

Valley County Planning and Zoning Department

219 N. Main
PO Box 1350
Cascade, ID 83611
www.co.valley.id.us
cherrick@co.valley.id.us
208-382-7115



Conditional Use Permit Application

TO BE COMPLETED BY THE PLANNING AND ZONING DEPARTMENT

☐ Check # _____ or ☐ Cash

FILE # C.U.P. 22-13

FEE \$ 150.00

ACCEPTED BY _____

DEPOSIT _____

CROSS REFERENCE FILE(S): _____

DATE 3-24-2022

PROPOSED USE: _____

When an application has been submitted, it will be reviewed in order to determine compliance with application requirements.
A hearing date will be scheduled only after an application has been accepted as complete or if applicant requests the hearing in writing.

Applicant's Signature: _____

Date: _____

The following must be completed and submitted with the conditional use permit application:

- ☒ A **detailed project description** disclosing the purpose, strategy, and time frame of construction. Include a phasing plan if appropriate. Address fire mitigation, utilities, fencing, access, emissions, dust, noise, and outside storage.
- ☒ A **plot plan**, drawn to scale, showing the boundaries, dimensions, area of lot, existing and proposed utilities, streets, easements, parking, setbacks, and buildings.
- ☒ A **landscaping plan**, drawn to scale, showing elements such as trees, shrubs, ground covers, and vines. Include a plant list indicating the size, quantity, location and name (both botanical and common) of all plant material to be used.
- ☒ A **site grading plan** clearly showing the existing site topography and detailing the best management practices for surface water management, siltation, sedimentation, and blowing of dirt and debris caused by grading, excavation, open cuts, side slopes, and other site preparation and development.
- ☒ A **lighting plan**.
- ☒ **Names and addresses of property owners** within 300 feet of the property lines. Information can be obtained through the GIS Portal at www.co.valley.id.us. Only one copy of this list is required.
- ☒ **Ten (10) copies** of the application, project description, plot plan, landscaping plan, grading plan, and impact report are required.

We recommend you review the Valley County Code online at www.co.valley.id.us
or at the Planning & Zoning Office at 219 North Main Street, Cascade, Idaho

Subject to Idaho Statute Title 55 Chapter 22 Underground Facilities Damage Prevention.

CONTACT INFORMATION

APPLICANT Finn Place LLC **PHONE** [REDACTED]
Owner ☒ Purchaser ☐ Lessee ☐ Renter ☐
MAILING ADDRESS PO Box 4304, McCall, ID **ZIP** 83638
EMAIL [REDACTED]

PROPERTY OWNER Same as Applicant
MAILING ADDRESS _____ **ZIP** _____
EMAIL _____

AGENT / REPRESENTATIVE Steve Millemann **PHONE** [REDACTED]
MAILING ADDRESS PO Box 1066, McCall ID **ZIP** 83638
EMAIL [REDACTED]

CONTACT PERSON (if different from above) Agent/Representative
MAILING ADDRESS _____ **ZIP** _____
EMAIL _____ **PHONE** _____

PROPERTY INFORMATION

ADDRESS OF SUBJECT PROPERTY 14118 Highway 55, McCall, ID
PROPERTY DESCRIPTION (either lot, block & subdivision name or attach a recorded deed with a metes and bounds description.)
Lot 1, Finn Barn Subdivision

TAX PARCEL NUMBER(S) RP 18NO3E281815
Quarter NE Section 28 Township 18 Range 3E

1. **PROPOSED USE:** Residential ☐ Civic or Community ☐ Commercial ☒ Industrial ☐
2. **SIZE OF PROPERTY** 3.029 Acres ☒ or Square Feet ☐
3. **EXISTING LAND USES AND STRUCTURES ON THE PROPERTY ARE AS FOLLOWS:**
Existing Building (prior site of retail business); Shop with apartment above. See Site Plan

4. **ARE THERE ANY KNOWN HAZARDS ON OR NEAR THE PROPERTY** (such as canals, hazardous material spills, and/or soil or water contamination)? If so, describe and give location: NO

5. **ADJACENT PROPERTIES HAVE THE FOLLOWING BUILDING TYPES AND/OR USES:**
North Commercial
South Rural Residential
East Rural Residential
West Rural Residential and Ag

APPLICATION DETAILS

6. MAXIMUM PROPOSED STRUCTURE HEIGHT: Existing. Under 35 feet

7. NON-RESIDENTIAL STRUCTURES OR ADDITIONS (If applicable):

Number of Proposed Structures: _____ Number of Existing Structures: 2

Proposed Gross Square Feet

Existing Gross Square Feet

1st Floor _____

1st Floor See Site Plan

2nd Floor _____

2nd Floor _____

Total _____

Total _____

8a. TYPE OF RESIDENTIAL USE (If applicable): Single family residence ☐ Multiple residences on one parcel ☐

8b. TYPE OF STRUCTURE: Stick-built ☒ Manufacture Home ☐ Mobile Home ☐ Tiny Home ☐ Other ☐ _____

8c. SQUARE FOOTAGE OF PROPOSED RESIDENTIAL STRUCTURES (If applicable): NA

SQUARE FOOTAGE OF EXISTING RESIDENTIAL STRUCTURES: Square Footage of Shop, with Apartment above: 2690

8d. DENSITY OF DWELLING UNITS PER ACRE: NA

9. SITE DESIGN:

Percentage of site devoted to building coverage: See Site Plan

Percentage of site devoted to landscaping: See Site Plan

Percentage of site devoted to roads or driveways: See Site Plan

Percentage of site devoted to other uses: _____, describe: _____

Total: **100%**

10. PARKING (If applicable):

Office Use Only

a. Handicapped spaces proposed: See Site Plan Handicapped spaces required: _____

b. Parking spaces proposed: See Site Plan Parking spaces required: _____

c. Number of compact spaces proposed: See Site Plan Number of compact spaces allowed: _____

d. Restricted parking spaces proposed: NA

e. Are you proposing off-site parking: Yes

11. SETBACKS:	<u>BUILDING</u>	<u>Office Use Only</u>	<u>PARKING</u>	<u>Office Use Only</u>
	Proposed	Required	Proposed	Required
Front	<u>>100 feet</u>	_____	<u>>50 feet</u>	_____
Rear	<u>>20 feet</u>	_____	_____	_____
Side	<u>7.5 feet</u>	_____	_____	_____
Side Street	<u>NA</u>	_____	_____	_____

12. NUMBER OF EXISTING ROADS: NA Width: _____

Existing roads will be: Publicly maintained? ☐ Privately Maintained? ☐ or Combination of both? ☐
Existing road construction: Gravel ☐ Paved ☐ or Combination of both? ☐

13. NUMBER OF PROPOSED ROADS: NA Proposed width: _____

Proposed roads: Publicly maintained? ☐ Privately Maintained? ☐ or Combination of both? ☐
Proposed road construction: Gravel ☐ Paved ☐ or Combination of both? ☐

14. ARE SHARED DRIVEWAYS PROPOSED? If so, please explain why. Yes ☒ No ☐
At request of the Idaho Transportation Department Lot 2 is sharing Lot 1 driveway, by means of 30 foot
ingress, egress and utility easement
15. EXISTING UTILITIES ON THE PROPERTY ARE AS FOLLOWS:
Power, telephone, septic, well
16. PROPOSED UTILITIES: Existing-in place
 Proposed utility easement widths _____ Locations _____
17. SEWAGE WASTE DISPOSAL METHOD: Septic ☒ Central Sewage Treatment Facility ☐
 Name: _____
18. POTABLE WATER SOURCE: Public ☐ Water Association ☐ Individual Well: ☒
 If individual, has a test well been drilled? _____ Depth _____ Flow _____ Purity Verified? _____
 Nearest adjacent well Approx. 175 yards Depth 120 ft Flow 7gpm
19. DRAINAGE (Proposed method of on-site retention): See attached Preliminary Grading, Drainage and
Stormwater Management Plan
 Any special drains? NO (Please attach map)
 Soil type(s): C-1
 (Information can be obtained from the Natural Resource Conservation Service: websoilsurvey.nrcs.usda.gov)
 Stormwater Prevention Management Plan will need approval from Valley County Engineer.
20. IS ANY PORTION OF THE PROPERTY LOCATED IN A FLOODWAY OR 100-YR FLOODPLAIN?
 (Information can be obtained from the Planning & Zoning Office) Yes ☐ No ☒
21. DOES ANY PORTION OF THIS PARCEL HAVE SLOPES IN EXCESS OF 15%? Yes ☐ No ☒
21. ARE THERE WETLANDS LOCATED ON ANY PORTION OF THE PROPERTY? Yes ☐ No ☒
23. IS THERE ANY SITE GRADING OR PREPARATION PROPOSED? Yes ☒ No ☐
 If yes, explain:
See Preliminary Grading, Drainage and Stormwater Management Plan
- 24a. ARE THERE ANY EXISTING IRRIGATION SYSTEMS? Yes ☐ No ☒
 Are you proposing any alterations, improvements, extensions or new construction? Yes ☒ No ☐
 If yes, explain: Remodel of existing building underway; potential addition of greenhouse (See Site Plan)
- 24b. COMPLETE ATTACHED PLAN FOR IRRIGATION if you have water rights and are in an irrigation district.
 Submit letter from Irrigation District, if applicable. NA
25. COMPLETE ATTACHED WEED CONTROL AGREEMENT
26. COMPLETE ATTACHED IMPACT REPORT

Irrigation Plan

(Idaho Code 31-3805)

This land: ☐ Has water rights available to it
☒ Is dry and has no water rights available to it.

Idaho Code 31-3805 states that when all or part of a subdivision is "located within the boundaries of an existing irrigation district or canal company, ditch association, or like irrigation water deliver entity ... **no subdivision plat or amendment to a subdivision plat or any other plat or map recognized by the city or county for the division of land will be accepted, approved, and recorded unless:**"

- A. The appropriate water rights and assessment of those water rights have been transferred from said lands or excluded from an irrigation entity by the owner; or
- B. The owner filing the subdivision plat or amendment to a subdivision plat or map has provided for the division of land of underground tile or conduit for lots of one acre or less or a suitable system for lots of more than one acre which will deliver water to those landowners within the subdivision who are also within the irrigation entity with the appropriate approvals:
 - 1. For proposed subdivisions located within an area of city impact, both city and county zoning authorities must approve such irrigation system.
 - 2. For proposed subdivisions outside of negotiated areas of city impact, the delivery system must be approved by the Planning and Zoning Commission and the Board of County Commissioners with the advice of the irrigation entity charged with the delivery of water to said lands (e.g., irrigation district).

To better understand your irrigation request, we need to ask you a few questions. Additional pages can be added. A list of the map requirements follows the short questionnaire. **Any missing information may result in the delay of your request before the Planning and Zoning Commission and ultimately the approval of your irrigation plan by the Board of County Commissioners as part of final plat approval.**

- 1. Are you within an area of negotiated City Impact? _____ Yes _____ No
- 2. What is the name of the irrigation district/company and drainage entities servicing the property?
Irrigation: _____
Drainage: _____
- 3. How many acres is the property being subdivided? _____
- 4. What percentage of this property has water? _____
- 5. How many inches of water are available to the property? _____
- 6. How is the land currently irrigated? ☐ surface ☐ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe
- 7. How is the land to be irrigated after it is subdivided? ☐ surface ☐ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe
- 8. Describe how the head gate/pump connects to the canal and irrigated land and where ditches &/or pipes go.

- 9. Is there an irrigation easement(s) on the property? ☐ Yes ☐ No

10. How do you plan to retain storm and excess water on each lot? _____

11. How do you plan to process this storm water and/or excess irrigation water prior to it entering the established drainage system? (i.e. oil, grease, contaminated aggregates)

Irrigation Plan Map Requirements

The irrigation plan **must be on a scalable map** and show all of the irrigation system including all supply and drainage structures and easements. Please include the following information on your map:

- ☐ All canals, ditches, and laterals with their respective names.
- ☐ Head gate location and/or point of delivery of water to the property by the irrigation entity.
- ☐ Pipe location and sizes, if any
- ☐ Rise locations and types, if any.
- ☐ Easements of all private ditches that supply adjacent properties (i.e. supply ditches and drainage ways).
- ☐ Slope of the property in various locations.
- ☐ Direction of water flow (use short arrows on your map to indicate water flow direction →).
- ☐ Direction of wastewater flow (use long arrows on your map to indicate wastewater direction →).
- ☐ Location of drainage ponds or swales, if any where wastewater will be retained on property
- ☐ Other information: _____

Also, provide the following documentation:

- ☐ Legal description of the property.
- ☐ Proof of ownership.
- ☐ A written response from the irrigation entity and/or proof of agency notification.
- ☐ Copy of any water users' association agreement which shows water schedules and maintenance responsibilities.
- ☐ Copy of all new easements ready for recording (irrigation supply and drainage).
- ☐ If you are in a city area of impact, please include a copy of the approvals by the city planning and zoning commission and city council of your irrigation plan.

=====Applicant Acknowledgement=====

I, the undersigned, agree that prior to the Planning and Zoning Department accepting this application, I am responsible to have all the required information and site plans.

I further acknowledge that the Irrigation system, as approved by the Planning and Zoning Commission and ultimately the Board of County Commissioners, must be bonded and/or installed prior to the recording of the plat or building permit.

Signed: _____
Applicant

Date: ____/____/____



VALLEY COUNTY WEED CONTROL AGREEMENT

The purpose of this agreement is to establish a cooperative relationship between Valley County and the undersigned Cooperator to protect the natural and economic values in the Upper Payette River watershed from damages related to the invasion and expansion of infestations of noxious weeds and invasive plants. This is a cooperative effort to prevent, eradicate, contain and control noxious weeds and invasive plants on public and private lands in this area. Factors related to the spread of weeds are not related to ownership nor controllable at agency boundaries. This agreement formalizes the cooperative strategy for management of these weeds addressed in Valley County's Integrated Weed Management Plan.

In this continuing effort to control Noxious Weeds, Valley County Weed Control will consult with the undersigned Cooperator and outline weed identification techniques, present optional control methods and recommend proper land management practices.

The undersigned Cooperator acknowledges that he/she is aware of any potential or real noxious weed problems on his/her private property and agrees to control said weeds in a timely manner using proper land management principles.

Valley County Weed Department can be contacted at 208-382-7199.

By: [Signature]
Applicant

By: _____
Valley County Weed Control

Date: 12/1/2022

Date: _____

IMPACT REPORT (from Valley County Code 9-5-3-D)

You may add information to the blanks below or attach additional sheets.

- ❖ An impact report shall be required for all proposed Conditional Uses.
- ❖ Answer all questions. Mark N/A if the question is not applicable to your application.
- ❖ The impact report shall address potential environmental, economic, and social impacts and how these impacts are to be minimized as follows:
 1. Traffic volume, character, and patterns including adequacy of existing or proposed street width, surfacing, alignment, gradient, and traffic control features or devices, and maintenance. Contrast existing with the changes the proposal will bring during construction and after completion, build-out, or full occupancy of the proposed development. Include pedestrian, bicycle, auto, and truck traffic.
See attached Traffic Impact Analysis and ITD Approval E-mail. Applications for Access Permits to improve northern existing driveway and remove southern existing driveway have been filed with ITD, as requested in the ITD Approval e-mail, and are attached.
 2. Provision for the mitigation of impacts on housing affordability.
Owners, operators of Bakery own property in Valley County. Existing apartment available, as needed for employee.
 3. Noise and vibration levels that exist and compare to those that will be added during construction, normal activities, and special activities. Include indoor and outdoor, day and night variations.
Normal bakery operations will not produce noise or vibrations. The special dinner events which occur outside will be held at the site designated on the Site Plan, which is insulated from neighboring properties, as is the designated parking area for the dinners. Whether held inside or outside, there will be no more than 18 special dinner events per year. The events are anticipated to not exceed 35 guests.
 4. Heat and glare that exist and that might be introduced from all possible sources such as autos in parking areas, outdoor lights, water or glass surfaces, buildings or outdoor activities.
All outdoor lighting will comply with the Valley County Lighting Ordinance. Parking for special dinner events is screened from the residence to the south by the existing building and from the highway by proposed landscaping. There are no residences to the immediate north of the property. The nearest residence to the east of the property is approximately 700 feet from special dinner events parking area.
 5. Particulate emissions to the air including smoke, dust, chemicals, gasses, or fumes, etc., both existing and what may be added by the proposed uses.
None
- 6. Water demand, discharge, supply source, and disposal method for potable uses, domestic uses, and fire protection. Identify existing surface water drainage, wetlands, flood prone areas and potential changes. Identify existing ground water and surface water quality and potential changes due to this proposal.
See Existing Conditions Plat, attached hereto. The property has two wells which will provide ample water for the proposed use. There will be no changes to existing surface water or ground water quality.

7. Fire, explosion, and other hazards existing and proposed. Identify how activities on neighboring property may affect the proposed use.

None.

8. Removal of existing vegetation or effects thereon including disturbance of wetlands, general stability of soils, slopes, and embankments and the potential for sedimentation of disturbed soils.

None

9. Include practices that will be used to stabilize soils and restore or replace vegetation.

See attached Preliminary Grading, Drainage and Stormwater Management Plan

10. Soil characteristics and potential problems in regard to slope stability, embankments, building foundation, utility and road construction. Include suitability for supporting proposed landscaping.

There are no slope or soil stability issues. The soils are appropriate for the cultivation of garden products.

11. Site grading or improvements including cuts and fills, drainage courses and impoundments, sound and sight buffers, landscaping, fencing, utilities, and open areas.

See attached Preliminary Grading, Drainage and Stormwater Management Plan

12. Visibility from public roads, adjoining property, and buildings. Include what will be done to reduce visibility of all parts of the proposal but especially cuts and fills and buildings. Include the impacts of shadows from new features on neighboring property.

The bakery will be in an existing building, which was previously used for a retail business. Landscaping is proposed to screen any activities on the property from the Highway and the residence on the property to the south. There is no residence on the property immediately to the north and the residence on property to the east is well separated from any of the proposed activities.

13. Reasons for selecting the particular location including topographic, geographic and similar features, historic, adjoining land ownership or use, access to public lands, recreation, utilities, streets, etc., in order to illustrate compatibility with and opportunities presented by existing land uses or character.

The property has a prior history of commercial use. The Highway 55 frontage provides efficient and safe access. The proposed use as a wholesale bakery can be accommodated in the existing building. The size of the property provides ample separation from any nearby residences.

14. Approximation of increased revenue from change in property tax assessment, new jobs available to local residents, and increased local expenditures.
The bakery will employ 2-3 people. The existing building will be improved. The business will generate new sales tax revenues. The wholesale bakery will fill a need which exists in Valley County.
15. Approximation of costs for additional public services, facilities, and other economic impacts.
None
16. State how the proposed development will impact existing developments providing the same or similar products or services.
There are none.
17. State what natural resources or materials are available at or near the site that will be used in a process to produce a product and the impacts resulting from the depletion of the resource. Describe the process in detail and describe the impacts of each part.
None
18. What will be the impacts of a project abandoned at partial completion?
The only construction needed to accommodate the use is the remodel of the existing building. There is no risk of "partial completion".
19. Number of residential dwelling units, other buildings and building sites, and square footage or gross non-residential floor space to be available.
See Site Plan
20. Stages of development in geographic terms and proposed construction time schedule.
The remodel of the existing building will be completed by Fall of this year. The only additional potential construction would be of a greenhouse.
21. Anticipated range of sale, lease or rental prices for dwelling units, building or other site, or non-residential floor space in order to insure compatibility with adjacent land use and development.
NA

Property Tax Exemption

New and expanding business may qualify for a property tax exemption for up to 5 years by meeting the qualifications in accordance with Idaho Code§ 63-602NN

Application must be filed with the Valley County Assessor's office before construction begins.

Protocols for qualifying property exemption in Valley County, Idaho:

- Application must be received prior to the start of construction (ex. Building Permits, excavation)
- Term of exemption, not to exceed 5 years, will be up to the discretion of the Valley County Board of Commissioners
- Retail sales business do not qualify
- Multi use may qualify excluding retail sale area
- Housing
 - Multi-family housing must have 5 units or more per structure.
 - Multi-Family housing units may qualify if more than one structure is built totaling 5 or more units
 - For local housing only (workforce)
 - Short term rentals not allowed
 - Units cannot be individually sold (e.g., no condominiums)
- Remodel and/or additions to existing businesses
 - Only the area of remodel/addition may qualify for exemption
 - Retail sales additions/remodel will not qualify

For further information regarding the 63-602NN application process and instructions, please contact the Valley County Assessor's office at 208-382-7126.

**FINN BARN CUP
PROJECT NARRATIVE**

March 23, 2022

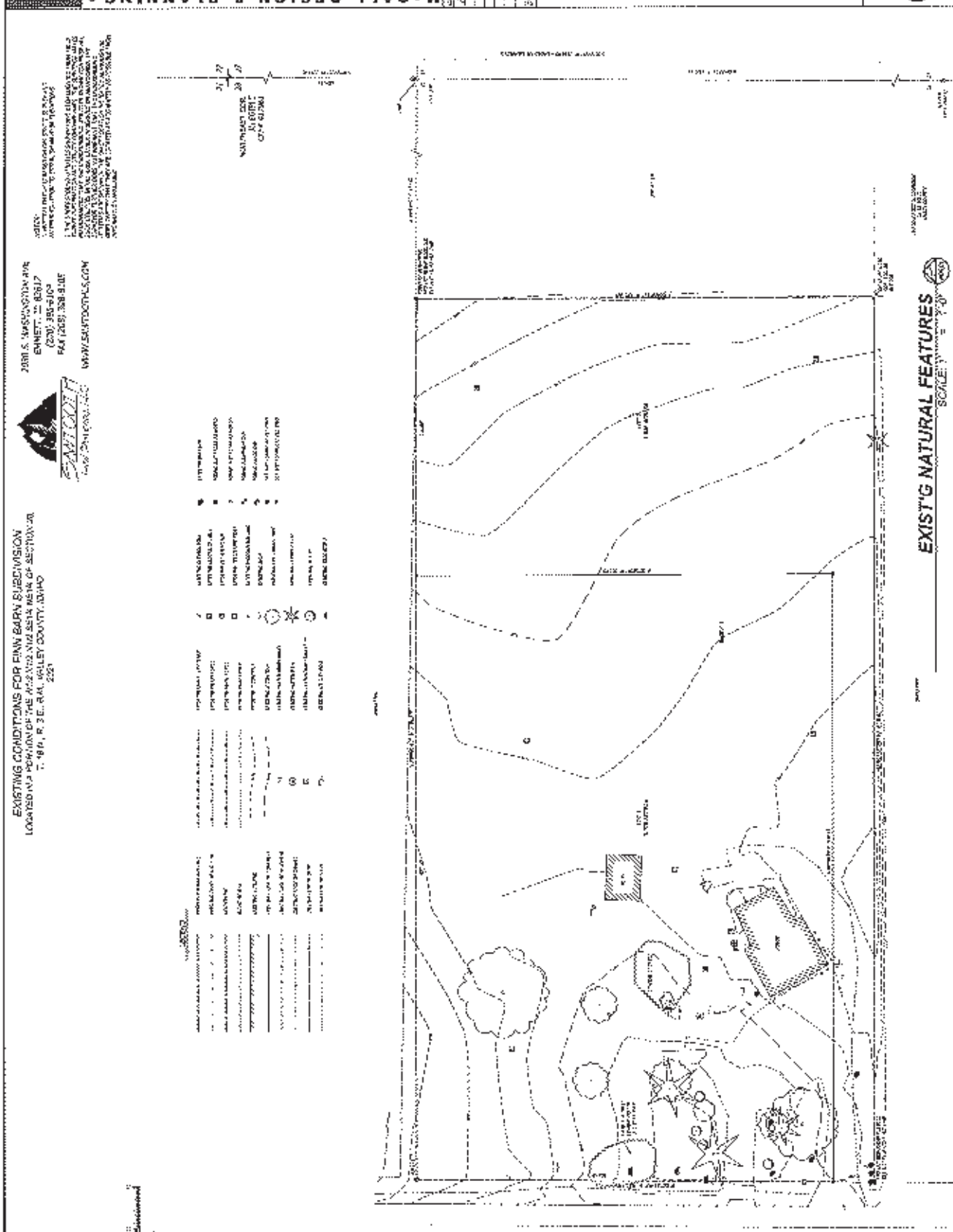
The Application seeks a Conditional Use Permit for Lot 1 of the Finn Barn Subdivision, which is located on Highway 55 south of McCall. The Subdivision Final Plat has been approved by the Planning and Zoning Commission and will be recorded prior to the recordation of the CUP. The Application seeks approval to convert an existing building into a wholesale bakery. The building was previously occupied by a retail business (the Rustic Outlet).

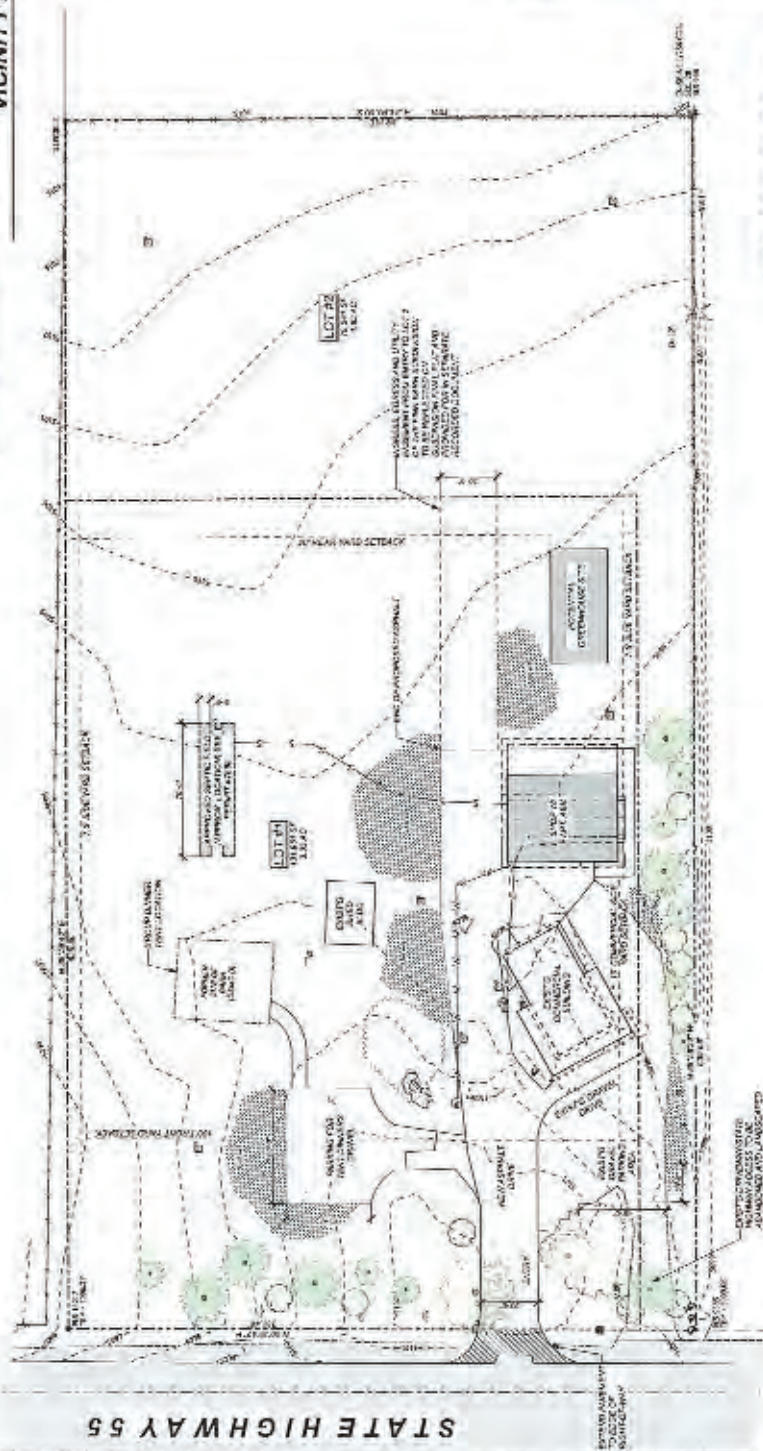
The Bakery will prepare and deliver baked goods and seasonal garden products to local vendors. The bakery will also take individual orders for baked goods and seasonal garden products, which will be available for pick-up only one day per week (in all likelihood on Saturday). In addition, the bakery will host up to 18 special dinners per year, some inside and some outside in a tented area which is identified on the Site Plan. The special dinner events will be limited to times and days which do not coincide with peak Highway 55 travel days and times and will have a maximum of 35 guests.

The Applicant commissioned a Traffic Impact Analysis, which was prepared by Kittleson and Associates. The Idaho Transportation Department has approved the Kittleson Analysis and recommendations. Applications for Access Permits to improve the existing driveway into the property and close the second driveway on the property have been filed with ITD.

The following documents are being submitted with the Application:

1. Existing Conditions Plat
2. Site Plan
3. Landscaping and Exterior Lighting Plan
4. Grading, Drainage and Stormwater Management Plan
5. Traffic Impact Analysis
6. ITD Approval E-mail
7. Pending ITD Permit Applications
8. List of owners of property within 300 feet of Applicant's property





CUP SITE PLAN **SCALE: 1" = 30'**

[illegible]

FINN BARN SUBDIVISION
MCCALL, VALLEY COUNTY

CUP2

LANDSCAPE & EXTERIOR LIGHTING PLAN



TECHNICAL MEMORANDUM

Date: November 11, 2021

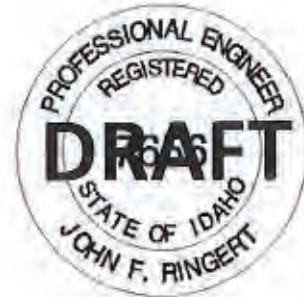
To: Chester Wood

From: John Ringert P.E., Kittelson & Associates, Inc

Project: Finn Barn Bakery Development

Subject: Finn Barn Development Traffic Analysis & Turn Lane Evaluation

Project #: 26862



INTRODUCTION

This memorandum summarizes the results of the traffic analysis and turn lane evaluation performed at the intersection of State Highway (SH) 55 and the proposed Finn Barn Development driveway in McCall, Idaho. This analysis was required by the Idaho Transportation Department (ITD) as part of their review of the proposed development application and access. The following topics are addressed in this memorandum:

- Project description
- Existing traffic volumes
- Trip generation estimates for the proposed development
- Evaluation of traffic operations at the access driveway intersection
- Analysis of turn lane warrants at the access driveway intersection
- Conclusions and recommendations

DESCRIPTION

Chet and Debbie Wood are proposing to develop a specialty wholesale bakery on the previous site of the Rustic Outlet retail store, located on State Highway 55 (SH-55) south of McCall, Idaho. The property was recently split to provide for two residential homes and development of a new wholesale bakery is being proposed on the site. The core business will be a wholesale baker with seasonal garden products that will be provided to local vendors. Additionally, up to 18 specialty dinner events are anticipated to be held over a typical year. Figure 1 shows the site location on SH-55 and Figure 2 shows the conceptual site plan.



Figure 1. Site Vicinity on SH-55

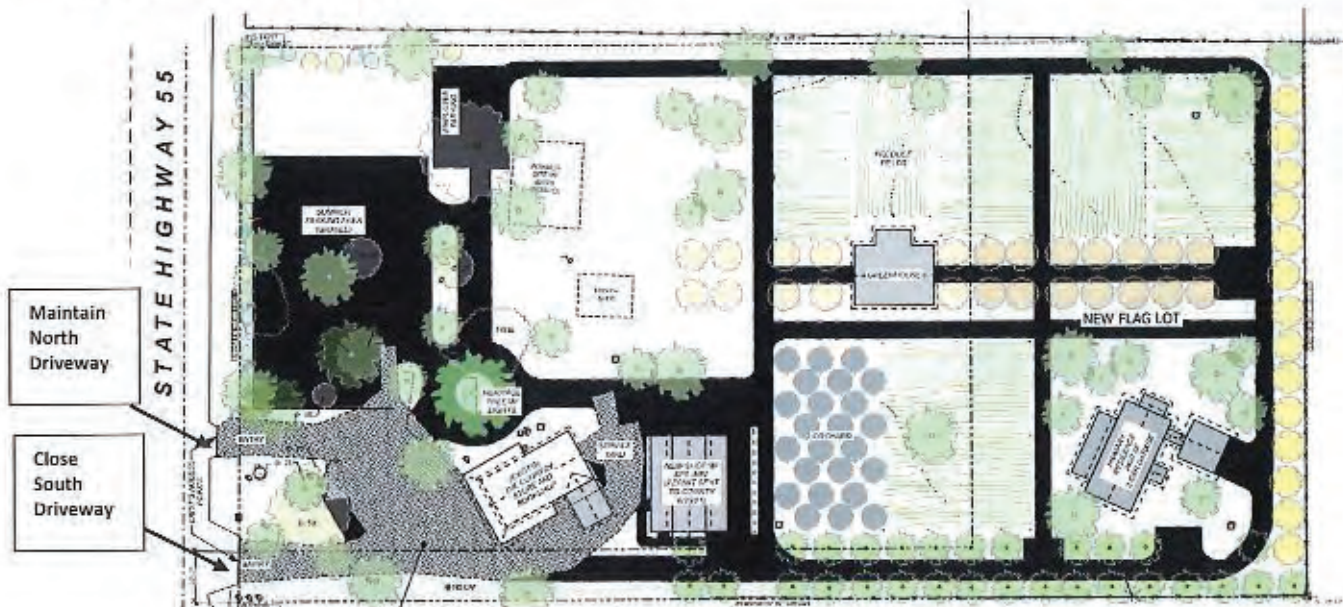


Figure 2. Conceptual Site Plan

There are two existing driveways serving the site. As part of the development of the bakery, the existing south driveway is proposed to be closed and the existing north driveway will be maintained and improved as a full access to the site. Cross-over easements will be provided between to two parcels to ensure access via the north driveway to both parcels.

EXISTING CONDITIONS

Based on discussion with ITD staff, the traffic analysis focused on four peak periods which include:

- Typical Weekday AM Peak Hour
- Typical Weekday PM Peak Hour
- Friday PM Peak Hour
- Saturday Afternoon PM Peak Hour

For the evaluation, traffic volumes on SH-55 were reviewed to identify the time of year that should be studied. Based on discussions with ITD and a review of traffic data provided by ITD, June was chosen because it generally represents an average of the “good weather” months with respect to traffic volumes on SH-55. June traffic volumes on SH-55 are significantly higher than the average all months but lower than the peak month of July.

Hourly traffic counts for the month of June 2021 were obtained for SH-55 from an ITD automatic traffic recorder (ATR) on the south side of Lake Fork near the intersection of Paddy Flat Road (Reference 1). Historical traffic volumes on SH-55 were reviewed to determine how much volumes might vary between the site location and ITD ATR using data obtained from ITD’s AADT application on the ITD website. For the comparison, 2019 traffic volumes were used since the COVID-19 Pandemic impacted 2020 traffic volumes. The comparison identified that daily traffic volumes approaching McCall increase by approximately 5% as compared with volumes at Paddy Flat Road. Therefore, the count volumes on SH-55 were increased by 5%.

The counts used for the analysis represent an average of the volumes reported for each day of the week over the course of four weeks, e.g. the values utilized for this analysis represent an ‘average’ Thursday, or Friday in June 2021. *Attachment A contains the ITD 2021 permanent counter data.*

Year 2023 buildout volumes were estimated by applying a growth rate of 3 percent per year. This growth rate was estimated based on ITD historical traffic data between 2015 and 2020.

Table 1 shows the 2021 traffic volumes and estimated 2023 buildout traffic volumes on SH-55 at the site driveway used for the analysis.

Table 1. Traffic Volumes on SH-55

Day of Week	Thursday AM			Thursday PM			Friday PM			Saturday PM		
	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB
Existing 2021 June Volumes at ATR	434	278	156	707	347	360	787	411	376	700	384	316
Estimated 2021 June Volumes at Site	456	292	164	742	364	378	826	432	394	735	403	332
Estimated 2023 Background Volumes at Site (without Proposed Development)	484	310	174	788	387	401	877	458	419	780	428	352

TRIP GENERATION OF THE PROPOSED DEVELOPMENT

Based on information provided by the owner, the proposed development will include the following elements:

- Bakery with 2-3 employees
- Approximately 2 deliveries of raw goods to the bakery
- Approximately 4 deliveries per day from the bakery to deliver goods to vendors
- Pre-order pickup on Saturdays by approximately 40 customers
- Two single family residences

Additionally, approximately 18 special dinner events are planned throughout the year and would include approximately 25 people.

The trip generation estimates are based on the information provided by the owner since the proposed uses do not fall into the land-use categories in the Institute of Transportation Engineers, Trip Generation Manual. Table 2 shows the estimated trip generation for the development. *Attachment B contains the trip generation calculations.*

As shown in Table 2, the development is projected to generate approximately 40 daily trips on a normal weekday, of which approximately 8 trips (5 in and 3 out) are projected to occur during the weekday AM peak hour and approximately 5 trips (2 in and 3 out) are projected to occur during the weekday PM peak hour. During a Saturday, the daily trips are projected to increase to 120 of which approximately 15 (7 in and 8 out) are projected to occur in the afternoon PM peak hour.

With a special dinner event, the development is projected to generate approximately 92 daily trips, of which approximately 8 trips (5 in and 3 out) are projected to occur during the weekday AM peak hour and approximately 23 trips (18 in and 5 out) are projected to occur during the weekday PM peak hour. During a Saturday, the daily trips are projected to increase to 172 of which approximately 33 (23 in and 10 out) are projected to occur in the afternoon PM peak hour.

Table 2. Estimated Trips from Proposed Boat Storage Facility

Operational Element	Daily Trips Wkdy / Sat	Weekday AM			Weekday PM			Friday PM			Saturday PM/Midday		
		Total	In	Out	Total	In	Out	Total	In	Total	Total	In	Out
Normal Week (No Special Dinner)													
Wholesale Bakery Staff Trips	8/8	3	2	1	3	1	2	3	1	2	2	1	1
Saturday Pre-Order Pickup	0/80										10	5	5
Deliveries to the Site	4/4	1	1								1		1
Deliveries to the Site	8/8	2	1	1									
Residential Trips	20/20	2	1	1	2	1	1	2	1	1	2	1	1
Total Trips	40/120	8	5	3	5	2	3	5	2	3	15	7	8
Trips if Special Dinner Were to Occur on Each Day													
Wholesale Bakery Staff Trips	8/8	3	2	1	3	1	2	3	1	2	2	1	1
Saturday Pre-Order Pickup	0/80										10	5	5
Deliveries to the Site	4/4	1	1								1		1
Deliveries to the Site	8/8	2	1	1									
Residential Trips	20/20	2	1	1	2	1	1	2	1	1	2	1	1
Special Dinner Event	52				18	16	2	18	16	2	18	16	2
Total Trips	92/172	8	5	3	23	18	5	23	18	5	33	23	10

Trip Distribution

The distribution of trips varied by the specific time period based on the trip types. For the typical weekday, the distribution is estimated to be equal with approximately 50% of the trips to/from the north on SH-55 and approximately 50% of the trips to/from the south on SH-55. This is because many of the employees are likely to live outside McCall due to cost of living and the deliveries will have origins and destinations from both the north and south.

On Saturdays, a majority of the pre-order pick-ups will be public customers, mostly from McCall. Therefore, on a Saturday, the distribution of trips was estimated to be approximately 70% of the trips to/from the north and 30% of the trips to/from the south.

PEAK HOUR TRAFFIC VOLUMES AND OPERATIONS

Figure 3 shows the total 2023 estimated turning movement volumes at the site driveways for each of the study time periods for a normal day and a day with special dinner event.

The level of service (LOS) analyses for the unsignalized intersections described in this memorandum were performed in accordance with the procedures outlined in the Highway Capacity Manual 6th Edition (Reference 2), using Synchro 10 to implement the Highway Capacity Manual 6th methodology. ITD District 3 requires intersections operate at LOS D or better with a maximum volume-to-capacity ratio of 0.90 for the overall intersection and for each lane group.

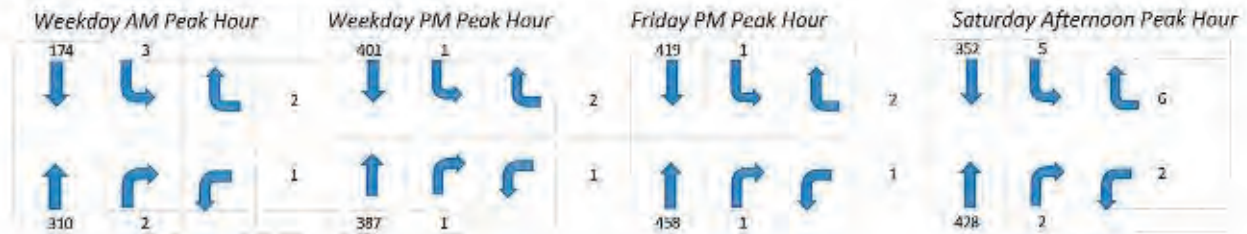
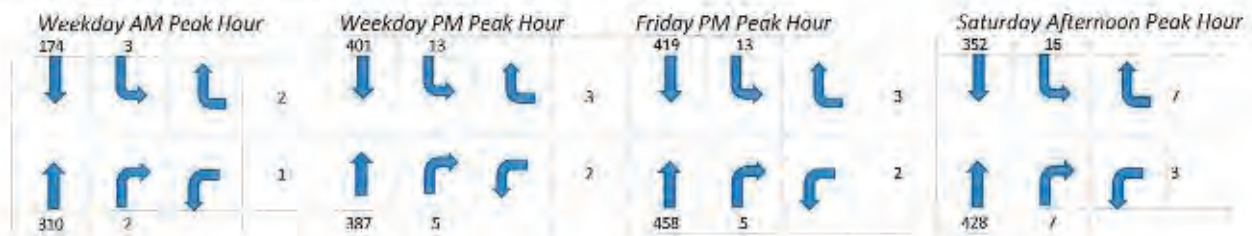
Normal Volumes (No Dinner Event)**Volumes with a Dinner Event****Figure 3. Estimated 2023 Total Traffic Volumes**

Table 3 summarizes the existing conditions level of service analysis results for the SH-55 / IWS Access intersection under the existing June conditions. Attachment C contains the level of service worksheets

Table 3. SH-55 / Site Access Intersection 2023 Projected Level of Service

Time Period	Lane Group	Normal Day			With Dinner Event		
		V/C	LOS	Delay	V/C	LOS	Delay
Weekday AM Peak Hour	SBL	0.00	A	8.0	NA	NA	NA
	WBLR	0.01	B	11.0	NA	NA	NA
	NBTR	0.00	A	0.0	NA	NA	NA
Weekday PM Peak Hour	SBL	0.00	A	8.2	0.01	A	8.2
	WBLR	0.01	B	12.9	0.01	B	13.7
	NBTR	0.00	A	0.0	0.00	A	0.0
Friday PM Peak Hour	SBL	0.00	A	8.4	0.01	A	8.5
	WBLR	0.01	C	14.0	0.02	C	14.9
	NBTR	0.00	A	0.0	0.00	A	0.0
Saturday PM Peak Hour	SBL	0.00	A	8.3	0.02	A	8.4
	WBLR	0.02	B	12.8	0.03	C	13.4
	NBTR	0.00	A	0.0	0.00	A	0.0

As shown in Table 3, the SH-55 / Site Access intersection is projected to operate acceptably during the weekday, Friday, and Saturday peak hours.

TURN LANE WARRANT ANALYSIS

An analysis to determine the potential need for left-turn and right-turn lanes on SH-55 at the site access was performed based on ITD requirements.

Northbound Right-Turn Lane Warrant Evaluation

For the evaluation of the **southbound** right-turn lane, the right-turn lane warrant procedure provided in the ITD Traffic Manual was used (Reference 3). Figure 4 shows the traffic volumes on the warrant graph under normal conditions and Figure 5 shows the volumes on the warrant graph assuming a one of the special dinner events were to occur during each of the PM peak hours evaluated.

As shown in Figures 4 and 5, a right-turn lane is not warranted during all the time periods, with or without the special dinner event.

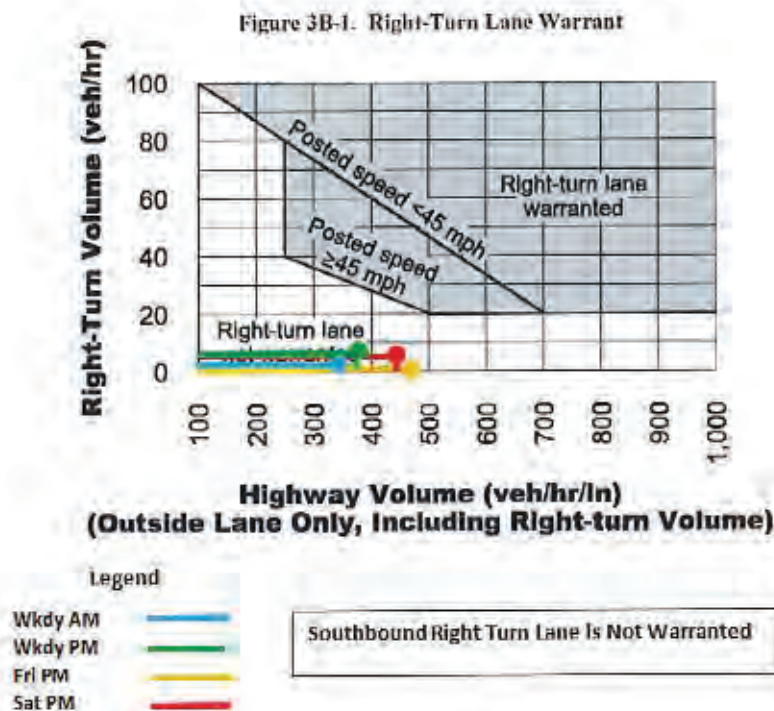


Figure 4. Northbound Right Turn Lane Warrant on SH-55 - Normal Conditions

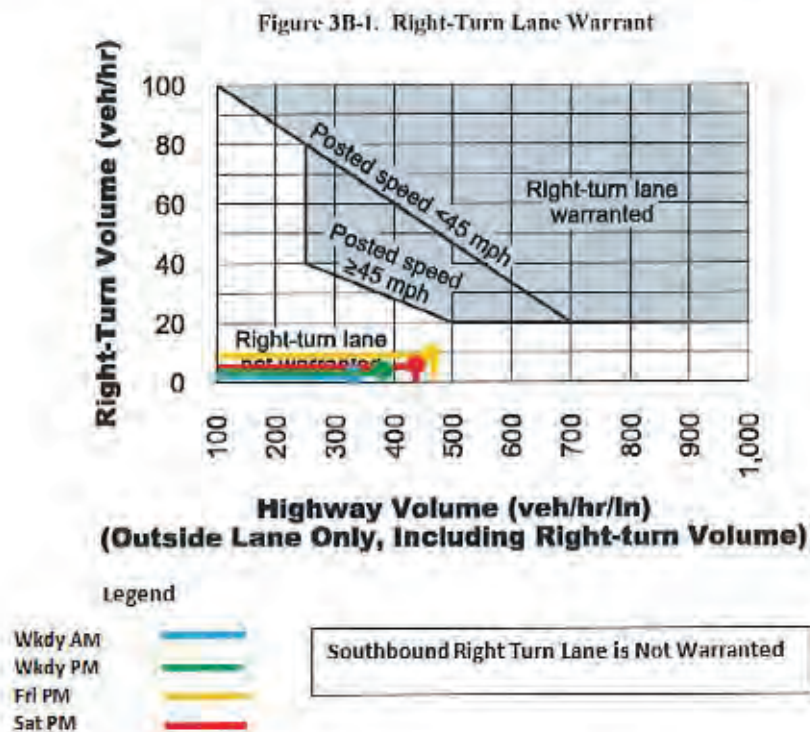


Figure 5. Northbound Right-Turn Lane Warrant on SH-55 - Dinner Event Conditions

Southbound Left-Turn Lane Warrant Evaluation

For the evaluation of southbound left-turn lane, the ITD Traffic Manual requires the use of the warrant procedure recommended in *Policy on Geometric Design of Highways and Streets* publishes by the American Association of State Highway and Transportation Officials (AASHTO) (Reference 4). That procedure was developed based on a benefit-cost evaluation that considered safety and operational improvements resulting from installation of left-turn lanes. The results of applying that warrant procedure are shown in Figure 6 for normal conditions.

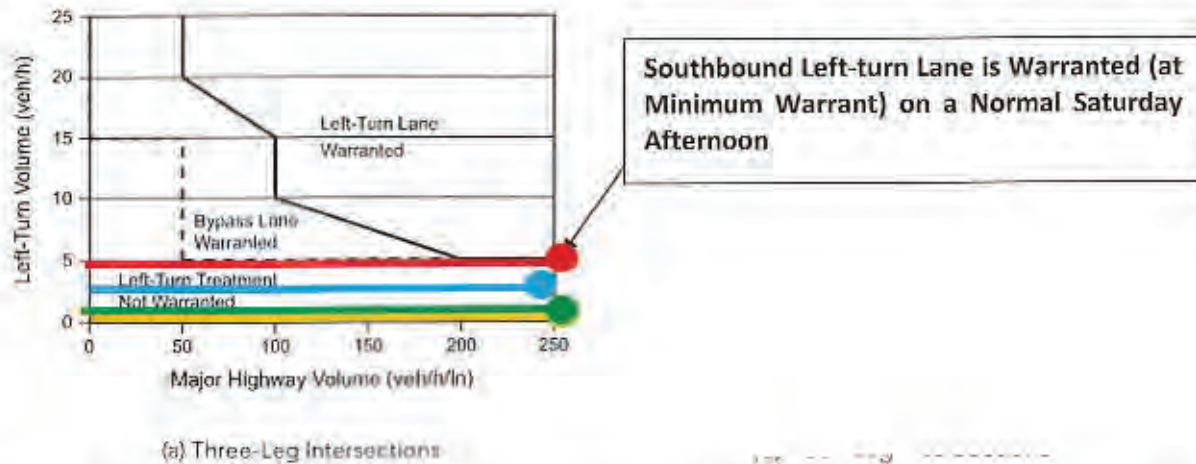


Figure 9-36. Suggested Left-Turn Treatment Warrants Based on Results from Benefit-Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (16)

Source: AASHTO Greenbook 2018



Figure 6. Southbound Left-Turn Lane Warrant on SH-55 - Normal Conditions

As shown in Figure 6, a right-turn lane is not warranted based on the weekday (Thursday) or Friday peak hours but is on the warrant line for the Saturday afternoon peak hour traffic conditions.

Figure 7 shows the results of the warrants for each of the time periods assumed special dinner event occurs.

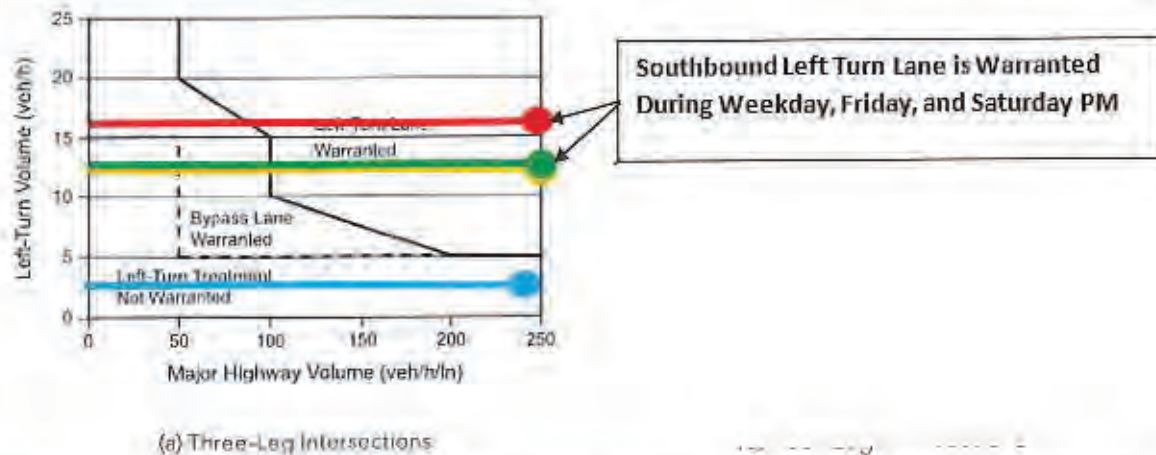


Figure 9-36. Suggested Left-Turn Treatment Warrants Based on Results from Benefit-Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (16)

Source: AASHTO Greenbook 2018



Figure 7. Southbound Left-Turn Lane Warrant on SH-55 - Dinner Event Conditions

As shown in Table 7, the projected traffic volumes at buildout do meet the criteria for a southbound left-turn lane if a special dinner event were to occur on a weekday evening or Saturday afternoon.

Interpretation of Left-Turn Warrant Criteria

The evaluation found that a southbound left turn lane is marginally warranted during the Saturday PM peak hour under normal operations and for the special dinner events. But the left-turn lane warrant procedures are based on a benefit-cost analysis approach which generally assumes the volumes meeting the warrant occur on a daily basis. The warrants are not based on an event condition such as the special dinner event occurring on only a Saturday or only 18 times per year. Therefore, use of the left-turn warrant procedure for the Saturday order pick-up and special dinner events provides some general guidance as to whether a turn lane would be considered, but may not indicate whether a turn lane is needed for events. Additionally, AASHTO states *"the volume-based guidelines or warrants presented below indicate situations where a left-turn lane may be desirable, not necessarily where a left-turn lane is definitely needed (Page 9-105 of Reference 4)."*

Based on the analysis, the Saturday afternoon volumes barely meet the minimum threshold for southbound left-turn lane. Because the condition is only projected to occur during one day of the week,

the warrant analysis procedure is based on a recurring condition, and the threshold is barely met, a left-turn lane is determined not be needed for normal conditions.

While special dinner events also are not a recurring daily condition that would be most applicable for the warrant procedures, the volumes exceed the minimum warrant thresholds by a reasonable margin. Therefore, while a southbound left-turn lane for a special dinner event condition may not fit the assumptions in the warrant procedures, there will be enough left-turning vehicles during those events to warrant a turn lane if the occurrence was more frequent. Therefore, an evaluation of the traffic volumes on SH-55 was done to determine if certain days or times could be avoided for the special dinner events, thus decreasing the impact of left-turning during the dinner events on SH-55 traffic. Figure 8 shows the average hourly volumes on the SH-55 for each day of the week averaged throughout the year.

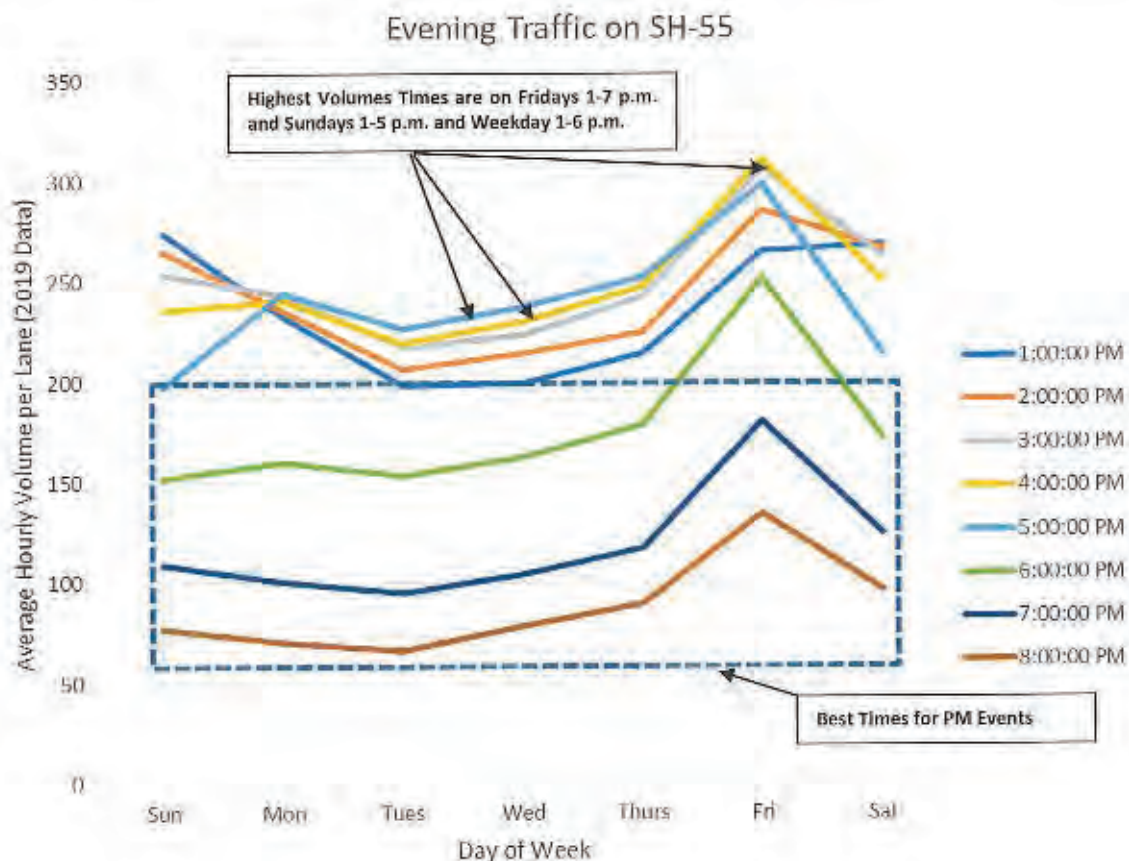


Figure 8. Traffic Volumes on SH-55 and High-Volume Times to Avoid for Events

As shown in Figure 8, the highest volume times on SH-55 that could overlap with special dinner events are the following:

- Weekdays and Saturdays before 6:00 p.m.
- Fridays before 7:00 p.m.
- Sundays before 5:00 p.m.

Based on this analysis, to minimize disruption to SH-55 traffic without a southbound right-turn lane, dinner events should be scheduled such that the peak customer arrivals do not coincide with the above time periods.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was reviewed at the existing site access driveways on SH-55 to identify whether adequate intersection sight distance can be obtained at the location of the proposed site driveway (same location as the existing north driveway), subject to the final design and construction of the driveway. At the time of the review, SH-55 was being paved but the paving did not impact the sight distance review. Figure 9 shows photos from the existing north driveway.

Sight distance from the north driveway looking south exceeds 800 feet. Looking to the north, a crest vertical curve starts near the existing north driveway and transitions to a sag vertical curve approximately 350 feet north of the driveway. Due to this transition, the surface of the roadway in the southbound lane disappears for a short distance. But approaching vehicles can still be seen through the curve from the driveway. This results in sight distance extending over 800 feet to the north but there is a short distance where the approaching vehicle appears is partially obscured which requires additional attention by driver of the westbound left-turning vehicle at the driveway. Therefore, intersection sight distance exceeds the AASHTO recommended sight distance of 610 feet for 55 mph (Reference 4).



Figure 9. Sight Distance at SH-55 / Existing North Site Driveway

While the sight distance at the north driveway was found to be acceptable, the following recommendations have been identified to ensure adequate safety and operations at the site access points, internal intersections, and roadways:

- Verify that intersection sight distance is provided during the final design of the site driveway in the location of the existing north driveway.
- Remove miscellaneous vegetation, shrubbery, and other potential obstacles to maintain adequate intersection sight distance.

It should be noted that due to the location of the existing south driveway with respect to the vertical curves on SH-55, the intersection sight to the north was determined to be approximately 370 feet and the sight distance to the south exceeded 800 feet. Therefore, the south site driveway (which is proposed to be closed) is below the AASHTO recommended sight distance of 610 feet.

FINDINGS AND RECOMMENDATIONS

The results of the traffic analysis indicate that the proposed Finn Barn Development can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system as long as the appropriate mitigations are in place. The findings of this analysis and recommendations are discussed below.

- With closure of the south site driveway, the remaining north site driveway is projected to operate acceptably with buildout of the proposed development.
- The turn lane warrant analysis for normal conditions identified no turn lanes are warranted on SH-55, although the warrant for a southbound left-turn lane was barely reached during the pre-order pickup time on a Saturday with a total of five southbound left-turns.
 - Because the warrant procedure is benefit-cost based and does not account for singular weekly occurrence, a southbound left-turn lane was determined to not be required for the Saturday pick-up.
- The turn lane warrant analysis for days with a special dinner event identified that a southbound left-turn lane would be warranted, although the warrant procedure is benefit-cost based and does not account for special event.
 - In lieu of constructing a southbound left-turn lane for the special dinner events, impacts to traffic on SH-55 could be reduced by avoiding the following times for special dinner events:
 - Weekdays and Saturdays before 6:00 p.m.
 - Fridays before 7:00 p.m.
 - Sundays before 5:00 p.m.

- Intersection sight distance was found to be acceptable at the existing north driveway which is proposed to be maintained and improved for the development.

Based on the analyses and findings, the following are the recommendations for the development.

- Close the south driveway as proposed, providing the necessary cross easements to allow both parcels to utilize the north driveway.
- In order to minimize the impact of southbound left-turning traffic into the site on through traffic on SH-55, special dinner events should be scheduled to avoid the following times
 - Weekdays and Saturdays before 6:00 p.m.
 - Fridays before 7:00 p.m.
 - Sundays before 5:00 p.m.
- To ensure adequate safety and operations at the site access, check for adequate sight distance during the final design for improvements at the site driveway and after construction. Also remove miscellaneous vegetation, shrubbery, and other potential obstacles to maintain adequate intersection sight distance.

REFERENCES

1. Idaho Transportation Department, Automatic Traffic Recorder #243, 2021 Monthly Average Hourly Traffic Report, <https://apps.itd.idaho.gov/apps/roadwaydata/counters/243/index.html>
2. Transportation Research Board. Highway Capacity Manual 6th Edition. 2016.
3. Idaho Department of Transportation, Traffic Manual: Idaho Supplementary Guidance to the MUTCD, April 2020.
4. American Association of State Highway and Transportation Officials (AASHTO). *A Policy on Geometric Design of Highways and Streets*, 7th Edition. 2018.

Attachment A Traffic Count Data

Attachment B Trip Generation Calculations

Attachment C Level-of-Service Worksheets

Steve Millemann

From: John Ringert <[REDACTED]>
Sent: Thursday, December 16, 2021 4:09 PM
To: Chester Wood; Steve Millemann
Subject: FW: Finn Barn Property South of McCall - Traffic Study Submittal
Attachments: 2109.docx

Hi Chet & Steve,

Below is the response from ITD for the traffic study. ITD has accepted the study and is not requiring a turn lane. But they do want to impose the event time restrictions in our memo.

They also are asking you to submit an application permit for the new approach and removal of the existing south approach. This is a procedural step ITD is requesting since the application essentially creates a project number for them to work on this and track it. So they want to do that before sending revised comments to the county. The application is pretty easy to put together (general information on the form, copy of the deed showing you own the parcel, a couple pictures which could be the ones from the traffic study, a site plan). I checked with Sarah regarding the driveway construction drawings they have on their list and she said you do not need to submit final plans for the approaches or construction traffic control plans as she indicated below since she understands the engineering for the site may not be completed yet for the site. But they do need a basic site plan with the dimensions of the proposed driveway (width of the driveway, radii) with the application. Once you are approved by the county and do your construction drawings, they will add those to the permit.

Give me a call if have any questions or need help with the application.

Thanks,

John

John F. Ringert, P.E.
Senior Principal Engineer
Kittelson & Associates, Inc.
101 South Capitol Boulevard, Suite 600
Boise, Idaho 83702
www.kittelson.com

From: Sarah Arjona <[REDACTED]>
Sent: Thursday, December 16, 2021 2:48 PM
To: John Ringert <[REDACTED]>; Regan Hansen <[REDACTED]>
Subject: Finn Barn Property South of McCall - Traffic Study Submittal

Good morning John,

ITD has reviewed the submitted traffic analysis and agrees with Kittleson's recommendations. Provided the applicant provide cross access for the western parcel and events are limited to the times identified in the analysis ITD will not require a southbound left turn lane. ITD has previously issued comments to Valley County about the conditional use permit application. In order to amend our previous comments, ITD will require the submittal of a 2109 for the proposed approach as well as a 2109 for the removal of the southern existing approach. Please fill out the applicant contact information section.

Once you have completed an application for the requested approach, you will need to sign the applications and submit them along with the following:

1. Copy of the latest deed for the parcel. If parcel has been split please supply a copy of the latest deed for each parcel.
2. If the parcel is split or there are multiple parcels, provide a recorded cross access or access easement documentation for all parcels showing they will be utilizing the requested access point.
3. Site plan for the full site at buildout.
4. Civil drawings for the approach showing approach style, radii dimensions, approach width at back of radii or right-of-way line, and materials typical section.
5. Photos looking each direction away from the proposed (or existing) approach as if you were a driver exiting the approach.
6. \$50 non-refundable application fee for each application (Payable by phone at 208-334-8300 ext 2 between 8 am and 3 pm Monday through Friday, \$1.50 electronic payment fee; other payment arrangements maybe made by calling 208-334-8300 ext. 2).
7. You will need to submit a Traffic Control Plan designed by a certified Traffic Control Supervisor (must include signature, certification number, and contact information) or designed and stamped by an Engineer licensed in Idaho. This may be done at any point prior to beginning any work within the ITD right-of-way. No work is allowed within the ITD right-of-way without an approved traffic control plan.

All documents may be submitted electronically.

Once the application is completed and signed by the property owner it can then be submitted by email. If there is more than one approach requested, an application packet will need to be submitted for each approach.

If the application is signed by anyone other than the deeded owner we will need a legal document from the owner certifying that the individual has the right to represent the owner.

Here is a short list of the most common things that will get an application held back for revision:

1. No signature on the application
2. Application signed by someone other than the current property owner without a letter granting signatory status
3. Deed that does not show current owner
4. Submission of purchase documents in place of the current deed
5. Lack of recorded cross access or joint access documents if shared access point
6. Civil drawings missing measurements or showing incorrect measurements
7. Civil drawings missing the typical section showing the materials layers
8. Civil drawings with a typical section missing one or more layers
9. Civil drawings with a typical section showing incorrect depths of materials
10. Documents that are not clearly legible
11. Broken email chain. Please use "Reply" button instead of starting a new email in order to maintain consistent subject line and minimize confusion.

In addition to these items, several things can delay the installation of an approach once the permit is issued to include the following:

1. No traffic control plan submitted
2. Traffic control plan with errors such as missing signs, incorrect sign spacing, or incorrect taper lengths

3. Incorrect installation of the traffic control devices
4. Failure to give the 5 day notice to ITD's assigned inspector

It will likely take about 30 days to process your application once we have all the correct documents.

Please be sure that all work within the Right-of Way is designed and constructed to meet current ITD Standards and Specifications.

Please submit all documents by email to:

ITDD3Permits@itd.idaho.gov

If you need anything please reach out to me.

Thank you,

Sarah Arjona
Development Services Coordinator
ITD District 3

From: John Ringert <[REDACTED]>
Sent: Tuesday, December 14, 2021 3:45 PM
To: Regan Hansen <[REDACTED]>
Cc: Sarah Arjona <[REDACTED]>
Subject: [EXTERNAL] RE: Finn Barn Property South of McCall - Traffic Study Submittal

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Hi Regan,

Our client asked if I heard anything back on this development in McCall. Have you had a chance to look at this yet?

Thanks,

John

John F. Ringert, P.E.
Senior Principal Engineer
Kittelson & Associates, Inc.
101 South Capitol Boulevard, Suite 600
Boise, Idaho 83702
www.kittelson.com
[REDACTED]

From: John Ringert
Sent: Wednesday, November 17, 2021 4:06 PM
To: Regan Hansen <[REDACTED]>; Sarah Arjona <[REDACTED]>

Cc: [REDACTED]; Chester Wood <[REDACTED]>
Subject: Finn Barn Property South of McCall - Traffic Study Submittal

Hi Regan & Sarah,

Attached is the traffic study for the Finn Barn property south of McCall. Please review the study and call or email me if you have any questions.

Also, we are assuming that this study will suffice for both the lot split CUP for the two-lot subdivision and the upcoming CUP for the bakery. But get back to me if you something additional for the lot split.

Thanks,

John

John F. Ringert, P.E.
Senior Principal Engineer
Kittelson & Associates, Inc.
101 South Capitol Boulevard, Suite 600
Boise, Idaho 83702
www.kittelson.com
jringert@kittelson.com



Instructions For Completing ITD 2109, Right-of-Way Encroachment Application And Permit - Approaches or Public Streets Idaho Transportation Department

Note: An incomplete application will delay processing.

You may be able to expedite the application process and reduce site designing and engineering costs by requesting a pre-application conference with the Idaho Transportation Department (ITD). Contact your local ITD District Office and ask to speak with the Permits Coordinator to schedule a meeting.

District 1	District 2	District 3	District 4	District 5	District 6
800 W. Prairie Ave. Coeur d'Alene, Idaho 83815-8764 (208) 772-1200	P.O. Box 837 Lewiston, Idaho 83501-0837 (208) 799-4300	8150 Chinden Blvd. Boise, Idaho 83714-8028 (208) 334-8300	216 S. Date St. Shoshone, Idaho 83352-0820 (208) 886-7800	5151 S. 5th Ave. Pocatello, Idaho 83205-4700 (208) 239-3300	206 N. Yellowstone Ave. Rigby, Idaho 83442-0097 (208) 745-7781
Counties served: Bonewah, Bonner, Boundary, Kootenai, Shoshone	Counties served: Clearwater, Idaho, Latah, Lewis, Noz Perce	Counties served: Ada, Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, Washington	Counties served: Blaine, Camas, Cassala, Custer, Gooding, Jerome, Lincoln, Minidoka, Twin Falls	Counties served: Bannock, Bear Lake, Bingham, Caribou, Franklin, Oneida, Power	Counties served: Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, Teton

1. Use one form for each requested approach. The form initially serves as an **application** for a connection between an adjacent property and a state highway. If approved, the completed form becomes a **permit** for the state highway connection.
2. Please print (in ink), type, or complete the application in Microsoft Word and print the form.
3. Read and understand these instructions and all of the General Requirements on the form. These requirements apply to all approach permits and if you are granted a permit; you must adhere to each of them. Additional permit-specific provisions may be a part of any approved permit, and you will be given the opportunity to review them prior to accepting your permit.
4. Complete each item in the shaded area under "Applicant Information" and "Request Details."
5. Include the following with your application:
 - a. Non-refundable application fee (ranges from \$50-\$100 - please confirm the applicable amount with ITD).
 - b. A copy of the latest deed of record which identifies the property owner and provides the legal description of the property abutting the State Highway Right-of-Way where the proposed access is being requested. If ownership of the property changes during the permit process, a new form must be submitted with the new ownership documentation.
 - c. Photographs of the proposed driveway location, including one looking each direction along the highway from the proposed location. Digital photographs are acceptable.
 - d. Plans or drawings as follows:
 - i. For agricultural, single-family, or joint-use approaches, include an 8 1/2" x 11" or 11" x 17" drawing showing the location of the proposed access on your property which is shown in relation to property lines, highway, existing and proposed buildings. A second drawing or map should be included that shows the location of your property in relation to other roads and landmarks. Show all dimensions, mark which direction is north and if possible, draw to scale. Include copies of any easements or agreements with adjacent property owners.
 - ii. For commercial, multi-family, subdivision, or public street approaches, include a site/plot plan, grading and drainage plans. Show the parcel layout, proposed lots, dimensions, north arrow, building locations and sizes, parking, internal drive aisles, street layouts, etc. A second drawing or map should be included that shows the location of your property in relation to other roads and landmarks. Show all dimensions, drawn to scale. Include copies of any easements or agreements with adjacent property owners.
 - e. Unless the requirement is waived by the District Engineer, a Traffic Impact Study shall also be required when a new or expanded development seeks direct access to a state highway, and at full build out will generate one hundred (100) or more new trips during the peak hour, the new volume of trips will equal or exceed one thousand (1000) vehicles per day, or the new vehicle volume will result from development that equals or exceeds the threshold values in Table 2. The Traffic Impact Study is created by a licensed engineer in the State of Idaho at their cost.

Table 2	
LAND USE TYPE	THRESHOLD VALUE
Residential	100 Dwelling Units
Retail	35,000 square feet
Office	50,000 square feet
Industrial	70,000 square feet
Lodging	100 rooms
School (K-12)	All (Sections 67-8508 & 67-6519, Idaho Code)

6. Transportation Impact Study (TIS). Details regarding the required contents of a TIS are available from the District Permits Coordinator or District Traffic Engineer after your application is received:
 - a. ITD will review the application for completeness. The application will then be discussed internally with staff. Your request may be approved, approved with conditions, or denied. If there are any unusual conditions that need to be met, ITD will contact you in advance.
 - b. Once the application is approved and signed by ITD, the application becomes your **permit** to begin work. ITD will send your approved permit by email and the original by USPS.
 - i. All work under the permit shall be completed within one year from the date that the Department issues the permit to begin work. Applicant may request, in writing, one, 6 month extension prior to expiration of the permit. For large developments the ITD District Engineer may, at their discretion, extend the expiration date.
 - ii. If permittee does not agree with all conditions in the approved permit they may send a written notice to ITD to cancel the permit or negotiate new terms.
 - iii. All permitted work shall be completed and available for final inspection within thirty (30) days after construction begins, unless otherwise stated in the special provisions of the permit.
 - iv. After construction is completed you must notify the ITD Maintenance Foreman for final inspection of the permitted work. The contact information for the foreman will be included in your permit package.
 - v. Permit will be considered **temporary** until final approval by the ITD.
 - vi. Failure to complete all work in accordance with the requirements of the permit and receive final approval within the allotted time will render the permit null and void.
 - vii. Only Changes in deeded access will be recorded with the County following the final approval by ITD. You will receive a copy of the recorded document which should be retained for future reference.
 - c. If your application is denied, you will be notified by certified mail. The reason(s) for the denial and the process for appealing the denial will be outlined in the letter you receive.
7. If your application is approved, your signature indicates you understand the following:
 - a. Approaches shall be for the bona fide purpose of securing access and not for parking, conducting business, or servicing vehicles on the Highway Right-of-Way. A list of all prohibited uses of ITD Right-of-Way is available in I.D.A.P.A. 39.03.42.
 - b. Any permit or privilege granted under an ITD 2109 shall not be deemed or held to be an exclusive one and shall not prohibit the state from using any of its highways, streets, or public places or affect its right to full supervision and control over all or any part of them. ITD reserves the right to add, remove, modify, repair, or relocate any encroachment(s) or appurtenance(s) within the Highway Right-of-Way which currently exists or has been authorized by this permit, to accomplish the relocation, reconstruction, widening, or maintenance of the highway and/or to improve safety or mobility on or adjacent to the highway system.
 - c. Any traffic control features or devices in the State Highway Right-of-Way, such as islands, median openings, traffic signals, illumination, and other traffic control devices required as a condition of a permit, are not an integral part of the approach authorized by the permit and as such shall become property of the State upon final inspection and approval by ITD. ITD reserves the right to change these features and devices in the future in order to promote safety and/or mobility within the State Highway Right-of-Way. Expenditure of monies for purchase or installation of said features or devices shall not create an ownership interest in the features or devices.



Your Safety • Your Mobility
Your Economic Opportunity

Right-of-Way Encroachment Application And Permit Approaches Or Public Streets

ITD 2109 (Rev. 05-18)
itd.idaho.gov

ITD Permit Application Number _____

For ITD Use

Project Number From ITD Highway Plan		Date Application Received		In City Limits	
Route	Segment	C/L Milepost	C/L Station		
		<input type="checkbox"/> Right <input type="checkbox"/> Left	<input type="checkbox"/> Right <input type="checkbox"/> Left		
Traffic Impact Study Required <input type="checkbox"/> Yes <input type="checkbox"/> No		Appraisal Required <input type="checkbox"/> Yes <input type="checkbox"/> No		Number of Lanes	
				Access Purchased <input type="checkbox"/> Yes <input type="checkbox"/> No	
Distance From Nearest Approach (Both sides, both directions of roadway)					
Site Distance		Reason if Restricted to Right Or Left		Culvert Needed	
Right	Left			<input type="checkbox"/> Yes <input type="checkbox"/> No	
				If Yes, Enter Minimum Size Dia. Length	

Applicant Information (Please Print or Type)

Applicant(s) Name (Printed) Chet Wood		Mailing Address or P.O. Box P.O. Box 4304		City McCall	State ID	Zip Code 83638
E-Mail Address (If available) [REDACTED]			Daytime Phone Number [REDACTED]		Alternate Phone Number	
Property Owner's Name (Printed) Finn Barn LLC		Property Address and TAX ID Number 14120 SH 55 RP18N03E281815		City (If in city limits) McCall	County Valley	
Nearest Public Street/Road SH 55		Current Property Use Closed Store & Home	Current Zoning Commercial	Proposed Property Use Home/Wholesale Bakery	Proposed Zoning	
How is Access Currently Gained? Two Driveways on SH-55		Property Owner Owns Adjacent Properties <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Describe Owner owns to parcels that make up the site but no adjacent parcels along SH-55				

Request Details

Is this a new approach? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Is this a temporary approach? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If this is a proposed modification to an existing approach, check all that apply <input type="checkbox"/> Location <input checked="" type="checkbox"/> Width <input type="checkbox"/> Use <input type="checkbox"/> Remove <input checked="" type="checkbox"/> Consolidate Multiple			
Desired Approach Width (Without flares at property line)	Type of Approach Requested <input type="checkbox"/> Agricultural <input type="checkbox"/> SF Residential <input checked="" type="checkbox"/> Joint Use <input type="checkbox"/> MF Residential <input type="checkbox"/> Subdivision <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Public Street <input type="checkbox"/> Other				
Additional Information you would like ITD to be aware of - Attach additional sheets if necessary. The proposed plan is to maintain the existing north driveway to the site and close the south driveway. Both parcels have been combined and the home in back will have access to the north driveway. A separate application is submitted for the closure of the south driveway.					

Contacts	Construction Contractor		Phone Number	E-Mail Address
	Traffic Control Contractor		Phone Number	E-Mail Address
	Traffic Control Plan Submitted <input type="checkbox"/> Yes <input type="checkbox"/> No	Projected Start Date		Project Duration

List any conditions of approval

List reason(s) for denial recommendation

Acceptance and Approval to Work

ITD Permit Application Number _____

By signing this permit, the permittee or his authorized representative certify that they have been made aware of and agree with all requirements of the permit, including any and all restrictions and further agree to indemnify, save harmless, and defend regardless of outcome ITD from the expenses of and against all suits or claims, including costs, expenses, and attorney fees that may be incurred by reason of any act or omission, neglect, or misconduct of the permittee or its contractor in the design, construction, and maintenance of the work, which is the subject of this permit.

Property Owner/Authorized Representative's Signature X <i>Christopher J. Wood, Member</i>	Company Name (If applicable) <i>Finn Bran LLC</i>	Phone Number <i>[REDACTED]</i>	Date <i>1-28-2022</i>
----------------------------------------------------------------------------------------------	------------------------------------------------------	-----------------------------------	--------------------------

Subject to all terms, conditions, and provisions of this permit or attachments, permission is hereby granted to begin work within the State Highway Right-of-Way.

Idaho Transportation Department Authorized Representative's Signature X	Title	Date
----------------------------------------------------------------------------	-------	------

General Requirements

ITD Permit Application Number _____

1. The original permit or a copy must be kept on the job site whenever work is taking place.
2. No work shall commence until the permittee is given notice to proceed by an authorized representative of ITD. The permittee shall notify ITD five (5) working days prior to commencing the permitted work if work does not commence immediately upon notice by ITD.
3. During the progress of all work, traffic control devices shall be erected and maintained as necessary or as directed. All traffic control devices shall conform to the most current edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways*, as adopted by the State. Equipment or materials left within the Highway Right-of-Way when work is not taking place shall be delineated and protected with appropriate approved traffic control devices.
4. All work within the State Highway Right-of-Way shall comply with the requirements of the ITD Workzone Safety and Mobility Policy. Copies available from ITD upon request.
5. All work herein permitted shall conform to current government and industry standards, including Americans with Disabilities Act, and shall be performed and completed to the satisfaction of ITD. The expense of any required supervision of work performed under this permit shall be borne by the permittee.
6. Work done under this permit shall be constructed in a manner that shall not cause water to flow onto the roadway or shoulder, and shall not interfere with the existing drainage on the State Highway System or any adjacent drainage system.
7. All utilities shall be installed under culverts.
8. The permittee shall furnish all material, labor, and equipment involved in the construction of the approach and its appurtenances. This shall include furnishing drainage pipe, curb, gutter, concrete sidewalk, etc., where required.
9. ITD may inspect the materials and workmanship during construction and upon completion to determine that all terms and conditions of the permit are met. Inspectors are authorized to enforce the conditions of the permit during construction and to halt any activities within state Right-of-Way that do not comply with the provisions of the permit, that conflict with concurrent highway construction or maintenance work, and/or that endanger highway property, natural or cultural resources protected by law, or the health and safety of workers or the public.
10. ITD shall be reimbursed by the permittee for any additional inspection required to insure compliance with the conditions of this permit. Inspection fees will be based upon inspection time including travel from the ITD facility and charged at rates commensurate with industry standards.
11. Upon completion of the permitted work, any disturbance of the highway, Right-of-Way, and/or traffic control devices shall be restored to the satisfaction of ITD including the removal of all rubbish and debris and may include seeding, planting and grading.
12. Any encroachment that is found to be in non-compliance with the terms of the approved permit may be required to be modified, relocated, or removed at the sole expense of the permittee upon written notification by the District Engineer or his authorized representative.
13. The permittee shall maintain at its sole expense the encroachment for which this permit is granted.
14. Changes in the use as defined in I.D.A.P.A. 39.03.42, of the permitted access not consistent with the terms and conditions listed on the permit may be considered a violation of the permit. Any modification, relocation, or removal of an encroachment or subject granted by this permit shall require a new permit prior to commencement of such work.
15. ITD may revoke, amend, amplify, or terminate this permit or any of the conditions herein enumerated if the permittee fails to comply with any or all of its provisions, requirements, or regulations as herein set forth or through willful or unreasonable neglect, fails to heed or comply with notices given, or if the approach, structure, or subject herein granted is not installed or operated and maintained in conformity herewith.

Look South on SH-55 from North Driveway



Looking North on SH-55 From North Driveway





SYSTEM LESSONS	
1. (1) The system is a...	
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98. (98) The system is a...	
99. (99) The system is a...	
100. (100) The system is a...	

WARRANTY DEED

FOR VALUE RECEIVED, CHESTER J. WOOD and DEBORAH K. WOOD, husband and wife, Grantors, do hereby grant, bargain, sell, and convey unto Finn Barn LLC, an Idaho limited liability company, Grantee, P. O. Box 4304, McCall, Idaho 83638, the following described real property situated in Valley County, Idaho, to-wit:

W 1/2 N 1/2 N 1/2 SE 1/4 NE 1/4, Section 28 Township 18 North, Range 3 East, Boise Meridian, Valley County, Idaho.

EXCEPTING THEREFROM:

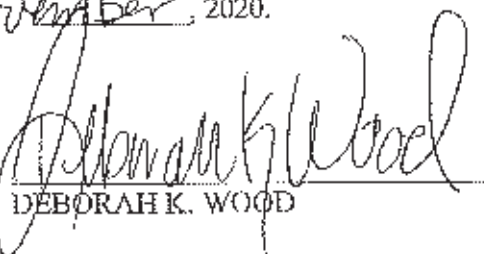
right of way for public road, (Highway 55), granted to the State of Idaho by deed recorded February 7, 1928 as Instrument No. 12118

And also subject to current year's real property taxes and non-monetary easements, liens or encumbrances of record, in use, or visible on the property.

To have and to hold the said premises, together with improvements and appurtenances unto the said Grantees, their heirs and assigns forever. And the said Grantors hereby covenant to and with said Grantees, that they are the owners in fee simple of said premises; that the said premises are free from all encumbrances except as noted above; and, that they will warrant and defend the same from all lawful claims whatsoever.

DATED this 3rd day of November, 2020.


CHESTER J. WOOD


DEBORAH K. WOOD

STATE OF IDAHO,)
) ss.
County of Valley.)

On this 3rd day of December, 2020, before me, a Notary Public in and for said State, personally appeared CHESTER J. WOOD and DEBORAH K. WOOD, husband and wife, known or identified to me to be the persons whose names are subscribed to the within 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 in this certificate first above written.



Ci
NOTARY PUBLIC FOR IDAHO
My Commission Expires: 12-29-23



Instructions For Completing ITD 2109, Right-of-Way Encroachment Application And Permit - Approaches or Public Streets Idaho Transportation Department

Note: An incomplete application will delay processing.

You may be able to expedite the application process and reduce site designing and engineering costs by requesting a pre-application conference with the Idaho Transportation Department (ITD). Contact your local ITD District Office and ask to speak with the Permits Coordinator to schedule a meeting.

District 1	District 2	District 3	District 4	District 5	District 6
600 W. Prairie Ave. Coeur d'Alene, Idaho 83815-8764 (208) 772-1200	P.O. Box 837 Lewiston, Idaho 83501-0837 (208) 799-4300	8150 Chinden Blvd. Boise, Idaho 83714-8028 (208) 334-8300	216 S. Date St. Shoshone, Idaho 83352-0820 (208) 886-7800	5151 S. 5th Ave. Pocatello, Idaho 83205-4700 (208) 239-3300	206 N. Yellowstone Ave. Rigby, Idaho 83442-0097 (208) 745-7781
Counties served: Benewah, Bonner, Boundary, Kootenai, Shoshone	Counties served: Clearwater, Idaho, Latah, Lewis, Nez Perce	Counties served: Ada, Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, Washington	Counties served: Blaine, Camas, Cassia, Custer, Gooding, Jerome, Lincoln, Minidoka, Twin Falls	Counties served: Bannock, Bear Lake, Bingham, Caribou, Franklin, Oneida, Power	Counties served: Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, Teton

1. Use one form for each requested approach. The form initially serves as an **application** for a connection between an adjacent property and a state highway. If approved, the completed form becomes a **permit** for the state highway connection.
2. Please print (in ink), type, or complete the application in Microsoft Word and print the form.
3. Read and understand these instructions and all of the General Requirements on the form. These requirements apply to all approach permits and if you are granted a permit; you must adhere to each of them. Additional permit-specific provisions may be a part of any approved permit, and you will be given the opportunity to review them prior to accepting your permit.
4. Complete each item in the shaded area under "Applicant Information" and "Request Details."
5. Include the following with your application:
 - a. Non-refundable application fee (ranges from \$50-\$100 - please confirm the applicable amount with ITD).
 - b. A copy of the latest deed of record which identifies the property owner and provides the legal description of the property abutting the State Highway Right-of-Way where the proposed access is being requested. If ownership of the property changes during the permit process, a new form must be submitted with the new ownership documentation.
 - c. Photographs of the proposed driveway location, including one looking each direction along the highway from the proposed location. Digital photographs are acceptable.
 - d. Plans or drawings as follows:
 - i. For agricultural, single-family, or joint-use approaches, include an 8 1/2" x 11" or 11" x 17" drawing showing the location of the proposed access on your property which is shown in relation to property lines, highway, existing and proposed buildings. A second drawing or map should be included that shows the location of your property in relation to other roads and landmarks. Show all dimensions, mark which direction is north and if possible, draw to scale. Include copies of any easements or agreements with adjacent property owners.
 - ii. For commercial, multi-family, subdivision, or public street approaches, include a site/plot plan, grading and drainage plans. Show the parcel layout, proposed lots, dimensions, north arrow, building locations and sizes, parking, internal drive aisles, street layouts, etc. A second drawing or map should be included that shows the location of your property in relation to other roads and landmarks. Show all dimensions, drawn to scale. Include copies of any easements or agreements with adjacent property owners.
 - e. Unless the requirement is waived by the District Engineer, a Traffic Impact Study shall also be required when a new or expanded development seeks direct access to a state highway, and at full build out will generate one hundred (100) or more new trips during the peak hour, the new volume of trips will equal or exceed one thousand (1000) vehicles per day, or the new vehicle volume will result from development that equals or exceeds the threshold values in Table 2. The Traffic Impact Study is created by a licensed engineer in the State of Idaho at their cost.

Table 2	
LAND USE TYPE	THRESHOLD VALUE
Residential	100 Dwelling Units
Retail	95,000 square feet
Office	50,000 square feet
Industrial	70,000 square feet
Lodging	100 rooms
School (K-12)	All (Sections 67-6508 & 67-6519, Idaho Code)

6. Transportation Impact Study (TIS). Details regarding the required contents of a TIS are available from the District Permits Coordinator or District Traffic Engineer after your application is received:
- ITD will review the application for completeness. The application will then be discussed internally with staff. Your request may be approved, approved with conditions, or denied. If there are any unusual conditions that need to be met, ITD will contact you in advance.
 - Once the application is approved and signed by ITD, the application becomes your **permit** to begin work. ITD will send your approved permit by email and the original by USPS.
 - All work under the permit shall be completed within one year from the date that the Department issues the permit to begin work. Applicant may request, in writing, one, 6 month extension prior to expiration of the permit. For large developments the ITD District Engineer may, at their discretion, extend the expiration date.
 - If permittee does not agree with all conditions in the approved permit they may send a written notice to ITD to cancel the permit or negotiate new terms.
 - All permitted work shall be completed and available for final inspection within thirty (30) days after construction begins, unless otherwise stated in the special provisions of the permit.
 - After construction is completed you must notify the ITD Maintenance Foreman for final inspection of the permitted work. The contact information for the foreman will be included in your permit package.
 - Permit will be considered **temporary** until final approval by the ITD.
 - Failure to complete all work in accordance with the requirements of the permit and receive final approval within the allotted time will render the permit null and void.
 - Only Changes in deeded access will be recorded with the County following the final approval by ITD. You will receive a copy of the recorded document which should be retained for future reference.
 - If your application is denied, you will be notified by certified mail. The reason(s) for the denial and the process for appealing the denial will be outlined in the letter you receive.
7. If your application is approved, your signature indicates you understand the following:
- Approaches shall be for the bona fide purpose of securing access and not for parking, conducting business, or servicing vehicles on the Highway Right-of-Way. A list of all prohibited uses of ITD Right-of-Way is available in I.D.A.P.A. 39.03.42.
 - Any permit or privilege granted under an ITD 2109 shall not be deemed or held to be an exclusive one and shall not prohibit the state from using any of its highways, streets, or public places or affect its right to full supervision and control over all or any part of them. ITD reserves the right to add, remove, modify, repair, or relocate any encroachment(s) or appurtenance(s) within the Highway Right-of-Way which currently exists or has been authorized by this permit, to accomplish the relocation, reconstruction, widening, or maintenance of the highway and/or to improve safety or mobility on or adjacent to the highway system.
 - Any traffic control features or devices in the State Highway Right-of-Way, such as islands, median openings, traffic signals, illumination, and other traffic control devices required as a condition of a permit, are not an integral part of the approach authorized by the permit and as such shall become property of the State upon final inspection and approval by ITD. ITD reserves the right to change these features and devices in the future in order to promote safety and/or mobility within the State Highway Right-of-Way. Expenditure of monies for purchase or installation of said features or devices shall not create an ownership interest in the features or devices.



Your Safety • Your Mobility
Your Economic Opportunity

Right-of-Way Encroachment Application And Permit Approaches Or Public Streets

ITD 2109 (Rev. 05-18)
itd.idaho.gov

ITD Permit Application Number _____

For ITD Use

Project Number From ITD Highway Plan		Date Application Received		In City Limits	
Route	Segment	C/L Milepost	Ch. Station		
		<input type="checkbox"/> Right <input type="checkbox"/> Left	<input type="checkbox"/> Right <input type="checkbox"/> Left		
Traffic Impact Study Required		Appraisal Required	Number of Lanes		Access Purchased
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No
Distance From Nearest Approach (Both sides, both directions of roadway)					
Site Distance		Reason If Restricted to Right Or Left		Curvert Needed	If Yes, Enter Minimum Size
Right Left				<input type="checkbox"/> Yes <input type="checkbox"/> No	Dia. Length

Applicant Information (Please Print or Type)

Applicant(s) Name (Printed)		Mailing Address or P.O. Box		City	State	Zip Code
Chet Wood		P.O. Box 4304		McCall	ID	83638
E-Mail Address (If available)			Daytime Phone Number		Alternate Phone Number	
Property Owner's Name (Printed)		Property Address and TAX ID Number		City (If in city limits)	County	
Finn Barn LLC		14120 SH 55 RP18N03E281815		McCall	Valley	
Nearest Public Street/Road	Current Property Use	Current Zoning	Proposed Property Use	Proposed Zoning		
SH 55	Closed Store & Home	Commercial	Home/Whse Bakery			
How is Access Currently Gained?		Property Owner Owns Adjacent Properties				
Two Driveways on SH-55		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Describe Owner owns to parcels that make up the site but no adjacent parcels along SH-55				

Request Details

Is this a new approach?	Is this a temporary approach?	If this is a proposed modification to an existing approach, check all that apply			
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Location <input type="checkbox"/> Width <input type="checkbox"/> Use <input checked="" type="checkbox"/> Remove <input checked="" type="checkbox"/> Consolidate Multiple			
Desired Approach Width (Without flares at property line)	Type of Approach Requested				
	<input type="checkbox"/> Agricultural <input type="checkbox"/> SF Residential <input type="checkbox"/> Joint Use <input type="checkbox"/> MF Residential				
	<input type="checkbox"/> Subdivision <input type="checkbox"/> Commercial <input type="checkbox"/> Public Street <input checked="" type="checkbox"/> Other				
Additional Information you would like ITD to be aware of - Attach additional sheets if necessary.					
This application is for removal of the south driveway to the property. The proposed plan is to maintain the existing north driveway to the site and close this south driveway. Cross-over easements are in place as part of the parcel changes which have both site parcels accessing the north driveway. A separate application is submitted for the north driveway.					

Contacts	Construction Contractor		Phone Number	E-Mail Address
	Traffic Control Contractor		Phone Number	E-Mail Address
	Traffic Control Plan Submitted <input type="checkbox"/> Yes <input type="checkbox"/> No	Projected Start Date		Project Duration

List any conditions of approval

List reason(s) for denial recommendation

Acceptance and Approval to Work

ITD Permit Application Number _____

By signing this permit, the permittee or his authorized representative certify that they have been made aware of and agree with all requirements of the permit, including any and all restrictions and further agree to indemnify, save harmless, and defend regardless of outcome ITD from the expenses of and against all suits or claims, including costs, expenses, and attorney fees that may be incurred by reason of any act or omission, neglect, or misconduct of the permittee or its contractor in the design, construction, and maintenance of the work, which is the subject of this permit.

Property Owner/Authorized Representative's Signature	Company Name (If applicable)	Phone Number	Date
X <i>Christy J. Wood, Member</i>	<i>FINN BARN LLC</i>	[REDACTED]	<i>1-28-2022</i>

Subject to all terms, conditions, and provisions of this permit or attachments, permission is hereby granted to begin work within the State Highway Right-of-Way.

Idaho Transportation Department Authorized Representative's Signature	Title	Date
X		

General Requirements

ITD Permit Application Number _____

1. The original permit or a copy must be kept on the job site whenever work is taking place.
2. No work shall commence until the permittee is given notice to proceed by an authorized representative of ITD. The permittee shall notify ITD five (5) working days prior to commencing the permitted work if work does not commence immediately upon notice by ITD.
3. During the progress of all work, traffic control devices shall be erected and maintained as necessary or as directed. All traffic control devices shall conform to the most current edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways*, as adopted by the State. Equipment or materials left within the Highway Right-of-Way when work is not taking place shall be delineated and protected with appropriate approved traffic control devices.
4. All work within the State Highway Right-of-Way shall comply with the requirements of the ITD Workzone Safety and Mobility Policy. Copies available from ITD upon request.
5. All work herein permitted shall conform to current government and industry standards, including Americans with Disabilities Act, and shall be performed and completed to the satisfaction of ITD. The expense of any required supervision of work performed under this permit shall be borne by the permittee.
6. Work done under this permit shall be constructed in a manner that shall not cause water to flow onto the roadway or shoulder, and shall not interfere with the existing drainage on the State Highway System or any adjacent drainage system.
7. All utilities shall be installed under culverts.
8. The permittee shall furnish all material, labor, and equipment involved in the construction of the approach and its appurtenances. This shall include furnishing drainage pipe, curb, gutter, concrete sidewalk, etc., where required.
9. ITD may inspect the materials and workmanship during construction and upon completion to determine that all terms and conditions of the permit are met. Inspectors are authorized to enforce the conditions of the permit during construction and to halt any activities within state Right-of-Way that do not comply with the provisions of the permit, that conflict with concurrent highway construction or maintenance work, and/or that endanger highway property, natural or cultural resources protected by law, or the health and safety of workers or the public.
10. ITD shall be reimbursed by the permittee for any additional inspection required to insure compliance with the conditions of this permit. Inspection fees will be based upon inspection time including travel from the ITD facility and charged at rates commensurate with industry standards.
11. Upon completion of the permitted work, any disturbance of the highway, Right-of-Way, and/or traffic control devices shall be restored to the satisfaction of ITD including the removal of all rubbish and debris and may include seeding, planting and grading.
12. Any encroachment that is found to be in non-compliance with the terms of the approved permit may be required to be modified, relocated, or removed at the sole expense of the permittee upon written notification by the District Engineer or his authorized representative.
13. The permittee shall maintain at its sole expense the encroachment for which this permit is granted.
14. Changes in the use as defined in I.D.A.P.A. 39.03.42, of the permitted access not consistent with the terms and conditions listed on the permit may be considered a violation of the permit. Any modification, relocation, or removal of an encroachment or subject granted by this permit shall require a new permit prior to commencement of such work.
15. ITD may revoke, amend, amplify, or terminate this permit or any of the conditions herein enumerated if the permittee fails to comply with any or all of its provisions, requirements, or regulations as herein set forth or through willful or unreasonable neglect, fails to heed or comply with notices given, or if the approach, structure, or subject herein granted is not installed or operated and maintained in conformity herewith.

Look South on SH-55 from South Driveway (to be closed)

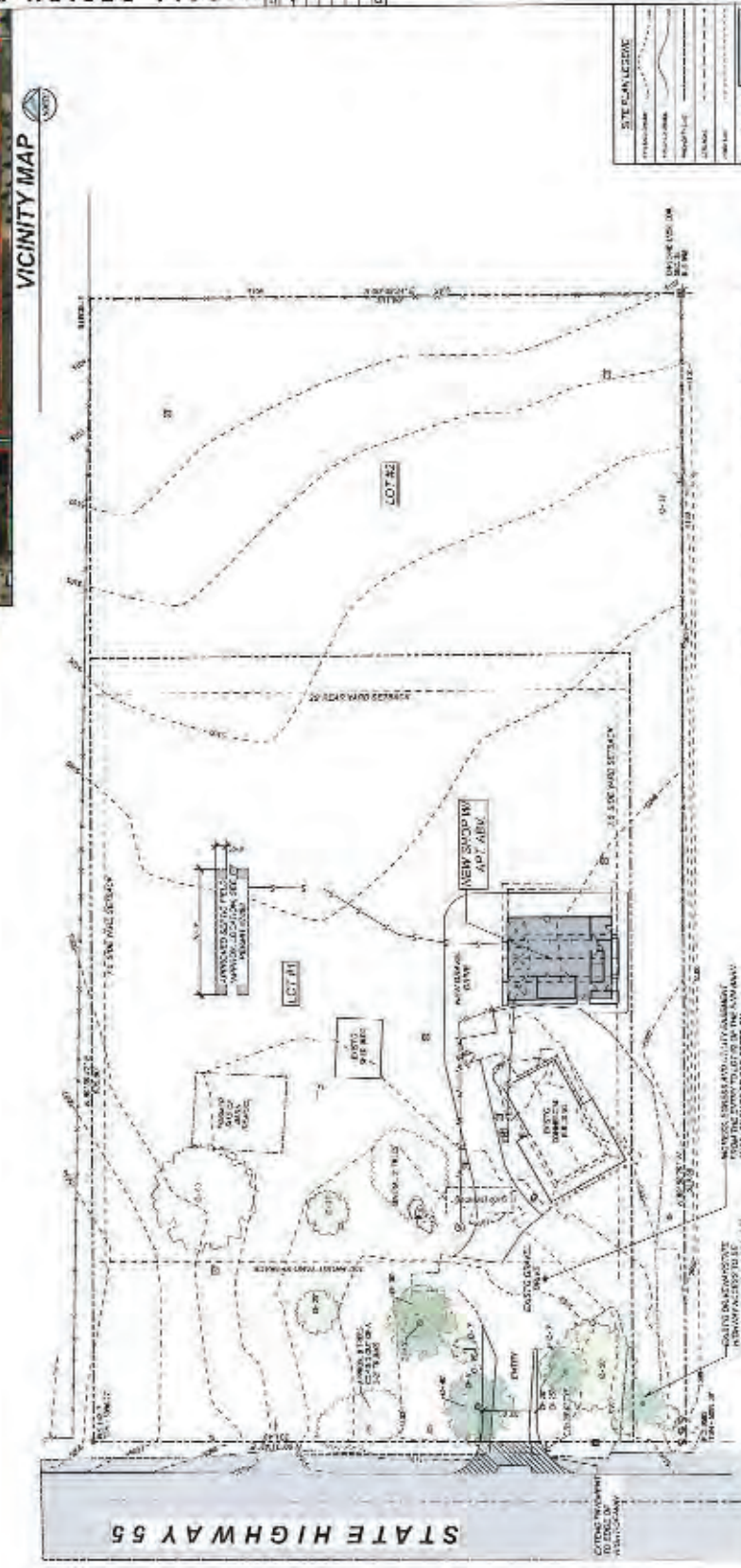


Looking North on SH-55 From South Driveway (to be closed)



[illegible]

I.T.D. APPROACH PERMIT SITE PLAN

VICINITY MAP 

WARRANTY DEED

FOR VALUE RECEIVED, CHESTER J. WOOD and DEBORAH K. WOOD, husband and wife, Grantors, do hereby grant, bargain, sell, and convey unto Finn Barn LLC, an Idaho limited liability company, Grantee, P. O. Box 4304, McCall, Idaho 83638, the following described real property situated in Valley County, Idaho, to-wit:

W 1/2 N 1/2 N 1/2 SE 1/4 NE 1/4, Section 28 Township 18 North, Range 3 East, Boise Meridian, Valley County, Idaho.

EXCEPTING THEREFROM:

right of way for public road, (Highway 55), granted to the State of Idaho by deed recorded February 7, 1928 as Instrument No. 12118

And also subject to current year's real property taxes and non-monetary easements, liens or encumbrances of record, in use, or visible on the property.

To have and to hold the said premises, together with improvements and appurtenances unto the said Grantees, their heirs and assigns forever. And the said Grantors hereby covenant to and with said Grantees, that they are the owners in fee simple of said premises; that the said premises are free from all encumbrances except as noted above; and, that they will warrant and defend the same from all lawful claims whatsoever.

DATED this 3rd day of November, 2020.


CHESTER J. WOOD


DEBORAH K. WOOD

STATE OF IDAHO,)
) ss.
County of Valley,)

On this 3rd day of December, 2020, before me, a Notary Public in and for said State, personally appeared CHESTER J. WOOD and DEBORAH K. WOOD, husband and wife, known or identified to me to be the persons whose names are subscribed to the within 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 in this certificate first above written.



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NOTARY PUBLIC FOR IDAHO
My Commission Expires: 12-29-23