as part of the public hearing staff report, public testimony, and all information in case file OR2022-0002 and RZ2022-0002-CR.

Applicable Law

1. The following laws and ordinances apply to this decision: Canyon County Code of Ordinances (CCCO) §01-17 (Land Use/Land Division Hearing Procedures), CCCO §07-05 (Notice, Hearing and Appeal Procedures), CCCO §07-06-01 (Initiation of Proceedings), CCCO §07-06-03 (Comprehensive Plan Amendment), CCCO §09-03 Greenleaf Impact Area, Title 67 Chapter 65 §67-6537(Use of Surface and Groundwater), (CCCO §07-06-07 (Conditional Rezones), and Idaho Code §67-6511 (Zoning Map Amendments and Procedures).

    a. Notice of the public hearing was provided per CCCO §07-05-01 and Idaho Code §67-6509.

    b. The presiding party may establish conditions, stipulations, restrictions, or limitations which restrict and limit the use of the rezoned property to less than the full use allowed under the requested zone and which impose specific property improvement and maintenance requirements upon the requested land use. Such conditions, stipulations, restrictions, or limitations may be imposed to promote the public health, safety, and welfare, or to reduce any potential damage, hazard, nuisance, or other detriment to persons or property in the vicinity, to make the land use more compatible with neighboring land uses. *See* CCCO §07-06-07(1).

    c. All conditional rezones for land use shall commence within two (2) years of the approval of the board. If the conditional rezone has not commenced within the stated time requirement, the application for a conditional rezone shall lapse and become void. *See* CCCO §07-05-01

2. §07-06-01(3): Comprehensive Plan Changes: Requests for comprehensive plan changes and ordinance amendments may be consolidated for notice and hearing purposes. Although these procedures can be considered in tandem, pursuant to Idaho Code section 67-6511(b), the commission, and subsequently the board, shall deliberate first on the proposed amendment to the comprehensive plan; then, once the commission, and subsequently the board, has made that determination, the commission, and the board, should decide the appropriateness of a rezone within that area. This procedure provides that the commission, and subsequently the board, considers the overall development scheme of the county prior to consideration of individual requests for amendments to zoning ordinances. The commission, and subsequently the board, should make clear which of its findings relate to the proposed amendment to the comprehensive plan and which of its findings relate to the request for an amendment to the zoning ordinance.

3. The commission has the authority to exercise powers granted to it by the Idaho Local Land Use and Planning Act ("LLUPA") and can establish its own ordinances regarding land use, including subdivision permits. *See* I.C. §67-6504, §67-6511.

4. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCCO §07-03-01, 07-06-05.

5. The burden of persuasion is upon the applicant to prove that all criteria are satisfied. CCCO §07-05-03.

6. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant

contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCCO 07-05-03(1)(I).

The application, OR2022-0002, was presented at a public hearing before the Canyon County Planning and Zoning Commission on August 21, 2025. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, including the conditions of approval and project plans, the Planning and Zoning Commission decides as follows:

Conclusions of Law

For Case File OR2022-0002, the Planning and Zoning Commission finds and concludes the following regarding the Standards of Review for a Comprehensive Plan Amendment (§07-06-03 CCZO):

07-06-03: COMPREHENSIVE PLAN AMENDMENT CRITERIA:

(1) The commission shall review the particular facts and circumstances of each proposed comprehensive plan amendment and make a recommendation regarding the same to the board. The commission and the board shall determine whether the proposed amendment meets the requirements of the local land use planning act, Idaho Code title 67, chapter 65, and is consistent with the comprehensive plan's purposes, goals and policies

A. Is the requested type of growth generally in conformance with the comprehensive plan?

CONCLUSION: The requested type of growth is not in conformance with the comprehensive plan. The 2020 Comprehensive Plan designates the properties as Agriculture on the Future Land Use Map. The Plan generally "…*encourages the protection of agricultural lands and land uses for the production of food and fiber*…" The Commission acknowledges that there is residential development in the area but that this area of the county consists primarily of agriculture and intensive agricultural operations and the Plan does not support residential growth in this area of the county.

FINDING:

1. The Future Land Use Map designates the properties as 'Agriculture' (Exhibit B2e).
2. The property lies within the City of Greenleaf area of city impact. The property is designated agricultural on the Greenleaf future land use map (Exhibit B2f).
3. The properties are currently and have historically been in agricultural production including crops and livestock (B2a, C1).
4. The area is not trending toward residential development. There are some residential developments in the area created through conditional use permit approvals from 1998-2011. Those developments are zoned agricultural. There are conditionally zoned properties in the area, CPR2008-2, subject to a development agreement DA#08-111 recorded as instrument #2008051339. The properties have been and remain in agricultural crop production including corn and orchards (Exhibit B2a & Exhibit C).

5. The request is inconsistent with, but not limited to, the following goals and policies of the 2020 Canyon County Comprehensive Plan:

    - Property Rights Policy #8: "*Promote orderly development that benefits the public good and protects the individual with a minimum of conflict."*
    - Population Goal No. 1: *"Consider population growth trends when making land use decisions."*
    - Population Policy No. 3: *"Encourage future population to locate in areas that are conducive for residential living and do not pose an incompatible land use to other land uses."*
    - Land Use Goal No. 2: *"To provide for the orderly growth and accompanying development of the resources within the County that is compatible with their surrounding area."*
    - Land Use – Residential Policy #2: *"Encourage residential development in areas where agricultural uses are not viable."*
    - Agricultural Policy #1: *"Preserve agricultural lands and zoning classifications."*
    - Agricultural Policy #3: "*Protect agricultural operations and facilities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development."*
    - Natural Resources Goals #1: *"To support the agricultural industry and preservation of agricultural land."*
    - Natural Resources Policy #3: *"Protect agricultural activities from land use conflicts or undue inference created by existing or proposed residential, commercial or industrial development."*

B. When considering the surrounding land uses, is the proposed land use more appropriate than the current comprehensive plan designation;

CONCLUSION: The proposed land use amendment is not more appropriate than the current comprehensive plan designation of Agriculture. Although there are pockets of development in the vicinity, inclusive of the Timberstone Golf Course, the subject properties and the surrounding land uses are predominantly agricultural consistent with the Comprehensive Plan designation of Agriculture.

FINDING:

1. The subject parcels are zoned "A" (Agricultural). The land use is predominantly agricultural. Properties within the immediate vicinity are predominantly zoned "A" with the average lot size of 19.13 acres for properties within the 600 foot notification area (Exhibits B1, B2a, B2c, B2d, B6, C1, and C2).

2. The golf course associated and nearby developments have an average lot size of 2.28 acres for 146 lots on 311 acres. Summerwind at Orchard Hills has greater than 50% of the developed property in open space providing a natural barrier between the residential uses and agricultural lands. The developments in the area are not urban

density subdivisions. The properties to the north, south and west are agricultural and designated agricultural on the future land use map.

3. The property consists of moderately-suited soils and that are considered prime farmland and farmland of statewide importance, if irrigated. An approximate 9 acres of parcel R33209 is not considered prime farmland (Exhibits B2k).

4. Within the vicinity, the following residential zones have been approved or pending final approval:

   - CPR2008-2 (Williamson): Comprehensive Plan Amendment to "Residential" and conditional rezone to a "CR-RR" (Rural Residential) Zone of 311 acres approved in 2008 subject to development agreement DA#08-111 (Exhibit B8). Although 311 acres was conditionally zoned "CR-RR", the 311 acres remains in agricultural use. The development agreement included landscaping, exterior lighting, open space and subdivision requirements which have not been met; and therefore, it is unknown if the zone and agreement are vested or expired which would revert the 311 acres back to an agricultural zone (Exhibit B2c Zoning Map)
   - OR2021-0012 and RZ2021-0027-CR (Van Slyke Farms): *[pending final signature on FCOs and Development Agreement]* Comprehensive Plan Amendment to "Residential" for approximately 4.66 acres (the balance of the 26 acres was identified as Residential in 2020 Plan) and a conditional rezone of 26 acres from "Agricultural" to "CR-Rural Residential" with a minimum lot size of two (2) acres and no secondary residences. Due to water quality and safety concerns, wells must be drilled, cased and sealed to a minimum depth of 350 feet.

4. The subject property is located within a one-mile radius of eight residential subdivisions, 146 total lots on a total of 333.38 acres with an average lot size of 2.28 acres (Exhibit B2d). The applicants are proposing 135 residential lots on 151 acres with an average lot size of 0.82 acres. All of the existing subdivisions are zoned agricultural and were approved under a different ordinance and comprehensive plan; and therefore, do not reflect current goals and policies. These development final plats were recorded from 1998 with the most recent being 2011. A replat of a common lot to adjust for setback requirements was completed in 2022.

C. Is the proposed comprehensive plan amendment compatible with surrounding land uses;

CONCLUSION: The proposed comprehensive plan amendment is not compatible with surrounding land uses. The predominant zone and land use is agricultural. Although there is residential development in the area the predominant land use is agricultural with an average lot size of 19.3 acres within the 600 foot notification area. The proposed 135 residential lot development will nearly double the current residential development (146 platted lots) in the area with urban transition sized lots of 0.82 acres and very little planned open space or transition areas. The current average lot size of 2.28 in this area of the county, doubling the residential units in an intensive agricultural area has the potential for conflict with agricultural operations and traffic. Creating further development sprawl may have the devasting affect of encouraging additional

creep of residential development in an area that currently does not have planned urban services now or into the future.

FINDING:

1. The subject properties are zoned "A" (Agricultural) (Exhibit B1 and B2c).
2. There are eight platted subdivisions within one mile of the development with an average lot size of 2.28 acres (Exhibit B2d). The majority of the subdivision development is immediately within or surrounding the Timberstone Golf Course located adjacent to the subject properties and east of Van Slyke Road. All of the platted developments are zoned agricultural and created through the former conditional use process.
3. In 2008 a conditional rezone to "CR-Rural Residential" of 311 acres was approved (Williamson properties). To date the properties have not been developed and are in agricultural production including crops and orchards. (Exhibit B2a, B2c, and C2) No development plan has been submitted or approved for these properties.
4. The predominant use of the properties in the area is agricultural crop production with sporadic ag-residential homes on farms. (Exhibits B2a, C1, C2)
5. The property is located within the Greenleaf area of city impact but is located more than two (2) miles from the Greenleaf city limits (Exhibit B2p.)
6. Friends Dairy CAFO is located just over one mile to the north and east of the subject properties at Tucker Road and Boehner Road intersection. The dairy has a large composting operation and also applies nutrients to area fields. (Exhibit B2l, C1).

D. Do development trends in the general area indicate that the current designation and circumstances have changed since the comprehensive plan was adopted;

CONCLUSION: The development trends in the general area have not changed to support the requested comprehensive amendment from an "Agriculture" designation to a "Residential" designation.

FINDING:

1. The future land use map within the 2020 Canyon County Comprehensive Plan designates the subject property as "Agriculture". Most of the residential designation came from the 2008 approval (CPR2008-2, Williamson).
2. The properties and surrounding area are not growth areas. The parcels are located within Traffic Analysis Zones (TAZ) #2718 comprising an area of 616 acres and #2731 comprising an area of approximately 2,012 acres. The forecasted household growth for TAZ #2731 is for two households and for TAZ #2718 no additional household growth is forecasted (Exhibit B2g). COMPASS (Community Planning Association of Southwest Idaho) maintains and uses the data as part of the Communities in Motion Regional Transportation Plan which uses future population, households and jobs forecasts to determine future transportation needs for the Treasure Valley. COMPASS forecasts do not indicate a population or household growth in the area due to large farmlands and agricultural uses and lack of infrastructures and amenities necessary to support residential growth.
3. The property is located within Greenleaf's Area of City Impact which designates the property as "Agricultural" (Exhibit B2f).

4. There has been one recent approval (pending signature) of a comprehensive plan amendment to residential for 4.66 acres on the Van Slyke Farms properties to the south. No other amendments to the 2020 Plan have been submitted or approved for this area of the county. The conditional rezone was changed from requested "CR-R1" (Single Family Residential) with a one acre average minimum lot sizes to "CR-RR" (CR-Rural Residential) with a minimum lot size of two (2) acres with no secondary residences allowed (pending BOCC signature on FCOs and Development Agreement).
5. The majority of lots created through the subdivision approvals 1998- 2011 remained generally undeveloped through 2019. Residential construction primarily occurred in the last five to six years (Exhibit B6 Google review and GIS imagery2020/2025).

E. Will the proposed comprehensive plan amendment impact public services and facilities. What measures will be implemented to mitigate impacts? (Ord. 11-003, 3-16-2011)

CONCLUSION: The proposed comprehensive plan amendment may impact public services or facilities. Golden Gate Highway District will require a traffic impact study specific to the proposed development to determine impacts if any (Exhibit D6 and D7). No traffic study has been completed for this development proposal. Vallivue School District expressed concerns with adding development because projections indicate that existing and new schools will reach or exceed capacity by 2029 considering currently approved but not yet constructed development in their district (Exhibit D3 and D3a). Longer response times are expected from all services including police, fire and EMS.

FINDING:

1. Agencies were notified of the application through a full political notification 07-17-25 and specific requests for comment were sent to affected agencies 12-10-25 (see case file OR2022-0002).
2. The following agencies commented: Idaho Department of Environmental Quality, Southwest District Health, Golden Gate Highway District, Vallivue School District, Idaho Transportation Department, DSD Engineering, and the Boise Project Board of Control (Exhibits D1-D6).
3. For the Comprehensive Plan Amendment the notified agencies providing comment did not provide comments that indicate significant concerns regarding impact on public services and facilities. However, Vallivue School District did express concerns with continued growth on school capacity (Exhibit D3 and D3a). Golden Gate Highway District requires a traffic study, accesses may require a variance due to sight distance concerns due to topography of the road ways and required access spacing (D6).
4. Mitigation through conditions of approval regarding traffic, access, irrigation, water and sanitary services could potentially be addressed at the time of future development if the Comprehensive Plan Amendment and Conditional Rezone are approved.

F. Idaho Statutes: Title 67 Chapter 65 §67-6537 USE OF SURFACE AND GROUNDWATER: (4) "When considering amending, repealing, or adopting a comprehensive plan, the local governing board shall consider the effect the proposed amendment, repeal, or adoption of the

comprehensive plan would have on the source, quantity, and quality of groundwater in the area."

CONCLUSION: The proposed amendment would allow for the use of the property for residential uses. Any uses allowed or conditionally permitted in accordance with CCZO, must comply with all applicable federal, state, and local laws with regard to water quantity and quality. The development application proposes and shall be subject to conditions of approval to install community well(s) for potable water and connection to the City of Greenleaf waste treatment system (Exhibit A2). The property has irrigation water available and shall be conditioned to provide pressurized irrigation system to all lots should the Comprehensive Plan Amendment and Conditional Rezone be approved.

Order

Based upon the Findings of Fact, Conclusions of Law contained herein, the Planning and Zoning Commission forwards this case with a **recommendation of denial** for Case No. OR2022-0002, a **Comprehensive Plan Amendment** for parcels R36523 (73.06 acres), R36525 (36.79 acres), R33509 (41.21 acres) and R33210 (0.50 acres) from "Agriculture" to "Residential".

RECOMMENDED FOR DENIAL this ____ day of _____, 2025.

PLANNING AND ZONING COMMISSION
CANYON COUNTY, IDAHO

_____
Robert Sturgill, Chairman

State of Idaho)
) SS
County of Canyon County)

On this _____ Day of _____ in the year of 2025, before me _____, a notary public, personally appeared _____ personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

Notary: _____

My Commission Expires:

_____

DRAFT FINDINGS OF FACT, CONCLUSION OF LAW AND ORDER

In the matter of the application of Christensen/Indart – Case No. RZ2022-0002-CR The Canyon County Planning and Zoning Commission consider the following:

A Conditional Rezone from "A" (Agricultural) to "CR-R1" (Single Family Residential) for approximately 151.56 total acres including the following parcels R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.

Summary of the Record:

1. The applicant is requesting a Conditional Rezone to amend the zoning from "A" (Agricultural) to "CR-R1" (Single Family Residential) for approximately 151.56 total acres including the following parcels: R36523 (73.06 acres), R36525 (36.79 acres), R33209 (41.21 acres) and R33210 (0.50 acres). The properties are located at and adjacent to 23422 Ustick Road along Ustick and Van Slyke Roads and are further described as being a portion of 4N-4W-31 SE and 3N-4W-06-NE, Boise-Meridian, Canyon County, Idaho.

2. The application was filed February 2022. The applicable Comprehensive Plan is the 2020 Plan. The subject properties are designated as "Agriculture" on the 2020 Canyon County Future Land Use Map (Exhibit B2e).

3. The property is located within the Greenleaf Area of City Impact. Greenleaf designates the subject properties as "Agricultural" within the City's Comprehensive Plan.

4. The subject property is located within Golden Gate Highway District, Wilder and Homedale Fire Districts, Vallivue and Homedale School Districts, and Wilder Irrigation District along with the Boise Project Board of Control.

5. The neighborhood meeting for the revised application was held on August 15, 2024 pursuant to CCZO §07-01-15. The revised application and draft concept plan was submitted on August 23, 2024.

6. Notice of the public hearing was provided on August 21, 2025 in accordance with CCZO §07-05-01. Agency and City of Greenleaf notice was provided on December 10, 2024 and July 17, 2025. A full political notice was provided on July 22, 2025. Newspaper notice was provided on July 22, 2025. Property owners within 300 feet were notified by mail on July 22, 2025. The property was posted on July 22, 2025.

7. The record herein consists of exhibits provided as part of the public hearing staff report, public testimony, and all information in case file OR2022-0002 and RZ2022-0002-CR.

Applicable Law

1. The following laws and ordinances apply to this decision: Canyon County Code of Ordinances (CCCO) §01-17 (Land Use/Land Division Hearing Procedures), CCCO §07-05 (Notice, Hearing and Appeal Procedures), CCCO §07-06-01 (Initiation of Proceedings), CCCO §07-06-03 (Comprehensive Plan Amendment), CCCO §09-03 Greenleaf Impact Area, Title 67 Chapter 65 §67-6537(Use of Surface and Groundwater), (CCCO §07-06-07 (Conditional Rezones), and Idaho Code §67-6511 (Zoning Map Amendments and Procedures).
    a. Notice of the public hearing was provided per CCCO §07-05-01 and Idaho Code §67-6509.
    b. The presiding party may establish conditions, stipulations, restrictions, or limitations which restrict and limit the use of the rezoned property to less than the full use allowed under the requested zone and which impose specific property improvement and maintenance requirements upon the requested land use. Such conditions, stipulations, restrictions, or limitations may be imposed to promote the public health, safety, and welfare, or to reduce any potential damage, hazard, nuisance, or other detriment to persons or property in the vicinity, to make the land use more compatible with neighboring land uses. *See* CCCO §07-06-07(1).
    c. All conditional rezones for land use shall commence within two (2) years of the approval of the board. If the conditional rezone has not commenced within the stated time requirement, the application for a conditional rezone shall lapse and become void. *See* CCCO §07-05-01
2. §07-06-01(3): Comprehensive Plan Changes: Requests for comprehensive plan changes and ordinance amendments may be consolidated for notice and hearing purposes. Although these procedures can be considered in tandem, pursuant to Idaho Code section 67-6511(b), the commission, and subsequently the board, shall deliberate first on the proposed amendment to the comprehensive plan; then, once the commission, and subsequently the board, has made that determination, the commission, and the board, should decide the appropriateness of a rezone within that area. This procedure provides that the commission, and subsequently the board, considers the overall development scheme of the county prior to consideration of individual requests for amendments to zoning ordinances. The commission, and subsequently the board, should make clear which of its findings relate to the proposed amendment to the comprehensive plan and which of its findings relate to the request for an amendment to the zoning ordinance.
3. The commission has the authority to exercise powers granted to it by the Idaho Local Land Use and Planning Act ("LLUPA") and can establish its own ordinances regarding land use, including subdivision permits. *See* I.C. §67-6504, §67-6511.
4. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCCO §07-03-01, 07-06-05.
5. The burden of persuasion is upon the applicant to prove that all criteria are satisfied. CCCO §07-05-03.
6. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant

contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCCO 07-05-03(1)(I).

Conclusions of Law

For Case File RZ2022-0002-CR, the Planning and Zoning Commission finds and concludes the following regarding the Standards of Review for a Conditional Rezone from "A" (Agricultural) to "CR-R1" (Single Family Residential) (§07-06-07 CCZO):

07-06-07: CONDITIONAL REZONE CRITERIA:

(1) The commission shall review the particular facts and circumstances of each proposed conditional rezone and make a recommendation regarding the same to the board. The presiding party shall apply the following standards when evaluating the proposed conditional rezone:

A. Is the proposed conditional rezone generally consistent with the comprehensive plan?

CONCLUSION: The requested type of growth is not consistent with the comprehensive plan. The 2020 Comprehensive Plan designates the properties as Agriculture on the Future Land Use Map. The Plan generally "…*encourages the protection of agricultural lands and land uses for the production of food and fiber*…" The Commission acknowledges that there is residential development in the area but that this area of the county consists primarily of agriculture and intensive agricultural operations and the Plan does not support residential growth in this area of the county.

FINDING:

1. The Future Land Use Map designates the properties as 'Agriculture' (Exhibit B2e).
2. The property lies within the City of Greenleaf area of city impact. The property is designated agricultural on the Greenleaf future land use map (Exhibit B2f).
3. The properties are currently and have historically been in agricultural production including crop and livestock (B2a, C1).
4. The area is not trending toward residential development. There are developments in the area created through conditional use permit approvals from 1998-2011. Those developments are zoned agricultural. There are conditionally zoned properties in the area, CPR2008-2, subject to a development agreement DA#08-111 recorded as instrument #2008051339. The properties have been and remain in agricultural crop production including corn and orchards (Exhibit B2a & Exhibit C).
5. The request is inconsistent with, but not limited to, the following goals and policies of the 2020 Canyon County Comprehensive Plan:

    - Property Rights Policy #8: "*Promote orderly development that benefits the public good and protects the individual with a minimum of conflict."*
    - Population Goal No. 1: *"Consider population growth trends when making land use decisions."*

- Population Policy No. 3: *"Encourage future population to locate in areas that are conducive for residential living and do not pose an incompatible land use to other land uses."*
- Land Use Goal No. 2: *"To provide for the orderly growth and accompanying development of the resources within the County that is compatible with their surrounding area."*
- Land Use – Residential Policy #2: *"Encourage residential development in areas where agricultural uses are not viable."*
- Agricultural Policy #1: *"Preserve agricultural lands and zoning classifications."*
- Agricultural Policy #3: "*Protect agricultural operations and facilities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development."*
- Natural Resources Goals #1: *"To support the agricultural industry and preservation of agricultural land."*
- Natural Resources Policy #3: *"Protect agricultural activities from land use conflicts or undue inference created by existing or proposed residential, commercial or industrial development."*

B. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation;

CONCLUSION: The proposed Conditional Rezone from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) is not more appropriate than the current zoning designation of "A" (Agricultural). The Commission acknowledges that there is residential development in the area, inclusive of the Timber Stone Golf Course; however, the subject properties and the surrounding land uses are predominantly agricultural consistent with the Comprehensive Plan designation of Agriculture.

FINDING:

1. The subject property is currently zoned "A" (Agricultural). Per CCCO 07-10-25(1), the purposes of the "A" (Agricultural) Zone are to:
    A. Promote the public health, safety, and welfare of the people of the County by encouraging the protection of viable farmland and farming operations;
    B. Limit urban density development to Areas of City Impact in accordance with the comprehensive plan;
    C. Protect fish, wildlife, and recreation resources, consistent with the purposes of the "Local Land Use Planning Act", Idaho Code title 67, chapter 65;
    D. Protect agricultural land uses, and rangeland uses, and wildlife management areas from unreasonable adverse impacts from development; and
    E. Provide for the development of schools, churches, and other public and quasi-public uses consistent with the comprehensive plan
2. The land use in this region of the county is predominantly agricultural. Properties within the immediate vicinity are predominantly zoned "A" (Agricultural) with the average lot size of 19.13 acres for properties within the 600 foot notification area (Exhibits B1, B2a, B2c, B2d, B6, C1, and C2).

3. The golf course and associated nearby developments have an average lot size of 2.28 acres for 146 lots on 311 acres. Summerwind at Orchard Hills/Timber Stone has greater than 50% of the developed property in open space providing a natural barrier or transition between the residential uses and agricultural lands. The existing developments in the area are not urban density type subdivisions. The properties to the north, south, and west are agricultural and designated agricultural on the future land use map.

4. The property consists primarily of moderately-suited soils, designated as Class 3 and Class 4, that are considered prime farmland and farmland of statewide importance, if irrigated. An approximate 9 acres of parcel R33209 is not considered prime farmland (Exhibits B2k).

5. Within the vicinity, the following residential zones have been approved or pending final approval:

   - CPR2008-2 (Williamson): Comprehensive Plan Amendment to "Residential" and conditional rezone to a "CR-RR" (Rural Residential) Zone of 311 acres approved in 2008 subject to development agreement DA#08-111 (Exhibit B8). Although 311 acres was conditionally zoned "CR-RR", the 311 acres remains in agricultural use. The development agreement included landscaping, exterior lighting, open space and subdivision requirements which have not been met; and therefore, it is unknown if the zone and agreement are vested or expired which would revert the 311 acres back to an agricultural zone (Exhibit B2c Zoning Map)
   - OR2021-0012 and RZ2021-0027-CR (Van Slyke Farms): *[pending final signature on FCOs and Development Agreement]* Comprehensive Plan Amendment to "Residential" for approximately 4.66 acres (the balance of the 26 acres was identified as Residential in 2020 Plan) and a conditional rezone of 26 acres from "Agricultural" to "CR-Rural Residential" with a minimum lot size of two (2) acres and no secondary residences. Due to water quality and safety concerns, wells must be drilled, cased and sealed to a minimum depth of 350 feet.

6. The subject property is located within a one-mile radius of eight residential subdivisions, 146 total lots on a total of 333.38 acres with an average lot size of 2.28 acres (Exhibit B2d). The applicants are proposing 135 residential lots on 151 acres with an average lot size of 0.82 acres. All of the existing subdivisions are zoned agricultural and were approved under a different ordinance and comprehensive plan; and therefore, do not reflect current goals and policies. These development final plats were recorded from 1998 with the most recent being 2011. A replat of a common lot to adjust for setback requirements was completed in 2022.

C. Is the proposed conditional rezone compatible with surrounding land uses;

CONCLUSION: The proposed conditional rezone is not compatible with surrounding land uses. The predominant zone and land use is agricultural. Although there is residential development in the area the predominant land use and zoning is agricultural with an average lot size of 19.3 acres within the 600 foot notification area. This

is an intensive agricultural area with large farm equipment and trucks traversing the roadways. There are multiple hills and valleys creating site distance challenges at intersections and driveway approaches. Most of the intersections in the area are only two way stops. There is a dairy CAFO approximately 1.25 miles to the northeast of the properties at Boehner and Tucker Roads. The proposed 135 residential lot development will nearly double the current residential development (146 platted lots) in the area with proposed urban transition sized lots of 0.82 acres and very little planned open space or transition areas. The current average lot size of the platted subdivisions within one mile of the property is 2.28 acres. Doubling the residential units in an intensive agricultural area has the potential for conflict with agricultural operations and traffic. Creating further development sprawl could have the effect of encouraging additional creep of residential development in an area that currently does not have planned urban services now or into the future.

FINDING:

1. There are eight platted subdivisions within one mile of the development with an average lot size of 2.28 acres (Exhibit B2d). The majority of the subdivision development is immediately within or surrounding the Timber Stone Golf Course located adjacent to the subject properties and east of Van Slyke Road. All of the platted developments are zoned agricultural and created through the former conditional use process.
2. In 2008, a conditional rezone to "CR-Rural Residential" of 311 acres was approved (Williamson properties). To date the properties have not been developed and are in agricultural production including crops and orchards. (Exhibit B2a, B2c, and C2) No development plan has been submitted or approved for these properties.
3. The predominant use of the properties in the area is agricultural crop production with sporadic ag-residential homes on farms. (Exhibits B2a, C1, C2)
4. The property is located within the Greenleaf area of city impact but is located more than two (2) miles from the Greenleaf city limits (Exhibit B2p.)
5. Friends Dairy CAFO is located just over one mile to the north and east of the subject properties at Tucker Road and Boehner Road intersection. The dairy has a large composting operation and also applies nutrients to area fields. This is an intensive agricultural operation. (Exhibit B2l, C1).

D. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?

CONCLUSION: The proposed conditional rezone for the purpose of creating urban density in a rural agricultural area will negatively affect the agricultural character of the area. The predominant land use and general character of the area is agricultural. The developer is proposing to establish 135 residential lots with a gross average lot size of 0.82 acres. The average lot size of the existing platted developments within one mile is 2.28 acres. The developer proposes to utilize a community water system and to connect to the City of Greenleaf sewer system or to provide a central wastewater system or clustered on-site septic systems to mitigate impacts. The draft concept plan provides for one approximate three

(3) acre multi-purpose lot as community space. There is no provisions in the draft plan for rural transition to the adjacent agricultural lands surrounding the properties.

FINDING:

1. The subject properties are agricultural operations. The applicant letter of intent indicates that feedlot operator has abandoned the use however there were cattle in the feedlot in the fall of 2024 as evidenced in aerial GIS photos including Exhibit B2a.
2. There are eight platted subdivisions within one mile of the development with an average lot size of 2.28 acres (Exhibit B2d). The majority of the subdivision development is immediately within or surrounding the Timber Stone Golf Course located adjacent to the subject properties and east of Van Slyke Road. All of the platted developments are zoned agricultural and created through the former conditional use process.
3. In 2008, a conditional rezone to "CR-Rural Residential" of 311 acres was approved (Williamson properties). To date the properties have not been developed and are in agricultural production including crops and orchards. (Exhibit B2a, B2c, and C2) No development plan has been submitted or approved for these properties.
4. The predominant use of the properties in the area is agricultural crop production with sporadic ag-residential homes on farms. (Exhibits B2a, C1, C2)
5. The property is located within the Greenleaf area of city impact but is located more than two (2) miles from the Greenleaf city limits (Exhibit B2p.)
6. Friends Dairy CAFO is located just over one mile to the north and east of the subject properties at Tucker Road and Boehner Road intersection. The dairy has a large composting operation and also applies nutrients to area fields. (Exhibit B2l, C1).

E. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate proposed conditional rezone?

CONCLUSION: As proposed and conditioned, the developer proposes to utilize a community water system and to connect to the City of Greenleaf sewer system or to provide a central wastewater system or clustered on-site septic systems to mitigate impacts. The draft concept plan provides for one approximate three (3) acre multi-purpose lot as community space. If approved, the development will require platting as a residential subdivision and the developer will be required to meet the subdivision code requirements, state statutes, and agency requirements as well as all conditions of approval as enumerated in a development agreement with Canyon County.

FINDING:

Sewer: As conditioned the development will require a community wastewater system or connection to the City of Greenleaf municipal sewer. This is a nitrate priority area with area wells that have tested with elevated nitrates and other contaminants that exceed safe drinking water levels of arsenic and uranium. Individual septic systems are not proposed or approved in this application findings.

Water: As conditioned the development will require a community water system for potable water in compliance with Department of Environmental Quality approvals for a public drinking water system in conformance with IDAPA 58.01.08 (Exhibit D4). This is a nitrate priority area with area wells that have tested with elevated nitrates and other contaminants that exceed safe drinking water levels of arsenic and uranium. Private wells are not proposed; however, for safety of the public and aquifer, staff recommends that a condition be added to ensure that if private wells are constructed on any of the properties, that well construction standards as recommended by Terry Scanlan, PE in Exhibit B7 (slide set for Van Slyke Farms water quality testimony). *Proposed condition: A plat note shall be placed on both the preliminary and final plat as follows: Individual wells are required to be constructed at a minimum depth of 350 feet and shall be constructed cased with full length surface seals to prevent comingling of aquifer zones. Following pump installations, well water samples should be collected and analyzed at a state-certified laboratory. At a minimum, analyze for coliform bacteria, nitrate, arsenic, uranium, fluoride, iron, manganese, aluminum and hardness. Well owners should contact reputable water treatment vendors to discuss treatment and conditioning options specific to their well water quality.*

Irrigation: The Christensen property, R36523, has irrigation water rights. The applicant states that the Indart properties, R36525, R33209, and R33210 do not have irrigation water rights. The development proposes that all lots will be irrigated with a pressure irrigation system. A condition should be placed requiring that the developer secure adequate water rights to service the entirety of the development with both community potable water as well as surface irrigation water and ground water rights to meet the irrigation requirements for a pressurized irrigation system for all lots within the proposed development.

Drainage: If approved for development, All stormwater drainage shall be retained on the subject properties. A grading and drainage plan will be required for the subdivision development. The development shall also be required to meet the hillside development code §07-17-33(1) where applicable on slopes exceeding 15%.

F. Does the proposed conditional rezone require public street improvements in order to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns? What measures have been taken to mitigate traffic impacts?

CONCLUSION: It is unclear if street improvements will be required. A traffic impact study is warranted but has not been completed at the time of this hearing (Exhibit D6). There are identified sight distance concerns at access standard locations which could also require variance(s) from Golden Gate Highway District.

FINDING:

1. Golden Gate Highway District indicates that a traffic impact study is warranted for the proposed project (Exhibit D6).

2. The topography of this area is rolling hills creating sight distance hazards at driveway approaches, intersections, and with vehicle traffic, both farm equipment, trucks and residential traffic.
3. No speed controls are posted on area roadways.

G. Does legal access to the subject property for the conditional rezone exist or will it exist at the time of development?

CONCLUSION: The subject properties have road frontage on Ustick Road, Van Slyke Road and Boehner Road. There are currently agricultural approaches to the properties and a residential access to R33210. Access will be available to the properties in accordance with the requirements of Golden Gate Highway District (GGHD).

FINDING:

1. Subject Parcels R36525, R33210, R33209 and R36523 have road frontage on Ustick Road.
2. Parcel R36523 also has road frontage on Van Slyke Road and Boehner Road.
3. GGHD requires that a traffic impact study be completed and that variances may be required for approaches that do not meet spacing requirements due to sight distance concerns.

H. Will the proposed conditional rezone amendment impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?

CONCLUSION: The proposed conditional rezone may impact essential public services and facilities. Vallivue School District expressed concerns with adding development due to projections indicating that existing and new schools will reach or exceed capacity by 2029 considering currently approved, but not yet constructed, development in their district (Exhibit D3 and D3a). Longer response times are expected from all services including police, fire and EMS (Exhibit A2, page 9). The sheriff's office, fire departments and emergency medical services were notified of the application but no responses or concerns with the proposed development were received by staff.

FINDING:

1. Agency notification: Notice of the public hearing was provided in accordance with CCZO §07-05-01. Agency and City of Greenleaf notice was provided on December 10, 2024 and July 17, 2025. A full political notice was provided on July 22, 2025. Newspaper notice was provided on July 22, 2025. Property owners within 300 feet were notified by mail on July 22, 2025. The property was posted on July 22, 2025 as evidenced in case file no. OR2022-0002 & RZ2022-0002-CR.
2. The following agencies responded to the agency notifications: Boise Project Board of Control noting facilities and required easements on the subject properties, DSD Engineering, Vallivue School District, Department of Environmental Quality, Idaho Transportation Department, Golden Gate Highway District, and a brief email from City of Greenleaf. The responses and exhibits are attached in Section D: Exhibits D1-D8.

3. An agency request for comment was sent December 10, 2024 to the following agencies: City of Greenleaf, City of Homedale, City of Wilder, Homedale and Vallivue School Districts, Southwest District Health, Homedale and Wilder Fire Departments, Centurylink, Intermountain Gas, Idaho Power and Ziply, Boise Project Board of Control, Wilder Irrigation, COMPASS, Idaho Transportation Department, Valley Regional Transit, Canyon County Sheriff's Office, Canyon County Paramedics/EMT, Homedale City Ambulance, CC Assessor's office, CC DSD Engineering, Building Dept., and Code Enforcement, Bureau of Reclamation, Dept. of Environmental Quality, Environmental Protection Agency, and Idaho Department of Water Resources/water rights. These agencies also received a notice on July 17, 2025. All political subdivisions received the full political notice on July 22, 2025.

Order

Based upon the Findings of Fact, Conclusions of Law contained herein, the Planning and Zoning Commission forwards this case with a **recommendation of denial** for Case No. RZ2022-0002-CR, a **Conditional Rezone** of approximately 151.56 acres including parcels R36523 (73.06 acres), R36525 (36.79 acres), R33509 (41.21 acres) and R33210 (0.50 acres) from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential).

DENIED this ____ day of _____, 2025.

PLANNING AND ZONING COMMISSION
CANYON COUNTY, IDAHO

_____
Robert Sturgill, Chairman

State of Idaho)
) SS
County of Canyon County)

On this _____ Day of _____ in the year of 2025, before me _____, a notary public, personally appeared _____ personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

Notary: _____

My Commission Expires:

_____

BOARD OF COUNTY COMMISSIONERS

EXHIBIT 4:

AGENCY COMMENTS

BOARD OF COUNTY COMMISSIONERS

EXHIBIT 5:

PUBLIC COMMENTS

December 28, 2025

Ms. Deb Root
Canyon County Development Services
111 N. 11th Avenue, Room 310
Caldwell, ID 83605

Re: Christensen/TimberRidge Development Case #OR2022-0002, RZ2022-0002)

Dear Ms. Root:

This letter shall serve as my stated opposition to the above case for the following reasons:

1. This development is not in the character of the area as stated in the Comprehensive plan. This area is predominately agricultural in nature. The only development in the area is the Timberstone golf course which has substantial green space making it more compatible with the surrounding agriculture.
2. Essential public services are already strained and this development would exacerbate that situation. (police, fire, EMS, schools)
3. No infrastructure in place to accommodate the additional housing. Ustick Rd. is the main thoroughfare and is already a safety hazard with speeding vehicles, narrow road and farm equipment. There are numerous crosses on the road indicating the lives that have been lost.

Thank you.

Jackie Marshall

EXHIBIT
5.1

Letter Opposing Zoning Change

Objection to Changing Agricultural Land to Residential Use

RECEIVED
DEC 29 2025
RECEIVED

December 23, 2025

Canyon County Development Services Department
City of Caldwell
111 North 11th Avenue, Suite 310
Caldwell, Idaho 83605

Dear Development Services Department,

I am writing to formally express my opposition to the proposed change in zoning from agricultural to residential for the land currently designated for agricultural use within our community, Case Nos. OR2002-0002 and RZ2002-0002. I urge the department to reconsider allowing this change, as I believe it would have significant negative impacts on our environment, local economy, and overall quality of life.

Agricultural land provides essential benefits for our region, including open green spaces, wildlife habitats, and local food production. Converting this land to residential use would diminish these valuable resources and contribute to increased urban sprawl, congestion, and loss of rural character that many residents deeply value.

Furthermore, the agricultural sector supports local jobs and sustains traditions that have shaped our community for generations. Residential development on farmland could lead to increased pressure on infrastructure, schools, and public services, and may not be in the best interest of long-term community planning.

The Planning and Zoning Commission denied both the Comprehensive Plan Amendment and the Conditional Rezone. I hope you consider the same decision.

Within 1.2 miles from the land in consideration, there has already been approval for an orchard, agricultural land, to be rezoned for residential. The amount of acreage already approved in this area will have significant impact on our emergency services, roadways and schools.

I would like to also bring attention to water issues. Most of the residents in the impact area have their own wells. The Timberstone Golf Course, in the impact area, has grown significantly and has already caused issues for residents. With further development the existing water wells will struggle, and water tables will diminish.

EXHIBIT
5.2

I respectfully request that the Development Services Department prioritize the preservation of agricultural lands and explore alternative solutions to address housing needs without sacrificing our natural and economic heritage. Please consider the voices of residents who wish to maintain the balance between growth and sustainability as well as the natural landscape they moved out here for.

Thank you for your attention to this matter, and for your continued commitment to responsible development in Caldwell.

Sincerely,

Michael Turner

23057 Boehner Rd, Wilder ID 83676
Malorieb777@yahoo.com or 760-220-7902

Debbie Root

From: patricia amelino <pgamelino@yahoo.com>
Sent: Monday, December 29, 2025 7:43 PM
To: Debbie Root
Subject: [External] Christensen/TimberRidge Development , case # OR2022-0002, RZ2022-0002 at Ustick & Van Slykes

December 29, 2025

Dear Ms. Root

This letter shall serve as our opposition to the above case for the following reasons. The primary reason for our opposition is simple: the development does not keep with Canyon County Comprehensive Plan, area is agricultural not residential. The infrastructure in this area is not adequate to safely or responsibly support the level of growth being proposed.

Ustick Road, in particular, is already unsafe under current conditions. It is a narrow, two lane road that is too tight in places to even accommodate proper fog lines, with hilly terrain and rutted shoulders. Traffic speeds regularly far exceed posted limits, often reaching dangerously high speeds with little or no enforcement. Adding hundreds of new homes would inevitably result in hundreds of additional daily vehicle trips on a roadway that cannot safely handle the traffic it already sees.

Beyond traffic concerns, Canyon County currently lacks the necessary public services to support this development. We do not have sufficient police coverage, fire protection resources, or school capacity to absorb a subdivision of this scale. Approving new housing without addressing these deficiencies puts existing residents and future homeowners at risk.

At a recent meeting with County Commissioners the applicant described the project as a thoughtfully planned subdivision with walking paths and equestrian trails. However, it was later disclosed that the landowners do not intend to develop the property themselves and instead plan to sell it. This raises serious concerns about the lack of certainty regarding what will ultimately be built. Without a clear, enforceable development plan, residents are being asked to trust vague promises with no accountability.

Additionally, claims were made that the land is no longer farmable, despite the property having been purchased only five years ago. These statements feel disingenuous and undermine confidence in the motivations behind the proposal.

This appears to be a speculative land transaction rather than a well-planned development that considers the long-term safety, infrastructure, and quality of life for Canyon County residents.

For these reasons, I respectfully urge you and the Planning & Zoning Commission to deny or delay approval of this project until meaningful infrastructure improvements, public service capacity, and a concrete, binding development plan are in place.

Thank you for your time and consideration.

Sincerely,

Patricia Amelino and Richard Haley
22612 Aura Vista Way, Caldwell, Id., 83607

EXHIBIT
5.3

Debbie Root

From: Tracie Tackett <tracie.tackett@gmail.com>
Sent: Tuesday, December 30, 2025 2:16 PM
To: Debbie Root
Subject: [External] case nos. or2022-0002 and rz2022-0002

I would like to voice my concern about this project. I am against this because I haven't read anything about a ground water study. When all the wells get drilled and my water is gone, who do I turn to? also boehner an ustic road where not made for that much traffic. I have lived in this area since 1978. I am requesting a no vote from my canyon county commissioner. These projects should be developed closer to city limits. And not taking good farm ground out.

EXHIBIT
5.4

Crookham COMPANY
SEEDING IDEAS
SINCE 1911

To: Canyon County Board of County Commissioners

Re: Case Nos. OR2022-0002 and RZ2022-0002

My name is Cesar Navarrete, and I am the Farm Manager with Crookham Company. I am submitting this comment to express concerns regarding the above-referenced cases and their potential negative effects on the agricultural community.

Crookham Company farms approximately 79.5 acres located at Ustick Road and Wagner Road, as well as an additional 40 acres at Ustick Road and Plum Road. These properties are actively farmed and rely on safe, efficient access to Ustick Road for daily agricultural operations.

The proposed changes associated with Case Nos. OR2022-0002 and RZ2022-0002 raise serious concerns for agricultural viability in this area. Increased traffic on Ustick Road between Highway 19 and Farmway Road will make it significantly more difficult to move farm vehicles and large agricultural equipment along the roadway. Slow-moving equipment is essential to our operations, and higher traffic volumes increase the risk of congestion, accidents, and operational delays.

In addition, increased traffic creates a heightened safety concern for our field crews when exiting fields and re-entering Ustick Road. Agricultural employees frequently move between fields, and additional vehicle traffic increases the likelihood of unsafe conditions for both workers and the traveling public.

Additionally, continued urban development near active farmland threatens the long-term sustainability of local farming operations.

For these reasons, I respectfully request that the Board carefully consider the negative impacts these cases may have on existing agricultural operations and the broader agricultural community before making a decision.

Thank you for your time and consideration.

Sincerely,

Cesar Navarrete
Farm Manager
Crookham Company

HOME OFFICE: P.O. Box 520 Caldwell, ID 83606-0520 USA
P 208 459 7451 F 208 454 2108 W www.crookham.com

EXHIBIT
5.5

Debbie Root

From: Cesar Navarrete <cesarn@crookham.com>
Sent: Monday, January 5, 2026 10:37 AM
To: Debbie Root
Cc: George Crookham
Subject: [External] Case Nos. OR2022-0002 and RZ2022-0002
Attachments: Public Comment.pdf

Hi Debbie,

The attached letter is for hearing case: Christensen.
Case No.: RZ2022-0002/OR2022-0002

Thank You,
Cesar Navarrete

Boise Office
1101 W. River St.
Suite 110
Boise, Idaho 83702
Tel. (208) 629-7447

Challis Office
1261 E. Main Ave.
P.O. Box 36
Challis, Idaho 83226
Tel. (208) 879-4488

Twin Falls Office
213 Canyon Crest Drive
Suite 200
Twin Falls, Idaho 83301
Tel. (208) 969-9585

Fax (all offices)
(208) 629-7559

SAWTOOTH LAW OFFICES, PLLC

David P. Claiborne
S. Bryce Farris
Evan T. Roth
Andrew J. Waldera
Brian A. Faria
Thomas M. Larsen
Patxi Larrocea-Phillips
Andrea H. Nielsen
Daniel V. Steenson
Katie L. Vandenberg-Van Vliet
James R. Bennetts (*retired*)

Monday, December 29, 2025

Jay Gibbons
Director of Development Services
1115 Albany St. Room 310
Caldwell, ID 83605
jay.gibbons@canyoncounty.id.gov
Delivered Electronically

With copy to:
Z. Wesley, at zach.wesley@canyoncounty.id.gov

RE: Request to Revert Conditional Zoning
Parcels R33193, R33193-010, R33198, R33202, R33200, R33199, R33208

Director Gibbons:

I am writing on behalf of Canyon County residents identified through **Exhibit A** in support of zoning reversion and termination of Development Agreement for Parcels R33193, R33193-010, R33198, R33202, R33200, R33199, and R33208 ("the Property"). Although the Property was previously designated "Agricultural," Canyon County approved a conditional rezone to designate the property "Rural Residential" pursuant to Permit # CPR2008-2 (July 17, 2008).

Canyon County's Zoning Ordinance provides: "All conditional rezones for a land use shall commence . . . within two (2) years" or the application "shall lapse and become void." CCZO § 07-06-07(4). If "the land is not used as approved, or if an approved use ends, the land use will revert back to the zone applicable to the land immediately prior to the conditional rezone action." CCZO § 07-06-07(1). Although this reversion is described as automatic in the ordinance, the Development Agreement appears to contemplate a public hearing prior to recording a termination of that agreement.

From analysis of the above permit approval records, attached as **Exhibit B**, the Property has reverted to "Agricultural" use. Over seventeen (17) years after the approval, the proposed land use did not ever commence. Moreover, the applicant is unable to commence the use now because the applicant failed to take the steps required in 2008 to fulfill the conditions of approval. The

EXHIBIT
5.6

FCOs required the applicant to submit a weed and gopher control plan within 90 days of approval and Canyon County's review of public records confirmed that this never occurred. *See* **Exhibit C**.

To the extent the applicant had a reasonable expectation to use the property as proposed in 2008, that expectation was waived and has now expired. Canyon County's permit approval was conditioned upon the expectation that the land use should commence no later than July 2010. There are good reasons for enforcing this requirement. The approval findings from 2008 evaluated only whether the proposed use was consistent with the 2010 Comprehensive Plan, which is now outdated policy and does not reflect expectations for current development. Moreover, the conditions of approval designed to mitigate adverse impacts to surrounding property were based only on the information available in 2008. That information is also outdated, and any future development should be based on current conditions, surrounding property uses, county policies, and development standards.

I respectfully request that Canyon County take the steps necessary to record a formal termination of the Development Agreement and amend the Zoning Map to reflect the prior zoning designation of "Agricultural" for the above Property. Re-designation of the original zoning is essential to ensure that other land use decisions in the vicinity are made based on accurate and up-to-date information.

Very truly,

Andrea H. Nielsen

EXHIBIT A

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
MICHAEL J. ROBIN		22465 AURA VISTA WAY
Jennifer DeArmut		22469 Aura Vista Way
Manuel Barrera		22352 Aura Vista Way
Wallace Anderson		22475 AURA Vista WAY
Nellie J. Van Beek		22476 Aura Vista Way
BRIAN STAMPFL		22609 AURA VISTA WAY
Gene Cistenborder		22485 Aura Vista Way
CURT Blount		22488 " " "
JOHN BARBER		22489 Aura Vist Way
Nicole mcconnell		22615 Aura Vista Way
Christi Irvin		22618 Aura Vista Way
Randy Irvin		22618 Aura Vista Way
Jeffrey Thume		22630 " " "
Brian Baldwin		22720 Aura Vista Way
Dina Campbell		22740 Zephyr Ct
Dawn Daniel		22753 Zephyr CT
Rick Dudley		22855 Aura Vista Way
Laura Dudley		22855 Aura Vista Way
Julie Heisey		22859 Aura Vista Way
Randy Heisey		22859 Aura Vista Way
[illegible]	[illegible]	22865 Aura Vista Way

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
Jackie Marshall	Jackie Marshall	22359 Aura Vista Way 83607
JAMES MARSHALL	[illegible]	" " " " "
Linzi Hunter	[illegible]	22358 Aura Vista Wy 83607
Jon Hunter	[illegible]	" " " " "
KENNY VAUGHN	Kenny Vaughn	22385 MISTRAL CT. 83607
PATRICIA AMELINO	Patricia Amelino	22612 Aura Vista Way 83607
Rick Haley	Rick Haley	22612 Aura Vista Wy 83607
BRIAN BAILEY	[illegible]	22200 AURA VISTA WAY 83607
MARK NICHOLS	[illegible]	22206 AURA VISTA WAY 83607
[illegible]	CHRIS KNAPP	22205 AURA VISTA WAY Caldwell 83607
H Orofino	H Orofino	22209 ~~Vist~~ Aura Vista Way
Judith A Willey	Judith A Willey	22230 AURA VISTA WAY
P.D WILLEY	[illegible]	22230 AURA VISTA WAY
Todd Dixon	[illegible]	22~~29~~ 2234 S Rocco
Wendi Erikson	[illegible]	22190 Homeriale Rd 83607
Linda Flagler	Linda Flagler	22368 Mistral Ct 83607
Bob Flagler	Bob FLAGLER	22368 Mistral CT. 83607
GREG WILSON	[illegible]	22379 MISTRAL CT CALDWELL, ID 83607
Janet Wilson	Janet Wilson	22379 Mistral Ct Caldwell, ID 83607
Kim Hill	Kim S Hill	22389 AURA VISTA WAY CALDWELL ID 83607
LINDA Mitchell	Linda Mitchell	22389 AURA VISTA WAY CALDWELL ID 83607

RE: **Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)**

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
Racnael Scheveneman		~~3015~~ 22868 Aura Vista Way, Caldwell ID 83607
DENNIS STEWARD		22869 AURA VISTA WAY
J. D. Hedger	J D Hedger	22900 Cirrus View Ct. ID 8360
Jean Hedger	Jean Hedger	22900 Cirrus View Ct 83607
TIM BOETTCH		22901 CIRRUS VIEW Ct
Terri Rienstra		22905 CIRRUS VIEW Ct 83607
Vonnie McDaniel	Vonnie McDaniel	1853 Spruce Creek Lp. Nampa, 8360
John Peacock	JOHN PEACOCK	22348 AURA Vista Wy. CALDWELL
Keri Crookham	Keri Crookham	22604 Aura Vista Way 83607
George Crookham		22604 Aura Vista Way Caldwell 83607
Dawn Komparniet	Dawn Komparniet	P.O. Box 111 Homedale, ID 83628
Brittany Voris		22660 Ustick Rd Caldwell 83607
MATT VORIS		22660 USTICK RD CALDWELL 83607

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
GREGORY PARKER		23023 EVERROSE Rd. WILDER, ID 83676
Geraldine Parker		23023 EVERROSE Rd Wilder Id. 83676
John Tavares		23263 EverRose Rd
Kathy Tavares		Wilder, Id 83676
		23263 EverRose RD Wilder Id 83676
Jay Easterday		23101 EverRose Rd Wilder, Id
Heather Easterday		23101 EverRose RD 83676
		wilder Idaho 83676
TONY STONE		23299 EVERROSE ROAD
MELENIE STONE		WILDER, IDAHO 83676
Nathan Piercey		23171 Everose Rd., Wilder ID

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Signature address

Print Name	Signature	Address
Anita Turner		19601 Van Slyke Rd Greenleaf
Craig Turner		19601 Van Slyke Rd Greenleaf
Nancy Thomas		22946 Middle Road Greenleaf
Regina Larson		22771 Middle Rd Greenleaf
Russell Jesko		22771 Middle Rd Greenleaf
Guy Schoeno		19560 Van Slyke Rd Greenleaf ID
Becky Stephens		19807 Idahorse Ln Wilder ID
Marci Harrel		23285 Middle Rd Wilder ID
Steve Harrel		23285 Middle Rd Wilder, ID
Paul Stephens		19807 Idahorse Ln Wilder, ID.
Jeff Stevenson		18900 Van Slyke Rd, Wilder
Jack Sebum		22801 Middle Rd, Greenleaf
Chelsea Sebum		22801 Middle Rd, Greenleaf

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

	Signature	address
Debora O'Toole	Debora O'Toole	18900 Van Slyke Rd Wilder ID
Lori Adams		18900 Van Slyke Rd, Wilder, ID 83676
Sandie Higuera		18902 Van Slyke Rd, Wilder ID 83676
SAM HIGUERA		18902 VAN SLYKE RD, WILDER, ID 83676
MARK DUNCAN		18911 VAN SLYKE RD, WILDER ID 83676
JOY Reimer		18911 VAN SLYKE RD, WILDER, ID 83676
Phyllis Brown		18949 Van Slyke Rd Wilder 83676
Becca Brown		↑
Sazja Fletcher		23165 Upper Pleasant Ridge Wilder 83676
Daniel Wheeler		23176 Upper Pleasant, Wilder ID

EXHIBIT B

BEFORE THE CANYON COUNTY PLANNING AND ZONING COMMISSION

FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER

IN THE MATTER OF AN APPLICATION BY:	)	
	)	
JOHN A. WILLIAMSON	)	**CASE# CPR2008-2**
	)	
COMPREHENSIVE PLAN MAP CHANGE,	)	
CONDITIONAL REZONE AND	)	
DEVELOPMENT AGREEMENT	)	**PARCELS # R33193, R33193-010, R33198, R33202, R33200, R33199, R33208**
	)	

I. APPLICATION PROCESS (CCC0 07-07-03)

1.1 LEGAL

John A. Williamson is requesting a **Comprehensive Plan Map Change** from an Agricultural designation to a Rural Residential designation and a **Conditional Rezone** of seven (7) parcels totaling approximately 311 acres from an "A" (Agricultural) Zone to an "R-R" (Rural Residential) Zone. Also requested is approval of a **Development Agreement**. Parcel No.s R33193, R33193-010, and R33198 are located on the south side of Ustick Road approximately 1,821 feet west of the intersection of Ustick Road and Friends Road, Caldwell, Idaho, in a portion the NW ¼ of Section 4, T3N, R4W, BM. Parcel No.s R33199, R33200, and R33202 are located at the southeast corner of the intersection of Ustick Road and Van Slyke Road, Caldwell, Idaho, in a portion of the N ½ of Section 5, T3N, R4W, BM. Parcel No. R33208 is located at the southwest corner of the intersection of Ustick Road and Van Slyke Road, Wilder, Idaho, in a portion of the NE ¼ of Section 6, T3N, R4W, BM.

1.2 NOTIFICATION

05/08/08	Application accepted
05/14/08	Agencies notified (full political)
06/16/08	Legal notice published
06/17/08	Legal notice published
06/17/08	Property owners notified (within 1 mile)
06/20/08	Property posted

II. PROPERTY HISTORY

R33193 – Created by an administrative land division in 1987 (Parcels R33193 and R33193-010 together constitute the original parcel).
R33193-010 – Created by an administrative land division in 1987
R33198 – Original Parcel
R33202 – Contains two original government lots (Gov. Lot 4 and Gov. Lot 5).

R33200 – Contains the original Gov. Lot 2 and the balance of Gov Lot 1 that resulted from a land division in 1960. (The balance of Gov. Lot 1 is considered an original parcel because it was created before September 6, 1979).
R33199 – Original Parcel
R33208 – Original Parcel

If this request is approved, platting will be required per CCZO 05-002, Article 17.

III. PUBLIC HEARING

The Canyon County Planning and Zoning Commission heard this case on July 3, 2008.

Chairman Hetrick stated when John Williamson was sitting as a member of the Planning and Zoning Commission, he (Chairman Hetrick) was also on the Commission. This will not impact his decision-making ability for this case.

Planner for the Development Services Department, Ty Crossley reviewed the staff report and presented late exhibits D.1, D.7, D.8, and D.11 for the record.

Chairman Hetrick entered the late exhibits into the record.

3.1 WITNESSES SIGNED UP IN FAVOR: Susan Wildwood, Harley Noe, Roger L. Williamson, Michael Williamson, and John C. Williamson.

3.2 WITNESSES TESTIFYING IN FAVOR: Susan Wildwood, Harley Noe, Roger L. Williamson, Michael Williamson, and John C. Williamson.

Susan Wildwood - Representative

- Ms. Wildwood made a presentation from exhibit D.11.
- Stated there has been only letter of protest received by the Commission.
- Stated there is not one person signed up in opposition at this meeting tonight.
- Stated staff pointed out there is no transition from agricultural operations to residential. The operators in the area recognize there is a way to be compatible with residential development. There are a number of subdivisions in the area.
- Stated when the proposed application was made, there were only five platted subdivisions and three subdivisions in platting. Now there are eight subdivisions platted and an additional three subdivisions that are coming in within one mile of the subject property. 450 lots within one mile ranging in size from 311 acres down to 10 acres. It is not accurate to say that all of these lots are larger lots.
- Stated all appropriate agencies have been contacted. There was a response only from Homedale Fire Department. She spoke with them and was told the proposed project was not the problem, but Polo Cove was the issue.
- Stated someone will come in to request a subdivision; there will be people with one- or two-acre lots who will object to that property being developed because: it ruins their view; it might hurt the ground water; they don't like the additional traffic. They bought small lots, and now they are complaining because the agricultural operators take their single largest asset and want to develop it.
- Stated when Polo Cove develops out, there are a number of casitas that will be sold that will be against the applicant's property boundary. There will be pressure on the applicant as to how he wants to develop his property in the future.
- Stated a rezone allows one to proceed slowly. When there is a conditional use permit,

there are three years to go to a preliminary plat and five years to complete the infrastructure. There is no option for a slow, phased development.

- Stated this proposal is for a conditional rezone with a lot of conditions. Phasing is for 50 lots a phase unless there is a community waste water system which would make the phase 150 lots.
- Stated that when the applicant decides to move, he will have the security of knowing what the conditions are for that development and to be able to plan out into the future.
- Stated it was originally suggested that Southwest District Health would be the one to determine the density. The minimum lot sizes now are about three (3) acres. If a higher density is desired, a nutrient pathogen study will have to be done.
- Stated there has been no intention to go down to 12,000 square foot lots. When pressured by staff, the answer was to limit the proposal to 500 lots.
- Stated the 300 lots proposed by staff are below the density that is allowed in that zone.
- Stated staff has asked the applicant to provide a master plan on a small property which has not been required on other conditional use permits with roughly the same amount of acreage and the same number of houses.
- Stated the proposal is currently for a maximum of 500 houses, but that is for over a significant period of time.
- Stated the comprehensive plan asks if this is the kind of use or growth that should be allowed in this area. That question is answered as the transition has already come on. This is a reasonable request given the development in the vicinity. It has been developing one subdivision at a time.

Commissioner Kostka **moved**, seconded by Commissioner Flowers to take a ten-minute **break**.

The motion **carried** unanimously.

The meeting resumed with no changes to the roll call of commissioners present.

Harley Noe

- Mr. Noe stated he is a professional soil scientist.
- Stated he was contacted in May by the applicant to evaluate the soil conditions on this property.
- Stated he visited the site on May 20. There was a large blow-out area and new alfalfa seeding on the west side. There were also places with a zinc deficiency which caused the fruit trees to show stress, abnormal growth, and poor production.
- Stated he transected the subject property and investigated the soils profiles at numerous locations.
- Made a presentation from his report, exhibit D.1.
- Stated in his opinion, the applicant is utilizing his soils as well as can possibly be done by keeping them in orchard or permanent cover crops such as alfalfa.
- Stated it would be difficult to grow row crops in the sandy soils. The tillage would disturb the surface and create a high potential for erosion. The crops would also require extensive irrigation which is difficult to maintain in this coarse-textured soil.
- Stated the permanent cover of trees, orchard grass, and alfalfa provides shade which reduces evaporation losses from the surface of the soils.
- Stated the soils have management problems, and these problems are best addressed by the current cropping system.
- Stated the only negative in the system is that the alfalfa periodically has to be reestablished.
- Stated you simply need to compare these sandy soils on rolling landscapes to the median-textured soils on nearly level positions where row crops such as beets, onions,

and spuds are typically grown.

- Stated it is obvious the majority of the soils on the applicant's property are of a much lower quality.
- Stated he considers the soils on the subject property only marginal for agricultural use and not at all suited for row crop use.

Roger L. Williamson

- Mr. Williamson stated he has three main points: flexibility, timing, and strategic planning.
- Stated the food business is historically a risky business with water problems, market problems, and labor problems.
- Stated the main goal to live by has been flexibility due to diversification, getting your timing right, and planning ahead.
- Stated diversification has allowed flexibility. You can add to the crops to diversity: cherries, apricots, peaches, nectarines, apples, and grapes. All these crops have different periods. By spreading these periods out, a specific loss will not cause a complete failure.
- Stated the proposed conditional rezone is another method of maintaining flexibility. It allows for a long-term plan to determine and select which areas are most profitable.
- Stated he doesn't plan to do any kind of conversion on the present orchards until the life of the orchards is gone.
- Stated this proposed project is long term.
- Stated the requested rezone will give the flexibility to do what needs to be done to continue to farm.
- Stated timing means to do the activities required to make a good crop.
- Stated that means protecting against pests, and with today's pesticides, timing is the highest priority.
- Stated if timing is missed even by one or two days, 20-30% of the crop can be lost.
- Stated varieties of fruit must be selected to not overburden labor.
- Stated the way business is currently being done will probably change.
- Stated strategic planning in the fruit business is which crop has the best chance of making money for the next 25 years.
- Stated the proposed rezone gives the ability to convert the core portions of the subject property to another use.
- Stated the conditional rezone also gives an asset for future negotiations with financial organizations which may be encouraged to lend money because of the flexibility with the ground.
- Stated this flexibility may allow his son, daughters, nephew, and niece to continue farming.

Michael Williamson

- Mr. Williamson stated this presentation and request is for his future.
- Stated his family has been farming in the Sunnyslope area for nearly 100 years.
- Stated his goal is to continue this legacy as long as possible.
- Stated growing up on the farm has given him a love for this land and lifestyle.
- Stated he studied agriculture and received a bachelor's degree.
- Stated he returned home and has lived on the subject property for the last seven years.
- Stated his sister has returned to the farm and is a key player in the wholesale and retail sales of fruit and wine.
- Stated his cousin has been studying viticulture and horticulture and is planning on returning to the farm.
- Stated this fourth generation of Williamsons actively wants to continue the business.
- Stated the rezone will give the farm options in sustaining farming operations for the long term.

- Stated the plan will allow usage of the assets most effectively to continue his family's legacy and give his children opportunities to continue this lifestyle.
- Presented two apple branches, one with a zinc deficiency and the other a normal apple branch.

John C. Williamson - Applicant

- Mr. Williamson stated he was a member of the Planning and Zoning Commission for six years.
- Stated he is willing to entertain different uses of agriculture and residential.
- Stated it is not his goal to develop; he wants to continue to farm.
- Stated he has been approached by Polo Cove and other developers during the last three years.
- Stated it is more prudent to plan ahead, designate what the zoning will be so anyone moving into the area will know what it will be.
- Stated he has spoken with most of the neighbors and farmers in the area, and they have no objection to the proposed project.
- Stated he has been asked how many houses he wants to put in the proposed project and has no specific number. He said 500 to give an answer but has no plan for that.
- Stated he doesn't want to sell any of the land.
- Stated this area is going to be developed; it is in a city impact area.
- Stated the subject property is surrounded by conditional use permits, etc., on three sides.
- Stated just over the hill, 294 acres, is a rezone. It's adjacent to Polo Cove which is adjacent to the subject property.
- Stated the subject property is in wine country. The wine industry needs upper end development to support a restaurant, wine tours, etc; they bring their friends in; they go out and taste wine on Saturday afternoon.

3.3 NO NEUTRAL WITNESSES.

3.4 NO WITNESSES IN OPPOSITION.

3.5 REBUTTAL TESTIMONY: Susan Wildwood.

Susan Wildwood – Representative

- Ms. Wildwood stated 500 seems to be the problem number.
- Stated the original proposed condition reflects more of what the applicant has talked about.
- Read the original condition. "Waste water shall be by individual advanced treatment system on lots meeting the minimum size acceptable to Southwest District Health." Right now, that is three (3) acres. "Lots smaller than the minimum lot size served by shared systems or if there is a sufficient number of lots by a community waste water system."
- Stated a one-acre across-the-site gross average is 311 houses. That is acceptable.
- Stated there still will be the Southwest District Health requirements which will determine the total number of lots.
- After a discussion with the Commissioners, stated she was in agreement with the read-into-the-record conditions.

Commissioner Kostka **moved**, seconded by Commissioner McKay to close public testimony.

The motion **carried** unanimously.

IV. FINDINGS OF FACT (CCC0 07-07-05)

The Canyon County Planning and Zoning Commission is authorized to hear this case and to make a decision. Standards noted under Section III of the Staff Report were followed, which allowed for the procedures and processes of this hearing to be conducted.

Commissioner Kostka **moved**, seconded by Commissioner Flowers to **accept** the Findings of Fact for a Comprehensive Plan Map Change listed on pages 1 of 10 through 4 of 10 of the staff report dated 6/30/08 and the public testimony and exhibits, including late exhibits, for Case No. CPR2008-2 that were received.

The motion **carried** unanimously.

Commissioner Kostka moved, seconded by Commissioner McKay to accept the Findings of Fact for a Conditional Rezone listed on pages 1 of 10 through 4 of 10 of the staff report dated 6/30/08 and the public testimony and exhibits, including late exhibits, for Case No. CPR2008-2, that were received.

The motion **carried** unanimously.

V. CONCLUSIONS OF LAW

Commissioner Kostka **moved**, seconded by Commissioner McKay to **accept** the Recommended Conclusions of Law for the **Comprehensive Plan Map Change CCZO-07-06-03 (1).**

Comprehensive Plan Amendment Criteria, CCZO 07-06-03 (1):

1. Whether a general type of growth should be permitted in a particular area:

   Yes.

   Because of all the other development in the area, this is an area appropriate for growth.

   The subject property is not located within the Urban Growth Area. The subject property is located within Greenleaf's newly created Impact Area and is sandwiched on the north, the east, and the south sides by recent development approvals, platted subdivisions, and subdivisions in platting.

2. What are the plans for city services to the area identified in the proposed change?

   The subject property is located approximately 2¼ miles south of Greenleaf's City Limits. Expansion of city services to this area is not anticipated in the near future.

The motion **carried** unanimously.

Commissioner Kostka **moved,** seconded by Commissioner Flowers to **accept** the Recommended Conclusions of Law for the **Conditional Rezone, CCZO 07-06-05 (1).**

Conditional Rezone, CCZO 07-06-05 (1):

1. Whether the zoning amendment is harmonious with and in accordance with the applicable comprehensive plan:

   Yes.

   The proposed use is harmonious with and in accordance with the following Comprehensive Plan Policies:

   Property Rights Policy No. 2:

   Encourage the protection of the property rights of landowners to the extent reasonably possible.

   Population Policy No. 1:

   Provide the planning base for an anticipated population of 167,141 by the year 2005, and 189,513 by the year 2010.

   Public Services, Facilities, and Utilities Policy No. 6:

   Encourage the establishment of all new development to be located within the boundaries of a rural fire protection district.

   Economic Development Policy No. 3:

   Encourage economic development that meets standards of applicable regulatory agencies and provides local employment for county residents.

   The following Comprehensive Plan Policies neutrally apply to the proposed use:

   Public Services, Facilities and Utilities Policy No. 7:

   Encourage activities to promote the protection of groundwater and surface water.

   The proposed use is not harmonious with and not in accordance with the following Comprehensive Plan Policies:

   Overall Land Use, Agricultural Policy No. 1:

   Encourage the protection of prime agricultural land for the production of food.

   Overall Land Use, Residential Policy No. 1:

   Encourage more dense development in areas of city impact.

   Overall Land Use, Residential Policy No. 2:

   Encourage residential development in areas where agricultural uses are not viable.

Overall Land Use, Residential Policy No. 3:

Encourage compatible residential areas, zones and development contiguous to existing county or city residential areas, zones or development so that public services and facilities may be extended and provided in the most economical and efficient manner.

Natural Resources, Agricultural Land Policy No. 1:

Support the fact that present agricultural activities in "best suited" and "moderately suited" agricultural soil designated areas of Canyon County represent "development" by definition.

Natural Resources, Air Policy No. 1:

Consider land use and transportation issues as important factors in the reduction of air pollution.

Public Services, Facilities, and Utilities Policy No. 6:

Encourage the establishment of all new development to be located within the boundaries of a rural fire protection district.

Transportation Policy No. 7:

Carefully consider the potential impacts of residential development near I-84 and state highways.

2. Whether the proposed use will be injurious to other property in the immediate vicinity and/or will negatively change the essential character of the area.

   Surrounded on the north, south, and east are properties being developed in the same fashion as this request. The proposal will not change the essential character of the area and is not injurious to other property at this point.

3. Whether, if applicable, adequate water, sewer, irrigation and drainage and storm water drainage facilities and utility systems will be provided to accommodate said use as described below:

   a) Sewer: Individual advanced treatment septic systems, shared septic systems, and/or community wastewater systems.
   b) Water: Individual domestic wells, or a combination of individual wells, shared wells, or a community domestic water system.
   c) Drainage: Must be retained on site.
   d) Utilities: Currently available on the subject property.

   Southwest District Health (SWDH) stated their requirements and recommendations (Exhibit C.4).

4. Whether measures will be taken to provide adequate access to and from the subject property so that there will be no undue interference with existing or future traffic patterns.
   Golden Gate Highway District No. 3 has no objection to the rezone application. They will require all roads to meet highway district standards (Exhibit C.1).

5. Whether essential services are to be provided to accommodate said use such as, but not limited to, school facilities, police and fire protection, emergency medical services, and whether or not services will be negatively impacted by such use or will require additional public funding in order to meet the needs created by the requested use.

   Note: Due to the fact that the applicant's request is a request for a conditional rezone, all agencies within the county were notified of this request. Those agencies that are listed in the Staff Report have jurisdiction over the subject property. If an applicable agency is not listed, it is because the agency did not respond to the notification.

   Intermountain Gas Company stated their requirements and recommendations in Exhibit C. 2.

   The Homedale Rural Fire Protection District stated their requirements and recommendations in Exhibit C. 10. The Caldwell Fire Department was notified, but has not responded.

   Boise Project Board of Control stated their requirements and recommendations in Exhibit C. 6.

   State of Idaho Department of Environmental Quality stated their requirements and recommendations in Exhibit C. 7.

   The motion **carried** unanimously.

VI. RECOMMENDATION

Commissioner Kostka **moved**, seconded by Commissioner Flowers to **recommend approval** to the Board of County Commissioners the request by John A. Williamson for a **Comprehensive Plan Map Change** from an Agricultural designation to a Rural Residential designation.

Commissioners Kostka, Flowers, McKay, Hess, Lyman, and Chairman Hetrick voted in **favor**.

The motion **carried** unanimously.

Commissioner McKay **moved**, seconded by Commissioner Kostka to **recommend approval** to the Board of County Commissioners the request by John A. Williamson for a **Conditional Rezone** of seven (7) parcels totaling approximately 311 acres from an "A" (Agricultural) Zone to an "R-R" (Rural Residential) Zone with the following **conditions**:

1. **The development shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property.**
2. **The development shall be platted in accordance with CCZ0 05-002, Article 17.**
3. **Any final plat for any phase shall bear plat notes referencing the following:**
   a. **"Right to Farm Statement" in accordance with CCZO 07-17-19 (3) and Idaho Code Sections 22-4501 through 22-4504.**
   b. **Confined Animal Feeding Ordinance (CFO) ordinance provisions referencing any dairies or feedlots and their proximity to the development.**
4. **There shall be a maximum of 300 residential lots.**
5. **Development shall proceed in phases with not more than fifty (50) residential lots per phase unless a community wastewater system is proposed for that phase. If a community wastewater system is proposed, the total number of residential lots for that phase shall not exceed one hundred fifty (150).**

6. **Each phase of the development shall comply with the fire code then in effect and adopted by the Idaho State Fire Marshal at the time of the filing of the application of the Preliminary Plat. Each phase shall comply with the requirements of the Caldwell, Homedale, and Wilder Rural Fire Districts as applicable to a particular phase of the development.**
7. **All roads within the development shall be dedicated to the public and shall be constructed according to highway district standards.**
8. **As part of the submission for the preliminary plat for each phase, the developers shall comply with the respective highway jurisdiction requirements pertaining to any traffic study evaluating the impacts of the development of the Subject Property on the affected roads and fund an appropriate pro-rata share of any improvements necessitated by the development of any phase, including consideration of previous phases and background traffic from other developments. The mechanism for funding shall be determined between the developers and the respective highway jurisdiction.**
9. **Wastewater service shall be by individual advanced treatment systems on residential lots meeting the minimum size acceptable to Southwest District Health. Residential lots smaller than the minimum lot size acceptable to Southwest District Health shall be served by shared systems, or if there are a sufficient number of residential lots, by a community wastewater treatment system developed in accordance with the requirements of the Idaho Department of Environmental Quality and Southwest District Health.**
10. **Domestic water service on residential lots shall be in accordance with the requirements of the Idaho Department of Water Resources and the Department of Environmental Quality including ownership and operation.**
11. **A site-specific Storm Water Pollution Prevention Plan (SWPPP) shall be in place prior to any construction on site.**
12. **The developer shall submit a weed and gopher control plan to Canyon County Weed and Gopher Control Department, and obtain their written approval of said plan within 90 days of the signing of the FCOs by the BOCC.**
13. **The irrigation shall be by one or more pressurized irrigation systems except for residential lots that do not have water rights. The pressurized irrigation system(s) shall be owned and operated by private companies, the developer, or the respective homeowners' associations when established, unless the responsible irrigation entity agrees to own and operate the system(s).**
14. **A landscape plan meeting the then current subdivision requirements shall be submitted with the application for a Preliminary Plat. Common area landscaping shall be reasonably maintained in living condition by the developer and/or homeowners' association.**
15. **The development shall contain not less than ten percent (10%) net common usable open space to be owned and managed by one or more homeowners' associations. Open space may differ from phase to phase so long as the total common open space equals net ten percent (10%) upon completion.**
16. **All open space/common lots shall be maintained by the developer or the homeowners' association.**
17. **The final plats for the development shall show provision for future roadway connectivity to adjoining developments.**
18. **All exterior illumination shall be low-wattage, downward facing, and directed away from adjacent properties.**
19. **These conditions shall apply to all phases of development within this rezone.**

Commissioners McKay, Kostka, Flowers, Hess, Lyman, and Chairman Hetrick voted in **favor**.

The motion **carried** unanimously.

Commissioner Hess **moved**, seconded by Commissioner Lyman to **recommend approval** to the Board of County Commissioners the request by John A. Williamson for a **Development Agreement** with the 19 **conditions** enumerated in the Conditional Rezone.

Commissioners Hess, Lyman, Kostka, McKay, Flowers, and Chairman Hetrick voted in **favor**.

The motion **carried** unanimously.

VII. ORDER OF DECISION

Based on the Findings of Fact, Conclusions of Law, and the reasons stated, the Canyon County Planning and Zoning Commission orders that Case # CPR2008-2 a request by John A. Williamson for a **Comprehensive Plan Map Change** from an Agricultural designation to a Rural Residential designation be **recommended for approval** to the Board of County Commissioners.

Based on the Findings of Fact, Conclusions of Law and the reasons stated, the Canyon County Planning and Zoning Commission orders Case # CPR2008-2 a request by John A. Williamson for a **Conditional Rezone** of seven (7) parcels totaling approximately 311 acres from an "A" (Agricultural) Zone to an "R-R" (Rural Residential) Zone be **recommended for approval** to the Board of County Commissioners with the following **conditions**:

1. **The development shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property.**
2. **The development shall be platted in accordance with CCZ0 05-002, Article 17.**
3. **Any final plat for any phase shall bear plat notes referencing the following:**
   a. **"Right to Farm Statement" in accordance with CCZO 07-17-19 (3) and Idaho Code Sections 22-4501 through 22-4504.**
   b. **Confined Animal Feeding Ordinance (CFO) ordinance provisions referencing any dairies or feedlots and their proximity to the development.**
4. **There shall be a maximum of 300 residential lots.**
5. **Development shall proceed in phases with not more than fifty (50) residential lots per phase unless a community wastewater system is proposed for that phase. If a community wastewater system is proposed, the total number of residential lots for that phase shall not exceed one hundred fifty (150).**
6. **Each phase of the development shall comply with the fire code then in effect and adopted by the Idaho State Fire Marshal at the time of the filing of the application of the Preliminary Plat. Each phase shall comply with the requirements of the Caldwell, Homedale, and Wilder Rural Fire Districts as applicable to a particular phase of the development.**
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8. **As part of the submission for the preliminary plat for each phase, the developers shall comply with the respective highway jurisdiction requirements pertaining to any traffic study evaluating the impacts of the development of the Subject Property on the affected roads and fund an appropriate pro-rata share of any improvements necessitated by the development of any phase, including consideration of previous phases and background traffic from other developments. The mechanism for funding shall be determined between the developers and the respective highway jurisdiction.**
9. **Wastewater service shall be by individual advanced treatment systems on residential lots meeting the minimum size acceptable to Southwest District Health. Residential lots**

smaller than the minimum lot size acceptable to Southwest District Health shall be served by shared systems, or if there are a sufficient number of residential lots, by a community wastewater treatment system developed in accordance with the requirements of the Idaho Department of Environmental Quality and Southwest District Health.

10. **Domestic water service on residential lots shall be in accordance with the requirements of the Idaho Department of Water Resources and the Department of Environmental Quality including ownership and operation.**
11. **A site-specific Storm Water Pollution Prevention Plan (SWPPP) shall be in place prior to any construction on site.**
12. **The developer shall submit a weed and gopher control plan to Canyon County Weed and Gopher Control Department, and obtain their written approval of said plan within 90 days of the signing of the FCOs by the BOCC.**
13. **The irrigation shall be by one or more pressurized irrigation systems except for residential lots that do not have water rights. The pressurized irrigation system(s) shall be owned and operated by private companies, the developer, or the respective homeowners' associations when established, unless the responsible irrigation entity agrees to own and operate the system(s).**
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16. **All open space/common lots shall be maintained by the developer or the homeowners' association.**
17. **The final plats for the development shall show provision for future roadway connectivity to adjoining developments.**
18. **All exterior illumination shall be low-wattage, downward facing, and directed away from adjacent properties.**
19. **These conditions shall apply to all phases of development within this rezone.**

The Canyon County Planning and Zoning Commission **recommended approval** to the Board of County Commissioners of the **Development Agreement** with the 19 **conditions** enumerated in the Conditional Rezone.

WRITTEN FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER WAS APPROVED BY THE CANYON COUNTY PLANNING AND ZONING COMMISSION AT A SCHEDULED MEETING HELD **JULY 17, 2008.**

Tim Hetrick
Planning and Zoning Commission Chairman

7-17-08
Dated

ATTEST:

Jill Hewson
Recording Secretary

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AVAILABLE

REQUEST CANYON COUNTY
TYPE B&A FEE 0
2008 SEP 24 AM 10 26
WILLIAM H. HURST
CANYON CNTY RECORDER
BY
RECORDED
200805133 9

NO. 08-111

CANYON COUNTY/JOHN A. WILLIAMSON
DEVELOPMENT AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of September, 2008, by and between **Canyon County, Idaho**, a political subdivision of the State of Idaho, hereinafter referred to as "County," and **John A. Williamson and Estate of Evelyn M. Williamson**, hereinafter referred to as "Developer".

WITNESSETH

WHEREAS, Developer applied at the County to conditionally rezone, from an "A" (Agricultural) Zone to a "R-R" (Rural Residential) Zone, an approximately 311 acre parcel which is legally described in Exhibit "A" (attached hereto and incorporated herein by reference) hereinafter referred to as "Property";

WHEREAS, on August 25, 2008, the Canyon County Board of Commissioners voted to grant the Developer's request for a conditional rezone with conditions of approval, attached hereto as Exhibit "B", with a written approval agendized for signature on 9-24-, 2008;

WHEREAS, the parties desire to enter into an agreement to comply with Canyon County Code of Ordinances § 07-06-07(2), Canyon County Zoning Ordinance No. 05-002, and to ensure the landowners will implement and be bound by the conditions of the conditional rezone Order issued by the Canyon County Board of Commissioners; and

WHEREAS, the County and Developer desire to formalize their respective rights and responsibilities as required by Canyon County Amended Resolution No. 95-232 entitled, "Rules Governing the Creation, Form, Recording, Modification, Enforcement and Termination of Written Commitments (Development Agreements)" and the Canyon County Code.

NOW THEREFORE, the parties do hereby agree to the following terms and conditions.

SECTION 1. STRUCTURE

Titles and subtitles of this Development Agreement, hereinafter referred to as "Agreement," are only used for organization and structure. The language in each paragraph of this Agreement should control with regard to determining the intent and meaning of the parties.

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SECTION 2. AUTHORIZATION

This Agreement is authorized by Idaho Code Section 67-6511A, and is required by Article 6 (Conditional Rezoning) of Canyon County Zoning Ordinance No. 05-002. Canyon County Amended Resolution No. 95-232 sets forth the rules governing the creation, form, recording, modification, enforcement and termination of written commitments (Development Agreements).

Pursuant to County Resolution 95-232, the Agreement must be approved by the Board of County Commissioners upon recommendation of the Planning and Zoning Commission, which recommendation may be accepted, modified or rejected. A preliminary, conditional rezoning approval becomes final when the conditions set forth in the recorded Agreement have been fully met as determined by the Director of the Development Services Department.

SECTION 3. PROPERTY OWNER

Developer is the owner of the Property, which is located in Canyon County, Idaho, more particularly described in Exhibit "A", attached hereto and incorporated herein, which real property is the subject matter of this Agreement. Developer represents that it currently holds the complete legal or equitable interest in the Property and that all persons holding legal or equitable interests in the Property or the operation of the business are to be bound by this Agreement.

SECTION 4. RECORDATION AND TERM

Pursuant to Idaho Code § 67-6511A and County Resolution 95-232, this Agreement will be recorded by the Clerk in the office of the Canyon County Recorder and will take effect upon the adoption, by the Board of County Commissioners, of the necessary amendment to the zoning ordinance. The County Clerk will provide a copy of the recorded Agreement to the Director of the Development Services Department, the Prosecuting Attorney, and each of the parties.

The Agreement will run with the land and bind the Property in perpetuity, only as in accordance with law, and inures to the benefit of, and is enforceable by, the parties and their respective legal representatives, heirs, successors, or assigns. Provided, however, this Agreement shall terminate if the Board of County Commissioners subsequently rezones the property to allow for a higher density use or if annexation of the Property by a city occurs. In this event, however, the Agreement shall only terminate in regards to the portion of the Property that is actually rezoned or annexed, while the remainder of the Property shall remain subject to the Agreement.

If any of the privileges or rights created by this Agreement would otherwise be unlawful or void for violation of (1) the rule against perpetuities or some analogous statutory provision, (2) the rule restricting restraints on alienation, or (3) any other statutory or common law rules imposing time limits, then such provision shall continue until twenty-one (21) years after the

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death of the last survivor of the now living lawful descendants of George Walker Bush, President of the United States, or for such shorter period as may be required to sustain the validity of such provision.

SECTION 5. MODIFICATION

This Agreement may be modified only in writing signed by the parties after complying with the notice and hearing procedures of Idaho Code § 67-6509. Pursuant to County Resolution 95-232, the modification proposal must be in the form of a revised Development Agreement and must be accompanied by a statement demonstrating the necessity for the requested modification.

SECTION 6. APPLICABILITY OF OTHER LAWS TO THE PROPERTY

This Agreement does not prevent the County, in subsequent actions applicable to the Property, from applying new rules, regulations, resolutions or policies that do not conflict with this Agreement.

SECTION 7. COMMITMENTS

Developer will fully and completely comply with the following conditions of the approved conditional rezone of approximately 311 acres from "A" (Agricultural) to "R-R" (Rural Residential) zoning, attached hereto as Exhibit "B".

SECTION 8. USES, DENSITY, AND HEIGHT AND SIZE OF BUILDINGS

The density or intensity of use of the Property is specified in the Commitments of the previous section (section 7). The uses and maximum height and size of the buildings on the Property shall be those set pursuant to law, including those contained in the Canyon County Code of Ordinances, that are applicable to an "R-R" (Rural Residential) zone and those provisions of law that are otherwise applicable to the Property.

SECTION 9. LIABILITY AND INDEMNITY OF COUNTY

A. County Review. Developer acknowledges and agrees that it shall not hold or attempt to hold the County liable, in any way, for any damages or injuries that may be sustained by Developer as a result of the County's review and approval of any plans or improvements, or the issuance of any approvals, permits, certificates, or acceptances do not, and shall not, in any way, be deemed to insure Developer, or any of its heirs, successors, assigns, tenants, and licensees, against damage or injury of any kind and at any time.

B. County Procedures. Developer acknowledges that notices, meetings, and hearings

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have been properly given and held by the County with respect to Developer's conditional rezone application in P&Z Case No. CPR2008-2 and any resulting development agreements, ordinances, rules, regulations, resolutions or orders of the Board of County Commissioners and agree not to challenge any of such actions.

C. Indemnity. Developer agrees to, and does hereby, defend, hold harmless and indemnify the County, the Board of County Commissioners, all County elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted by Developer in any way connected with (I) the County's review and approval of any plans or improvements, or the issuance of any approvals, permits, certificates, or acceptances relating to the use and/or development of the Property; (ii) any actions taken by the County pursuant to Subsection 9(B) of this Agreement; and (iii) the performance by County of its obligations under this Agreement and all related ordinances, resolutions, or other agreements. Further, Developer agrees to, and does hereby, defend, hold harmless and indemnify the County, the Board of County Commissioners, all County elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted by any party that arise from, or are in any way connected to, the negligence or other wrongdoing by the Developer.

SECTION 10. PERIODIC REVIEW

The Director of the Development Services Department will administer the Agreement after it becomes effective and will conduct a review of compliance with the terms of this Agreement on a periodic basis, including, but not limited to, each time a development of the Property is platted.

SECTION 11. ENFORCEMENT

Unless terminated pursuant to this Agreement, the terms of this Agreement are enforceable by any party hereto, or their successors in interest, notwithstanding any subsequent change in any applicable law adopted by the County that alters or amends the laws, ordinances, resolutions, rules, or policies (hereinafter referred to as "laws") specified in this Section, except as provided in Section 6 of this Agreement.

All laws governing permitted uses of the Property, including, but not limited to, uses, density, design, height, size, and building specifications of proposed buildings, construction standards and specifications, and water utilization requirements applicable to the development of the Property, are those laws applicable and in force at the time this Agreement is executed (Ord. 05-002, as amended as of the effective date of this Agreement), notwithstanding any subsequent

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change in any applicable laws adopted by the County, which alter or amend the laws specified in this Section, except as provided in Section 6 of this Agreement.

Such subsequent change is void as applied to the Property to the extent that it changes any laws which any party to this Agreement has agreed to maintain in force as written at the time of execution, except as provided in Section 6 of this Agreement; provided that this Agreement does not prevent the Board from requiring the parties to comply with laws of general applicability enacted subsequent to the date of the Agreement if they could have been lawfully applied to the Property at the time of execution of the Agreement, provided the Board finds it necessary to impose the requirements, because a failure to do so would place the residents of a subdivision or of the immediate community, or both, in a condition perilous to the residents' health or safety, or both.

Enforcement of the rules will be according to the Canyon County Zoning Ordinance No. 05-002, and as amended, and/or any other remedy provided by law.

SECTION 12. REQUIRED PERFORMANCE

Developer shall comply with all commitments set out in this Agreement and shall timely and satisfactorily carry out all required performance to appropriately maintain, in the discretion of the County, all commitments set forth in this Agreement.

SECTION 13. DEFAULT AND REMEDIES.

In the event of a default or breach of this Agreement, or of any of its terms or conditions, the party alleging default shall give the breaching party not less than thirty (30) days Notice of Default, in writing, unless an emergency exists threatening the health and safety of the public. If such an emergency exists, written notice shall be given in the manner deemed most reasonable by the non-breaching party. The time of the notice shall be measured from the date of the written Notice of Default. The Notice of Default shall specify the nature of the alleged default and, where appropriate, the manner and period of time said default may be satisfactorily cured. During any period of curing, the party charged shall not be considered in default for the purposes of termination or zoning reversion, or the institution of legal proceedings. If the default is cured, then no default shall exist and the charging party shall take no further action. Provided, however, that under no circumstances shall a party to this agreement be permitted to cure the same default or breach more than two (2) times.

SECTION 14. ZONING REVERSION

The execution of this Agreement is deemed written consent by Developer to change the zoning of the Property to its prior zoning designation upon failure to comply with the terms and conditions imposed by the approved conditional rezone and by this Agreement. No reversion

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shall take place until after a hearing on this matter pursuant to Idaho Code § 67-6511A.

Upon notice and hearing, as provided in this Agreement and in Idaho Code § 67-6509, if the property is not used as approved or is abandoned, or conditions are not met, or commitments not kept, the County Commissioners may cause the Property to revert to the zoning designation (and the allowed land uses of that zoning designation) existing immediately prior to the conditional rezone action, i.e., the Property conditionally rezoned from an "A" (Agricultural) Zone designation to an "R-R" (Rural Residential) Zone designation may revert back to the "A" (Agricultural) Zone designation.

SECTION 15. COMPLIANCE WITH LAWS

Developer agrees that it will comply with all federal, state, county, and local laws, rules and regulations, which appertain to the subject property, including the requirements of County Amended Resolution No. 95-232, which by this reference is fully incorporated herein. Developers' failure to comply with the above laws or the terms of this Agreement will subject it to an enforcement action by County in a court of competent jurisdiction.

SECTION 16. RELATIONSHIP OF PARTIES

It is understood that this Agreement between Developer and the County is such that Developer is an independent contractor and is not an agent of the County.

SECTION 17. CHANGES IN LAW

Any reference to laws, ordinances, rules, regulations or resolutions shall include such laws, ordinances, rules, regulations, or resolutions as they have been, or as they may hereafter be amended, except as provided for in Section 11 of this Agreement.

SECTION 18. NOTICES

All notices and other communications in connection with this Agreement shall be in writing and shall be deemed delivered to the addressee thereof, (1) when delivered in person on a business day at the address set forth below, or (2) on the third business day after being deposited in any main or branch United States post office, for delivery by properly addressed, postage prepaid, certified or registered mail, return receipt requested, at the addresses set forth below.

Notices and communications required to be given to County will be addressed to, and delivered at, the following address:

Director

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Development Services Department
Canyon County Courthouse
1115 Albany Street
Caldwell, ID 83605

Notices and communications required to be given to Developer will be addressed to, and delivered at, the following address:

John A. Williamson
19692 Williamson Lane
Caldwell, Idaho 83607

Estate of Evelyn M. Williamson
c/o 19692 Williamson Lane
Caldwell, ID 83607

A party may change its address by giving notice in writing to the other party. Thereafter, notices and other communications will be addressed and delivered to the new address.

SECTION 19. TERMINATION

This Agreement may be terminated in accordance with the notice and hearing procedures of Idaho Code § 67-6509, and the zoning designation upon which the use is based may be reversed, upon the failure of Developer, each subsequent owner, or person acquiring an interest in the Property, to comply with the terms of this Agreement, as provided in Section 4 of this Agreement.

If this Agreement is terminated, and the zoning designation is reversed, a document recording such termination and zoning reversal will be recorded by the Clerk in the office of the Canyon County Recorder and distributed to the same parties noticed above.

SECTION 20. EFFECTIVE DATE

The commitments contained in this Agreement shall take effect in the manner described in this Agreement upon the County's adoption of an ordinance amending Canyon County Zoning Ordinance No. 05-002 to reflect the conditional rezone.

SECTION 21. TIME OF ESSENCE

Time is of the essence in the performance of all terms and provisions of this Agreement.

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IN WITNESS WHEREOF, the parties hereto have hereunto set their hands.

BOARD OF COUNTY COMMISSIONERS
CANYON COUNTY, IDAHO

Chairman, David J. Ferdinand, II

Commissioner Steven J. Rule

Commissioner Matt Beebe

Attest: WILLIAM H. HURST

By _____
Deputy

Date: 9-24-08

DEVELOPER

John A. Williamson

ESTATE OF EVELYN M. WILLIAMSON BY AND THROUGH HER CO-PERSONAL REPRESENTATIVES (see Canyon County Case No. CV08-08126)

Shirley A. Wentz

Roger L. Williamson

John C. Williamson

CANYON COUNTY IDAHO 1892

BEST ORIGINAL AVAILABLE

STATE OF IDAHO)
ss.
County of Canyon)

On this 24 day of Sept., 2008, before me, a Notary Public in and for said State, personally appeared, DAVID J. FERDINAND, II, STEVEN J. RULE and MATT BEEBE known or identified to me to be the duly elected commissioners of the Board of County Commissioners of the County of Canyon, a political subdivision of the State of Idaho, that executed the said instrument, and acknowledged to me that such County of Canyon, State of Idaho executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year first above written.

CLAUDIA AMARAL NOTARY PUBLIC STATE OF IDAHO

Claudia Amaral
Notary Public for Idaho
Residing at: Caldwell, Id
My Commission Expires: 3-15-14

STATE OF IDAHO)
ss.
County of Canyon)

On this 22nd day of September, 2008, before me, a notary public, personally appeared John A. Williamson, known by me, or proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within and foregoing instrument and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written..

SHARON PENAVS NOTARY PUBLIC STATE OF IDAHO

Notary Public for Idaho
Residing at: Nampa, Id
My Commission Expires: 04/03/10

BEST ORIGINAL
AVAILABLE

STATE OF IDAHO)
) ss
COUNTY OF)

On this 22nd day of September, 2008, before me, the undersigned, a Notary Public in and for the State of Idaho, personally appeared John C. Williamson, Roger L. Williamson and Shirley A. Wentz known by me or proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within and foregoing instrument and acknowledged that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

SHARON PENAVS NOTARY PUBLIC STATE OF IDAHO

Sharon Penavs
NOTARY PUBLIC FOR IDAHO
Residing at: Nampa Id
My Commission expires: 04-03-10

BEFORE THE BOARD OF COUNTY COMMISSIONERS

IN THE MATTER OF:	)	CASE NO. CPR2008-2
	)	
John A. Williamson	)	
	)	**FINDINGS OF FACT, CONCLUSIONS OF**
A request by John Williamson for a Comprehensive Plan Map Change from an Agricultural designation to a Rural Residential designation, a Conditional Rezone of seven parcels totaling approximately 311 acres, and approval of a Development Agreement.	)	**LAW AND ORDER**
The Canyon County P&Z recommended approval to the Board of Canyon County Commissioners.	)	

A hearing was scheduled before the Board of County Commissioners (hereinafter "Board") on August 25, 2008, for the purpose of considering John Williamson's request (hereinafter " Applicant") and the Canyon County P&Z's (hereinafter "Commission") recommendation for approval of a request for a Comprehensive Plan Map Change from an Agricultural designation to a Rural residential designation, a Conditional Rezone of seven (7) parcels totaling approximately 311 acres from an "A" (Agricultural) Zone to an "R-R" (Rural Residential) Zone, and approval of a Development Agreement.

The following persons were in attendance at the hearing: Canyon County Commissioner David J. Ferdinand II; Canyon County Commissioner Matt Beebe; Deputy Clerk, Monica

Reeves; Bonnie Ford LeCompte, Canyon County Development Services Department (hereinafter "DSD"); Samuel B. Laugheed, Deputy Prosecuting Attorney; and Susan Wildwood, Applicant's representative. Commissioner Steven J. Rule was not present and did not participate in the hearing.

SUMMARY OF THE RECORD

The record in this appeal is comprised of:

1. County Exhibit Nos. 1-7.
2. Applicant Exhibits Nos. 1-7.

PROCEDURAL ITEMS

1. A public hearing on the Applicant's initial request for a Comprehensive Plan Map Change, Conditional Rezone, and Development Agreement was held before the Canyon County Commission, who recommended approval of such application.
2. On July 17, 2008, the Commission issued Findings of Facts, Conclusions of Law and Decision recommending approval of the Applicant's request for a Comprehensive Plan Map Change, Conditional Rezone, and Development Agreement.
3. On or about June 17, 2008, persons owning property within 1 mile of the site and selected agencies were notified of the Commission's hearing by mail. On or about June 20, 2008, a hearing notice was posted on the site.
4. Legal notice of the Commission's hearing was published in the Idaho-Press Tribune on or about June 16, 2008 and June 17, 2008.

5. On or about July 28, 2008, persons owning property within 1 mile of the site and selected agencies were notified of the Board's hearing by mail. On or about August 15, 2008, a hearing notice was posted on the site.

6. Legal notice of the Board's hearing was published in the Idaho-Press Tribune on or about July 27, 2008 and July 28, 2008.

PROCEDURAL ITEMS

1. **Bonnie Ford LeCompte**, DSD, testified at the hearing before the Board. Such verbal testimony and/or the written Canyon County Department of Development Services STAFF REPORT reflects that:

   a. Parcel Nos. R33193, R33193-010, and R33198 of the subject property are located on the south side of Ustick Road approximately 1,821 feet west of the intersection of Ustick Road and Friends Road, Caldwell, Idaho, in a portion the NW1/4 of Section 4, T3N, R4W, BM. Parcel Nos. R33199, R33200, and R33202 of the subject property are located at the southeast corner of the intersection of Ustick Road and Van Slyke Road, Caldwell, Idaho, in a portion of the N ½ of Section 5, T3N, R4W, BM. Parcel No. R33208 of the subject property is located at the southwest corner of the intersection of Ustick Road and Van Slyke Road, Wilder, Idaho, in a portion of the NE 1/4 Section 6, T3N, R4W, BM.

   b. Applicant proposes to have a Comprehensive Plan Map Change from an Agricultural designation to a Rural residential designation, a Conditional Rezone

of seven (7) parcels totaling approximately 311 acres from an "A" (Agricultural) Zone to an "R-R" (Rural Residential) Zone, and approval of a Development Agreement.

c. The property is located within Greenleaf's Impact Area.

d. The property is located approximately 2 1/4 miles south of Greenleaf's City Limits, approximately 6 ½ miles west of Caldwell's City Limits.

e. The property is not located in the Urban Growth Area.

f. There are two (2) single family residences and outbuildings located on the subject property.

g. The existing vegetation on the subject property is currently held in a variety of agricultural products including peaches, cherries, apples, apricots, etc..

h. The property is irrigated by irrigation well, surface irrigation, with the slope and/or drainage flowing in various directions.

i. The primary road frontage to the subject property is through Ustick Road and Van Slyke Road and there are no obstructed views in either ingress nor egress.

j. The soils consist of 39.23% Class II Best-suited; 44.67% Class III moderately-suited; 12.68% Class IV Moderately-suited; 3.38% Class VI Least-suited; 0.04% Class VIII Least-suited; 75.58% Prime Farm Land if irrigated; 24/42% Not Prime Farm Land.

k. The property is located within a nitrate priority area.

l. The surrounding property within ¼ mile of the subject property is as follows — the area to the north is Agricultural and sporadic residential/ "A" Zone; the property to the east is Agricultural and sporadic residential/ "A" Zone; the property to the west is Agricultural/ "A" Zone; the property to the south is Agricultural/ "A" Zone.

m. There no gravel pit(s) and one (1) dairy within 1 mile of the subject property. There are two (2) feedlots within 2 miles of the subject property.

n. Approximately 450 lots within 1mile of the subject property have existing residences. The average lot size of such parcels is 12.04 acres, with a range of 0.07 to 134.75 acres and a median of 2.55 acres.

o. There are eight (8) platted subdivisions within 1 mile of the subject property for a total of 150 lots, with an average lot size of 2.40 acres. There three (3) subdivisions in the platting stages within 1 mile of the subject property. Such subdivisions consist of 20 lots total with an average lot size of 2.39 acres.

Testimony in Support of Application

1. **Susan Wildwood**, representative of the Applicant, spoke in favor of the proposed use and testified, in summary, as follows:

   a. She disagrees with significant portions of the Staff Report and DSD's testimony. Referring to Exhibit B1, she asserted that it was not the case that the "entire" proposed development of Polo Cove had not been discussed. An application for

1423 acres was initially at issue in that matter. Right now 294 acres are approved, but 1423 acres are controlled.

b. Similarly, it is not the case that the approved portion of the Polo Cove development consists entirely of vineyards. An extensive amount of housing is planned, including along the shared boundary with the subject property.

c. Polo Cove is not the only approved or existing development in the immediate vicinity of the subject property. For example, Summerwind at the Orchards, which includes a golf course, is or will be in the immediate area across Ustick from the subject property.

d. Virtually every single agricultural operator in the area of the subject property has no objection to this application, and are, in fact, in support.

e. The Golden Gate Highway District has no objection to the project. In part that's because of the letter of intent and proposed conditions.

f. There are 450 lots within a mile of the subject property. There are a significant number of smaller lots included.

g. Polo Cove shows a single access point on Homedale Road, and then a stub road to the Williamson property. So unless the Williamson property develops, Polo Cove will only have one way in. That poses a considerable problem for the highway district and for emergency services. Williamson development will provide access from Ustick.

h. Subject property is in two school districts. In general, schools prefer phased development like this because it's easier to provide service - class size and bus routes.

i. Exhibit B8 is misleading, because it doesn't show all the approved CUPs in the area.

j. The subject property is largely surrounded on three sides by approved CUP projects - which has the three and five year requirements.

k. The conditional rezone Williamson is requesting will allow a more reasoned approach.

l. Staff has indicated that this is spot zoning. It is not. Spot zoning refers to having a use that's incompatible with the area. This request is not for something other than what is allowed in the area.

m. Looking at the surrounding area, it is apparent that a virtual rural residential area has been created by CUP.

n. The conditional rezone approach offers benefits to the public as well, because anyone can easily tell what's going to happen in the area. The conditions also apply to all phases of development, and adapt to changes in ordinances/requirements.

o. The subject property is not prime farmland. It is highly erodible, and the soil is very sandy.

p. Development on the subject property will start in the most obvious places - the areas with very poor soils, or the lowest yields, such as along Ustick, where topography, soil condition, water availability are problematic.

q. P&Z spent a lot of discussion time on the conditions, and Williamsons agree with them with a couple minor changes.

r. She disagrees with Staff's recommended conditions.

s. This is not an area in transition, it has already changed.

t. The economic impact on the county from this development would be favorable.

u. The Williamsons recently invested in and planted some new trees - that is a thirty year cycle for production. The subject property will continue in agricultural production through the course of development.

v. The dairy to the north of the subject property has 1000 milking cows.

w. The proposed development on the subject property will primarily effect Ustick Road.

x. She discussed water and wastewater systems.

y. This application should be approved.

2. Michael Williamson, spoke in favor of the proposed use and testified, in summary, that:

a. We're here to talk about my future; the future of my family farm.

b. The Williamson family has been farming in the Sunnyslope area for nearly 100 years.

c. He wants to continue to farm as long as possible. Living on the subject property gave him a love of the land and the agricultural lifestyle.

d. He as a degree in agriculture-related field.

e. Four generations of Williamsons have farmed the Sunnyslope area. His sister is back, his brother is studying in Washington and will be back.

f. He discussed zinc deficiencies in apples.

g. He provided illustrations of fruit bearing tree branches that suffer from zinc deficiency. This relates to the soil quality and friability of portions of the subject property.

h. Examples of hail damaged branches were also discussed.

i. A conditional rezone leaves us with options for use of the property.

3. Harley Noe, spoke in favor of the proposed use and testified, in summary, that:

a. He is a soil scientist.

b. He evaluated the soil conditions on the subject property.

c. He explained the basis for his analysis and methodology.

d. Loamy sand textures dominate the majority of the acreage.

e. The topography is rolling.

f. He considers the soils very fragile, subject to wind erosion.

g. The soil has low water-holding capability.

h. The soil is marginal for agricultural use and not suited at all for row crops. Permanent cover crops and orchards are the only agricultural uses feasible.

i. The soil is class IV, which has severe limitations.

4. **Roger Williamson**, spoke in favor of the proposed use and testified, in summary, that:

a. He has been farming this area for a long time.

b. The fruit industry is long term. They think long-term, diversification is key.

c. This rezone is part of their strategic planning to help make the best use of their property.

d. This will also let people know that development in the area can and should be expected.

e. Fifty acres of trees have been planted in the past three years. That's a 20-30 year cycle. Development isn't going to be fast, in other words.

f. They are spending money, and picking the fruits best-suited to grow, to keep the family in business.

g. Development isn't something they take lightly. He recognizes a "catch-22" as an agricultural operator knowing that development might become necessary. The rezone is necessary to stay in business, but if they develop, they'll be out of the business.

5. **John Williamson** spoke in favor of the proposed use and testified, in summary, that:

a. Te prepared applicant #4, which depicts a map of property owners surrounding the subject property and beyond. He talked to virtually all of them, and none had objection to this application.

b. They have previously developed and sold some property. That money went back into their agricultural operations.

c. The rezone will allow them to sell a little bit off, at development prices, to keep the farming going. That's better than having to sell the whole thing.

d. They've turned down offers to buy the property from the Polo Cove people and the Summering people, and others.

e. This rezone would be a safety net that would function to help protect keeping this property in agricultural production.

f. There is a concern that the Idaho cherry industry will go the way of the Idaho apple industry, given the fact that thousands and thousands of cherry trees have been planted in Oregon and Washington.

g. Another issue that scares him is getting legal labor to work. If they can't do that, agricultural operations in the state will be in trouble.

Neutral Testimony

No neutral testimony was presented at the hearing.

Testimony in Opposition to the Application

No testimony in opposition of the application was presented at the hearing.

Further Testimony in Support of the Application

1. **Susan Wildwood** was invited by the Board to offer additional testimony. She testified, in summary, that:

   a. She noted that they are requesting an amendment/change to the comprehensive plan map and discussed the criteria the Board must employ.

   b. They concur heartily in the analysis of P&Z.

   c. Development in this area would be appropriate.

   d. No public funds will be required.

   e. No objections from relevant agencies or entities exist.

   f. Surrounding landowners support the application.

   g. The area has already transitioned, functionally, to rural residential.

   h. Approval will allow long-range planning for the county and provide benefit to the public.

BOARD ACTION

Upon the conclusion of public testimony, after deliberating on the evidence presented, the **Board** first voted to accept the Planning and Zoning Commission's recommendation and to approve the Comprehensive Plan map change from Agricultural to Rural Residential. The **Board** next voted to accept the Planning and Zoning Commission's recommendation and to approve Applicant John A. Williamson's request for a Conditional Rezone and concordant

Development Agreement. On September 22, the **Board** will adopt Findings of Fact and Conclusions of Law and Order.

ISSUES OF APPLICABLE LAW

A. Comprehensive Plan Map Change

1. Whether a general type of growth should be permitted in a particular area.
2. What are the plans for city service to the area identified in the proposed change?

B. Conditional Rezone

1. Whether the proposed use is consistent with the Canyon County 2010 Comprehensive Plan:
2. Whether the proposed use will be injurious to other property in the immediate vicinity and whether the proposed use will change the essential character of the area.
3. Whether if applicable, adequate sewer, water and drainage facilities, and utility systems will be provided to accommodate said use.
4. Whether legal access to the subject property for the development exists or will exist at the time of final plat.
5. Whether there will be undue interference with existing or future traffic patterns.
6. Whether essential services will be provided to accommodate said use such as, but not limited to, school facilities, police and fire protection, emergency medical services, and whether or not services will be negatively impacted by such use or will require additional public funding in order to meet the needs created by the requested use.

7. Whether the Applicant(s) have met the burden of persuasion that the proposed use should be approved.

FINDINGS OF FACT

If any of these Findings of Fact are deemed to be Conclusions of Law, they are incorporated into the Conclusions of Law section accordingly.

1. The **Board** finds the testimony of all witnesses appearing before it at this hearing to be credible and ascribes all appropriate weight to such testimony.
2. The **Board** finds the exhibits presented to be credible and ascribes all appropriate weight to such.
3. The **Board** finds that the statement of the nature of the request is for a Comprehensive Plan Map Change from an Agricultural designation to a Rural residential designation, a Conditional Rezone of seven (7) parcels totaling approximately 311 acres from an "A" (Agricultural) Zone to an "R-R" (Rural Residential) Zone, and approval of a Development Agreement.
4. The **Board** finds that Parcel Nos. R33193, R33193-010, and R33198 of the subject property are located on the south side of Ustick Road approximately 1,821 feet west of the intersection of Ustick Road and Friends Road, Caldwell, Idaho, in a portion the NW1/4 of Section 4, T3N, R4W, BM. Parcel Nos. R33199, R33200, and R33202 of the subject property are located at the southeast corner of the intersection of Ustick Road and Van Slyke Road, Caldwell, Idaho, in a portion of the N ½ of Section 5, T3N, R4W, BM.

Parcel No. R33208 of the subject property is located at the southwest corner of the intersection of Ustick Road and Van Slyke Road, Wilder, Idaho, in a portion of the NE 1/4 Section 6, T3N, R4W, BM.

5. The **Board** finds that the property is located within Greenleaf's Impact Area and is located approximately 2 ¼ miles south of Greenleaf's City Limits and approximately 6 ½ miles west of Caldwell's City Limits.

6. The **Board** finds that the property is not located within the Urban Growth Area.

7. The **Board** finds that there are two (2) family residences and outbuildings on the subject property and that the existing vegetation on the subject property are currently held in a variety of agricultural products including peaches, cherries, apples, apricots, etc.

8. The **Board** finds that the property is irrigated by irrigation well and surface irrigation, with the slope and/or drainage in various directions.

9. The **Board** finds that the primary road frontage to the subject property is through Ustick Road and Van Slyke Road and there are no obstructed views in either ingress nor egress.

10. The **Board** finds that the soils consist of 39.23% Class II Best-suited, 44.67% Class III Moderately-suited, 12.68% Class IV Moderately-suited, 3.38% Class VI Least-suited, 0.04% Class VIII Least-suited, 75.58% Prime Farm Land if Irrigated, 24.42% Not Prime Farm Land. The property is located within a nitrate priority area.

11. The **Board** finds that the surrounding property within one-quarter (1/4) of one (1) mile of the subject property is as follows – the area to the north is Agricultural and sporadic

residential/ "A" Zone, the area to the east is Agricultural and sporadic residential/ "A" Zone, the area to the west is Agricultural/ "A" Zone, and the area to the south is Agricultural/ "A" Zone.

12. The **Board** finds that there are no gravel pits and one (1) dairy within 1 mile of the subject property. There are two (2) feedlots within 2 miles of the subject property.

13. The **Board** finds that approximately 450 lots within 1mile of the subject property have existing residences. The average lot size of such parcels is 12.04 acres, with a range of 0.07 to 134.75 acres and a median of 2.55 acres.

14. The **Board** finds that there are eight (8) platted subdivisions within 1 mile of the subject property for a total of 150 lots, with an average lot size of 2.40 acres. There three (3) subdivisions in the platting stages within 1 mile of the subject property. Such subdivisions consist of 20 lots total with an average lot size of 2.39 acres.

A. Comprehensive Plan Map Change

1. The **Board** finds that this is an appropriate area for growth. The **Board** noted that the subject property is within Greenleaf's impact area and is surrounded by existing or approved developments.

2. The **Board** finds that there currently exist no specific plans to expand city services to the subject property.

3. The **Board** finds that Applicant has met the burden of persuasion and the proposed comprehensive plan map change should therefore be approved.

15. The **Board** finds that the decision of the Planning and Zoning Commission recommending approval of the comprehensive plan map change should be accepted and that the amendment should be approved.

B. Conditional Rezone

1. The **Board** finds that the proposed use is harmonious with and in accordance with the Canyon County 2010 Comprehensive Plan.

   a. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Property Rights: Policy No. 1.** [1] The consideration of the proposed use with such policy warrants a **positive** determination.

   b. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Property Rights: Policy No. 2.** [2] The consideration of the proposed use with such policy warrants a **positive** determination. The Board noted that every opportunity was given folks all around the subject property to be heard. There was no negative or neutral testimony presented at the hearing.

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[1] Property Rights Policy No. 1: Land use decisions, restrictions, and/or conditions should not constitute a legal taking of private property under federal and state law without just compensation.

[2] Property Rights Policy No. 2: Encourage the protection of the property rights of landowners to the extent reasonably possible.

c. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Population: Policy No. 1.** [3]The consideration of the proposed use with such policy warrants a **positive** determination. The Board noted that the population estimates had already been exceeded.

d. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Population: Policy No. 3.**[4] The consideration of the proposed use with such policy warrants a **positive** determination. The Board noted its receipt of testimony from a soil scientist.

e. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Economic Development: Policy No. 1.**[5] The consideration of the proposed use with such policy warrants a **positive** determination. The Board noted its receipt of testimony regarding the purpose of this request, and the intent of the applicants to maintain an agricultural operation.

f. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Overall Land Use Policies: Agricultural:**

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[3] Population Policy No. 1: Provide the planning base for an anticipated population of 167,141 by the year 2005 and 189,513 by the year 2010. This policy estimates and anticipates an annual increase of approximately 5.5 percent between 2000 and 2010. This policy also recognizes that planning policies, combined with the past trends, can anticipate the location of the expected population increase and that the intent of the Plan is to forecast and plan for the needs of population growth areas in terms of future facilities, infrastructure and services.

[4] Population Policy No. 3: Encourage future population in areas outside of "best suited" and "moderately suited" agricultural soil designated areas.

[5] Economic Policy No. 1: Encourage economic development that is consistent with and supports county attributes such as the character, lifestyle and agricultural industry of Canyon County.

Policy No. 1.[6] The consideration of the proposed use with such policy warrants a **positive** determination. The Board noted its receipt of testimony from a soil scientist, as well as testimony that future development will occur on the worst-agriculturally-suited land.

g. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Overall Land Use Policies: Agricultural: Policy No. 3.**[7] The consideration of the proposed use with such policy warrants a **positive** determination

h. The **Board** that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Natural Resources: Water: Policy No. 1.**[8] The consideration of the proposed use with such policy warrants a **positive** determination. The Board noted it had received a great deal of information about water on the subject property.

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[6] Overall Land Use Policies Agricultural Policy No. 1: Encourage the protection of prime agricultural land for the production of food. The county's policy is to encourage the use of these lands for agriculture and agriculturally-related uses, recognizing that the intent is to protect the best agricultural lands from inappropriate and incompatible development balanced against competing development needs. The county recognizes that agricultural uses contribute to our economic base, and that the retention of prime agricultural land should be encouraged. Canyon County recognizes that dust, farm implement and aerial applicator noise, pesticide/herbicide/fungicide spray, and animal waste and odors associated with agricultural activities are normal and expected in agricultural areas, even when best management practices are used.

[7] Overall Land Use Policies Agricultural Policy No. 3: Canyon County supports Idaho's "Right to Farm" laws (Idaho Code §§ 22-4501-22-4504), as amended.

[8] Natural Resources Water Policy No. 1: Encourage the protection of groundwater and surface water quality.

i. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Hazardous Areas: Policy No. 2.**[9] The consideration of the proposed use with such policy warrants a **positive** determination. The Board noted its receipt of testimony indicating the applicant is well aware of the sandy nature of the soil, and its potential for erosion.

j. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Public Services, Facilities and Utilities: Policy No. 4.**[10] The consideration of the proposed use with such policy warrants a **positive** determination.

k. The **Board** finds that the proposed use is consistent with respect to the Canyon County 2010 Comprehensive Plan: **Public Services, Facilities and Utilities: Policy No. 5.**[11] The consideration of the proposed use with such policy warrants a **positive** determination.

2. The **Board** finds that the proposed use will not be injurious to other property in the immediate vicinity and/or will not negatively change the essential character of the area.

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[9] Hazardous Areas Policy No. 2: Endeavor to limit structures and developments in areas where known physical constraints or hazards exist. Such constraints or hazards include, but are not limited to, the following: i. Flood hazards; ii.Unstable soil and/or geologic conditions; and iii.Contaminated groundwater. This policy seeks to protect human life and property, and to reduce public and private costs resulting from disasters.

[10] Public Services, Facilities and Utilities Policy No. 4: Encourage all new development to have adequate water supply for fire water flow to serve the development.

[11] Public Services, Facilities and Utilities Policy No. 5: Encourage all new development to have adequate access to publicly maintained roads.

3. The **Board** finds that adequate water, sewer, drainage, and utility systems will necessarily be provided to accommodate the proposed use.

4. The **Board** finds that there will be no undue interference with existing or future traffic patterns.

5. The **Board** finds that essential services such as, but not limited to, school facilities, police and fire protection, and emergency medical services, will be provided and will not require additional public funding to meet the needs created by the requested use.

16. The **Board** finds that Applicant has met the burden of persuasion and the proposed use should therefore be approved.

17. The **Board** finds that the decision of the Planning and Zoning Commission recommending approval should be accepted and that the proposed use should be approved.

CONCLUSIONS OF LAW

If any of these Conclusions of Law are deemed to be Findings of Fact, they are incorporated into the Findings of Fact section.

A. Comprehensive Plan Map Change

1. The **Board** concludes that this is an appropriate area for growth. The **Board** noted that the subject property is within Greenleaf's impact area and is surrounded by existing or approved developments.

2. The **Board** concludes that there currently exist no specific plans to expand city services to the subject property.

3. The **Board** concludes that Applicant has met the burden of persuasion and the proposed comprehensive plan map change should therefore be approved.

4. The **Board** concludes that the decision of the Planning and Zoning Commission recommending approval of the comprehensive plan map change should be accepted and that the amendment should be approved.

B. Conditional Rezone

1. The **Board** concludes that the proposed use is harmonious with and in accordance with the Canyon County 2010 Comprehensive Plan.

2. The **Board** concludes that the proposed use will not be injurious to other property in the immediate vicinity and/or will not negatively change the essential character of the area.

3. The **Board** concludes that adequate water, sewer, drainage, and utility systems will necessarily be provided to accommodate the proposed use.

4. The **Board** concludes that there will be no undue interference with existing or future traffic patterns.

5. The **Board** concludes that essential services such as, but not limited to, school facilities, police and fire protection, and emergency medical services, will be provided and will not require additional public funding to meet the needs created by the requested use.

6. The **Board** concludes that Applicant has met the burden of persuasion and the proposed use should therefore be approved.

7. The **Board** concludes that the decision of the Planning and Zoning Commission recommending approval should be accepted and that the proposed use should be approved, subject to Conditions of Approval, affixed hereto as Attachment A.

ORDER

Based upon the Findings of Fact and Conclusions of Law, reviewed above, the Board hereby **accepts** the recommendation of the Canyon County Planning and Zoning Commission and hereby **APPROVES** John A. Williamson's request for a Comprehensive Plan Map Change.

ORDER OF INTENT TO REZONE

Furthermore, based upon the Findings of Fact and Conclusions of Law, reviewed above, the Board hereby **accepts** the recommendation of the Canyon County Planning and Zoning Commission and hereby **APPROVES** John A. Williamson's request for a Conditional Rezone, subject to Conditions of Approval, affixed hereto as Attachment A.

IT IS SO ORDERED this 24 day of Septembe, 2008.

BOARD OF COUNTY COMMISSIONERS
CANYON COUNTY, IDAHO

Commissioner David J. Ferdinand, II, Chairman

Commissioner Steven J. Rule

Commissioner Matt Beebe

ATTEST: William H. Hurst, CLERK

By: Claudia Amaral
Deputy

APPLICANT'S RIGHT TO REQUEST A REGULATORY TAKING ANALYSIS

According to Idaho Code § 67-6535 (c), the Applicant/Landowner has a right to request from the Canyon County Board of Commissioners a regulatory taking analysis pursuant to Idaho Code § 67-8003. The written request of the Applicant/Landowner for a regulatory taking analysis shall be filed with the Clerk of the Board of County Commissioners not more than twenty-eight (28) days after the date of this decision. Upon the timely written request of the Applicant/Landowner for a regulatory taking analysis, Canyon County shall prepare a written taking analysis concerning this case and shall provide to the Applicant/Landowner a regulatory taking analysis no longer than forty-two (42) days after the date of filing of the Applicant/Landowner's request for regulatory taking analysis. Pursuant to Idaho Code § 67-8003(4), the twenty-eight (28) day time limitation described below in the "NOTICE OF APPELLATE PROCEDURE", shall be temporarily suspended during the preparation of the regulatory takings analysis. For more information, please consult an attorney.

NOTICE OF APPELLATE PROCEDURE

An affected person aggrieved by this decision may within twenty-eight (28) days after the date of this decision, seek judicial review under the procedures provided by Chapter 52, Title 67, Idaho Code.

ATTACHMENT A
CONDITIONS OF APPROVAL
CASE NO. CPR2008-2

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property.

2. The development shall be platted in accordance with CCZO 05-002, Article 17.

3. Any final plat for any phase shall bear plat notes referencing the following:

   a. "Right to Farm Statement" in accordance with CCZO 07-17-19 (3) and Idaho Code Section 22-4501 through 22-4504.
   b. Confined Animal Feeding Ordinance (CAFO) ordinance provisions referencing any dairies or feedlots and their proximity to the development.

4. All roads within the development shall be dedicated to the public and shall be constructed according to highway district standards.

5. As part of the submission for the preliminary plat for each phase, the developers shall comply with the respective highway jurisdiction requirements pertaining to any traffic study evaluating the impacts of the development of the Subject Property on the affected roads and fund an appropriate pro-rata share of any improvements necessitated by the development of any phase, including consideration of previous phases and background traffic from other developments. The mechanism for funding shall be determined between the developers and the respective highway jurisdiction.

6. Wastewater service shall be by individual treatment systems on residential lots meeting the minimum size acceptable to Southwest District Health. Residential lots smaller than the minimum lot size acceptable to Southwest District Health shall be served by shared systems, or if there are a sufficient number of residential lots, by a community wastewater treatment system developed in accordance with the requirements of the Idaho Department of Environmental Quality and Southwest District Health.

7. Domestic water service on residential lots shall be in accordance with the requirements of the Idaho Department of Water Resources and the Department of Environmental Quality including ownership and operation.

8. A site-specific Storm Water Pollution Prevention Plan (SWPPP) shall be in place prior to any construction on site.

9. The developer shall submit a weed and gopher control plan to Canyon County Weed and Gopher Control Department, and obtain their written approval of said plan within 90 days of the signing of the FCOs by the BOCC.

10. The irrigation shall be by one or more pressurized irrigation systems except for residential lots that do not have water rights. The pressurized irrigation system(s) shall be owned and operated by private companies, the developer, or the respective homeowners' associations when established, unless the responsible irrigation entity agrees to own and operate the system(s).

11. A landscape plan meeting the then current subdivision requirements shall be submitted with the application for a Preliminary Plat. Common area landscaping shall be reasonably maintained in living condition.

12. The development shall contain not less than ten percent (10%) net common usable open space. Open space may differ from phase to phase so long as the total common open space equals net ten percent (10%) upon completion.

13. All open space/common lots shall be maintained by developer and/or one or more homeowners' associations.

14. The final plats for the development shall show provision for future roadway connectivity to adjoining developments.

15. All exterior illumination shall be low-wattage, downward facing, and directed away from adjacent properties.

EXHIBIT A

LEGAL DESCRIPTION
CASE NO. CPR2008-2

Parcel 1 R33200, R33202

Lots 1, 2, 3 and 4, all in Section 5, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho

Parcel 2 R33199

The North 710 feet of the East 750 feet of said Lot 1, Section 5, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho

Parcel 3 R33208

Lot 1, Section 6, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho.

Parcel 4 R33198

All that part of Lot 3 lying South and West of the centerline of the Mora Canal, Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County Idaho; ALSO shown of record as lying West of the centerline of the Mora Canal.

Parcel 5 R33193

All that part of the South Half of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, lying west of the centerline of the Mora Canal

Parcel 6 R33193-010

A portion of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho more particularly described as follows:

BEGINNING at the brass cap marking the West Quarter corner of the said Section 4, also said point being the REAL POINT OF BEGINNING; thence
North 00° 52' 20" West 712.00 feet along the Westerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4 to an iron pin; thence

North 89° 39' 20" East 296.51 feet to an iron pin; thence
South 00° 49' 45" East 713.77 feet to an iron pin on the Southerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4; thence
North 90° 00' 00" West 296.00 feet along the said Southerly boundary of the Southwest Quarter of the Northwest Quarter of Section 4 to the POINT OF BEGINNING.

Parcel 7 R33198

All of Lot 4 of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho; EXCEPTING THEREFROM that part thereof lying Northeast of the centerline of the right of way of the Mora Canal; ALSO shown of record as lying East of the centerline of the right of way of the Mora Canal.

Parcel 8

TOGETHER WITH an Ingress-egress easement more particularly described as follows:

The West 30 feet of Government Lot 4 and the West 30 feet of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, EXCEPT the South 712 feet of the said Southwest Quarter of the Northwest Quarter.

RESOLUTION NO. 08-229

A RESOLUTION AMENDING THE CANYON COUNTY COMPREHENSIVE PLAN MAP FROM "AGRICULTURAL" TO "RURAL RESIDENTIAL" FOR THAT 311 ACRE PARCEL DESCRIBED IN THE ATTACHED EXHIBIT "A"
(John A. Williamson, CPR2008-2)

The following Resolution was considered and adopted by the Canyon County, Idaho Board of Commissioners on the 24 day of September, 2008.

Upon the motion of Commissioner Beebe and the second by Commissioner Rule, the Board resolves as follows:

WHEREAS, on or about May 8, 2008, John A. Williamson applied to Canyon County requesting an amendment of the 2010 Canyon County Comprehensive Plan Map from an "Agricultural" to "Rural Residential" designation for that certain property described in the attached Exhibit "A" which is incorporated by reference herein; and

WHEREAS, on July 3, 2008, the Canyon County Planning and Zoning Commission conducted a public hearing on John A. Williamson's Canyon County Comprehensive Plan Map amendment request and voted to recommend approval of the request; and

WHEREAS, on July 17, 2008, the Canyon County Planning and Zoning Commission issued its Order recommending approval of John A. Williamson's Canyon County Comprehensive Plan Map amendment request; and

WHEREAS, on August 25, 2008, the Canyon County Board of County Commissioners conducted public hearings on John A. Williamson's Canyon County Comprehensive Plan Map amendment request. The Board reviewed the request under the 2010 Canyon County Comprehensive Plan and voted to approve the request and to amend the 2010 Canyon County Comprehensive Plan Map from an "Agricultural" to a "Rural Residential" designation for that certain property described in the attached Exhibit "A" which is incorporated by reference herein; and

WHEREAS, on September 22, 2008, the Canyon County Board of County Commissioners issued its Findings of Fact, Conclusions of Law and Order amending the 2010 Canyon County Comprehensive Plan Map as requested by John A. Williamson.

NOW THEREFORE, pursuant to the authority conferred by Canyon County Zoning Ordinance No. 05-002, Chapter 7, Article 6; the Idaho Constitution, Article 17, Section 11; and Idaho Code §§ 67-6509, 31-714, 31-801 and 31-828; the 2010 Canyon County Comprehensive

Plan Map, as amended, shall be and is hereby amended as follows:

> The 2010 Canyon County Comprehensive Plan Map, as amended, shall be and is amended from "Agricultural" to "Rural Residential" for that 311 acres described in the attached Exhibit "A" which is incorporated by reference herein.

IT IS FURTHER ORDERED that this Resolution shall be effective the 24 day of September, 2008.

✓ Motion Carried Unanimously
____ Motion Carried/Split Vote Below
____ Motion Defeated/Split Vote Below

	Yes	No	Did Not Vote
David J. Ferdinand II, Chairman	✓		
Steven J. Rule, Member	✓		
Matt Beebe, Member	✓		

attest: William H. Hurst, Clerk
Claudia Amaral, Deputy

EXHIBIT A

LEGAL DESCRIPTION
CASE NO. CPR2008-2

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Lot 1, Section 6, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho.

Parcel 4 R33198

All that part of Lot 3 lying South and West of the centerline of the Mora Canal, Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County Idaho; ALSO shown of record as lying West of the centerline of the Mora Canal.

Parcel 5 R33193

All that part of the South Half of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, lying west of the centerline of the Mora Canal

Parcel 6 R33193-010

A portion of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho more particularly described as follows:

BEGINNING at the brass cap marking the West Quarter corner of the said Section 4, also said point being the REAL POINT OF BEGINNING; thence
North 00° 52' 20" West 712.00 feet along the Westerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4 to an iron pin; thence
North 89° 39' 20" East 296.51 feet to an iron pin; thence

South 00° 49' 45" East 713.77 feet to an iron pin on the Southerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4; thence
North 90° 00' 00" West 296.00 feet along the said Southerly boundary of the Southwest Quarter of the Northwest Quarter of Section 4 to the POINT OF BEGINNING.

Parcel 7 R33198

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Parcel 8

TOGETHER WITH an Ingress-egress easement more particularly described as follows:

The West 30 feet of Government Lot 4 and the West 30 feet of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, EXCEPT the South 712 feet of the said Southwest Quarter of the Northwest Quarter.

INSTRUMENT NO. 200805133 8

ORDINANCE NO. 08-017

ORDINANCE DIRECTING AMENDMENTS TO CANYON COUNTY ZONING ORDINANCE NO. 05-002 (Chapter 7, County Code of Ordinances) (JOHN A. WILLIAMSON CONDITIONAL REZONE)

AN ORDINANCE OF CANYON COUNTY, IDAHO DIRECTING AMENDMENTS TO CANYON COUNTY ZONING ORDINANCE NO. 05-002 (Chapter 7, Canyon County Code of Ordinances); PROVIDING FOR TITLE, STRUCTURE, PURPOSE AND AUTHORITY CLAUSES; CONDITIONAL REZONE; SEVERABILITY; AND AN EFFECTIVE DATE.

Be It Ordained by the Board of County Commissioners of Canyon County, Idaho:

SECTION 1. TITLE.

This Ordinance shall be known as the "Ordinance Directing Amendments to Canyon County Zoning Ordinance No. 05-002 (Chapter 7, Canyon County Code of Ordinances)(John A. Williamson Conditional Rezone)."

SECTION 2. STRUCTURE.

Titled and subtitles of this Ordinance are only used for organization and structure and the language in each paragraph of this Ordinance should control with regard to determining the legislative intent and meaning of the Board of County Commissioners.

SECTION 3. PURPOSE.

The purpose of this Ordinance is to authorize the conditional rezoning of the property described in Section 5 of this Ordinance from "A" (Agricultural) to "R-R" (Rural Residential). The purpose of this Ordinance is also to authorize amendments to the Official Maps of Canyon County Zoning Ordinance No. 05-002 to reflect the conditional rezone authorized by this Ordinance.

SECTION 4. AUTHORITY.

This Ordinance amending Canyon County Zoning Ordinance No. 05-002 is enacted pursuant to the authority conferred by Canyon County Zoning Ordinance No. 05-002, Chapter 7, Article 6; and Idaho Code §§ 67-6511, 31-714, 31-801 and 31-828.

SECTION 5. CONDITIONAL REZONE.

A. An approximately 311 acre parcel which is described below shall be and is conditionally rezoned from "A" (Agricultural) to "R-R" (Rural Residential) pursuant to Resolution No. 08-229 issued on September 22, 2008 by the Canyon County Board of Commissioners as authorized by Canyon County Zoning Ordinance No. 05-002, Chapter 7, Article 6; the Idaho Constitution; and Idaho Code §§ 67-6511, 67-6511A:

See subject property's legal description attached as Exhibit "A", incorporated by reference herein.

SECTION 6. SEVERABILITY CLAUSE.

Should any provision of this Ordinance be declared by a court of competent jurisdiction to be unconstitutional or invalid, such decision shall not affect the validity of this Ordinance in whole or in part thereof other than the part so declared to be unconstitutional or invalid.

SECTION 7. EFFECTIVE DATE.

This Ordinance shall be in full force and effect upon its passage, approval and publication, as provided by law, in one issue of the Idaho Press-Tribune.

ADOPTED AND APPROVED this 24 day of September, 2008.

BOARD OF COUNTY COMMISSIONERS
CANYON COUNTY, IDAHO

David J. Ferdinand, II Chairman

Commissioner Matt Beebe

Commissioner Steven J. Rule

ATTEST: WILLIAM H. HURST

By: Claudia Arnaud
Deputy
Date: 9-24-08

Publication Date: 9-29 —, 2008, Idaho Press-Tribune

ORDINANCE NO.: 08-017
AMENDMENTS TO CANYON COUNTY ZONING
ORDINANCE NO. 05-002
CONDITIONAL REZONE

EXHIBIT A

LEGAL DESCRIPTION
CASE NO. CPR2008-2

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Parcel 6 R33193-010

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RECORDED
2008 SEP 24 AM 10 25
WILLIAM H. HURST
CANYON CNTY RECORDER
BY
REQUEST CANYON COUNTY
TYPE Ordinance
FEE 0
2008051338

REQUEST CANYON COUNTY
TYPE D/A FEE 0
2008 SEP 24 AM 10 26
WILLIAM H. HURST
CANYON CNTY RECORDER
BY
RECORDED
200805133 9

NO. 08-111

CANYON COUNTY/JOHN A. WILLIAMSON
DEVELOPMENT AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of September, 2008, by and between **Canyon County, Idaho**, a political subdivision of the State of Idaho, hereinafter referred to as "County," and **John A. Williamson and Estate of Evelyn M. Williamson**, hereinafter referred to as "Developer".

WITNESSETH

WHEREAS, Developer applied at the County to conditionally rezone, from an "A" (Agricultural) Zone to a "R-R" (Rural Residential) Zone, an approximately 311 acre parcel which is legally described in Exhibit "A" (attached hereto and incorporated herein by reference) hereinafter referred to as "Property";

WHEREAS, on August 25, 2008, the Canyon County Board of Commissioners voted to grant the Developer's request for a conditional rezone with conditions of approval, attached hereto as Exhibit "B", with a written approval agendized for signature on 9-24-, 2008;

WHEREAS, the parties desire to enter into an agreement to comply with Canyon County Code of Ordinances § 07-06-07(2), Canyon County Zoning Ordinance No. 05-002, and to ensure the landowners will implement and be bound by the conditions of the conditional rezone Order issued by the Canyon County Board of Commissioners; and

WHEREAS, the County and Developer desire to formalize their respective rights and responsibilities as required by Canyon County Amended Resolution No. 95-232 entitled, "Rules Governing the Creation, Form, Recording, Modification, Enforcement and Termination of Written Commitments (Development Agreements)" and the Canyon County Code.

NOW THEREFORE, the parties do hereby agree to the following terms and conditions.

SECTION 1. STRUCTURE

Titles and subtitles of this Development Agreement, hereinafter referred to as "Agreement," are only used for organization and structure. The language in each paragraph of this Agreement should control with regard to determining the intent and meaning of the parties.

SECTION 2. AUTHORIZATION

This Agreement is authorized by Idaho Code Section 67-6511A, and is required by Article 6 (Conditional Rezoning) of Canyon County Zoning Ordinance No. 05-002. Canyon County Amended Resolution No. 95-232 sets forth the rules governing the creation, form, recording, modification, enforcement and termination of written commitments (Development Agreements).

Pursuant to County Resolution 95-232, the Agreement must be approved by the Board of County Commissioners upon recommendation of the Planning and Zoning Commission, which recommendation may be accepted, modified or rejected. A preliminary, conditional rezoning approval becomes final when the conditions set forth in the recorded Agreement have been fully met as determined by the Director of the Development Services Department.

SECTION 3. PROPERTY OWNER

Developer is the owner of the Property, which is located in Canyon County, Idaho, more particularly described in Exhibit "A", attached hereto and incorporated herein, which real property is the subject matter of this Agreement. Developer represents that it currently holds the complete legal or equitable interest in the Property and that all persons holding legal or equitable interests in the Property or the operation of the business are to be bound by this Agreement.

SECTION 4. RECORDATION AND TERM

Pursuant to Idaho Code § 67-6511A and County Resolution 95-232, this Agreement will be recorded by the Clerk in the office of the Canyon County Recorder and will take effect upon the adoption, by the Board of County Commissioners, of the necessary amendment to the zoning ordinance. The County Clerk will provide a copy of the recorded Agreement to the Director of the Development Services Department, the Prosecuting Attorney, and each of the parties.

The Agreement will run with the land and bind the Property in perpetuity, only as in accordance with law, and inures to the benefit of, and is enforceable by, the parties and their respective legal representatives, heirs, successors, or assigns. Provided, however, this Agreement shall terminate if the Board of County Commissioners subsequently rezones the property to allow for a higher density use or if annexation of the Property by a city occurs. In this event, however, the Agreement shall only terminate in regards to the portion of the Property that is actually rezoned or annexed, while the remainder of the Property shall remain subject to the Agreement.

If any of the privileges or rights created by this Agreement would otherwise be unlawful or void for violation of (1) the rule against perpetuities or some analogous statutory provision, (2) the rule restricting restraints on alienation, or (3) any other statutory or common law rules imposing time limits, then such provision shall continue until twenty-one (21) years after the

death of the last survivor of the now living lawful descendants of George Walker Bush, President of the United States, or for such shorter period as may be required to sustain the validity of such provision.

SECTION 5. MODIFICATION

This Agreement may be modified only in writing signed by the parties after complying with the notice and hearing procedures of Idaho Code § 67-6509. Pursuant to County Resolution 95-232, the modification proposal must be in the form of a revised Development Agreement and must be accompanied by a statement demonstrating the necessity for the requested modification.

SECTION 6. APPLICABILITY OF OTHER LAWS TO THE PROPERTY

This Agreement does not prevent the County, in subsequent actions applicable to the Property, from applying new rules, regulations, resolutions or policies that do not conflict with this Agreement.

SECTION 7. COMMITMENTS

Developer will fully and completely comply with the following conditions of the approved conditional rezone of approximately 311 acres from "A" (Agricultural) to "R-R" (Rural Residential) zoning, attached hereto as Exhibit "B".

SECTION 8. USES, DENSITY, AND HEIGHT AND SIZE OF BUILDINGS

The density or intensity of use of the Property is specified in the Commitments of the previous section (section 7). The uses and maximum height and size of the buildings on the Property shall be those set pursuant to law, including those contained in the Canyon County Code of Ordinances, that are applicable to an "R-R" (Rural Residential) zone and those provisions of law that are otherwise applicable to the Property.

SECTION 9. LIABILITY AND INDEMNITY OF COUNTY

A. County Review. Developer acknowledges and agrees that it shall not hold or attempt to hold the County liable, in any way, for any damages or injuries that may be sustained by Developer as a result of the County's review and approval of any plans or improvements, or the issuance of any approvals, permits, certificates, or acceptances do not, and shall not, in any way, be deemed to insure Developer, or any of its heirs, successors, assigns, tenants, and licensees, against damage or injury of any kind and at any time.

B. County Procedures. Developer acknowledges that notices, meetings, and hearings

have been properly given and held by the County with respect to Developer's conditional rezone application in P&Z Case No. CPR2008-2 and any resulting development agreements, ordinances, rules, regulations, resolutions or orders of the Board of County Commissioners and agree not to challenge any of such actions.

C. Indemnity. Developer agrees to, and does hereby, defend, hold harmless and indemnify the County, the Board of County Commissioners, all County elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted by Developer in any way connected with (I) the County's review and approval of any plans or improvements, or the issuance of any approvals, permits, certificates, or acceptances relating to the use and/or development of the Property; (ii) any actions taken by the County pursuant to Subsection 9(B) of this Agreement; and (iii) the performance by County of its obligations under this Agreement and all related ordinances, resolutions, or other agreements. Further, Developer agrees to, and does hereby, defend, hold harmless and indemnify the County, the Board of County Commissioners, all County elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted by any party that arise from, or are in any way connected to, the negligence or other wrongdoing by the Developer.

SECTION 10. PERIODIC REVIEW

The Director of the Development Services Department will administer the Agreement after it becomes effective and will conduct a review of compliance with the terms of this Agreement on a periodic basis, including, but not limited to, each time a development of the Property is platted.

SECTION 11. ENFORCEMENT

Unless terminated pursuant to this Agreement, the terms of this Agreement are enforceable by any party hereto, or their successors in interest, notwithstanding any subsequent change in any applicable law adopted by the County that alters or amends the laws, ordinances, resolutions, rules, or policies (hereinafter referred to as "laws") specified in this Section, except as provided in Section 6 of this Agreement.

All laws governing permitted uses of the Property, including, but not limited to, uses, density, design, height, size, and building specifications of proposed buildings, construction standards and specifications, and water utilization requirements applicable to the development of the Property, are those laws applicable and in force at the time this Agreement is executed (Ord. 05-002, as amended as of the effective date of this Agreement), notwithstanding any subsequent

change in any applicable laws adopted by the County, which alter or amend the laws specified in this Section, except as provided in Section 6 of this Agreement.

Such subsequent change is void as applied to the Property to the extent that it changes any laws which any party to this Agreement has agreed to maintain in force as written at the time of execution, except as provided in Section 6 of this Agreement; provided that this Agreement does not prevent the Board from requiring the parties to comply with laws of general applicability enacted subsequent to the date of the Agreement if they could have been lawfully applied to the Property at the time of execution of the Agreement, provided the Board finds it necessary to impose the requirements, because a failure to do so would place the residents of a subdivision or of the immediate community, or both, in a condition perilous to the residents' health or safety, or both.

Enforcement of the rules will be according to the Canyon County Zoning Ordinance No. 05-002, and as amended, and/or any other remedy provided by law.

SECTION 12. REQUIRED PERFORMANCE

Developer shall comply with all commitments set out in this Agreement and shall timely and satisfactorily carry out all required performance to appropriately maintain, in the discretion of the County, all commitments set forth in this Agreement.

SECTION 13. DEFAULT AND REMEDIES.

In the event of a default or breach of this Agreement, or of any of its terms or conditions, the party alleging default shall give the breaching party not less than thirty (30) days Notice of Default, in writing, unless an emergency exists threatening the health and safety of the public. If such an emergency exists, written notice shall be given in the manner deemed most reasonable by the non-breaching party. The time of the notice shall be measured from the date of the written Notice of Default. The Notice of Default shall specify the nature of the alleged default and, where appropriate, the manner and period of time said default may be satisfactorily cured. During any period of curing, the party charged shall not be considered in default for the purposes of termination or zoning reversion, or the institution of legal proceedings. If the default is cured, then no default shall exist and the charging party shall take no further action. Provided, however, that under no circumstances shall a party to this agreement be permitted to cure the same default or breach more than two (2) times.

SECTION 14. ZONING REVERSION

The execution of this Agreement is deemed written consent by Developer to change the zoning of the Property to its prior zoning designation upon failure to comply with the terms and conditions imposed by the approved conditional rezone and by this Agreement. No reversion

shall take place until after a hearing on this matter pursuant to Idaho Code § 67-6511A.

Upon notice and hearing, as provided in this Agreement and in Idaho Code § 67-6509, if the property is not used as approved or is abandoned, or conditions are not met, or commitments not kept, the County Commissioners may cause the Property to revert to the zoning designation (and the allowed land uses of that zoning designation) existing immediately prior to the conditional rezone action, i.e., the Property conditionally rezoned from an "A" (Agricultural) Zone designation to an "R-R" (Rural Residential) Zone designation may revert back to the "A" (Agricultural) Zone designation.

SECTION 15. COMPLIANCE WITH LAWS

Developer agrees that it will comply with all federal, state, county, and local laws, rules and regulations, which appertain to the subject property, including the requirements of County Amended Resolution No. 95-232, which by this reference is fully incorporated herein. Developers' failure to comply with the above laws or the terms of this Agreement will subject it to an enforcement action by County in a court of competent jurisdiction.

SECTION 16. RELATIONSHIP OF PARTIES

It is understood that this Agreement between Developer and the County is such that Developer is an independent contractor and is not an agent of the County.

SECTION 17. CHANGES IN LAW

Any reference to laws, ordinances, rules, regulations or resolutions shall include such laws, ordinances, rules, regulations, or resolutions as they have been, or as they may hereafter be amended, except as provided for in Section 11 of this Agreement.

SECTION 18. NOTICES

All notices and other communications in connection with this Agreement shall be in writing and shall be deemed delivered to the addressee thereof, (1) when delivered in person on a business day at the address set forth below, or (2) on the third business day after being deposited in any main or branch United States post office, for delivery by properly addressed, postage prepaid, certified or registered mail, return receipt requested, at the addresses set forth below.

Notices and communications required to be given to County will be addressed to, and delivered at, the following address:

Director

Development Services Department
Canyon County Courthouse
1115 Albany Street
Caldwell, ID 83605

Notices and communications required to be given to Developer will be addressed to, and delivered at, the following address:

John A. Williamson
19692 Williamson Lane
Caldwell, Idaho 83607

Estate of Evelyn M. Williamson
c/o 19692 Williamson Lane
Caldwell, ID 83607

A party may change its address by giving notice in writing to the other party. Thereafter, notices and other communications will be addressed and delivered to the new address.

SECTION 19. TERMINATION

This Agreement may be terminated in accordance with the notice and hearing procedures of Idaho Code § 67-6509, and the zoning designation upon which the use is based may be reversed, upon the failure of Developer, each subsequent owner, or person acquiring an interest in the Property, to comply with the terms of this Agreement, as provided in Section 4 of this Agreement.

If this Agreement is terminated, and the zoning designation is reversed, a document recording such termination and zoning reversal will be recorded by the Clerk in the office of the Canyon County Recorder and distributed to the same parties noticed above.

SECTION 20. EFFECTIVE DATE

The commitments contained in this Agreement shall take effect in the manner described in this Agreement upon the County's adoption of an ordinance amending Canyon County Zoning Ordinance No. 05-002 to reflect the conditional rezone.

SECTION 21. TIME OF ESSENCE

Time is of the essence in the performance of all terms and provisions of this Agreement.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands.

BOARD OF COUNTY COMMISSIONERS CANYON COUNTY, IDAHO

Chairman, David J. Ferdinand, II

Commissioner Steven J. Rule

Commissioner Matt Beebe

Attest: WILLIAM H. HURST

By _____
Deputy

Date: 9-24-08

DEVELOPER

John A. Williamson

ESTATE OF EVELYN M. WILLIAMSON BY AND THROUGH HER CO-PERSONAL REPRESENTATIVES (see Canyon County Case No. CV08-08126)

Shirley A. Wentz

Roger L. Williamson

John C. Williamson

CANYON COUNTY IDAHO 1892

STATE OF IDAHO)
ss.
County of Canyon)

On this 24 day of Sept., 2008, before me, a Notary Public in and for said State, personally appeared, DAVID J. FERDINAND, II, STEVEN J. RULE and MATT BEEBE known or identified to me to be the duly elected commissioners of the Board of County Commissioners of the County of Canyon, a political subdivision of the State of Idaho, that executed the said instrument, and acknowledged to me that such County of Canyon, State of Idaho executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year first above written.

CLAUDIA AMARAL NOTARY PUBLIC STATE OF IDAHO

Claudia Amaral
Notary Public for Idaho
Residing at: Caldwell, Id
My Commission Expires: 3-15-14

STATE OF IDAHO)
ss.
County of Canyon)

On this 22nd day of September, 2008, before me, a notary public, personally appeared John A. Williamson, known by me, or proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within and foregoing instrument and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written..

SHARON PENAVS NOTARY PUBLIC STATE OF IDAHO

Sharon Penavs
Notary Public for Idaho
Residing at: Nampa, Id
My Commission Expires: 04/03/10

STATE OF IDAHO)
) ss
COUNTY OF)

On this 22nd day of September, 2008, before me, the undersigned, a Notary Public in and for the State of Idaho, personally appeared John C. Williamson, Roger L. Williamson and Shirley A. Wentz known by me or proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within and foregoing instrument and acknowledged that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

SHARON PENAVS NOTARY PUBLIC STATE OF IDAHO

Sharon Penavs
NOTARY PUBLIC FOR IDAHO
Residing at: Nampa Id
My Commission expires: 04-03-10

EXHIBIT A

LEGAL DESCRIPTION
CASE NO. CPR2008-2

Parcel 1 R33200, R33202

Lots 1, 2, 3 and 4, all in Section 5, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho

Parcel 2 R33199

The North 710 feet of the East 750 feet of said Lot 1, Section 5, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho

Parcel 3 R33208

Lot 1, Section 6, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho.

Parcel 4 R33198

All that part of Lot 3 lying South and West of the centerline of the Mora Canal, Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County Idaho; ALSO shown of record as lying West of the centerline of the Mora Canal.

Parcel 5 R33193

All that part of the South Half of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, lying west of the centerline of the Mora Canal

Parcel 6 R33193-010

A portion of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho more particularly described as follows:

BEGINNING at the brass cap marking the West Quarter corner of the said Section 4, also said point being the REAL POINT OF BEGINNING; thence
North 00° 52' 20" West 712.00 feet along the Westerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4 to an iron pin; thence
North 89° 39' 20" East 296.51 feet to an iron pin; thence

South 00° 49' 45" East 713.77 feet to an iron pin on the Southerly boundary of the said Southwest Quarter of the Northwest Quarter of Section 4; thence
North 90° 00' 00" West 296.00 feet along the said Southerly boundary of the Southwest Quarter of the Northwest Quarter of Section 4 to the POINT OF BEGINNING.

Parcel 7 R33198

All of Lot 4 of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho; EXCEPTING THEREFROM that part thereof lying Northeast of the centerline of the right of way of the Mora Canal; ALSO shown of record as lying East of the centerline of the right of way of the Mora Canal.

Parcel 8

TOGETHER WITH an Ingress-egress easement more particularly described as follows:

The West 30 feet of Government Lot 4 and the West 30 feet of the Southwest Quarter of the Northwest Quarter of Section 4, Township 3 North, Range 4 West, Boise Meridian, Canyon County, Idaho, EXCEPT the South 712 feet of the said Southwest Quarter of the Northwest Quarter.

EXHIBIT B

CONDITIONS OF APPROVAL
CASE NO. CPR2008-2

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property.

2. The development shall be platted in accordance with CCZO 05-002, Article 17.

3. Any final plat for any phase shall bear plat notes referencing the following:

   a. "Right to Farm Statement" in accordance with CCZO 07-17-19 (3) and Idaho Code Section 22-4501 through 22-4504.
   b. Confined Animal Feeding Ordinance (CAFO) ordinance provisions referencing any dairies or feedlots and their proximity to the development.

4. All roads within the development shall be dedicated to the public and shall be constructed according to highway district standards.

5. As part of the submission for the preliminary plat for each phase, the developers shall comply with the respective highway jurisdiction requirements pertaining to any traffic study evaluating the impacts of the development of the Subject Property on the affected roads and fund an appropriate pro-rata share of any improvements necessitated by the development of any phase, including consideration of previous phases and background traffic from other developments. The mechanism for funding shall be determined between the developers and the respective highway jurisdiction.

6. Wastewater service shall be by individual treatment systems on residential lots meeting the minimum size acceptable to Southwest District Health. Residential lots smaller than the minimum lot size acceptable to Southwest District Health shall be served by shared systems, or if there are a sufficient number of residential lots, by a community wastewater treatment system developed in accordance with the requirements of the Idaho Department of Environmental Quality and Southwest District Health.

7. Domestic water service on residential lots shall be in accordance with the requirements of the Idaho Department of Water Resources and the Department of Environmental Quality including ownership and operation.

8. A site-specific Storm Water Pollution Prevention Plan (SWPPP) shall be in place prior to any construction on site.

9. The developer shall submit a weed and gopher control plan to Canyon County Weed and Gopher Control Department, and obtain their written approval of said plan within 90 days of the signing of the FCOs by the BOCC.

10. The irrigation shall be by one or more pressurized irrigation systems except for residential lots that do not have water rights. The pressurized irrigation system(s) shall be owned and operated by private companies, the developer, or the respective homeowners' associations when established, unless the responsible irrigation entity agrees to own and operate the system(s).

11. A landscape plan meeting the then current subdivision requirements shall be submitted with the application for a Preliminary Plat. Common area landscaping shall be reasonably maintained in living condition.

12. The development shall contain not less than ten percent (10%) net common usable open space. Open space may differ from phase to phase so long as the total common open space equals net ten percent (10%) upon completion.

13. All open space/common lots shall be maintained by developer and/or one or more homeowners' associations.

14. The final plats for the development shall show provision for future roadway connectivity to adjoining developments.

15. All exterior illumination shall be low-wattage, downward facing, and directed away from adjacent properties.

EXHIBIT C

Canyon County, Idaho

Aaron G. Williams II, Director of Constituent Services

Service * Integrity * Leadership

1115 Albany St. ❖ Caldwell, Idaho 83605 ❖ Telephone: (208) 614-5011
Email: aaron.williams@canyoncounty.id.gov

August 27, 2025

Sent Via Email

Keri Smith
keri@tvpidaho.com

Re: Public Records Request Dated August 22, 2025

Keri Smith:

This letter acknowledges receipt of your records request dated and received by Canyon County Development Services August 22, 2025, which can be summarized as a copy of any evidence that was submitted within the 90 days of signing the FCO's in CPR2008-2 that Condition 9 was met (See attached request). On August 27, 2025, the Civil Division with the Canyon County Prosecuting Attorney's office reviewed your request and the legal authority for redactions and/or denials.

Please be advised we have been unable to locate a record that fits the parameters of your request pursuant to Idaho Code §§ 74-103 and 74-101(13).

If you believe that you have been improperly denied the information you requested, you have the right to institute proceedings in the district court of this county within 180 days from the date of the mailing of this letter to attempt to compel disclosure of that information.

Sincerely,

Aaron G. Williams II
Director, Constituent Services

tm/mmg

EXHIBIT D

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
Isaac Starbuck		21739 Lonkey Ln Caldwell, ID
Forest Kline		21474 ustick caldwell
Debbie Kline		" " "
Joshua Hoewing		17977 Friends Rd.
Todd Adams		21474 Olena Way, Caldwell
Angela Adams		21474 Olena Way, Caldwell
John McClelland		21368 Olena Way, Caldwell
Cassie Hamilton		" " "
Tim Sutton		21311 Lonkey Ln.
Pamela A. Sutton		21311 Lonkey Lane Caldwell
Jerry E. Bates		21739 Lonkey Ln
Jarrett Adams		21474 Olena way, Caldwell ID
Mayda Hoewing		17977 Friends Rd Caldwell, ID
Nydia Hoewing		17917 Friends Rd Caldwell ID
Heather Hoewing		17917 friends rd. caldwell ID 83607
Cindy Wagemen		17790 Friends Rd 83607
Gary Wageman		17790 Friends RD caldwell 83607
Erik Anderson		17558 Friends RD Caldwell
Brittany Anderson		17558 Friends RD Caldwell Id, 83607

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
~~GREG BROWN~~		21414 LONKEY LN.
~~Jeremy Bates~~	~~Jeremy Bates~~	~~21737 Lonkey Ln.~~
Dianne Deal	Dianne E. Deal	21733 Ustick RD Caldwell, Id 83607
Katherine Brooks	Katherine Brooks	21255 Lonkey Ln Caldwell ID
James L Brooks		21255 Lonkey LN Caldwell WA 83607
Eddie & Edna Reed	Edna Reed	21411 Lonkey Ln Caldwell, ID 83607
Ken & Kerri Alderman		21391 Lonkey Ln 83607

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
Bill Shipp	Bill Shipp	22911 Cirrus View Ct
Kelly Shipp	Kelly Shipp	22911 Cirrus View Ct
Scott Beck		22904 Cirrus View Ct.
Valerie Beck	Valerie J Beck	22904 Cirrus View Ct.
Charles E Luttrell	Charles Luttrell	22884 Aura Vista Way Caldwell
Melinda H. Luttrell	Melinda Luttrell	22884 Aura Vista Way Caldwell
BRENDA SHUEY	B. Shuey	22726 AURA VISTA WY CALDWELL
GARY SHUEY	Gary Shuey	22726 AURA VISTA WAY CALDWELL

RE: Request to Revert Conditional Zoning – Williamson - Permit# CPR2008-2 (July 17, 2008)

Parcels: R3393, R33193-010, R33198, R33202, R33200, R33199, R33208

Name	Signature	address
Jill Kenny	Jill Kenny	22605 Alma Vista Way, Caldwell ID 83607
David Jones DAVID JONES	David Jones	22605 ALMA VISTA WAY CALDWELL, ID, 83607

Debbie Root

From: George Crookham <gwc@crookham.com>
Sent: Sunday, January 4, 2026 9:55 AM
To: Debbie Root
Subject: [External] RE: Christensen application
Attachments: 2025-12-29 Letter to Canyon County with Exh.pdf; Exh D Signatures 01.02.26.pdf

Deb,
As an update to the correspondence below, I have attached Exhibit D with an additional 36 signatures. I believe with Exhibit A, there are now a total of 123 signatures in support of zoning reversion and termination of the development agreement.
Best regards,
George W.

From: George Crookham
Sent: Monday, December 29, 2025 3:44 PM
To: Debbie Root <debbie.root@canyoncounty.id.gov>
Subject: Christensen application

Deb,
Please add the attached to the Christensen application (case #OR2022-0002, RZ2022-0002).
Let me know if you have any questions.
Best regards,

George W. Crookham
Chief Executive Officer
P. 208-459-7451
Fax 208-454-2108
www.crookham.com

Timber Ridge Development

What the property looks like today.

EXHIBIT 5.7

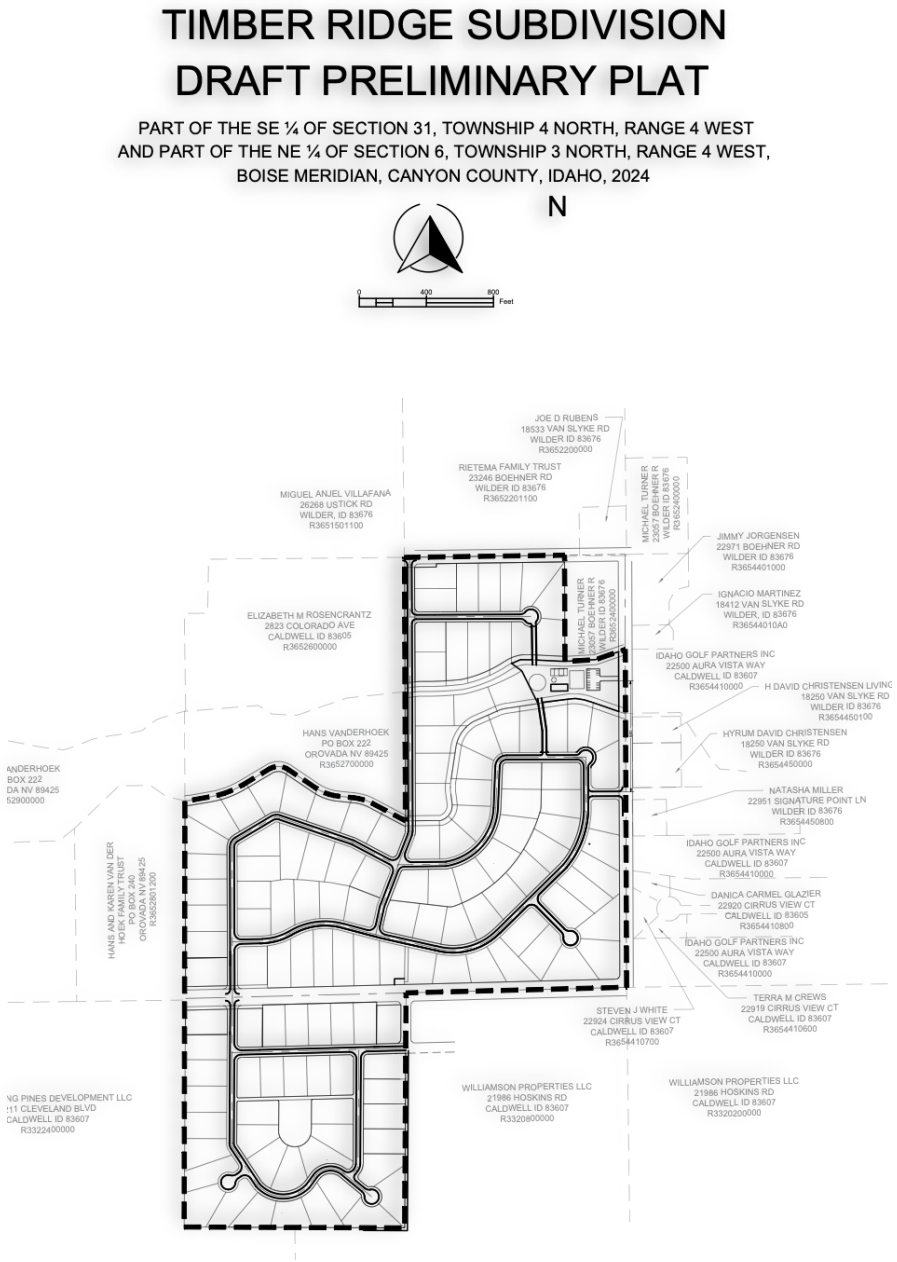
Legal Criteria for Conditional Rezone

Why the Proposal Fails Canyon County’s 8 Rezone Standards

Executive Summary

The proposed R-1 rezone directly conflicts with both Canyon County and Greenleaf's adopted plans, disregards the agricultural character of the area, and lacks critical data on traffic, infrastructure, and public service impacts.

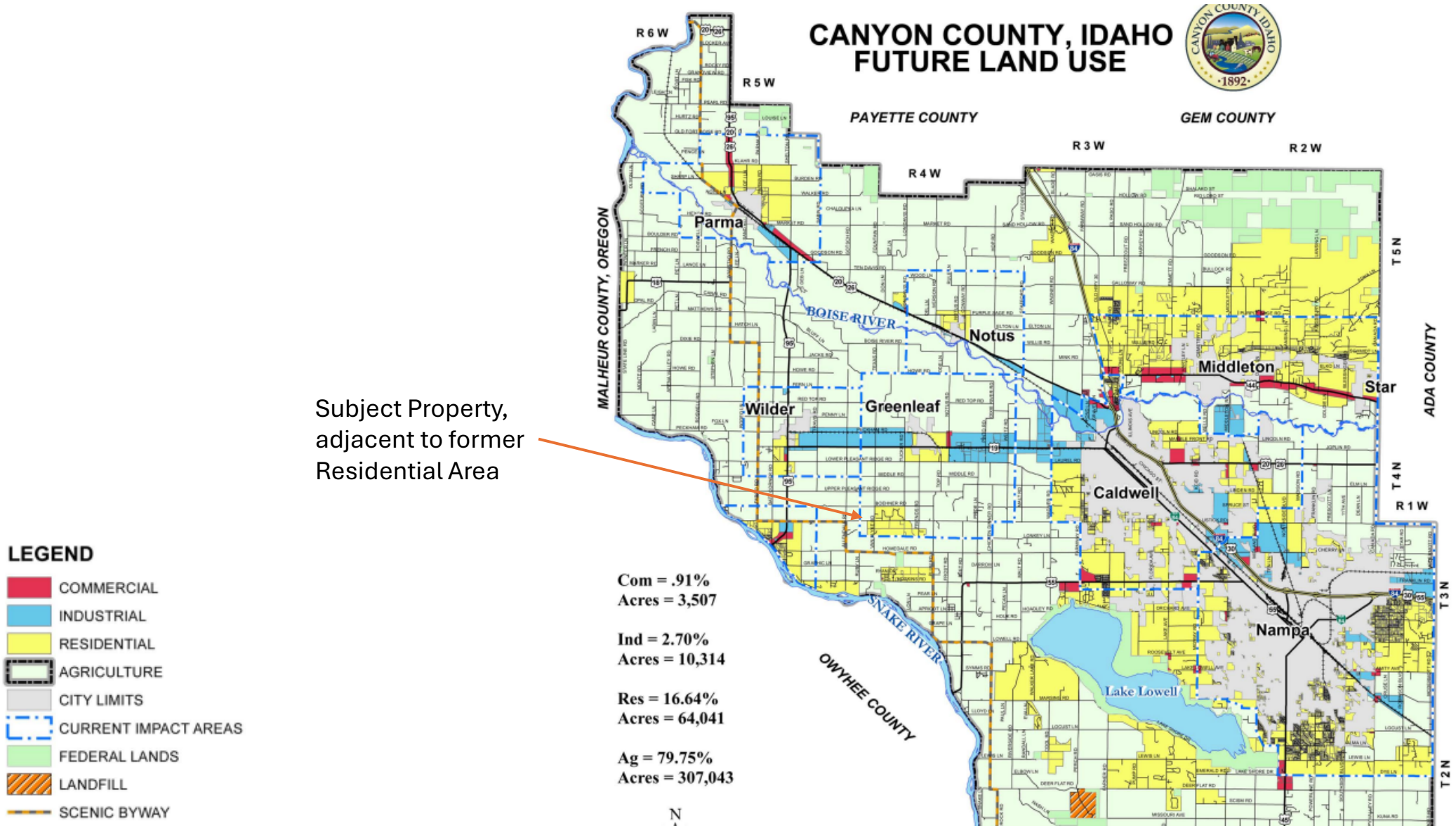
Approval would set a precedent for leapfrog development, intensifying rural sprawl and eroding farmland.



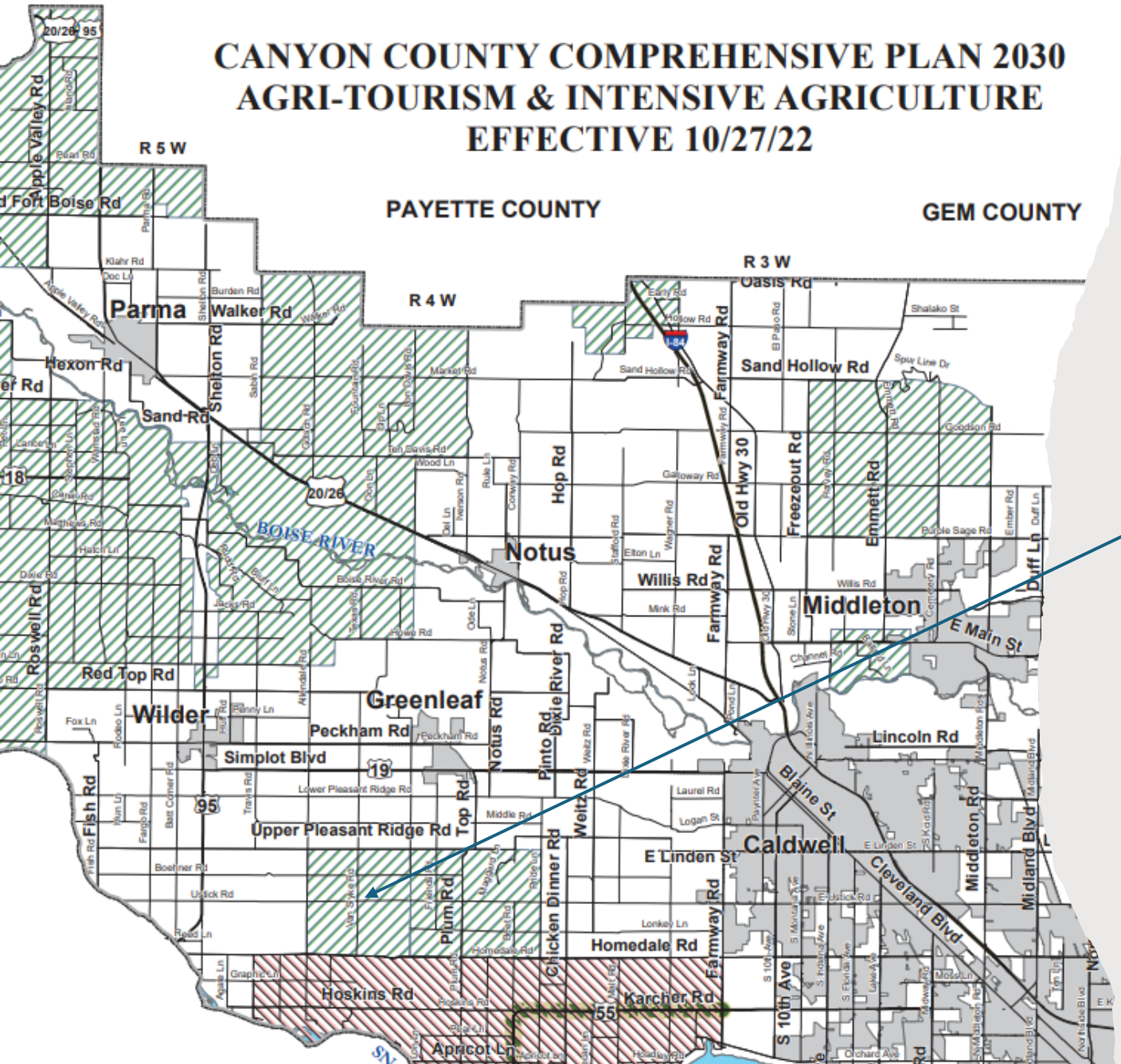
Criterion 1:
2020 Comprehensive Plan Consistency

The proposal is inconsistent with the Canyon County Comprehensive Plan and Greenleaf's Future Land Use Map, which designate the site as Agriculture. Both plans prioritize farmland preservation and rural character in this location—no urban densities are planned or supported. Approval would directly contradict these policies.

https://www.canyoncounty.id.gov/wp-content/uploads/2023/02/2020-CANYON-COUNTY-COMPREHENSIVE-rev-map-1-5.pdf (page 93)



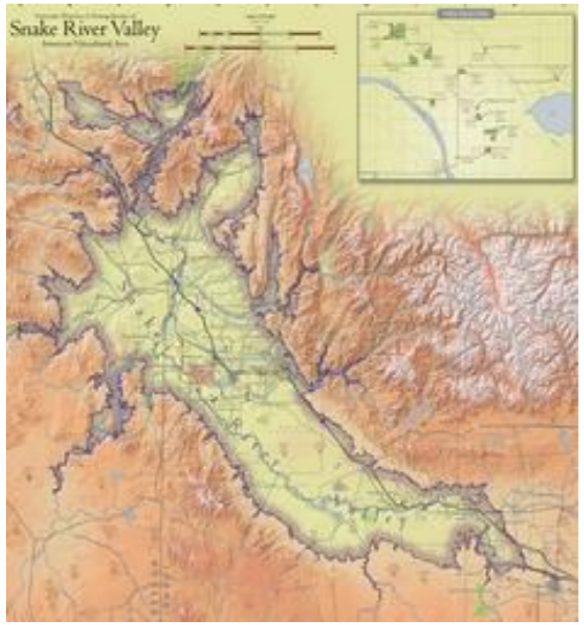
Subject Property, adjacent to former Residential Area



Van Slyke & Ustick in Intensive Agriculture Overlay, page 30

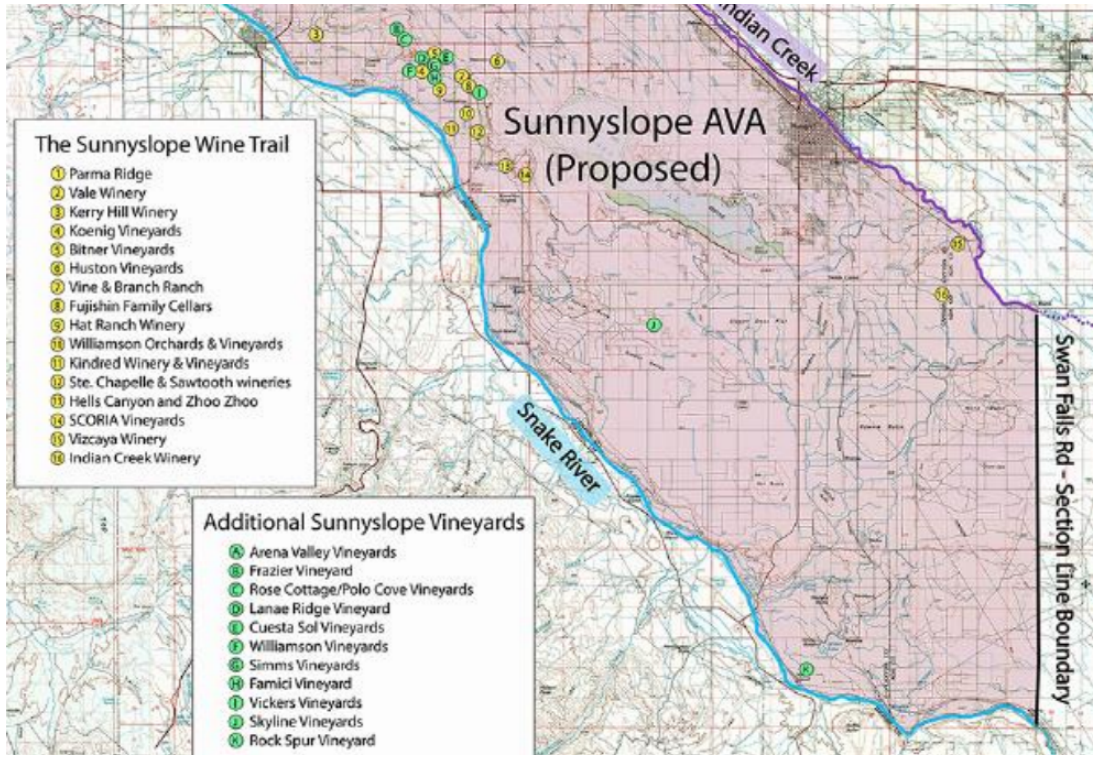
Comprehensive Plan pages 76-77

American Viticultural Area (AVA)
An AVA is defined as "delimited grape-growing region with specific geographic or climatic features that distinguish it from the surrounding regions and affect how grapes are grown. Using an AVA designation on a wine label allows vintners to describe more accurately the origin of their wines to consumers and helps consumers identify wines they may purchase".[1]



Snake River Valley AVA
As shown in the image to the right[2], the Snake River Valley AVA is an 8,263-square mile area in southwestern Idaho and southeastern Oregon. The boundary encompasses seventeen wineries, forty-six vineyards, and 1,107 acres of commercial vineyard production.[3]

Sunnyslope AVA
The Sunnyslope AVA is a proposed AVA in the region, as shown in the image on the next page. The Sunnyslope AVA will sit within the larger Snake River Valley AVA and highlight the heart of Idaho wine country located in Canyon County. Like other world class wine producing areas, the Sunnyslope AVA has a warm dry climate, light sandy well-drained soils, and sloping topography that make it an ideal location for growing high quality wine grapes.[4]

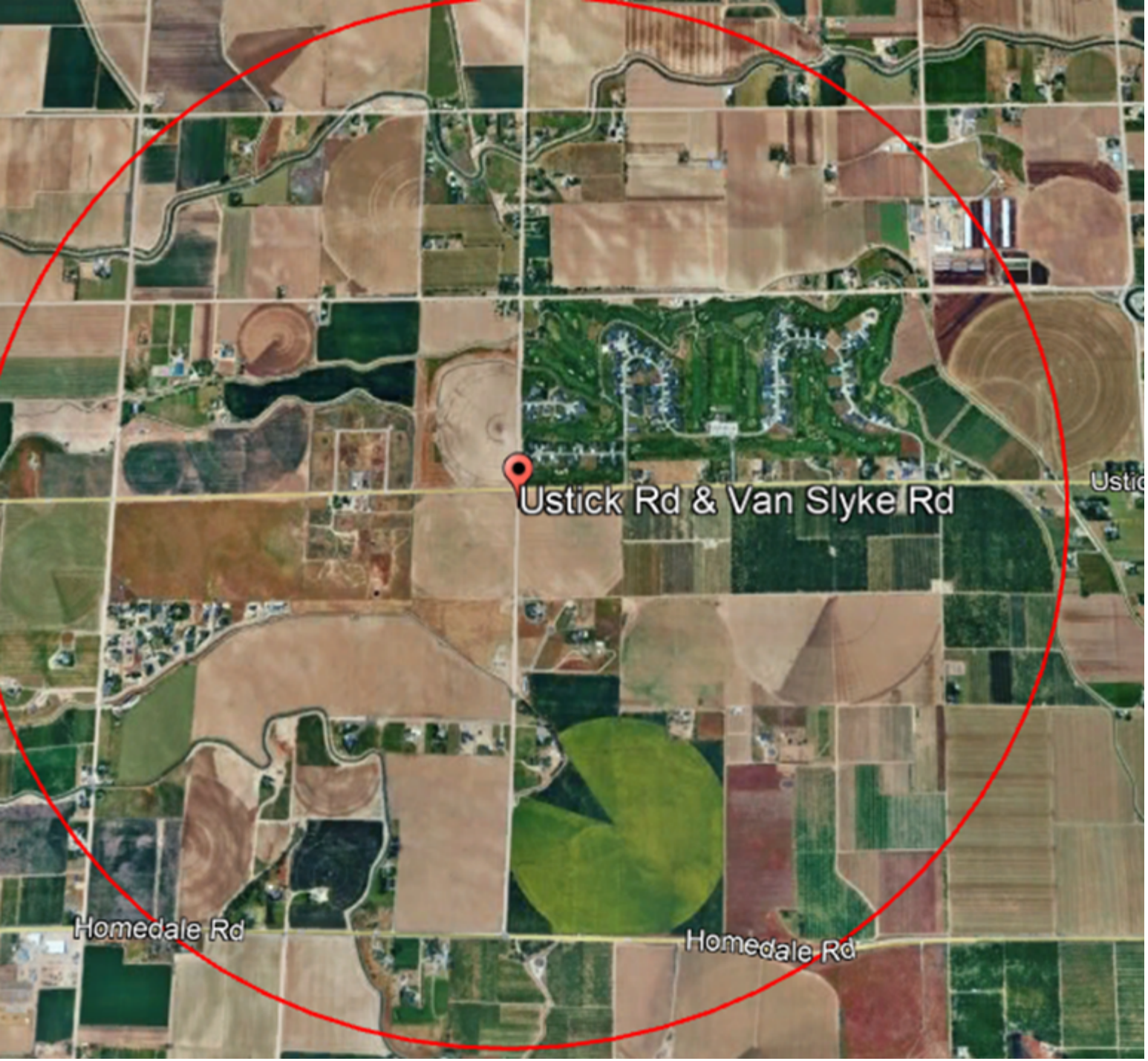


Is the proposed rezone in conformance with the Comp Plan?

No!

The location of the proposed subdivision is in a designated Agriculture area as described by the Comprehensive Plan

As displayed on Google Earth and submitted Drone Footage, the Timber Ridge area is surrounded by farmland and orchards.



Existing Land Uses within 1.3 Mile of the Subject Property

Land Use: Corn Field

Land use: Pasture

Land Use: Wheat Field

Land Use: Alfalfa

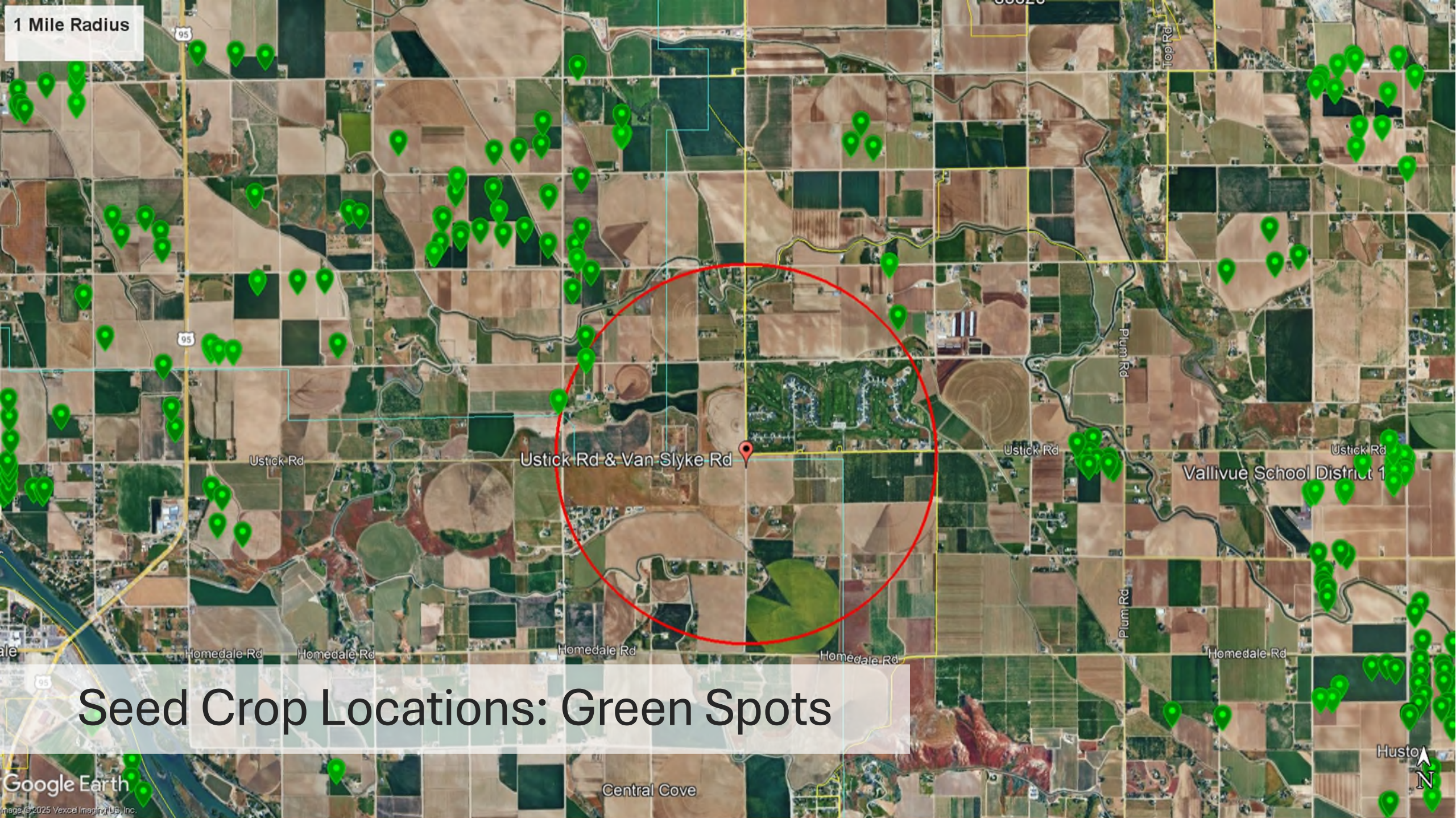
Land Use: Feedlot/Cattle

Land Use: Vineyard

Land Use: Beans

Land use: Orchards

Land Use: Dairy



Seed Crop Locations: Green Spots

Criterion 2: More Appropriate Than Current Zoning?

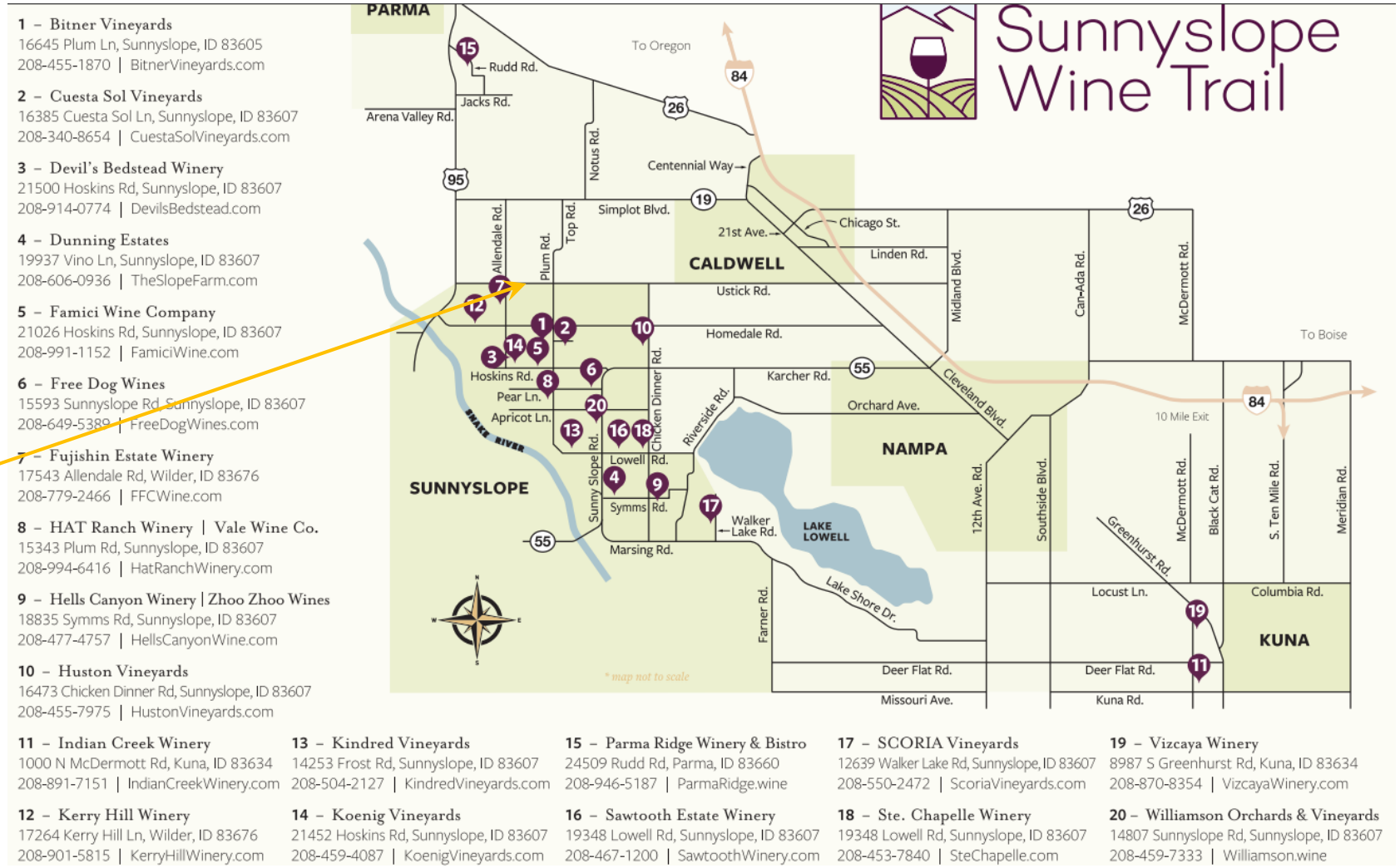
No. Surrounding land uses are all active farms or large-lot subdivisions like Summerwind (2.6 and 2.1-acre averages). Agricultural zoning better reflects the area's intended rural transition zone. The applicant's justification—covering infrastructure costs—is a private financial concern, not a planning reason.

Criterion 3: Compatibility with Surrounding Land Uses

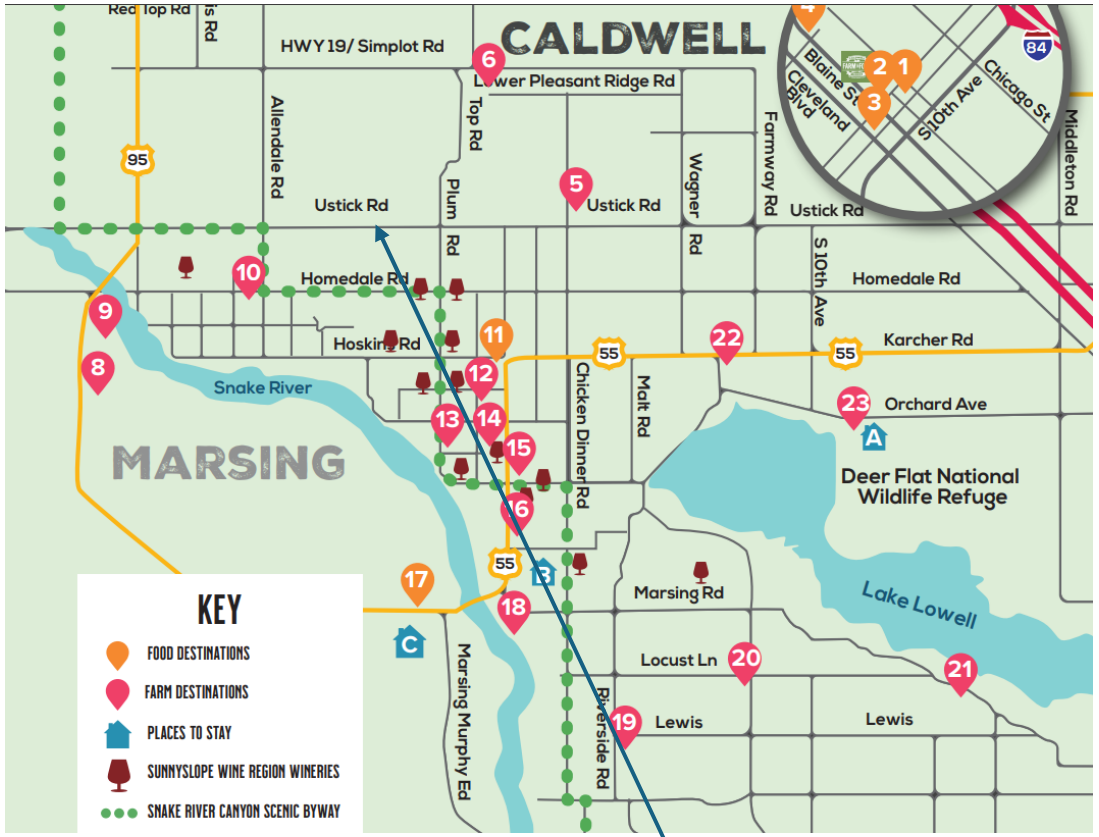
The proposed 0.82-acre average lots are incompatible with adjacent farms, some rural residential living and golf course uses. Without buffers or strict right-to-farm protections, conflicts over dust, odors, pesticide drift, and farm traffic are inevitable. This density is unlike any subdivision nearby, creating an urban pocket in a rural/agricultural landscape.

Sunnyslope Wine Trail

Approx Van Slyke & Ustick



Agventure Trail Map



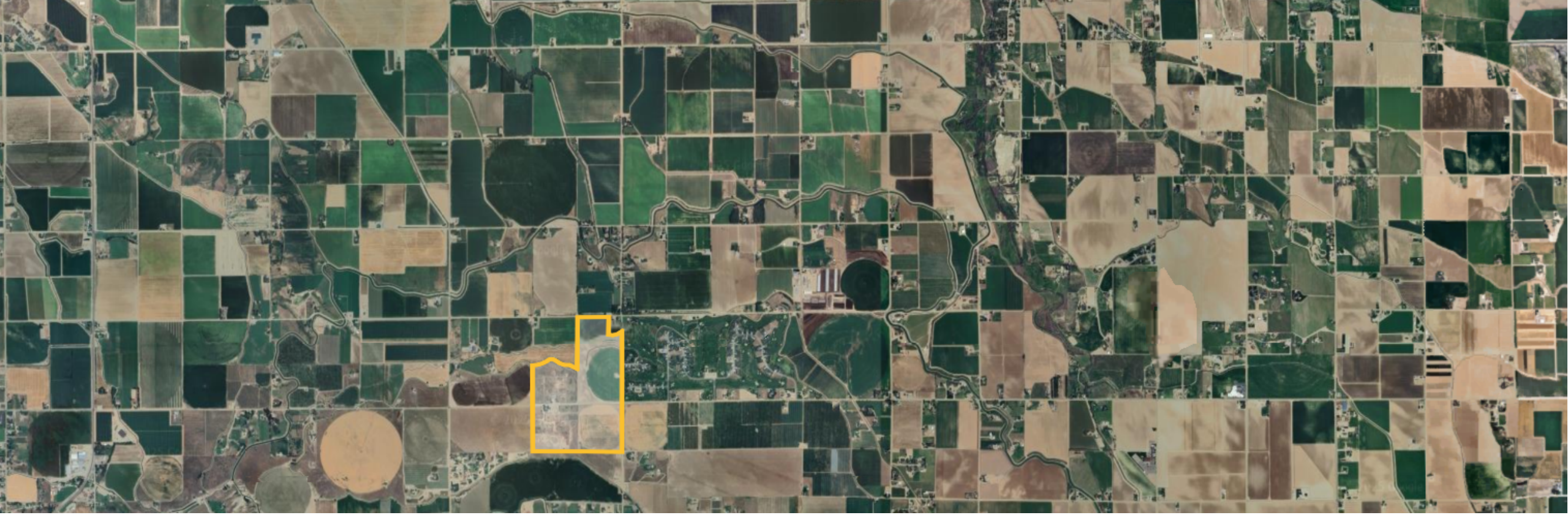
Approx Van Slyke & Ustick

What is the Agventure Trail?

Here on the AgVenture Trail, you'll experience the simple life in the heart of Idaho's Snake River Valley. The trail begins and ends in Downtown Caldwell, taking you on country roads through Marsing, Homedale, and Wilder. Along the way, you'll visit local farms and orchards, where you can pick fresh produce, dine on world-class farm-to-fork meals and engage with the local community. You'll learn from the farmers and ranchers who experience this life every day. It's a unique experience for group activities, family outings, and romantic adventures – all within a 30-minute drive of Boise, Idaho.

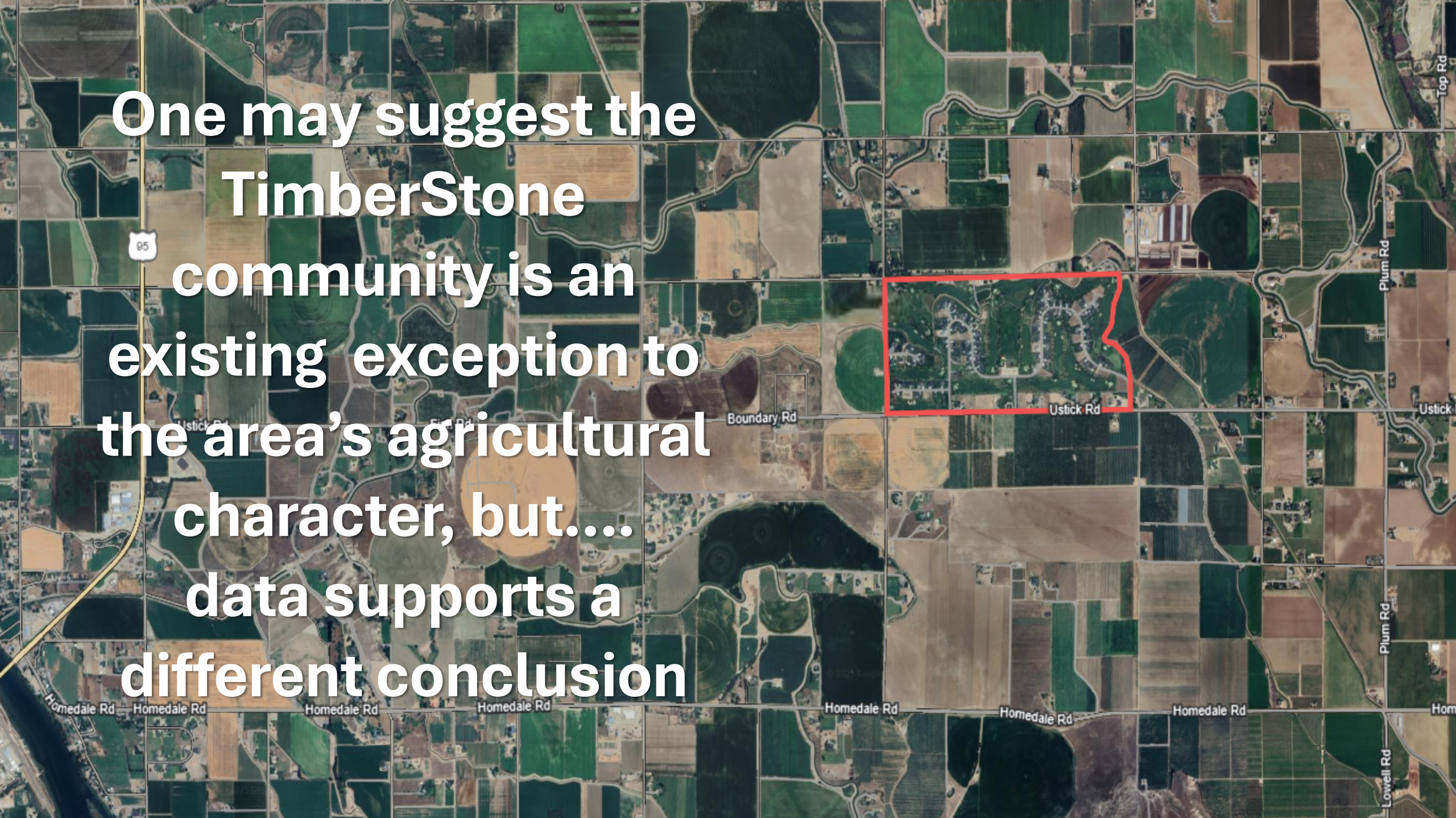
Explore more of the trail online!

Criterion 4: Impact on Character of the Area



Criterion 4: Impact on Character of the Area

The subdivision will erode rural character by replacing open farmland with urban-density housing. Unlike Summerwind, which integrates open space buffers, Timber Ridge offers no visual or agricultural transition — just abrupt, high-density lots bordering farms and the golf course.


One may suggest the TimberStone community is an existing exception to the area's agricultural character, but.... data supports a different conclusion
95
Boundary Rd
Ustick Rd
Plum Rd
Top Rd
Homedale Rd
Lowell Rd

The TimberStone community & golf course occupies approximately 290 acres*

*Google Earth

Residential lots, plus the golf course pro shop, parking lot, and training building occupy ~125ac*

*Google Earth

The TimberStone community contains
~57%* predominantly turf-covered OPEN SPACE

*Google Earth

Scale Comparison: Timberstone Open Space vs. Christensen Common Lot

- The high-percentage of open-space of the TimberStone neighborhood set the standard for residential developments melding with the character in this part of Canyon County

- Unless the proposed development is substantially revised, it will negatively affect the existing character of the area

Criterion 5: Adequate Facilities & Services

The plan lacks a proven, regulated water and wastewater provider if Greenleaf does not extend service. Known groundwater hazards (arsenic, uranium, nitrates) could threaten public health without enforceable, centralized treatment—placing the burden entirely on future homeowners.

Criterion 6:
Public Street Improvements / Traffic Impacts

A viable Traffic Impact Study has not been provided. Without it, the County cannot assess cumulative effects on Ustick and Van Slyke Roads, golf cart crossings, or agricultural equipment routes. Unknown impacts risk shifting future road costs to taxpayers through higher levies.

Criterion 7: Legal Access

While legal access exists, adequacy for projected traffic volumes is unverified. Without a Traffic Impact Study, there is no evidence the roads can safely accommodate the added traffic while preserving existing traffic flow and safety.

Criterion 8: Impacts to Essential Public Services

The proposal will strain already full schools, slow emergency response times, and stretch limited police and fire resources. No mitigation measures—such as impact fees or facility expansions—are offered to address these capacity limits.

Cost of Services

Canyon County	Residential	Commercial	Agriculture
Revenues	$316,115,670	$158,214,025	$17,722,575
Expenditures	$441,787,749	$70,077,384	$5,074,840
1997 Ratio*	1.08	.79	.54
1997 Profit & Loss	($.08)	$.21	$.46
2017 Ratio**	**1.40**	**0.44**	**0.29**
2017 Profit & Loss	**($.40)**	**$.56**	**$.71**

* *University of Idaho study of 1997*

** *BYU Idaho study of 2017*

Canyon County Clerk Hogaboam Post

1995 55.3 - 37.3 = **18 points** **2017** 62.1 - 31 = **31.1 points** **2024** 68.31 – 29.27 = **39.04 points**

	1995	1997 COCS STUDY		2017	2019 COCS STUDY		2024	2019 COCS RATIO	
CANYON COUNTY	% of TV	RATIO	TARGET = 1	% of TV	RATIO	TARGET = 1	% of TV	RATIO	TARGET = 1
RESIDENTIAL	55.3%	1.08%	0.60%	62.1%	1.40%	0.87%	68.31%	1.40%	0.96%
COMMERCIAL & INDUSTRIAL	37.3%	0.79%	0.29%	31.0%	0.44%	0.14%	29.27%	0.44%	0.13%
AGRICULTURAL (AG)	7.4%	0.54%	0.040%	4.5%	0.29%	0.013%	1.41%	0.29%	0.004%
OPERATING PROPERTY (OPT)				2.4%			1.01%		
CANYON COUNTY TOTAL COCS:			**0.93%**			**1.02%**			**1.09%**

When you apply to this analysis many other rule-of-thumb target metrics, I can say that our county, as a whole, is in a situation where most entities are struggling just to maintain levels of service.

One such target ratio is keeping the residential-commercial splits to no more than a 30-point separation.

Average Home Value and Tax Rate from Canyon County Assessor's Office

Cost of Services Ratios from BYU-Idaho study "Cost of Community Services" 2017 ratios

2024 Canyon County Estimated Cost of Services for Rural Housing

2024 Average Home Value	$461,465.00
Less Homeowner Exemption	*$(125,000.00)*
Average Home Taxable Value	**$336,465.00**

Rural Housing

Average Rural Tax Rate	0.457%
Average Home Taxable Value	$336,465.00
Average Home Taxable Value	**$1537.65**

Total Estimated Cost Annually of Application

Cost of Services Ratio – 1.40	
$1537.65 x .40	**$(615.06)**
135 Homes x $(615.06)	**$(83,033.61)**

Rural Sprawl Concern

Extending city services more than two miles from Greenleaf's boundary to serve this subdivision would fuel additional rural sprawl. Once extended, sewer lines would encourage higher-density requests in surrounding farmland, compounding infrastructure and service burdens.

Conclusion

The proposal fails multiple mandatory criteria under Canyon County Code §07-06-07. It conflicts with adopted plans, is incompatible with the area, and lacks essential impact studies. The County should deny the rezone to protect public health, safety, and the rural character of Greenleaf

Vallivue School District

EXHIBIT
5.8

Idaho Ed News

July 14, 2025

https://www.idahoednews.org/top-news/vallivue-to-open-two-schools-but-projections-suggest-they-are-a-temporary-fix/#:~:text=Vallivue%20School%20District%20at%20a,Math:%2035.3%2C%20IRI:%2071.5

Vallivue to open two schools, but projections suggest they are a temporary fix

- Warhawk Elementary School
- Falcon Ridge Elementary School

Assistant Superintendent Joey Palmer

- The overcrowding at six Vallivue elementary schools has a range of effects, from increased class sizes to difficulty hiring teachers. Last year, Lakevue was around 300 students over capacity, and Palmer said portable classrooms are not as appealing as the traditional classroom.
- While Falcon Ridge and Warhawk offer a “relief valve,” Palmer said it’s only a matter of time before Caldwell and Nampa approve nearby housing developments that will bring the schools to their maximum capacity – or beyond.
- Palmer is grateful to be able to open two new schools to adequately serve Vallivue students, **but the estimation that the district’s schools will reach capacity before 2030 hangs heavy in his mind.**

The 208: Vallivue School District opens 2 new elementary schools amid rapid growth

07/21/25

https://www.ktvb.com/article/news/local/208/vallivue-school-district-opens-2-new-elementary-schools-amid-rapid-growth-idaho/277-a25e554a-e1c0-4485-94ff-b77a4ddcf26b

As developers convert farmland into developments, **enrollment has surged beyond the capacity** of the district's existing facilities.

District Assistant Superintendent Joey Palmer:

- "Skyway Elementary, which was brand new in 2016-17, we were thrilled that we were able to build that school and alleviate the overcrowding at that time," Palmer said. "But guess what? Skyway Elementary is overcrowded…“
- Palmer said **continued growth makes him concerned about voter fatigue** if the district were to seek additional funding from them for future construction projects.
- "Voters are feeling the burnout," he said. "Although we got 72% voter approval to build these two schools, we also receive a lot of feedback at the district office saying, 'Hey, how come developers aren't paying their fair share?’”

CONTINUED

The 208: Vallivue School District opens 2 new elementary schools amid rapid growth

- Palmer **favors changing the law in Idaho to allow school districts to collect impact fees from developers**, similar to policies in other states, to help fund new construction.
- As an alternative, **Palmer supports local ordinances** from both the city of Caldwell and Nampa to pass something like the city of Middleton did in 2024, which prohibits developments that would push schools over certain capacity levels.
- "You want to take care of your community, but it's also difficult whenever it seems like the growth... does it have any end in sight?" he said.
- **The district is already projecting capacity issues at the high school** level soon as housing developments continue to expand around existing campuses.
- Palmer said Ridgevue High School was built for 1,800 students. But just this past year it reached 1,700. The district is **predicting the high school to be overcapacity in a year or two**, he said.

What do the cities of Nampa and Caldwell say about Vallivue School growth?

City of Nampa Councilman Comments

Nampa Councilman Sebastian Griffin said in a statement to KTVB:

"In regard to recent reports from Vallivue SD, I believe we are approving too much, too fast, and it's time to take a breath.

It is clear that growth is no longer paying for itself, and the effects of growth are being felt across the Valley.

For me personally, I would absolutely be willing to consider a similar ordinance, especially if it helped bring all stakeholders to the table. It is crucial for us to have all relevant data and information regarding the effects of growth, especially on our schools, prior to any further approval of development."

City of Caldwell Councilwoman Comments

"The Vallivue School District has made it clear they expect to be full again by 2029, even with the addition of new schools That's a serious concern. If we continue to approve growth at the current pace ***without fully understanding the strain on infrastructure, we risk putting unnecessary pressure on the schools****—and by extension, the community. If the district's only option becomes another bond, that cost ultimately falls on the taxpayers. That's not how growth is supposed to work. We often hear that growth should pay for growth,* ***but if we're relying on bonds to fill those gaps, it's the current residents footing the bill time and time again.***

Schools are an essential public service

Criterion 8 exists to ensure that new development does not degrade the capacity, functionality, or quality of essential services. Managing growth in alignment with existing infrastructure—including school facilities—is necessary to ensure that every student has adequate space, resources, and support, and that existing services are not adversely impacted by development. This ensures that every student has the space, resources and support needed to succeed!

Deb Root

12-31-25

Canyon County Development Service

111 N 11th Ave. Room 310

Caldwell, ID 83605

Dewayne/Colleen Skaar

22958 Signature Point LN

Wilder, Id 83676

Deb Root: This Letter is in Regard to The Christensen/Timberidge development Project Case # OR 2022-0002-RZ 2022-0002.

We are Diligently in opposition of this Project.

We moved here From Farms and Livestock operation in Eastern Idaho in 2021. We are Very much aware of Farming other Rural type of Liveing. We are opposeing this Project Mainly because this is a farming and Rural area. We do not want another Meridian in our backyard.

I respect Fully urge The board to deny the amendment ~~and~~ and Conditional Rezone of this Property. This is agriculture ground and should be left to that use.

Sincerly

Dewayne & Colleen Skaar

22958 Signature Point LN

Wilder, ID, 83676

208-589-4343

CoN Cerned Resident Former Farmer and Livestock Operators

EXHIBIT 5.9

BOARD OF COUNTY COMMISSIONERS

EXHIBIT 6:

NEW/REVISED APPLICATION MATERIALS

BORTON - LAKEY
LAW AND POLICY

141 E. CARLTON AVE., MERIDIAN, IDAHO 83642

(208) 908-4415 (OFFICE) (208) 493-4610 (FAX)

January 5, 2026

Brad Holton
Zach Brooks
Leslie VanBeek
Canyon County Commissioners
1115 Albany St.
Caldwell, ID 83605

Re: OR2022-002 and RZ2022-0002

Dear Commissioners,

I am writing in response and rebuttal to the information and certain findings of the P&Z Commission. This application for a conditional rezone complies with the applicable 2020 comprehensive plan and zoning ordinance and that conclusion is supported by the more credible testimony and evidence in this case. The P&Z Commission decision was incorrect and should not be upheld. This application was made under and is governed by the 2020 comprehensive plan. The direction received for this application was to pursue a map amendment of the 2020 comprehensive plan map from agricultural to residential. In addition to this submittal I would also refer you to our original application and analysis applicable to this application.

TIS and Potential Remand to P&Z

After the P&Z hearing and their comments my client retained a traffic engineer and asked them to prepare a traffic impact study (TIS). We submitted that TIS for your consideration in this proceeding. A traffic impact study is not required by the county or the highway district to have a fully complete conditional rezone application. A TIS is typically part of the preliminary platting process when the actual project, roads and accesses are presented. Brent Orton, our civil engineer, who has significant experience in traffic issues and analysis from his time as City Engineer, presented testimony and evidence to the P&Z Commission regarding traffic generation and accesses and noted that the development would meet the requirements of the highway district and thus not have a negative impact on the road system and traffic patterns. He noted that the applicant would complete a TIS as requested by the highway district.

EXHIBIT
6.1

With the exception of the two state highways in the larger 2 plus mile area (Highways 95 and 19) the highway district has jurisdiction over the roadways in the area. ITD expressed no concerns regarding the project. See Exhibit D5. The highway district noted that a TIS was warranted and recommended that the TIS be a condition of approval of the rezone and that the TIS would be prepared and reviewed as part of the preliminary platting process. See Exhibit D6. Despite the testimony from our engineer regarding traffic and accesses and the letter and recommended condition of approval from the highway district, the P&Z Commission stated "It is unclear if street improvements will be required." They also stated "A traffic study is warranted but has not been completed at the time of this hearing. (Exhibit D6)." Their statement referencing the highway district letter seems to indicate that the highway district wanted a TIS and it should have been completed prior to the P&Z hearing. That is not what the highway advised in their letter. The highway district understands road improvements and access locations are their jurisdiction and requested a condition of approval that the applicant prepare a TIS and they would review it during the preliminary platting process to ensure that any needed improvements are addressed. A positive finding on that criteria could have been made with a condition of approval based on the testimony our of civil engineer and the letter from the highway district. Based on the comments from P&Z that the necessary finding could not be made and rather than argue over the timing of the TIS my client asked their traffic engineer to work with the highway district to complete a TIS.

I understand that the Board has the ability to remand this case back to P&Z if new substantial evidence is presented to the Board that was not presented to the P&Z Commission. Remanding this back to the P&Z Commission because they didn't have the traffic study is not necessary and would be a waste of time and resources for all involved because the P&Z Commission would still maintain their incorrect position. The TIS would allow the P&Z Commission to make a positive finding on the specific criteria dealing with traffic, but it would not change their desire to deny the application when you look at the other aspects of their decision. The P&Z Commission wanted to deny this application and they would still make the same incorrect findings based upon less credible evidence regarding comprehensive plan conformance, viability of the farm ground, compatibility and character of the area. This application should not be remanded back to the P&Z Commission so they can review the TIS incurring further delay and expense because a positive finding regarding the traffic criteria will not ultimately change the P&Z Commission's incorrect decision. The BOCC should conduct their own hearing and consider the more credible testimony and evidence including the TIS that supports the application.

The Application Meets the Criteria and Should be Approved

The P&Z Commission's decision was incorrect and the more credible evidence in this case supports approval of the application. The subject property is part of a rolling ridge or high ground in the area and consists of either poor farm ground or non-farm ground both of which are non-viable. The subject property is adjacent to and an extension

of the same ridge or rolling high ground that contains the residential development and the Timberstone golf course. The Christensens and Indarts are long time Agricultural families in this area. Christensen developed the golf course and residential development because this type of ground is where more rural residential development should be allowed in the county.

Christensen Property: The Christensen's farm 2000 acres in the area around the Timberstone development and the subject property. They are excellent longstanding 4th and 5th generation farmers that will continue farming. On the Christensen portion of the subject property, the irrigated portions do not have enough water rights to be viable for agricultural production. The rolling topography and poor soils make it difficult to farm and irrigate. The property contains very sandy soils that are planted mainly to keep down the weeds. Christenens have farmed about every crop in Canyon County and they know what ground is viable and non-viable for farming. Dave Chrsitensen has farmed on this ground and previously farmed the Timberstone Development property. They have the most credible direct evidence regarding the viability of this ground. As farmers of 2000 acres in the area they have the most credible testimony of whether or not development of this property is compatible with agricultural operations in the area. They have spoken with the many of the farmers that operate substantial legitimate farms in the area. You will see a letter in the file from these farmers that this type of development on this type of land should be approved. This portion of the Christensen's property that is proposed for rezoning is not viable and is appropriate for rural estate type lots. Development of larger residential estate parcels with nice custom homes is appropriate on this high, rolling non-viable farm ground.

Indart Property: The Indart property does not have water rights. It simply is not viable farm ground. Most of the property has been used as a CAFO in the past and some still has sage brush. It is easily discernable from the photographs submitted and anyone driving by that the Indart property has not been a going concern as a CAFO for a number of years. The pens and structures are largely old, worn, dilapidated and overgrown. As a basis for denial and inferring that this was still a viable operation, the P&Z Commission stated that were cows on the property 2024. The statement is correct but extremely superficial and does not establish that the property still is a viable operating CAFO. The County CAFO ordinance requires a minimum of 1000 head of cattle to be considered a CAFO. The property is zoned Ag which allows the owner to have cows. The Indart property is approximately 78 acres in size. The Indarts have allowed one of their hired hands to keep some of his own cows on their property. The Indarts do not charge him to locate some of his cows on their property – this is not an agricultural business for Indarts. Their hired hand has 13 cows and 13 calves on the property. I think that number may fluctuate a little at times but not to any significant number. Allowing a hired hand to keep a small number of cows on the 78 acres for free is not an ongoing agri-business and does not make the Indart property a viable CAFO or agricultural operation. This property is dry ground and cannot grow crops and has not been a CAFO for years. This is not farm ground.

Agricultural Operators in the Area Support this Type of Development and Location

Allowing more rural type residential lots with larger high quality custom homes on the high, rolling, poor farm ground strikes the right balance of property rights sought after in the 2020 comprehensive plan. This approach is supported by other long time farm families and ag operators in the area and in Canyon County. We have submitted a letter from substantial agricultural operators supporting this type of project on this type of ground. The letter includes the owners of the Deruyter dairy referenced in the staff report and the P&Z decision. The P&Z Commission used the fact that this dairy is located about a mile and a quarter away from the subject property as a reason for denial because of incompatibility. What they skipped over and failed to acknowledge is that the dairy is located next to the existing residential development and the golf course. The subject property in this application is separated from the dairy and buffered by similar residential lots and the golf course. The dairy and the residential development in the golf course have co-existed and thrived next to each other. Of particular note is that the dairy owners signed the letter expressing support for this type of development and that they are supportive of this project on this ground.

The opposition largely consists of residential lot owners located on the golf course that attempt to speak for the long-time agricultural operators in the area as they advocate for agricultural land preservation. They lack credibility to advocate for such a position on this project. Those that live on the ¾ acre lots on the golf course have little credibility in arguing that the same type of adjacent ground should be required to be maintained in agricultural use. The Timberstone Development was properly approved by the county over opposition making some of the same claims put forward by residential lot owners in the golf course and the area in opposing this application. Such individuals are just opposing any more similar residential lots – the idea being that we can live out here but others similarly situated cannot. They purchased a residential estate lot that was developed adjacent to and on the same type of ground as the subject property. I have included a map of those that signed in and/or testified in opposition at the P&Z hearing and where they are located; most of the opposition live in the golf course development or on other residential lots in the area. See Attachment 1. Farmers like Christensens are the most credible source of testimony regarding compatibility. The agricultural community can speak for themselves and they largely have in supporting this type of rural development on this type of ground while supporting efforts to limit or slow development and urban densities on actual prime farm ground. Prime farm ground is being consumed by the cities not the county. This project is the land use balance that the comprehensive plan proposes.

The Golf Course is a Successful Commercial Business and is not Comparable to Subdivision Open Space as Suggested for this Project.

The opposition and the P&Z Commission noted the open space in the golf course development and argued there should be such a percentage of open space required for this project. The open space in the adjacent development contains an 18 hole golf course along with its corresponding buildings, facilities and amenities. Such an open space comparison by the opposition is inaccurate and nonsensical. The golf course open space they refer to in the adjacent development is a successful commercial business. I anticipate it generates similar or more traffic than that generated if the property only contained larger residential lots. The adjacent award winning golf course generates a lot of activity throughout the day and does not compare to open space in a residential development where lot owners may walk or have their children play. The lots in this project and Timberstone are larger lots that contain their own open space – these are not urban densities. The golf course is a successful business with employees and brings in people from in and out of the area. See Attachment 2 showing some of the events hosted by the golf course throughout the year. The uses of the course include regular golfers that play the course, a driving range, golf lessons, a golf simulator, food and drink sales, golf equipment and clothing sales and hosted tournaments, leagues, corporate events and other related golf events. The course requires employees and additional machinery and equipment to accomplish the regular daily maintenance, repairs and upkeep. The course also hosts weddings, receptions and other events. The adjacent golf course will be an amenity for this project but it is not a basis to require additional open space in this project with a .82 average acre lot size. Our project will also be a benefit to the golf course by providing additional patrons.

Comprehensive Plan Map Amendment

This application is governed and controlled by the 2020 Comprehensive Plan and its future land use map. Our application includes a request to amend to the 2020 comprehensive plan future land use map based upon initial review and conversations with staff. This application meets the criteria to amend the 2020 future land use map. This requested map amendment only applies to this case and the 2020 plan and map. It only amends the 2020 future land use map because that is the lawful and governing plan for this application. The 2030 plan has many shortcomings including its future land use map designations and the 2030 plan map is in real need of correction. However, approval of this application would not result in an amendment to the future land use map in the 2030 comprehensive plan. This application will not have any impact on the 2030 future land use map's application in the future because the 2030 plan map has replaced the 2020 map for current and future applications. The board has also recently approved conditional rezones without amending the comprehensive plan map in conditional rezone cases based on compliance with the comprehensive plan text. That approach seemed to come from a desire to approve the application but engage in a larger comprehensive plan map amendment effort for the 2030 plan. Approving the conditional rezone in this case without the map amendment is another alternative in this case because this application complies with the text of the 2020 plan. However, the amendment of the 2020 plan map does not impact the 2030 plan map or impact the overall effort to correct the

2030 future land use map in the future so there is not the same motivation for that approach in this case as may have existed those other cases.

Transportation Analysis Zones (TAZ)

Using information from Transportation analysis zones (TAZ) compiled by COMPASS to argue growth will not occur in the area is an incorrect application of a TAZ and not a proper basis to deny an application. A transportation analysis zone (TAZ) contains numbers that are a reflection of possible growth based on approved land use and decisions by the county for a particular area. A TAZ is a reflection - it is not a driver or a director of growth. A TAZ describes estimated growth based on existing land use related decisions. Land use decisions control and direct the TAZ numbers not the other way around. A TAZ follows the direction of the county it does not direct it. A TAZ certainly has planning benefits – for example it can be helpful to forecast when certain infrastructure improvements may be needed. It is not meant to be static in time – as growth occurs the TAZ numbers should be updated and the estimation of when certain improvements may be needed is also updated and adjusted. The TAZ numbers change and are updated based on land use decisions made by a governing local government entity. A TAZ is a reflection and not a driver of land use decisions and thus is an inappropriate basis for denial of a land use application.

Analysis for Use in FCOs

2020 Future Land Use Map Amendment Criteria

1. Is the type of growth generally in conformance with the comprehensive plan?

Yes. See the analysis in the conditional rezone section below which demonstrates that this application complies with the goals and policies in the 2020 comprehensive plan.

2. When considering the surrounding land uses, is the proposed land use more appropriate than the current comprehensive plan designation?

Yes. The subject property is not viable farm ground and does not require preservation. The subject property is part of a high rolling ridge area. It is an extension of the same high rolling area as the land that was approved for the adjacent residential development and golf course. The property is also adjacent to 310 acres of property belonging to the Williamsons that is conditionally rezoned for similar or smaller lots sizes. The Christensen property has poor soils and lacks sufficient water to achieve profitable and sustainable crop yields. The Indart property contained a CAFO years ago but that is no longer the case. The property is dry ground. It is not farm ground and cannot be used for crop

production. The Indarts allow their hired man to put a small number of his cows on the property at no cost which does not constitute a viable CAFO operation. This property is not agricultural land and is more appropriately designated as Residential in the 2020 comprehensive plan map.

3. Is the proposed comprehensive plan amendment compatible with the surrounding uses?

Yes. The proposed use contains similar lot sizes to those in the contiguous Timberstone golf course development. It is adjacent to the 310 acre Williamson property that is conditionally zoned to rural residential which allows similar or smaller lot sizes compared to those we are proposing. The property is part of a high rolling ridge that is appropriate for this type of rural estate type lots. The adjacent development has similar lots with the golf course that have co-existed and been reasonably compatible with the Ag operations in the area. The subject property is contiguous with that existing development and the Williamson property and also will be compatible. This is the type of non-viable property that should be allowed to appropriately develop with larger lots and nicer custom homes. Please see the letter containing signatures from various substantial farmers in the area and throughout Canyon County stating that this type of development on this type of ground should be approved. That letter seeks the appropriate land use balance and supports the finding that this type of use on this land is appropriate and compatible. The P&Z cited the Deruyter Dairy which is located on the other side of the residential and golf course development from this property as a reason to deny this property. The dairy and the adjacent residences in the golf course have both been successful in this area. The diary owners signed the letter acknowledging that this type of development on this type property should be developed. The large majority of the opposition live on the similar sized residential lots and don't farm in the area. They lack credibility in claiming incompatibility with agriculture as they live on similar residential parcels. The Christensens are 5th generation ag operators farming 2000 acres in the area and will continue to farm in the area. They are the most credible source of information because they have the best understanding the nature of the subject property and the compatibility with the character of the area where they live and farm.

4. Do development trends in the general area indicate that the current designation and circumstances have changed since the comprehensive plan was adopted?

Yes. The golf course lots have almost fully developed out. The Williamsons are also actively pursuing a preliminary plat for a portion of their 310 acres. Other subdivisions have been approved in the area but most of the development and residential zoning is contiguous with or close proximity to the subject property. This project is more orderly growth because it follows the high rolling ridgeline containing non-viable farm land and is contiguous with the Timberstone development and the Williamson property.

5. Will the proposed comprehensive plan amendment impact public services and facilities? What measures will be implemented to mitigate impacts?

No. The project will have little negative impact on the school district. There are only 4-5 school age children that live in the adjacent Timberstone residential development. The homes in this project will not be purchased by first or likely even second time home buyers with school age children. Those that will buy homes in this location will be more mature homeowners. These higher value homes will be much further above the homeowner's exemption and will therefore contribute more to the school tax base while having little impact on the schools. There were no other negative agency responses. The property owners intend to extend and utilize City services provided by the City of Greenleaf. These services will be extended at the developer's expense. The City of Greenleaf is interested in the extension of services for the project and the Applicant desires to extend city services to the project. The city water system may be a separate standalone city system. See Attachment 3 - Letter of Interest from the City of Greenleaf to provide city services to the project. If for some unexpected reason, city services are not utilized then the project will use a community water and wastewater system.

CONDITIONAL REZONE CRITERIUA AND ANALYSIS

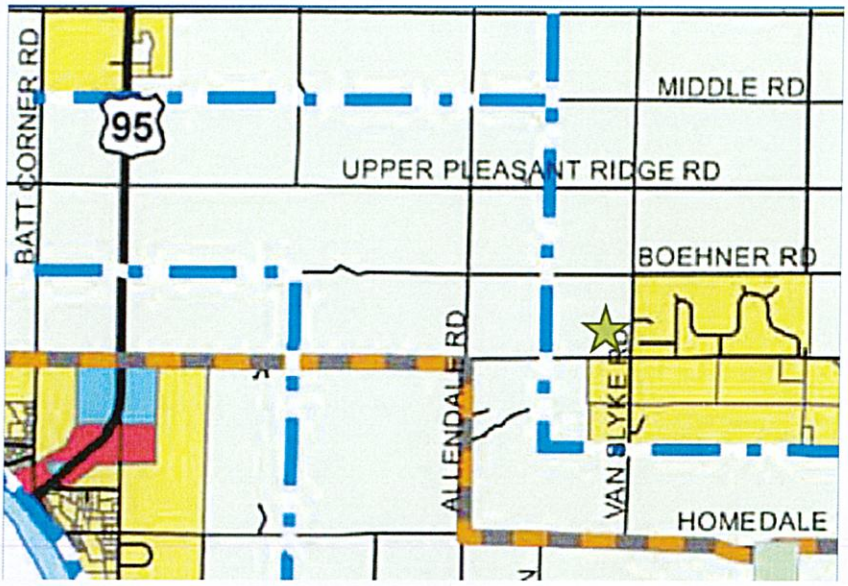
This proposal meets the criteria for approval under the Canyon County Zoning Ordinance – specifically Section 07-06-07 Conditional Rezones as noted below.

1. **Is the proposed conditional rezone generally consistent with the comprehensive plan.**

Yes. See the following goals and policies that support the application.

Residential

The subject property is adjacent to an area with properties designated for residential use in the 2020 comprehensive plan.


BATT CORNER RD
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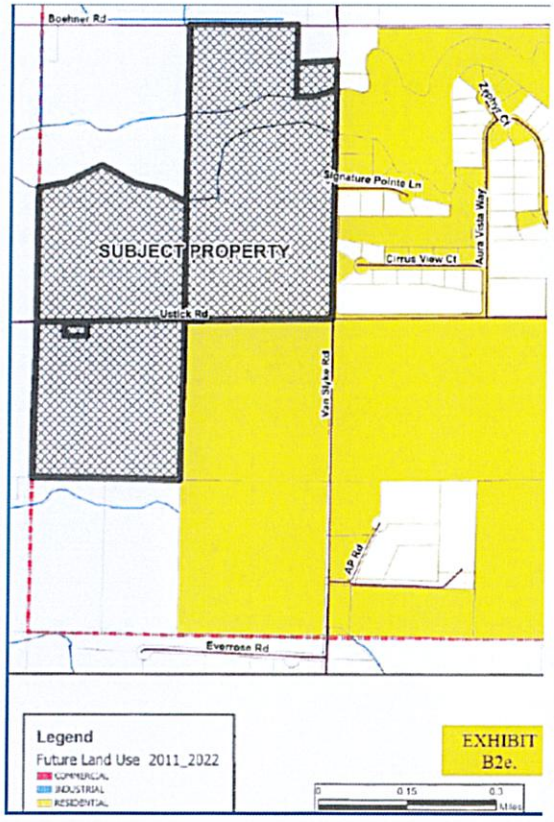
MIDDLE RD
UPPER PLEASANT RIDGE RD
BOEHNER RD
ALLENDALE RD
VAN SLYKE RD
HOMEDALE


Boehner Rd
Signature Pointe Ln
Aura Vista Way
SUBJECT PROPERTY
Cirrus View Ct
Ustick Rd
Van Slyke Rd
AP Rd
Everrose Rd
Legend
Future Land Use 2011_2022
COMMERCIAL
INDUSTRIAL
RESIDENTIAL
EXHIBIT
B2e.

The comprehensive plan states "Residential development should be within areas that demonstrate a development pattern of residential land uses." The subject property is contiguous with residential development and the Timberstone Golf Course. It is a natural extension of the adjacent residential development because it is part of the same poor rolling high ground that was approved for the Timberstone project. It is also in close proximity to the Garret Ranch Subdivision to the West.

The subject property is also contiguous with approximately 310 acres owned by the Williamsons that is conditionally zoned RR. That older RR zoning allows for 1 acre lots or smaller lots with community water or wastewater systems. The Williamsons have communicated with the county staff and are actively pursuing a preliminary plat for a first phase of that project. This area has a pattern of residential uses adjacent to or in very close proximity to this project.

Property Rights

Goal 1. Canyon County will ensure that land use policies, restrictions, conditions and fees do not violate private property rights or create unnecessary technical limitations on the use of property.

Policy 8. Promote orderly development that benefits the public good and protects the individual with a minimum of conflict.

Policy 10. Land use laws and decisions should avoid imposing unnecessary conditions or procedures on development approvals.

The subject property that is adjacent to or near existing residential development and zoning. The proposed lot sizes are consistent with the residential lot sizes in the Timberstone project and nearby zoning and subdivisions. The property is not prime agricultural ground that should be preserved. The project will utilize city services or community systems.

Population

Goal 1. Consider population growth trends when making land use decisions.

Goal 2. To encourage economic expansion and population growth throughout the county plus increase economic diversity for continued enhancement of our quality of life to meet citizen needs.

Goal 3. To guide future growth in order to enhance the quality and character of the county while providing and improving the amenities and services available to Canyon County residents.

Policy 3. Encourage future population to locate in areas that are conducive for residential living and that do not pose an incompatible land use to other land uses.

The subject property is adjacent to and near other residential development that has developed and residential land that will develop. This project will support the Timberstone Golf Course which is an existing area amenity for the County and the golf course will be an amenity to this proposed development. The adjacent developed land shows that this type of development will be successful. The demand for this type of residential use remains high and this project will support the higher than anticipated population growth. This will be a high quality project on larger lots with nice custom homes.

Economic Development

Goal 1. To diversify and improve the economy of Canyon County in ways that are compatible with community values.

Goal 5. To ensure that land use policies, ordinances and processes allow for a viably economic environment for development.

Policy 7. Canyon County should identify areas of the county suitable for commercial, industrial and residential development. New development should be located in close proximity to existing infrastructure and in areas where agricultural uses are not diminished.

This is an area that is identified as being suitable for residential growth. It is adjacent to properties designated or zoned for residential use. This type of high rolling land that is not viable for farming should be used for this type of project Ag operators in the area support this type of development on this type land.

Land Use.

Goal 4. To encourage development in those areas of the county which provide the most favorable conditions for future community services.

Goal 5. Achieve a land use balance, which recognizes that existing agricultural uses and non-agricultural development may occur in the same area.

Goal 6. Designate areas where rural type residential development will likely occur and recognize areas where agricultural development will likely occur.

Policy 2. Encourage orderly development of subdivisions and individual land parcels, and require development agreements when appropriate.

Residential

This policy recognizes that population growth and the resulting residential development should occur where public infrastructure, services and facilities are available or where there is a development pattern already established.

3. Encourage compatible residential areas or zones within the county so that public services and facilities may be extended and provided in the most economical and efficient manner.

This area contains similar residential development and zoning and is favorable for and will utilize city or community services. The landowner intends to extend city sewer to the city and use a city or public water system. The City of Greenleaf has prepared a letter expressing its interest in providing those services. See Attachment 3. Allowing this type of development on this type of poor ground near other similar development and zoning achieves the land use balance noted in the comprehensive plan. Those with substantial farming operations in the area and elsewhere in the County recognize and support the balance that this project represents.

Natural Resources
Water

Goal 1. Water is an essential and limited natural resource. Groundwater and surface water should be preserved and protected.

Policy 1. Encourage the protection of groundwater and surface water quality.

Public Services, Facilities and Utilities

Policy 3. Encourage the establishment of new development to be located within the boundaries of a rural fire protection district.

Policy 4. Encourage activities to promote the protection of groundwater and surface water.

The project will utilize public city sewer and drinking water systems or community systems. The City has provided a letter of interest to provide services for the project. If we are unexpectedly not able to connect to city systems then a community system will be used in accordance with applicable regulations and standards. The project is located within a fire district.

Transportation

Policy 13. Ensure that all new development is accessible to regularly maintained roads for fire protection and emergency service purposes.

Policy 15. Work with highway districts, ITD, cities and others to reserve rights-of-way for planned transportation facilities.

The subject property has access onto Van Slyke Road and Ustick Road. A TIS has been completed. The applicant will work with the highway district and meet their requirements for road improvements and will dedicate the applicable necessary right of way to the highway district. The project will utilize fire hydrants which will help in fire mitigation efforts in the area.

2. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation?

Yes.

The current Ag zoning is not the most appropriate and best long-term use of this property. This is not prime farm ground. It contains poor soils, has no water rights on the Indart property and the Christensen property lacks sufficient water for sustainable agricultural use and production. The property is adjacent to a large number of acres designated for residential use in the comprehensive plan. It is in close proximity to existing residential uses and 310 acres of similar residential zoning. This project supports the Timberstone Golf Course which is an amenity in Canyon County. There is a strong demand for these rural type lots. The adjacent golf course only enhances that demand. This is an area where the land use balance with agriculture and residential uses can and should co-exist as described in the comprehensive plan.

3. Is the proposed conditional rezone compatible with surrounding land uses?

Yes.

Again, the property is located adjacent to the Timberstone Golf Course and residential development. The property is adjacent to 310 acres zoned for similar residential uses. There are other similar and compatible residential uses and lot sizes in the immediate area. Those uses have compatibly co-existed with the other agricultural uses in the area for years. The farmers with substantial agricultural operations in the area support this type of development on this type of property. The most credible testimony and evidence supports finding that this project will be compatible with other uses in the area. That more credible evidence supports and indicates that this project is compatible with other Ag uses in the area. The proposed conditions of approval further promote compatibility with existing uses in the area. The existing residential development and golf course development in the area demonstrate

that this is a location where agriculture uses and more rural residential and recreational uses can and should be allowed to compatibly co-exist.

4. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?

No – this will not negatively change the character of the area.

The proposed use is adjacent to the existing golf course and residential development. Mr. Christensen was also the developer of the Timberstone project. This subject property has been intended to be developed adjacent to the golf course. The proposed development would complement and benefit that existing golf course. The subject property is located adjacent to 310 acres of land that is conditionally rezoned to older RR that allows for similar or smaller lots than those proposed in this project. The project is adjacent to and is a reasonable extension of existing similar residential uses and zoning. The character of the area around the golf course has been established for years and this proposed use adjacent to it is consistent with that character. The applicant has proposed conditions that mitigate potential impacts. The applicant is proposing a minimum average lot size of .82 acres. This is similar to the residential lots incorporated into the Timberstone golf course development and similar to the lots in almost adjacent Garret Ranch Subdivision. The applicant will utilize city or community sewer and water systems. The Applicant has conducted a TIS and will comply with the highway district requirements for necessary road improvements. The existing uses and zoning are part of the character of the area and support this project.

5. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate the proposed conditional rezone?

Yes.

The applicant is proposing municipal or community water and wastewater systems which will meet applicable public standards. Any public or community system has to meet public standards so drinking water quality is not a issue. A pressurized irrigation system will be provided to the respective lots. Stormwater runoff will be retained on site or will utilize applicable historic drainage rights at predevelopment rates.

6. Does the proposed conditional rezone require public street improvements in order to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns? What measures have been taken to mitigate traffic impacts?

The Applicant has identified and will dedicate the applicable right of way to the Golden Gate Highway District. The Applicant's transportation engineer worked with the highway district to develop the scope for the TIS for this project. The highway requested a scope that was beyond a normal scope of intersection evaluation and the Applicant agreed to that expanded scope to provide certainty. The TIS demonstrates that some improvements would be required but large system improvements are not

required as a result this project. The Applicant will comply with the requirements of the highway district and the TIS. Therefore, the project will not result in undue interference with existing or future traffic patterns.

7. Does legal access to the subject property for the conditional rezone exist or will it exist at time of development?

Yes. The property has frontage and a number of access points on Ustick and Van Slyke Roads. Using the proposed accesses for the project will reduce the total number of access points and will ensure safe placement of accesses based on necessary sight distance as analyzed and approved by the highway district.

8. Will the proposed conditional rezone amendment impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?

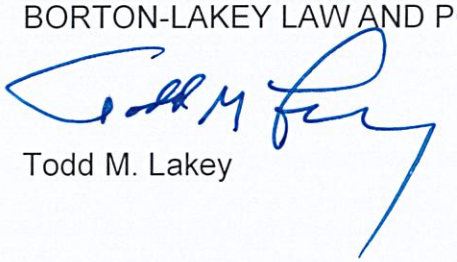
The project is not anticipated to negatively or substantially impact public services. This project will have no negative impact on the schools. There are only about 4-5 homes in the Timberstone residential development that have school age children. These will not be homes for young families with children. Most homes will likely be purchased by more mature individuals without school aged kids in the home. These will be high quality custom homes whose value is well above the homeowner's exemption and thus will contribute more to the property tax base and the schools compared to the need for services that they generate. The project will have a city or public water system with hydrants and will benefit any fire suppression efforts in the area. No other negative responses were received by the applicable agencies.

CONCLUSION

The application meets the requirements in the Canyon County Code for approval on the subject property. We are open to discussion of other potential conditions of approval that may be included in the development agreement. We ask that the application be approved and as always are happy to respond to any questions you may have.

Sincerely,

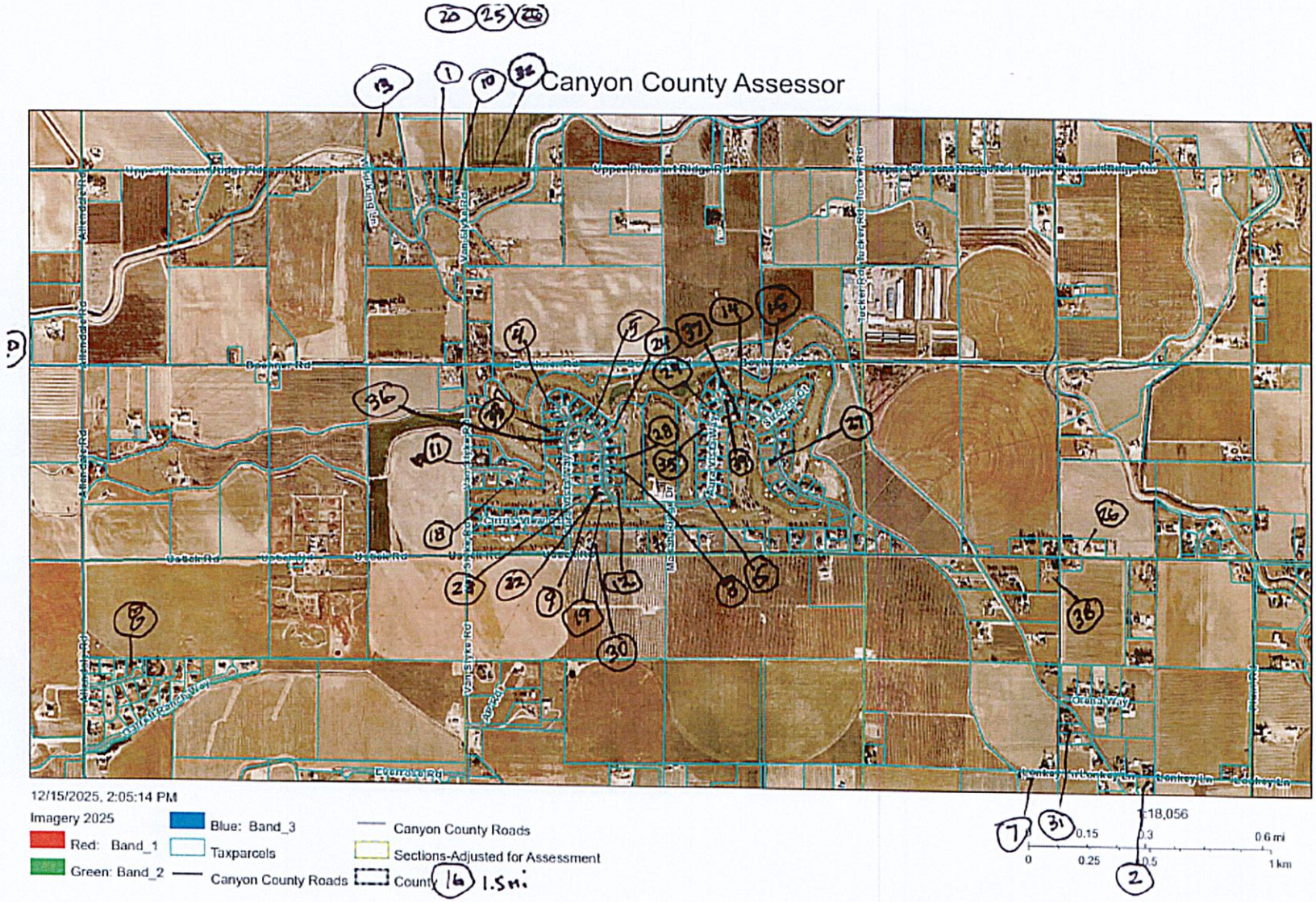
BORTON-LAKEY LAW AND POLICY



Todd M. Lakey

Attachment 1 – Opposition Lots and Location

EXHIBIT
6.1a.



Maps and data are to be used for reference purposes only and Canyon County, Idaho is not responsible for any inaccuracies herein contained. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

Public

Attachment 2 – Timberstone Golf Course

EXHIBIT
6.1b.

TIMBERSTONE GOLF COURSE PRESENTS
March Men's Stroke Play
SATURDAY, MARCH 8, 2025
ONE DAY EVENT
$40 ENTRY WITH $10 GOING TO SKINS
TEE TIMES START AT NOON
40 PLAYERS MAX
ENTRY FEE DOES NOT INCLUDE GREEN FEES OR CART
MUST BE MEMBER OF THE TIMBERSTONE MEN'S ASSOCIATION
MUST PLAY IN 2 EVENTS OR CLUB CHAMPIONSHIP TO BE ELIGIBLE FOR THE RANCH STONE CUP
SIGN UP USING GOLF GENIUS
22500 Aura Vista Way, Caldwell, ID | (208) 639-6900 | info@playtimberstone.com

TIMBERSTONE GOLF COURSE PRESENTS
April Men's Stroke Play
SATURDAY, APRIL 5, 2025
ONE DAY EVENT
$40 ENTRY WITH $10 GOING TO SKINS
TEE TIMES START AT NOON
40 PLAYERS MAX
ENTRY FEE DOES NOT INCLUDE GREEN FEES OR CART
MUST BE MEMBER OF THE TIMBERSTONE MEN'S ASSOCIATION
MUST PLAY IN 2 EVENTS OR CLUB CHAMPIONSHIP TO BE ELIGIBLE FOR THE RANCH STONE CUP
SIGN UP USING GOLF GENIUS
22500 Aura Vista Way, Caldwell, ID | (208) 639-6900 | info@playtimberstone.com

TIMBERSTONE GOLF COURSE PRESENTS
May Men's Stroke Play
SATURDAY, MAY 3, 2025
ONE DAY EVENT
$40 ENTRY WITH $10 GOING TO SKINS
TEE TIMES START AT NOON
40 PLAYERS MAX
ENTRY FEE DOES NOT INCLUDE GREEN FEES OR CART
MUST BE MEMBER OF THE TIMBERSTONE MEN'S ASSOCIATION
MUST PLAY IN 2 EVENTS OR CLUB CHAMPIONSHIP TO BE ELIGIBLE FOR THE RANCH STONE CUP
SIGN UP USING GOLF GENIUS
22500 Aura Vista Way, Caldwell, ID | (208) 639-6900 | info@playtimberstone.com

TIMBERSTONE GOLF COURSE PRESENTS
June Men's Stroke Play
SATURDAY, JUNE 14, 2025
ONE DAY EVENT
$40 ENTRY WITH $10 GOING TO SKINS
TEE TIMES START AT NOON
40 PLAYERS MAX
ENTRY FEE DOES NOT INCLUDE GREEN FEES OR CART
MUST BE MEMBER OF THE TIMBERSTONE MEN'S ASSOCIATION
MUST PLAY IN 2 EVENTS OR CLUB CHAMPIONSHIP TO BE ELIGIBLE FOR THE RANCH STONE CUP
SIGN UP USING GOLF GENIUS
22500 Aura Vista Way, Caldwell, ID | (208) 639-6900 | info@playtimberstone.com
ALL CREDIT EXPIRES DECEMBER 1ST, 2025
SPECIAL ORDERS DEADLINE OCTOBER 1ST, 2025

TIMBERSTONE GOLF COURSE PRESENTS
August Men's Stroke Play
SATURDAY, AUGUST 2, 2025
ONE DAY EVENT
$40 ENTRY WITH $10 GOING TO SKINS
TEE TIMES START AT NOON
40 PLAYERS MAX
ENTRY FEE DOES NOT INCLUDE GREEN FEES OR CART
MUST BE MEMBER OF THE TIMBERSTONE MEN'S ASSOCIATION
MUST PLAY IN 2 EVENTS OR CLUB CHAMPIONSHIP TO BE ELIGIBLE FOR THE RANCH STONE CUP
SIGN UP USING GOLF GENIUS
22500 Aura Vista Way, Caldwell, ID | (208) 639-6900 | info@playtimberstone.com

TIMBERSTONE GOLF COURSE PRESENTS
September Men's Stroke Play
SATURDAY, SEPTEMBER 6, 2025
ONE DAY EVENT
$40 ENTRY WITH $10 GOING TO SKINS
TEE TIMES START AT NOON
40 PLAYERS MAX
ENTRY FEE DOES NOT INCLUDE GREEN FEES OR CART
MUST BE MEMBER OF THE TIMBERSTONE MEN'S ASSOCIATION
MUST PLAY IN 2 EVENTS OR CLUB CHAMPIONSHIP TO BE ELIGIBLE FOR THE RANCH STONE CUP
SIGN UP USING GOLF GENIUS
22500 Aura Vista Way, Caldwell, ID | (208) 639-6900 | info@playtimberstone.com

THE
REDHAWK
2C
CICKOFF
Two Rounds:
• RedHawk Golf Course
• Timberstone Golf Course
62 teams MAX
2 person teams
*No mixed gender teams
8 Shot Max Spread
*Deadline: March 12th
$450 per team
Includes GF & Carts
Must have active Handicap
March 15th-16th 2025
Saturday & Sunday
Format:
March 15th: Scramble at RedHawk Golf Course
March 16th: Best Ball at Timberstone Golf Course
Payouts will be split evenly at each course depending on flight
Register at:
www.redhawkidaho.com or
www.playtimberstone.com

TIMBERSTONE GOLF COURSE PRESENTS
MEMORIAL DAY
MATCH PLAY
Saturday, May 24th - Monday, May 26th, 2025
Multiple Flights
Senior Division
Men Only
Special Events & Dinner
Friday, May 23 | 6:00pm
$25 / Player
ENTER ONLINE AT GOLF GENIUS
$225 (CART NOT INCLUDED)
ALL CREDIT EXPIRES DECEMBER 1ST, 2025
SPECIAL ORDERS DEADLINE OCTOBER 1ST, 2025

TIMBERSTONE GOLF COURSE
PRESENTS

WINE AND DINE DATE NIGHT

JUNE 27

FRIDAY NIGHT | 5:45PM
22500 Aura Vista Way,
Caldwell, ID 83607

JOIN US FOR AN UNFORGETTABLE DATE NIGHT AT TIMBERSTONE, FEATURING **GOLF, WINE, AND DINNER** UNDER THE SUMMER SKY.

WHAT'S INCLUDED – $195 PER COUPLE:

- 9-HOLE GREEN FEE & CART
- DINNER FOR TWO
- BOTTLE OF WINE FROM HAT RANCH WINERY
- WINE TASTING AFTER THE ROUND
- ENTRY INTO CLOSEST TO THE PIN CONTESTS
- PRIZE MONEY FOR SCRAMBLE & CLOSEST TO THE PIN!

EVENING SCHEDULE:

- 5:45 PM – ***9-HOLE SCRAMBLE***
- AFTER THE ROUND – ***WINE TASTING*** BY HAT RANCH WINERY
- DINNER – ***DINNER FOR TWO*** PROVIDED BY TIMBERSTONE

CALL **208.639.6900** TO RESERVE YOUR SPOT.
LIMITED TO THE FIRST 30 PAID COUPLES.

Timber Stone Golf Course
FLAG
TOURNAMENT
2025
FRIDAY, JULY 4TH
MAKE YOUR OWN TEE TIMES
$25 ENTRY FEE PLUS GREEN FEES
PAY WHEN YOU CHECK IN FOR YOUR TEE TIME
MUST TEE OFF BEFORE 2:00 PM
ALL CREDIT EXPIRES DECEMBER 1ST, 2025
SPECIAL ORDERS DEADLINE OCTOBER 1ST, 2025

TIMBERSTONE
GOLF COURSE 2025

CLUB
CHAMPIONSHIP

FRIDAY, JULY 18 - SATURDAY, JULY 19

FRIDAY 11:00AM TEE TIMES
SATURDAY 7:30AM TEE TIMES
FOLLOWED BY AWARDS

SKINS & DEUCE POT
$175 PER PLAYER (CARTS NOT INCLUDED)

SIGN UP ON GOLF GENIUS

ALL CREDIT EXPIRES DECEMBER 1ST, 2025
SPECIAL ORDERS DEADLINE OCTOBER 1ST, 2025

WINE & DINE

FRIDAY, SEPT. 19TH
9 HOLES | 5:45 SHOTGUN

Fee:
$195 per couple

Member Fee:
$100 per couple

Includes: Entry Fee, Green Fee, Cart Fee, a bottle of wine, & wine tasting from Kerry Hill Winery with dinner following the round

Call the pro shop to register: 208-639-6900

KERRY HILL
WINERY

2 Man Best Ball
& Scramble
October 4th & 5th
Saturday Is Bestball 10:00am Shotgun Start
Sunday is Scramble 10:00am Shotgun Start
$375 Per Team, Paid entries only
(Includes Green fee and prize money)
(Golf cart not included)
Multiple Flights
GHIN Required–10 Stroke Max Spread
Skins and Deuce Pots Each Day
Enter Using Golf Genius
All Credit Expires December 1st, 2025
Special Orders Deadline October 1st, 2025

RYAN'S REVENGE
TOURNAMENT 2025
TIMBERSTONE GOLF COURSE
NOVEMBER 8
REGISTER ON GOLF GENIUS
2 MAN SCRAMBLE
$300 PER TEAM
(CARTS INCLUDED)
SKINS & DEUCE POT
10 STROKE MAX SPREAD
(80% OF LOW HDC, 20% OF HIGH HDC)
ALL CREDIT EXPIRES DECEMBER 1ST, 2025
SPECIAL ORDERS DEADLINE OCTOBER 1ST, 2025

CITY OF GREENLEAF
20523 North Whittier Drive
Greenleaf, Idaho 83626
www.greenleaf-idaho.us

Brent Orton
Orton Engineering
17338 Sunnydale Pl.
Caldwell, ID 83607

Via U.S.P.S and e-mail: brentorton@ortonengineers.com

26 November 2025

RE: EXTRATERRATORIAL AGREEMENT – LETTER OF INTEREST

Greetings!

Following discussion at their 06 November 2025 meeting, the City Council authorized Mayor and Staff to draft and send a letter of interest regarding the request for extraterritorial agreement.

Mayor and Staff consider the extraterritorial subject to be actively under consideration. Staff are studying the plant to determine capacities and planned enhancements to increase capacity in response to potential increased future demand, including beyond the proposed extraterritorial commitment.

A copy of the 06 November 2025 Council Meeting Minutes is attached. Please see agenda item #7.4 for detail.

Respectfully submitted,

Lee C. Belt
City Clerk
City of Greenleaf

NONDISCRIMINATION STATEMENT: In accordance with Federal law and U.S. Department of Agriculture policy, the City of Greenleaf is prohibited from discriminating on the basis of race, color, national origin, sex, age, or disability. (Not all prohibited bases apply to all programs.) If you wish to file a Civil Rights program complaint of discrimination, complete the USDA Program Discrimination Complaint Form, found online at http://www.ascr.usda.gov/complaint_filing_cust.html, or at any USDA office, or call (866) 632-9992 to request the form. You may also write a letter containing all of the information requested in the form. Send your completed complaint form or letter to us by mail at U.S. Department of Agriculture, Director, Office of Adjudication, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410, by fax (202) 690-7442 or email at program.intake@usda.gov."

SPECIAL ACCOMMODATION: Any person with a disability may request a reasonable accommodation to make it easier to use City facilities or programs, or request that the City provide information in a different way. Details and Reasonable Accommodation Request Forms are available at City Hall (20523 Whittier Dr., Greenleaf, ID 83626). Those who have impaired hearing or speech may contact City Hall utilizing the Idaho Relay Service: TDD: (Toll Free) Dial 1, then 800-377-3529; VOICE: (Toll Free) Dial 1, then 800-377-1363, or 711.

EXHIBIT
6.1c.

City of Greenleaf
20523 N. Whittier Drive
Greenleaf, Idaho 83626
208/454-0552
208/454-7994 (fax)
cityhall@greenleaf-idaho.us

CITY COUNCIL MEETING MINUTES
Special Session – 6:30pm – 06 November 2025 – Greenleaf City Hall

Agenda:

1. Meeting called to order
2. Pledge of Allegiance
3. Roll Call
3.5 Workshop Session - COMPASS Presentation
4. Comments to the Council
5. Adjustments to meeting agenda **[ACTION ITEM]**
6. **POLICE AND FIRE REPORTS**
6.1 Police Report
6.2 Fire Report
7. **AGENDA ITEMS REQUIRING CONTRACT STAFF INPUT**
7.1 Workshop Session - Discussion of draft Greenleaf Air Ranch (GLAR) Development Agreement (DA) #3 *(Clerk's Note - Session set at the 16 Oct 2026 Council Mtg.)*
7.2 Executive Session per IC 74-206(1)(c) "To acquire an interest in real property which is not owned by a public agency;"
7.3 Consideration of acquiring an interest in real property which is not owned by a public agency **[ACTION ITEM]** *(Clerk' note: Council may or may not be ready for consideration at this meeting)*
7.4 Consideration of extraterritorial agreement potential
7.5 Report on Area of Impact (AOI) presentation to Canyon County
7.6 Projects Report
7.7 Other business requiring contract staff input *(Clerk's Note: The Clerk requests that the City Engineer stay through the Treasurer's Report)*
8. **OTHER REPORTS AND PREVIOUS MEETING MINUTES (CONSENT AGENDA)**
8.1 Treasurer's Report and Disbursement List
8.2 Public Services Director's report
8.3 City Clerk's report
8.4 Monthly new construction valuation report
8.5 Consideration of consent agenda **[ACTION ITEM]**
9. **OTHER BUSINESS**
9.1 Any other business
10. **MINUTES REVIEW**
10.1 Recess to allow the clerk to finish draft minutes for this meeting, if needed
10.2 Consideration of minutes for this meeting **[ACTION ITEM]**
11. **ADJOURNMENT**
11.1 Adjournment **[ACTION ITEM]**

1. Meeting called to order
Mayor Brad Holton called the meeting to order at approximately 6:45p.

2. Pledge of Allegiance
Brad Holton led those assembled in the Pledge of Allegiance.

3. Roll Call
The clerk was asked to take roll call, with the following results.

☒ Seat 1: Ryan Schnuerle	☒ Seat 2: Rob Fisher	☒ Seat 3: Rachel Brobeck
☐ Seat 4: Dan Hyer	☒ Mayor: Brad Holton	☐ Impact Area: Liza Warner
Also Present:		
☒ City Clerk	☒ Public Services Director	☐ Police ☐ Fire
☒ City Attorney	☒ City Engineer	☒ City Treasurer

The meeting was available be joined via computer, tablet, or smartphone at: https://meet.goto.com/CityofGreenleaf/council-mtg, or via telephone United States: +1 (571) 317-3112 Access Code: 142-571-637

City Attorney Paul Fitzer attended by video-conference.

3.5 Workshop Session – COMPASS Presentation
Please see slides for detail.

4. Comments to the Council - *This agenda item is reserved for those wishing to address the Council regarding city-related issues. In order to ensure adequate public notice, Idaho law provides that any item requiring Council action must be placed on the agenda of an upcoming Council meeting, except for emergency circumstances. Comments related to future public hearings should be held for that public hearing, and should not be discussed by Council before the public hearing. Repeated comments regarding the same or similar topics previously addressed are out of order and will not be allowed. Persons wishing to speak will have a maximum of three (3) minutes. Comments regarding performance by city employees are inappropriate at this time and should be directed to the Mayor, either by subsequent appointment or after tonight's meeting, if time permits. Multiple persons speaking to the same concern will be acknowledged, but only one speaker will be allowed.*

No one chose to address Council.

5. Adjustments to meeting agenda **[ACTION ITEM]**
No adjustments were made.

6. **POLICE AND FIRE REPORTS**

6.1 Police Report
No written report was available.

6.2 Fire Report
No written report was available.

7. **AGENDA ITEMS REQUIRING CONTRACT STAFF INPUT**

7.1 Workshop Session – Discussion of draft Greenleaf Air Ranch (GLAR) Development Agreement (DA) #3 *(Clerk's Note – Session set at the 16 Oct 2026 Council Mtg.)*
Hethe Clark addressed Council for the applicant, providing a summary for Council. Hethe noted that 11389(2021) mitigation is different from the Royal Ridge project, as the GLAR is already annexed. Please see updated draft for detail.

Discussion followed, including public hearing date, and end of timeline on 18 Nov 2025 per GLAR DA Amendment #2. Discussion continued regarding H389(2021), including that since GLAR is already annexed the city does not 'lose' revenue from annexation under H389 at this time, and the GLAR project is substantially different from the Royal Ridge project.

It was noted that both the city and the applicant acknowledge that rapid growth under H389(2021) results in loss of revenue which the city can never recover. Mayor expressed the city's appreciation for GLAR's voluntary choice to attempt to keep the city fractionally whole under H389. It was also noted that the DA amendment provides that if and when the Idaho Legislature fixes this issue, then the voluntary contribution will no longer continue or be adjusted if the Legislature only partly fixes this issue.

Discussion followed regarding the impacts of H389(2021), including impact to fire districts which could lead to privatization. It was noted that Star Fire has a station which they cannot man. Discussion continued.

It was noted that the public hearing on 10 Nov 2025 starts at 6:30p.

7.2 Executive Session per IC 74-206(1)(c) "To acquire an interest in real property which is not owned by a public agency;"

Ryan Schnuerle moved to enter executive session per IC 74-206(1)(c) to acquire real property. Rob Fisher seconded. A roll call vote was requested. The motion was approved with Ryan Schnuerle for the motion, Rob Fisher for the motion, and Rachel Brobeck for the motion.

Council entered executive session at approximately 7:30p.

Brad Holton called the meeting back to order at approximately 8:05p.

7.3 Consideration of acquiring an interest in real property which is not owned by a public agency **[ACTION ITEM]** *(Clerk' note: Council may or may not be ready for consideration at this meeting)*

Ryan Schnuerle moved to authorize Mayor and staff to begin negotiations through the city's realtor to purchase property as discussed in executive session. Rachel Brobeck seconded.

A roll call vote was requested. The motion was approved with Ryan Schnuerle for the motion, Rob Fisher for the motion, and Rachel Brobeck for the motion.

7.4 Consideration of extraterritorial agreement potential

It was noted that an extraterritorial agreement is typically a supply of utilities contract for services outside the city limits. A development southwest of the city limits has approached Mayor and Staff regarding such an agreement. A minimum of 350 equivalent dwelling units (EDUs) is contemplated. Sewer service is desired to the city's wastewater treatment plant (WWTP), water service is a possibility as a separate system maintained and operated by the City.

Request is for a letter of interest to be developed by the City Engineer for presentation by the development at public hearing before Canyon County. It is believed that the development would most likely be three residences per acre. Typically, rates for service outside city limits

are 1.5 times city rates or higher. Discussion followed, including potential infrastructure path to the WWTP.

If Council chooses to provide the letter of interest, then details on an agreement would follow and the extraterritorial provision would be included in a city sewer facility plan. Final decisions would come later.

It was noted that this type of satellite development outside city limits is a natural outgrowth of the Idaho Legislature's recent changes to State Code.

It was noted that this development is most likely to take two to three years before starting to come on-line.

Discussion followed, including capacity past Greenleaf Air Ranch and Royal Ridge projects, and incremental improvements necessary to bring the WWTP to full capacity of the current treatment footprint. The engineered sewer facility plan is needed to provide this definition. The plant is licensed for .24 MGD (million gallons per day), and the plant is typically processing 50,000 gpd (gallons per day). Discussion continued, including impact of the ZoRoCo extraterritorial agreement. An additional extraterritorial agreement would provide opportunity for reduced sewer rates.

Discussion followed. Sewer overage fee may need to be adjusted. Flows would need to be metered. City operation of a satellite water system would be beneficial. Discussion continued.

Rob Fisher moved to authorize Mayor and Staff to draft and send a letter of interest to the developer's representative. Rachel Brobeck seconded. The motion received unanimous approval.

7.5 Report on Area of Impact (AOI) presentation to Canyon County

City Engineer Amy Woodruff reported that the city's presentation was given a week ago and appeared to be well received. The city's request was reasonable. A small portion of the requested area was excluded.

It was noted that after this border definition, negotiation of an agreement defining land use rules within the area of impact will follow.

7.6 Projects Report

Amy Woodruff discussed water facility planning, water emerging contaminant planning, etc.

The city staff would like to consider a letter of interest to the Idaho Department of Environmental Quality (DEQ) for a 50/50 planning grant to add a supplemental grant for manganese planning addition to the current water facility plan effort.

City staff would like to consider a letter of interest to DEQ for a 50/50 planning grant for a new well source of supply to mitigate manganese as an emerging contaminant, to hit the Butler well aquifer (about 400 feet) which has less manganese. Discussion followed, including manganese levels at Butler and Harmony well sites.

City staff would like to consider a letter of interest to DEQ for a 50/50 planning grant for a current sewer facility plan to be in compliance with DEQ administrative review. A new plan is

needed, to include capacity calculations, incremental improvement triggers, and phosphorus planning in preparation for a future updated discharge permit.

By consensus, the City Engineer was directed to continue the effort for these LOI submissions.

7.7 Other business requiring contract staff input *(Clerk's Note: The Clerk requests that the City Engineer stay through the Treasurer's Report)*

8. **OTHER REPORTS AND PREVIOUS MEETING MINUTES (CONSENT AGENDA)**

8.1 Treasurer's Report and Disbursement List

Please see written report for detail. Oct 2025 reporting does not include auditor's end of fiscal year adjustments. Two new vendors are requested: ACS LLC. and Integrated Underwater. VISA statements were reviewed.

Draft reports as of 30 Sep 2025 were reviewed, as a close cash basis review of the last fiscal year. End of year adjustments were described for change to accrual.

Landscape printed profit and loss detail highlights projects and where the city spent funds in FY2025.

8.2 Public Services Director's report

Please see written report. It was noted that Integrated Underwater's report on the Harmony above-ground storage is attached. The storage tank now lacks an above-bottom outlet which was there at last inspection and cleaning. The tank will be drained in the future, outlet re-installed, and the tank then disinfected to restore to service. Wastewater treatment plant operations were reviewed.

It was noted that a third vendor, Thomas Motorworks, also needs to be added to the approved vendor list.

Annual reuse report is due to DEQ by end of calendar year. Much data, including hand-notes must be submitted to Civil Dynamics due to issues with SCADA recording. Similar issues exist for DEQ annual water reporting. Day to day reuse operations with the new quarter pivot is much better, although some SCADA data collection issues remain.

Discussion followed, including potentialities for expansion of reuse area for the future. It was noted that over half of the water land applied this past year was supplement from irrigation water. Discussion followed, including future need for water storage and potential solutions. There appears to be quite a bit of additional capacity in the current reuse facility.

8.3 City Clerk's report

Please see written report.

8.4 Monthly new construction valuation report

The clerk did not update the report. One new project was identified.

8.5 Consideration of consent agenda **[ACTION ITEM]**

It was noted that three vendors need to be added: ACS LLC, Integrated Underwater and Thomas Motorworks.

Ryan Schnuerle moved to approve the consent agenda, including the new vendors above. Rob Fisher seconded. The motion received unanimous approval.

9. **OTHER BUSINESS**
9.1 Any other business

There was none.

10. **MINUTES REVIEW**
10.1 Recess to allow the clerk to finish draft minutes for this meeting, if needed

No recess was taken.

10.2 Consideration of minutes for this meeting **[ACTION ITEM]**

Ryan Schnuerle moved to approve the minutes as presented. Rob Fisher seconded. The motion received unanimous approval.

11. **ADJOURNMENT**
11.1 Adjournment **[ACTION ITEM]**

Rachel Brobeck moved to adjourn. Ryan Schnuerle seconded. The motion received unanimous approval and the meeting adjourned at approximately 9:56p.

Respectfully submitted,

Lee C. Belt
City Clerk
City of Greenleaf

NONDISCRIMINATION STATEMENT: In accordance with Federal law and U.S. Department of Agriculture policy, the City of Greenleaf is prohibited from discriminating on the basis of race, color, national origin, sex, age, or disability. (Not all prohibited bases apply to all programs.) If you wish to file a Civil Rights program complaint of discrimination, complete the USDA Program Discrimination Complaint Form, found online at http://www.ascr.usda.gov/complaint_filing_cust.html, or at any USDA office, or call (866) 632-9992 to request the form. You may also write a letter containing all of the information requested in the form. Send your completed complaint form or letter to us by mail at U.S. Department of Agriculture, Director, Office of Adjudication, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410, by fax (202) 690-7442 or email at program.intake@usda.gov."

SPECIAL ACCOMMODATION: Any person with a disability may request a reasonable accommodation to make it easier to use City facilities or programs, or request that the City provide information in a different way. Details and Reasonable Accommodation Request Forms are available at City Hall (20523 Whittier Dr., Greenleaf, ID 83626). Those who have impaired hearing or speech may contact City Hall utilizing the Idaho Relay Service: TDD: (Toll Free) Dial 1, then 800-377-3529; VOICE: (Toll Free) Dial 1, then 800-377-1363, or 711.

Materials are available in Spanish upon request.
Los materiales están disponibles en español a pedido.

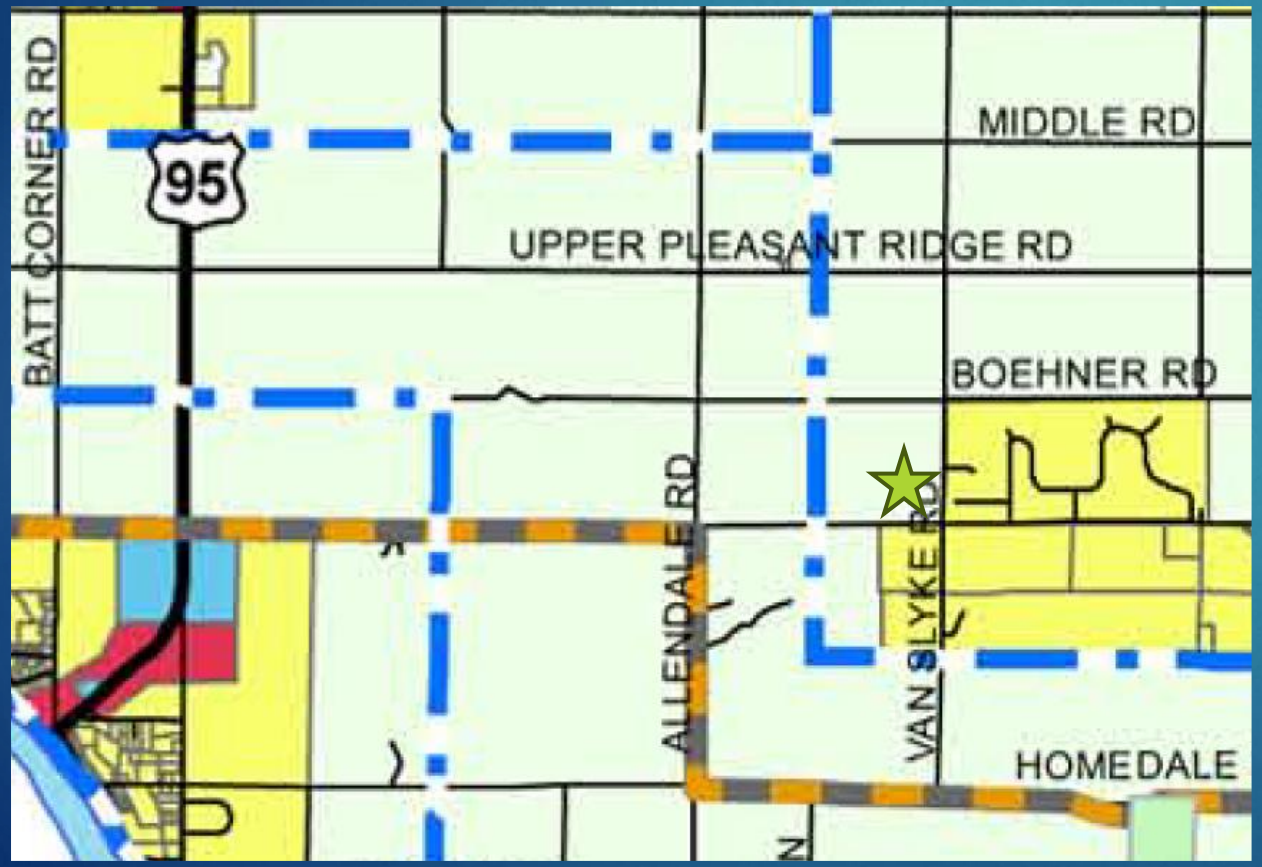
David Christensen/Phyllis Indart
Comp Plan and Conditional Rezone

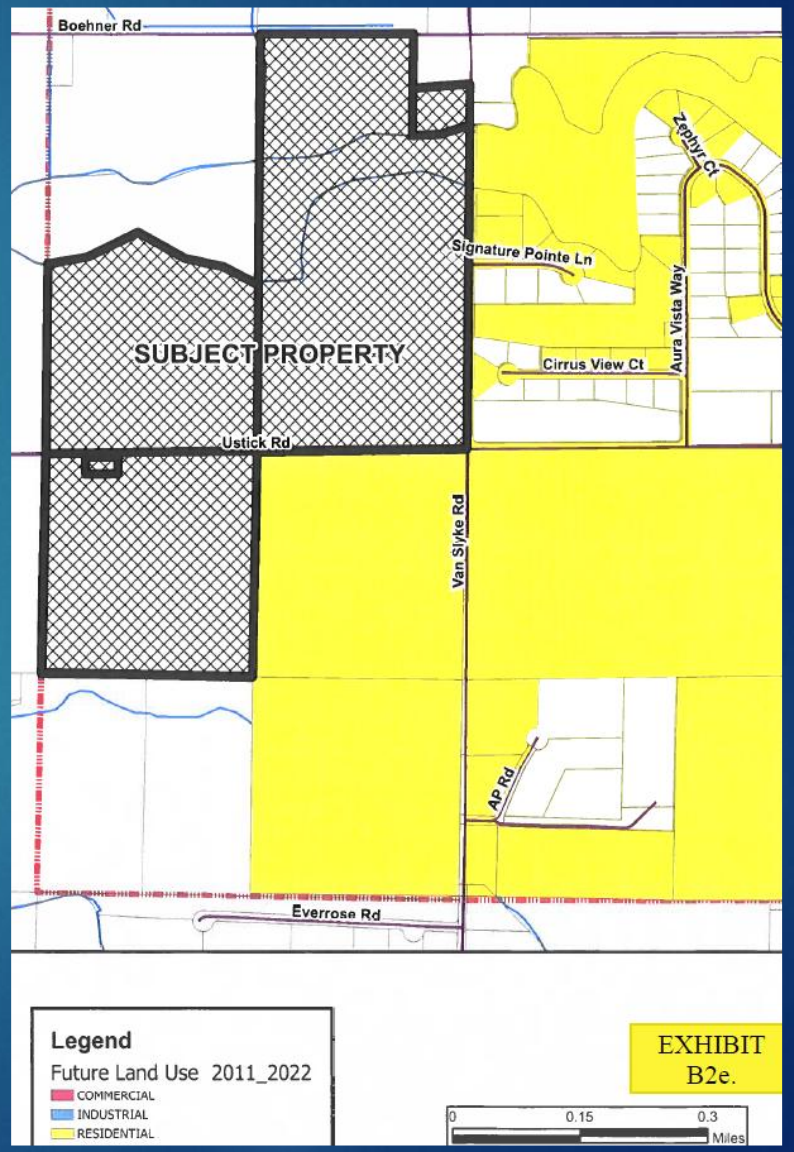
- Compatible – Character of the Area
  - Pattern of Residential Use/Zoning/Planning – Timberstone Golf Course/Williamsons
  - Ag Support and Similar Development/Zoning
- Conformance with Comp Plan and Canyon County Code
- Municipal/Community Water and Wastewater
- TIS Completed – will meet Highway Dist. Requirements
- Conditions mitigate any impacts

EXHIBIT
6.2

Compatible with Character of the Area

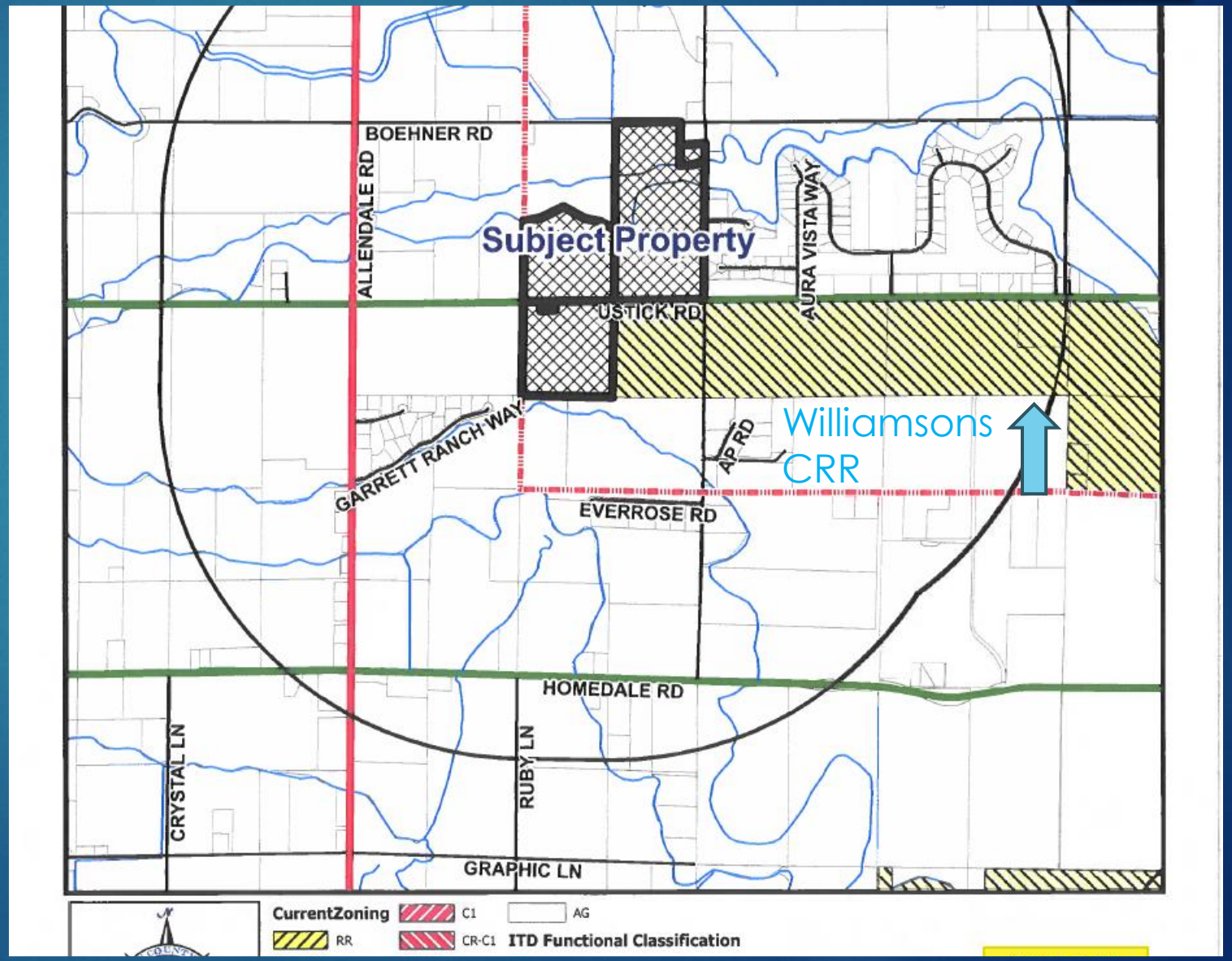
- Adjacent to Residential Designation – three sides





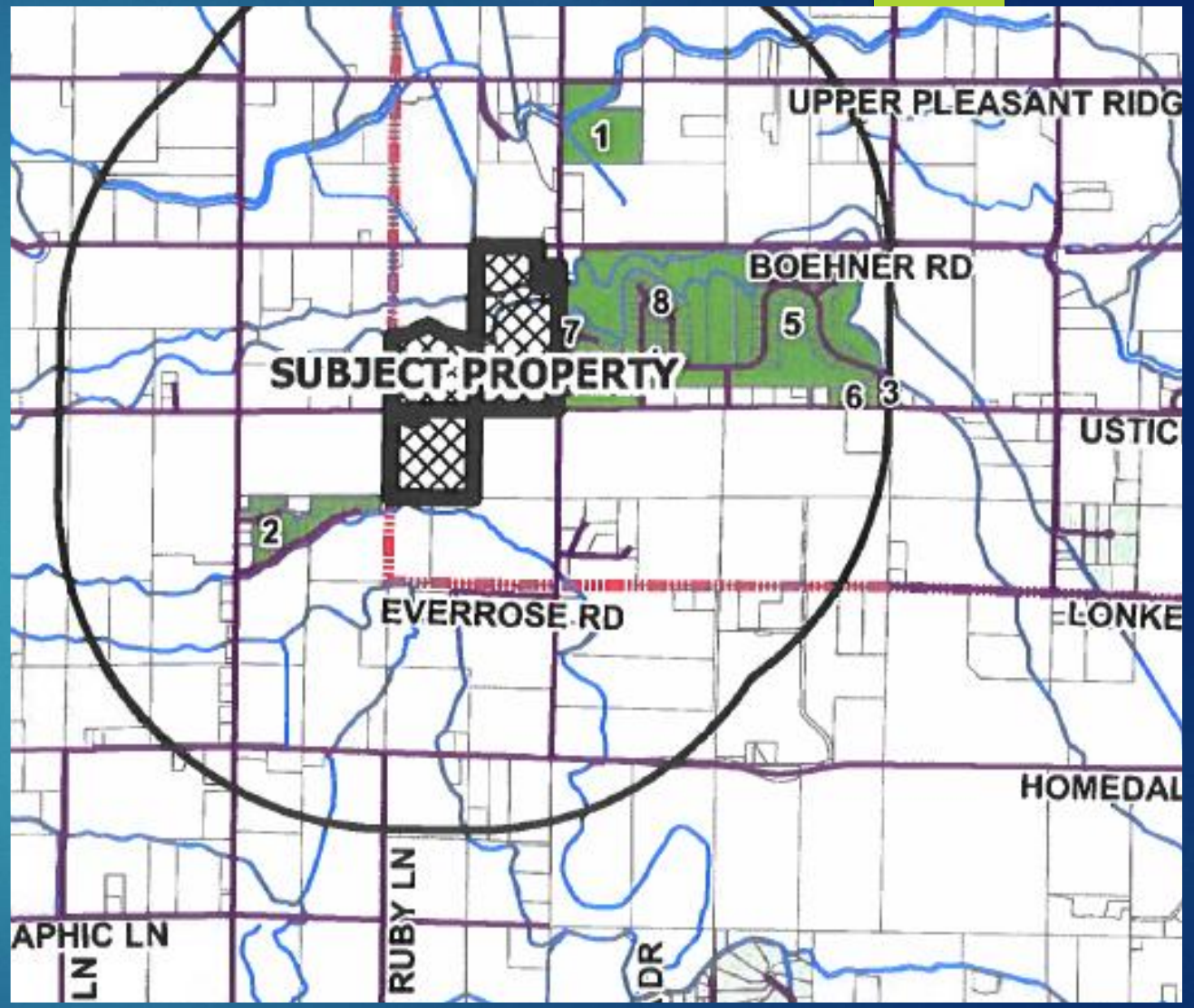
Adjacent to 310 Acres – Cond. RR Zoning

- Williamsons
- DA – County Ord. 05-002
- Previous RR Zoning
  - 1 acre lots or 12,000 sq. ft. with central sewer and/or water



Adjacent to Timberstone Golf Course – Similar to Subs in the Area

- Our min. avg. .82 – public systems
- Timberstone:
  - .4 DU/acre Gross Density
  - Avg. Res. Lot Size .65 acres
- Garrett Ranch Ridge
  - Avg. Res Lot Size 1.4
- Vanslyke Farms
  - 2 acre lots – Indiv. well/septic



Residences & Timberstone Golf Course

Residences & Timberstone Golf Course

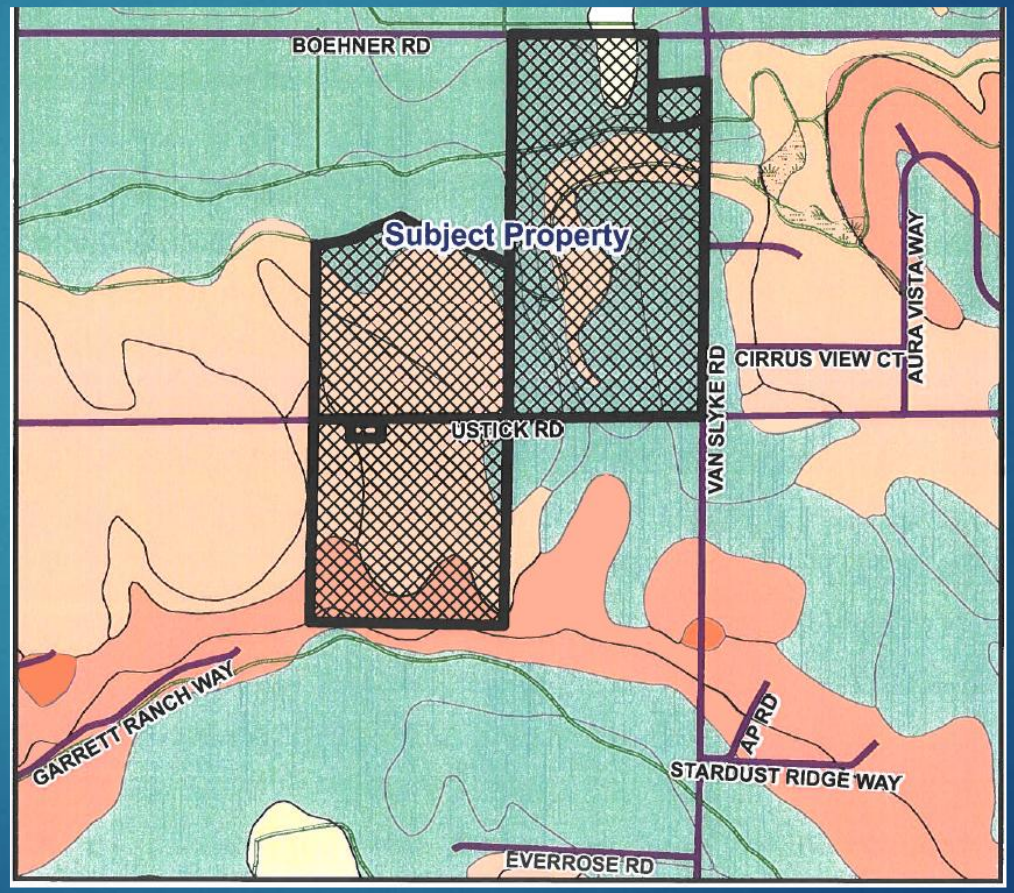
Indart and Christensen Properties

Not Prime Farm Ground

- Christensen and Indart are generational farmers in area – know the area and know prime and non prime farm ground
- Christensen
  - Plants approx. 15 of his acres just to control erosion, weeds and dust – no other economic benefit
  - Low yields – insufficient water and other issues
- Least to Moderately suited soils
- Topo – Rolling Ridge Line
- Limited Water Rights and No Water Rights

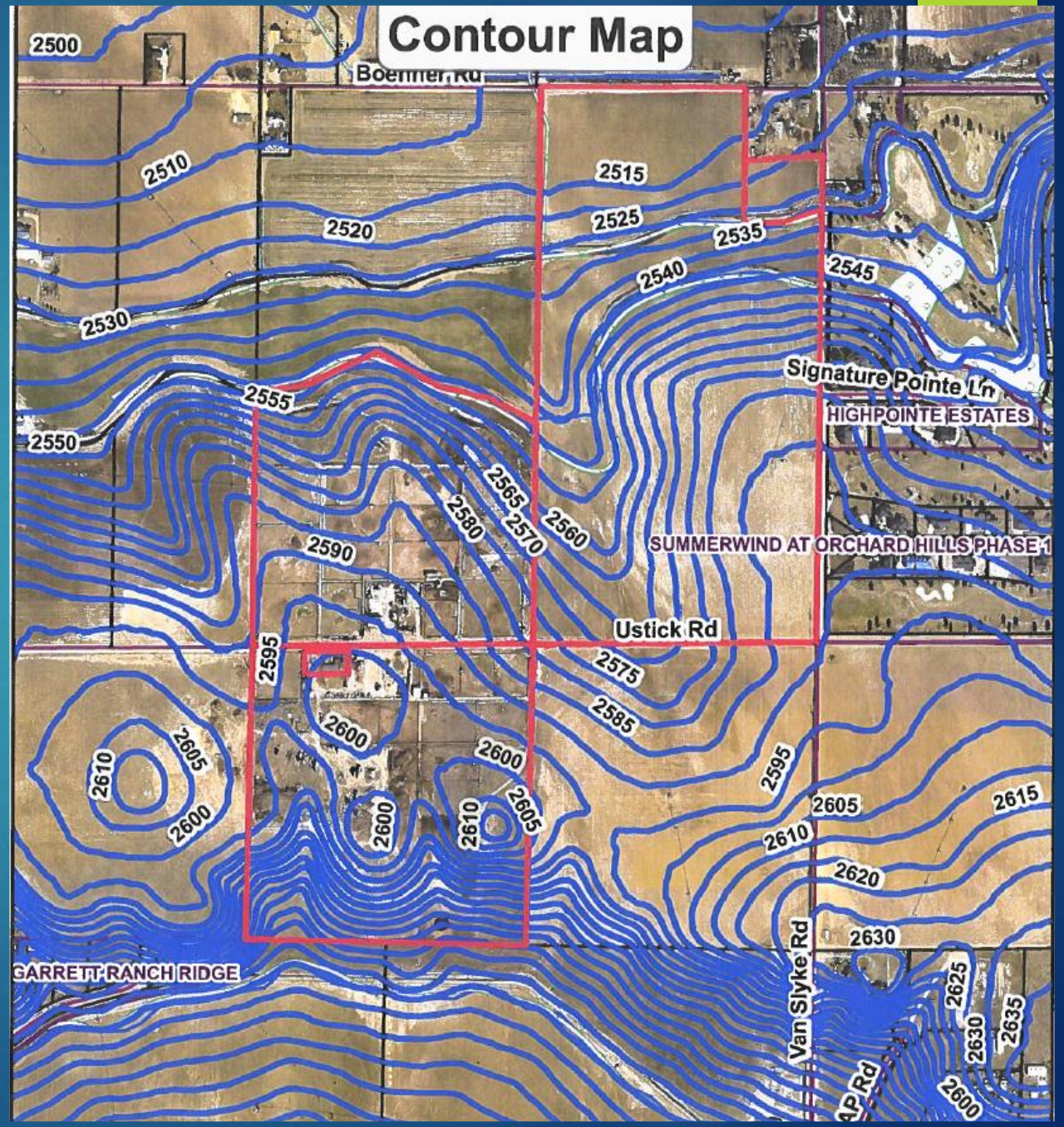
Least to Moderately Suited Soils

- Class 3 -4



Topography

- Hilly Rolling Ground
- Change in Elevation on Property – lowest to highest
  - 100 feet – 2510 to 2610

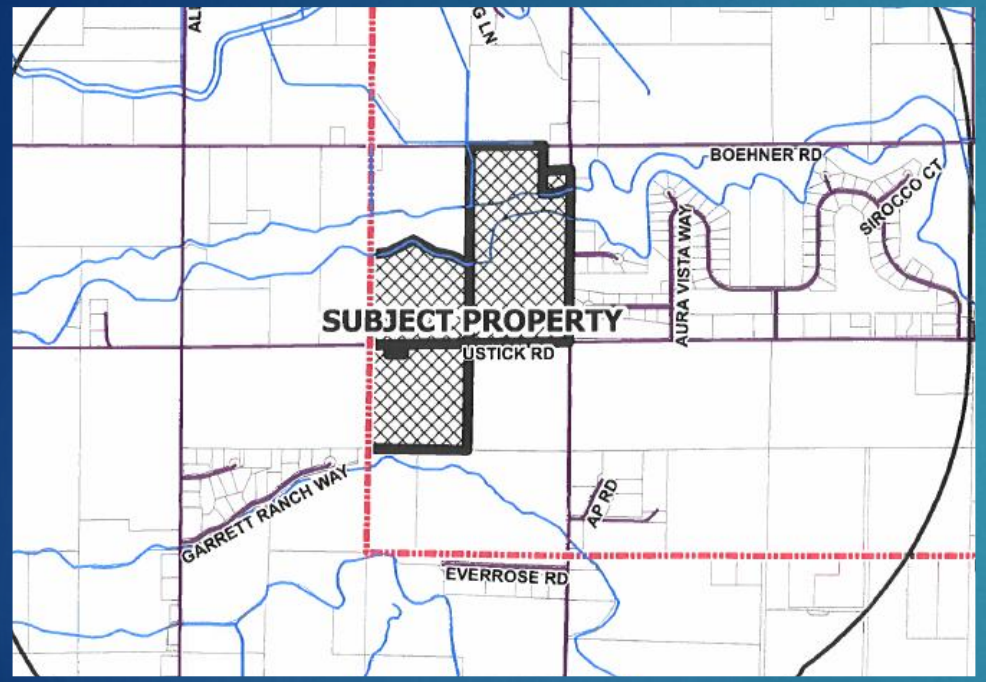


Christensen Property

Indart Property

Indart Property

Limited and No Water Rights



Conformance with Comp. Plan

- "Achieve a land use balance, which recognizes that existing agricultural uses and non-agricultural development may occur in the same area."
- "Designate areas where rural type residential development will likely occur and recognize areas where agricultural development will likely occur."
- "To guide future growth in order to enhance the quality and character of the county while providing and improving amenities and services available to residents"
- "Residential development should occur where public infrastructure, services and facilities are available or where there is a development pattern already established."

Agencies and Infrastructure

- Municipal/Community Water and Wastewater Systems – Public/Higher water quality standards
- TIS/Will meet Hwy Dist. Requirements – ROW dedication and Improvements per traffic study
- No significant negative impact schools, police, fire etc.

More Appropriate than Ag Designation/Zone

- Greenleaf City Services
- Land Use Balance
- Not Priority Land For Farming
  - Poor Farm Ground – ridge, lack of water and non-prime soils
- Community/Municipal Water and Wastewater Systems
- Compatible Development
  - Next to Timberstone and Garrett Ranch Sub.
  - Ag Support - High Rolling Poor Ground

Meets Criteria in Zoning Ordinance

Conditions of Approval

Questions?

Timber Ridge Rezone

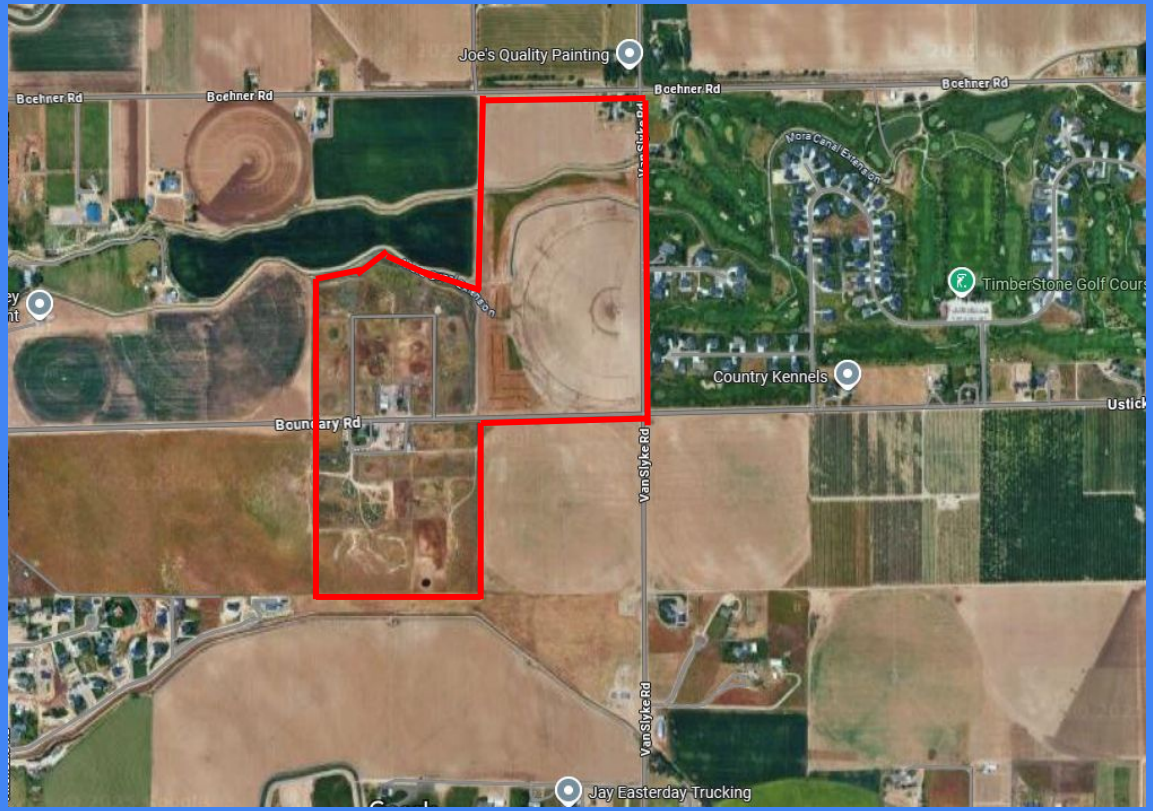
Rezoning Project

by H David Christensen & Phyllis Indart

EXHIBIT
6.3

ORTON ENGINEERING
Designing the Future

Vicinity Map

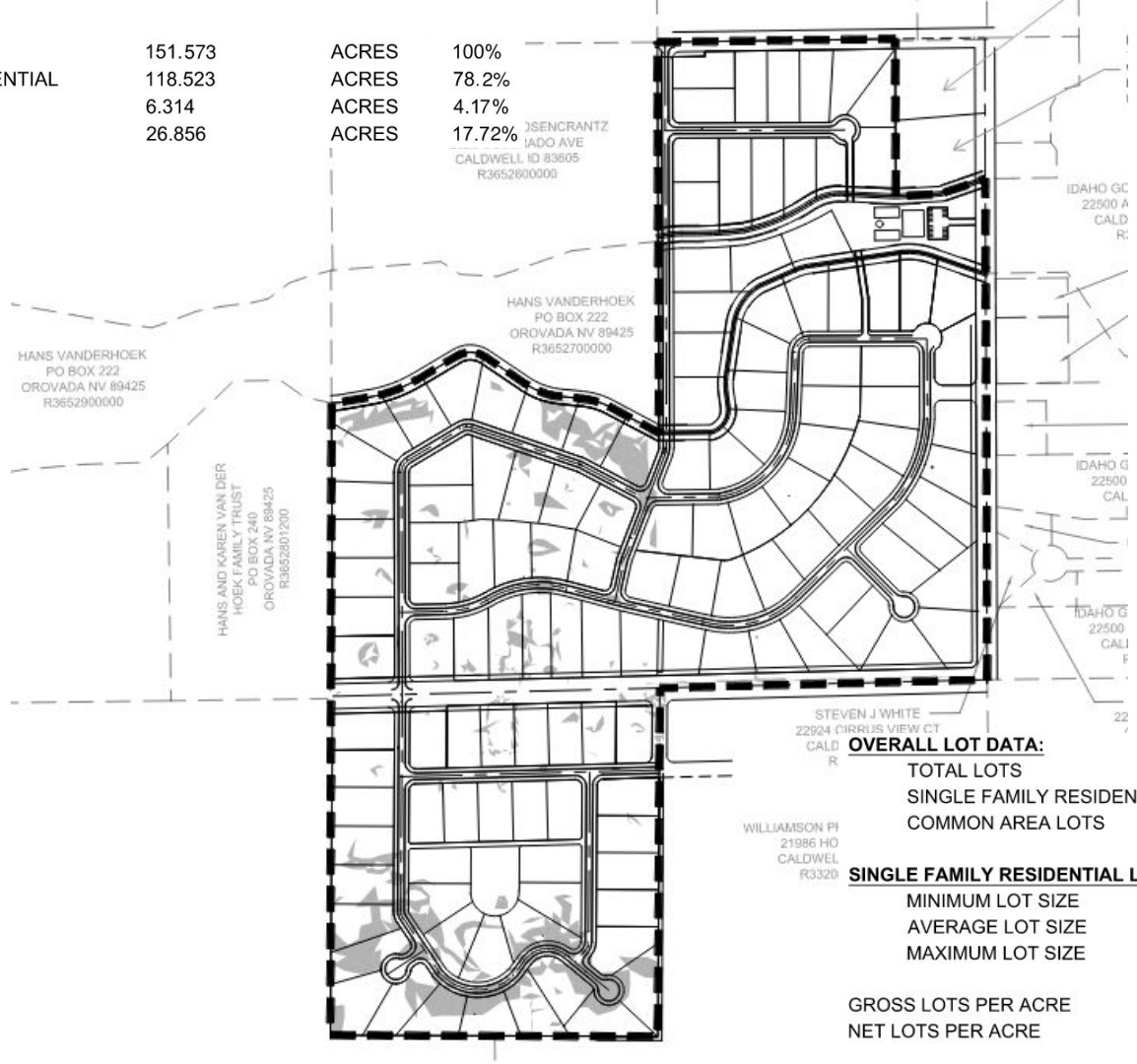


Timber Ridge Rezone

ORTON ENGINEERING
Designing the Future

TOTAL SURVEY ACREAGE:	151.573	ACRES	100%
AREA SINGLE FAMILY RESIDENTIAL	118.523	ACRES	78.2%
AREA COMMON LOTS	6.314	ACRES	4.17%
AREA RIGHT OF WAY	26.856	ACRES	17.72%

FUTURE PRELIMINARY PLAT



OVERALL LOT DATA:

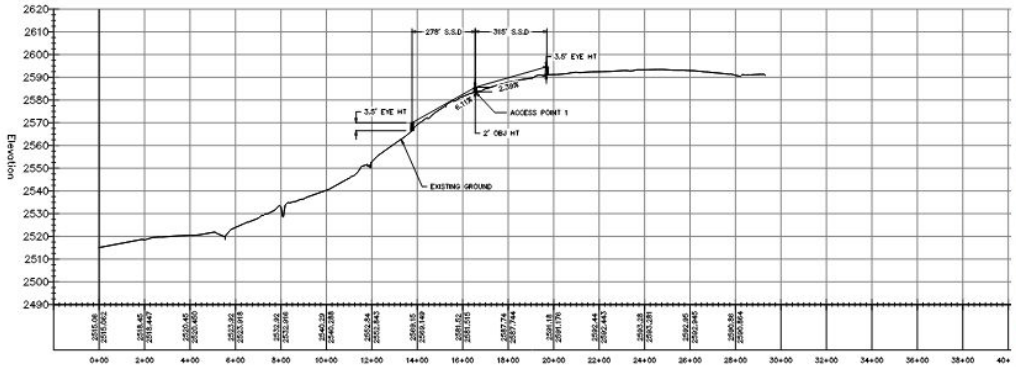
TOTAL LOTS	135
SINGLE FAMILY RESIDENTIAL LOTS	134
COMMON AREA LOTS	1

SINGLE FAMILY RESIDENTIAL LOT DATA:

MINIMUM LOT SIZE	27884.539 SF
AVERAGE LOT SIZE	38528.716 SF
MAXIMUM LOT SIZE	50688.289 SF
GROSS LOTS PER ACRE	0.883 LOTS/ACRE
NET LOTS PER ACRE	1.130 LOTS/ACRE

Stopping Sight Distance AASHTO Policy on Geometric Design

CENTERLINE OF V SLYKE PROFILE



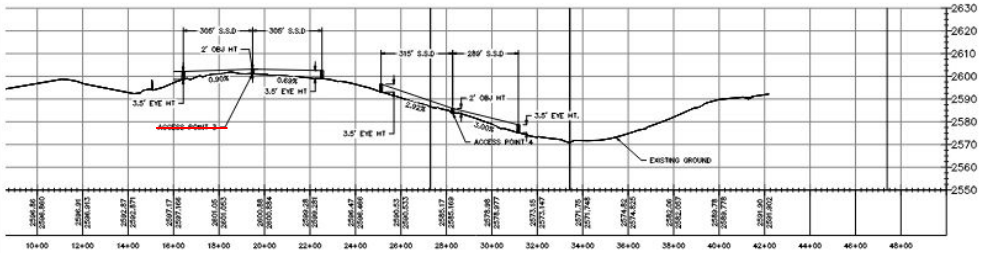
DESIGN SPEED = 40MPH

LEGEND

OBSTRUCTION POINT

SCALE 1:300

CENTERLINE OF USTICK PROFILE



CENTERLINE OF USTICK PROFILE

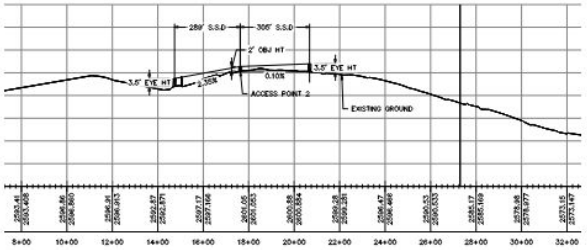


Table 3-1. Stopping Sight Distance on Level Roadways

U.S. Customary				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance Calculated (ft)	Stopping Sight Distance Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
85	313.5	693.5	1007.0	1010

Table 3-2. Stopping Sight Distance on Grades

U.S. Customary						
Design Speed (mph)	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
15	80	82	85	75	74	73
20	116	120	126	109	107	106
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782
85	1070	1149	1246	949	902	862

ORTON ENGINEERING
Designing the Future
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Ph 208 350 9422
brentorton@ortonengineers.com

Timber Ridge Subdivision
Canyon County, Idaho

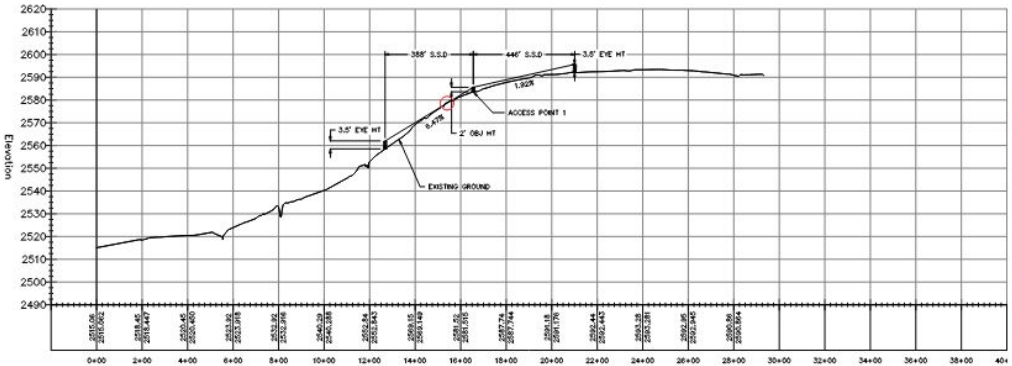
SSD ANALYSIS - 40MPH

Project number	S-7013
Date	15 AUGUST 2024
Drawn by	SKC
Checked by	BO

C-101

Scale 1:200

CENTERLINE OF V SLYKE PROFILE

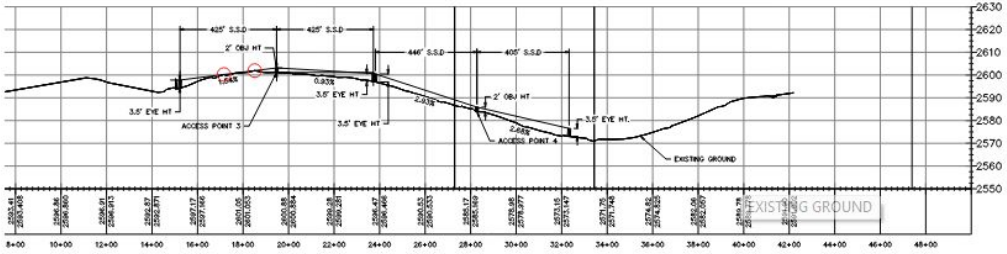


DESIGN SPEED = 50MPH

LEGEND

OBSTRUCTION POINT

CENTERLINE OF USTICK PROFILE



CENTERLINE OF USTICK PROFILE

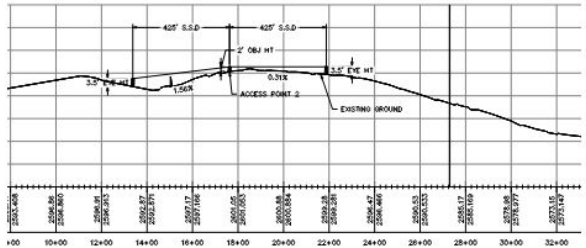


Table 3-1. Stopping Sight Distance on Level Roadways

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Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance Calculated (ft)	Stopping Sight Distance Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
85	313.5	693.5	1007.0	1010

Table 3-2. Stopping Sight Distance on Grades

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20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
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80	965	1035	1121	859	817	782
85	1070	1149	1246	949	902	862

ORTON ENGINEERING
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17338 Sunnydale Place
Caldwell, ID 83607
Ph: 208 350 9422
brentorton@ortonengineers.com

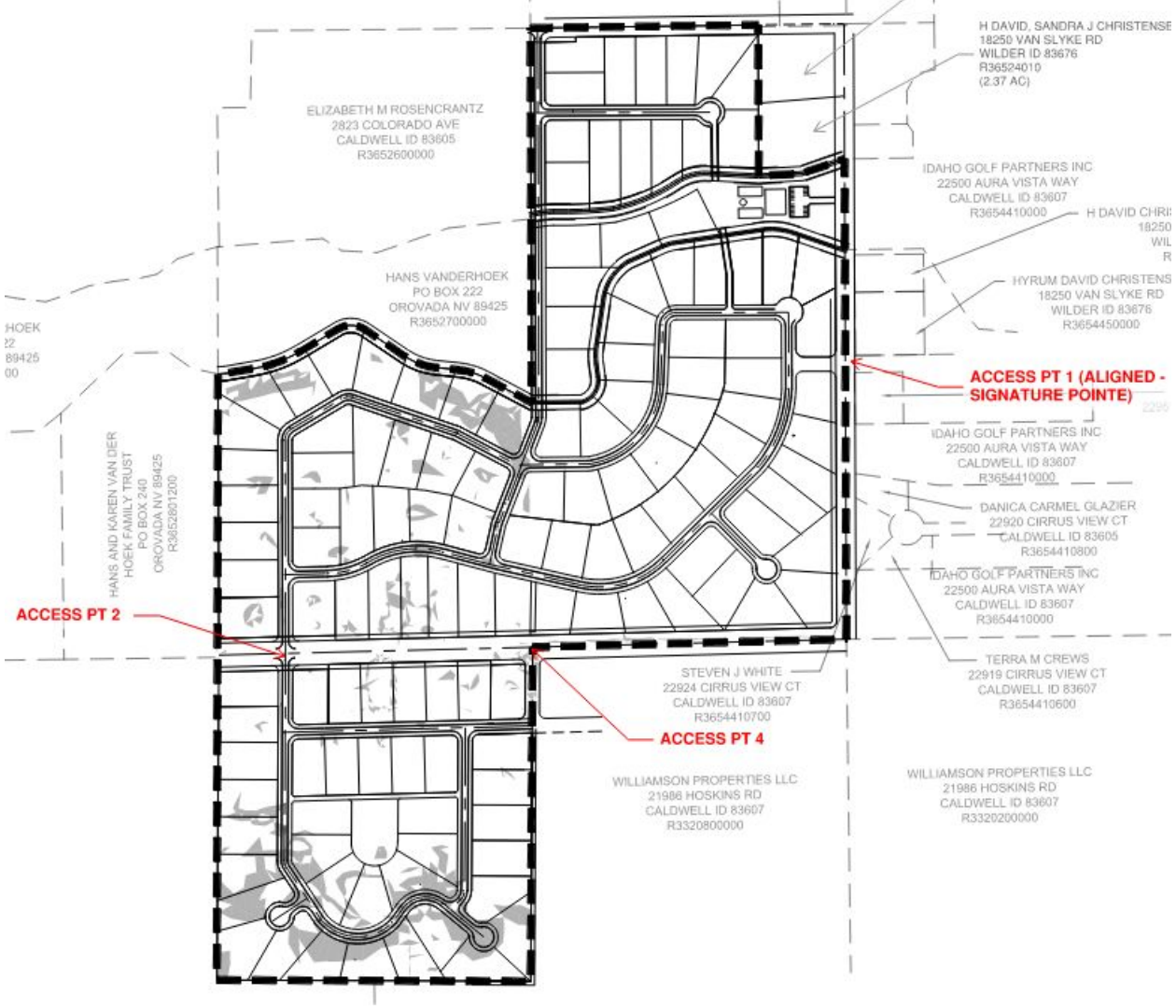
Timber Ridge Subdivision
Canyon County, Idaho

SSD ANALYSIS - 50MPH

Project number	S-7013
Date	15 AUGUST 2024
Drawn by	SKC
Checked by	BO

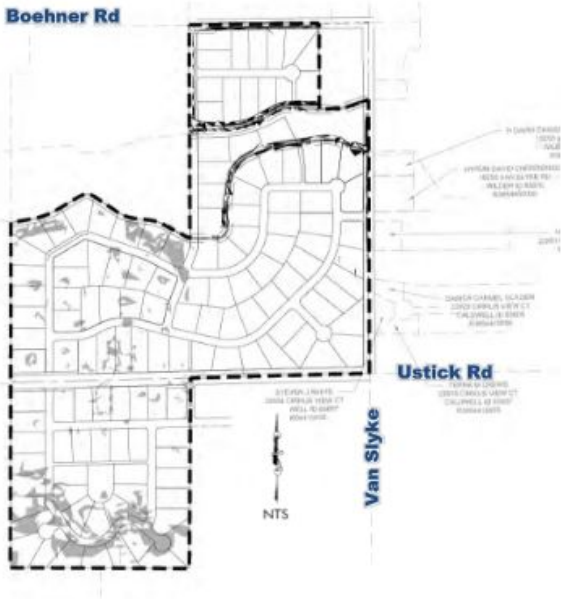
C-102

Scale: 1:200


H DAVID, SANDRA J CHRISTENSE
18250 VAN SLYKE RD
WILDER ID 83676
R36524010
(2.37 AC)
ELIZABETH M ROSENCRANTZ
2823 COLORADO AVE
CALDWELL ID 83605
R3652600000
IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000
HANS VANDERHOEK
PO BOX 222
OROVADA NV 89425
R3652700000
HYRUM DAVID CHRISTENS
18250 VAN SLYKE RD
WILDER ID 83676
R3654450000
ACCESS PT 1 (ALIGNED -
SIGNATURE POINTE)
IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000
DANICA CARMEL GLAZIER
22920 CIRRUS VIEW CT
CALDWELL ID 83605
R3654410800
IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000
HANS AND KAREN VAN DER
HOEK FAMILY TRUST
PO BOX 240
OROVADA NV 89425
R3652601200
ACCESS PT 2
TERRA M CREWS
22919 CIRRUS VIEW CT
CALDWELL ID 83607
R3654410600
STEVEN J WHITE
22924 CIRRUS VIEW CT
CALDWELL ID 83607
R3654410700
ACCESS PT 4
WILLIAMSON PROPERTIES LLC
21986 HOSKINS RD
CALDWELL ID 83607
R3320800000
WILLIAMSON PROPERTIES LLC
21986 HOSKINS RD
CALDWELL ID 83607
R3320200000

TIMBER RIDGE SUBDIVISION

Canyon County, Idaho
December 24, 2025



Prepared For:

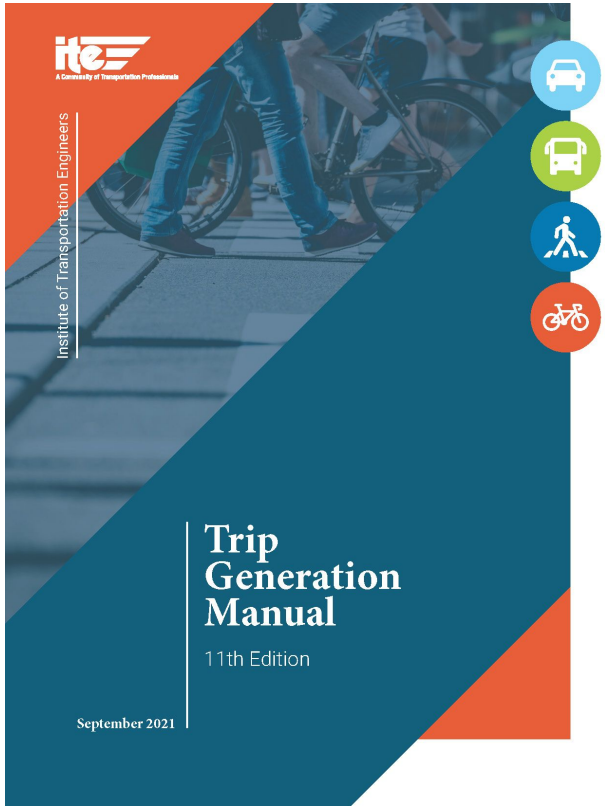
ORTON ENGINEERING
Designing the Future

Prepared By:

GR ENGINEERING, INC.

Traffic Study Process

- Traffic Counts, and Turning Movements
  - Use to characterize existing traffic and intersection performance
- Project existing traffic growth without the project to future year (2029 for this study)
- Trip Generation and Distribution
  - Use Institute of Transportation Engineers Data with known uses to determine traffic that the project would generate.
  - Distribute incoming and outgoing traffic to road network based on Standard Traffic Engineering Practices.
- Compare Intersection Performance with and without development traffic added (Background vs Total Traffic) to assess impacts accountable to the project.



Expected Daily Traffic Trip Generation

Based on the Institute of Transportation Engineers Trip Generation Manual, each single family residence will generate 9.43 trips per day. A trip is a vehicle departing or arriving at the home.

Figure 4.5 – 2029 PM Peak Hour Total Traffic

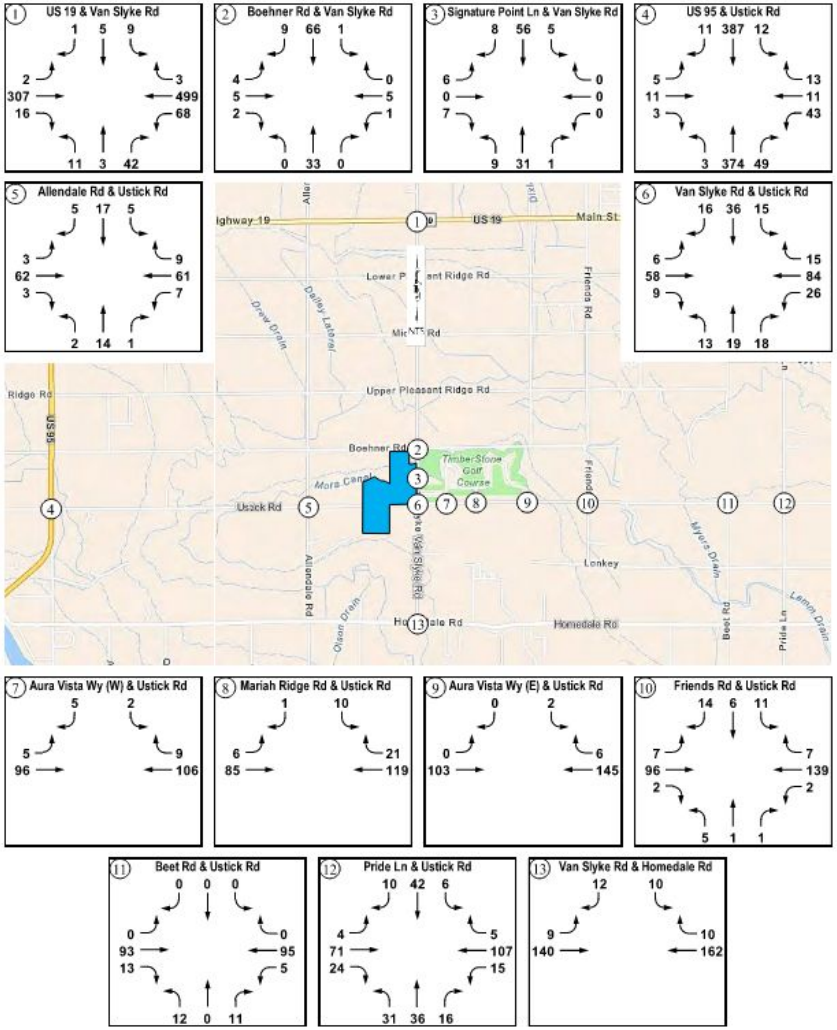


Table 4.3 – Intersection Operations – 2029 Total Traffic

	Intersection	Control / Lane 2025 Mitigation 2029 Background Mitigation	Intersection or Lane Group	AM Peak LOS	AM Peak Delay [s/v]	AM Peak v/c	PM Peak LOS	PM Peak Delay [s/v]	PM Peak v/c
1	US 19 and Van Slyke Rd		NBLTR	C	16	0.25	C	15	0.15
			EBL	A	8	0.01	A	9	< 0.01
			EBTR	-	-	-	-	-	-
			WBL	A	9	0.02	A	8	0.06
			WBTR	-	-	-	-	-	-
			SBLTR	C	22	0.11	**D**	25	0.09
2	Boehner Rd and Van Slyke Rd		NBLTR	A	7	< 0.01	A	7	< 0.01
			EBLTR	A	9	0.02	A	10	0.02
			WBLTR	A	9	0.01	A	10	0.01
			SBLTR	A	7	< 0.01	A	7	< 0.01
3	Signature Point Ln and Van Slyke Rd		NBLTR	A	7	< 0.01	A	7	0.01
			EBLTR	A	9	0.03	A	9	0.02
			WBLTR	A	9	< 0.01	A	9	0.01
			SBLTR	A	7	< 0.01	A	7	0.01
4	US 95 and Ustick Rd		NBLT	A	8	< 0.01	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	C	15	0.07	C	18	0.07
			WBLTR	C	17	0.19	C	20	0.23
			SBL	A	9	0.01	A	8	0.01
			SBTR	-	-	-	-	-	-
5	Allendale Rd and Ustick Rd		NBLTR	A	10	0.05	B	10	0.03
			EBLTR	A	7	0.01	A	8	< 0.01
			WBLTR	A	7	< 0.01	A	8	0.01
			SBLTR	A	10	0.02	B	10	0.04
6	Van Slyke Rd and Ustick Rd		NBLTR	B	10	0.10	B	11	0.09
			EBLTR	A	7	0.01	A	8	0.01
			WBLTR	A	7	0.01	A	7	0.02
			SBLTR	B	11	0.08	B	11	0.12
7	Aura Vista Wy (E) and Ustick Rd		EBLT	A	7	< 0.01	A	8	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.02	A	9	0.01
8	Mariah Ridge Rd and Ustick Rd		EBLT	A	7	< 0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	< 0.01	B	10	0.02

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4.6 Site Access and Circulation

Spacing guidelines for the site access intersections are governed by the *Highway Standards & Development Procedures* Policy for the Association of Canyon County Highway Districts (ACCHD), which includes GGHD3. According to ACCHD, Section 3061 – Intersection and Approach Policy, the minimum spacing guidelines for site accesses on rural roadways are as follows:

- Ustick Road (Minor Arterial)
  - No direct local road or private road access on a minor arterial
  - 1,300 feet minimum spacing for collector streets on a minor arterial on the same and opposite side of the through roadway
- Van Slyke Road (Minor Collector Street)
  - 660 feet minimum spacing for local roads on a minor collector street on the same side of the through roadway
  - 330 feet minimum spacing for local roads on a minor collector on the opposite side of the through roadway
- Boehner Road (Local Road)
  - 660 feet minimum spacing for local roads on a local road on same side of the through roadway
  - 330 feet minimum spacing for local roads on a local road on the opposite side of the through roadway

4.4 Intersection Operations

To determine the 2029 total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration, or with improvements needed under the 2025 existing and 2029 background traffic conditions. Peak hour factors were adjusted and are the same PHFs used in the 2029 background traffic analysis. Copies of the analysis reports are included in the appendix. **Table 4.3** summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet the minimum operational thresholds under 2029 total traffic conditions, except for one intersection. The US 19 and Van Slyke Road intersection is anticipated to exceed the GGHD3 LOS C threshold.

4.5 Intersection Mitigation

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US 19 and Van Slyke Road Intersection

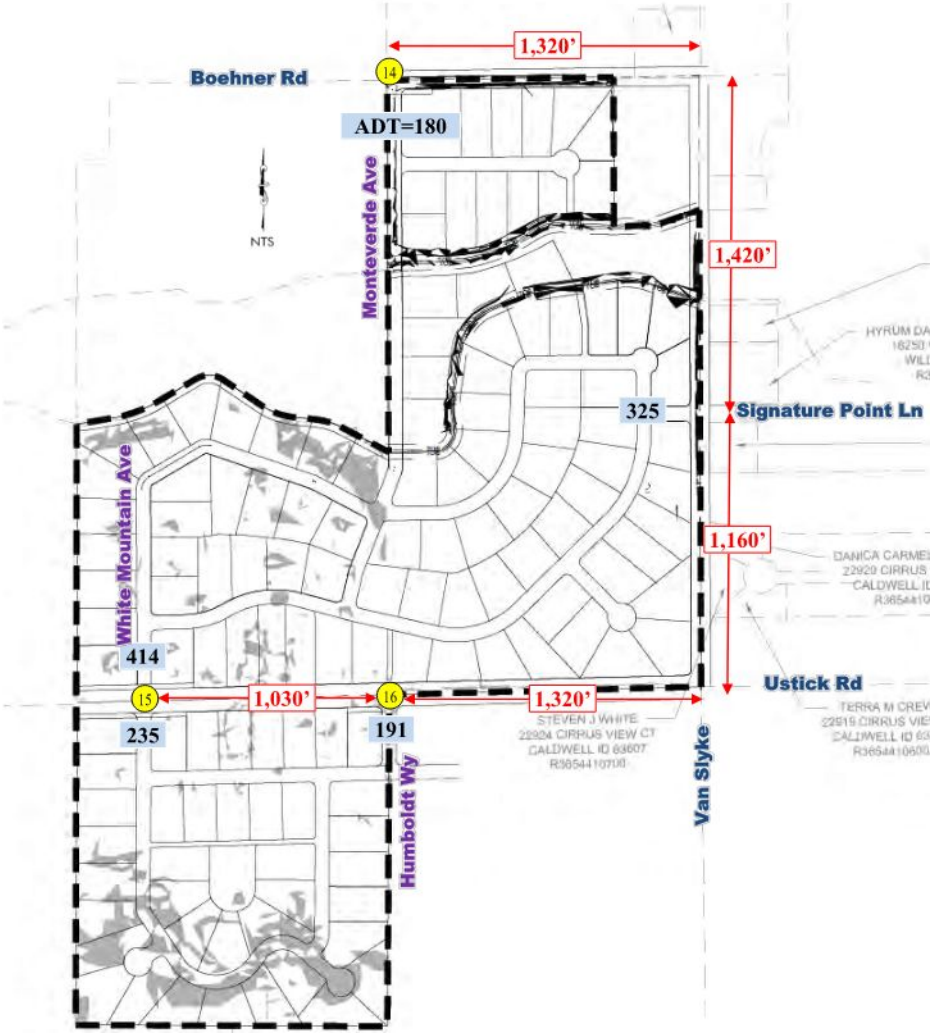
The US 19 and Van Slyke Road intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold as an unsignalized intersection. The southbound approach is anticipated to operate at LOS D during the PM peak hour, which exceeds the GGHD3 LOS C threshold. The poor LOS is due to high traffic volumes on US 19, a Regional Route highway.

Based on the analysis results, no improvements are proposed to mitigate the southbound approach to operate at LOS C or better. The analysis results supporting this recommendation are:

- The average vehicle delays on the southbound approach are 25 seconds per vehicle, which exceeds the LOS C threshold by one (1) second per vehicle during the PM peak hour
  - This minor deficiency is anticipated to occur for a short duration in the PM peak hour
- The southbound approach is anticipated to operate under capacity with a v/c ratio of 0.11 or less during the peak hours
  - The southbound approach does not warrant additional lanes based on the projected 2029 total traffic
  - No site traffic is expected on the southbound approach
- The intersection is not anticipated to warrant additional turn lanes based on the ITD turn lane guidelines
- The intersection is not anticipated to meet the MUTCD signal warrant under 2029 total traffic conditions

The intersection should be monitored and reevaluated for operational/safety issues as traffic increases.

Figure 4.6 – Site Access, Internal Circulation, and ADT



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18 Holes - 546 trips per day. 52/pm peak (would be reduced by Internal Capture but that is balanced with Surrounding Subdivision Traffic Generation)

(Driving Range 1.25 peak hr *Position (~17 at 12'/ea) = 21.25 peak, ~210 ADT

(GC Total = 73 pm peak trips; ~750 ADT)

Timberstone Sub - 1000 trips per day - Total Existing (sub & GC) = 1,750 ADT (Less Capture)

Timber Ridge - 1350 trips per day; 135/peak hour

Table 1-Trip Generation Rates for LUC # 430 – Golf Course

Units - Number of Holes	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 1.76 trips per Unit	Directional Distribution		Vol. @ 2.91 trips per Unit	Directional Distribution	
		79% In	21% Out		53% In	47% Out
9	16	13	3	27	14	13

Average Daily Trip Ends (ADT)		
Units	Average Rate	ADT
9	30.38	274

Water & Sewer

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Water Service - Municipal Well - Must comply with Safe Drinking Water Act and standards adopted pursuant to it.

Sewer Service - Municipal Sewer -

- Greenleaf City Council voted to Issue Letter of Intent to offer Sewer to the Project on November 6, 2025

Extraterritorial Sewer Service

ORTON ENGINEERING
Designing the Future

CITY OF GREENLEAF
20523 North Whittier Drive
Greenleaf, Idaho 83626
www.greenleaf-idaho.us

Brent Orton
Orton Engineering
17338 Sunnydale Pl.
Caldwell, ID 83607

Via U.S.P.S and e-mail: brentorton@ortonengineers.com

26 November 2025

RE: EXTRATERRATORIAL AGREEMENT – LETTER OF INTEREST

Greetings!

Following discussion at their 06 November 2025 meeting, the City Council authorized Mayor and Staff to draft and send a letter of interest regarding the request for extraterritorial agreement.

Mayor and Staff consider the extraterritorial subject to be actively under consideration. Staff are studying the plant to determine capacities and planned enhancements to increase capacity in response to potential increased future demand, including beyond the proposed extraterritorial commitment.

A copy of the 06 November 2025 Council Meeting Minutes is attached. Please see agenda item #7.4 for detail.

Respectfully submitted,

Lee C. Belt
City Clerk
City of Greenleaf

Extraterritorial Sewer Service

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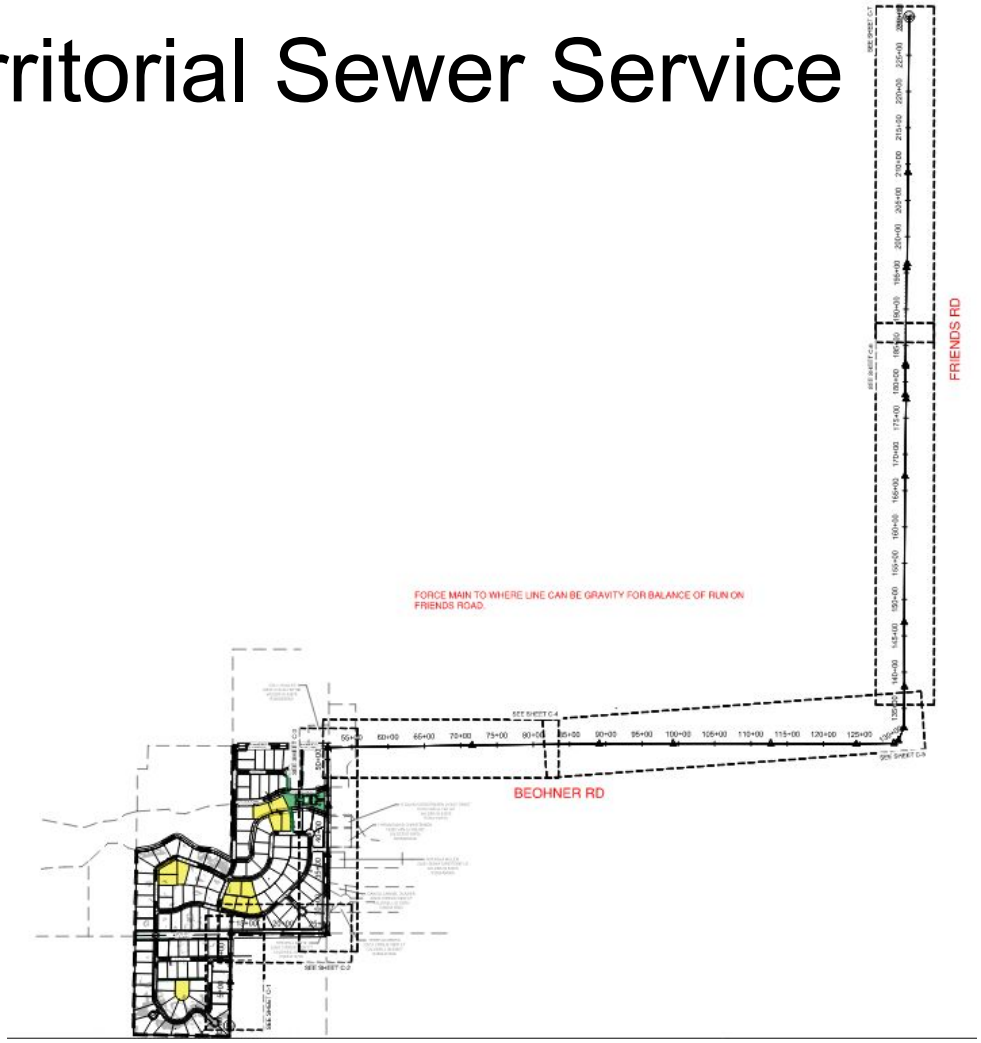

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Questions?

ITE Trip Generation Manual, 11th Edition
PM Peak Hour Net New Trips by ITE Land Use Category

Land Use Category - ITE 11th Edition	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate[1]	Unit	Pass-By Trip Reduction Factor[3]	Net New Trip Rate	Trip Length Adjustment Factor	Net New Trips
		a		b	c=a*b	d	e= c*d
RESIDENTIAL							
Single-Family Detached Housing	210	0.94	Dwelling Unit	1.00	0.94	1.00	0.94
Single-Family Attached Housing	215	0.57	Dwelling Unit	1.00	0.57	1.00	0.57
Multifamily Housing (Low-Rise)	220	0.51	Dwelling Unit	1.00	0.51	1.00	0.51
Multifamily Housing (Mid-Rise)	221	0.39	Dwelling Unit	1.00	0.39	1.00	0.39
Multifamily Housing (High-Rise)	222	0.32	Dwelling Unit	1.00	0.32	1.00	0.32
Affordable Housing	223	0.46	Dwelling Unit	1.00	0.46	1.00	0.46
Off-Campus Student Apartment (Low-Rise)	225	0.24	Bedroom	1.00	0.24	1.00	0.24
Off-Campus Student Apartment (Mid-Rise)	226	0.21	Bedroom	1.00	0.21	1.00	0.21
Off-Campus Student Apartment (High-Rise)[2]	227	0.04	Bedroom	1.00	0.04	1.00	0.04
Low-Rise Residential with 1st-Floor Commercial[2]	230	0.36	Dwelling Unit	1.00	0.36	1.00	0.36
Mid-Rise Residential with 1st-Floor Commercial[2]	231	0.75	Dwelling Unit	1.00	0.75	1.00	0.75
High-Rise Residential with 1st-Floor Commercial[2]	232	0.21	Dwelling Unit	1.00	0.21	1.00	0.21
Mobile Home Park	240	0.58	Dwelling Unit	1.00	0.58	1.00	0.58
Senior Adult Housing-Detached	251	0.30	Dwelling Unit	1.00	0.30	1.00	0.30
Senior Adult Housing-Attached	252	0.25	Dwelling Unit	1.00	0.25	1.00	0.25
Congregate Care Facility	253	0.18	Dwelling Unit	1.00	0.18	1.00	0.18
Assisted Living	254	0.48	1,000 sf GFA	1.00	0.48	1.00	0.48
Continuing Care Retirement Community	255	0.19	Unit	1.00	0.19	1.00	0.19
Recreational Homes	260	0.29	Dwelling Unit	1.00	0.29	1.00	0.29
Timeshare	265	0.63	Dwelling Unit	1.00	0.63	1.00	0.63
Residential Planned Unit Development	270	0.69	Dwelling Unit	1.00	0.69	1.00	0.69
LODGING & RECREATIONAL							
Hotel	310	0.59	Room	1.00	0.59	1.00	0.59
All Suites Hotel	311	0.36	Room	1.00	0.36	1.00	0.36
Business Hotel	312	0.31	Room	1.00	0.31	1.00	
Motel	320	0.36	Room	1.00	0.36	1.00	0.36
Resort Hotel	330	0.41	Room	1.00	0.41	1.00	0.41
City Park[2]	411	7.41	Employee	1.00	7.41	1.00	7.41
Campground/Recreational Vehicle Park	416	0.27	Occupied Campsite	1.00	0.27	1.00	0.27
Marina[2]	420	0.21	Berths	1.00	0.21	1.00	
Golf Course	430	2.91	Hole	1.00	2.91	1.00	2.91
Mini Golf	431	0.33	Hole	1.00	0.33	1.00	0.33
Golf Driving Range	432	1.25	Tee/Driving Position	1.00	1.25	1.00	1.25
Batting Cages	433	2.22	Cages	1.00	2.22	1.00	2.22
Rock Climbing Gym[2]	434	1.64	1,000 sf GFA	1.00	1.64	1.00	1.64
Multipurpose Recreational Facility	435	3.58	1,000 sf GFA	1.00	3.58	1.00	3.58
Trampoline Park	436	1.50	1,000 sf GFA	1.00	1.50	1.00	1.50
Bowling Alley	437	1.30	Bowling Lane	1.00	1.30	1.00	1.30
Adult Cabaret[2]	440	2.93	1,000 sf GFA	1.00	2.93	1.00	2.93
Multiplex Movie Theater[2]	445	6.17	1,000 sf GFA	1.00	6.17	1.00	6.17
Horse Racetrack[2]	452	0.06	Seats	1.00	0.06	1.00	0.06

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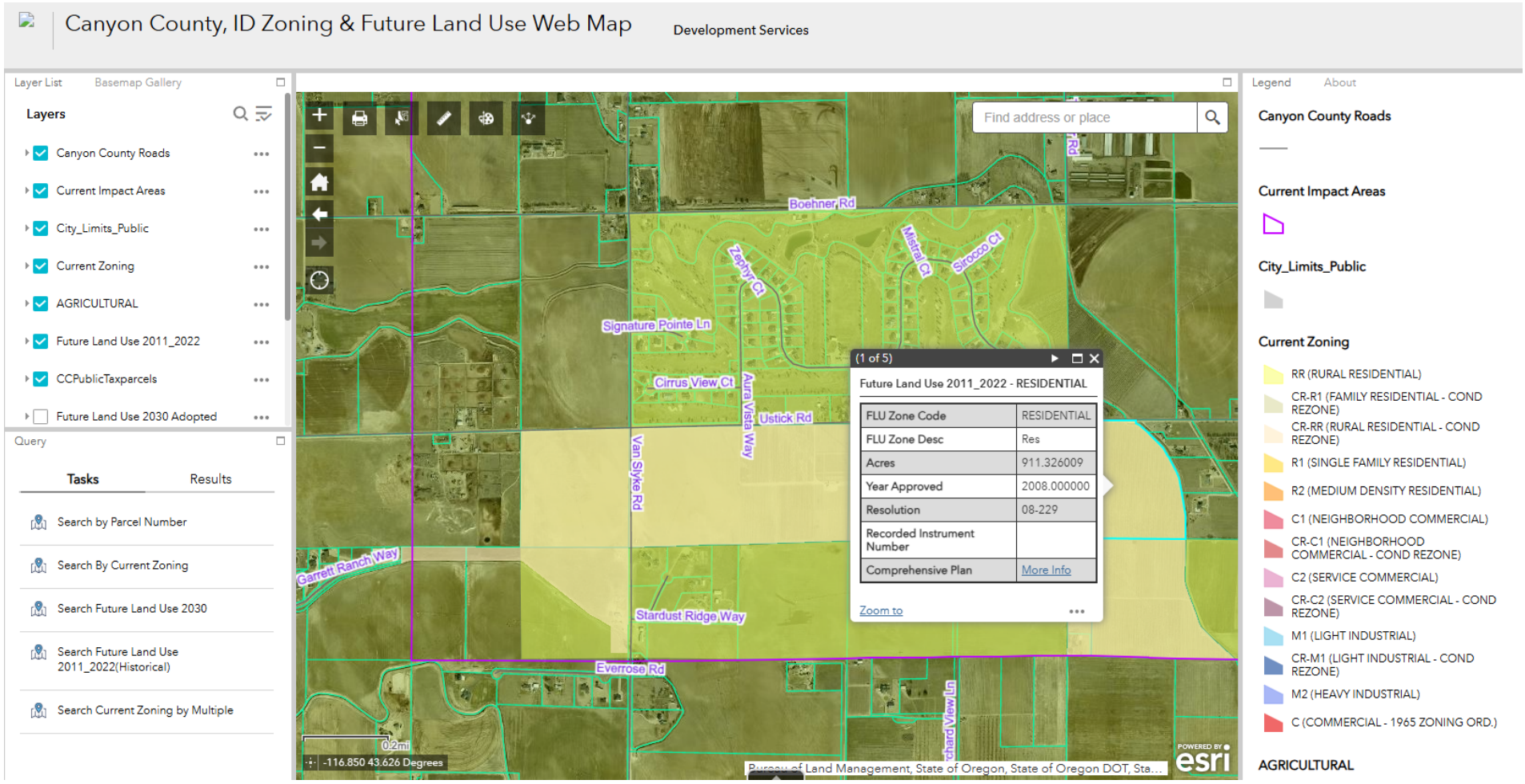


Canyon County Future Land Use Map
Accessed 1/5/2026

- Showing existing Future Land Use Map with 2011_2022 overlay turned on.

EXHIBIT 6.4

Statements of Timber Ridge Christensen/Indart Parcels

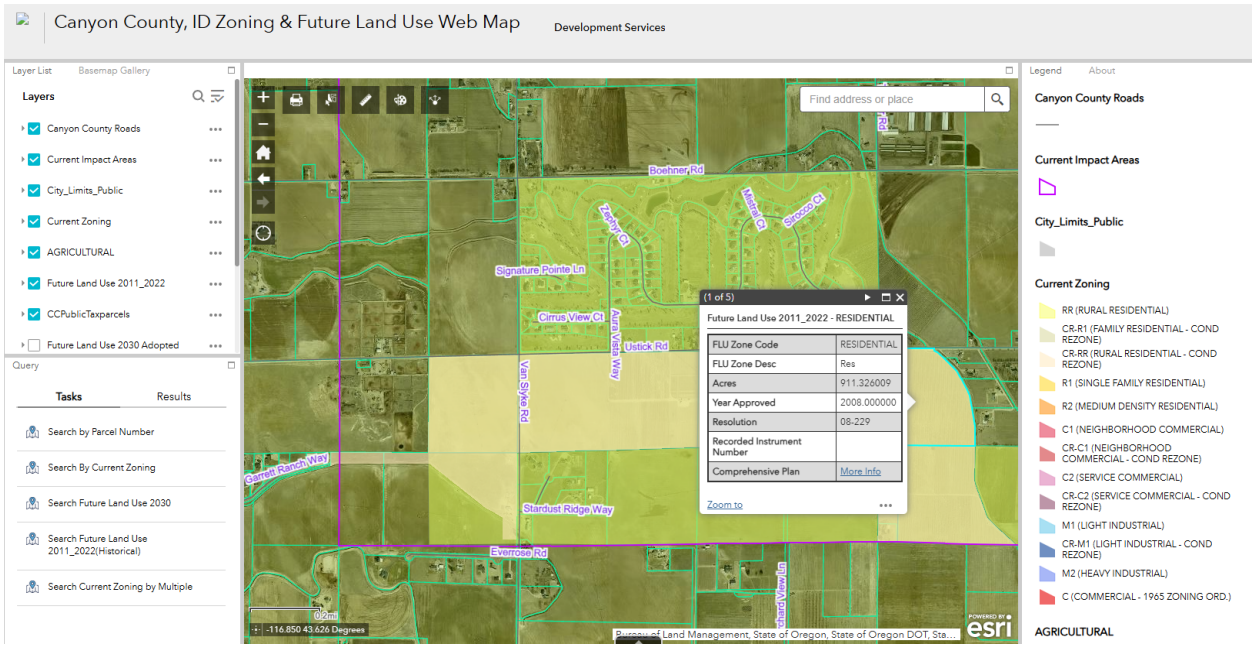
Meeting Criteria for Comp Plan Amendment and Rezone

Prepared by Orton Engineering, LLC

The Timber Ridge Project should be approved for a Comp Plan Amendment and Rezone to R-2 on the following merits:

1. This project was applied for under the **previous 2020 Comprehensive Plan.**
2. **The adjacent properties** to the West and South of the Timber Ridge are either zoned as Rural Residential (Williamson Property and Garret Ranch Subdivision) or conditionally rezoned to allow for residential (Timberstone, Summerwind at Orchard Hills)

   The request for these parcels to be zoned residential is both consistent with the 2020 Comprehensive Plan and reflects the existing residential nature of this area.



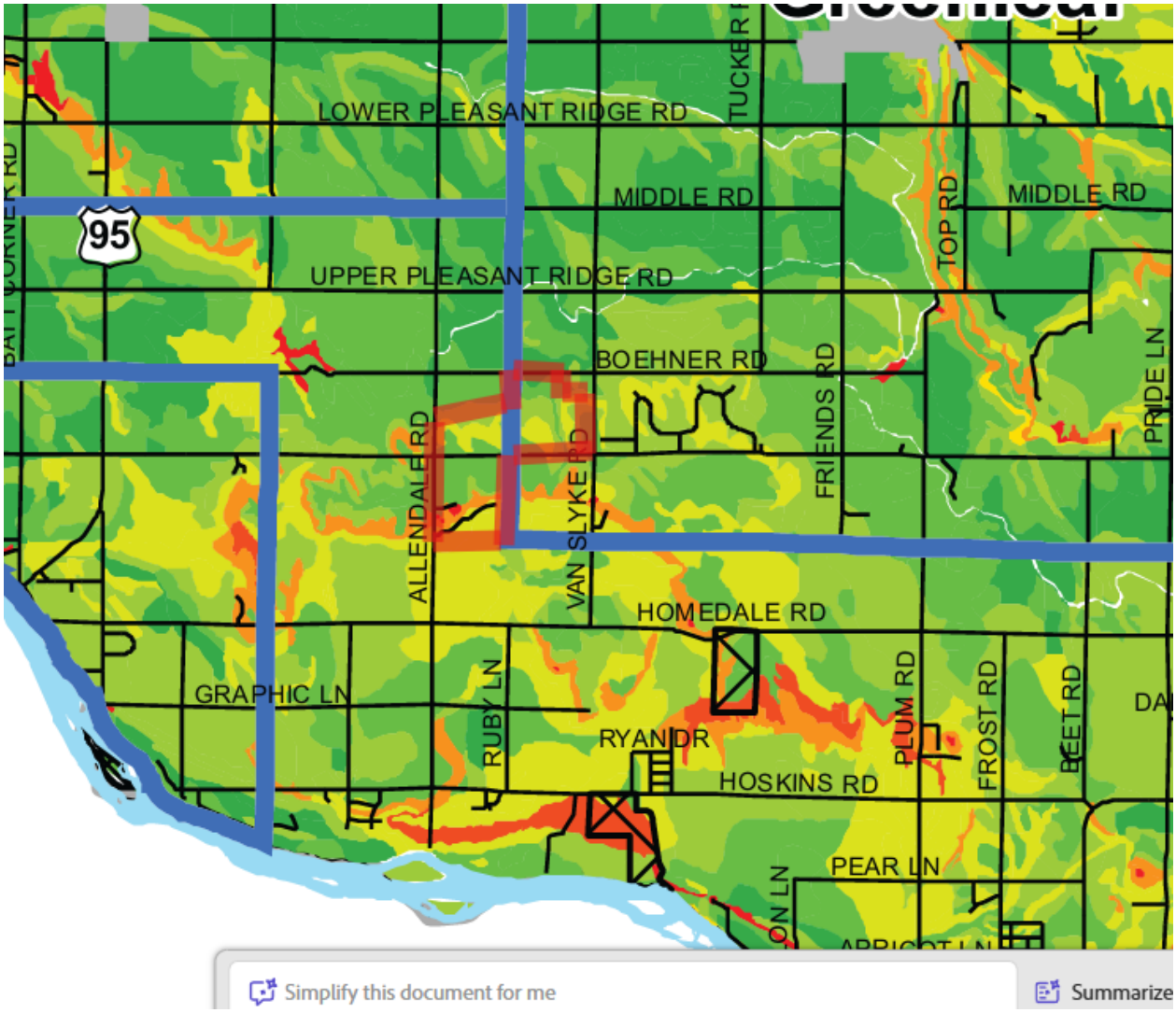
3. **Poor Soils and Reduced Suitability for Farming:** As was shared in the Planning and Zoning Hearing, this property has reduced productivity agriculturally, and on the Indart parcels only has stock water rights and no irrigation water rights making it non-viable agricultural land. As illustrated on the Canyon County Soils Map from the 2020 Comprehensive plan, this property contains a mix of Class II - Class VI for Least Suited Soils. The topography of this site is varied making cultivation difficult. The Christensens and Indarts are proposing to put residential up on the ridges and on the non productive parcels owned by the Indarts. Using poor soils on higher

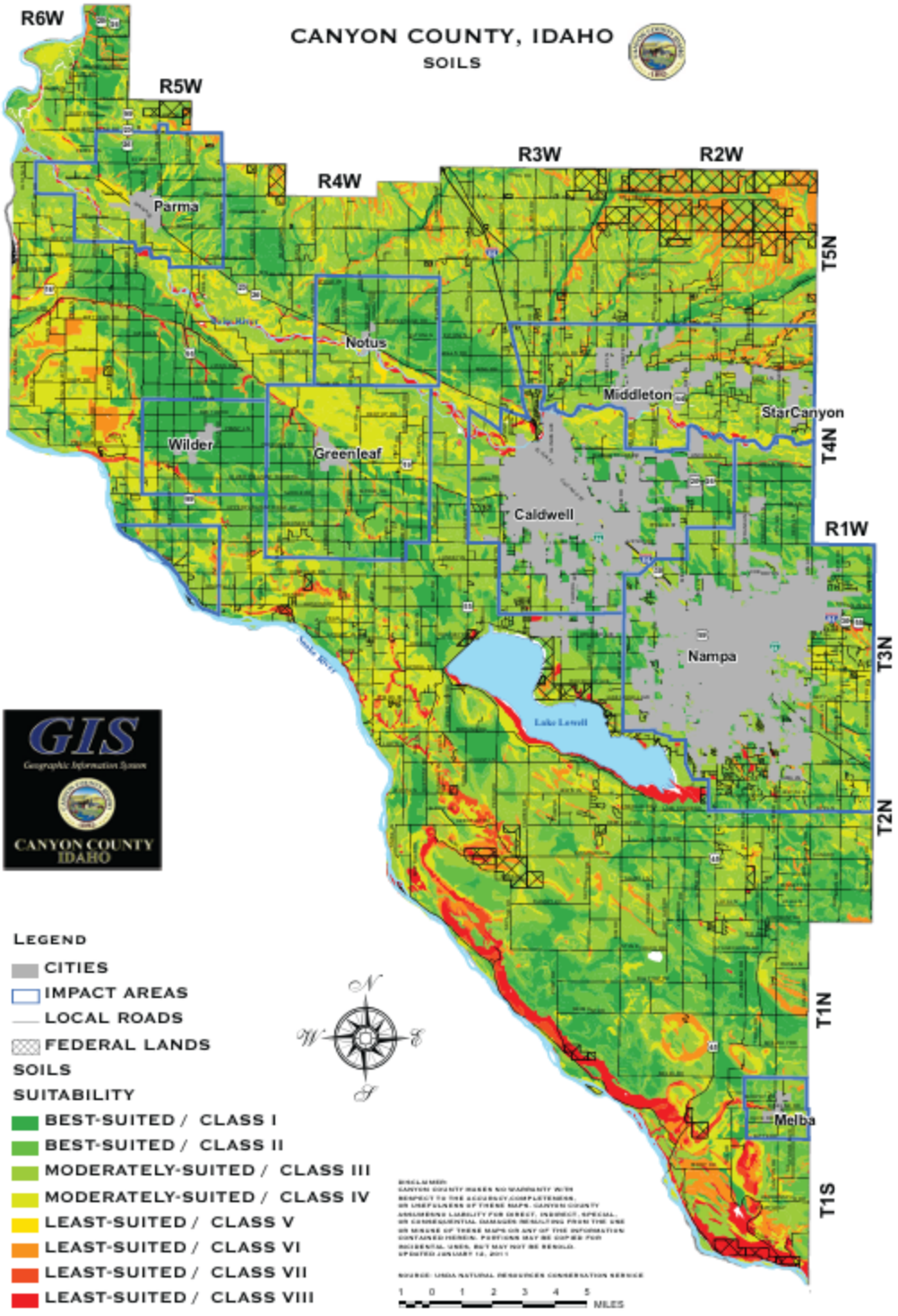
EXHIBIT 6.5

slopes on the ridge for residential areas preserves the more productive agricultural properties in Canyon County while still meeting the needs for homes for individuals and families that desire to live in the county.

Soils: This Timber Ridge Properties contains a mix of Class II - Class VI for Least Suited Soils.

See clipped portion of Soils Map from the 2020 Comprehensive Plan.




CANYON COUNTY, IDAHO
SOILS
R6W
R5W
R4W
R3W
R2W
R1W
T5N
T4N
T3N
T2N
T1N
T1S
Parma
Notus
Wilder
Greenleaf
Middleton
StarCanyon
Caldwell
Nampa
Melba
Lake Lowell
GIS
Geographic Information System
CANYON COUNTY
IDAHO
LEGEND
CITIES
IMPACT AREAS
LOCAL ROADS
FEDERAL LANDS
SOILS
SUITABILITY
BEST-SUITED / CLASS I
BEST-SUITED / CLASS II
MODERATELY-SUITED / CLASS III
MODERATELY-SUITED / CLASS IV
LEAST-SUITED / CLASS V
LEAST-SUITED / CLASS VI
LEAST-SUITED / CLASS VII
LEAST-SUITED / CLASS VIII
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1 0 1 2 3 4 5
MILES

4. **Residential Use is the most appropriate use of these parcels.** If this property were to remain agriculturally zoned, the best use of the Indarts parcels would be to return it to a feedlot. This would be undesirable both to the adjacent residences as well as for the Indart family. For the Christensen's they would need continue to farm property that is less productive at a large expense to them. Clay Christensen shared in the Planning and Zoning Hearing the reduced production of a variety of crops over the years they have owned the property.

   One of the suggestions from the neighbors in the planning and zoning meeting was a suggestion to put this property into grape production. The recent market for grapes has taken a significant decline as reported in the State of the Harvest Report 2025 and US Wine Market 2024 Trends where grape farmers have been unable to sell their harvest and wineries are reducing their contracts for grapes. Putting this property into grapes would not be fiscally responsible at this time.

5. **The requested R-2 Zone designation is essential for bringing Community Services to this project.** The Timber Ridge properties are within the Nitrate Priority Area. An extraterritorial agreement has been started with the City of Greenleaf to extend sewer to this project. Their Council authorized staff to formulate such an agreement and provide a letter of interest for the same. A Community Well is proposed to bring municipal water to these homes. Community Water and Sewer services that are tightly regulated by the DEQ will protect future home owners in providing and maintaining a clean source of municipal water. These services come at a much greater cost to the developer than leaving individual well and septic systems to the lot purchaser as in other nearby subdivisions.

   The owners, Dave Christensen and Phyllis Indart wanted to keep the lots as large as possible while still providing these community services. In the draft preliminary plat for Timber Ridge, the owners have proposed an average lot sizes of 0.88 acres with the minimum lot size of .64 and the maximum lot size of 1.16 acres. This is just under the density allowed in an R-1 zone. The Christensens and Indarts would like to request an R-2 zone designation to allow for the 0.88 acre average lot size.

6. **Job Growth.** The recent trend to limit residential growth in Canyon County has caused serious financial difficulties to Canyon county business owners that offer construction trade services. Well-drillers, septic installers, home builders and contractors, concrete and landscape tradesmen, electrical and plumbing trades and more have been struggling with the limited growth in Canyon County. Allowing residential projects to be built on non-viable property not only benefit future

property owners, but it also provides work for the existing tradesman that serve Canyon County, without reducing the net agricultural needs of the farmers.

7. **Property Holder's Rights.** Several points of the 2020 Comprehensive Plan protect the rights of Property Rights of Property Owners. This request to rezone and amend the Christensen/Indart parcels is consistent with the goals of the 2020 Canyon County Comprehensive plan. The staff report mentioned only the goals and standards about preserving agriculture while disregarding many of the other standards from the Comprehensive Plan that protects property rights, calls for balanced development and protection of water and future use of individual properties.

Please see the expanded discussion below on how each of the following goals and standards of the 2020 Comprehensive Plan are met by approving this project.

Goal #1: Canyon County will ensure that land use policies, restrictions, conditions and feeds do not violate private property rights or create unnecessary technical limitations on the use of property. (2020 CCP)

– The property right and desire of the owners is to develop this property. To not allow the developers to develop this property restricts the use of their property, and puts them in a difficult position of either allowing the land to lie fallow, be put back into a cattle operation, or losing money agricultural operations not sustainable on less productive land. These options are not desirable by the owners of the property or the adjacent neighbors.

Goal 2: The community goal is to acknowledge the responsibilities of each property owner as a steward of the land, to use their property wisely, maintain it in good condition and preserve it for future generations. (2020 CCP)

– The current use of the land is non-viable ag. Putting the homes into single family residential provides for the land to improve in its condition, allow for easier maintenance of weeds and gophers, and provide for homes for future generations. The development will also dedicate the land needed to further improve the road and sewer infrastructure in this area which will benefit the community overall. The community wells will do more to protect the aquifer than individual wells.

Property Right Policy #1. No person shall be deprived of private property without due process of law (2020 CCP)

Property Right Policy #8. Promote orderly development that benefits the public good and protects the individual with minimum of conflict. (2020 CCP)

– This development extends the adjacent residential uses to the ridges and non-viable property owned by the developers. This development will beautify this area, reduce weeds, and help make existing poor agricultural land into meeting the housing needs of those that live in Canyon County. This development will provide increased property taxes for the county and city to provide essential services. This development will provide homes for families to live in. While the increase of homes will increase the number of daily trips on these roads, a Traffic study has been done and this development will provide property for the future improvement of adjacent roads and comply with the conditions of the highway district to mitigate impact. All these points benefit the public good and protect the individual with minimum conflict.

Property Right Policy #10. Land use laws and decisions should avoid imposing unnecessary conditions or procedures on development approvals. (2020 CCP)

The developers are seeking for a rezone of R-2 to allow for the largest lots possible which still allowing for the project to be financially feasible to bring the necessary community well and sewer systems to this area.

This development would also ask that no unnecessary conditions be placed on this development.

Property Right Policy #11. Property owners shall not use their property in a manner that negatively impacts upon the surrounding neighbors (2020 CCP)

The developers have taken great care to seek feedback from the neighbors at the neighborhood meeting about the types of development they would prefer. The overwhelming majority of neighbors requested no large animals, no rodeo or horse facilities and requested nicer subdivisions similar to what is available surrounding the golf course. The owners revised their preliminary plat draft and amenities to meet the requests of the neighbors. At great cost to the developers, they have conducted a Traffic Study that considers the full build out of this property and adjacent properties to consider the impact their development will have on the traffic (with a significantly larger scope of study than typical traffic studies). The developers are working with the highway district to dedicate right of way and mitigate any impact.

Property Right Policy #12. Property owners acknowledge and expect that Canyon County will preserve private property rights and values by enforcing regulations that will ensure against incompatible and detrimental neighboring land uses. (2020 CCP)

As this property is adjacent to residential areas it is compatible with the area of single-family homes. Single family homes provide a net benefit to the community as a whole and are not detrimental to the neighboring land uses.

- **Population Goal 1: Consider Population Growth Trends** when making land use decisions.
  - Per the COMPASS Population Estimates by City Limit Boundaries, 1990 – 2025 (April 2025), Population trends are increasing in Canyon County, particularly in the unincorporated areas of Canyon County.

Canyon County

Year	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma	Star (Canyon)	Wilder	Unincor-porated	Total Canyon County
2025	77,610	820	700	13,970	123,220	630	2,240	570	1,770	54,290	275,820
2024	73,420	820	700	13,190	119,220	630	2,220	450	1,760	52,890	265,300
2023	69,910	840	670	11,980	114,960	630	2,140	500	1,680	53,630	256,940
2022	66,450	840	580	10,720	109,120	620	2,120	280	1,620	57,370	249,720
2021	63,760	900	590	10,420	110,980	570	2,210	10	1,830	52,110	243,380
2020 (Census)	59,996	812	572	9,425	100,200	609	2,096	10	1,597	55,788	231,105
2019	58,830	870	590	9,710	102,030	570	2,150	10	1,760	48,020	224,540
2018	56,860	860	570	9,190	98,370	570	2,140	10	1,710	46,900	217,180
2017	54,120	860	570	8,110	96,820	570	2,120	10	1,690	50,560	215,430
2016	52,620	860	570	7,580	90,860	570	2,110	10	1,640	51,360	208,180
2015	51,880	860	570	7,110	89,210	570	2,140	10	1,640	53,800	207,790
2010 (Census)	46,237	846	513	5,524	81,557	531	1,983	10	1,533	50,179	188,913
2000 (Census)	25,967	862	439	2,978	51,867	458	1,771	0	1,462	45,637	131,441
1990 (Census)	18,586	648	252	1,851	28,365	380	1,597	0	1,232	37,165	90,076

  - In 2025, the population has surpassed the previously estimated 268,164 projection for 2030 done by Compass for Canyon County in preparation for the 2020 comprehensive plan. The 2030 Comprehensive Plan reports that the Treasure Valley has shown “unprecedented growth” (p.10) and projects a 32% increase of population by 2050 in Canyon County and reports that the Treasure Valley has shown “unprecedented growth” (p.10)
  - There is a great need for providing housing for the increase in population in Canyon County. This project will help to meet that need.

Population Growth Trends and Projections 1970-2030

Over the last 30 years, population of Canyon County has significantly increased by over double its population the last 30 years. As shown in Table 1 below, the annual percent population increase in Canyon County between 1970 and 2000 was 4 percent. Between 1990 and 2000, Canyon County population increased by an annual percent change of 5 percent.

Table 1: Canyon County Population Change 1970-2000

	Total Population				Annual Percent Change		Percent change	
	1970	1980	1990	2000	1990-2000	1970-2000	1990-2000	1970-2000
	61,288	83,756	90,076	131,441	5%	4%	45.92%	114.46%

Source: U.S. Census Bureau

Table 2 also shows that between 2000 and 2030, population in Canyon County is projected to increase 50 percent. Projected population change is expected to increase by 136,723 and the average annual percent change by 2.41 percent.

Table 2: Canyon County Population Projections 2000-2030

	Actual	Population Projections								
	2000	2008	2010	2015	2020	2025	2030	2000-2030 Projected Population Change	2000-2030 % Change	Average Annual % Change 2000-2030
Canyon County	131,441	183,939	188,923	225,503	242,908	255,796	268,164	136,723	50.98%	2.41%

Source: Compass

- **<u>Population Goal 2:</u>** Encourage Economic Expansions and Population Growth throughout the county plus increase economic diversity for continued enhancement of our quality of life to meet citizen needs.
    - *This development provides for economic expansion by providing homes and work for the existing trades that live and work in Canyon County. Well drillers, plumbers, electricians, landscapers, craftsmen, painters, and builders all provide work opportunities where homes are being built. The homes in this development are planned to be on average .8 acres which provides variety from the smaller 5,000 to 9,000 square foot lots on average in urban areas and larger rural lot of 2-80 acre lots.*
- **<u>Population Policies 2:</u>** Future High-density development to locate within incorporated cities or area of impact.
    - *While this development is not considered high density, it is located in what has been Greenleaf's area of impact and adjacent to existing residential. Impact areas were reduced to 2 miles outside of City limits this year, and this project is just outside of the 2 mile radius.*
- **<u>Population Policies 3:</u>** Encourage Future population to locate in areas that are conducive for residential living and that do not pose and incompatible land use to other land uses.

- *This development is located adjacent to existing residential areas on non-viable agricultural land on ridges and without adequate water rights. This development is also centrally located within 3 miles of Homedale, Greenleaf, Notus, Wilder, and Caldwell and Marsing, and only 2 miles south of Simplot Blvd. The increase in homes in this area will benefit each of these nearby towns and businesses.*

- **Tourism and Recreation Goal #1:** Diversify and improve the economy of Canyon County in ways that are compatible with community values.
    - *This development provides housing for an increased population base for individuals and families to purchase goods and services and participate in available agritourism activities in Canyon County. It also improved the economy by providing work for the Tradesmen of Canyon County.*

- **Tourism and Recreation Goal #2:** To support the agriculture industries by encouraging the maintenance of continued agricultural land uses and related agricultural activities, and Policy 1: encourage the continued use of agricultural lands, land uses and recognize the economic benefits they provide to the community.
    - *While this project is proposing a change in use on non-viable property from agricultural to residential zoning, the owners of this project are farmers that own several acres through the valley and the profitability of this project in developing to residential allows for continued agricultural operations on more profitable tracts of land.*
    - *Additionally, no one knows better than the farmer themselves of the viability of their property. The largest portion of acreage of this project are old feedlots with no water rights. The land also has slopes over 15% and a ridge that is difficult to farm. The portion of this development that has water rights and a pivot has been farmed in a variety of crops and In field comparisons, the yield on this parcel of land has performed poorly. (See public testimony from Christensen's during Planning and Zoning Hearing).*

- **Tourism and Recreation Goal #3:** Create new jobs that are sustainable and lasting and Goal #4. … maintain a diverse base of business.
    - *This development would create jobs in 3 ways: First, in providing jobs to several local trades and services; Second, in increasing the customer base of this area blessing the overall economy of surrounding areas over time in a variety of businesses, and Third in helping to fund the owner's agricultural operations on other tracts of land.*

- **<u>Tourism and Recreation Goal #5 and #6 #7.</u>**
    - *These are three goals that may appear conflicting: one seeking for not overdeveloping and retaining agricultural land uses and the other seeking for development to happen in a controlled, planned, and constructive manner which will enhance, not destroy the existing lifestyle and environmental beauty of Canyon County and the goal #7 clarifies the balance between these two goals: " Canyon County should identify areas of the county suitable for commercial, industrial and residential development. New development should be located in close proximity to existing infrastructure and in areas where agricultural uses are not diminished."*
    - *This development seeks to strike that proper balance in smart growth. The owners have selected property that has been non-viable, difficult to farm due to topography and water limitations, and on the ridges where water must be pumped to be used, and land to develop that is adjacent to major road networks and residential areas. This project most recently was identified in the Greenleaf impact area until the reduction of impact areas to 2 miles from city limits this year. The owners will be expanding infrastructure from Greenleaf for sewer and drilling a community well. This project will not diminish any nearby agricultural uses.*
- **<u>Land Use Planning Goal #2:</u>** To provide for the orderly growth and accompanying development of the resources with in the county that is compatible with the surrounding areas.
    - *This property is bordered on 3 sides by residential properties and on 1 side by agriculture. Residential more appropriately matches the nature of these areas than the designation of Agricultural.*
- **<u>Land Use Planning Goal #3:</u>** Use appropriate techniques to mitigate incompatible land uses.
    - *Residential is compatible with the existing land uses for this property. And the owners of this project plan to dedicate right of way to the highway district, expand the street network, and have done careful analysis of site distance for access point placement. They have conducted and paid for a Traffic Study for their project and have gone through the appropriate channels of meeting with the Highway district to share both the Traffic Study and Site Analysis and are ready to provide any just mitigation determined by the highway district.*
    - *This project will work with the Idaho Department of Water Resources and Idaho Department of Environmental Quality to provide a community well that*

provides safe drinking water and protects the aquifer for adjacent well owners. Such wells are continuously monitored and regulated to meet the requirements promulgated under the Safe Drinking Water Act.

- *The developer has gone through the appropriate channels to seek to do a extraterritorial agreement with Greenleaf to extend sewer.*
- *The developer has also been open with neighbors about the creation of this development and sought their feedback to guide this development.*

- **Land Use Planning Goal #4**. To encourage development in those areas of the county which provides the most favorable conditions for future community services.
    - *Smart growth occurs along the main arterials. This project has Ustick road that runs right through it – The only surface arterial road that runs from East Boise to the Snake River. As future community services are expanded Ustick Road is a prime area for future services.*
- **Land Use Planning Goal #5.** Achieve a land use balance which recognizes that existing agricultural uses and non-agricultural development may occur in the same area.
    - *This project places homes on the ridges and non-viable properties and does not detract from adjacent agricultural operations.*
- **Land Use Planning Goal #6**. Designate areas where rural type residential development will likely occur and recognize areas where agricultural development will likely occur.
    - *Ustick Road Major Arterial is a prime area for where residential development will most likely occur. This area is also close to the golf course and centrally located between several communities (Homedale, Marsing, Greenleaf, Caldwell, and Wilder with close access to Hwy 19). This is a prime area for residential development to happen.*
- **Land Use Planning Goal #7**. To encourage livability, creativity, and excellence in the design of all future residential developments.
    - This project seeks to build on the model of the existing subdivisions surrounding the golf course. They are larger lots that allow for larger homes or larger backyards for individuals and families to enjoy. There will be pickleball courts and gathering areas for the community.
- **Land Use Policies #2.** Encourage orderly development of subdivisions and individual land parcels and require development agreements when appropriate.

- These developers opted to be subject to a development agreement and a conditional rezone for this project. (See exhibit provided in packet.)

- **Land Use Policies #1, 4** Land Use Compatibility, Impact to Surroundings and Analysis of Property Rights to be included in land use decisions:
  - All of these have been analyzed and are in favor of this development.

- **Land Use Policies #6**: Review all development proposals in areas that are critical to groundwater recharge and sources to determine impacts, if any to surface and groundwater quantity and quality.
  - *This project has carefully analyzed the Water resources and used this analysis in the proposal of the community well.*
  - *This project is on the "wet side of the valley" (See Canyon County Ground Water Quality Improvement and Drinking Water Source Protection Plan 2022 Update)*
  - *This project also is in the high nitrate priority area for Canyon County where community services protect against exacerbation of nitrate contamination.*
  - *The Community Well will be constructed following all of the applicable standards for public drinking water systems and required testing.*

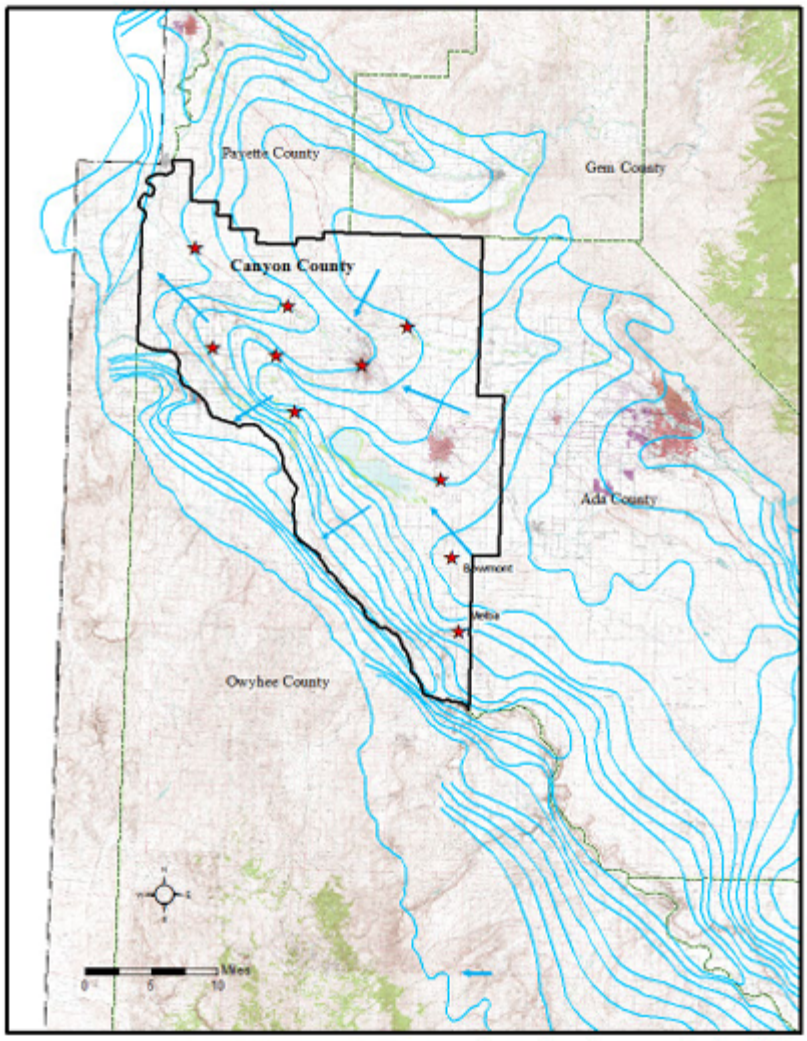

Figure 2-3. Ground water flow directions.

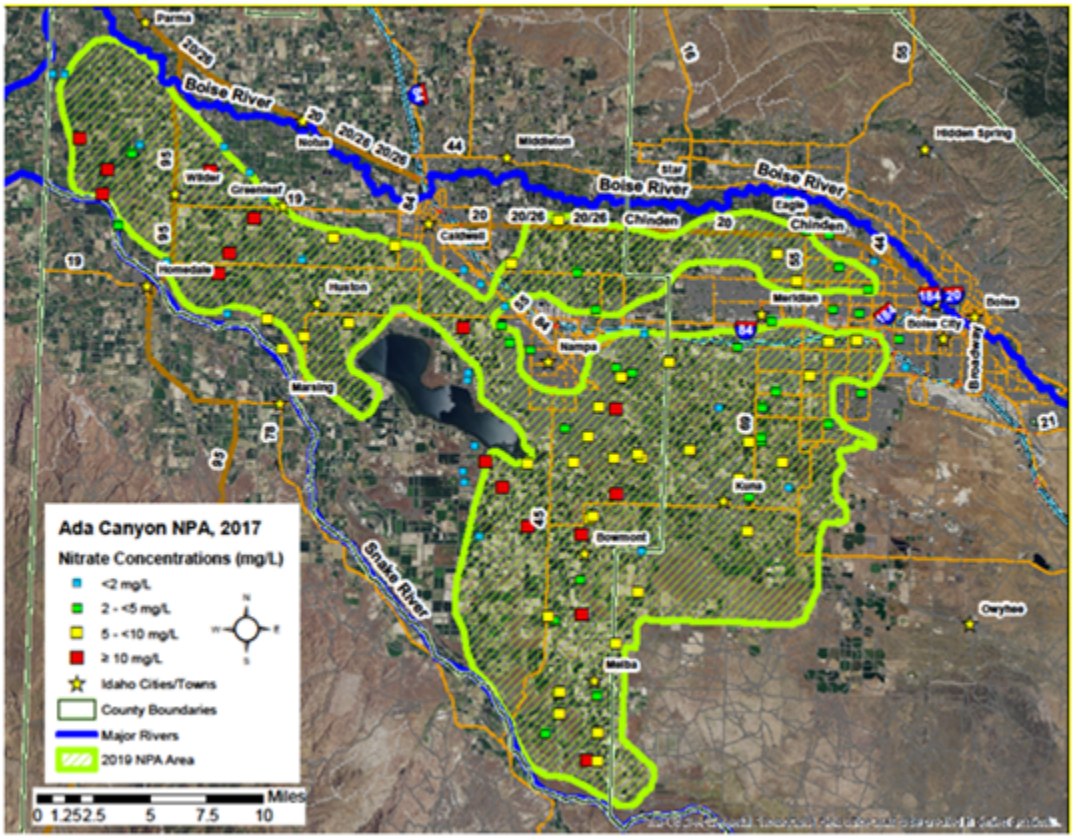

Figure 4-4. Ada Canyon nitrate priority area for ground water.

- **<u>Land Use Policies #11</u>**: Coordinate planning and development with applicable highway district and health officials.
    - *These owners have been working with Golden Gate Highways District, Southwest District Health, the Irrigation departments and the fire departments as well as the City of Greenleaf to coordinate this development. They are committed to continue to work with these agencies if the rezone is approved in the creation of the preliminary plat.*
- **<u>Agricultural Policies #1& 2:</u>** Encourage the protection of agricultural land for the production of food and consider the use of voluntary mechanisms for the protection of agricultural land.
    - *As mentioned above, this property has no agricultural water rights on half of the property and on the other half of the property reduced water rights, reduced agricultural production with slopes and topography that make it difficult to farm and lead to reduced yield. The owners of these parcels desire to develop this property which can help to fund other agricultural*

operations in the local area. Forcing this property to remain agricultural removes the voluntary mechanisms for property owners to choose how to use their property when the surrounding areas are compatible with the proposed use.

- **Agricultural Policy #3:** Canyon County supports Idaho Right to Farm Laws and these would be maintained for this project. Homeowners would have the right to farm their property.

- **Agricultural Policy #4:** CAFOs may be more suitable in some areas of the county.

    - *This property, due to the limited water right resources would be most profitable as a concentrated animal feeding operation (CAFO), but due to the increasing residential nature of this areas, the impacts of a CAFO this close to the residences and golf course could create an undesirable nuisance for property owners. This is another reason that a residential land use designation would be more appropriate in this area over an agricultural land use designation.*

- **Residential Policy #1:** Encourage High Density Development in Areas of City Impact - - *This area was in the City of Greenleaf Area of Impact at the time this application was submitted.*

- **Residential Policy #2:** Encourage compatible development in areas where agricultural uses are not viable.
    - *As explained above, these properties classify as agricultural non-viable due to water rights, topography and reduced yields. A residential land use is more appropriate for this area.*

- **Residential Policy #3.** Encourage compatible residential areas or zones within the county so that public services and facilities may be extended and provided in the most economical and efficient manner.

    - *Much of the property in the vicinity of this project is residential. A residential land use designation is appropriate for this area.*

- **Area of City Impact**: The county recognizes that each city in the county has its individual identity and development plan. Expand or reduce areas of city impact according to each city's trade area, geographic factors, water and sewer service areas and areas and areas that can reasonably be expected to be annexed to the city in the future.

- *This project at the time of application was in the City of Greenleaf area and Sewer services are proposed to be extended from the City of Greenleaf to this project.*

- **A. Agricultural Land Goals #1:** To support the agricultural industry and preservation of agricultural land.
    - *These properties are non-viable due to water resources, topography and reduced yields. This area is also adjacent to residential on 3 sides of the property and would more appropriately be designated as residential.*
    - *This project would not interfere with agricultural activities, would not disrupt or destroy irrigation canals and ditches, lateral or associated right of ways.*

- **C. Water Goal 1:** Water is an essential and limited resource. Policy 4: Limit Water Use Requirement and Policy 5: Require adequate water supply for fire protection.
    - *The creation of a community well that is built to the highest standards of the IDWR and DEQ and monitored carefully and Community Sewer will have less impact on the quality of the aquifer than sparsely regulated individual wells and septic systems. Existing Irrigation wells will be used to provide irrigation and an irrigation pond is planned to assist in buffering peak irrigation water use as well as a possible resource for fire suppression. Fire Hydrants will also be provided for fire suppression. Homeowners will be encouraged to offset watering days to make available surface water meet needs for yard irrigation.*

- **D Air:** Consider land use and transportation issues as important factors in the reduction of air pollution.
    - *Residential land use would be more effective in reducing air pollution for neighboring residences than a Feedlot.*

- **7 Hazardous Areas Policies:** Limit structures and development in areas where known constraints or hazard exist. (including unstable soil areas and steep slopes...*)*
    - *This development has studied the topography and slopes for lot and building envelope placement. A full grading and drainage plan will be done prior to preliminary plat submittal. Structures will be prohibited in areas dictated by geotechnical investigation, if any. A full hydrology report for hillside development will be completed.*

- **8. Utilities and Energy, Policies #2.** Encourage the establishment of expanded sewer infrastructure and wastewater treatment in areas of city impact.

- *This is exactly what this development is proposing in establishing an extraterritorial agreement with the City of Greenleaf.*

- Policy #3. Encourage the establishment of new development to be located within the boundaries of a rural fire protection district.
  - *This project is located within two Fire Districts. Homedale Fire and Wilder Fire*

- **Policy #4**. Encourage activities to promote the protection of ground water and surface water.
  - *The community well will protect ground water by being drilled to municipal standards and limiting use to the necessary culinary diversion rate.*
  - *The two existing irrigation wells will be maintained.*

- **Policy #5**. Encourage co-location and joint use of utility corridors and facilities.
  - *Joint trench will be used for power, sewer and water lines.*

- **Transportation Goal #3**. Support development of local transportation systems that are well-connected, both internally and and the regional transportation system
  - *This project is providing connectivity to parcels.*

- **Transportation Goal #2:** Promote and improve traffic safety in the design and development of local and regional transportation facilities, particularly for local and neighborhood facilities.
  - *Careful Sight Distance Analysis has been done for access points. All access points to be coordinated with the Highway district.*
  - *Promote connectivity through design of well-connected local street systems.*
  - *Provide stub streets for future development and appropriate signage*

The above statements from the Comprehensive Plan illustrate clearly how this project complies with the request for a Comprehensive Plan amendment and meets the requirement for a rezone for these parcels. We would respectfully request the commissioners also take these points from the Comprehensive Plan (many of which were omitted from the previous staff report) into consideration as they hear this case for the Christensen's and Indart's.

Respectfully submitted,

Brent and Tanya Orton

Orton Engineering, LLC

CITY OF GREENLEAF

20523 North Whittier Drive
Greenleaf, Idaho 83626
www.greenleaf-idaho.us

Brent Orton
Orton Engineering
17338 Sunnydale Pl.
Caldwell, ID 83607

Via U.S.P.S and e-mail: brentorton@ortonengineers.com

26 November 2025

RE: EXTRATERRATORIAL AGREEMENT – LETTER OF INTEREST

Greetings!

Following discussion at their 06 November 2025 meeting, the City Council authorized Mayor and Staff to draft and send a letter of interest regarding the request for extraterritorial agreement.

Mayor and Staff consider the extraterritorial subject to be actively under consideration. Staff are studying the plant to determine capacities and planned enhancements to increase capacity in response to potential increased future demand, including beyond the proposed extraterritorial commitment.

A copy of the 06 November 2025 Council Meeting Minutes is attached. Please see agenda item #7.4 for detail.

Respectfully submitted,

Lee C. Belt
City Clerk
City of Greenleaf

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EXHIBIT 6.6

208.454.0552 • cityhall@greenleaf-idaho.us

City of Greenleaf
20523 N. Whittier Drive
Greenleaf, Idaho 83626
208/454-0552
208/454-7994 (fax)
cityhall@greenleaf-idaho.us

CITY COUNCIL MEETING MINUTES
Special Session – 6:30pm – 06 November 2025 – Greenleaf City Hall

Agenda:

1. Meeting called to order
2. Pledge of Allegiance
3. Roll Call
3.5 Workshop Session - COMPASS Presentation
4. Comments to the Council
5. Adjustments to meeting agenda **[ACTION ITEM]**
6. **POLICE AND FIRE REPORTS**
6.1 Police Report
6.2 Fire Report
7. **AGENDA ITEMS REQUIRING CONTRACT STAFF INPUT**
7.1 Workshop Session - Discussion of draft Greenleaf Air Ranch (GLAR) Development Agreement (DA) #3 *(Clerk's Note - Session set at the 16 Oct 2026 Council Mtg.)*
7.2 Executive Session per IC 74-206(1)(c) "To acquire an interest in real property which is not owned by a public agency;"
7.3 Consideration of acquiring an interest in real property which is not owned by a public agency **[ACTION ITEM]** *(Clerk' note: Council may or may not be ready for consideration at this meeting)*
7.4 Consideration of extraterritorial agreement potential
7.5 Report on Area of Impact (AOI) presentation to Canyon County
7.6 Projects Report
7.7 Other business requiring contract staff input *(Clerk's Note: The Clerk requests that the City Engineer stay through the Treasurer's Report)*
8. **OTHER REPORTS AND PREVIOUS MEETING MINUTES (CONSENT AGENDA)**
8.1 Treasurer's Report and Disbursement List
8.2 Public Services Director's report
8.3 City Clerk's report
8.4 Monthly new construction valuation report
8.5 Consideration of consent agenda **[ACTION ITEM]**
9. **OTHER BUSINESS**
9.1 Any other business
10. **MINUTES REVIEW**
10.1 Recess to allow the clerk to finish draft minutes for this meeting, if needed
10.2 Consideration of minutes for this meeting **[ACTION ITEM]**
11. **ADJOURNMENT**
11.1 Adjournment **[ACTION ITEM]**

1. Meeting called to order
Mayor Brad Holton called the meeting to order at approximately 6:45p.

2. Pledge of Allegiance
Brad Holton led those assembled in the Pledge of Allegiance.

3. Roll Call
The clerk was asked to take roll call, with the following results.

☒ Seat 1: Ryan Schnuerle	☒ Seat 2: Rob Fisher	☒ Seat 3: Rachel Brobeck
☐ Seat 4: Dan Hyer	☒ Mayor: Brad Holton	☐ Impact Area: Liza Warner
Also Present:		
☒ City Clerk	☒ Public Services Director	☐ Police ☐ Fire
☒ City Attorney	☒ City Engineer	☒ City Treasurer

The meeting was available be joined via computer, tablet, or smartphone at: https://meet.goto.com/CityofGreenleaf/council-mtg, or via telephone United States: +1 (571) 317-3112 Access Code: 142-571-637

City Attorney Paul Fitzer attended by video-conference.

3.5 Workshop Session – COMPASS Presentation
Please see slides for detail.

4. Comments to the Council - *This agenda item is reserved for those wishing to address the Council regarding city-related issues. In order to ensure adequate public notice, Idaho law provides that any item requiring Council action must be placed on the agenda of an upcoming Council meeting, except for emergency circumstances. Comments related to future public hearings should be held for that public hearing, and should not be discussed by Council before the public hearing. Repeated comments regarding the same or similar topics previously addressed are out of order and will not be allowed. Persons wishing to speak will have a maximum of three (3) minutes. Comments regarding performance by city employees are inappropriate at this time and should be directed to the Mayor, either by subsequent appointment or after tonight's meeting, if time permits. Multiple persons speaking to the same concern will be acknowledged, but only one speaker will be allowed.*

No one chose to address Council.

5. Adjustments to meeting agenda **[ACTION ITEM]**
No adjustments were made.

6. **POLICE AND FIRE REPORTS**

6.1 Police Report
No written report was available.

6.2 Fire Report
No written report was available.

7. **AGENDA ITEMS REQUIRING CONTRACT STAFF INPUT**

7.1 Workshop Session – Discussion of draft Greenleaf Air Ranch (GLAR) Development Agreement (DA) #3 *(Clerk's Note – Session set at the 16 Oct 2026 Council Mtg.)*
Hethe Clark addressed Council for the applicant, providing a summary for Council. Hethe noted that H389(2021) mitigation is different from the Royal Ridge project, as the GLAR is already annexed. Please see updated draft for detail.

Discussion followed, including public hearing date, and end of timeline on 18 Nov 2025 per GLAR DA Amendment #2. Discussion continued regarding H389(2021), including that since GLAR is already annexed the city does not 'lose' revenue from annexation under H389 at this time, and the GLAR project is substantially different from the Royal Ridge project.

It was noted that both the city and the applicant acknowledge that rapid growth under H389(2021) results in loss of revenue which the city can never recover. Mayor expressed the city's appreciation for GLAR's voluntary choice to attempt to keep the city fractionally whole under H389. It was also noted that the DA amendment provides that if and when the Idaho Legislature fixes this issue, then the voluntary contribution will no longer continue or be adjusted if the Legislature only partly fixes this issue.

Discussion followed regarding the impacts of H389(2021), including impact to fire districts which could lead to privatization. It was noted that Star Fire has a station which they cannot man. Discussion continued.

It was noted that the public hearing on 10 Nov 2025 starts at 6:30p.

7.2 Executive Session per IC 74-206(1)(c) "To acquire an interest in real property which is not owned by a public agency;"

Ryan Schnuerle moved to enter executive session per IC 74-206(1)(c) to acquire real property. Rob Fisher seconded. A roll call vote was requested. The motion was approved with Ryan Schnuerle for the motion, Rob Fisher for the motion, and Rachel Brobeck for the motion.

Council entered executive session at approximately 7:30p.

Brad Holton called the meeting back to order at approximately 8:05p.

7.3 Consideration of acquiring an interest in real property which is not owned by a public agency **[ACTION ITEM]** *(Clerk' note: Council may or may not be ready for consideration at this meeting)*

Ryan Schnuerle moved to authorize Mayor and staff to begin negotiations through the city's realtor to purchase property as discussed in executive session. Rachel Brobeck seconded.

A roll call vote was requested. The motion was approved with Ryan Schnuerle for the motion, Rob Fisher for the motion, and Rachel Brobeck for the motion.

7.4 Consideration of extraterritorial agreement potential

It was noted that an extraterritorial agreement is typically a supply of utilities contract for services outside the city limits. A development southwest of the city limits has approached Mayor and Staff regarding such an agreement. A minimum of 350 equivalent dwelling units (EDUs) is contemplated. Sewer service is desired to the city's wastewater treatment plant (WWTP), water service is a possibility as a separate system maintained and operated by the City.

Request is for a letter of interest to be developed by the City Engineer for presentation by the development at public hearing before Canyon County. It is believed that the development would most likely be three residences per acre. Typically, rates for service outside city limits

are 1.5 times city rates or higher. Discussion followed, including potential infrastructure path to the WWTP.

If Council chooses to provide the letter of interest, then details on an agreement would follow and the extraterritorial provision would be included in a city sewer facility plan. Final decisions would come later.

It was noted that this type of satellite development outside city limits is a natural outgrowth of the Idaho Legislature's recent changes to State Code.

It was noted that this development is most likely to take two to three years before starting to come on-line.

Discussion followed, including capacity past Greenleaf Air Ranch and Royal Ridge projects, and incremental improvements necessary to bring the WWTP to full capacity of the current treatment footprint. The engineered sewer facility plan is needed to provide this definition. The plant is licensed for .24 MGD (million gallons per day), and the plant is typically processing 50,000 gpd (gallons per day). Discussion continued, including impact of the ZoRoCo extraterritorial agreement. An additional extraterritorial agreement would provide opportunity for reduced sewer rates.

Discussion followed. Sewer overage fee may need to be adjusted. Flows would need to be metered. City operation of a satellite water system would be beneficial. Discussion continued.

Rob Fisher moved to authorize Mayor and Staff to draft and send a letter of interest to the developer's representative. Rachel Brobeck seconded. The motion received unanimous approval.

7.5 Report on Area of Impact (AOI) presentation to Canyon County

City Engineer Amy Woodruff reported that the city's presentation was given a week ago and appeared to be well received. The city's request was reasonable. A small portion of the requested area was excluded.

It was noted that after this border definition, negotiation of an agreement defining land use rules within the area of impact will follow.

7.6 Projects Report

Amy Woodruff discussed water facility planning, water emerging contaminant planning, etc.

The city staff would like to consider a letter of interest to the Idaho Department of Environmental Quality (DEQ) for a 50/50 planning grant to add a supplemental grant for manganese planning addition to the current water facility plan effort.

City staff would like to consider a letter of interest to DEQ for a 50/50 planning grant for a new well source of supply to mitigate manganese as an emerging contaminant, to hit the Butler well aquifer (about 400 feet) which has less manganese. Discussion followed, including manganese levels at Butler and Harmony well sites.

City staff would like to consider a letter of interest to DEQ for a 50/50 planning grant for a current sewer facility plan to be in compliance with DEQ administrative review. A new plan is

needed, to include capacity calculations, incremental improvement triggers, and phosphorus planning in preparation for a future updated discharge permit.

By consensus, the City Engineer was directed to continue the effort for these LOI submissions.

7.7 Other business requiring contract staff input *(Clerk's Note: The Clerk requests that the City Engineer stay through the Treasurer's Report)*

8. OTHER REPORTS AND PREVIOUS MEETING MINUTES (CONSENT AGENDA)

8.1 Treasurer's Report and Disbursement List

Please see written report for detail. Oct 2025 reporting does not include auditor's end of fiscal year adjustments. Two new vendors are requested: ACS LLC. and Integrated Underwater. VISA statements were reviewed.

Draft reports as of 30 Sep 2025 were reviewed, as a close cash basis review of the last fiscal year. End of year adjustments were described for change to accrual.

Landscape printed profit and loss detail highlights projects and where the city spent funds in FY2025.

8.2 Public Services Director's report

Please see written report. It was noted that Integrated Underwater's report on the Harmony above-ground storage is attached. The storage tank now lacks an above-bottom outlet which was there at last inspection and cleaning. The tank will be drained in the future, outlet re-installed, and the tank then disinfected to restore to service. Wastewater treatment plant operations were reviewed.

It was noted that a third vendor, Thomas Motorworks, also needs to be added to the approved vendor list.

Annual reuse report is due to DEQ by end of calendar year. Much data, including hand-notes must be submitted to Civil Dynamics due to issues with SCADA recording. Similar issues exist for DEQ annual water reporting. Day to day reuse operations with the new quarter pivot is much better, although some SCADA data collection issues remain.

Discussion followed, including potentialities for expansion of reuse area for the future. It was noted that over half of the water land applied this past year was supplement from irrigation water. Discussion followed, including future need for water storage and potential solutions. There appears to be quite a bit of additional capacity in the current reuse facility.

8.3 City Clerk's report

Please see written report.

8.4 Monthly new construction valuation report

The clerk did not update the report. One new project was identified.

8.5 Consideration of consent agenda **[ACTION ITEM]**

It was noted that three vendors need to be added: ACS LLC, Integrated Underwater and Thomas Motorworks.

Ryan Schnuerle moved to approve the consent agenda, including the new vendors above. Rob Fisher seconded. The motion received unanimous approval.

9. **OTHER BUSINESS**

9.1 Any other business

There was none.

10. **MINUTES REVIEW**

10.1 Recess to allow the clerk to finish draft minutes for this meeting, if needed

No recess was taken.

10.2 Consideration of minutes for this meeting **[ACTION ITEM]**

Ryan Schnuerle moved to approve the minutes as presented. Rob Fisher seconded. The motion received unanimous approval.

11. **ADJOURNMENT**

11.1 Adjournment **[ACTION ITEM]**

Rachel Brobeck moved to adjourn. Ryan Schnuerle seconded. The motion received unanimous approval and the meeting adjourned at approximately 9:56p.

Respectfully submitted,

Lee C. Belt
City Clerk
City of Greenleaf

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Materials are available in Spanish upon request.
Los materiales están disponibles en español a pedido.

EXHIBIT
6.7

CONSTRUCTION DRAWINGS FOR:

TIMBER RIDGE

BOISE MERIDIAN, CANYON OUNTY, IDAHO

OVERALL SHEET LAYOUT

ORTON ENGINEERING
Designing the Future

Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Ph 208 350 9422
brentorton@ortonengineers.com

REVISIONS			BORDER SIZE
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PROFESSIONAL ENGINEER
REGISTERED
STATE OF IDAHO
BRENT L. ORTON

DRAFT
3-3-26

SHEET: C-0

PROJECT:

DATE: 1/5/2026

SCALE

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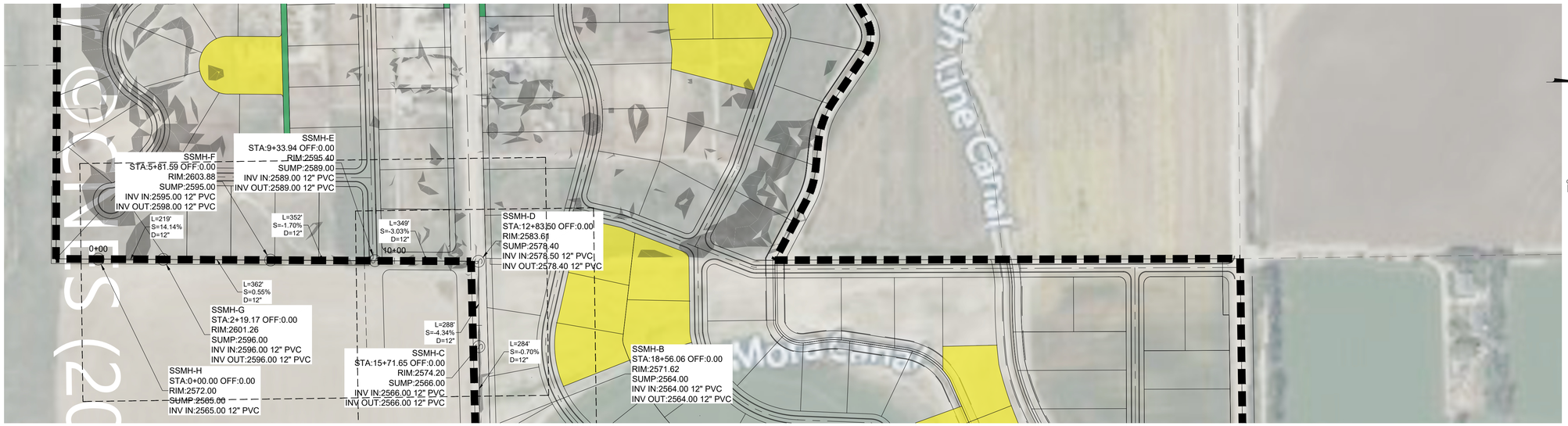

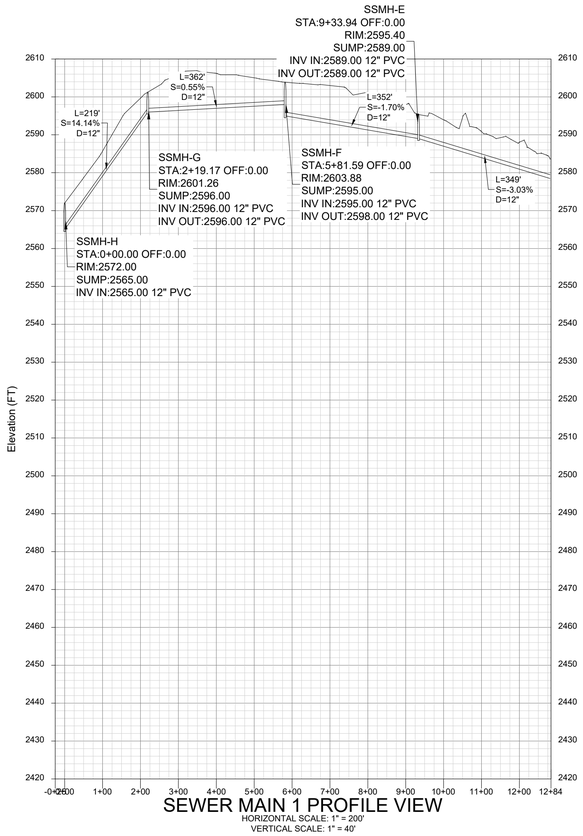

SEWER MAIN 1 PROFILE VIEW

HORIZONTAL SCALE: 1" = 200'
VERTICAL SCALE: 1" = 40'

PROFESSIONAL ENGINEER REGISTERED 13339 STATE OF IDAHO BRENT L. ORTON

DRAFT

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22"x34"	
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ORTON ENGINEERING
Designing the Future
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Ph 208 350 9422
brentorton@ortonengineers.com

CONSTRUCTION DRAWINGS FOR:

TIMBER RIDGE

BOISE MERIDIAN, CANYON OUNTY, IDAHO

OFFSITE SANITARY PLAN AND PROFILE-1

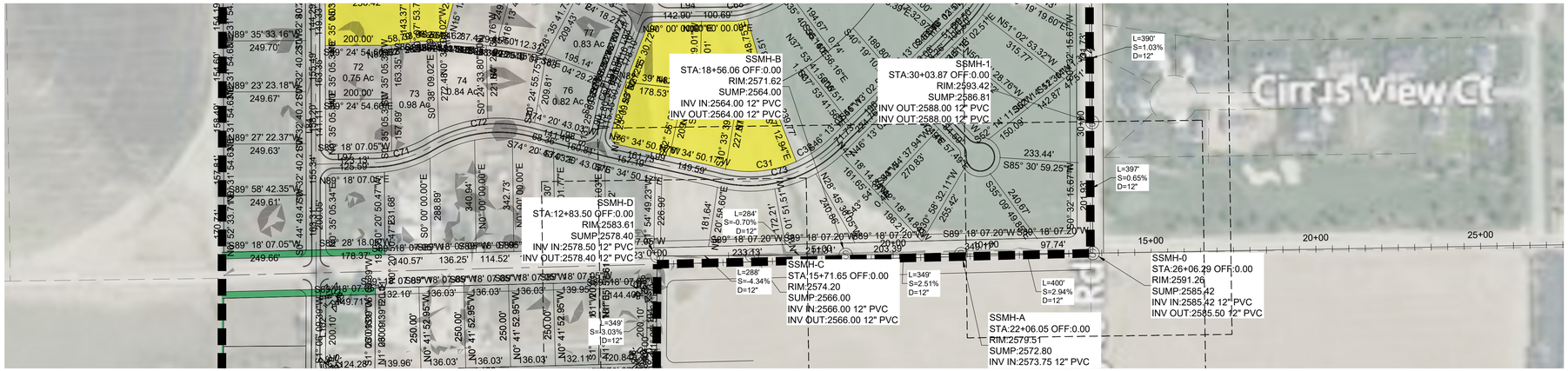
ATTENTION:
0 1/2 1

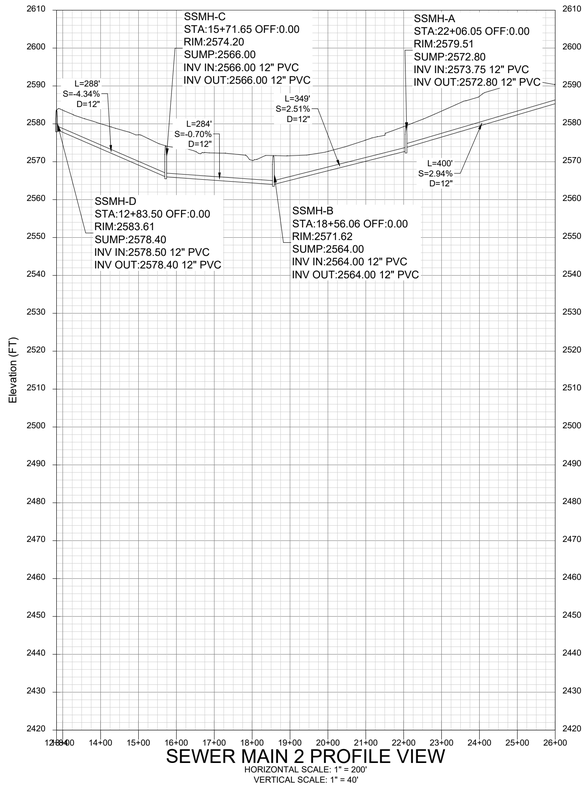
IF THIS BAR DOES NOT MEASURE 1" ON 22X34 SHEET or 1/2" ON 11x17 SHEET,THEN DRAWING IS NOT TO SCALE

DATE: 1/5/2026

PROJECT:

SHEET: C-1





DRAFT

PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO BRENT L. ORTON

13359

NO.	REVISIONS DESCRIPTION	DATE
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BORDER SIZE	22"x34"
DESIGNED	
BO	
DRAWN	
SK	
CHECKED	

APPROVED	

ORTON ENGINEERING
Designing the Future
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
(208) 353-3402
brentorton@ortonengineers.com

CONSTRUCTION DRAWINGS FOR:

TIMBER RIDGE

BOISE MERIDIAN, CANYON OUNTY, IDAHO

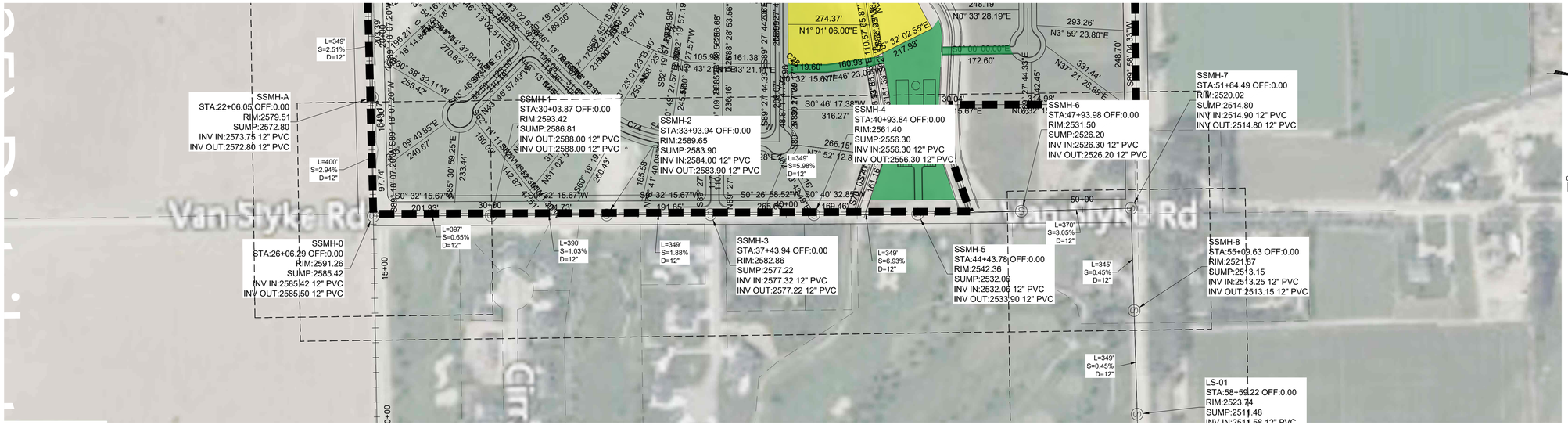
OFFSITE SANITARY PLAN AND PROFILE-2

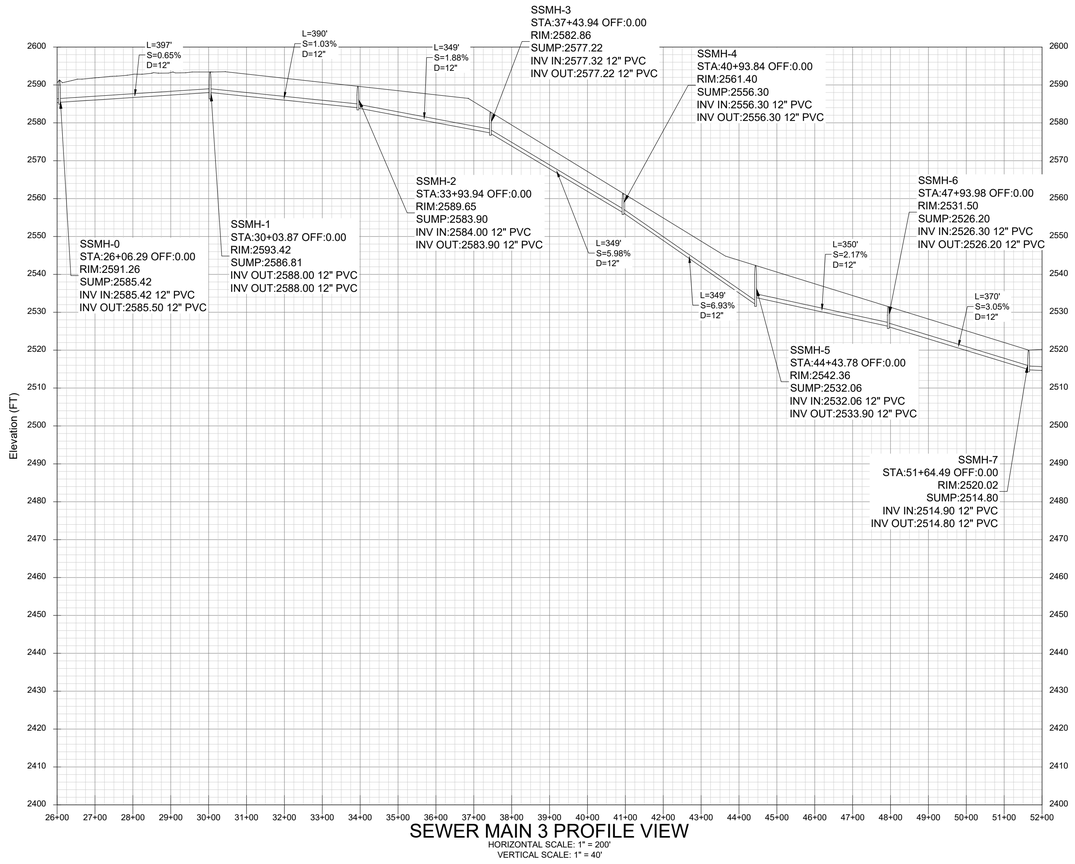
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22X34 SHEET or 1/2" ON 11x17 SHEET,THEN DRAWING IS NOT TO SCALE

DATE: 1/5/2026

PROJECT:

SHEET: C-2





SEWER MAIN 3 PROFILE VIEW

HORIZONTAL SCALE: 1" = 200'

VERTICAL SCALE: 1" = 40'

PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO BRENT L. ORTON

DRAFT

13359

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BORDER SIZE	22"x34"
DESIGNED	
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APPROVED	

ORTON ENGINEERING
Designing the Future
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
(208) 965-9422
brentorton@ortonengineers.com

CONSTRUCTION DRAWINGS FOR:

TIMBER RIDGE

BOISE MERIDIAN, CANYON OUNTY, IDAHO

OFFSITE SANITARY PLAN AND PROFILE-3

ATTENTION:
0 1/2 1

IF THIS BAR DOES NOT MEASURE 1" ON 22X34 SHEET or 1/2" ON 11x17 SHEET,THEN DRAWING IS NOT TO SCALE

DATE: 1/5/2026

PROJECT:

SHEET: C-3

SEWER MAIN 4 PROFILE VIEW

HORIZONTAL SCALE: 1" = 200'
VERTICAL SCALE: 1" = 40'

PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO BRENT L. ORTON

DRAFT

13359

REVISIONS		
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BORDER SIZE	22"x34"
DESIGNED	BO
DRAWN	SK
CHECKED	----
APPROVED	

ORTON ENGINEERING
Designing the Future

Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
(208) 353-3622
brentorton@ortonengineers.com

CONSTRUCTION DRAWINGS FOR:

TIMBER RIDGE

BOISE MERIDIAN, CANYON OUNTY, IDAHO

OFFSITE SANITARY PLAN AND PROFILE-4

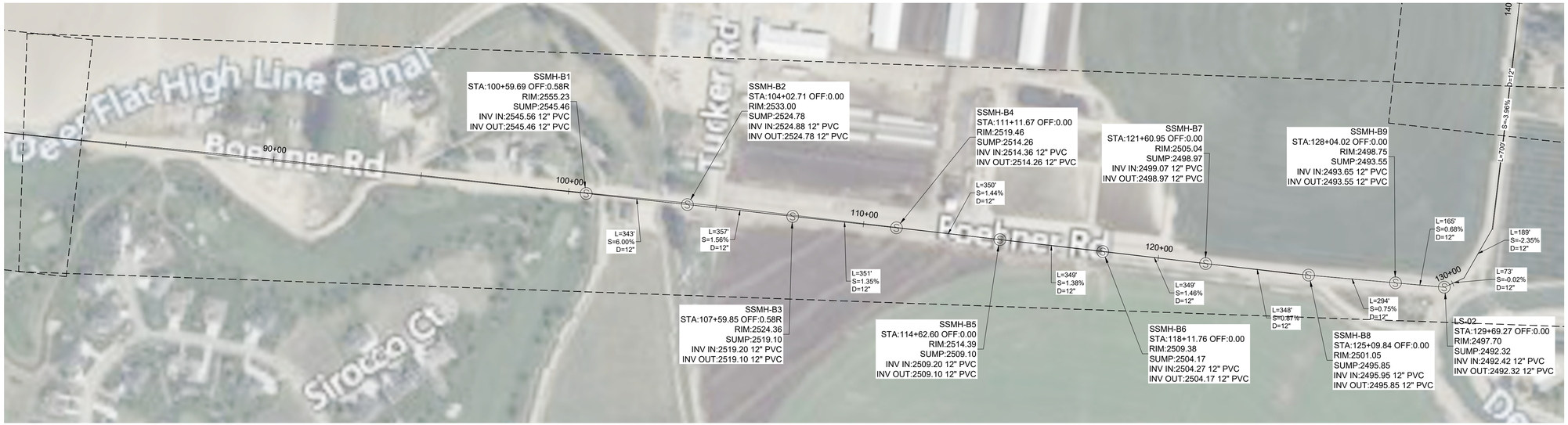
ATTENTION:
0 1/2 1

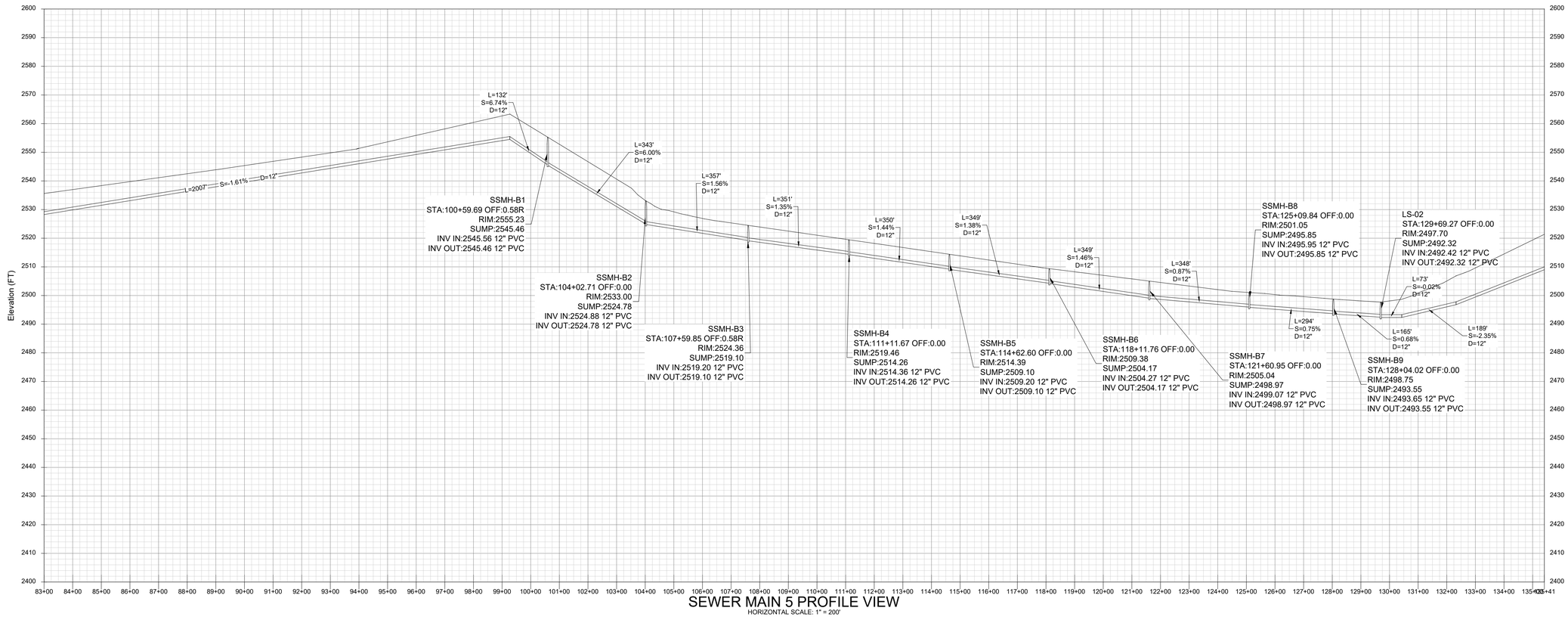
IF THIS BAR DOES NOT MEASURE 1" ON 22X34 SHEET or 1/2" ON 11x17 SHEET,THEN DRAWING IS NOT TO SCALE

DATE: 1/5/2026

PROJECT:

SHEET: C-4





SEWER MAIN 5 PROFILE VIEW

HORIZONTAL SCALE: 1" = 200'
VERTICAL SCALE: 1" = 40'

PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO BRENT L. ORTON
DRAFT
13259

REVISIONS		
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BORDER SIZE 22"x34"
DESIGNED BO
DRAWN SK
CHECKED ----
APPROVED

ORTON ENGINEERING
Designing the Future
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
(208) 353-5822
brentorton@ortonengineers.com

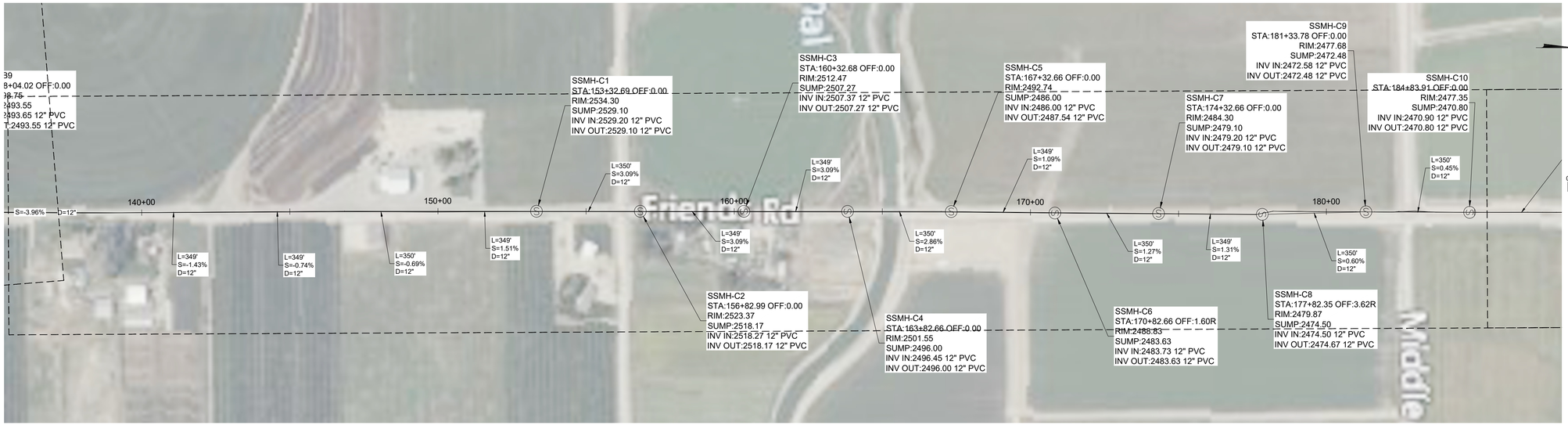
CONSTRUCTION DRAWINGS FOR:
TIMBER RIDGE
BOISE MERIDIAN, CANYON COUNTY, IDAHO
OFFSITE SANITARY PLAN AND PROFILE-5

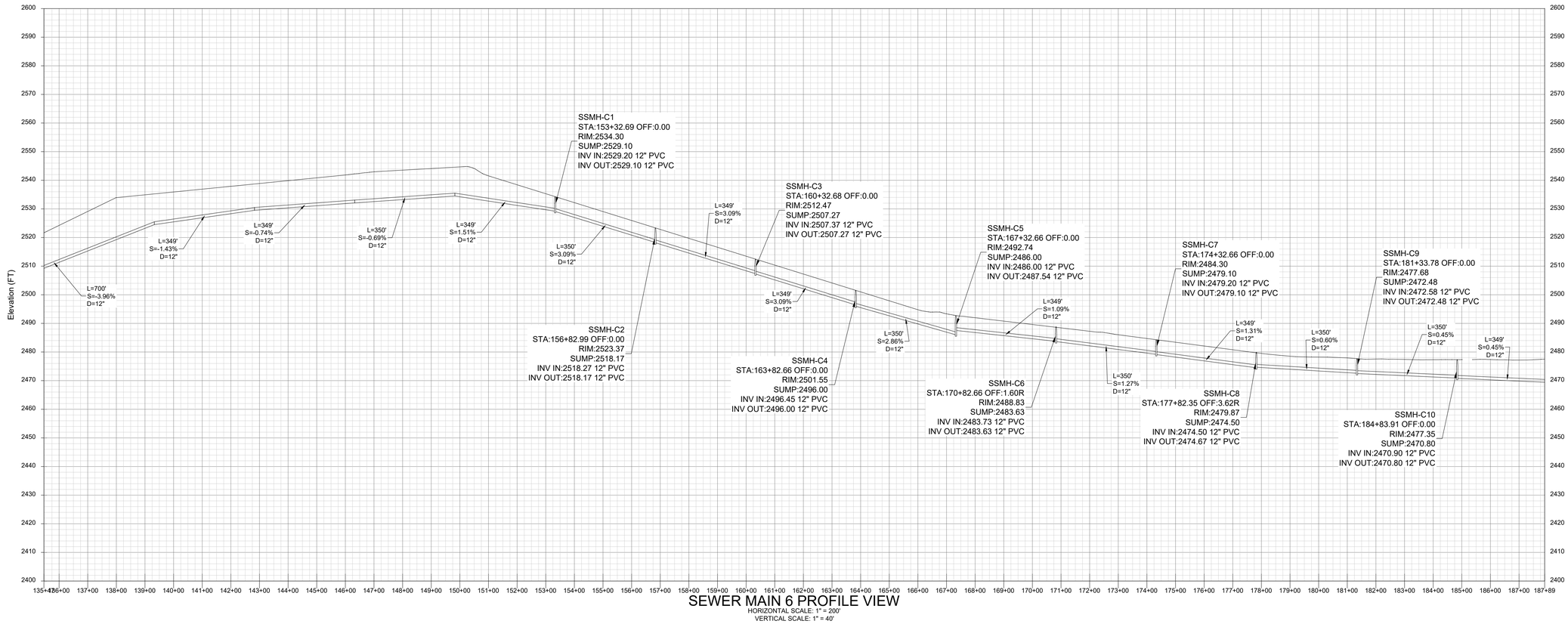
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22X34 SHEET or 1/2" ON 11x17 SHEET,THEN DRAWING IS NOT TO SCALE

DATE: 1/5/2026

PROJECT:

SHEET: C-5





SEWER MAIN 6 PROFILE VIEW
HORIZONTAL SCALE: 1" = 200'
VERTICAL SCALE: 1" = 40'

DRAFT
PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO BRENT L. ORTON
13259

BORDER SIZE	22"x34"
DESIGNED	BO
DRAWN	SK
CHECKED	----
APPROVED	

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REVISIONS

ORTON ENGINEERING
Designing the Future
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
(208) 353-3622
brentorton@ortonengineers.com

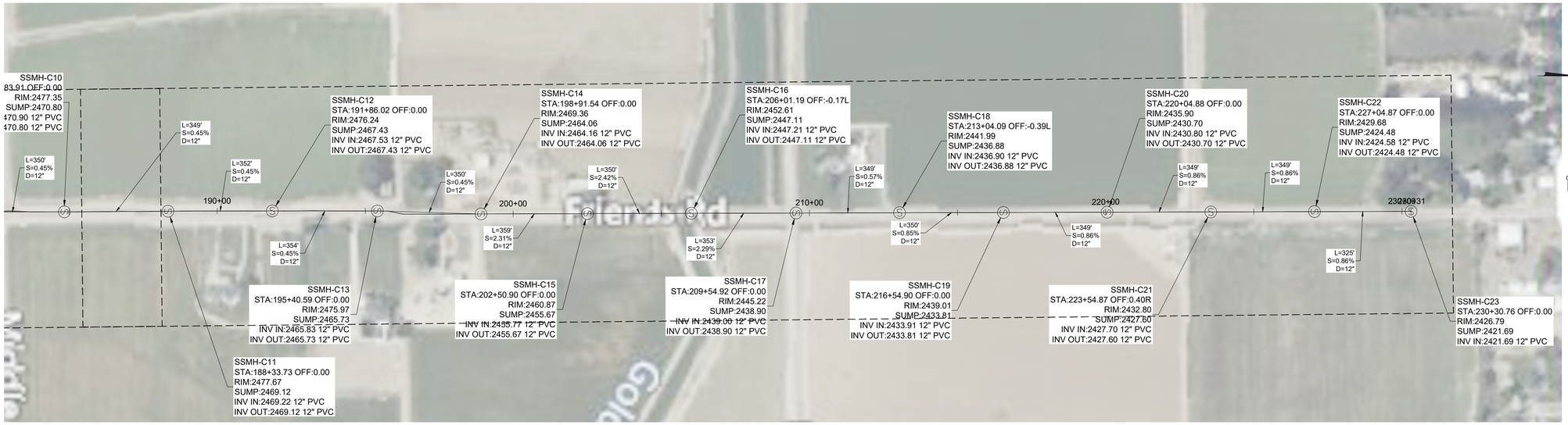
CONSTRUCTION DRAWINGS FOR:
TIMBER RIDGE
BOISE MERIDIAN, CANYON OUNTY, IDAHO
OFFSITE SANITARY PLAN AND PROFILE-6

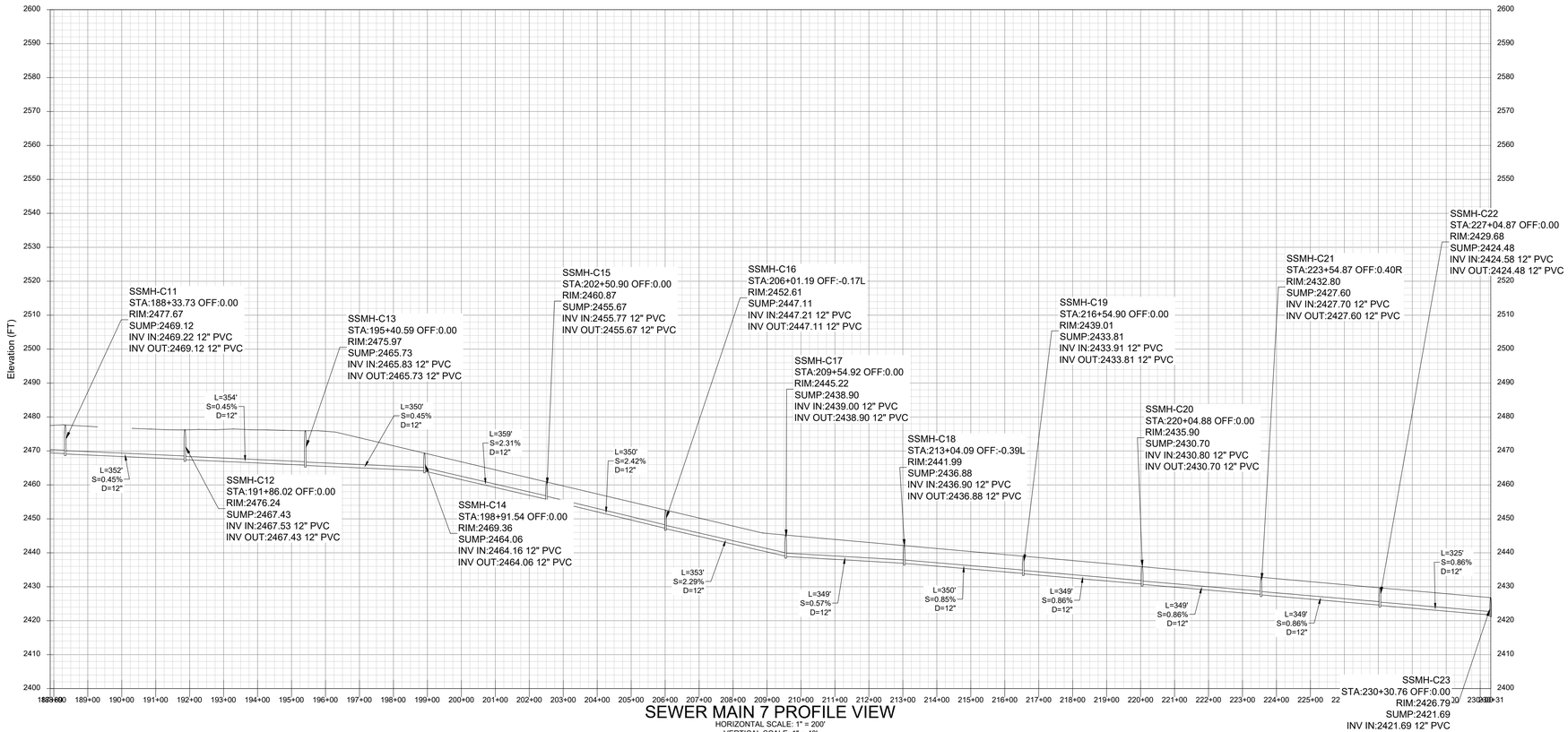
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22X34 SHEET or 1/2" ON 11x17 SHEET,THEN DRAWING IS NOT TO SCALE

DATE: 1/5/2026

PROJECT:

SHEET: C-6





SEWER MAIN 7 PROFILE VIEW

HORIZONTAL SCALE: 1" = 200'

VERTICAL SCALE: 1" = 40'

PROFESSIONAL ENGINEER REGISTERED STATE OF IDAHO BRENT L. ORTON

DRAFT

13259

REVISIONS		
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BORDER SIZE: 22"x34"
DESIGNED: BO
DRAWN: SK
CHECKED: ----
APPROVED:

ORTON ENGINEERING
Designing the Future
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
208.585.9422
brentorton@ortonengineers.com

CONSTRUCTION DRAWINGS FOR:

TIMBER RIDGE

BOISE MERIDIAN, CANYON OUNTY, IDAHO

OFFSITE SANITARY PLAN AND PROFILE-7

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22X34 SHEET or 1/2" ON 11x17 SHEET,THEN DRAWING IS NOT TO SCALE

DATE: 1/5/2026

PROJECT:

SHEET: C-7

We are farmers and agricultural operators in Canyon County. We understand and accept that growth is coming to Canyon County. Development in the county outside cities should be allowed on the higher, rolling, and/or dry ground that is less productive and more expensive to farm. This approach helps meet demand and reduce development pressure on the viable best suited land, much of which is being consumed by the cities.

By signing below, we acknowledge that we have read and agreed with the above.

Signature	Printed Name	Address	Acres Farmed
Howard VanSlyke	DVA Van Slyke	22775 Promedale Rd. Wilder ID 83676	400
[illegible]	H. David Christensen	18250 VanSlyke rd Wilder	2,250
[illegible]	Dwayne Fisher	17555 Hwy 95, Wilder, ID	1,350
[illegible]	Jake De Ruyter	18728 Tucker Road Caldwell, ID	[redacted] 400+
[illegible]	Mike Poo	21140 Notus Rd Greenleaf Id	1000+

EXHIBIT
6.8

We are property owners, farmers and farm operators in Canyon County. We understand and except that growth is coming.
We believe that development should be allowed on the higher view property that is rolling, has sandy or calcarious soil or hardpan. These less productive soils are more expensive to farm requiring more fertilizer with lower returns. It is our contention that farmers are much less likely to want to develop land they are making money on. With lofty well drilling costs it is not feasible to drill deep irrigation wells when commodity prices are so low. This approach helps meet development demand and reduce demand on the beautiful productive land that is being developed in the cities.

By signing below, we acknowledge that we have read and agree with the above statement.

Signature.	Printed Name	Address	# of acres farmed
John Williamson	John Williamson	19500 East Abite Ln. Caldwell 83607	425 acres
[illegible]	Tim Kristovich	6211 Cleveland Caldwell 83607	76 Acres
Tony Weitz	Tony Weitz	614 E Elm 83605 Caldwell ID.	1200 Acres
Richard McIntyre	Richard McIntyre	908 Quail 83605 PL Caldwell	Retired Farmer
Richard Kincheloe	RICHARD KINCHELOE	CALDWELL, ID	Retired Farmer

TIMBER RIDGE SUBDIVISION
PRELIMINARY PLAT

A PORTION OF LAND SITUATED IN A PART OF THE SOUTHEAST ¼ OF SECTION 31, TOWNSHIP 4 NORTH, RANGE 4 WEST, AND A PORTION OF LAND SITUATED IN A PORTION OF THE NORTHEAST ¼ OF SECTION 6, TOWNSHIP 3 NORTH, RANGE 4 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO, 2024

CONTACT INFORMATION

OWNERS/DEVELOPERS
H. David Christensen & Sandra Christensen
18250 Van Slyke Rd
Wilder, ID 83676
Phone: (208) 863-1953
Email: hdavidchristensen@hotmail.com

Phyllis Indart
23441 Ustick Rd.
Wilder, ID 83676
Phone: (208) 941-1101
Email: pindart33@gmail.com

ENGINEERING CONSULTANT
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Phone: (208) 350-9422
Contact: Brent L. Orton, P.E.
Email: brentorton@ortonengineers.com

SURVEYOR
Skinner Land Survey
17842 Sand Hollow Road
Caldwell, Idaho 83607
Phone: (208) 454-0933
Contact:TJ Wellard, PLS
Email: TJ@skinnerlandsurvey.com

PRELIMINARY PLAT NOTES:

1. UTILITY/DRAINAGE EASEMENTS: All Lots feature the following Easements: FRONT - 10', SIDE - 5', REAR/BOUNDARY - 10' for Public Utilities, Irrigation, and Lot Drainage.
2. RIGHT TO FARM: This development recognizes Section 22-4503 of the Idaho Code Right to Farm Act, which states: "No agricultural operation, agricultural facility, or expansion thereof shall be or become a nuisance, private or public, by any changed conditions in or about the surrounding nonagricultural activities after it has been in operation for more than one (1) year, when the operation facility or expansion was not a nuisance at the time it began or was constructed, the provisions of this section shall not apply when a nuisance results from the improper or negligent operation of an agricultural operation, agricultural facility or expansion thereof."
3. AVERAGE MINIMUM LOT SIZE of each phase of construction to comply with Canyon County Code (07-10-21) for ZONE R-2: ½ ACRE Minimum. Per Canyon County Ordinance 07-10-21(2), minimum lot sizes can be decreased to 12,000 square feet when municipal sewer or water is connected, this subdivision will be connected to City of Greenleaf sewer. Lot sizes have been designed accordingly.
4. SINGLE FAMILY RESIDENTIAL: Residential lots will be for single family residential use under the ordinances of Canyon County.
5. LOT LINES: Internal Lot Lines are conceptual and may change during final platting.
6. CROSS-ACCESS EASEMENTS and storm drainage easements may be provided across lot lines as determined during final design. The easement shall not preclude the construction of proper hard-surfaced driveways for access to each individual lot.
7. COMMON LOTS: All common lots will be owned and maintained by the Homeowner's Association/Water Users Association. These lots are subject to a blanket easement for public utilities that shall not interfere with the construction of clubhouse, well houses, or subdivision amenities.
8. COMMUNITY WELL LOT(S): Lots for community culinary wells shall preserve a 50-foot radius around the well head which shall be kept clear of buildings or obstructions. Access to the well head for maintenance shall be preserved at all times.

AGENCIES INVOLVED

WATER: Community Well(s), to be regulated by Idaho Department of Water Resources (IDWR) & Department of Environmental Quality (DEQ) in compliance with the Safe Drinking Water Act

SEWER: City of Greenleaf, 20523 N. Whittier Dr., Greenleaf, ID 83626 (208)454-0552

HIGHWAY DISTRICT: Golden Gate Highway District No. 3, 500 E. Golden Gate Ave., Wilder, ID 83676 (208) 482-6267

IRRIGATION DISTRICT: Wilder Irrigation District, 709 Cleveland Blvd, Caldwell, ID 83605 (208) 459-3421 Tony Everrman 8.20.2024

SCHOOL DISTRICTS: Homedale School District (South of Ustick Rd.) and Vallivue School District #139 (North of Ustick Rd.)

FIRE DISTRICTS: Homedale Fire (South of Ustick Rd.) and Wilder Fire (North of Ustick Rd.)

IMPACT AREA: City of Greenleaf

FLOOD ZONE: Zone X - Not in Flood Zone

SURVEY CONTROL NOTES: Based on the NAD83 State Plane Coordinate System (Idaho West 1103) and vertical (NAVD83) Datum.

PARCELS:
R36524010, R36523, R36525, R33209, R33210

ACREAGE: 151.55 acres (6,601,518 SF)

ZONING: **Canyon County**
Current Zoning: Agricultural
Proposed Zoning: R-2
MIN. LOT SIZE: ½ ACRE
MAX. HEIGHT: 35'

SETBACKS:
FRONT: 20'
REAR: 20'
SIDE: 10'
CORNER: 20'

PRELIMINARY ENGINEERING NOTES:

1. **SEWER** will be collected in a municipal sewer main network leading to a lift station and pumped to the City of Greenleaf wastewater treatment plant. Sewer mains will conform to the Idaho Standards for Public Works Construction (ISPWC) and stubbed to each individual residential lot.

2. **DOMESTIC WATER** mains will be provided to individual lots by Community Well(s) to be installed by the developer in accordance with Idaho Department of Water Resources (IDWR) & Department of Environmental Quality (DEQ) Standards.

3. **IRRIGATION** will be provided Wilder Irrigation District on behalf of the Boise Project Board of Control and Bureau of Reclamation. Existing groundwater rights will be necessary to supplement available surface water rights. To the extent possible these will be supplied relying on permits and infrastructure associated with existing irrigation wells. The existing canals will remain open and in their current locations. Surface and well irrigation water rights will be diverted to a reservoir with an adjacent pressure irrigation pump station. Pressurized irrigation will be delivered to each lot in accordance with the engineered design. Maintenance of the Irrigation system will be by the Subdivision Water Users Association. Watering schedules (such as odd/even watering days) will be used as needed.

4. **MAINTENANCE** of any irrigation, drainage pipes or ditch crossing a lot not a part of the Subdivisions infrastructure, is the responsibility of the lot owner unless such responsibility is assumed by an irrigation/drainage entity. Subdivision irrigation infrastructure will be maintained by the Homeowners/Water Users Association per Idaho Code 31-3805B to the Curb Stop side of the service. Irrigation infrastructure downstream of the service Curb Stop is the responsibility of the lot owner.

5. **STORM DRAINAGE** will be routed through roadside barrow ditches and retained or detained in common lots or easements. The Storm Drainage system will utilize historic drainage rights associated with the property with appropriate treatment at pre-development discharge rates.

6. **SPECIFICATIONS**: Water, Septic, and irrigation line sizes and locations are preliminary and will be refined during final construction design.

7. **POWER** to be provided by Idaho Power. Some modifications to proposed easements and lot layout may vary slightly depending on utility company routing. All on-site Power and joint trench utilities will be located underground.

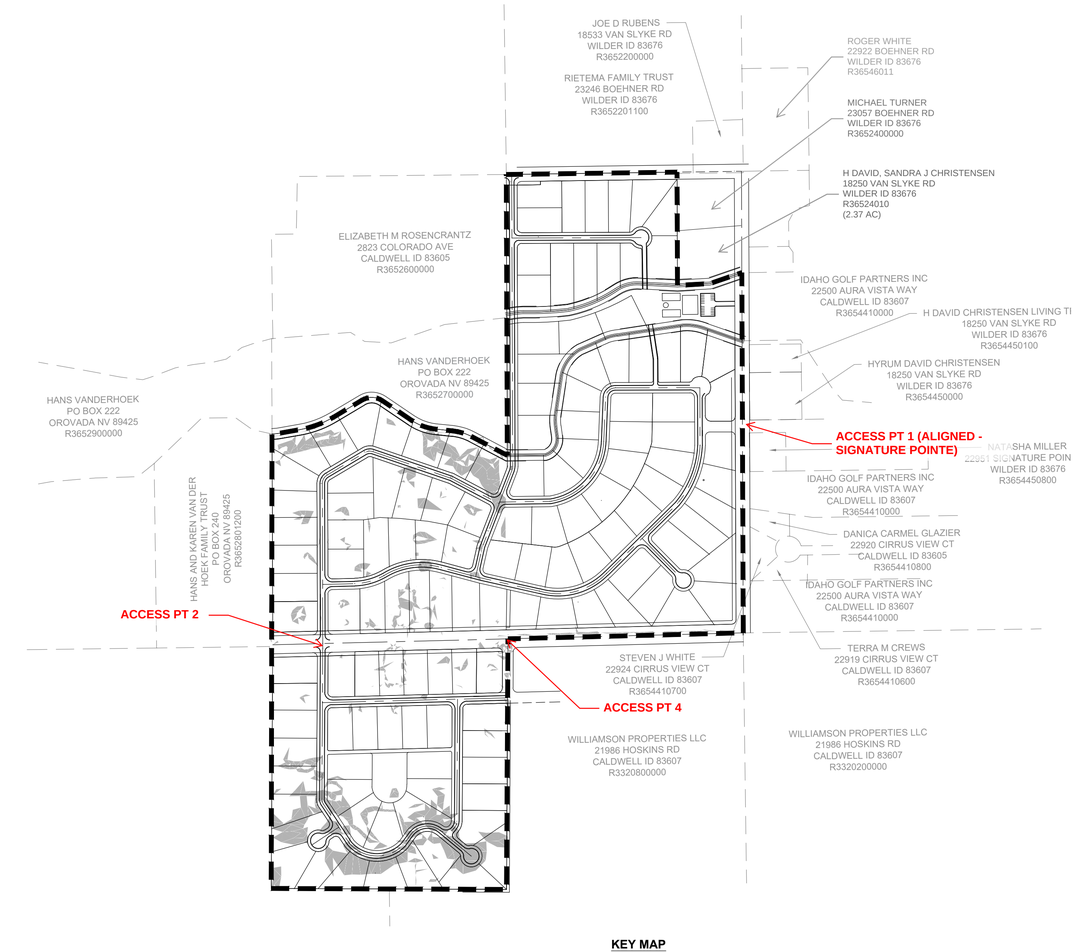
8. **ROADS**: All roads (with the exception of Lennon Lane and some possible shared driveways) are public and to be built in accordance with Golden Gate Highway District standards (Association of Canyon County Highway Districts Standards).

9. **ACCESS**: Access to residential lots shall be obtained only through approved street access. Direct residential lot access to Ustick Road, Van Slyke Road and Boehner Road shall be prohibited.

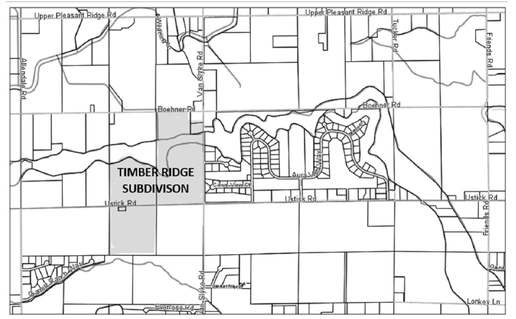
10. **SITE WORK AND UTILITY CONSTRUCTION** shall be performed in accordance with requirements of Golden Gate Highway District, the current edition of the Idaho Standards for Public Works Construction (ISPWC), Idaho Plumbing Code (IPC), and all other applicable local, state, and federal requirements.

11. **NO POTENTIALLY DANGEROUS AREAS,** including geologically hazardous areas, areas subject to inundations or flood hazard and areas of high ground water have been identified in the project area.

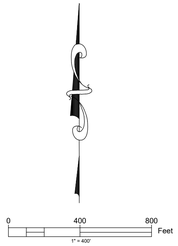
HIGH NITRATE/NITRITE PRIORITY AREA: This area is identified as a high Nitrate/Nitrite Priority Area by Southwest District Health. Community sewage disposal is preferred.



KEY MAP



VICINTIY MAP
NOT TO SCALE



LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- SLOPE > 15%

TOTAL SURVEY ACREAGE:	151.692	ACRES	100%
AREA SINGLE FAMILY RESIDENTIAL	118.523	ACRES	78.13%
AREA COMMON LOTS	6.314	ACRES	4.16%
AREA RIGHT OF WAY	26.856	ACRES	17.70%
OVERALL LOT DATA:			
TOTAL LOTS	135		
SINGLE FAMILY RESIDENTIAL LOTS	134		
COMMON AREA LOTS	1		
SINGLE FAMILY RESIDENTIAL LOT DATA:			
MINIMUM LOT SIZE	27884.539 SF		
AVERAGE LOT SIZE	38528.716 SF		
MAXIMUM LOT SIZE	50688.289 SF		
GROSS LOTS PER ACRE	0.883 LOTS/ACRE		
NET LOTS PER ACRE	1.130 LOTS/ACRE		
GOLDEN GATE HIGHWAY DISTRICT STANDARDS			
INTERIOR STREETS (Local Roads)	30' ROW from centerline (60' total)		
USTICK ROAD (Principal Arterial)	50' ROW from centerline (100' total)		
VAN SLYKE (Minor Collector)	40' ROW from centerline (80' total)		

PARCEL INFORMATION

PARCELS	LEGAL	DEEDED ACREAGE	OWNER
R365230000 0 VAN SLYKE RD Inst #: 2015036340	31-4N-4W SE E 1/2 SE LS TX 4	73.06 acres	H David Christensen, & Sandra Christensen
R36525000 0 23422 USTICK RD Inst #: 1993018914	31-4N-4W SE W1/2 OF SE1/4 S OF MORA CANAL	36.50 acres	Phyllis A Indart Trust
R33210000 0 23441 USTICK RD Inst #: 2008008796 # 2008008523 #2008008524	06-3N-4W NE TAX 2 IN LOT 2	0.50 acres	Phyllis A Indart Revocable Trust - 199
R33209000 0 0 USTICK RD # 1993018914	06-3N-4W NE LOT 2 LESS TAX 2	41.21 acres	Phyllis A Indart Trust

EXHIBIT
6.9

PROFESSIONAL ENGINEER REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

REVISIONS			
NO.	DESCRIPTION	DATE	
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BORDER SIZE 22"X34"
DESIGNED
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CHECKED
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APPROVED

ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
COVER SHEET

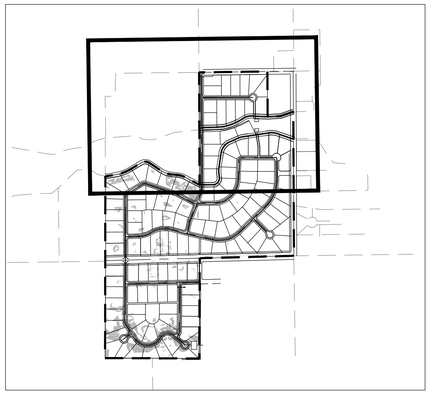
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 1

LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- MAJOR CONTOUR
- MINOR CONTOUR
- SEW — SANITARY PIPE LINE
- 8"W — WATER PIPE LINE
- 8"PI — IRRIGATION PIPE LINE
- SLOPE > 15%

0 100 200 Feet
1" = 100'



KEY MAP
SCALE: 1" = 1000'

RIETEMA FAMILY TRUST
23246 BOEHNER RD
WILDER ID 83676
R3652201100

JOE D RUBENS
18533 VAN SLYKE RD
WILDER ID 83676
R3652200000

BOEHNER ROAD
80' ROW (PUBLIC)

BOEHNER ROAD
80' ROW (PUBLIC)

VAN SLYKE ROAD
80' ROW (PUBLIC)

JIMMY JORGENSEN
22971 BOEHNER RD
WILDER ID 83676
R3654401000

MICHAEL TURNER
23057 BOEHNER R
WILDER ID 83676
R3652400000

IGNACIO MARTINEZ
18412 VAN SLYKE RD
WILDER, ID 83676
R36544010A0

IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000

H DAVID CHRISTENSEN LIVING TRUST
18250 VAN SLYKE RD
WILDER ID 83676
R3654450100

HYRUM DAVID CHRISTENSEN
18250 VAN SLYKE RD
WILDER ID 83676
R3654450000

NATASHA MILLER
22951 SIGNATURE POINT LN
WILDER ID 83676
R3654450800

ELIZABETH M ROSENCRANTZ
2823 COLORADO AVE
CALDWELL ID 83605
R3652600000

HANS VANDERHOEK
PO BOX 222
OROVADA NV 89425
R3652700000

GOCONINO COURT (PUBLIC)
MONTEVERDE AVENUE (PUBLIC)
PEDESTRAIN ACCESS (PRIVATE)
LENNON LANE (PRIVATE)
SIX RIVERS DRIVE (PUBLIC)
HOLLY SPRINGS DRIVE (PUBLIC)
SIGNATURE POINTE DRIVE (PUBLIC)
MORA CANAL EXTENSION
DEER FLAT HIGH LINE CANAL
25.00' CANAL EASEMENT
FLOW
28.00'
EXISTING WELL
15' ACCESS EASEMENT
PUMP

1 0.79 Ac
2 0.79 Ac
3 0.86 Ac
4 0.87 Ac
5 0.85 Ac
6 0.97 Ac
7 0.78 Ac
8 1.03 Ac
9 0.64 Ac
10 0.85 Ac
11 1.03 Ac
12 1.12 Ac
13 0.75 Ac
14 0.88 Ac
15 0.96 Ac
16 0.95 Ac
17 0.94 Ac
18 0.98 Ac
19 0.92 Ac
20 1.06 Ac
23 0.81 Ac
24 0.87 Ac
25 0.90 Ac
26 0.93 Ac
27 0.89 Ac
28 0.83 Ac
29 0.86 Ac
30 0.89 Ac
31 0.89 Ac
43 0.86 Ac
44 0.86 Ac
45 0.87 Ac
46 0.93 Ac
47 0.94 Ac
48 0.93 Ac
49 0.90 Ac
50 0.77 Ac
84 0.98 Ac
85 0.99 Ac
86 0.99 Ac
87 1.02 Ac
88 0.96 Ac
89 1.09 Ac
90

MATCH SHEET 3

PROFESSIONAL ENGINEER REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

REVISIONS			BORDER SIZE	22"x34"
NO.	DESCRIPTION	DATE	DESIGNED	
1			DRAWN	
2			SKC	
3			CHECKED	
4			BO	
5			APPROVED	
6				
7				
8				

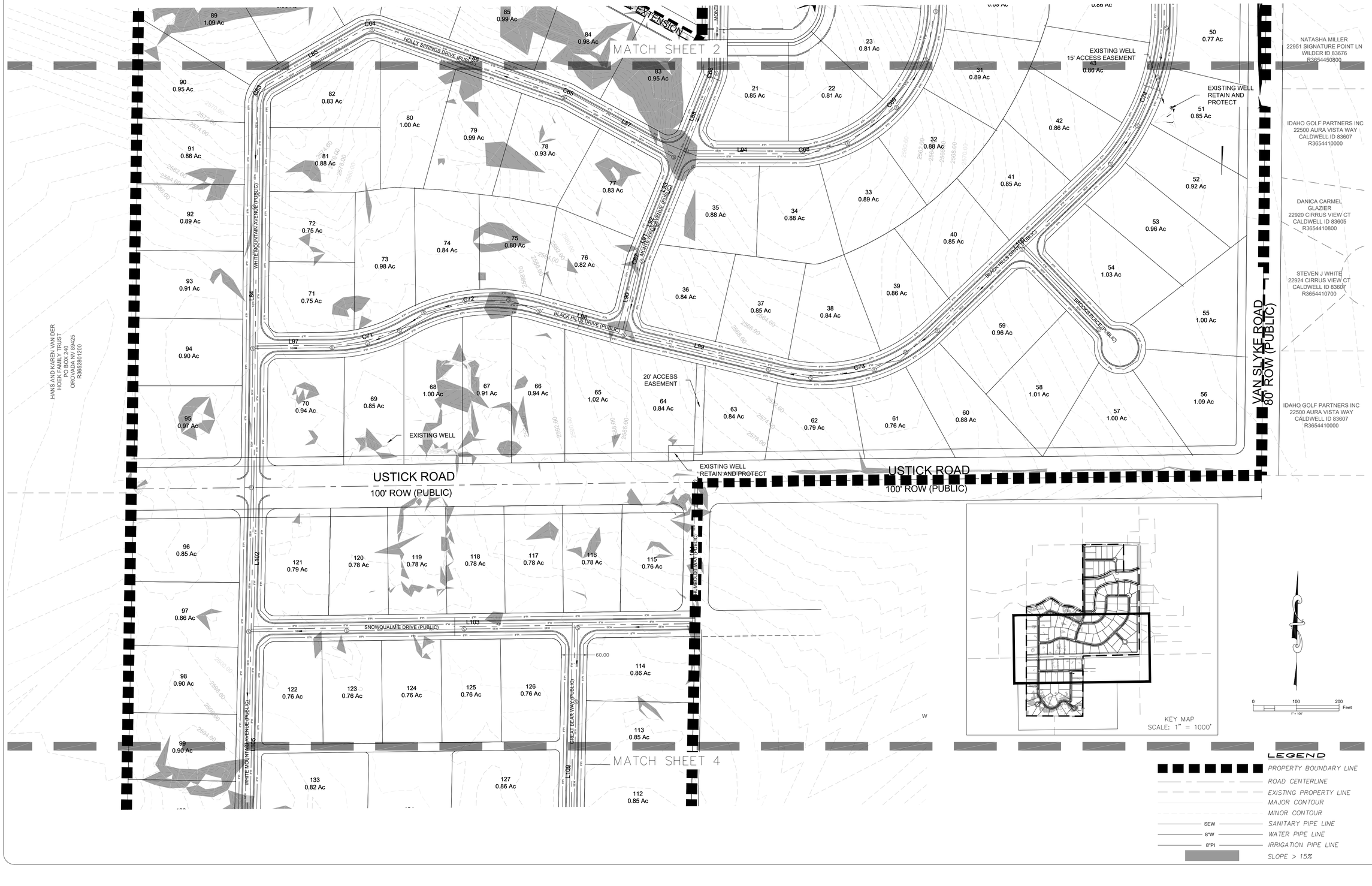
ORTON ENGINEERING
[designing tomorrow]

SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION
UTILITY PLAN 1

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 2



PROFESSIONAL ENGINEER
BRENT L. ORTON
13359
30Dec2025
STATE OF IDAHO

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

BORDER SIZE	22"x34"
DESIGNED	
DRAWN	SKC
CHECKED	BO
APPROVED	

ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:

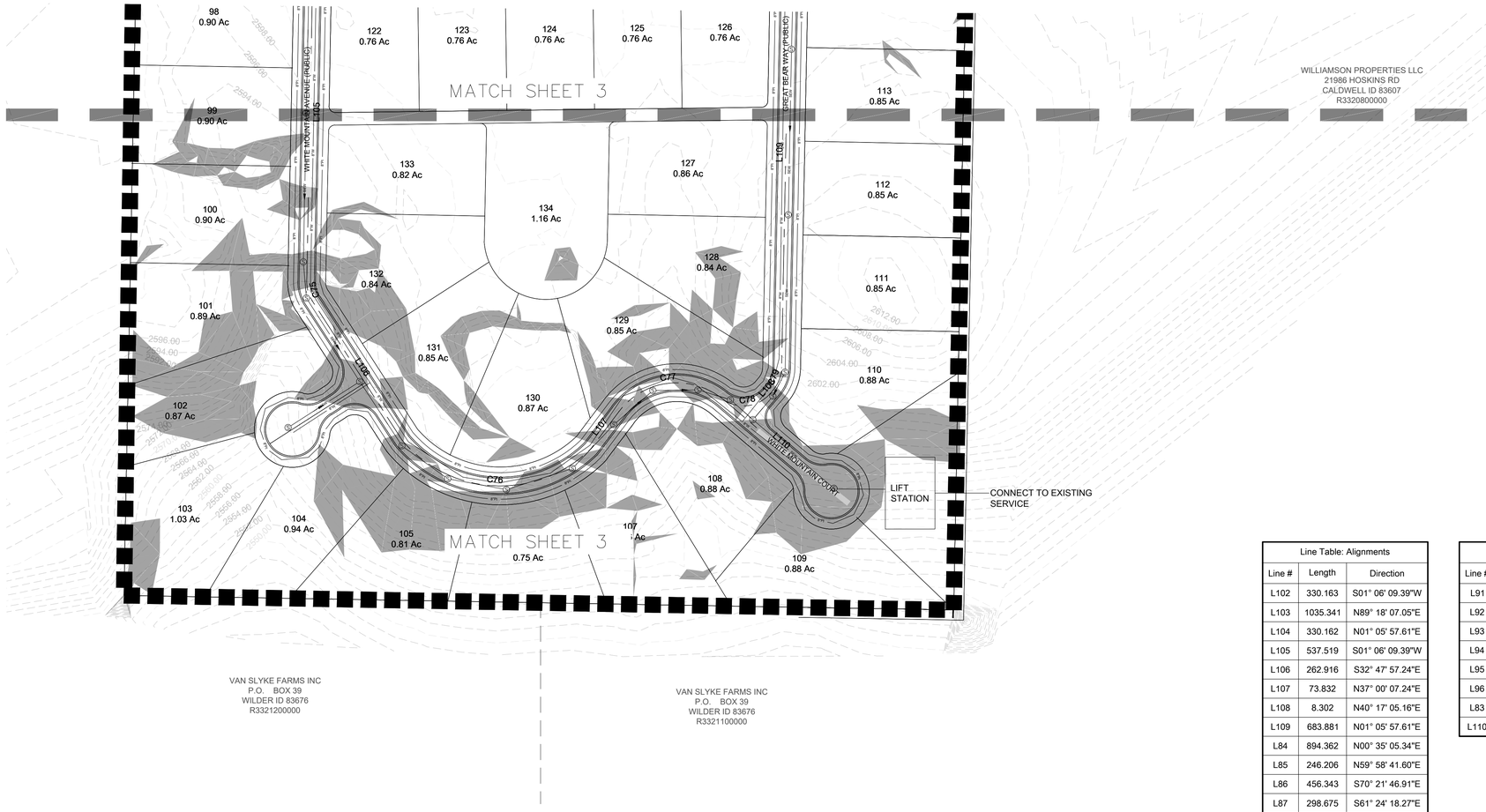
TIMBER RIDGE SUBDIVISION
UTILITY PLAN 2

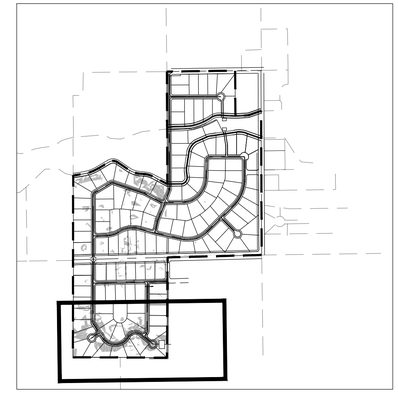
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 3

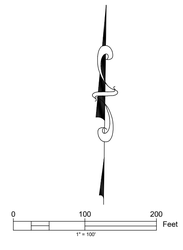
LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- MAJOR CONTOUR
- MINOR CONTOUR
- SANITARY PIPE LINE
- WATER PIPE LINE
- IRRIGATION PIPE LINE
- SLOPE > 15%





KEY MAP
SCALE: 1" = 1000'



Line Table: Alignments		
Line #	Length	Direction
L102	330.163	S01° 06' 09.39"W
L103	1035.341	N89° 18' 07.05"E
L104	330.162	N01° 05' 57.61"E
L105	537.519	S01° 06' 09.39"W
L106	262.916	S32° 47' 57.24"E
L107	73.832	N37° 00' 07.24"E
L108	8.302	N40° 17' 05.16"E
L109	683.881	N01° 05' 57.61"E
L84	894.362	N00° 35' 05.34"E
L85	246.206	N59° 58' 41.60"E
L86	456.343	S70° 21' 46.91"E
L87	298.675	S61° 24' 18.27"E
L88	201.020	N21° 55' 30.72"E
L89	1633.190	N00° 33' 31.57"E
L97	179.434	N89° 18' 07.05"E
L98	198.917	S74° 10' 48.19"E
L99	365.416	S76° 29' 26.12"E
L100	558.277	N46° 13' 02.51"E
L101	322.646	N00° 32' 15.67"E
L90	164.134	N13° 25' 09.83"E

Line Table: Alignments		
Line #	Length	Direction
L91	84.328	N21° 55' 30.72"E
L92	0.003	N21° 55' 25.29"E
L93	174.867	N21° 55' 30.72"E
L94	280.736	N90° 00' 00.00"E
L95	247.940	N03° 07' 11.97"E
L96	471.928	S89° 19' 18.67"E
L83	722.813	S89° 26' 28.43"E
L110	223.752	S49° 40' 02.15"E

Curve Table: Alignments			
Curve #	Radius	Length	Chord Direction
C75	55.000	32.543	S15° 50' 53.93"E
C76	203.655	336.084	S87° 24' 46.15"E
C77	115.000	187.230	N83° 38' 36.20"E
C78	55.366	80.914	N82° 17' 50.57"E
C79	55.000	37.615	N20° 41' 31.38"E
C63	55.000	57.014	N30° 16' 53.47"E
C64	55.000	47.669	N84° 48' 27.35"E
C65	55.000	8.599	S65° 53' 02.59"E
C66	55.000	20.510	N11° 14' 31.15"E
C71	356.376	170.340	N75° 22' 56.19"E
C72	399.743	334.292	N82° 38' 29.18"E
C73	378.507	406.013	N76° 03' 08.18"E
C74	545.448	354.525	N21° 54' 22.47"E
C67	115.000	17.072	N17° 40' 20.27"E
C68	55.000	8.805	N85° 24' 49.37"E
C69	353.213	479.045	N41° 58' 25.35"E
C70	55.000	84.050	N46° 53' 56.65"E

PROFESSIONAL ENGINEER
REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

BORDER SIZE	22"x34"
DESIGNED	
DRAWN	
SKC	
CHECKED	
BO	
APPROVED	

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
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6		
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8		

ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION

UTILITY PLAN 3

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 4

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
1	34554.80	796.84	250.00 122.59 4.78 114.76 14.79 20.00 120.01 149.91	N89° 26' 31.81"W N0° 33' 28.19"E N6° 01' 52.62"E N89° 58' 04.33"E N89° 58' 04.33"E N0° 33' 28.19"E N89° 58' 04.33"E S0° 33' 28.19"W
2	34554.80	766.78	225.00 39.27 113.76 250.00 138.76	N89° 26' 32.48"W N44° 26' 32.14"W N0° 33' 28.19"E S89° 26' 31.81"E S0° 33' 28.19"W
3	37613.59	838.68	138.76 149.91 130.01 290.00 130.00	N0° 33' 28.19"E N0° 33' 28.19"E N89° 58' 04.33"E S0° 33' 27.52"W N89° 26' 32.48"W
4	37787.41	841.35	290.00 130.01 291.34 130.00	N0° 33' 27.52"E N89° 58' 04.33"E S0° 33' 27.52"W N89° 26' 32.48"W
5	37028.32	838.24	291.34 135.60 293.26 118.03	N0° 33' 27.52"E N89° 58' 04.33"E S3° 59' 23.80"W N89° 26' 32.48"W
6	42191.71	949.99	54.91 21.68 293.26 248.70 331.44	S67° 07' 00.79"W S65° 44' 15.77"W N3° 59' 23.80"E N89° 58' 04.33"E S37° 21' 28.98"W
7	34146.48	869.87	81.00 331.44 314.98 142.45	N47° 59' 20.02"W N37° 21' 28.98"E S0° 32' 15.67"W N89° 27' 44.33"W
8	45050.12	867.73	30.06 172.60 9.46 66.54 142.45 248.15 30.04 168.44	N0° 00' 00.00"E N0° 00' 00.00"E N27° 06' 46.86"E N22° 27' 22.12"E S89° 27' 44.33"E S0° 32' 15.67"W S0° 32' 15.67"W N86° 28' 34.35"W
9	27884.54	755.15	248.19 53.01 21.68 46.55 14.69 158.03 28.05 30.06 30.99 123.90	N0° 33' 28.19"E S89° 26' 32.48"E S64° 34' 57.00"E S61° 58' 09.56"E S42° 05' 52.86"E S0° 00' 00.00"E S86° 28' 34.35"E S0° 00' 00.00"E N86° 28' 34.35"W S80° 49' 39.65"W
10	37231.13	848.33	320.99 130.00 248.19 27.19 121.97	N0° 33' 28.19"E S89° 26' 32.48"E S0° 33' 28.19"W S60° 04' 28.57"W S61° 35' 05.68"W
11	44949.72	954.92	366.13 130.00 320.99 137.80	N0° 33' 28.19"E S89° 26' 32.48"E S0° 33' 28.19"W S71° 24' 29.16"W
12	48857.75	1008.86	130.00 366.13 29.85 101.30 204.16 177.42	S89° 26' 32.48"E S0° 33' 28.19"W S77° 44' 52.44"W S85° 33' 05.68"W N0° 33' 28.19"E N0° 33' 28.19"E
13	32688.41	714.11	185.00 152.42 39.27 160.00 177.42	N89° 26' 31.81"W N0° 33' 28.19"E N45° 33' 27.85"E S89° 26' 32.48"E S0° 33' 28.19"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
14	38242.81	783.32	151.22 33.93 30.14 178.87 185.00 204.16	S89° 35' 32.95"W S86° 40' 16.93"W N0° 33' 28.19"E N0° 33' 28.19"E S89° 26' 31.81"E S0° 33' 28.19"W
15	41619.12	845.04	224.88 217.93 110.57 65.87 63.24 8.51 154.03	N65° 25' 04.46"E S25° 32' 02.55"E S82° 13' 36.93"W S82° 13' 36.93"W S77° 19' 32.32"W S66° 54' 15.03"W N20° 30' 42.86"W
19	40078.48	808.13	19.77 209.95 179.38 237.32 153.17 8.53	S8° 04' 34.13"W N89° 26' 31.81"W N0° 33' 28.19"E S9° 22' 29.76"W S9° 22' 29.76"W S9° 22' 29.76"W
20	46297.76	838.68	21.06 8.57 31.91 0.16 54.68 13.11 73.44 49.06 11.28 142.30 30.00 193.16 209.95	S3° 55' 14.95"W S0° 54' 19.21"W S3° 12' 52.60"E S7° 02' 17.83"E S7° 02' 17.83"E S5° 46' 24.46"E S20° 49' 38.87"W S58° 28' 35.26"W N90° 00' 00.00"W N90° 00' 00.00"W N0° 33' 31.57"E N0° 33' 28.19"E S89° 26' 31.81"E
21	37181.18	852.71	230.00 166.88 48.84 109.83 31.70 62.87 0.29 30.00 30.00 142.30	S0° 00' 00.00"E N90° 00' 00.00"W N34° 02' 14.64"W N21° 55' 30.72"E N11° 14' 31.15"E N0° 17' 31.71"E N90° 00' 00.00"E S0° 33' 31.57"W N0° 33' 31.57"E N90° 00' 00.00"E
22	35417.41	767.92	230.00 211.14 4.00 32.43 230.00 11.28 49.06	S46° 36' 06.07"E S62° 06' 46.33"W S85° 24' 49.37"W N90° 00' 00.00"W N0° 00' 00.00"E N90° 00' 00.00"E N58° 28' 35.26"E
23	35483.94	768.89	230.34 7.90 227.22 230.00 73.44	S86° 52' 48.03"E S3° 07' 11.97"W S23° 15' 32.95"W N46° 36' 06.07"W N20° 49' 38.87"E
24	37698.28	787.86	19.77 0.19 0.19 8.53 242.95 156.40 230.34 13.11 54.68 0.16 31.91 8.57 21.06	N8° 04' 34.13"E S9° 22' 29.76"W N9° 22' 29.76"E N9° 22' 29.76"E S86° 52' 48.03"E S3° 07' 11.97"W N86° 52' 48.03"W N5° 46' 24.46"W N7° 02' 17.83"W N7° 02' 17.83"W N3° 12' 52.60"W N0° 54' 19.21"E N3° 55' 14.95"E
25	39224.67	820.30	244.59 34.36 83.63 242.95 153.17 43.80 17.80	S63° 43' 17.59"E S14° 41' 57.19"W S3° 07' 11.97"W N86° 52' 48.03"W N9° 22' 29.76"E N9° 22' 29.76"E N14° 19' 50.87"E
26	40437.83	813.97	242.41 66.20 244.59 122.55 41.33 96.90	S19° 05' 43.99"E S48° 35' 29.21"W N63° 43' 17.59"W N32° 53' 29.98"E N54° 33' 48.67"E N66° 54' 15.03"E
27	38952.80	836.90	274.37 76.08 29.13 242.41 58.96 9.17 9.17 8.51 63.24 65.87	S1° 01' 06.00"W N89° 27' 44.33"W S80° 43' 15.84"W N19° 05' 43.99"W N66° 54' 15.03"E S20° 30' 42.86"E N20° 30' 42.86"W N66° 54' 15.03"E N77° 19' 32.32"E N82° 13' 36.93"E
28	36101.73	807.76	110.57 160.98 1.45 119.60 15.71 125.08 274.37	N82° 13' 36.93"E S7° 46' 23.07"E S3° 37' 03.70"E S0° 32' 15.67"W S45° 32' 15.67"W N89° 27' 44.33"W N1° 01' 06.00"E
29	37294.22	778.76	133.56 38.14 208.99 161.38 236.68	N3° 07' 11.97"E N46° 49' 43.82"E S89° 27' 44.33"E S1° 43' 21.11"W N88° 28' 53.56"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
30	38837.52	798.09	37.69 114.38 236.68 105.98 14.25 18.94 2.86 2.86 39.47 224.98	N5° 56' 15.14"E N3° 07' 11.97"E S88° 28' 53.56"E S1° 43' 21.11"W S9° 08' 36.13"W S17° 07' 01.77"W N80° 49' 27.57"W S80° 49' 27.57"E S18° 49' 20.52"W N82° 19' 57.19"W
31	38783.07	801.32	195.32 146.45 224.98 61.32 1.40 1.40 138.16 0.66 0.66 30.97	N59° 45' 18.39"W N19° 42' 12.09"E S82° 19' 57.19"E S21° 45' 52.41"W N58° 23' 01.23"W S58° 23' 01.23"E S27° 35' 14.10"W N47° 17' 32.97"W S47° 17' 32.97"E S32° 31' 26.63"W
32	38125.57	785.72	194.67 157.30 195.32 8.68 136.00 93.75	N35° 40' 56.16"W N42° 24' 40.09"E S59° 45' 18.39"E S33° 40' 53.04"W S39° 28' 50.82"W S47° 44' 42.59"W
33	38656.44	794.27	218.51 152.39 194.67 93.73 1.14 1.14 132.71	N15° 13' 48.75"W N65° 33' 45.13"E S35° 40' 56.16"E S54° 29' 20.25"W N37° 53' 41.56"W S37° 53' 41.56"E S62° 38' 01.95"W
34	38241.63	778.86	210.01 100.69 13.61 25.90 218.51 54.67 24.96 12.37 0.38 0.38 117.39	N2° 01' 29.01"E N90° 00' 00.00"E N85° 24' 49.37"E N78° 53' 27.34"E S15° 13' 48.75"E S69° 22' 26.13"W S84° 20' 20.74"W N82° 39' 44.24"W N10° 33' 39.95"E S10° 33' 39.95"W N82° 39' 44.24"W
35	38137.98	788.61	178.10 29.70 142.90 210.01 48.50 0.43 0.43 178.53	N21° 55' 30.72"E N55° 57' 45.36"E N90° 00' 00.00"E S2° 01' 29.01"W N82° 39' 44.24"W N12° 56' 05.35"E S12° 56' 05.35"W N82° 39' 44.24"W
36	36717.95	754.34	209.09 161.73 39.27 115.45 50.27 178.53	S12° 56' 05.35"W N76° 34' 50.17"W N31° 34' 50.17"W N13° 25' 09.83"E N21° 55' 30.72"E S82° 39' 44.24"E
37	37048.34	777.22	209.09 48.50 0.06 0.06 117.39 227.57 24.96 149.59	N12° 56' 05.35"E S82° 39' 44.24"E S2° 01' 29.01"W N2° 01' 29.01"E S82° 39' 44.24"E S10° 33' 39.95"W N75° 07' 41.63"W N76° 34' 50.17"W
38	36419.45	778.78	227.57 12.37 24.96 54.67 0.07 239.77 219.36	N10° 33' 39.95"E S82° 39' 44.24"E N84° 20' 20.74"E N69° 22' 26.13"E S15° 13' 48.75"E S20° 47' 12.94"E S84° 47' 15.16"W
39	37611.46	781.38	0.07 132.71 206.51 71.73 130.60 239.77	N15° 13' 48.75"W N62° 38' 01.95"E S37° 53' 41.56"E S46° 13' 02.51"W S56° 01' 12.29"W N20° 47' 12.94"W
40	37197.30	781.35	206.51 93.73 0.74 0.74 93.75 189.80 196.08	N37° 53' 41.56"W N54° 29' 20.25"E S35° 40' 56.16"E N35° 40' 56.16"W N47° 44' 42.59"E S40° 19' 10.90"E S46° 13' 02.51"W
41	36958.19	785.15	189.80 136.00 8.68 3.31 3.31 30.97 215.00 198.08	N40° 19' 10.90"W N39° 28' 50.82"E N33° 40' 53.04"E S59° 45' 18.39"E N59° 45' 18.39"W N32° 31' 26.63"E S47° 17' 32.97"E S46° 13' 02.51"W
42	37422.92	786.53	91.32 39.50 51.61 215.00 138.16 250.94	S36° 12' 00.80"W S46° 13' 02.51"W S46° 13' 02.51"W N47° 17' 32.97"W N27° 35' 14.10"E S58° 23' 01.23"E

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
43	37554.43	797.54	245.57 198.83 250.94 61.32 0.70 0.70 39.47	S80° 49' 27.57"E S18° 58' 41.56"W N58° 23' 01.23"W N21° 45' 52.41"E S82° 19' 57.19"E N82° 19' 57.19"W N18° 49' 20.52"E
44	37334.60	795.07	245.57 18.94 14.25 105.98 0.26 236.16 130.46 21.94 21.52	N80° 49' 27.57"W N17° 07' 01.77"E N9° 08' 36.13"E N1° 43' 21.11"E S88° 28' 53.56"E S89° 09' 21.35"E S0° 32' 15.67"W S4° 01' 21.32"W S5° 53' 58.77"W
45	37891.23	782.75	236.16 0.26 161.38 208.07 39.27 137.62	N89° 09' 21.35"W N88° 28' 53.56"W N1° 43' 21.11"E S89° 27' 44.33"E S44° 27' 44.33"E S0° 32' 15.67"W
46	40445.41	884.19	160.98 151.33 316.27 114.79 15.71 119.60 5.51	N7° 46' 23.07"W N82° 13' 36.93"E S0° 46' 17.38"W N89° 27' 39.17"W N44° 27' 44.33"W N0° 32' 15.67"E N3° 37' 03.70"W
47	40735.28	869.13	266.15 50.71 24.94 6.64 48.87 316.27 10.63 131.48 13.45	S7° 52' 12.81"W S76° 45' 43.16"W S42° 54' 07.18"W S81° 35' 56.70"W N89° 27' 39.17"W N0° 46' 17.38"E N82° 13' 36.93"E S81° 13' 32.30"E S70° 03' 41.22"E
48	40517.26	815.11	266.15 161.16 169.46 160.16 58.18	N7° 52' 12.81"E S70° 03' 41.22"E S0° 40' 32.85"W S62° 29' 43.49"W N51° 39' 08.74"W
49	39126.32	820.78	65.02 160.16 265.65 39.27 110.39 50.26 94.61 35.41	N6° 42' 40.18"E N62° 29' 43.49"E S0° 26' 58.52"W S45° 32' 15.67"W N89° 27' 44.33"W N44° 27' 50.53"W N0° 32' 03.28"E N35° 27' 41.15"E
50	33408.27	725.25	185.58 101.36 50.53 39.27 117.39 39.27 191.85	N76° 41' 40.08"W N8° 15' 34.00"E N0° 32' 15.67"E N45° 32' 15.67"E S89° 27' 44.33"E S44° 27' 44.33"E S0° 32' 15.67"W
51	36894.50	800.36	260.43 138.47 185.58 215.88	N60° 19' 19.60"W N20° 11' 56.28"E S76° 41' 40.08"E S0° 32' 15.67"W
52	39937.38	863.77	47.51 315.77 108.33 260.43 131.73	S52° 14' 11.30"W N51° 02' 53.32"W N32° 29' 08.06"E S60° 19' 19.60"E S0° 32' 15.67"W
53	41638.10	889.86	142.87 296.62 106.50 28.10 315.77	S52° 14' 11.30"W N50° 01' 28.76"W N46° 13' 02.51"E N39° 16' 40.27"E S51° 02' 53.32"E
54	44746.93	866.80	150.09 30.70 21.68 210.19 39.27 118.26 296.62	S52° 14' 11.30"W N78° 48' 13.42"W N68° 37' 21.11"W N43° 48' 57.49"W N1° 13' 02.51"E N46° 13' 02.51"E S50° 01' 28.76"E
55	43725.36	935.18	47.51 283.51 233.44 69.92 150.09 3.92 3.92 142.87	N52° 14' 11.30"E S0° 32' 15.67"W N85° 30' 59.25"W N30° 45' 33.96"W N52° 14' 11.30"E S50° 01' 28.76"E N50° 01' 28.76"W N52° 14' 11.30"E

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
56	47453.42	872.89	233.44 201.93 38.73 97.74 240.67 60.39	S85° 30' 59.25"E S0° 32' 15.67"W S44° 55' 11.44"W S89° 18' 07.20"W N35° 09' 49.85"W N31° 27' 36.46"E
57	43604.75	934.31	255.42 89.05 240.67 349.17	N30° 58' 32.11"E S77° 11' 18.29"E S35° 09' 49.85"E S89° 18' 07.20"W
58	43967.65	871.20	270.83 84.59 21.68 42.48 255.42 196.21	N43° 54' 37.94"E S43° 46' 57.49"E S18° 56' 33.88"E S14° 23' 12.79"E S30° 58' 32.11"W N42° 18' 14.84"W
59	41758.65	838.79	16.68 224.76 39.27 125.60 270.83 161.65	N46° 31' 33.36"E N46° 13' 02.51"E S88° 46' 57.49"E S43° 46' 57.49"E S43° 54' 37.94"W N42° 18' 14.84"W
60	38549.40	899.47	240.86 96.57 161.65 0.40 0.40 196.21 203.39	N28° 45' 36.05"W N54° 28' 04.55"E S42° 18' 14.84"E S43° 54' 37.94"W N43° 54' 37.94"E S42° 18' 14.84"E S89° 18' 07.20"W
61	33267.20	757.91	172.21 133.53 240.86 211.31	N10° 01' 51.51"W N70° 36' 16.22"E S28° 45' 36.05"E S89° 18' 07.20"W
62	34380.90	762.05	181.64 175.08 172.21 233.13	N9° 20' 58.60"E S87° 45' 11.57"E S10° 01' 51.51"E S89° 18' 07.20"W
63	36450.82	768.64	181.64 157.34 9.04 226.90 178.53 15.20	S9° 20' 58.60"W S89° 18' 07.20"W S89° 18' 07.05"W N1° 54' 49.23"E S76° 34' 50.17"E S74° 24' 34.70"E
64	36718.14	794.34	265.02 157.19 226.90 145.23	N0° 01' 25.03"W S76° 34' 50.17"E S1° 54' 49.23"W S89° 18' 07.05"W
65	44557.19	891.10	310.30 160.81 265.02 154.97	N0° 00' 01.77"E S74° 20' 43.03"E S0° 01' 25.03"E S89° 18' 07.05"W
66	40863.49	906.15	342.73 60.15 68.36 310.30 124.60	N0° 00' 00.00"E S78° 01' 25.97"E S74° 20' 43.03"E S0° 00' 01.77"W S89° 18' 07.05"W
67	39486.74	913.22	340.94 115.02 342.73 114.52	N0° 00' 00.00"E N88° 24' 14.28"E S0° 00' 00.00"E S89° 18' 07.05"W
68	43547.51	913.34	288.89 12.23 135.03 340.94 136.25	N0° 00' 00.00"E N62° 28' 29.76"E N69° 01' 46.25"E S0° 00' 00.00"E S89° 18' 07.05"W

PROFESSIONAL ENGINEER
REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

BORDER SIZE 22"x34"
DESIGNED
DRAWN SKC
CHECKED BO
APPROVED

ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
PARCEL AREA TABLE 1

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 5

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
69	37075.27	826.00	288.89 140.57 19.47 231.68 145.38	S0° 00' 00.00"E S89° 18' 07.05"W N0° 20' 50.47"E N0° 20' 50.47"E N74° 09' 41.15"E
70	40990.55	808.06	178.37 5.59 200.05 38.71 125.59 28.06 231.68	S89° 28' 18.05"W N5° 49' 30.33"W N0° 35' 05.34"E N44° 56' 36.20"E N89° 18' 07.05"E N87° 01' 20.23"E S0° 20' 50.47"W
71	32670.00	713.64	200.00 157.89 51.69 123.13 39.83 141.11	S89° 24' 54.66"E S0° 35' 05.34"W S84° 31' 42.40"W S89° 18' 07.05"W N45° 03' 23.80"W N0° 35' 05.34"E
75	34672.96	758.08	209.81 142.96 221.64 29.85 41.50 112.31	S10° 24' 55.75"W N84° 01' 30.57"W N0° 24' 33.80"W S83° 18' 29.35"E S83° 18' 29.35"E S78° 49' 01.18"E
78	40459.93	812.44	209.43 112.31 41.50 249.00 96.28 3.91 100.00	S28° 35' 41.73"W N78° 49' 01.18"W N83° 18' 29.35"W N16° 13' 45.49"E S70° 21' 46.91"E S65° 53' 02.59"E S61° 24' 18.27"E
79	43023.85	861.46	287.97 163.59 249.00 29.85 0.00 0.00 87.42 43.62	N15° 12' 27.82"E S70° 21' 46.91"E S16° 13' 45.49"W N83° 18' 29.35"W N0° 24' 33.76"W S0° 24' 33.76"E N83° 18' 29.35"W N86° 42' 44.84"W
80	43692.34	920.54	143.37 197.87 35.66 151.43 287.97 20.64 1.98 1.98 46.56 33.08	N0° 07' 53.74"W N0° 07' 53.74"W S70° 21' 46.91"E S70° 21' 46.91"E S15° 12' 27.82"W N86° 42' 44.84"W N0° 38' 09.02"W S0° 38' 09.02"E N86° 42' 44.84"W S82° 28' 58.38"W
81	38488.54	807.91	200.00 149.33 256.42 143.37 58.79	N89° 24' 54.66"W N0° 35' 05.34"E S89° 55' 55.98"E S0° 07' 53.74"E S82° 28' 58.38"W
83	41172.75	796.21	168.29 230.00 144.91 30.00 32.29 9.32 139.21 42.18	N61° 24' 18.27"W N28° 35' 41.73"E S61° 24' 18.27"E S0° 33' 31.57"W S0° 33' 31.57"W S11° 14' 31.15"W S21° 55' 30.72"W S70° 15' 36.23"W
84	42686.51	824.26	86.31 220.92 13.18 112.87 79.11 230.00 68.58 13.29	N70° 21' 46.91"W N19° 38' 13.09"E S83° 19' 33.22"E S72° 21' 55.94"E S61° 24' 18.27"E S28° 35' 41.73"W N61° 24' 18.27"W N65° 53' 02.59"W
86	42975.05	849.15	261.74 6.98 196.48 11.42 202.51 157.76 12.25	N11° 22' 48.89"E S57° 06' 42.85"E S55° 14' 16.17"E S56° 20' 33.12"E S19° 38' 13.09"W N70° 21' 46.91"W N74° 29' 29.01"W
90	41305.48	878.89	249.91 234.44 304.90 45.69 43.95	N87° 19' 21.86"W N0° 31' 54.63"E S58° 37' 11.84"E S15° 58' 56.75"W S0° 32' 40.21"W
91	37267.99	798.09	249.91 144.29 249.70 154.19	S87° 19' 21.86"E S0° 32' 40.21"W N89° 35' 33.16"W N0° 31' 54.63"E

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
92	38711.94	809.46	154.60 249.70 155.49 249.67	N0° 31' 54.63"E S89° 35' 33.16"E S0° 32' 40.21"W N89° 23' 23.18"W
93	39529.49	815.98	158.49 249.67 158.20 249.63	N0° 31' 54.63"E S89° 23' 23.18"E S0° 32' 40.21"W N89° 27' 22.37"W
94	39083.47	812.39	157.81 249.63 155.34 249.61	N0° 31' 54.63"E S89° 27' 22.37"E S0° 32' 40.21"W S89° 58' 42.35"W
95	42268.22	837.76	163.31 4.47 249.66 170.71 249.61	S0° 44' 49.47"W S5° 42' 42.72"W S89° 18' 07.05"W N0° 52' 33.71"E N89° 58' 42.35"E
96	37140.61	796.67	145.19 250.11 146.10 249.45 5.82	S0° 58' 54.37"W N89° 34' 49.93"W N1° 01' 09.61"E N89° 18' 07.05"E S5° 33' 58.31"E
97	37380.11	799.12	250.05 148.02 250.11 150.94	N88° 54' 39.04"W N1° 06' 47.60"E S89° 34' 49.93"E S1° 07' 47.20"W
98	39192.66	813.56	250.00 156.75 250.05 156.76	N88° 54' 28.73"W N1° 06' 47.60"E S88° 54' 39.04"E S1° 07' 47.20"W
99	39048.99	812.38	249.96 156.21 250.00 156.21	N88° 54' 28.49"W N1° 06' 47.60"E S88° 54' 28.73"E S1° 07' 47.20"W
100	39288.95	814.26	249.91 157.19 249.96 157.20	N88° 54' 18.88"W N1° 06' 47.60"E S88° 54' 28.49"E S1° 07' 47.20"W
101	38769.85	847.31	297.68 194.70 249.91 24.62 50.29 30.11	S71° 56' 25.88"W N1° 06' 47.60"E S88° 54' 18.88"E S1° 07' 47.20"W S15° 50' 53.93"E S32° 47' 57.24"E
102	37851.17	900.38	209.90 128.66 297.68 33.64 35.40 39.27 17.25 21.68 17.68 94.25 4.98	S75° 10' 54.64"W N1° 06' 47.60"E N71° 56' 25.88"E S32° 47' 57.24"E S32° 47' 57.24"E S12° 12' 02.76"W S57° 12' 02.76"W S82° 02' 26.37"W N81° 33' 35.01"W S45° 00' 00.00"W S2° 22' 43.71"E
103	45022.49	859.77	241.18 129.02 204.51 209.90 75.15	S30° 51' 30.72"W N88° 59' 52.32"W N1° 06' 47.60"E N75° 10' 54.64"E S40° 38' 27.78"E
104	40864.56	919.77	241.18 14.11 86.37 21.68 17.25 39.27 55.62 37.26 273.90 133.12	N30° 51' 30.72"E S83° 15' 44.07"E N48° 45' 37.77"E N32° 21' 39.15"E N57° 12' 02.76"E S77° 47' 57.24"E S32° 47' 57.24"E S44° 13' 01.98"E S41° 12' 50.55"W N88° 59' 52.32"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
105	35171.24	809.13	273.90 122.49 161.50 251.24	N41° 12' 50.55"E S63° 48' 15.95"E S13° 34' 49.86"W N88° 59' 52.32"W
106	32567.11	756.78	161.50 151.38 192.25 251.65	N13° 34' 49.86"E N82° 36' 58.17"E S20° 08' 02.14"E N88° 59' 52.32"W
107	37439.87	844.06	192.25 78.69 54.03 272.94 0.84 0.84 47.02 197.45	N20° 08' 02.14"W N54° 24' 23.89"E N37° 00' 07.24"E S31° 32' 35.69"E S39° 53' 13.23"W N39° 53' 13.23"E S31° 32' 35.69"E N88° 59' 52.32"W
108	38442.81	800.35	272.94 21.91 138.39 158.93 16.68 191.51	N31° 32' 35.69"W N37° 00' 07.24"E N83° 38' 36.20"E S49° 42' 54.84"E S30° 36' 08.26"E S39° 53' 13.23"W
109	38132.28	946.42	47.02 191.51 5.00 140.36 210.11 30.00 215.23 107.19	N31° 32' 35.69"W N39° 53' 13.23"E S5° 45' 44.65"E S67° 03' 13.82"E S46° 18' 23.50"E N88° 59' 52.32"W N88° 59' 52.32"W N88° 59' 52.32"W
110	38182.04	810.01	230.67 18.95 21.68 54.46 39.27 8.21 58.13 63.04 250.00 65.60	S56° 14' 48.68"W S89° 39' 07.54"W N74° 33' 18.45"W N49° 42' 54.84"W N4° 42' 54.84"W N40° 17' 05.16"E N20° 41' 31.38"E N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
111	37125.00	797.00	250.00 148.50 250.00 148.50	N88° 54' 02.39"W N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
112	37125.00	797.00	250.00 148.50 250.00 148.50	N88° 54' 02.39"W N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
113	37125.00	797.00	250.00 119.68 28.82 250.00 148.50	N88° 54' 02.39"W N1° 05' 57.61"E N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
114	37423.58	790.54	250.00 122.04 38.49 170.08 55.81 154.12	N88° 54' 02.39"W N1° 05' 57.61"E N45° 12' 02.33"E N89° 18' 07.05"E N89° 18' 07.05"E S1° 05' 57.61"W
115	33240.50	739.76	200.10 38.49 120.84 230.11 144.40 5.82	S1° 05' 57.61"W S45° 12' 02.33"W S89° 18' 07.05"W N1° 05' 57.61"E N89° 18' 07.05"E S5° 34' 04.20"E
116	34007.86	772.19	250.00 139.95 20.01 230.11 132.11	N0° 41' 52.95"W N89° 18' 07.05"E S1° 05' 57.61"W S1° 05' 57.61"W S89° 18' 07.05"W
117	34007.86	772.06	250.00 136.03 250.00 136.03	N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E S89° 18' 07.05"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
118	34007.86	772.06	250.00 136.03 250.00 136.03	N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E S89° 18' 07.05"W
119	34007.86	772.06	250.00 136.03 250.00 136.03	N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E S89° 18' 07.05"W
120	34007.86	772.19	250.00 139.96 230.11 20.01 132.10	S0° 41' 52.95"E S89° 18' 07.05"W N1° 06' 09.39"E N1° 06' 09.39"E N89° 18' 07.05"E
121	34372.28	748.51	230.11 124.28 40.06 200.10 4.25 149.71	S1° 06' 09.39"W S89° 18' 07.05"W N44° 47' 51.78"W N1° 06' 09.39"E N5° 58' 14.75"E N89° 18' 07.05"E
122	33291.90	744.20	132.78 16.02 205.57 38.48 111.33 240.00	S89° 18' 07.05"W N44° 47' 51.78"W N1° 06' 09.39"E N45° 12' 08.22"E N89° 18' 07.05"E S0° 41' 52.95"E
123	33314.98	757.62	138.81 240.00 138.81 240.00	S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E
124	33314.98	757.62	138.81 240.00 138.81 240.00	S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E
125	33314.98	757.62	138.81 240.00 138.81 240.00	S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E
126	33295.04	743.42	204.63 15.39 125.96 240.00 117.38 40.05	S1° 05' 57.61"W S45° 12' 02.33"W S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S44° 47' 57.67"E
127	37594.30	792.62	144.15 250.00 136.94 15.39 230.11 16.02	S1° 05' 57.61"W N88° 54' 02.39"W N1° 05' 57.61"E N45° 12' 02.33"E N89° 18' 07.05"E S44° 47' 57.67"E
129	37116.37	943.88	35.78 196.90 102.57 296.38 17.04 17.10 8.30 38.46 231.35	S37° 00' 07.24"W N15° 12' 27.97"W N48° 58' 05.57"E S58° 02' 06.80"E S1° 05' 57.61"W S20° 41' 31.38"W S40° 17' 05.16"W S84° 21' 05.42"W S82° 42' 36.47"W
130	37742.43	790.41	278.23 63.33 196.90 35.78 216.17	N22° 57' 50.50"E S82° 23' 39.94"E S15° 12' 27.97"E S37° 00' 07.24"W S81° 39' 47.51"W
131	36943.65	814.00	238.85 69.52 278.23 66.46 160.94	N57° 12' 02.76"E S43° 26' 47.94"E S22° 57' 50.50"W N51° 42' 36.81"W N32° 47' 57.24"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
132	36806.22	786.64	250.00 40.48 33.49 238.85 99.98 14.79 109.05	S88° 53' 50.61"E S1° 06' 09.39"W S13° 14' 49.76"E S57° 12' 02.76"W N32° 47' 57.24"W N15° 50' 53.93"W N1° 06' 09.39"E
133	35755.68	777.91	250.00 129.57 15.39 230.11 16.02 136.81	N88° 53' 50.61"W N1° 06' 09.39"E N45° 12' 08.22"E N89° 18' 07.05"E S44° 47' 51.78"E S1° 06' 09.39"W
134	50688.29	901.10	16.02 214.95 15.39 136.94 32.09 37.64 0.16 0.16 102.57 0.54 0.54 63.33 0.24 0.24 69.52 33.49 40.48 136.81	N44° 47' 51.78"W N89° 18' 07.05"E S45° 12' 02.33"W S1° 05' 57.61"W S1° 05' 57.61"W S7° 51' 43.74"W N58° 02' 06.80"W S58° 02' 06.80"E S48° 58' 05.57"W N15° 12' 27.97"W S15° 12' 27.97"E N82° 23' 39.94"W N22° 57' 50.50"E S22° 57' 50.50"W N43° 26' 47.94"W N13° 14' 49.76"W N1° 06' 09.39"E N1° 06' 09.39"E

PROFESSIONAL ENGINEER
BRENT L. ORTON
13359
30Dec2025
STATE OF IDAHO

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

BORDER SIZE 22"x34"
DESIGNED
DRAWN SKC
CHECKED BO
APPROVED

ORTON ENGINEERING
Designing the Future

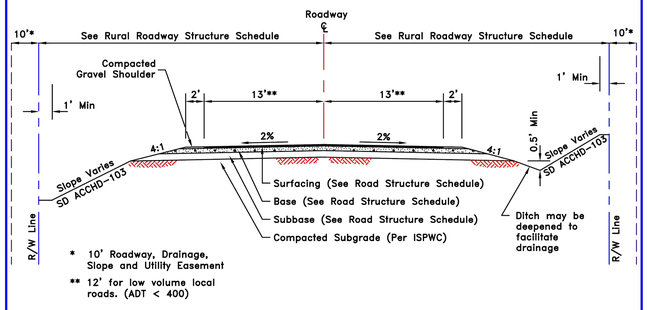
SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION

PARCEL AREA TABLE 2

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 6



TWO LANE RURAL ROADWAY SECTION

N.T.S.

RURAL ROADWAY STRUCTURE SCHEDULE

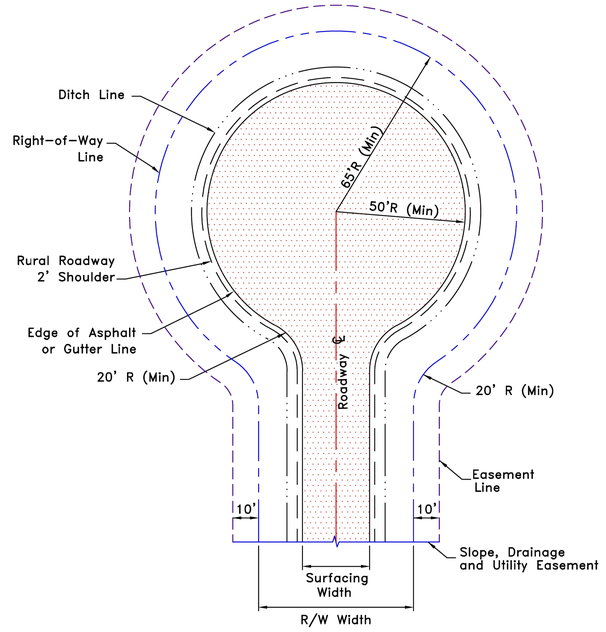
Class of Road	TI	Minimum Thickness (in)			Right of Way Width (ft)
		Pavement	Base	Subbase	
Collector (under 4,000 ADT)	8	3"	6"	19"	80
Local Road (1,500 or More ADT)	8	3"	6"	19"	60
Local Road (under 1,500 ADT)	7	3"	6"	16"	60
Low Volume Local Road (under 400 ADT)	6	3"	4"	14"	56

NOTES:

1. Above Roadway Structure Sections are based on worst case soil subgrade conditions. Roadway Structure Sections may vary with better soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Registered Professional Engineer.
2. Road Structure Schedule is based on ITD Method, as modified in Section 3060.060, using an R-value of 5. If the subgrade has an R-value greater than 5, applicant may submit an alternate section design prepared by a Registered Professional Engineer.
3. For Collector (4,000 ADT or more), Arterial or Expressway, see Sections 3030.010 and 3060.060.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	TWO LANE RURAL ROADWAY SECTION	STANDARD DRAWING ACCHD-101



STANDARD CUL-DE-SAC LAYOUT

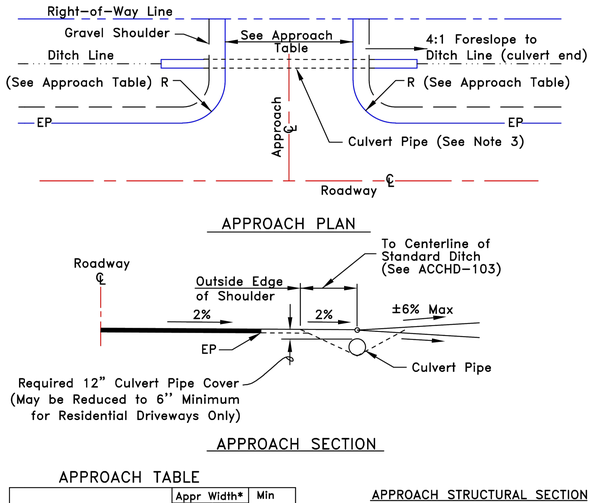
N.T.S.

NOTES:

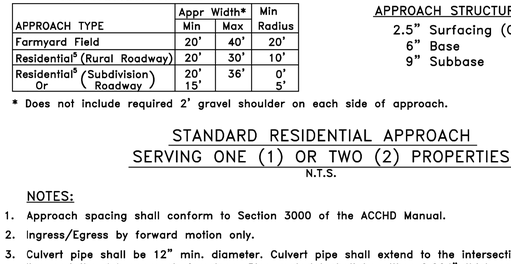
1. Adequate drainage of the surface and ditch line is required.
2. If curb section is used, the radius to the back of curb & gutter should be 50.5' minimum.
3. 10' Roadway, drainage slope and utility easement is required outside R/W.
4. Cul-De-Sac Asphalt Grade in any one direction shall be 1.5% min.
5. Cul-De-Sac may be offset (Asymmetrical) so that the approach roadway edge of asphalt is tangent to the Cul-De-Sac circle.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	STANDARD CUL-DE-SAC LAYOUT	STANDARD DRAWING ACCHD-104



APPROACH PLAN



APPROACH SECTION

APPROACH TABLE

APPROACH TYPE	Appr Width* Min	Appr Width* Max	Min Radius
Farmyard Field	20'	40'	20'
Residential[a] (Rural Roadway)	20'	30'	10'
Residential[a] (Subdivision) Or (Roadway)	20' 15'	36'	0' 5'

* Does not include required 2' gravel shoulder on each side of approach.

APPROACH STRUCTURAL SECTION
2.5" Surfacing (Optional)
6" Base
9" Subbase

STANDARD RESIDENTIAL APPROACH SERVING ONE (1) OR TWO (2) PROPERTIES

N.T.S.

NOTES:

1. Approach spacing shall conform to Section 3000 of the ACCHD Manual.
2. Ingress/Egress by forward motion only.
3. Culvert pipe shall be 12" min. diameter. Culvert pipe shall extend to the intersection of the ditch line and the 4:1 approach foreslope. Pipe material shall be either 0.064" thick corrugated steel, 0.060"corrugated aluminum or Class V reinforced concrete.
4. Subdivision roads are defined as roads that primarily provide access to adjacent lots or parcels, do not serve as collector roads, are not located on section or quarter section lines and have a posted speed of 25 mph or less. All other roads shall be considered rural roads for application of approach standards.
5. Serving One (1) or Two (2) Residences Only.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	STANDARD RESIDENTIAL APPROACH	STANDARD DRAWING ACCHD-105

PROFESSIONAL ENGINEER REGISTERED 13359 30Dec2025 STATE OF IDAHO BRENT L. ORTON

BORDER SIZE 22"x34"		
DESIGNED		
DRAWN	SKC	
CHECKED	BO	
APPROVED		

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
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ORTON ENGINEERING Designing the Future

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
STANDARD DETAILS

ATTENTION: 0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 7

TIMBER RIDGE SUBDIVISION
PRELIMINARY PLAT

A PORTION OF LAND SITUATED IN A PART OF THE SOUTHEAST ¼ OF SECTION 31, TOWNSHIP 4 NORTH, RANGE 4 WEST, AND A PORTION OF LAND SITUATED IN A PORTION OF THE NORTHEAST ¼ OF SECTION 6, TOWNSHIP 3 NORTH, RANGE 4 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO, 2024

CONTACT INFORMATION

OWNERS/DEVELOPERS
H. David Christensen & Sandra Christensen
18250 Van Slyke Rd
Wilder, ID 83676
Phone: (208) 863-1953
Email: hdavidchristensen@hotmail.com

Phyllis Indart
23441 Ustick Rd.
Wilder, ID 83676
Phone: (208) 941-1101
Email: pindart33@gmail.com

ENGINEERING CONSULTANT
Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Phone: (208) 350-9422
Contact: Brent L. Orton, P.E.
Email: brentorton@ortonengineers.com

SURVEYOR
Skinner Land Survey
17842 Sand Hollow Road
Caldwell, Idaho 83607
Phone: (208) 454-0933
Contact:TJ Wellard, PLS
Email: TJ@skinnerlandsurvey.com

PRELIMINARY PLAT NOTES:

1. UTILITY/DRAINAGE EASEMENTS: All Lots feature the following Easements: FRONT - 10', SIDE - 5', REAR/BOUNDARY - 10' for Public Utilities, Irrigation, and Lot Drainage.
2. RIGHT TO FARM: This development recognizes Section 22-4503 of the Idaho Code Right to Farm Act, which states: "No agricultural operation, agricultural facility, or expansion thereof shall be or become a nuisance, private or public, by any changed conditions in or about the surrounding nonagricultural activities after it has been in operation for more than one (1) year, when the operation facility or expansion was not a nuisance at the time it began or was constructed, the provisions of this section shall not apply when a nuisance results from the improper or negligent operation of an agricultural operation, agricultural facility or expansion thereof."
3. AVERAGE MINIMUM LOT SIZE of each phase of construction to comply with Canyon County Code (07-10-21) for ZONE R-2: ½ ACRE Minimum. Per Canyon County Ordinance 07-10-21(2), minimum lot sizes can be decreased to 12,000 square feet when municipal sewer or water is connected, this subdivision will be connected to City of Greenleaf sewer. Lot sizes have been designed accordingly.
4. SINGLE FAMILY RESIDENTIAL: Residential lots will be for single family residential use under the ordinances of Canyon County.
5. LOT LINES: Internal Lot Lines are conceptual and may change during final platting.
6. CROSS-ACCESS EASEMENTS and storm drainage easements may be provided across lot lines as determined during final design. The easement shall not preclude the construction of proper hard-surfaced driveways for access to each individual lot.
7. COMMON LOTS: All common lots will be owned and maintained by the Homeowner's Association/Water Users Association. These lots are subject to a blanket easement for public utilities that shall not interfere with the construction of clubhouse, well houses, or subdivision amenities.
8. COMMUNITY WELL LOT(S): Lots for community culinary wells shall preserve a 50-foot radius around the well head which shall be kept clear of buildings or obstructions. Access to the well head for maintenance shall be preserved at all times.

AGENCIES INVOLVED

WATER: Community Well(s), to be regulated by Idaho Department of Water Resources (IDWR) & Department of Environmental Quality (DEQ) in compliance with the Safe Drinking Water Act

SEWER: City of Greenleaf, 20523 N. Whittier Dr., Greenleaf, ID 83626 (208)454-0552

HIGHWAY DISTRICT: Golden Gate Highway District No. 3, 500 E. Golden Gate Ave., Wilder, ID 83676 (208) 482-6267

IRRIGATION DISTRICT: Wilder Irrigation District, 709 Cleveland Blvd, Caldwell, ID 83605 (208) 459-3421 Tony Everrman 8.20.2024

SCHOOL DISTRICTS: Homedale School District (South of Ustick Rd.) and Vallivue School District #139 (North of Ustick Rd.)

FIRE DISTRICTS: Homedale Fire (South of Ustick Rd.) and Wilder Fire (North of Ustick Rd.)

IMPACT AREA: City of Greenleaf

FLOOD ZONE: Zone X - Not in Flood Zone

SURVEY CONTROL NOTES: Based on the NAD83 State Plane Coordinate System (Idaho West 1103) and vertical (NAVD83) Datum.

PARCELS:
R36524010, R36523, R36525, R33209, R33210

ACREAGE: 151.55 acres (6,601,518 SF)

ZONING: **Canyon County**
Current Zoning: Agricultural
Proposed Zoning: R-2
MIN. LOT SIZE: ½ ACRE
MAX. HEIGHT: 35'

SETBACKS:
FRONT: 20'
REAR: 20'
SIDE: 10'
CORNER: 20'

PRELIMINARY ENGINEERING NOTES:

1. **SEWER** will be collected in a municipal sewer main network leading to a lift station and pumped to the City of Greenleaf wastewater treatment plant. Sewer mains will conform to the Idaho Standards for Public Works Construction (ISPWC) and stubbed to each individual residential lot.

2. **DOMESTIC WATER** mains will be provided to individual lots by Community Well(s) to be installed by the developer in accordance with Idaho Department of Water Resources (IDWR) & Department of Environmental Quality (DEQ) Standards.

3. **IRRIGATION** will be provided Wilder Irrigation District on behalf of the Boise Project Board of Control and Bureau of Reclamation. Existing groundwater rights will be necessary to supplement available surface water rights. To the extent possible these will be supplied relying on permits and infrastructure associated with existing irrigation wells. The existing canals will remain open and in their current locations. Surface and well irrigation water rights will be diverted to a reservoir with an adjacent pressure irrigation pump station. Pressurized irrigation will be delivered to each lot in accordance with the engineered design. Maintenance of the Irrigation system will be by the Subdivision Water Users Association. Watering schedules (such as odd/even watering days) will be used as needed.

4. **MAINTENANCE** of any irrigation, drainage pipes or ditch crossing a lot not a part of the Subdivisions infrastructure, is the responsibility of the lot owner unless such responsibility is assumed by an irrigation/drainage entity. Subdivision irrigation infrastructure will be maintained by the Homeowners/Water Users Association per Idaho Code 31-3805B to the Curb Stop side of the service. Irrigation infrastructure downstream of the service Curb Stop is the responsibility of the lot owner.

5. **STORM DRAINAGE** will be routed through roadside barrow ditches and retained or detained in common lots or easements. The Storm Drainage system will utilize historic drainage rights associated with the property with appropriate treatment at pre-development discharge rates.

6. **SPECIFICATIONS**: Water, Septic, and irrigation line sizes and locations are preliminary and will be refined during final construction design.

7. **POWER** to be provided by Idaho Power. Some modifications to proposed easements and lot layout may vary slightly depending on utility company routing. All on-site Power and joint trench utilities will be located underground.

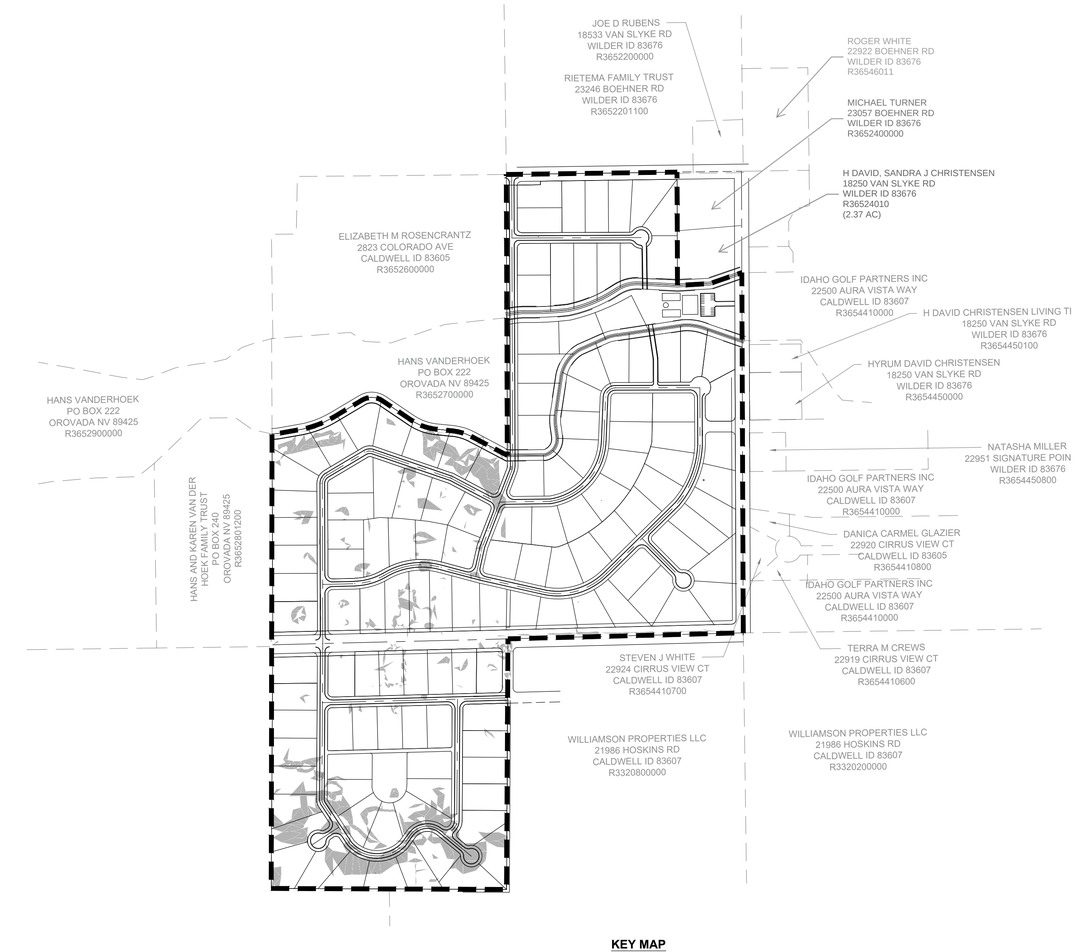
8. **ROADS**: All roads (with the exception of Lennon Lane and some possible shared driveways) are public and to be built in accordance with Golden Gate Highway District standards (Association of Canyon County Highway Districts Standards).

9. **ACCESS**: Access to residential lots shall be obtained only through approved street access. Direct residential lot access to Ustick Road, Van Slyke Road and Boehner Road shall be prohibited.

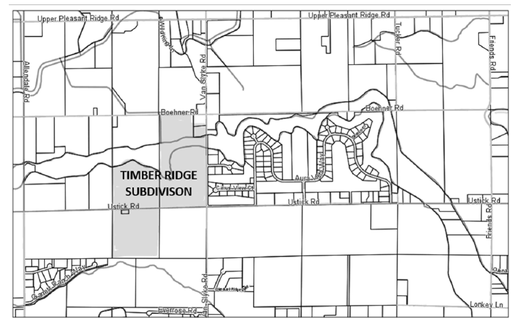
10. **SITE WORK AND UTILITY CONSTRUCTION** shall be performed in accordance with requirements of Golden Gate Highway District, the current edition of the Idaho Standards for Public Works Construction (ISPWC), Idaho Plumbing Code (IPC), and all other applicable local, state, and federal requirements.

11. **NO POTENTIALLY DANGEROUS AREAS,** including geologically hazardous areas, areas subject to inundations or flood hazard and areas of high ground water have been identified in the project area.

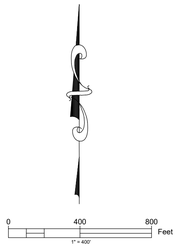
HIGH NITRATE/NITRITE PRIORITY AREA: This area is identified as a high Nitrate/Nitrite Priority Area by Southwest District Health. Community sewage disposal is preferred.



KEY MAP



VICINTIY MAP
NOT TO SCALE



LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- SLOPE > 15%

TOTAL SURVEY ACREAGE:	151.573	ACRES	100%
AREA SINGLE FAMILY RESIDENTIAL	118.523	ACRES	78.2%
AREA COMMON LOTS	6.314	ACRES	4.17%
AREA RIGHT OF WAY	26.856	ACRES	17.72%
OVERALL LOT DATA:			
TOTAL LOTS	135		
SINGLE FAMILY RESIDENTIAL LOTS	134		
COMMON AREA LOTS	1		
SINGLE FAMILY RESIDENTIAL LOT DATA:			
MINIMUM LOT SIZE	27884.539 SF		
AVERAGE LOT SIZE	38528.716 SF		
MAXIMUM LOT SIZE	50688.289 SF		
GROSS LOTS PER ACRE	0.883 LOTS/ACRE		
NET LOTS PER ACRE	1.130 LOTS/ACRE		

GOLDEN GATE HIGHWAY DISTRICT STANDARDS

INTERIOR STREETS (Local Roads)	30' ROW from centerline (60' total)
USTICK ROAD (Principal Arterial)	50' ROW from centerline (100' total)
VAN SLYKE (Minor Collector)	40' ROW from centerline (80' total)

PARCEL INFORMATION

PARCELS	LEGAL	DEEDED ACREAGE	OWNER
R365230000 0 VAN SLYKE RD Inst #: 2015036340	31-4N-4W SE E 1/2 SE LS TX 4	73.06 acres	H David Christensen, & Sandra Christensen
R36525000 0 23422 USTICK RD Inst #: 1993018914	31-4N-4W SE W1/2 OF SE1/4 S OF MORA CANAL	36.50 acres	Phyllis A Indart Trust
R33210000 0 23441 USTICK RD Inst #: 2008008796 # 2008008523 #2008008524	06-3N-4W NE TAX 2 IN LOT 2	0.50 acres	Phyllis A Indart Revocable Trust - 199
R33209000 0 0 USTICK RD # 1993018914	06-3N-4W NE LOT 2 LESS TAX 2	41.21 acres	Phyllis A Indart Trust

EXHIBIT
6.10

PROFESSIONAL ENGINEER
REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

REVISIONS NO.	DESCRIPTION	DATE
1		
2		
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4		
5		
6		
7		
8		

BORDER SIZE 22"X34"
DESIGNED
DRAWN
SKC
CHECKED
BO
APPROVED

ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
COVER SHEET

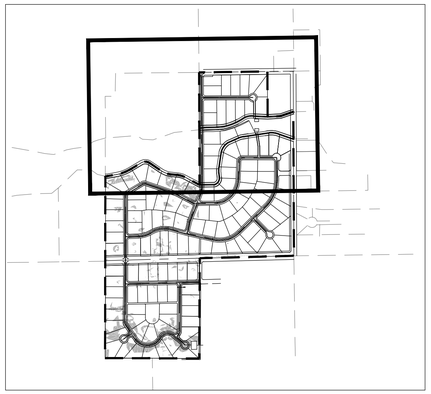
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 1

LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- MAJOR CONTOUR
- MINOR CONTOUR
- SEW — SANITARY PIPE LINE
- 8"W — WATER PIPE LINE
- 8"PI — IRRIGATION PIPE LINE
- SLOPE > 15%

0 100 200 Feet
1" = 100'



KEY MAP
SCALE: 1" = 1000'

RIETEMA FAMILY TRUST
23246 BOEHNER RD
WILDER ID 83676
R3652201100

JOE D RUBENS
18533 VAN SLYKE RD
WILDER ID 83676
R3652200000

BOEHNER ROAD
80' ROW (PUBLIC)

BOEHNER ROAD
80' ROW (PUBLIC)

VAN SLYKE ROAD
80' ROW (PUBLIC)

JIMMY JORGENSEN
22971 BOEHNER RD
WILDER ID 83676
R3654401000

MICHAEL TURNER
23057 BOEHNER R
WILDER ID 83676
R3652400000

IGNACIO MARTINEZ
18412 VAN SLYKE RD
WILDER, ID 83676
R36544010A0

IDAHO GOLF PARTNERS INC
22500 AURA VISTA WAY
CALDWELL ID 83607
R3654410000

H DAVID CHRISTENSEN LIVING TRUST
18250 VAN SLYKE RD
WILDER ID 83676
R3654450100

HYRUM DAVID CHRISTENSEN
18250 VAN SLYKE RD
WILDER ID 83676
R3654450000

NATASHA MILLER
22951 SIGNATURE POINT LN
WILDER ID 83676
R3654450800

ELIZABETH M ROSENCRANTZ
2823 COLORADO AVE
CALDWELL ID 83605
R3652600000

HANS VANDERHOEK
PO BOX 222
OROVADA NV 89425
R3652700000

GOCONINO COURT (PUBLIC)
MONTEVERDE AVENUE (PUBLIC)
PEDESTRAIN ACCESS (PRIVATE)
LENNON LANE (PRIVATE)
SIX RIVERS DRIVE (PUBLIC)
HOLLY SPRINGS DRIVE (PUBLIC)
SIGNATURE POINTE DRIVE (PUBLIC)
MORA CANAL EXTENSION
DEER FLAT HIGH LINE CANAL
25.00' CANAL EASEMENT
FLOW
28.00'
EXISTING WELL
15' ACCESS EASEMENT
PUMP

1 0.79 Ac
2 0.79 Ac
3 0.86 Ac
4 0.87 Ac
5 0.85 Ac
6 0.97 Ac
7 0.78 Ac
8 1.03 Ac
9 0.64 Ac
10 0.85 Ac
11 1.03 Ac
12 1.12 Ac
13 0.75 Ac
14 0.88 Ac
15 0.96 Ac
16 0.95 Ac
17 0.94 Ac
18 0.98 Ac
19 0.92 Ac
20 1.06 Ac
23 0.81 Ac
24 0.87 Ac
25 0.90 Ac
26 0.93 Ac
27 0.89 Ac
28 0.83 Ac
29 0.86 Ac
30 0.89 Ac
31 0.89 Ac
43 0.86 Ac
44 0.86 Ac
45 0.87 Ac
46 0.93 Ac
47 0.94 Ac
48 0.93 Ac
49 0.90 Ac
50 0.77 Ac
84 0.98 Ac
85 0.99 Ac
86 0.99 Ac
87 1.02 Ac
88 0.96 Ac
89 1.09 Ac
90

MATCH SHEET 3

PROFESSIONAL ENGINEER REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

REVISIONS			BORDER SIZE	22"x34"
NO.	DESCRIPTION	DATE	DESIGNED	
1			DRAWN	
2			SKC	
3			CHECKED	
4			BO	
5			APPROVED	
6				
7				
8				

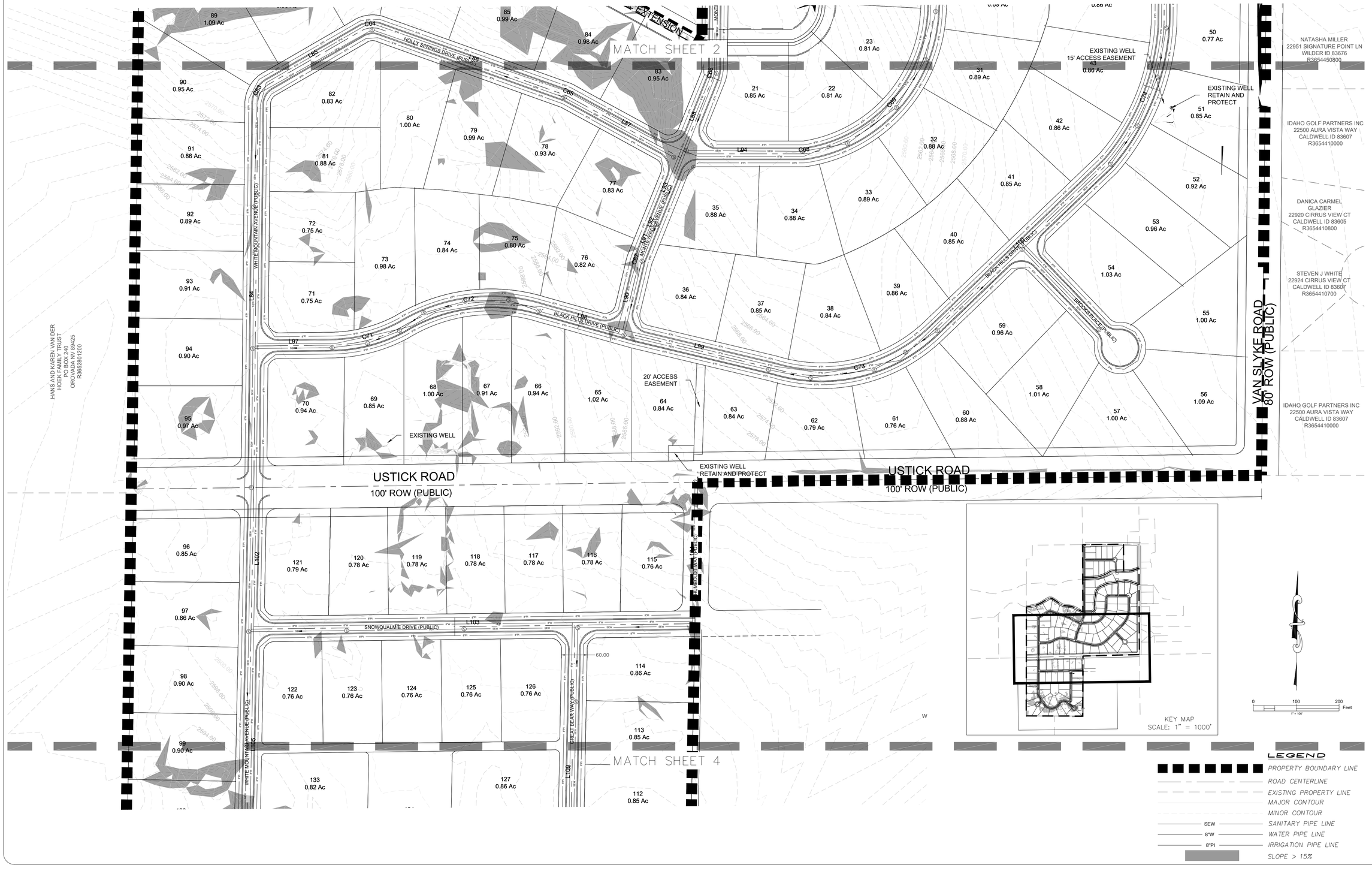
ORTON ENGINEERING
[designing tomorrow]

SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION
UTILITY PLAN 1

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 2



PROFESSIONAL ENGINEER
BRENT L. ORTON
13359
30Dec2025
STATE OF IDAHO

REVISIONS		
NO.	DESCRIPTION	DATE
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BORDER SIZE	22"x34"
DESIGNED	
DRAWN	SKC
CHECKED	BO
APPROVED	

ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:

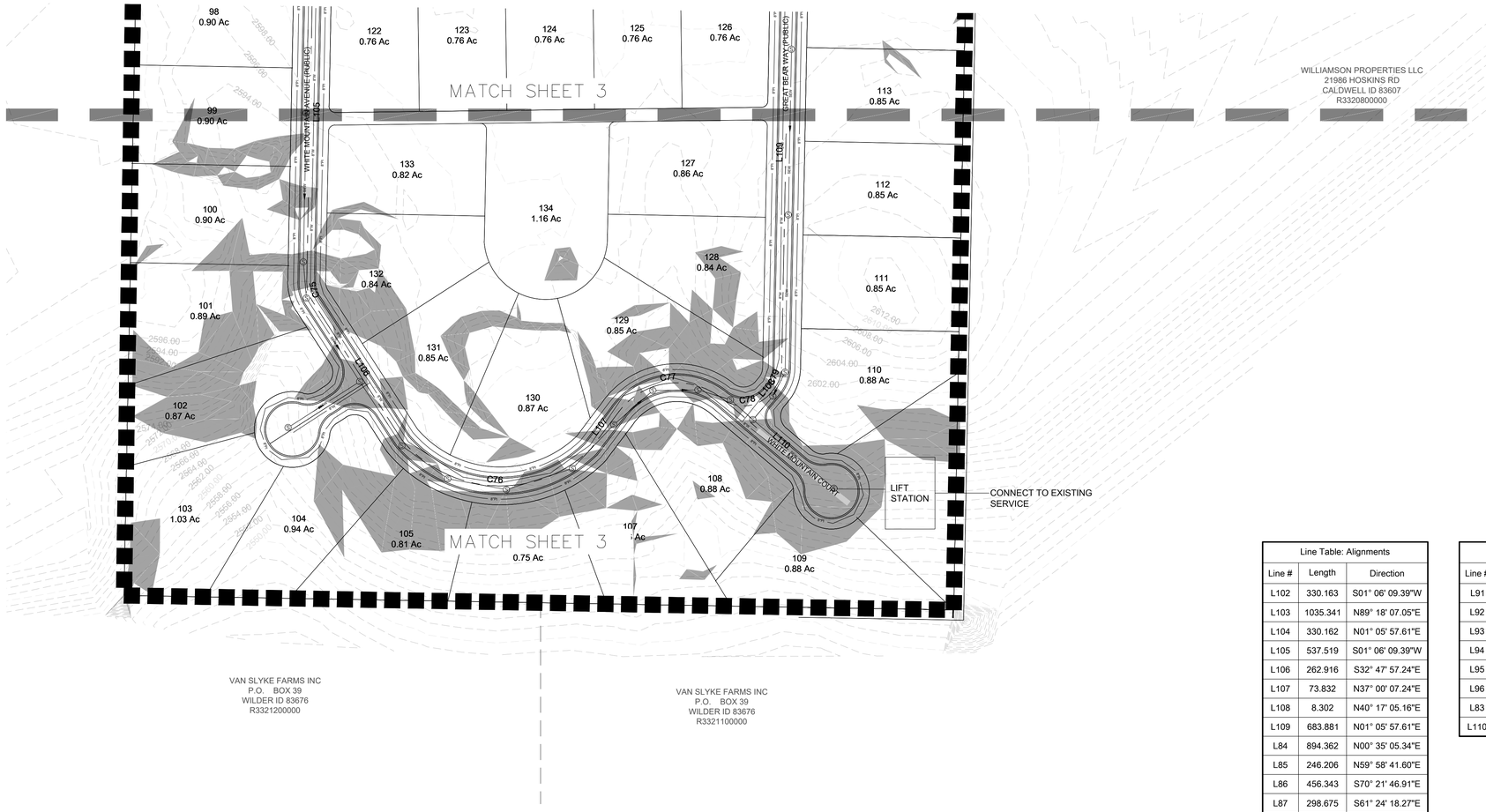
TIMBER RIDGE SUBDIVISION
UTILITY PLAN 2

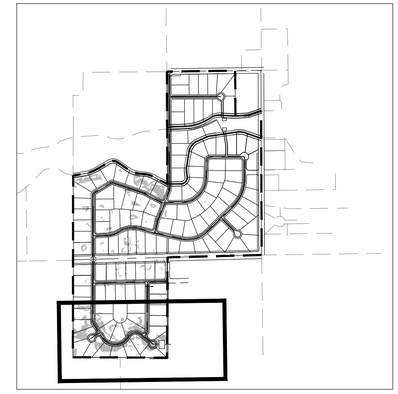
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 3

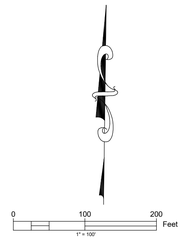
LEGEND

- PROPERTY BOUNDARY LINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- MAJOR CONTOUR
- MINOR CONTOUR
- SANITARY PIPE LINE
- WATER PIPE LINE
- IRRIGATION PIPE LINE
- SLOPE > 15%





KEY MAP
SCALE: 1" = 1000'



Line Table: Alignments		
Line #	Length	Direction
L102	330.163	S01° 06' 09.39"W
L103	1035.341	N89° 18' 07.05"E
L104	330.162	N01° 05' 57.61"E
L105	537.519	S01° 06' 09.39"W
L106	262.916	S32° 47' 57.24"E
L107	73.832	N37° 00' 07.24"E
L108	8.302	N40° 17' 05.16"E
L109	683.881	N01° 05' 57.61"E
L84	894.362	N00° 35' 05.34"E
L85	246.206	N59° 58' 41.60"E
L86	456.343	S70° 21' 46.91"E
L87	298.675	S61° 24' 18.27"E
L88	201.020	N21° 55' 30.72"E
L89	1633.190	N00° 33' 31.57"E
L97	179.434	N89° 18' 07.05"E
L98	198.917	S74° 10' 48.19"E
L99	365.416	S76° 29' 26.12"E
L100	558.277	N46° 13' 02.51"E
L101	322.646	N00° 32' 15.67"E
L90	164.134	N13° 25' 09.83"E

Line Table: Alignments		
Line #	Length	Direction
L91	84.328	N21° 55' 30.72"E
L92	0.003	N21° 55' 25.29"E
L93	174.867	N21° 55' 30.72"E
L94	280.736	N90° 00' 00.00"E
L95	247.940	N03° 07' 11.97"E
L96	471.928	S89° 19' 18.67"E
L83	722.813	S89° 26' 28.43"E
L110	223.752	S49° 40' 02.15"E

Curve Table: Alignments			
Curve #	Radius	Length	Chord Direction
C75	55.000	32.543	S15° 50' 53.93"E
C76	203.655	336.084	S87° 24' 46.15"E
C77	115.000	187.230	N83° 38' 36.20"E
C78	55.366	80.914	N82° 17' 50.57"E
C79	55.000	37.615	N20° 41' 31.38"E
C63	55.000	57.014	N30° 16' 53.47"E
C64	55.000	47.669	N84° 48' 27.35"E
C65	55.000	8.599	S65° 53' 02.59"E
C66	55.000	20.510	N11° 14' 31.15"E
C71	356.376	170.340	N75° 22' 56.19"E
C72	399.743	334.292	N82° 38' 29.18"E
C73	378.507	406.013	N76° 03' 08.18"E
C74	545.448	354.525	N21° 54' 22.47"E
C67	115.000	17.072	N17° 40' 20.27"E
C68	55.000	8.805	N85° 24' 49.37"E
C69	353.213	479.045	N41° 58' 25.35"E
C70	55.000	84.050	N46° 53' 56.65"E

PROFESSIONAL ENGINEER
REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

BORDER SIZE	22"x34"
DESIGNED	
DRAWN	
SKC	
CHECKED	
BO	
APPROVED	

REVISIONS		
NO.	DESCRIPTION	DATE
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ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION

UTILITY PLAN 3

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 4

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
1	34554.80	796.84	250.00 122.59 4.78 114.76 14.79 20.00 120.01 149.91	N89° 26' 31.81"W N0° 33' 28.19"E N6° 01' 52.62"E N89° 58' 04.33"E N89° 58' 04.33"E N0° 33' 28.19"E N89° 58' 04.33"E S0° 33' 28.19"W
2	34554.80	766.78	225.00 39.27 113.76 250.00 138.76	N89° 26' 32.48"W N44° 26' 32.14"W N0° 33' 28.19"E S89° 26' 31.81"E S0° 33' 28.19"W
3	37613.59	838.68	138.76 149.91 130.01 290.00 130.00	N0° 33' 28.19"E N0° 33' 28.19"E N89° 58' 04.33"E S0° 33' 27.52"W N89° 26' 32.48"W
4	37787.41	841.35	290.00 130.01 291.34 130.00	N0° 33' 27.52"E N89° 58' 04.33"E S0° 33' 27.52"W N89° 26' 32.48"W
5	37028.32	838.24	291.34 135.60 293.26 118.03	N0° 33' 27.52"E N89° 58' 04.33"E S3° 59' 23.80"W N89° 26' 32.48"W
6	42191.71	949.99	54.91 21.68 293.26 248.70 331.44	S67° 07' 00.79"W S65° 44' 15.77"W N3° 59' 23.80"E N89° 58' 04.33"E S37° 21' 28.98"W
7	34146.48	869.87	81.00 331.44 314.98 142.45	N47° 59' 20.02"W N37° 21' 28.98"E S0° 32' 15.67"W N89° 27' 44.33"W
8	45050.12	867.73	30.06 172.60 9.46 66.54 142.45 248.15 30.04 168.44	N0° 00' 00.00"E N0° 00' 00.00"E N27° 06' 46.86"E N22° 27' 22.12"E S89° 27' 44.33"E S0° 32' 15.67"W S0° 32' 15.67"W N86° 28' 34.35"W
9	27884.54	755.15	248.19 53.01 21.68 46.55 14.69 158.03 28.05 30.06 30.99 123.90	N0° 33' 28.19"E S89° 26' 32.48"E S64° 34' 57.00"E S61° 58' 09.56"E S42° 05' 52.86"E S0° 00' 00.00"E S86° 28' 34.35"E S0° 00' 00.00"E N86° 28' 34.35"W S80° 49' 39.65"W
10	37231.13	848.33	320.99 130.00 248.19 27.19 121.97	N0° 33' 28.19"E S89° 26' 32.48"E S0° 33' 28.19"W S60° 04' 28.57"W S61° 35' 05.68"W
11	44949.72	954.92	366.13 130.00 320.99 137.80	N0° 33' 28.19"E S89° 26' 32.48"E S0° 33' 28.19"W S71° 24' 29.16"W
12	48857.75	1008.86	130.00 366.13 29.85 101.30 204.16 177.42	S89° 26' 32.48"E S0° 33' 28.19"W S77° 44' 52.44"W S85° 33' 05.68"W N0° 33' 28.19"E N0° 33' 28.19"E
13	32688.41	714.11	185.00 152.42 39.27 160.00 177.42	N89° 26' 31.81"W N0° 33' 28.19"E N45° 33' 27.85"E S89° 26' 32.48"E S0° 33' 28.19"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
14	38242.81	783.32	151.22 33.93 30.14 178.87 185.00 204.16	S89° 35' 32.95"W S86° 40' 16.93"W N0° 33' 28.19"E N0° 33' 28.19"E S89° 26' 31.81"E S0° 33' 28.19"W
15	41619.12	845.04	224.88 217.93 110.57 65.87 63.24 8.51 154.03	N65° 25' 04.46"E S25° 32' 02.55"E S82° 13' 36.93"W S82° 13' 36.93"W S77° 19' 32.32"W S66° 54' 15.03"W N20° 30' 42.86"W
19	40078.48	808.13	19.77 209.95 179.38 237.32 153.17 8.53	S8° 04' 34.13"W N89° 26' 31.81"W N0° 33' 28.19"E S9° 22' 29.76"W S9° 22' 29.76"W S9° 22' 29.76"W
20	46297.76	838.68	21.06 8.57 31.91 0.16 54.68 13.11 73.44 49.06 11.28 142.30 30.00 193.16 209.95	S3° 55' 14.95"W S0° 54' 19.21"W S3° 12' 52.60"E S7° 02' 17.83"E S7° 02' 17.83"E S5° 46' 24.46"E S20° 49' 38.87"W S58° 28' 35.26"W N90° 00' 00.00"W N90° 00' 00.00"W N0° 33' 31.57"E N0° 33' 28.19"E S89° 26' 31.81"E
21	37181.18	852.71	230.00 166.88 48.84 109.83 31.70 62.87 0.29 30.00 30.00 142.30	S0° 00' 00.00"E N90° 00' 00.00"W N34° 02' 14.64"W N21° 55' 30.72"E N11° 14' 31.15"E N0° 17' 31.71"E N90° 00' 00.00"E S0° 33' 31.57"W N0° 33' 31.57"E N90° 00' 00.00"E
22	35417.41	767.92	230.00 211.14 4.00 32.43 230.00 11.28 49.06	S46° 36' 06.07"E S62° 06' 46.33"W S85° 24' 49.37"W N90° 00' 00.00"W N0° 00' 00.00"E N90° 00' 00.00"E N58° 28' 35.26"E
23	35483.94	768.89	230.34 7.90 227.22 230.00 73.44	S86° 52' 48.03"E S3° 07' 11.97"W S23° 15' 32.95"W N46° 36' 06.07"W N20° 49' 38.87"E
24	37698.28	787.86	19.77 0.19 0.19 8.53 242.95 156.40 230.34 13.11 54.68 0.16 31.91 8.57 21.06	N8° 04' 34.13"E S9° 22' 29.76"W N9° 22' 29.76"E N9° 22' 29.76"E S86° 52' 48.03"E S3° 07' 11.97"W N86° 52' 48.03"W N5° 46' 24.46"W N7° 02' 17.83"W N7° 02' 17.83"W N3° 12' 52.60"W N0° 54' 19.21"E N3° 55' 14.95"E
25	39224.67	820.30	244.59 34.36 83.63 242.95 153.17 43.80 17.80	S63° 43' 17.59"E S14° 41' 57.19"W S3° 07' 11.97"W N86° 52' 48.03"W N9° 22' 29.76"E N9° 22' 29.76"E N14° 19' 50.87"E
26	40437.83	813.97	242.41 66.20 244.59 122.55 41.33 96.90	S19° 05' 43.99"E S48° 35' 29.21"W N63° 43' 17.59"W N32° 53' 29.98"E N54° 33' 48.67"E N66° 54' 15.03"E
27	38952.80	836.90	274.37 76.08 29.13 242.41 58.96 9.17 9.17 8.51 63.24 65.87	S1° 01' 06.00"W N89° 27' 44.33"W S80° 43' 15.84"W N19° 05' 43.99"W N66° 54' 15.03"E S20° 30' 42.86"E N20° 30' 42.86"W N66° 54' 15.03"E N77° 19' 32.32"E N82° 13' 36.93"E
28	36101.73	807.76	110.57 160.98 1.45 119.60 15.71 125.08 274.37	N82° 13' 36.93"E S7° 46' 23.07"E S3° 37' 03.70"E S0° 32' 15.67"W S45° 32' 15.67"W N89° 27' 44.33"W N1° 01' 06.00"E
29	37294.22	778.76	133.56 38.14 208.99 161.38 236.68	N3° 07' 11.97"E N46° 49' 43.82"E S89° 27' 44.33"E S1° 43' 21.11"W N88° 28' 53.56"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
30	38837.52	798.09	37.69 114.38 236.68 105.98 14.25 18.94 2.86 2.86 39.47 224.98	N5° 56' 15.14"E N3° 07' 11.97"E S88° 28' 53.56"E S1° 43' 21.11"W S9° 08' 36.13"W S17° 07' 01.77"W N80° 49' 27.57"W S80° 49' 27.57"E S18° 49' 20.52"W N82° 19' 57.19"W
31	38783.07	801.32	195.32 146.45 224.98 61.32 1.40 1.40 138.16 0.66 0.66 30.97	N59° 45' 18.39"W N19° 42' 12.09"E S82° 19' 57.19"E S21° 45' 52.41"W N58° 23' 01.23"W S58° 23' 01.23"E S27° 35' 14.10"W N47° 17' 32.97"W S47° 17' 32.97"E S32° 31' 26.63"W
32	38125.57	785.72	194.67 157.30 195.32 8.68 136.00 93.75	N35° 40' 56.16"W N42° 24' 40.09"E S59° 45' 18.39"E S33° 40' 53.04"W S39° 28' 50.82"W S47° 44' 42.59"W
33	38656.44	794.27	218.51 152.39 194.67 93.73 1.14 1.14 132.71	N15° 13' 48.75"W N65° 33' 45.13"E S35° 40' 56.16"E S54° 29' 20.25"W N37° 53' 41.56"W S37° 53' 41.56"E S62° 38' 01.95"W
34	38241.63	778.86	210.01 100.69 13.61 25.90 218.51 54.67 24.96 12.37 0.38 0.38 117.39	N2° 01' 29.01"E N90° 00' 00.00"E N85° 24' 49.37"E N78° 53' 27.34"E S15° 13' 48.75"E S69° 22' 26.13"W S84° 20' 20.74"W N82° 39' 44.24"W N10° 33' 39.95"E S10° 33' 39.95"W N82° 39' 44.24"W
35	38137.98	788.61	178.10 29.70 142.90 210.01 48.50 0.43 0.43 178.53	N21° 55' 30.72"E N55° 57' 45.36"E N90° 00' 00.00"E S2° 01' 29.01"W N82° 39' 44.24"W N12° 56' 05.35"E S12° 56' 05.35"W N82° 39' 44.24"W
36	36717.95	754.34	209.09 161.73 39.27 115.45 50.27 178.53	S12° 56' 05.35"W N76° 34' 50.17"W N31° 34' 50.17"W N13° 25' 09.83"E N21° 55' 30.72"E S82° 39' 44.24"E
37	37048.34	777.22	209.09 48.50 0.06 0.06 117.39 227.57 24.96 149.59	N12° 56' 05.35"E S82° 39' 44.24"E S2° 01' 29.01"W N2° 01' 29.01"E S82° 39' 44.24"E S10° 33' 39.95"W N75° 07' 41.63"W N76° 34' 50.17"W
38	36419.45	778.78	227.57 12.37 24.96 54.67 0.07 239.77 219.36	N10° 33' 39.95"E S82° 39' 44.24"E N84° 20' 20.74"E N69° 22' 26.13"E S15° 13' 48.75"E S20° 47' 12.94"E S84° 47' 15.16"W
39	37611.46	781.38	0.07 132.71 206.51 71.73 130.60 239.77	N15° 13' 48.75"W N62° 38' 01.95"E S37° 53' 41.56"E S46° 13' 02.51"W S56° 01' 12.29"W N20° 47' 12.94"W
40	37197.30	781.35	206.51 93.73 0.74 0.74 93.75 189.80 196.08	N37° 53' 41.56"W N54° 29' 20.25"E S35° 40' 56.16"E N35° 40' 56.16"W N47° 44' 42.59"E S40° 19' 10.90"E S46° 13' 02.51"W
41	36958.19	785.15	189.80 136.00 8.68 3.31 3.31 30.97 215.00 198.08	N40° 19' 10.90"W N39° 28' 50.82"E N33° 40' 53.04"E S59° 45' 18.39"E N59° 45' 18.39"W N32° 31' 26.63"E S47° 17' 32.97"E S46° 13' 02.51"W
42	37422.92	786.53	91.32 39.50 51.61 215.00 138.16 250.94	S36° 12' 00.80"W S46° 13' 02.51"W S46° 13' 02.51"W N47° 17' 32.97"W N27° 35' 14.10"E S58° 23' 01.23"E

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
43	37554.43	797.54	245.57 198.83 250.94 61.32 0.70 0.70 39.47	S80° 49' 27.57"E S18° 58' 41.56"W N58° 23' 01.23"W N21° 45' 52.41"E S82° 19' 57.19"E N82° 19' 57.19"W N18° 49' 20.52"E
44	37334.60	795.07	245.57 18.94 14.25 105.98 0.26 236.16 130.46 21.94 21.52	N80° 49' 27.57"W N17° 07' 01.77"E N9° 08' 36.13"E N1° 43' 21.11"E S88° 28' 53.56"E S89° 09' 21.35"E S0° 32' 15.67"W S4° 01' 21.32"W S5° 53' 58.77"W
45	37891.23	782.75	236.16 0.26 161.38 208.07 39.27 137.62	N89° 09' 21.35"W N88° 28' 53.56"W N1° 43' 21.11"E S89° 27' 44.33"E S44° 27' 44.33"E S0° 32' 15.67"W
46	40445.41	884.19	160.98 151.33 316.27 114.79 15.71 119.60 5.51	N7° 46' 23.07"W N82° 13' 36.93"E S0° 46' 17.38"W N89° 27' 39.17"W N44° 27' 44.33"W N0° 32' 15.67"E N3° 37' 03.70"W
47	40735.28	869.13	266.15 50.71 24.94 6.64 48.87 316.27 10.63 131.48 13.45	S7° 52' 12.81"W S76° 45' 43.16"W S42° 54' 07.18"W S81° 35' 56.70"W N89° 27' 39.17"W N0° 46' 17.38"E N82° 13' 36.93"E S81° 13' 32.30"E S70° 03' 41.22"E
48	40517.26	815.11	266.15 161.16 169.46 160.16 58.18	N7° 52' 12.81"E S70° 03' 41.22"E S0° 40' 32.85"W S62° 29' 43.49"W N51° 39' 08.74"W
49	39126.32	820.78	65.02 160.16 265.65 39.27 110.39 50.26 94.61 35.41	N6° 42' 40.18"E N62° 29' 43.49"E S0° 26' 58.52"W S45° 32' 15.67"W N89° 27' 44.33"W N44° 27' 50.53"W N0° 32' 03.28"E N35° 27' 41.15"E
50	33408.27	725.25	185.58 101.36 50.53 39.27 117.39 39.27 191.85	N76° 41' 40.08"W N8° 15' 34.00"E N0° 32' 15.67"E N45° 32' 15.67"E S89° 27' 44.33"E S44° 27' 44.33"E S0° 32' 15.67"W
51	36894.50	800.36	260.43 138.47 185.58 215.88	N60° 19' 19.60"W N20° 11' 56.28"E S76° 41' 40.08"E S0° 32' 15.67"W
52	39937.38	863.77	47.51 315.77 108.33 260.43 131.73	S52° 14' 11.30"W N51° 02' 53.32"W N32° 29' 08.06"E S60° 19' 19.60"E S0° 32' 15.67"W
53	41638.10	889.86	142.87 296.62 106.50 28.10 315.77	S52° 14' 11.30"W N50° 01' 28.76"W N46° 13' 02.51"E N39° 16' 40.27"E S51° 02' 53.32"E
54	44746.93	866.80	150.09 30.70 21.68 210.19 39.27 118.26 296.62	S52° 14' 11.30"W N78° 48' 13.42"W N68° 37' 21.11"W N43° 48' 57.49"W N1° 13' 02.51"E N46° 13' 02.51"E S50° 01' 28.76"E
55	43725.36	935.18	47.51 283.51 233.44 69.92 150.09 3.92 3.92 142.87	N52° 14' 11.30"E S0° 32' 15.67"W N85° 30' 59.25"W N30° 45' 33.96"W N52° 14' 11.30"E S50° 01' 28.76"E N50° 01' 28.76"W N52° 14' 11.30"E

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
56	47453.42	872.89	233.44 201.93 38.73 97.74 240.67 60.39	S85° 30' 59.25"E S0° 32' 15.67"W S44° 55' 11.44"W S89° 18' 07.20"W N35° 09' 49.85"W N31° 27' 36.46"E
57	43604.75	934.31	255.42 89.05 240.67 349.17	N30° 58' 32.11"E S77° 11' 18.29"E S35° 09' 49.85"E S89° 18' 07.20"W
58	43967.65	871.20	270.83 84.59 21.68 42.48 255.42 196.21	N43° 54' 37.94"E S43° 46' 57.49"E S18° 56' 33.88"E S14° 23' 12.79"E S30° 58' 32.11"W N42° 18' 14.84"W
59	41758.65	838.79	16.68 224.76 39.27 125.60 270.83 161.65	N46° 31' 33.36"E N46° 13' 02.51"E S88° 46' 57.49"E S43° 46' 57.49"E S43° 54' 37.94"W N42° 18' 14.84"W
60	38549.40	899.47	240.86 96.57 161.65 0.40 0.40 196.21 203.39	N28° 45' 36.05"W N54° 28' 04.55"E S42° 18' 14.84"E S43° 54' 37.94"W N43° 54' 37.94"E S42° 18' 14.84"E S89° 18' 07.20"W
61	33267.20	757.91	172.21 133.53 240.86 211.31	N10° 01' 51.51"W N70° 36' 16.22"E S28° 45' 36.05"E S89° 18' 07.20"W
62	34380.90	762.05	181.64 175.08 172.21 233.13	N9° 20' 58.60"E S87° 45' 11.57"E S10° 01' 51.51"E S89° 18' 07.20"W
63	36450.82	768.64	181.64 157.34 9.04 226.90 178.53 15.20	S9° 20' 58.60"W S89° 18' 07.20"W S89° 18' 07.05"W N1° 54' 49.23"E S76° 34' 50.17"E S74° 24' 34.70"E
64	36718.14	794.34	265.02 157.19 226.90 145.23	N0° 01' 25.03"W S76° 34' 50.17"E S1° 54' 49.23"W S89° 18' 07.05"W
65	44557.19	891.10	310.30 160.81 265.02 154.97	N0° 00' 01.77"E S74° 20' 43.03"E S0° 01' 25.03"E S89° 18' 07.05"W
66	40863.49	906.15	342.73 60.15 68.36 310.30 124.60	N0° 00' 00.00"E S78° 01' 25.97"E S74° 20' 43.03"E S0° 00' 01.77"W S89° 18' 07.05"W
67	39486.74	913.22	340.94 115.02 342.73 114.52	N0° 00' 00.00"E N88° 24' 14.28"E S0° 00' 00.00"E S89° 18' 07.05"W
68	43547.51	913.34	288.89 12.23 135.03 340.94 136.25	N0° 00' 00.00"E N62° 28' 29.76"E N69° 01' 46.25"E S0° 00' 00.00"E S89° 18' 07.05"W

PROFESSIONAL ENGINEER
REGISTERED
13359
30Dec2025
STATE OF IDAHO
BRENT L. ORTON

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

BORDER SIZE 22"x34"
DESIGNED
DRAWN SKC
CHECKED BO
APPROVED

ORTON ENGINEERING
Designing the Future

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
PARCEL AREA TABLE 1

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 5

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
69	37075.27	826.00	288.89 140.57 19.47 231.68 145.38	S0° 00' 00.00"E S89° 18' 07.05"W N0° 20' 50.47"E N0° 20' 50.47"E N74° 09' 41.15"E
70	40990.55	808.06	178.37 5.59 200.05 38.71 125.59 28.06 231.68	S89° 28' 18.05"W N5° 49' 30.33"W N0° 35' 05.34"E N44° 56' 36.20"E N89° 18' 07.05"E N87° 01' 20.23"E S0° 20' 50.47"W
71	32670.00	713.64	200.00 157.89 51.69 123.13 39.83 141.11	S89° 24' 54.66"E S0° 35' 05.34"W S84° 31' 42.40"W S89° 18' 07.05"W N45° 03' 23.80"W N0° 35' 05.34"E
75	34672.96	758.08	209.81 142.96 221.64 29.85 41.50 112.31	S10° 24' 55.75"W N84° 01' 30.57"W N0° 24' 33.80"W S83° 18' 29.35"E S83° 18' 29.35"E S78° 49' 01.18"E
78	40459.93	812.44	209.43 112.31 41.50 249.00 96.28 3.91 100.00	S28° 35' 41.73"W N78° 49' 01.18"W N83° 18' 29.35"W N16° 13' 45.49"E S70° 21' 46.91"E S65° 53' 02.59"E S61° 24' 18.27"E
79	43023.85	861.46	287.97 163.59 249.00 29.85 0.00 0.00 87.42 43.62	N15° 12' 27.82"E S70° 21' 46.91"E S16° 13' 45.49"W N83° 18' 29.35"W N0° 24' 33.76"W S0° 24' 33.76"E N83° 18' 29.35"W N86° 42' 44.84"W
80	43692.34	920.54	143.37 197.87 35.66 151.43 287.97 20.64 1.98 1.98 46.56 33.08	N0° 07' 53.74"W N0° 07' 53.74"W S70° 21' 46.91"E S70° 21' 46.91"E S15° 12' 27.82"W N86° 42' 44.84"W N0° 38' 09.02"W S0° 38' 09.02"E N86° 42' 44.84"W S82° 28' 58.38"W
81	38488.54	807.91	200.00 149.33 256.42 143.37 58.79	N89° 24' 54.66"W N0° 35' 05.34"E S89° 55' 55.98"E S0° 07' 53.74"E S82° 28' 58.38"W
83	41172.75	796.21	168.29 230.00 144.91 30.00 32.29 9.32 139.21 42.18	N61° 24' 18.27"W N28° 35' 41.73"E S61° 24' 18.27"E S0° 33' 31.57"W S0° 33' 31.57"W S11° 14' 31.15"W S21° 55' 30.72"W S70° 15' 36.23"W
84	42686.51	824.26	86.31 220.92 13.18 112.87 79.11 230.00 68.58 13.29	N70° 21' 46.91"W N19° 38' 13.09"E S83° 19' 33.22"E S72° 21' 55.94"E S61° 24' 18.27"E S28° 35' 41.73"W N61° 24' 18.27"W N65° 53' 02.59"W
86	42975.05	849.15	261.74 6.98 196.48 11.42 202.51 157.76 12.25	N11° 22' 48.89"E S57° 06' 42.85"E S55° 14' 16.17"E S56° 20' 33.12"E S19° 38' 13.09"W N70° 21' 46.91"W N74° 29' 29.01"W
90	41305.48	878.89	249.91 234.44 304.90 45.69 43.95	N87° 19' 21.86"W N0° 31' 54.63"E S58° 37' 11.84"E S15° 58' 56.75"W S0° 32' 40.21"W
91	37267.99	798.09	249.91 144.29 249.70 154.19	S87° 19' 21.86"E S0° 32' 40.21"W N89° 35' 33.16"W N0° 31' 54.63"E

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
92	38711.94	809.46	154.60 249.70 155.49 249.67	N0° 31' 54.63"E S89° 35' 33.16"E S0° 32' 40.21"W N89° 23' 23.18"W
93	39529.49	815.98	158.49 249.67 158.20 249.63	N0° 31' 54.63"E S89° 23' 23.18"E S0° 32' 40.21"W N89° 27' 22.37"W
94	39083.47	812.39	157.81 249.63 155.34 249.61	N0° 31' 54.63"E S89° 27' 22.37"E S0° 32' 40.21"W S89° 58' 42.35"W
95	42268.22	837.76	163.31 4.47 249.66 170.71 249.61	S0° 44' 49.47"W S5° 42' 42.72"W S89° 18' 07.05"W N0° 52' 33.71"E N89° 58' 42.35"E
96	37140.61	796.67	145.19 250.11 146.10 249.45 5.82	S0° 58' 54.37"W N89° 34' 49.93"W N1° 01' 09.61"E N89° 18' 07.05"E S5° 33' 58.31"E
97	37380.11	799.12	250.05 148.02 250.11 150.94	N88° 54' 39.04"W N1° 06' 47.60"E S89° 34' 49.93"E S1° 07' 47.20"W
98	39192.66	813.56	250.00 156.75 250.05 156.76	N88° 54' 28.73"W N1° 06' 47.60"E S88° 54' 39.04"E S1° 07' 47.20"W
99	39048.99	812.38	249.96 156.21 250.00 156.21	N88° 54' 28.49"W N1° 06' 47.60"E S88° 54' 28.73"E S1° 07' 47.20"W
100	39288.95	814.26	249.91 157.19 249.96 157.20	N88° 54' 18.88"W N1° 06' 47.60"E S88° 54' 28.49"E S1° 07' 47.20"W
101	38769.85	847.31	297.68 194.70 249.91 24.62 50.29 30.11	S71° 56' 25.88"W N1° 06' 47.60"E S88° 54' 18.88"E S1° 07' 47.20"W S15° 50' 53.93"E S32° 47' 57.24"E
102	37851.17	900.38	209.90 128.66 297.68 33.64 35.40 39.27 17.25 21.68 17.68 94.25 4.98	S75° 10' 54.64"W N1° 06' 47.60"E N71° 56' 25.88"E S32° 47' 57.24"E S32° 47' 57.24"E S12° 12' 02.76"W S57° 12' 02.76"W S82° 02' 26.37"W N81° 33' 35.01"W S45° 00' 00.00"W S2° 22' 43.71"E
103	45022.49	859.77	241.18 129.02 204.51 209.90 75.15	S30° 51' 30.72"W N88° 59' 52.32"W N1° 06' 47.60"E N75° 10' 54.64"E S40° 38' 27.78"E
104	40864.56	919.77	241.18 14.11 86.37 21.68 17.25 39.27 55.62 37.26 273.90 133.12	N30° 51' 30.72"E S83° 15' 44.07"E N48° 45' 37.77"E N32° 21' 39.15"E N57° 12' 02.76"E S77° 47' 57.24"E S32° 47' 57.24"E S44° 13' 01.98"E S41° 12' 50.55"W N88° 59' 52.32"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
105	35171.24	809.13	273.90 122.49 161.50 251.24	N41° 12' 50.55"E S63° 48' 15.95"E S13° 34' 49.86"W N88° 59' 52.32"W
106	32567.11	756.78	161.50 151.38 192.25 251.65	N13° 34' 49.86"E N82° 36' 58.17"E S20° 08' 02.14"E N88° 59' 52.32"W
107	37439.87	844.06	192.25 78.69 54.03 272.94 0.84 0.84 47.02 197.45	N20° 08' 02.14"W N54° 24' 23.89"E N37° 00' 07.24"E S31° 32' 35.69"E S39° 53' 13.23"W N39° 53' 13.23"E S31° 32' 35.69"E N88° 59' 52.32"W
108	38442.81	800.35	272.94 21.91 138.39 158.93 16.68 191.51	N31° 32' 35.69"W N37° 00' 07.24"E N83° 38' 36.20"E S49° 42' 54.84"E S30° 36' 08.26"E S39° 53' 13.23"W
109	38132.28	946.42	47.02 191.51 5.00 140.36 210.11 30.00 215.23 107.19	N31° 32' 35.69"W N39° 53' 13.23"E S5° 45' 44.65"E S67° 03' 13.82"E S46° 18' 23.50"E N88° 59' 52.32"W N88° 59' 52.32"W N88° 59' 52.32"W
110	38182.04	810.01	230.67 18.95 21.68 54.46 39.27 8.21 58.13 63.04 250.00 65.60	S56° 14' 48.68"W S89° 39' 07.54"W N74° 33' 18.45"W N49° 42' 54.84"W N4° 42' 54.84"W N40° 17' 05.16"E N20° 41' 31.38"E N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
111	37125.00	797.00	250.00 148.50 250.00 148.50	N88° 54' 02.39"W N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
112	37125.00	797.00	250.00 148.50 250.00 148.50	N88° 54' 02.39"W N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
113	37125.00	797.00	250.00 119.68 28.82 250.00 148.50	N88° 54' 02.39"W N1° 05' 57.61"E N1° 05' 57.61"E S88° 54' 02.39"E S1° 05' 57.61"W
114	37423.58	790.54	250.00 122.04 38.49 170.08 55.81 154.12	N88° 54' 02.39"W N1° 05' 57.61"E N45° 12' 02.33"E N89° 18' 07.05"E N89° 18' 07.05"E S1° 05' 57.61"W
115	33240.50	739.76	200.10 38.49 120.84 230.11 144.40 5.82	S1° 05' 57.61"W S45° 12' 02.33"W S89° 18' 07.05"W N1° 05' 57.61"E N89° 18' 07.05"E S5° 34' 04.20"E
116	34007.86	772.19	250.00 139.95 20.01 230.11 132.11	N0° 41' 52.95"W N89° 18' 07.05"E S1° 05' 57.61"W S1° 05' 57.61"W S89° 18' 07.05"W
117	34007.86	772.06	250.00 136.03 250.00 136.03	N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E S89° 18' 07.05"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
118	34007.86	772.06	250.00 136.03 250.00 136.03	N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E S89° 18' 07.05"W
119	34007.86	772.06	250.00 136.03 250.00 136.03	N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E S89° 18' 07.05"W
120	34007.86	772.19	250.00 139.96 230.11 20.01 132.10	S0° 41' 52.95"E S89° 18' 07.05"W N1° 06' 09.39"E N1° 06' 09.39"E N89° 18' 07.05"E
121	34372.28	748.51	230.11 124.28 40.06 200.10 4.25 149.71	S1° 06' 09.39"W S89° 18' 07.05"W N44° 47' 51.78"W N1° 06' 09.39"E N5° 58' 14.75"E N89° 18' 07.05"E
122	33291.90	744.20	132.78 16.02 205.57 38.48 111.33 240.00	S89° 18' 07.05"W N44° 47' 51.78"W N1° 06' 09.39"E N45° 12' 08.22"E N89° 18' 07.05"E S0° 41' 52.95"E
123	33314.98	757.62	138.81 240.00 138.81 240.00	S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E
124	33314.98	757.62	138.81 240.00 138.81 240.00	S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E
125	33314.98	757.62	138.81 240.00 138.81 240.00	S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S0° 41' 52.95"E
126	33295.04	743.42	204.63 15.39 125.96 240.00 117.38 40.05	S1° 05' 57.61"W S45° 12' 02.33"W S89° 18' 07.05"W N0° 41' 52.95"W N89° 18' 07.05"E S44° 47' 57.67"E
127	37594.30	792.62	144.15 250.00 136.94 15.39 230.11 16.02	S1° 05' 57.61"W N88° 54' 02.39"W N1° 05' 57.61"E N45° 12' 02.33"E N89° 18' 07.05"E S44° 47' 57.67"E
129	37116.37	943.88	35.78 196.90 102.57 296.38 17.04 17.10 8.30 38.46 231.35	S37° 00' 07.24"W N15° 12' 27.97"W N48° 58' 05.57"E S58° 02' 06.80"E S1° 05' 57.61"W S20° 41' 31.38"W S40° 17' 05.16"W S84° 21' 05.42"W S82° 42' 36.47"W
130	37742.43	790.41	278.23 63.33 196.90 35.78 216.17	N22° 57' 50.50"E S82° 23' 39.94"E S15° 12' 27.97"E S37° 00' 07.24"W S81° 39' 47.51"W
131	36943.65	814.00	238.85 69.52 278.23 66.46 160.94	N57° 12' 02.76"E S43° 26' 47.94"E S22° 57' 50.50"W N51° 42' 36.81"W N32° 47' 57.24"W

Parcel Area Table

Parcel #	Area	Perimeter	Segment Lengths	Segment Bearings
132	36806.22	786.64	250.00 40.48 33.49 238.85 99.98 14.79 109.05	S88° 53' 50.61"E S1° 06' 09.39"W S13° 14' 49.76"E S57° 12' 02.76"W N32° 47' 57.24"W N15° 50' 53.93"W N1° 06' 09.39"E
133	35755.68	777.91	250.00 129.57 15.39 230.11 16.02 136.81	N88° 53' 50.61"W N1° 06' 09.39"E N45° 12' 08.22"E N89° 18' 07.05"E S44° 47' 51.78"E S1° 06' 09.39"W
134	50688.29	901.10	16.02 214.95 15.39 136.94 32.09 37.64 0.16 0.16 102.57 0.54 0.54 63.33 0.24 0.24 69.52 33.49 40.48 136.81	N44° 47' 51.78"W N89° 18' 07.05"E S45° 12' 02.33"W S1° 05' 57.61"W S1° 05' 57.61"W S7° 51' 43.74"W N58° 02' 06.80"W S58° 02' 06.80"E S48° 58' 05.57"W N15° 12' 27.97"W S15° 12' 27.97"E N82° 23' 39.94"W N22° 57' 50.50"E S22° 57' 50.50"W N43° 26' 47.94"W N13° 14' 49.76"W N1° 06' 09.39"E N1° 06' 09.39"E

PROFESSIONAL ENGINEER
BRENT L. ORTON
13359
30Dec2025
STATE OF IDAHO

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

BORDER SIZE 22"x34"
DESIGNED
DRAWN SKC
CHECKED BO
APPROVED

ORTON ENGINEERING
Designing the Future

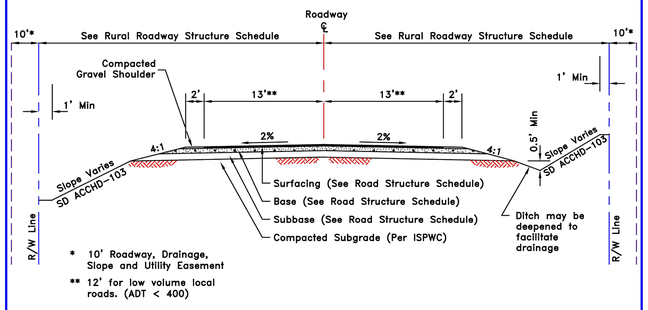
SITE LAYOUT DRAWING FOR:

TIMBER RIDGE SUBDIVISION

PARCEL AREA TABLE 2

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 6



TWO LANE RURAL ROADWAY SECTION

N.T.S.

RURAL ROADWAY STRUCTURE SCHEDULE

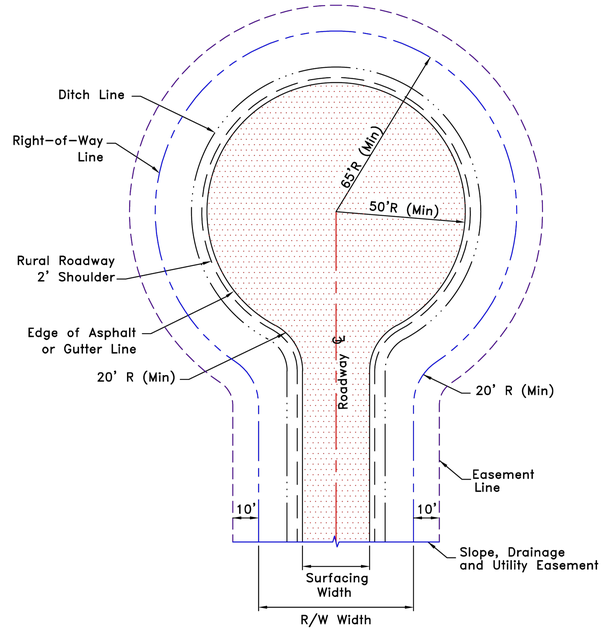
Class of Road	TI	Minimum Thickness (in)			Right of Way Width (ft)
		Pavement	Base	Subbase	
Collector (under 4,000 ADT)	8	3"	6"	19"	80
Local Road (1,500 or More ADT)	8	3"	6"	19"	60
Local Road (under 1,500 ADT)	7	3"	6"	16"	60
Low Volume Local Road (under 400 ADT)	6	3"	4"	14"	56

NOTES:

1. Above Roadway Structure Sections are based on worst case soil subgrade conditions. Roadway Structure Sections may vary with better soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Registered Professional Engineer.
2. Road Structure Schedule is based on ITD Method, as modified in Section 3060.060, using an R-value of 5. If the subgrade has an R-value greater than 5, applicant may submit an alternate section design prepared by a Registered Professional Engineer.
3. For Collector (4,000 ADT or more), Arterial or Expressway, see Sections 3030.010 and 3060.060.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	TWO LANE RURAL ROADWAY SECTION	STANDARD DRAWING ACCHD-101



STANDARD CUL-DE-SAC LAYOUT

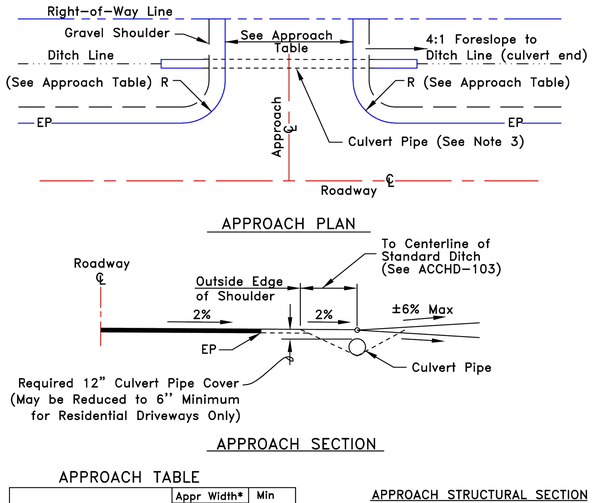
N.T.S.

NOTES:

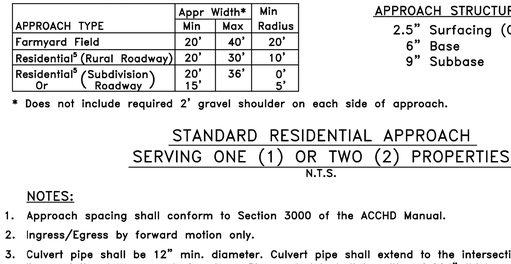
1. Adequate drainage of the surface and ditch line is required.
2. If curb section is used, the radius to the back of curb & gutter should be 50.5' minimum.
3. 10' Roadway, drainage slope and utility easement is required outside R/W.
4. Cul-De-Sac Asphalt Grade in any one direction shall be 1.5% min.
5. Cul-De-Sac may be offset (Asymmetrical) so that the approach roadway edge of asphalt is tangent to the Cul-De-Sac circle.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	STANDARD CUL-DE-SAC LAYOUT	STANDARD DRAWING ACCHD-104



APPROACH PLAN



APPROACH SECTION

APPROACH TABLE

APPROACH TYPE	Appr Width* Min	Appr Width* Max	Min Radius
Farmyard Field	20'	40'	20'
Residential[a] (Rural Roadway)	20'	30'	10'
Residential[a] (Subdivision) Or (Roadway)	20' 15'	36'	0' 5'

* Does not include required 2' gravel shoulder on each side of approach.

APPROACH STRUCTURAL SECTION
2.5" Surfacing (Optional)
6" Base
9" Subbase

STANDARD RESIDENTIAL APPROACH SERVING ONE (1) OR TWO (2) PROPERTIES

N.T.S.

NOTES:

1. Approach spacing shall conform to Section 3000 of the ACCHD Manual.
2. Ingress/Egress by forward motion only.
3. Culvert pipe shall be 12" min. diameter. Culvert pipe shall extend to the intersection of the ditch line and the 4:1 approach foreslope. Pipe material shall be either 0.064" thick corrugated steel, 0.060"corrugated aluminum or Class V reinforced concrete.
4. Subdivision roads are defined as roads that primarily provide access to adjacent lots or parcels, do not serve as collector roads, are not located on section or quarter section lines and have a posted speed of 25 mph or less. All other roads shall be considered rural roads for application of approach standards.
5. Serving One (1) or Two (2) Residences Only.

REVISED 01/22

ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS CANYON COUNTY, IDAHO	STANDARD RESIDENTIAL APPROACH	STANDARD DRAWING ACCHD-105

PROFESSIONAL ENGINEER REGISTERED 13359 30Dec2025 STATE OF IDAHO BRENT L. ORTON

BORDER SIZE 22"x34"		
DESIGNED		
DRAWN	SKC	
CHECKED	BO	
APPROVED		

REVISIONS		
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		

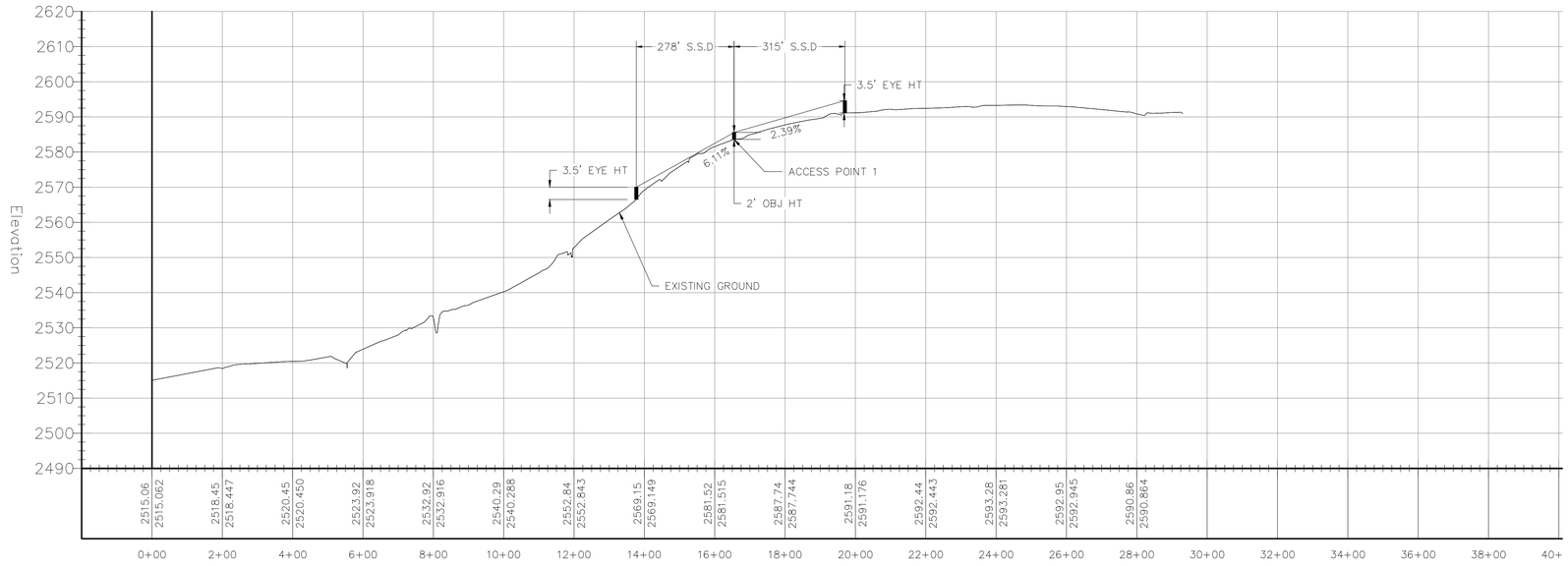
ORTON ENGINEERING Designing the Future

SITE LAYOUT DRAWING FOR:
TIMBER RIDGE SUBDIVISION
STANDARD DETAILS

ATTENTION: 0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 21 August 2025
PROJECT: -
SHEET: 7

CENTERLINE OF V SLYKE PROFILE



CENTERLINE OF USTICK PROFILE

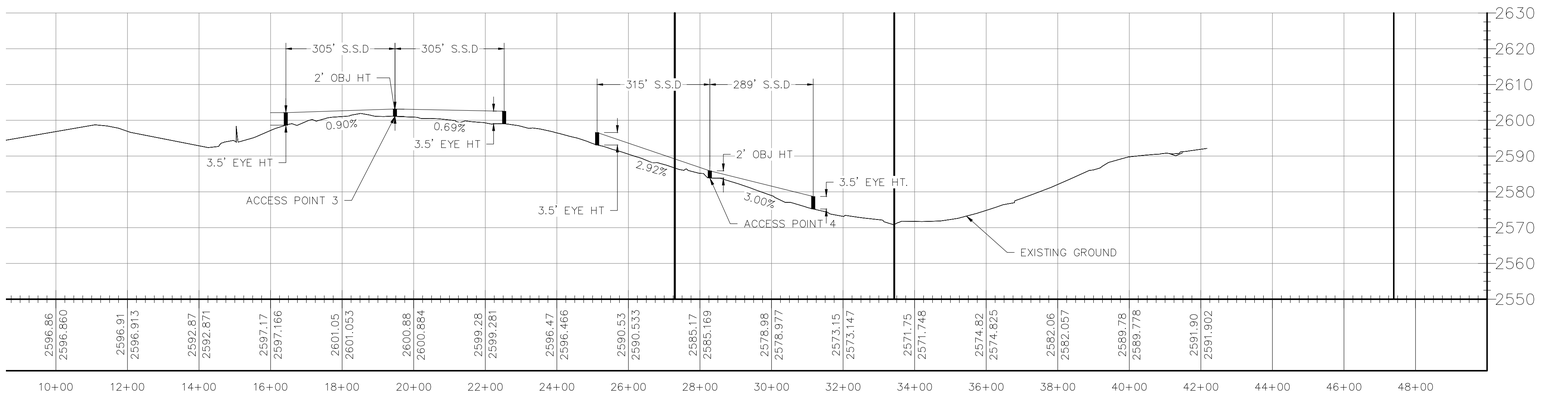


Table 3-1. Stopping Sight Distance on Level Roadways

U.S. Customary				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance	
			Calculated (ft)	Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
85	313.5	693.5	1007.0	1010

Table 3-2. Stopping Sight Distance on Grades

U.S. Customary						
Design Speed (mph)	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782
85	1070	1149	1246	949	902	862

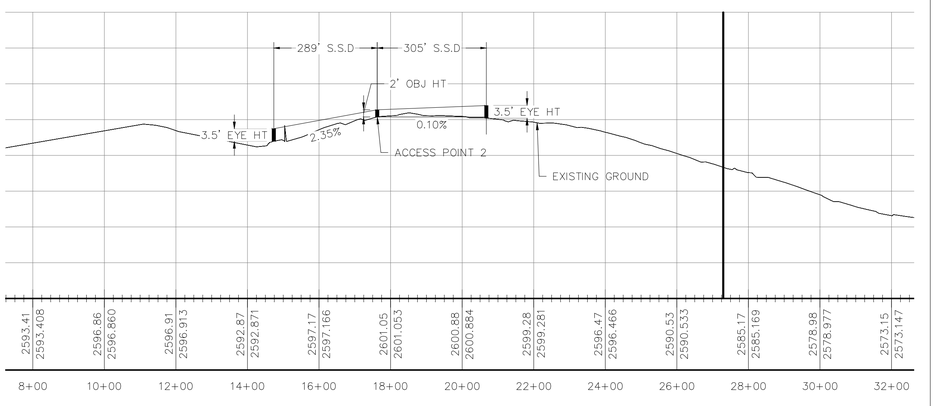
DESIGN SPEED = 40MPH

LEGEND

OBSTRUCTION POINT

SCALE 1:300

CENTERLINE OF USTICK PROFILE



PROFESSIONAL ENGINEER
BRENT L. ORTON
15359
STATE OF IDAHO
15Aug2025

ORTON ENGINEERING
Designing the Future

Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Ph 208 350 9422
brentorton@ortonengineers.com

Timber Ridge Subdivision
Canyon County, Idaho

SSD ANALYSIS - 40MPH

EXHIBIT
6.11

Date:	Revisions:

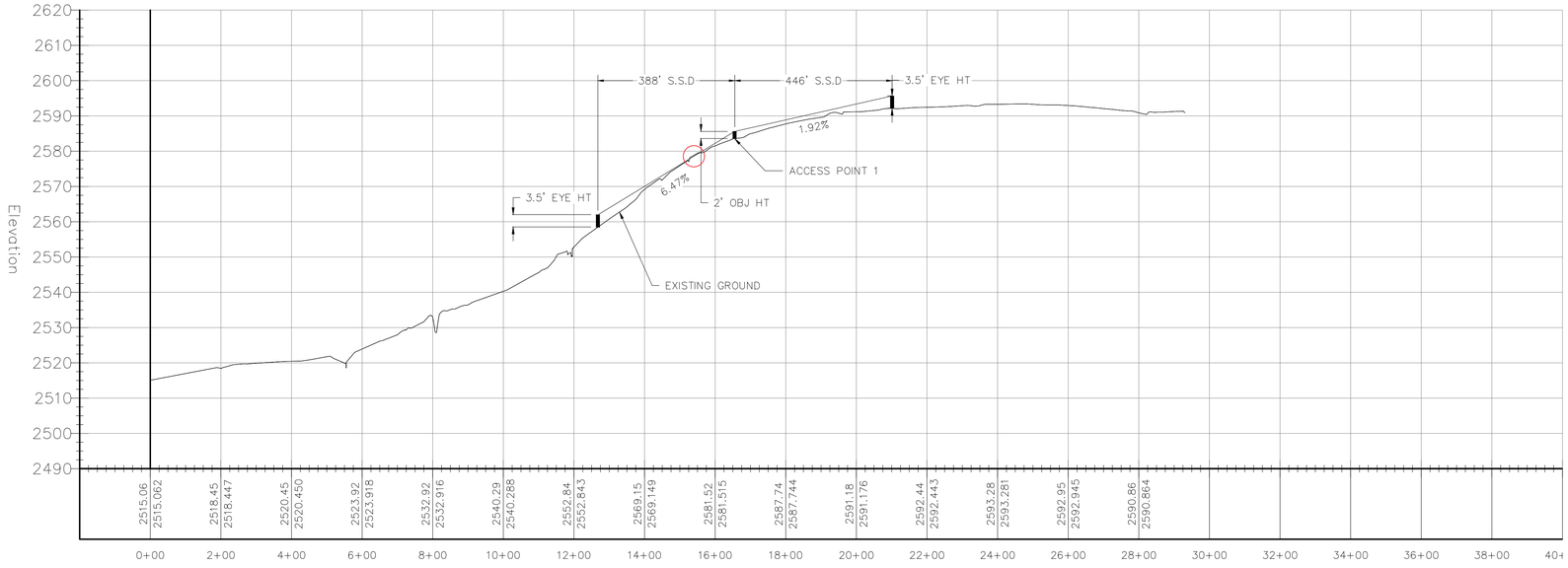
Project number	S-7013
Date	15 AUGUST 2024
Drawn by	SKC
Checked by	BO

C-101

Scale 1:200

15 Aug 2024

CENTERLINE OF V SLYKE PROFILE



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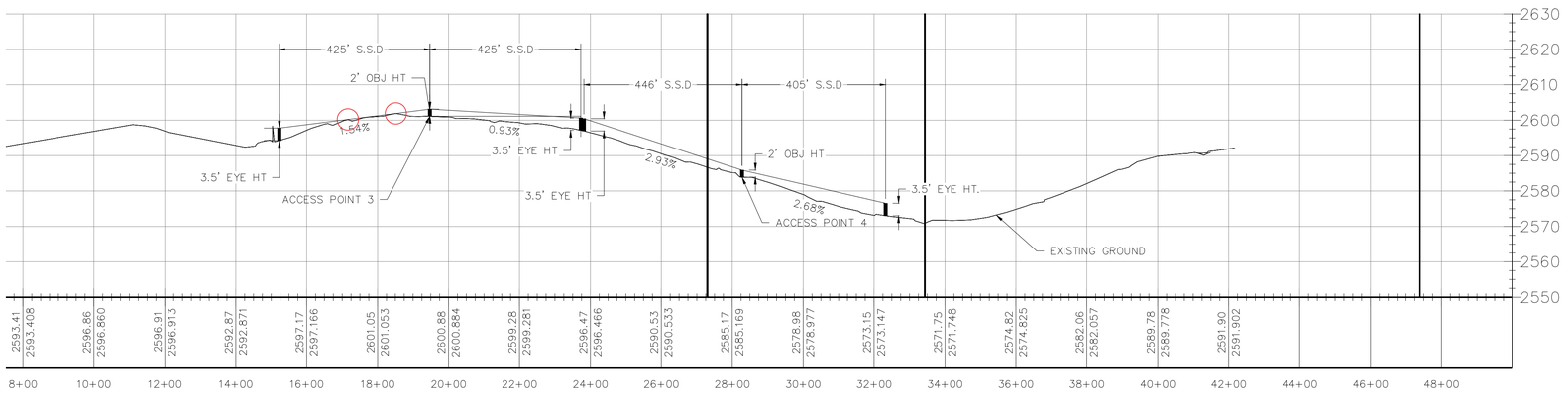


Table 3-1. Stopping Sight Distance on Level Roadways

U.S. Customary				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance	
			Calculated (ft)	Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
85	313.5	693.5	1007.0	1010

Table 3-2. Stopping Sight Distance on Grades

U.S. Customary						
Design Speed (mph)	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782
85	1070	1149	1246	949	902	862

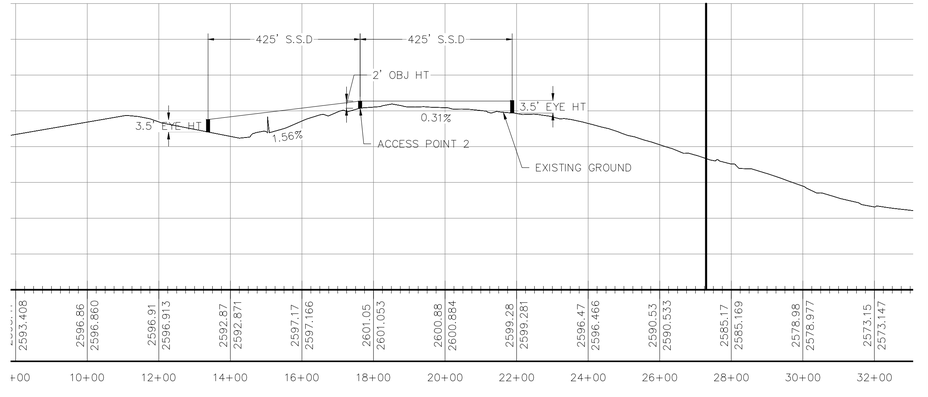
DESIGN SPEED = 50MPH

LEGEND

OBSTRUCTION POINT

SCALE 1:300

CENTERLINE OF USTICK PROFILE



PROFESSIONAL ENGINEER REGISTERED
15359
STATE OF IDAHO
BRENT L. ORTON
15Aug2025

ORTON ENGINEERING
Designing the Future

Orton Engineering, LLC
17338 Sunnydale Place
Caldwell, ID 83607
Ph 208 350 9422
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Timber Ridge Subdivision
Canyon County, Idaho

SSD ANALYSIS - 50MPH

Date:	Revisions:

Project number	S-7013
Date	15 AUGUST 2024
Drawn by	SKC
Checked by	BO

C-102

Scale 1:200

15 Aug 2024

TRAFFIC IMPACT STUDY

TIMBER RIDGE SUBDIVISION

Canyon County, Idaho
December 24, 2025

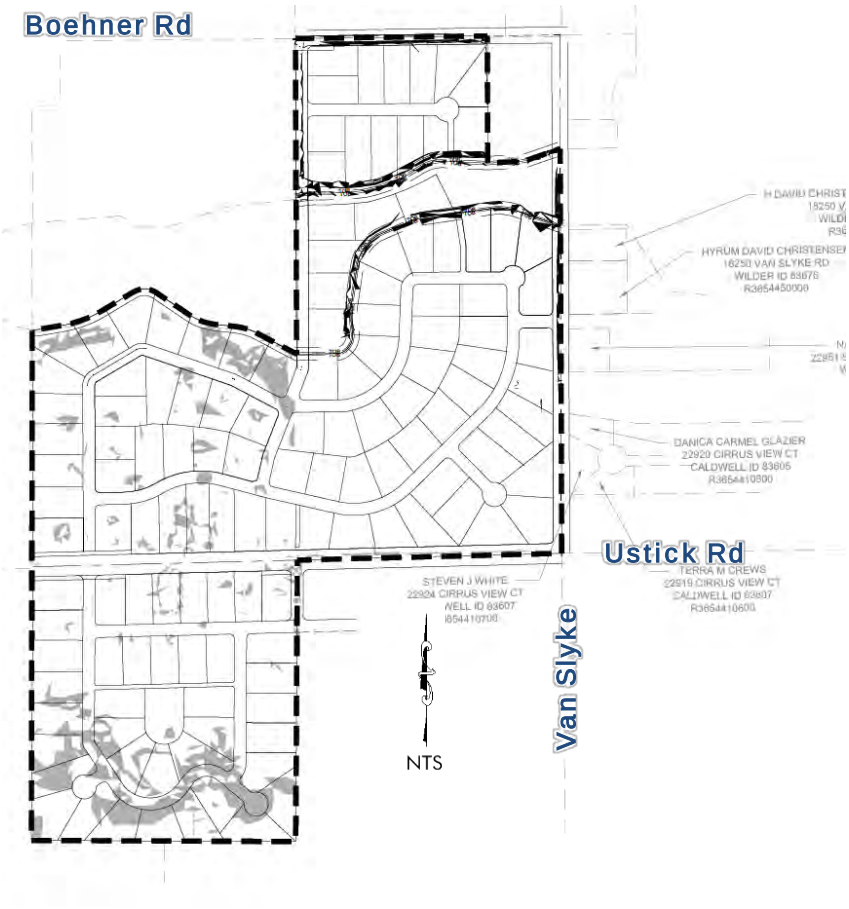

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EXHIBIT
6.12

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EXECUTIVE SUMMARY

Timber Ridge Subdivision is a proposed residential development located adjacent to the Van Slyke Road and Ustick Road intersection in Canyon County, Idaho. **Figure 1.1** shows the site location and its vicinity. This traffic impact study (TIS) assessed the traffic impacts generated by the proposed development. The scope of this TIS was determined through coordination with the Golden Gate Highway District No. 3 (GGHD3) and was prepared in accordance with their requirements.

The TIS assessed the potential traffic impacts resulting from background traffic growth and the proposed developments, and identified improvements to mitigate the impacts if needed. Traffic impacts were assessed under weekday AM and PM peak hour traffic conditions based on the proposed land uses and site accesses as shown in the preliminary site plans. The traffic impacts were assessed under the following analysis years' traffic conditions:

- 2025 Existing traffic
- 2029 Background traffic
- 2029 Total traffic
- 2034 Horizon year total traffic
- 2034 Horizon year background traffic

1.0 Proposed Development

1.1 Timber Ridge Subdivision is a proposed residential development containing 134 single-family lots with an estimated 2029 build-out year

- Based on the procedures outlined in the *Trip Generation Handbook, 3rd Edition,* and the *Trip Generation Manual, 12th Edition,* both published by the Institute of Transportation Engineers (ITE), the proposed development is estimated to generate approximately 1,347 trips per weekday, with 95 trips during the AM peak hour and 126 trips during the PM peak hour

2.0 Improvements Needed to Mitigate 2025 Existing Traffic

2.1 With the 2025 existing traffic, all study area intersections currently meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. One study area intersection warrants a turn lane based on the Idaho Transportation Department (ITD), AASHTO, and the *National Cooperative Highway Research Program* (NCHRP) Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* guideline. The intersection and warrant turn lane are:

- **US 95 and Ustick Road intersection**
  - Northbound right-turn lane

2.2 Based on the latest five-year (2020-2024) crash history, one study area intersection has a crash rate of 2.27 crashes per million entering vehicles, which needs safety improvements. The intersection and proposed safety improvements are:

- **Allendale Road and Ustick Road intersection**
  - Install advanced "Stop Ahead" pavement markings on the Allendale Road approaches
  - Install advanced warning signs with flashing beacons on the Allendale Road approaches
  - Install flashing beacons on the existing stop signs

3.0 Improvements Needed to Mitigate 2029 Build-Out Year Background Traffic

3.1 With the 2029 background traffic, all study area intersections are anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration or with mitigation improvements needed under the 2025 existing traffic conditions. One study area intersection is anticipated to warrant a turn lane based on the ITD, AASHTO, and NCHRP Report 457 guidelines. The

intersection and warrant turn lane are:

- **US 95 and Ustick Road intersection**
  - Southbound left-turn lane

4.0 Improvements Needed to Mitigate 2029 Build-Out Year Total Traffic

4.1 With the 2029 total traffic, all study area intersections are anticipated to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration, or with the mitigation improvements needed under 2025 existing and 2029 background traffic conditions, except for one intersection. The intersection and mitigation improvements are:

- **US 19 and Van Slyke Road intersection**
  - The intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold
    - The southbound approach is anticipated to operate at Level of Service (LOS) D during the PM peak hour, which exceeds the GGHD3 LOS C threshold
  - Based on the analysis results, no improvements are proposed to mitigate the southbound approach to operate at LOS C or better:
    - The average vehicle delays on the southbound approach are 25 seconds per vehicle, which exceeds the LOS C threshold by one (1) second per vehicle during the PM peak hour. This minor deficiency is anticipated to occur for a short duration in the PM peak hour
    - The southbound approach is anticipated to operate under capacity with a volume-to-capacity (v/c) ratio of 0.11 or less during the peak hours
    - The southbound approach does not warrant additional lanes based on the projected 2029 total traffic
    - The intersection is not anticipated to warrant additional turn lanes based on the ITD turn lane guidelines
    - The intersection is not anticipated to meet the MUTCD signal warrant under 2029 total traffic conditions

4.2 None of the other study area intersections is anticipated to warrant additional turn lanes under 2029 total traffic conditions based on the ITD, AASHTO, and NCHRP Report 457 guidelines

4.3 The proportionate share of site traffic generated by Timber Ridge Subdivision as a percentage of the 2029 total traffic is as follows:

- US 19 and Van Slyke Road intersection : AM Peak = 3.5%, PM peak = 3.9%
- Boehner Road and Van Slyke Road intersection : AM Peak = 27.7%, PM peak = 31.5%
- Signature Point Lane and Van Slyke Road intersection : AM Peak = 33.6%, PM peak =36.5%
- US 95 and Ustick Road intersection : AM Peak = 2.3%, PM peak = 2.5%
- Allendale Road and Ustick Road intersection : AM Peak = 10.4%, PM peak = 12.0%
- Van Slyke Road and Ustick Road intersection : AM Peak = 21.3%, PM peak = 23.5%
- Aura Vista Way (W) and Ustick Road intersection : AM Peak = 24.6%, PM peak = 23.2%
- Mariah Ridge Road and Ustick Road intersection : AM Peak = 22.1%, PM peak = 21.4%
- Aura Vista Way (E) and Ustick Road intersection : AM Peak = 20.9%, PM peak = 20.2%
- Beet Road and Ustick Road intersection : AM Peak = 14.7%, PM peak = 17.8%
- Friends Road and Ustick Road intersection : AM Peak = 18.0%, PM peak = 22.2%
- Pride Lane and Ustick Road intersection : AM Peak = 5.2%, PM peak = 11.3%
- Homedale Road and Van Slyke Road intersection : AM Peak = 2.4%, PM peak = 2.9%

5.0 Improvements Needed to Mitigate 2034 Horizon Year Background Traffic

5.1 With the 2034 horizon year background traffic, one study area intersection is anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration, or with the mitigation improvements needed under prior analysis years' traffic conditions. The intersection and mitigation improvements are:

- **US 19 and Van Slyke Road intersection**
  - The intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold
    - The southbound approach is anticipated to operate at LOS D during the PM peak hour, which exceeds the GGHD3 LOS C threshold
  - As with the 2029 total traffic, no improvements are proposed to mitigate the southbound approach to operate at LOS C or better

5.2 None of the other study area intersections is anticipated to warrant additional turn lanes under 2034 background traffic conditions based on the ITD, AASHTO, and NCHRP Report 457 guidelines

6.0 Improvements Needed to Mitigate 2034 Horizon Year Total Traffic

6.1 With 2034 horizon year total traffic, two study area intersections are anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration, or with mitigation improvements needed under prior analysis years' traffic conditions. The intersection and mitigation improvements are:

- **US 19 and Van Slyke Road intersection**
  - The intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold
    - The southbound approach is anticipated to operate at LOS D during the PM peak hour, which exceeds the GGHD3 LOS C threshold
  - As with 2029 total and 2034 background traffic, no improvements are proposed to mitigate the southbound approach to operate at LOS C or better
- **US 95 and Ustick Road intersection**
  - The intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold
    - The westbound approach is anticipated to operate at LOS D during the PM peak hour, exceeding the GGHD3 LOS C threshold
  - Two improvement options are proposed to mitigate the 2034 total traffic:
    - Option 1 – Install a traffic signal and construct left-turn lanes on the US 95 approaches
      - The intersection meets the MUTCD signal warrants under 2034 total traffic conditions
    - Option 2 – No additional improvements to mitigate the westbound approach to operate at LOS C or better
      - The average vehicle delays on the westbound approach are not anticipated to be excessive during the PM peak hour
      - This minor deficiency is anticipated to occur for a short duration in the PM peak hour
      - The westbound approach is anticipated to operate under capacity with a v/c ratio of 0.34 or less during the peak hours

6.2 None of the other study area intersections is anticipated to require additional turn lanes under the 2034 build-out year total traffic conditions based on the ITD, AASHTO, and NCHRP Report 457 guidelines

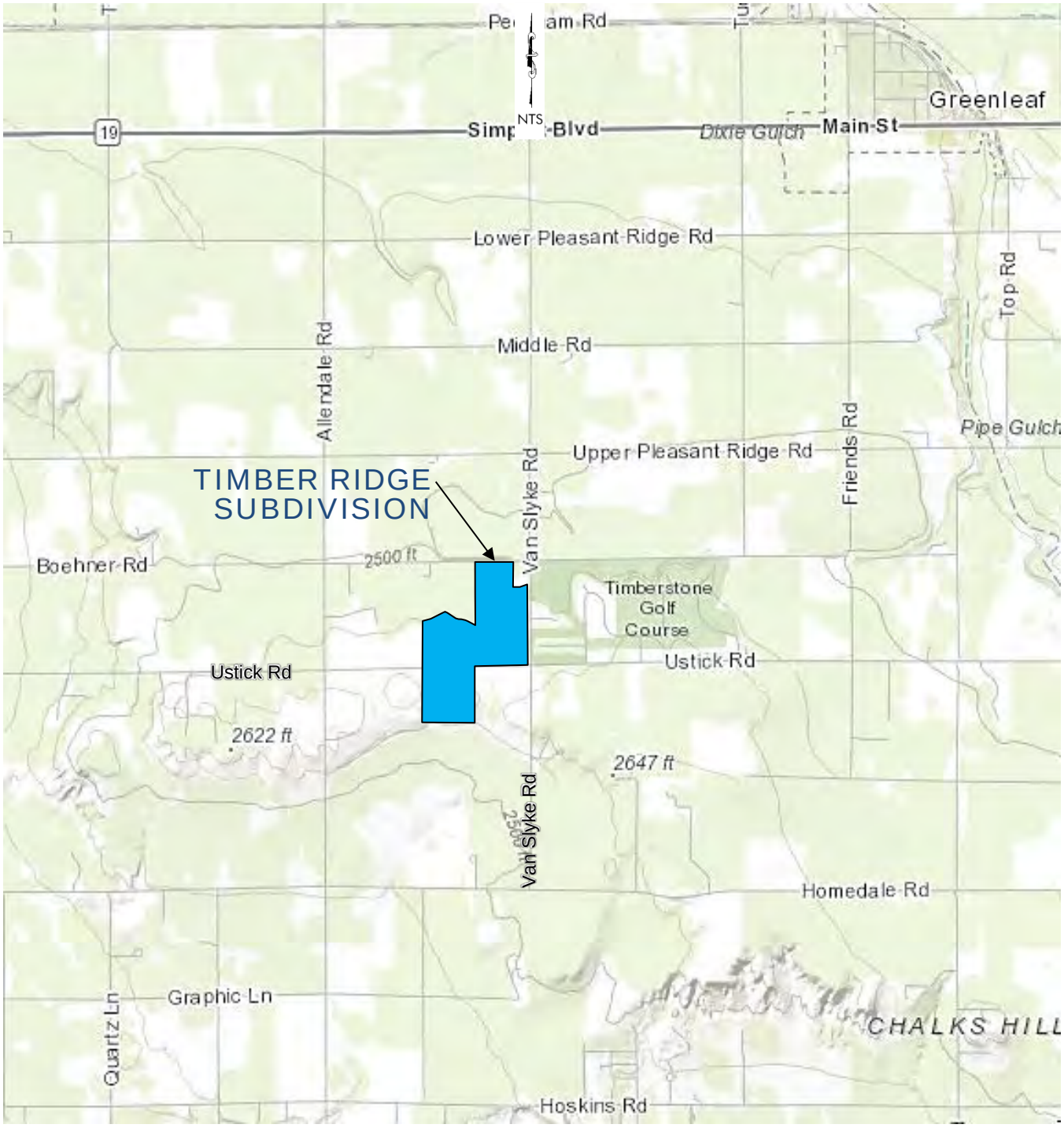
6.3 The proportionate share of site traffic generated by Timber Ridge Subdivision as a percentage of the 2034 total traffic is as follows:

- US 19 and Van Slyke Road intersection : AM Peak = 3.0% PM peak = 3.4%
- Boehner Road and Van Slyke Road intersection : AM Peak = 25.2%, PM peak = 16.5%
- Signature Point Lane and Van Slyke Road intersection : AM Peak = 31.3%, PM peak =19.2%
- US 95 and Ustick Road intersection : AM Peak = 2.0%, PM peak = 2.1%
- Allendale Road and Ustick Road intersection : AM Peak = 9.1%, PM peak = 9.7%
- Van Slyke Road and Ustick Road intersection : AM Peak = 19.7%, PM peak = 17.3%
- Aura Vista Way (W) and Ustick Road intersection : AM Peak = 23.0%, PM peak = 20.8%
- Mariah Ridge Road and Ustick Road intersection : AM Peak = 18.9%, PM peak = 18.9%
- Aura Vista Way (E) and Ustick Road intersection : AM Peak = 13.3%, PM peak = 18.4%
- Beet Road and Ustick Road intersection : AM Peak = 13.3%, PM peak = 16.0%
- Friends Road and Ustick Road intersection : AM Peak = 16.2%, PM peak = 20.6%
- Pride Lane and Ustick Road intersection : AM Peak = 4.6%, PM peak = 10.2%
- Homedale Road and Van Slyke Road intersection : AM Peak = 2.1%, PM peak = 2.5%

1.0 INTRODUCTION

CR Engineering, Inc. prepared a traffic impact study (TIS) for the proposed Timber Ridge Subdivision located at the Van Slyke Road and Ustick Road intersection in Canyon County, Idaho. **Figure 1.1** shows the site location and its vicinity. The TIS evaluated the potential traffic impacts resulting from background traffic growth, off-site development, and the proposed development, and identified improvements to mitigate the impacts if needed.

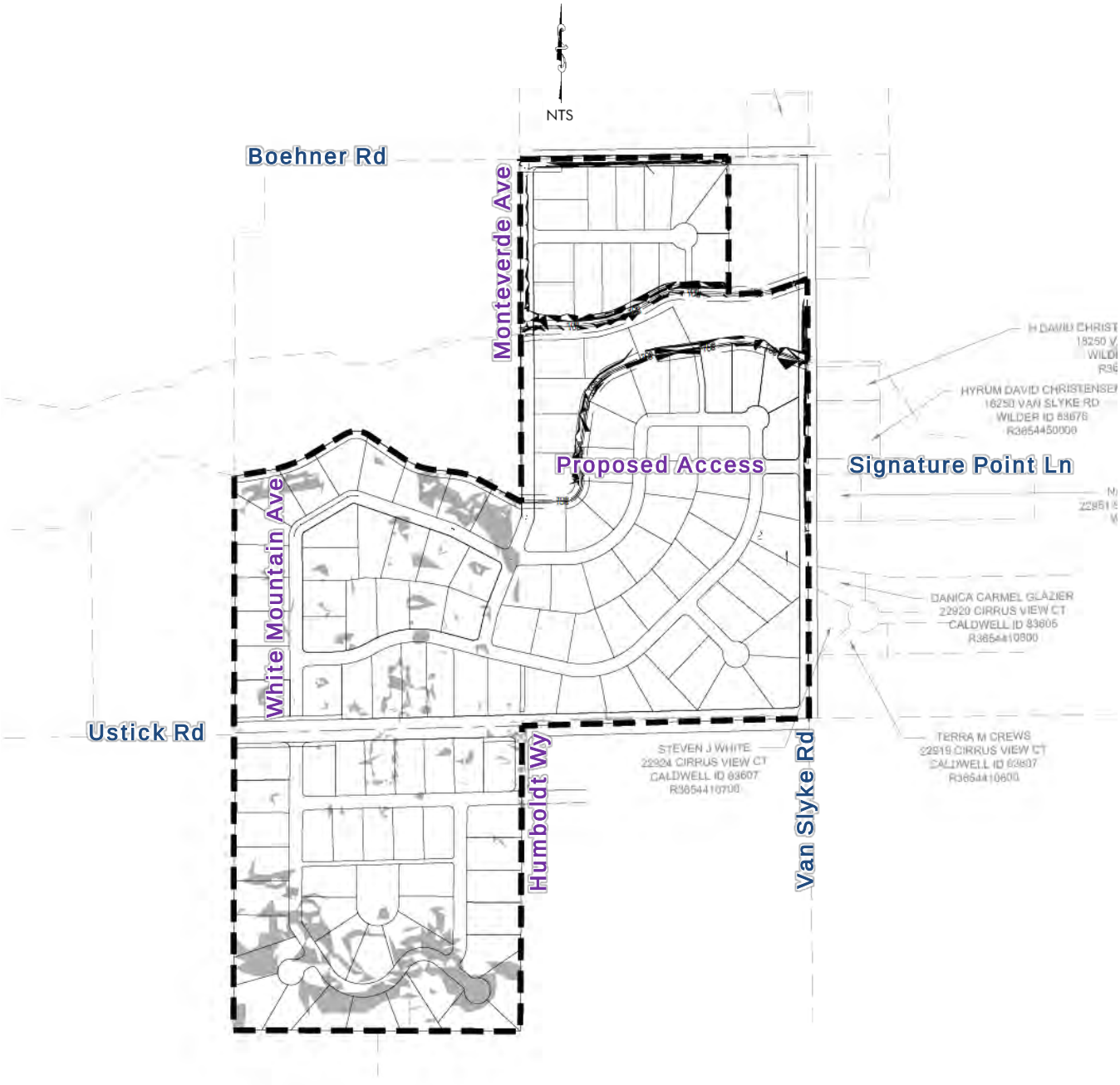
Figure 1.1 – Site Location and Vicinity



1.1 Proposed Development

Figure 1.2 shows the preliminary site plan for Timber Ridge Subdivision. Timber Ridge Subdivision is a proposed residential development containing 134 single-family lots. The estimated build-out year is 2029, but this may change depending on the market conditions. Based on the preliminary site plan, Timber Ridge Subdivision proposes one access on Boehner Road, one access on Van Slyke Road, and two accesses on Ustick Road.

Figure 1.2 – Preliminary Site Plan



1.2 Study Approach

The study area and scope of this TIS were determined through coordination with the Golden Gate Highway District No. 3 (GGHD3) and were prepared in accordance with their requirements.

1.3 Study Area

Per GGHD3 request, the study area includes the following intersections:

1. US 19 and Van Slyke Road intersection
2. Boehner Road and Van Slyke Road intersection
3. Signature Point Lane and Van Slyke Road intersection
4. US 95 and Ustick Road intersection
5. Allendale Road and Ustick Road intersection
6. Van Slyke Road and Ustick Road intersection
7. Aura Vista Way (W) and Ustick Road intersection
8. Mariah Ridge Road and Ustick Road intersection
9. Aura Vista Way (E) and Ustick Road intersection
10. Friends Road and Ustick Road intersection
11. Beets Road and Ustick Road intersection
12. Pride Lane and Ustick Road intersection
13. Van Slyke Road and Homedale Road intersection

1.4 Study Period

The analysis peak periods are weekday (Tuesday-Thursday) AM and PM peak hours of operation of the transportation system. The analysis years and traffic conditions are:

- 2025 existing traffic
- 2029 build-out year background traffic
- 2029 build-out year total traffic
- 2034 horizon year background traffic
- 2034 horizon year total traffic

1.5 Analysis Methods and Performance Measure Thresholds

Intersection capacity analysis was performed using the Synchro 12 (Version 12.3.1.12), which utilizes the HCM 7th Edition (HCM7) methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values when not available. The level of service (LOS) for intersections is based on the average delay of vehicles traveling through the intersection on a scale of A (best) to F (worst).

The study area roadways and intersections fall under the jurisdiction of GGHD3, ITD, and Highway District No. 4 (HD4). For this study, the minimum operational threshold for the study area intersections is LOS C. For ITD intersections, mitigation improvements are required for any individual lane group forecasted to operate at LOS F or with a v/c ratio above 0.90.

Turn lane warrant analysis for the major approaches of unsignalized intersections is based on ITD, AASHTO, and NCHRP Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* guideline.

2.0 EXISTING CONDITIONS

2.1 Roadway Network, Intersection Control, and Lane Configuration

A brief description of the existing roadways within the study area is summarized in **Table 2.1** below. The roadway functional classification is based on the GGHD3, ITD, and HD4 functional classification maps. **Figure 2.1** summarizes the existing intersection control and lane configuration at the study area intersections.

Table 2.1 – Existing Roadway Characteristics

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (mph)	Additional Information
US 19	Principle Arterial (Regional Route)	2	60	• No sidewalk or bicycle lanes
US 95	Principle Arterial (Statewide Route)	2	65	• No sidewalk or bicycle lanes
Boehner Rd	Local Road	2	Not Posted (Assumed 50)	• No sidewalks or bicycle lanes
Signature Point Ln	Local Road	2	25	• Sidewalk lanes on both sides
Ustick Rd	Minor Arterial	2	35 East of US 95/ 45 West of US 95 50 East of Friends Rd/ 40 West of Friends Rd	• No sidewalk or bicycle lanes
Homedale Rd	Major Collector Street	2	50	• No sidewalk or bicycle lanes
Allendale Rd	Minor Arterial north of Ustick Rd Collector south of Ustick Rd	2	Not Posted	• No sidewalk or bicycle lanes
Van Slyke Rd	Minor Collector Street	2	Not Posted (Assumed 50)	• No sidewalks or bicycle lanes
Aura Vista Wy	Local Road	2	25	• Sidewalk lanes on both sides
Mariah Ridge Rd	Local Road	2	25	• Sidewalk lanes on both sides
Friends Rd	Major Collector Street	2	Not Posted	• No sidewalks or bicycle lanes
Beet Rd	Collector Street	2	Not Posted	• No sidewalks or bicycle lanes
Pride Ln	Collector Street	2	35 North of Ustick Rd/ 45 South of Ustick Rd	• No sidewalk or bicycle lanes

2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic counts were collected at the study area intersections on August 13-19, 2025. The peak-hour intersection turning movement counts were collected on a weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 AM during the morning peak hour and between 4:00 and 6:00 PM during the afternoon peak hour. Existing turning movement counts are included in the appendix. Existing AM and PM peak hour traffic volumes are summarized in **Figures 2.2** and **2.3**.

Figure 2.1 – Existing Intersection Control and Lane Configuration

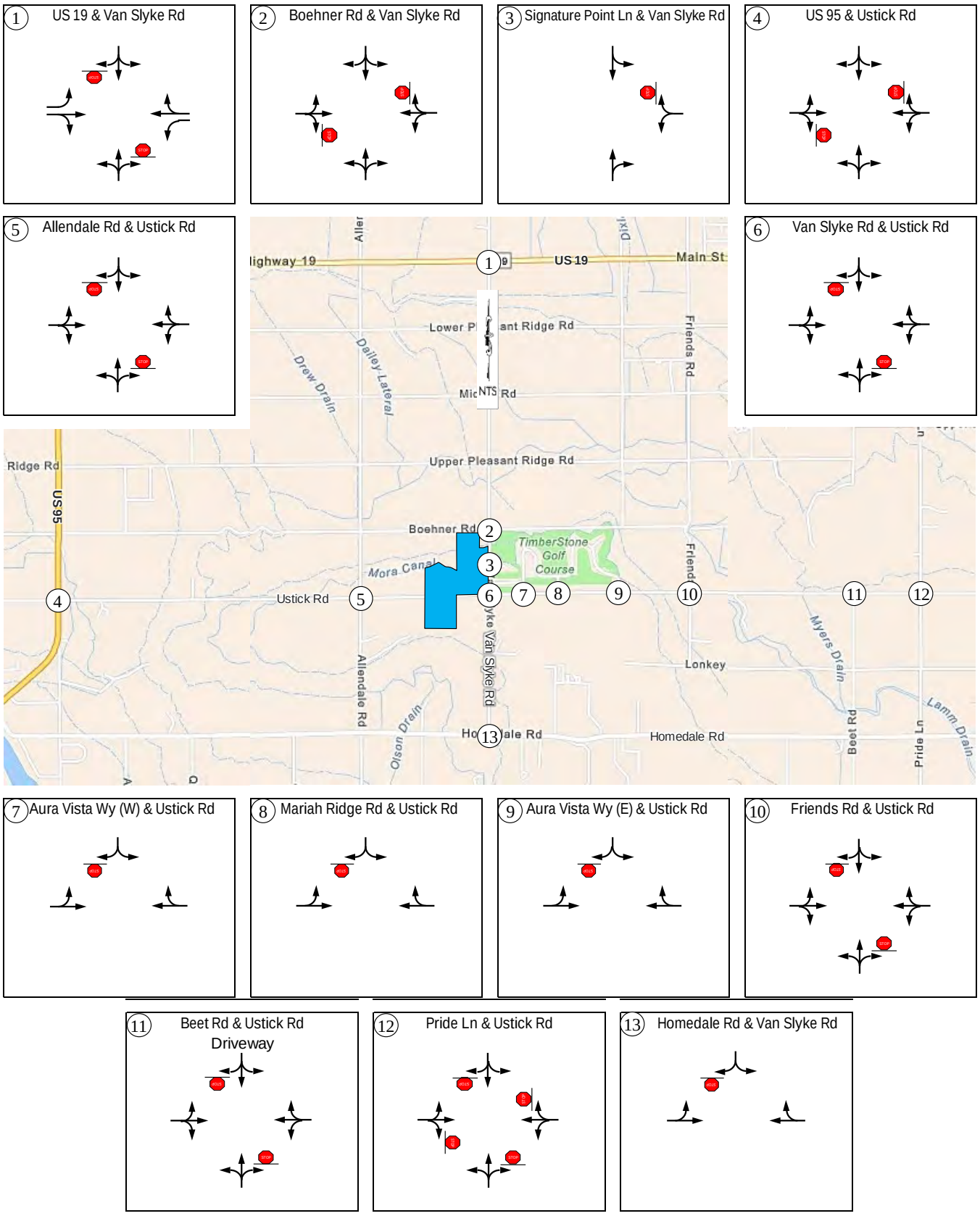


Figure 2.2 – 2025 Existing AM Peak Hour Traffic

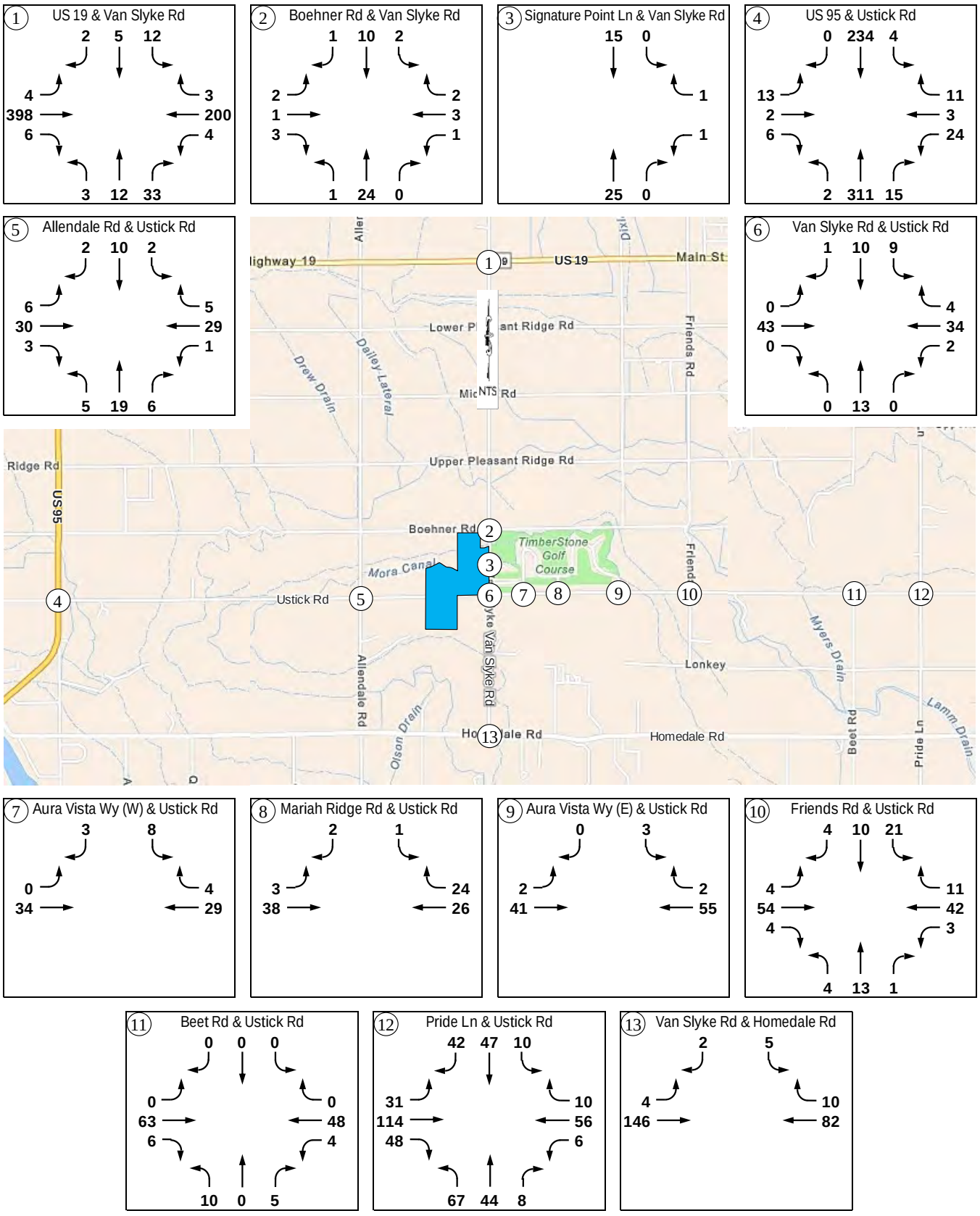
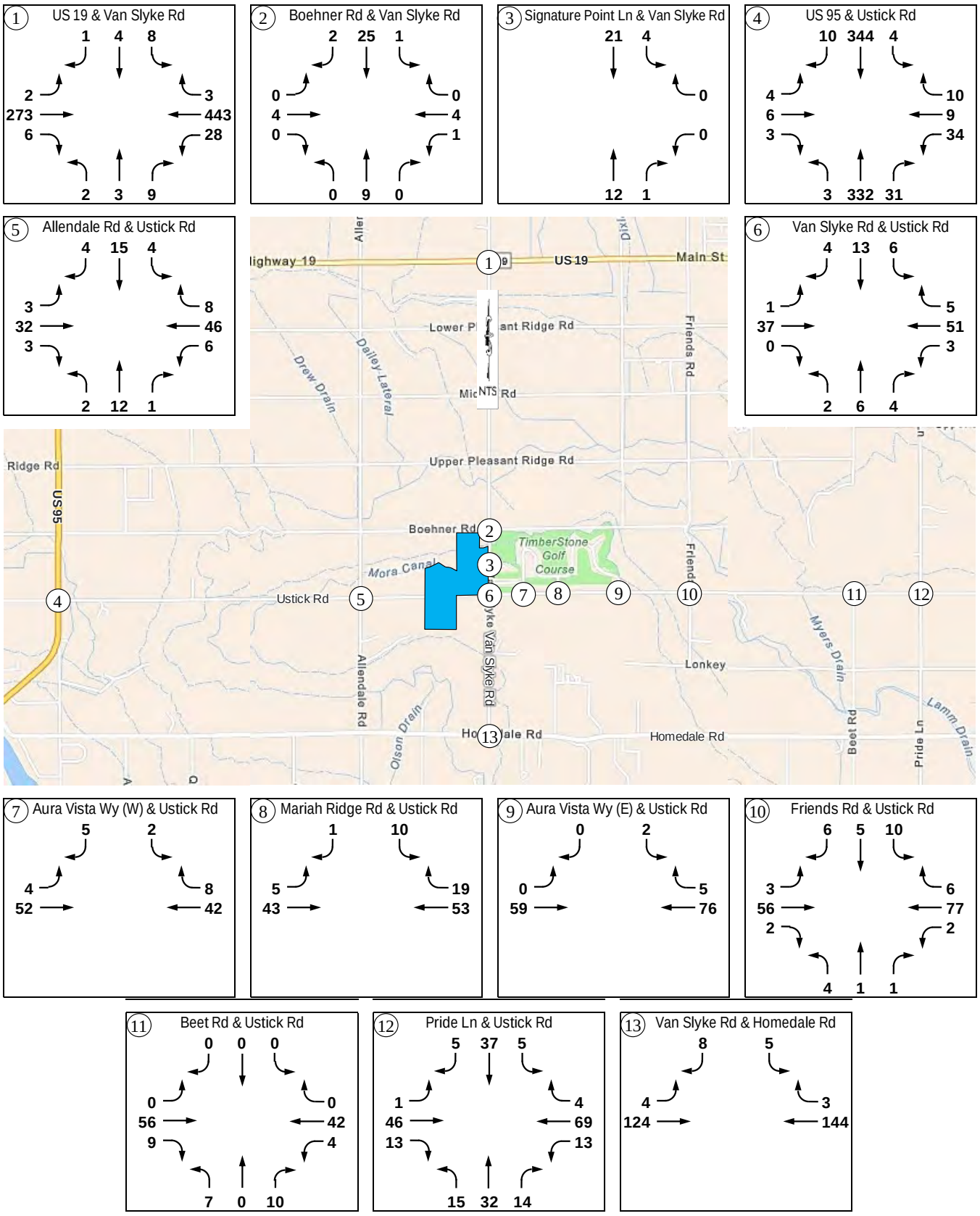


Figure 2.3 – 2025 Existing PM Peak Hour Traffic



2.3 Intersection Crash Data

The most current five-year crash data (2020-2024) for the study area intersections was obtained from the Local Highway Technical Assistance Council (LHTAC) website (http://gis.lhtac.org/safety/). **Table 2.2** summarizes the intersection crash data over the five years. Based on the most current data available, there are no apparent safety concerns at the study area intersections, except for one intersection. The Allendale Road and Ustick Road intersection has a crash rate of 2.27 crashes per million entering vehicles (ACC/MEV). The following safety improvements are recommended to mitigate the intersection:

- Install advanced "Stop Ahead" pavement markings on the Allendale Road approaches
- Install advanced warning signs with flashing beacons on the Allendale Road approaches
- Install flashing beacons on the existing stop signs

Table 2.2 – Intersection Crash Data (2020-2024)

Intersection		Total Crashes	*Crash Severity*			Notes	Crash Rate (ACC/MEV)
			PDO	*Injury*	*Fatal*		
(1)	US 19 and Van Slyke Rd	1	*1*	*0*	*0*	• Angle-turning crash due to failure to yield	0.07
(2)	Boehner Rd and Van Slyke Rd	No crashes reported at this intersection					
(3)	Signature Point Ln and Van Slyke Rd	No crashes reported at this intersection					
(4)	US 95 and Ustick Rd	7	*3*	*4*	*0*	• 4 angle crashes • 4 crashes due to failure to yield	0.49
(5)	Allendale Rd and Ustick Rd	6	*2*	*4*	*0*	• 5 angle crashes • 4 crashes due to failure to yield/obey stop sign	**2.27**
(6)	Van Slyke Rd and Ustick Rd	2	*2*	*0*	*0*	• 1 angle crash due to failure to yield	0.64
(7)	Aura Vista Wy (E) and Ustick Rd	2	*1*	*1*	*0*	• 1 building/wall crash	0.81
(8)	Mariah Ridge Rd and Ustick Rd	1	*1*	*0*	*0*	• Rear-end crash due to following too close	0.37
(9)	Aura Vista Wy (W) and Ustick Rd	2	*2*	*0*	*0*	• 1 ran-off-road crash • 1 crash due to alcohol/drug impairment	0.87
(10)	Friends Rd and Ustick Rd	2	*2*	*0*	*0*	• 2 angle crashes due to failure to yield	0.54
(11)	Beet Rd and Ustick Rd	No crashes reported at this intersection					
(12)	Pride Ln and Ustick Rd	1	*1*	*0*	*0*	• Rear-end crash	0.16
(13)	Van Slyke Rd and Homedale Rd	3	*2*	*1*	*0*	• 2 ran-off-road crashes	0.53

2.4 Intersection Operations

To determine the 2025 existing traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration. For the analysis purposes, the permitted movements with zero volume were adjusted to include two vehicles. Copies of the intersection analysis reports are included in the appendix. **Table 2.3** summarizes the intersection capacity analysis results. All study area intersections currently meet minimum operational thresholds.

Table 2.3 – Intersection Operations – 2025 Existing Traffic

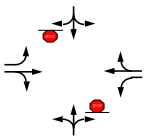
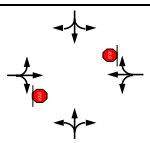
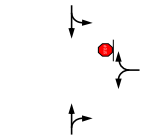
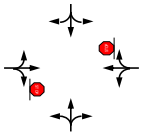
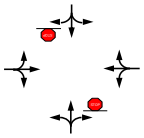
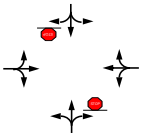
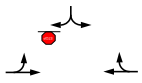
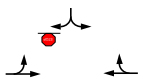
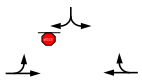
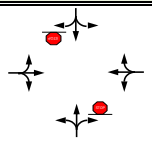
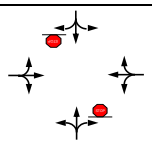
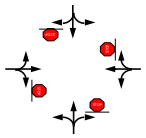
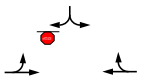
Intersection		Control / Lane	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
1	US 19 and Van Slyke Rd		NBLTR	B	14	0.12	B	14	0.04
			EBL	A	8	< 0.01	A	8	< 0.01
			EBTR	-	-	-	-	-	-
			WBL	A	8	< 0.01	A	8	0.03
			WBTR	-	-	-	-	-	-
			SBLTR	C	18	0.07	C	19	0.05
2	Boehner Rd and Van Slyke Rd		NBLTR	A	7	< 0.01	A	7	< 0.01
			EBLTR	A	9	0.01	A	9	0.01
			WBLTR	A	9	0.01	A	9	0.01
			SBLTR	A	7	< 0.01	A	7	< 0.01
3	Signature Point Ln and Van Slyke Rd		NBTR	-	-	-	-	-	-
			WBLR	A	9	< 0.01	A	9	0.01
			SBLT	A	7	< 0.01	A	7	< 0.01
4	US 95 and Ustick Rd		NBLTR	A	8	< 0.01	A	8	< 0.01
			EBLTR	B	14	0.06	C	15	0.04
			WBLTR	B	15	0.10	C	17	0.16
			SBLTR	A	8	< 0.01	A	8	< 0.01
5	Allendale Rd and Ustick Rd		NBLTR	A	10	0.05	A	10	0.02
			EBLTR	A	7	0.01	A	8	< 0.01
			WBLTR	A	7	< 0.01	A	8	0.01
			SBLTR	A	10	0.02	A	10	0.04
6	Van Slyke Rd and Ustick Rd		NBLTR	A	10	0.03	A	10	0.02
			EBLTR	A	7	< 0.01	A	7	< 0.01
			WBLTR	A	7	< 0.01	A	7	< 0.01
			SBLTR	A	10	0.04	A	10	0.04
7	Aura Vista Wy (W) and Ustick Rd		EBLT	A	7	< 0.01	A	7	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.01	A	9	0.01
8	Mariah Ridge Rd and Ustick Rd		EBLT	A	7	< 0.01	A	7	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	< 0.01	A	9	0.02
9	Aura Vista Wy (E) and Ustick Rd		EBLT	A	7	< 0.01	A	7	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.01	A	9	0.01

Table 2.3 – Intersection Operations – 2025 Existing Traffic (Continued)

Intersection		Control / Lane	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
10	Friends Rd and Ustick Rd		NBLTR	B	10	0.04	A	10	0.01
			EBLTR	A	8	< 0.01	A	7	< 0.01
			WBLTR	A	7	< 0.01	A	7	< 0.01
			SBLTR	B	10	0.06	A	10	0.03
11	Beet Rd and Ustick Rd		NBLTR	A	10	0.03	A	9	0.03
			EBLTR	A	7	< 0.01	A	7	< 0.01
			WBLTR	A	8	< 0.01	A	7	< 0.01
			SBLTR	A	9	0.01	A	9	0.01
12	Pride Ln and Ustick Rd		Intersection	A	10	-	A	8	-
			NBLTR	A	10	0.25	A	8	0.09
			EBLTR	B	11	0.37	A	8	0.08
			WBLTR	A	9	0.15	A	8	0.12
			SBLTR	A	9	0.20	A	8	0.07
13	Van Slyke Rd and Homedale Rd		EBLT	A	8	< 0.01	A	8	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	10	0.01	A	10	0.02

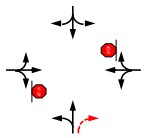
2.5 Intersection Mitigation

All study area intersections currently meet minimum operational thresholds under the 2025 existing traffic conditions. One study area intersection warrants a turn lane based on ITD turn lane guidelines. The intersection and warrant turn lane are:

- US 95 and Ustick Road intersection
  - Northbound right-turn lane

Table 2.4 summarizes the intersection mitigation analysis results. The northbound right-turn lane is anticipated to reduce vehicle conflicts and potential crashes on US 95.

Table 2.4 – US 95 and Ustick Road Intersection – 2025 Existing Traffic Mitigation

Intersection		Control / Lane Mitigation	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
4	US 95 and Ustick Rd		NBLT	A	8	< 0.01	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	B	14	0.06	C	15	0.04
			WBLTR	B	14	0.10	C	17	0.15
			SBLTR	A	8	< 0.01	A	8	< 0.01

3.0 2029 BACKGROUND TRAFFIC CONDITIONS

3.1 Roadway Network

The 2029 roadway network is expected to remain the same as the mitigated 2025 existing conditions. Based on ITD and GGHD3 transportation plans, there are no funded improvements on the study area roadways or intersections.

3.2 Background Traffic

Background traffic growth from 2025 to 2029 was estimated by extrapolating the existing traffic counts with a 3.0% annual growth rate on all study area roadways, except for Signature Point Lane, Aura Vista Way, and Mariah Ridge Road. No traffic growth is expected on these roadways as the areas along these roadways are developed. The annual growth rate is based on historical traffic data from Automatic Traffic Recorder (ATR) No. 9 and 187.

In addition to the traffic growth, off-site traffic generated by one in-process development, Williamson Subdivision, was included in the background traffic. Williamson Subdivision contains 110 single-family lots and estimated to generate approximately 1,153 trips per weekday, 79 trips during the AM peak hour, and 105 trips during the PM peak hour.

Figures 3.1 and **3.2** summarize the estimated 2029 peak hour background traffic.

3.3 Intersection Operations

To determine the 2029 background traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration, or with the improvements needed under 2025 existing traffic. Peak hour factors (PHF) were adjusted based on the 2025 traffic volumes and projected traffic volumes. Copies of the analysis reports are included in the appendix. **Table 3.1** summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet minimum operational thresholds under 2029 background traffic conditions.

3.4 Intersection Mitigation

All study area intersections are anticipated to meet the minimum operational thresholds under 2029 background traffic conditions. One study area intersection is anticipated to warrant a turn lane based on ITD, AASHTO, and NCHRP Report 457 turn lane guidelines. The intersection and warrant turn lane are:

- US 95 and Ustick Road intersection
  - Southbound left-turn lane

Table 3.2 summarizes the intersection mitigation analysis results. The southbound left-turn lane is anticipated to reduce vehicle conflicts and potential crashes on US 95.

Figure 3.1 – 2029 Build-Out Year AM Peak Hour Background Traffic

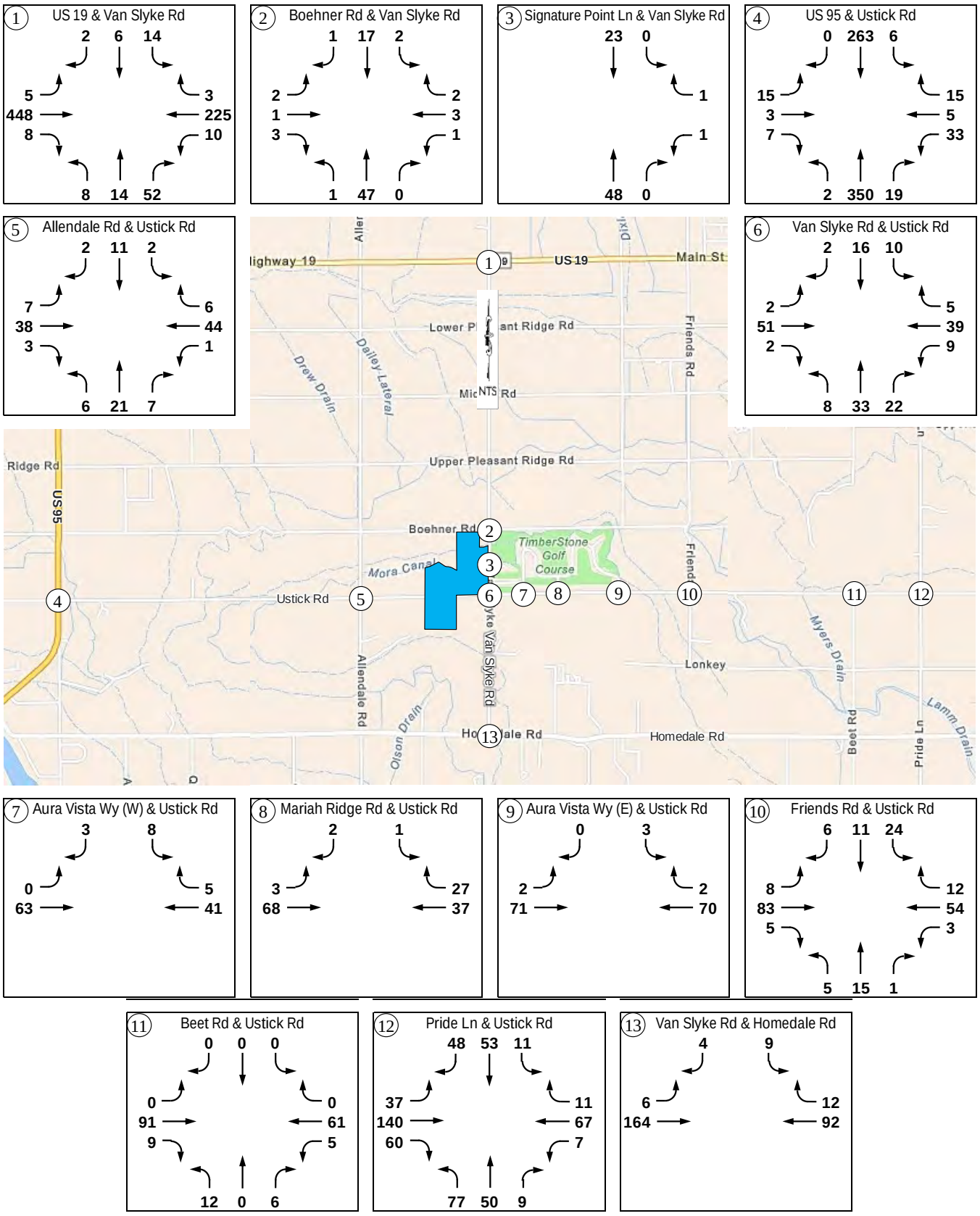


Figure 3.2 – 2029 Build-Out Year PM Peak Hour Background Traffic

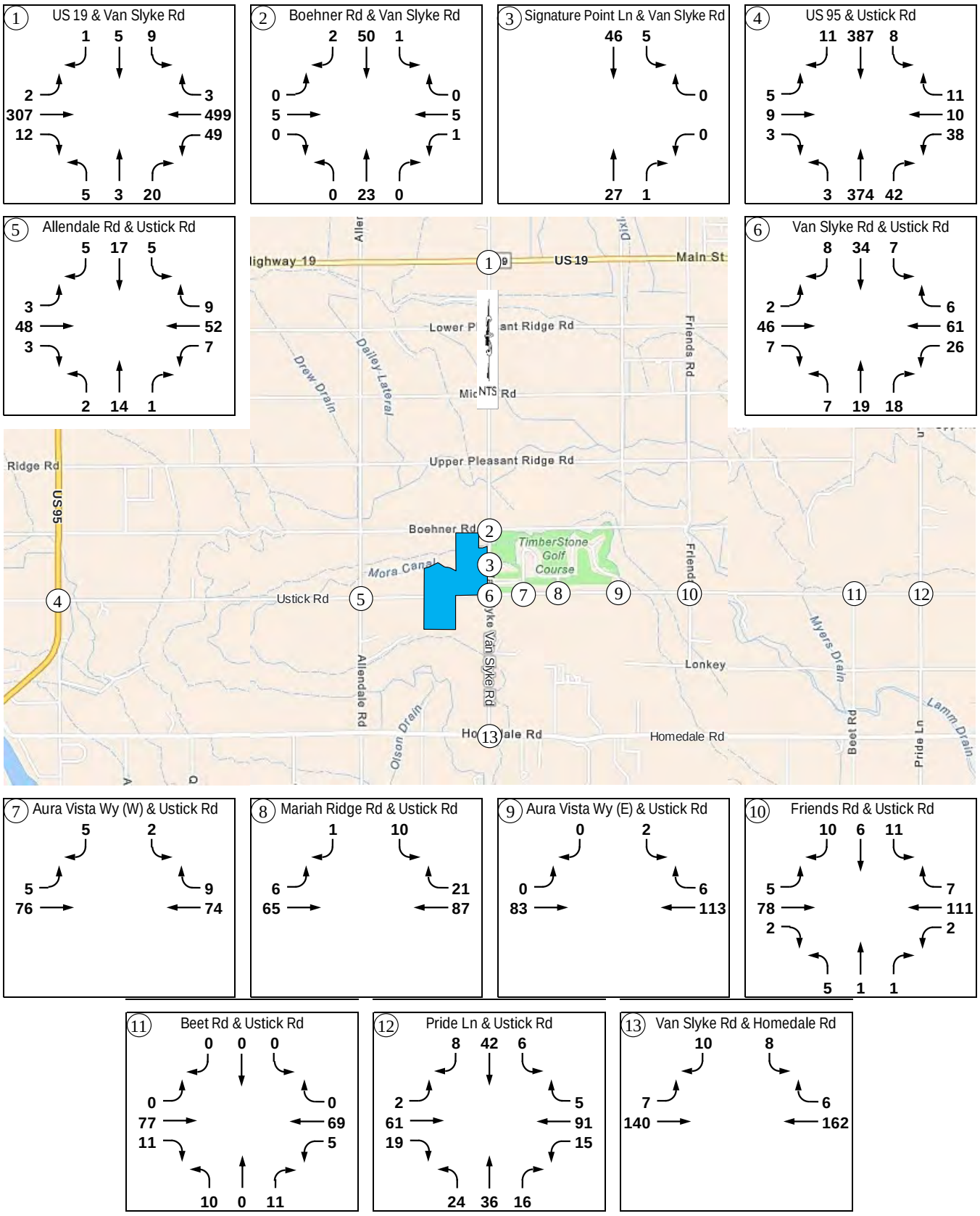


Table 3.1 – Intersection Operations – 2029 Background Traffic

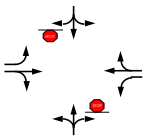
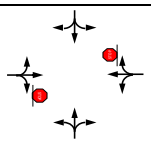
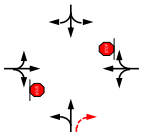
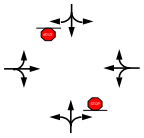
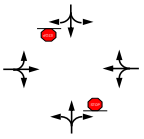
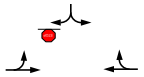
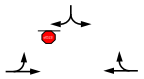
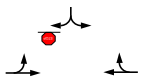
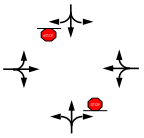
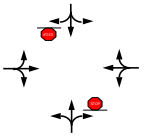
Intersection		Control / Lane 2025 Mitigation	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
1	US 19 and Van Slyke Rd		NBLTR	C	15	0.20	B	15	0.08
			EBL	A	8	0.01	A	9	< 0.01
			EBTR	-	-	-	-	-	-
			WBL	A	9	0.01	A	8	0.05
			WBTR	-	-	-	-	-	
			SBLTR	C	21	0.10	C	23	0.08
2	Boehner Rd and Van Slyke Rd		NBLTR	A	7	< 0.01	A	7	< 0.01
			EBLTR	A	9	0.01	A	10	0.01
			WBLTR	A	9	0.01	A	10	0.01
			SBLTR	A	7	< 0.01	A	7	< 0.01
3	Signature Point Ln and Van Slyke Rd		NBTR	-	-	-	-	-	-
			WBLR	A	9	< 0.01	A	9	0.01
			SBLT	A	7	< 0.01	A	7	< 0.01
4	US 95 and Ustick Rd		NBLT	A	8	< 0.01	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	B	15	0.07	C	18	0.06
			WBLTR	C	16	0.16	C	20	0.20
			SBLTR	A	9	0.01	A	8	0.01
5	Allendale Rd and Ustick Rd		NBLTR	A	10	0.05	B	10	0.03
			EBLTR	A	7	0.01	A	8	< 0.01
			WBLTR	A	7	< 0.01	A	8	0.01
			SBLTR	A	10	0.02	A	10	0.04
6	Van Slyke Rd and Ustick Rd		NBLTR	A	10	0.09	B	10	0.07
			EBLTR	A	7	< 0.01	A	7	< 0.01
			WBLTR	A	7	0.01	A	7	0.02
			SBLTR	B	10	0.05	B	11	0.09
7	Aura Vista Wy (W) and Ustick Rd		EBLT	A	7	< 0.01	A	7	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.01	A	9	0.01
8	Mariah Ridge Rd and Ustick Rd		EBLT	A	7	< 0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	< 0.01	A	10	0.02
9	Aura Vista Wy (E) and Ustick Rd		EBLT	A	7	< 0.01	A	8	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.01	A	9	0.01
10	Friends Rd and Ustick Rd		NBLTR	B	11	0.04	B	10	0.01
			EBLTR	A	8	0.01	A	8	< 0.01
			WBLTR	A	7	< 0.01	A	7	< 0.01
			SBLTR	B	11	0.08	A	10	0.04
11	Beet Rd and Ustick Rd		NBLTR	A	10	0.03	A	9	0.03
			EBLTR	A	7	< 0.01	A	7	< 0.01
			WBLTR	A	8	0.01	A	7	< 0.01
			SBLTR	A	10	0.01	A	10	0.01

Table 3.1 – Intersection Operations – 2029 Background Traffic (Continued)

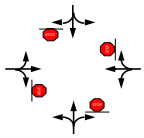
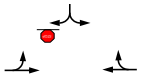
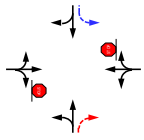
Intersection		Control / Lane	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
12	Pride Ln and Ustick Rd		Intersection	B	11	-	A	8	-
			NBLTR	B	11	0.28	A	8	0.11
			EBLTR	B	12	0.45	A	8	0.11
			WBLTR	A	9	0.17	A	8	0.15
			SBLTR	A	10	0.23	A	8	0.09
13	Van Slyke Rd and Homedale Rd		EBLT	A	8	0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	10	0.02	B	10	0.03

Table 3.2 – US 95 and Ustick Road Intersection – 2029 Background Traffic Mitigation

Intersection		Control / Lane 2025 Mitigation Mitigation	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
4	US 95 and Ustick Rd		NBLT	A	8	< 0.01	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	B	15	0.07	C	18	0.06
			WBLTR	C	16	0.16	C	19	0.20
			SBL	A	9	0.01	A	8	0.01
			SBTR	-	-	-	-	-	-

4.0 2029 TOTAL TRAFFIC CONDITIONS

4.1 Roadway Network

The study area roadway network is expected to remain the same as the mitigated 2029 background traffic conditions. Based on the ITD and GGHD3 transportation plans, there are no funded improvements on the study area roadways or intersections.

The Timber Ridge Subdivision is planning to construct one access on Boehner Road, two accesses on Ustick Road, and one access on Van Slyke Road.

4.2 Site Traffic

4.2.1 Trip Generation

Site trip generation is estimated following the procedures recommended in the latest edition of the *Trip Generation Manual (12th Edition)*, published by the Institute of Transportation Engineers (ITE). **Table 4.1** summarizes the site trips generated by Timber Ridge Subdivision. At full build-out, Timber Ridge Subdivision is estimated to generate approximately 1,347 trips per weekday, 95 trips during the AM peak hour, and 126 trips during the PM peak hour.

Table 4.1 – Timber Ridge Subdivision Trip Generation Summary (Build-Out)

Land Use	ITE Code	Size	Unit	Period	Total Trips	Entering		Exiting	
Single-Family Detached Housing	210	134	DU	Weekday Daily (vpd)	1,347	50%	673	50%	674
				AM Peak Hour (vph)	95	27%	26	73%	69
				PM Peak Hour (vph)	126	62%	78	38%	48

4.2.2 Trip Capture

Based on the proposed land use and ITE methodology, the development is not expected to retain trips internally within the site.

4.2.3 Pass-By Trips

Based on the proposed land use and ITE pass-by rates, the development is not expected to attract pass-by trips.

4.2.4 Modal Split

For traffic analysis purposes, all trips generated by the developments were assumed to be made by personal and commercial vehicles.

4.2.5 Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on current travel patterns, site layout, and the general location of the site within the area. **Figure 4.1** summarizes the estimated site traffic distribution patterns. **Figures 4.2** and **4.3** summarize the estimated AM and PM peak hour site traffic generated by Timber Ridge Subdivision.

Figure 4.1 – Estimated Site Traffic Distribution Patterns

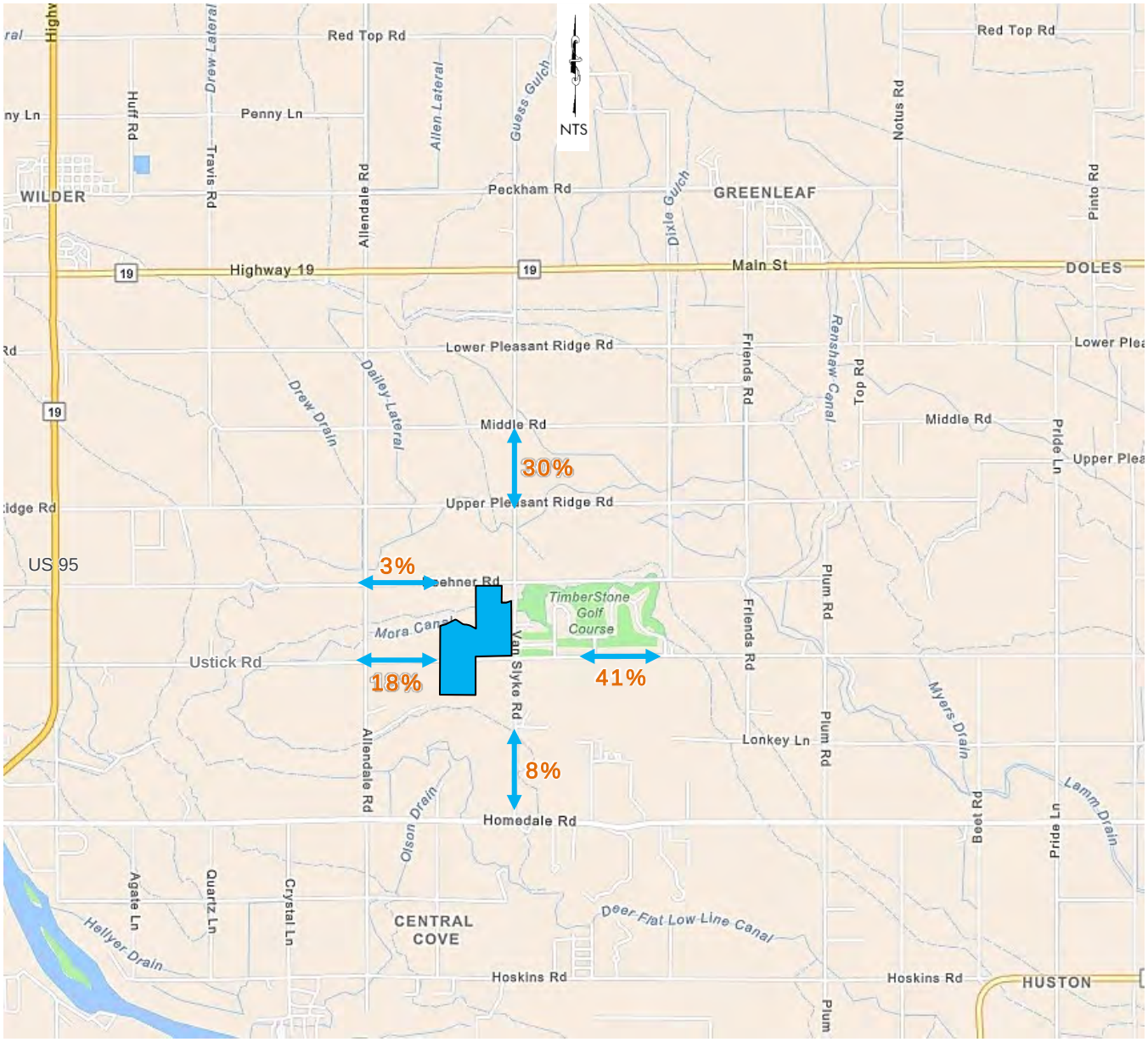


Figure 4.2 – AM Peak Hour Site

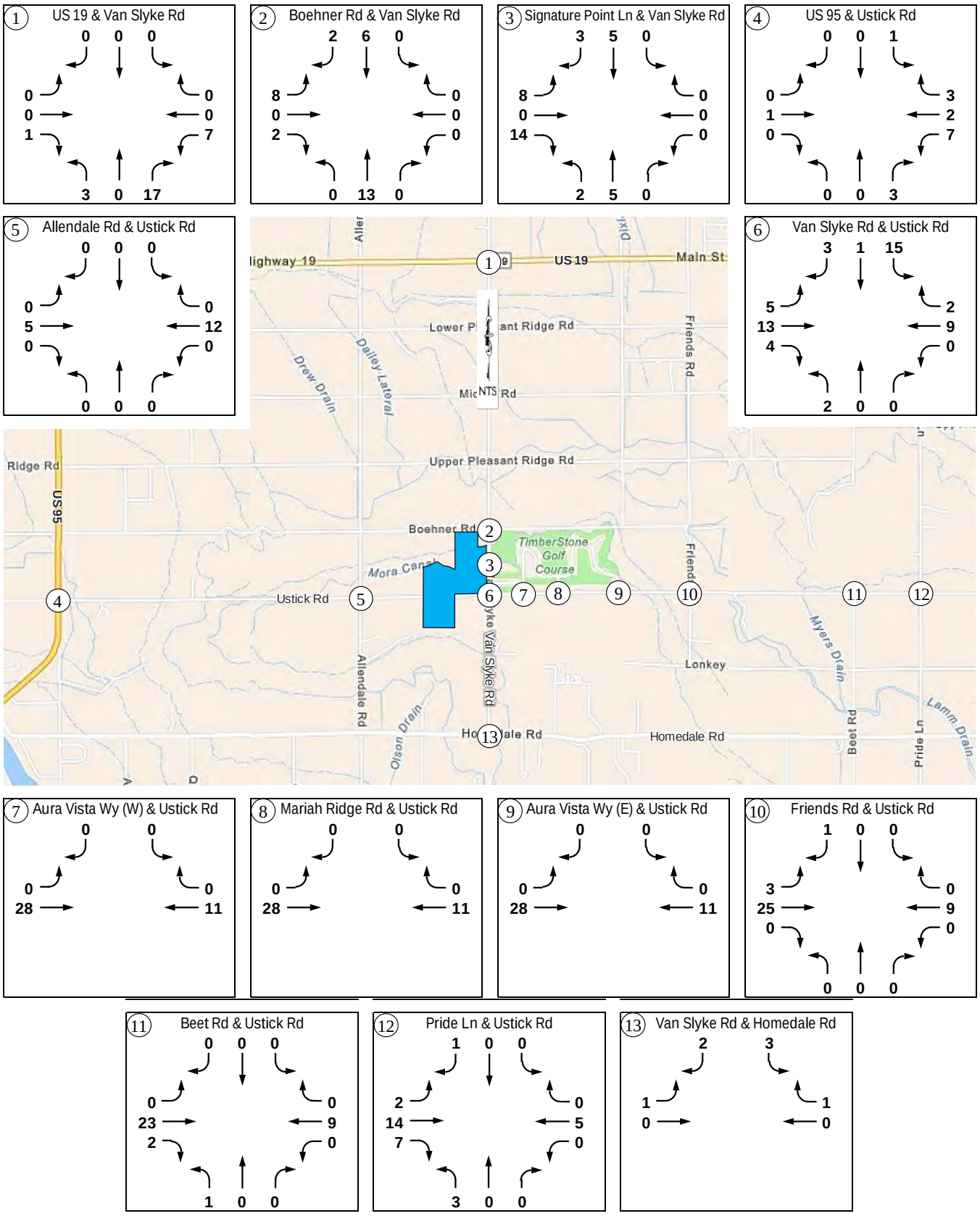
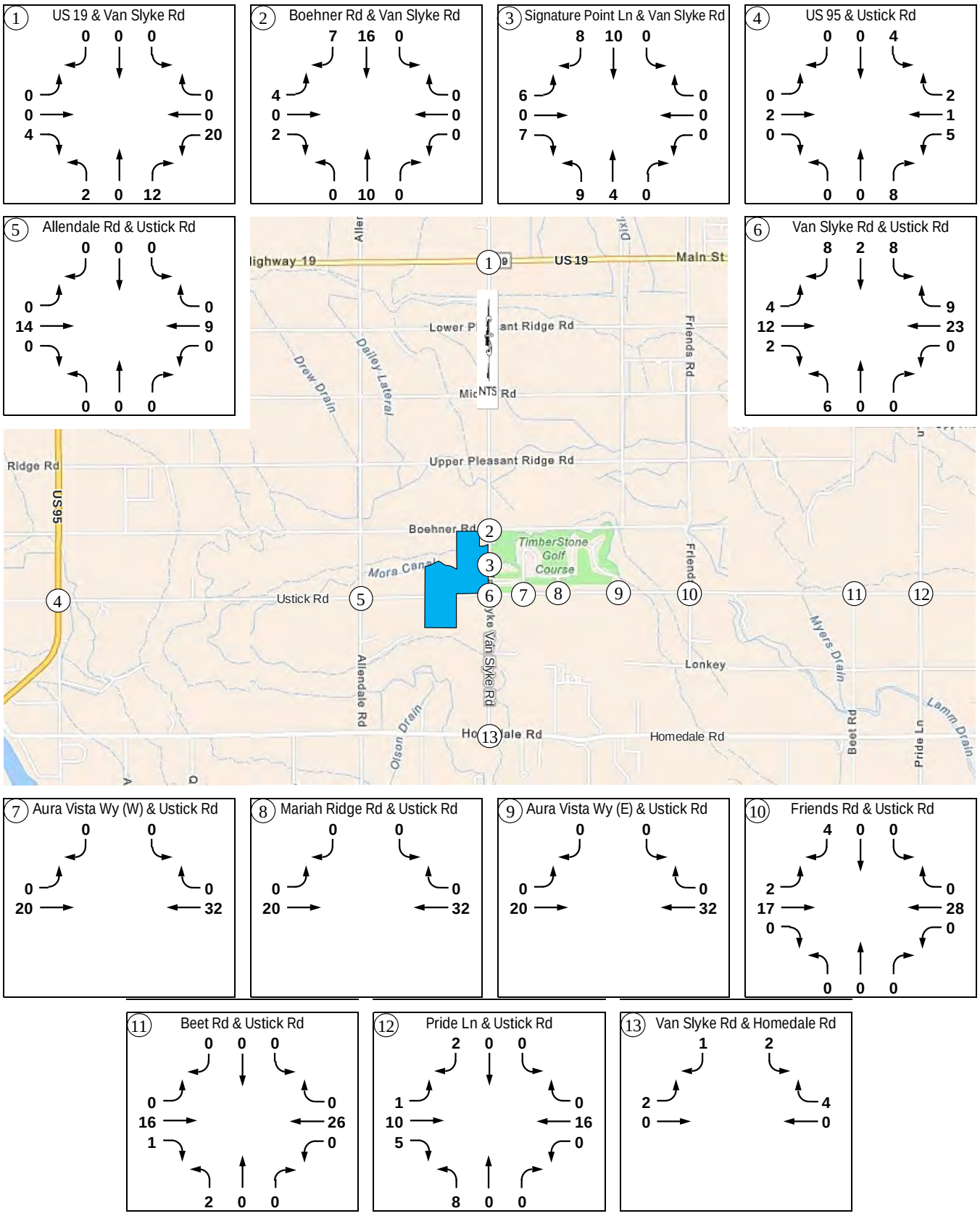


Figure 4.3 – PM Peak Hour Site Traffic



4.3 Total Traffic

The site traffic is added to the 2029 background traffic, as determined in Section 3.2, to obtain the 2029 total traffic. **Figures 4.4** and **4.5** summarize the estimated peak hour total traffic at the study area intersections during the AM and PM peak hours. **Table 4.2** summarizes the proportionate share of the site traffic at each study area intersection.

Table 4.2 – Site Traffic Percentage of 2029 Total Traffic

Intersection		% Site Traffic		
		AM Peak	PM Peak	Average
1	US 19 and Van Slyke Rd	3.5%	3.9%	3.7%
2	Boehner Rd and Van Slyke Rd	27.7%	31.5%	29.6%
3	Signature Point Ln and Van Slyke Rd	33.6%	36.5%	35.1%
4	US 95 and Ustick Rd	2.3%	2.5%	2.4%
5	Allendale Rd and Ustick Rd	10.4%	12.0%	11.2%
6	Van Slyke Rd and Ustick Rd	21.3%	23.5%	22.4%
7	Aura Vista Wy (E) and Ustick Rd	24.6%	23.2%	23.9%
8	Mariah Ridge Rd and Ustick Rd	22.1%	21.4%	21.7%
9	Aura Vista Wy (W) and Ustick Rd	20.9%	20.2%	20.5%
10	Friends Rd and Ustick Rd	14.7%	17.8%	16.2%
11	Beet Rd and Ustick Rd	18.0%	22.6%	20.3%
12	Pride Ln and Ustick Rd	5.2%	11.3%	8.3%
13	Van Slyke Rd and Homedale Rd	2.4%	2.9%	2.7%

Figure 4.4 – 2029 Year AM Peak Hour Total Traffic

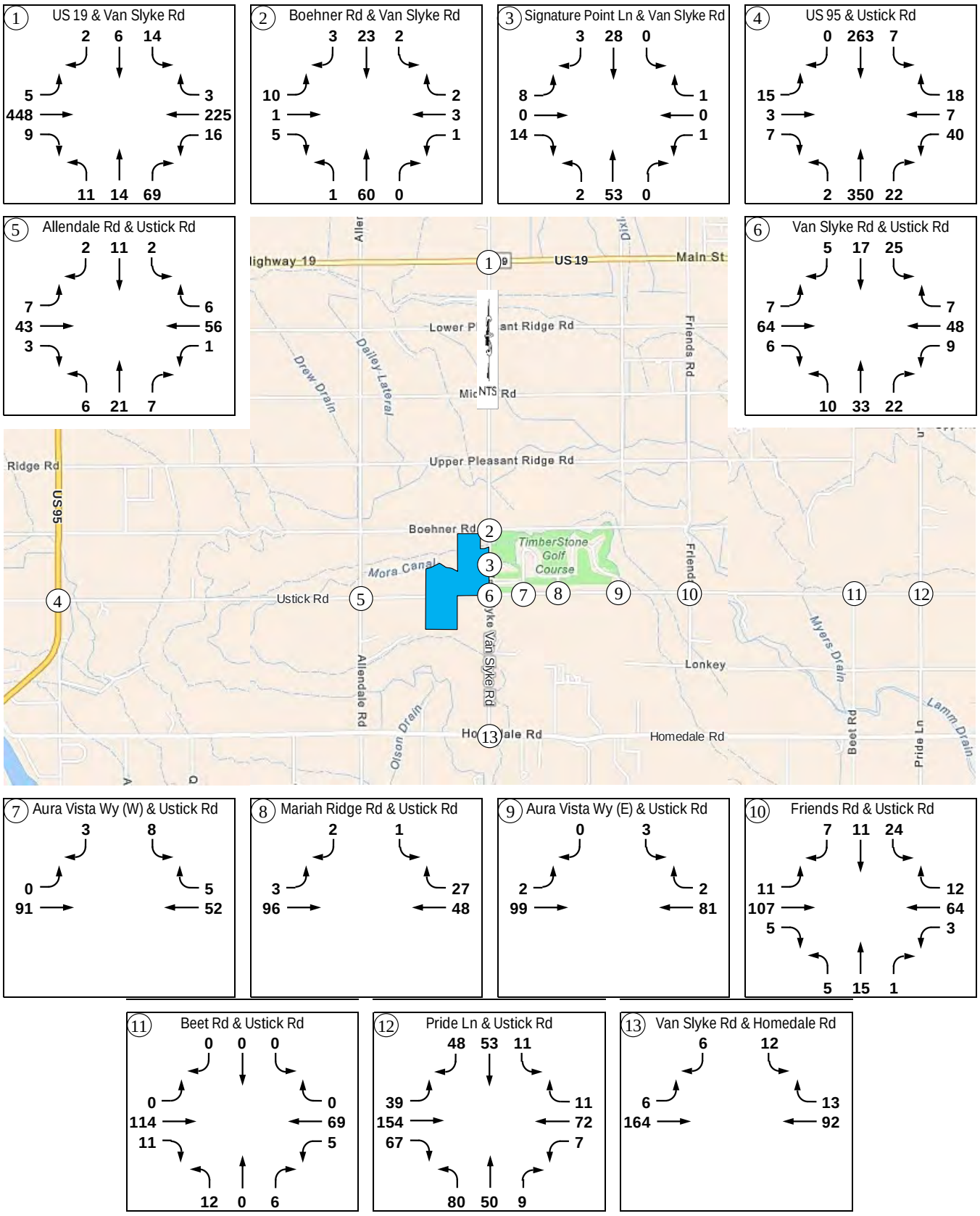
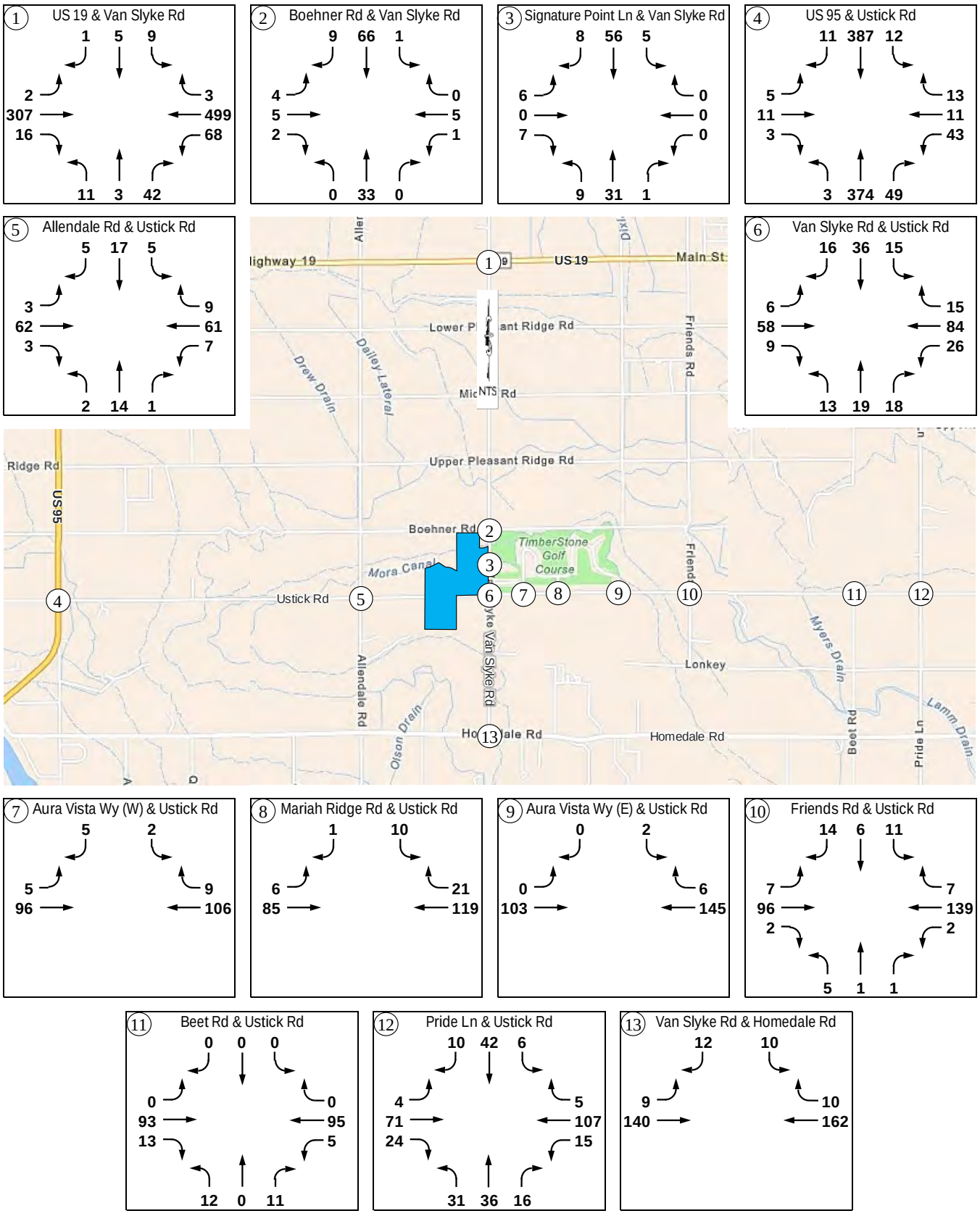


Figure 4.5 – 2029 PM Peak Hour Total Traffic



4.4 Intersection Operations

To determine the 2029 total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration, or with improvements needed under the 2025 existing and 2029 background traffic conditions. Peak hour factors were adjusted and are the same PHFs used in the 2029 background traffic analysis. Copies of the analysis reports are included in the appendix. **Table 4.3** summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet the minimum operational thresholds under 2029 total traffic conditions, except for one intersection. The US 19 and Van Slyke Road intersection is anticipated to exceed the GGHD3 LOS C threshold.

Table 4.3 – Intersection Operations – 2029 Total Traffic

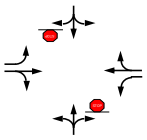
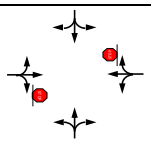
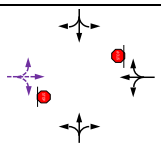
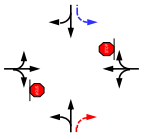
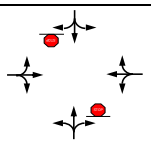
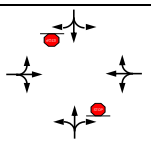
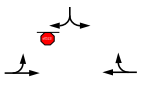
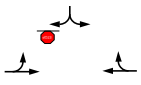
Intersection		Control / Lane 2025 Mitigation 2029 Background Mitigation	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
1	US 19 and Van Slyke Rd		NBLTR	C	16	0.25	C	15	0.15
			EBL	A	8	0.01	A	9	< 0.01
			EBTR	-	-	-	-	-	-
			WBL	A	9	0.02	A	8	0.06
			WBTR	-	-	-	-	-	-
			SBLTR	C	22	0.11	**D**	25	0.09
2	Boehner Rd and Van Slyke Rd		NBLTR	A	7	< 0.01	A	7	< 0.01
			EBLTR	A	9	0.02	A	10	0.02
			WBLTR	A	9	0.01	A	10	0.01
			SBLTR	A	7	< 0.01	A	7	< 0.01
3	Signature Point Ln and Van Slyke Rd		NBLTR	A	7	< 0.01	A	7	0.01
			EBLTR	A	9	0.03	A	9	0.02
			WBLTR	A	9	< 0.01	A	9	0.01
			SBLTR	A	7	< 0.01	A	7	0.01
4	US 95 and Ustick Rd		NBLT	A	8	< 0.01	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	C	15	0.07	C	18	0.07
			WBLTR	C	17	0.19	C	20	0.23
			SBL	A	9	0.01	A	8	0.01
			SBTR	-	-	-	-	-	-
5	Allendale Rd and Ustick Rd		NBLTR	A	10	0.05	B	10	0.03
			EBLTR	A	7	0.01	A	8	< 0.01
			WBLTR	A	7	< 0.01	A	8	0.01
			SBLTR	A	10	0.02	B	10	0.04
6	Van Slyke Rd and Ustick Rd		NBLTR	B	10	0.10	B	11	0.09
			EBLTR	A	7	0.01	A	8	0.01
			WBLTR	A	7	0.01	A	7	0.02
			SBLTR	B	11	0.08	B	11	0.12
7	Aura Vista Wy (E) and Ustick Rd		EBLT	A	7	< 0.01	A	8	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.02	A	9	0.01
8	Mariah Ridge Rd and Ustick Rd		EBLT	A	7	< 0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	< 0.01	B	10	0.02

Table 4.3 – Intersection Operations – 2029 Total Traffic (Continued)

Intersection		Control / Lane	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
9	Aura Vista Wy (W) and Ustick Rd		EBLT	A	7	< 0.01	A	8	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	10	0.01	A	10	0.01
10	Friends Rd and Ustick Rd		NBLTR	B	11	0.04	B	10	0.01
			EBLTR	A	8	0.01	A	8	0.01
			WBLTR	A	8	< 0.01	A	7	< 0.01
			SBLTR	B	11	0.08	B	10	0.05
11	Beet Rd and Ustick Rd		NBLTR	B	10	0.03	A	10	0.04
			EBLTR	A	7	< 0.01	A	7	< 0.01
			WBLTR	A	8	0.01	A	8	< 0.01
			SBLTR	A	10	0.01	A	10	0.01
12	Pride Ln and Ustick Rd		Intersection	B	11	-	A	8	-
			NBLTR	B	11	0.29	A	8	0.12
			EBLTR	B	13	0.49	A	8	0.14
			WBLTR	A	10	0.18	A	8	0.18
			SBLTR	B	10	0.23	A	8	0.09
13	Van Slyke Rd and Homedale Rd		EBLT	A	8	0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	10	0.03	B	10	0.03

4.5 Intersection Mitigation

US 19 and Van Slyke Road Intersection

The US 19 and Van Slyke Road intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold as an unsignalized intersection. The southbound approach is anticipated to operate at LOS D during the PM peak hour, which exceeds the GGHD3 LOS C threshold. The poor LOS is due to high traffic volumes on US 19, a Regional Route highway.

Based on the analysis results, no improvements are proposed to mitigate the southbound approach to operate at LOS C or better. The analysis results supporting this recommendation are:

- The average vehicle delays on the southbound approach are 25 seconds per vehicle, which exceeds the LOS C threshold by one (1) second per vehicle during the PM peak hour
  - This minor deficiency is anticipated to occur for a short duration in the PM peak hour
- The southbound approach is anticipated to operate under capacity with a v/c ratio of 0.11 or less during the peak hours
  - The southbound approach does not warrant additional lanes based on the projected 2029 total traffic
  - No site traffic is expected on the southbound approach
- The intersection is not anticipated to warrant additional turn lanes based on the ITD turn lane guidelines
- The intersection is not anticipated to meet the MUTCD signal warrant under 2029 total traffic conditions

The intersection should be monitored and reevaluated for operational/safety issues as traffic increases.

4.6 Site Access and Circulation

Spacing guidelines for the site access intersections are governed by the *Highway Standards & Development Procedures* Policy for the Association of Canyon County Highway Districts (ACCHD), which includes GGHD3. According to ACCHD, Section 3061 – Intersection and Approach Policy, the minimum spacing guidelines for site accesses on rural roadways are as follows:

- Ustick Road (Minor Arterial)
  - No direct local road or private road access on a minor arterial
  - 1,300 feet minimum spacing for collector streets on a minor arterial on the same and opposite side of the through roadway
- Van Slyke Road (Minor Collector Street)
  - 660 feet minimum spacing for local roads on a minor collector street on the same side of the through roadway
  - 330 feet minimum spacing for local roads on a minor collector on the opposite side of the through roadway
- Boehner Road (Local Road)
  - 660 feet minimum spacing for local roads on a local road on same side of the through roadway
  - 330 feet minimum spacing for local roads on a local road on the opposite side of the through roadway

Figure 4.6 shows the site access location and internal circulation. Timber Ridge Subdivision proposes to construct one access on Boehner Road, one access on Van Slyke Road, and two on Ustick Road. The proposed accesses on Boehner Road and Van Slyke Road meet minimum spacing. The proposed accesses on Ustick Road are local roads, which are not permitted on a minor arterial. A variance to the policy will be needed.

The proposed internal roadways are local roads with front-on housing. All internal local roads are projected to carry less than 1,000 vehicles per day (vpd).

Field review was conducted at the proposed site access intersections. Field review photos are included in the appendix. The proposed site access intersections have adequate sight distance for a 40-mph speed limit on Ustick Road. The existing vertical curves on Ustick Road do not restrict the sight distance to less than 445 feet, the minimum intersection sight distance for a 45-mph roadway.

Table 4.4 summarizes the intersection capacity analysis results for the proposed site access intersections under 2029 total traffic conditions. All proposed site access intersections are anticipated to meet minimum operational thresholds. No turn lanes are warranted based on NCHRP Report 457 turn lane guidelines.

Table 4.4 – Site Access Intersection Operations – 2029 Total Traffic

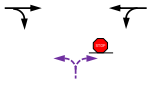
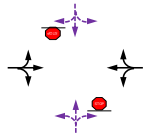
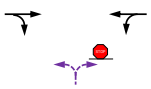
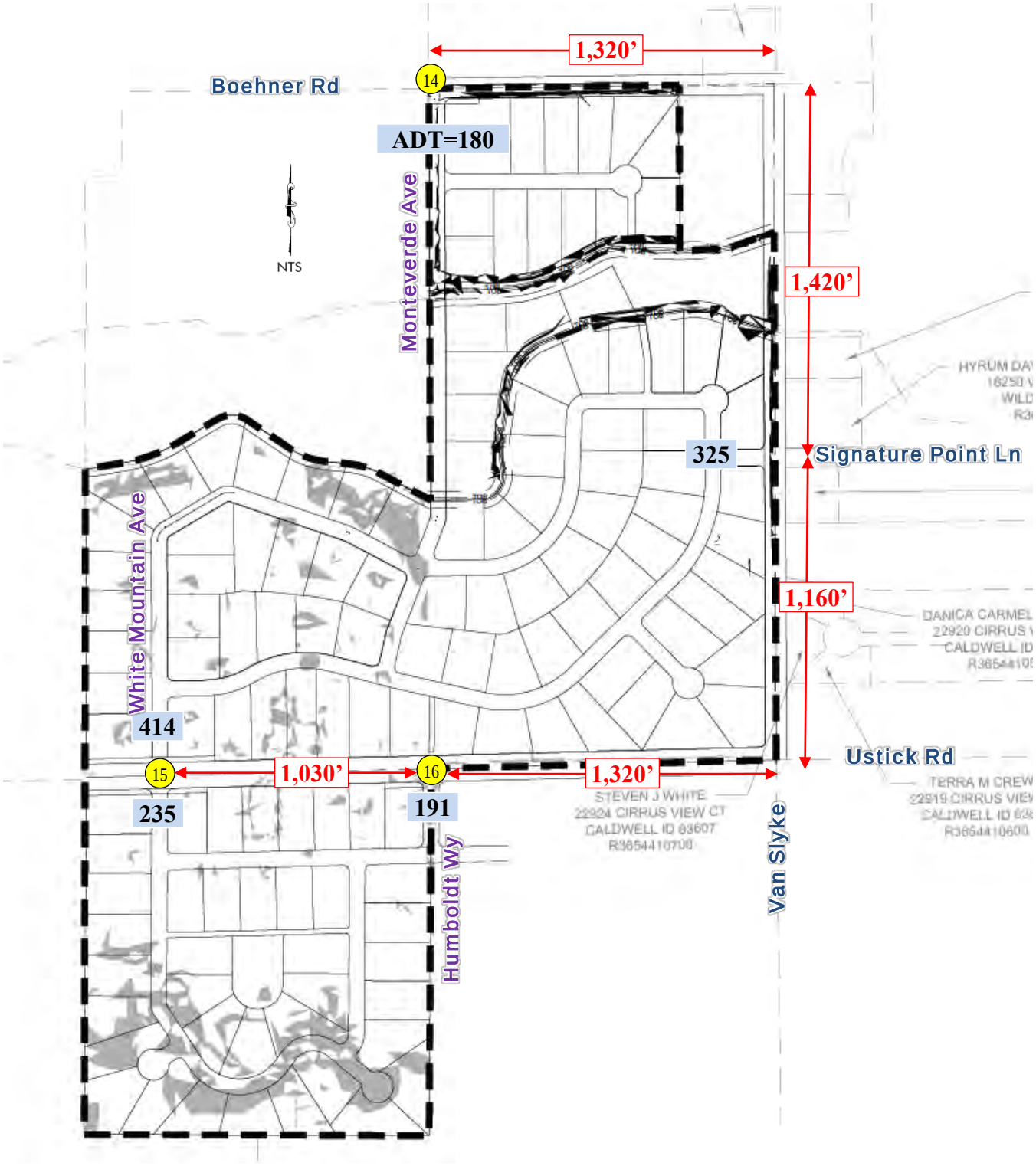
Intersection		Control / Lane Site Improvements	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
14	Monteverde Ave and Boehner Rd		NBLR	A	8	0.01	A	8	0.01
			EBTR	-	-	-	-	-	-
			WBLT	A	7	< 0.01	A	7	0.01
15	White Mountain Ave and Ustick Rd		NBLTR	A	9	0.02	A	9	0.01
			EBLTR	A	7	< 0.01	A	7	0.01
			WBLTR	A	7	< 0.01	A	7	0.01
			SBLTR	A	9	0.01	A	10	0.02
16	Humboldt Wy and Ustick Rd		NBLR	A	9	0.02	A	9	0.02
			EBTR	-	-	-	-	-	-
			WBLT	A	7	< 0.01	A	7	0.01

Figure 4.6 – Site Access, Internal Circulation, and ADT



5.0 2034 HORIZON YEAR BACKGROUND TRAFFIC CONDITIONS

5.1 Roadway Network

The study area roadways and intersections are expected to remain the same as the mitigated 2029 background traffic conditions. No additional roadway or intersection capacity improvements were included in the 2034 traffic analysis.

5.2 Background Traffic

2034 background traffic growth was estimated by extrapolating the 2025 existing traffic counts with a 3.0% annual growth rate on all study area roadways, except for Signature Point Lane, Aura Vista Way, and Mariah Ridge Road. No traffic growth is expected on these roadways as the areas along these roadways are developed. Off-site traffic generated by Williamson Subdivision is also included in the background traffic. **Figures 5.1** and **5.2** summarize the estimated 2034 peak hour background traffic.

5.3 Intersection Operations

To determine the 2034 background traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration, or with the preceding improvements needed under prior analysis years' traffic conditions. Peak hour factors were adjusted based on the 2025 traffic volumes and projected traffic volumes. Copies of the analysis reports are included in the appendix. **Table 5.1** summarizes the intersection capacity analysis results. Based on traffic analysis results, all study area intersections are anticipated to meet minimum operational thresholds under the 2034 background traffic conditions, except for one intersection. The following intersection is anticipated to exceed the GGHD3 LOS C threshold:

- US 19 and Van Slyke Road intersection

Figure 5.1 – 2034 Horizon Year AM Peak Hour Background Traffic

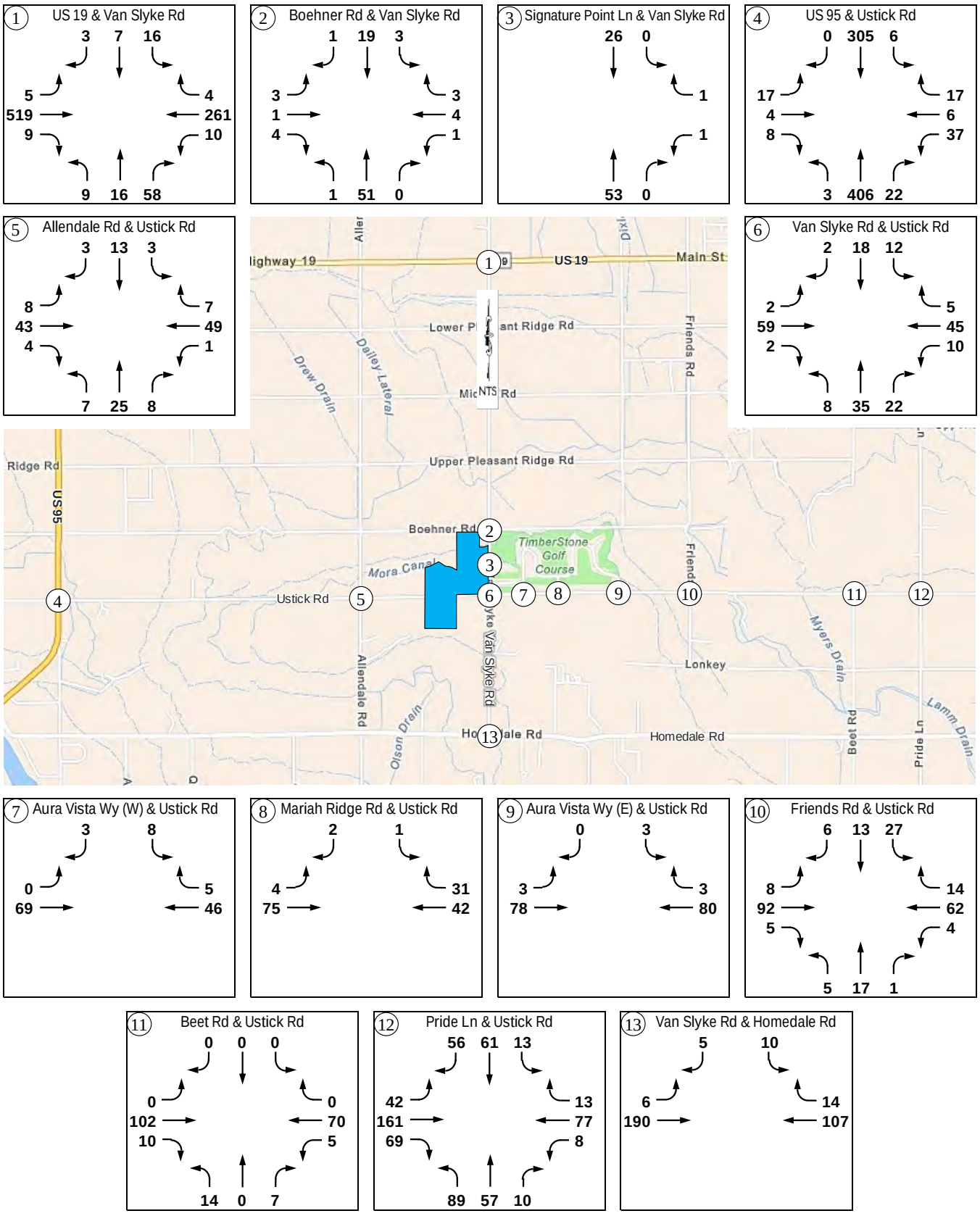


Figure 5.2 – 2034 Horizon Year PM Peak Hour Background Traffic

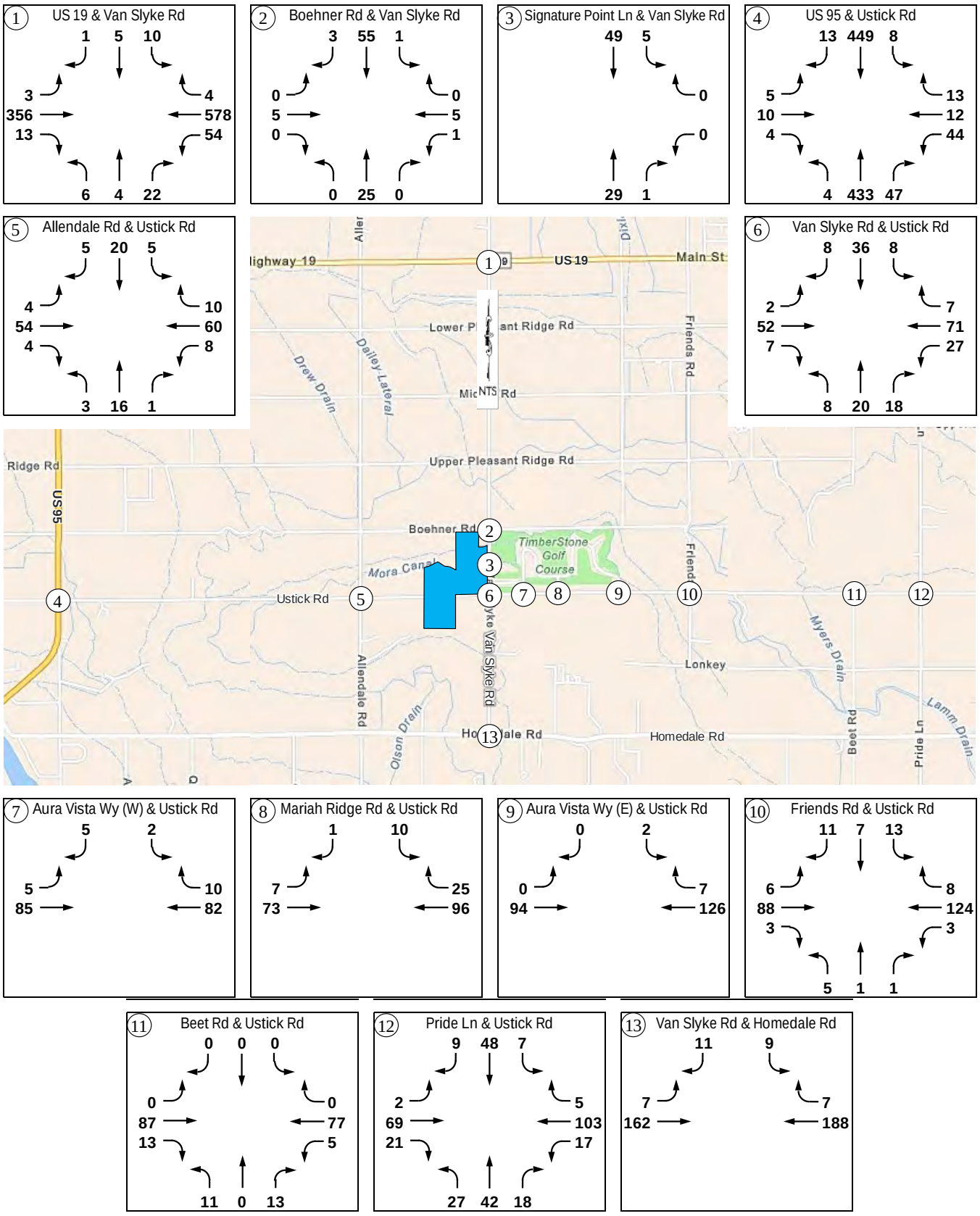


Table 5.1 – Intersection Operations – 2034 Horizon Year Background Traffic

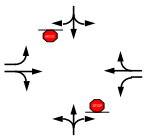
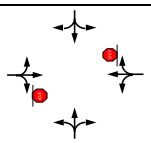
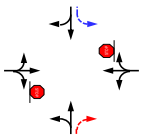
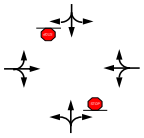
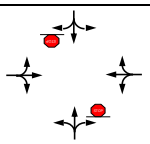
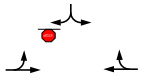
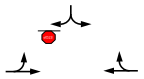
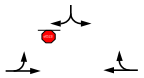
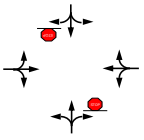
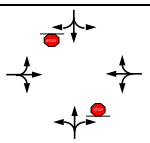
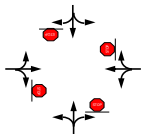
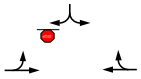
Intersection		Control / Lane 2025 Mitigation 2029 Background Mitigation	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
1	US 19 and Van Slyke Rd		NBLTR	C	18	0.25	C	17	0.11
			EBL	A	8	0.01	A	9	< 0.01
			EBTR	-	-	-	-	-	-
			WBL	A	9	0.01	A	8	0.05
			WBTR	-	-	-	-	-	-
			SBLTR	C	25	0.14	**D**	29	0.11
2	Boehner Rd and Van Slyke Rd		NBLTR	A	7	< 0.01	A	7	< 0.01
			EBLTR	A	9	0.01	A	10	0.01
			WBLTR	A	9	0.01	A	10	0.01
			SBLTR	A	7	< 0.01	A	7	< 0.01
3	Signature Point Ln and Van Slyke Rd		NBTR	-	-	-	-	-	-
			WBLR	A	9	< 0.01	A	9	0.01
			SBLT	A	7	< 0.01	A	7	< 0.01
4	US 95 and Ustick Rd		NBLT	A	8	< 0.01	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	C	17	0.10	C	20	0.08
			WBLTR	C	18	0.20	C	25	0.29
			SBLTR	A	9	0.01	A	8	0.01
5	Allendale Rd and Ustick Rd		NBLTR	A	10	0.06	B	10	0.03
			EBLTR	A	7	0.01	A	8	< 0.01
			WBLTR	A	7	< 0.01	A	8	0.01
			SBLTR	A	10	0.03	B	10	0.05
6	Van Slyke Rd and Ustick Rd		NBLTR	B	10	0.10	B	10	0.08
			EBLTR	A	7	< 0.01	A	7	< 0.01
			WBLTR	A	7	0.01	A	7	0.02
			SBLTR	B	10	0.05	B	11	0.09
7	Aura Vista Wy (W) and Ustick Rd		EBLT	A	7	< 0.01	A	7	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.01	A	9	0.01
8	Mariah Ridge Rd and Ustick Rd		EBLT	A	7	< 0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	< 0.01	A	10	0.02
9	Aura Vista Wy (E) and Ustick Rd		EBLT	A	7	< 0.01	A	8	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.01	A	10	0.01
10	Friends Rd and Ustick Rd		NBLTR	B	11	0.05	B	10	0.01
			EBLTR	A	8	0.01	A	8	0.01
			WBLTR	A	8	< 0.01	A	7	< 0.01
			SBLTR	B	11	0.09	B	10	0.05
11	Beet Rd and Ustick Rd		NBLTR	A	10	0.04	A	10	0.04
			EBLTR	A	7	< 0.01	A	7	< 0.01
			WBLTR	A	8	0.01	A	7	0.01
			SBLTR	A	10	0.01	A	10	0.01

Table 5.1 – Intersection Operations – 2034 Horizon Year Background Traffic (Continued)

Intersection		Control / Lane	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
(12)	Pride Ln and Ustick Rd		Intersection	B	12	-	A	8	-
			NBLTR	B	11	0.32	A	8	0.12
			EBLTR	B	14	0.52	A	8	0.13
			WBLTR	A	10	0.20	A	8	0.17
			SBLTR	B	11	0.27	A	8	0.10
(13)	Van Slyke Rd and Homedale Rd		EBLT	A	8	0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	B	10	0.02	B	10	0.03

5.4 Intersection Mitigation

US 19 and Van Slyke Road Intersection

The US 19 and Van Slyke Road intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold. The southbound approach is anticipated to operate at LOS D during the PM peak hour, which exceeds the GGHD3 LOS C threshold. As with 2029 total traffic, no additional improvements are proposed to mitigate the southbound approach to operate at LOS C or better:

- The average vehicle delays on the southbound approach are not anticipated to be excessive during the PM peak hour
  - This minor deficiency is anticipated to occur for a short duration in the PM peak hour
- The southbound approach is anticipated to operate under capacity with a v/c ratio of 0.14 or less during the peak hours
  - The southbound approach does not warrant additional lanes based on the projected 2034 background traffic
- The intersection is not anticipated to warrant additional turn lanes based on the ITD turn lane guidelines
- The intersection is not anticipated to meet the MUTCD signal warrant under 2034 background traffic conditions

6.0 2034 HORIZON YEAR TOTAL TRAFFIC CONDITIONS

6.1 Roadway Network

The study area roadways and intersections are expected to remain the same as the mitigated 2029 total traffic conditions.

6.2 Site Traffic

Site traffic generated by Timber Ridge Subdivision under 2034 horizon year conditions is expected to remain the same as discussed in Section 4.2.

6.3 Total Traffic

The build-out site traffic is added to the 2034 background traffic to obtain the 2034 total traffic. **Figures 6.1 and 6.2** summarize the estimated 2034 peak hour total traffic at the study area intersections. **Table 6.1** summarizes the proportionate share of the site traffic at each study area intersection.

6.4 Intersection Operations

To determine the 2034 total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration, or with the preceding improvements needed under prior analysis years' traffic conditions. Copies of the calculations are included in the appendix. **Table 6.2** summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet the minimum operational thresholds under 2034 total traffic conditions, except for two intersections. The following intersections are anticipated to exceed the GGHD3 LOS C threshold:

- US 19 and Van Slyke Road intersection
- US 95 and Ustick Road intersection

Figure 6.1 – 2034 Horizon Year AM Peak Hour Total Traffic

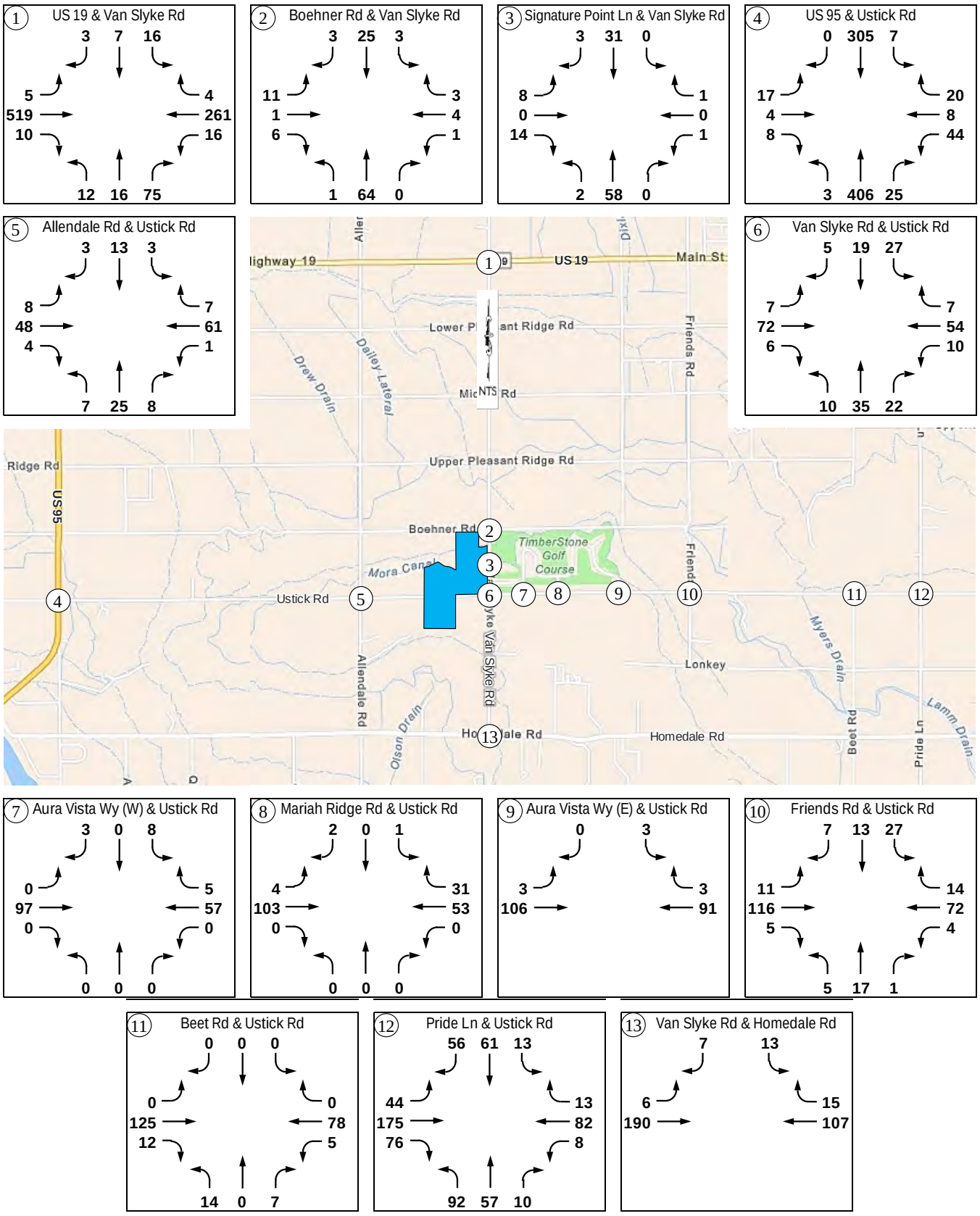


Figure 6.2 – 2034 Horizon Year PM Peak Hour Total Traffic

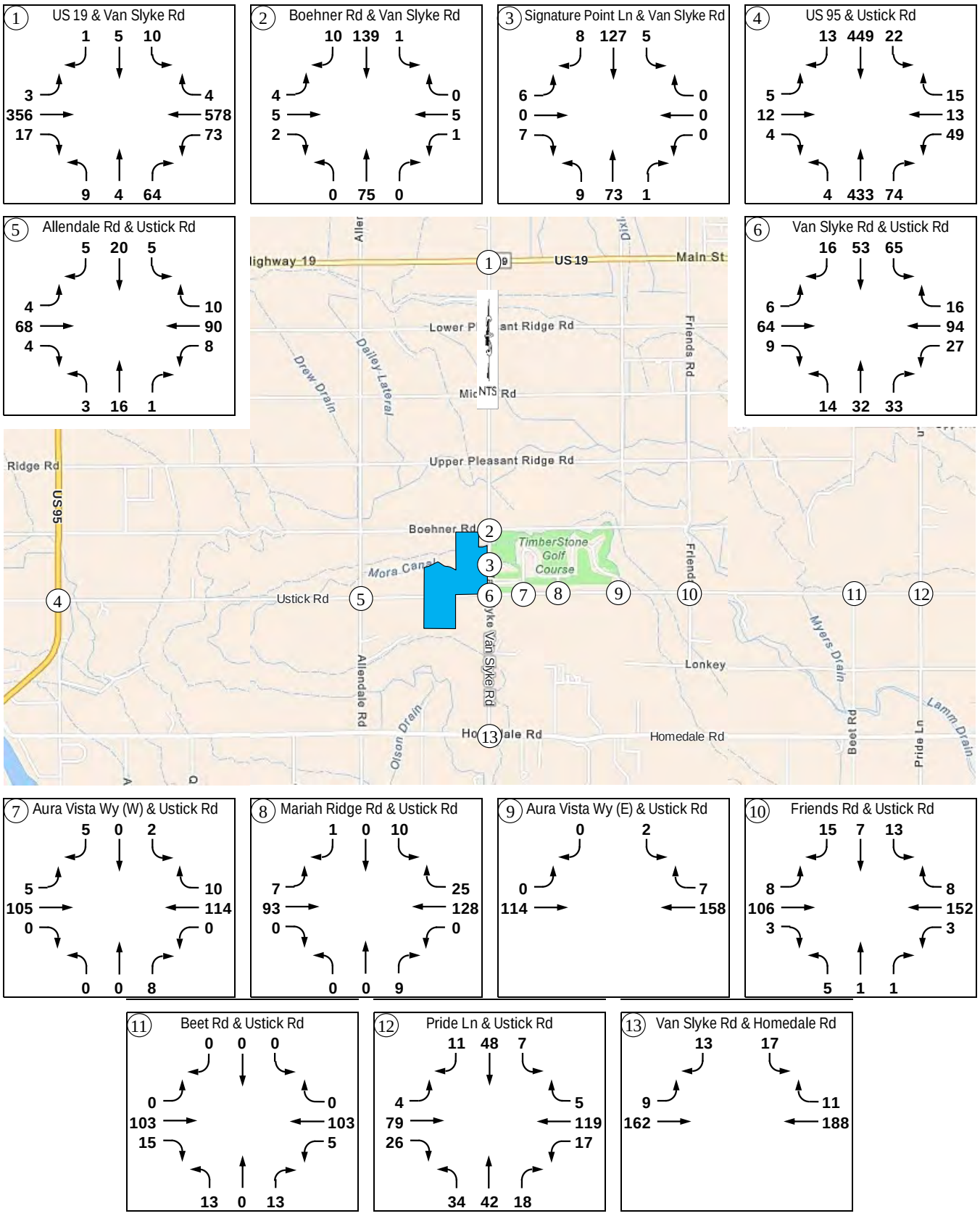


Table 6.1 – Site Traffic Percentage of 2034 Horizon Year Total Traffic

Intersection		% Site Traffic		
		AM Peak	PM Peak	Average
(1)	US 19 and Van Slyke Rd	3.0%	3.4%	3.2%
(2)	Boehner Rd and Van Slyke Rd	25.2%	16.5%	20.8%
(3)	Signature Point Ln and Van Slyke Rd	31.3%	19.2%	25.2%
(4)	US 95 and Ustick Rd	2.0%	2.1%	2.0%
(5)	Allendale Rd and Ustick Rd	9.1%	9.7%	9.4%
(6)	Van Slyke Rd and Ustick Rd	19.7%	17.3%	18.5%
(7)	Aura Vista Wy (E) and Ustick Rd	23.0%	20.8%	21.9%
(8)	Mariah Ridge Rd and Ustick Rd	20.1%	18.9%	19.5%
(9)	Aura Vista Wy (W) and Ustick Rd	18.9%	18.4%	18.7%
(10)	Friends Rd and Ustick Rd	13.3%	16.0%	14.7%
(11)	Beet Rd and Ustick Rd	16.2%	20.6%	18.4%
(12)	Pride Ln and Ustick Rd	4.6%	10.2%	7.4%
(13)	Van Slyke Rd and Homedale Rd	2.1%	2.5%	2.3%

Table 6.2 – Intersection Operations – 2034 Horizon Year Total Traffic

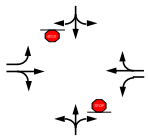
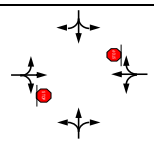
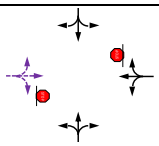
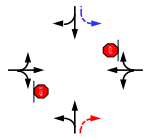
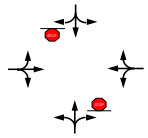
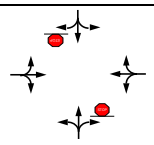
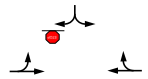
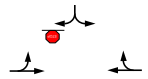
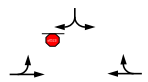
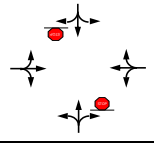
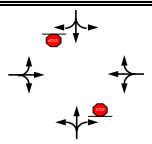
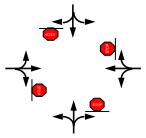
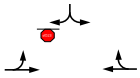
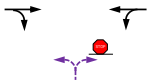
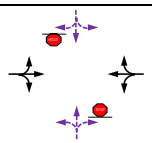
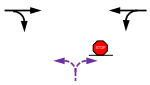
Intersection		Control / Lane 2025 Mitigation 2029 Background Mitigation Site Improvements	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
1	US 19 and Van Slyke Rd		NBLTR	C	19	0.31	C	16	0.21
			EBL	A	8	0.01	A	9	< 0.01
			EBTR	-	-	-	-	-	-
			WBL	A	9	0.02	A	9	0.07
			WBTR	-	-	-	-	-	
			SBLTR	**D**	26	0.15	**D**	34	0.12
2	Boehner Rd and Van Slyke Rd		NBLTR	A	7	< 0.01	A	8	< 0.01
			EBLTR	A	9	0.02	B	11	0.02
			WBLTR	A	90.01	0.02	B	11	0.01
			SBLTR	A	7	< 0.01	A	7	< 0.01
3	Signature Point Ln and Van Slyke Rd		NBLTR	A	7	< 0.01	A	8	0.01
			EBLTR	A	9	0.03	A	10	0.02
			WBLTR	A	9	< 0.01	A	10	0.01
			SBLTR	A	7	< 0.01	A	7	< 0.01
4	US 95 and Ustick Rd		NBLT	A	8	< 0.01	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	C	17	0.10	C	22	0.10
			WBLTR	C	19	0.24	**D**	28	0.34
			SBLTR	A	9	0.01	A	9	0.02
5	Allendale Rd and Ustick Rd		NBLTR	A	10	0.06	B	11	0.04
			EBLTR	A	7	0.01	A	8	< 0.01
			WBLTR	A	7	< 0.01	A	8	0.01
			SBLTR	B	10	0.03	B	11	0.05
6	Van Slyke Rd and Ustick Rd		NBLTR	B	10	0.11	B	11	0.14
			EBLTR	A	7	0.01	A	8	0.01
			WBLTR	A	7	0.01	A	7	0.02
			SBLTR	B	11	0.09	B	13	0.27
7	Aura Vista Wy (W) and Ustick Rd		EBL	A	7	< 0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	0.02	A	9	0.01
8	Mariah Ridge Rd and Ustick Rd		EBLT	A	7	< 0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	9	< 0.01	B	10	0.02
9	Aura Vista Wy (E) and Ustick Rd		EBLT	A	8	< 0.01	A	8	< 0.01
			WBTR	-	-	-	-	-	-
			SBLR	A	10	0.01	A	10	0.01
10	Friends Rd and Ustick Rd		NBLTR	B	12	0.05	B	11	0.01
			EBLTR	A	8	0.01	A	8	0.01
			WBLTR	A	8	< 0.01	A	8	< 0.01
			SBLTR	B	11	0.09	B	11	0.06

Table 6.2 – Intersection Operations – 2034 Horizon Year Total Traffic (Continued)

Intersection		Control / Lane	Intersection or Lane Group	AM Peak			PM Peak		
				LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
11	Beet Rd and Ustick Rd		NBLTR	B	10	0.04	A	10	0.04
			EBLTR	A	7	< 0.01	A	8	< 0.01
			WBLTR	A	8	0.01	A	8	< 0.01
			SBLTR	A	10	0.01	A	10	0.01
12	Pride Ln and Ustick Rd		Intersection	B	13	-	A	9	-
			NBLTR	B	12	0.34	A	8	0.14
			EBLTR	B	15	0.57	A	8	0.15
			WBLTR	B	10	0.22	A	9	0.20
			SBLTR	B	11	0.27	A	9	0.10
13	Van Slyke Rd and Homedale Rd		EBLT	A	8	0.01	A	8	0.01
			WBTR	-	-	-	-	-	-
			SBLR	B	10	0.03	B	11	0.05
14	Monteverde Ave and Boehner Rd		NBLR	A	8	0.01	A	8	0.01
			EBTR	-	-	-	-	-	-
			WBLT	A	7	< 0.01	A	7	0.01
15	White Mountain Ave and Ustick Rd		NBLTR	A	9	0.02	A	9	0.01
			EBLTR	A	7	< 0.01	A	7	0.01
			WBLTR	A	7	< 0.01	A	7	0.01
			SBLTR	A	9	0.01	A	10	0.02
16	Humboldt Wy and Ustick Rd		NBLR	A	9	0.02	A	9	0.02
			EBTR	-	-	-	-	-	-
			WBLT	A	7	< 0.01	A	7	0.01

6.5 Intersection Mitigation

Two study area intersections are anticipated to exceed the GGHD3 threshold under the 2034 total traffic conditions. None of the other study area intersections is anticipated to warrant additional turn lanes based on the ITD and NCHRP Report 457 turn lane guidelines. The intersections, operational deficiencies, and mitigation improvements are discussed below.

US 19 and Van Slyke Road Intersection

The US 19 and Van Slyke Road intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold. The southbound approach is anticipated to operate at LOS D during the peak hours, which exceeds the GGHD3 LOS C threshold. As with 2029 total and 2034 background traffic, no additional improvements are proposed to mitigate the southbound approach to operate at LOS C or better:

- The average vehicle delays on the southbound approach are not anticipated to be excessive during the PM peak hour
  - This minor deficiency is anticipated to occur for a short duration in the PM peak hour
- The southbound approach is anticipated to operate under capacity with a v/c ratio of 0.15 or less during the peak hours
- The southbound approach does not warrant additional lanes based on the projected 2034 total traffic
  - No site traffic is expected on the southbound approach
- The intersection is not anticipated to warrant additional turn lanes based on the ITD turn lane guidelines
- The intersection is not anticipated to meet the MUTCD signal warrant under 2034 total traffic conditions

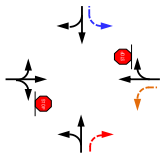
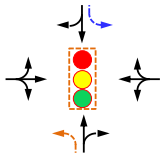
US 95 and Ustick Road Intersection

The US 95 and Ustick Road intersection is anticipated to meet ITD minimum operational thresholds, but exceeds the GGHD3 threshold. The westbound approach is anticipated to operate at LOS D during the PM peak hour, which exceeds the GGHD3 LOS C threshold. Adding a westbound left-turn lane is not anticipated to mitigate the intersection as summarized in Table 6.3. Two improvement options are proposed to mitigate the 2034 total traffic operations:

- Option 1 – Install a traffic signal and construct left-turn lanes on the US 95 approaches
  - The intersection meets MUTCD signal warrants under 2034 total traffic conditions
- Option 2 – No additional improvements
  - The average vehicle delays on the westbound approach are not anticipated to be excessive during the PM peak hour
  - This minor deficiency is anticipated to occur for a short duration in the PM peak hour
  - The westbound approach is anticipated to operate under capacity with a v/c ratio of 0.34 or less during the peak hour

Table 6.3 summarizes the intersection mitigation analysis results. The US 95 and Ustick Road intersection is anticipated to operate acceptably as a signalized intersection.

Table 6.3 – US 95 and Ustick Road Intersection – 2034 Horizon Year Total Traffic Mitigation

Intersection		Control / Lane 2025 Mitigation 2029 Background Mitigation Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
				LOS	Delay [s/v]	v/c Ratio	LOS	Delay [s/v]	v/c Ratio
4	US 95 and Ustick Rd		NBLT	A	8	< 0.1	A	8	< 0.01
			NBR	-	-	-	-	-	-
			EBLTR	C	17	0.10	C	22	0.10
			WBL	C	20	0.17	D	28	0.25
			WBTR	B	13	0.07	C	17	0.09
			SBL	A	9	0.01	A	9	0.02
			SBTR	-	-	-	-	-	-
			Intersection	B	11	0.50	B	11	0.53
			EBLTR	B	15	0.10	B	16	0.09
			WBLTR	B	15	0.25	B	17	0.29
			NBL	A	7	0.01	A	7	0.01
			NBTR	B	11	0.73	B	11	0.77
			SBL	A	8	0.02	A	8	0.06
			SBTR	A	9	0.52	A	9	0.63

APPENDIX A: Traffic Counts

Van Slyke Rd & US 19 Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound US 19						Northbound Van Slyke Rd						Eastbound US 19						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	2	0	0	0	*2*	0	1	47	2	0	*50*	0	1	2	7	0	*10*	0	0	94	0	0	*94*	**156**
7:15 AM	0	0	1	2	0	*3*	0	1	51	1	0	*53*	0	3	1	8	0	*12*	0	0	94	0	0	*94*	**162**
7:30 AM	0	3	0	1	0	*4*	0	1	66	2	0	*69*	0	1	4	9	0	*14*	0	1	116	0	0	*117*	**204**
7:45 AM	0	3	3	1	0	*7*	0	0	39	0	0	*39*	0	1	3	5	0	*9*	0	1	93	0	0	*94*	**149**
Hourly Total	0	8	4	4	0	*16*	0	3	203	5	0	*211*	0	6	10	29	0	*45*	0	2	397	0	0	*399*	**671**
8:00 AM	0	2	1	0	0	*3*	0	1	43	1	0	*45*	0	0	2	8	0	*10*	0	1	92	3	0	*96*	**154**
8:15 AM	0	4	1	0	0	*5*	0	2	52	0	0	*54*	0	1	3	11	0	*15*	0	1	97	3	0	*101*	**175**
8:30 AM	0	0	1	0	0	*1*	0	2	45	0	0	*47*	0	2	0	6	1	*8*	0	0	81	0	0	*81*	**137**
8:45 AM	0	0	1	0	0	*1*	0	1	41	2	0	*44*	0	3	0	3	0	*6*	0	1	69	0	0	*70*	**121**
Hourly Total	0	6	4	0	0	*10*	0	6	181	3	0	*190*	0	6	5	28	1	*39*	0	3	339	6	0	*348*	**587**

Van Slyke Rd & US 19 Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound US 19						Northbound Van Slyke Rd						Eastbound US 19						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	3	2	1	0	*6*	0	5	95	0	0	*100*	0	1	4	0	0	*5*	0	3	57	2	0	*62*	**173**
4:15 PM	0	2	1	1	0	*4*	0	7	104	0	0	*111*	0	1	1	4	0	*6*	0	0	73	0	0	*73*	**194**
4:30 PM	0	5	2	0	0	*7*	0	9	125	1	0	*135*	0	0	1	0	0	*1*	0	0	76	2	0	*78*	**221**
4:45 PM	0	0	1	0	0	*1*	0	7	98	2	0	*107*	0	1	1	3	0	*5*	0	1	61	3	0	*65*	**178**
Hourly Total	0	10	6	2	0	*18*	0	28	422	3	0	*453*	0	3	7	7	0	*17*	0	4	267	7	0	*278*	**766**
5:00 PM	0	1	0	0	0	*1*	0	5	116	0	0	*121*	0	0	0	2	0	*2*	0	1	63	1	0	*65*	**189**
5:15 PM	0	0	2	1	0	*3*	0	15	86	3	0	*104*	0	3	0	1	0	*4*	0	0	54	0	0	*54*	**165**
5:30 PM	0	0	3	0	0	*3*	0	3	107	1	0	*111*	0	0	1	2	0	*3*	0	0	59	1	0	*60*	**177**
5:45 PM	0	1	1	0	0	*2*	0	5	91	0	0	*96*	0	0	1	2	0	*3*	0	1	46	2	0	*49*	**150**
Hourly Total	0	2	6	1	0	*9*	0	28	400	4	0	*432*	0	3	2	7	0	*12*	0	2	222	4	0	*228*	**681**

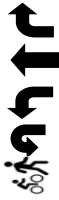
Van Slyke Rd & US 19 Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
AM Peak Hour

Time	Southbound Van Slyke Rd						Westbound US 19						Northbound Van Slyke Rd						Eastbound US 19						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	3	0	1	0	*4*	0	1	66	2	0	*69*	0	1	4	9	0	*14*	0	1	116	0	0	*117*	**204**
7:45 AM	0	3	3	1	0	*7*	0	0	39	0	0	*39*	0	1	3	5	0	*9*	0	1	93	0	0	*94*	**149**
8:00 AM	0	2	1	0	0	*3*	0	1	43	1	0	*45*	0	0	2	8	0	*10*	0	1	92	3	0	*96*	**154**
8:15 AM	0	4	1	0	0	*5*	0	2	52	0	0	*54*	0	1	3	11	0	*15*	0	1	97	3	0	*101*	**175**
Peak Hour Total	0	12	5	2	0	*19*	0	4	200	3	0	*207*	0	3	12	33	0	*48*	0	4	398	6	0	*408*	**682**
PHF	0.000	0.750	0.417	0.500	0.000	*0.679*	0.000	0.500	0.758	0.375	0.000	*0.750*	0.000	0.750	0.750	0.750	0.000	*0.800*	0.000	1.000	0.858	0.500	0.000	*0.872*	**0.836**
Heavy Vehicle %	0.00%	25.00%	0.00%	0.00%	0.00%	**15.79%**	0.00%	0.00%	10.00%	0.00%	0.00%	**9.7%**	0.00%	0.00%	0.00%	3.03%	0.00%	**2.08%**	0.00%	25.00%	5.28%	33.33%	0.00%	**5.88%**	**7.0%**

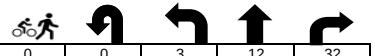
Total Vehicles On Leg			38		
Vehicles Entering Intersection	19		Vehicles Exiting Intersection	19	
Southbound					
Cars	2	5	9	0	0
Heavy	0	0	3	0	0
Total	**2**	**5**	**12**	**0**	**0**

Total Vehicles on Leg 613	Vehicles Entering Intersection 408	Eastbound	Cars	Heavy	Total
			0	0	**0**
			0	0	**0**
			3	1	**4**
	Vehicles Exiting Intersection 205		377	21	**398**
			4	2	**6**

AM Peak Hour Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 207	Total Vehicles on Leg 650
3	0	**3**			
180	20	**200**			
4	0	**4**		Vehicles Exiting Intersection 443	
0	0	**0**			
0	0	**0**			



Cars	0	0	3	12	32
Heavy	0	0	0	0	1
Total	**0**	**0**	**3**	**12**	**33**
Northbound					
Vehicles Entering Intersection	48		Vehicles Exiting Intersection	15	
Total Vehicles On Leg			63		

Van Slyke Rd & US 19 Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
PM Peak Hour

Time	Southbound Van Slyke Rd						Westbound US 19						Northbound Van Slyke Rd						Eastbound US 19						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	2	1	1	0	*4*	0	7	104	0	0	*111*	0	1	1	4	0	*6*	0	0	73	0	0	*73*	**194**
4:30 PM	0	5	2	0	0	*7*	0	9	125	1	0	*135*	0	0	1	0	0	*1*	0	0	76	2	0	*78*	**221**
4:45 PM	0	0	1	0	0	*1*	0	7	98	2	0	*107*	0	1	1	3	0	*5*	0	1	61	3	0	*65*	**178**
5:00 PM	0	1	0	0	0	*1*	0	5	116	0	0	*121*	0	0	0	2	0	*2*	0	1	63	1	0	*65*	**189**
Peak Hour Total	0	8	4	1	0	*13*	0	28	443	3	0	*474*	0	2	3	9	0	*14*	0	2	273	6	0	*281*	**782**
PHF	0.000	0.400	0.500	0.250	0.000	*0.464*	0.000	0.778	0.886	0.375	0.000	*0.878*	0.000	0.500	0.750	0.563	0.000	*0.583*	0.000	0.500	0.898	0.500	0.000	*0.901*	**0.885**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	7.14%	4.51%	0.00%	0.00%	**4.64%**	0.00%	0.00%	33.33%	0.00%	0.00%	**7.14%**	0.00%	0.00%	5.13%	16.67%	0.00%	**5.34%**	**4.9%**

Total Vehicles On Leg			21		
Vehicles Entering Intersection	13		Vehicles Exiting Intersection	8	
Southbound					
Cars	1	4	8	0	0
Heavy	0	0	0	0	0
Total	**1**	**4**	**8**	**0**	**0**

Total Vehicles on Leg 727	Vehicles Entering Intersection 281	Vehicles Exiting Intersection 446	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				0	0	**0**
				2	0	**2**
				259	14	**273**
				5	1	**6**

PM Peak Hour Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 474	Vehicles Exiting Intersection 290	Total Vehicles on Leg 764
3	0	**3**				
423	20	**443**				
26	2	**28**				
0	0	**0**				
0	0	**0**				

Cars	0	0	2	2	9
Heavy	0	0	0	1	0
Total	**0**	**0**	**2**	**3**	**9**
Northbound					
Vehicles Entering Intersection	14		Vehicles Exiting Intersection	38	
Total Vehicles On Leg			52		

Van Slyke Rd & Boehner Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound Boehner Rd						Northbound Van Slyke Rd						Eastbound Boehner Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	2	0	0	*2*	0	1	0	0	0	*1*	0	0	3	0	0	*3*	0	0	1	1	0	*2*	**8**
7:15 AM	0	1	1	1	0	*3*	0	1	0	0	0	*1*	0	1	6	0	0	*7*	0	1	1	0	0	*2*	**13**
7:30 AM	0	0	1	0	0	*1*	0	0	1	1	0	*2*	0	0	6	0	0	*6*	0	0	1	0	0	*1*	**10**
7:45 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	**9**
Hourly Total	0	1	4	1	0	*6*	0	2	2	1	0	*5*	0	1	22	0	0	*23*	0	1	3	2	0	*6*	**40**
8:00 AM	0	1	5	1	0	*7*	0	1	1	1	0	*3*	0	1	4	0	0	*5*	0	0	0	0	0	*0*	**15**
8:15 AM	0	1	4	0	0	*5*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	2	0	2	0	*4*	**16**
8:30 AM	0	0	1	0	0	*1*	0	0	0	2	0	*2*	0	0	3	0	0	*3*	0	3	0	0	0	*3*	**9**
8:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	1	0	0	*1*	**4**
Hourly Total	0	2	11	1	0	*14*	0	1	1	3	0	*5*	0	1	16	0	0	*17*	0	5	1	2	0	*8*	**44**

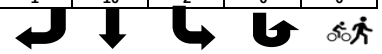
Van Slyke Rd & Boehner Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound Boehner Rd						Northbound Van Slyke Rd						Eastbound Boehner Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	6	0	0	*7*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**9**
4:15 PM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	2	0	0	*2*	**11**
4:30 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	3	0	0	*3*	**8**
4:45 PM	0	0	6	1	0	*7*	0	0	1	0	0	*1*	0	0	6	0	0	*6*	0	0	1	0	0	*1*	**15**
Hourly Total	0	1	22	1	0	*24*	0	0	1	0	0	*1*	0	0	12	0	0	*12*	0	0	6	0	0	*6*	**43**
5:00 PM	0	1	4	0	0	*5*	0	0	2	0	0	*2*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**9**
5:15 PM	0	0	11	1	0	*12*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**14**
5:30 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	2	2	0	*4*	0	0	1	0	0	*1*	**8**
5:45 PM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	1	0	0	0	*1*	**8**
Hourly Total	0	1	23	1	0	*25*	0	1	3	0	0	*4*	0	0	6	2	0	*8*	0	1	1	0	0	*2*	**39**

Van Slyke Rd & Boehner Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
AM Peak Hour

Time	Southbound Van Slyke Rd						Westbound Boehner Rd						Northbound Van Slyke Rd						Eastbound Boehner Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	0	1	0	0	*1*	0	0	1	1	0	*2*	0	0	6	0	0	*6*	0	0	1	0	0	*1*	**10**
7:45 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	**9**
8:00 AM	0	1	5	1	0	*7*	0	1	1	1	0	*3*	0	1	4	0	0	*5*	0	0	0	0	0	*0*	**15**
8:15 AM	0	1	4	0	0	*5*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	2	0	2	0	*4*	**16**
Peak Hour Total	0	2	10	1	0	*13*	0	1	3	2	0	*6*	0	1	24	0	0	*25*	0	2	1	3	0	*6*	**50**
PHF	0.000	0.500	0.500	0.250	0.000	*0.464*	0.000	0.250	0.750	0.500	0.000	*0.500*	0.000	0.250	0.857	0.000	0.000	*0.893*	0.000	0.250	0.250	0.375	0.000	*0.375*	**0.781**
Heavy Vehicle %	0.00%	0.00%	20.00%	0.00%	0.00%	**15.38%**	0.00%	100.00%	0.00%	0.00%	0.00%	**16.7%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	**6.0%**

Total Vehicles On Leg			41		
Vehicles Entering Intersection	13		Vehicles Exiting Intersection	28	
Southbound					
Cars	1	8	2	0	0
Heavy	0	2	0	0	0
Total	**1**	**10**	**2**	**0**	**0**



Total Vehicles on Leg 11	Vehicles Entering Intersection 6	Eastbound	Cars	Heavy	Total
			0	0	**0**
			0	0	**0**
			2	0	**2**
	Vehicles Exiting Intersection 5		1	0	**1**
			3	0	**3**

AM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6	Total Vehicles on Leg 9
2	0	**2**			
3	0	**3**			
0	1	**1**		Vehicles Exiting Intersection 3	
0	0	**0**			
0	0	**0**			

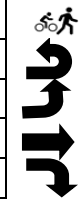
Cars	0	0	1	24	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**1**	**24**	**0**
Northbound					
Vehicles Entering Intersection	25		Vehicles Exiting Intersection	14	
Total Vehicles On Leg			39		

Van Slyke Rd & Boehner Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
PM Peak Hour

Time	Southbound Van Slyke Rd						Westbound Boehner Rd						Northbound Van Slyke Rd						Eastbound Boehner Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	3	0	0	*3*	**8**
4:45 PM	0	0	6	1	0	*7*	0	0	1	0	0	*1*	0	0	6	0	0	*6*	0	0	1	0	0	*1*	**15**
5:00 PM	0	1	4	0	0	*5*	0	0	2	0	0	*2*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**9**
5:15 PM	0	0	11	1	0	*12*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**14**
Peak Hour Total	0	1	25	2	0	*28*	0	1	4	0	0	*5*	0	0	9	0	0	*9*	0	0	4	0	0	*4*	**46**
PHF	0.000	0.250	0.568	0.500	0.000	*0.583*	0.000	0.250	0.500	0.000	0.000	*0.625*	0.000	0.000	0.375	0.000	0.000	*0.375*	0.000	0.000	0.333	0.000	0.000	*0.333*	**0.767**
Heavy Vehicle %	0.00%	0.00%	8.00%	0.00%	0.00%	**7.14%**	0.00%	0.00%	50.00%	0.00%	0.00%	**40.00%**	0.00%	0.00%	11.11%	0.00%	0.00%	**11.11%**	0.00%	0.00%	75.00%	0.00%	0.00%	**75.00%**	**17.4%**

Total Vehicles On Leg			37		
Vehicles Entering Intersection	28		Vehicles Exiting Intersection	9	
Southbound					
Cars	2	23	1	0	0
Heavy	0	2	0	0	0
Total	**2**	**25**	**1**	**0**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
10	4	6		0	0	**0**
				0	0	**0**
				0	0	**0**
				1	3	**4**
				0	0	**0**



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Vehicles Exiting Intersection	Total Vehicles on Leg
0	0	**0**		5	5	10
2	2	**4**				
1	0	**1**				
0	0	**0**				
0	0	**0**				

Cars	0	0	0	8	0
Heavy	0	0	0	1	0
Total	**0**	**0**	**0**	**9**	**0**
Northbound					
Vehicles Entering Intersection	9		Vehicles Exiting Intersection	26	
Total Vehicles On Leg			35		

Van Slyke Rd & Signature Point Ln Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound Signature Point Ln						Northbound Van Slyke Rd												VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	4	0	0	*4*	0	0	0	1	0	*1*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**8**
7:15 AM	0	0	3	0	0	*3*	0	2	0	0	0	*2*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**10**
7:30 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**9**
7:45 AM	0	0	1	0	0	*1*	0	1	0	0	2	*1*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**7**
Hourly Total	0	0	9	0	0	*9*	0	3	0	1	2	*4*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	**34**
8:00 AM	0	0	6	0	0	*6*	0	0	0	1	0	*1*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**13**
8:15 AM	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**13**
8:30 AM	0	0	2	0	0	*2*	0	1	0	1	0	*2*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**6**
8:45 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
Hourly Total	0	0	17	0	0	*17*	0	1	0	2	0	*3*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**36**

Van Slyke Rd & Signature Point Ln Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound Signature Point Ln						Northbound Van Slyke Rd												VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	6	0	0	*6*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**9**
4:15 PM	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**10**
4:30 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**5**
4:45 PM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**12**
Hourly Total	0	0	23	0	0	*23*	0	1	0	0	0	*1*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**36**
5:00 PM	0	1	3	0	0	*4*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**6**
5:15 PM	0	3	7	0	0	*10*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**10**
5:30 PM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	4	1	0	*5*	0	0	0	0	0	*0*	**10**
5:45 PM	0	1	5	0	0	*6*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**10**
Hourly Total	0	5	20	0	0	*25*	0	0	0	0	0	*0*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	**36**

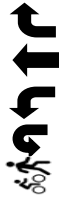
Van Slyke Rd & Signature Point Ln Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
AM Peak Hour

Time	Southbound Van Slyke Rd						Westbound Signature Point Ln						Northbound Van Slyke Rd												VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**9**
7:45 AM	0	0	1	0	0	*1*	0	1	0	0	2	*1*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**7**
8:00 AM	0	0	6	0	0	*6*	0	0	0	1	0	*1*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**13**
8:15 AM	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**13**
Peak Hour Total	0	0	15	0	0	*15*	0	1	0	1	2	*2*	0	0	25	0	0	*25*	0	0	0	0	0	*0*	**42**
PHF	0.000	0.000	0.536	0.000	0.000	*0.536*	0.000	0.250	0.000	0.250	0.250	*0.500*	0.000	0.000	0.781	0.000	0.000	*0.781*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.808**
Heavy Vehicle %	0.00%	0.00%	26.67%	0.00%	0.00%	**26.67%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.0%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	**9.5%**

Total Vehicles On Leg		41			
Vehicles Entering Intersection	15	Vehicles Exiting Intersection	26		
Southbound					
Cars	0	11	0	0	0
Heavy	0	4	0	0	0
Total	**0**	**15**	**0**	**0**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
0	0	0		0	0	**0**
				0	0	**0**
				0	0	**0**
				0	0	**0**
				0	0	**0**

AM Peak Hour Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Vehicles Exiting Intersection	Total Vehicles on Leg
1	0	**1**		2	0	2
0	0	**0**				
1	0	**1**				
0	0	**0**				
2	0	**2**				

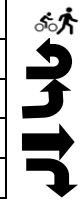
Cars	0	0	0	25	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**25**	**0**
Northbound					
Vehicles Entering Intersection	25	Vehicles Exiting Intersection	16		
Total Vehicles On Leg		41			

Van Slyke Rd & Signature Point Ln Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
PM Peak Hour

Time	Southbound Van Slyke Rd						Westbound Signature Point Ln						Northbound Van Slyke Rd												VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:45 PM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**12**
5:00 PM	0	1	3	0	0	*4*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**6**
5:15 PM	0	3	7	0	0	*10*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**10**
5:30 PM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	4	1	0	*5*	0	0	0	0	0	*0*	**10**
Peak Hour Total	0	4	21	0	0	*25*	0	0	0	0	0	*0*	0	0	12	1	0	*13*	0	0	0	0	0	*0*	**38**
PHF	0.000	0.333	0.750	0.000	0.000	*0.625*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.500	0.250	0.000	*0.542*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.792**
Heavy Vehicle %	0.00%	0.00%	9.52%	0.00%	0.00%	**8.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	8.33%	0.00%	0.00%	**7.69%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	**7.9%**

Total Vehicles On Leg			37		
Vehicles Entering Intersection	25		Vehicles Exiting Intersection	12	
Southbound					
Cars	0	19	4	0	0
Heavy	0	2	0	0	0
Total	**0**	**21**	**4**	**0**	**0**

Total Vehicles on Leg 0	Vehicles Entering Intersection 0	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 0		0	0	**0**
			0	0	**0**
			0	0	**0**



PM Peak Hour Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 0	Total Vehicles on Leg 5
0	0	**0**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 5	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	11	1
Heavy	0	0	0	1	0
Total	**0**	**0**	**0**	**12**	**1**
Northbound					
Vehicles Entering Intersection	13		Vehicles Exiting Intersection	21	
Total Vehicles On Leg			34		

US 95 & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound US 95						Westbound Ustick Rd						Northbound US 95						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	48	0	0	*48*	0	7	0	2	0	*9*	0	0	73	3	0	*76*	0	4	1	0	0	*5*	**138**
7:15 AM	0	0	53	0	0	*53*	0	11	1	2	0	*14*	0	0	74	3	0	*77*	0	4	0	3	0	*7*	**151**
7:30 AM	0	2	74	0	0	*76*	0	3	1	3	0	*7*	0	1	85	5	0	*91*	0	3	1	3	0	*7*	**181**
7:45 AM	0	2	59	0	0	*61*	0	3	1	4	0	*8*	0	1	79	4	0	*84*	0	2	0	0	0	*2*	**155**
Hourly Total	0	4	234	0	0	*238*	0	24	3	11	0	*38*	0	2	311	15	0	*328*	0	13	2	6	0	*21*	**625**
8:00 AM	0	3	43	0	0	*46*	0	4	1	3	0	*8*	0	1	59	8	0	*68*	0	4	1	2	0	*7*	**129**
8:15 AM	0	2	45	0	0	*47*	0	6	0	4	0	*10*	0	0	47	11	0	*58*	0	1	4	2	0	*7*	**122**
8:30 AM	0	0	42	2	0	*44*	0	6	1	0	0	*7*	0	0	68	5	0	*73*	0	0	2	0	0	*2*	**126**
8:45 AM	0	2	49	0	0	*51*	0	4	0	4	0	*8*	0	0	54	3	0	*57*	0	2	2	1	0	*5*	**121**
Hourly Total	0	7	179	2	0	*188*	0	20	2	11	0	*33*	0	1	228	27	0	*256*	0	7	9	5	0	*21*	**498**

US 95 & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

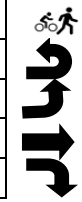
Time	Southbound US 95						Westbound Ustick Rd						Northbound US 95						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	84	1	0	*87*	0	7	3	2	0	*12*	0	0	69	7	0	*76*	0	0	5	1	0	*6*	**181**
4:15 PM	0	0	78	2	0	*80*	0	9	4	1	0	*14*	0	1	90	7	0	*98*	0	1	1	1	0	*3*	**195**
4:30 PM	0	2	85	2	0	*89*	0	7	1	4	0	*12*	0	0	94	7	0	*101*	0	3	0	0	0	*3*	**205**
4:45 PM	0	0	97	5	0	*102*	0	11	1	3	0	*15*	0	2	79	10	0	*91*	0	0	0	1	0	*1*	**209**
Hourly Total	0	4	344	10	0	*358*	0	34	9	10	0	*53*	0	3	332	31	0	*366*	0	4	6	3	0	*13*	**790**
5:00 PM	0	1	88	1	0	*90*	0	6	1	1	0	*8*	0	2	67	6	0	*75*	0	2	1	0	0	*3*	**176**
5:15 PM	0	0	94	3	0	*97*	0	10	1	1	0	*12*	0	0	63	6	0	*69*	0	2	1	0	0	*3*	**181**
5:30 PM	0	2	97	4	0	*103*	0	10	1	2	0	*13*	0	0	70	5	0	*75*	0	1	0	0	0	*1*	**192**
5:45 PM	0	1	85	2	0	*88*	0	9	2	0	0	*11*	0	0	64	6	0	*70*	0	0	2	2	0	*4*	**173**
Hourly Total	0	4	364	10	0	*378*	0	35	5	4	0	*44*	0	2	264	23	0	*289*	0	5	4	2	0	*11*	**722**

US 95 & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
AM Peak Hour

Time	Southbound US 95						Westbound Ustick Rd						Northbound US 95						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	48	0	0	*48*	0	7	0	2	0	*9*	0	0	73	3	0	*76*	0	4	1	0	0	*5*	**138**
7:15 AM	0	0	53	0	0	*53*	0	11	1	2	0	*14*	0	0	74	3	0	*77*	0	4	0	3	0	*7*	**151**
7:30 AM	0	2	74	0	0	*76*	0	3	1	3	0	*7*	0	1	85	5	0	*91*	0	3	1	3	0	*7*	**181**
7:45 AM	0	2	59	0	0	*61*	0	3	1	4	0	*8*	0	1	79	4	0	*84*	0	2	0	0	0	*2*	**155**
Peak Hour Total	0	4	234	0	0	*238*	0	24	3	11	0	*38*	0	2	311	15	0	*328*	0	13	2	6	0	*21*	**625**
PHF	0.000	0.500	0.791	0.000	0.000	*0.783*	0.000	0.545	0.750	0.688	0.000	*0.679*	0.000	0.500	0.915	0.750	0.000	*0.901*	0.000	0.813	0.500	0.500	0.000	*0.750*	**0.863**
Heavy Vehicle %	0.00%	25.00%	11.11%	0.00%	0.00%	**11.34%**	0.00%	0.00%	0.00%	9.09%	0.00%	**2.6%**	0.00%	0.00%	7.07%	0.00%	0.00%	**6.71%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	**8.0%**

Total Vehicles On Leg			573		
Vehicles Entering Intersection	238		Vehicles Exiting Intersection	335	
Southbound					
Cars	0	208	3	0	0
Heavy	0	26	1	0	0
Total	**0**	**234**	**4**	**0**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
26	21	5		0	0	**0**
				0	0	**0**
				13	0	**13**
				2	0	**2**
				6	0	**6**



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg
10	1	**11**		38	59
3	0	**3**			
24	0	**24**			
0	0	**0**		Vehicles Exiting Intersection 21	
0	0	**0**			

Cars	0	0	2	289	15
Heavy	0	0	0	22	0
Total	**0**	**0**	**2**	**311**	**15**
Northbound					
Vehicles Entering Intersection	328		Vehicles Exiting Intersection	264	
Total Vehicles On Leg			592		

US 95 & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
PM Peak Hour

Time	Southbound US 95						Westbound Ustick Rd						Northbound US 95						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	84	1	0	*87*	0	7	3	2	0	*12*	0	0	69	7	0	*76*	0	0	5	1	0	*6*	**181**
4:15 PM	0	0	78	2	0	*80*	0	9	4	1	0	*14*	0	1	90	7	0	*98*	0	1	1	1	0	*3*	**195**
4:30 PM	0	2	85	2	0	*89*	0	7	1	4	0	*12*	0	0	94	7	0	*101*	0	3	0	0	0	*3*	**205**
4:45 PM	0	0	97	5	0	*102*	0	11	1	3	0	*15*	0	2	79	10	0	*91*	0	0	0	1	0	*1*	**209**
Peak Hour Total	0	4	344	10	0	*358*	0	34	9	10	0	*53*	0	3	332	31	0	*366*	0	4	6	3	0	*13*	**790**
PHF	0.000	0.500	0.887	0.500	0.000	*0.877*	0.000	0.773	0.563	0.625	0.000	*0.883*	0.000	0.375	0.883	0.775	0.000	*0.906*	0.000	0.333	0.300	0.750	0.000	*0.542*	**0.945**
Heavy Vehicle %	0.00%	0.00%	6.10%	0.00%	0.00%	**5.87%**	0.00%	0.00%	11.11%	0.00%	0.00%	**1.89%**	0.00%	0.00%	9.94%	6.45%	0.00%	**9.56%**	0.00%	0.00%	16.67%	0.00%	0.00%	**7.69%**	**7.3%**

Total Vehicles On Leg			704		
Vehicles Entering Intersection	358		Vehicles Exiting Intersection	346	
Southbound					
Cars	10	323	4	0	0
Heavy	0	21	0	0	0
Total	**10**	**344**	**4**	**0**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
35	13	22		0	0	**0**
				0	0	**0**
				4	0	**4**
				5	1	**6**
				3	0	**3**

PM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Vehicles Exiting Intersection	Total Vehicles on Leg
10	0	**10**		53	41	94
8	1	**9**				
34	0	**34**				
0	0	**0**				
0	0	**0**				

Cars	0	0	3	299	29
Heavy	0	0	0	33	2
Total	**0**	**0**	**3**	**332**	**31**
Northbound					
Vehicles Entering Intersection	366		Vehicles Exiting Intersection	381	
Total Vehicles On Leg			747		

Allendale Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Allendale Rd						Westbound Ustick Rd						Northbound Allendale Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	1	4	0	0	*5*	0	2	8	2	0	*12*	0	0	5	1	0	*6*	0	2	2	0	0	*4*	**27**
7:15 AM	0	1	5	0	0	*6*	0	0	9	0	0	*9*	0	4	5	0	0	*9*	0	1	6	0	0	*7*	**31**
7:30 AM	0	0	4	0	0	*4*	0	0	5	3	0	*8*	0	3	5	2	0	*10*	0	0	6	1	0	*7*	**29**
7:45 AM	0	1	2	1	0	*4*	0	0	8	0	0	*8*	0	0	8	0	0	*8*	0	1	4	0	0	*5*	**25**
Hourly Total	0	3	15	1	0	*19*	0	2	30	5	0	*37*	0	7	23	3	0	*33*	0	4	18	1	0	*23*	**112**
8:00 AM	0	1	2	0	0	*3*	0	0	8	2	0	*10*	0	1	1	1	0	*3*	0	4	6	1	0	*11*	**27**
8:15 AM	0	0	2	1	0	*3*	0	1	8	0	0	*9*	0	1	5	3	0	*9*	0	1	14	1	0	*16*	**37**
8:30 AM	0	0	2	1	0	*3*	0	0	5	1	0	*6*	0	1	2	0	0	*3*	0	2	9	0	0	*11*	**23**
8:45 AM	0	0	2	1	0	*3*	0	1	4	5	0	*10*	0	3	3	2	0	*8*	0	0	4	0	0	*4*	**25**
Hourly Total	0	1	8	3	0	*12*	0	2	25	8	0	*35*	0	6	11	6	0	*23*	0	7	33	2	0	*42*	**112**

Allendale Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Allendale Rd						Westbound Ustick Rd						Northbound Allendale Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	6	1	0	*7*	0	0	9	3	0	*12*	0	1	2	0	0	*3*	0	1	9	1	0	*11*	**33**
4:15 PM	0	4	3	2	0	*9*	0	3	14	1	0	*18*	0	0	3	0	0	*3*	0	0	11	0	0	*11*	**41**
4:30 PM	0	0	3	0	0	*3*	0	3	10	0	0	*13*	0	0	4	1	0	*5*	0	1	7	1	0	*9*	**30**
4:45 PM	0	0	3	1	0	*4*	0	0	13	4	0	*17*	0	1	3	0	0	*4*	0	1	5	1	0	*7*	**32**
Hourly Total	0	4	15	4	0	*23*	0	6	46	8	0	*60*	0	2	12	1	0	*15*	0	3	32	3	0	*38*	**136**
5:00 PM	0	3	6	3	0	*12*	0	0	5	0	0	*5*	0	0	4	0	0	*4*	0	2	3	0	0	*5*	**26**
5:15 PM	0	1	8	0	0	*9*	0	2	10	1	0	*13*	0	0	6	2	0	*8*	0	0	7	1	0	*8*	**38**
5:30 PM	0	0	4	0	0	*4*	0	1	18	3	0	*22*	0	3	4	0	0	*7*	0	0	6	0	0	*6*	**39**
5:45 PM	0	2	2	0	0	*4*	0	0	4	1	0	*5*	0	0	3	0	0	*3*	0	0	7	0	0	*7*	**19**
Hourly Total	0	6	20	3	0	*29*	0	3	37	5	0	*45*	0	3	17	2	0	*22*	0	2	23	1	0	*26*	**122**

Allendale Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
AM Peak Hour

Time	Southbound Allendale Rd						Westbound Ustick Rd						Northbound Allendale Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	0	4	0	0	*4*	0	0	5	3	0	*8*	0	3	5	2	0	*10*	0	0	6	1	0	*7*	**29**
7:45 AM	0	1	2	1	0	*4*	0	0	8	0	0	*8*	0	0	8	0	0	*8*	0	1	4	0	0	*5*	**25**
8:00 AM	0	1	2	0	0	*3*	0	0	8	2	0	*10*	0	1	1	1	0	*3*	0	4	6	1	0	*11*	**27**
8:15 AM	0	0	2	1	0	*3*	0	1	8	0	0	*9*	0	1	5	3	0	*9*	0	1	14	1	0	*16*	**37**
Peak Hour Total	0	2	10	2	0	*14*	0	1	29	5	0	*35*	0	5	19	6	0	*30*	0	6	30	3	0	*39*	**118**
PHF	0.000	0.500	0.625	0.500	0.000	*0.875*	0.000	0.250	0.906	0.417	0.000	*0.875*	0.000	0.417	0.594	0.500	0.000	*0.750*	0.000	0.375	0.536	0.750	0.000	*0.609*	**0.797**
Heavy Vehicle %	0.00%	0.00%	20.00%	0.00%	0.00%	**14.29%**	0.00%	0.00%	6.90%	40.00%	0.00%	**11.4%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	3.33%	0.00%	0.00%	**2.56%**	**5.9%**

Total Vehicles On Leg			44		
Vehicles Entering Intersection	14		Vehicles Exiting Intersection	30	
Southbound					
Cars	2	8	2	0	0
Heavy	0	2	0	0	0
Total	**2**	**10**	**2**	**0**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
75	39	36		0	0	**0**
				0	0	**0**
				6	0	**6**
				29	1	**30**
				3	0	**3**

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Vehicles Exiting Intersection	Total Vehicles on Leg
3	2	**5**		35	38	73
27	2	**29**				
1	0	**1**				
0	0	**0**				
0	0	**0**				

Cars	0	0	5	19	6
Heavy	0	0	0	0	0
Total	**0**	**0**	**5**	**19**	**6**
Northbound					
Vehicles Entering Intersection	30		Vehicles Exiting Intersection	14	
Total Vehicles On Leg			44		

Allendale Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
PM Peak Hour

Time	Southbound Allendale Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound Allendale Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	0	6	1	0	*7*	0	0	9	3	0	*12*	0	1	2	0	0	*3*	0	1	9	1	0	*11*	**33**
4:15 PM	0	4	3	2	0	*9*	0	3	14	1	0	*18*	0	0	3	0	0	*3*	0	0	11	0	0	*11*	**41**
4:30 PM	0	0	3	0	0	*3*	0	3	10	0	0	*13*	0	0	4	1	0	*5*	0	1	7	1	0	*9*	**30**
4:45 PM	0	0	3	1	0	*4*	0	0	13	4	0	*17*	0	1	3	0	0	*4*	0	1	5	1	0	*7*	**32**
Peak Hour Total	0	4	15	4	0	*23*	0	6	46	8	0	*60*	0	2	12	1	0	*15*	0	3	32	3	0	*38*	**136**
PHF	0.000	0.250	0.625	0.500	0.000	*0.639*	0.000	0.500	0.821	0.500	0.000	*0.833*	0.000	0.500	0.750	0.250	0.000	*0.750*	0.000	0.750	0.727	0.750	0.000	*0.864*	**0.829**
Heavy Vehicle %	0.00%	50.00%	13.33%	0.00%	0.00%	**17.39%**	0.00%	16.67%	4.35%	50.00%	0.00%	**11.67%**	0.00%	0.00%	16.67%	0.00%	0.00%	**13.33%**	0.00%	33.33%	6.25%	0.00%	0.00%	**7.89%**	**11.8%**

Total Vehicles On Leg			46		
Vehicles Entering Intersection	23		Vehicles Exiting Intersection	23	
Southbound					
Cars	4	13	2	0	0
Heavy	0	2	2	0	0
Total	**4**	**15**	**4**	**0**	**0**

Total Vehicles on Leg 90	Vehicles Entering Intersection 38	Vehicles Exiting Intersection 52	Eastbound	Cars	Heavy	Total
				0	0	**0**
				0	0	**0**
				2	1	**3**
				30	2	**32**
				3	0	**3**

PM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 60	Vehicles Exiting Intersection 37	Total Vehicles on Leg 97
4	4	**8**				
44	2	**46**				
5	1	**6**				
0	0	**0**				
0	0	**0**				

Cars	0	0	2	10	1
Heavy	0	0	0	2	0
Total	**0**	**0**	**2**	**12**	**1**
Northbound					
Vehicles Entering Intersection	15		Vehicles Exiting Intersection	24	
Total Vehicles On Leg			39		

Van Slyke Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound Ustick Rd						Northbound Van Slyke Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	2	1	0	*3*	0	0	12	0	0	*12*	0	1	3	0	0	*4*	0	0	5	0	0	*5*	**24**
7:15 AM	0	4	0	0	0	*4*	0	0	7	2	0	*9*	0	0	3	0	0	*3*	0	0	6	0	0	*6*	**22**
7:30 AM	0	1	1	0	0	*2*	0	0	8	5	0	*13*	0	1	3	0	0	*4*	0	1	6	0	0	*7*	**26**
7:45 AM	0	1	0	1	0	*2*	0	0	6	0	0	*6*	0	0	4	1	0	*5*	0	1	3	0	0	*4*	**17**
Hourly Total	0	6	3	2	0	*11*	0	0	33	7	0	*40*	0	2	13	1	0	*16*	0	2	20	0	0	*22*	**89**
8:00 AM	0	4	2	0	0	*6*	0	0	10	2	0	*12*	0	0	4	0	0	*4*	0	0	11	0	0	*11*	**33**
8:15 AM	0	1	6	1	0	*8*	0	1	8	0	0	*9*	0	0	6	0	0	*6*	0	0	16	0	0	*16*	**39**
8:30 AM	0	2	1	0	0	*3*	0	0	6	1	0	*7*	0	0	1	0	0	*1*	0	0	9	0	0	*9*	**20**
8:45 AM	0	2	1	0	0	*3*	0	1	10	1	0	*12*	0	0	2	0	0	*2*	0	0	7	0	0	*7*	**24**
Hourly Total	0	9	10	1	0	*20*	0	2	34	4	0	*40*	0	0	13	0	0	*13*	0	0	43	0	0	*43*	**116**

Van Slyke Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

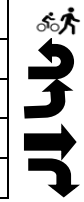
Time	Southbound Van Slyke Rd						Westbound Ustick Rd						Northbound Van Slyke Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	3	3	1	0	*7*	0	0	9	1	0	*10*	0	0	1	1	0	*2*	0	0	6	0	0	*6*	**25**
4:15 PM	0	2	1	3	0	*6*	0	0	16	2	0	*18*	0	1	1	3	0	*5*	0	0	16	0	0	*16*	**45**
4:30 PM	0	0	3	0	0	*3*	0	2	10	0	0	*12*	0	1	1	0	0	*2*	0	0	8	0	0	*8*	**25**
4:45 PM	0	1	6	0	0	*7*	0	1	16	2	0	*19*	0	0	3	0	0	*3*	0	1	7	0	0	*8*	**37**
Hourly Total	0	6	13	4	0	*23*	0	3	51	5	0	*59*	0	2	6	4	0	*12*	0	1	37	0	0	*38*	**132**
5:00 PM	0	0	3	0	0	*3*	0	0	4	0	0	*4*	0	0	2	1	0	*3*	0	0	7	0	0	*7*	**17**
5:15 PM	0	0	5	2	0	*7*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	**33**
5:30 PM	0	1	3	1	0	*5*	0	0	17	3	0	*20*	0	0	1	0	0	*1*	0	1	4	0	0	*5*	**31**
5:45 PM	0	2	2	0	0	*4*	0	0	4	3	0	*7*	0	0	1	0	0	*1*	0	0	9	0	0	*9*	**21**
Hourly Total	0	3	13	3	0	*19*	0	0	41	6	0	*47*	0	0	4	1	0	*5*	0	1	30	0	0	*31*	**102**

Van Slyke Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
AM Peak Hour

Time	Southbound Van Slyke Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound Van Slyke Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	4	2	0	0	*6*	0	0	10	2	0	*12*	0	0	4	0	0	*4*	0	0	11	0	0	*11*	**33**
8:15 AM	0	1	6	1	0	*8*	0	1	8	0	0	*9*	0	0	6	0	0	*6*	0	0	16	0	0	*16*	**39**
8:30 AM	0	2	1	0	0	*3*	0	0	6	1	0	*7*	0	0	1	0	0	*1*	0	0	9	0	0	*9*	**20**
8:45 AM	0	2	1	0	0	*3*	0	1	10	1	0	*12*	0	0	2	0	0	*2*	0	0	7	0	0	*7*	**24**
Peak Hour Total	0	9	10	1	0	*20*	0	2	34	4	0	*40*	0	0	13	0	0	*13*	0	0	43	0	0	*43*	**116**
PHF	0.000	0.563	0.417	0.250	0.000	*0.625*	0.000	0.500	0.850	0.500	0.000	*0.833*	0.000	0.000	0.542	0.000	0.000	*0.542*	0.000	0.000	0.672	0.000	0.000	*0.672*	**0.744**
Heavy Vehicle %	0.00%	22.22%	10.00%	0.00%	0.00%	**15.00%**	0.00%	0.00%	5.88%	0.00%	0.00%	**5.0%**	0.00%	0.00%	15.38%	0.00%	0.00%	**15.38%**	0.00%	0.00%	2.33%	0.00%	0.00%	**2.33%**	**6.9%**

Total Vehicles On Leg			37		
Vehicles Entering Intersection	20		Vehicles Exiting Intersection	17	
Southbound					
Cars	1	9	7	0	0
Heavy	0	1	2	0	0
Total	**1**	**10**	**9**	**0**	**0**

Total Vehicles on Leg 78		Eastbound	Cars	Heavy	Total
	Vehicles Entering Intersection 43		0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 35		0	0	**0**
			42	1	**43**
			0	0	**0**



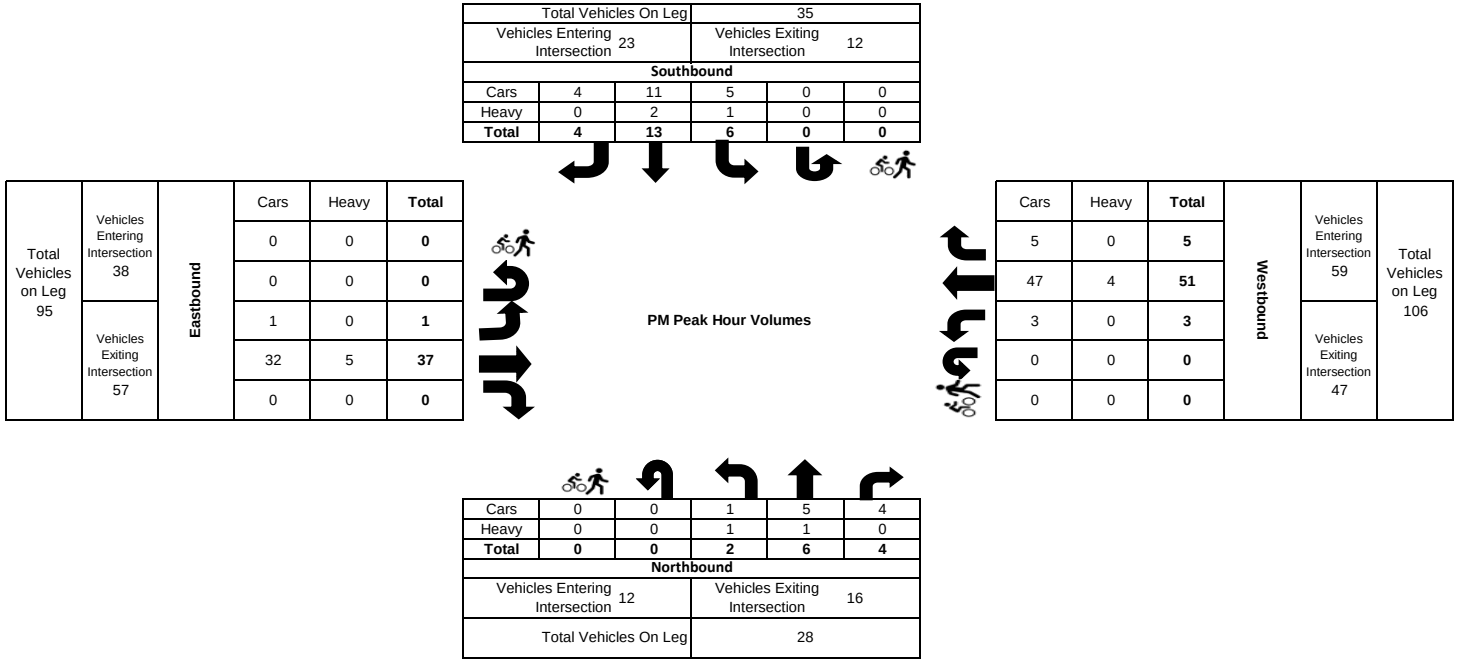
AM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 40	Total Vehicles on Leg 92
4	0	**4**			
32	2	**34**			
2	0	**2**		Vehicles Exiting Intersection 52	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	11	0
Heavy	0	0	0	2	0
Total	**0**	**0**	**0**	**13**	**0**
Northbound					
Vehicles Entering Intersection	13		Vehicles Exiting Intersection	12	
Total Vehicles On Leg			25		

Van Slyke Rd & Ustick Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
PM Peak Hour

Time	Southbound Van Slyke Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound Van Slyke Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	3	3	1	0	*7*	0	0	9	1	0	*10*	0	0	1	1	0	*2*	0	0	6	0	0	*6*	**25**
4:15 PM	0	2	1	3	0	*6*	0	0	16	2	0	*18*	0	1	1	3	0	*5*	0	0	16	0	0	*16*	**45**
4:30 PM	0	0	3	0	0	*3*	0	2	10	0	0	*12*	0	1	1	0	0	*2*	0	0	8	0	0	*8*	**25**
4:45 PM	0	1	6	0	0	*7*	0	1	16	2	0	*19*	0	0	3	0	0	*3*	0	1	7	0	0	*8*	**37**
Peak Hour Total	0	6	13	4	0	*23*	0	3	51	5	0	*59*	0	2	6	4	0	*12*	0	1	37	0	0	*38*	**132**
PHF	0.000	0.500	0.542	0.333	0.000	*0.821*	0.000	0.375	0.797	0.625	0.000	*0.776*	0.000	0.500	0.500	0.333	0.000	*0.600*	0.000	0.250	0.578	0.000	0.000	*0.594*	**0.733**
Heavy Vehicle %	0.00%	16.67%	15.38%	0.00%	0.00%	**13.04%**	0.00%	0.00%	7.84%	0.00%	0.00%	**6.78%**	0.00%	50.00%	16.67%	0.00%	0.00%	**16.67%**	0.00%	0.00%	13.51%	0.00%	0.00%	**13.16%**	**10.6%**



Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

Time	Southbound Aura Vista Wy						Westbound Ustick Rd												Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	4	0	1	0	*5*	0	0	3	2	0	*5*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**19**
7:15 AM	0	1	0	0	0	*1*	0	0	9	1	0	*10*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**20**
7:30 AM	0	3	0	0	2	*3*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	**24**
7:45 AM	0	0	0	2	1	*2*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**15**
Hourly Total	0	8	0	3	3	*11*	0	0	29	4	0	*33*	0	0	0	0	0	*0*	0	0	34	0	0	*34*	**78**
8:00 AM	0	1	0	1	0	*2*	0	0	7	2	0	*9*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**18**
8:15 AM	0	2	0	1	0	*3*	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	1	10	0	0	*11*	**18**
8:30 AM	0	1	0	0	0	*1*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**9**
8:45 AM	0	0	0	1	0	*1*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	**24**
Hourly Total	0	4	0	3	0	*7*	0	0	20	5	0	*25*	0	0	0	0	0	*0*	0	1	36	0	0	*37*	**69**

Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

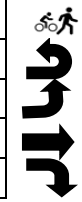
Time	Southbound Aura Vista Wy						Westbound Ustick Rd												Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	1	0	*3*	0	0	14	2	0	*16*	0	0	0	0	0	*0*	0	3	9	0	0	*12*	**31**
4:15 PM	0	1	0	0	0	*1*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**21**
4:30 PM	0	0	0	3	0	*3*	0	0	11	2	0	*13*	0	0	0	0	0	*0*	0	1	18	0	0	*19*	**35**
4:45 PM	0	1	0	0	0	*1*	0	0	8	4	0	*12*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**25**
Hourly Total	0	4	0	4	0	*8*	0	0	45	8	0	*53*	0	0	0	0	0	*0*	0	7	44	0	0	*51*	**112**
5:00 PM	0	0	0	2	0	*2*	0	0	10	2	0	*12*	0	0	0	0	0	*0*	0	2	14	0	0	*16*	**30**
5:15 PM	0	1	0	0	0	*1*	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**23**
5:30 PM	0	0	0	1	0	*1*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	**21**
5:45 PM	0	0	1	0	0	*1*	0	0	9	4	0	*13*	0	0	0	0	0	*0*	0	1	9	0	0	*10*	**24**
Hourly Total	0	1	1	3	0	*5*	0	0	44	6	0	*50*	0	0	0	0	0	*0*	0	3	40	0	0	*43*	**98**

Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
AM Peak Hour

Time	Southbound Aura Vista Wy						Westbound Ustick Rd						Northbound						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	4	0	1	0	*5*	0	0	3	2	0	*5*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**19**
7:15 AM	0	1	0	0	0	*1*	0	0	9	1	0	*10*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**20**
7:30 AM	0	3	0	0	2	*3*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	**24**
7:45 AM	0	0	0	2	1	*2*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**15**
Peak Hour Total	0	8	0	3	3	*11*	0	0	29	4	0	*33*	0	0	0	0	0	*0*	0	0	34	0	0	*34*	**78**
PHF	0.000	0.500	0.000	0.375	0.375	*0.550*	0.000	0.000	0.725	0.500	0.000	*0.750*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.850	0.000	0.000	*0.850*	**0.813**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	10.34%	0.00%	0.00%	**9.1%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	11.76%	0.00%	0.00%	**11.76%**	**9.0%**

Total Vehicles On Leg			15		
Vehicles Entering Intersection	11		Vehicles Exiting Intersection	4	
Southbound					
Cars	3	0	8	0	3
Heavy	0	0	0	0	0
Total	**3**	**0**	**8**	**0**	**3**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
66	34	32		0	0	**0**
				0	0	**0**
				0	0	**0**
				30	4	**34**
				0	0	**0**



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Vehicles Exiting Intersection	Total Vehicles on Leg
4	0	**4**		33	42	75
26	3	**29**				
0	0	**0**				
0	0	**0**				
0	0	**0**				

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
PM Peak Hour

Time	Southbound Aura Vista Wy						Westbound Ustick Rd						Northbound						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	0	0	3	0	*3*	0	0	11	2	0	*13*	0	0	0	0	0	*0*	0	1	18	0	0	*19*	**35**
4:45 PM	0	1	0	0	0	*1*	0	0	8	4	0	*12*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**25**
5:00 PM	0	0	0	2	0	*2*	0	0	10	2	0	*12*	0	0	0	0	0	*0*	0	2	14	0	0	*16*	**30**
5:15 PM	0	1	0	0	0	*1*	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**23**
Peak Hour Total	0	2	0	5	0	*7*	0	0	42	8	0	*50*	0	0	0	0	0	*0*	0	4	52	0	0	*56*	**113**
PHF	0.000	0.500	0.000	0.417	0.000	*0.583*	0.000	0.000	0.808	0.500	0.000	*0.962*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.722	0.000	0.000	*0.737*	**0.807**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	**0.0%**

Total Vehicles On Leg			19		
Vehicles Entering Intersection	7		Vehicles Exiting Intersection	12	
Southbound					
Cars	5	0	2	0	0
Heavy	0	0	0	0	0
Total	**5**	**0**	**2**	**0**	**0**

Total Vehicles on Leg 103	Vehicles Entering Intersection 56	Vehicles Exiting Intersection 47	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				0	0	**0**
				4	0	**4**
				52	0	**52**
				0	0	**0**

PM Peak Hour Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 50	Total Vehicles on Leg 104
8	0	**8**			
42	0	**42**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 54	
0	0	**0**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Northbound			
Vehicles Entering Intersection	0	Vehicles Exiting Intersection	0
Total Vehicles On Leg		0	

Mariah Ridge Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

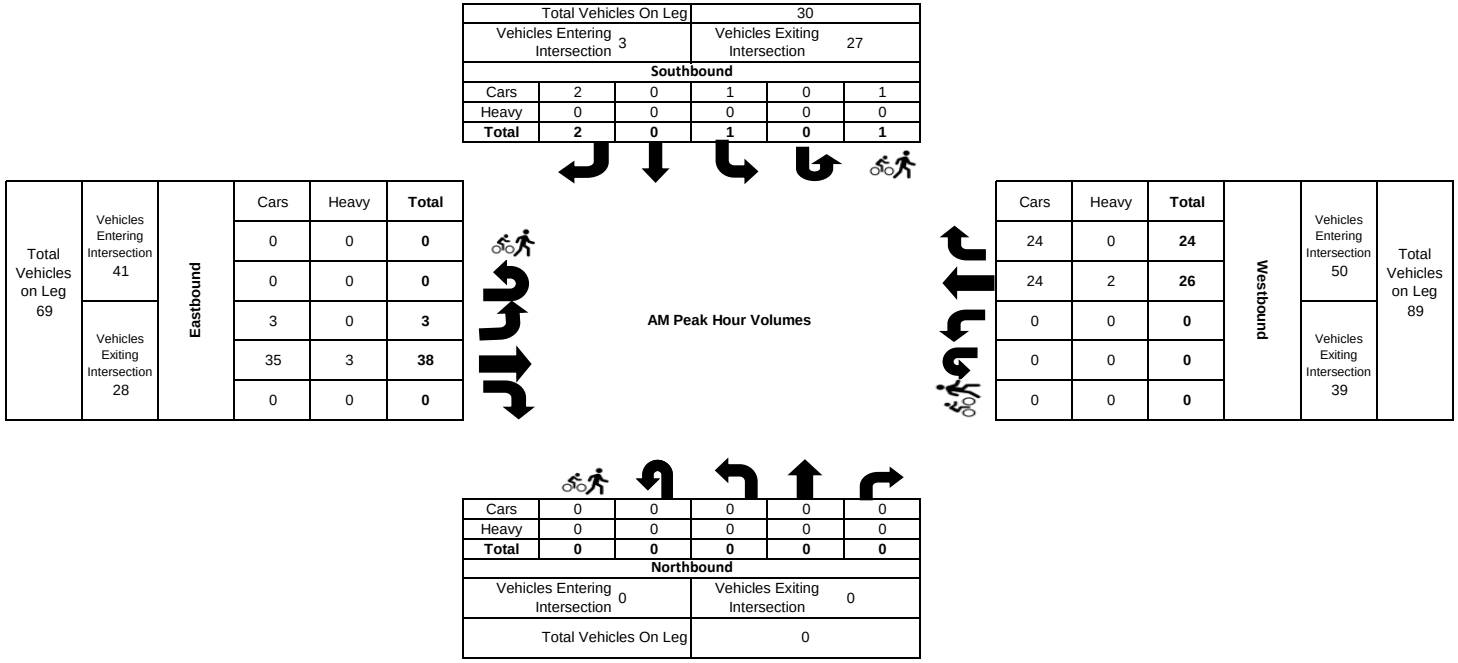
Time	Southbound Mariah Ridge Rd						Westbound Ustick Rd												Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	1	0	0	0	*1*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	**18**
7:15 AM	0	0	0	0	1	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	1	9	0	0	*10*	**20**
7:30 AM	0	1	0	0	0	*1*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	**25**
7:45 AM	0	1	0	1	2	*2*	0	0	6	3	0	*9*	0	0	0	0	0	*0*	0	1	5	0	0	*6*	**17**
Hourly Total	0	3	0	1	3	*4*	0	0	31	3	0	*34*	0	0	0	0	0	*0*	0	2	40	0	0	*42*	**80**
8:00 AM	0	0	0	0	1	*0*	0	0	8	3	0	*11*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**19**
8:15 AM	0	0	0	0	0	*0*	0	0	4	7	0	*11*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**23**
8:30 AM	0	0	0	1	0	*1*	0	0	3	8	0	*11*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**20**
8:45 AM	0	1	0	1	0	*2*	0	0	11	6	0	*17*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	**32**
Hourly Total	0	1	0	2	1	*3*	0	0	26	24	0	*50*	0	0	0	0	0	*0*	0	3	38	0	0	*41*	**94**

Mariah Ridge Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

Time	Southbound Mariah Ridge Rd						Westbound Ustick Rd												Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	4	0	0	0	*4*	0	0	16	10	0	*26*	0	0	0	0	0	*0*	0	3	9	0	0	*12*	**42**
4:15 PM	0	5	0	0	0	*5*	0	0	12	6	0	*18*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**30**
4:30 PM	0	1	0	1	0	*2*	0	0	12	2	0	*14*	0	0	0	0	0	*0*	0	0	18	0	0	*18*	**34**
4:45 PM	0	0	0	0	0	*0*	0	0	13	1	0	*14*	0	0	0	0	0	*0*	0	2	9	0	0	*11*	**25**
Hourly Total	0	10	0	1	0	*11*	0	0	53	19	0	*72*	0	0	0	0	0	*0*	0	5	43	0	0	*48*	**131**
5:00 PM	0	4	0	2	0	*6*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	1	12	0	0	*13*	**30**
5:15 PM	0	1	0	0	0	*1*	0	0	14	1	0	*15*	0	0	0	0	0	*0*	0	1	9	0	0	*10*	**26**
5:30 PM	0	2	0	0	0	*2*	0	0	11	1	0	*12*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**18**
5:45 PM	0	0	0	1	0	*1*	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	1	13	0	0	*14*	**28**
Hourly Total	0	7	0	3	0	*10*	0	0	49	2	0	*51*	0	0	0	0	0	*0*	0	3	38	0	0	*41*	**102**

Mariah Ridge Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
AM Peak Hour

Time	Southbound Mariah Ridge Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	0	0	1	*0*	0	0	8	3	0	*11*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**19**
8:15 AM	0	0	0	0	0	*0*	0	0	4	7	0	*11*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**23**
8:30 AM	0	0	0	1	0	*1*	0	0	3	8	0	*11*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**20**
8:45 AM	0	1	0	1	0	*2*	0	0	11	6	0	*17*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	**32**
Peak Hour Total	0	1	0	2	1	*3*	0	0	26	24	0	*50*	0	0	0	0	0	*0*	0	3	38	0	0	*41*	**94**
PHF	0.000	0.250	0.000	0.500	0.250	*0.375*	0.000	0.000	0.591	0.750	0.000	*0.735*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.750	0.731	0.000	0.000	*0.788*	**0.734**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	7.69%	0.00%	0.00%	**4.0%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	7.89%	0.00%	0.00%	**7.32%**	**5.3%**



Mariah Ridge Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
PM Peak Hour

Time	Southbound Mariah Ridge Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	4	0	0	0	*4*	0	0	16	10	0	*26*	0	0	0	0	0	*0*	0	3	9	0	0	*12*	**42**
4:15 PM	0	5	0	0	0	*5*	0	0	12	6	0	*18*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**30**
4:30 PM	0	1	0	1	0	*2*	0	0	12	2	0	*14*	0	0	0	0	0	*0*	0	0	18	0	0	*18*	**34**
4:45 PM	0	0	0	0	0	*0*	0	0	13	1	0	*14*	0	0	0	0	0	*0*	0	2	9	0	0	*11*	**25**
Peak Hour Total	0	10	0	1	0	*11*	0	0	53	19	0	*72*	0	0	0	0	0	*0*	0	5	43	0	0	*48*	**131**
PHF	0.000	0.500	0.000	0.250	0.000	*0.550*	0.000	0.000	0.828	0.475	0.000	*0.692*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.417	0.597	0.000	0.000	*0.667*	**0.780**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	1.89%	0.00%	0.00%	**1.39%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	2.33%	0.00%	0.00%	**2.08%**	**1.5%**

Total Vehicles On Leg			35		
Vehicles Entering Intersection	11		Vehicles Exiting Intersection	24	
Southbound					
Cars	1	0	10	0	0
Heavy	0	0	0	0	0
Total	**1**	**0**	**10**	**0**	**0**

Total Vehicles on Leg	Vehicles Entering Intersection	Vehicles Exiting Intersection	Eastbound	Cars	Heavy	Total
102	48	54		0	0	**0**
				0	0	**0**
				5	0	**5**
				42	1	**43**
				0	0	**0**

PM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Vehicles Exiting Intersection	Total Vehicles on Leg
19	0	**19**		72	53	125
52	1	**53**				
0	0	**0**				
0	0	**0**				
0	0	**0**				

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

Time	Southbound Aura Vista Wy						Westbound Ustick Rd												Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	1	0	1	0	*2*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	1	13	0	0	*14*	**20**
7:15 AM	0	1	0	0	3	*1*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**16**
7:30 AM	0	1	0	0	0	*1*	0	0	11	1	0	*12*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	**29**
7:45 AM	0	5	0	0	0	*5*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**21**
Hourly Total	0	8	0	1	3	*9*	0	0	34	2	0	*36*	0	0	0	0	0	*0*	0	1	40	0	0	*41*	**86**
8:00 AM	0	1	0	0	0	*1*	0	0	14	2	0	*16*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	**27**
8:15 AM	0	1	0	0	2	*1*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	**21**
8:30 AM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**19**
8:45 AM	0	1	0	0	0	*1*	0	0	20	0	0	*20*	0	0	0	0	0	*0*	0	1	14	0	0	*15*	**36**
Hourly Total	0	3	0	0	2	*3*	0	0	55	2	0	*57*	0	0	0	0	0	*0*	0	2	41	0	0	*43*	**103**

Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

Time	Southbound Aura Vista Wy						Westbound Ustick Rd												Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	0	0	0	*1*	0	0	25	1	0	*26*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	**43**
4:15 PM	0	0	0	0	0	*0*	0	0	21	3	0	*24*	0	0	0	0	0	*0*	0	0	12	0	1	*12*	**36**
4:30 PM	0	0	0	0	0	*0*	0	0	16	1	0	*17*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	**39**
4:45 PM	0	1	0	0	0	*1*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**24**
Hourly Total	0	2	0	0	0	*2*	0	0	76	5	0	*81*	0	0	0	0	0	*0*	0	0	59	0	1	*59*	**142**
5:00 PM	0	4	0	0	0	*4*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	**31**
5:15 PM	0	0	0	0	0	*0*	0	0	15	1	0	*16*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**28**
5:30 PM	0	1	0	0	0	*1*	0	0	12	2	0	*14*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**22**
5:45 PM	0	0	0	1	0	*1*	0	0	13	1	0	*14*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**27**
Hourly Total	0	5	0	1	0	*6*	0	0	51	4	0	*55*	0	0	0	0	0	*0*	0	2	45	0	0	*47*	**108**

Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
AM Peak Hour

Time	Southbound Aura Vista Wy						Westbound Ustick Rd						Northbound						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	1	0	0	0	*1*	0	0	14	2	0	*16*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	**27**
8:15 AM	0	1	0	0	2	*1*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	**21**
8:30 AM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**19**
8:45 AM	0	1	0	0	0	*1*	0	0	20	0	0	*20*	0	0	0	0	0	*0*	0	1	14	0	0	*15*	**36**
Peak Hour Total	0	3	0	0	2	*3*	0	0	55	2	0	*57*	0	0	0	0	0	*0*	0	2	41	0	0	*43*	**103**
PHF	0.000	0.750	0.000	0.000	0.250	*0.750*	0.000	0.000	0.688	0.250	0.000	*0.713*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.732	0.000	0.000	*0.717*	**0.715**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	9.09%	0.00%	0.00%	**8.8%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	9.76%	0.00%	0.00%	**9.30%**	**8.7%**

Total Vehicles On Leg			7		
Vehicles Entering Intersection	3		Vehicles Exiting Intersection	4	
Southbound					
Cars	0	0	3	0	2
Heavy	0	0	0	0	0
Total	**0**	**0**	**3**	**0**	**2**

Total Vehicles on Leg	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
98	43		0	0	**0**
			0	0	**0**
			2	0	**2**
	Vehicles Exiting Intersection 55		37	4	**41**
			0	0	**0**

AM Peak Hour Volumes

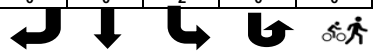
Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg
2	0	**2**		57	101
50	5	**55**			
0	0	**0**		Vehicles Exiting Intersection 44	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Aura Vista Wy & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
PM Peak Hour

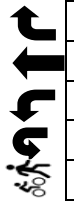
Time	Southbound Aura Vista Wy						Westbound Ustick Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	0	0	0	*1*	0	0	25	1	0	*26*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	**43**
4:15 PM	0	0	0	0	0	*0*	0	0	21	3	0	*24*	0	0	0	0	0	*0*	0	0	12	0	1	*12*	**36**
4:30 PM	0	0	0	0	0	*0*	0	0	16	1	0	*17*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	**39**
4:45 PM	0	1	0	0	0	*1*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**24**
Peak Hour Total	0	2	0	0	0	*2*	0	0	76	5	0	*81*	0	0	0	0	0	*0*	0	0	59	0	1	*59*	**142**
PHF	0.000	0.500	0.000	0.000	0.000	*0.500*	0.000	0.000	0.760	0.417	0.000	*0.779*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.670	0.000	0.250	*0.670*	**0.826**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	2.63%	0.00%	0.00%	**2.47%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	1.69%	0.00%	0.00%	**1.69%**	**2.1%**

Total Vehicles On Leg			7		
Vehicles Entering Intersection	2		Vehicles Exiting Intersection	5	
Southbound					
Cars	0	0	2	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**2**	**0**	**0**



Total Vehicles on Leg 135	Vehicles Entering Intersection 59	Vehicles Exiting Intersection 76	**Eastbound**	Cars	Heavy	**Total**
				1	0	**1**
				0	0	**0**
				0	0	**0**
				58	1	**59**
				0	0	**0**

PM Peak Hour Volumes



Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 81	Total Vehicles on Leg 142
5	0	**5**			
74	2	**76**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 61	
0	0	**0**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Friends Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

	Southbound Friends Rd						Westbound Ustick Rd						Northbound Friends Rd						Eastbound Ustick Rd						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
7:00 AM	0	1	1	0	0	*2*	0	0	6	4	0	*10*	0	0	5	0	0	*5*	0	0	13	2	0	*15*	**32**
7:15 AM	0	5	0	0	0	*5*	0	0	8	3	0	*11*	0	1	2	1	0	*4*	0	1	8	0	0	*9*	**29**
7:30 AM	0	14	3	1	0	*18*	0	0	11	4	0	*15*	0	0	3	1	0	*4*	0	0	20	0	0	*20*	**57**
7:45 AM	0	5	1	1	0	*7*	0	0	11	3	0	*14*	0	1	3	0	0	*4*	0	2	13	1	0	*16*	**41**
Hourly Total	0	25	5	2	0	*32*	0	0	36	14	0	*50*	0	2	13	2	0	*17*	0	3	54	3	0	*60*	**159**
8:00 AM	0	1	5	1	0	*7*	0	1	14	1	0	*16*	0	1	3	0	0	*4*	0	0	11	2	0	*13*	**40**
8:15 AM	0	1	1	1	0	*3*	0	2	6	3	0	*11*	0	2	4	0	0	*6*	0	2	10	1	0	*13*	**33**
8:30 AM	0	1	2	1	0	*4*	0	0	12	1	0	*13*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**22**
8:45 AM	0	2	1	1	0	*4*	0	0	18	7	0	*25*	0	1	3	0	0	*4*	0	1	13	1	0	*15*	**48**
Hourly Total	0	5	9	4	0	*18*	0	3	50	12	0	*65*	0	4	10	0	0	*14*	0	3	39	4	0	*46*	**143**

Friends Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

	Southbound Friends Rd						Westbound Ustick Rd						Northbound Friends Rd						Eastbound Ustick Rd						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
4:00 PM	0	1	1	0	0	*2*	0	2	26	2	0	*30*	0	1	0	1	0	*2*	0	2	14	0	0	*16*	**50**
4:15 PM	0	4	1	1	0	*6*	0	0	24	4	0	*28*	0	2	0	0	0	*2*	0	1	12	0	0	*13*	**49**
4:30 PM	0	1	2	4	0	*7*	0	0	14	0	0	*14*	0	1	0	0	0	*1*	0	0	21	0	0	*21*	**43**
4:45 PM	0	4	1	1	0	*6*	0	0	13	0	0	*13*	0	0	1	0	0	*1*	0	0	9	2	0	*11*	**31**
Hourly Total	0	10	5	6	0	*21*	0	2	77	6	0	*85*	0	4	1	1	0	*6*	0	3	56	2	0	*61*	**173**
5:00 PM	0	6	2	3	0	*11*	0	0	8	2	0	*10*	0	1	1	1	0	*3*	0	2	17	1	0	*20*	**44**
5:15 PM	0	3	2	0	0	*5*	0	1	14	2	0	*17*	0	1	0	0	0	*1*	0	1	7	1	0	*9*	**32**
5:30 PM	0	2	1	0	0	*3*	0	1	14	2	0	*17*	0	1	2	0	0	*3*	0	0	10	1	0	*11*	**34**
5:45 PM	0	1	2	1	0	*4*	0	1	15	4	0	*20*	0	0	1	1	0	*2*	0	0	7	0	0	*7*	**33**
Hourly Total	0	12	7	4	0	*23*	0	3	51	10	0	*64*	0	3	4	2	0	*9*	0	3	41	3	0	*47*	**143**

Friends Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
AM Peak Hour

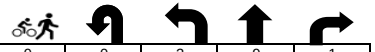
Time	Southbound Friends Rd						Westbound Ustick Rd						Northbound Friends Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	14	3	1	0	*18*	0	0	11	4	0	*15*	0	0	3	1	0	*4*	0	0	20	0	0	*20*	**57**
7:45 AM	0	5	1	1	0	*7*	0	0	11	3	0	*14*	0	1	3	0	0	*4*	0	2	13	1	0	*16*	**41**
8:00 AM	0	1	5	1	0	*7*	0	1	14	1	0	*16*	0	1	3	0	0	*4*	0	0	11	2	0	*13*	**40**
8:15 AM	0	1	1	1	0	*3*	0	2	6	3	0	*11*	0	2	4	0	0	*6*	0	2	10	1	0	*13*	**33**
Peak Hour Total	0	21	10	4	0	*35*	0	3	42	11	0	*56*	0	4	13	1	0	*18*	0	4	54	4	0	*62*	**171**
PHF	0.000	0.375	0.500	1.000	0.000	*0.486*	0.000	0.375	0.750	0.688	0.000	*0.875*	0.000	0.500	0.813	0.250	0.000	*0.750*	0.000	0.500	0.675	0.500	0.000	*0.775*	**0.750**
Heavy Vehicle %	0.00%	14.29%	60.00%	0.00%	0.00%	**25.71%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.0%**	0.00%	50.00%	30.77%	0.00%	0.00%	**33.33%**	0.00%	25.00%	1.85%	75.00%	0.00%	**8.06%**	**11.7%**

Total Vehicles On Leg			63		
Vehicles Entering Intersection	35		Vehicles Exiting Intersection	28	
Southbound					
Cars	4	4	18	0	0
Heavy	0	6	3	0	0
Total	**4**	**10**	**21**	**0**	**0**

Total Vehicles on Leg 112	Vehicles Entering Intersection 62	Eastbound	Cars	Heavy	Total
			0	0	**0**
			0	0	**0**
			3	1	**4**
	Vehicles Exiting Intersection 50		53	1	**54**
			1	3	**4**

AM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 56	Total Vehicles on Leg 132
11	0	**11**			
42	0	**42**			
3	0	**3**			
0	0	**0**		Vehicles Exiting Intersection 76	
0	0	**0**			



Cars	0	0	2	9	1
Heavy	0	0	2	4	0
Total	**0**	**0**	**4**	**13**	**1**
Northbound					
Vehicles Entering Intersection	18		Vehicles Exiting Intersection	17	
Total Vehicles On Leg			35		

Friends Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
PM Peak Hour

Time	Southbound Friends Rd						Westbound Ustick Rd						Northbound Friends Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	1	0	0	*2*	0	2	26	2	0	*30*	0	1	0	1	0	*2*	0	2	14	0	0	*16*	**50**
4:15 PM	0	4	1	1	0	*6*	0	0	24	4	0	*28*	0	2	0	0	0	*2*	0	1	12	0	0	*13*	**49**
4:30 PM	0	1	2	4	0	*7*	0	0	14	0	0	*14*	0	1	0	0	0	*1*	0	0	21	0	0	*21*	**43**
4:45 PM	0	4	1	1	0	*6*	0	0	13	0	0	*13*	0	0	1	0	0	*1*	0	0	9	2	0	*11*	**31**
Peak Hour Total	0	10	5	6	0	*21*	0	2	77	6	0	*85*	0	4	1	1	0	*6*	0	3	56	2	0	*61*	**173**
PHF	0.000	0.625	0.625	0.375	0.000	*0.750*	0.000	0.250	0.740	0.375	0.000	*0.708*	0.000	0.500	0.250	0.250	0.000	*0.750*	0.000	0.375	0.667	0.250	0.000	*0.726*	**0.865**
Heavy Vehicle %	0.00%	0.00%	20.00%	0.00%	0.00%	**4.76%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	3.57%	0.00%	0.00%	**3.28%**	**1.7%**

Total Vehicles On Leg			31		
Vehicles Entering Intersection 21			Vehicles Exiting Intersection 10		
Southbound					
Cars	6	4	10	0	0
Heavy	0	1	0	0	0
Total	**6**	**5**	**10**	**0**	**0**

Total Vehicles on Leg 148	Vehicles Entering Intersection 61	Vehicles Exiting Intersection 87	Eastbound	Cars	Heavy	Total
				0	0	**0**
				0	0	**0**
				3	0	**3**
				54	2	**56**
				2	0	**2**

PM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 85	Vehicles Exiting Intersection 67	Total Vehicles on Leg 152
6	0	**6**				
77	0	**77**				
2	0	**2**				
0	0	**0**				
0	0	**0**				

Cars	0	0	4	1	1
Heavy	0	0	0	0	0
Total	**0**	**0**	**4**	**1**	**1**
Northbound					
Vehicles Entering Intersection 6			Vehicles Exiting Intersection 9		
Total Vehicles On Leg			15		

Beet Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

Time	Southbound Roadway						Westbound Ustick Rd						Northbound Beet Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	2	0	3	0	*5*	0	0	17	0	0	*17*	**31**
7:15 AM	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	7	4	0	*11*	**26**
7:30 AM	0	0	0	0	0	*0*	0	1	11	0	0	*12*	0	4	0	3	0	*7*	0	0	22	3	0	*25*	**44**
7:45 AM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	3	0	0	0	*3*	0	0	17	1	0	*18*	**25**
Hourly Total	0	0	0	0	0	*0*	0	1	39	0	0	*40*	0	9	0	6	0	*15*	0	0	63	8	0	*71*	**126**
8:00 AM	0	0	0	0	0	*0*	0	2	16	0	0	*18*	0	2	0	0	0	*2*	0	0	13	1	0	*14*	**34**
8:15 AM	0	0	0	0	0	*0*	0	1	17	0	0	*18*	0	1	0	2	0	*3*	0	0	11	1	0	*12*	**33**
8:30 AM	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	2	0	0	0	*2*	0	0	9	1	0	*10*	**21**
8:45 AM	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	2	0	1	0	*3*	0	0	20	2	0	*22*	**36**
Hourly Total	0	0	0	0	0	*0*	0	3	53	0	0	*56*	0	7	0	3	0	*10*	0	0	53	5	0	*58*	**124**

Beet Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

Time	Southbound Roadway						Westbound Ustick Rd						Northbound Beet Rd						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	4	0	*4*	0	0	12	0	0	*12*	**31**
4:15 PM	0	0	0	0	0	*0*	0	2	8	0	0	*10*	0	2	0	3	0	*5*	0	0	17	7	0	*24*	**39**
4:30 PM	0	0	0	0	0	*0*	0	2	12	0	0	*14*	0	0	0	3	0	*3*	0	0	8	2	0	*10*	**27**
4:45 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	5	0	0	0	*5*	0	0	19	0	0	*19*	**31**
Hourly Total	0	0	0	0	0	*0*	0	4	42	0	0	*46*	0	7	0	10	0	*17*	0	0	56	9	0	*65*	**128**
5:00 PM	0	0	0	0	0	*0*	0	1	7	0	0	*8*	0	1	0	2	0	*3*	0	0	12	0	0	*12*	**23**
5:15 PM	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	3	0	1	0	*4*	0	0	7	1	0	*8*	**23**
5:30 PM	0	0	0	0	0	*0*	0	3	9	1	0	*13*	0	5	0	8	0	*13*	0	0	9	5	0	*14*	**40**
5:45 PM	0	0	0	0	0	*0*	0	1	9	0	0	*10*	0	3	0	11	0	*14*	0	0	5	1	0	*6*	**30**
Hourly Total	0	0	0	0	0	*0*	0	5	36	1	0	*42*	0	12	0	22	0	*34*	0	0	33	7	0	*40*	**116**

Beet Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
AM Peak Hour

Time	Southbound Roadway U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound Beet Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
7:30 AM	0	0	0	0	0	*0*	0	1	11	0	0	*12*	0	4	0	3	0	*7*	0	0	22	3	0	*25*	**44**
7:45 AM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	3	0	0	0	*3*	0	0	17	1	0	*18*	**25**
8:00 AM	0	0	0	0	0	*0*	0	2	16	0	0	*18*	0	2	0	0	0	*2*	0	0	13	1	0	*14*	**34**
8:15 AM	0	0	0	0	0	*0*	0	1	17	0	0	*18*	0	1	0	2	0	*3*	0	0	11	1	0	*12*	**33**
Peak Hour Total	0	0	0	0	0	*0*	0	4	48	0	0	*52*	0	10	0	5	0	*15*	0	0	63	6	0	*69*	**136**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.706	0.000	0.000	*0.722*	0.000	0.625	0.000	0.417	0.000	*0.536*	0.000	0.000	0.716	0.500	0.000	*0.690*	**0.773**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	25.00%	12.50%	0.00%	0.00%	**13.5%**	0.00%	10.00%	0.00%	0.00%	0.00%	**6.67%**	0.00%	0.00%	3.17%	16.67%	0.00%	**4.35%**	**8.1%**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Total Vehicles on Leg 127	Vehicles Entering Intersection 69	Vehicles Exiting Intersection 58	Eastbound	Cars	Heavy	Total
				0	0	**0**
				0	0	**0**
				0	0	**0**
				61	2	**63**
				5	1	**6**

AM Peak Hour Volumes

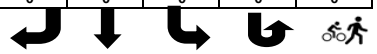
Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 52	Vehicles Exiting Intersection 68	Total Vehicles on Leg 120
0	0	**0**				
42	6	**48**				
3	1	**4**				
0	0	**0**				
0	0	**0**				

Cars	0	0	9	0	5
Heavy	0	0	1	0	0
Total	**0**	**0**	**10**	**0**	**5**
Northbound					
Vehicles Entering Intersection	15		Vehicles Exiting Intersection	10	
Total Vehicles On Leg			25		

Beet Rd & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
PM Peak Hour

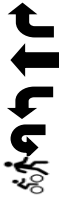
Time	Southbound Roadway U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound Beet Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	4	0	*4*	0	0	12	0	0	*12*	**31**
4:15 PM	0	0	0	0	0	*0*	0	2	8	0	0	*10*	0	2	0	3	0	*5*	0	0	17	7	0	*24*	**39**
4:30 PM	0	0	0	0	0	*0*	0	2	12	0	0	*14*	0	0	0	3	0	*3*	0	0	8	2	0	*10*	**27**
4:45 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	5	0	0	0	*5*	0	0	19	0	0	*19*	**31**
Peak Hour Total	0	0	0	0	0	*0*	0	4	42	0	0	*46*	0	7	0	10	0	*17*	0	0	56	9	0	*65*	**128**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.700	0.000	0.000	*0.767*	0.000	0.350	0.000	0.625	0.000	*0.850*	0.000	0.000	0.737	0.321	0.000	*0.677*	**0.821**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	3.57%	0.00%	0.00%	**3.08%**	**1.6%**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

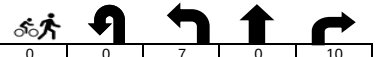


Total Vehicles on Leg 114		Eastbound	Cars	Heavy	Total
	Vehicles Entering Intersection 65		0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 49		0	0	**0**
			54	2	**56**
			9	0	**9**

PM Peak Hour Volumes



Cars	Heavy	Total	Westbound		
0	0	**0**		Vehicles Entering Intersection 46	Total Vehicles on Leg 112
42	0	**42**			
4	0	**4**		Vehicles Exiting Intersection 66	
0	0	**0**			
0	0	**0**			



Cars	0	0	7	0	10
Heavy	0	0	0	0	0
Total	**0**	**0**	**7**	**0**	**10**
Northbound					
Vehicles Entering Intersection	17		Vehicles Exiting Intersection	13	
Total Vehicles On Leg			30		

Pride Ln & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

	Southbound Pride Ln						Westbound Ustick Rd						Northbound Pride Ln						Eastbound Ustick Rd						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
7:00 AM	0	1	7	2	0	*10*	0	0	7	2	0	*9*	0	4	11	1	0	*16*	0	2	11	1	0	*14*	**49**
7:15 AM	0	0	12	10	0	*22*	0	2	17	3	0	*22*	0	14	13	1	0	*28*	0	4	14	4	0	*22*	**94**
7:30 AM	0	3	18	16	0	*37*	0	0	11	3	0	*14*	0	31	15	5	0	*51*	0	14	40	18	0	*72*	**174**
7:45 AM	0	4	11	13	0	*28*	0	4	14	2	0	*20*	0	18	12	1	0	*31*	0	11	41	19	0	*71*	**150**
Hourly Total	0	8	48	41	0	*97*	0	6	49	10	0	*65*	0	67	51	8	0	*126*	0	31	106	42	0	*179*	**467**
8:00 AM	0	3	6	3	0	*12*	0	0	14	2	0	*16*	0	4	4	1	0	*9*	0	2	19	7	0	*28*	**65**
8:15 AM	0	3	9	1	0	*13*	0	2	8	1	0	*11*	0	1	10	6	0	*17*	0	1	13	3	0	*17*	**58**
8:30 AM	0	2	9	1	0	*12*	0	0	12	1	0	*13*	0	2	5	2	0	*9*	0	1	7	0	0	*8*	**42**
8:45 AM	0	1	7	1	0	*9*	0	2	15	1	0	*18*	0	6	10	4	0	*20*	0	3	17	1	0	*21*	**68**
Hourly Total	0	9	31	6	0	*46*	0	4	49	5	0	*58*	0	13	29	13	0	*55*	0	7	56	11	0	*74*	**233**

Pride Ln & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025

	Southbound Pride Ln						Westbound Ustick Rd						Northbound Pride Ln						Eastbound Ustick Rd						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
4:00 PM	0	3	14	3	0	*20*	0	2	22	1	0	*25*	0	6	7	6	0	*19*	0	0	7	4	0	*11*	**75**
4:15 PM	0	2	4	0	0	*6*	0	6	22	1	0	*29*	0	6	10	3	0	*19*	0	0	8	6	0	*14*	**68**
4:30 PM	0	0	8	1	0	*9*	0	2	8	0	0	*10*	0	2	7	1	0	*10*	0	1	18	1	0	*20*	**49**
4:45 PM	0	0	11	1	0	*12*	0	3	17	2	0	*22*	0	1	8	4	0	*13*	0	0	13	2	0	*15*	**62**
Hourly Total	0	5	37	5	0	*47*	0	13	69	4	0	*86*	0	15	32	14	0	*61*	0	1	46	13	0	*60*	**254**
5:00 PM	0	1	12	1	0	*14*	0	1	9	0	0	*10*	0	2	10	4	0	*16*	0	1	20	2	0	*23*	**63**
5:15 PM	0	0	5	0	0	*5*	0	5	20	0	0	*25*	0	1	6	6	0	*13*	0	3	9	3	0	*15*	**58**
5:30 PM	0	1	10	0	0	*11*	0	5	16	1	0	*22*	0	4	9	2	0	*15*	0	0	10	1	0	*11*	**59**
5:45 PM	0	1	8	0	0	*9*	0	3	17	0	0	*20*	0	2	6	3	0	*11*	0	1	8	0	0	*9*	**49**
Hourly Total	0	3	35	1	0	*39*	0	14	62	1	0	*77*	0	9	31	15	0	*55*	0	5	47	6	0	*58*	**229**

Pride Ln & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
AM Peak Hour

Time	Southbound Pride Ln						Westbound Ustick Rd						Northbound Pride Ln						Eastbound Ustick Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:15 AM	0	0	12	10	0	*22*	0	2	17	3	0	*22*	0	14	13	1	0	*28*	0	4	14	4	0	*22*	**94**
7:30 AM	0	3	18	16	0	*37*	0	0	11	3	0	*14*	0	31	15	5	0	*51*	0	14	40	18	0	*72*	**174**
7:45 AM	0	4	11	13	0	*28*	0	4	14	2	0	*20*	0	18	12	1	0	*31*	0	11	41	19	0	*71*	**150**
8:00 AM	0	3	6	3	0	*12*	0	0	14	2	0	*16*	0	4	4	1	0	*9*	0	2	19	7	0	*28*	**65**
Peak Hour Total	0	10	47	42	0	*99*	0	6	56	10	0	*72*	0	67	44	8	0	*119*	0	31	114	48	0	*193*	**483**
PHF	0.000	0.625	0.653	0.656	0.000	*0.669*	0.000	0.375	0.824	0.833	0.000	*0.818*	0.000	0.540	0.733	0.400	0.000	*0.583*	0.000	0.554	0.695	0.632	0.000	*0.670*	**0.694**
Heavy Vehicle %	0.00%	10.00%	42.55%	2.38%	0.00%	**22.22%**	0.00%	0.00%	0.00%	10.00%	0.00%	**1.4%**	0.00%	1.49%	18.18%	0.00%	0.00%	**7.56%**	0.00%	3.23%	0.88%	4.17%	0.00%	**2.07%**	**7.5%**

Total Vehicles On Leg			184		
Vehicles Entering Intersection	99		Vehicles Exiting Intersection	85	
Southbound					
Cars	41	27	9	0	0
Heavy	1	20	1	0	0
Total	**42**	**47**	**10**	**0**	**0**

Total Vehicles on Leg 358		**Eastbound**	Cars	Heavy	**Total**
	Vehicles Entering Intersection 193		0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 165		30	1	**31**
			113	1	**114**
			46	2	**48**

AM Peak Hour Volumes

Cars	Heavy	**Total**	**Westbound**		Total Vehicles on Leg 204
9	1	**10**		Vehicles Entering Intersection 72	
56	0	**56**			
6	0	**6**		Vehicles Exiting Intersection 132	
0	0	**0**			
0	0	**0**			

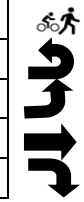
Cars	0	0	66	36	8
Heavy	0	0	1	8	0
Total	**0**	**0**	**67**	**44**	**8**
Northbound					
Vehicles Entering Intersection	119		Vehicles Exiting Intersection	101	
Total Vehicles On Leg			220		

Pride Ln & Ustick Rd Intersection
Canyon County, Idaho
Wednesday, August 13, 2025
PM Peak Hour

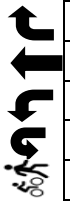
Time	Southbound Pride Ln U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound Pride Ln U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound Ustick Rd U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	3	14	3	0	*20*	0	2	22	1	0	*25*	0	6	7	6	0	*19*	0	0	7	4	0	*11*	**75**
4:15 PM	0	2	4	0	0	*6*	0	6	22	1	0	*29*	0	6	10	3	0	*19*	0	0	8	6	0	*14*	**68**
4:30 PM	0	0	8	1	0	*9*	0	2	8	0	0	*10*	0	2	7	1	0	*10*	0	1	18	1	0	*20*	**49**
4:45 PM	0	0	11	1	0	*12*	0	3	17	2	0	*22*	0	1	8	4	0	*13*	0	0	13	2	0	*15*	**62**
Peak Hour Total	0	5	37	5	0	*47*	0	13	69	4	0	*86*	0	15	32	14	0	*61*	0	1	46	13	0	*60*	**254**
PHF	0.000	0.417	0.661	0.417	0.000	*0.588*	0.000	0.542	0.784	0.500	0.000	*0.741*	0.000	0.625	0.800	0.583	0.000	*0.803*	0.000	0.250	0.639	0.542	0.000	*0.750*	**0.847**
Heavy Vehicle %	0.00%	20.00%	10.81%	0.00%	0.00%	**10.64%**	0.00%	0.00%	1.45%	0.00%	0.00%	**1.16%**	0.00%	0.00%	9.38%	7.14%	0.00%	**6.56%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	**3.9%**

Total Vehicles On Leg			84		
Vehicles Entering Intersection 47			Vehicles Exiting Intersection 37		
Southbound					
Cars	5	33	4	0	0
Heavy	0	4	1	0	0
Total	**5**	**37**	**5**	**0**	**0**

Total Vehicles on Leg 149		Eastbound	Cars	Heavy	Total
	Vehicles Entering Intersection 60		0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 89		1	0	**1**
			46	0	**46**
			13	0	**13**



PM Peak Hour Volumes



Cars	Heavy	Total	Westbound		Total Vehicles on Leg 151
4	0	**4**		Vehicles Entering Intersection 86	
68	1	**69**			
13	0	**13**		Vehicles Exiting Intersection 65	
0	0	**0**			
0	0	**0**			

Cars	0	0	15	29	13
Heavy	0	0	0	3	1
Total	**0**	**0**	**15**	**32**	**14**
Northbound					
Vehicles Entering Intersection 61			Vehicles Exiting Intersection 63		
Total Vehicles On Leg			124		

Van Slyke Rd & Homedale Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

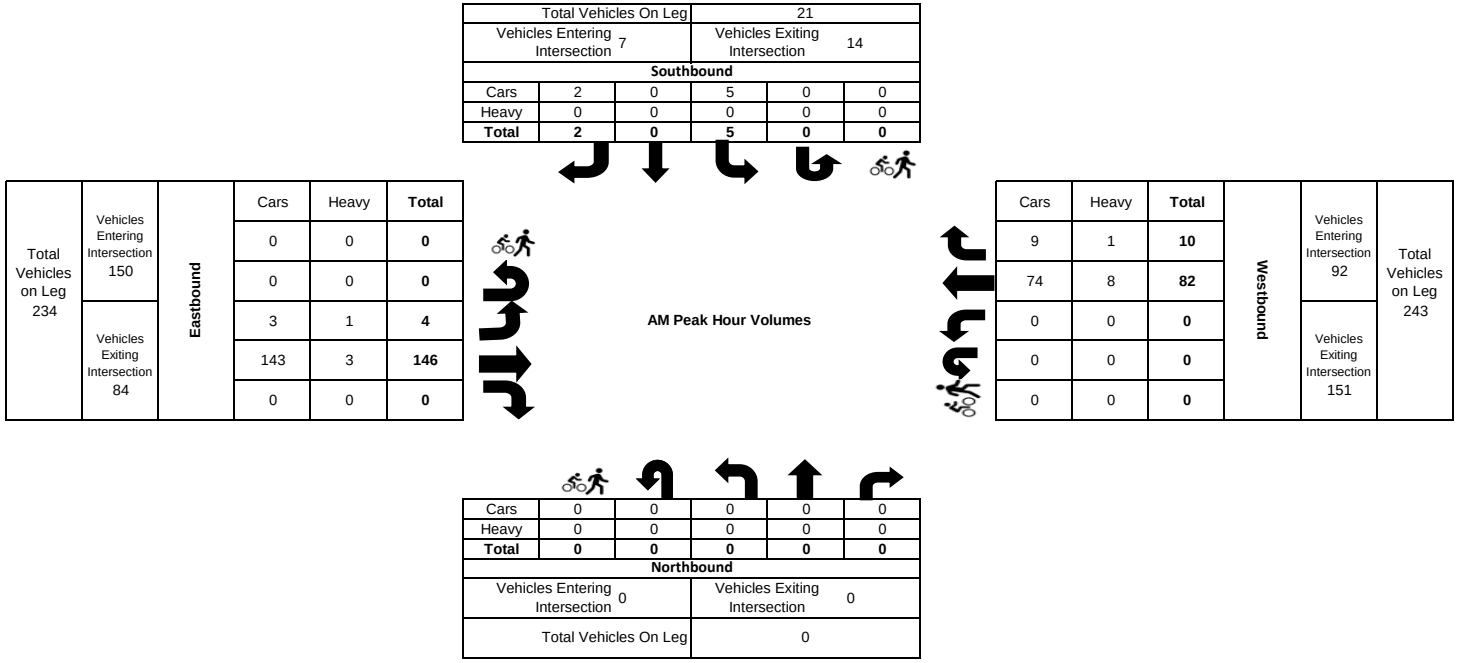
Time	Southbound Van Slyke Rd						Westbound Homedale Rd												Eastbound Homedale Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	2	0	0	0	*2*	0	0	13	1	0	*14*	0	0	0	0	0	*0*	0	1	36	0	0	*37*	**53**
7:15 AM	0	1	0	2	0	*3*	0	0	28	4	0	*32*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	**66**
7:30 AM	0	2	0	0	0	*2*	0	0	22	1	0	*23*	0	0	0	0	0	*0*	0	1	40	0	0	*41*	**66**
7:45 AM	0	0	0	0	0	*0*	0	0	19	4	0	*23*	0	0	0	0	0	*0*	0	2	39	0	0	*41*	**64**
Hourly Total	0	5	0	2	0	*7*	0	0	82	10	0	*92*	0	0	0	0	0	*0*	0	4	146	0	0	*150*	**249**
8:00 AM	0	1	0	0	0	*1*	0	0	14	2	0	*16*	0	0	0	0	0	*0*	0	2	33	0	0	*35*	**52**
8:15 AM	0	2	0	2	0	*4*	0	0	18	1	0	*19*	0	0	0	0	0	*0*	0	5	23	0	0	*28*	**51**
8:30 AM	0	0	0	1	0	*1*	0	0	17	1	0	*18*	0	0	0	0	0	*0*	0	0	27	0	0	*27*	**46**
8:45 AM	0	2	0	3	0	*5*	0	0	20	1	0	*21*	0	0	0	0	0	*0*	0	0	19	0	0	*19*	**45**
Hourly Total	0	5	0	6	0	*11*	0	0	69	5	0	*74*	0	0	0	0	0	*0*	0	7	102	0	0	*109*	**194**

Van Slyke Rd & Homedale Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025

Time	Southbound Van Slyke Rd						Westbound Homedale Rd												Eastbound Homedale Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	0	0	*2*	0	0	29	2	0	*31*	0	0	0	0	0	*0*	0	2	22	0	0	*24*	**57**
4:15 PM	0	0	0	2	0	*2*	0	0	34	2	0	*36*	0	0	0	0	0	*0*	0	3	29	0	0	*32*	**70**
4:30 PM	0	2	0	2	0	*4*	0	0	36	1	0	*37*	0	0	0	0	0	*0*	0	1	20	0	0	*21*	**62**
4:45 PM	0	1	0	2	0	*3*	0	0	46	1	0	*47*	0	0	0	0	0	*0*	0	1	28	0	0	*29*	**79**
Hourly Total	0	5	0	6	0	*11*	0	0	145	6	0	*151*	0	0	0	0	0	*0*	0	7	99	0	0	*106*	**268**
5:00 PM	0	0	0	2	0	*2*	0	0	21	2	0	*23*	0	0	0	0	0	*0*	0	1	31	0	0	*32*	**57**
5:15 PM	0	2	0	2	0	*4*	0	0	41	0	0	*41*	0	0	0	0	0	*0*	0	1	28	0	0	*29*	**74**
5:30 PM	0	2	0	2	0	*4*	0	0	36	0	0	*36*	0	0	0	0	0	*0*	0	1	37	0	0	*38*	**78**
5:45 PM	0	3	0	0	0	*3*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	0	0	21	0	0	*21*	**47**
Hourly Total	0	7	0	6	0	*13*	0	0	121	2	0	*123*	0	0	0	0	0	*0*	0	3	117	0	0	*120*	**256**

Van Slyke Rd & Homedale Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
AM Peak Hour

Time	Southbound Van Slyke Rd						Westbound Homedale Rd												Eastbound Homedale Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	2	0	0	0	*2*	0	0	13	1	0	*14*	0	0	0	0	0	*0*	0	1	36	0	0	*37*	**53**
7:15 AM	0	1	0	2	0	*3*	0	0	28	4	0	*32*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	**66**
7:30 AM	0	2	0	0	0	*2*	0	0	22	1	0	*23*	0	0	0	0	0	*0*	0	1	40	0	0	*41*	**66**
7:45 AM	0	0	0	0	0	*0*	0	0	19	4	0	*23*	0	0	0	0	0	*0*	0	2	39	0	0	*41*	**64**
Peak Hour Total	0	5	0	2	0	*7*	0	0	82	10	0	*92*	0	0	0	0	0	*0*	0	4	146	0	0	*150*	**249**
PHF	0.000	0.625	0.000	0.250	0.000	*0.583*	0.000	0.000	0.732	0.625	0.000	*0.719*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.913	0.000	0.000	*0.915*	**0.943**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	9.76%	10.00%	0.00%	**9.8%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	25.00%	2.05%	0.00%	0.00%	**2.67%**	**5.2%**



Van Slyke Rd & Homedale Rd Intersection
Canyon County, Idaho
Tuesday, August 19, 2025
PM Peak Hour

Time	Southbound Van Slyke Rd						Westbound Homedale Rd												Eastbound Homedale Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:45 PM	0	1	0	2	0	*3*	0	0	46	1	0	*47*	0	0	0	0	0	*0*	0	1	28	0	0	*29*	**79**
5:00 PM	0	0	0	2	0	*2*	0	0	21	2	0	*23*	0	0	0	0	0	*0*	0	1	31	0	0	*32*	**57**
5:15 PM	0	2	0	2	0	*4*	0	0	41	0	0	*41*	0	0	0	0	0	*0*	0	1	28	0	0	*29*	**74**
5:30 PM	0	2	0	2	0	*4*	0	0	36	0	0	*36*	0	0	0	0	0	*0*	0	1	37	0	0	*38*	**78**
Peak Hour Total	0	5	0	8	0	*13*	0	0	144	3	0	*147*	0	0	0	0	0	*0*	0	4	124	0	0	*128*	**288**
PHF	0.000	0.625	0.000	1.000	0.000	*0.813*	0.000	0.000	0.783	0.375	0.000	*0.782*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	1.000	0.838	0.000	0.000	*0.842*	**0.911**
Heavy Vehicle %	0.00%	20.00%	0.00%	0.00%	0.00%	**7.69%**	0.00%	0.00%	2.08%	0.00%	0.00%	**2.04%**	0.00%	0.00%	0.00%	0.00%	0.00%	**0.00%**	0.00%	0.00%	4.03%	0.00%	0.00%	**3.91%**	**3.1%**

Total Vehicles On Leg			20		
Vehicles Entering Intersection	13		Vehicles Exiting Intersection	7	
Southbound					
Cars	8	0	4	0	0
Heavy	0	0	1	0	0
Total	**8**	**0**	**5**	**0**	**0**

Total Vehicles on Leg 280	Vehicles Entering Intersection 128	Eastbound	Cars	Heavy	Total
			0	0	**0**
			0	0	**0**
			4	0	**4**
	Vehicles Exiting Intersection 152		119	5	**124**
			0	0	**0**

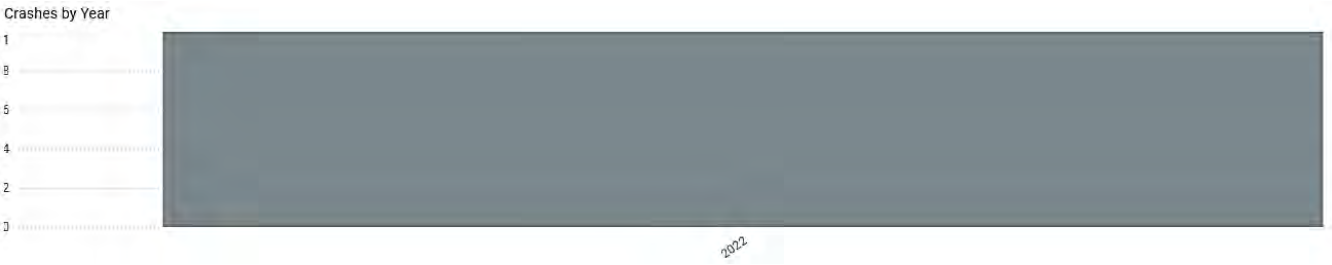
PM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 147	Total Vehicles on Leg 276
3	0	**3**			
141	3	**144**			
0	0	**0**		Vehicles Exiting Intersection 129	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

APPENDIX B: Crash Data

Van Slyke Road and US 19 Intersection 2020-2024 Crash Data



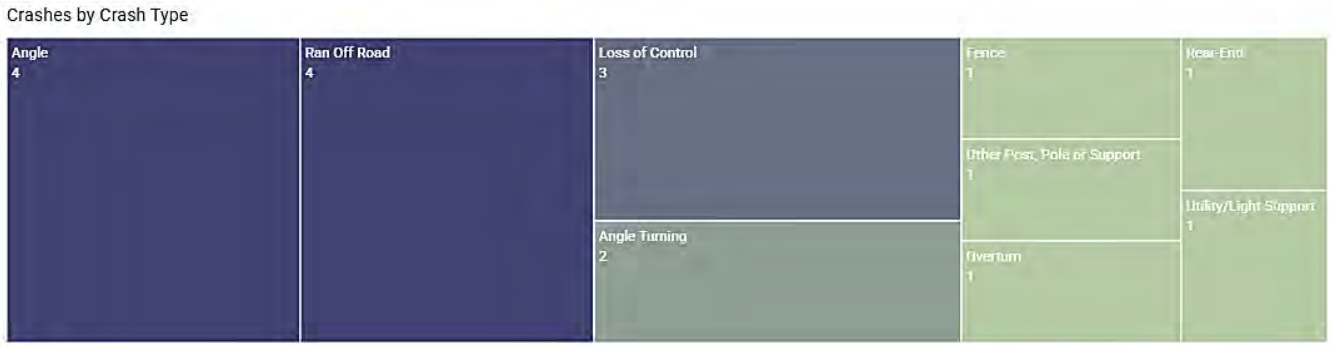
Crashes by Crash Type

Contributing Circumstances (All)	Total Crashes
Failed to Yield	1
Inattention	1
None	1

Van Slyke Road and Boehner Road Intersection 2020-2024 Crash Data

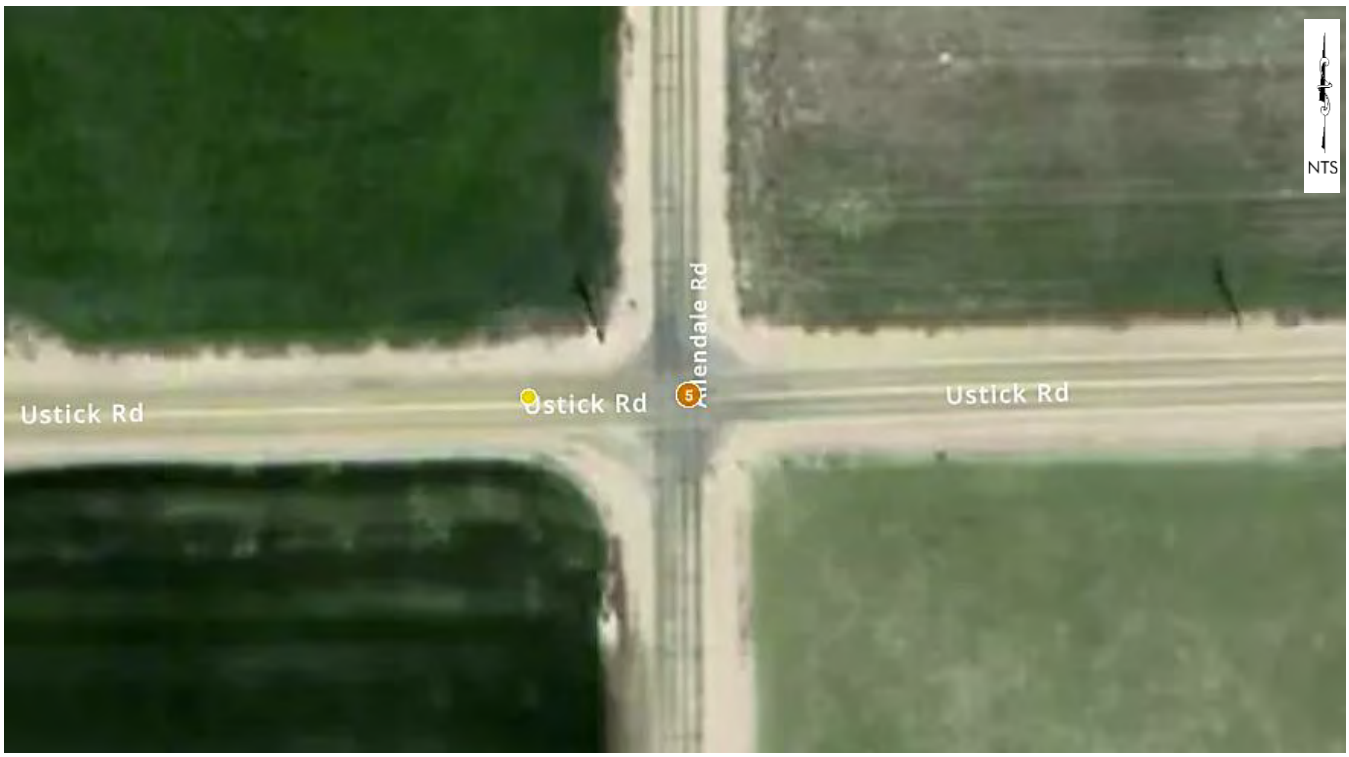
Van Slyke Road and Signature Point Lane Intersection 2020-2024 Crash Data

Ustick Road and US 95 Intersection 2020-2024 Crash Data

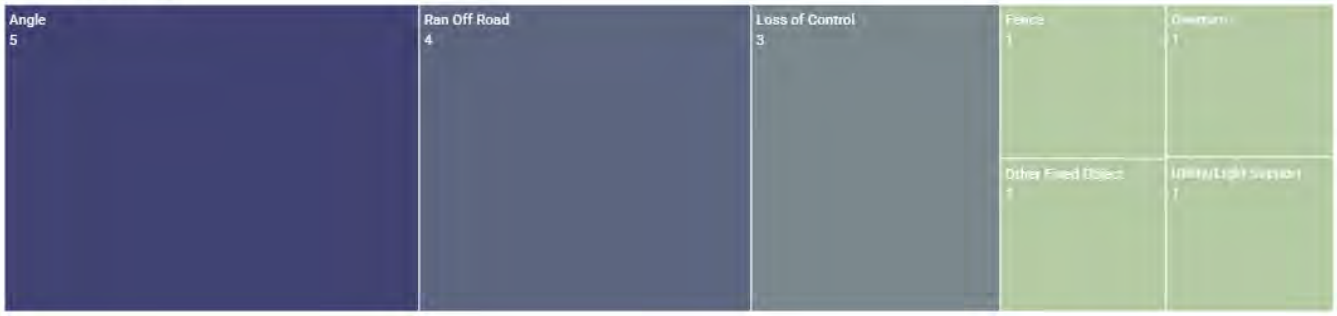


Contributing Circumstances (All)	Total Crashes	
Exceeded Posted Speed	1	
Failed to Obey Stop Sign	1	
Failed to Yield	4	
Following Too Close	1	
Improper Overtaking	1	
Inattention	4	
Light Defect	1	
None	7	

Ustick Road and Allendale Road Intersection 2020-2024 Crash Data



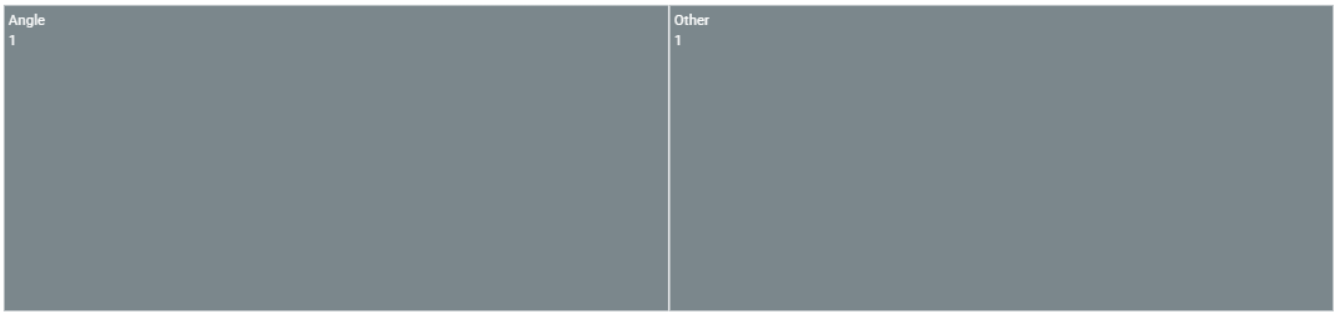
Crashes by Crash Type



Contributing Circumstances (All)	Total Crashes	
Failed to Maintain Lane	1	
Failed to Obey Stop Sign	1	
Failed to Yield	3	
Inattention	3	
None	6	
Vision Obstruction	1	

Ustick Road and Van Slyke Road Intersection 2020-2024 Crash Data

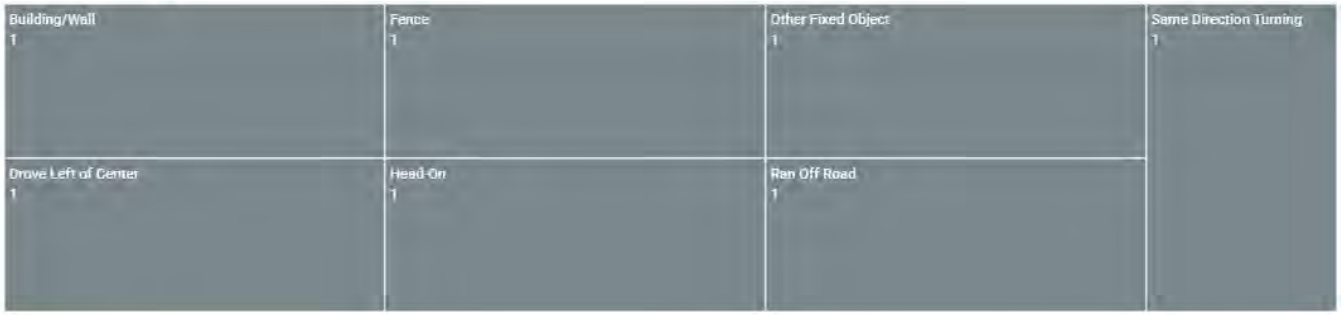
Crashes by Crash Type



Contributing Circumstances (All)	Total Crashes	
Distracted IN or ON Vehicle	1	
Failed to Yield	1	
None	2	

Ustick Road and Aura Vista Way Intersection 2020-2024 Crash Data

Crashes by Crash Type



Contributing Circumstances (All)	Total Crashes	
None	2	
Vision Obstruction	1	

Ustick Road and Mariah Ridge Road Intersection 2020-2024 Crash Data

Contributing Circumstances (All)	Total Crashes	
Following Too Close	1	
None	1	
Other	1	

Ustick Road and Aura Vista Way Intersection 2020-2024 Crash Data

Contributing Circumstances (All)	Total Crashes	
Alcohol Impaired	1	
Drug Impaired	1	
Following Too Close	1	
Inattention	1	
None	1	

Ustick Road and Friends Road Intersection 2020-2024 Crash Data

Crashes by Crash Type

Contributing Circumstances (All)	Total Crashes	
Failed to Yield	2	
Inattention	2	
None	2	

Ustick Road and Beet Road Intersection 2020-2024 Crash Data

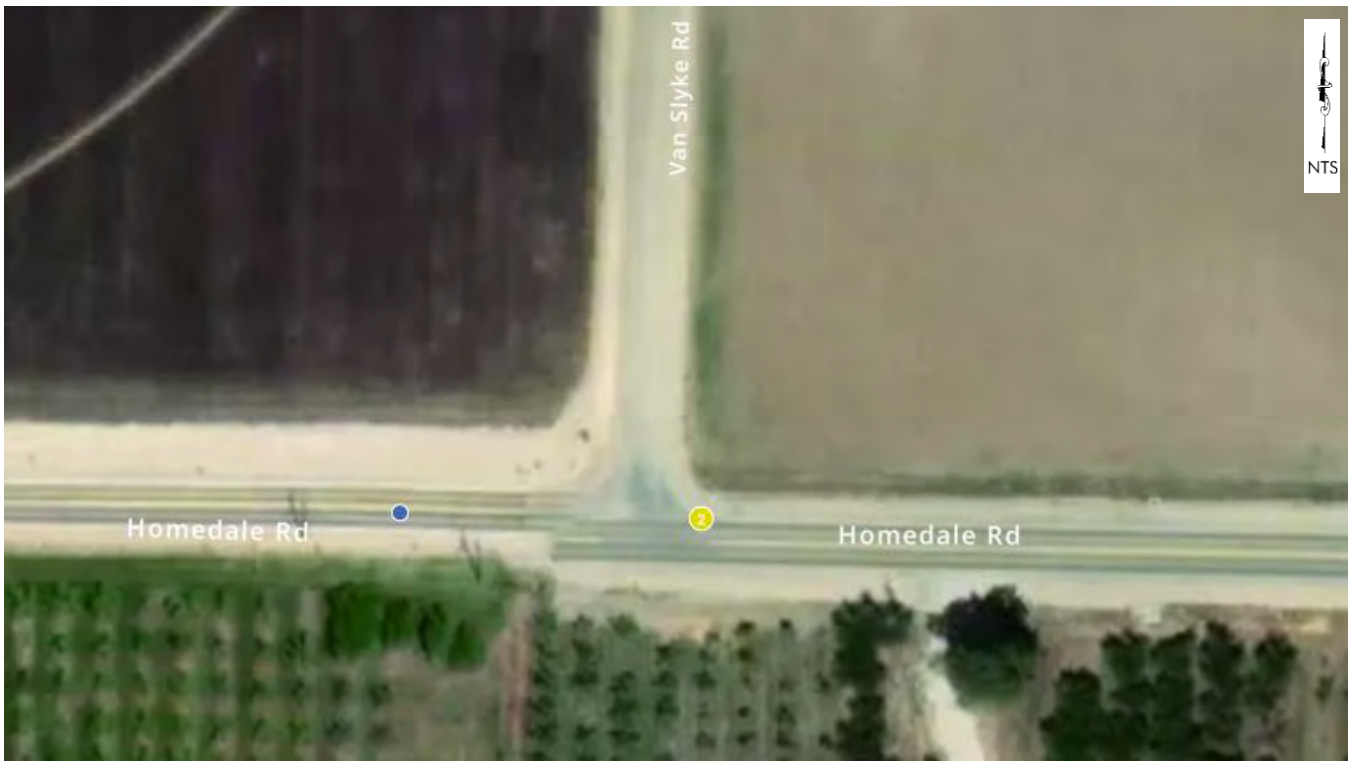
Ustick Road and Pride Lane Intersection 2020-2024 Crash Data

Crashes by Year

Crashes by Crash Type

Contributing Circumstances (All)	Total Crashes	
None	1	
Speed Too Fast For Conditions	1	

Van Slyke Road and Homedale Road Intersection 2020-2024 Crash Data



Contributing Circumstances (All)	Total Crashes	
Improper Overtaking	1	
None	3	
Physical Impairment	1	
Speed Too Fast For Conditions	1	

APPENDIX C: 2025 Synchro Reports

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	398	6	4	200	3	3	12	33	12	5	2
Future Vol, veh/h	4	398	6	4	200	3	3	12	33	12	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	25	5	33	2	10	2	2	2	3	25	2	2
Mvmt Flow	5	474	7	5	238	4	4	14	39	14	6	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	481	0	0	738	738	477	740	740	240
Stage 1	-	-	-	-	-	-	487	487	-	249	249	-
Stage 2	-	-	-	-	-	-	251	251	-	490	490	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.12	6.52	6.23	7.35	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.518	4.018	3.327	3.725	4.018	3.318
Pot Cap-1 Maneuver	1201	-	-	1082	-	-	334	345	586	305	345	799
Stage 1	-	-	-	-	-	-	562	550	-	706	700	-
Stage 2	-	-	-	-	-	-	754	699	-	519	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1201	-	-	1082	-	-	324	343	586	271	342	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	343	-	271	342	-
Stage 1	-	-	-	-	-	-	560	548	-	703	697	-
Stage 2	-	-	-	-	-	-	742	696	-	470	546	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.08	0.16	13.57	17.56
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	477	1201	-	-	1082	-	-	309
HCM Lane V/C Ratio	0.12	0.004	-	-	0.004	-	-	0.073
HCM Control Delay (s/veh)	13.6	8	-	-	8.3	-	-	17.6
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	3	1	3	2	1	24	2	2	10	1
Future Vol, veh/h	2	1	3	1	3	2	1	24	2	2	10	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	100	2	2	2	2	2	2	20	2
Mvmt Flow	3	1	4	1	4	3	1	31	3	3	13	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	54	54	13	53	54	32	14	0	0	33	0	0
Stage 1	19	19	-	35	35	-	-	-	-	-	-	-
Stage 2	35	36	-	19	19	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	8.1	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	4.4	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	944	837	1067	750	837	1042	1604	-	-	1578	-	-
Stage 1	1001	880	-	780	866	-	-	-	-	-	-	-
Stage 2	980	865	-	798	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	935	835	1067	744	835	1042	1604	-	-	1578	-	-
Mov Cap-2 Maneuver	935	835	-	744	835	-	-	-	-	-	-	-
Stage 1	999	878	-	780	865	-	-	-	-	-	-	-
Stage 2	973	864	-	792	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.72	9.15	0.27	1.12
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	976	875	272	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.009	0.002	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.7	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	25	2	2	15
Future Vol, veh/h	1	1	25	2	2	15
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	27
Mvmt Flow	1	1	31	2	2	19

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	34	0	0	35	0
Stage 1	34	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	950	1039	-	-	1576	-
Stage 1	988	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	946	1037	-	-	1573	-
Mov Cap-2 Maneuver	946	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.65	0	0.86
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	990	212	-
HCM Lane V/C Ratio	-	-	0.002	0.002	-
HCM Control Delay (s/veh)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	2	6	24	3	11	2	311	15	4	234	2
Future Vol, veh/h	13	2	6	24	3	11	2	311	15	4	234	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	15	2	7	28	3	13	2	362	17	5	272	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	651	666	273	658	659	370	274	0	0	379	0	0
Stage 1	283	283	-	375	375	-	-	-	-	-	-	-
Stage 2	368	384	-	283	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	382	380	765	378	384	660	1289	-	-	1064	-	-
Stage 1	724	677	-	646	617	-	-	-	-	-	-	-
Stage 2	652	612	-	724	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	368	377	765	369	381	660	1289	-	-	1064	-	-
Mov Cap-2 Maneuver	368	377	-	369	381	-	-	-	-	-	-	-
Stage 1	721	674	-	645	616	-	-	-	-	-	-	-
Stage 2	634	610	-	712	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.8	14.46	0.05	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	434	424	30	-	-
HCM Lane V/C Ratio	0.002	-	-	0.056	0.104	0.004	-	-
HCM Control Delay (s/veh)	7.8	0	-	13.8	14.5	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	30	3	1	29	5	5	19	6	2	10	2
Future Vol, veh/h	6	30	3	1	29	5	5	19	6	2	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	3	2	2	7	40	2	2	2	2	20	2
Mvmt Flow	8	38	4	1	36	6	6	24	8	3	13	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	41	0	0	99	99	39	106	98	39
Stage 1	-	-	-	-	-	-	54	54	-	42	42	-
Stage 2	-	-	-	-	-	-	45	45	-	64	56	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.318
Pot Cap-1 Maneuver	1566	-	-	1568	-	-	882	791	1032	873	759	1032
Stage 1	-	-	-	-	-	-	958	850	-	973	826	-
Stage 2	-	-	-	-	-	-	969	857	-	946	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1568	-	-	861	786	1032	836	755	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	861	786	-	836	755	-
Stage 1	-	-	-	-	-	-	953	845	-	972	825	-
Stage 2	-	-	-	-	-	-	951	857	-	909	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.12	0.21	9.5	9.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	838	272	-	-	50	-	-	796
HCM Lane V/C Ratio	0.045	0.005	-	-	0.001	-	-	0.022
HCM Control Delay (s/veh)	9.5	7.3	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	43	2	2	34	4	2	13	2	9	10	1
Future Vol, veh/h	2	43	2	2	34	4	2	13	2	9	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	6	2	2	15	2	22	10	2
Mvmt Flow	3	58	3	3	46	5	3	18	3	12	14	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	61	0	0	123	122	59	126	120	49
Stage 1	-	-	-	-	-	-	65	65	-	54	54	-
Stage 2	-	-	-	-	-	-	58	57	-	72	66	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.65	6.22	7.32	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.135	3.318	3.698	4.09	3.318
Pot Cap-1 Maneuver	1555	-	-	1543	-	-	852	745	1006	803	755	1020
Stage 1	-	-	-	-	-	-	946	816	-	910	834	-
Stage 2	-	-	-	-	-	-	954	823	-	890	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1555	-	-	1543	-	-	832	742	1006	779	753	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	832	742	-	779	753	-
Stage 1	-	-	-	-	-	-	944	815	-	909	833	-
Stage 2	-	-	-	-	-	-	935	821	-	867	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.31	0.37	9.78	9.82
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	776	76	-	-	88	-	-	775
HCM Lane V/C Ratio	0.03	0.002	-	-	0.002	-	-	0.035
HCM Control Delay (s/veh)	9.8	7.3	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	34	29	4	8	3
Future Vol, veh/h	2	34	29	4	8	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	12	10	2	2	2
Mvmt Flow	2	42	36	5	10	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	85	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	47	-
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	1569	-	-	-	916	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1569	-	-	-	915	1034
Mov Cap-2 Maneuver	-	-	-	-	915	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.41	0	8.87
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	100	-	-	-	944
HCM Lane V/C Ratio	0.002	-	-	-	0.014
HCM Control Delay (s/veh)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	38	26	24	1	2
Future Vol, veh/h	3	38	26	24	1	2
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	8	2	8	2	2
Mvmt Flow	4	52	36	33	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	113	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	60	-
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	1531	-	-	-	883	1014
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1530	-	-	-	879	1013
Mov Cap-2 Maneuver	-	-	-	-	879	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.54	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	132	-	-	-	964
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Control Delay (s/veh)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	41	55	2	3	2
Future Vol, veh/h	2	41	55	2	3	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	10	2	9	2	2
Mvmt Flow	3	57	76	3	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	81	0	-	0	142	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	63	-
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	1516	-	-	-	850	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1514	-	-	-	846	979
Mov Cap-2 Maneuver	-	-	-	-	846	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.34	0	9.06
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	84	-	-	-	894
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s/veh)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	54	4	3	42	11	4	13	1	21	10	4
Future Vol, veh/h	4	54	4	3	42	11	4	13	1	21	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	25	2	75	2	2	2	50	31	2	14	60	0
Mvmt Flow	5	72	5	4	56	15	5	17	1	28	13	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	77	0	0	156	164	75	163	159	63
Stage 1	-	-	-	-	-	-	85	85	-	71	71	-
Stage 2	-	-	-	-	-	-	71	79	-	91	88	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.6	6.81	6.22	7.24	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.95	4.279	3.318	3.626	4.54	3.3
Pot Cap-1 Maneuver	1396	-	-	1521	-	-	713	679	987	776	639	1007
Stage 1	-	-	-	-	-	-	816	771	-	909	735	-
Stage 2	-	-	-	-	-	-	832	776	-	887	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1521	-	-	690	674	987	750	635	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	690	674	-	750	635	-
Stage 1	-	-	-	-	-	-	813	768	-	907	733	-
Stage 2	-	-	-	-	-	-	810	774	-	862	719	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.49	0.39	10.4	10.24
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	690	115	-	-	93	-	-	733
HCM Lane V/C Ratio	0.035	0.004	-	-	0.003	-	-	0.064
HCM Control Delay (s/veh)	10.4	7.6	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	63	6	4	48	2	10	2	5	2	2	2
Future Vol, veh/h	2	63	6	4	48	2	10	2	5	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	3	17	25	13	2	10	2	2	2	2	2
Mvmt Flow	3	82	8	5	62	3	13	3	6	3	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	90	0	0	165	166	86	162	169	64
Stage 1	-	-	-	-	-	-	91	91	-	74	74	-
Stage 2	-	-	-	-	-	-	74	75	-	88	95	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1373	-	-	782	726	973	803	724	1001
Stage 1	-	-	-	-	-	-	897	820	-	935	833	-
Stage 2	-	-	-	-	-	-	916	832	-	919	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1537	-	-	1373	-	-	773	722	973	790	720	1001
Mov Cap-2 Maneuver	-	-	-	-	-	-	773	722	-	790	720	-
Stage 1	-	-	-	-	-	-	895	818	-	932	830	-
Stage 2	-	-	-	-	-	-	907	829	-	909	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.21	0.57	9.54	9.43
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	815	50	-	-	132	-	-	821
HCM Lane V/C Ratio	0.027	0.002	-	-	0.004	-	-	0.009
HCM Control Delay (s/veh)	9.5	7.3	0	-	7.6	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	114	48	6	56	10	67	44	8	10	47	42
Future Vol, veh/h	31	114	48	6	56	10	67	44	8	10	47	42
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	3	2	4	2	2	10	2	18	2	10	43	2
Mvmt Flow	45	165	70	9	81	14	97	64	12	14	68	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.6	9	9.9	9.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	16%	8%	10%
Vol Thru, %	37%	59%	78%	47%
Vol Right, %	7%	25%	14%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	193	72	99
LT Vol	67	31	6	10
Through Vol	44	114	56	47
RT Vol	8	48	10	42
Lane Flow Rate	172	280	104	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.245	0.37	0.145	0.199
Departure Headway (Hd)	5.121	4.758	5.015	4.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	750	707	712
Service Time	3.2	2.825	3.101	3.079
HCM Lane V/C Ratio	0.247	0.373	0.147	0.201
HCM Control Delay, s/veh	9.9	10.6	9	9.3
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1	1.7	0.5	0.7

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	146	82	10	5	2
Future Vol, veh/h	4	146	82	10	5	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	25	2	10	10	2	2
Mvmt Flow	4	155	87	11	5	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	256	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.35	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.425	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1363	-	-	-	732	965
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1363	-	-	-	730	965
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	9.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	48	-	-	-	784
HCM Lane V/C Ratio	0.003	-	-	-	0.009
HCM Control Delay (s/veh)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	273	6	28	443	3	2	3	9	8	4	1
Future Vol, veh/h	2	273	6	28	443	3	2	3	9	8	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	5	17	7	5	2	2	33	2	2	2	2
Mvmt Flow	2	303	7	31	492	3	2	3	10	9	4	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	496	0	0	310	0	0	868	869	307	866	871	494
Stage 1	-	-	-	-	-	-	311	311	-	556	556	-
Stage 2	-	-	-	-	-	-	557	558	-	309	314	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1068	-	-	1223	-	-	273	259	733	274	289	575
Stage 1	-	-	-	-	-	-	699	606	-	515	513	-
Stage 2	-	-	-	-	-	-	515	465	-	701	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	1223	-	-	261	252	733	259	282	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	252	-	259	282	-
Stage 1	-	-	-	-	-	-	698	605	-	502	500	-
Stage 2	-	-	-	-	-	-	496	453	-	686	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.06	0.47	13.49	18.67
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	439	1068	-	-	1223	-	-	278
HCM Lane V/C Ratio	0.035	0.002	-	-	0.025	-	-	0.052
HCM Control Delay (s/veh)	13.5	8.4	-	-	8	-	-	18.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	2	1	4	2	2	9	2	1	25	2
Future Vol, veh/h	2	4	2	1	4	2	2	9	2	1	25	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	75	2	2	50	2	2	11	2	2	8	2
Mvmt Flow	3	5	3	1	5	3	3	12	3	1	32	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	56	56	34	56	56	13	35	0	0	14	0	0
Stage 1	36	36	-	18	18	-	-	-	-	-	-	-
Stage 2	19	19	-	38	38	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.25	6.22	7.12	7	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.675	3.318	3.518	4.45	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	942	713	1040	942	751	1067	1576	-	-	1604	-	-
Stage 1	979	740	-	1001	794	-	-	-	-	-	-	-
Stage 2	999	754	-	978	778	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	930	712	1040	930	749	1067	1576	-	-	1604	-	-
Mov Cap-2 Maneuver	930	712	-	930	749	-	-	-	-	-	-	-
Stage 1	978	740	-	999	792	-	-	-	-	-	-	-
Stage 2	989	753	-	968	777	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.42	9.31	1.12	0.26
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	267	-	-	825	845	63	-	-
HCM Lane V/C Ratio	0.002	-	-	0.013	0.011	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.4	9.3	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	12	1	4	21
Future Vol, veh/h	2	2	12	1	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	8	2	2	10
Mvmt Flow	3	3	15	1	5	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	53	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	956	1063	-	-	1601	-
Stage 1	1007	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	953	1063	-	-	1601	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.6	0	1.16
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	288	-
HCM Lane V/C Ratio	-	-	0.005	0.003	-
HCM Control Delay (s/veh)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	6	3	34	9	10	3	332	31	4	344	10
Future Vol, veh/h	4	6	3	34	9	10	3	332	31	4	344	10
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	4	6	3	36	9	11	3	349	33	4	362	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	736	764	367	746	753	366	373	0	0	382	0	0
Stage 1	376	376	-	372	372	-	-	-	-	-	-	-
Stage 2	361	388	-	374	381	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	335	317	678	330	328	664	1186	-	-	1176	-	-
Stage 1	645	591	-	648	603	-	-	-	-	-	-	-
Stage 2	658	583	-	647	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	317	314	678	319	326	664	1186	-	-	1176	-	-
Mov Cap-2 Maneuver	317	314	-	319	326	-	-	-	-	-	-	-
Stage 1	643	588	-	646	601	-	-	-	-	-	-	-
Stage 2	635	581	-	634	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.4	17.02	0.07	0.09
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	360	355	20	-	-
HCM Lane V/C Ratio	0.003	-	-	0.038	0.157	0.004	-	-
HCM Control Delay (s/veh)	8	0	-	15.4	17	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	32	3	6	46	8	2	12	1	4	15	4
Future Vol, veh/h	3	32	3	6	46	8	2	12	1	4	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	33	6	2	17	4	50	2	17	2	50	13	2
Mvmt Flow	4	39	4	7	55	10	2	14	1	5	18	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	42	0	0	127	127	40	128	124	60
Stage 1	-	-	-	-	-	-	48	48	-	75	75	-
Stage 2	-	-	-	-	-	-	79	80	-	53	49	-
Critical Hdwy	4.43	-	-	4.27	-	-	7.12	6.67	6.22	7.6	6.63	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Follow-up Hdwy	2.497	-	-	2.353	-	-	3.518	4.153	3.318	3.95	4.117	3.318
Pot Cap-1 Maneuver	1361	-	-	1475	-	-	847	736	1031	746	746	1005
Stage 1	-	-	-	-	-	-	966	827	-	828	812	-
Stage 2	-	-	-	-	-	-	930	800	-	851	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1475	-	-	816	731	1031	725	740	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	816	731	-	725	740	-
Stage 1	-	-	-	-	-	-	963	824	-	824	808	-
Stage 2	-	-	-	-	-	-	900	796	-	833	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.75	9.88	9.83
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	756	140	-	-	175	-	-	773
HCM Lane V/C Ratio	0.024	0.003	-	-	0.005	-	-	0.036
HCM Control Delay (s/veh)	9.9	7.7	0	-	7.5	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	37	2	3	51	5	2	6	4	6	13	4
Future Vol, veh/h	1	37	2	3	51	5	2	6	4	6	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	2	14	2	2	8	2	50	17	2	17	15	2
Mvmt Flow	1	51	3	4	70	7	3	8	5	8	18	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	53	0	0	142	140	52	139	138	73
Stage 1	-	-	-	-	-	-	55	55	-	82	82	-
Stage 2	-	-	-	-	-	-	87	85	-	58	56	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.67	6.22	7.27	6.65	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.153	3.318	3.653	4.135	3.318
Pot Cap-1 Maneuver	1522	-	-	1552	-	-	730	725	1016	798	730	989
Stage 1	-	-	-	-	-	-	849	821	-	891	802	-
Stage 2	-	-	-	-	-	-	815	796	-	918	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1522	-	-	1552	-	-	705	722	1016	782	727	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	722	-	782	727	-
Stage 1	-	-	-	-	-	-	849	820	-	888	800	-
Stage 2	-	-	-	-	-	-	790	794	-	903	822	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0.37	9.62	9.83
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	45	-	-	90	-	-	777
HCM Lane V/C Ratio	0.021	0.001	-	-	0.003	-	-	0.041
HCM Control Delay (s/veh)	9.6	7.4	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	52	42	8	2	5
Future Vol, veh/h	4	52	42	8	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	64	52	10	2	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	62	0	-	0	131	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	74	-
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	1541	-	-	-	863	1010
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1541	-	-	-	860	1010
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.52	0	8.78
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	129	-	-	-	962
HCM Lane V/C Ratio	0.003	-	-	-	0.009
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	43	53	19	10	1
Future Vol, veh/h	5	43	53	19	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	55	68	24	13	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	148	80
Stage 1	-	-	-	-	80	-
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	3.318
Pot Cap-1 Maneuver	1502	-	-	-	844	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1502	-	-	-	840	980
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	955	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.77	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	188	-	-	-	851
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s/veh)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	59	76	5	2	2
Future Vol, veh/h	2	59	76	5	2	2
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	2	71	92	6	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	170	96
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	76	-
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	1496	-	-	-	820	961
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1496	-	-	-	818	960
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	59	-	-	-	884
HCM Lane V/C Ratio	0.002	-	-	-	0.005
HCM Control Delay (s/veh)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	56	2	2	77	6	4	1	1	10	5	6
Future Vol, veh/h	3	56	2	2	77	6	4	1	1	10	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	20	0
Mvmt Flow	3	64	2	2	89	7	5	1	1	11	6	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	67	0	0	168	172	66	168	170	92
Stage 1	-	-	-	-	-	-	72	72	-	97	97	-
Stage 2	-	-	-	-	-	-	96	100	-	72	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.3
Pot Cap-1 Maneuver	1498	-	-	1535	-	-	795	721	998	795	692	971
Stage 1	-	-	-	-	-	-	937	835	-	910	781	-
Stage 2	-	-	-	-	-	-	911	812	-	938	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1535	-	-	780	718	998	790	689	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	780	718	-	790	689	-
Stage 1	-	-	-	-	-	-	935	833	-	909	780	-
Stage 2	-	-	-	-	-	-	896	811	-	933	798	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.36	0.17	9.55	9.61
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	798	88	-	-	42	-	-	805
HCM Lane V/C Ratio	0.009	0.002	-	-	0.001	-	-	0.03
HCM Control Delay (s/veh)	9.6	7.4	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	56	9	4	42	2	7	2	10	2	2	2
Future Vol, veh/h	2	56	9	4	42	2	7	2	10	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	68	11	5	51	2	9	2	12	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	79	0	0	141	142	74	137	146	52
Stage 1	-	-	-	-	-	-	79	79	-	62	62	-
Stage 2	-	-	-	-	-	-	62	63	-	74	84	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1552	-	-	1519	-	-	829	749	988	834	745	1015
Stage 1	-	-	-	-	-	-	930	830	-	949	843	-
Stage 2	-	-	-	-	-	-	949	842	-	935	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1552	-	-	1519	-	-	820	745	988	817	741	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	820	745	-	817	741	-
Stage 1	-	-	-	-	-	-	929	828	-	946	840	-
Stage 2	-	-	-	-	-	-	941	839	-	919	824	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.22	0.61	9.15	9.31
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	890	52	-	-	149	-	-	843
HCM Lane V/C Ratio	0.026	0.002	-	-	0.003	-	-	0.009
HCM Control Delay (s/veh)	9.2	7.3	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	46	13	13	69	4	15	32	14	5	37	5
Future Vol, veh/h	1	46	13	13	69	4	15	32	14	5	37	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	9	7	20	11	2
Mvmt Flow	1	54	15	15	81	5	18	38	16	6	44	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.9	7.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	2%	15%	11%
Vol Thru, %	52%	77%	80%	79%
Vol Right, %	23%	22%	5%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	60	86	47
LT Vol	15	1	13	5
Through Vol	32	46	69	37
RT Vol	14	13	4	5
Lane Flow Rate	72	71	101	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.083	0.121	0.072
Departure Headway (Hd)	4.294	4.21	4.317	4.659
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	837	853	836	771
Service Time	2.305	2.222	2.317	2.672
HCM Lane V/C Ratio	0.086	0.083	0.121	0.071
HCM Control Delay, s/veh	7.7	7.6	7.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.4	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	124	144	3	5	8
Future Vol, veh/h	4	124	144	3	5	8
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	20	2
Mvmt Flow	4	136	158	3	5	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	162	0	-	0	305	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	1417	-	-	-	651	885
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1417	-	-	-	649	885
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	9.72
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	56	-	-	-	776
HCM Lane V/C Ratio	0.003	-	-	-	0.018
HCM Control Delay (s/veh)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↗		↕	
Traffic Vol, veh/h	13	2	6	24	3	11	2	311	15	4	234	2
Future Vol, veh/h	13	2	6	24	3	11	2	311	15	4	234	2
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	-	-	-	-	-	-	-	-	200	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	15	2	7	28	3	13	2	362	17	5	272	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	651	666	273	649	650	362	274	0	0	379	0	0
Stage 1	283	283	-	366	366	-	-	-	-	-	-	-
Stage 2	368	384	-	283	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	382	380	765	383	388	668	1289	-	-	1064	-	-
Stage 1	724	677	-	653	622	-	-	-	-	-	-	-
Stage 2	652	612	-	724	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	368	377	765	374	385	668	1289	-	-	1064	-	-
Mov Cap-2 Maneuver	368	377	-	374	385	-	-	-	-	-	-	-
Stage 1	721	674	-	652	621	-	-	-	-	-	-	-
Stage 2	634	610	-	712	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.8	14.33	0.05	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	434	430	30	-	-
HCM Lane V/C Ratio	0.002	-	-	0.056	0.103	0.004	-	-
HCM Control Delay (s/veh)	7.8	0	-	13.8	14.3	8.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	3	34	9	10	3	332	31	4	344	10
Future Vol, veh/h	4	6	3	34	9	10	3	332	31	4	344	10
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	-	-	-	-	-	-	-	-	200	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	4	6	3	36	9	11	3	349	33	4	362	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	736	764	367	729	737	349	373	0	0	382	0	0
Stage 1	376	376	-	356	356	-	-	-	-	-	-	-
Stage 2	361	388	-	374	381	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	335	317	678	338	335	678	1186	-	-	1176	-	-
Stage 1	645	591	-	662	614	-	-	-	-	-	-	-
Stage 2	658	583	-	647	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	318	314	678	327	333	678	1186	-	-	1176	-	-
Mov Cap-2 Maneuver	318	314	-	327	333	-	-	-	-	-	-	-
Stage 1	643	588	-	659	611	-	-	-	-	-	-	-
Stage 2	635	581	-	634	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.4	16.68	0.07	0.09
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	360	364	20	-	-
HCM Lane V/C Ratio	0.003	-	-	0.038	0.153	0.004	-	-
HCM Control Delay (s/veh)	8	0	-	15.4	16.7	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

APPENDIX D: 2029 Background Synchro Reports

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	448	8	10	225	3	8	14	52	14	6	2
Future Vol, veh/h	5	448	8	10	225	3	8	14	52	14	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	85	86
Heavy Vehicles, %	25	5	33	2	10	2	2	2	3	25	2	2
Mvmt Flow	6	521	9	12	262	3	9	16	60	16	7	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	265	0	0	530	0	0	826	826	526	827	828	263
Stage 1	-	-	-	-	-	-	537	537	-	287	287	-
Stage 2	-	-	-	-	-	-	288	288	-	541	542	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.12	6.52	6.23	7.35	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.518	4.018	3.327	3.725	4.018	3.318
Pot Cap-1 Maneuver	1177	-	-	1037	-	-	291	307	550	266	306	775
Stage 1	-	-	-	-	-	-	528	523	-	674	675	-
Stage 2	-	-	-	-	-	-	719	673	-	486	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1037	-	-	279	302	550	220	301	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	302	-	220	301	-
Stage 1	-	-	-	-	-	-	525	520	-	666	667	-
Stage 2	-	-	-	-	-	-	701	666	-	417	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.09	0.36	15.26	20.64
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	437	1177	-	-	1037	-	-	256
HCM Lane V/C Ratio	0.197	0.005	-	-	0.011	-	-	0.1
HCM Control Delay (s/veh)	15.3	8.1	-	-	8.5	-	-	20.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	3	1	3	2	1	47	2	2	17	1
Future Vol, veh/h	2	1	3	1	3	2	1	47	2	2	17	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	100	2	2	2	2	2	2	20	2
Mvmt Flow	2	1	4	1	4	2	1	55	2	2	20	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	85	85	21	84	85	56	21	0	0	58	0	0
Stage 1	25	25	-	59	59	-	-	-	-	-	-	-
Stage 2	59	60	-	25	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	8.1	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	4.4	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	902	805	1057	713	805	1010	1595	-	-	1547	-	-
Stage 1	992	874	-	755	846	-	-	-	-	-	-	-
Stage 2	952	845	-	790	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	894	803	1057	707	804	1010	1595	-	-	1547	-	-
Mov Cap-2 Maneuver	894	803	-	707	804	-	-	-	-	-	-	-
Stage 1	991	873	-	754	845	-	-	-	-	-	-	-
Stage 2	945	844	-	786	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.82	9.31	0.15	0.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	949	842	178	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.008	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.8	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	48	2	2	23
Future Vol, veh/h	1	1	48	2	2	23
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	27
Mvmt Flow	1	1	55	2	2	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	88	58	0	0	59	0
Stage 1	58	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	912	1008	-	-	1545	-
Stage 1	965	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	909	1006	-	-	1542	-
Mov Cap-2 Maneuver	909	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.78	0	0.59
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	955	144	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↗		↕	
Traffic Vol, veh/h	15	3	7	33	5	15	2	350	19	6	263	2
Future Vol, veh/h	15	3	7	33	5	15	2	350	19	6	263	2
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	-	-	-	-	-	-	-	-	200	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	17	3	8	38	6	17	2	398	22	7	299	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	719	738	300	716	717	398	301	0	0	419	0	0
Stage 1	314	314	-	402	402	-	-	-	-	-	-	-
Stage 2	405	424	-	314	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	344	346	740	345	355	637	1260	-	-	1027	-	-
Stage 1	697	656	-	625	600	-	-	-	-	-	-	-
Stage 2	622	587	-	697	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	326	342	740	334	352	637	1260	-	-	1027	-	-
Mov Cap-2 Maneuver	326	342	-	334	352	-	-	-	-	-	-	-
Stage 1	692	651	-	623	599	-	-	-	-	-	-	-
Stage 2	599	586	-	680	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.98	15.96	0.04	0.19
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	389	388	40	-	-
HCM Lane V/C Ratio	0.002	-	-	0.073	0.155	0.007	-	-
HCM Control Delay (s/veh)	7.9	0	-	15	16	8.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	38	3	1	44	6	6	21	7	2	11	2
Future Vol, veh/h	7	38	3	1	44	6	6	21	7	2	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	3	2	2	7	40	2	2	2	2	20	2
Mvmt Flow	8	46	4	1	53	7	7	25	8	2	13	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	49	0	0	127	127	48	134	125	57
Stage 1	-	-	-	-	-	-	64	64	-	59	59	-
Stage 2	-	-	-	-	-	-	62	63	-	75	66	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.318
Pot Cap-1 Maneuver	1543	-	-	1557	-	-	847	763	1021	837	733	1010
Stage 1	-	-	-	-	-	-	946	841	-	953	812	-
Stage 2	-	-	-	-	-	-	949	843	-	934	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1543	-	-	1557	-	-	824	759	1021	798	728	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	759	-	798	728	-
Stage 1	-	-	-	-	-	-	941	836	-	952	811	-
Stage 2	-	-	-	-	-	-	931	842	-	893	801	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.07	0.14	9.66	9.82
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	813	259	-	-	34	-	-	766
HCM Lane V/C Ratio	0.05	0.005	-	-	0.001	-	-	0.024
HCM Control Delay (s/veh)	9.7	7.3	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	51	2	9	39	5	8	33	22	10	16	2
Future Vol, veh/h	2	51	2	9	39	5	8	33	22	10	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	6	2	2	15	2	22	10	2
Mvmt Flow	2	61	2	11	47	6	10	40	27	12	19	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	64	0	0	146	142	63	158	140	50
Stage 1	-	-	-	-	-	-	67	67	-	72	72	-
Stage 2	-	-	-	-	-	-	78	75	-	86	69	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.65	6.22	7.32	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.135	3.318	3.698	4.09	3.318
Pot Cap-1 Maneuver	1553	-	-	1539	-	-	823	726	1002	765	736	1018
Stage 1	-	-	-	-	-	-	943	814	-	890	820	-
Stage 2	-	-	-	-	-	-	930	808	-	874	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1539	-	-	792	719	1002	698	730	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	719	-	698	730	-
Stage 1	-	-	-	-	-	-	941	813	-	884	814	-
Stage 2	-	-	-	-	-	-	900	802	-	808	821	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.27	1.25	9.91	10.15
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	808	65	-	-	299	-	-	733
HCM Lane V/C Ratio	0.094	0.002	-	-	0.007	-	-	0.046
HCM Control Delay (s/veh)	9.9	7.3	0	-	7.4	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	63	41	5	8	3
Future Vol, veh/h	2	63	41	5	8	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	12	10	2	2	2
Mvmt Flow	2	72	47	6	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	127	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	77	-
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	1553	-	-	-	868	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	866	1018
Mov Cap-2 Maneuver	-	-	-	-	866	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	946	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.23	0	9.04
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	55	-	-	-	903
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	68	37	27	1	2
Future Vol, veh/h	3	68	37	27	1	2
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	8	2	8	2	2
Mvmt Flow	4	85	46	34	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	81	0	-	0	157	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	93	-
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	1517	-	-	-	835	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1515	-	-	-	831	999
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.31	0	8.86
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	76	-	-	-	936
HCM Lane V/C Ratio	0.002	-	-	-	0.004
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	71	70	2	3	2
Future Vol, veh/h	2	71	70	2	3	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	10	2	9	2	2
Mvmt Flow	3	91	90	3	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	94	0	-	0	189	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	96	-
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	1500	-	-	-	800	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1497	-	-	-	795	962
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	9.24
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	49	-	-	-	855
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s/veh)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	83	5	3	54	12	5	15	1	24	11	6
Future Vol, veh/h	8	83	5	3	54	12	5	15	1	24	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	25	2	75	2	2	2	50	31	2	14	60	0
Mvmt Flow	10	104	6	4	68	15	6	19	1	30	14	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	110	0	0	209	217	107	216	213	75
Stage 1	-	-	-	-	-	-	127	127	-	83	83	-
Stage 2	-	-	-	-	-	-	82	90	-	133	130	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.6	6.81	6.22	7.24	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.95	4.279	3.318	3.626	4.54	3.3
Pot Cap-1 Maneuver	1381	-	-	1480	-	-	656	633	947	716	594	992
Stage 1	-	-	-	-	-	-	774	739	-	897	726	-
Stage 2	-	-	-	-	-	-	820	767	-	842	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	1480	-	-	630	627	947	687	588	992
Mov Cap-2 Maneuver	-	-	-	-	-	-	630	627	-	687	588	-
Stage 1	-	-	-	-	-	-	768	733	-	894	724	-
Stage 2	-	-	-	-	-	-	796	765	-	813	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.64	0.32	10.89	10.66
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	148	-	-	76	-	-	687
HCM Lane V/C Ratio	0.041	0.007	-	-	0.003	-	-	0.075
HCM Control Delay (s/veh)	10.9	7.6	0	-	7.4	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	91	9	5	61	2	12	2	6	2	2	2
Future Vol, veh/h	2	91	9	5	61	2	12	2	6	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	3	17	25	13	2	10	2	2	2	2	2
Mvmt Flow	2	111	11	6	74	2	15	2	7	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	122	0	0	209	210	116	205	215	76
Stage 1	-	-	-	-	-	-	121	121	-	88	88	-
Stage 2	-	-	-	-	-	-	88	89	-	117	127	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1334	-	-	731	687	936	753	683	986
Stage 1	-	-	-	-	-	-	864	795	-	920	822	-
Stage 2	-	-	-	-	-	-	900	821	-	888	791	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1522	-	-	1334	-	-	722	682	936	740	679	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	722	682	-	740	679	-
Stage 1	-	-	-	-	-	-	862	794	-	915	818	-
Stage 2	-	-	-	-	-	-	891	817	-	876	790	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.14	0.57	9.83	9.65
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	770	35	-	-	132	-	-	781
HCM Lane V/C Ratio	0.032	0.002	-	-	0.005	-	-	0.009
HCM Control Delay (s/veh)	9.8	7.4	0	-	7.7	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	140	60	7	67	11	77	50	9	11	53	48
Future Vol, veh/h	37	140	60	7	67	11	77	50	9	11	53	48
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	2	4	2	2	10	2	18	2	10	43	2
Mvmt Flow	51	192	82	10	92	15	105	68	12	15	73	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.9	9.4	10.5	9.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	16%	8%	10%
Vol Thru, %	37%	59%	79%	47%
Vol Right, %	7%	25%	13%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	237	85	112
LT Vol	77	37	7	11
Through Vol	50	140	67	53
RT Vol	9	60	11	48
Lane Flow Rate	186	325	116	153
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.448	0.171	0.225
Departure Headway (Hd)	5.402	4.966	5.286	5.287
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	730	679	678
Service Time	3.434	2.966	3.318	3.321
HCM Lane V/C Ratio	0.28	0.445	0.171	0.226
HCM Control Delay, s/veh	10.5	11.9	9.4	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.1	2.3	0.6	0.9

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	164	92	12	9	4
Future Vol, veh/h	6	164	92	12	9	4
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	25	2	10	10	2	2
Mvmt Flow	6	174	98	13	10	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	291	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.35	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.425	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1348	-	-	-	699	950
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1348	-	-	-	696	950
Mov Cap-2 Maneuver	-	-	-	-	696	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.27	0	9.84
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	64	-	-	-	758
HCM Lane V/C Ratio	0.005	-	-	-	0.018
HCM Control Delay (s/veh)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	307	12	49	499	3	5	3	20	9	5	1
Future Vol, veh/h	2	307	12	49	499	3	5	3	20	9	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	5	17	7	5	2	2	33	2	2	2	2
Mvmt Flow	2	341	13	54	554	3	6	3	22	10	6	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	354	0	0	1018	1019	348	1012	1024	556
Stage 1	-	-	-	-	-	-	352	352	-	665	665	-
Stage 2	-	-	-	-	-	-	666	667	-	347	359	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1013	-	-	1177	-	-	216	210	695	218	235	531
Stage 1	-	-	-	-	-	-	665	580	-	449	458	-
Stage 2	-	-	-	-	-	-	449	413	-	669	627	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	1177	-	-	200	199	695	197	224	531
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	199	-	197	224	-
Stage 1	-	-	-	-	-	-	663	579	-	429	437	-
Stage 2	-	-	-	-	-	-	422	394	-	642	626	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.05	0.73	14.58	23.16
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	407	1013	-	-	1177	-	-	215
HCM Lane V/C Ratio	0.076	0.002	-	-	0.046	-	-	0.078
HCM Control Delay (s/veh)	14.6	8.6	-	-	8.2	-	-	23.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	5	2	1	5	2	2	23	2	1	50	2
Future Vol, veh/h	2	5	2	1	5	2	2	23	2	1	50	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	75	2	2	50	2	2	11	2	2	8	2
Mvmt Flow	2	6	2	1	6	2	2	27	2	1	58	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	95	59	96	95	28	60	0	0	29	0	0
Stage 1	62	62	-	33	33	-	-	-	-	-	-	-
Stage 2	34	34	-	63	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.25	6.22	7.12	7	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.675	3.318	3.518	4.45	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	887	676	1006	887	712	1047	1543	-	-	1584	-	-
Stage 1	950	720	-	984	782	-	-	-	-	-	-	-
Stage 2	982	742	-	948	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	876	674	1006	875	711	1047	1543	-	-	1584	-	-
Mov Cap-2 Maneuver	876	674	-	875	711	-	-	-	-	-	-	-
Stage 1	949	719	-	982	781	-	-	-	-	-	-	-
Stage 2	971	741	-	937	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.74	9.59	0.54	0.14
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	131	-	-	770	793	34	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.7	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	27	1	2	46
Future Vol, veh/h	2	2	27	1	2	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	8	2	2	10
Mvmt Flow	2	2	30	1	2	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	87	31	0	0	31	0
Stage 1	31	-	-	-	-	-
Stage 2	56	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	914	1043	-	-	1581	-
Stage 1	992	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	913	1043	-	-	1581	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.71	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	974	75	-
HCM Lane V/C Ratio	-	-	0.005	0.001	-
HCM Control Delay (s/veh)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	9	3	38	10	11	3	374	42	8	387	11
Future Vol, veh/h	5	9	3	38	10	11	3	374	42	8	387	11
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	-	-	-	-	-	-	-	-	200	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	5	9	3	40	11	12	3	394	44	8	407	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	835	874	413	829	836	394	419	0	0	438	0	0
Stage 1	430	430	-	400	400	-	-	-	-	-	-	-
Stage 2	405	444	-	429	436	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	287	272	639	290	293	640	1140	-	-	1122	-	-
Stage 1	603	559	-	626	586	-	-	-	-	-	-	-
Stage 2	622	550	-	604	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	268	269	639	275	290	640	1140	-	-	1122	-	-
Mov Cap-2 Maneuver	268	269	-	275	290	-	-	-	-	-	-	-
Stage 1	597	553	-	624	584	-	-	-	-	-	-	-
Stage 2	598	548	-	585	559	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.8	19.48	0.06	0.16
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	14	-	-	299	310	35	-	-
HCM Lane V/C Ratio	0.003	-	-	0.06	0.2	0.008	-	-
HCM Control Delay (s/veh)	8.2	0	-	17.8	19.5	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	48	3	7	52	9	2	14	1	5	17	5
Future Vol, veh/h	3	48	3	7	52	9	2	14	1	5	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	33	6	2	17	4	50	2	17	2	50	13	2
Mvmt Flow	3	56	3	8	60	10	2	16	1	6	20	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	59	0	0	151	152	58	153	148	66
Stage 1	-	-	-	-	-	-	65	65	-	82	82	-
Stage 2	-	-	-	-	-	-	87	87	-	71	66	-
Critical Hdwy	4.43	-	-	4.27	-	-	7.12	6.67	6.22	7.6	6.63	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Follow-up Hdwy	2.497	-	-	2.353	-	-	3.518	4.153	3.318	3.95	4.117	3.318
Pot Cap-1 Maneuver	1354	-	-	1454	-	-	816	713	1009	717	724	998
Stage 1	-	-	-	-	-	-	946	813	-	820	806	-
Stage 2	-	-	-	-	-	-	921	794	-	832	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1354	-	-	1454	-	-	783	707	1009	694	717	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	783	707	-	694	717	-
Stage 1	-	-	-	-	-	-	944	810	-	815	801	-
Stage 2	-	-	-	-	-	-	888	790	-	812	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.43	0.77	10.08	10
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	728	99	-	-	180	-	-	752
HCM Lane V/C Ratio	0.027	0.003	-	-	0.006	-	-	0.042
HCM Control Delay (s/veh)	10.1	7.7	0	-	7.5	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	46	7	26	61	6	7	19	18	7	34	8
Future Vol, veh/h	2	46	7	26	61	6	7	19	18	7	34	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	14	2	2	8	2	50	17	2	17	15	2
Mvmt Flow	2	55	8	31	73	7	8	23	22	8	41	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	64	0	0	221	208	60	211	208	77
Stage 1	-	-	-	-	-	-	64	64	-	140	140	-
Stage 2	-	-	-	-	-	-	157	143	-	72	69	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.67	6.22	7.27	6.65	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.153	3.318	3.653	4.135	3.318
Pot Cap-1 Maneuver	1517	-	-	1539	-	-	644	663	1006	714	666	984
Stage 1	-	-	-	-	-	-	839	813	-	829	757	-
Stage 2	-	-	-	-	-	-	744	750	-	902	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1517	-	-	1539	-	-	584	648	1006	659	651	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	584	648	-	659	651	-
Stage 1	-	-	-	-	-	-	837	811	-	811	741	-
Stage 2	-	-	-	-	-	-	681	734	-	856	812	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.27	2.07	10.21	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	743	64	-	-	494	-	-	690
HCM Lane V/C Ratio	0.071	0.002	-	-	0.02	-	-	0.086
HCM Control Delay (s/veh)	10.2	7.4	0	-	7.4	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	76	74	9	2	5
Future Vol, veh/h	5	76	74	9	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	88	86	10	2	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	97	0	-	0	191	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	100	-
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	1497	-	-	-	798	966
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1497	-	-	-	794	966
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.46	0	8.99
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	111	-	-	-	910
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	65	87	21	10	1
Future Vol, veh/h	6	65	87	21	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	77	104	25	12	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	208	116
Stage 1	-	-	-	-	116	-
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	3.318
Pot Cap-1 Maneuver	1457	-	-	-	781	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	777	936
Mov Cap-2 Maneuver	-	-	-	-	777	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.63	0	9.64
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	152	-	-	-	789
HCM Lane V/C Ratio	0.005	-	-	-	0.017
HCM Control Delay (s/veh)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	83	113	6	2	2
Future Vol, veh/h	2	83	113	6	2	2
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	2	95	130	7	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	137	0	-	0	233	134
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	100	-
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	1447	-	-	-	755	915
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1447	-	-	-	754	914
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.18	0	9.38
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	42	-	-	-	826
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s/veh)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	78	2	2	111	7	5	1	1	11	6	10
Future Vol, veh/h	5	78	2	2	111	7	5	1	1	11	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	20	0
Mvmt Flow	6	87	2	2	123	8	6	1	1	12	7	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	89	0	0	230	234	88	230	232	127
Stage 1	-	-	-	-	-	-	99	99	-	132	132	-
Stage 2	-	-	-	-	-	-	131	136	-	98	100	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.3
Pot Cap-1 Maneuver	1454	-	-	1507	-	-	725	666	971	725	638	928
Stage 1	-	-	-	-	-	-	907	813	-	872	754	-
Stage 2	-	-	-	-	-	-	872	784	-	908	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1454	-	-	1507	-	-	705	662	971	719	635	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	662	-	719	635	-
Stage 1	-	-	-	-	-	-	904	810	-	870	753	-
Stage 2	-	-	-	-	-	-	853	783	-	902	776	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.44	0.12	10.01	9.93
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	727	105	-	-	30	-	-	760
HCM Lane V/C Ratio	0.011	0.004	-	-	0.001	-	-	0.039
HCM Control Delay (s/veh)	10	7.5	0	-	7.4	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	77	11	5	69	2	10	2	11	2	2	2
Future Vol, veh/h	2	77	11	5	69	2	10	2	11	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	89	13	6	79	2	11	2	13	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	101	0	0	191	193	95	186	198	80
Stage 1	-	-	-	-	-	-	99	99	-	92	92	-
Stage 2	-	-	-	-	-	-	92	93	-	94	106	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1516	-	-	1491	-	-	768	703	962	774	698	980
Stage 1	-	-	-	-	-	-	907	813	-	915	819	-
Stage 2	-	-	-	-	-	-	915	818	-	913	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1516	-	-	1491	-	-	760	699	962	757	694	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	760	699	-	757	694	-
Stage 1	-	-	-	-	-	-	905	811	-	911	815	-
Stage 2	-	-	-	-	-	-	907	815	-	897	806	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.16	0.49	9.44	9.58
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	838	39	-	-	118	-	-	793
HCM Lane V/C Ratio	0.032	0.002	-	-	0.004	-	-	0.009
HCM Control Delay (s/veh)	9.4	7.4	0	-	7.4	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	61	19	15	91	5	24	36	16	6	42	8
Future Vol, veh/h	2	61	19	15	91	5	24	36	16	6	42	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	9	7	20	11	2
Mvmt Flow	2	69	22	17	103	6	27	41	18	7	48	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	8.2	8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	2%	14%	11%
Vol Thru, %	47%	74%	82%	75%
Vol Right, %	21%	23%	5%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	82	111	56
LT Vol	24	2	15	6
Through Vol	36	61	91	42
RT Vol	16	19	5	8
Lane Flow Rate	86	93	126	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.107	0.111	0.154	0.084
Departure Headway (Hd)	4.444	4.294	4.39	4.771
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	837	819	753
Service Time	2.459	2.31	2.405	2.788
HCM Lane V/C Ratio	0.106	0.111	0.154	0.085
HCM Control Delay, s/veh	8	7.8	8.2	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.5	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	140	162	6	8	10
Future Vol, veh/h	7	140	162	6	8	10
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	20	2
Mvmt Flow	8	154	178	7	9	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	185	0	-	0	351	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	1390	-	-	-	612	861
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1390	-	-	-	608	861
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.36	0	10.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	86	-	-	-	727
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Control Delay (s/veh)	7.6	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	3	7	33	5	15	2	350	19	6	263	2
Future Vol, veh/h	15	3	7	33	5	15	2	350	19	6	263	2
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	17	3	8	38	6	17	2	398	22	7	299	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	719	738	300	716	717	398	301	0	0	419	0	0
Stage 1	314	314	-	402	402	-	-	-	-	-	-	-
Stage 2	405	424	-	314	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	344	346	740	345	355	637	1260	-	-	1027	-	-
Stage 1	697	656	-	625	600	-	-	-	-	-	-	-
Stage 2	622	587	-	697	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	326	343	740	335	352	637	1260	-	-	1027	-	-
Mov Cap-2 Maneuver	326	343	-	335	352	-	-	-	-	-	-	-
Stage 1	692	652	-	623	599	-	-	-	-	-	-	-
Stage 2	599	586	-	681	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.97	15.95	0.04	0.19
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	389	389	1027	-	-
HCM Lane V/C Ratio	0.002	-	-	0.073	0.155	0.007	-	-
HCM Control Delay (s/veh)	7.9	0	-	15	15.9	8.5	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	9	3	38	10	11	3	374	42	8	387	11
Future Vol, veh/h	5	9	3	38	10	11	3	374	42	8	387	11
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	5	9	3	40	11	12	3	394	44	8	407	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	835	874	413	829	836	394	419	0	0	438	0	0
Stage 1	430	430	-	400	400	-	-	-	-	-	-	-
Stage 2	405	444	-	429	436	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	287	272	639	290	293	640	1140	-	-	1122	-	-
Stage 1	603	559	-	626	586	-	-	-	-	-	-	-
Stage 2	622	550	-	604	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	269	269	639	275	290	640	1140	-	-	1122	-	-
Mov Cap-2 Maneuver	269	269	-	275	290	-	-	-	-	-	-	-
Stage 1	599	554	-	624	584	-	-	-	-	-	-	-
Stage 2	598	548	-	586	561	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.77	19.44	0.06	0.16
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	14	-	-	300	311	1122	-	-
HCM Lane V/C Ratio	0.003	-	-	0.06	0.2	0.008	-	-
HCM Control Delay (s/veh)	8.2	0	-	17.8	19.4	8.2	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0	-	-

APPENDIX E: 2029 Total Synchro Reports

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	448	9	16	225	3	11	14	69	14	6	2
Future Vol, veh/h	5	448	9	16	225	3	11	14	69	14	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	25	5	33	2	10	2	2	2	3	25	2	2
Mvmt Flow	6	521	10	19	262	3	13	16	80	16	7	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	265	0	0	531	0	0	840	840	526	841	844	263
Stage 1	-	-	-	-	-	-	538	538	-	301	301	-
Stage 2	-	-	-	-	-	-	302	302	-	541	543	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.12	6.52	6.23	7.35	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.518	4.018	3.327	3.725	4.018	3.318
Pot Cap-1 Maneuver	1177	-	-	1036	-	-	285	302	550	260	300	775
Stage 1	-	-	-	-	-	-	527	522	-	662	665	-
Stage 2	-	-	-	-	-	-	707	664	-	486	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1036	-	-	271	295	550	205	293	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	295	-	205	293	-
Stage 1	-	-	-	-	-	-	525	520	-	650	653	-
Stage 2	-	-	-	-	-	-	685	652	-	400	517	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.09	0.56	15.86	21.71
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	1177	-	-	1036	-	-	241
HCM Lane V/C Ratio	0.248	0.005	-	-	0.018	-	-	0.106
HCM Control Delay (s/veh)	15.9	8.1	-	-	8.5	-	-	21.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	5	1	3	2	1	60	0	2	23	3
Future Vol, veh/h	10	1	5	1	3	2	1	60	0	2	23	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	100	2	2	2	2	2	2	20	2
Mvmt Flow	12	1	6	1	4	2	1	71	0	2	27	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	108	106	29	105	108	71	31	0	0	71	0	0
Stage 1	34	34	-	73	73	-	-	-	-	-	-	-
Stage 2	75	73	-	32	35	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	8.1	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	4.4	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	871	784	1046	688	782	992	1582	-	-	1530	-	-
Stage 1	983	867	-	741	834	-	-	-	-	-	-	-
Stage 2	935	834	-	783	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	863	782	1046	682	780	992	1582	-	-	1530	-	-
Mov Cap-2 Maneuver	863	782	-	682	780	-	-	-	-	-	-	-
Stage 1	981	866	-	740	834	-	-	-	-	-	-	-
Stage 2	928	834	-	776	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.06	9.44	0.12	0.53
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	30	-	-	906	819	126	-	-
HCM Lane V/C Ratio	0.001	-	-	0.021	0.009	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	9.4	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	14	1	0	1	2	53	2	3	28	2
Future Vol, veh/h	8	0	14	1	0	1	2	53	2	3	28	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	27	2
Mvmt Flow	9	0	16	1	0	1	2	60	2	3	32	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	105	109	33	107	109	63	34	0	0	65	0	0
Stage 1	40	40	-	68	68	-	-	-	-	-	-	-
Stage 2	65	69	-	39	41	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	875	781	1041	873	781	1001	1577	-	-	1538	-	-
Stage 1	975	862	-	942	838	-	-	-	-	-	-	-
Stage 2	946	837	-	976	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	871	777	1041	855	777	999	1577	-	-	1535	-	-
Mov Cap-2 Maneuver	871	777	-	855	777	-	-	-	-	-	-	-
Stage 1	973	860	-	939	836	-	-	-	-	-	-	-
Stage 2	943	835	-	959	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.8	8.92	0.26	0.67
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	63	-	-	972	921	161	-	-
HCM Lane V/C Ratio	0.001	-	-	0.026	0.002	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.8	8.9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	3	7	40	7	18	2	350	22	7	263	2
Future Vol, veh/h	15	3	7	40	7	18	2	350	22	7	263	2
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	17	3	8	45	8	20	2	398	25	8	299	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	722	743	300	719	719	398	301	0	0	423	0	0
Stage 1	316	316	-	402	402	-	-	-	-	-	-	-
Stage 2	406	427	-	316	317	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	342	343	740	344	354	637	1260	-	-	1024	-	-
Stage 1	695	655	-	625	600	-	-	-	-	-	-	-
Stage 2	621	585	-	695	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	320	340	740	333	351	637	1260	-	-	1024	-	-
Mov Cap-2 Maneuver	320	340	-	333	351	-	-	-	-	-	-	-
Stage 1	690	650	-	623	599	-	-	-	-	-	-	-
Stage 2	592	584	-	678	649	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.13	16.51	0.04	0.22
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	384	386	1024	-	-
HCM Lane V/C Ratio	0.002	-	-	0.074	0.191	0.008	-	-
HCM Control Delay (s/veh)	7.9	0	-	15.1	16.5	8.5	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	43	3	1	56	6	6	21	7	2	11	2
Future Vol, veh/h	7	43	3	1	56	6	6	21	7	2	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	3	2	2	7	40	2	2	2	2	20	2
Mvmt Flow	8	52	4	1	67	7	7	25	8	2	13	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	55	0	0	147	148	54	155	146	71
Stage 1	-	-	-	-	-	-	70	70	-	73	73	-
Stage 2	-	-	-	-	-	-	77	77	-	81	72	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.318
Pot Cap-1 Maneuver	1525	-	-	1549	-	-	821	744	1014	812	714	991
Stage 1	-	-	-	-	-	-	939	836	-	936	800	-
Stage 2	-	-	-	-	-	-	933	831	-	927	801	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1525	-	-	1549	-	-	799	739	1014	773	709	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	799	739	-	773	709	-
Stage 1	-	-	-	-	-	-	934	831	-	935	799	-
Stage 2	-	-	-	-	-	-	914	830	-	886	796	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.97	0.12	9.78	9.95
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	794	235	-	-	28	-	-	746
HCM Lane V/C Ratio	0.052	0.006	-	-	0.001	-	-	0.024
HCM Control Delay (s/veh)	9.8	7.4	0	-	7.3	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	64	6	9	48	7	10	33	22	25	17	5
Future Vol, veh/h	7	64	6	9	48	7	10	33	22	25	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	6	2	2	15	2	22	10	2
Mvmt Flow	8	77	7	11	58	8	12	40	27	30	20	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	84	0	0	187	186	81	198	185	62
Stage 1	-	-	-	-	-	-	98	98	-	84	84	-
Stage 2	-	-	-	-	-	-	90	88	-	114	101	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.65	6.22	7.32	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.135	3.318	3.698	4.09	3.318
Pot Cap-1 Maneuver	1535	-	-	1512	-	-	773	686	979	720	695	1003
Stage 1	-	-	-	-	-	-	909	790	-	877	810	-
Stage 2	-	-	-	-	-	-	918	797	-	845	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	1512	-	-	736	677	979	651	686	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	736	677	-	651	686	-
Stage 1	-	-	-	-	-	-	904	785	-	871	804	-
Stage 2	-	-	-	-	-	-	882	791	-	776	791	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.67	1.04	10.23	10.69
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	767	161	-	-	247	-	-	689
HCM Lane V/C Ratio	0.102	0.005	-	-	0.007	-	-	0.082
HCM Control Delay (s/veh)	10.2	7.4	0	-	7.4	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	91	52	5	8	3
Future Vol, veh/h	2	91	52	5	8	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	12	10	2	2	2
Mvmt Flow	2	105	60	6	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	172	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	109	-
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	1536	-	-	-	818	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	817	1002
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.16	0	9.25
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	39	-	-	-	860
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s/veh)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	96	48	27	1	2
Future Vol, veh/h	3	96	48	27	1	2
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	8	2	8	2	2
Mvmt Flow	4	120	60	34	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	205	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	128	-
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	1499	-	-	-	783	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	779	982
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.22	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	55	-	-	-	904
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	99	81	2	3	2
Future Vol, veh/h	2	99	81	2	3	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	10	2	9	2	2
Mvmt Flow	3	127	104	3	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	108	0	-	0	239	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	132	-
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	1482	-	-	-	749	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1479	-	-	-	745	945
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.15	0	9.46
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	36	-	-	-	814
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s/veh)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	107	5	3	64	12	5	15	1	24	11	7
Future Vol, veh/h	11	107	5	3	64	12	5	15	1	24	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	25	2	75	2	2	2	50	31	2	14	60	0
Mvmt Flow	14	134	6	4	80	15	6	19	1	30	14	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	140	0	0	259	267	137	266	263	88
Stage 1	-	-	-	-	-	-	164	164	-	95	95	-
Stage 2	-	-	-	-	-	-	94	103	-	171	168	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.6	6.81	6.22	7.24	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.95	4.279	3.318	3.626	4.54	3.3
Pot Cap-1 Maneuver	1366	-	-	1443	-	-	606	593	912	663	555	976
Stage 1	-	-	-	-	-	-	737	710	-	883	716	-
Stage 2	-	-	-	-	-	-	807	757	-	804	662	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1443	-	-	578	585	912	633	547	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	578	585	-	633	547	-
Stage 1	-	-	-	-	-	-	729	703	-	881	714	-
Stage 2	-	-	-	-	-	-	782	755	-	773	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.69	0.28	11.35	11.08
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	160	-	-	66	-	-	644
HCM Lane V/C Ratio	0.044	0.01	-	-	0.003	-	-	0.081
HCM Control Delay (s/veh)	11.4	7.7	0	-	7.5	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	114	11	5	69	2	12	2	6	2	2	2
Future Vol, veh/h	2	114	11	5	69	2	12	2	6	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	3	17	25	13	2	10	2	2	2	2	2
Mvmt Flow	2	139	13	6	84	2	15	2	7	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	152	0	0	248	249	146	243	255	85
Stage 1	-	-	-	-	-	-	151	151	-	98	98	-
Stage 2	-	-	-	-	-	-	98	99	-	145	157	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1299	-	-	689	653	901	711	649	974
Stage 1	-	-	-	-	-	-	833	773	-	909	814	-
Stage 2	-	-	-	-	-	-	890	813	-	858	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1299	-	-	680	649	901	698	644	974
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	649	-	698	644	-
Stage 1	-	-	-	-	-	-	832	771	-	904	810	-
Stage 2	-	-	-	-	-	-	880	809	-	846	766	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.12	0.51	10.1	9.86
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	730	28	-	-	118	-	-	748
HCM Lane V/C Ratio	0.033	0.002	-	-	0.005	-	-	0.01
HCM Control Delay (s/veh)	10.1	7.4	0	-	7.8	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	154	67	7	72	11	80	50	9	11	53	48
Future Vol, veh/h	39	154	67	7	72	11	80	50	9	11	53	48
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	3	2	4	2	2	10	2	18	2	10	43	2
Mvmt Flow	53	211	92	10	99	15	110	68	12	15	73	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.8	9.6	10.8	10.1
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	58%	15%	8%	10%
Vol Thru, %	36%	59%	80%	47%
Vol Right, %	6%	26%	12%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	260	90	112
LT Vol	80	39	7	11
Through Vol	50	154	72	53
RT Vol	9	67	11	48
Lane Flow Rate	190	356	123	153
Geometry Grp	1	1	1	1
Degree of Util (X)	0.292	0.496	0.184	0.231
Departure Headway (Hd)	5.522	5.011	5.373	5.416
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	649	723	667	661
Service Time	3.563	3.011	3.413	3.457
HCM Lane V/C Ratio	0.293	0.492	0.184	0.231
HCM Control Delay, s/veh	10.8	12.8	9.6	10.1
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.2	2.8	0.7	0.9

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	164	92	13	12	6
Future Vol, veh/h	6	164	92	13	12	6
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	25	2	10	10	2	2
Mvmt Flow	6	174	98	14	13	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	112	0	-	0	292	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.35	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.425	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1347	-	-	-	699	950
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1347	-	-	-	695	950
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.27	0	9.84
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	64	-	-	-	763
HCM Lane V/C Ratio	0.005	-	-	-	0.025
HCM Control Delay (s/veh)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	307	16	68	499	3	11	3	42	9	5	1
Future Vol, veh/h	2	307	16	68	499	3	11	3	42	9	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	5	17	7	5	2	2	33	2	2	2	2
Mvmt Flow	2	341	18	76	554	3	12	3	47	10	6	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	359	0	0	1063	1063	350	1054	1071	556
Stage 1	-	-	-	-	-	-	354	354	-	707	707	-
Stage 2	-	-	-	-	-	-	708	709	-	347	363	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1013	-	-	1173	-	-	201	197	693	204	221	531
Stage 1	-	-	-	-	-	-	663	579	-	426	438	-
Stage 2	-	-	-	-	-	-	425	394	-	669	624	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	1173	-	-	183	184	693	174	206	531
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	184	-	174	206	-
Stage 1	-	-	-	-	-	-	661	577	-	398	410	-
Stage 2	-	-	-	-	-	-	392	369	-	619	623	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.05	0.99	15.4	25.42
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1013	-	-	1173	-	-	193
HCM Lane V/C Ratio	0.152	0.002	-	-	0.064	-	-	0.086
HCM Control Delay (s/veh)	15.4	8.6	-	-	8.3	-	-	25.4
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	5	2	1	5	2	2	33	2	1	66	9
Future Vol, veh/h	4	5	2	1	5	2	2	33	2	1	66	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	75	2	2	50	2	2	11	2	2	8	2
Mvmt Flow	5	6	2	1	6	2	2	38	2	1	77	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	130	130	82	126	134	40	87	0	0	41	0	0
Stage 1	84	84	-	44	44	-	-	-	-	-	-	-
Stage 2	46	45	-	82	90	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.25	6.22	7.12	7	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.675	3.318	3.518	4.45	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	842	644	978	847	677	1032	1509	-	-	1569	-	-
Stage 1	924	702	-	970	772	-	-	-	-	-	-	-
Stage 2	968	733	-	926	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	831	643	978	836	675	1032	1509	-	-	1569	-	-
Mov Cap-2 Maneuver	831	643	-	836	675	-	-	-	-	-	-	-
Stage 1	923	702	-	968	771	-	-	-	-	-	-	-
Stage 2	957	732	-	916	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.87	9.8	0.4	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	96	-	-	752	759	23	-	-
HCM Lane V/C Ratio	0.002	-	-	0.017	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.9	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	7	2	0	2	9	31	1	8	56	5
Future Vol, veh/h	6	0	7	2	0	2	9	31	1	8	56	5
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	10	2
Mvmt Flow	7	0	8	2	0	2	10	35	1	9	63	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	139	140	66	137	142	35	69	0	0	36	0	0
Stage 1	84	84	-	56	56	-	-	-	-	-	-	-
Stage 2	55	56	-	81	87	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	832	751	998	834	749	1037	1533	-	-	1575	-	-
Stage 1	924	825	-	957	849	-	-	-	-	-	-	-
Stage 2	957	848	-	928	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	819	742	998	817	740	1037	1533	-	-	1575	-	-
Mov Cap-2 Maneuver	819	742	-	817	740	-	-	-	-	-	-	-
Stage 1	919	821	-	950	843	-	-	-	-	-	-	-
Stage 2	949	842	-	915	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.03	8.96	1.62	0.85
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	393	-	-	907	914	205	-	-
HCM Lane V/C Ratio	0.007	-	-	0.016	0.005	0.006	-	-
HCM Control Delay (s/veh)	7.4	0	-	9	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱	↰	↕	
Traffic Vol, veh/h	5	11	3	43	11	13	3	374	49	12	387	11
Future Vol, veh/h	5	11	3	43	11	13	3	374	49	12	387	11
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	5	12	3	45	12	14	3	394	52	13	407	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	844	890	413	838	844	394	419	0	0	445	0	0
Stage 1	438	438	-	400	400	-	-	-	-	-	-	-
Stage 2	406	452	-	438	444	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	283	267	639	286	290	640	1140	-	-	1115	-	-
Stage 1	597	554	-	626	586	-	-	-	-	-	-	-
Stage 2	622	546	-	597	560	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	263	639	268	286	640	1140	-	-	1115	-	-
Mov Cap-2 Maneuver	262	263	-	268	286	-	-	-	-	-	-	-
Stage 1	590	547	-	624	584	-	-	-	-	-	-	-
Stage 2	594	544	-	575	554	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.37	20.29	0.06	0.24
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	14	-	-	289	305	1115	-	-
HCM Lane V/C Ratio	0.003	-	-	0.069	0.231	0.011	-	-
HCM Control Delay (s/veh)	8.2	0	-	18.4	20.3	8.3	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	62	3	7	61	9	2	14	1	5	17	5
Future Vol, veh/h	3	62	3	7	61	9	2	14	1	5	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	33	6	2	17	4	50	2	17	2	50	13	2
Mvmt Flow	3	72	3	8	71	10	2	16	1	6	20	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	76	0	0	178	178	74	180	175	76
Stage 1	-	-	-	-	-	-	81	81	-	92	92	-
Stage 2	-	-	-	-	-	-	97	98	-	87	83	-
Critical Hdwy	4.43	-	-	4.27	-	-	7.12	6.67	6.22	7.6	6.63	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Follow-up Hdwy	2.497	-	-	2.353	-	-	3.518	4.153	3.318	3.95	4.117	3.318
Pot Cap-1 Maneuver	1341	-	-	1434	-	-	784	689	988	687	699	985
Stage 1	-	-	-	-	-	-	928	799	-	809	797	-
Stage 2	-	-	-	-	-	-	909	786	-	814	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1341	-	-	1434	-	-	751	683	988	664	693	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	683	-	664	693	-
Stage 1	-	-	-	-	-	-	925	797	-	804	793	-
Stage 2	-	-	-	-	-	-	876	781	-	795	803	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.34	0.68	10.27	10.17
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	703	79	-	-	160	-	-	727
HCM Lane V/C Ratio	0.028	0.003	-	-	0.006	-	-	0.043
HCM Control Delay (s/veh)	10.3	7.7	0	-	7.5	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	58	9	26	84	15	13	19	18	15	36	16
Future Vol, veh/h	6	58	9	26	84	15	13	19	18	15	36	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	14	2	2	8	2	50	17	2	17	15	2
Mvmt Flow	7	70	11	31	101	18	16	23	22	18	43	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	81	0	0	275	272	75	269	268	110
Stage 1	-	-	-	-	-	-	90	90	-	173	173	-
Stage 2	-	-	-	-	-	-	186	182	-	96	95	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.67	6.22	7.27	6.65	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.153	3.318	3.653	4.135	3.318
Pot Cap-1 Maneuver	1469	-	-	1517	-	-	591	610	986	654	616	943
Stage 1	-	-	-	-	-	-	812	792	-	795	732	-
Stage 2	-	-	-	-	-	-	717	722	-	875	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1469	-	-	1517	-	-	523	594	986	599	600	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	523	594	-	599	600	-
Stage 1	-	-	-	-	-	-	808	788	-	777	716	-
Stage 2	-	-	-	-	-	-	645	706	-	827	787	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.61	1.54	10.95	11.25
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	666	144	-	-	363	-	-	657
HCM Lane V/C Ratio	0.09	0.005	-	-	0.021	-	-	0.123
HCM Control Delay (s/veh)	10.9	7.5	0	-	7.4	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	96	106	9	2	5
Future Vol, veh/h	5	96	106	9	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	112	123	10	2	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	134	0	-	0	252	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	123	-
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	1451	-	-	-	737	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1451	-	-	-	734	921
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.37	0	9.23
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	89	-	-	-	859
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s/veh)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	85	119	21	10	1
Future Vol, veh/h	6	85	119	21	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	101	142	25	12	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	270	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	115	-
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	1411	-	-	-	720	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1411	-	-	-	716	892
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	909	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.5	0	10.03
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	119	-	-	-	729
HCM Lane V/C Ratio	0.005	-	-	-	0.018
HCM Control Delay (s/veh)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	103	145	6	2	2
Future Vol, veh/h	2	103	145	6	2	2
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	2	118	167	7	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	174	0	-	0	293	171
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	123	-
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	1403	-	-	-	698	873
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1403	-	-	-	697	872
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.14	0	9.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	34	-	-	-	774
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s/veh)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	96	2	2	139	7	5	1	1	11	6	14
Future Vol, veh/h	7	96	2	2	139	7	5	1	1	11	6	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	20	0
Mvmt Flow	8	107	2	2	154	8	6	1	1	12	7	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	162	0	0	109	0	0	286	290	108	286	287	158
Stage 1	-	-	-	-	-	-	123	123	-	163	163	-
Stage 2	-	-	-	-	-	-	162	167	-	123	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.3
Pot Cap-1 Maneuver	1417	-	-	1482	-	-	667	620	946	667	593	892
Stage 1	-	-	-	-	-	-	881	794	-	839	730	-
Stage 2	-	-	-	-	-	-	840	760	-	881	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1417	-	-	1482	-	-	643	616	946	660	589	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	643	616	-	660	589	-
Stage 1	-	-	-	-	-	-	876	789	-	838	729	-
Stage 2	-	-	-	-	-	-	816	759	-	874	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0.1	10.44	10.19
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	669	120	-	-	24	-	-	729
HCM Lane V/C Ratio	0.012	0.005	-	-	0.001	-	-	0.047
HCM Control Delay (s/veh)	10.4	7.6	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	93	13	5	95	2	12	2	11	2	2	2
Future Vol, veh/h	2	93	13	5	95	2	12	2	11	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	107	15	6	109	2	14	2	13	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	122	0	0	241	242	114	234	248	110
Stage 1	-	-	-	-	-	-	119	119	-	122	122	-
Stage 2	-	-	-	-	-	-	122	123	-	113	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1465	-	-	713	660	938	720	654	943
Stage 1	-	-	-	-	-	-	885	797	-	882	795	-
Stage 2	-	-	-	-	-	-	882	794	-	892	791	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1478	-	-	1465	-	-	705	656	938	704	650	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	656	-	704	650	-
Stage 1	-	-	-	-	-	-	884	796	-	879	792	-
Stage 2	-	-	-	-	-	-	874	791	-	876	790	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.14	0.37	9.75	9.87
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	786	33	-	-	88	-	-	747
HCM Lane V/C Ratio	0.037	0.002	-	-	0.004	-	-	0.009
HCM Control Delay (s/veh)	9.8	7.4	0	-	7.5	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	71	24	15	107	5	31	36	16	6	42	10
Future Vol, veh/h	4	71	24	15	107	5	31	36	16	6	42	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	9	7	20	11	2
Mvmt Flow	5	81	27	17	122	6	35	41	18	7	48	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	8.4	8.2	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	4%	12%	10%
Vol Thru, %	43%	72%	84%	72%
Vol Right, %	19%	24%	4%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	99	127	58
LT Vol	31	4	15	6
Through Vol	36	71	107	42
RT Vol	16	24	5	10
Lane Flow Rate	94	113	144	66
Geometry Grp	1	1	1	1
Degree of Util (X)	0.119	0.136	0.178	0.089
Departure Headway (Hd)	4.556	4.343	4.443	4.851
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	827	810	739
Service Time	2.58	2.363	2.461	2.876
HCM Lane V/C Ratio	0.119	0.137	0.178	0.089
HCM Control Delay, s/veh	8.2	8	8.4	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.6	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	140	162	10	10	12
Future Vol, veh/h	9	140	162	10	10	12
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	20	2
Mvmt Flow	10	154	178	11	11	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	189	0	-	0	357	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	1385	-	-	-	607	859
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1385	-	-	-	602	859
Mov Cap-2 Maneuver	-	-	-	-	602	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.46	0	10.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	109	-	-	-	719
HCM Lane V/C Ratio	0.007	-	-	-	0.034
HCM Control Delay (s/veh)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	1	2	5	2	10
Future Vol, veh/h	6	1	2	5	2	10
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1	2	6	2	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	17	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	10	-
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	-	-	1613	-	1001	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1613	-	999	1075
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.07	8.43
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1062	-	-	514	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	54	1	4	55	6	6	0	8	8	0	3
Future Vol, veh/h	2	54	1	4	55	6	6	0	8	8	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	60	1	4	61	7	7	0	9	9	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	61	0	0	135	142	61	138	139	64
Stage 1	-	-	-	-	-	-	65	65	-	73	73	-
Stage 2	-	-	-	-	-	-	70	77	-	64	66	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1534	-	-	1542	-	-	836	749	1005	833	752	1000
Stage 1	-	-	-	-	-	-	946	841	-	936	834	-
Stage 2	-	-	-	-	-	-	940	831	-	946	840	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1534	-	-	1542	-	-	830	746	1005	822	749	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	830	746	-	822	749	-
Stage 1	-	-	-	-	-	-	944	839	-	933	831	-
Stage 2	-	-	-	-	-	-	934	829	-	937	839	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.26	0.45	8.97	9.23
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	921	63	-	-	109	-	-	864
HCM Lane V/C Ratio	0.017	0.001	-	-	0.003	-	-	0.014
HCM Control Delay (s/veh)	9	7.4	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	4	6	58	7	11
Future Vol, veh/h	66	4	6	58	7	11
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	4	7	64	8	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	153	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	78	-
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	-	-	1521	-	838	986
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1521	-	834	986
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.69	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	921	-	-	169	-
HCM Lane V/C Ratio	0.022	-	-	0.004	-
HCM Control Delay (s/veh)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	2	7	7	1	6
Future Vol, veh/h	5	2	7	7	1	6
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	2	8	8	1	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	30	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	23	-
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	-	-	1613	-	984	1076
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1613	-	980	1076
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.62	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1061	-	-	900	-
HCM Lane V/C Ratio	0.007	-	-	0.005	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	56	5	8	70	19	3	0	6	8	0	4
Future Vol, veh/h	8	56	5	8	70	19	3	0	6	8	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	62	6	9	78	21	3	0	7	9	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	68	0	0	178	199	65	186	192	88
Stage 1	-	-	-	-	-	-	83	83	-	106	106	-
Stage 2	-	-	-	-	-	-	96	117	-	80	86	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1494	-	-	1534	-	-	784	696	999	775	703	970
Stage 1	-	-	-	-	-	-	925	826	-	899	807	-
Stage 2	-	-	-	-	-	-	911	799	-	929	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1494	-	-	1534	-	-	770	688	999	760	695	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	770	688	-	760	695	-
Stage 1	-	-	-	-	-	-	920	821	-	894	802	-
Stage 2	-	-	-	-	-	-	901	794	-	917	819	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.86	0.61	9	9.47
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	909	205	-	-	142	-	-	819
HCM Lane V/C Ratio	0.011	0.006	-	-	0.006	-	-	0.016
HCM Control Delay (s/veh)	9	7.4	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	12	17	100	4	9
Future Vol, veh/h	71	12	17	100	4	9
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	13	19	111	4	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	234	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	149	-
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	-	-	1502	-	754	973
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1502	-	744	973
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.08	9.12
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	889	-	-	262	-
HCM Lane V/C Ratio	0.016	-	-	0.013	-
HCM Control Delay (s/veh)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX F: 2034 Background Synchro Reports

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	519	9	10	261	4	9	16	58	16	7	3
Future Vol, veh/h	5	519	9	10	261	4	9	16	58	16	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	25	5	33	2	10	2	2	2	3	25	2	2
Mvmt Flow	6	597	10	11	300	5	10	18	67	18	8	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	305	0	0	607	0	0	940	941	602	943	944	302
Stage 1	-	-	-	-	-	-	613	613	-	325	325	-
Stage 2	-	-	-	-	-	-	327	328	-	617	618	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.12	6.52	6.23	7.35	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.518	4.018	3.327	3.725	4.018	3.318
Pot Cap-1 Maneuver	1136	-	-	971	-	-	244	263	498	221	262	737
Stage 1	-	-	-	-	-	-	480	483	-	641	649	-
Stage 2	-	-	-	-	-	-	686	647	-	440	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1136	-	-	971	-	-	231	259	498	175	258	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	259	-	175	258	-
Stage 1	-	-	-	-	-	-	477	481	-	634	641	-
Stage 2	-	-	-	-	-	-	666	640	-	365	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.08	0.32	17.53	24.75
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	1136	-	-	971	-	-	212
HCM Lane V/C Ratio	0.25	0.005	-	-	0.012	-	-	0.141
HCM Control Delay (s/veh)	17.5	8.2	-	-	8.8	-	-	24.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	4	1	4	3	1	51	2	3	19	1
Future Vol, veh/h	3	1	4	1	4	3	1	51	2	3	19	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	100	2	2	2	2	2	2	20	2
Mvmt Flow	3	1	5	1	5	3	1	59	2	3	22	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	93	22	91	92	60	23	0	0	61	0	0
Stage 1	29	29	-	62	62	-	-	-	-	-	-	-
Stage 2	63	63	-	29	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	8.1	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	4.4	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	891	798	1055	704	798	1006	1592	-	-	1542	-	-
Stage 1	988	871	-	752	843	-	-	-	-	-	-	-
Stage 2	948	842	-	786	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	880	795	1055	698	796	1006	1592	-	-	1542	-	-
Mov Cap-2 Maneuver	880	795	-	698	796	-	-	-	-	-	-	-
Stage 1	985	869	-	751	843	-	-	-	-	-	-	-
Stage 2	939	842	-	780	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.84	9.3	0.13	0.96
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	33	-	-	946	847	232	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.011	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.8	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	53	2	2	26
Future Vol, veh/h	1	1	53	2	2	26
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	27
Mvmt Flow	1	1	60	2	2	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	96	63	0	0	64	0
Stage 1	63	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	903	1002	-	-	1539	-
Stage 1	960	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	900	1000	-	-	1536	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.81	0	0.52
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	947	129	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	4	8	37	6	17	3	406	22	6	305	2
Future Vol, veh/h	17	4	8	37	6	17	3	406	22	6	305	2
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	19	4	9	41	7	19	3	451	24	7	339	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	814	836	340	812	812	451	341	0	0	476	0	0
Stage 1	353	353	-	458	458	-	-	-	-	-	-	-
Stage 2	461	482	-	354	354	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	296	303	702	297	313	594	1218	-	-	977	-	-
Stage 1	664	631	-	583	567	-	-	-	-	-	-	-
Stage 2	580	553	-	663	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	278	300	702	286	310	594	1218	-	-	977	-	-
Mov Cap-2 Maneuver	278	300	-	286	310	-	-	-	-	-	-	-
Stage 1	659	626	-	581	565	-	-	-	-	-	-	-
Stage 2	553	551	-	645	626	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.78	18.22	0.06	0.17
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	338	339	977	-	-
HCM Lane V/C Ratio	0.003	-	-	0.095	0.197	0.007	-	-
HCM Control Delay (s/veh)	8	0	-	16.8	18.2	8.7	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	43	4	1	49	7	7	25	8	3	13	3
Future Vol, veh/h	8	43	4	1	49	7	7	25	8	3	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	3	2	2	7	40	2	2	2	2	20	2
Mvmt Flow	9	50	5	1	57	8	8	29	9	3	15	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	55	0	0	138	138	52	147	137	61
Stage 1	-	-	-	-	-	-	71	71	-	63	63	-
Stage 2	-	-	-	-	-	-	67	67	-	83	73	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.318
Pot Cap-1 Maneuver	1537	-	-	1550	-	-	833	753	1015	822	722	1004
Stage 1	-	-	-	-	-	-	939	836	-	948	808	-
Stage 2	-	-	-	-	-	-	944	839	-	925	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1537	-	-	1550	-	-	807	747	1015	778	717	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	807	747	-	778	717	-
Stage 1	-	-	-	-	-	-	933	831	-	947	807	-
Stage 2	-	-	-	-	-	-	922	838	-	879	795	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.07	0.13	9.78	9.87
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	800	257	-	-	31	-	-	761
HCM Lane V/C Ratio	0.058	0.006	-	-	0.001	-	-	0.029
HCM Control Delay (s/veh)	9.8	7.4	0	-	7.3	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	59	2	10	45	5	8	35	22	12	18	2
Future Vol, veh/h	2	59	2	10	45	5	8	35	22	12	18	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	6	2	2	15	2	22	10	2
Mvmt Flow	2	69	2	12	53	6	9	41	26	14	21	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	72	0	0	162	158	71	174	156	56
Stage 1	-	-	-	-	-	-	75	75	-	79	79	-
Stage 2	-	-	-	-	-	-	87	82	-	95	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.65	6.22	7.32	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.135	3.318	3.698	4.09	3.318
Pot Cap-1 Maneuver	1545	-	-	1528	-	-	803	711	992	746	722	1011
Stage 1	-	-	-	-	-	-	934	808	-	882	814	-
Stage 2	-	-	-	-	-	-	921	802	-	865	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1528	-	-	770	705	992	678	715	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	770	705	-	678	715	-
Stage 1	-	-	-	-	-	-	932	806	-	875	807	-
Stage 2	-	-	-	-	-	-	887	795	-	798	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	1.23	10.04	10.33
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	790	57	-	-	294	-	-	713
HCM Lane V/C Ratio	0.097	0.002	-	-	0.008	-	-	0.053
HCM Control Delay (s/veh)	10	7.3	0	-	7.4	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	69	46	5	8	3
Future Vol, veh/h	2	69	46	5	8	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	10	2	2	2
Mvmt Flow	2	78	52	6	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	138	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	83	-
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	1546	-	-	-	855	1012
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	854	1012
Mov Cap-2 Maneuver	-	-	-	-	854	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.21	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	51	-	-	-	892
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Control Delay (s/veh)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	75	42	31	1	2
Future Vol, veh/h	4	75	42	31	1	2
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	8	2	8	2	2
Mvmt Flow	5	91	51	38	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	172	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	101	-
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	1505	-	-	-	818	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1504	-	-	-	813	990
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.37	0	8.91
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	91	-	-	-	923
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	78	80	3	3	2
Future Vol, veh/h	3	78	80	3	3	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	10	2	9	2	2
Mvmt Flow	4	98	100	4	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	209	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	105	-
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	1485	-	-	-	779	951
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1483	-	-	-	774	949
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.28	0	9.34
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	67	-	-	-	836
HCM Lane V/C Ratio	0.003	-	-	-	0.007
HCM Control Delay (s/veh)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	92	5	4	62	14	5	17	1	27	13	6
Future Vol, veh/h	8	92	5	4	62	14	5	17	1	27	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	25	2	75	2	2	2	50	31	2	14	60	0
Mvmt Flow	10	112	6	5	76	17	6	21	1	33	16	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	93	0	0	118	0	0	228	237	115	236	232	84
Stage 1	-	-	-	-	-	-	135	135	-	94	94	-
Stage 2	-	-	-	-	-	-	93	102	-	142	138	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.6	6.81	6.22	7.24	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.95	4.279	3.318	3.626	4.54	3.3
Pot Cap-1 Maneuver	1369	-	-	1470	-	-	637	616	937	694	579	981
Stage 1	-	-	-	-	-	-	766	733	-	884	717	-
Stage 2	-	-	-	-	-	-	808	757	-	833	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1470	-	-	608	610	937	662	573	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	608	610	-	662	573	-
Stage 1	-	-	-	-	-	-	760	727	-	881	715	-
Stage 2	-	-	-	-	-	-	782	755	-	802	679	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.58	0.37	11.1	10.95
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	619	136	-	-	87	-	-	661
HCM Lane V/C Ratio	0.045	0.007	-	-	0.003	-	-	0.085
HCM Control Delay (s/veh)	11.1	7.6	0	-	7.5	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	102	10	5	70	2	14	2	7	2	2	2
Future Vol, veh/h	2	102	10	5	70	2	14	2	7	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	3	17	25	13	2	10	2	2	2	2	2
Mvmt Flow	2	121	12	6	83	2	17	2	8	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	133	0	0	229	230	127	224	235	85
Stage 1	-	-	-	-	-	-	132	132	-	96	96	-
Stage 2	-	-	-	-	-	-	96	98	-	127	138	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1511	-	-	1321	-	-	710	670	923	732	666	975
Stage 1	-	-	-	-	-	-	852	787	-	910	815	-
Stage 2	-	-	-	-	-	-	891	814	-	876	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1511	-	-	1321	-	-	701	666	923	718	662	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	701	666	-	718	662	-
Stage 1	-	-	-	-	-	-	851	786	-	906	811	-
Stage 2	-	-	-	-	-	-	882	810	-	864	781	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.13	0.5	9.96	9.76
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	753	31	-	-	116	-	-	763
HCM Lane V/C Ratio	0.036	0.002	-	-	0.005	-	-	0.009
HCM Control Delay (s/veh)	10	7.4	0	-	7.7	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	161	69	8	77	13	89	57	10	13	61	56
Future Vol, veh/h	42	161	69	8	77	13	89	57	10	13	61	56
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	3	2	4	2	2	10	2	18	2	10	43	2
Mvmt Flow	56	215	92	11	103	17	119	76	13	17	81	75
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.6	10	11.4	10.6
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	15%	8%	10%
Vol Thru, %	37%	59%	79%	47%
Vol Right, %	6%	25%	13%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	272	98	130
LT Vol	89	42	8	13
Through Vol	57	161	77	61
RT Vol	10	69	13	56
Lane Flow Rate	208	363	131	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.325	0.517	0.201	0.266
Departure Headway (Hd)	5.633	5.128	5.529	5.523
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	636	704	648	648
Service Time	3.678	3.163	3.576	3.571
HCM Lane V/C Ratio	0.327	0.516	0.202	0.267
HCM Control Delay, s/veh	11.4	13.6	10	10.6
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.4	3	0.7	1.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	190	107	14	10	5
Future Vol, veh/h	6	190	107	14	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	25	2	10	10	2	2
Mvmt Flow	6	202	114	15	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	336	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.35	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.425	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1327	-	-	-	659	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1327	-	-	-	656	930
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	10.06
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	55	-	-	-	727
HCM Lane V/C Ratio	0.005	-	-	-	0.022
HCM Control Delay (s/veh)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	356	13	54	578	4	6	4	22	10	5	1
Future Vol, veh/h	3	356	13	54	578	4	6	4	22	10	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	5	17	7	5	2	2	33	2	2	2	2
Mvmt Flow	3	396	14	60	642	4	7	4	24	11	6	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	647	0	0	410	0	0	1174	1176	403	1169	1181	644
Stage 1	-	-	-	-	-	-	409	409	-	764	764	-
Stage 2	-	-	-	-	-	-	765	767	-	404	417	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	939	-	-	1122	-	-	169	167	648	170	190	473
Stage 1	-	-	-	-	-	-	619	546	-	396	412	-
Stage 2	-	-	-	-	-	-	396	369	-	623	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	1122	-	-	154	158	648	150	179	473
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	158	-	150	179	-
Stage 1	-	-	-	-	-	-	617	544	-	375	390	-
Stage 2	-	-	-	-	-	-	368	350	-	592	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	0.71	17.4	29.33
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	939	-	-	1122	-	-	166
HCM Lane V/C Ratio	0.109	0.004	-	-	0.053	-	-	0.107
HCM Control Delay (s/veh)	17.4	8.8	-	-	8.4	-	-	29.3
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	2	1	5	2	2	25	2	1	55	3
Future Vol, veh/h	2	5	2	1	5	2	2	25	2	1	55	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	75	2	2	50	2	2	11	2	2	8	2
Mvmt Flow	2	6	2	1	6	2	2	29	2	1	63	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	103	103	65	103	103	30	67	0	0	31	0	0
Stage 1	67	67	-	34	34	-	-	-	-	-	-	-
Stage 2	36	36	-	68	69	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.25	6.22	7.12	7	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.675	3.318	3.518	4.45	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	877	669	999	878	705	1045	1535	-	-	1581	-	-
Stage 1	943	716	-	981	780	-	-	-	-	-	-	-
Stage 2	979	741	-	942	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	866	667	999	866	703	1045	1535	-	-	1581	-	-
Mov Cap-2 Maneuver	866	667	-	866	703	-	-	-	-	-	-	-
Stage 1	942	715	-	980	779	-	-	-	-	-	-	-
Stage 2	969	740	-	931	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.79	9.64	0.51	0.12
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	122	-	-	762	786	30	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.012	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.8	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	29	1	2	49
Future Vol, veh/h	2	2	29	1	2	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	8	2	2	10
Mvmt Flow	2	2	33	1	2	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	93	33	0	0	34	0
Stage 1	33	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	907	1040	-	-	1578	-
Stage 1	989	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	906	1040	-	-	1578	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.73	0	0.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	968	71	-
HCM Lane V/C Ratio	-	-	0.005	0.001	-
HCM Control Delay (s/veh)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	10	4	44	12	13	4	433	47	8	449	13
Future Vol, veh/h	5	10	4	44	12	13	4	433	47	8	449	13
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	5	11	4	46	13	14	4	456	49	8	473	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	967	1010	479	959	967	456	486	0	0	505	0	0
Stage 1	496	496	-	464	464	-	-	-	-	-	-	-
Stage 2	471	514	-	495	503	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	234	226	586	237	245	590	1077	-	-	1059	-	-
Stage 1	555	521	-	578	549	-	-	-	-	-	-	-
Stage 2	574	512	-	557	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	214	223	586	221	242	590	1077	-	-	1059	-	-
Mov Cap-2 Maneuver	214	223	-	221	242	-	-	-	-	-	-	-
Stage 1	551	517	-	575	546	-	-	-	-	-	-	-
Stage 2	544	509	-	537	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.45	24.66	0.07	0.14
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	253	255	1059	-	-
HCM Lane V/C Ratio	0.004	-	-	0.079	0.285	0.008	-	-
HCM Control Delay (s/veh)	8.4	0	-	20.4	24.7	8.4	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.1	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	54	4	8	60	10	3	16	1	5	20	5
Future Vol, veh/h	4	54	4	8	60	10	3	16	1	5	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	6	2	17	4	50	2	17	2	50	13	2
Mvmt Flow	5	62	5	9	69	11	3	18	1	6	23	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	67	0	0	172	172	64	174	169	75
Stage 1	-	-	-	-	-	-	74	74	-	93	93	-
Stage 2	-	-	-	-	-	-	99	99	-	80	76	-
Critical Hdwy	4.43	-	-	4.27	-	-	7.12	6.67	6.22	7.6	6.63	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Follow-up Hdwy	2.497	-	-	2.353	-	-	3.518	4.153	3.318	3.95	4.117	3.318
Pot Cap-1 Maneuver	1343	-	-	1445	-	-	791	695	1000	694	704	987
Stage 1	-	-	-	-	-	-	936	805	-	808	797	-
Stage 2	-	-	-	-	-	-	907	785	-	822	811	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1343	-	-	1445	-	-	753	687	1000	668	697	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	753	687	-	668	697	-
Stage 1	-	-	-	-	-	-	933	802	-	803	792	-
Stage 2	-	-	-	-	-	-	870	780	-	799	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0.77	10.26	10.19
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	708	115	-	-	179	-	-	728
HCM Lane V/C Ratio	0.032	0.003	-	-	0.006	-	-	0.047
HCM Control Delay (s/veh)	10.3	7.7	0	-	7.5	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	52	7	27	71	7	8	20	18	8	36	8
Future Vol, veh/h	2	52	7	27	71	7	8	20	18	8	36	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	14	2	2	8	2	50	17	2	17	15	2
Mvmt Flow	2	61	8	32	84	8	9	24	21	9	42	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	92	0	0	69	0	0	238	225	65	229	225	88
Stage 1	-	-	-	-	-	-	70	70	-	151	151	-
Stage 2	-	-	-	-	-	-	168	155	-	78	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.67	6.22	7.27	6.65	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.153	3.318	3.653	4.135	3.318
Pot Cap-1 Maneuver	1503	-	-	1531	-	-	626	648	999	696	652	971
Stage 1	-	-	-	-	-	-	833	808	-	817	748	-
Stage 2	-	-	-	-	-	-	733	741	-	895	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1503	-	-	1531	-	-	566	633	999	641	636	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	633	-	641	636	-
Stage 1	-	-	-	-	-	-	831	807	-	799	732	-
Stage 2	-	-	-	-	-	-	669	725	-	849	807	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.24	1.9	10.39	10.89
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	722	58	-	-	455	-	-	673
HCM Lane V/C Ratio	0.075	0.002	-	-	0.021	-	-	0.091
HCM Control Delay (s/veh)	10.4	7.4	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	82	10	2	5
Future Vol, veh/h	5	85	82	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	97	93	11	2	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	207	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	108	-
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	1487	-	-	-	782	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1487	-	-	-	778	957
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.41	0	9.04
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	100	-	-	-	898
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	73	96	25	10	1
Future Vol, veh/h	7	73	96	25	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	86	113	29	12	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	230	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	102	-
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	1440	-	-	-	758	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1440	-	-	-	754	922
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.66	0	9.78
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	158	-	-	-	766
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Control Delay (s/veh)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	94	126	7	2	2
Future Vol, veh/h	2	94	126	7	2	2
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	2	107	143	8	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	151	0	-	0	259	148
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	111	-
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	1430	-	-	-	730	899
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1430	-	-	-	729	898
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.16	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	38	-	-	-	805
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s/veh)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	88	3	3	124	8	5	1	1	13	7	11
Future Vol, veh/h	6	88	3	3	124	8	5	1	1	13	7	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	20	0
Mvmt Flow	7	98	3	3	138	9	6	1	1	14	8	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	101	0	0	261	266	99	261	263	142
Stage 1	-	-	-	-	-	-	113	113	-	149	149	-
Stage 2	-	-	-	-	-	-	148	153	-	112	114	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.3
Pot Cap-1 Maneuver	1435	-	-	1491	-	-	692	640	956	692	612	911
Stage 1	-	-	-	-	-	-	892	802	-	854	741	-
Stage 2	-	-	-	-	-	-	854	771	-	893	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1491	-	-	669	635	956	685	608	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	669	635	-	685	608	-
Stage 1	-	-	-	-	-	-	888	798	-	852	739	-
Stage 2	-	-	-	-	-	-	832	769	-	887	764	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.47	0.16	10.25	10.19
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	111	-	-	40	-	-	728
HCM Lane V/C Ratio	0.011	0.005	-	-	0.002	-	-	0.047
HCM Control Delay (s/veh)	10.3	7.5	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	87	13	5	77	2	11	2	13	2	2	2
Future Vol, veh/h	2	87	13	5	77	2	11	2	13	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	99	15	6	88	2	13	2	15	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	114	0	0	211	212	106	205	218	89
Stage 1	-	-	-	-	-	-	111	111	-	100	100	-
Stage 2	-	-	-	-	-	-	100	101	-	105	118	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1505	-	-	1476	-	-	746	685	948	753	680	969
Stage 1	-	-	-	-	-	-	894	804	-	906	812	-
Stage 2	-	-	-	-	-	-	906	811	-	901	798	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1505	-	-	1476	-	-	738	682	948	735	676	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	738	682	-	735	676	-
Stage 1	-	-	-	-	-	-	893	802	-	903	809	-
Stage 2	-	-	-	-	-	-	898	808	-	883	797	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.14	0.44	9.53	9.69
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	824	34	-	-	107	-	-	775
HCM Lane V/C Ratio	0.036	0.002	-	-	0.004	-	-	0.009
HCM Control Delay (s/veh)	9.5	7.4	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	69	21	17	103	5	27	42	18	7	48	9
Future Vol, veh/h	2	69	21	17	103	5	27	42	18	7	48	9
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	9	7	20	11	2
Mvmt Flow	2	78	24	19	116	6	30	47	20	8	54	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	8.4	8.2	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	2%	14%	11%
Vol Thru, %	48%	75%	82%	75%
Vol Right, %	21%	23%	4%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	92	125	64
LT Vol	27	2	17	7
Through Vol	42	69	103	48
RT Vol	18	21	5	9
Lane Flow Rate	98	103	140	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.123	0.125	0.174	0.097
Departure Headway (Hd)	4.515	4.364	4.456	4.847
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	822	806	740
Service Time	2.538	2.387	2.478	2.871
HCM Lane V/C Ratio	0.123	0.125	0.174	0.097
HCM Control Delay, s/veh	8.2	8	8.4	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.6	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	162	188	7	9	11
Future Vol, veh/h	7	162	188	7	9	11
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	20	2
Mvmt Flow	8	178	207	8	10	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	404	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	1356	-	-	-	569	830
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1356	-	-	-	566	830
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.32	0	10.42
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	686
HCM Lane V/C Ratio	0.006	-	-	-	0.032
HCM Control Delay (s/veh)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX G: 2034 Total Synchro Reports

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	519	10	16	261	4	12	16	75	16	7	3
Future Vol, veh/h	5	519	10	16	261	4	12	16	75	16	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	25	5	33	2	10	2	2	2	3	25	2	2
Mvmt Flow	6	597	11	18	300	5	14	18	86	18	8	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	305	0	0	608	0	0	955	955	602	956	959	302
Stage 1	-	-	-	-	-	-	614	614	-	339	339	-
Stage 2	-	-	-	-	-	-	341	341	-	617	620	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.12	6.52	6.23	7.35	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.35	5.52	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.518	4.018	3.327	3.725	4.018	3.318
Pot Cap-1 Maneuver	1136	-	-	970	-	-	238	258	498	216	257	737
Stage 1	-	-	-	-	-	-	479	483	-	630	640	-
Stage 2	-	-	-	-	-	-	674	638	-	440	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1136	-	-	970	-	-	224	252	498	162	251	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	252	-	162	251	-
Stage 1	-	-	-	-	-	-	477	480	-	618	628	-
Stage 2	-	-	-	-	-	-	650	626	-	348	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.08	0.5	18.46	26.29
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	1136	-	-	970	-	-	199
HCM Lane V/C Ratio	0.308	0.005	-	-	0.019	-	-	0.15
HCM Control Delay (s/veh)	18.5	8.2	-	-	8.8	-	-	26.3
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	1	6	1	4	3	1	64	2	3	25	3
Future Vol, veh/h	11	1	6	1	4	3	1	64	2	3	25	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	100	2	2	2	2	2	2	20	2
Mvmt Flow	13	1	7	1	5	3	1	74	2	3	29	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	116	116	30	113	116	75	32	0	0	76	0	0
Stage 1	37	37	-	77	77	-	-	-	-	-	-	-
Stage 2	78	78	-	36	39	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	8.1	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	7.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	4.4	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	861	775	1044	679	774	987	1580	-	-	1523	-	-
Stage 1	978	864	-	736	831	-	-	-	-	-	-	-
Stage 2	931	830	-	779	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	850	772	1044	672	772	987	1580	-	-	1523	-	-
Mov Cap-2 Maneuver	850	772	-	672	772	-	-	-	-	-	-	-
Stage 1	976	862	-	736	830	-	-	-	-	-	-	-
Stage 2	922	829	-	771	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.09	9.42	0.11	0.71
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	27	-	-	901	824	171	-	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.011	0.002	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.1	9.4	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	14	1	0	1	2	58	2	2	31	3
Future Vol, veh/h	8	0	14	1	0	1	2	58	2	2	31	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	27	2
Mvmt Flow	9	0	16	1	0	1	2	65	2	2	35	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	111	115	37	112	115	68	38	0	0	69	0	0
Stage 1	41	41	-	73	73	-	-	-	-	-	-	-
Stage 2	70	74	-	39	43	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	867	775	1036	866	775	995	1572	-	-	1531	-	-
Stage 1	974	861	-	937	834	-	-	-	-	-	-	-
Stage 2	940	833	-	976	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	864	771	1036	848	771	993	1572	-	-	1528	-	-
Mov Cap-2 Maneuver	864	771	-	848	771	-	-	-	-	-	-	-
Stage 1	972	859	-	934	832	-	-	-	-	-	-	-
Stage 2	938	831	-	959	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.82	8.94	0.24	0.41
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	58	-	-	966	915	98	-	-
HCM Lane V/C Ratio	0.001	-	-	0.026	0.002	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.8	8.9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	4	8	44	8	20	3	406	25	7	305	2
Future Vol, veh/h	17	4	8	44	8	20	3	406	25	7	305	2
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	19	4	9	49	9	22	3	451	28	8	339	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	818	841	340	814	814	451	341	0	0	479	0	0
Stage 1	356	356	-	458	458	-	-	-	-	-	-	-
Stage 2	462	486	-	357	357	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	295	301	702	296	312	594	1218	-	-	974	-	-
Stage 1	662	629	-	583	567	-	-	-	-	-	-	-
Stage 2	580	551	-	661	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	298	702	285	308	594	1218	-	-	974	-	-
Mov Cap-2 Maneuver	273	298	-	285	308	-	-	-	-	-	-	-
Stage 1	657	624	-	581	565	-	-	-	-	-	-	-
Stage 2	547	549	-	643	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.98	19.01	0.06	0.19
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	333	336	974	-	-
HCM Lane V/C Ratio	0.003	-	-	0.097	0.238	0.008	-	-
HCM Control Delay (s/veh)	8	0	-	17	19	8.7	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.9	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	48	4	1	61	7	7	25	8	3	13	3
Future Vol, veh/h	8	48	4	1	61	7	7	25	8	3	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	7	40	2	2	2	2	20	2
Mvmt Flow	9	56	5	1	72	8	8	29	9	4	15	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	61	0	0	159	160	59	168	158	76
Stage 1	-	-	-	-	-	-	78	78	-	78	78	-
Stage 2	-	-	-	-	-	-	82	82	-	90	80	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.318
Pot Cap-1 Maneuver	1518	-	-	1542	-	-	806	732	1007	796	702	985
Stage 1	-	-	-	-	-	-	931	830	-	931	796	-
Stage 2	-	-	-	-	-	-	927	827	-	917	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1542	-	-	780	727	1007	751	697	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	780	727	-	751	697	-
Stage 1	-	-	-	-	-	-	925	825	-	930	795	-
Stage 2	-	-	-	-	-	-	905	826	-	871	789	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.98	0.11	9.91	10.02
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	236	-	-	26	-	-	740
HCM Lane V/C Ratio	0.06	0.006	-	-	0.001	-	-	0.03
HCM Control Delay (s/veh)	9.9	7.4	0	-	7.3	0	-	10
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	72	6	10	54	7	10	35	22	27	19	5
Future Vol, veh/h	7	72	6	10	54	7	10	35	22	27	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	6	2	2	15	2	22	10	2
Mvmt Flow	8	85	7	12	64	8	12	41	26	32	22	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	92	0	0	203	200	88	213	199	68
Stage 1	-	-	-	-	-	-	105	105	-	91	91	-
Stage 2	-	-	-	-	-	-	98	95	-	122	108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.65	6.22	7.32	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.65	-	6.32	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.135	3.318	3.698	4.09	3.318
Pot Cap-1 Maneuver	1528	-	-	1503	-	-	755	673	970	703	682	996
Stage 1	-	-	-	-	-	-	901	784	-	869	804	-
Stage 2	-	-	-	-	-	-	908	791	-	836	790	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1503	-	-	716	664	970	633	673	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	716	664	-	633	673	-
Stage 1	-	-	-	-	-	-	896	780	-	862	797	-
Stage 2	-	-	-	-	-	-	870	785	-	767	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.61	1.04	10.36	10.88
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	750	146	-	-	248	-	-	672
HCM Lane V/C Ratio	0.105	0.005	-	-	0.008	-	-	0.089
HCM Control Delay (s/veh)	10.4	7.4	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	97	57	5	8	3
Future Vol, veh/h	2	97	57	5	8	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	12	10	2	2	2
Mvmt Flow	2	110	65	6	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	182	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	115	-
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	1530	-	-	-	807	996
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1530	-	-	-	806	996
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.15	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	36	-	-	-	850
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s/veh)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	103	53	31	1	2
Future Vol, veh/h	4	103	53	31	1	2
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	8	2	8	2	2
Mvmt Flow	5	126	65	38	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	103	0	-	0	220	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	135	-
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	1488	-	-	-	768	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1487	-	-	-	764	974
Mov Cap-2 Maneuver	-	-	-	-	764	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.28	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	67	-	-	-	892
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Control Delay (s/veh)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	106	91	3	3	2
Future Vol, veh/h	3	106	91	3	3	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	10	2	9	2	2
Mvmt Flow	4	133	114	4	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	258	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	140	-
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	1468	-	-	-	731	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1466	-	-	-	726	933
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.21	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	50	-	-	-	797
HCM Lane V/C Ratio	0.003	-	-	-	0.008
HCM Control Delay (s/veh)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	116	5	4	72	14	5	17	1	27	13	7
Future Vol, veh/h	11	116	5	4	72	14	5	17	1	27	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	25	2	75	2	2	2	50	31	2	14	60	0
Mvmt Flow	13	141	6	5	88	17	6	21	1	33	16	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	148	0	0	277	286	145	285	280	96
Stage 1	-	-	-	-	-	-	171	171	-	106	106	-
Stage 2	-	-	-	-	-	-	105	115	-	179	174	-
Critical Hdwy	4.35	-	-	4.12	-	-	7.6	6.81	6.22	7.24	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.81	-	6.24	6.1	-
Follow-up Hdwy	2.425	-	-	2.218	-	-	3.95	4.279	3.318	3.626	4.54	3.3
Pot Cap-1 Maneuver	1355	-	-	1434	-	-	589	578	903	644	541	966
Stage 1	-	-	-	-	-	-	730	705	-	871	708	-
Stage 2	-	-	-	-	-	-	795	748	-	796	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1355	-	-	1434	-	-	559	569	903	611	534	966
Mov Cap-2 Maneuver	-	-	-	-	-	-	559	569	-	611	534	-
Stage 1	-	-	-	-	-	-	722	698	-	868	705	-
Stage 2	-	-	-	-	-	-	768	745	-	763	650	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.64	0.33	11.57	11.39
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	149	-	-	77	-	-	620
HCM Lane V/C Ratio	0.049	0.01	-	-	0.003	-	-	0.092
HCM Control Delay (s/veh)	11.6	7.7	0	-	7.5	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	125	12	5	78	2	14	2	7	2	2	2
Future Vol, veh/h	2	125	12	5	78	2	14	2	7	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	3	17	25	13	2	10	2	2	2	2	2
Mvmt Flow	2	149	14	6	93	2	17	2	8	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	163	0	0	267	268	156	261	274	94
Stage 1	-	-	-	-	-	-	161	161	-	106	106	-
Stage 2	-	-	-	-	-	-	106	107	-	155	168	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1287	-	-	670	638	890	692	633	963
Stage 1	-	-	-	-	-	-	823	765	-	900	808	-
Stage 2	-	-	-	-	-	-	880	807	-	848	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1287	-	-	661	634	890	679	629	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	634	-	679	629	-
Stage 1	-	-	-	-	-	-	821	764	-	895	804	-
Stage 2	-	-	-	-	-	-	871	803	-	836	758	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.11	0.46	10.24	9.97
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	714	25	-	-	105	-	-	731
HCM Lane V/C Ratio	0.038	0.002	-	-	0.005	-	-	0.01
HCM Control Delay (s/veh)	10.2	7.4	0	-	7.8	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	175	76	8	82	13	92	57	10	13	61	56
Future Vol, veh/h	44	175	76	8	82	13	92	57	10	13	61	56
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	3	2	4	2	2	10	2	18	2	10	43	2
Mvmt Flow	59	233	101	11	109	17	123	76	13	17	81	75
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.8	10.2	11.8	10.8
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	58%	15%	8%	10%
Vol Thru, %	36%	59%	80%	47%
Vol Right, %	6%	26%	13%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	295	103	130
LT Vol	92	44	8	13
Through Vol	57	175	82	61
RT Vol	10	76	13	56
Lane Flow Rate	212	393	137	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.339	0.565	0.214	0.272
Departure Headway (Hd)	5.757	5.172	5.622	5.656
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	696	636	633
Service Time	3.808	3.213	3.678	3.711
HCM Lane V/C Ratio	0.34	0.565	0.215	0.273
HCM Control Delay, s/veh	11.8	14.8	10.2	10.8
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	3.6	0.8	1.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	190	107	15	13	7
Future Vol, veh/h	6	190	107	15	13	7
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	25	2	10	10	2	2
Mvmt Flow	6	202	114	16	14	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	337	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.35	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.425	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1325	-	-	-	659	929
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1325	-	-	-	655	929
Mov Cap-2 Maneuver	-	-	-	-	655	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	10.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	55	-	-	-	731
HCM Lane V/C Ratio	0.005	-	-	-	0.029
HCM Control Delay (s/veh)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	1	2	6	2	10
Future Vol, veh/h	8	1	2	6	2	10
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	2	7	2	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	21	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	11	-
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	-	-	1610	-	996	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	995	1072
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.81	8.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1058	-	-	450	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	62	1	4	60	6	6	0	8	8	0	3
Future Vol, veh/h	2	62	1	4	60	6	6	0	8	8	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	69	1	4	67	7	7	0	9	9	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	70	0	0	149	156	69	152	153	70
Stage 1	-	-	-	-	-	-	74	74	-	79	79	-
Stage 2	-	-	-	-	-	-	76	82	-	73	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1531	-	-	818	736	993	815	738	993
Stage 1	-	-	-	-	-	-	935	833	-	930	829	-
Stage 2	-	-	-	-	-	-	934	827	-	936	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1531	-	-	812	733	993	804	735	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	812	733	-	804	735	-
Stage 1	-	-	-	-	-	-	934	832	-	927	827	-
Stage 2	-	-	-	-	-	-	928	824	-	926	832	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	0.42	9.04	9.31
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	907	55	-	-	101	-	-	848
HCM Lane V/C Ratio	0.017	0.001	-	-	0.003	-	-	0.014
HCM Control Delay (s/veh)	9	7.4	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	4	6	63	7	11
Future Vol, veh/h	74	4	6	63	7	11
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	4	7	70	8	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	168	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	83	-
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	-	-	1509	-	823	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	819	975
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.64	9.06
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	907	-	-	157	-
HCM Lane V/C Ratio	0.022	-	-	0.004	-
HCM Control Delay (s/veh)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	356	17	73	578	4	9	4	64	10	5	1
Future Vol, veh/h	3	356	17	73	578	4	9	4	64	10	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	5	17	7	5	2	2	33	2	2	2	2
Mvmt Flow	3	396	19	81	642	4	10	4	71	11	6	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	647	0	0	414	0	0	1219	1221	405	1211	1228	644
Stage 1	-	-	-	-	-	-	412	412	-	807	807	-
Stage 2	-	-	-	-	-	-	807	809	-	404	421	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	939	-	-	1118	-	-	157	157	646	159	178	473
Stage 1	-	-	-	-	-	-	617	544	-	375	395	-
Stage 2	-	-	-	-	-	-	375	352	-	623	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	1118	-	-	140	145	646	127	165	473
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	145	-	127	165	-
Stage 1	-	-	-	-	-	-	615	543	-	348	366	-
Stage 2	-	-	-	-	-	-	342	327	-	548	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	0.94	16.3	33.5
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	939	-	-	1118	-	-	144
HCM Lane V/C Ratio	0.212	0.004	-	-	0.073	-	-	0.124
HCM Control Delay (s/veh)	16.3	8.8	-	-	8.5	-	-	33.5
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	5	2	1	5	2	2	75	2	1	139	10
Future Vol, veh/h	4	5	2	1	5	2	2	75	2	1	139	10
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	75	2	2	50	2	2	11	2	2	8	2
Mvmt Flow	5	6	2	1	6	2	2	86	2	1	160	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	261	261	166	257	266	87	171	0	0	89	0	0
Stage 1	168	168	-	92	92	-	-	-	-	-	-	-
Stage 2	94	93	-	165	174	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.25	6.22	7.12	7	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.25	-	6.12	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.675	3.318	3.518	4.45	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	691	537	879	696	566	971	1406	-	-	1507	-	-
Stage 1	834	640	-	915	734	-	-	-	-	-	-	-
Stage 2	913	696	-	837	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	681	535	879	685	565	971	1406	-	-	1507	-	-
Mov Cap-2 Maneuver	681	535	-	685	565	-	-	-	-	-	-	-
Stage 1	833	640	-	914	733	-	-	-	-	-	-	-
Stage 2	902	694	-	827	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.84	10.65	0.19	0.05
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	45	-	-	629	647	12	-	-
HCM Lane V/C Ratio	0.002	-	-	0.02	0.014	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.8	10.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	7	2	0	2	9	73	1	5	127	8
Future Vol, veh/h	6	0	7	2	0	2	9	73	1	5	127	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	10	2
Mvmt Flow	7	0	8	2	0	2	10	82	1	6	143	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	261	262	147	257	266	83	152	0	0	83	0	0
Stage 1	158	158	-	103	103	-	-	-	-	-	-	-
Stage 2	102	103	-	154	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	692	643	900	696	640	977	1429	-	-	1514	-	-
Stage 1	844	767	-	903	810	-	-	-	-	-	-	-
Stage 2	904	810	-	848	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	683	636	900	682	633	977	1429	-	-	1514	-	-
Mov Cap-2 Maneuver	683	636	-	682	633	-	-	-	-	-	-	-
Stage 1	840	764	-	896	804	-	-	-	-	-	-	-
Stage 2	895	804	-	838	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.68	9.51	0.82	0.26
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	785	804	64	-	-
HCM Lane V/C Ratio	0.007	-	-	0.019	0.006	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.7	9.5	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	12	4	49	13	15	4	433	74	22	449	13
Future Vol, veh/h	5	12	4	49	13	15	4	433	74	22	449	13
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	-	-	-	-	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	5	13	4	52	14	16	4	456	78	23	473	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	997	1068	479	989	997	456	486	0	0	534	0	0
Stage 1	526	526	-	464	464	-	-	-	-	-	-	-
Stage 2	471	542	-	525	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	223	208	586	226	236	590	1077	-	-	1034	-	-
Stage 1	535	505	-	578	549	-	-	-	-	-	-	-
Stage 2	573	496	-	536	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	203	586	204	229	590	1077	-	-	1034	-	-
Mov Cap-2 Maneuver	199	203	-	204	229	-	-	-	-	-	-	-
Stage 1	523	494	-	575	545	-	-	-	-	-	-	-
Stage 2	541	494	-	507	499	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.29	27.56	0.07	0.39
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	230	239	1034	-	-
HCM Lane V/C Ratio	0.004	-	-	0.096	0.339	0.022	-	-
HCM Control Delay (s/veh)	8.4	0	-	22.3	27.6	8.6	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.4	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	68	4	8	90	10	3	16	1	5	20	5
Future Vol, veh/h	4	68	4	8	90	10	3	16	1	5	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	6	2	17	4	50	2	17	2	50	13	2
Mvmt Flow	5	78	5	9	103	11	3	18	1	6	23	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	83	0	0	223	223	80	224	220	109
Stage 1	-	-	-	-	-	-	90	90	-	128	128	-
Stage 2	-	-	-	-	-	-	133	133	-	97	92	-
Critical Hdwy	4.43	-	-	4.27	-	-	7.12	6.67	6.22	7.6	6.63	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.67	-	6.6	5.63	-
Follow-up Hdwy	2.497	-	-	2.353	-	-	3.518	4.153	3.318	3.95	4.117	3.318
Pot Cap-1 Maneuver	1302	-	-	1425	-	-	733	650	980	640	660	944
Stage 1	-	-	-	-	-	-	918	792	-	773	770	-
Stage 2	-	-	-	-	-	-	870	758	-	805	798	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1425	-	-	695	644	980	615	653	944
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	644	-	615	653	-
Stage 1	-	-	-	-	-	-	914	789	-	768	764	-
Stage 2	-	-	-	-	-	-	833	753	-	782	795	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.41	0.56	10.63	10.57
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	94	-	-	131	-	-	681
HCM Lane V/C Ratio	0.035	0.004	-	-	0.006	-	-	0.051
HCM Control Delay (s/veh)	10.6	7.8	0	-	7.5	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	64	9	27	94	16	14	32	33	65	53	16
Future Vol, veh/h	6	64	9	27	94	16	14	32	33	65	53	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	14	2	2	8	2	50	17	2	17	15	2
Mvmt Flow	7	75	11	32	111	19	16	38	39	76	62	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	129	0	0	86	0	0	300	288	81	292	284	120
Stage 1	-	-	-	-	-	-	95	95	-	184	184	-
Stage 2	-	-	-	-	-	-	205	193	-	108	100	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.67	6.22	7.27	6.65	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.67	-	6.27	5.65	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.153	3.318	3.653	4.135	3.318
Pot Cap-1 Maneuver	1456	-	-	1510	-	-	568	598	979	632	604	931
Stage 1	-	-	-	-	-	-	807	788	-	785	724	-
Stage 2	-	-	-	-	-	-	699	714	-	862	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1456	-	-	1510	-	-	485	581	979	553	587	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	485	581	-	553	587	-
Stage 1	-	-	-	-	-	-	803	784	-	767	708	-
Stage 2	-	-	-	-	-	-	610	697	-	784	784	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.57	1.47	11.22	13.21
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	672	133	-	-	345	-	-	595
HCM Lane V/C Ratio	0.138	0.005	-	-	0.021	-	-	0.265
HCM Control Delay (s/veh)	11.2	7.5	0	-	7.4	0	-	13.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	105	114	10	2	5
Future Vol, veh/h	5	105	114	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	119	130	11	2	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	141	0	-	0	266	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	131	-
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	1442	-	-	-	723	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	720	914
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.34	0	9.28
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	82	-	-	-	848
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s/veh)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	93	128	25	10	1
Future Vol, veh/h	7	93	128	25	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	109	151	29	12	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	291	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	126	-
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	1396	-	-	-	700	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	695	879
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.53	0	10.17
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	126	-	-	-	709
HCM Lane V/C Ratio	0.006	-	-	-	0.018
HCM Control Delay (s/veh)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	114	158	7	2	2
Future Vol, veh/h	2	114	158	7	2	2
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	2	130	180	8	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	188	0	-	0	318	185
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	134	-
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	1387	-	-	-	676	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1387	-	-	-	674	857
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	31	-	-	-	755
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s/veh)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	106	3	3	152	8	5	1	1	13	7	15
Future Vol, veh/h	8	106	3	3	152	8	5	1	1	13	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	20	0
Mvmt Flow	9	118	3	3	169	9	6	1	1	14	8	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	121	0	0	317	322	119	316	319	173
Stage 1	-	-	-	-	-	-	137	137	-	180	180	-
Stage 2	-	-	-	-	-	-	179	184	-	136	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.18	3.3
Pot Cap-1 Maneuver	1398	-	-	1466	-	-	636	596	932	637	569	875
Stage 1	-	-	-	-	-	-	866	783	-	822	718	-
Stage 2	-	-	-	-	-	-	822	747	-	867	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1466	-	-	610	590	932	629	564	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	590	-	629	564	-
Stage 1	-	-	-	-	-	-	860	778	-	820	716	-
Stage 2	-	-	-	-	-	-	796	745	-	859	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.52	0.14	10.71	10.47
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	122	-	-	33	-	-	697
HCM Lane V/C Ratio	0.012	0.006	-	-	0.002	-	-	0.056
HCM Control Delay (s/veh)	10.7	7.6	0	-	7.5	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	103	15	5	103	2	13	2	13	2	2	2
Future Vol, veh/h	2	103	15	5	103	2	13	2	13	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	117	17	6	117	2	15	2	15	2	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	134	0	0	260	261	126	252	268	118
Stage 1	-	-	-	-	-	-	130	130	-	130	130	-
Stage 2	-	-	-	-	-	-	130	131	-	123	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1469	-	-	1450	-	-	693	644	925	701	638	934
Stage 1	-	-	-	-	-	-	873	788	-	874	789	-
Stage 2	-	-	-	-	-	-	874	788	-	881	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1469	-	-	1450	-	-	685	640	925	683	634	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	685	640	-	683	634	-
Stage 1	-	-	-	-	-	-	872	787	-	870	786	-
Stage 2	-	-	-	-	-	-	866	785	-	863	781	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.12	0.34	9.85	9.98
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	774	29	-	-	82	-	-	730
HCM Lane V/C Ratio	0.041	0.002	-	-	0.004	-	-	0.009
HCM Control Delay (s/veh)	9.8	7.5	0	-	7.5	0	-	10
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	79	26	17	119	5	34	42	18	7	48	11
Future Vol, veh/h	4	79	26	17	119	5	34	42	18	7	48	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	9	7	20	11	2
Mvmt Flow	4	89	29	19	134	6	38	47	20	8	54	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.7	8.4	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	4%	12%	11%
Vol Thru, %	45%	72%	84%	73%
Vol Right, %	19%	24%	4%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	109	141	66
LT Vol	34	4	17	7
Through Vol	42	79	119	48
RT Vol	18	26	5	11
Lane Flow Rate	106	122	158	74
Geometry Grp	1	1	1	1
Degree of Util (X)	0.136	0.15	0.198	0.102
Departure Headway (Hd)	4.626	4.414	4.509	4.931
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	812	795	727
Service Time	2.656	2.443	2.536	2.962
HCM Lane V/C Ratio	0.137	0.15	0.199	0.102
HCM Control Delay, s/veh	8.4	8.2	8.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.7	0.3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	162	188	11	17	13
Future Vol, veh/h	9	162	188	11	17	13
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	20	2
Mvmt Flow	10	178	207	12	19	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	219	0	-	0	410	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	1351	-	-	-	564	827
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1351	-	-	-	560	827
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.4	0	10.82
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	95	-	-	-	651
HCM Lane V/C Ratio	0.007	-	-	-	0.051
HCM Control Delay (s/veh)	7.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	2	7	8	1	6
Future Vol, veh/h	5	2	7	8	1	6
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	2	8	9	1	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	31	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	24	-
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	-	-	1613	-	983	1076
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1613	-	978	1076
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.38	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1061	-	-	840	-
HCM Lane V/C Ratio	0.007	-	-	0.005	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	62	5	8	80	19	3	0	6	8	0	4
Future Vol, veh/h	8	62	5	8	80	19	3	0	6	8	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	69	6	9	89	21	3	0	7	9	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	74	0	0	196	217	72	204	209	99
Stage 1	-	-	-	-	-	-	89	89	-	117	117	-
Stage 2	-	-	-	-	-	-	107	128	-	87	92	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1525	-	-	763	681	991	754	688	956
Stage 1	-	-	-	-	-	-	918	821	-	887	799	-
Stage 2	-	-	-	-	-	-	899	790	-	921	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1525	-	-	750	672	991	740	679	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	750	672	-	740	679	-
Stage 1	-	-	-	-	-	-	912	816	-	882	794	-
Stage 2	-	-	-	-	-	-	889	785	-	909	813	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.79	0.55	9.07	9.58
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	895	189	-	-	130	-	-	800
HCM Lane V/C Ratio	0.011	0.006	-	-	0.006	-	-	0.017
HCM Control Delay (s/veh)	9.1	7.4	0	-	7.4	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	7	10	105	4	14
Future Vol, veh/h	70	7	10	105	4	14
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	8	11	117	4	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	221	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	139	-
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	-	-	1511	-	768	978
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1511	-	762	978
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.64	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	920	-	-	157	-
HCM Lane V/C Ratio	0.022	-	-	0.007	-
HCM Control Delay (s/veh)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	4	8	44	8	20	3	406	25	7	305	2
Future Vol, veh/h	17	4	8	44	8	20	3	406	25	7	305	2
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	-	-	-	100	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	9	2	7	2	25	11	2
Mvmt Flow	19	4	9	49	9	22	3	451	28	8	339	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	818	841	340	814	814	451	341	0	0	479	0	0
Stage 1	356	356	-	458	458	-	-	-	-	-	-	-
Stage 2	462	486	-	357	357	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.29	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.381	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	295	301	702	296	312	594	1218	-	-	974	-	-
Stage 1	662	629	-	583	567	-	-	-	-	-	-	-
Stage 2	580	551	-	661	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	298	702	285	308	594	1218	-	-	974	-	-
Mov Cap-2 Maneuver	273	298	-	285	308	-	-	-	-	-	-	-
Stage 1	657	624	-	581	565	-	-	-	-	-	-	-
Stage 2	547	549	-	643	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.98	17.5	0.06	0.19
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	333	285	470	974	-	-
HCM Lane V/C Ratio	0.003	-	-	0.097	0.172	0.066	0.008	-	-
HCM Control Delay (s/veh)	8	0	-	17	20.2	13.2	8.7	-	-
HCM Lane LOS	A	A	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	12	4	49	13	15	4	433	74	22	449	13
Future Vol, veh/h	5	12	4	49	13	15	4	433	74	22	449	13
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	-	-	-	100	-	-	-	-	200	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	11	9	2	10	6	2	6	2
Mvmt Flow	5	13	4	52	14	16	4	456	78	23	473	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	997	1068	479	989	997	456	486	0	0	534	0	0
Stage 1	526	526	-	464	464	-	-	-	-	-	-	-
Stage 2	471	542	-	525	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.67	6.22	7.12	6.61	6.29	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.67	-	6.12	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.153	3.318	3.518	4.099	3.381	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	223	208	586	226	236	590	1077	-	-	1034	-	-
Stage 1	535	505	-	578	549	-	-	-	-	-	-	-
Stage 2	573	496	-	536	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	203	586	204	229	590	1077	-	-	1034	-	-
Mov Cap-2 Maneuver	199	203	-	204	229	-	-	-	-	-	-	-
Stage 1	523	494	-	575	545	-	-	-	-	-	-	-
Stage 2	541	494	-	507	499	-	-	-	-	-	-	-

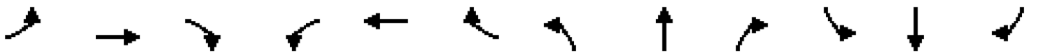
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.29	24.12	0.07	0.39
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	230	204	341	1034	-	-
HCM Lane V/C Ratio	0.004	-	-	0.096	0.252	0.087	0.022	-	-
HCM Control Delay (s/veh)	8.4	0	-	22.3	28.4	16.6	8.6	-	-
HCM Lane LOS	A	A	-	C	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	4	8	44	8	20	3	406	25	7	305	2
Future Volume (veh/h)	17	4	8	44	8	20	3	406	25	7	305	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1767	1870	1796	1870	1530	1737	1870
Adj Flow Rate, veh/h	19	4	9	49	9	22	3	451	28	8	339	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	9	2	7	2	25	11	2
Cap, veh/h	246	33	44	259	17	41	451	621	39	329	651	4
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.00	0.37	0.37	0.01	0.38	0.38
Sat Flow, veh/h	831	350	462	947	174	425	1781	1674	104	1457	1725	10
Grp Volume(v), veh/h	32	0	0	80	0	0	3	0	479	8	0	341
Grp Sat Flow(s),veh/h/ln	1643	0	0	1547	0	0	1781	0	1778	1457	0	1735
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	8.0	0.1	0.0	5.2
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	8.0	0.1	0.0	5.2
Prop In Lane	0.59		0.28	0.61		0.27	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	324	0	0	316	0	0	451	0	660	329	0	655
V/C Ratio(X)	0.10	0.00	0.00	0.25	0.00	0.00	0.01	0.00	0.73	0.02	0.00	0.52
Avail Cap(c_a), veh/h	1430	0	0	1429	0	0	909	0	3304	694	0	3225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	14.8	0.0	0.0	7.1	0.0	9.3	7.6	0.0	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	0.0	15.2	0.0	0.0	7.1	0.0	10.9	7.6	0.0	8.9
LnGrp LOS	B			B			A		B	A		A
Approach Vol, veh/h		32			80			482			349	
Approach Delay, s/veh		14.5			15.2			10.8			8.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.3	6.1	19.0	9.3	6.4	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	9.0	64.0	29.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	3.6	2.0	7.2	2.6	2.1	10.0
Green Ext Time (p_c), s	0.4	0.0	1.8	0.1	0.0	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	10.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	4	8	44	8	20	3	406	25	7	305	2
Future Volume (vph)	17	4	8	44	8	20	3	406	25	7	305	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.96			0.96		1.00	0.99		1.00	1.00	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1740			1708		1770	1765		1444	1711	
Flt Permitted		0.77			0.79		0.56	1.00		0.42	1.00	
Satd. Flow (perm)		1383			1398		1035	1765		645	1711	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	4	9	49	9	22	3	451	28	8	339	2
RTOR Reduction (vph)	0	8	0	0	13	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	24	0	0	67	0	3	477	0	8	341	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	9%	2%	7%	2%	25%	11%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		6.6			6.6		25.0	24.2		25.0	24.2	
Effective Green, g (s)		6.6			6.6		25.0	24.2		25.0	24.2	
Actuated g/C Ratio		0.13			0.13		0.50	0.49		0.50	0.49	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		184			186		533	861		337	834	
v/s Ratio Prot							0.00	c0.27		c0.00	0.20	
v/s Ratio Perm		0.02			c0.05		0.00			0.01		
v/c Ratio		0.13			0.36		0.01	0.55		0.02	0.41	
Uniform Delay, d1		19.0			19.6		6.1	8.9		6.2	8.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			1.2		0.0	0.8		0.0	0.3	
Delay (s)		19.3			20.8		6.1	9.7		6.3	8.5	
Level of Service		B			C		A	A		A	A	
Approach Delay (s/veh)		19.3			20.8			9.7			8.4	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	49.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	4	49	13	15	4	433	74	22	449	13
Future Volume (veh/h)	5	12	4	49	13	15	4	433	74	22	449	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1648	1870	1870	1737	1767	1870	1752	1811	1870	1811	1870
Adj Flow Rate, veh/h	5	13	4	52	14	16	4	456	78	23	473	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	17	2	2	11	9	2	10	6	2	6	2
Cap, veh/h	139	90	25	235	21	25	401	595	102	362	755	22
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.01	0.41	0.41	0.03	0.43	0.43
Sat Flow, veh/h	257	1023	284	908	244	279	1781	1458	249	1781	1750	52
Grp Volume(v), veh/h	22	0	0	82	0	0	4	0	534	23	0	487
Grp Sat Flow(s),veh/h/ln	1563	0	0	1432	0	0	1781	0	1707	1781	0	1802
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	10.2	0.3	0.0	8.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.1	0.0	0.0	0.0	0.0	10.2	0.3	0.0	8.0
Prop In Lane	0.23		0.18	0.63		0.20	1.00		0.15	1.00		0.03
Lane Grp Cap(c), veh/h	254	0	0	281	0	0	401	0	697	362	0	777
V/C Ratio(X)	0.09	0.00	0.00	0.29	0.00	0.00	0.01	0.00	0.77	0.06	0.00	0.63
Avail Cap(c_a), veh/h	1257	0	0	1223	0	0	814	0	2885	735	0	3045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	16.7	0.0	0.0	7.2	0.0	9.6	7.5	0.0	8.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.0	1.8	0.1	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.6	0.0	0.0	0.0	0.0	2.1	0.1	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	0.0	0.0	17.2	0.0	0.0	7.2	0.0	11.4	7.6	0.0	9.2
LnGrp LOS	B			B			A		B	A		A
Approach Vol, veh/h		22			82			538			510	
Approach Delay, s/veh		16.1			17.2			11.4			9.1	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.3	6.2	22.3	9.3	7.1	21.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	9.0	64.0	29.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	4.1	2.0	10.0	2.5	2.3	12.2
Green Ext Time (p_c), s	0.4	0.0	2.8	0.1	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	12	4	49	13	15	4	433	74	22	449	13
Future Volume (vph)	5	12	4	49	13	15	4	433	74	22	449	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.97		1.00	0.98		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1653			1709		1770	1698		1770	1787	
Flt Permitted		0.90			0.79		0.45	1.00		0.37	1.00	
Satd. Flow (perm)		1501			1401		838	1698		684	1787	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	13	4	52	14	16	4	456	78	23	473	14
RTOR Reduction (vph)	0	4	0	0	9	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	18	0	0	73	0	4	529	0	23	486	0
Heavy Vehicles (%)	2%	17%	2%	2%	11%	9%	2%	10%	6%	2%	6%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		7.1			7.1		31.7	30.9		34.3	32.2	
Effective Green, g (s)		7.1			7.1		31.7	30.9		34.3	32.2	
Actuated g/C Ratio		0.12			0.12		0.55	0.53		0.59	0.55	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		183			171		470	903		443	990	
v/s Ratio Prot							0.00	c0.31		c0.00	0.27	
v/s Ratio Perm		0.01			c0.05		0.00			0.03		
v/c Ratio		0.10			0.43		0.01	0.59		0.05	0.49	
Uniform Delay, d1		22.7			23.6		6.1	9.2		5.3	7.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			1.7		0.0	1.0		0.0	0.4	
Delay (s)		22.9			25.3		6.1	10.2		5.4	8.3	
Level of Service		C			C		A	B		A	A	
Approach Delay (s/veh)		22.9			25.3			10.2			8.2	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	58.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

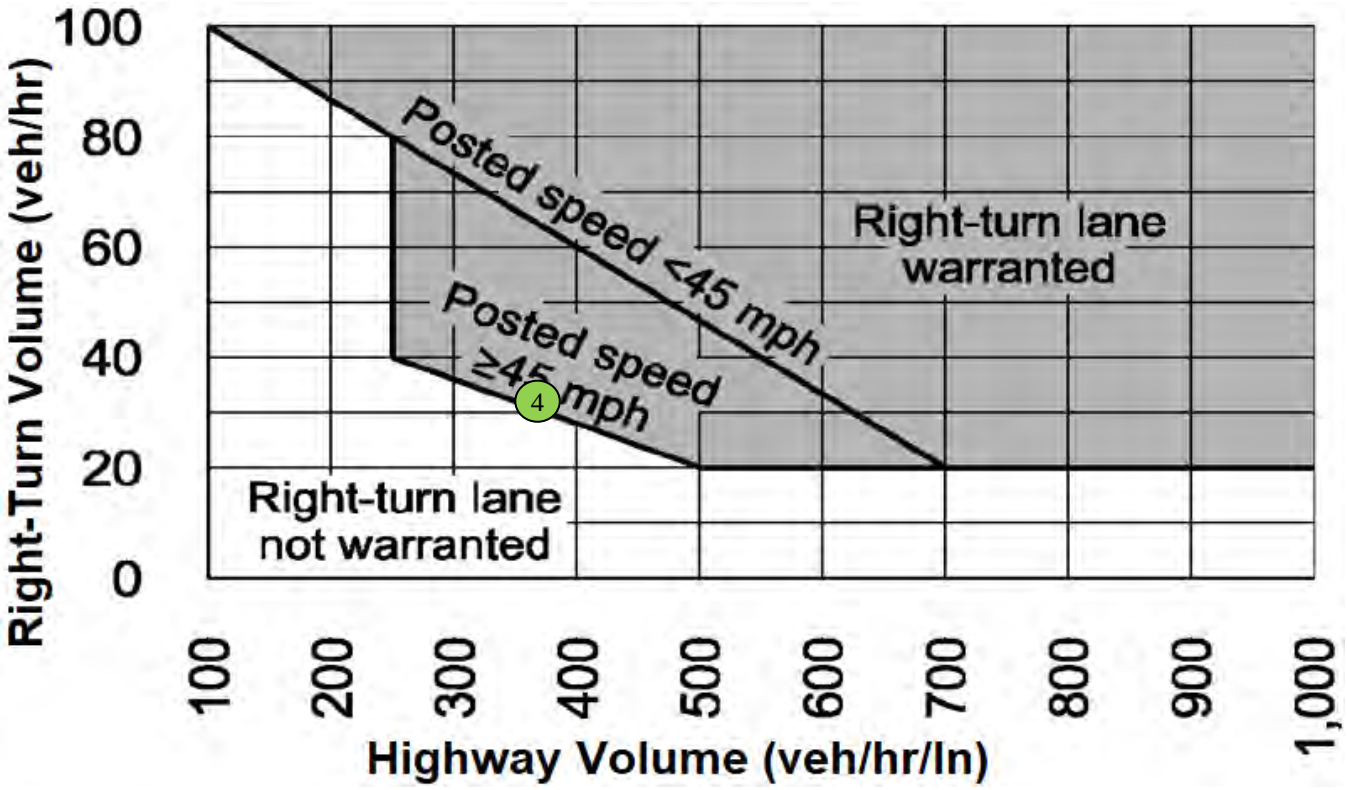
APPENDIX H: Turn Lane Worksheets

Timber Ridge Subdivision
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2025 Existing Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
(1) Van Slyke Rd & US 19	EB	60	AM	6	408	No*
			PM	6	281	No*
(2) Van Slyke Rd & US 19	WB	60	AM	3	207	No*
			PM	3	474	No*
(3) US 95 & Ustick Rd	SB	65	AM	0	238	No*
			PM	10	358	No*
(4) US 95 & Ustick Rd	NB	65	AM	15	328	No*
			PM	**31**	**366**	**Yes**

*Total approach volume less than 100 vph and/or right-turn volume < 20 vph = Not Warranted



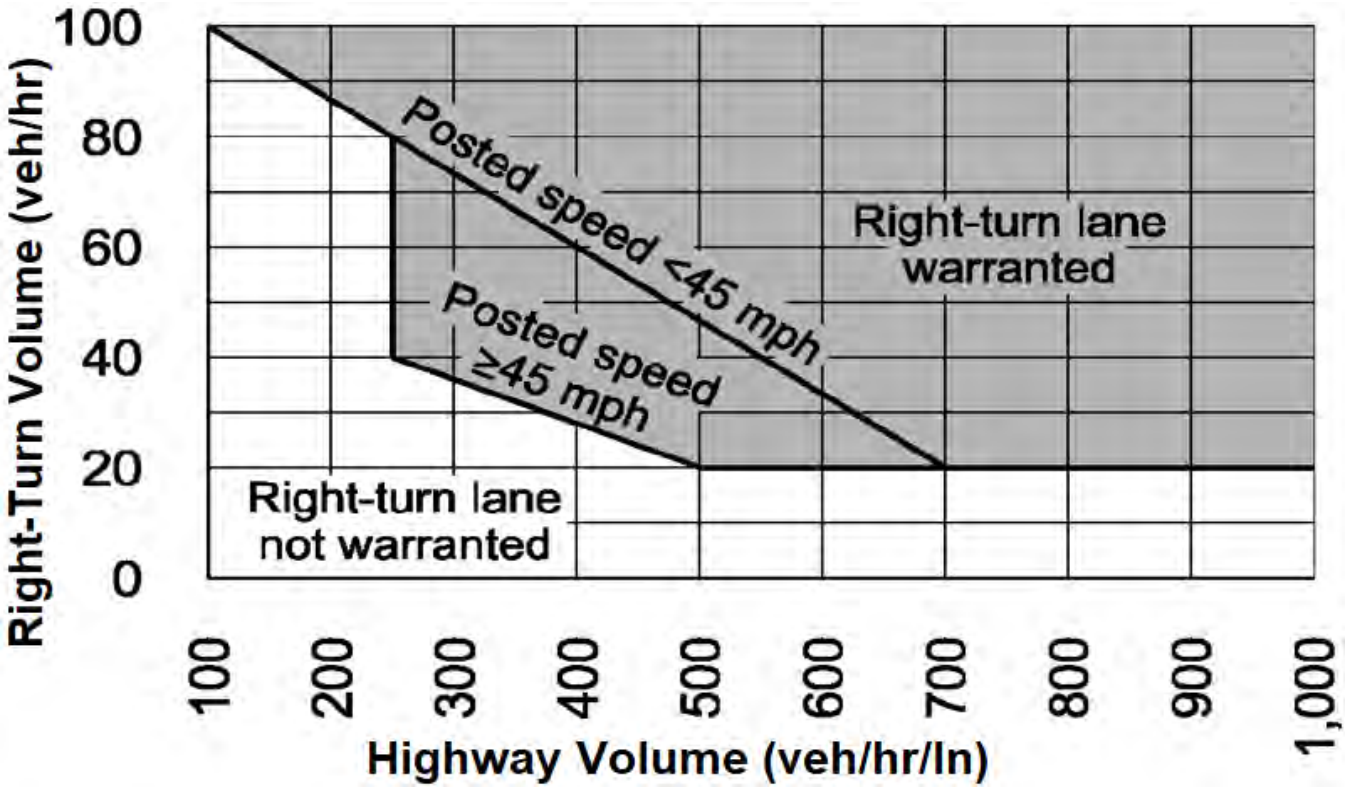
AM Peak (1) PM Peak 1

Timber Ridge Subdivision
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2029 Background Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
① Van Slyke Rd & US 19	EB	60	AM	8	461	No*
			PM	12	321	No*
② Van Slyke Rd & US 19	WB	60	AM	3	238	No*
			PM	3	551	No*
③ US 95 & Ustick Rd	SB	65	AM	0	269	No*
			PM	11	406	No*
④ US 95 & Ustick Rd	NB	65	Warranted under 2025 existing traffic			

*Total approach volume less than 100 vph and/or right-turn volume < 20 vph = Not Warranted



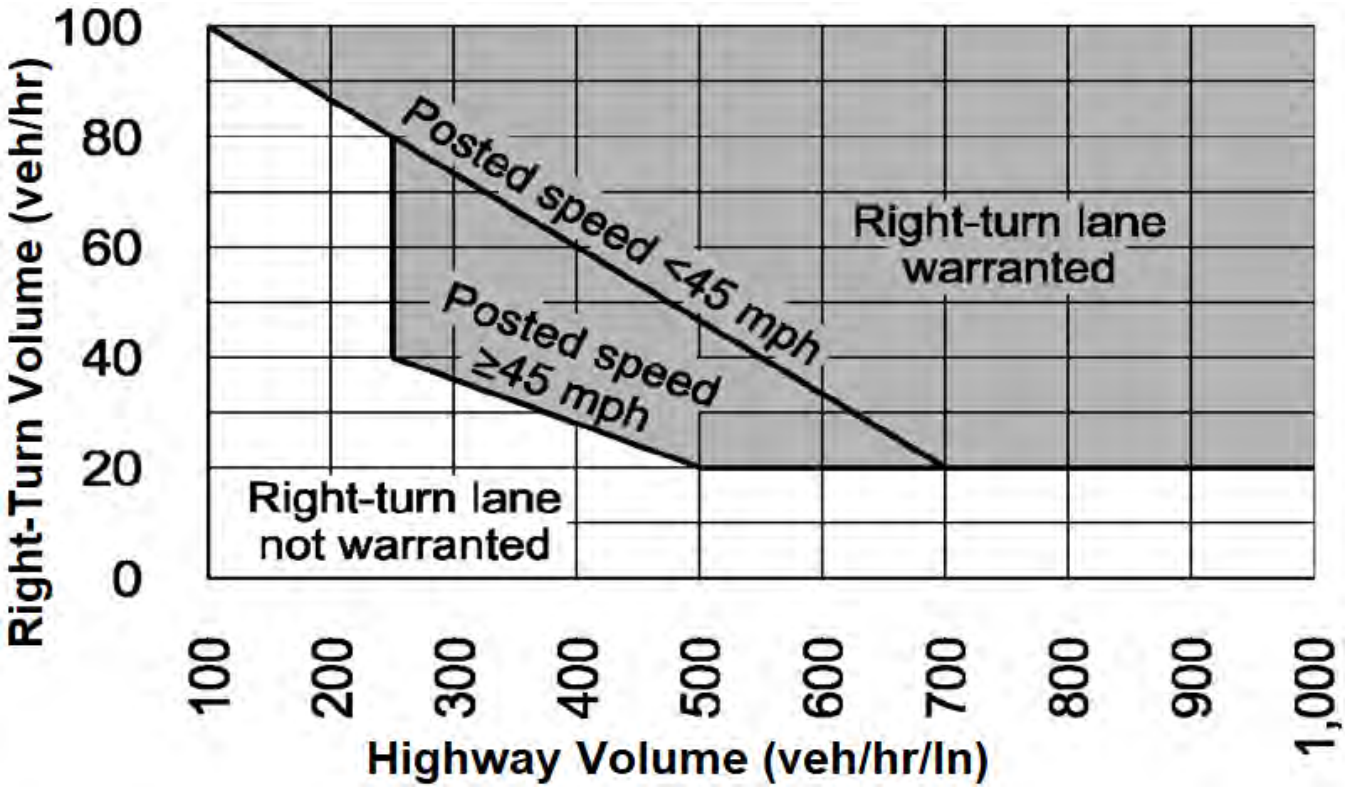
AM Peak ① PM Peak ①

Timber Ridge Subdivision
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2029 Total Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
① Van Slyke Rd & US 19	EB	60	AM	9	462	No*
			PM	16	325	No*
② Van Slyke Rd & US 19	WB	60	AM	3	244	No*
			PM	3	570	No*
③ US 95 & Ustick Rd	SB	65	AM	0	270	No*
			PM	11	410	No*
④ US 95 & Ustick Rd	NB	65	Warranted under 2025 existing traffic			

*Total approach volume less than 100 vph and/or right-turn volume < 20 vph = Not Warranted



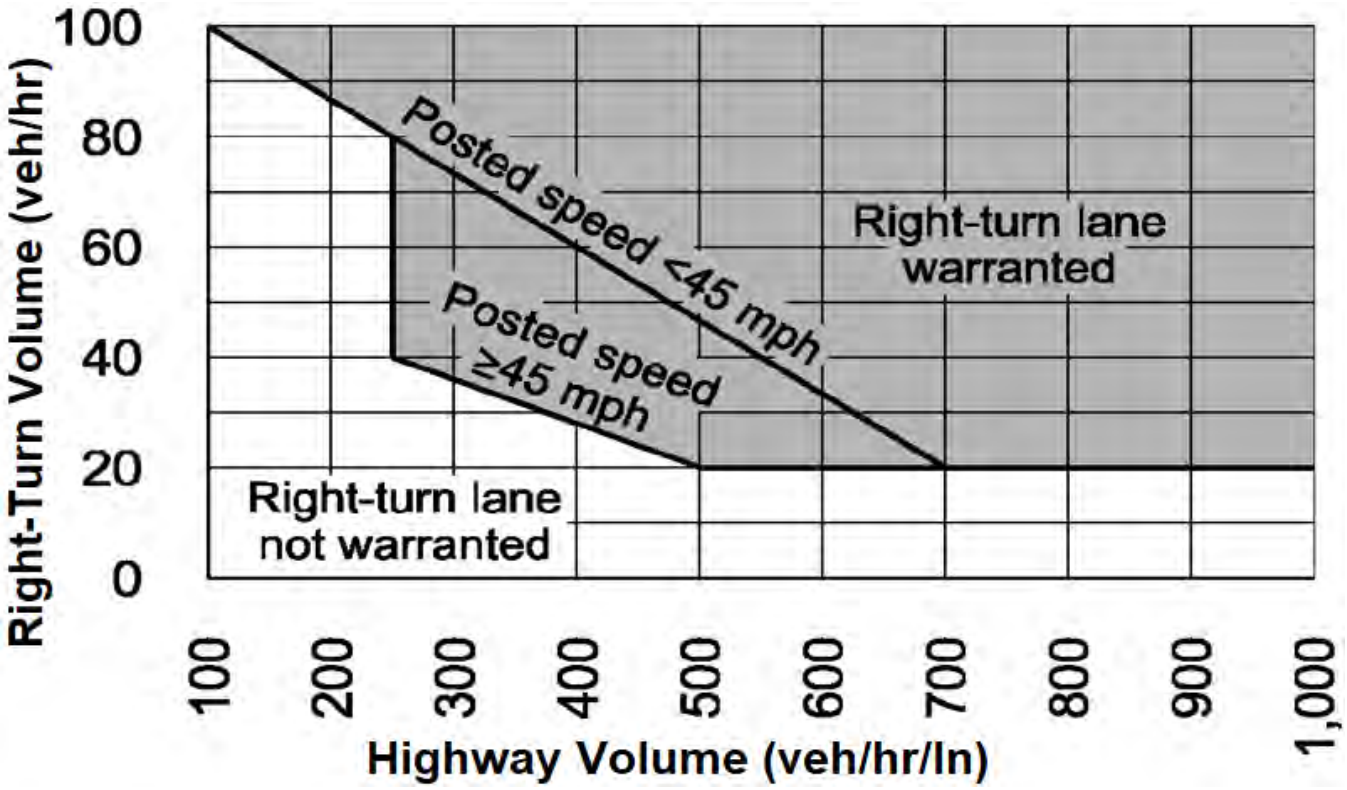
AM Peak ① PM Peak ①

Timber Ridge Subdivision
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2034 Background Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
① Van Slyke Rd & US 19	EB	60	AM	9	533	No*
			PM	13	372	No*
② Van Slyke Rd & US 19	WB	60	AM	4	275	No*
			PM	4	636	No*
③ US 95 & Ustick Rd	SB	65	AM	0	311	No*
			PM	13	470	No*
④ US 95 & Ustick Rd	NB	65	Warranted under 2025 existing traffic			

*Total approach volume less than 100 vph and/or right-turn volume < 20 vph = Not Warranted



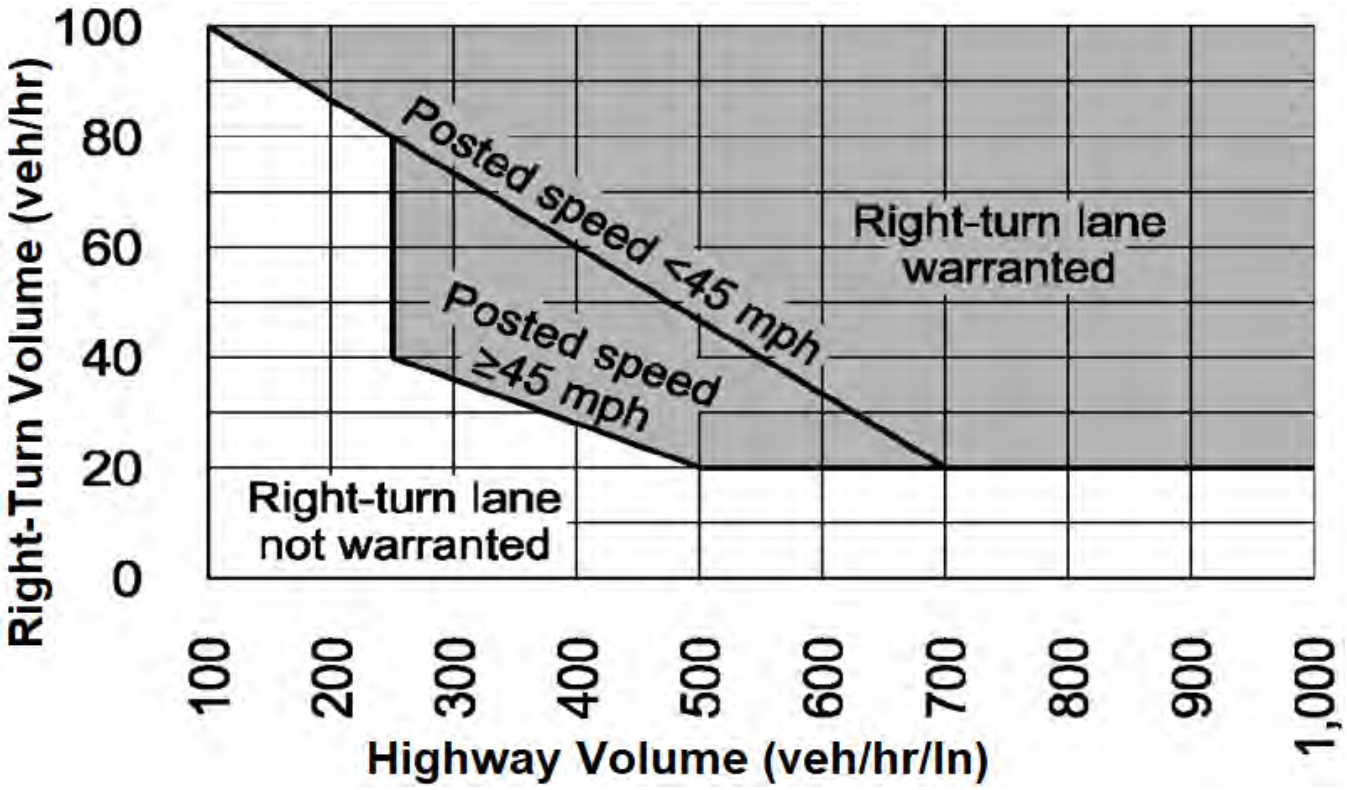
AM Peak ① PM Peak ①

Timber Ridge Subdivision
Canyon County, Idaho

ITD Right-Turn Lane Analysis
2034 Total Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
① Van Slyke Rd & US 19	EB	60	AM	10	534	No*
			PM	17	376	No*
② Van Slyke Rd & US 19	WB	60	AM	4	281	No*
			PM	4	655	No*
③ US 95 & Ustick Rd	SB	65	AM	0	312	No*
			PM	13	484	No*
④ US 95 & Ustick Rd	NB	65	Warranted under 2025 existing traffic			

*Total approach volume less than 100 vph and/or right-turn volume < 20 vph = Not Warranted



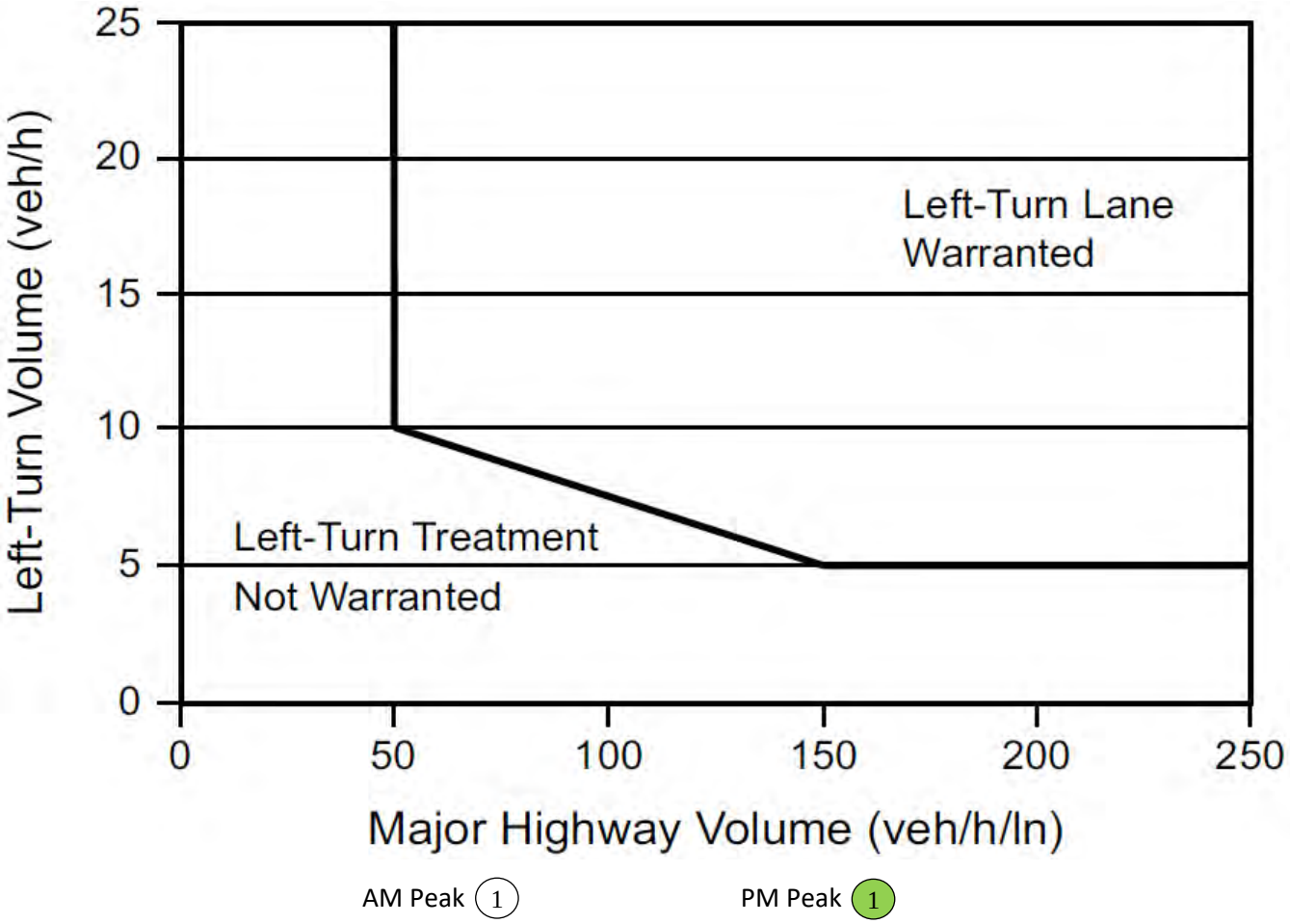
AM Peak ① PM Peak ①

Timber Ridge Subdivision
Canyon County, Idaho

AASHTO Left-Turn Lane Warrants for Two-Lane Highways in a Rural Area (4-Leg Intersection)
2025 Existing Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
(1) US 95 & Ustick Rd	NB	65	AM	2	283	No*
			PM	3	362	No*
(2) US 95 & Ustick Rd	SB	65	AM	4	283	No*
			PM	4	362	No*

* Left-turn volume < 5 vph - Not Warranted

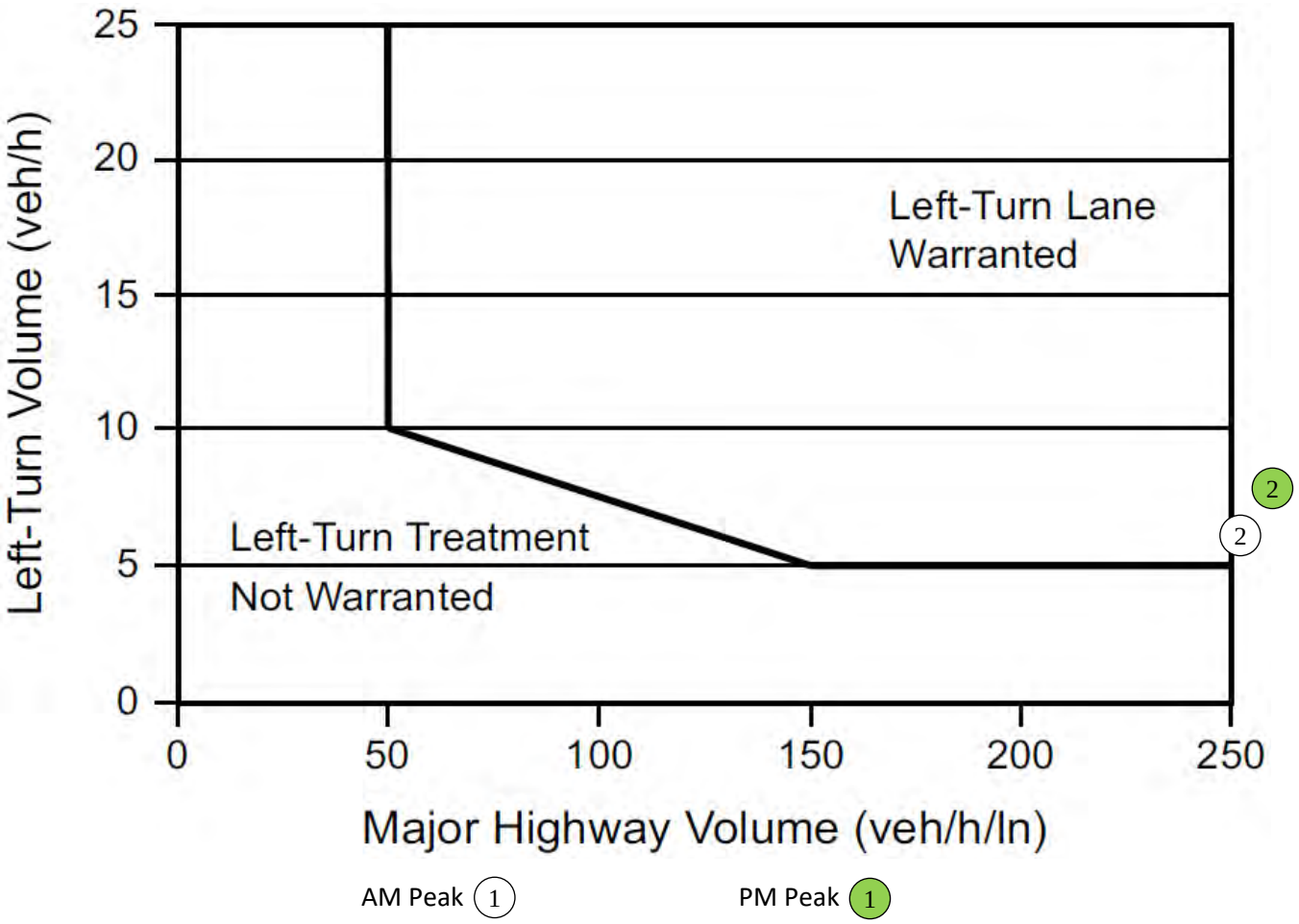


Timber Ridge Subdivision
Canyon County, Idaho

AASHTO Left-Turn Lane Warrants for Two-Lane Highways in a Rural Area (4-Leg Intersection)
2029 Background Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
(1) US 95 & Ustick Rd	NB	65	AM	2	320	No*
			PM	3	412	No*
(2) US 95 & Ustick Rd	SB	65	**AM**	**6**	**320**	**Yes**
			PM	**8**	**412**	**Yes**

* Left-turn volume < 5 vph - Not Warranted

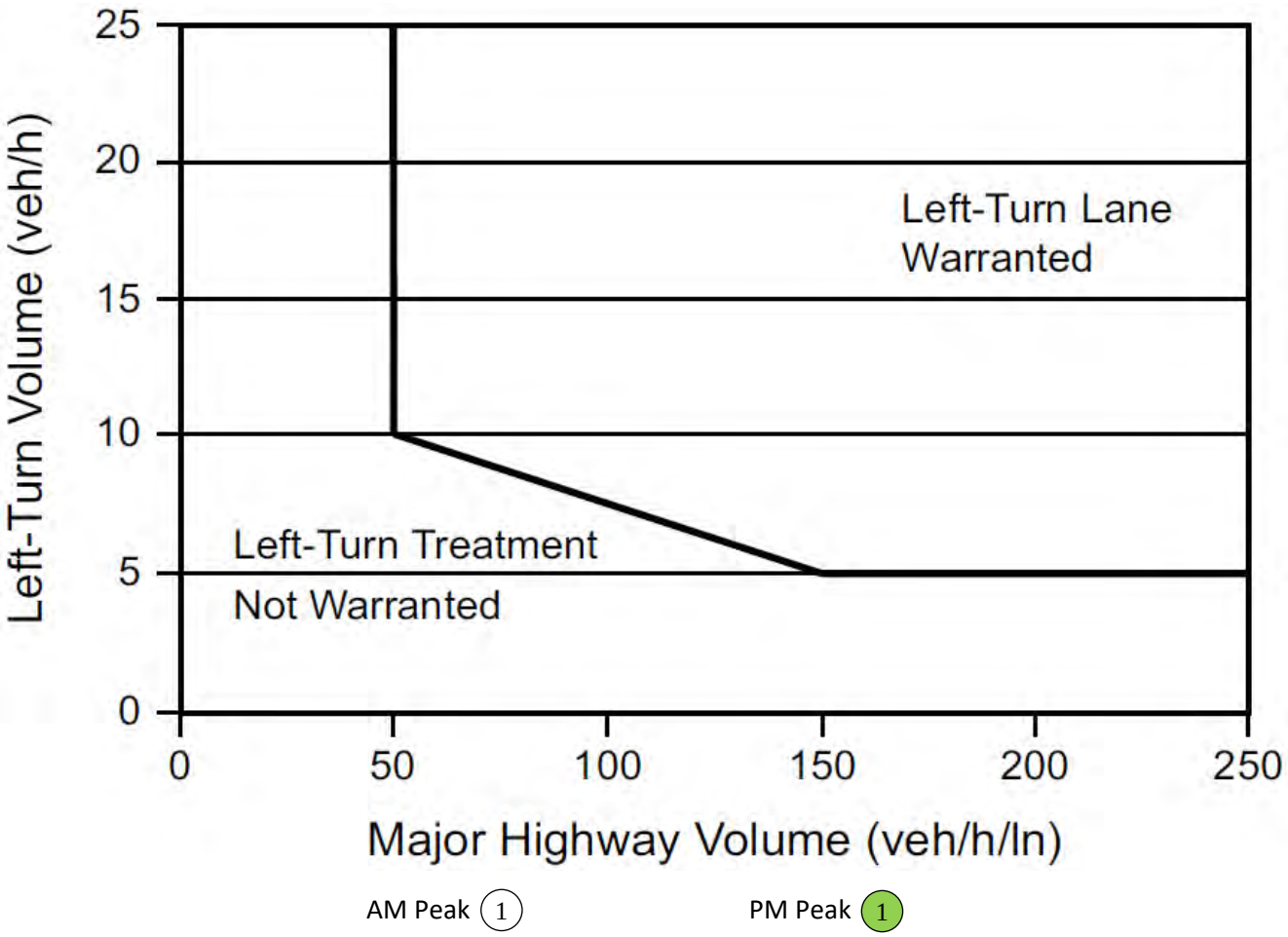


Timber Ridge Subdivision
Canyon County, Idaho

AASHTO Left-Turn Lane Warrants for Two-Lane Highways in a Rural Area (4-Leg Intersection)
2029 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
(1) US 95 & Ustick Rd	NB	65	AM	2	322	No*
			PM	3	418	No*
(2) US 95 & Ustick Rd	SB	65	Warranted under 2029 background traffic			

* Left-turn volume < 5 vph - Not Warranted

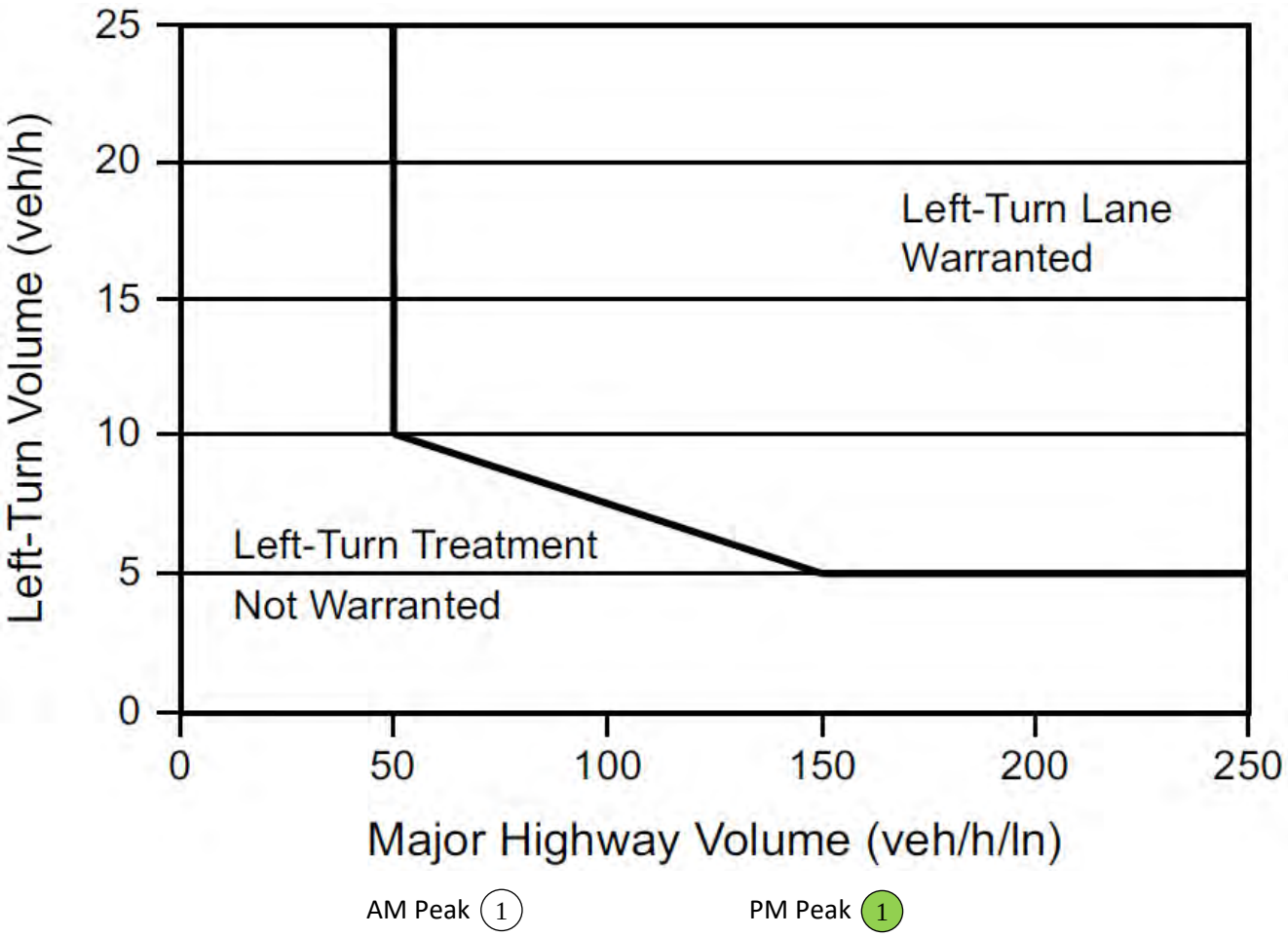


Timber Ridge Subdivision
Canyon County, Idaho

AASHTO Left-Turn Lane Warrants for Two-Lane Highways in a Rural Area (4-Leg Intersection)
2034 Background Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
① US 95 & Ustick Rd	NB	65	AM	3	371	No*
			PM	4	477	No*
② US 95 & Ustick Rd	SB	65	Warranted under 2029 background traffic			

* Left-turn volume < 5 vph - Not Warranted

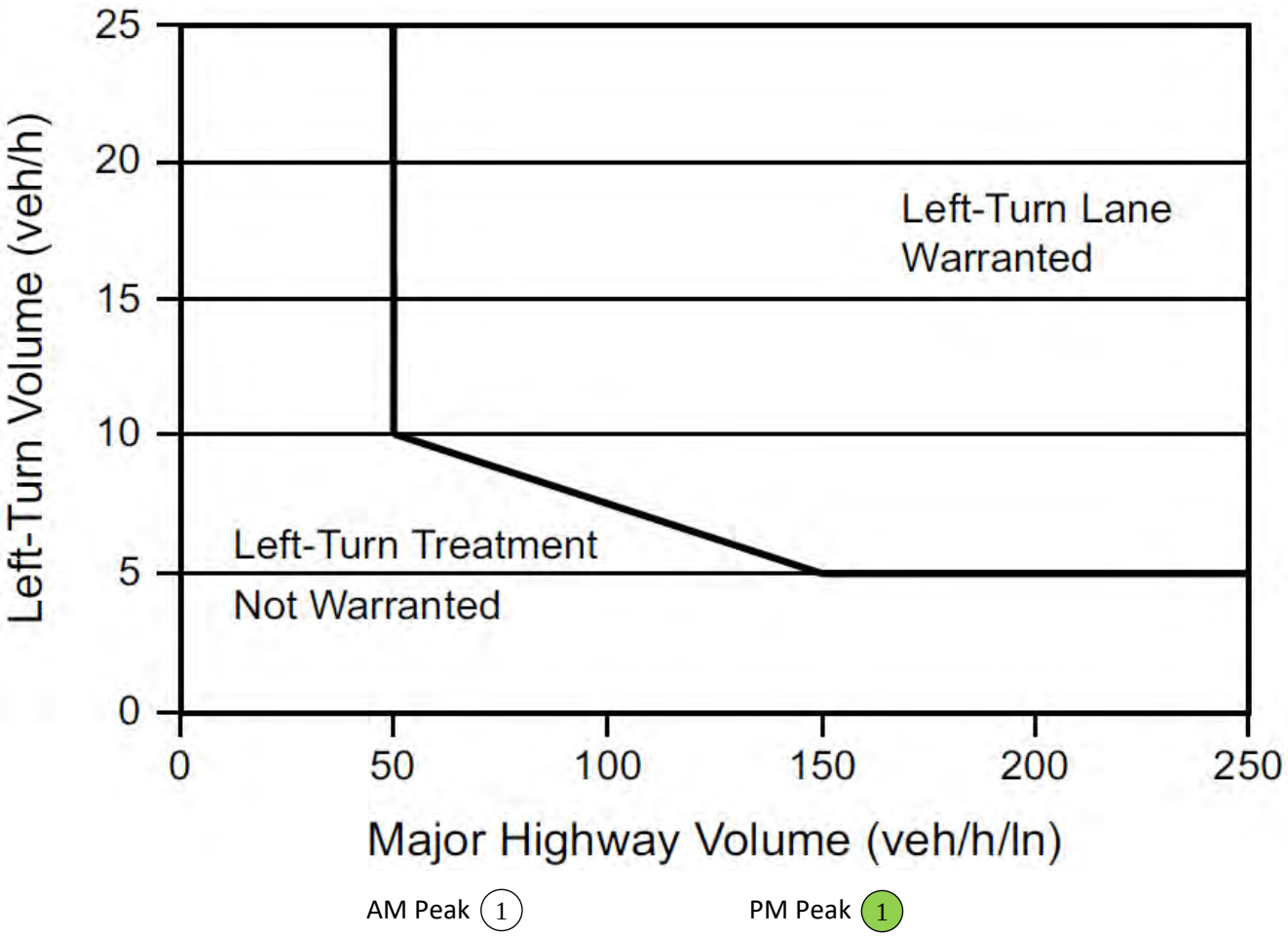


Timber Ridge Subdivision
Canyon County, Idaho

AASHTO Left-Turn Lane Warrants for Two-Lane Highways in a Rural Area (4-Leg Intersection)
2034 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
(1) US 95 & Ustick Rd	NB	65	AM	3	373	No*
			PM	4	498	No*
(2) US 95 & Ustick Rd	SB	65	Warranted under 2029 background traffic			

* Left-turn volume < 5 vph - Not Warranted

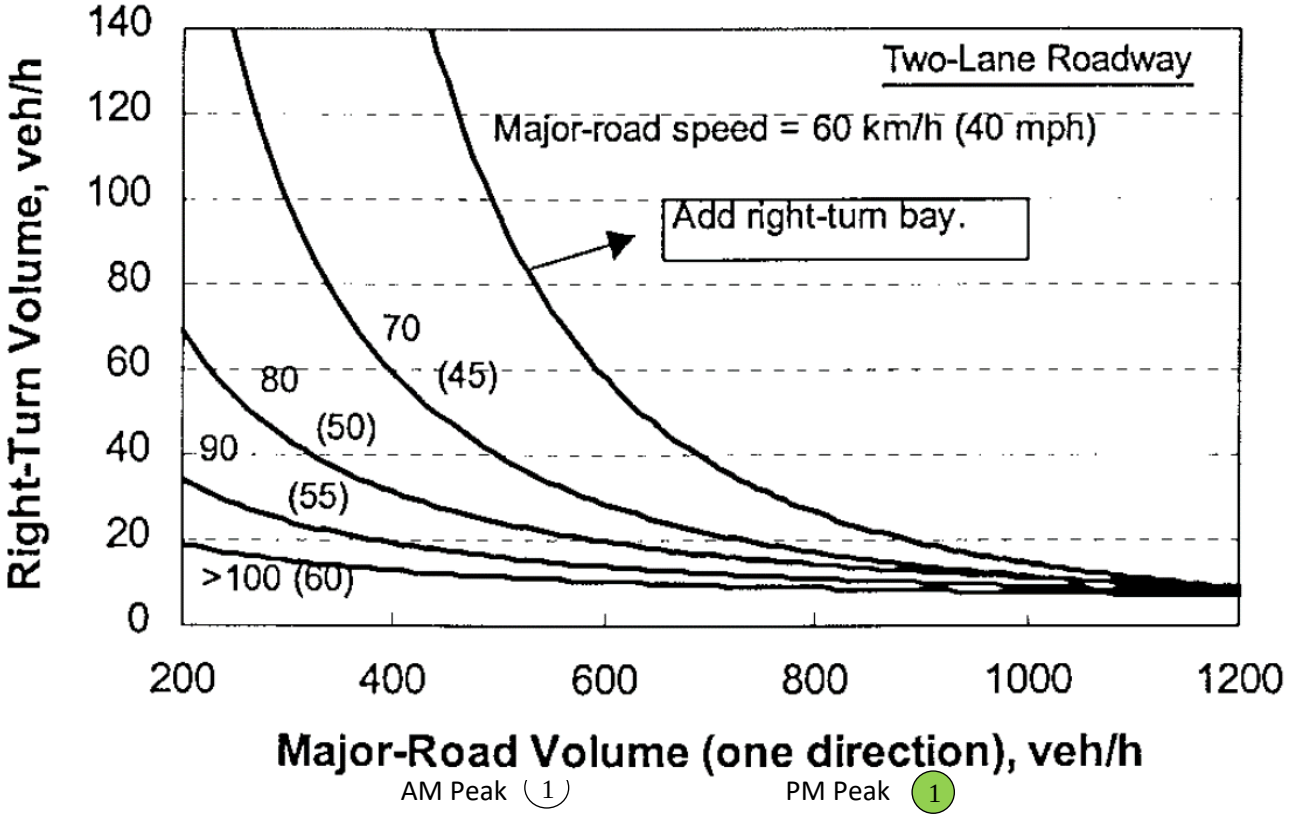


Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2025 Existing Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	1	13	No*
			PM	2	28	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	0	25	No*
			PM	0	9	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	25	No*
			PM	1	13	No*
(4) Allendale Road & Ustick Road	EB	35	AM	3	39	No*
			PM	3	38	No*
(5) Allendale Road & Ustick Road	WB	40	AM	5	35	No*
			PM	8	60	No*
(6) Van Slyke Road & Ustick Road	EB	35	AM	0	43	No*
			PM	0	38	No*
(7) Van Slyke Road & Ustick Road	WB	40	AM	4	40	No*
			PM	5	59	No*
(8) Aura Vista Way (W) & Ustick Road	WB	40	AM	4	33	No*
			PM	8	50	No*
(9) Mariah Ridge Road & Ustick Road	WB	40	AM	24	50	No*
			PM	19	72	No*
(10) Aura Vista Way (E) & Ustick Road	WB	40	AM	2	57	No*
			PM	5	81	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



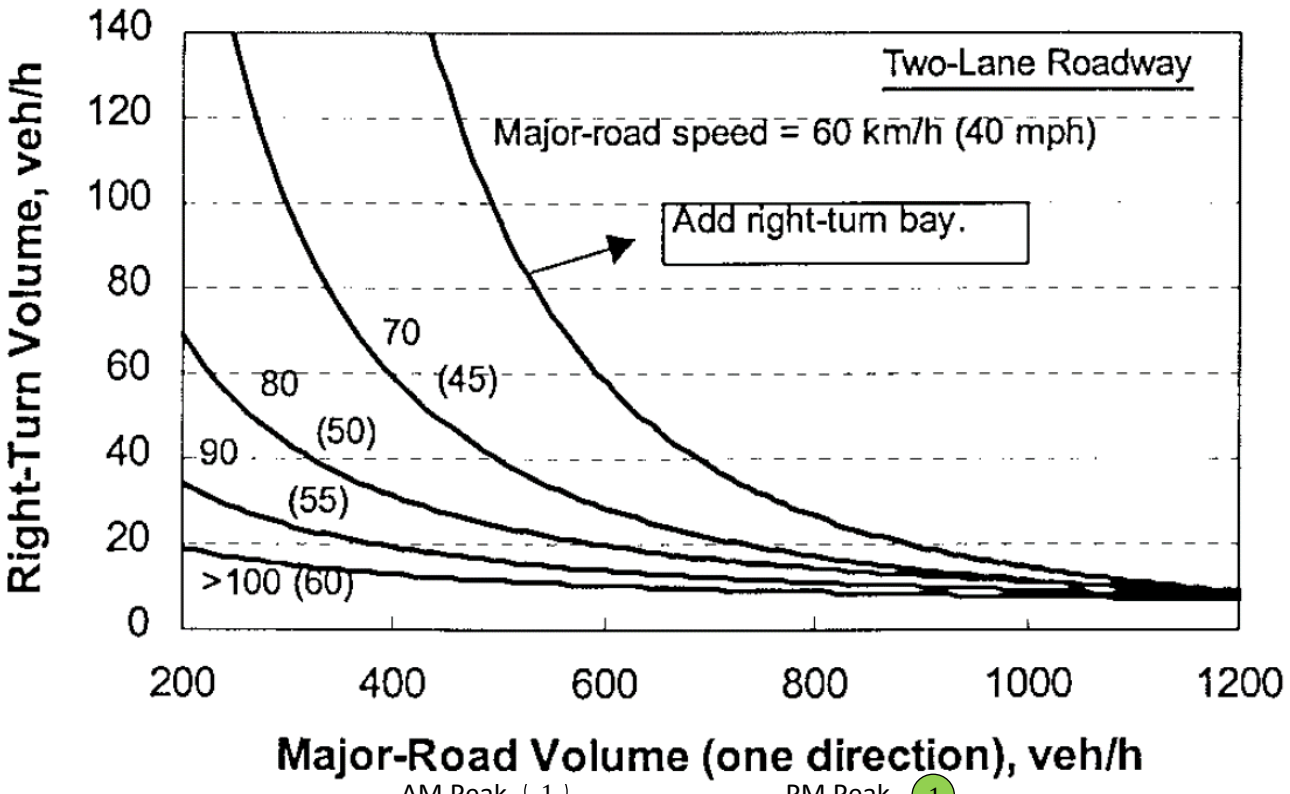
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2025 Existing Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(11) Friends Road & Ustick Road	EB	40	AM	4	62	No*
			PM	2	61	No*
(12) Friends Road & Ustick Road	WB	50	AM	11	56	No*
			PM	6	85	No*
(13) Beet Road & Ustick Road	EB	40	AM	6	69	No*
			PM	9	65	No*
(14) Beet Road & Ustick Road	WB	50	AM	0	52	No*
			PM	0	46	No*
(15) Van Slyke Road & Homedale Road	WB	50	AM	10	92	No*
			PM	3	147	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



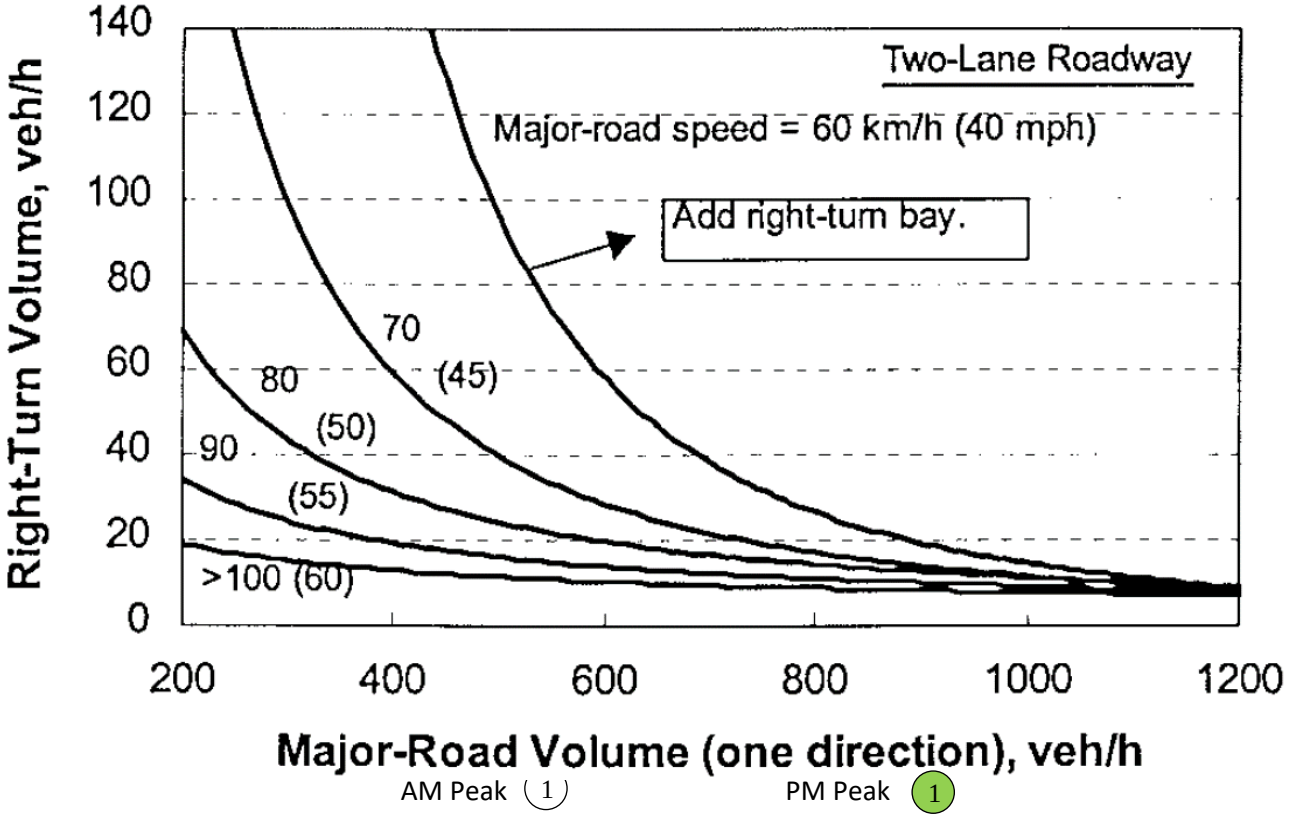
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2029 Background Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	1	20	No*
			PM	2	53	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	0	48	No*
			PM	0	23	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	48	No*
			PM	1	28	No*
(4) Allendale Road & Ustick Road	EB	35	AM	3	48	No*
			PM	3	54	No*
(5) Allendale Road & Ustick Road	WB	40	AM	6	51	No*
			PM	9	68	No*
(6) Van Slyke Road & Ustick Road	EB	35	AM	2	55	No*
			PM	7	55	No*
(7) Van Slyke Road & Ustick Road	WB	40	AM	5	53	No*
			PM	6	93	No*
(8) Aura Vista Way (W) & Ustick Road	WB	40	AM	5	46	No*
			PM	9	83	No*
(9) Mariah Ridge Road & Ustick Road	WB	40	AM	27	64	No*
			PM	21	108	No*
(10) Aura Vista Way (E) & Ustick Road	WB	40	AM	2	72	No*
			PM	6	119	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



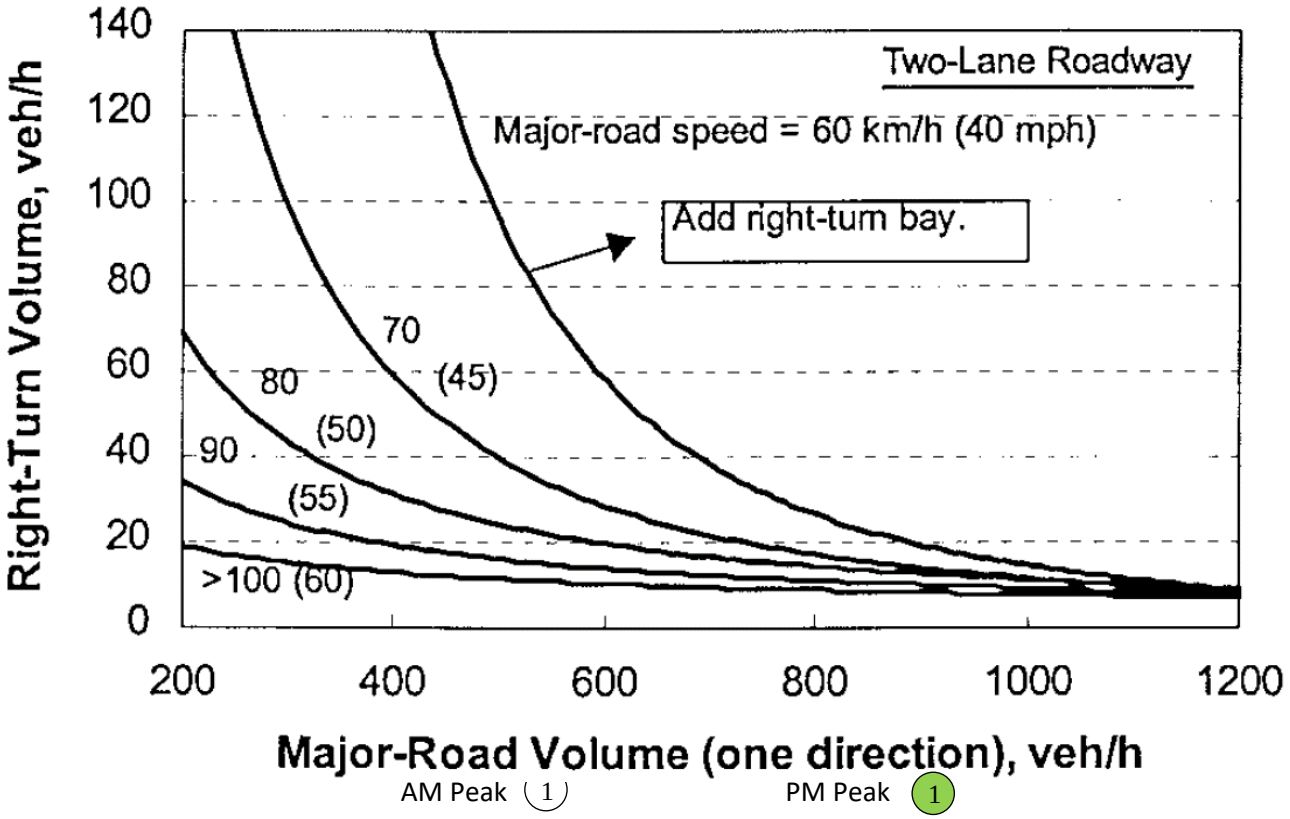
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2029 Background Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(11) Friends Road & Ustick Road	EB	40	AM	5	96	No*
			PM	2	85	No*
(12) Friends Road & Ustick Road	WB	50	AM	12	69	No*
			PM	7	120	No*
(13) Beet Road & Ustick Road	EB	40	AM	9	100	No*
			PM	11	88	No*
(14) Beet Road & Ustick Road	WB	50	AM	0	66	No*
			PM	0	74	No*
(15) Van Slyke Road & Homedale Road	WB	50	AM	12	104	No*
			PM	6	168	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



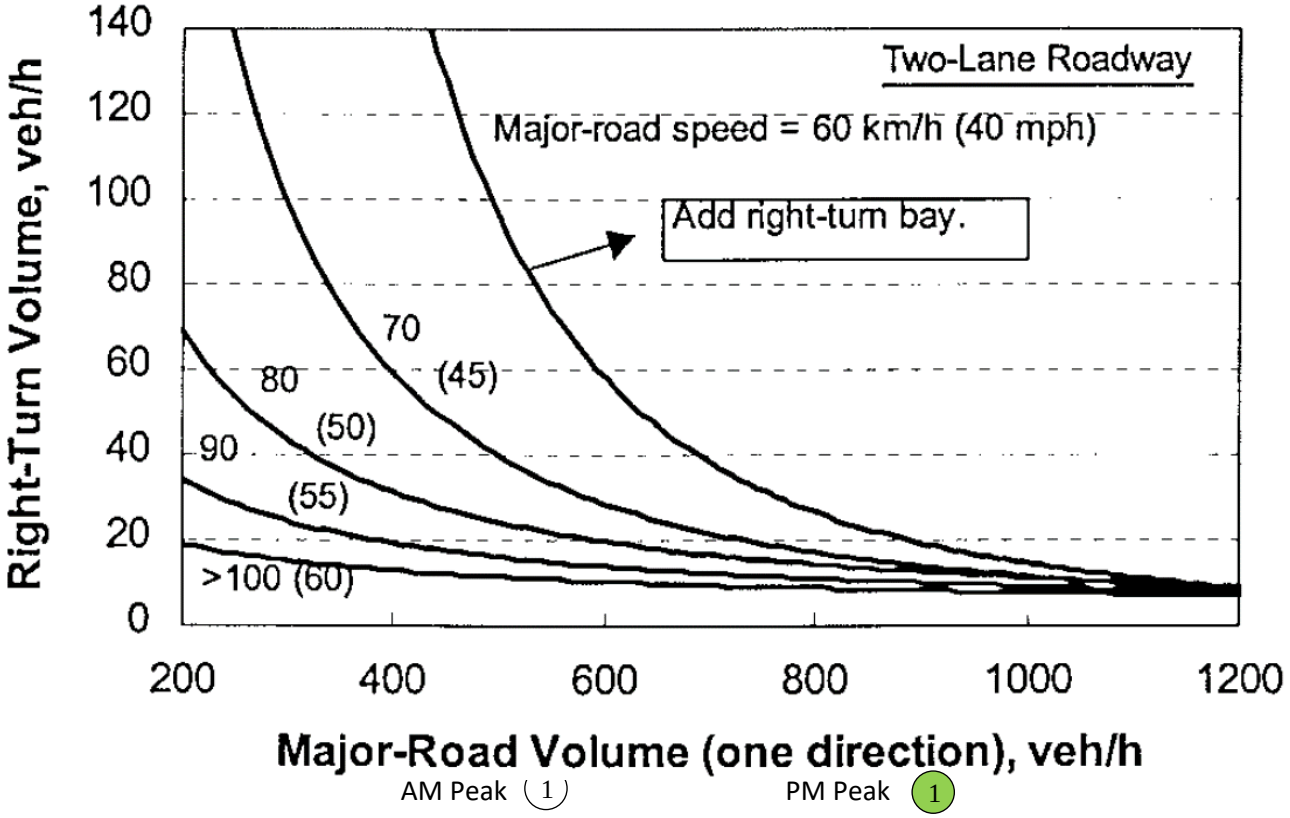
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2029 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	3	28	No*
			PM	9	76	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	0	61	No*
			PM	0	33	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	55	No*
			PM	1	41	No*
(4) Allendale Road & Ustick Road	EB	35	AM	3	53	No*
			PM	3	68	No*
(5) Allendale Road & Ustick Road	WB	40	AM	6	63	No*
			PM	9	77	No*
(6) Van Slyke Road & Ustick Road	EB	35	AM	6	77	No*
			PM	9	73	No*
(7) Van Slyke Road & Ustick Road	WB	40	AM	7	64	No*
			PM	15	125	No*
(8) Aura Vista Way (W) & Ustick Road	WB	40	AM	5	57	No*
			PM	9	115	No*
(9) Mariah Ridge Road & Ustick Road	WB	40	AM	27	75	No*
			PM	21	140	No*
(10) Aura Vista Way (E) & Ustick Road	WB	40	AM	2	83	No*
			PM	6	151	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



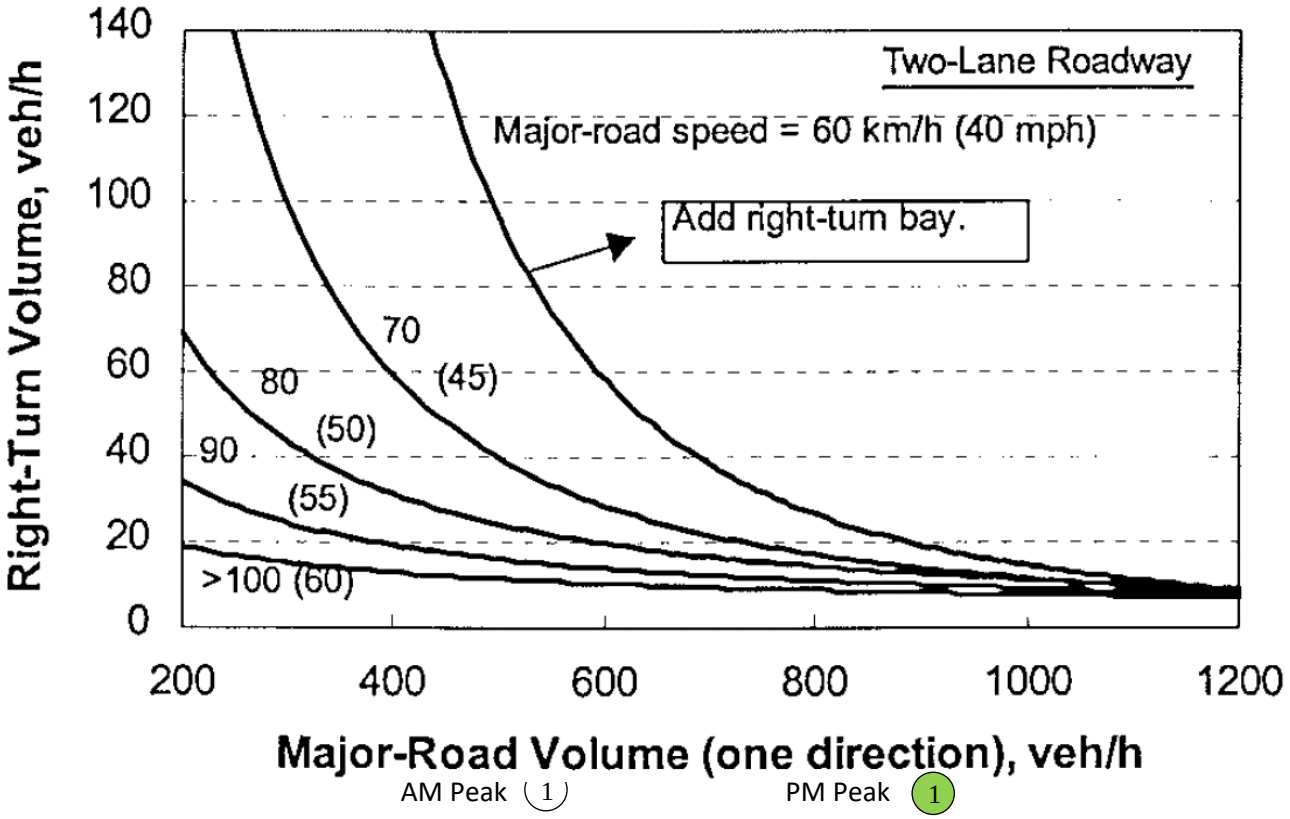
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2029 Total Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(11) Friends Road & Ustick Road	EB	40	AM	5	124	No*
			PM	2	105	No*
(12) Friends Road & Ustick Road	WB	50	AM	12	79	No*
			PM	7	148	No*
(13) Beet Road & Ustick Road	EB	40	AM	11	124	No*
			PM	13	106	No*
(14) Beet Road & Ustick Road	WB	50	AM	0	74	No*
			PM	0	100	No*
(15) Van Slyke Road & Homedale Road	WB	50	AM	13	105	No*
			PM	10	172	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



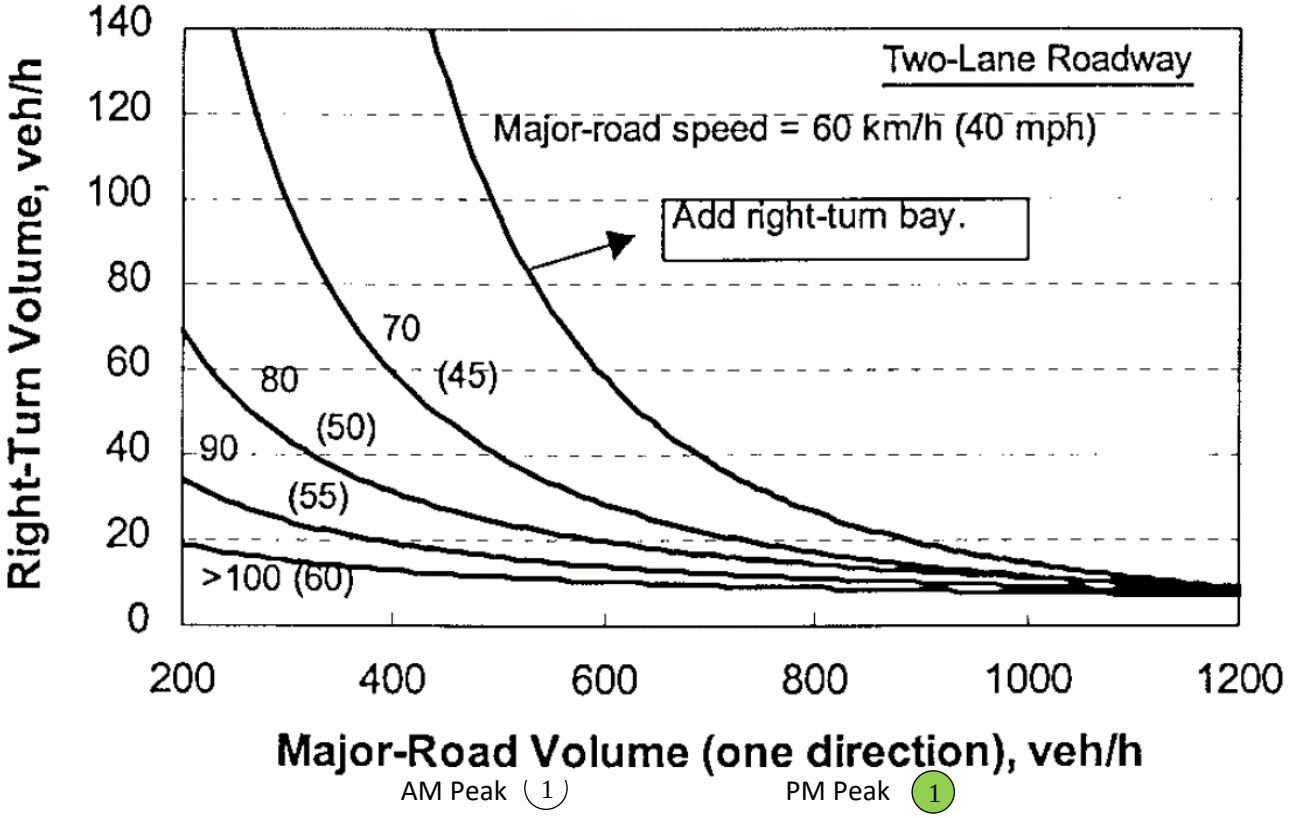
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2029 Total Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(16) Monteverde Avenue & Boehner Road	EB	50	AM	1	7	No*
			PM	2	7	No*
(17) White Mountain Ave & Ustick Road	EB	40	AM	1	57	No*
			PM	5	69	No*
(18) White Mountain Ave & Ustick Road	WB	40	AM	6	65	No*
			PM	19	97	No*
(19) Humboldt Wy & Ustick Road	EB	40	AM	4	70	No*
			PM	12	83	No*
(20) Site Access & Van Slyke Road	NB	50	AM	1	20	No*
			PM	3	26	No*
(21) Site Access & Van Slyke Road	SB	50	AM	5	32	No*
			PM	20	71	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



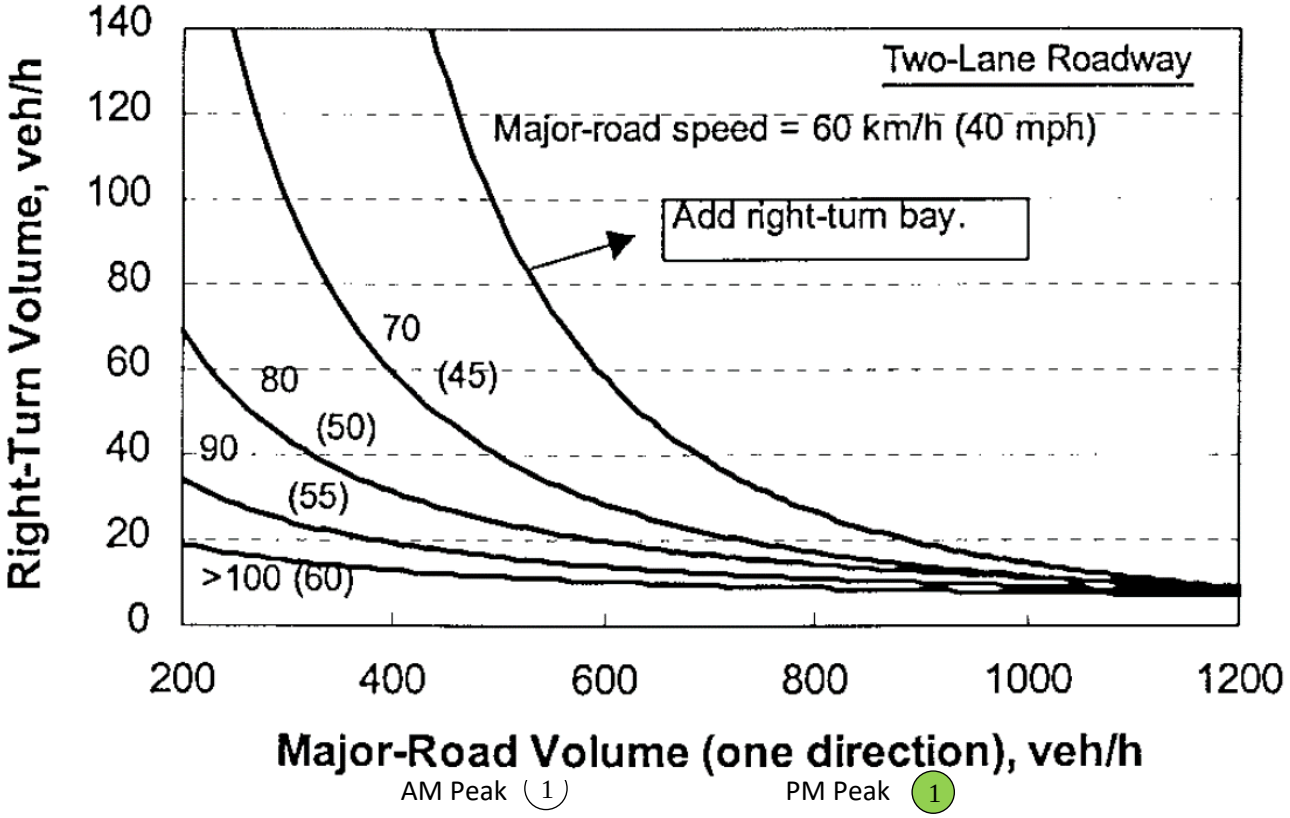
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2034 Background Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	1	23	No*
			PM	3	59	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	0	52	No*
			PM	0	25	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	53	No*
			PM	1	30	No*
(4) Allendale Road & Ustick Road	EB	35	AM	4	55	No*
			PM	4	62	No*
(5) Allendale Road & Ustick Road	WB	40	AM	7	57	No*
			PM	10	78	No*
(6) Van Slyke Road & Ustick Road	EB	35	AM	2	63	No*
			PM	7	61	No*
(7) Van Slyke Road & Ustick Road	WB	40	AM	5	60	No*
			PM	7	105	No*
(8) Aura Vista Way (W) & Ustick Road	WB	40	AM	5	51	No*
			PM	10	92	No*
(9) Mariah Ridge Road & Ustick Road	WB	40	AM	31	73	No*
			PM	25	121	No*
(10) Aura Vista Way (E) & Ustick Road	WB	40	AM	3	83	No*
			PM	7	133	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



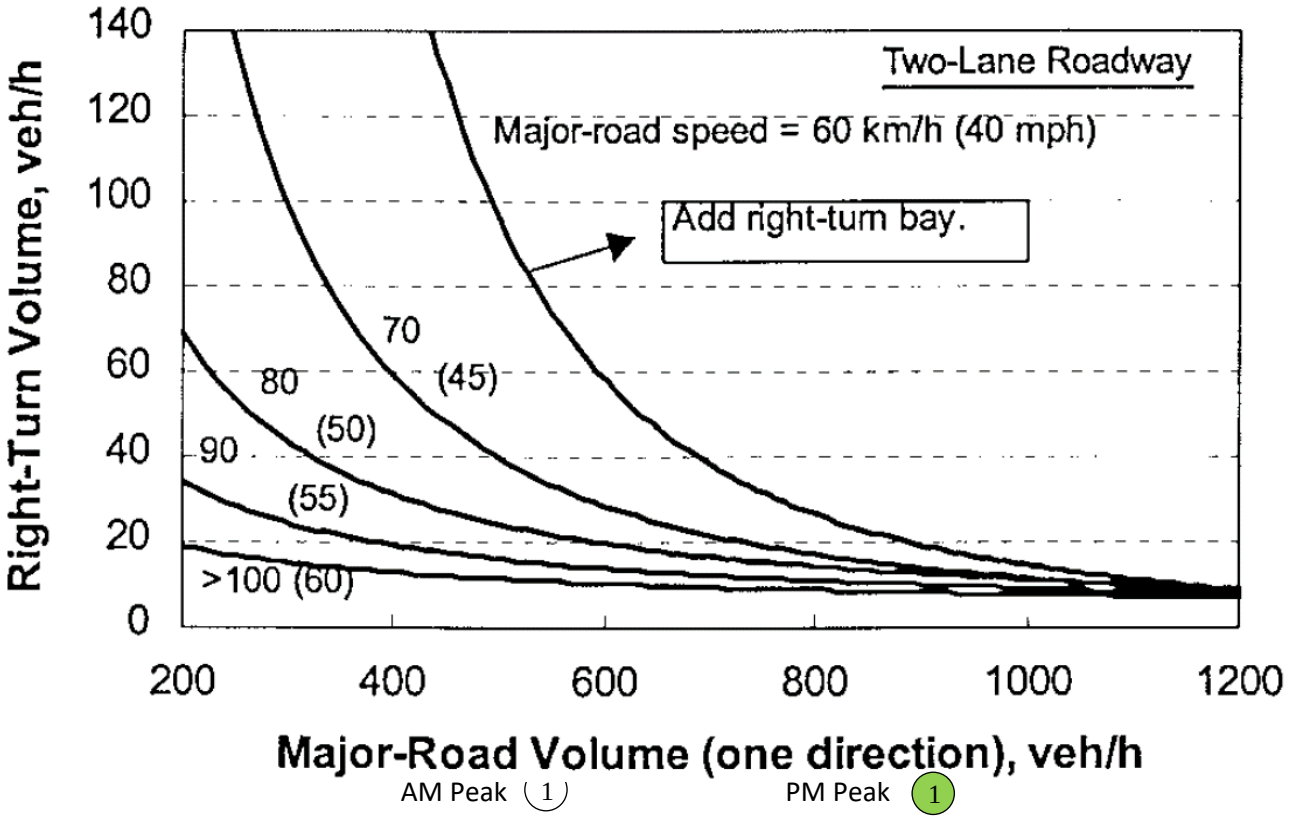
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2034 Background Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(11) Friends Road & Ustick Road	EB	40	AM	5	105	No*
			PM	3	97	No*
(12) Friends Road & Ustick Road	WB	50	AM	14	80	No*
			PM	8	135	No*
(13) Beet Road & Ustick Road	EB	40	AM	10	112	No*
			PM	13	100	No*
(14) Beet Road & Ustick Road	WB	50	AM	0	75	No*
			PM	0	82	No*
(15) Van Slyke Road & Homedale Road	WB	50	AM	14	121	No*
			PM	7	195	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



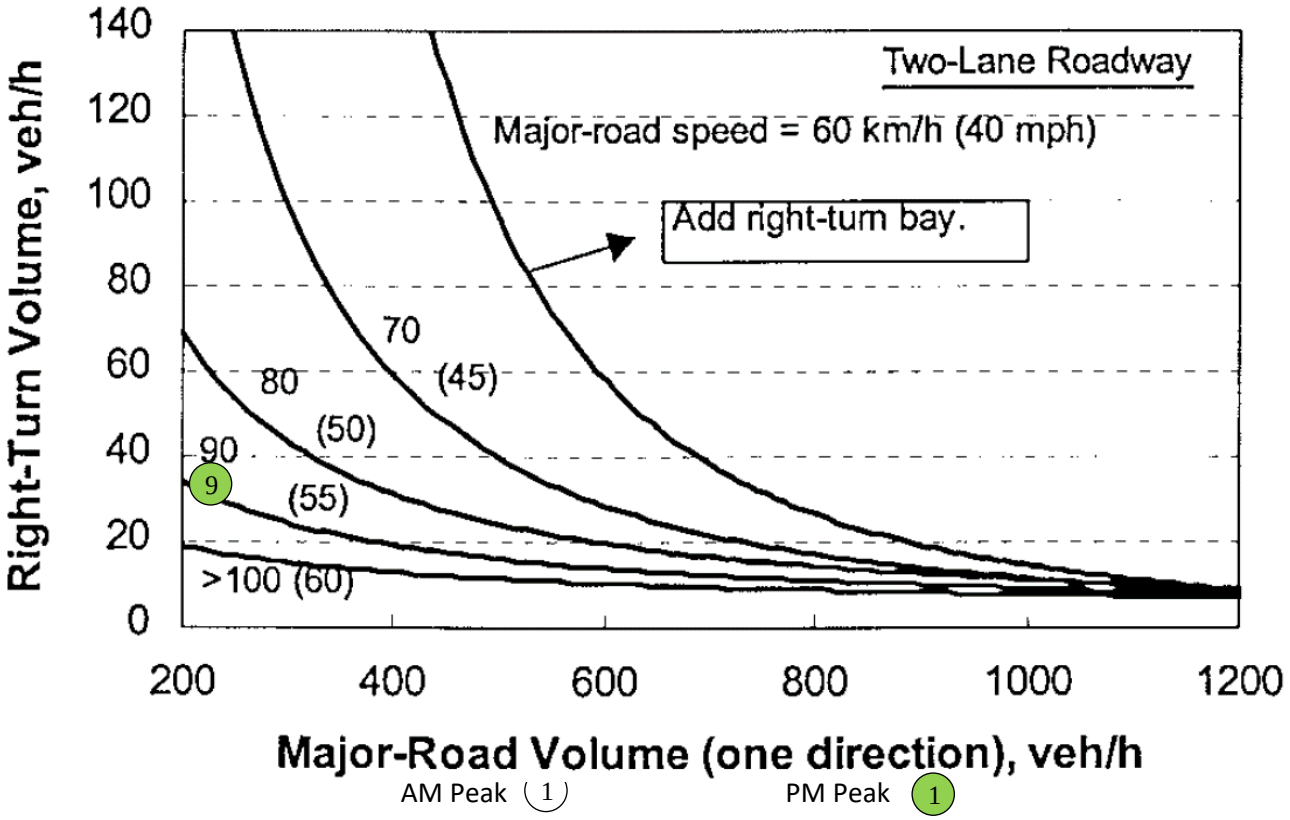
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2034 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	3	31	No*
			PM	10	150	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	0	65	No*
			PM	0	75	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	60	No*
			PM	1	83	No*
(4) Allendale Road & Ustick Road	EB	35	AM	4	60	No*
			PM	4	76	No*
(5) Allendale Road & Ustick Road	WB	40	AM	7	69	No*
			PM	10	108	No*
(6) Van Slyke Road & Ustick Road	EB	35	AM	6	85	No*
			PM	9	79	No*
(7) Van Slyke Road & Ustick Road	WB	40	AM	7	71	No*
			PM	16	137	No*
(8) Aura Vista Way (W) & Ustick Road	WB	40	AM	5	62	No*
			PM	10	124	No*
(9) Mariah Ridge Road & Ustick Road	WB	40	AM	31	84	No*
			PM	25	153	No*
(10) Aura Vista Way (E) & Ustick Road	WB	40	AM	3	94	No*
			PM	7	165	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted

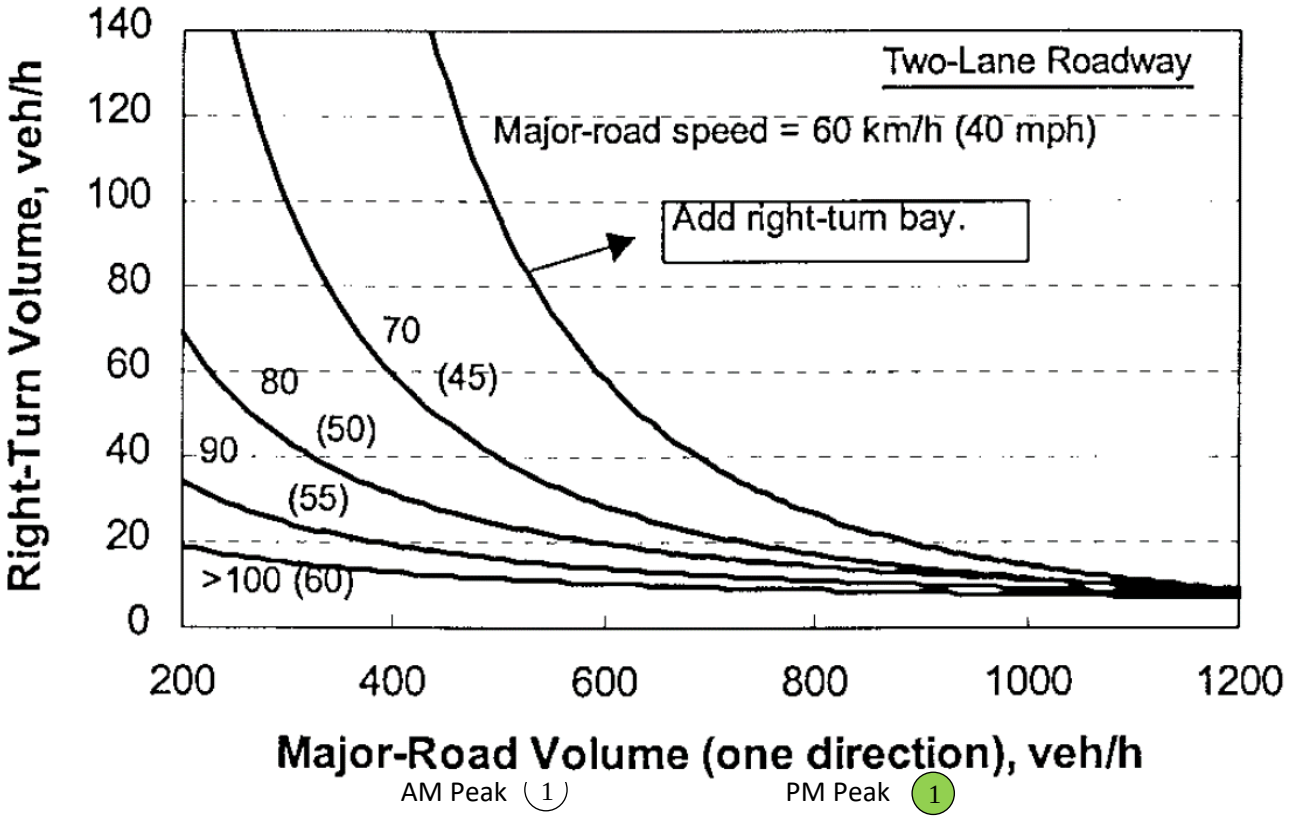


Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2034 Total Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(11) Friends Road & Ustick Road	EB	40	AM	5	133	No*
			PM	3	117	No*
(12) Friends Road & Ustick Road	WB	50	AM	14	90	No*
			PM	8	163	No*
(13) Beet Road & Ustick Road	EB	40	AM	12	136	No*
			PM	15	118	No*
(14) Beet Road & Ustick Road	WB	50	AM	0	83	No*
			PM	0	108	No*
(15) Van Slyke Road & Homedale Road	WB	50	AM	15	122	No*
			PM	11	199	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



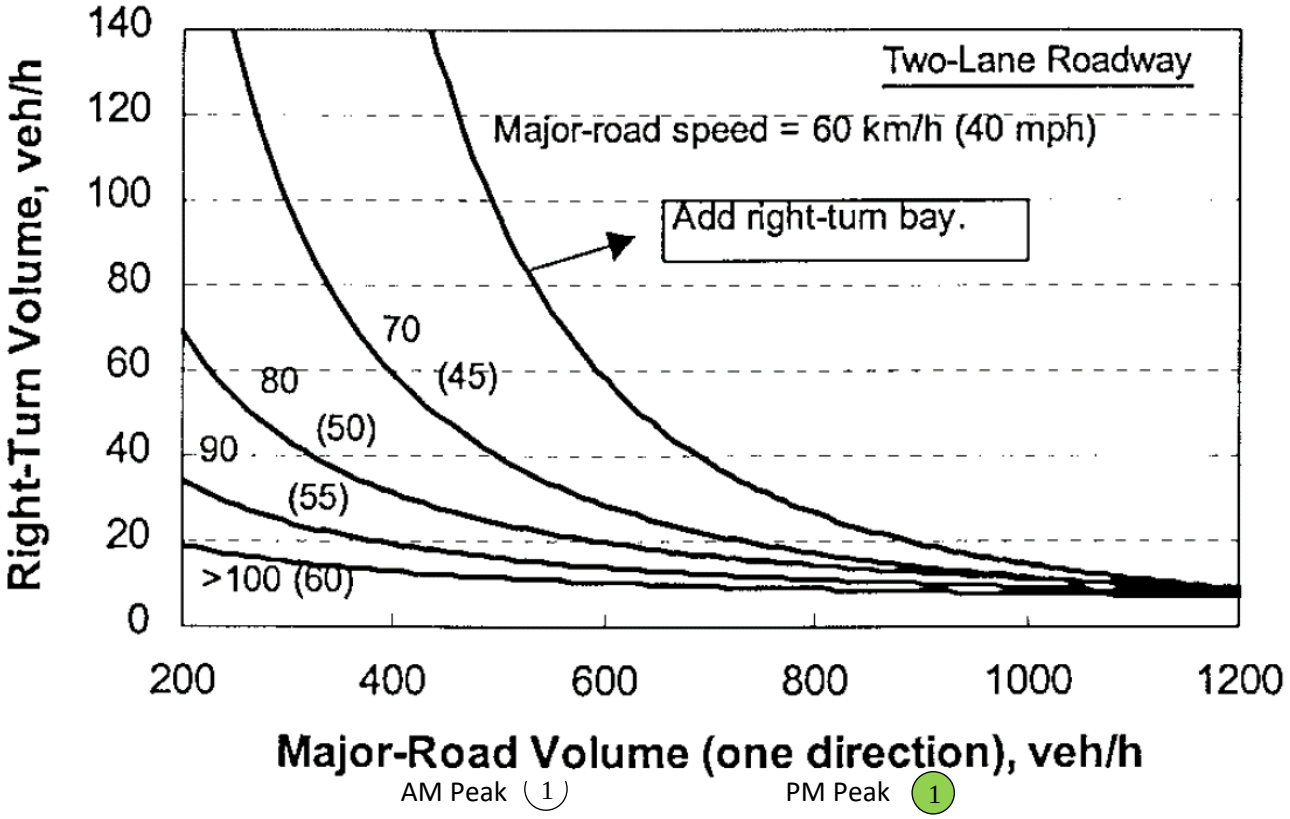
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Right-Turn Lane Analysis
2034 Total Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
(16) Monteverde Avenue & Boehner Road	EB	50	AM	1	9	No*
			PM	2	7	No*
(17) White Mountain Ave & Ustick Road	EB	40	AM	1	65	No*
			PM	5	75	No*
(18) White Mountain Ave & Ustick Road	WB	40	AM	6	70	No*
			PM	19	107	No*
(19) Humboldt Wy & Ustick Road	EB	40	AM	4	78	No*
			PM	7	77	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph = Not Warranted



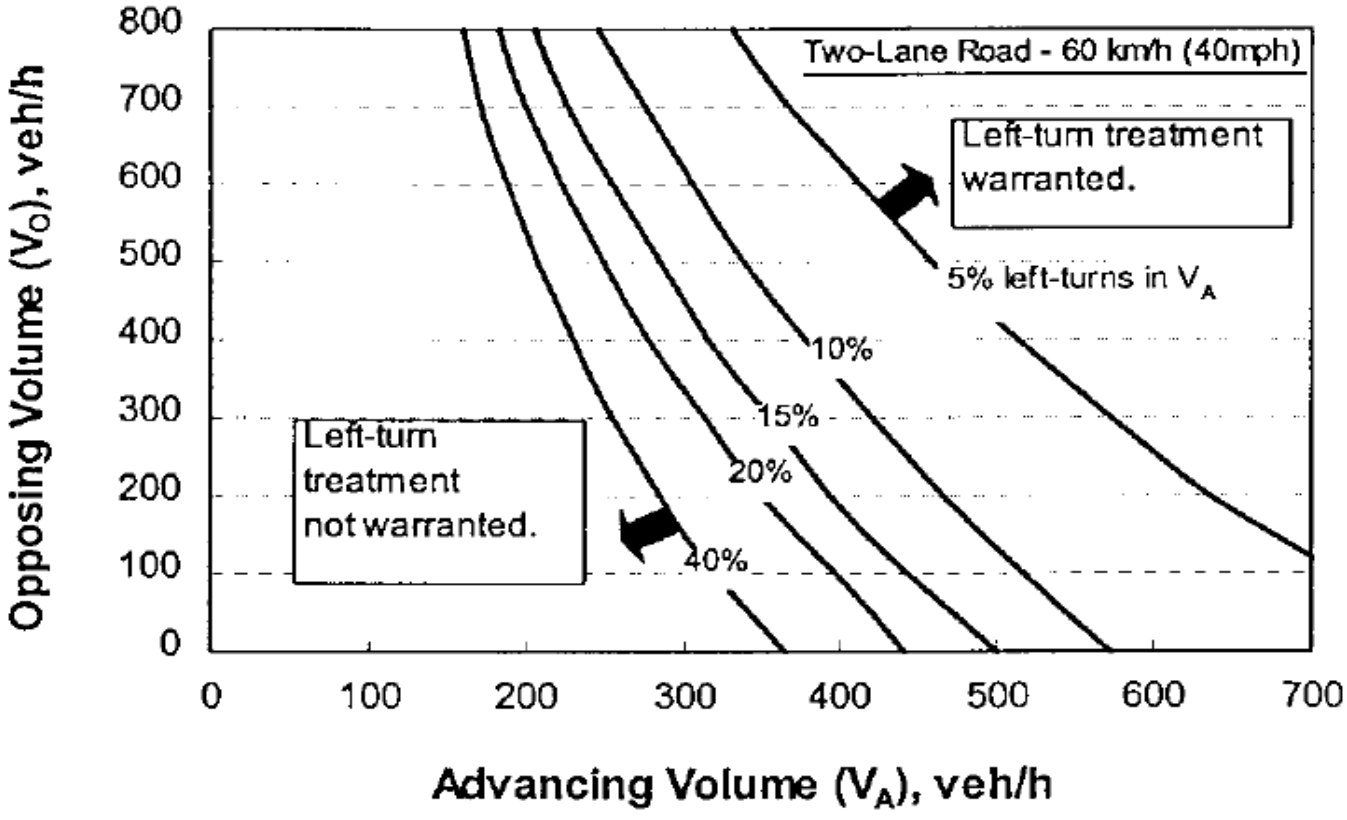
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2025 Existing Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) Allendale Road & Ustick Road	EB	35	AM	39	34	15.4%	No*
			PM	38	54	7.9%	No*
(2) Allendale Road & Ustick Road	WB	40	AM	35	33	2.9%	No*
			PM	60	35	10.0%	No*
(3) Van Slyke Road & Ustick Road	EB	35	AM	43	38	0.0%	No*
			PM	38	56	2.6%	No*
(4) Van Slyke Road & Ustick Road	WB	40	AM	40	43	5.0%	No*
			PM	59	37	5.1%	No*
(5) Aura Vista Way (W) & Ustick Road	EB	40	AM	34	33	0.0%	No*
			PM	56	50	7.1%	No*
(6) Mariah Ridge Road & Ustick Road	EB	40	AM	41	50	7.3%	No*
			PM	48	72	10.4%	No*
(7) Aura Vista Way (E) & Ustick Road	EB	40	AM	43	57	4.7%	No*
			PM	59	81	0.0%	No*
(8) Friends Road & Ustick Road	EB	40	AM	62	53	6.5%	No*
			PM	61	83	4.9%	No*
(9) Beet Road & Ustick Road	EB	40	AM	69	48	0.0%	No*
			PM	65	42	0.0%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



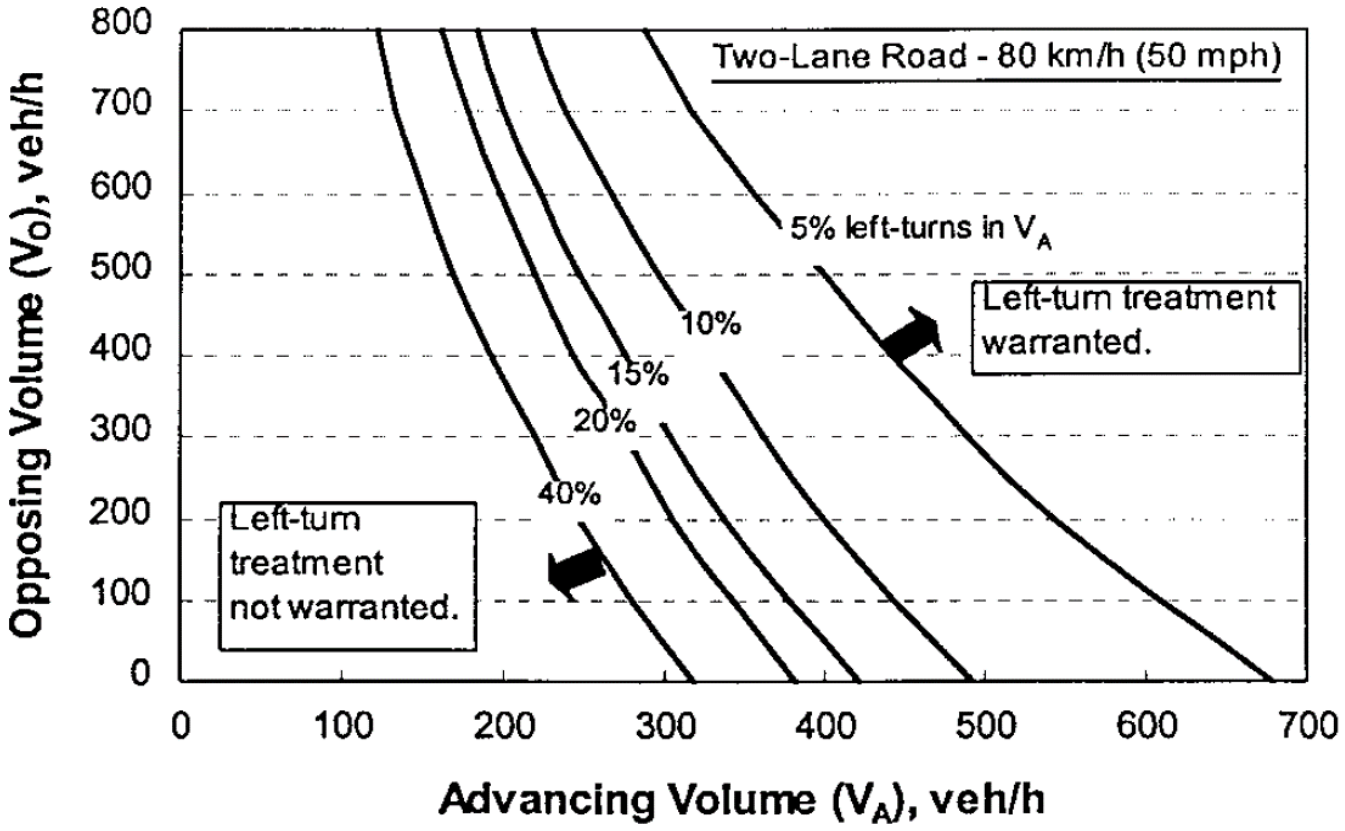
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 50 mph Roadways
2025 Existing Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	13	24	15.4%	No*
			PM	28	9	3.6%	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	25	11	4.0%	No*
			PM	9	27	0.0%	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	25	0.0%	No*
			PM	25	13	16.0%	No*
(4) Friends Road & Ustick Road	WB	50	AM	56	58	5.4%	No*
			PM	85	58	2.4%	No*
(5) Beet Road & Ustick Road	WB	50	AM	52	69	7.7%	No*
			PM	46	65	8.7%	No*
(6) Van Slyke Road & Homedale Road	WB	50	AM	150	92	2.7%	No*
			PM	128	147	3.1%	No*

*Advancing and Opposing Volume < 200 vph = Not Warranted



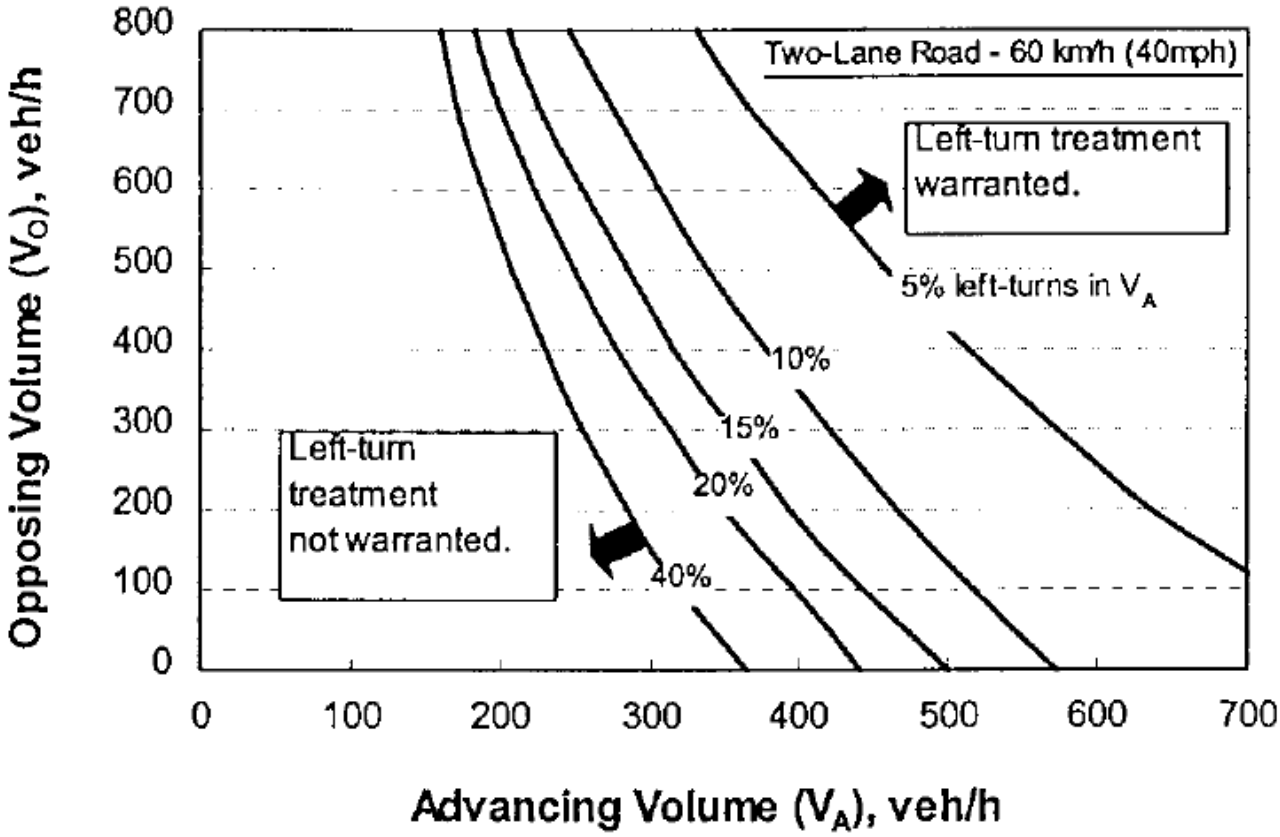
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2029 Background Traffic

Intersection		Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
1	Allendale Road & Ustick Road	EB	35	AM	48	50	14.6%	No*
				PM	54	61	5.6%	No*
2	Allendale Road & Ustick Road	WB	40	AM	51	41	2.0%	No*
				PM	68	51	10.3%	No*
3	Van Slyke Road & Ustick Road	EB	35	AM	55	44	3.7%	No*
				PM	55	67	3.6%	No*
4	Van Slyke Road & Ustick Road	WB	40	AM	53	53	17.0%	No*
				PM	93	53	27.9%	No*
5	Aura Vista Way (W) & Ustick Road	EB	40	AM	63	46	0.0%	No*
				PM	81	83	6.2%	No*
6	Mariah Ridge Road & Ustick Road	EB	40	AM	71	64	4.2%	No*
				PM	71	108	8.4%	No*
7	Aura Vista Way (E) & Ustick Road	EB	40	AM	73	72	2.8%	No*
				PM	83	119	0.0%	No*
8	Friends Road & Ustick Road	EB	40	AM	96	66	8.4%	No*
				PM	85	118	5.8%	No*
9	Beet Road & Ustick Road	EB	40	AM	100	61	0.0%	No*
				PM	88	69	0.0%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



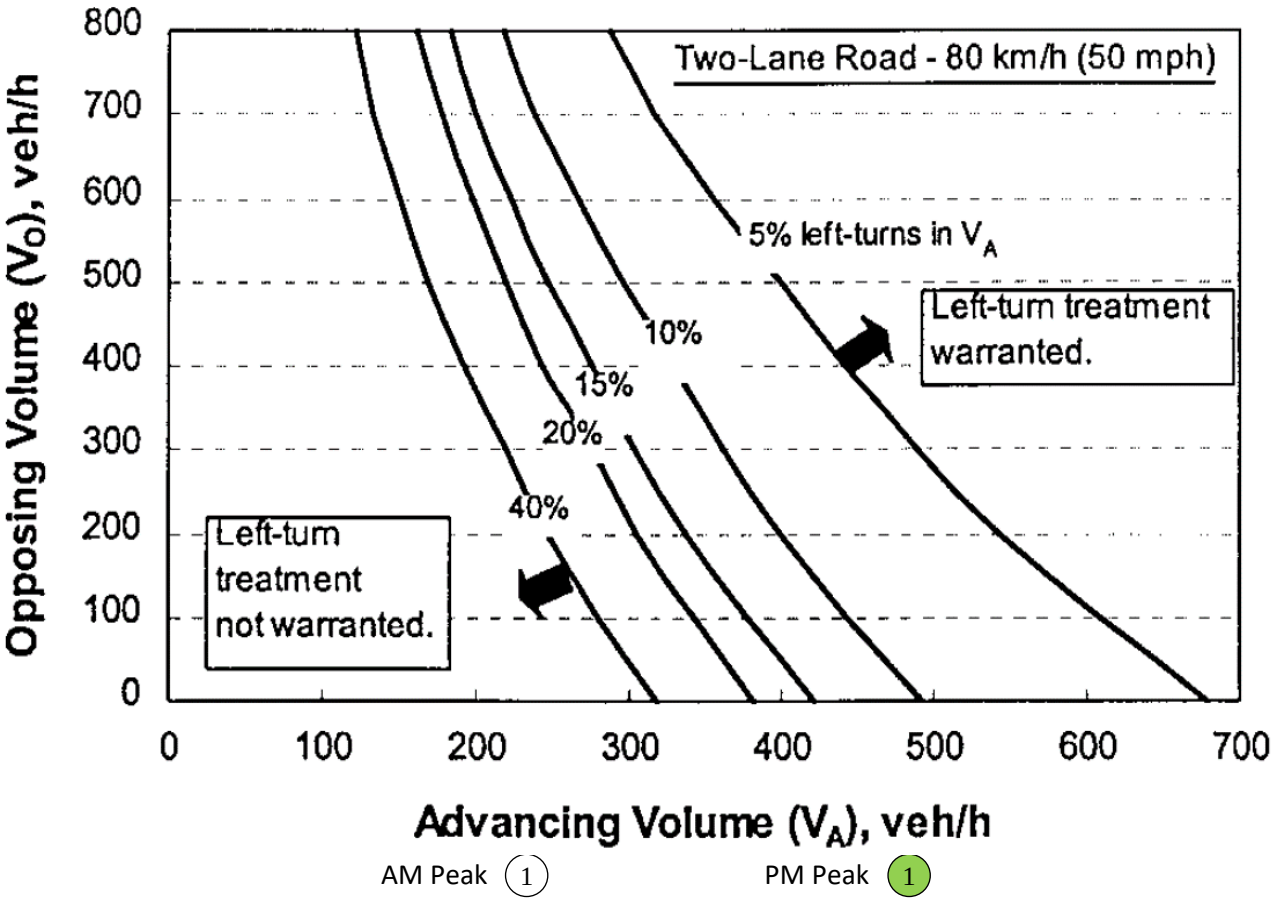
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 50 mph Roadways
2029 Background Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	20	47	10.1%	No*
			PM	53	23	1.9%	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	48	18	2.1%	No*
			PM	23	52	0.0%	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	48	0.0%	No*
			PM	51	28	9.8%	No*
(4) Friends Road & Ustick Road	WB	50	AM	69	88	4.3%	No*
			PM	120	80	1.7%	No*
(5) Beet Road & Ustick Road	WB	50	AM	66	100	7.6%	No*
			PM	74	88	6.8%	No*
(6) Van Slyke Road & Homedale Road	WB	50	AM	170	104	3.3%	No*
			PM	147	168	4.7%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



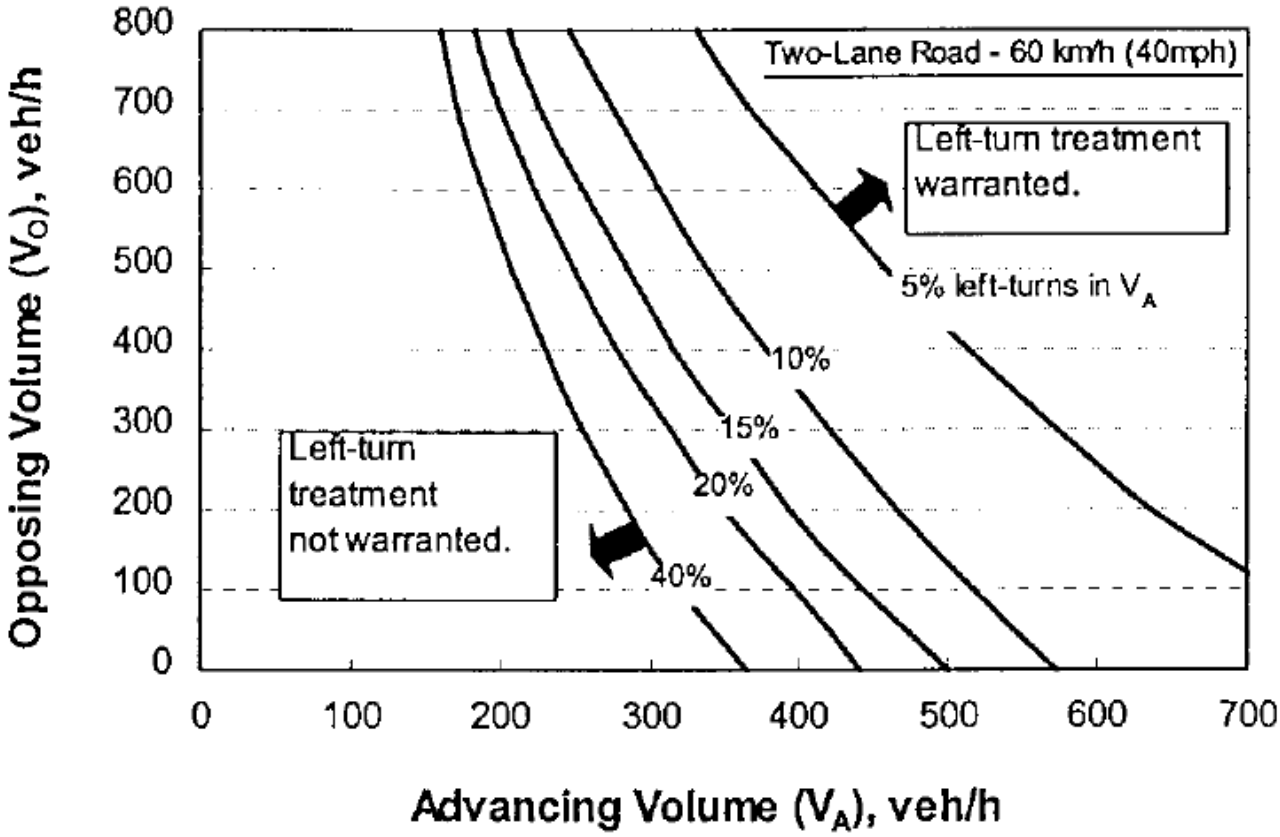
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2029 Total Traffic

Intersection		Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
1	Allendale Road & Ustick Road	EB	35	AM	53	62	13.3%	No*
				PM	68	70	4.4%	No*
2	Allendale Road & Ustick Road	WB	40	AM	63	46	1.6%	No*
				PM	77	65	9.1%	No*
3	Van Slyke Road & Ustick Road	EB	35	AM	77	55	8.7%	No*
				PM	73	99	8.8%	No*
4	Van Slyke Road & Ustick Road	WB	40	AM	64	70	14.1%	No*
				PM	125	67	20.8%	No*
5	Aura Vista Way (W) & Ustick Road	EB	40	AM	91	57	0.0%	No*
				PM	101	115	5.0%	No*
6	Mariah Ridge Road & Ustick Road	EB	40	AM	99	75	3.0%	No*
				PM	91	140	6.6%	No*
7	Aura Vista Way (E) & Ustick Road	EB	40	AM	101	83	2.0%	No*
				PM	103	151	0.0%	No*
8	Friends Road & Ustick Road	EB	40	AM	124	76	9.2%	No*
				PM	105	146	7.0%	No*
9	Beet Road & Ustick Road	EB	40	AM	124	69	0.0%	No*
				PM	106	95	0.0%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



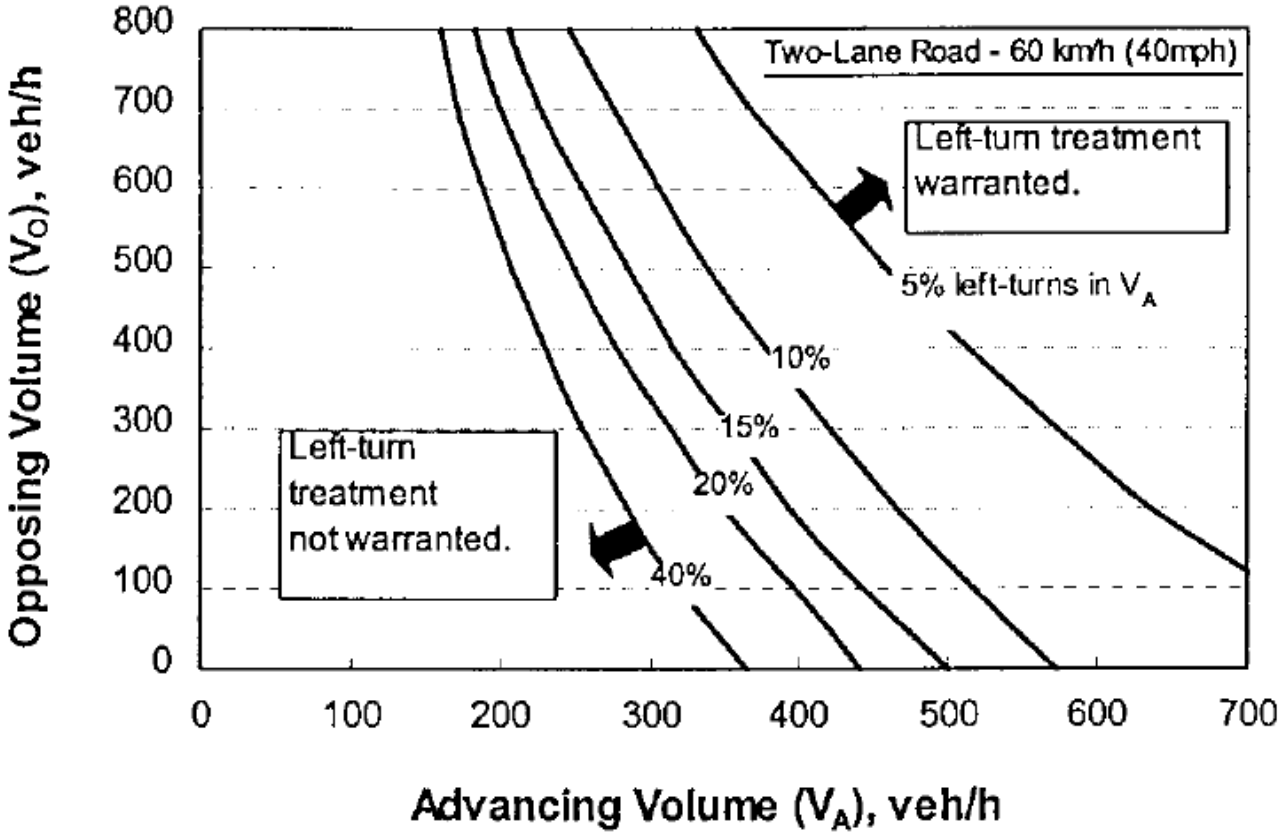
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2029 Total Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(10) White Mountain Ave & Ustick Road	EB	35	AM	57	61	3.5%	No*
			PM	69	89	11.6%	No*
(11) White Mountain Ave & Ustick Road	WB	40	AM	65	55	6.2%	No*
			PM	97	61	8.2%	No*
(12) Humboldt Wy & Ustick Road	WB	40	AM	64	70	9.4%	No*
			PM	117	83	14.6%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



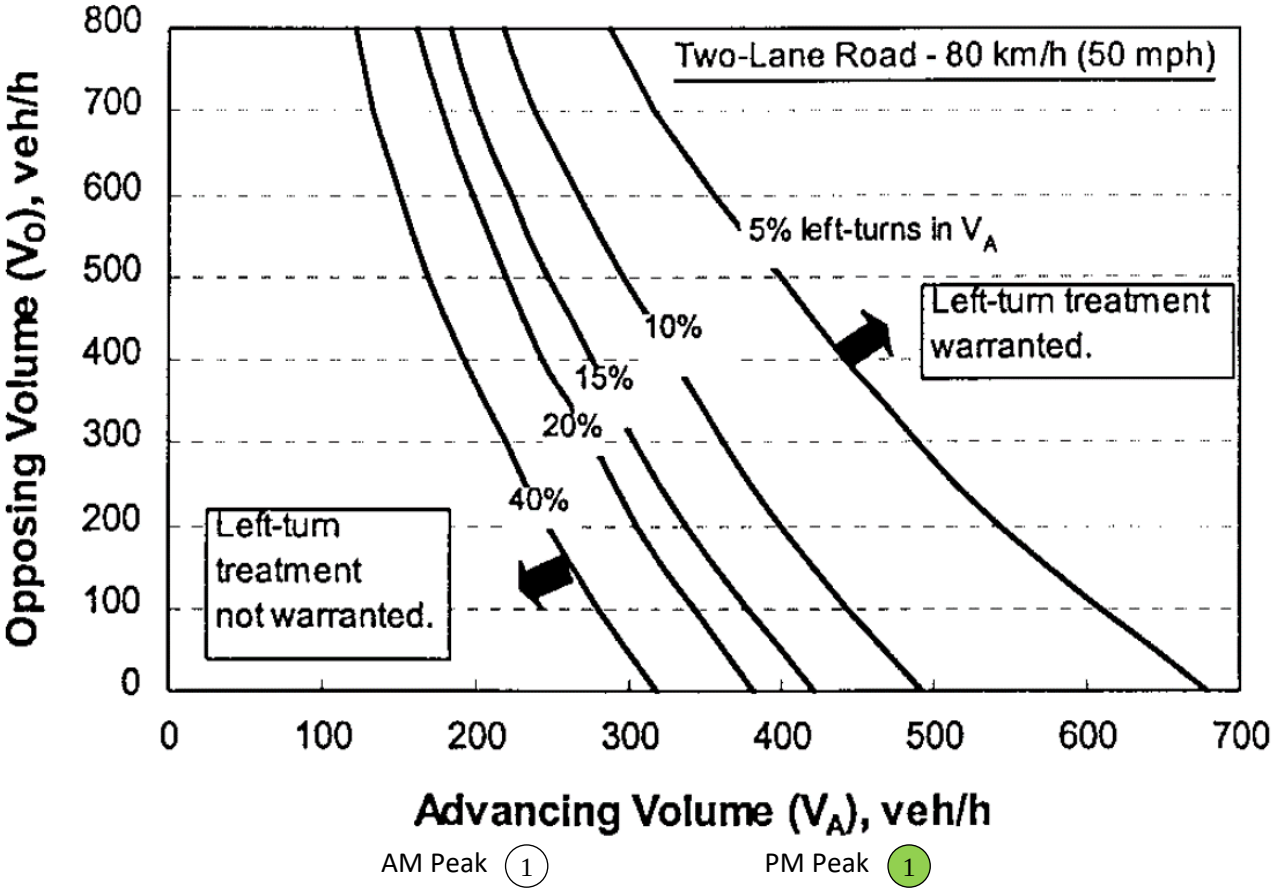
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 50 mph Roadways
2029 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	28	60	7.3%	No*
			PM	76	33	1.3%	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	61	26	1.7%	No*
			PM	33	75	0.0%	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	55	0.0%	No*
			PM	69	41	7.2%	No*
(4) Friends Road & Ustick Road	WB	50	AM	79	112	3.8%	No*
			PM	148	98	1.4%	No*
(5) Beet Road & Ustick Road	WB	50	AM	74	124	6.7%	No*
			PM	100	106	5.0%	No*
(6) Van Slyke Road & Homedale Road	WB	50	AM	170	105	3.7%	No*
			PM	149	172	6.2%	No*
(7) Monteverde Avenue & Boehner Road	WB	50	AM	7	7	28.6%	No*
			PM	14	7	50.0%	No*
(8) Site Access & Van Slyke Road	NB	50	AM	20	23	5.0%	No*
			PM	26	42	8.9%	No*
(9) Site Access & Van Slyke Road	SB	50	AM	32	19	28.3%	No*
			PM	71	23	40.8%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



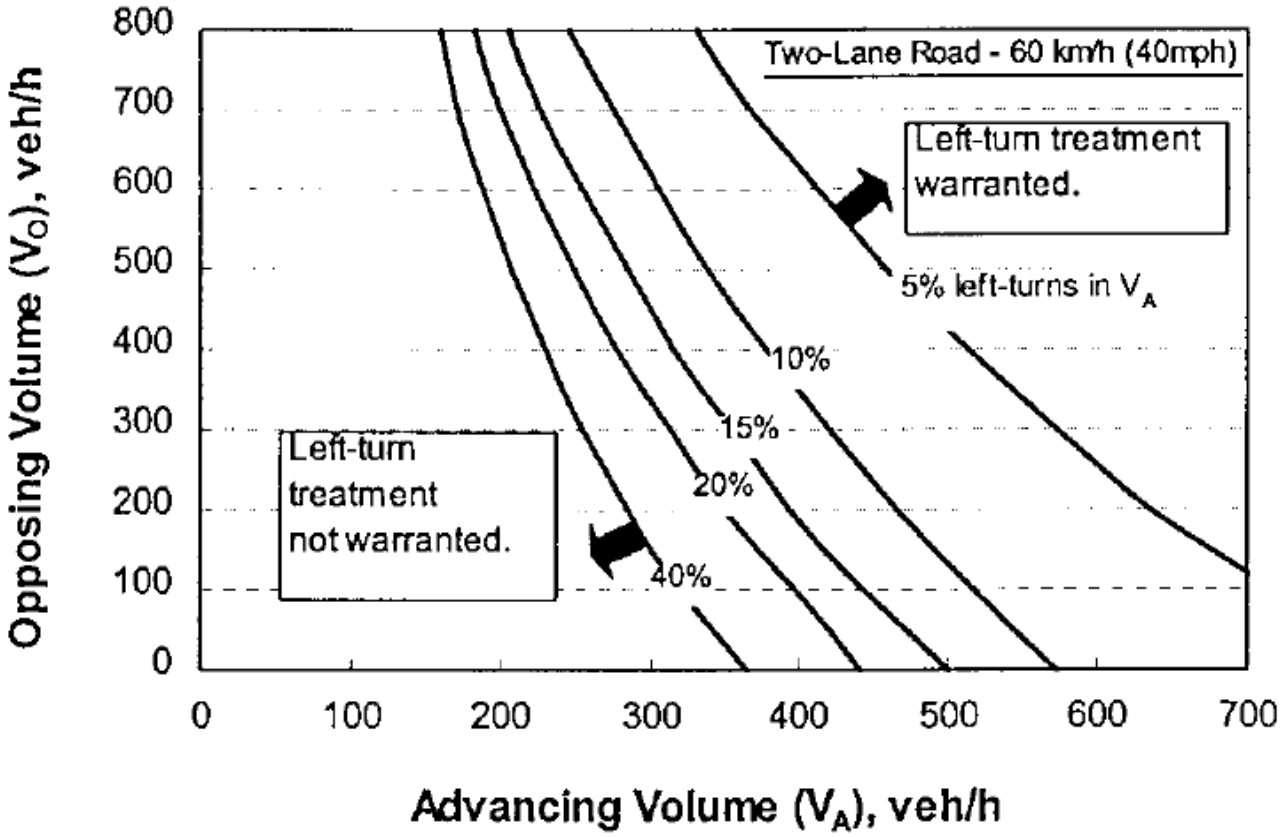
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2034 Background Traffic

Intersection		Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
1	Allendale Road & Ustick Road	EB	35	AM	55	56	14.5%	No*
				PM	62	70	6.5%	No*
2	Allendale Road & Ustick Road	WB	40	AM	57	47	1.8%	No*
				PM	78	58	10.3%	No*
3	Van Slyke Road & Ustick Road	EB	35	AM	63	50	3.2%	No*
				PM	61	78	3.3%	No*
4	Van Slyke Road & Ustick Road	WB	40	AM	60	61	16.6%	No*
				PM	105	59	25.7%	No*
5	Aura Vista Way (W) & Ustick Road	EB	40	AM	69	51	0.0%	No*
				PM	90	92	5.5%	No*
6	Mariah Ridge Road & Ustick Road	EB	40	AM	79	73	5.1%	No*
				PM	80	121	8.7%	No*
7	Aura Vista Way (E) & Ustick Road	EB	40	AM	81	83	3.7%	No*
				PM	94	133	0.0%	No*
8	Friends Road & Ustick Road	EB	40	AM	105	76	7.6%	No*
				PM	97	132	6.1%	No*
9	Beet Road & Ustick Road	EB	40	AM	112	70	0.0%	No*
				PM	100	77	0.0%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



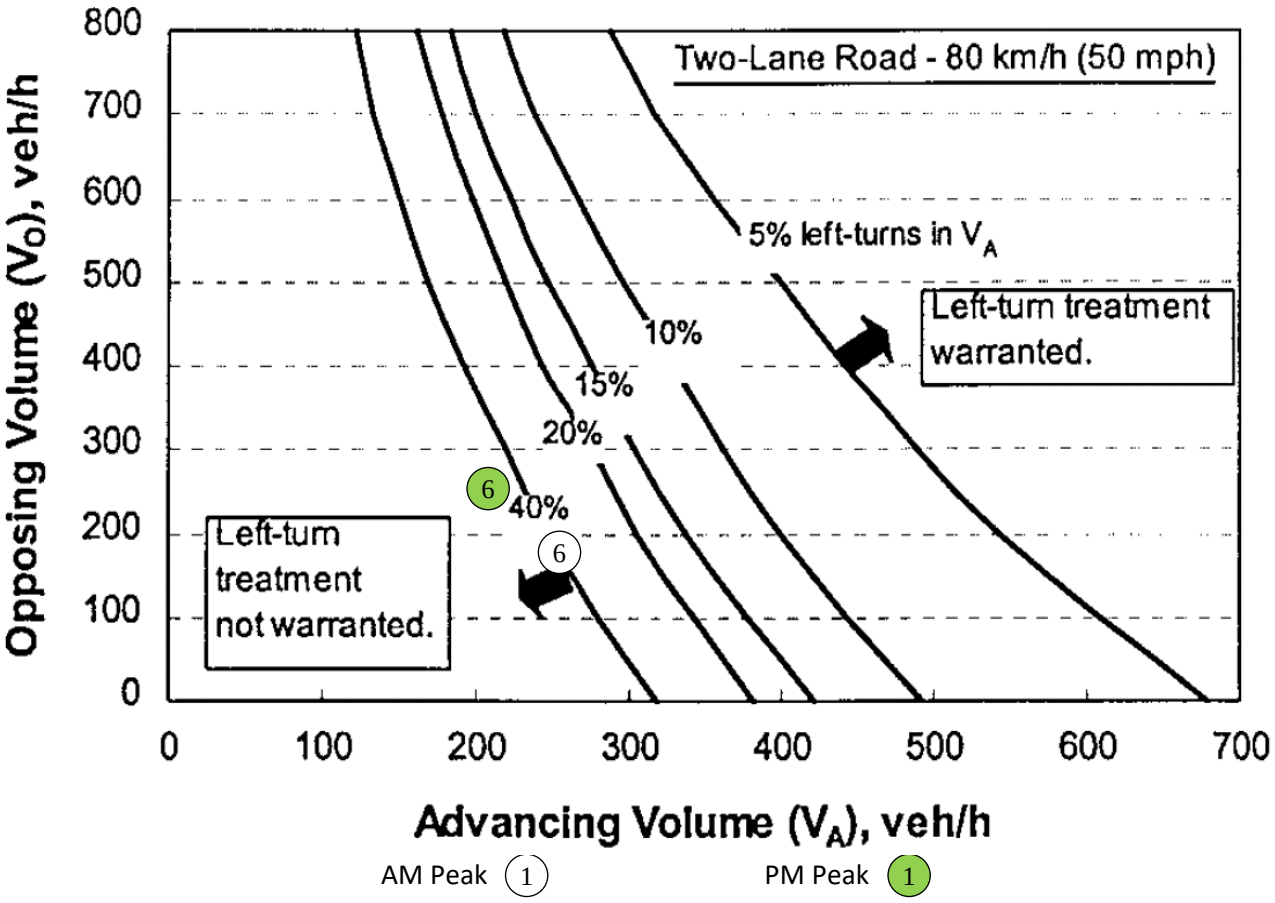
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 50 mph Roadways
2034 Background Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	23	51	13.2%	No*
			PM	59	25	1.7%	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	52	20	1.9%	No*
			PM	25	58	0.0%	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	53	0.0%	No*
			PM	54	30	9.3%	No*
(4) Friends Road & Ustick Road	WB	50	AM	80	97	5.0%	No*
			PM	135	91	2.2%	No*
(5) Beet Road & Ustick Road	WB	50	AM	75	112	6.7%	No*
			PM	82	100	6.1%	No*
(6) Van Slyke Road & Homedale Road	WB	50	AM	196	121	2.8%	No
			PM	169	195	4.1%	No

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted

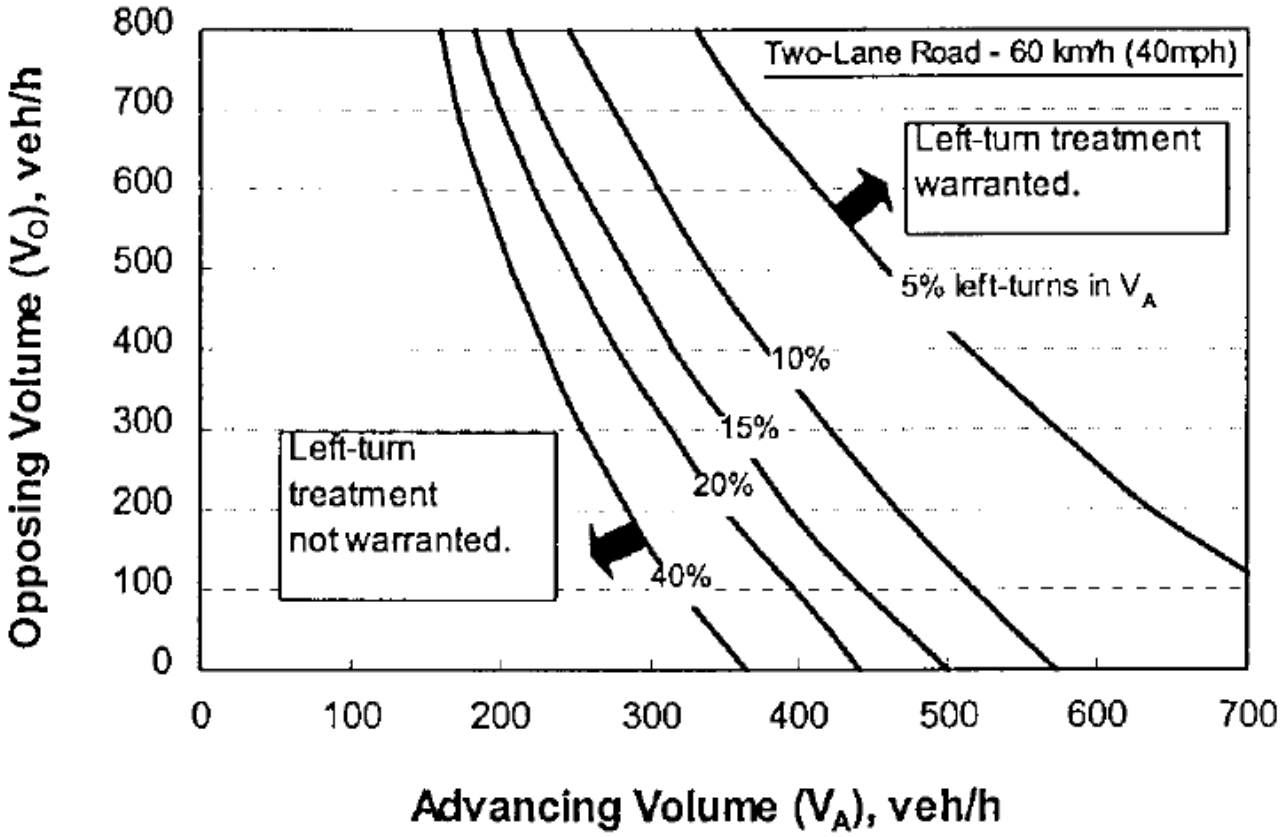


Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2034 Total Traffic

Intersection		Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
1	Allendale Road & Ustick Road	EB	35	AM	60	68	13.4%	No*
				PM	76	100	5.3%	No*
2	Allendale Road & Ustick Road	WB	40	AM	69	52	1.4%	No*
				PM	108	72	7.4%	No*
3	Van Slyke Road & Ustick Road	EB	35	AM	85	61	7.9%	No*
				PM	79	110	8.1%	No*
4	Van Slyke Road & Ustick Road	WB	40	AM	71	78	14.1%	No*
				PM	137	73	19.7%	No*
5	Aura Vista Way (W) & Ustick Road	EB	40	AM	97	62	0.0%	No*
				PM	110	124	4.6%	No*
6	Mariah Ridge Road & Ustick Road	EB	40	AM	107	84	3.7%	No*
				PM	100	153	7.0%	No*
7	Aura Vista Way (E) & Ustick Road	EB	40	AM	109	94	2.8%	No*
				PM	114	165	0.0%	No*
8	Friends Road & Ustick Road	EB	40	AM	133	86	8.6%	No*
				PM	117	160	7.1%	No*
9	Beet Road & Ustick Road	EB	40	AM	136	78	0.0%	No*
				PM	118	103	0.0%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



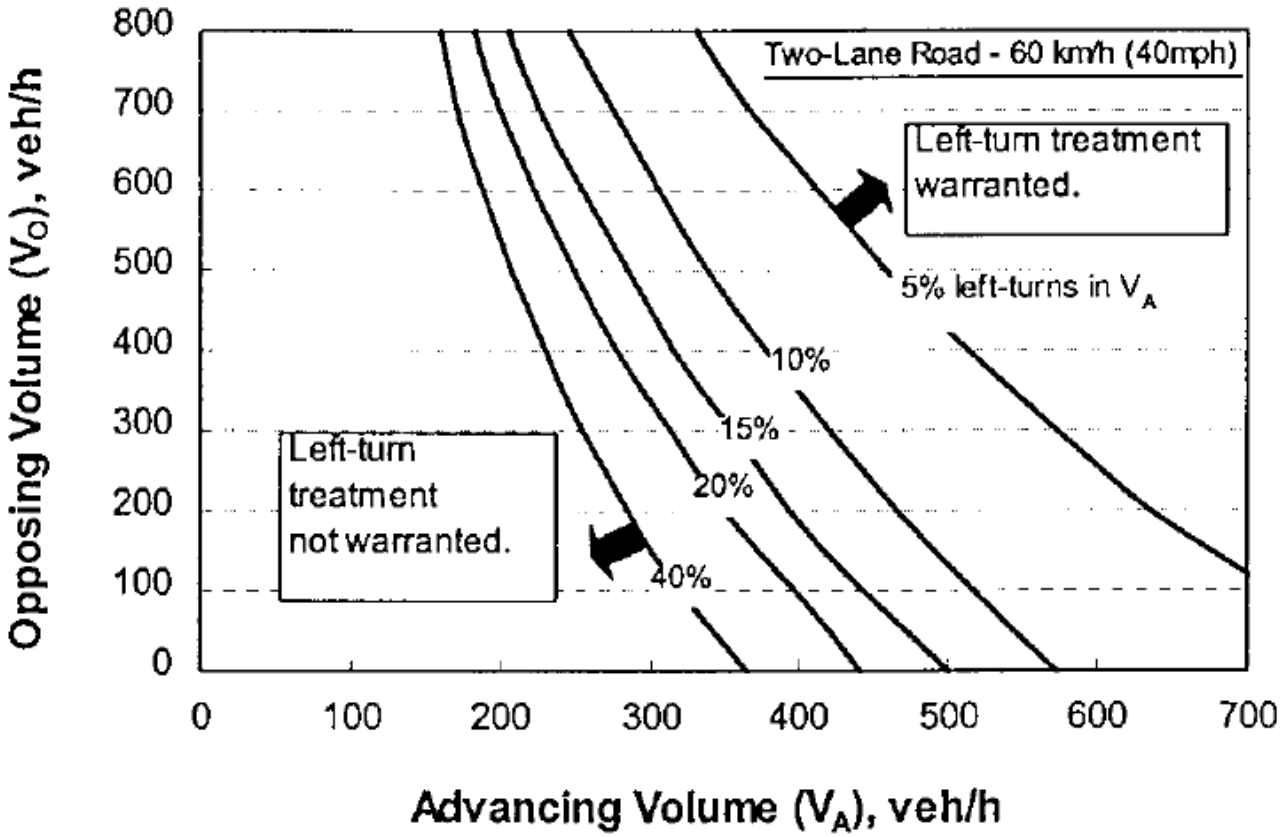
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2034 Total Traffic (Continued)

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(10) White Mountain Avenue	EB	35	AM	65	66	3.1%	No*
			PM	75	99	10.7%	No*
(11) White Mountain Avenue	WB	40	AM	70	63	5.7%	No*
			PM	107	67	7.5%	No*
(12) Humboldt Wy & Ustick Road	WB	40	AM	69	78	8.7%	No*
			PM	115	77	8.7%	No*
(13) Site Access & Ustick Road	WB	40	AM	91	109	0.0%	No*
			PM	131	114	0.0%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



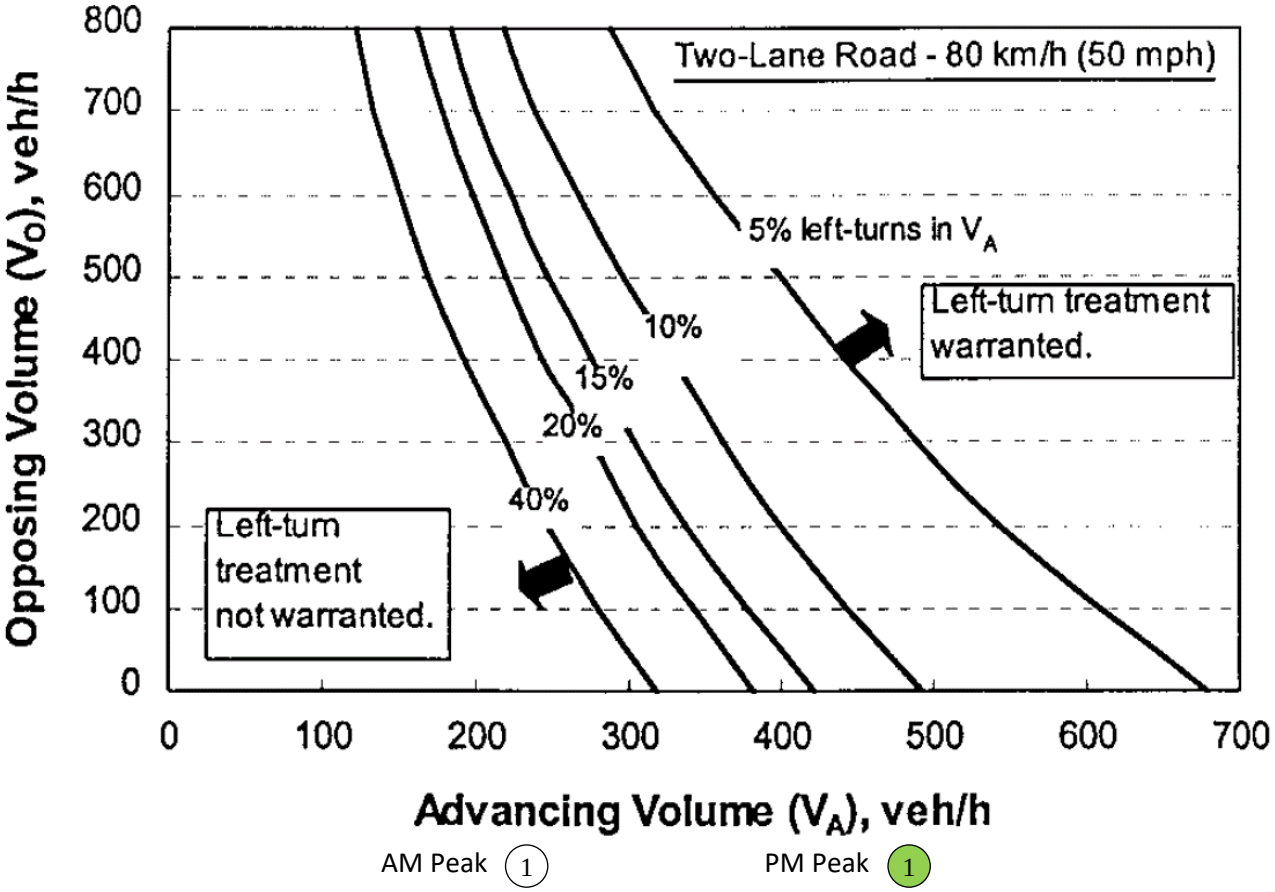
AM Peak (1) PM Peak (1)

Timber Ridge Subdivision
Canyon County, Idaho

NCHRP 457 Left-Turn Lane Analysis for 50 mph Roadways
2034 Total Traffic

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
(1) Boehner Road & Van Slyke Road	SB	50	AM	31	64	9.8%	No*
			PM	150	75	0.7%	No*
(2) Boehner Road & Van Slyke Road	NB	50	AM	65	28	1.6%	No*
			PM	75	149	0.0%	No*
(3) Signature Point Ln & Van Slyke Road	NB	50	AM	0	60	0.0%	No*
			PM	140	83	3.6%	No*
(4) Friends Road & Ustick Road	WB	50	AM	90	121	4.5%	No*
			PM	163	109	1.8%	No*
(5) Beet Road & Ustick Road	WB	50	AM	83	136	6.0%	No*
			PM	108	118	4.7%	No*
(6) Van Slyke Road & Homedale Road	WB	50	AM	196	122	3.2%	No*
			PM	171	199	5.4%	No*
(7) Monteverde Avenue & Boehner Road	WB	50	AM	8	9	25.0%	No*
			PM	15	7	46.7%	No*
(8) Site Access & Van Slyke Road	NB	50	AM	22	26	4.5%	No*
			PM	42	45	5.5%	No*
(9) Site Access & Van Slyke Road	SB	50	AM	35	21	25.8%	No*
			PM	71	23	40.8%	No*

*Advancing and Opposing Volume < 250 vph, left of % left-turn trendline = Not Warranted



AM Peak (1) PM Peak (1)

APPENDIX I: MUTCD Signal Warrant

Warrants Summary Report

1: Van Slyke Rd & US 19 (2025 Existing)

Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	0 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2025 Existing)

Intersection Information:

Major Street Name:	US 19
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	0 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
			Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**46**	**1**	No	No	No	No
Condition A	Volume >= 70% column (420)? No	Volume >= 70% column (105)? No				
	Volume >= 56% column (336)? No	Volume >= 56% column (84)? No				
Condition B	**Volume >= 70% column (630)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (504)? No	**Volume >= 56% column (42)?** No				
01:00 to 02:00	**42**	**0**	No	No	No	No
Condition A	Volume >= 70% column (420)? No	Volume >= 70% column (105)? No				
	Volume >= 56% column (336)? No	Volume >= 56% column (84)? No				
Condition B	**Volume >= 70% column (630)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (504)? No	**Volume >= 56% column (42)?** No				
02:00 to 03:00	**26**	**1**	No	No	No	No
Condition A	Volume >= 70% column (420)? No	Volume >= 70% column (105)? No				
	Volume >= 56% column (336)? No	Volume >= 56% column (84)? No				
Condition B	**Volume >= 70% column (630)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (504)? No	**Volume >= 56% column (42)?** No				
03:00 to 04:00	**27**	**1**	No	No	No	No
Condition A	Volume >= 70% column (420)? No	Volume >= 70% column (105)? No				
	Volume >= 56% column (336)? No	Volume >= 56% column (84)? No				
Condition B	**Volume >= 70% column (630)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (504)? No	**Volume >= 56% column (42)?** No				

04:00 to 05:00	**123**		**2**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**356**		**12**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**532**		**27**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
07:00 to 08:00	**610**		**45**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**538**		**39**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
09:00 to 10:00	**486**		**24**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
10:00 to 11:00	**470**		**11**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**454**		**19**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
12:00 to 13:00	**493**		**18**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
13:00 to 14:00	**497**		**24**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
14:00 to 15:00	**595**		**22**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
15:00 to 16:00	**662**		**27**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
16:00 to 17:00	**731**		**18**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
17:00 to 18:00	**660**		**12**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

18:00 to 19:00	**560**		**14**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
19:00 to 20:00	**352**		**9**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**302**		**10**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**194**		**10**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**156**		**4**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**76**		**2**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2025 Existing)

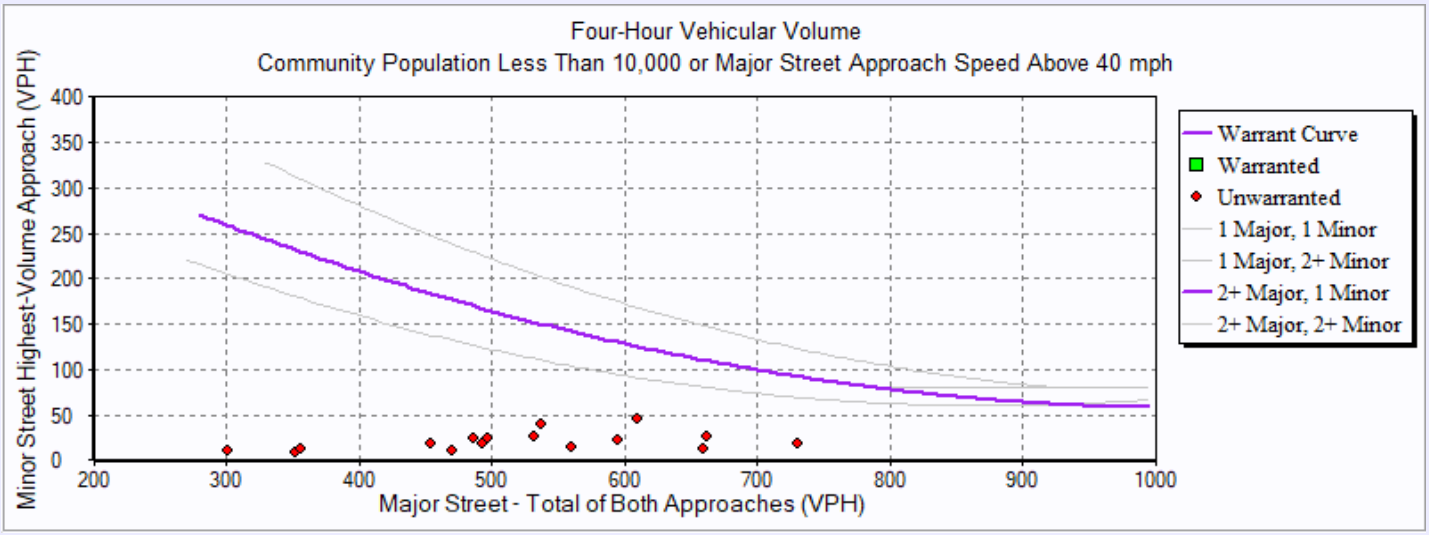
Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant 2 Met? No

Details:

Notes	0 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	46.00	1.00
01:00:00 - 02:00:00	42.00	0.00
02:00:00 - 03:00:00	26.00	1.00
03:00:00 - 04:00:00	27.00	1.00
04:00:00 - 05:00:00	123.00	2.00
05:00:00 - 06:00:00	356.00	12.00
06:00:00 - 07:00:00	532.00	27.00
07:00:00 - 08:00:00	610.00	45.00
08:00:00 - 09:00:00	538.00	39.00
09:00:00 - 10:00:00	486.00	24.00
10:00:00 - 11:00:00	470.00	11.00
11:00:00 - 12:00:00	454.00	19.00
12:00:00 - 13:00:00	493.00	18.00
13:00:00 - 14:00:00	497.00	24.00
14:00:00 - 15:00:00	595.00	22.00
15:00:00 - 16:00:00	662.00	27.00
16:00:00 - 17:00:00	731.00	18.00
17:00:00 - 18:00:00	660.00	12.00
18:00:00 - 19:00:00	560.00	14.00
19:00:00 - 20:00:00	352.00	9.00
20:00:00 - 21:00:00	302.00	10.00
21:00:00 - 22:00:00	194.00	10.00
22:00:00 - 23:00:00	156.00	4.00
23:00:00 - 00:00:00	76.00	2.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)

4: US 95 & Ustick Rd (2025 Existing)

Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	2 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

Timber Ridge Subdivision - Canyon County, Idaho

4: US 95 & Ustick Rd (2025 Existing)

Intersection Information:

Major Street Name:	US 95
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	2 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**26**		**2**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**25**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**34**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**31**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**103**		**7**		No	No		No	No	
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No						
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No						
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No						
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No						
05:00 to 06:00	**285**		**11**		No	No		No	No	
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No						
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No						
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No						
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No						
06:00 to 07:00	**434**		**26**		No	No		No	No	
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No						
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No						
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No						
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No						
07:00 to 08:00	**566**		**38**		No	No		No	No	
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No						
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No						
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No						
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No						
08:00 to 09:00	**444**		**33**		No	No		No	No	
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No						
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No						
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No						
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No						
09:00 to 10:00	**443**		**19**		No	No		No	No	
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No						
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No						
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No						
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No						
10:00 to 11:00	**421**		**23**		No	No		No	No	
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No						
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No						
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No						
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No						

11:00 to 12:00	484		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

12:00 to 13:00	447		36		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

13:00 to 14:00	506		39		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

14:00 to 15:00	541		29		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

15:00 to 16:00	651		65		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:00 to 17:00	724		53		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	667		44		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	**530**		**31**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
19:00 to 20:00	**350**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**273**		**23**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**187**		**14**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**117**		**7**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**76**		**9**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

4: US 95 & Ustick Rd (2025 Existing)

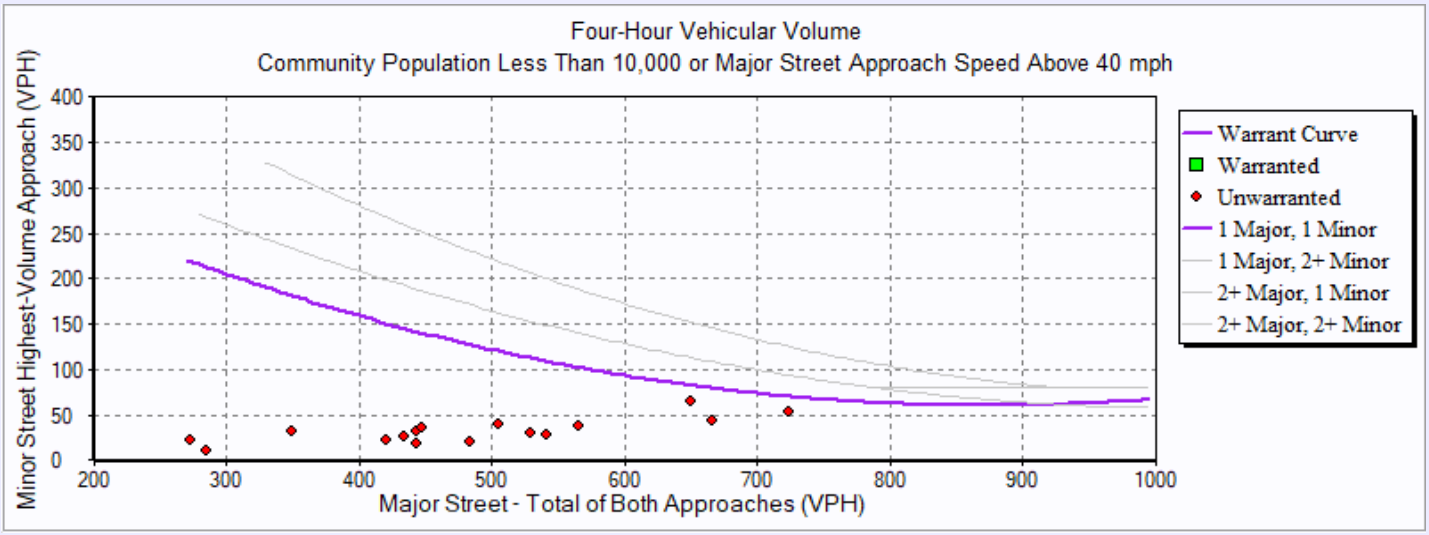
Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant 2 Met? **No**

Details:

Notes	0 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	26.00	2.00
01:00:00 - 02:00:00	25.00	0.00
02:00:00 - 03:00:00	34.00	3.00
03:00:00 - 04:00:00	31.00	4.00
04:00:00 - 05:00:00	103.00	7.00
05:00:00 - 06:00:00	285.00	11.00
06:00:00 - 07:00:00	434.00	26.00
07:00:00 - 08:00:00	566.00	38.00
08:00:00 - 09:00:00	444.00	33.00
09:00:00 - 10:00:00	443.00	19.00
10:00:00 - 11:00:00	421.00	23.00
11:00:00 - 12:00:00	484.00	20.00
12:00:00 - 13:00:00	447.00	36.00
13:00:00 - 14:00:00	506.00	39.00
14:00:00 - 15:00:00	541.00	29.00
15:00:00 - 16:00:00	651.00	65.00
16:00:00 - 17:00:00	724.00	53.00
17:00:00 - 18:00:00	667.00	44.00
18:00:00 - 19:00:00	530.00	31.00
19:00:00 - 20:00:00	350.00	32.00
20:00:00 - 21:00:00	273.00	23.00
21:00:00 - 22:00:00	187.00	14.00
22:00:00 - 23:00:00	117.00	7.00
23:00:00 - 00:00:00	76.00	9.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)

1: Van Slyke Rd & US 19 (2029 Background)

Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	1 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2029 Background)

Intersection Information:

Major Street Name:	US 19
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	1 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**51**		**2**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**48**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**29**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**31**		**2**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**139**		**4**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**402**		**18**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**602**		**41**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
07:00 to 08:00	**692**		**71**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**612**		**63**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**551**		**41**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
10:00 to 11:00	**534**		**27**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**515**		**37**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
12:00 to 13:00	**569**		**26**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
13:00 to 14:00	**575**		**36**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
14:00 to 15:00	**687**		**35**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
15:00 to 16:00	**763**		**41**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
16:00 to 17:00	**845**		**32**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
17:00 to 18:00	**764**		**27**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

18:00 to 19:00	**649**		**26**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
19:00 to 20:00	**409**		**17**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**352**		**18**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**227**		**16**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**179**		**5**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**89**		**3**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2029 Background)

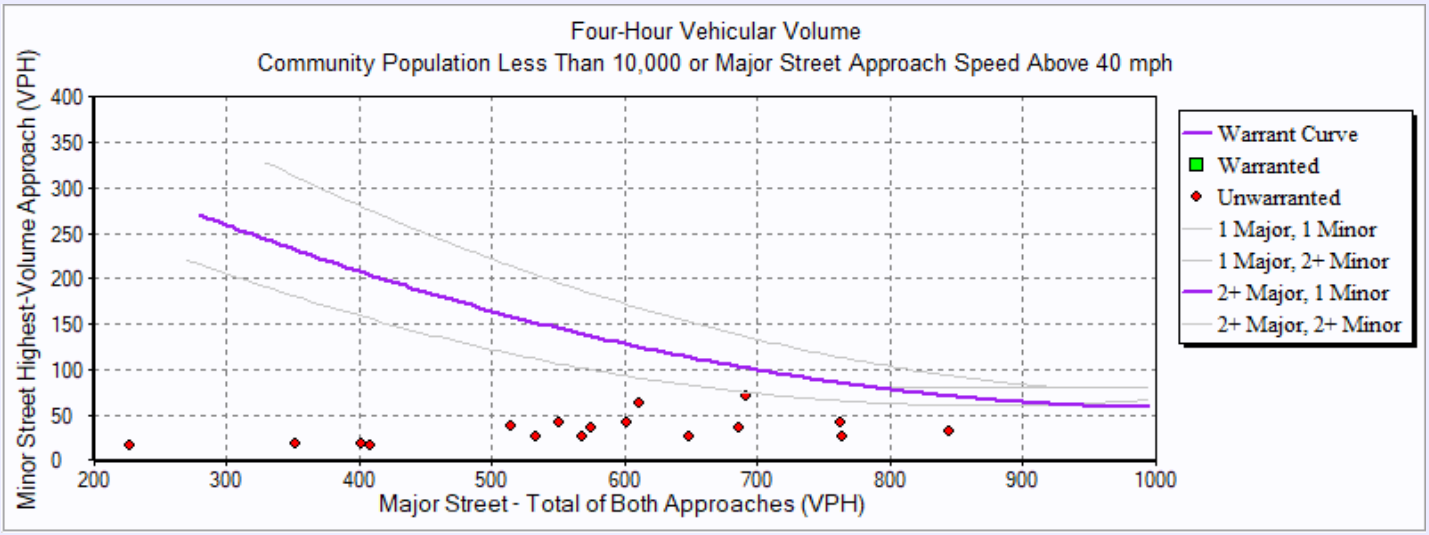
Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant 2 Met? No

Details:

Notes	0 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	51.00	2.00
01:00:00 - 02:00:00	48.00	1.00
02:00:00 - 03:00:00	29.00	1.00
03:00:00 - 04:00:00	31.00	2.00
04:00:00 - 05:00:00	139.00	4.00
05:00:00 - 06:00:00	402.00	18.00
06:00:00 - 07:00:00	602.00	41.00
07:00:00 - 08:00:00	692.00	71.00
08:00:00 - 09:00:00	612.00	63.00
09:00:00 - 10:00:00	551.00	41.00
10:00:00 - 11:00:00	534.00	27.00
11:00:00 - 12:00:00	515.00	37.00
12:00:00 - 13:00:00	569.00	26.00
13:00:00 - 14:00:00	575.00	36.00
14:00:00 - 15:00:00	687.00	35.00
15:00:00 - 16:00:00	763.00	41.00
16:00:00 - 17:00:00	845.00	32.00
17:00:00 - 18:00:00	764.00	27.00
18:00:00 - 19:00:00	649.00	26.00
19:00:00 - 20:00:00	409.00	17.00
20:00:00 - 21:00:00	352.00	18.00
21:00:00 - 22:00:00	227.00	16.00
22:00:00 - 23:00:00	179.00	5.00
23:00:00 - 00:00:00	89.00	3.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)

Warrants Summary Report

4: US 95 & Ustick Rd (2029 Background)

Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	4 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	2 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

4: US 95 & Ustick Rd (2029 Background)

Intersection Information:

Major Street Name:	US 95
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	4 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**29**		**2**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**29**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**38**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**35**		**5**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**116**		**8**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**321**		**12**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**491**		**35**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
07:00 to 08:00	**640**		**54**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**503**		**47**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**501**		**29**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
10:00 to 11:00	**476**		**34**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**548**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
12:00 to 13:00	**509**		**45**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:00 to 14:00	**576**		**49**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:00 to 15:00	**616**		**38**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
15:00 to 16:00	**742**		**79**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**825**		**67**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**760**		**57**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	**604**		**41**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
19:00 to 20:00	**400**		**40**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**313**		**30**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**215**		**19**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**134**		**9**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**86**		**11**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

4: US 95 & Ustick Rd (2029 Background)

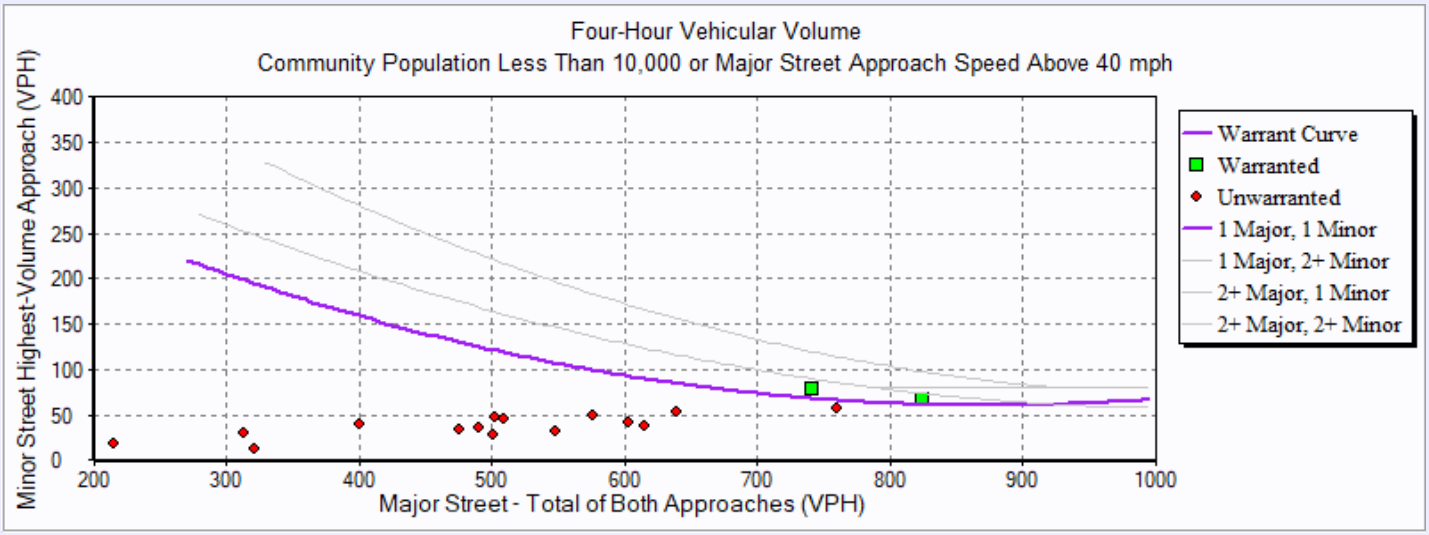
Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant 2 Met? No

Details:

Notes	2 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	29.00	2.00
01:00:00 - 02:00:00	29.00	0.00
02:00:00 - 03:00:00	38.00	3.00
03:00:00 - 04:00:00	35.00	5.00
04:00:00 - 05:00:00	116.00	8.00
05:00:00 - 06:00:00	321.00	12.00
06:00:00 - 07:00:00	491.00	35.00
07:00:00 - 08:00:00	640.00	54.00
08:00:00 - 09:00:00	503.00	47.00
09:00:00 - 10:00:00	501.00	29.00
10:00:00 - 11:00:00	476.00	34.00
11:00:00 - 12:00:00	548.00	32.00
12:00:00 - 13:00:00	509.00	45.00
13:00:00 - 14:00:00	576.00	49.00
14:00:00 - 15:00:00	616.00	38.00
15:00:00 - 16:00:00	742.00	79.00
16:00:00 - 17:00:00	825.00	67.00
17:00:00 - 18:00:00	760.00	57.00
18:00:00 - 19:00:00	604.00	41.00
19:00:00 - 20:00:00	400.00	40.00
20:00:00 - 21:00:00	313.00	30.00
21:00:00 - 22:00:00	215.00	19.00
22:00:00 - 23:00:00	134.00	9.00
23:00:00 - 00:00:00	86.00	11.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
15:00:00 - 16:00:00	742.00	79.00
16:00:00 - 17:00:00	825.00	67.00

Warrants Summary Report

1: Van Slyke Rd & US 19 (2029 Total)

Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	3 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2029 Total)

Intersection Information:

Major Street Name:	US 19
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	3 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**53**		**3**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**48**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**30**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**31**		**2**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**139**		**5**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**402**		**18**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**606**		**45**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:00 to 08:00	**699**		**77**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**619**		**71**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**558**		**48**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
10:00 to 11:00	**542**		**36**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**527**		**48**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
12:00 to 13:00	**581**		**38**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
13:00 to 14:00	**587**		**48**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:00 to 15:00	**701**		**49**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**781**		**59**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**866**		**53**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**784**		**47**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	**666**		**43**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
19:00 to 20:00	**422**		**29**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**364**		**31**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**235**		**25**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**184**		**7**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**91**		**6**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2029 Total)

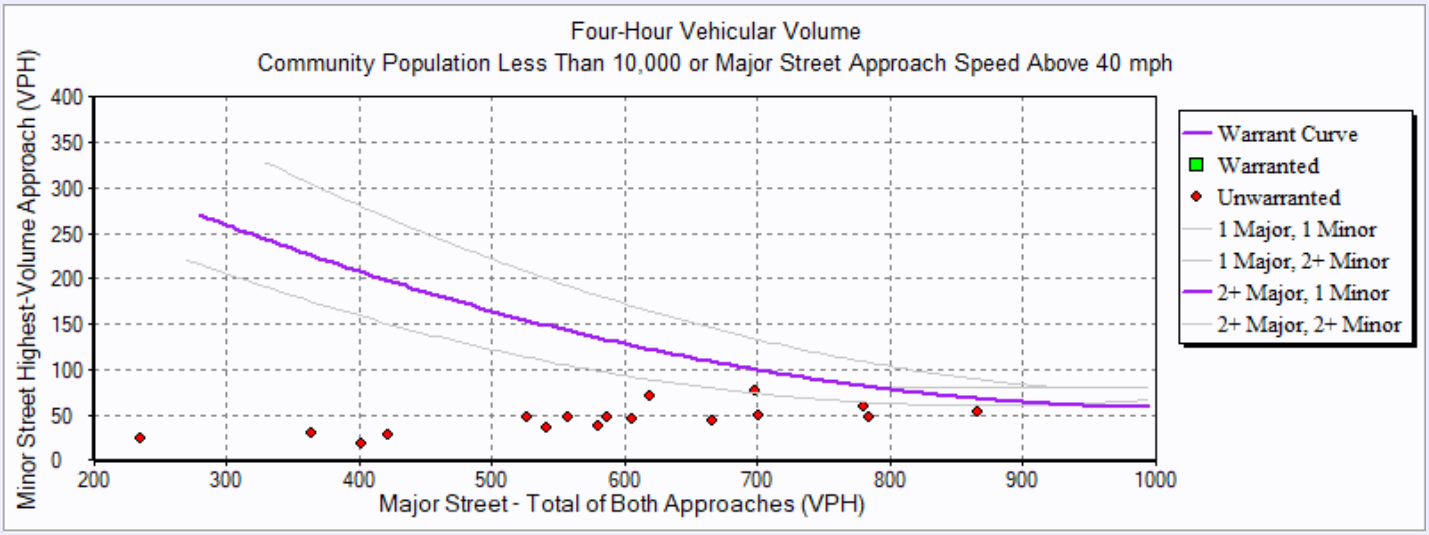
Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant 2 Met? No

Details:

Notes	0 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	53.00	3.00
01:00:00 - 02:00:00	48.00	1.00
02:00:00 - 03:00:00	30.00	1.00
03:00:00 - 04:00:00	31.00	2.00
04:00:00 - 05:00:00	139.00	5.00
05:00:00 - 06:00:00	402.00	18.00
06:00:00 - 07:00:00	606.00	45.00
07:00:00 - 08:00:00	699.00	77.00
08:00:00 - 09:00:00	619.00	71.00
09:00:00 - 10:00:00	558.00	48.00
10:00:00 - 11:00:00	542.00	36.00
11:00:00 - 12:00:00	527.00	48.00
12:00:00 - 13:00:00	581.00	38.00
13:00:00 - 14:00:00	587.00	48.00
14:00:00 - 15:00:00	701.00	49.00
15:00:00 - 16:00:00	781.00	59.00
16:00:00 - 17:00:00	866.00	53.00
17:00:00 - 18:00:00	784.00	47.00
18:00:00 - 19:00:00	666.00	43.00
19:00:00 - 20:00:00	422.00	29.00
20:00:00 - 21:00:00	364.00	31.00
21:00:00 - 22:00:00	235.00	25.00
22:00:00 - 23:00:00	184.00	7.00
23:00:00 - 00:00:00	91.00	6.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)

Warrants Summary Report

4: US 95 & Ustick Rd (2029 Total)

Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	5 Hours met (8 required)
Condition A and B Met?	No	1 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	3 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

4: US 95 & Ustick Rd (2029 Total)

Intersection Information:

Major Street Name:	US 95
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	5 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**29**		**2**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**29**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**38**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**36**		**5**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**116**		**8**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**321**		**12**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**492**		**37**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
07:00 to 08:00	**643**		**57**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**507**		**51**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**504**		**33**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
10:00 to 11:00	**481**		**39**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**554**		**38**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
12:00 to 13:00	**515**		**51**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:00 to 14:00	**583**		**56**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:00 to 15:00	**623**		**46**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**750**		**89**		No	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**835**		**79**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**771**		**68**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	**613**		**51**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
19:00 to 20:00	**406**		**47**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
20:00 to 21:00	**319**		**37**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**219**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**136**		**11**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**88**		**13**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

4: US 95 & Ustick Rd (2029 Total)

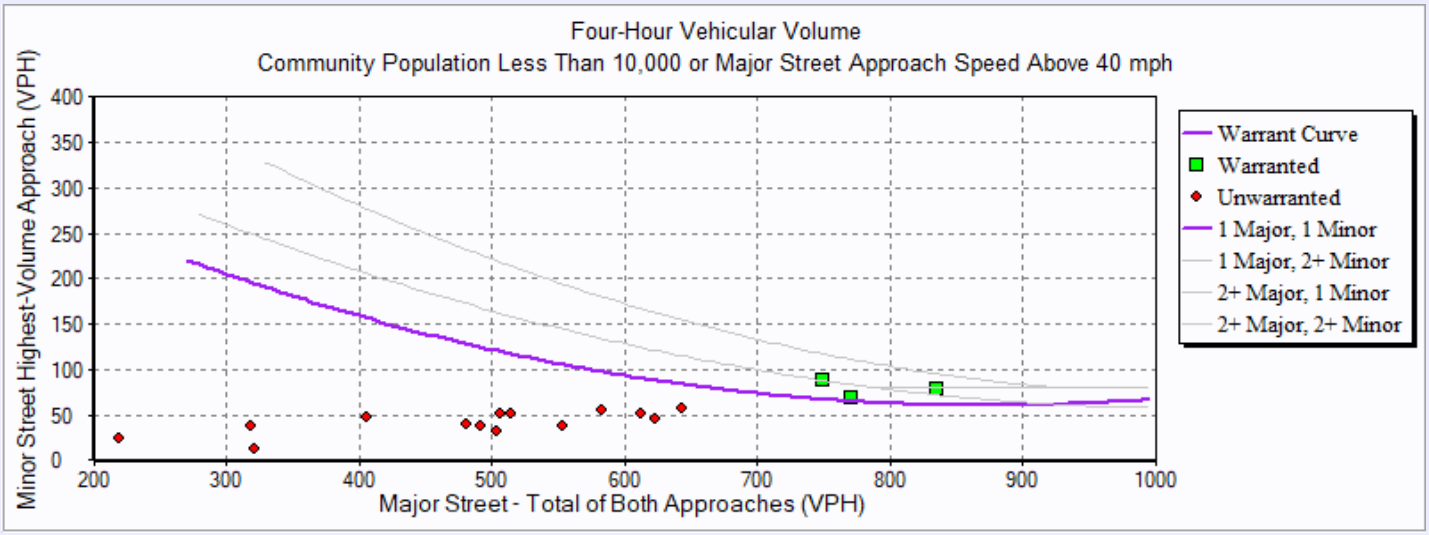
Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant 2 Met? No

Details:

Notes	3 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	29.00	2.00
01:00:00 - 02:00:00	29.00	0.00
02:00:00 - 03:00:00	38.00	4.00
03:00:00 - 04:00:00	36.00	5.00
04:00:00 - 05:00:00	116.00	8.00
05:00:00 - 06:00:00	321.00	12.00
06:00:00 - 07:00:00	492.00	37.00
07:00:00 - 08:00:00	643.00	57.00
08:00:00 - 09:00:00	507.00	51.00
09:00:00 - 10:00:00	504.00	33.00
10:00:00 - 11:00:00	481.00	39.00
11:00:00 - 12:00:00	554.00	38.00
12:00:00 - 13:00:00	515.00	51.00
13:00:00 - 14:00:00	583.00	56.00
14:00:00 - 15:00:00	623.00	46.00
15:00:00 - 16:00:00	750.00	89.00
16:00:00 - 17:00:00	835.00	79.00
17:00:00 - 18:00:00	771.00	68.00
18:00:00 - 19:00:00	613.00	51.00
19:00:00 - 20:00:00	406.00	47.00
20:00:00 - 21:00:00	319.00	37.00
21:00:00 - 22:00:00	219.00	24.00
22:00:00 - 23:00:00	136.00	11.00
23:00:00 - 00:00:00	88.00	13.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
15:00:00 - 16:00:00	750.00	89.00
16:00:00 - 17:00:00	835.00	79.00
17:00:00 - 18:00:00	771.00	68.00

1: Van Slyke Rd & US 19 (2034 Background)

Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	2 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	1 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2034 Background)

Intersection Information:

Major Street Name:	US 19
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	2 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**60**		**2**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**55**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**34**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**35**		**2**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**161**		**5**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**465**		**20**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**698**		**46**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:00 to 08:00	**802**		**79**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**708**		**70**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**639**		**45**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
10:00 to 11:00	**618**		**29**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**597**		**41**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
12:00 to 13:00	**657**		**29**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
13:00 to 14:00	**663**		**40**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
14:00 to 15:00	**793**		**39**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
15:00 to 16:00	**881**		**46**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**976**		**35**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
17:00 to 18:00	**882**		**29**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

18:00 to 19:00	**749**		**28**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
19:00 to 20:00	**473**		**19**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**406**		**20**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**261**		**18**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**208**		**5**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**102**		**4**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

1: Van Slyke Rd & US 19 (2034 Background)

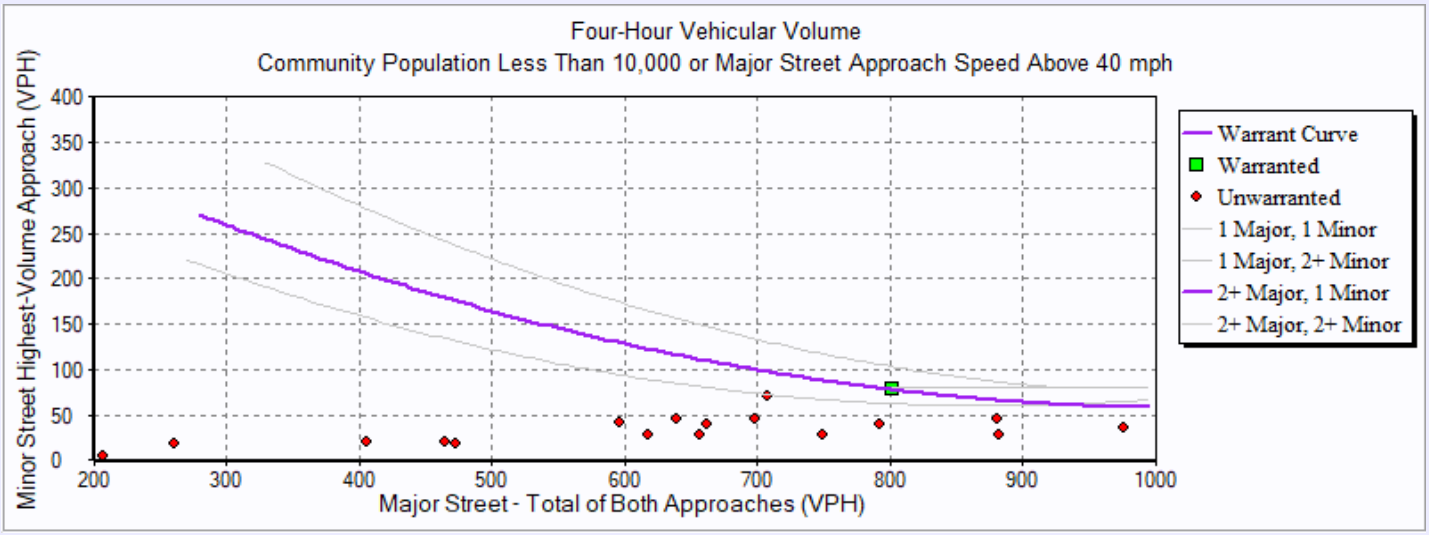
Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant 2 Met? No

Details:

Notes	1 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	60.00	2.00
01:00:00 - 02:00:00	55.00	1.00
02:00:00 - 03:00:00	34.00	1.00
03:00:00 - 04:00:00	35.00	2.00
04:00:00 - 05:00:00	161.00	5.00
05:00:00 - 06:00:00	465.00	20.00
06:00:00 - 07:00:00	698.00	46.00
07:00:00 - 08:00:00	802.00	79.00
08:00:00 - 09:00:00	708.00	70.00
09:00:00 - 10:00:00	639.00	45.00
10:00:00 - 11:00:00	618.00	29.00
11:00:00 - 12:00:00	597.00	41.00
12:00:00 - 13:00:00	657.00	29.00
13:00:00 - 14:00:00	663.00	40.00
14:00:00 - 15:00:00	793.00	39.00
15:00:00 - 16:00:00	881.00	46.00
16:00:00 - 17:00:00	976.00	35.00
17:00:00 - 18:00:00	882.00	29.00
18:00:00 - 19:00:00	749.00	28.00
19:00:00 - 20:00:00	473.00	19.00
20:00:00 - 21:00:00	406.00	20.00
21:00:00 - 22:00:00	261.00	18.00
22:00:00 - 23:00:00	208.00	5.00
23:00:00 - 00:00:00	102.00	4.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
07:00:00 - 08:00:00	802.00	79.00

Warrants Summary Report

4: US 95 & Ustick Rd (2034 Background)

Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	6 Hours met (8 required)
Condition A and B Met?	No	1 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	3 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

4: US 95 & Ustick Rd (2034 Background)

Intersection Information:

Major Street Name:	US 95
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	6 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**33**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**33**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**44**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**41**		**5**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**134**		**9**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**372**		**14**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**568**		**40**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
07:00 to 08:00	**742**		**61**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**582**		**53**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**580**		**33**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
10:00 to 11:00	**552**		**38**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**634**		**35**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
12:00 to 13:00	**589**		**51**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:00 to 14:00	**668**		**56**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:00 to 15:00	**713**		**43**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**858**		**91**		No	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**955**		**76**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**880**		**64**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	700		46		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

19:00 to 20:00	463		46		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	362		34		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:00 to 22:00	248		21		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:00 to 23:00	155		10		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:00 to 00:00	100		13		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

4: US 95 & Ustick Rd (2034 Background)

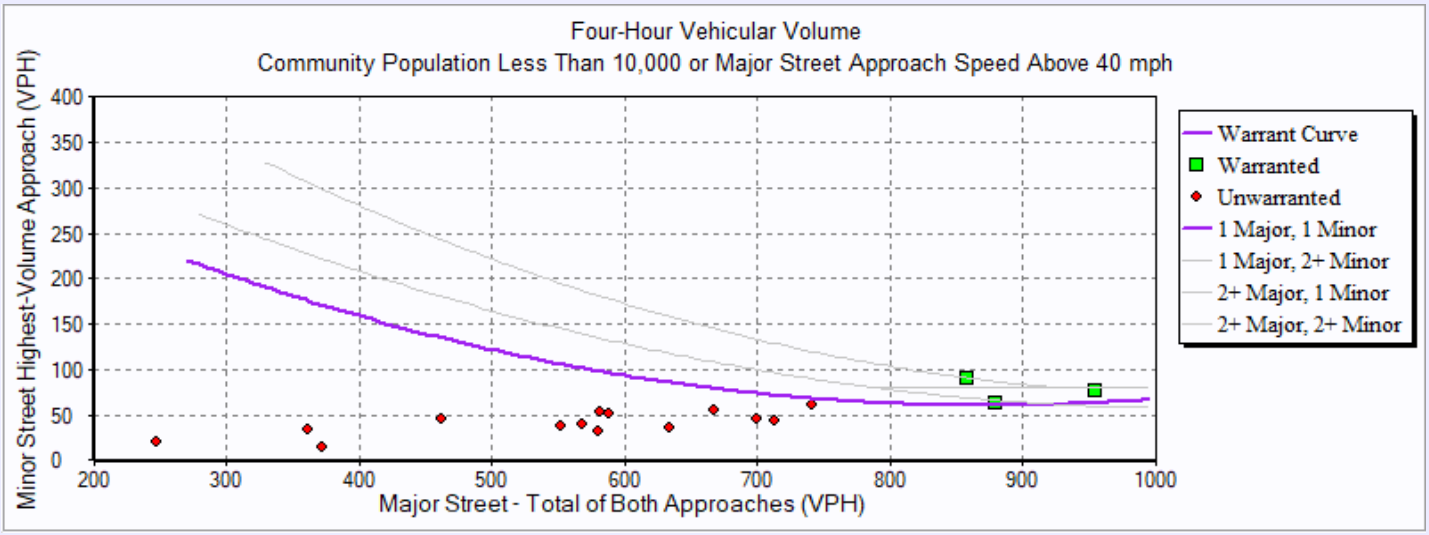
Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant 2 Met? No

Details:

Notes	3 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	33.00	3.00
01:00:00 - 02:00:00	33.00	0.00
02:00:00 - 03:00:00	44.00	4.00
03:00:00 - 04:00:00	41.00	5.00
04:00:00 - 05:00:00	134.00	9.00
05:00:00 - 06:00:00	372.00	14.00
06:00:00 - 07:00:00	568.00	40.00
07:00:00 - 08:00:00	742.00	61.00
08:00:00 - 09:00:00	582.00	53.00
09:00:00 - 10:00:00	580.00	33.00
10:00:00 - 11:00:00	552.00	38.00
11:00:00 - 12:00:00	634.00	35.00
12:00:00 - 13:00:00	589.00	51.00
13:00:00 - 14:00:00	668.00	56.00
14:00:00 - 15:00:00	713.00	43.00
15:00:00 - 16:00:00	858.00	91.00
16:00:00 - 17:00:00	955.00	76.00
17:00:00 - 18:00:00	880.00	64.00
18:00:00 - 19:00:00	700.00	46.00
19:00:00 - 20:00:00	463.00	46.00
20:00:00 - 21:00:00	362.00	34.00
21:00:00 - 22:00:00	248.00	21.00
22:00:00 - 23:00:00	155.00	10.00
23:00:00 - 00:00:00	100.00	13.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
15:00:00 - 16:00:00	858.00	91.00
16:00:00 - 17:00:00	955.00	76.00
17:00:00 - 18:00:00	880.00	64.00

Warrants Summary Report

1: Van Slyke & US 19 (2034 Total)

Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	6 Hours met (8 required)
Condition A and B Met?	No	1 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	1 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

1: Van Slyke & US 19 (2034 Total)

Intersection Information:

Major Street Name:	US 19
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	No	6 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**61**		**3**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**55**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**34**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**35**		**3**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**161**		**5**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**466**		**21**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**702**		**49**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:00 to 08:00	**808**		**85**		No	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**715**		**77**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**645**		**52**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
10:00 to 11:00	**627**		**38**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	**608**		**52**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
12:00 to 13:00	**669**		**40**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
13:00 to 14:00	**675**		**53**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:00 to 15:00	**808**		**53**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**899**		**64**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**997**		**56**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**903**		**49**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	**766**		**45**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
19:00 to 20:00	**485**		**31**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**418**		**32**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**270**		**27**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**212**		**8**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**105**		**6**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

1: Van Slyke & US 19 (2034 Total)

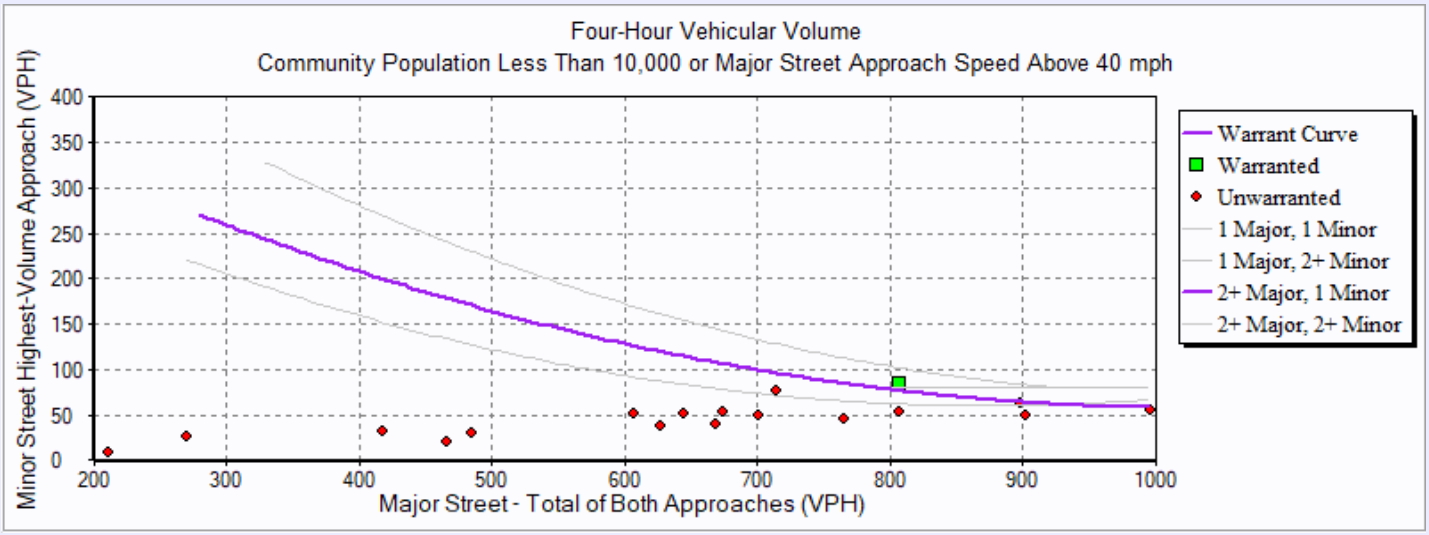
Intersection Information:

	Major Street	Minor Street
Street Name	US 19	Van Slyke Rd
Direction	EB/WB	NB/SB
Number of Lanes	2	1
Approach Speed	60	50

Warrant 2 Met? No

Details:

Notes	1 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	61.00	3.00
01:00:00 - 02:00:00	55.00	1.00
02:00:00 - 03:00:00	34.00	1.00
03:00:00 - 04:00:00	35.00	3.00
04:00:00 - 05:00:00	161.00	5.00
05:00:00 - 06:00:00	466.00	21.00
06:00:00 - 07:00:00	702.00	49.00
07:00:00 - 08:00:00	808.00	85.00
08:00:00 - 09:00:00	715.00	77.00
09:00:00 - 10:00:00	645.00	52.00
10:00:00 - 11:00:00	627.00	38.00
11:00:00 - 12:00:00	608.00	52.00
12:00:00 - 13:00:00	669.00	40.00
13:00:00 - 14:00:00	675.00	53.00
14:00:00 - 15:00:00	808.00	53.00
15:00:00 - 16:00:00	899.00	64.00
16:00:00 - 17:00:00	997.00	56.00
17:00:00 - 18:00:00	903.00	49.00
18:00:00 - 19:00:00	766.00	45.00
19:00:00 - 20:00:00	485.00	31.00
20:00:00 - 21:00:00	418.00	32.00
21:00:00 - 22:00:00	270.00	27.00
22:00:00 - 23:00:00	212.00	8.00
23:00:00 - 00:00:00	105.00	6.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
07:00:00 - 08:00:00	808.00	85.00

Warrants Summary Report

4: US 95 & Ustick Rd (2034 Total)

Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	Yes	
Condition A or B Met?	Yes	8 Hours met (8 required)
Condition A and B Met?	No	2 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	3 Hours met (4 required)

Warrant 1: Eight-hour Vehicular Volume

4: US 95 & Ustick Rd (2034 Total)

Intersection Information:

Major Street Name:	US 95
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? Yes

Details:

Condition A Met?	No	0 Hours met (8 required) at 70%
Condition B Met?	Yes	8 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**35**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
01:00 to 02:00	**33**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
02:00 to 03:00	**45**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
03:00 to 04:00	**41**		**5**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	**134**		**9**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**372**		**14**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
06:00 to 07:00	**569**		**42**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:00 to 08:00	**745**		**64**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**587**		**57**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**584**		**37**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
10:00 to 11:00	**556**		**43**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	**640**		**41**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
12:00 to 13:00	**595**		**58**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:00 to 14:00	**674**		**63**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:00 to 15:00	**720**		**51**		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**867**		**101**		No	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**966**		**88**		No	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**891**		**76**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	709		56		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

19:00 to 20:00	469		53		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	369		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:00 to 22:00	253		26		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:00 to 23:00	156		13		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:00 to 00:00	101		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

4: US 95 & Ustick Rd (2034 Total)

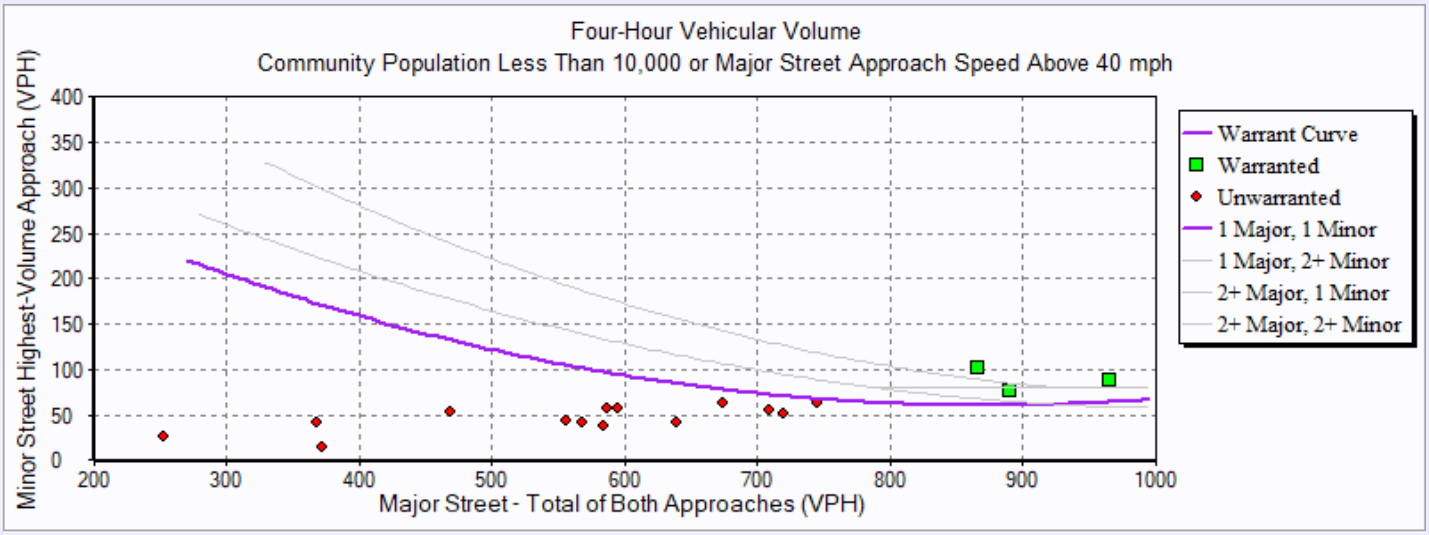
Intersection Information:

	Major Street	Minor Street
Street Name	US 95	Ustick Rd
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	65	45

Warrant 2 Met? No

Details:

Notes	3 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
00:00:00 - 01:00:00	35.00	3.00
01:00:00 - 02:00:00	33.00	0.00
02:00:00 - 03:00:00	45.00	4.00
03:00:00 - 04:00:00	41.00	5.00
04:00:00 - 05:00:00	134.00	9.00
05:00:00 - 06:00:00	372.00	14.00
06:00:00 - 07:00:00	569.00	42.00
07:00:00 - 08:00:00	745.00	64.00
08:00:00 - 09:00:00	587.00	57.00
09:00:00 - 10:00:00	584.00	37.00
10:00:00 - 11:00:00	556.00	43.00
11:00:00 - 12:00:00	640.00	41.00
12:00:00 - 13:00:00	595.00	58.00
13:00:00 - 14:00:00	674.00	63.00
14:00:00 - 15:00:00	720.00	51.00
15:00:00 - 16:00:00	867.00	101.00
16:00:00 - 17:00:00	966.00	88.00
17:00:00 - 18:00:00	891.00	76.00
18:00:00 - 19:00:00	709.00	56.00
19:00:00 - 20:00:00	469.00	53.00
20:00:00 - 21:00:00	369.00	41.00
21:00:00 - 22:00:00	253.00	26.00
22:00:00 - 23:00:00	156.00	13.00
23:00:00 - 00:00:00	101.00	14.00

Warranted Volumes

Hour	**Major Street** Total All Approaches (vph)	**Minor Street** Highest Volume Approach (vph)
15:00:00 - 16:00:00	867.00	101.00
16:00:00 - 17:00:00	966.00	88.00
17:00:00 - 18:00:00	891.00	76.00

APPENDIX J: Field Review Photos

Signature Point Ln on Van Slyke Rd Looking North

Signature Point Ln on Van Slyke Rd Looking South

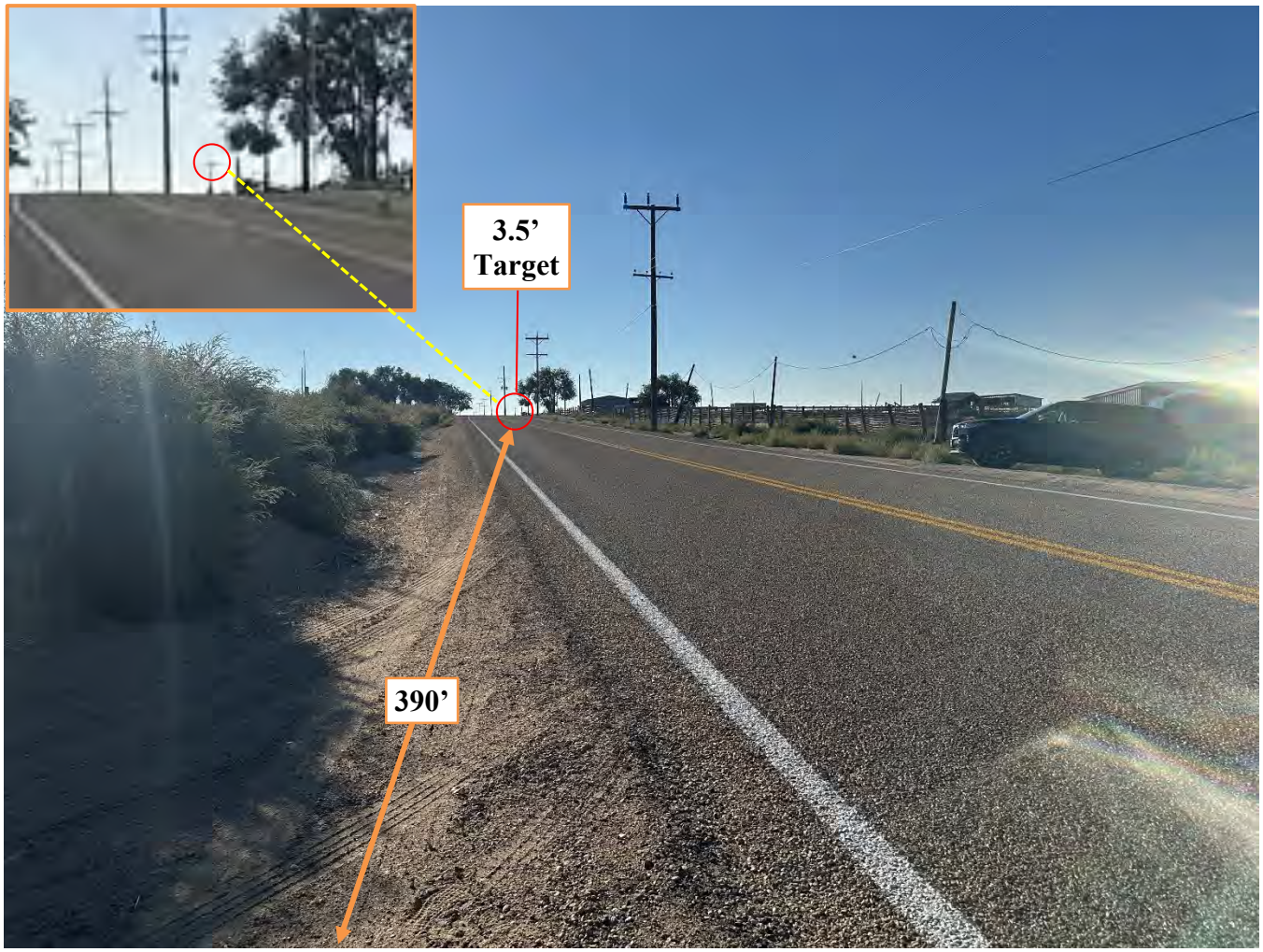
Monteverde Ave on Boehner Rd Looking West

Monteverde Ave on Boehner Rd Looking East

White Mountain Ave on Ustick Rd Looking West

White Mountain Ave on Ustick Rd Looking East

Humboldt Wy On Ustick Rd Looking West



Humboldt Wy on Ustick Rd Looking East