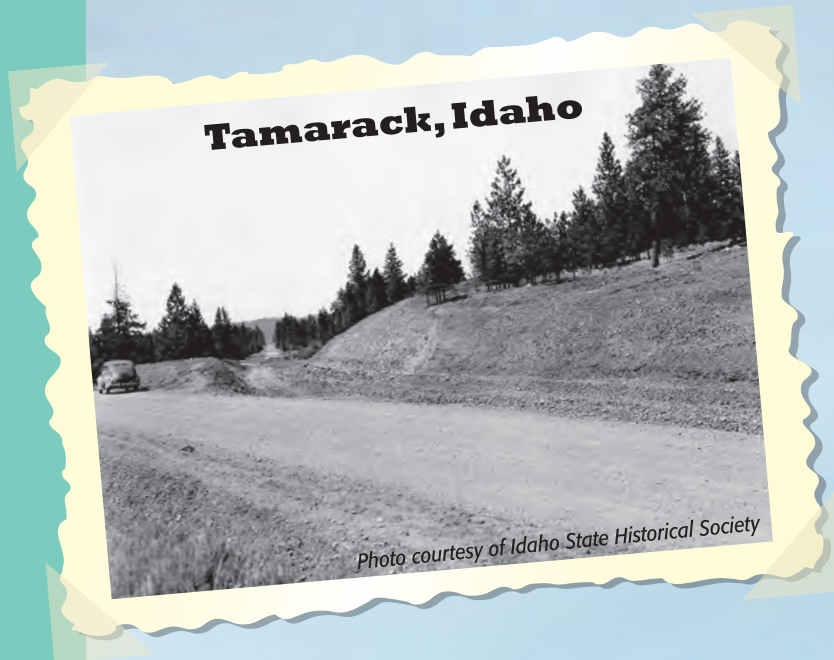




U.S. 95 NORTH ENVIRONMENTAL SCAN WEISER RIVER TO NEW MEADOWS

PINEHURST
NEW MEADOWS
COUNCIL
CAMBRIDGE
MIDVALE
WEISER
PAYETTE
FRUITLAND
PARMA
WILDER
HOMEDALE



MAY 2014

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Executive Summary

The Idaho Transportation Department is currently in the process of developing a Corridor Plan (CP) for U.S. 95 in Washington and Adams Counties from the Weiser River to the junction with State Highway 55 in New Meadows. This covers 76.732 miles and passes through the communities of Weiser, Midvale, Cambridge, Council and New Meadows. An Environmental Scan is a component of a CP and identifies existing environmental conditions, potential fatal flaws and environmental permits that may be required during any future design and construction projects within the existing right-of-way. The CP is not linked to any projects in the current Idaho Transportation Investment Plan that would merit special attention.

The environmental scan included windshield surveys of the project corridor, as well as review of existing data sources from local, State, and Federal regulatory agencies. The lateral extent along the corridor included in the scan generally consisted of a 100-foot buffer from the highway centerline. The environmental scan included a review of the natural and built environment along the project corridor. It revealed the following information:

- Land cover was evaluated within the project corridor. Most of the natural environment remains as shrubland and evergreen forest while the remainder has been developed for either agriculture or human habitation.
- Forty-six soil complexes were identified as being prime farmlands within or adjacent to the U.S. 95 project corridor.
- Washington and Adams Counties are in attainment with all National Ambient Air Quality Standards criteria pollutants established by the Clean Air Act.
- The majority of surface waters identified along U.S. 95 are natural drainages. The following named rivers and streams were identified along and/or crossing U.S. 95: Weiser River, Monroe Creek, Mann Creek, Sage Creek, Keithly Creek, Pine Creek, Camp Creek, Rush Creek, Little Weiser River, Grays Creek, Middle Fork Weiser River, School Creek, Cottonwood Creek, Lester Creek, Cool Creek, Mill Creek, Spring Creek, Meridian Gulch, Surprise Creek, Beaver Creek, Mud Creek, Little Mud Creek, and Little Salmon River. In addition to these drainages, 67 unnamed drainages and five ephemeral drainages were also identified. Of these drainages, the following are listed by Idaho Department of Environmental Quality (DEQ) as being water quality impaired: Monroe Creek, Mann Creek, Keithly Creek, Rush Creek, Grays Creek, and Middle Fork Weiser River. Irrigation related drainages identified include the Galloway Canal and 18 unnamed ditches/laterals.
- Mapped floodplains were identified along the Weiser River, Monroe Creek, Mann Creek, Little Weiser River, Grays Creek, Middle Fork Weiser River, Cottonwood Creek, Mill Creek, Mud Creek and Little Salmon River.
- 340 potential wetland communities were identified. Many of the potential wetlands identified are associated with natural drainages and irrigation related canals, ditches and laterals.
- There are no designated Sole Source Aquifers located within the project corridor. The Weiser Nitrate Priority Area was identified in the southern portion of the project corridor. The Weiser



Nitrate Priority Area is ranked 3rd on the Idaho DEQ's list of the top 32 nitrate-degraded areas in the state; the rank of "1" indicates the most severely impacted area in the state.

- Sixty hazardous materials sites were identified within or adjacent to the U.S. 95 project corridor which includes forty-eight underground storage tanks, nine hazardous waste generators, and three solid waste landfills.
- Eight species are listed on the U.S. Fish and Wildlife Service Threatened and Endangered species list for Washington and Adams Counties.
- Thirty-six Idaho species of concern with recorded occurrences within one mile of U.S. 95 corridor were identified through the Idaho Fish and Wildlife Information Systems.
- The corridor intersects several creeks, streams, and rivers and their associated riparian areas. The wildlife habitat consists of a mix of ponderosa pine and open meadows in higher elevations which transition to a conifer forest and sage steppe habitat in mid-elevations. In the lower elevations around Council, Cambridge and Weiser, the landscape transitions to agricultural fields, pasture lands and sagebrush steppe habitat. Wildlife observations include: potential wading bird rookery near Midvale, potential bat roosting and nesting swallow on several bridges that cross the corridor, and several raptor nests adjacent to the highway, as well as Designated Critical Habitat for bull trout on the East Fork of the Weiser River.
- No minority or low-income populations were identified.
- Three cultural resource sites were listed on the National Register of Historic Place and twenty-eight potentially eligible historic resourced were identified within or adjacent to the U.S. 95 project corridor.
- Ten potential Section 4(f) resources were identified, of which seven are parks or recreation areas and three are historic sites. Section 4(f) resources will be identified as potential until a Section 4(f) evaluation is completed.
- A search of Section 6(f) grants funded for Washington and Adams Counties did not identify projects funded through the Land and Water Conservation Fund program within the corridor.
- Land use along the U.S. 95 project corridor is largely dominated by open, undeveloped areas. In Washington County, these areas are mainly privately held and used for farming and ranching, while in Adams County these areas are public lands managed by Bureau of Land Management and Forest Service. The cities of Weiser, Midvale, Cambridge, Council, and New Meadows generally consist of a mix of commercial, multi-use, residential, and public zones.
- Ten point noise transects were conducted along the corridor which recommended allowable setbacks by categories.
- One public aviation facility was identified within the corridor: Lee Williams Memorial Airport.

The environmental scan identified existing conditions of the corridor for each resource. This document is not to serve as the environmental document for any proposed future work; rather it should be used as a guide to identify potential resources of concern within the area. Project specific environmental review in accordance with the National Environmental Policy Act is needed, as well as resource specific agency approvals and permitting.





Introduction

The Idaho Transportation Department (ITD) is currently in the process of developing a Corridor Plan (CP) for U.S. 95 in Washington and Adams Counties from the Weiser River to the junction with State Highway 55 (SH 55) in New Meadows. This covers 76.732 miles and passes through the communities of Weiser, Midvale, Cambridge, Council and New Meadows. An Environmental Scan is a component of a CP and identifies existing environmental conditions, potential fatal flaws and environmental permits that may be required during any future design and construction projects within the existing right-of-way (R/W). The CP is not linked to any projects in the current Idaho Transportation Investment Plan that would merit special attention.

Project Area

The U.S. 95 North Corridor is located in Washington and Adams Counties from the Weiser River to the junction with SH 55 in New Meadows (see **Appendix A, Figure 1-1, Page 45**). The project corridor is largely a two-lane rural highway, except for four-lane segments in the Cities of Weiser and Cambridge, and passing lanes throughout the project corridor. The lateral extent of the study area is dictated by available parallel routes that would be used in the event U.S. 95 was closed. The primary alternate route would be SH 55. Much of the adjacent road network is constrained by topography and is irregular. A default width of the corridor has been set to ¼ mile to each side of the highway centerline.

Methodology and Data Sources

Windshield surveys of the project corridor were conducted from September 2013 through February 2014. Preparation of this document consisted of a combination of field data collection, based on a windshield survey, as well as the review and incorporation of existing available data from local, State and Federal regulatory agencies. **Table 1** below provides resource specific methodology.

Table 1: Resource Methodology for the U.S. 95 North Corridor Environmental Scan

RESOURCE	METHODOLOGY
Land Cover	The U.S. Department of Agriculture 2012 Idaho Cropland data layer was utilized with Geographic Information Systems (GIS) capabilities.
Soil Resources and Prime Farmlands	The Natural Resources Conservation Service (NRCS) website was reviewed to determine soil classifications within the project corridor.
Air Quality	ITD's Air Quality Policy was referenced.
Surface Waters	Windshield surveys were conducted to identify surface waters within the project corridor. Surface waters were mapped and water quality impaired waterbodies identified.
Floodplains	Online floodplain maps were obtained and reviewed.
Wetlands	U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps were reviewed and field verified. Windshield surveys were conducted to identify additional potential wetlands. Approximate wetland areas were mapped. Dominate wetland vegetation was identified.



RESOURCE	METHODOLOGY
Groundwater	Sole Source Aquifers (SSA) and areas of groundwater contaminants were identified.
Hazardous Materials	Windshield survey of the project corridor was conducted to identify the potential for hazardous materials locations. Regulatory mapping programs were reviewed for properties adjacent to the project corridor. Sites listed were not researched further to determine reasoning for listing on regulatory databases.
Threatened and Endangered Species	USFWS county-wide threatened and endangered species lists were obtained and reviewed. General habitat description is included based on windshield survey.
State Sensitive Species	Idaho Fish and Wildlife Information Systems (IFWIS) database was requested, obtained and reviewed for Idaho sensitive species within the vicinity of the project corridor.
Wildlife and Fish Resources	Potential impacts to non-listed species were identified during windshield survey.
Demographic Information	Readily available general census data was obtained for the project corridor.
Environmental Justice	Readily available general census data was obtained for the project corridor.
Cultural Resources	The National Register of Historic Places (NRHP) was reviewed. Windshield survey was conducted to screen for properties which appear to meet NRHP historic criteria. Properties visible from the existing roadway were included. No research was conducted at the Idaho State Historic Preservation Office (SHPO).
Visual Impacts	Windshield surveys were conducted to identify potential visual impacts.
Section 4(f) Resources	Parks and schools were identified by windshield survey. Zoning maps, aerial photography, topographic maps, and Bureau of Land Management (BLM) recreation data were reviewed.
Section 6(f) Resources	The State Land and Water Conservation Fund (LWCF) database was reviewed.
Land Use and Zoning	Electronically available land use and zoning was obtained.
Noise	A ten-point transect was modeled in the traffic noise model perpendicular to the existing roadway centerline. Sensitive noise receptors were not identified.
Federal Aviation Administration (FAA) Airspace Intrusion	The National Transportation Atlas Database was utilized with GIS capabilities to identify FAA facilities.

Physical Environment

The Physical Environment includes vegetation, soils, air quality, hydrology and hazardous materials.





Land Cover

Land cover is the vegetation on and structures over the bare ground. **Table 2** presents the land cover of the project corridor in 2012.

Table 2: U.S. 95 North Corridor Land Cover in 2012

LAND COVER	ACRES	PERCENT OF CORRIDOR
Crops	4,021.79	16.36%
Fallow Cropland	333.14	1.36%
Pasture	3,027.62	12.32%
Developed	3,530.67	14.37%
Open Water	94.40	0.38%
Wetlands	119.25	0.49%
Barren	0.22	0.00%
Shrubland	9,342.50	38.02%
Evergreen Forest	4,104.90	16.70%
TOTAL	24,574.49	100.00%

Most of the natural environment remains as shrubland and evergreen forest while the remainder has been developed for either agriculture or human habitation.

Soil Resources and Prime Farmlands

The Farmlands Protection Policy Act (FPPA) of 1981 intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that to the extent possible federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements do not have to be currently used for cropland. These lands can be forest land, pastureland, cropland, or other land, but not water or urban and built-up land (developed areas).

Review of the Washington and Adams county soil surveys identified the following soil complexes as being prime farmlands along the project corridor:

- Agerdelly clay, 4 to 30 percent slopes
- Appledellia loam, 2 to 4 percent slopes
- Appledellia loam, 4 to 8 percent slopes
- Appledellia-Odermott complex, 2 to 4 percent slopes
- Appledellia-Odermott complex, 4 to 8 percent slopes
- Baldock silt loam, 0 to 2 percent slopes
- Bissell loam, 0 to 2 percent slopes
- Bissell loam, 2 to 4 percent slopes



- Brownlee sandy loam, 4 to 8 percent slopes
- Brownlee loam, 1 to 4 percent slopes
- Cashmere sandy loam, 2 to 4 percent slopes
- Cashmere sandy loam, 4 to 8 percent slopes
- Cashmere silt loam, 0 to 3 percent slopes
- Dagor loam, 2 to 4 percent slopes
- Deshler silty clay loam, 2 to 8 percent slopes
- Gestrin loam, 2 to 4 percent slopes
- Gestrin loam, 4 to 8 percent slopes
- Glasgow clay loam, 2 to 4 percent slopes
- Greenleaf silt loam, 2 to 4 percent slopes
- Greenleaf silt loam, 4 to 8 percent slopes
- Harpt loam, 2 to 4 percent slopes
- Harpt loam, 4 to 8 percent slopes
- Haw silt loam, 4 to 8 percent slopes
- Jackknife loam, 1 to 4 percent slopes
- Jackknife loam, 4 to 8 percent slopes
- Langrell loam, 0 to 2 percent slopes
- Langrell gravelly loam, 0 to 3 percent slopes
- Lankbush sandy loam, 2 to 4 percent slopes
- Lankbush sandy loam, 4 to 8 percent slopes
- Lanktree loam, 0 to 2 percent slopes
- Lanktree clay loam, 4 to 8 percent slopes
- Meland silt loam, 4 to 8 percent slopes
- Midvale silty clay loam, 0 to 2 percent slopes
- Midvale silty clay loam, 2 to 4 percent slopes
- Midvale silty clay loam, 4 to 8 percent slopes
- Moulton fine sandy loam, 0 to 3 percent slopes
- Newell clay loam, 0 to 2 percent slopes
- Newell clay loam, 2 to 4 percent slopes
- Newell clay loam, 4 to 8 percent slopes
- Onyx silt loam, 0 to 3 percent slopes
- Owyhee silt loam, 0 to 2 percent slopes
- Power-Purdam silt loams, 0 to 2 percent slopes
- Power-Purdam silt loams, 4 to 8 percent slopes
- Roseberry loam, 0 to 2 percent slopes
- Shoepeg loam, 0 to 3 percent slopes
- Shoepeg silty clay loam, 0 to 3 percent slopes





Appendix A, Figures 2-1 through 2-6 (Pages 46-51) display the location of prime farmlands within and along the project corridor. There is, however, an unmapped section between the Cities of Council and New Meadows (between mileposts (MP) 144 and 152) that is approximately 7 miles long where soil survey information is unavailable (see **Appendix A, Figure 2-6, Page 51**).

It should be noted according to the FPPA requirements, areas within urban and built-up lands, such as the City of Weiser, and water are not subject to the FPPA requirements. In addition, certain project actions are subject to FPPA exemptions:

- Construction within existing right-of-way purchased before August 6, 1984.
- All resurfacing and normal road repairs.
- Right-of-way taken from existing residents and/or businesses.
- Borrow areas and disposal sites not arranged for under the direction of ITD.
- Land committed to water storage.

If the project is not deemed exempt, consultation with the NRCS should be conducted to evaluate the potential for prime farmland impacts.

Air Quality

The U.S. 95 North Corridor lies within both Washington and Adams Counties. According to the Idaho Department of Environmental Quality (DEQ) website, both Washington and Adams Counties are in attainment with all National Ambient Air Quality Standards criteria pollutants established by the Clean Air Act (CAA). The ITD Air Screening Policy should be reviewed to determine whether a specific project may be screened out early in the development process or warrant a full air quality analysis.

Hydrology

Surface Waters

Topographic maps, aerial photographs, and DEQ stream layer geographic data were reviewed for the location of natural streams and rivers, as well as irrigation related canals, ditches and laterals along the corridor. These areas were then field verified during a windshield survey conducted in September 2013.

The surface waters identified along the corridor are part of the Weiser River and Little Salmon watersheds (see **Appendix A, Figure 3-1, Page 52**). The Weiser River Watershed, hydrologic unit code 17050124, encompasses a large area in southwestern Idaho and is a major tributary to the Snake River. The river has a general hydrological flow from north to south. The watershed originates in the southern end of the Seven Devils Mountain Range in the Blue Mountain Ecoregion and drains generally south into the Snake River High Desert Ecoregion (Ingrahm, 2006). The Little Salmon River Watershed, hydrologic unit code 17060210, covers 576 square miles in northeastern Adams and southwestern Idaho counties and lies entirely in central Idaho. The Little Salmon River originates at about 6,280 feet off the Blue Bunch Ridge. The watershed is 45 miles long, and the river flows north for 51 miles to its confluence with the Salmon River at Riggins (DEQ, 2006).



The majority of surface waters identified along U.S. 95 are natural drainages; however, some irrigation related canals, ditches, and laterals were identified near the cities of Weiser, Midvale, Cambridge, and Council. The following named rivers and streams were identified along and/or crossing U.S. 95. In addition to these drainages, 67 unnamed drainages and five unnamed ephemeral drainages were also identified. Irrigation related drainages identified include the Galloway Canal and 18 unnamed ditches and/or laterals. These drainages are illustrated in **Appendix A, Figures 4-1 through 4-46 (Pages 53-98)**.

- | | | |
|--------------------|----------------------------|-----------------------|
| • Weiser River | • Monroe Creek | • Mann Creek |
| • Sage Creek | • Keithly Creek | • Pine Creek |
| • Camp Creek | • Rush Creek | • Little Weiser River |
| • Grays Creek | • Middle Fork Weiser River | • School Creek |
| • Cottonwood Creek | • Lester Creek | • Cool Creek |
| • Mill Creek | • Spring Creek | • Meridian Gulch |
| • Surprise Creek | • Beaver Creek | • Mud Creek |
| • Little Mud Creek | • Little Salmon River | |

Of these drainages, the following are listed by DEQ as being water quality impaired: Monroe Creek, Mann Creek, Keithly Creek, Rush Creek, Grays Creek, and Middle Fork Weiser River.

Review of Idaho Department of Water Resources (IDWR) GIS data for irrigation companies in Idaho revealed the following companies along the U.S. 95 corridor: Weiser City Ditch and Irrigation Company, Monroe Creek Irrigation District, Mann Creek Irrigation District, Lost Valley Reservoir Company, Little Weiser Irrigation Company, Grays Creek Meadows Ditch Company, East Fork Ditch Company Ltd., Sorenson Rinehart Ditch Company, Farmers Canal Water Users Association, and Robertson Sevey Ditch Company (see **Appendix A, Figure 5-1, Page 99**). Irrigation related drainages identified during a windshield survey include the Galloway Canal and 18 unnamed ditches and/or laterals. Additional irrigation related canals, ditches, and laterals are likely present along the corridor which would require further research with the above mentioned irrigation districts.

Numerous surface waters have been identified in the project corridor; therefore, any future project that may impact these drainages would need to be coordinated with the U. S. Army Corps of Engineers (USACE) and other agencies, as applicable, to determine hydrological connectivity to waters of the U.S. In addition, a joint application for impacts would be required and potential mitigation. Further, several drainages have been identified as water quality impaired by DEQ; therefore, as part of the joint application process, DEQ would review the permit to ensure the project does not cause exceedance of the total maximum daily load developed for the waterbody.

Floodplains

Federal Emergency Management Agency (FEMA) National Flood Hazard Layer geospatial data for Washington County (see **Appendix A, Figure 6-1, Page 100**) and FEMA floodplain maps for Adams County were reviewed for the project corridor. The FEMA floodplain maps for Adams County included the following floodplain panels from north to south: 16003C0475B, 16003C0395B, 16003C0400B,





16003C0325B, 16003C0225B, 16003C0240B, and 16003C03330B. The majority of the project corridor is mapped as “Unshaded Zone X”. Unshaded Zone X is an area above the 0.2-percent-annual-chance-floodplain (500-year floodplain), and properties within this zone are considered to be at a low risk of flooding. The following drainages were mapped as “Zone A”: Weiser River, Monroe Creek, Mann Creek, Little Weiser River, Grays Creek, Middle Fork Weiser River, Cottonwood Creek, Mill Creek, Mud Creek, and Little Salmon River. Zone A are areas that have a 1-percent-annual-chance-floodplain (100-year floodplain). In Weiser, Monroe Creek and Weiser River have extensive mapped floodplain associated. Monroe Creek is mapped as “Zone AE” and “Zone AO”, while, Weiser River is mapped as “Zone AE”. Zone AO is part of the floodplain with flood depths of 1 to 3 feet (usually sheet flow on sloping terrain). Base flood elevations along Monroe Creek range from 2,157 to 2,108 feet near it’s confluence with the Weiser River. Zone AE is also part of the floodplain with base flood elevations defined and ranging from 2,110 to 2,109 feet. In the City of Midvale, Weiser River is mapped as “Zone AE” with base flood elevations ranging from 2,540 to 2,547 feet. Properties in Zone A are considered to be a high risk of flooding under the National Flood Insurance Program.

Because the above drainages have floodplains associated and cross and/or flow parallel to U.S. 95 highway, coordination with the local floodplain administrator would need to be completed during project development to ensure the project does not cause an increase in floodwaters. In addition, a floodplain development permit would be completed to document these findings.

Wetlands

USFWS NWI mapping data was reviewed for the project corridor. NWI maps revealed two riverine, seven freshwater emergent wetlands, nine freshwater scrub shrub and forested wetlands, eight freshwater ponds, and one “other” polygon identified within 100 feet of the U.S. 95 centerline. All of these polygons, except four, were field verified as being present during a windshield survey of the project corridor. Many of the polygons identified were associated with the drainages such as Weiser River and Grays Creek. The majority of freshwater pond polygons identified in NWI mapping were field verified as freshwater emergent wetlands rather than ponds.

A windshield survey was conducted within the project corridor to identify potential wetland communities and dominant vegetation within those communities. A total of 340 potential wetland communities have been identified within the project corridor. Many of the potential wetlands identified are associated with natural drainages and irrigation related canals, ditches and laterals.

Three types of wetland communities were identified within the corridor and include emergent, scrub shrub, and forested wetlands. The emergent community consists predominantly of herb-like, non-woody plants and woody plants less than 3.2 feet tall. The emergent vegetation was generally represented by reed canary grass (*Phalaris arundinacea*), cattail (*Typha latifolia*), sedges (*Carex spp.*), rushes (*Juncus spp.*), bulrush (*Scirpus spp.*), spikerush (*Eleocharis spp.*) horsetail (*Equisetum*), and cattail (*Typha latifolia*) species. The scrub shrub communities consist of woody plants greater than or equal to 3.2 feet tall but less than 3 inches in diameter at breast height. The scrub shrub vegetation in the project corridor was generally dominated by willows (*Salix spp.*), rose (*Rosa spp.*), currant (*Ribes spp.*), black hawthorn (*Crataegus douglasii*), red elderberry (*Sambucus racemosa*), red osier dogwood (*Cornus alba*),



and water birch (*Betula occidentalis*). The forested community consists predominantly of trees with a stem greater than 5 inches in diameter and 20 feet or higher. This community is generally represented by such species as black cottonwood (*Populus trichocarpa*), narrowleaf willow (*Salix exigua*), Russian olive (*Elaeagnus angustifolia*), black locust (*Robinia pseudoacacia*), water birch (*Betula occidentalis*), white alder (*Alnus rhombifolia*), box elder (*Acer negundo*), and white willow (*Salix alba*). **Appendix A, Figures 4-1 through 4-46 (Pages 53-98)** display the locations of the waters and wetlands identified and **Table 3** below lists the wetlands identified by type and the waters associated with the wetland community.

Table 3: Potential Wetlands Identified by Wetland Type

WETLAND TYPE	WATERS ASSOCIATED WITH	LOCATION BY FIGURE
Forested, Scrub Shrub, Emergent	Weiser River	4-1 A, 4-11 A and B, 4-13 B and C, 4-14 A and B, 4-16 A, 4-36 A, B and C, 4-37 C, 4-38 A, B and C, 4-39 A, B and C, 4-40 C, 4-41 A and B, 4-42 A, B and C, 4-43 A and B
Forested, Scrub Shrub, Emergent	Monroe Creek	4-1 B, 4-3 A
Emergent	Galloway Canal	4-1 C
Emergent	Unnamed Drainage	4-2 C
Forested	Unnamed Drainage	4-3 A
Emergent	Isolated	4-3 C
Emergent	Isolated	4-4 B
Forested, Scrub Shrub	Isolated	4-4 B
Emergent	Isolated	4-4 B
Emergent	Isolated	4-4 C
Scrub Shrub	Isolated	4-5 A
Emergent	Isolated	4-5 A
Emergent	Unnamed Drainage	4-5 B
Emergent	Isolated	4-5 B
Emergent	Isolated	4-5 C
Emergent	Isolated	4-5 C
Emergent	Isolated	4-5 C
Emergent	Isolated	4-5 C
Emergent	Isolated	4-6 A
Emergent	Isolated	4-6 A
Emergent	Isolated	4-6 A





WETLAND TYPE	WATERS ASSOCIATED WITH	LOCATION BY FIGURE
Emergent	Isolated	4-6 A
Emergent	Unnamed Drainage	4-6 A
Forested, Scrub Shrub, Emergent	Mann Creek	4-6 B
Emergent	Unnamed Drainage	4-6 C
Forested, Emergent	Unnamed Drainage	4-6 C
Emergent	Unnamed Drainage	4-6 C
Emergent	Isolated	4-6 C, 4-7 A
Emergent	Unnamed Drainage	4-7 A
Emergent	Unnamed Drainage	4-7 A
Emergent	Isolated	4-7 B
Emergent	Unnamed Drainage	4-7 B
Forested	Isolated	4-7 C
Forested	Isolated	4-7 C
Forested, Emergent	Isolated	4-7 C
Scrub Shrub	Isolated	4-8 A
Scrub Shrub	Isolated	4-8 A
Scrub Shrub	Unnamed Drainage	4-8 C
Forested	Isolated	4-9 A
Emergent	Isolated	4-9 A
Scrub Shrub	Isolated	4-9 B
Emergent	Isolated	4-9 C
Emergent	Isolated	4-9 C
Emergent	Unnamed Drainage	4-9 C
Forested, Emergent	Unnamed Drainage	4-10 A
Forested, Scrub Shrub	Sage Creek	4-10 A
Emergent	Unnamed Drainage	4-10 B
Scrub Shrub, Emergent	Dry Creek	4-10 B
Emergent	Unnamed Drainage	4-10 C
Emergent	Isolated	4-10 C
Emergent	Keithly Creek	4-12 A
Scrub Shrub	Unnamed Drainage	4-12 C
Scrub Shrub, Emergent	Unnamed Drainage	4-14 C



WETLAND TYPE	WATERS ASSOCIATED WITH	LOCATION BY FIGURE
Forested, Emergent	Pine Creek	4-15 A
Forested	Camp Creek	4-15 B
Forested	Rush Creek	4-15 C
Emergent	Isolated	4-16 A
Emergent	Isolated	4-16 A
Emergent	Isolated	4-16 B
Emergent	Isolated	4-16 B and C
Scrub Shrub, Emergent	Unnamed Drainage	4-16 C, 4-17 A, B and C, 4-18 A, B and C, 4-19 A, B and C, 4-20 A
Emergent	Isolated	4-16 C
Emergent	Unnamed Drainage	4-17 B
Scrub Shrub	Isolated	4-18 A
Scrub Shrub	Isolated	4-18 A
Emergent	Isolated	4-18 A
Emergent	Isolated	4-18 B
Emergent	Isolated	4-18 B
Emergent	Unnamed Drainage	4-18 C
Scrub Shrub, Emergent	Unnamed Drainage	4-20 A, B and C, 4-21 A, B and C
Emergent	Isolated	4-21 B
Forested, Scrub Shrub, Emergent	Little Weiser River	4-22 A, B and C, 4-23 B
Emergent	Isolated	4-23 A
Emergent	Isolated	4-23 A
Emergent	Unnamed Drainage	4-23 A
Scrub Shrub, Emergent	Grays Creek	4-23 C, 4-24 A
Emergent	Unnamed Drainage	4-24 C
Scrub Shrub	Unnamed Drainage	4-25 B
Emergent	Unnamed Drainage	4-25 C
Emergent	Unnamed Drainage	4-25 C
Emergent	Unnamed Drainage	4-26 A
Scrub Shrub	Unnamed Drainage	4-26 B
Forested, Scrub Shrub, Emergent	Middle Fork Weiser River	4-26 C





WETLAND TYPE	WATERS ASSOCIATED WITH	LOCATION BY FIGURE
Scrub Shrub, Emergent	Unnamed Drainage	4-27 B
Forested, Scrub Shrub, Emergent	Cottonwood Creek	4-27 B and C
Forested	Unnamed Drainage	4-27 C, 4-28 A
Scrub Shrub, Emergent	Lester Creek	4-28 A
Scrub Shrub	Unnamed Drainage	4-28 A
Emergent	Unnamed Drainage	4-28 C
Emergent	Isolated	4-29 A
Forested, Emergent	Cool Creek	4-29 A
Forested, Emergent	Unnamed Drainage	4-29 B
Forested, Scrub Shrub	Unnamed Drainage	4-30 A
Scrub Shrub, Emergent	Unnamed Drainage	4-30 B
Emergent	Unnamed Drainage	4-30 B
Forested, Emergent	Unnamed Drainage	4-30 B
Emergent	Isolated	4-30 B and C
Forested, Emergent	Unnamed Drainage	4-30 C
Emergent	Unnamed Drainage	4-30 C
Emergent	Unnamed Drainage	4-30 C
Emergent	Unnamed Drainage	4-30 C
Emergent	Unnamed Drainage	4-31 A
Emergent	Unnamed Drainage	4-31 A
Emergent	Unnamed Drainage	4-31 A and B
Forested, Emergent	Mill Creek/Unnamed Drainage	4-31 B and C
Forested, Emergent	Unnamed Drainage	4-31 C
Scrub Shrub, Emergent	Unnamed Drainage	4-32 A
Scrub Shrub	Anderson Creek	4-32 B
Scrub Shrub, Emergent	Unnamed Drainage	4-32 C, 4-33 A
Emergent	Unnamed Drainage	4-33 B
Forested, Scrub Shrub, Emergent	Unnamed Drainage	4-33 B and C, 4-34 A
Scrub Shrub	Unnamed Drainage	4-34 B
Scrub Shrub, Emergent	Unnamed Drainage	4-34 B and C
Scrub Shrub	Unnamed Drainage	4-34 C



WETLAND TYPE	WATERS ASSOCIATED WITH	LOCATION BY FIGURE
Forested	Isolated	4-35 A
Scrub Shrub	Isolated	4-35 A
Scrub Shrub	Isolated	4-35 B
Scrub Shrub	Unnamed Drainage	4-37 A
Scrub Shrub	Unnamed Drainage	4-37 B
Scrub Shrub	Surprise Creek	4-39 C
Scrub Shrub	Isolated	4-40 A
Scrub Shrub	Isolated	4-40 B
Scrub Shrub	Isolated	4-40 B
Scrub Shrub	Isolated	4-40 C
Scrub Shrub	Isolated	4-40 C
Emergent	Isolated	4-41 C
Emergent	Isolated	4-42 A
Emergent	Isolated	4-42 A
Scrub Shrub, Emergent	Unnamed Drainage	4-43 B
Emergent	Isolated	4-43 B and C
Emergent	Isolated	4-43 C
Emergent	Unnamed Drainage	4-43 C
Scrub Shrub, Emergent	Mud Creek/Little Mud Creek	4-44 A and B
Emergent	Unnamed Drainage	4-44 C
Scrub Shrub, Emergent	Unnamed Drainage	4-45 A, B and C
Emergent	Isolated	4-45 C
Emergent	Isolated	4-45 C, 4-46 A
Emergent	Isolated	4-45 C, 4-46 A
Scrub Shrub, Emergent	Little Salmon River	4-46 A and B
Emergent	Unnamed Drainage	4-46 B

Numerous wetland areas were identified within and adjacent to the project corridor; therefore, future projects need to conduct project specific wetland delineations, coordinate with the USACE, and, as applicable, permitting and mitigation.

Groundwater

Approximately nine billion gallons of groundwater are withdrawn everyday for various uses in Idaho. Groundwater provides 95 percent of the state's drinking water; however, drinking water accounts for





only 4 percent of total groundwater withdrawals each year. Agriculture uses approximately 60 percent of the total groundwater withdrawn.

A Sole Source Aquifer (SSA) is defined as an aquifer that supplies 50 percent of the drinking water for the area overlying the aquifer and no other source of water is available. There are no designated SSAs located within the project corridor.

Nitrate is one of the most widespread groundwater contaminants in Idaho. As part of DEQ's goal of restoring degraded groundwater, DEQ has developed a list of degraded groundwater areas. This list focuses on nitrate and ranks the top 32 nitrate-degraded areas (referred to as "nitrate priority areas") in the state based on the severity of the degradation; the rank of "1" indicates the most severely impacted area in the state. The Weiser Priority Area is ranked 3rd. The Weiser Priority Area is illustrated in **Figure 7-1 (Appendix A, Page 101)**.

Hazardous Materials

Hazardous materials are defined as any material that poses harmful risks to human health and/or the environment. It includes any hazardous or toxic substance, waste, pollutant, or chemical regulated under the Clean Air Act, Clean Water Act, Toxic Substance Control Act, and/or the Resource Conservation and Recovery Act (RCRA). Hazardous material sites are tracked through the Idaho DEQ Waste Management and Remediation Program, as well as the Environmental Protection Agency's Envirofacts Program.

Throughout the project corridor there are businesses/operations that raise the risk of encountering hazardous materials. Examples include residential underground storage tanks, gas stations, wrecking yards, dry cleaners, auto body shops and auto repair, guard railing, bridges, and dump sites. Leaking Underground Storage Tanks (LUSTs) and soil staining, lead and asbestos are the most typical concerns. See **Appendix A, Figures 8-1 through 8-6 (Pages 102-107)** for LUST site locations within the project corridor.

Even if right-of-way (R/W) is not required, plumes of soil contamination can drift into/across ITD R/W. Projects that require excavation have a higher potential of encountering hazardous materials during construction. If parcels are identified with a potential for hazardous materials, assessments that determine the extent of the contamination are required. Remediation is required when contamination level exceeds state or federal standards. **Table 4** lists Underground Storage Tanks (USTs) and LUSTs within the project corridor. There are 48 UST locations of which 11 are still in use and 20 have had one or more LUST events. Of the 20 LUST event locations, all but two locations have been designated as "cleanup complete".

Table 4: U.S. 95 North Corridor UST and LUST Sites

FACILITY ID	FACILITY NAME	STATUS	LUST ID	LOCATION BY FIGURE	CLEANUP COMPLETION DATE
3-440026	City of Weiser	Closed	--	8-1 A	n/a



FACILITY ID	FACILITY NAME	STATUS	LUST ID	LOCATION BY FIGURE	CLEANUP COMPLETION DATE
3-440035	McDaniel Construction	Closed	--	8-1 A	n/a
3-440606	Weiser Tool Shed	Closed	346	8-1 B	06/05/2008
3-440017	Goodman Oil (I)	Closed	1583	8-1 B	10/06/2009
3-440615	Farmer's Supply Co-op	Open	--	8-1 C	n/a
3-440602	Maverik Country Store #214	Open	--	8-1 C	n/a
3-440012	Weiser Supply	Closed	--	8-1 C	n/a
3-440607	Campo's Fast & Easy 2	Open	--	8-1 C	n/a
3-440024	Washington County Road & Bridge	Closed	344	8-1 C	11/26/2002
3-440040	Park Street Market	Closed	345	8-1 C	02/21/2002
			1951		--
3-440018	Idaho Transportation Department	Closed	--	8-2 A	n/a
3-440605	Idaho Transportation Department	Open	--	8-2 A	n/a
3-440011	Lee Williams Memorial Airport	Closed	--	8-2 B	n/a
3-440032	Midvale Station	Closed	--	8-2 C	n/a
3-440603	John G Piper	Closed	--	8-2 C	n/a
3-440003	Consumers Co-op	Closed	1247	8-3 A	11/02/2011
3-440007	Cambridge Convenience LLC	Closed	1045	8-3 A	01/23/2006
3-440027	Hunters Inn	Closed	--	8-3 A	n/a
3-440608	Canyon Corner	Open	--	8-3 A	n/a
3-440008	Clyde Snell	Closed	--	8-3 B	n/a
3-440006	Cambridge Mtce Yard #3060	Closed	162	8-3 B	04/05/2001
3-440002	Cambridge Warehouse	Closed	--	8-3 B	n/a
3-440009	Cambridge Section	Closed	994	8-3 B	01/22/1996
3-020016	Alpine Store – Robert OST	Closed	--	8-3 C	n/a
3-020602	Mink Oil Co	Closed	1124	8-4 A	09/20/2003
3-020610	Shell Fuel & Food	Open	--	8-4 B	n/a
3-020020	Council Wastewater Treatment Plant	Closed	1152	8-4 B	12/23/2004
3-020002	City of Council	Closed	--	8-4 B	n/a
3-020003	Council Auto	Closed	--	8-4 B	n/a
3-020004	Ruben J Lutt	Closed	1020	8-4 B	09/23/2002





FACILITY ID	FACILITY NAME	STATUS	LUST ID	LOCATION BY FIGURE	CLEANUP COMPLETION DATE
3-020011	Cenex Bulk Plant	Closed	2258	8-4 B	06/05/1992
3-020028	Council Mtce Yard #3050	Closed	362	8-4 C	03/01/1992
3-020608	Council Chevron	Closed	43	8-4 C	--
			1158		--
3-020027	Council Yard	Closed	42	8-4 C	08/30/2001
3-020024	Council Cenex	Open	--	8-4 C	n/a
3-020031	Council Station	Closed	--	8-5 A	n/a
3-020010	Pine Ridge Store	Closed	--	8-5 B	n/a
3-020018	Evergreen Forest Products 1	Closed	--	8-5 C	n/a
3-020032	New Meadows Ranger Station	Closed	--	8-6 A	n/a
3-020008	United Oil-New Meadows	Open	--	8-6 A	n/a
3-430013	J I Morgan Inc	Open	--	8-6 A	n/a
3-020026	New Meadows Station	Closed	--	8-6 B	n/a
3-020023	Malvich Logging Inc	Closed	1319	8-6 B	03/16/2005
3-020001	F & H Service	Closed	--	8-6 B	n/a
3-020009	Brown's Mountain Market	Open	39	8-6 B	08/17/2009
			1382		08/17/2009
3-020013	Anderson Oil Inc	Closed	41	8-6 C	11/12/2002
3-020025	Turning Point Chevron	Open	507	8-6 C	03/10/1995
3-020015	Idaho Transportation Department	Closed	506	8-6 C	07/15/1994

There are nine sites in the highway corridor that are listed as hazardous waste generators under the RCRA. Those sites are listed in **Table 5**.

Table 5: U.S. 95 North Corridor RCRA Sites

EPA FACILITY ID	FACILITY NAME	LOCATION ADDRESS	LOCATION CITY
110005790199	Farmers Supply Cooperative	265 E Commercial Street	Weiser
110043632717	Slyter Shop & Field SVC	35 E Commercial Street	Weiser
110005787988	Ryder Ford Sales Inc	55 W Main Street	Weiser
IDSTATE00051	Appleton Produce	1 Appleton Lane	Weiser
IDR000003079	ID AGRI Weiser	550 Indianhead Road	Weiser
110018905247	Former Mann Creek Store	1498 Hwy 95	Weiser



EPA FACILITY ID	FACILITY NAME	LOCATION ADDRESS	LOCATION CITY
110005791633	USDA FS Council Admin Work Center	500 E Whitely Avenue	Council
110011580208	Boise Cascade Corp	400 N Galena Road	Council
110020061653	Tamarack Mills	3555 US Hwy 95	Council

There are three Solid Waste Landfill (SWLF) sites in the highway corridor. Those sites are listed in **Table 6**.

Table 6: U.S. 95 North Corridor SWLF Sites

FACILITY ID	FACILITY NAME	LOCATION ADDRESS	LOCATION CITY
SW344001	Washington County Landfill	915 US Hwy 95	Weiser
SW344003	Washington County Transfer Station	915 US Hwy 95	Weiser
SW302004	New Meadows Transfer Station	Transfer Site Road (1 mile west of New Meadows off U.S. 95)	New Meadows

Biological Resources

Biological Resources include federally listed threatened and endangered species, state sensitive species and wildlife and fish resources. Data presented on the occurrence or potential occurrence of federally listed species come from the USFWS. Data concerning state sensitive wildlife and plant species, and other wildlife and fish resources come from the IFWIS through the Idaho Department of Fish and Game (IDFG). In addition to data provided by IFWIS, a windshield survey of the project area was conducted on November 7, 2013 by qualified biologists. However, no field investigations were made to determine the presence or absence of threatened, endangered, or sensitive species or their habitats in the project corridor.

The project corridor encompasses several habitat types including: urban, suburban, agricultural, light and heavily forested, meadow, shrub-steppe/grassland habitats, as well as riparian areas associated with the Weiser River and its tributaries.

Threatened and Endangered Species

The USFWS list of endangered, threatened and candidate species under the Endangered Species Act (ESA) which occur in Adams and Washington Counties can be found in **Table 7**. No federally listed species were observed during the windshield survey. However, records of three candidate species, the North American wolverine, Southern Idaho ground squirrel, and Greater Sage-grouse, and one federally threatened species, the Northern Idaho ground squirrel, have been recently reported within one mile of the highway corridor. Additionally, a segment of the East Fork of the Weiser River, located east of U.S. 95 between MP 145 and MP 146, is listed as Designated Critical Habitat for bull trout. Critical habitat designations provide extra regulatory protection. Therefore, any proposed projects within close





proximity to this area could necessitate heightened awareness, increased time, elevated environmental documentation, and involve consultation (formal or informal) with the USFWS.

Table 7: List of Endangered, Threatened, Proposed and Candidate Species for Adams and Washington Counties (USFWS List Updated on October 23, 2013).

SPECIES	SCIENTIFIC NAME	COUNTY LISTED	FEDERAL STATUS
Snake River Physa Snail	<i>Physa natricina</i>	Washington	Endangered
Bull Trout	<i>Salvelinus confluentus</i>	Adams, Washington	Threatened; Designated Critical Habitat
Canada Lynx	<i>Lynx Canadensis</i>	Adams	Threatened
Northern Idaho Ground Squirrel	<i>Spermophilus brunneus brunneus</i>	Adams, Washington	Threatened
Southern Idaho Ground Squirrel	<i>Spermophilus brunneus endemicus</i>	Adams, Washington	Candidate
North American Wolverine	<i>Gulo gulo luscus</i>	Adams, Washington	Proposed
Greater Sage Grouse	<i>Centrocercus urophasianus</i>	Adams, Washington	Candidate
Whitebark Pine	<i>Pinus albicaulis</i>	Adams, Washington	Candidate

State Sensitive Species

Section 06D of the ESA defines State Sensitive Species as those species that could become endangered or extinct within a state. To determine the species of concern with the potential to occur within the highway corridor, an information request was submitted to IFWIS through IDFG. The agency responded on November 15, 2013 by providing geospatial data documenting known occurrences of animal and plant species of concern within one mile of the highway corridor (see **Table 8**). Ranks for each species are presented below, including IDFG, U.S. Forest Service (USFS), and the BLM rankings. No field investigations were made to determine the presence or absence of these species or suitable habitat.

Table 8: List of Species of Concern Known to Occur within One Mile of the Project Corridor (Received from IDFG on November 15, 2013).

SPECIES	SCIENTIFIC NAME	IDFG RANK ¹	OTHER AGENCY RANK(S) ¹
Northern Idaho Ground Squirrel	<i>Urocitellus brunneus</i>	S1	G2T2, BLM Type 1
Southern Idaho Ground Squirrel	<i>Urocitellus endemicus</i>	S1	G2T2, BLM Type 1
North American Wolverine	<i>Gulo gulo luscus</i>	S2	G4T4, BLM Type 3, USFS Sensitive
Piute Ground Squirrel	<i>Urocitellus mollis</i>	S2	G5, BLM Type 3
Townsend's Pocket Gopher	<i>Thomomys townsendii</i>	S2	G4G5
Long-eared Myotis	<i>Myotis evotis</i>	S3	G5, BLM Type 5



SPECIES	SCIENTIFIC NAME	IDFG RANK ¹	OTHER AGENCY RANK(S) ¹
Townsend's Big-eared Bat	<i>Corynorhinus townsendii</i>	S3	G4, BLM Type 3, USFS Sensitive
Greater Sage-grouse	<i>Centrocercus urophasianus</i>	S2	G4, BLM Type 2, USFS Sensitive
Sharp-tailed Grouse	<i>Tympanuchus phasianellus</i>	S2	G4T3, BLM Type 3, USFS Sensitive
Trumpeter Swan	<i>Cygnus buccinator</i>	S1B, S2N	G4, BLM Type 3, USFS Sensitive
Merlin	<i>Falco columbarius</i>	S2B, S2N	G5
Northern Goshawk	<i>Accipiter gentilis</i>	S3	G4, BLM Type 3, USFS Sensitive
Flammulated Owl	<i>Otus flammeolus</i>	S3B	G4, BLM Type 3, USFS Sensitive
Bald Eagle	<i>Haliaeetus leucocephalus</i>	S3B, S4N	G4, BLM Type 1, USFS Sensitive
Northern Leopard Frog	<i>Rana pipiens</i>	S2	G5, BLM Type 2
Common Gartersnake	<i>Thamnophis sirtalis</i>	S3	G5, BLM Type 3
Western Toad	<i>Bufo boreas</i>	S3	G4, BLM Type 3
Stonefly	<i>Utacapnia nedia</i>	S1	--
Spur-throat Grasshopper	<i>Melanoplus payettei</i>	S2	G2G4
Spur-throat Grasshopper	<i>Melanoplus digitifer</i>	S2	G2G3
Thinlip Tightcoil	<i>Pristiloma idahoense</i>	S1	G2
Fir Pinwheel	<i>Radiodiscus abietum</i>	S2	G3
Pristine Pyrg	<i>Pristinicola hemphilli</i>	S2	G3
Sheathed Slug	<i>Zacoleus idahoensis</i>	S2	G3G4
Inland Columbian Basin Redband Trout	<i>Oncorhynchus mykiss gairdneri</i>	S4	G5T4, BLM Type 2
White Sturgeon	<i>Acipenser transmontanus</i>	S1	G4, BLM Type 2
Westslope Cutthroat Trout	<i>Oncorhynchus clarki lewisi</i>	S3	G4T3, BLM Type 2, USFS Sensitive
Bull Trout	<i>Salvelinus confluentus</i>	S3	G3, BLM Type 1, USFS Sensitive
American Wood Sage	<i>Teucrium canadense</i> var. <i>occidentale</i>	S2	G5T5?, BLM Type 3
Bank Monkeyflower	<i>Mimulus clivicola</i>	S3	G4, BLM Type 5, USFS Sensitive
Douglas' Clover	<i>Trifolium douglasii</i>	S2	G2, BLM Type 2
Indian Valley Sedge	<i>Carex aboriginum</i>	S1	G1, BLM Type 2
Silverskin Lichen	<i>Dermatocarpon lorenzianum</i>	S1	G2, BLM Type 3





SPECIES	SCIENTIFIC NAME	IDFG RANK ¹	OTHER AGENCY RANK(S) ¹
Snake River Goldenweed	<i>Pyrrocoma radiata</i>	S3	G3, BLM Type 3, USFS Sensitive
Swamp Onion	<i>Allium madidum</i>	S3	G3, USFS Sensitive
Tolmie's Onion	<i>Allium tolmiei</i> var. <i>persimile</i>	S3	G4G5T3, BLM Type 3, USFS Sensitive

¹ S: State Rank; G: Global Rank. S1: Critically imperiled; S2: Imperiled; S3: Vulnerable; S4: Apparently Secure; S5: Secure.

BLM Type 1: Threatened, endangered, proposed or candidate species listed under the ESA by USFWS; BLM Type 2: Rangewide/Globally Imperiled; BLM Type 3: Regional/State Imperiled; BLM Type 4: Peripheral species that are generally rare in Idaho; BLM Type 5: Watch List species, not considered BLM sensitive; USFS Sensitive: Species identified for which population viability is a concern.

Wildlife and Fish Resources

In addition to the desktop analysis of Threatened and Endangered Species, and the State Sensitive Species, a windshield survey of wildlife and fish resources was conducted from north to south on November 7, 2013. Due to the direction of travel, mileposts will be listed in descending order. Wildlife and fish resources documented during the windshield survey included the following:

The U.S. 95 North Corridor intersects several creeks, streams, and rivers and their associated riparian areas. At the first of these, the U.S. 95 North Corridor crosses Mud Creek at its confluence with Little Mud Creek between MP 158 and MP 157. This area is mostly ponderosa pine forest surrounded by open meadows and sage brush habitat. Several species of waterfowl, as well as tundra swans were observed in the area. South of Mud Creek, the area becomes heavily forested, and has the potential to support whitebark pine, which at the time of this report is a candidate species for federal listing. However, the white bark pine is found at high elevations (7,300-10,500 ft.) in Idaho, and therefore, should not occur within the project corridor (U.S. Forest Service website). In the midst of this forested area, the bridge over the Weiser River between MP 146 and MP 145 is a potential bat roost and potential nesting substrate for barn swallows and cliff swallows. The highway then crosses the East Fork of the Weiser River (also between MP 146 and MP 145), which is Designated Critical Bull Trout Habitat (see discussion under Threatened and Endangered Species, above). The area then becomes a mix of conifer forest and sage-steppe habitats. As the highway continues south toward Council, the area is represented by more heavily grazed and cleared land. South of Council, agricultural fields dominate the landscape. Further south (around MP 130), the area is represented by rural pastoral areas mixed with sage-steppe habitat. The highway crosses Cottonwood Creek (between MP 133 and MP 132) and then the Middle Fork of the Weiser River (between MP 130 and MP 129). Grays Creek meets with the Little Weiser River near MP 124, and the river parallels the south side of the highway from MP 123.5 to MP 120. From there, the highway and river diverge as the highway continues to the west towards Cambridge and the Little Weiser River continues to the southwest. As the highway approaches Cambridge, the area again becomes dominated by pastureland and agricultural areas. Between MP 114 and MP 112 (near Cambridge), U.S. 95 crosses the Weiser River, Rush Creek, Spring Creek, and then Pine Creek. The confluence of the Little Weiser River and Weiser River is near MP 112.5. After this confluence, the highway parallels the Weiser River from MP 112 to MP 109 through a narrow canyon dominated by cottonwood trees and sagebrush habitat. From MP 109 to MP 107, the landscape is represented by rural homesteads and fallow fields, currently dominated by invasive weeds. The highway crosses Keithly



Creek at MP 106.5, and the area west of the highway is agricultural, while the area to the east of the highway has native sagebrush habitat. At MP 105, the highway turns to the southwest, while the Weiser River continues to the south. A possible wading bird (e.g. great blue heron) rookery (10-15 large stick nests in a line of cottonwood trees) was observed to the east as the highway enters Midvale (MP 105). The highway then crosses Sage Creek between MP 104 and MP 103. A large stick nest (possible red-tailed hawk, great horned owl, or bald eagle nest) was observed between MP 103 and MP 102, and within 0.25 miles of the highway. The landscape between MP 95 and MP 91 is dominated by sagebrush on the east side of the highway, and rangeland/grassland on the west. The highway crosses Mann Creek at MP 93.5. Two large stick nests were observed on the east side of the highway between MP 87 and MP 86 (possible red-tailed hawk, Swainson's hawk, or great horned owl). The highway then crosses Monroe Creek at MP 88.5. The highway parallels Monroe Creek from MP 88.5 to MP 81.5 (south end of the U.S. 95 North Corridor) to the confluence of Monroe Creek and the Weiser River. Less than one mile west of the Monroe Creek/Weiser River confluence, the Weiser River flows into the Snake River. The last mile of the U.S. 95 North Corridor is dominated by suburban areas associated with the City of Weiser.

Human Environment

The human environment includes population, visual impacts, cultural/historic resources, land use/zoning, noise and airspace intrusion. Federally funded projects must comply with a number of laws and regulations that may be triggered by those components of the human environment.

Demographic Information

Population counts were taken from the 2010 U.S. Census and income estimates from the 2007-2011 American Community Survey 5-Year Estimate. Population counts are a direct count of the entire population while income estimates come from surveys of a portion of the population over a five-year period from 2007 to 2011. This data is displayed in **Table 9**.

Table 9: U.S. 95 North Corridor Demographic Information

AREA	2010 POPULATION	ESTIMATED MEDIAN HOUSEHOLD INCOME 2011	ESTIMATED PERCENT POPULATION BELOW POVERTY LEVEL 2011	PERCENT MINORITY POPULATION 2010
State of Idaho	1,567,582	\$46,890	14.3%	10.9%
Washington County	10,198	\$36,311	14.8%	13.4%
U.S. 95 North Corridor in Washington County	1,249	\$26,585 - \$61,635	2.6% - 29.1%	7.9%
City of Weiser	5,507	\$31,051	20.7%	19.2%
City of Midvale	171	\$35,625	6.5%	5.8%
City of Cambridge	328	\$28,500	3.6%	1.8%
Adams County	3,976	\$35,756	13.8%	3.9%
U.S. 95 North Corridor in Adams County	1,165	\$36,062 - \$38,676	11.7% - 13.9%	2.8%





AREA	2010 POPULATION	ESTIMATED MEDIAN HOUSEHOLD INCOME 2011	ESTIMATED PERCENT POPULATION BELOW POVERTY LEVEL 2011	PERCENT MINORITY POPULATION 2010
City of Council	839	\$33,409	16.1%	3.5%
City of New Meadows	496	\$33,333	21.6%	4.6%

“Estimated Median Household Income” and “Estimated Population below Poverty Level” data for both the Washington County and Adams County portions of the U.S. 95 North Corridor represent areas that extend beyond the corridor boundary. Population data is available at the block level which is a smaller area than the block group level. Income estimates are not available at the block level but start at the block group level. **Appendix A, Figure 9-1 (Page 108)** illustrates the extent of block groups beyond the corridor boundary.

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994, directs Federal agencies to identify and address disproportionately high and adverse human health and environmental effects, including the interrelated and social and economic effects of their programs, policies and activities on minority and low-income populations in the United States. For transportation projects, this means no particular minority or low-income person may be disproportionately isolated, displaced, or otherwise subjected to adverse effects.

A windshield survey of the project did not reveal areas that may be of concern for minority or low-income populations. Additional census research of the project needs to be conducted to determine whether or not this may or may not be of concern for future projects.

Cultural Resources

Research was not conducted at the SHPO for this project; rather a review of the NRHP was examined. A total of three sites have been identified within the project corridor as registered on the NRHP. **Table 10** represents the registered sites.

Table 10: NRHP Listed Sites within the Project Corridor

NRHP NO.	NAME/TYPE OF SITE	NRHP ELIGIBILITY	PROXIMITY TO APE	FIGURE
87-01599	Adams County Courthouse Michigan Street (U.S. 95) Council, Idaho	Listed	Within the project corridor on the east side of U.S. 95	10-4 B
92-00689	Council Ranger Station (The corner of Whiteley Avenue and U.S. 95)	Listed	Within the project corridor on the east side of U.S. 95	10-4 C



NRHP NO.	NAME/TYPE OF SITE	NRHP ELIGIBILITY	PROXIMITY TO APE	FIGURE
78-01042	Pacific and Idaho Northern Railroad Depot U.S. 95 New Meadows, Idaho	Listed	Within the project corridor on the south side of U.S. 95	10-5 A

On February 19, 20 and 24, 2014, a 76.732 mile windshield survey of U.S. 95 from the Weiser River (in the City of Weiser) to the junction of SH 55 in New Meadows was conducted. A total of twenty-eight potentially eligible historic resources were identified: one cemetery, one park, and twenty-six historic structures/sites (see **Appendix A, Figures 10-1 through 10-5, Pages 109-113**). All were identified as potentially eligible for the NRHP. **Table 11** represents all of the historic resources identified during the windshield survey.

Table 11: Potentially Historic Resources within the Project Corridor

TEMP. SITE NO.	NAME/TYPE OF SITE	NRHP ELIGIBILITY	PROXIMITY TO APE	FIGURE
Location #1	Horizon Home Health 700 E. Commercial Street Weiser, ID	Potentially Eligible	Within the project corridor	10-1 A
Location #2	Realty World – Homer West Real Estate 618 Main Street Weiser, ID	Potentially Eligible	Within the project corridor	10-1 A
Location #3	Wood and Concrete Silo 1365 U.S. 95 Weiser, ID	Potentially Eligible	Adjacent to the project corridor on the west side of U.S. 95	10-1 B
Location #4	Red Barn 1438 U.S. 95 Weiser, ID	Potentially Eligible	Within the project corridor	10-1 C
Location #5	Historic Residence 1526 U.S. 95 Weiser, ID	Potentially Eligible	Within the project corridor	10-2 A
Location #6	Historic Residence 1585 U.S. 95 Weiser, ID	Potentially Eligible	Within the project corridor	10-2 B
Location #7	Historic Building 2183 U.S. 95 Midvale, ID	Potentially Eligible	Adjacent to the project corridor on the west side of U.S. 95	10-2 C
Location #8	Cudahys Mineral Feed Depot Road Midvale, ID	Potentially Eligible	Adjacent to the project corridor on the east side of U.S. 95	10-3 A
Location #9	City Hall, Veterans Memorial Hall 80 S. Depot Road Midvale, ID	Potentially Eligible	Adjacent to the project corridor on the east side of U.S. 95	10-3 A





TEMP. SITE NO.	NAME/TYPE OF SITE	NRHP ELIGIBILITY	PROXIMITY TO APE	FIGURE
Location #10	Café/Bar U.S. 95 Midvale, ID	Potentially Eligible	Within the project corridor	10-3 A
Location #11	Barn U.S. 95 Midvale, ID	Potentially Eligible	Within the project corridor	10-3 A
Location #12	Midvale Market 48 Bridge Street Midvale, ID	Potentially Eligible	Adjacent to the project corridor on the east side of U.S. 95	10-3 A
Location #13	Historic Residence 88 Depot Road Midvale, ID	Potentially Eligible	Adjacent to the project corridor on the east side of U.S. 95	10-3 A
Location #14	"Hotel & Motel" – Coffee Bar U.S. 95 Cambridge, ID	Potentially Eligible	Within the project corridor	10-3 B
Location #15	Cambridge Museum 15 N. Superior Street Cambridge, ID	Potentially Eligible	Within the project corridor	10-3 B
Location #16	Cambridge City Market 35 N. Superior Street Cambridge, ID	Potentially Eligible	Within the project corridor	10-3 B
Location #17	Office Bar 50 N. Superior Street Cambridge, ID	Potentially Eligible	Within the project corridor	10-3 B
Location #18	Cambridge Coin and Pawn 75 N. Superior Street Cambridge, ID	Potentially Eligible	Within the project corridor	10-3 B
Location #19	Cambridge Pioneer 125 N. Superior Street Cambridge, ID	Potentially Eligible	Within the project corridor	10-3 B
Location #20	Multiple Red Barns U.S. 95 Cambridge, ID	Potentially Eligible	Adjacent to the project corridor on the east side of U.S. 95	10-3 C
Location #21	Council Cemetery U.S. 95 Council, ID	Potentially Eligible	Within the project corridor	10-4 A
Location #22	"Old Railroads" Park SE Corner of Michigan Street (U.S. 95) and Illinois Avenue (U.S. 95) at the "elbow" of U.S. 95 Council, ID	Potentially Eligible	Within the project corridor	10-4 B



TEMP. SITE NO.	NAME/TYPE OF SITE	NRHP ELIGIBILITY	PROXIMITY TO APE	FIGURE
Locations #23a and #23b	Entire Street Block from “Buckshot Mary’s” on the west end to “Three Mamas Sandwich Shop” on the east end 106 Illinois Avenue – 184 Illinois Avenue Council, ID	Potentially Eligible	Within the project corridor	10-4 B
Location #24	Ace Saloon 103 Illinois Avenue Council, ID	Potentially Eligible	Within the project corridor	10-4 B
Location #25	Strutter’s Styles and Spa 202 Virginia Street New Meadows, ID	Potentially Eligible	Within the project corridor	10-5 A
Location #26	Sagebrush BBQ 210 Virginia Street New Meadows, ID	Potentially Eligible	Within the project corridor	10-5 A
Location #27	Meadows Valley Medical Clinic 320 Virginia Street New Meadows, ID	Potentially Eligible	Within the project corridor	10-5 B
Location #28	Café/Restaurant Virginia Street New Meadows, ID	Potentially Eligible	Within the project corridor	10-5 B

The three NRHP-Listed sites and the twenty-eight potentially eligible historic resources outlined in **Tables 10 and 11** were identified because they are located within or adjacent to the U.S. 95 North Corridor. The windshield survey was conducted within the U.S. 95 North Corridor to provide useful information as to the types of cultural resources that have the potential to be encountered during implementation of a project. Notably, the cities of Weiser, Midvale, Cambridge, Council and New Meadows (specifically) and Washington and Adams Counties (generally) have been inhabited as far back as 14,000 years. The U.S. 95 North Corridor is a known region for archaeological sites, and archaeological sites that were not identified in a windshield survey could be produced during implementation of a project. Generally speaking, archaeological sites are typically eligible for the NRHP.

The twenty-eight resources identified were not formally recorded for NRHP eligibility and, therefore, those recommendations are only preliminary. If projects within the corridor proceed to a formal Section 106 evaluation, these twenty-eight resources (along with all other historic properties within the project corridor) will be formally recorded and eligibility determinations will be made. At that time, any or all of the twenty-eight sites may or may not be eligible for the NRHP. Additionally, other sites not identified within this windshield survey may in fact be determined eligible.





Prior to construction, it is recommended that all known cultural sites within the project corridor be reassessed for NRHP eligibility.

Visual Impacts

Visual impacts refer to changes in the visual landscape such as putting a highway in a new location or putting up structures that impede aesthetically appealing vistas. ITD does not anticipate projects resulting in visual impacts within the project corridor; however, if there is a potential for visual impacts, impacts to the existing visual element(s), the relationship of the impacts to potential viewers of and from the project, as well as measures to avoid, minimize, or reduce the adverse impacts should be identified.

Section 4(f) Resources

Section 4(f) of the Department of Transportation Act of 1966 applies to the use of land from publicly owned parks, recreation sites, wildlife and waterfowl refuges, and public or private historic sites for Federal highway projects.

The city and county comprehensive plans, as well as park and recreation information, were reviewed to identify potential Section 4(f) resources. The NRHP was also reviewed to identify known listed historic sites. Section 4(f) resources will be identified as potential until a Section 4(f) evaluation is completed. In addition, a windshield survey of the project corridor was conducted. **Table 12** lists the potential Section 4(f) resources identified and the location along the project corridor (see **Appendix A, Figure 11-1, Page 114**).

Table 12: Potential Section 4(f) Resources

TYPE	SITE
Park	Park Intermediate School
Recreation	Monroe Creek Campground
Park	Council Elementary School
Park	Council Senior High School
Historic Site	Adams County Courthouse
Historic Site	Council Ranger Station
Recreation	Evergreen Campground
Historic Site	Pacific and Idaho Northern Railroad Depot
Park	Dorsey Warr Memorial Park
Recreation	Weiser River Trail

Prior to approving the use of Section 4(f) resources, the Federal Highway Administration (FHWA) must determine that no prudent or feasible alternatives exist and that the project action minimizes harm to the resource.



Section 6(f) Resources

Passed by Congress in 1965, the Recreation Coordination and Development Act established the LWCF, a matching assistance program that provides grants, which pay half the acquisition and development costs of outdoor recreation sites and facilities. Section 6(f) of the Act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the U.S. Department of the Interior - National Park Service.

A search of grants funded for Washington and Adams Counties did not indicate projects funded through the LWCF program within the corridor.

Land Use and Zoning

Current zoning and future land use data was obtained from the following jurisdictions: the City of Weiser, the City of Midvale, the City of Cambridge, Washington County, the City of Council, the City of New Meadows, and Adams County. The following is a description of the existing and future zoning and land use along U.S. 95 within each jurisdictional boundary.

City of Weiser

Existing land use along U.S. 95 within the City of Weiser includes a mix of commercial, residential, and multi-use. The commercial zone includes retail establishments such as food markets, restaurants, office, medical, and other professional businesses. The residential zone includes single family residential – low density and medium density.

City of Midvale

Existing land use along U.S. 95 within the City of Midvale is mostly residential with some commercial and public. The commercial zone includes retail establishments such as restaurants and offices. The public zone includes, but is not limited to, park sites.

City of Cambridge

Existing land use along U.S. 95 within the City of Cambridge includes a mix of commercial and residential. The commercial zone includes retail establishments such as food markets, restaurants, office, and other professional businesses.

Washington County

Washington County supports a range of land uses and land ownership. Privately owned land makes up 55%, while state and federal governments regulate 44.7% of county land. The county has established preferred areas of specified use to accommodate future development. These areas border the main traffic arterials, primarily along U.S. 95 and Idaho 71. Property within these preferred areas of specific use are given preferential consideration in all land use decision making processes, most specifically, rezone requests. To fulfill the requirements of this preferred area designation, property within these areas are to be marginal agricultural land and/or non-irrigated or non-historically irrigated and non-actively farmed or ranched. Actual development within these preferred areas will require the approval of normal Washington County rezone, subdivision, and land use processes.





City of Council

Existing land use along U.S. 95 within the City of Council includes a mix of commercial, public, and residential. The commercial zone includes retail establishments such as food markets, restaurants, office, and other professional businesses. The public zone includes, but is not limited to, school sites and park sites.

City of New Meadows

Existing land use along U.S. 95 within the City of New Meadows includes a mix of commercial and residential. The commercial zone includes retail establishments such as food markets, restaurants, office, medical, and other professional businesses.

Adams County

Public lands (i.e. Bureau of Land Management, Forest Service, State, etc.) in Adams County make up 73%. There is a pronounced trend toward residential development in the rural parts of the county, rather than near or within the cities of Council and New Meadows. The county supports residential development in or near existing cities. There have been increasing demands on public services by developments in the rural and outlying areas of the county (road development, road maintenance, schools, police, and fire protection).

Noise

The FHWA has identified the following sensitive receptors and established Noise Abatement Criteria (NAC) for several categories of land use activities (see **Table 13**). This table depicts different NAC standards for various land uses which must be met in the design year or mitigation may be necessary. In addition, ITD policy for a substantial increase in noise level is 15 decibels (dBA) or that which would be considered over twice as loud to the human ear. A Leq, A-weighted, one-hour, (Leqah) noise measurement is used as the basis to assess the impacts that a roadway has on the sensitive receptors that are located along the road.

The FHWA Absolute NAC and ITD Guidelines are defined by the predicted noise level approaching (1 dBA below the FHWA NAC) or exceeding the FHWA NAC. This noise level is a Leq of 57 dBA for Category A receptors, Leq of 67 dBA for Categories B and C receptors and a Leq of 72 dBA for Category E receptors. Category D receptors require an internal Leq of 52 dBA and Categories F and G have no criteria. ITD considers noise abatement when the FHWA Absolute NAC is approached within 1 dBA: 56 dBA for Category A, 66 dBA for Category B and C, 57 dBA for Category D and 71 dBA for Category E. Additionally, an increase of 15 dBA over existing is considered a substantial increase.

Table 13: FHWA Noise Abatement Criteria

ACTIVITY CATEGORY	Leq (dBA) FHWA	EVALUATION LOCATION	DESCRIPTION OF ACTIVITY CATEGORY
Category A	57	Exterior	Land on which serenity and quiet are of extraordinary significance and serve an important need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
Category B	67	Exterior	Residential



ACTIVITY CATEGORY	Leq (dBA) FHWA	EVALUATION LOCATION	DESCRIPTION OF ACTIVITY CATEGORY
Category C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
Category D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
Category E	72		Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F
Category F	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
Category G	--	--	Undeveloped lands that are not permitted
Substantial Increase	15		A substantial increase of 15 dBA over the existing noise levels
Source: 23 CFR 772 and ITD Noise Policy			

Segment Analysis

The U.S. 95 North Corridor was divided into 14 segments based on similar traffic volumes and speeds. Ten point transect analyses were conducted using the FHWA Traffic Noise Model (TNM) 2.5 software on these 14 segments to predict what distance from centerline the FHWA NAC standards would be approached or exceeded. The 14 segments are identified below:

- Segment 1: Copper Road to E Main Street, 45 mph.
- Segment 2: E Main Street to E Park Street, 35 mph.
- Segment 3: E Park Street to Indianhead Road, 45 mph.
- Segment 4: Indianhead Road to Dymoke Lane/Midvale Airport, 65 mph.
- Segment 5: Dymoke Lane/Midvale Airport to Bridge Street, 45 mph.
- Segment 6: Bridge Street to Canary Street, 35 mph.
- Segment 7: Canary Street to Salubria Road, 65 mph.
- Segment 8: Salubria Road to Hopper Avenue (Idaho 71), 25 mph.
- Segment 9: Hopper Avenue to Bleeker Avenue (Council), 65 mph.
- Segment 10: Bleeker Avenue to 4th Avenue, 25 mph.
- Segment 11: 4th Avenue to Fruitvale Glendale Road, 55 mph.
- Segment 12: Fruitvale Glendale Road to Hot Springs Road, 65 mph.
- Segment 13: Hot Springs Road to Commercial Avenue, 55 mph.





- Segment 14: Commercial Avenue to Idaho 55 (New Meadows), 25 mph.

The results of the TNM transect analysis are depicted in **Table 14**.

Table 14: dBA Levels for Ten Point Transects in Each Segment along the U.S. 95 North Corridor

DISTANCE FROM CENTERLINE (FT)	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	SEGMENT 6	SEGMENT 7
50	67.2	64.9	66.3	71.9	66.5	64.5	71.3
75	63.5	61.3	62.6	68.1	63.0	61.2	67.5
100	60.9	58.9	60.1	65.5	60.6	58.9	64.9
125	59.0	57.2	58.3	63.6	58.9	57.3	63.0
150	57.5	55.8	56.9	62.0	57.5	56.1	61.5
200	55.1	53.7	54.6	59.6	55.4	54.1	59.2
250	53.3	52.0	52.9	57.8	53.7	52.5	57.3
300	51.8	50.6	51.5	56.2	52.3	51.2	55.8
400	49.5	48.5	49.2	53.7	50.2	49.2	53.3
800	43.6	43.0	43.3	46.9	44.2	43.5	46.5
DISTANCE FROM CENTERLINE (FT)	SEGMENT 8	SEGMENT 9	SEGMENT 10	SEGMENT 11	SEGMENT 12	SEGMENT 13	SEGMENT 14
50	62.7	70.6	62.4	68.3	69.2	67.9	62.6
75	59.6	66.9	59.2	64.6	65.5	64.2	59.4
100	57.5	64.3	57.1	62.1	62.9	61.7	57.4
125	56.1	62.4	55.6	60.2	61.1	59.9	55.9
150	54.9	60.9	54.5	58.7	59.6	58.4	54.8
200	53.1	58.5	52.6	56.3	57.3	56.1	52.9
250	51.6	56.7	51.1	54.5	55.5	54.4	51.4
300	50.3	55.1	49.8	53.0	54.0	52.9	50.2
400	48.4	52.6	47.9	50.7	51.5	50.6	48.2
800	43.1	45.8	42.6	44.3	44.7	44.2	42.9

Setback constraints according to the TNM transects analysis are discussed below. Category F and G receptors have no NAC; therefore, these receptors have no setback constraints.

Segment 1:

These results indicate a 200 foot setback would be appropriate for Category A, a 75 foot setback would be appropriate for categories B and C, and Category E is constrained by a 50 foot setback.



Segment 2:

These results indicate a 150 foot setback would be appropriate for Category A, and a 50 foot setback would be appropriate for categories B, C and E.

Segment 3:

These results indicate a 150 foot setback would be appropriate for Category A, and a 50 foot setback would be appropriate for categories B, C and E.

Segment 4:

These results indicate a 300 foot setback would be appropriate for Category A, a 100 foot setback would be appropriate for categories B and C, and Category E is constrained by a 50 foot setback.

Segment 5:

These results indicate a 200 foot setback would be appropriate for Category A, and a 50 foot setback would be appropriate for categories B, C and E.

Segment 6:

These results indicate a 150 foot setback would be appropriate for Category A, and a 50 foot setback would be appropriate for categories B, C and E.

Segment 7:

These results indicate a 300 foot setback would be appropriate for Category A, a 100 foot setback would be appropriate for categories B and C, and Category E is constrained by a 50 foot setback.

Segment 8:

These results indicate a 125 foot setback would be appropriate for Category A, and a 50 foot setback would be appropriate for categories B, C and E.

Segment 9:

These results indicate a 250 foot setback would be appropriate for Category A, a 75 foot setback would be appropriate for categories B and C, and Category E is constrained by a 50 foot setback.

Segment 10:

These results indicate a 125 foot setback would be appropriate for Category A, and a 50 foot setback would be appropriate for categories B, C and E.

Segment 11:

These results indicate a 200 foot setback would be appropriate for Category A, a 75 foot setback would be appropriate for categories B and C, and Category E is constrained by a 50 foot setback.

Segment 12:

These results indicate a 250 foot setback would be appropriate for Category A, a 75 foot setback would be appropriate for categories B and C, and Category E is constrained by a 50 foot setback.





Segment 13:

These results indicate a 200 foot setback would be appropriate for Category A, a 75 foot setback would be appropriate for categories B and C, and Category E is constrained by a 50 foot setback.

Segment 14:

These results indicate a 125 foot setback would be appropriate for Category A, and a 50 foot setback would be appropriate for categories B, C and E.

Federal Aviation Administration (FAA) Airspace Intrusion

There is one public aviation facility within the project corridor: Lee Williams Memorial Airport. This is illustrated in **Appendix A, Figure 12-1 (Page 115)**.

Any proposed new construction or alteration of an existing facility that may impose an obstruction to present or future air navigation must be coordinated with the FAA and with the department's Division of Aeronautics (Aeronautics) to ensure that airway-highway clearances are adequate for the safe movement of air and highway traffic. Aeronautics requires notification of any structure that would be 150 feet above ground or water surface and the FAA requires notification of any structure 200 feet above ground or water surface.



Data Sources

IN ORDER OF APPEARANCE

REFERENCE FROM REPORT

Little Salmon River Subbasin Assessment and TMDL. DEQ 2006. Access from

http://www.deq.state.id.us/media/455095-water_data_reports_surface_water_tmdls_little_salmon_river_little_salmon_river_entire.pdf

Ingham, Michael. July 2006. Weiser River Watershed Subbasin Assessment and Total Maximum Daily Loads, Idaho Department of Environmental Quality. Accessed at

http://www.deq.state.id.us/media/449892-weiser_river_entire.pdf

Figure 1-1: Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm

Table 1: Bionomics Scope of Work.

Table 2: Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Corridor Boundary – Buffer from "US95_North_Highway", above.

U.S. Department of Agriculture, National Agricultural Statistics Service. "2012 Idaho Cropland Data Layer".

Figure 2-1 through 2-6: Ortho Imagery – United States Department of Agriculture. "Washington County 2011 National Ag. Imagery Program Mosaic". Served through <http://datagateway.nrcs.usda.gov> under name of "ortho_1-1_1n_s_id087_2011_1".

Ortho Imagery – United States Department of Agriculture. "Adams County 2011 National Ag. Imagery Program Mosaic". Served through <http://datagateway.nrcs.usda.gov> under name of "ortho_1-1_1n_s_id003_2011_1".

Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Corridor Boundary – Buffer from "US95_North_Highway", above.

Idaho Transportation Department. "State Highway MilePost Signs". Served through <http://cloud.insideidaho.org/arcgis/services> under name of "MilePostsSigns".





Figure 3-1:

Idaho Department of Water Resources. "Major Cities". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded on January 10, 2014.

U.S. Department of Agriculture, National Resources Conservation Service. "SSURGO" downloaded from NRCS website on March 19, 2014.

Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Idaho Department of Water Resources. "Major Cities". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded on January 10, 2014.

Idaho Department of Water Resources. "Streams and Rivers". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded August 19, 2013.

Idaho Department of Water Resources. "Watersheds". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded August 19, 2013.

Figure 4-1 through 4-46:

Ortho Imagery – United States Department of Agriculture. "Washington County 2011 National Ag. Imagery Program Mosaic". Served through <http://datagateway.nrcs.usda.gov> under name of "ortho_1-1_1n_s_id087_2011_1".

Ortho Imagery – United States Department of Agriculture. "Adams County 2011 National Ag. Imagery Program Mosaic". Served through <http://datagateway.nrcs.usda.gov> under name of "ortho_1-1_1n_s_id003_2011_1".

Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Corridor Boundary – Buffer from "US95_North_Highway", above.

Idaho Transportation Department. "State Highway MilePost Signs". Served through <http://cloud.insideidaho.org/arcgis/services> under name of "MilePostsSigns".

Idaho Department of Water Resources. "Major Cities". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded on January 10, 2014.

Bionomics Environmental, Inc. "Waters.shp".

Bionomics Environmental, Inc. "Waters_line". shp



	Bionomics Environmental, Inc. "Wetlands.shp".
Figure 5-1:	Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile. Idaho Department of Water Resources. "Major Cities". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded on January 10, 2014. Idaho Department of Water Resources. "Streams and Rivers". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded August 19, 2013. Idaho Department of Water Resources. "Irrigation Company Service Area Boundaries". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded August 19, 2013.
Figure 6-1:	Ortho Imagery – United States Department of Agriculture. "Washington County 2011 National Ag. Imagery Program Mosaic". Served through http://datagateway.nrcs.usda.gov under name of "ortho_1-1_1n_s_id087_2011_1". Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile. Idaho Department of Water Resources. "Major Cities". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded on January 10, 2014. Federal Emergency Management Agency. National Flood Hazard Layer: "S_FLD_HAZ_AR". Publication Date: 20130712.
Table 3:	Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile. Corridor Boundary – Buffer from "US95_North_Highway", above. Bionomics Environmental, Inc. "Waters.shp". Bionomics Environmental, Inc. "Waters_line". shp Bionomics Environmental, Inc. "Wetlands.shp".
Figure 7-1:	Ortho Imagery – United States Department of Agriculture. "Washington County 2011 National Ag. Imagery Program Mosaic". Served through http://datagateway.nrcs.usda.gov under name of "ortho_1-1_1n_s_id087_2011_1".





Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Corridor Boundary – Buffer from "US95_North_Highway", above.

Idaho Department of Water Resources. "Major Cities". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded on January 10, 2014.

INSIDE Idaho. "Nitrate Priority Areas of Idaho (2008)". Served through <http://cloud.insideidaho.org>. downloaded on March 20, 2014.

Figure 8-1 and 8-2:

Ortho Imagery – United States Department of Agriculture. "Washington County 2011 National Ag. Imagery Program Mosaic". Served through <http://datagateway.nrcs.usda.gov> under name of "ortho_1-1_1n_s_id087_2011_1".

Ortho Imagery – United States Department of Agriculture. "Adams County 2011 National Ag. Imagery Program Mosaic". Served through <http://datagateway.nrcs.usda.gov> under name of "ortho_1-1_1n_s_id003_2011_1".

Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Corridor Boundary – Buffer from "US95_North_Highway", above.

Idaho Transportation Department. "State Highway MilePost Signs". Served through <http://cloud.insideidaho.org/arcgis/services> under name of "MilePostsSigns".

<http://www.deq.idaho.gov/waste/ustlust>

<http://www.epa.gov/envirofw>

Table 4:

Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Corridor Boundary – Buffer from "US95_North_Highway", above.

<http://www.deq.idaho.gov/waste/ustlust>

Table 5:

Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.

Corridor Boundary – Buffer from "US95_North_Highway", above.

<http://www.epa.gov/envirofw>

Table 6:

Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile.



	Corridor Boundary – Buffer from “US95_North_Highway”, above. http://www.epa.gov/envirofw http://www.deq.idaho.gov/waste/ustlust
Table 7:	http://www.fws.gov/endangered/species/index.htm
Table 8:	IFWIS Information Request
Table 9:	http://factfinder2.census.gov Idaho Transportation Department. “US95_North_Highway”. Queried from sdeProd.SDE.StateHighwayUpdateFile. Corridor Boundary – Buffer from “US95_North_Highway”, above. http://www.census.gov/geo/maps-data/data/tiger-data.html
Figure 9-1:	http://factfinder2.census.gov Idaho Transportation Department. “US95_North_Highway”. Queried from sdeProd.SDE.StateHighwayUpdateFile. Corridor Boundary – Buffer from “US95_North_Highway”, above. http://www.census.gov/geo/maps-data/data/tiger-data.html
Table 10:	http://www.nps.gov/nr/research
Figure 10-1 through Figure 10-5:	Ortho Imagery – United States Department of Agriculture. “Washington County 2011 National Ag. Imagery Program Mosaic”. Served through http://datagateway.nrcs.usda.gov under name of “ortho_1-1_1n_s_id087_2011_1”. Ortho Imagery – United States Department of Agriculture. “Adams County 2011 National Ag. Imagery Program Mosaic”. Served through http://datagateway.nrcs.usda.gov under name of “ortho_1-1_1n_s_id003_2011_1”. Idaho Transportation Department. “US95_North_Highway”. Queried from sdeProd.SDE.StateHighwayUpdateFile. Corridor Boundary – Buffer from “US95_North_Highway”, above. Idaho Transportation Department. “State Highway MilePost Signs”. Served through http://cloud.insideidaho.org/arcgis/services under name of “MilePostsSigns”. http://www.nps.gov/nr/research
Table 11:	Bionomics Environmental, Inc. “Potential Eligible Sites.shp”.



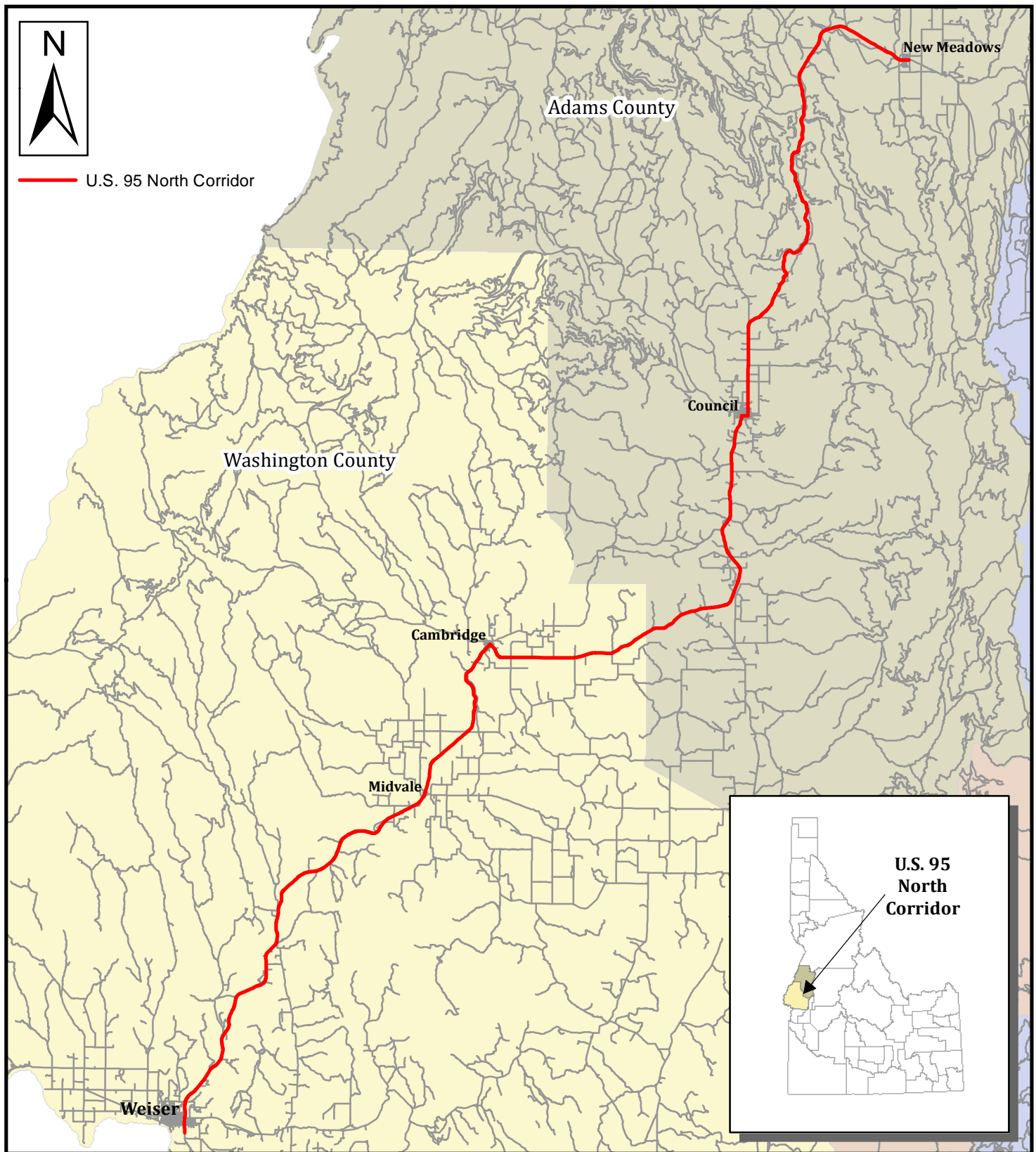




Table 12:	Bionomics Environmental, Inc. "Potential Section 4(f) Resources.shp". http://www.nps.gov/nr/research
Figure 11-1:	Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile. Idaho Department of Water Resources. "Major Cities". Served through http://www.idwr.idaho.gov/GeographicInfo/GISdata/gis_data.htm downloaded on January 10, 2014. Idaho Department of Parks and Recreation. "Idaho Department of Parks and Recreation Sites". Served through http://cloud.insideidaho.org/arcgis/services under name of "recSites_id_idpr". Bureau of Land Management. "Recreation Sites". Served through http://cloud.insideidaho.org/arcgis/services under name of "REC_BLMRecreationSites_PUB_UNK_POINT". http://www.nps.gov/nr/research
Table 13:	23 CFR 772 and ITD Noise Policy
Table 14:	FHWA Traffic Noise Model (TNM) 2.5 Software
Figure 12-1:	Ortho Imagery – United States Department of Agriculture. "Washington County 2011 National Ag. Imagery Program Mosaic". Served through http://datagateway.nrcs.usda.gov under name of "ortho_1-1_1n_s_id087_2011_1". Idaho Transportation Department. "US95_North_Highway". Queried from sdeProd.SDE.StateHighwayUpdateFile. Corridor Boundary – Buffer from "US95_North_Highway", above. Airports – National Transportation Atlas Database (NTAD) 2013.

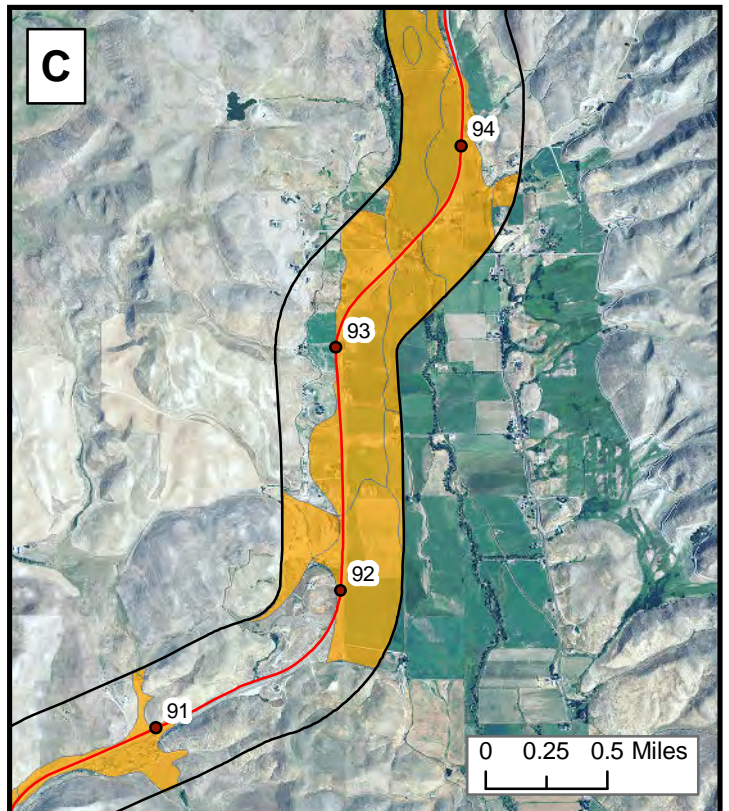
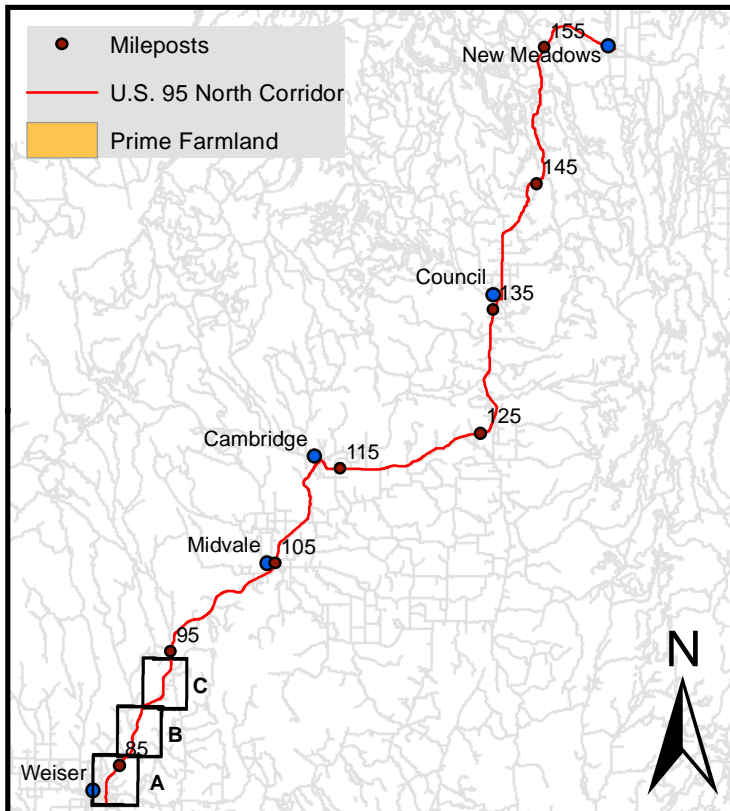
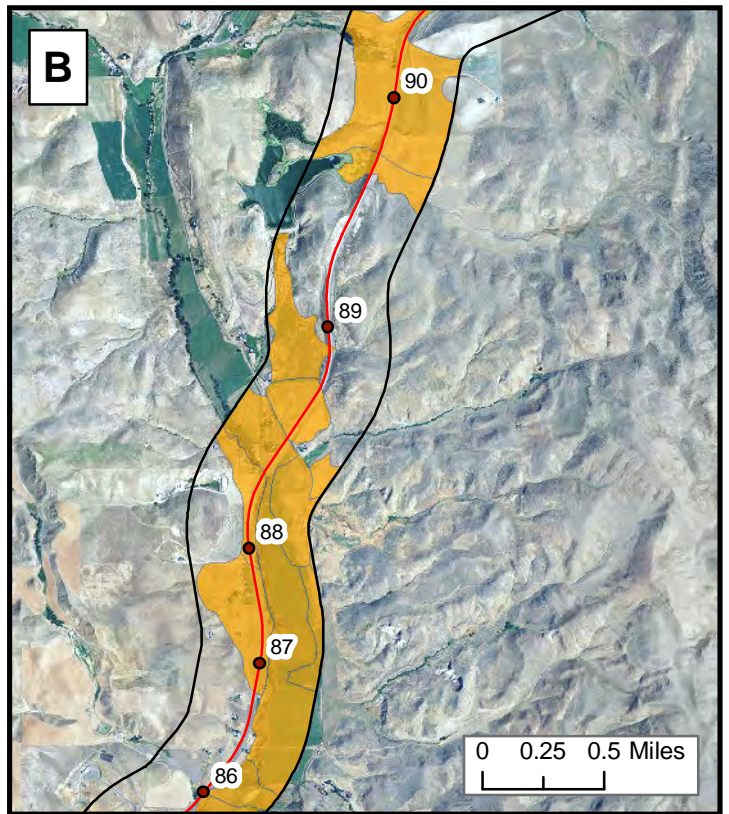
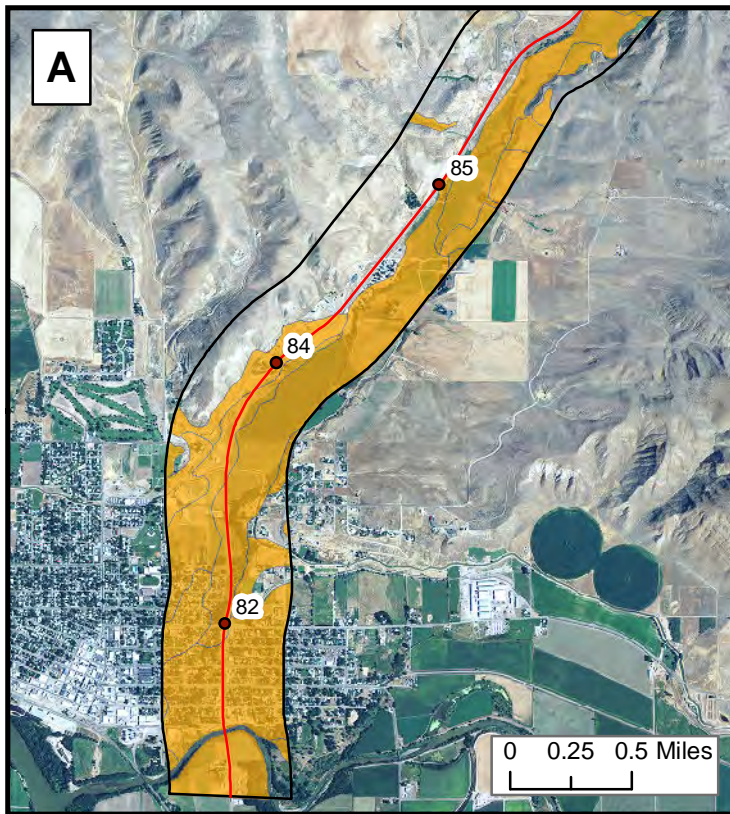




Appendix A

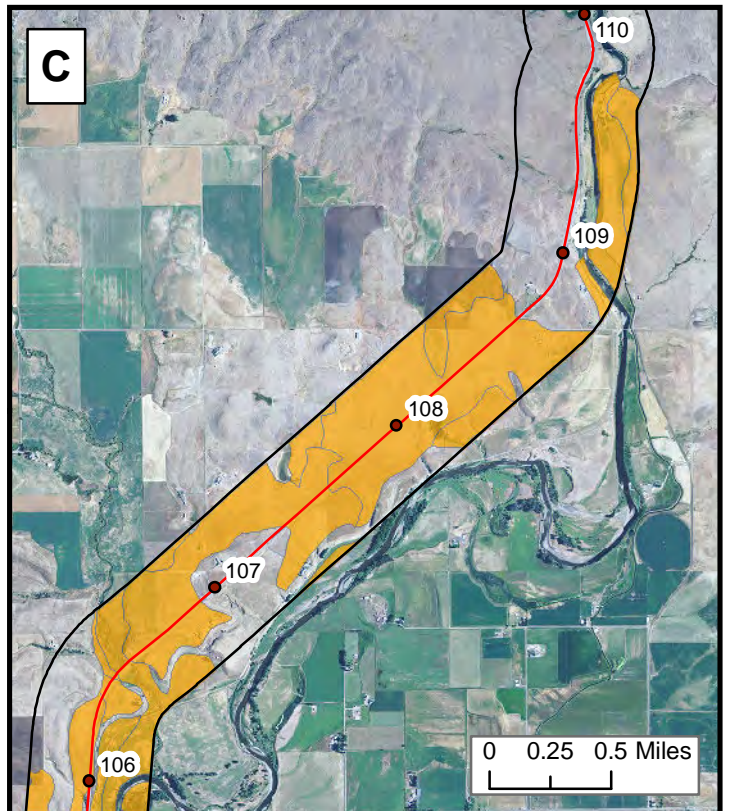
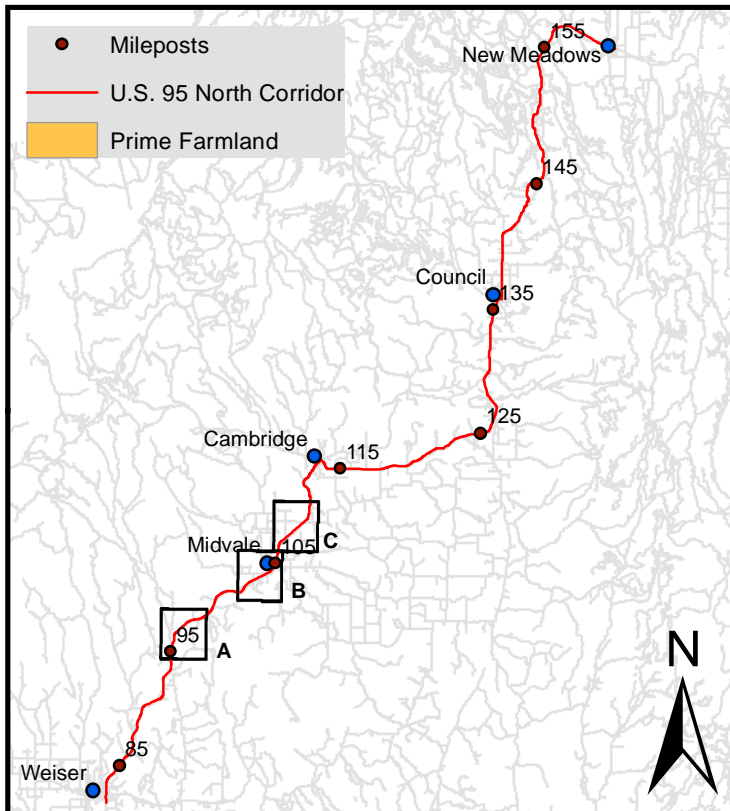
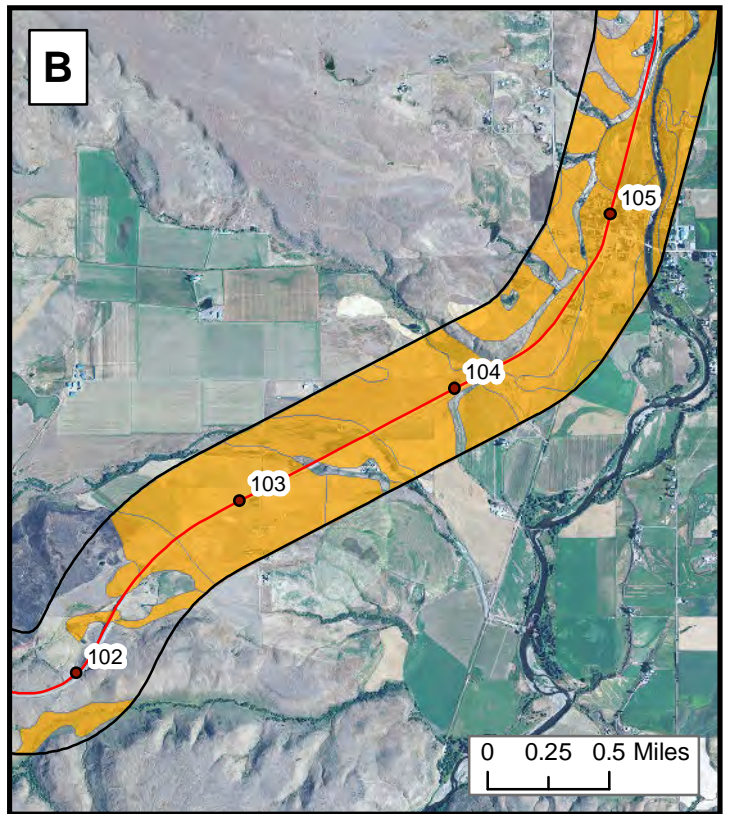
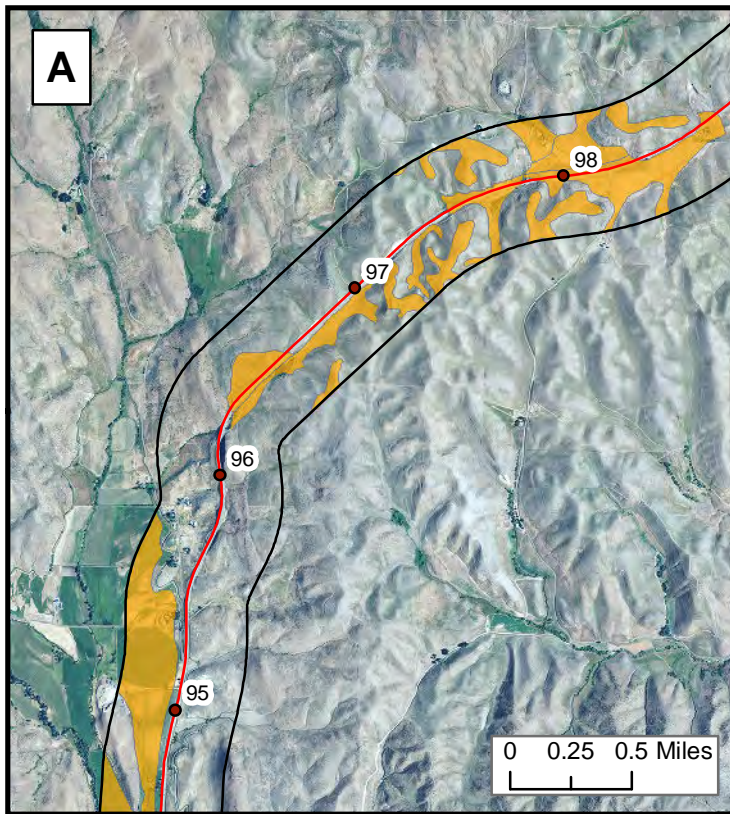






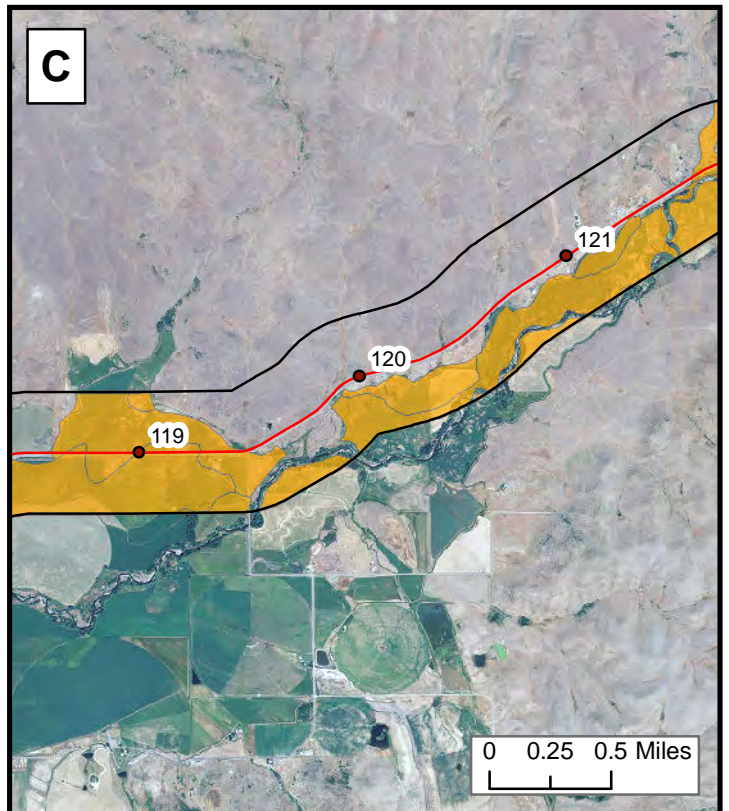
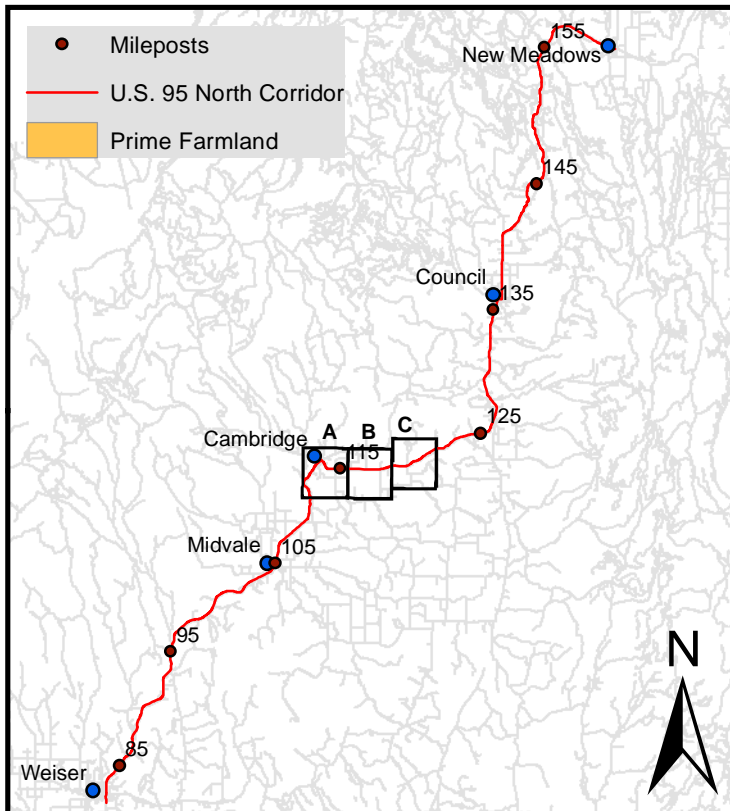
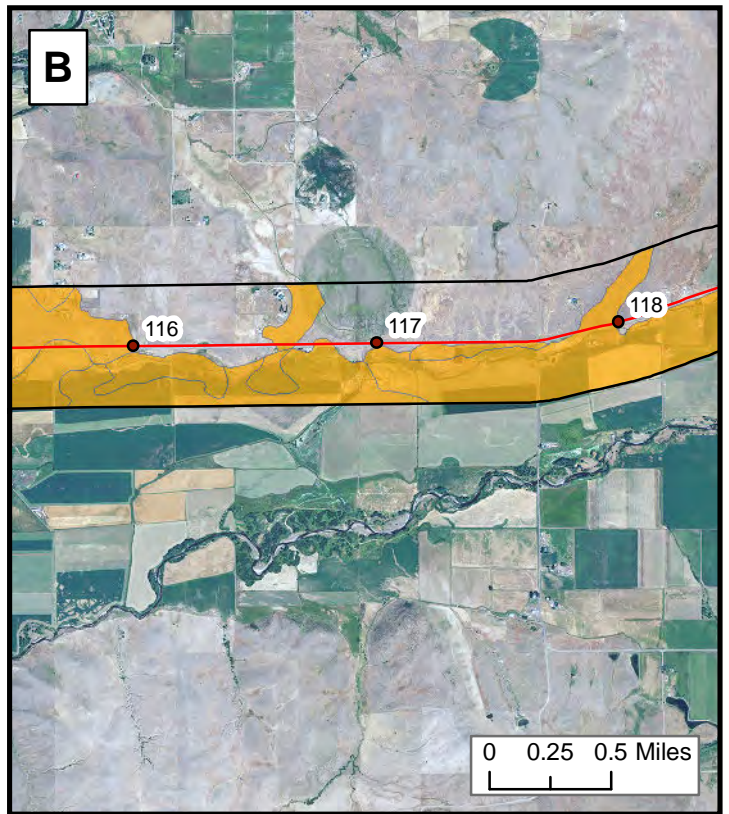
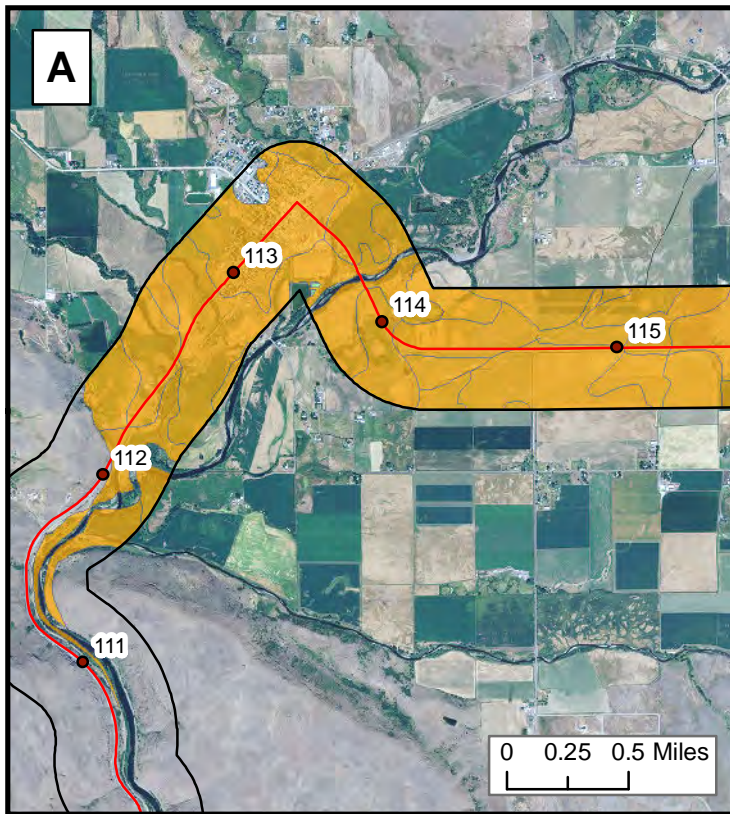
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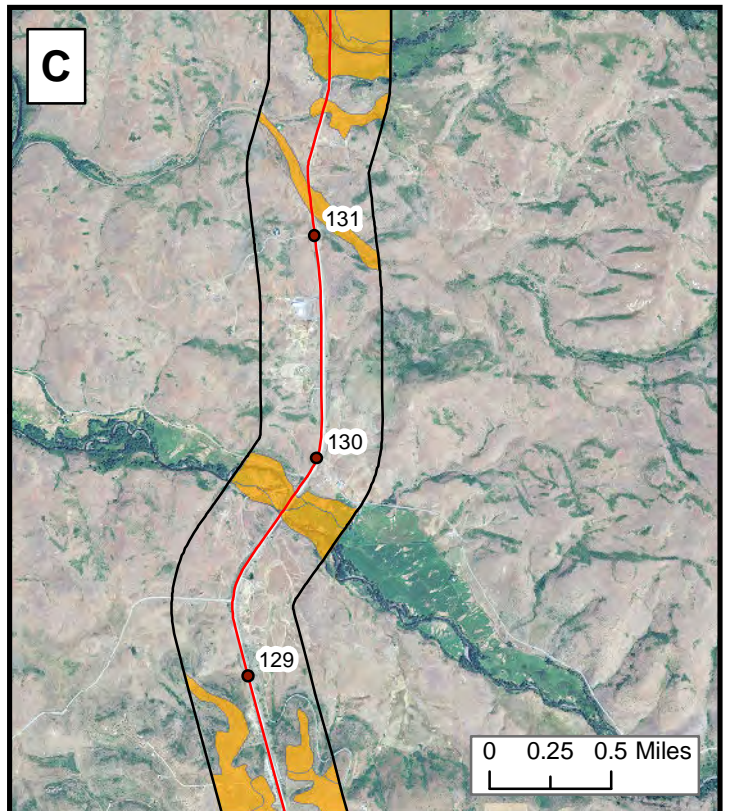
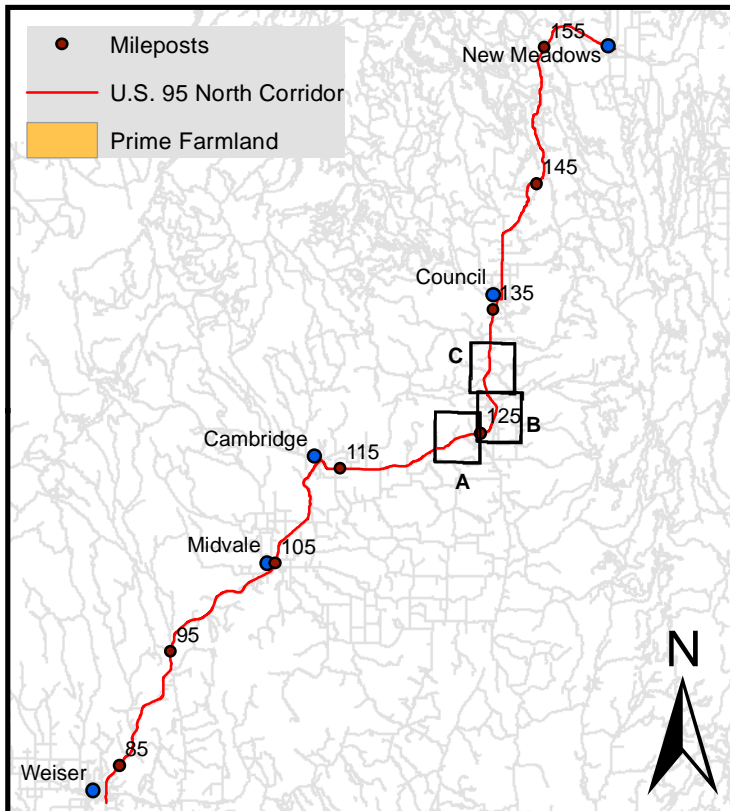
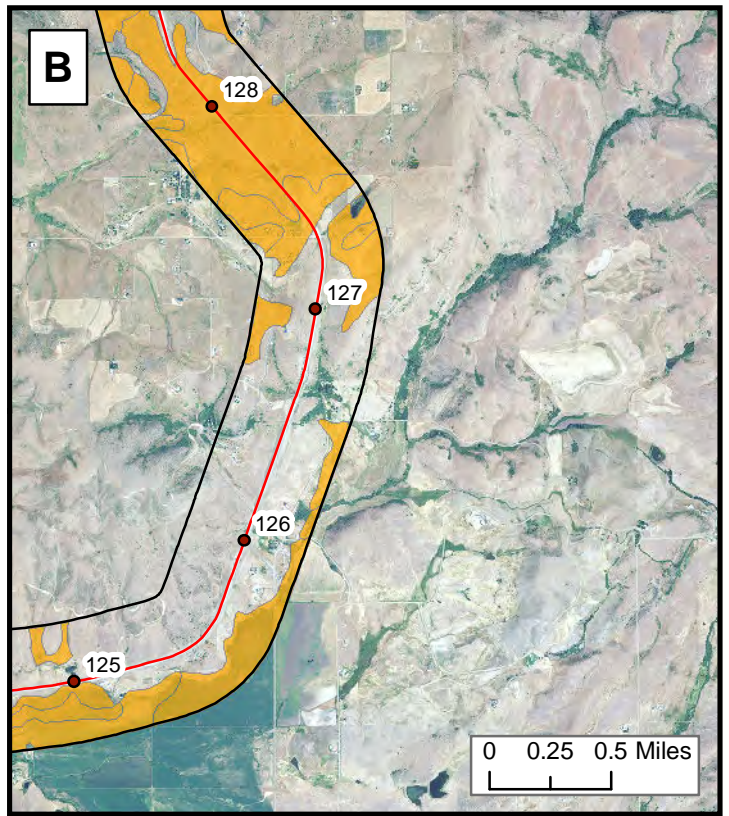
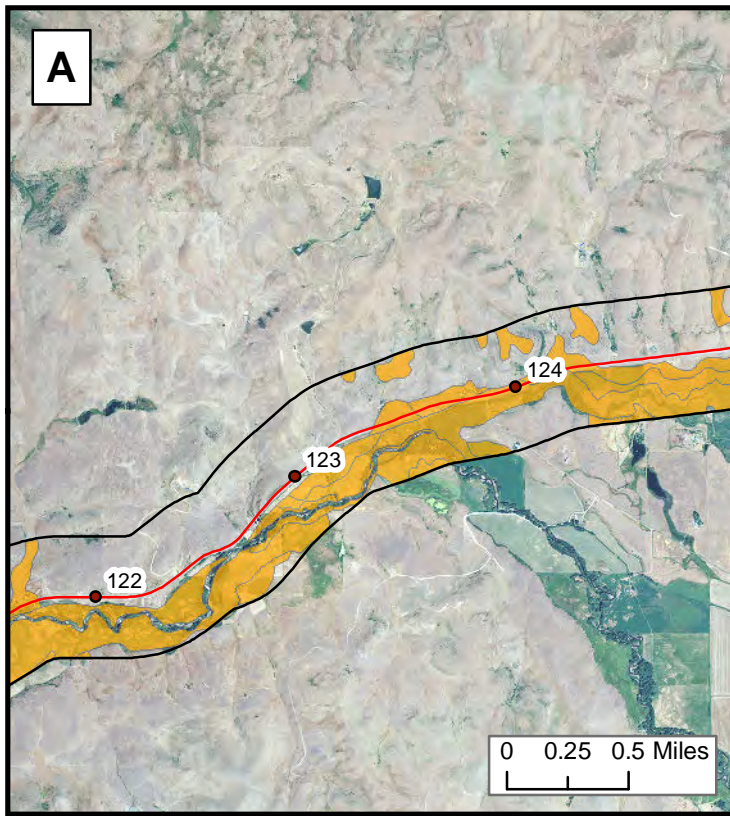
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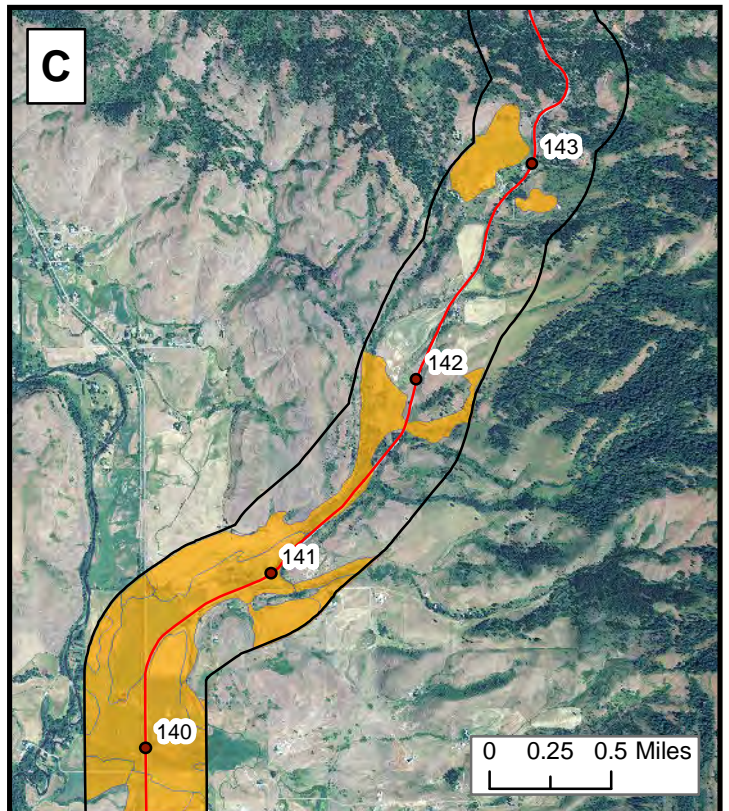
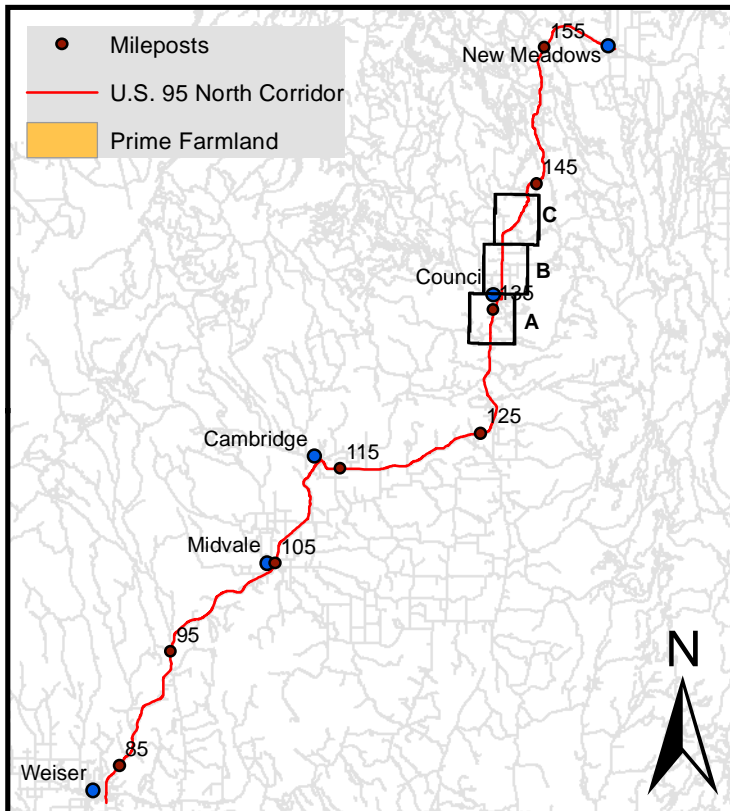
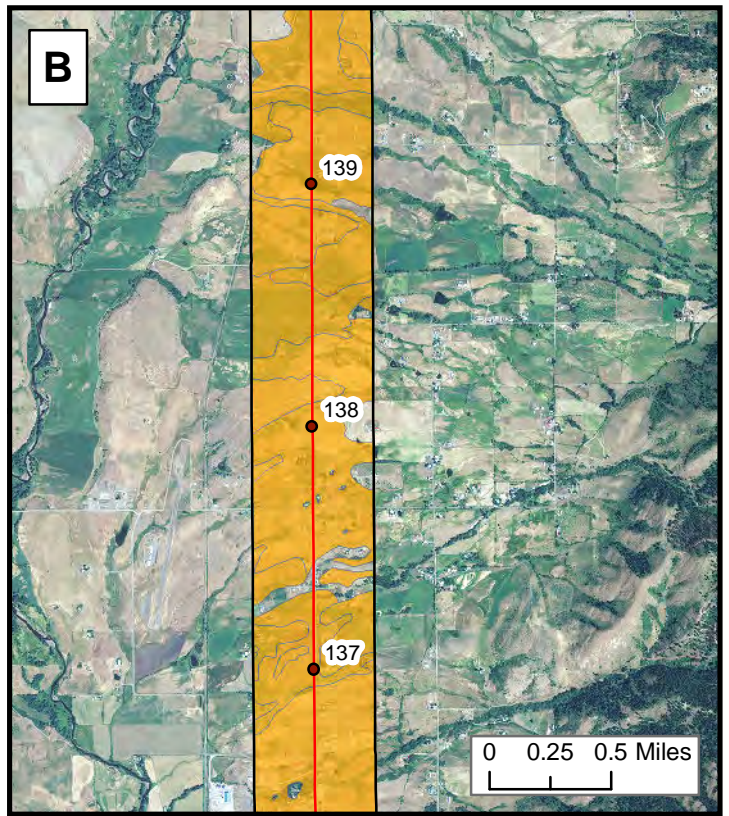
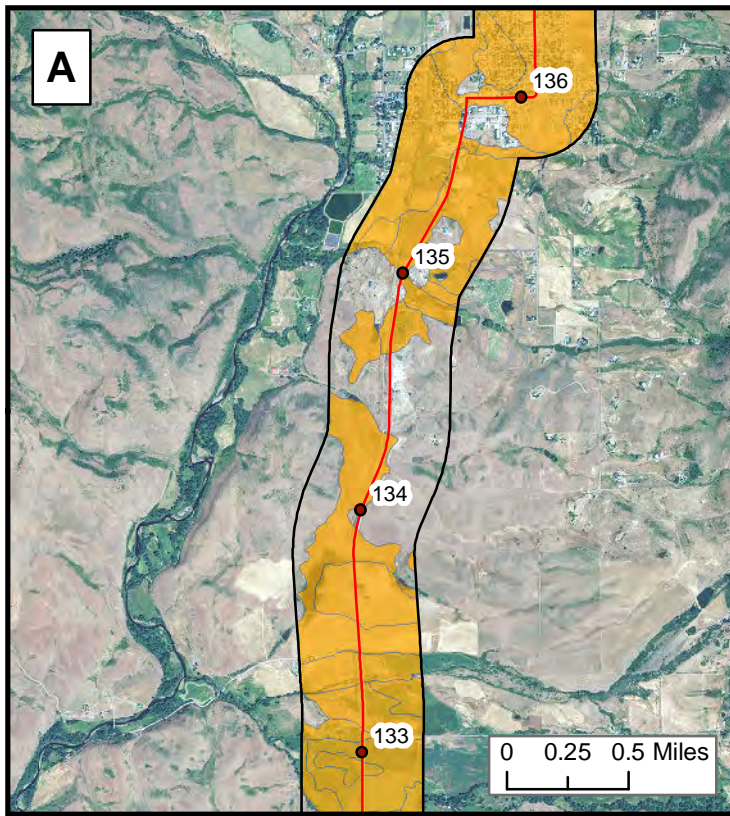
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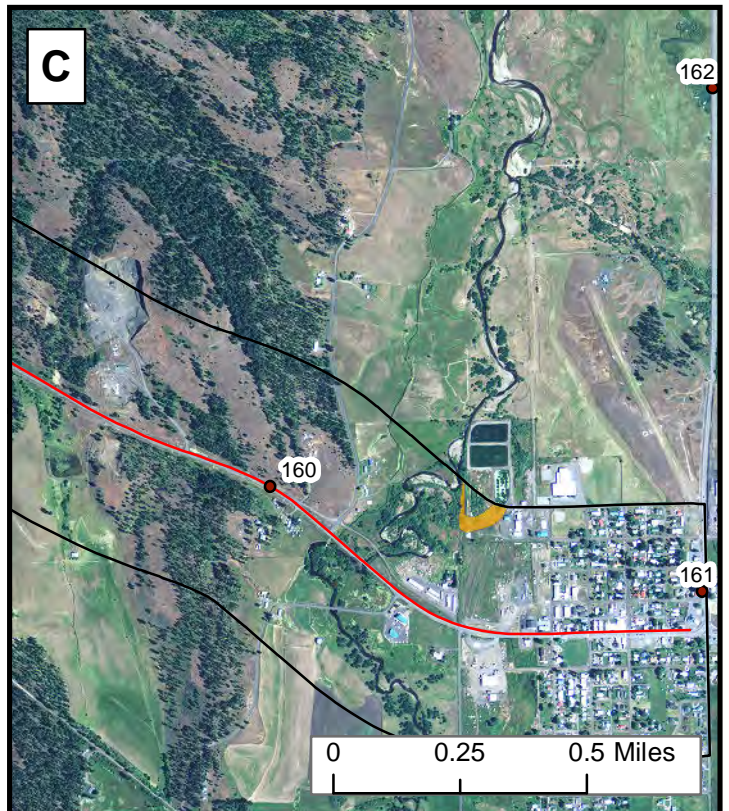
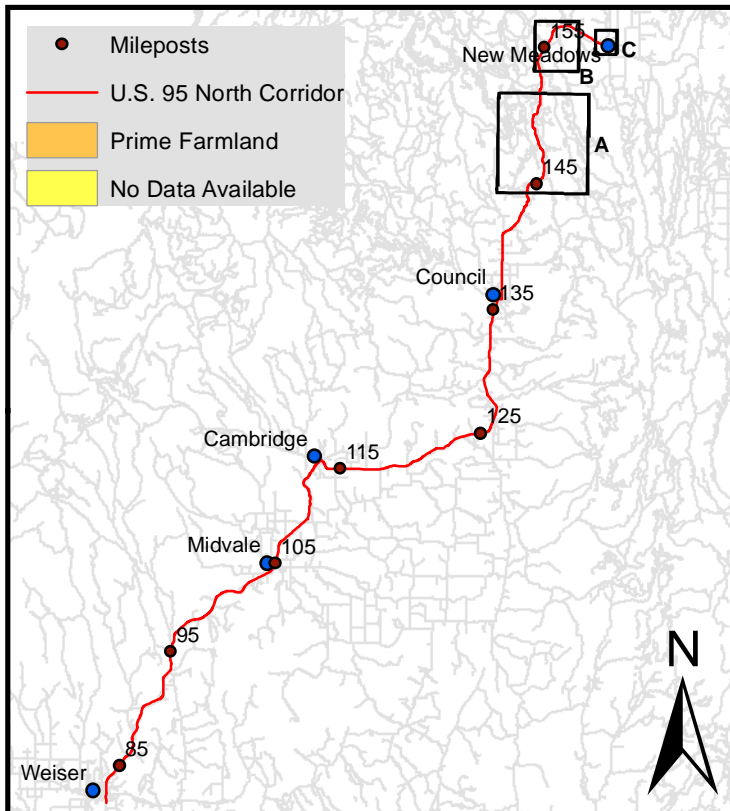
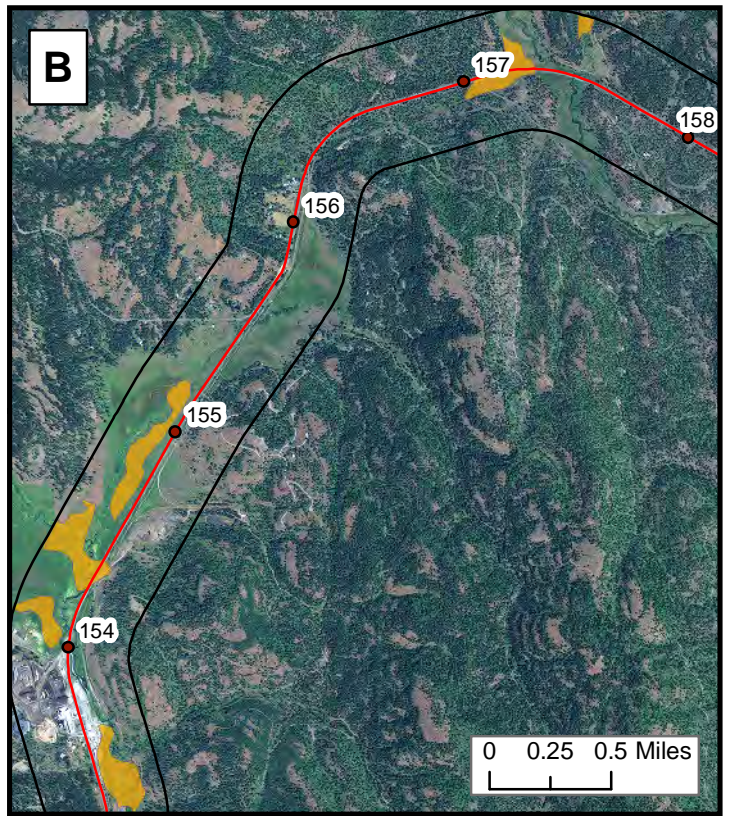
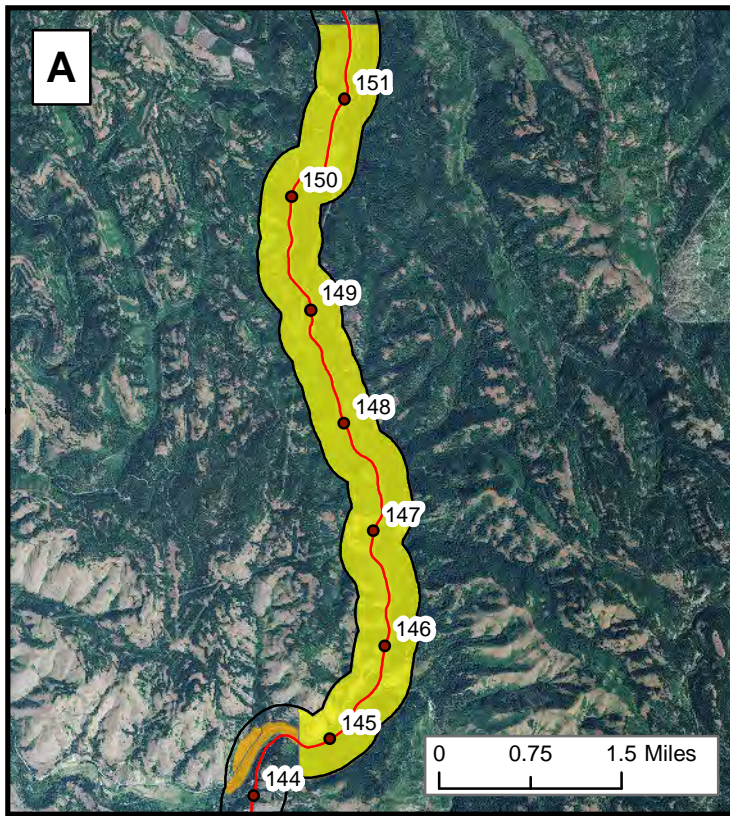
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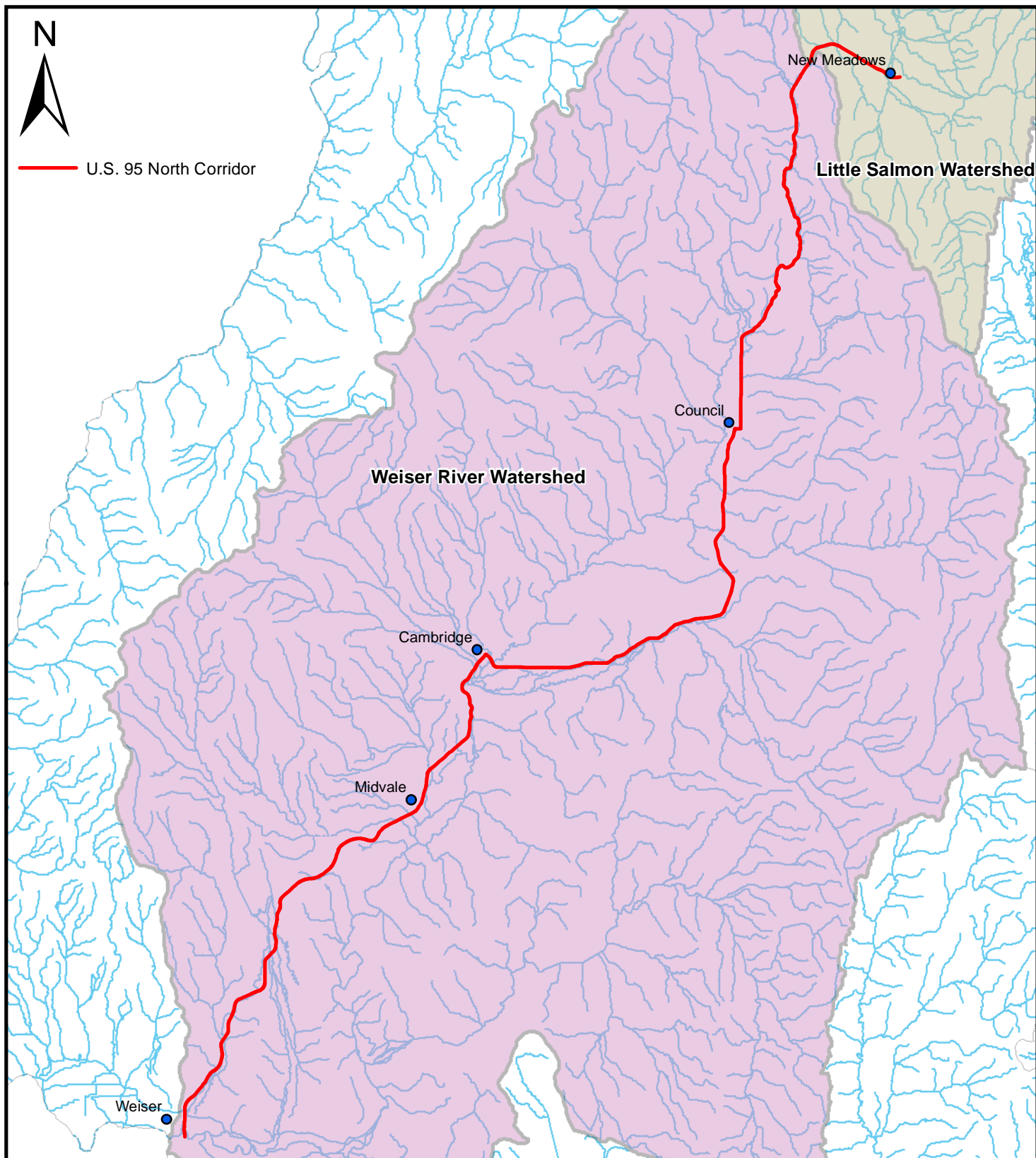
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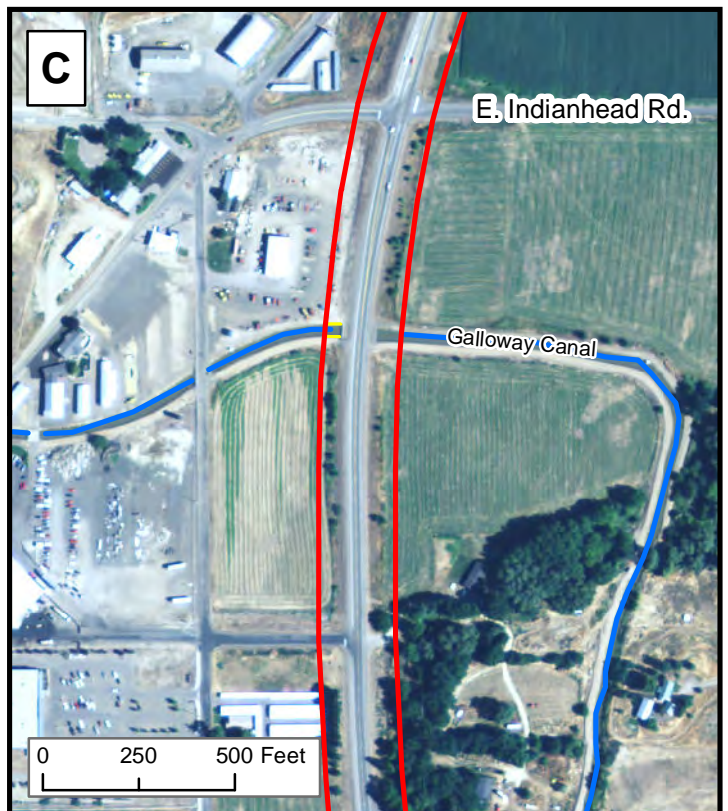
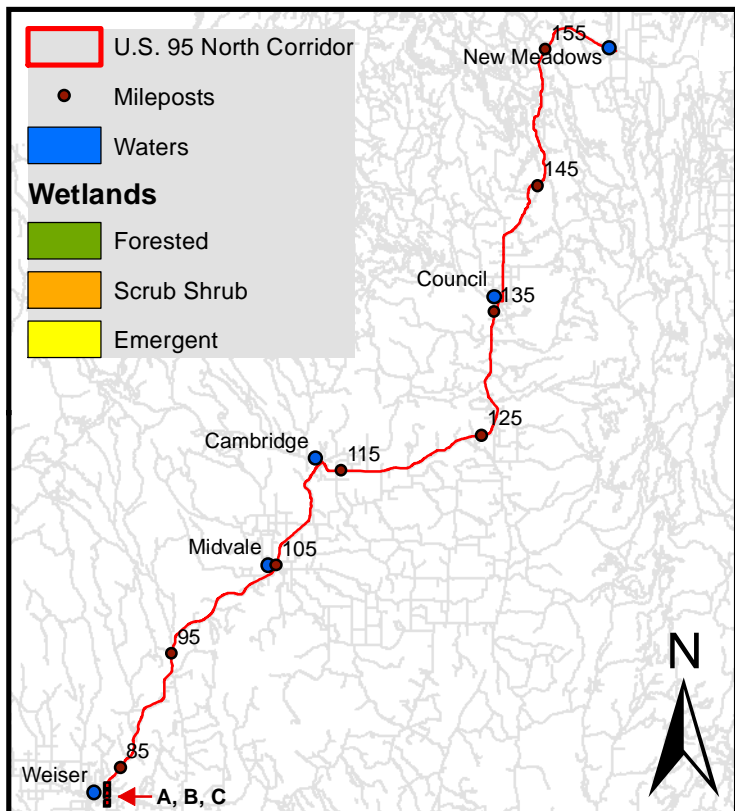
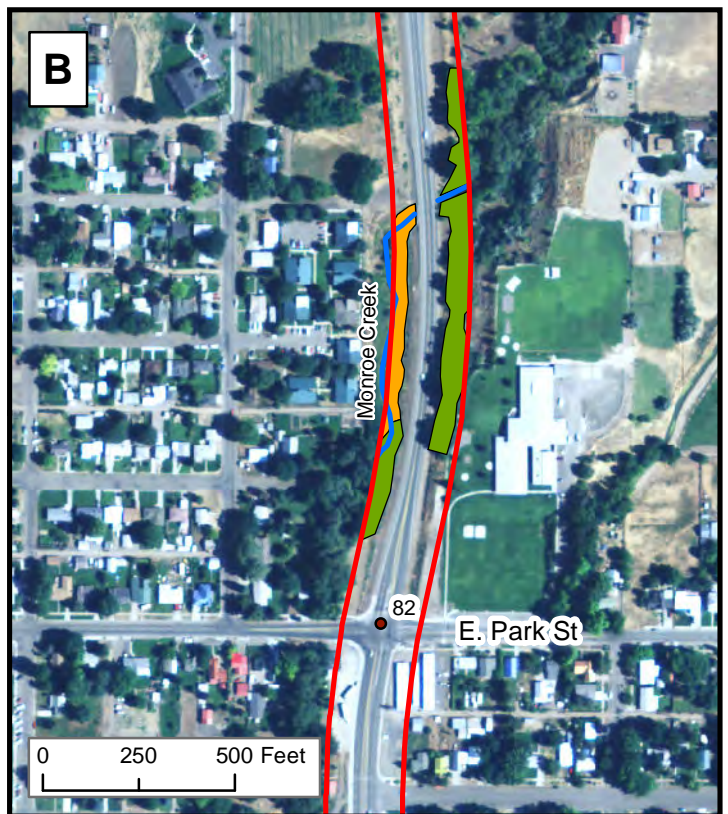
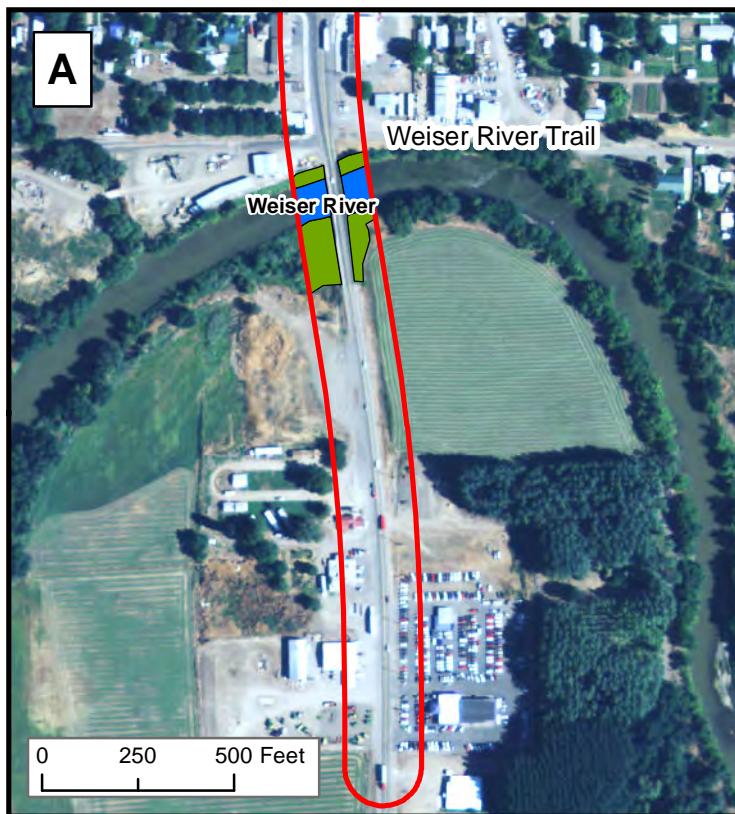
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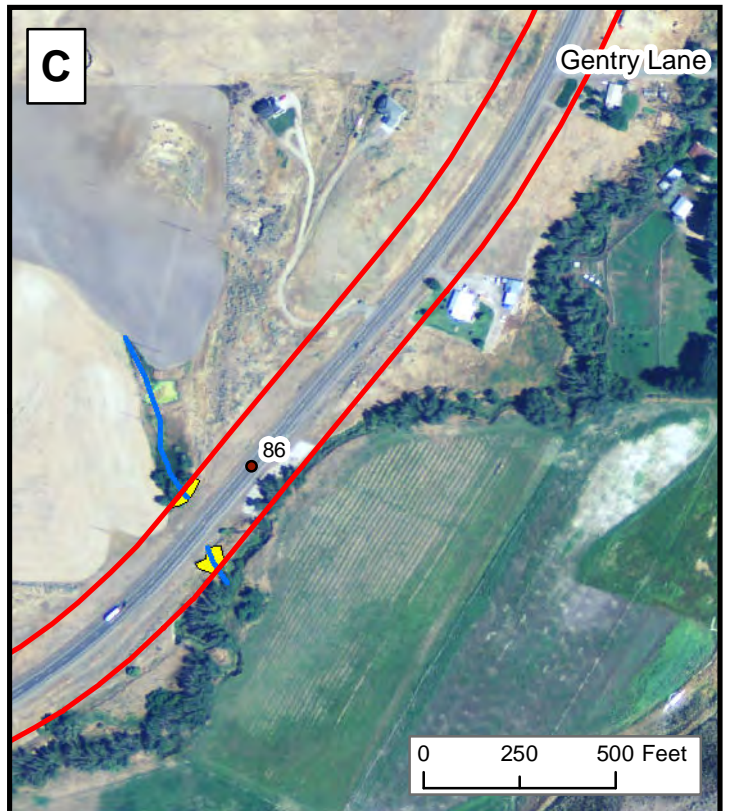
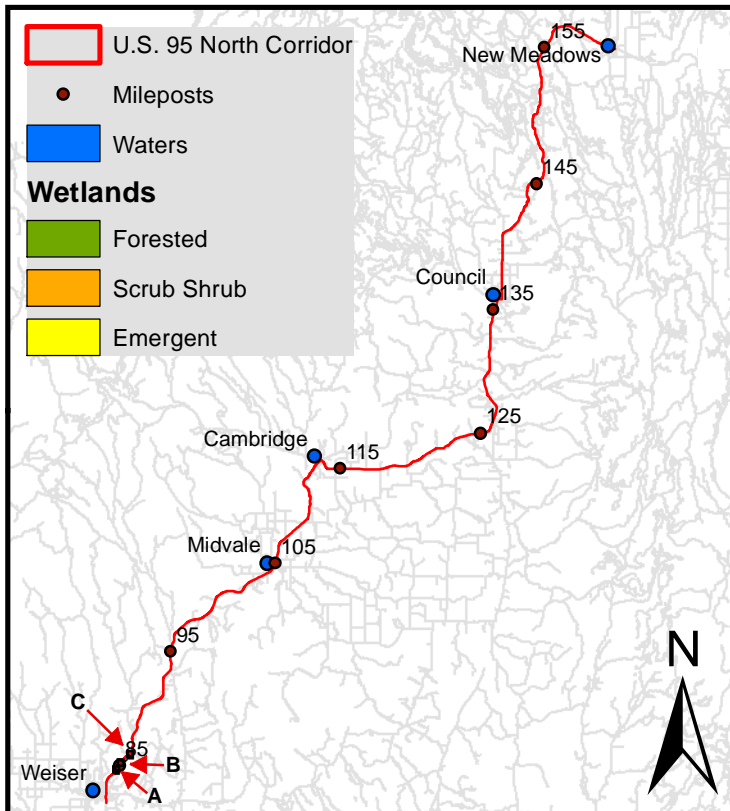
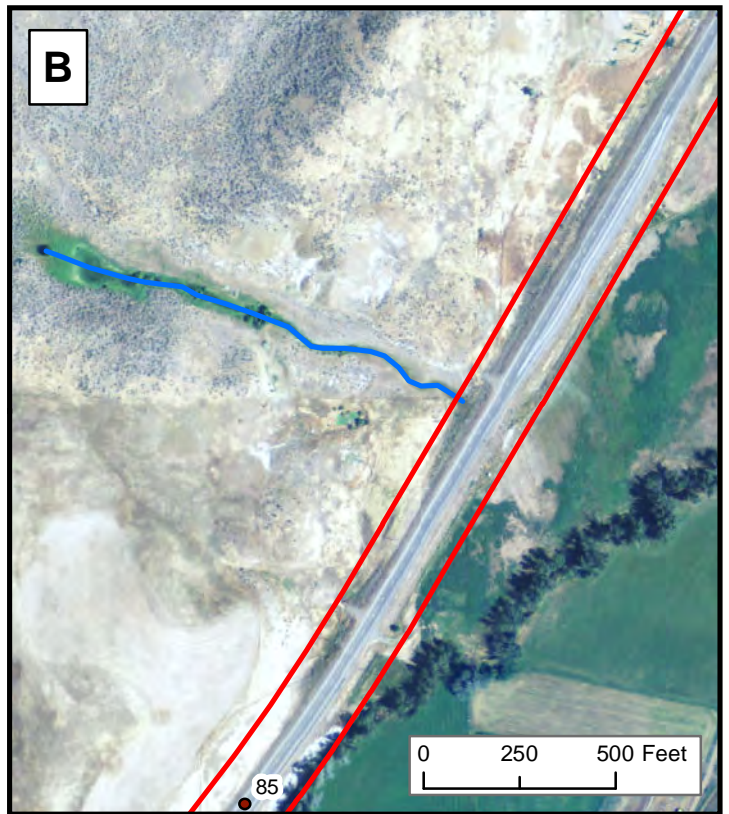
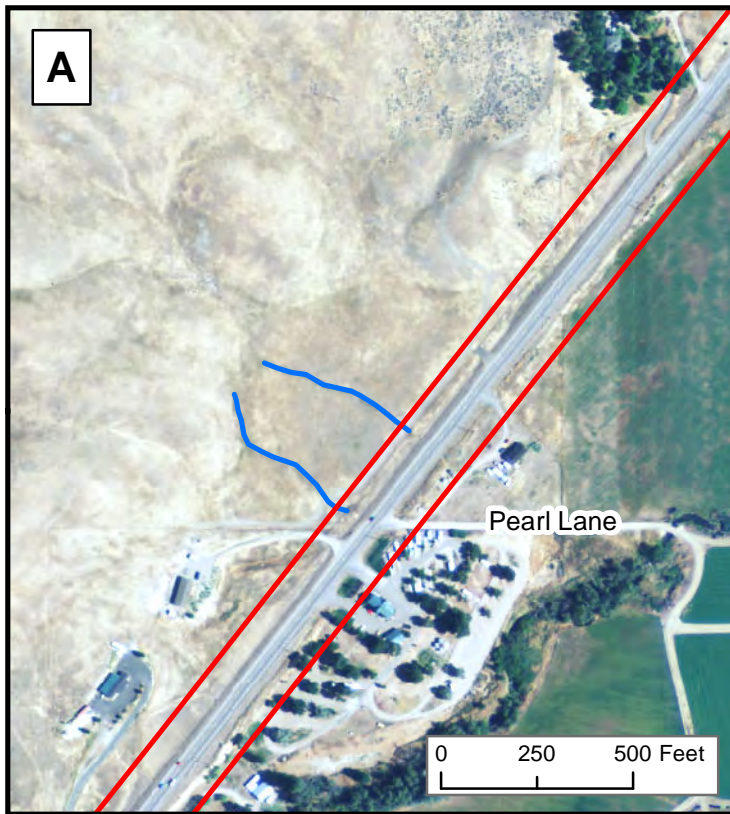
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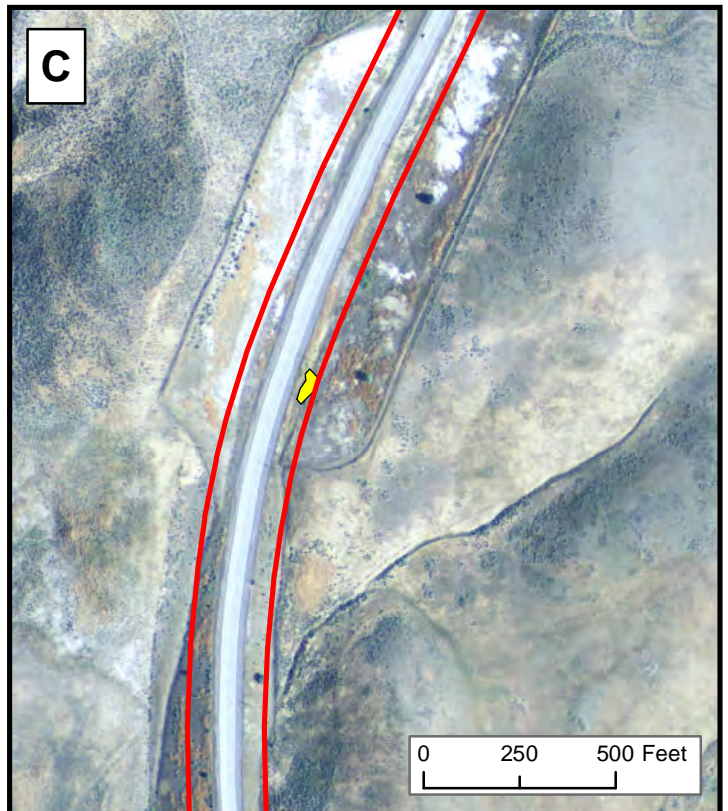
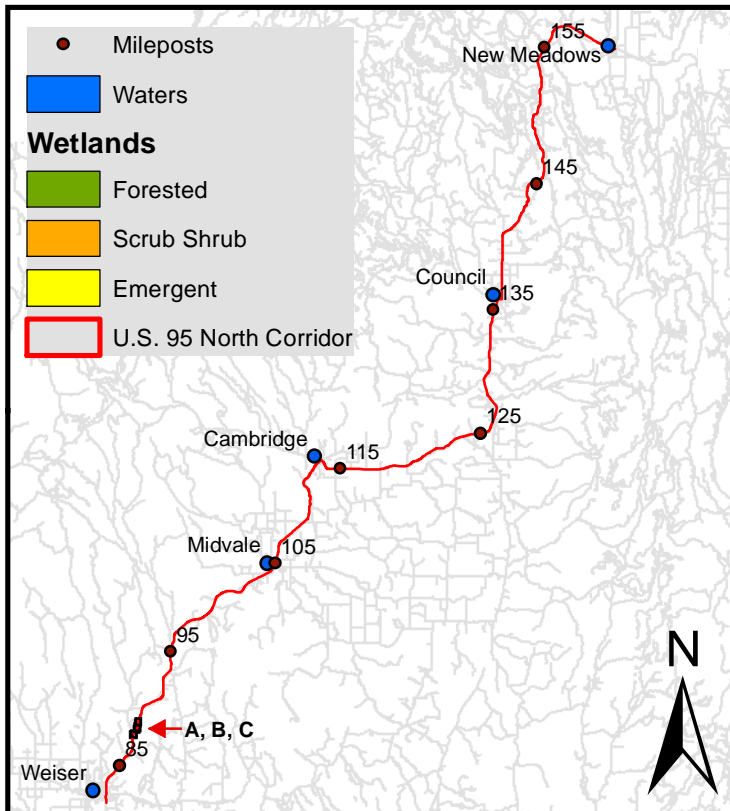
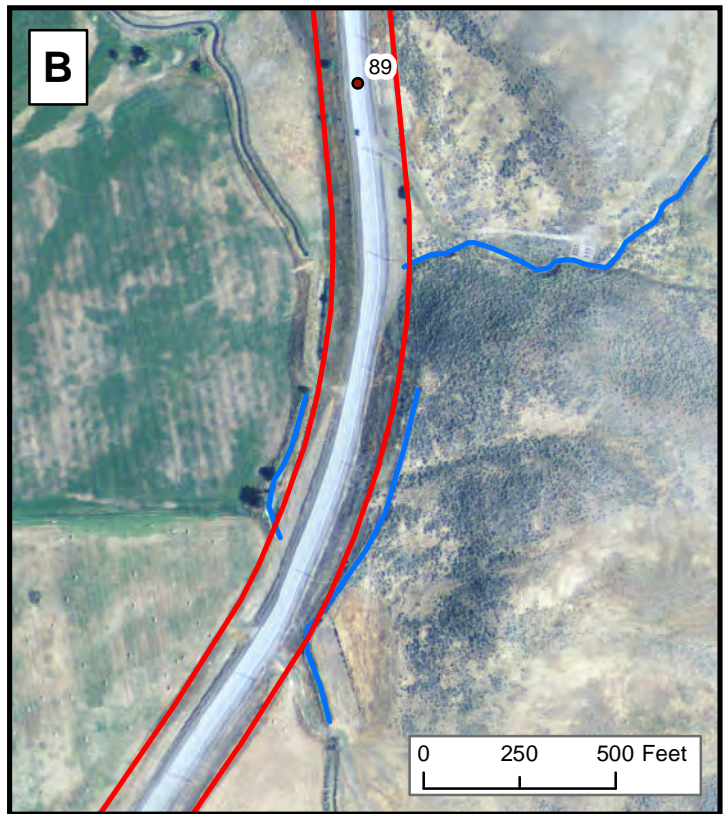
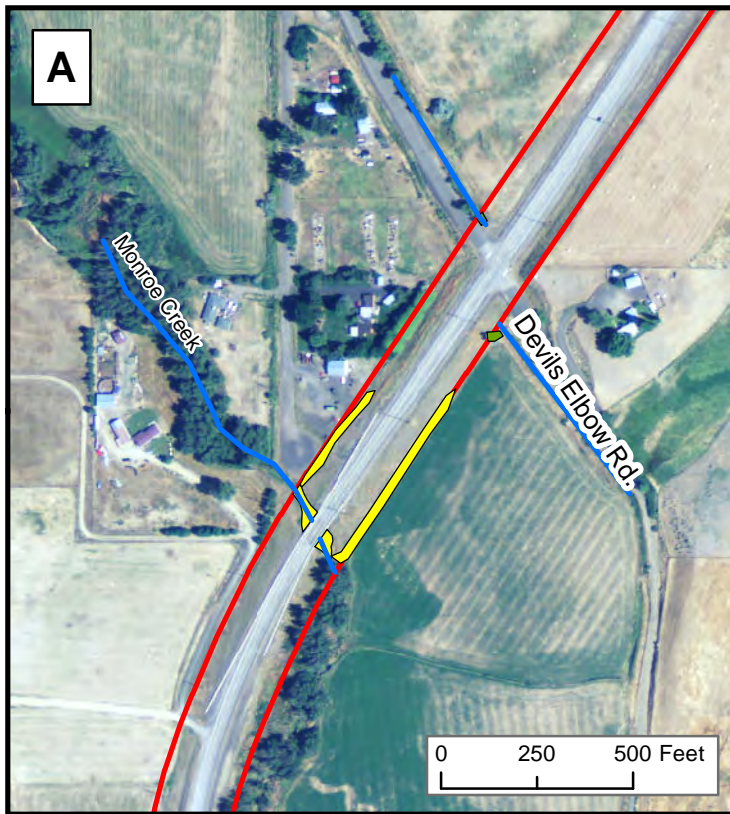
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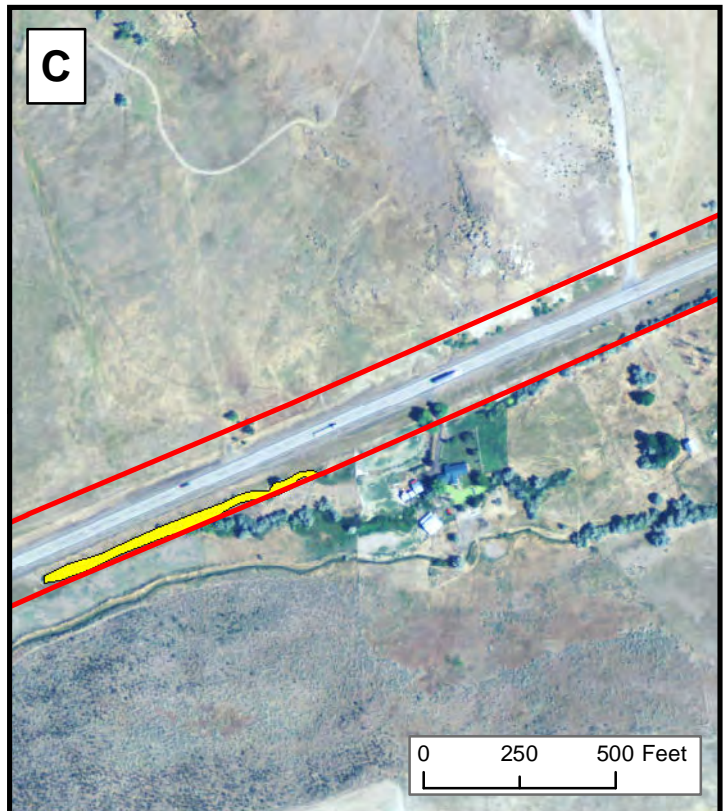
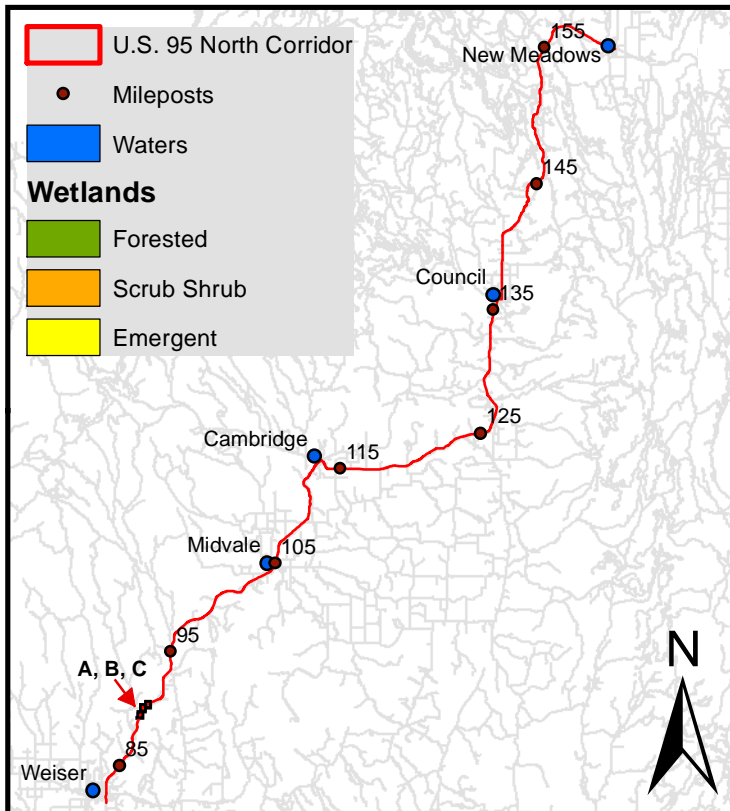
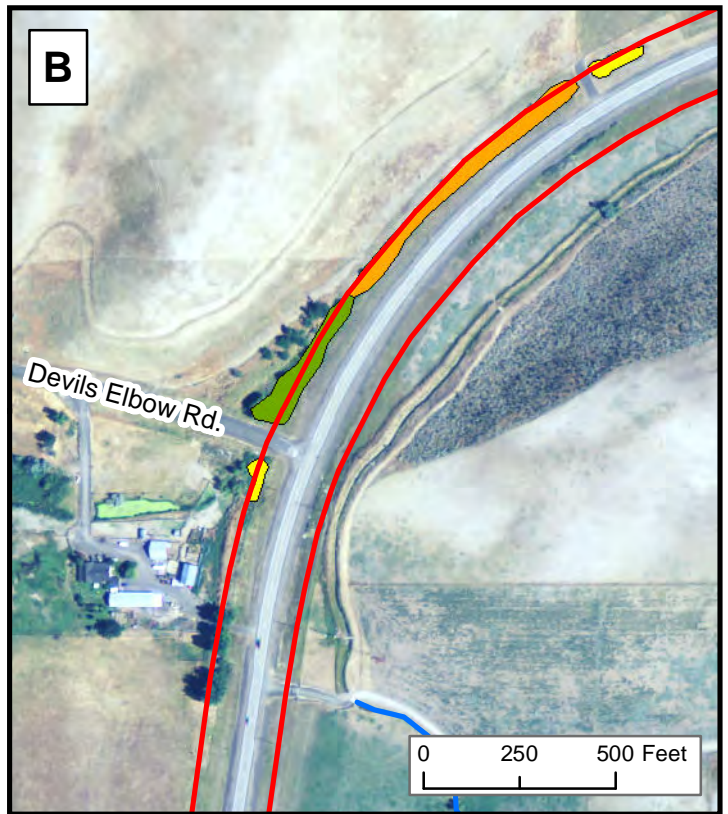
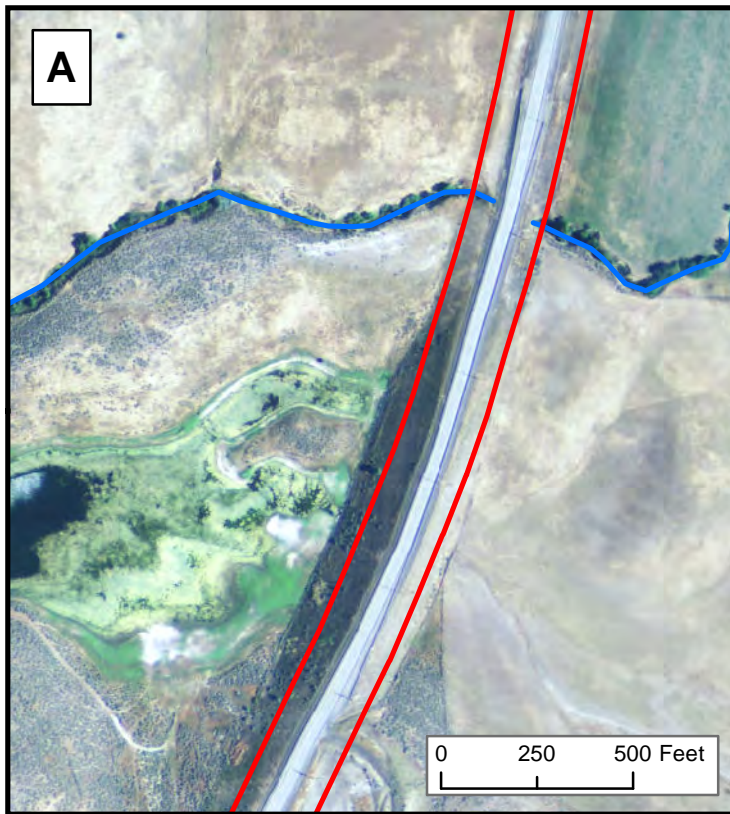
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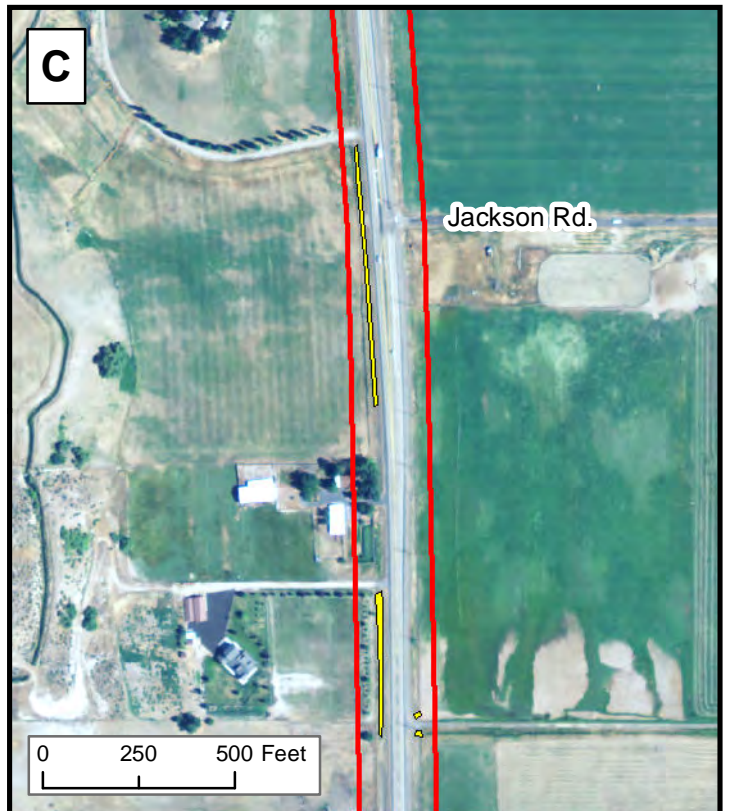
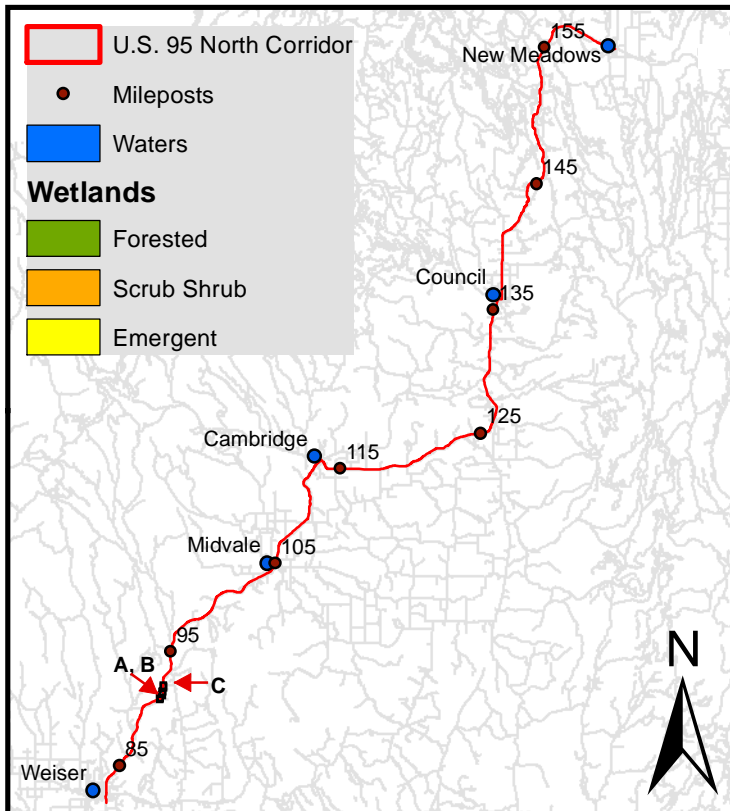
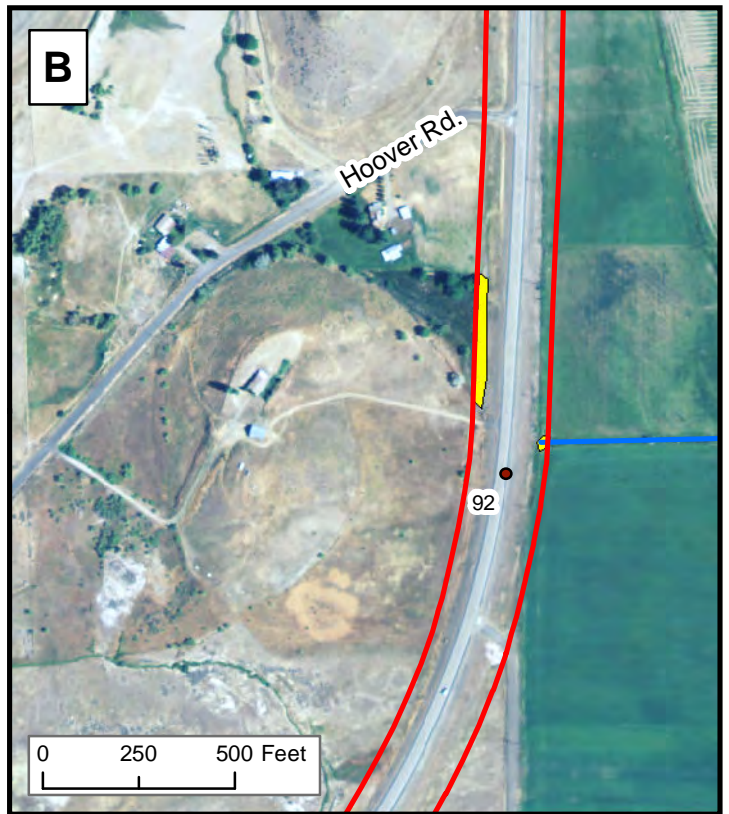
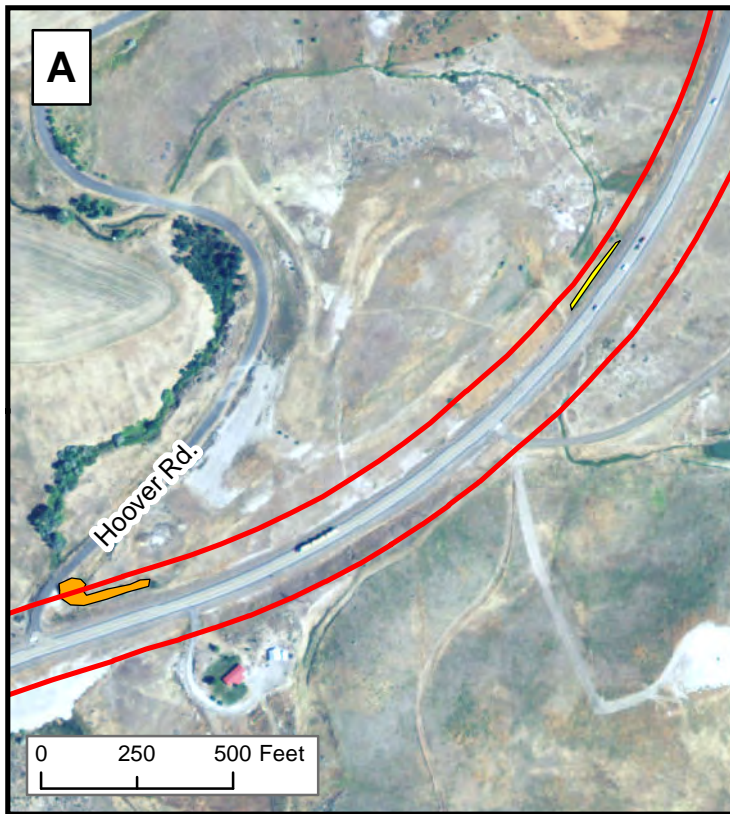
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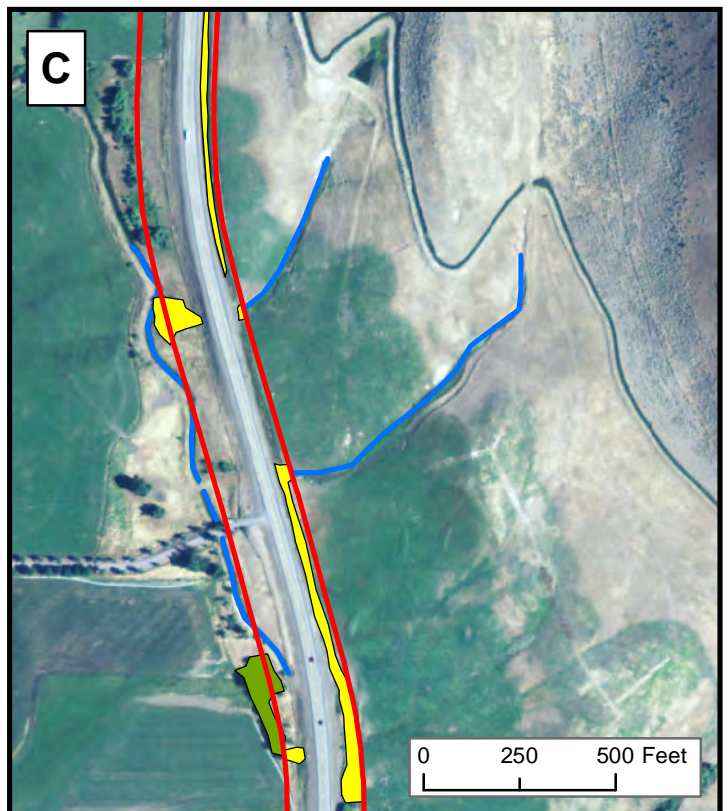
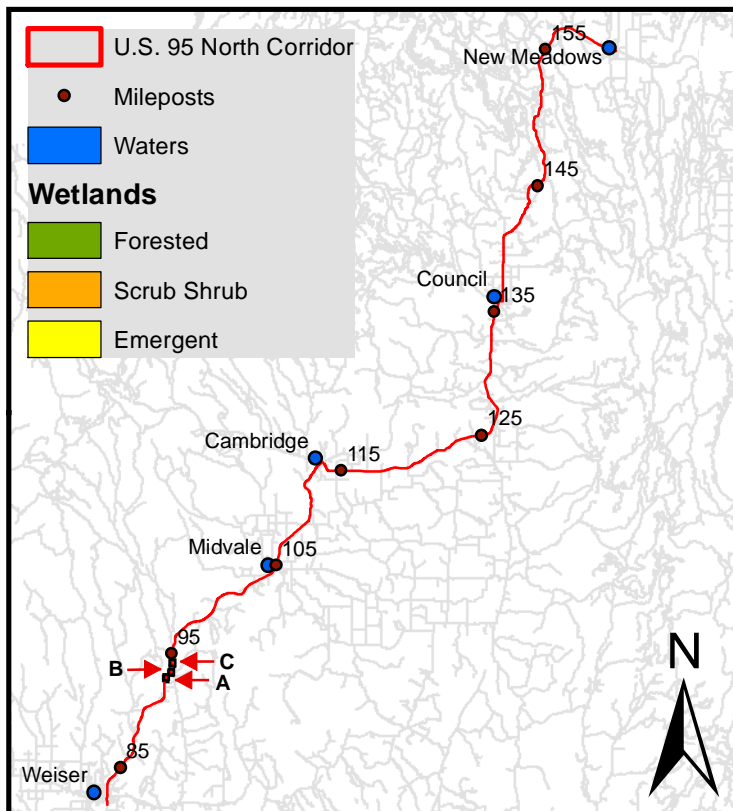
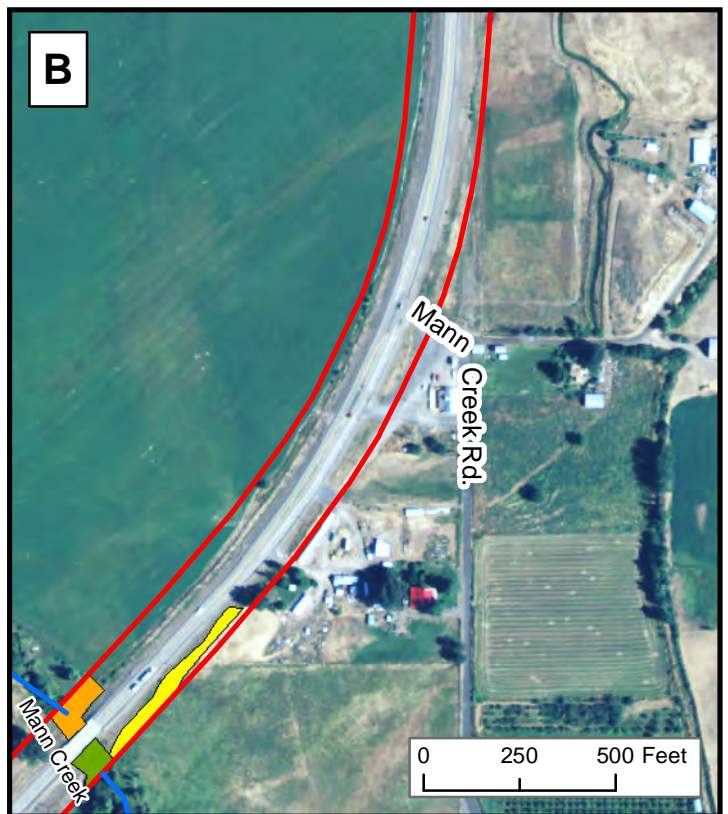
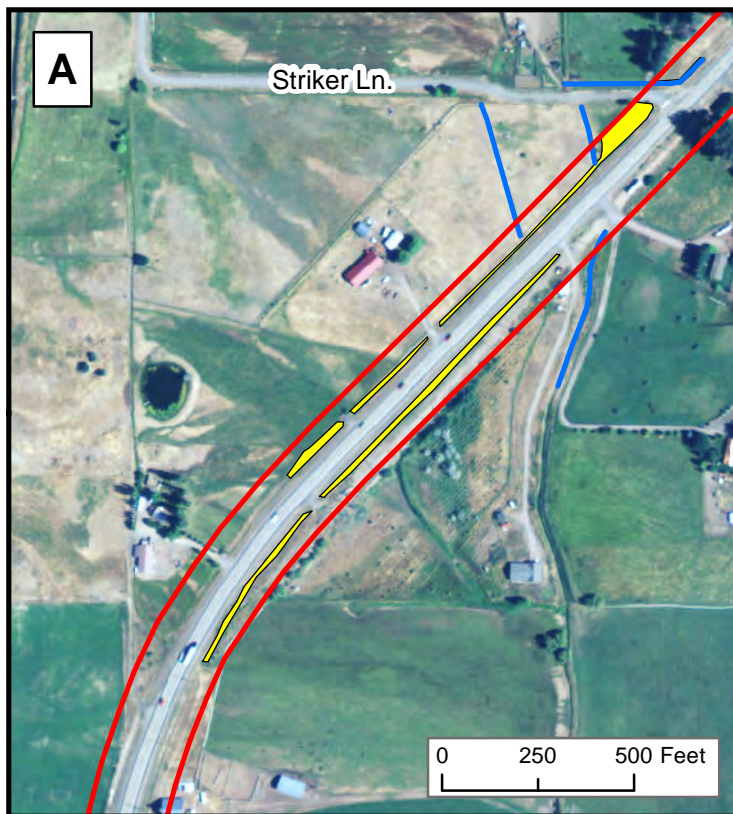
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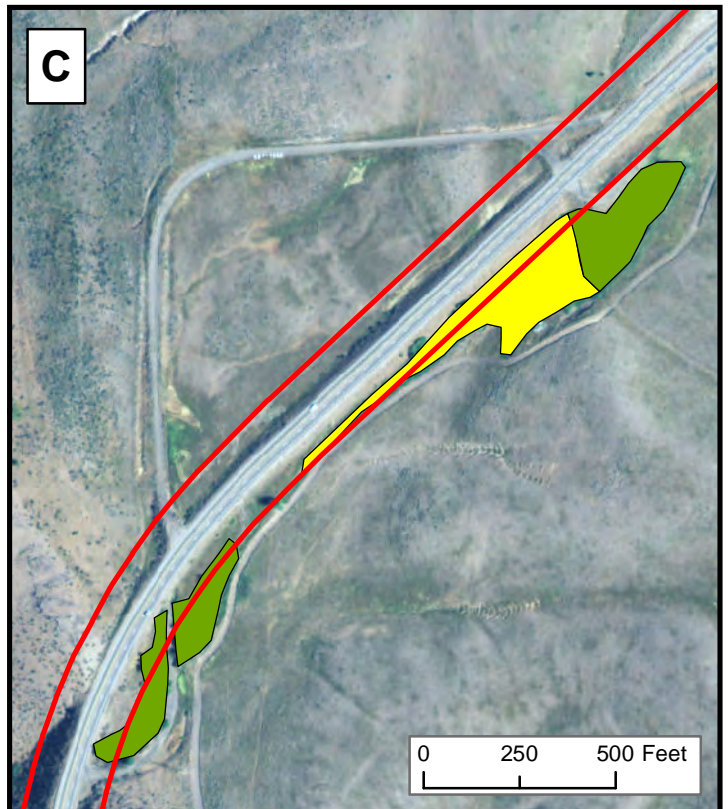
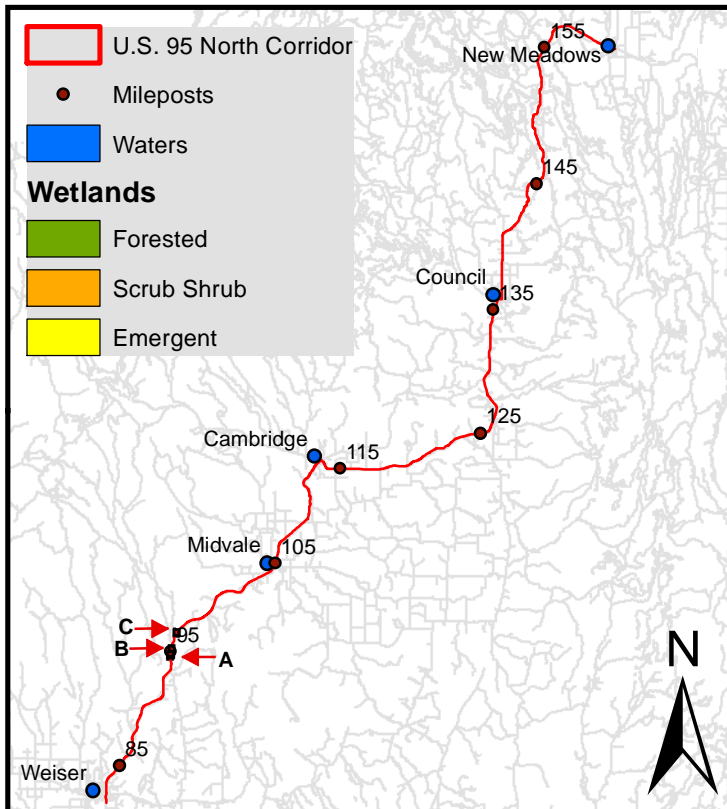
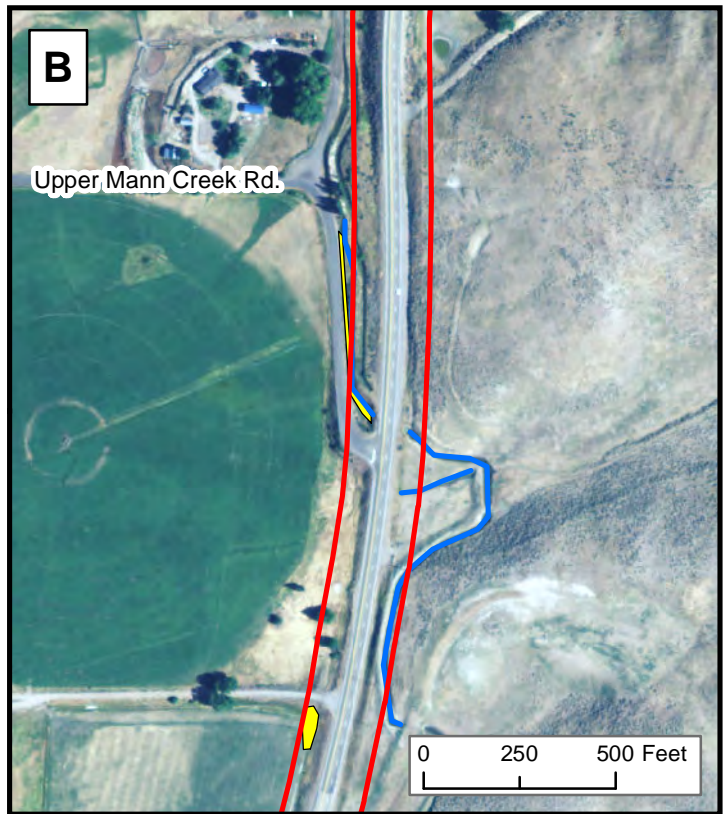
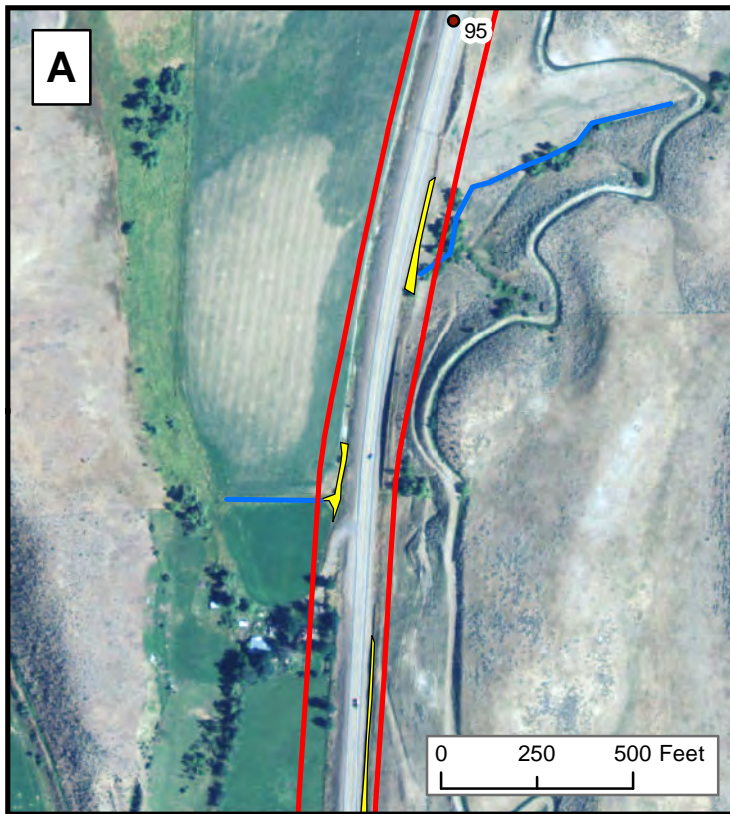
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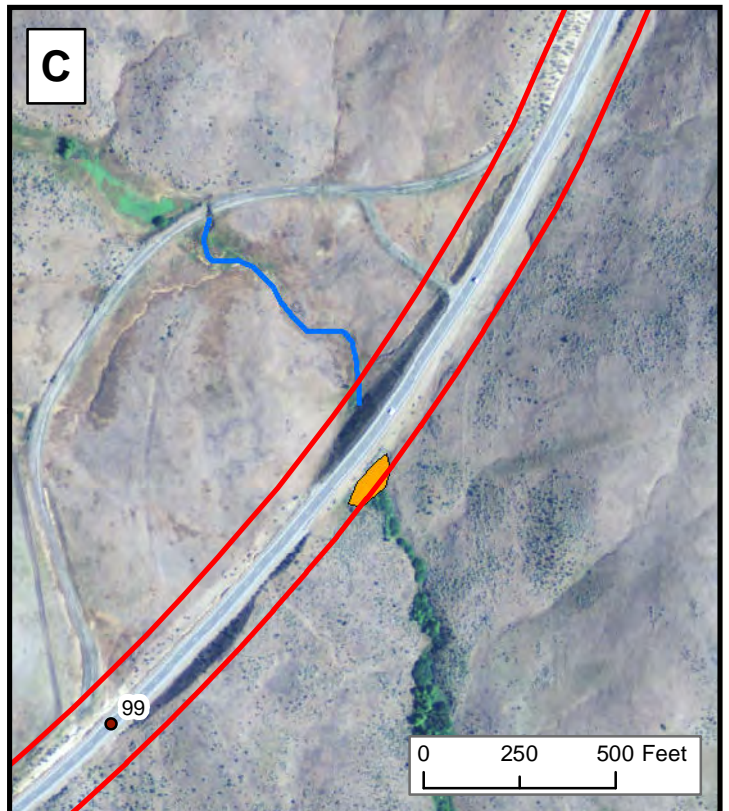
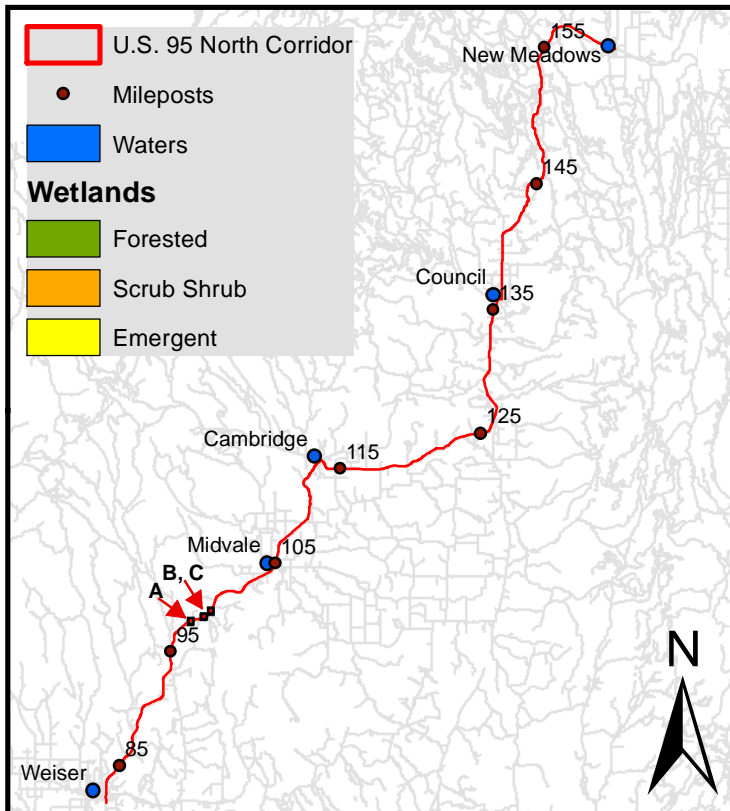
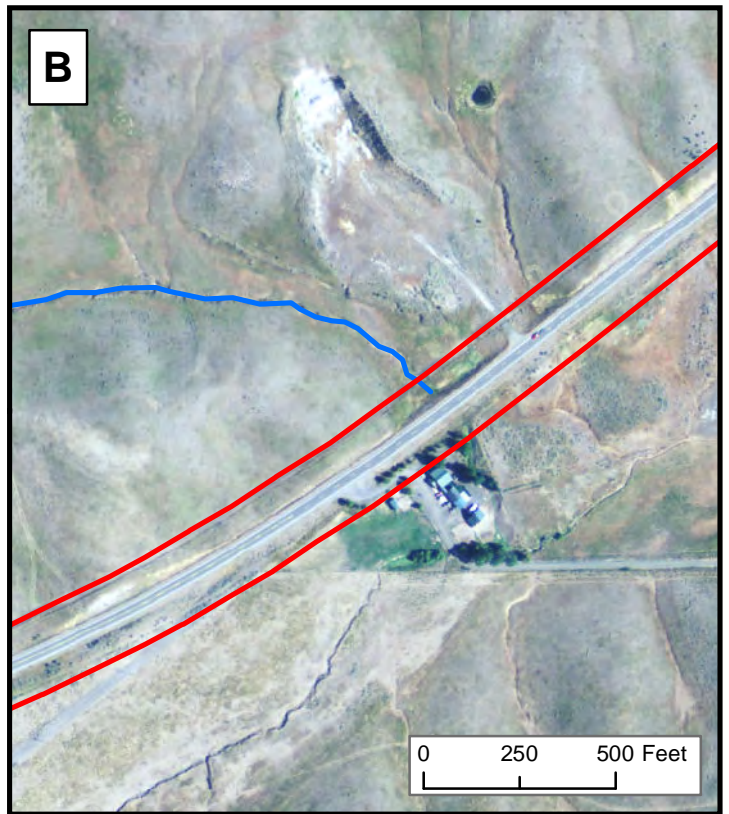
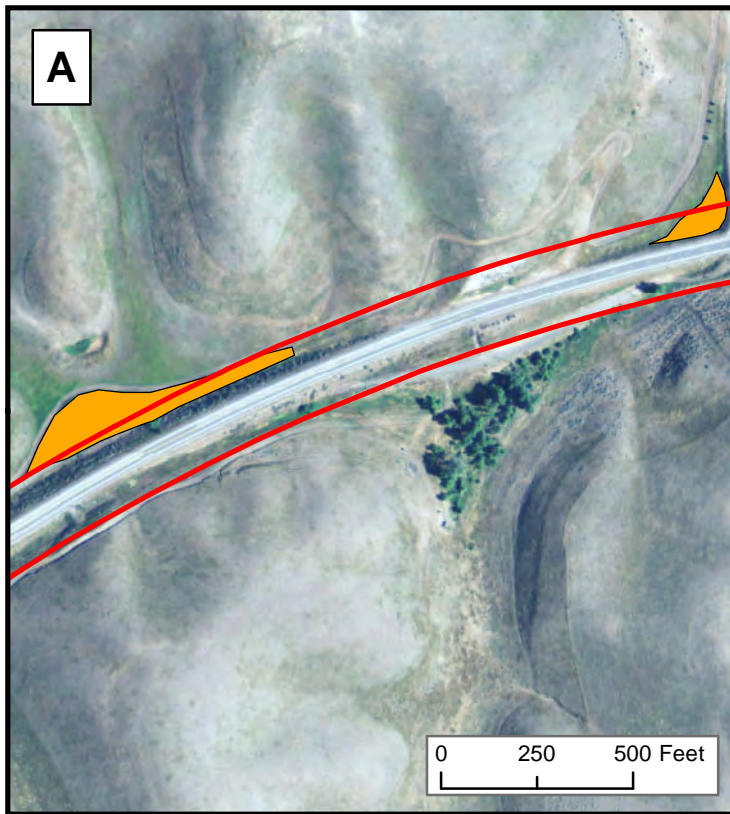
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	Date May 2014	Figure Title Surface Waters and Potential Wetlands Identified in the U.S. 95 North Corridor	Figure 4-5	





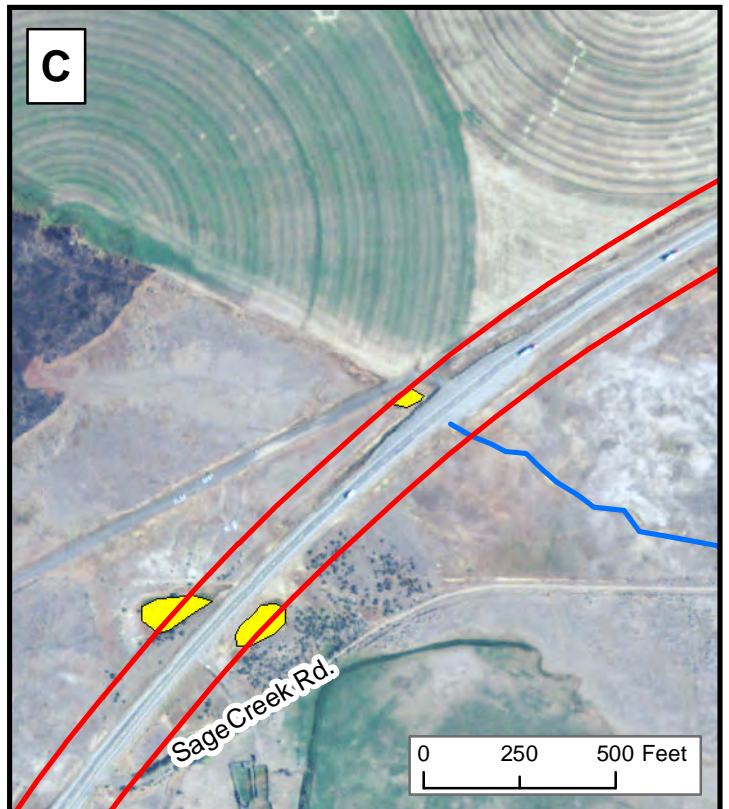
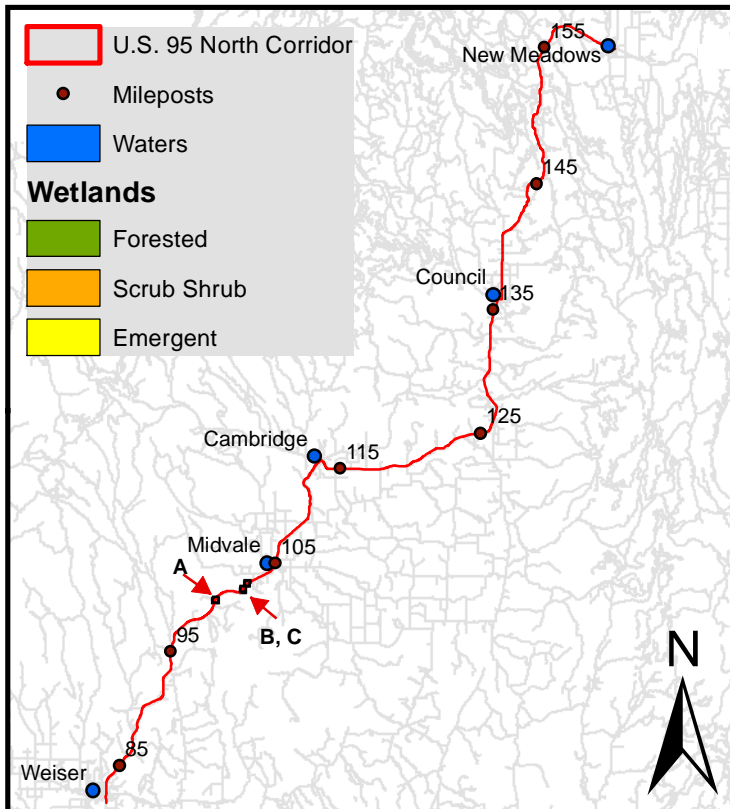
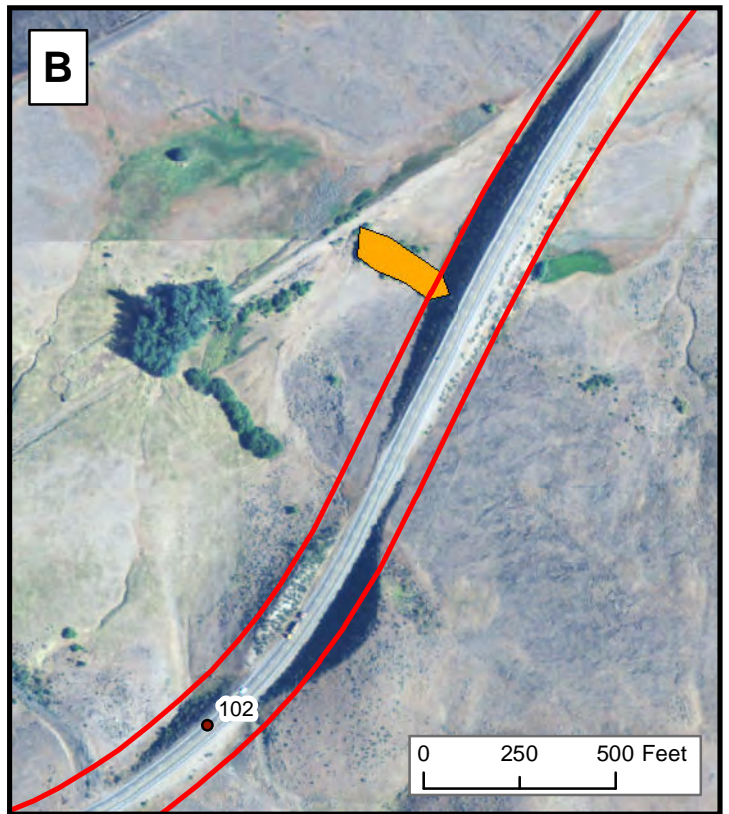
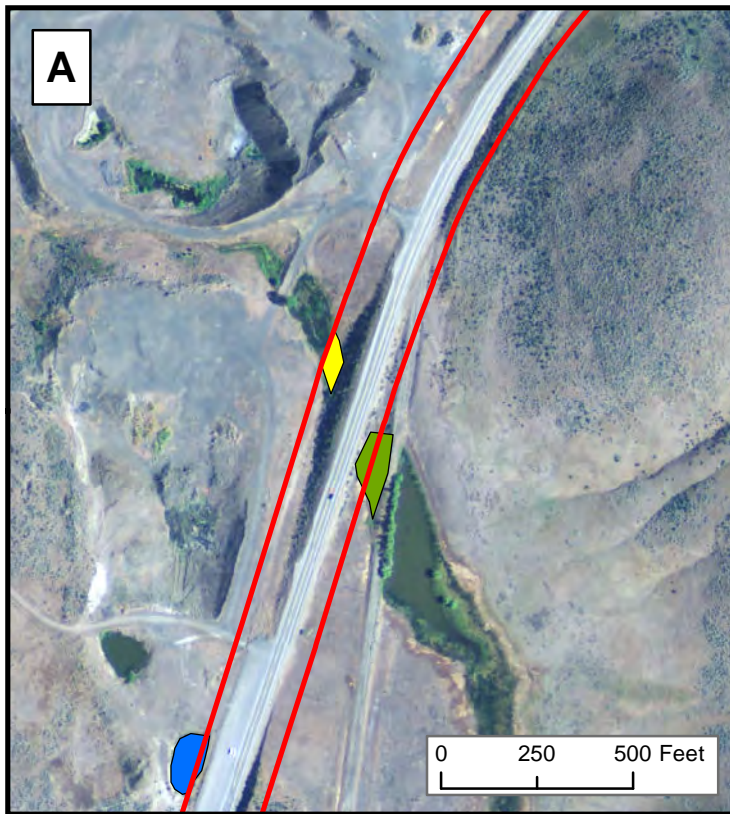
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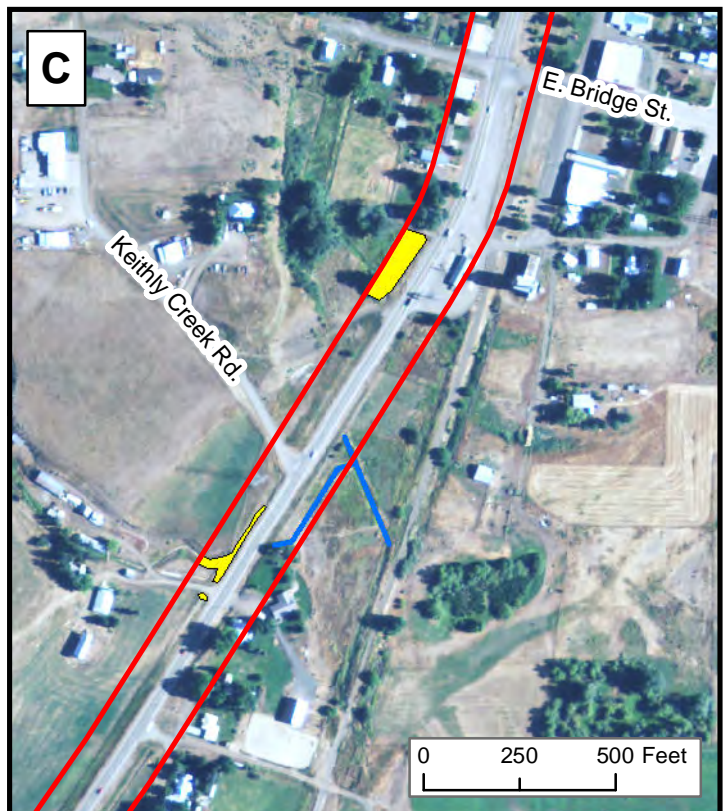
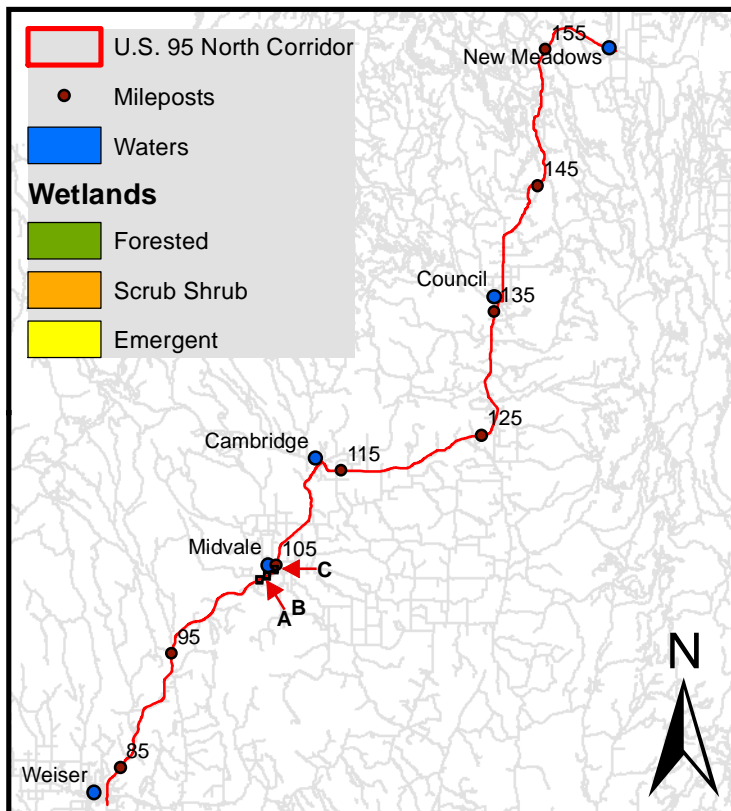
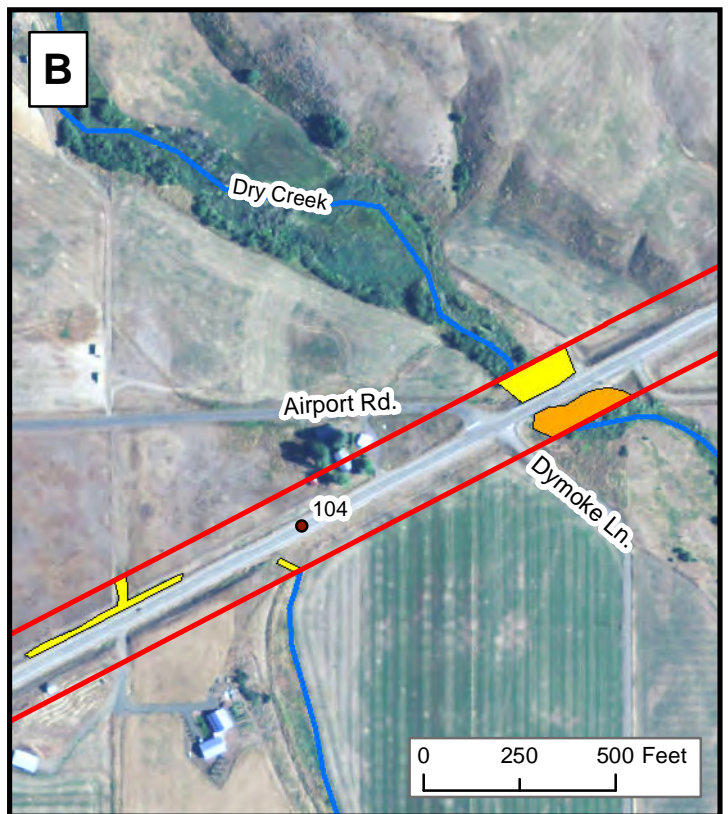
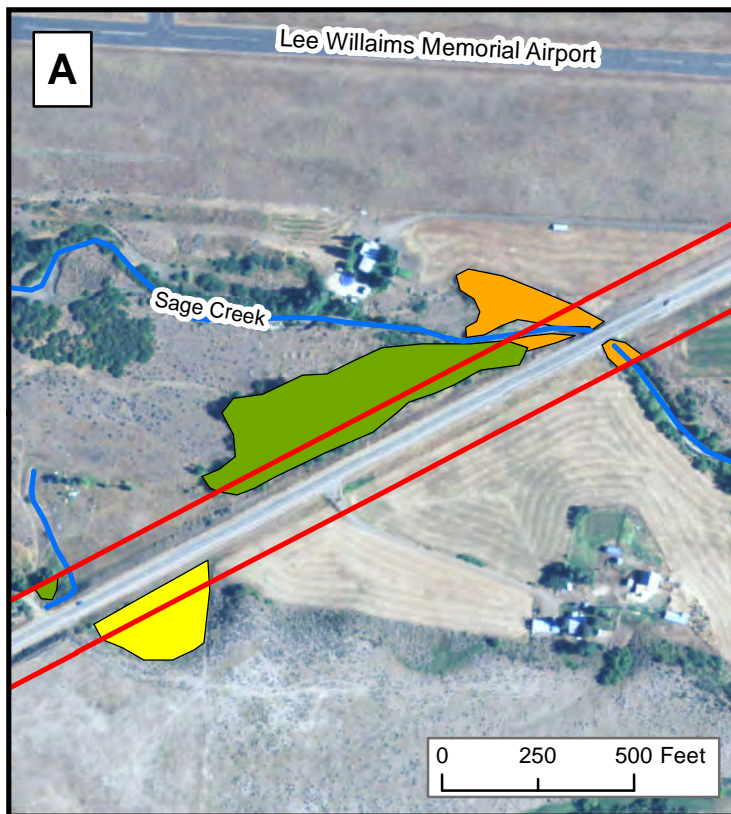
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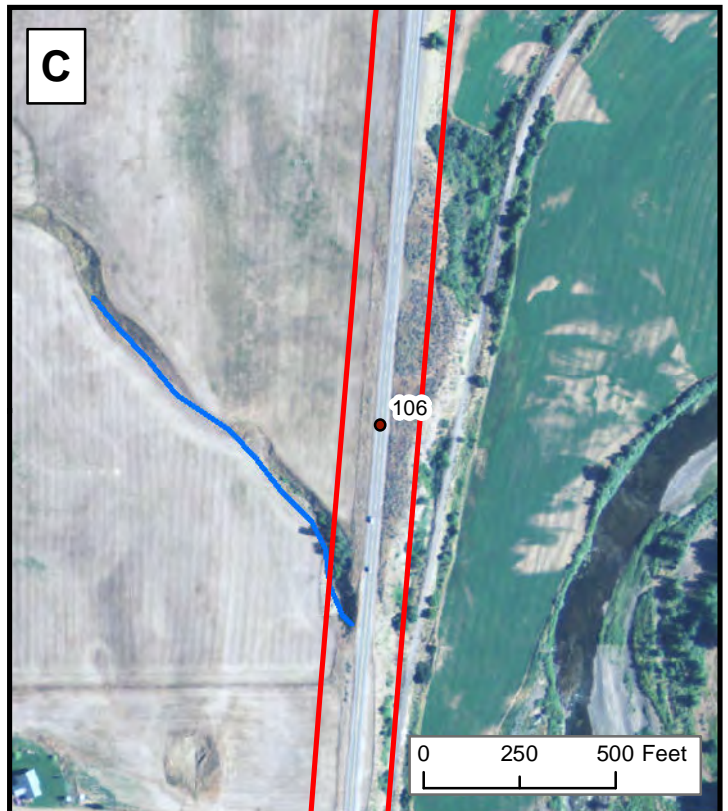
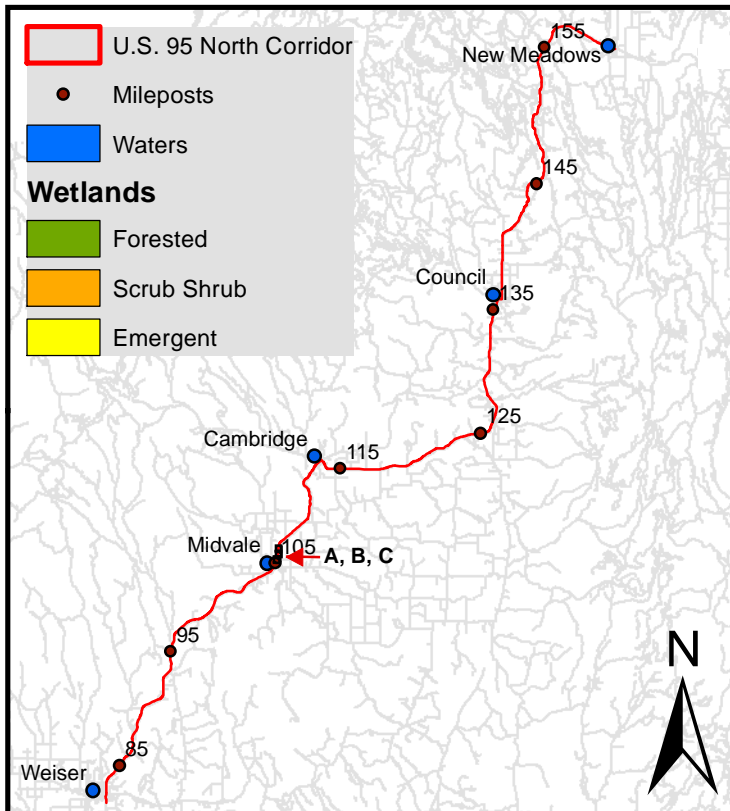
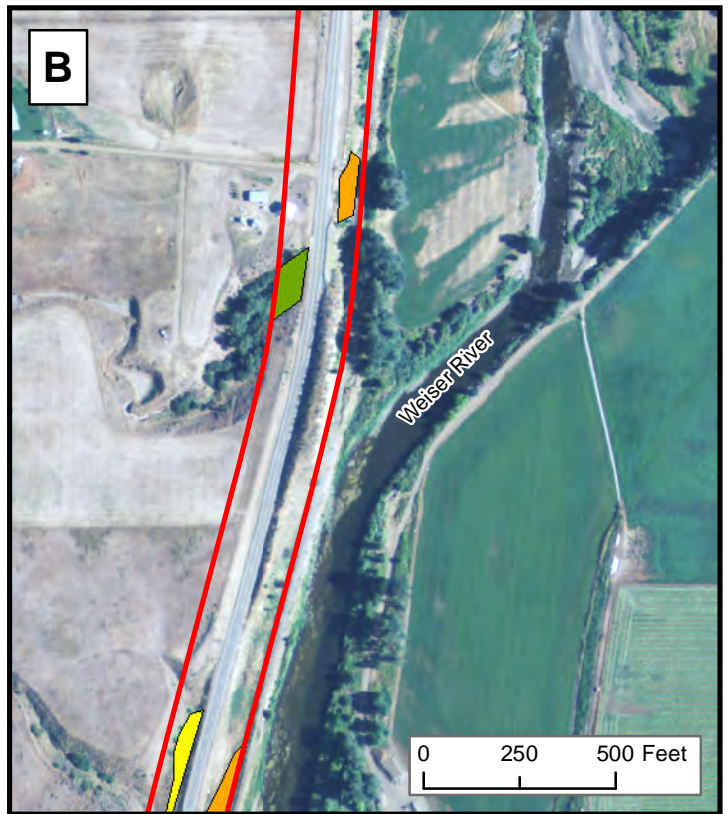
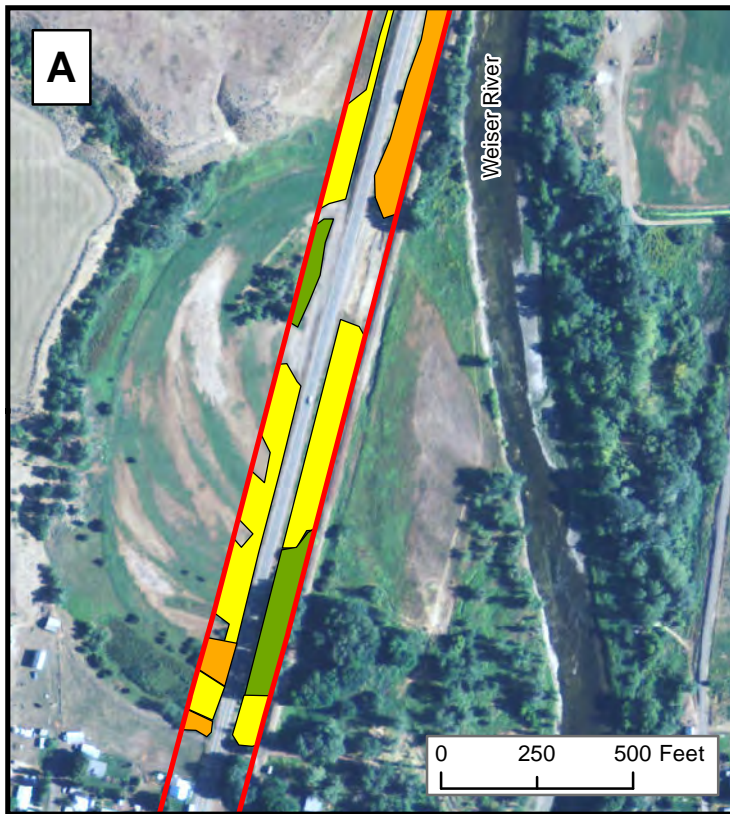
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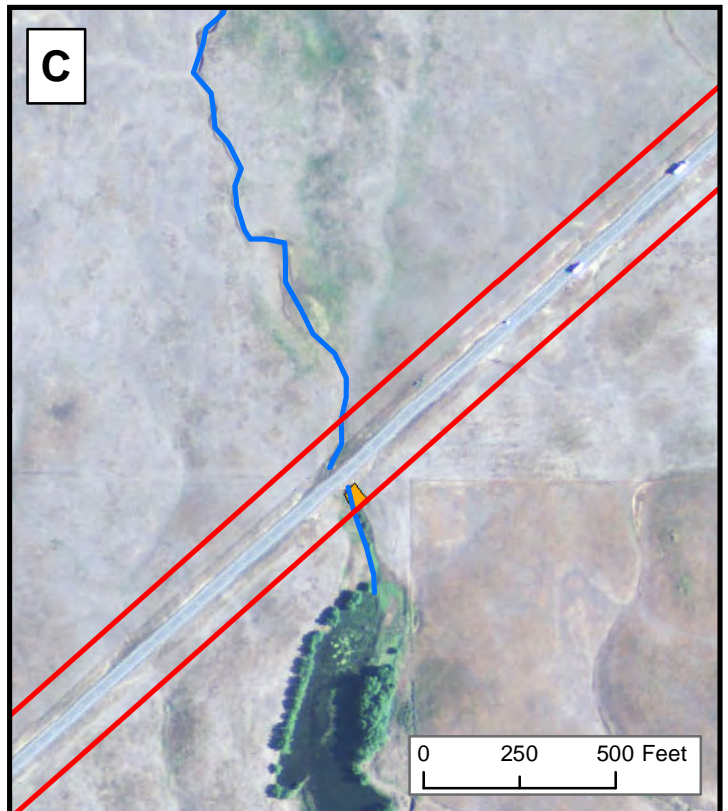
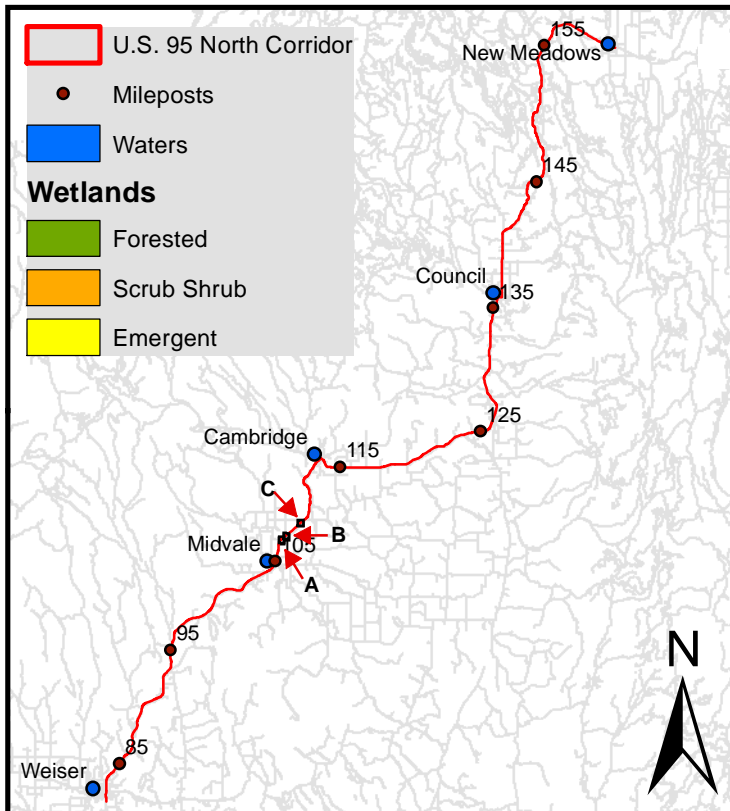
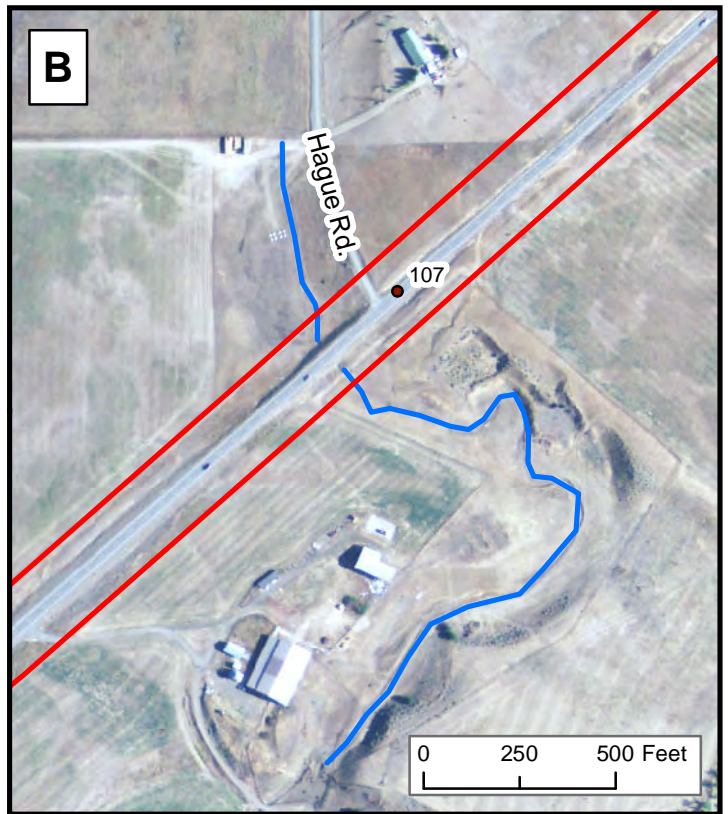
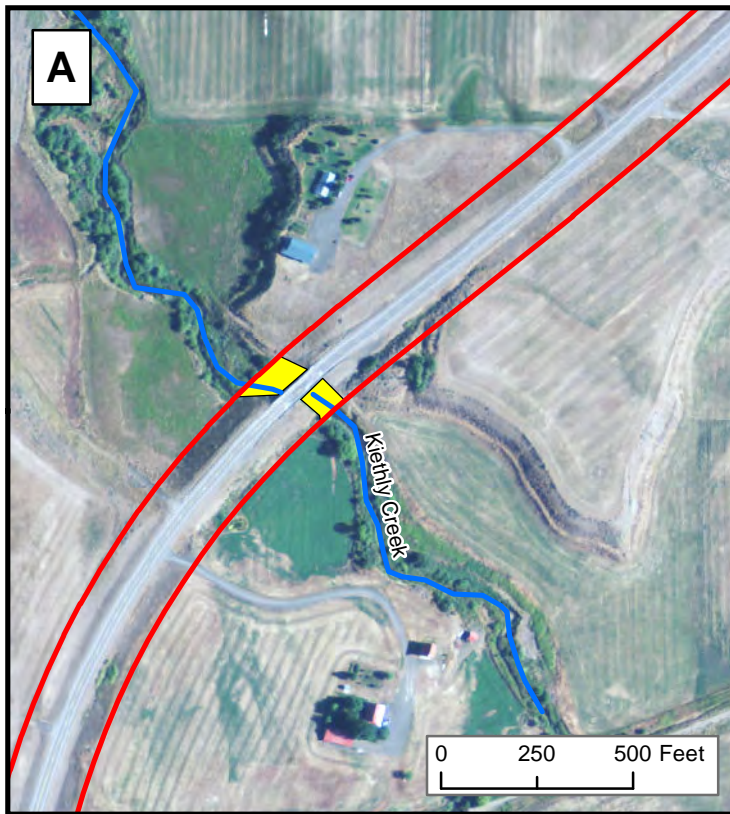
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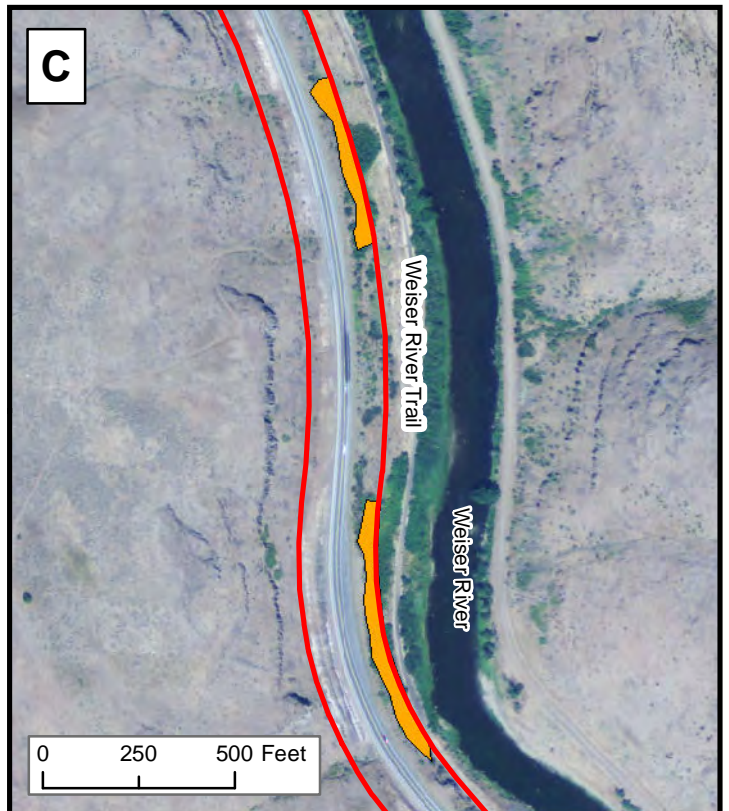
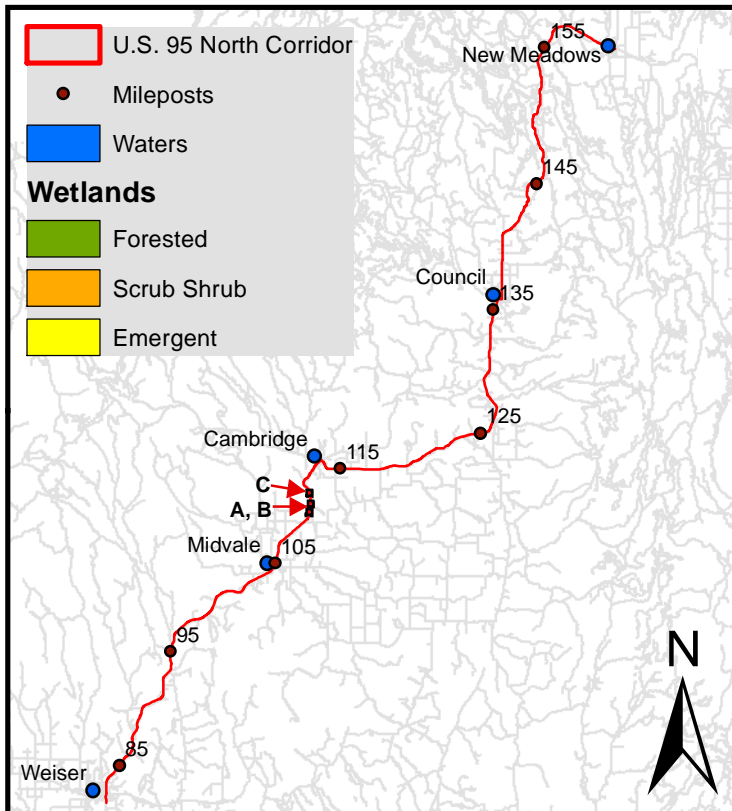
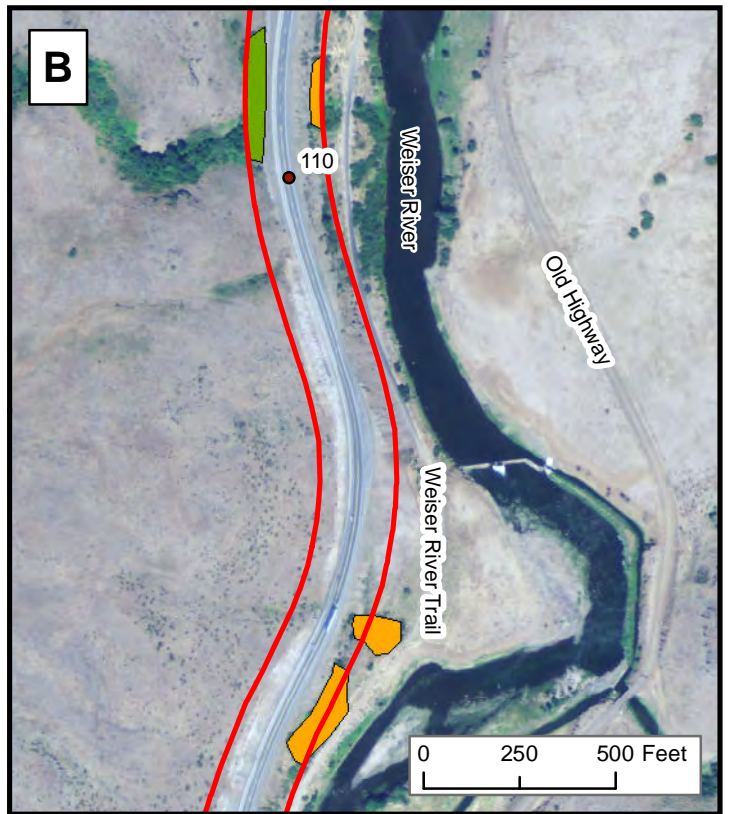
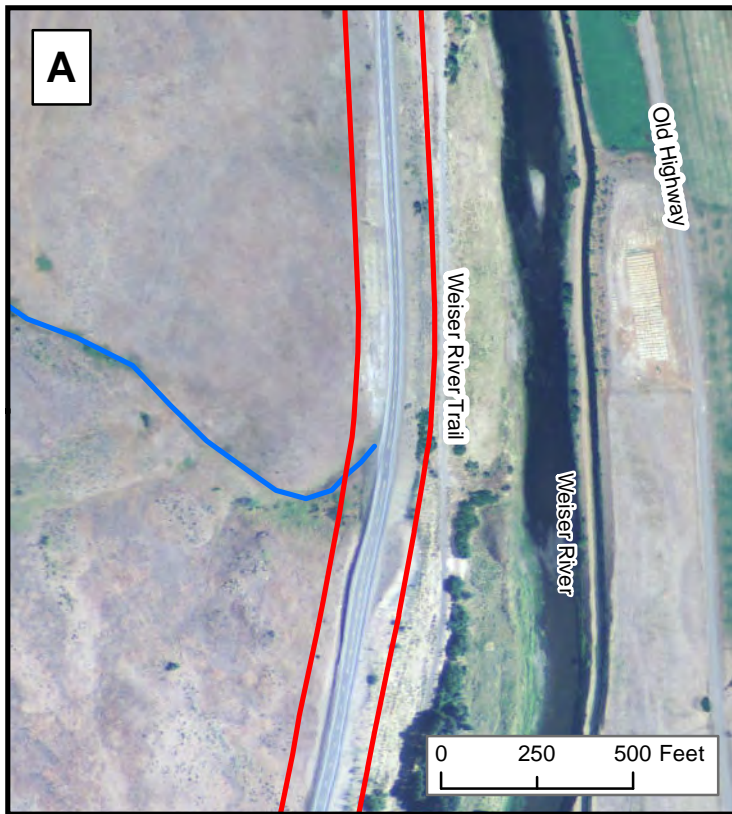
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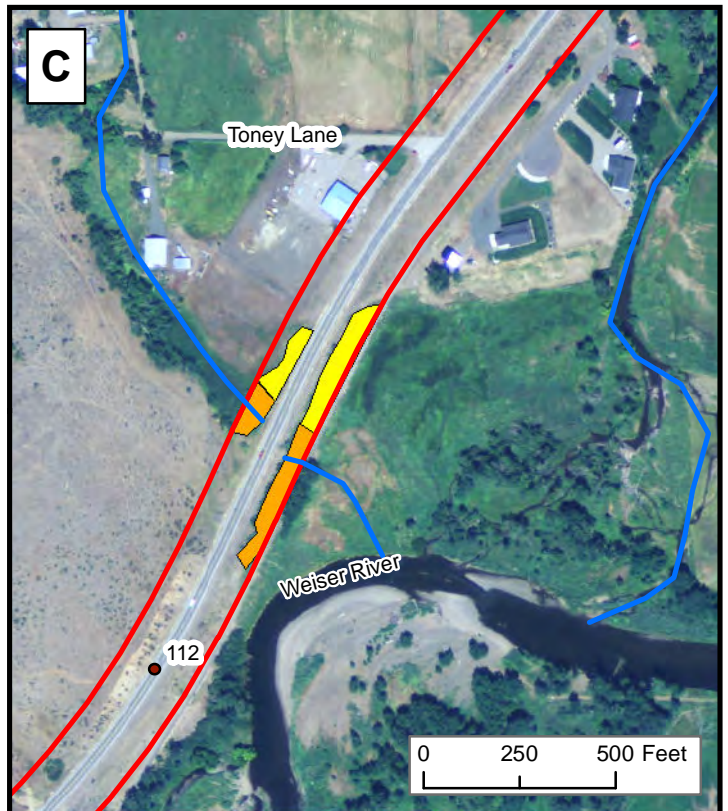
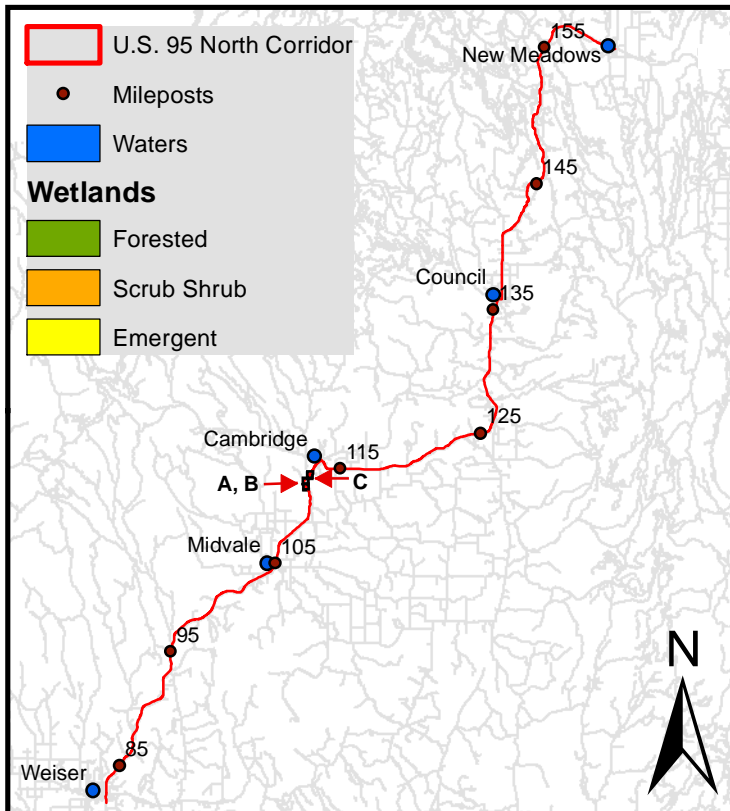
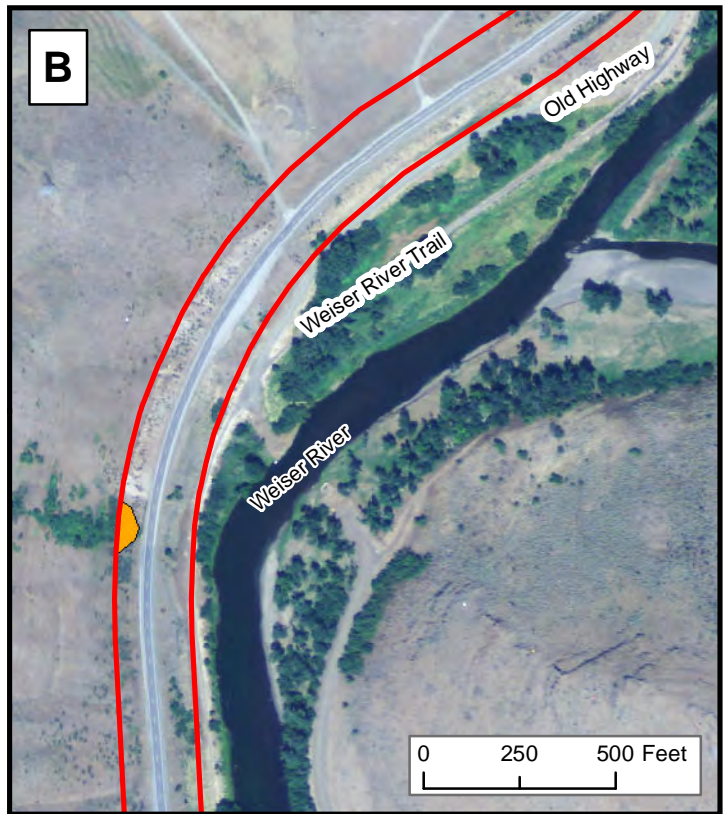
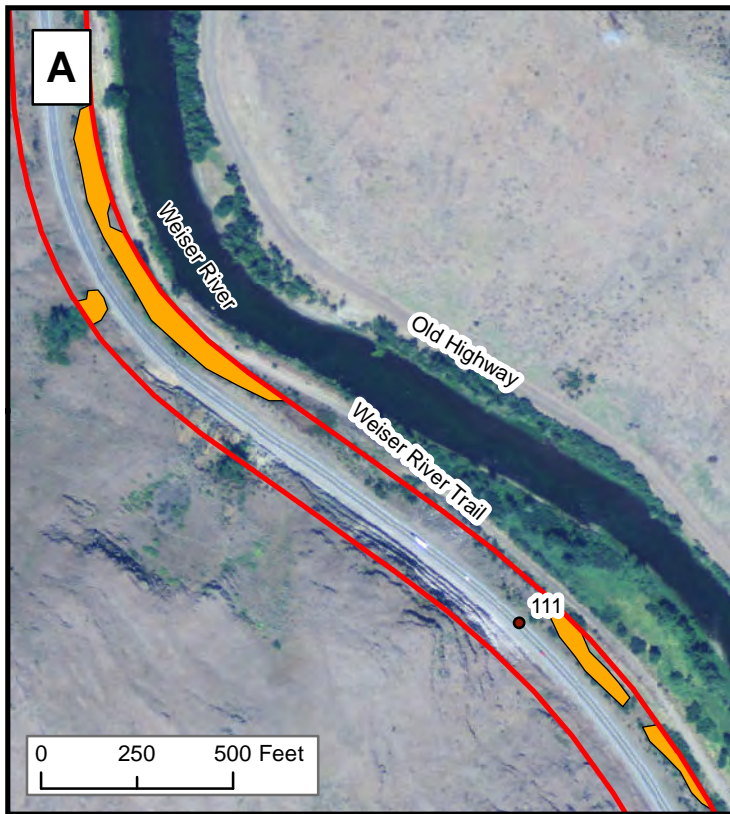
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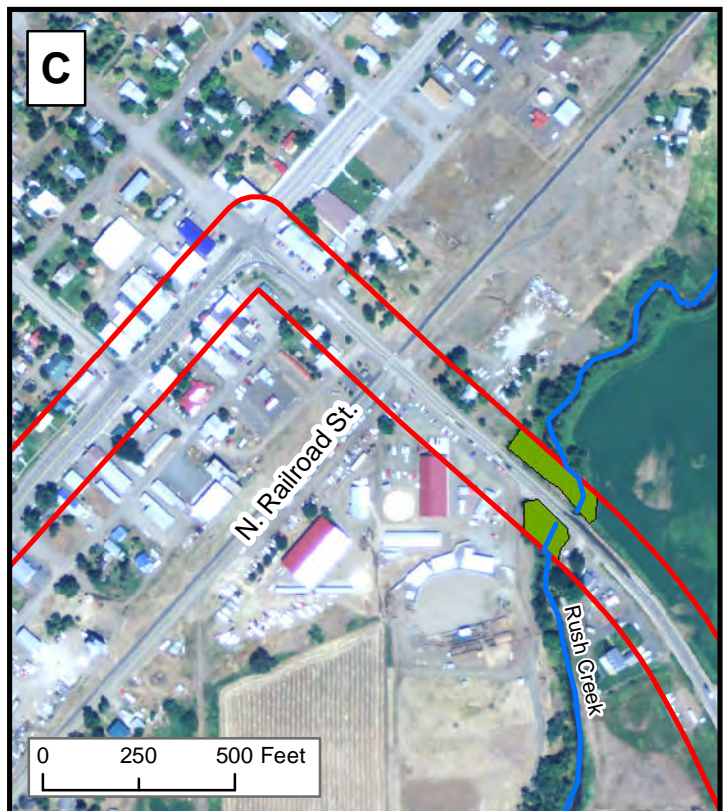
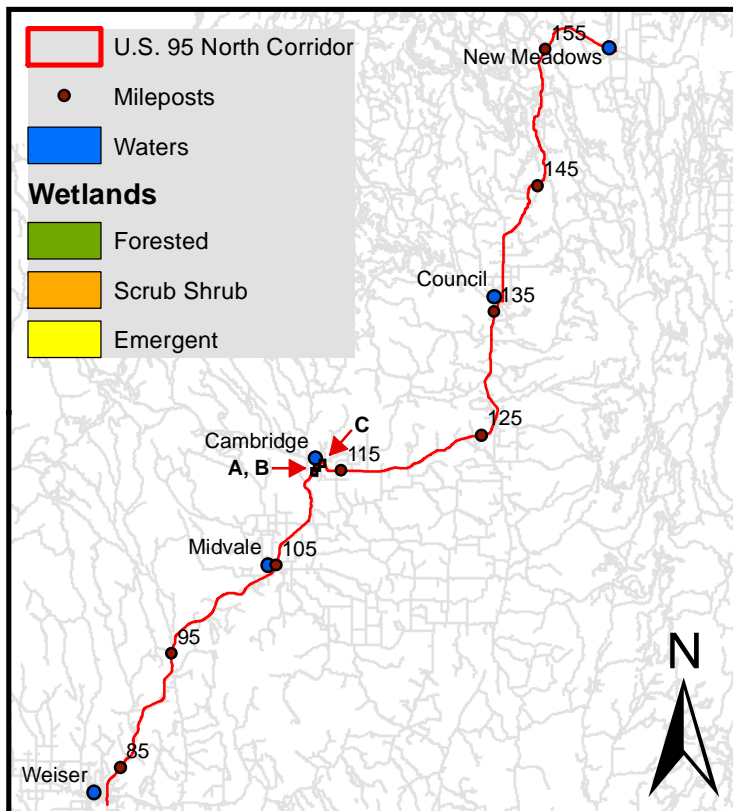
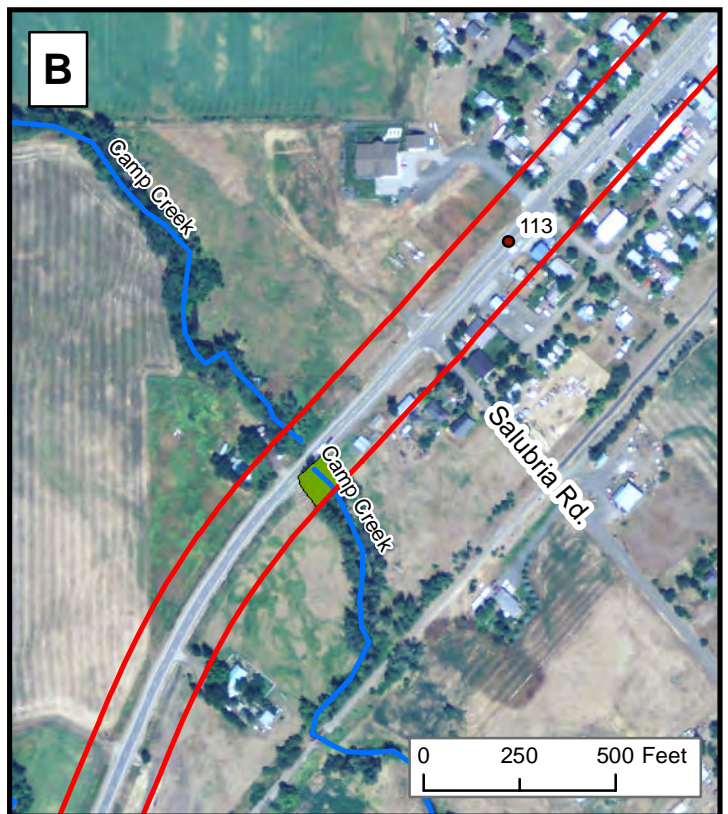
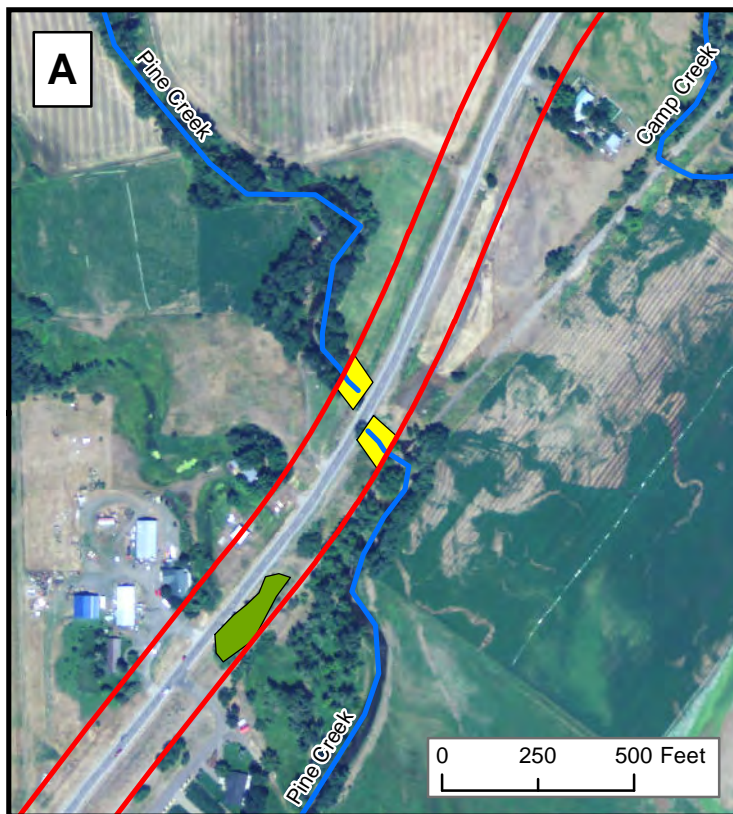
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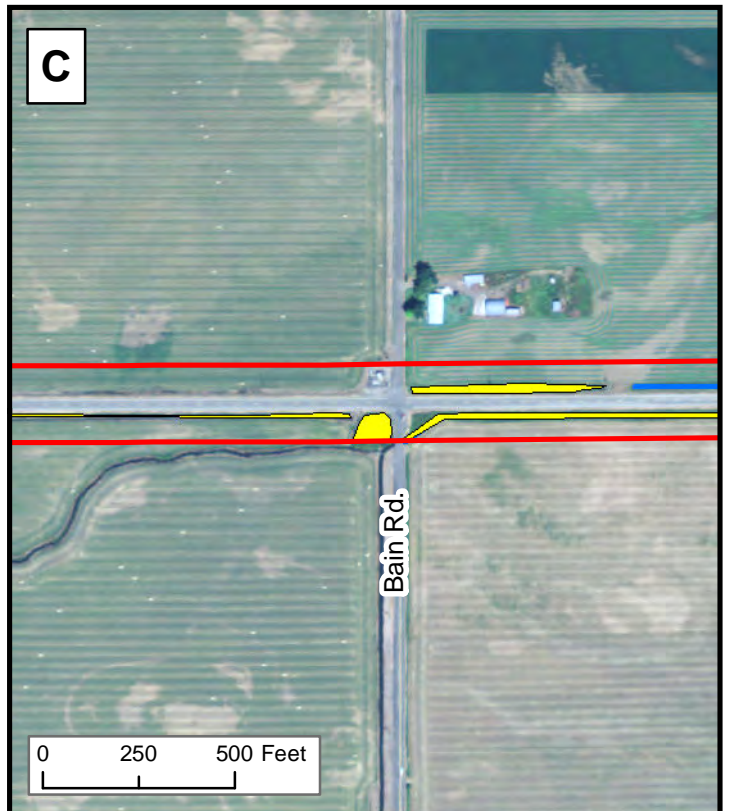
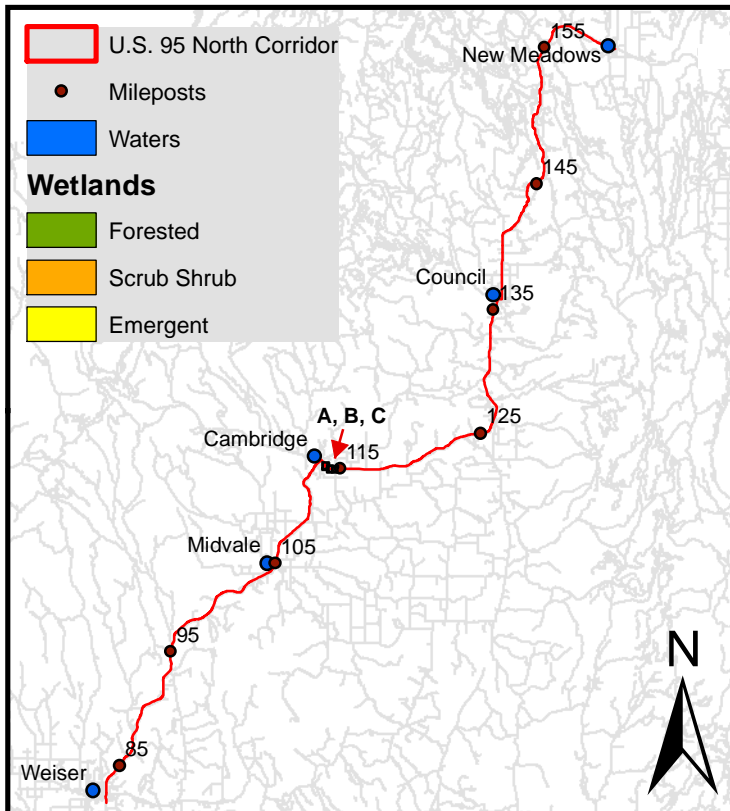
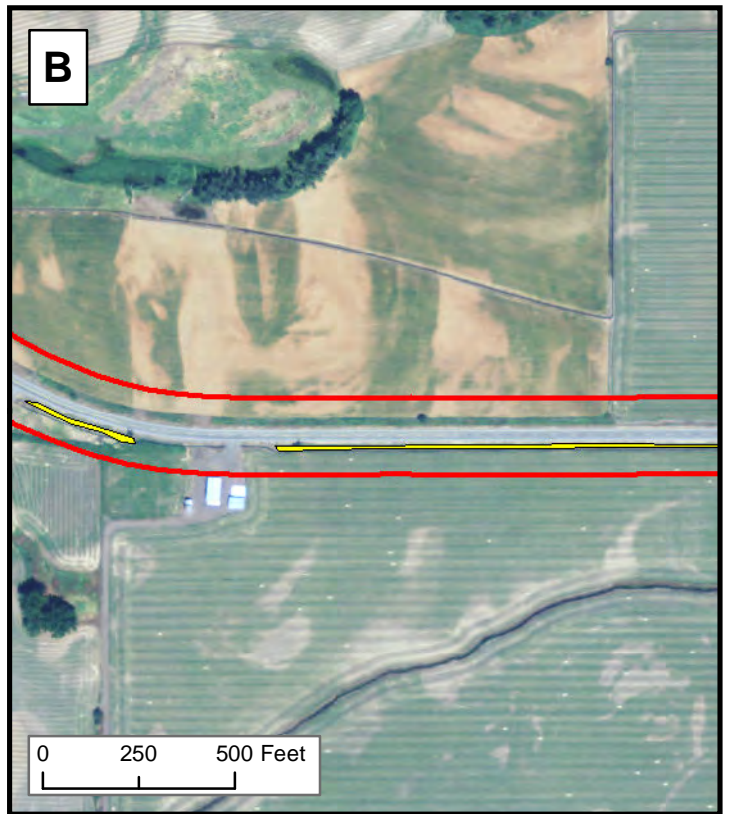
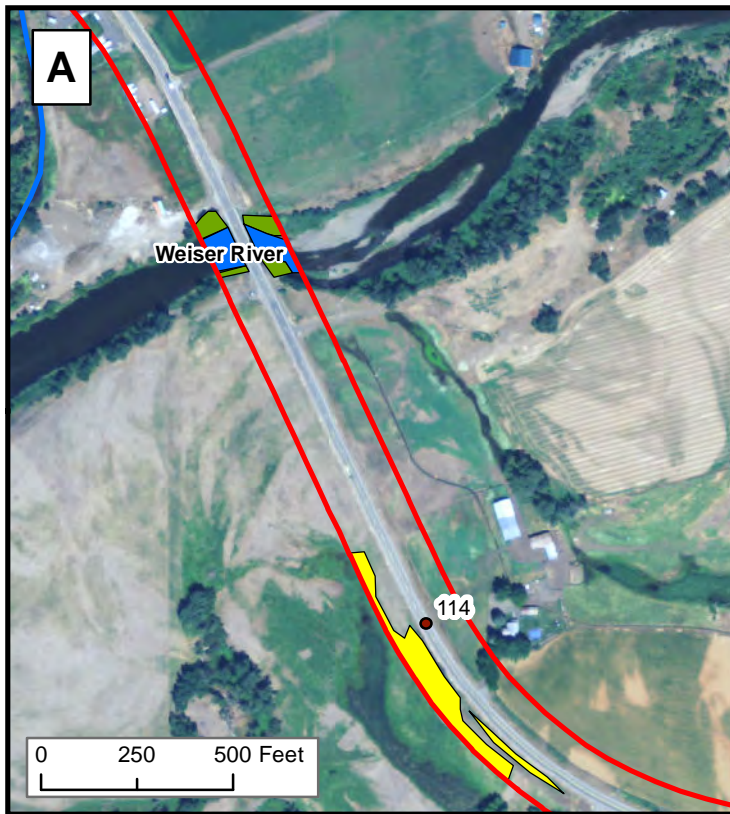
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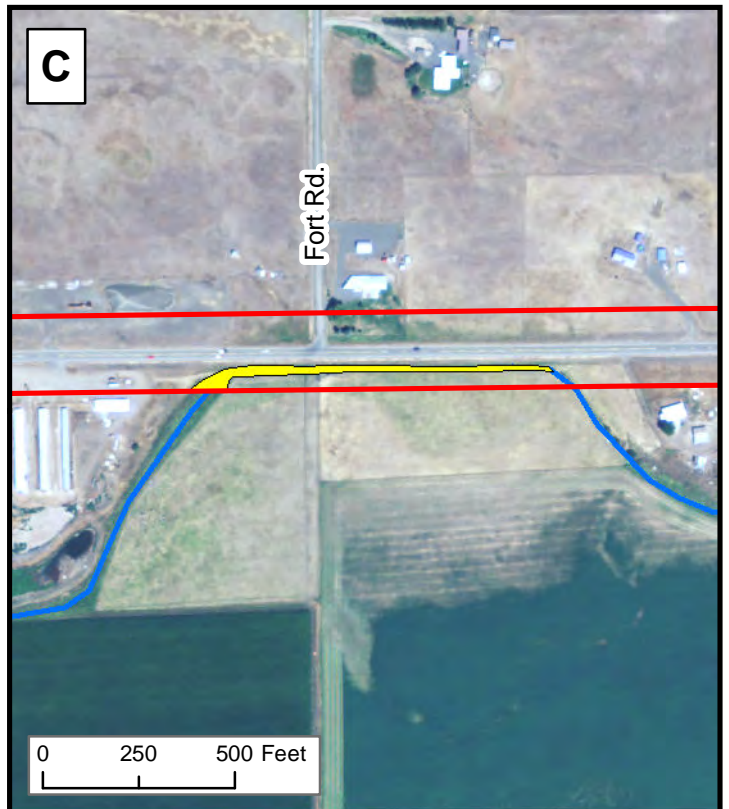
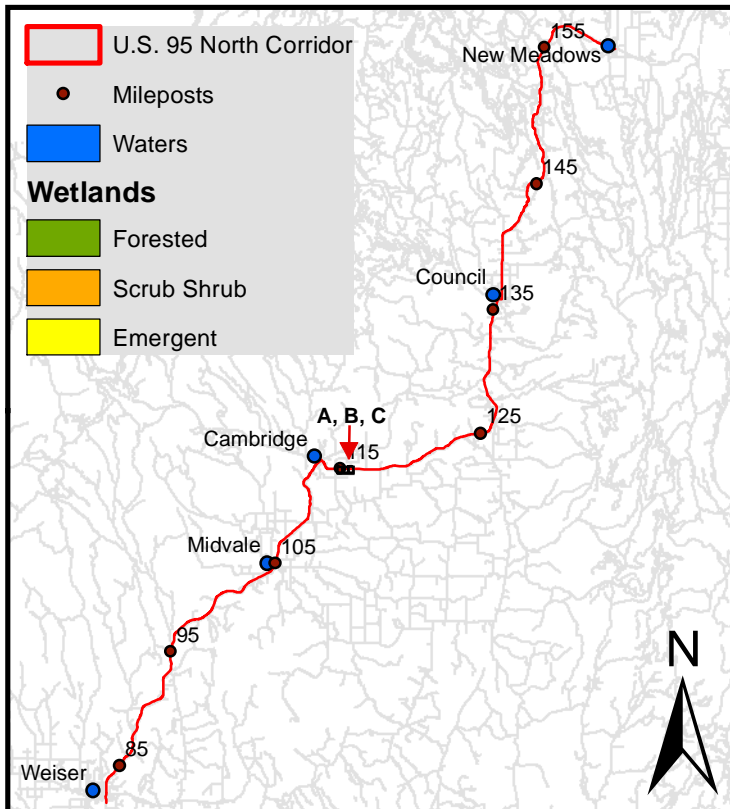
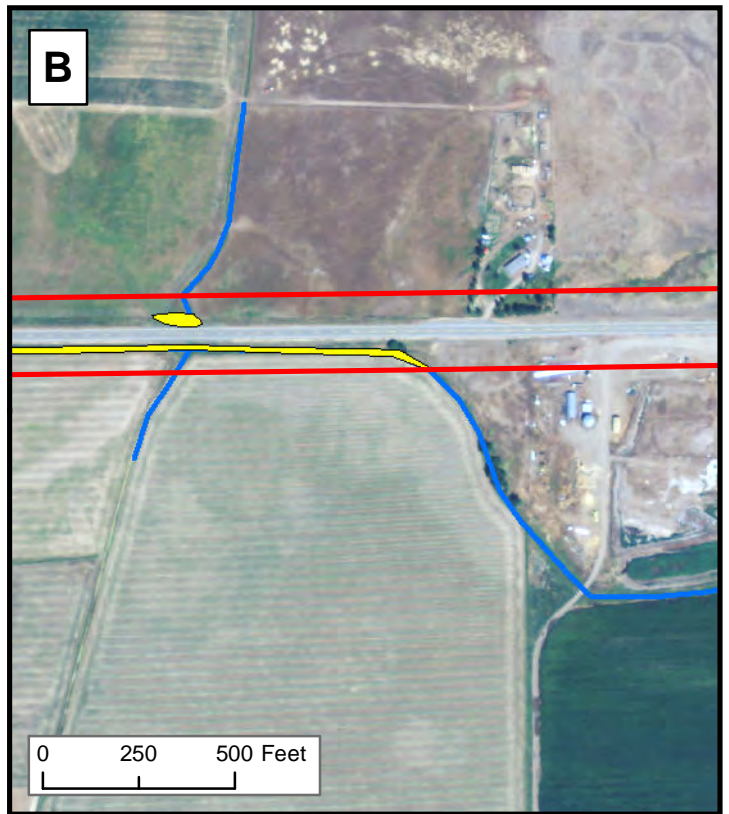
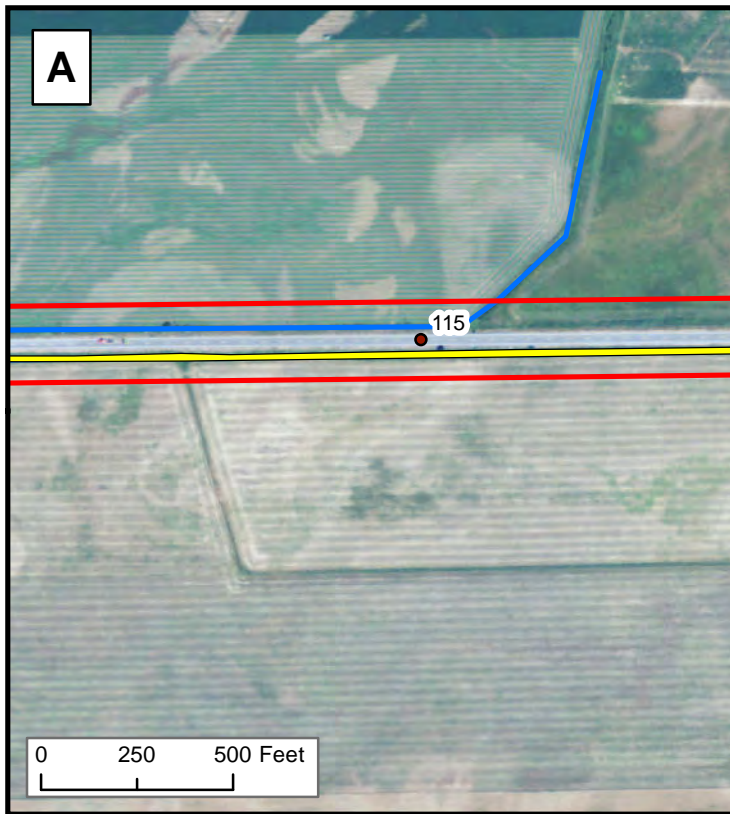
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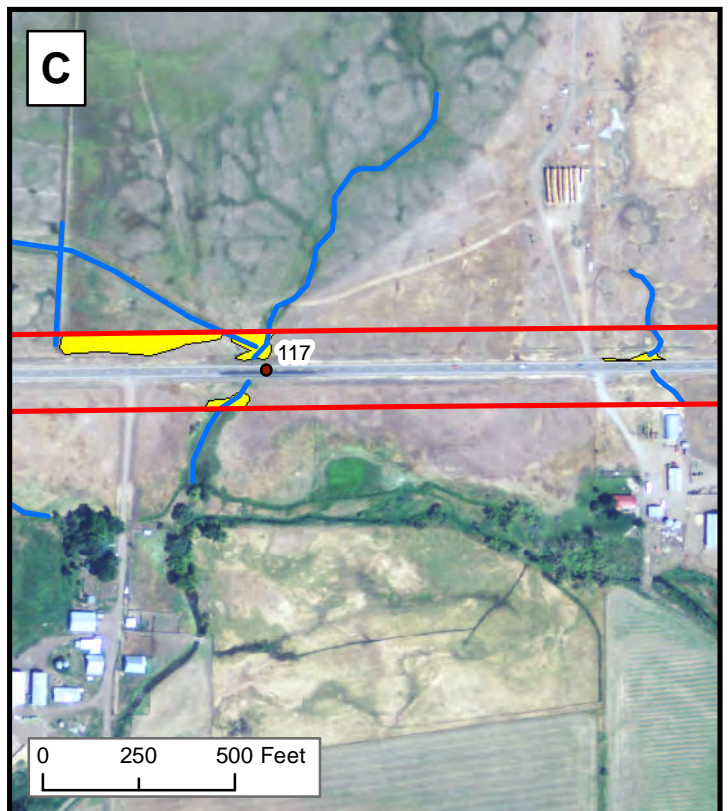
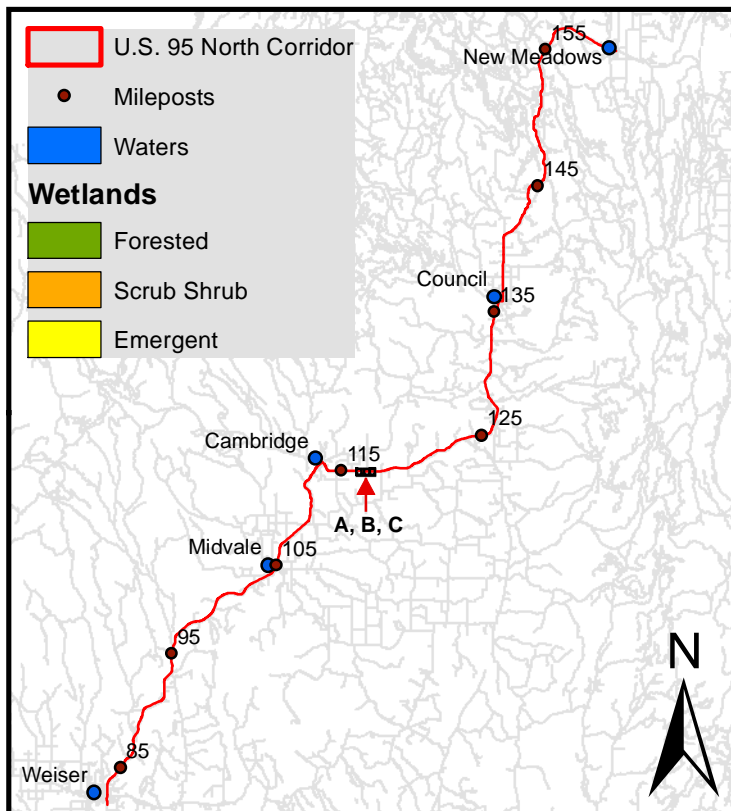
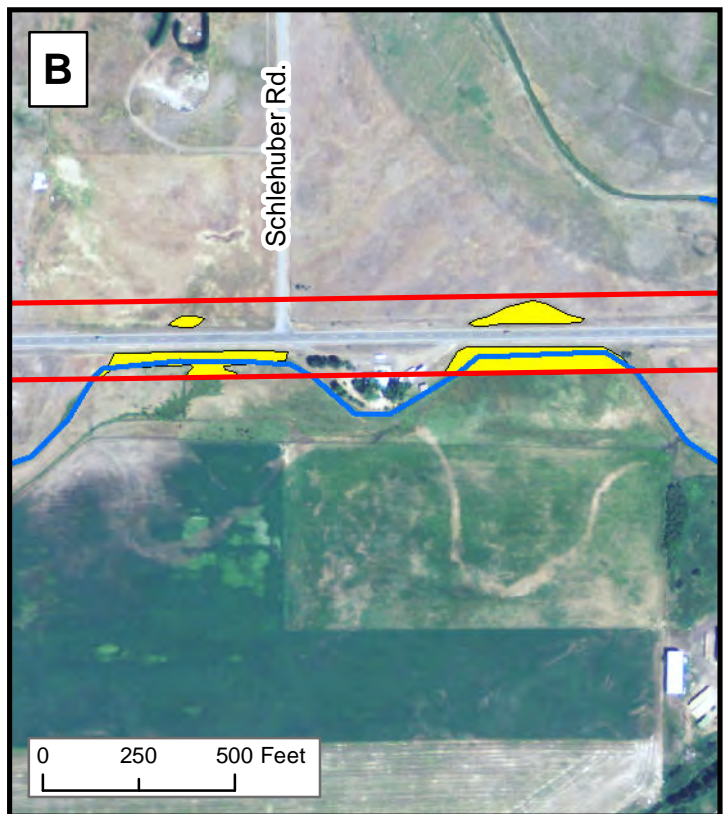
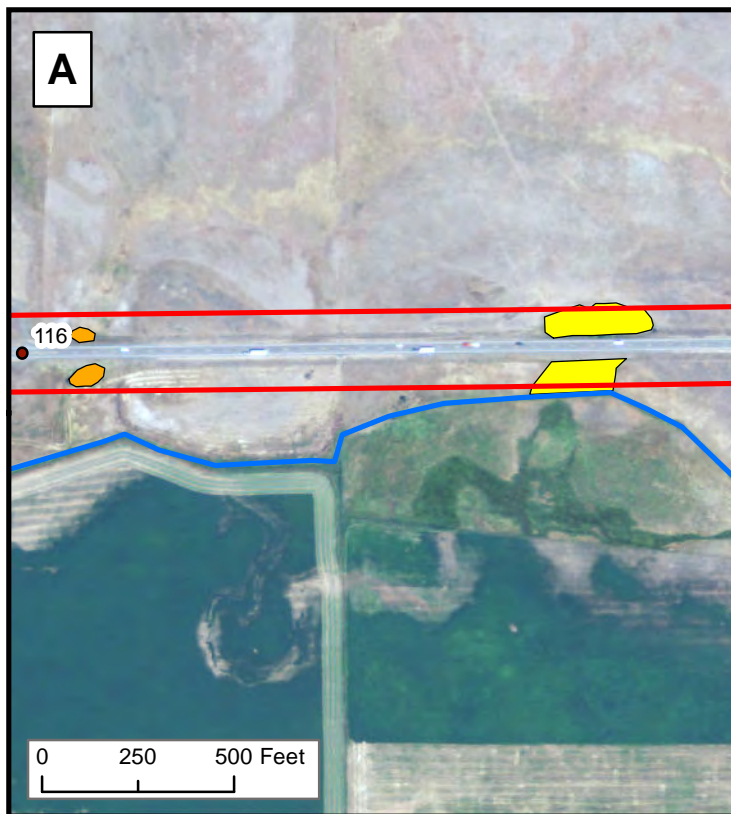
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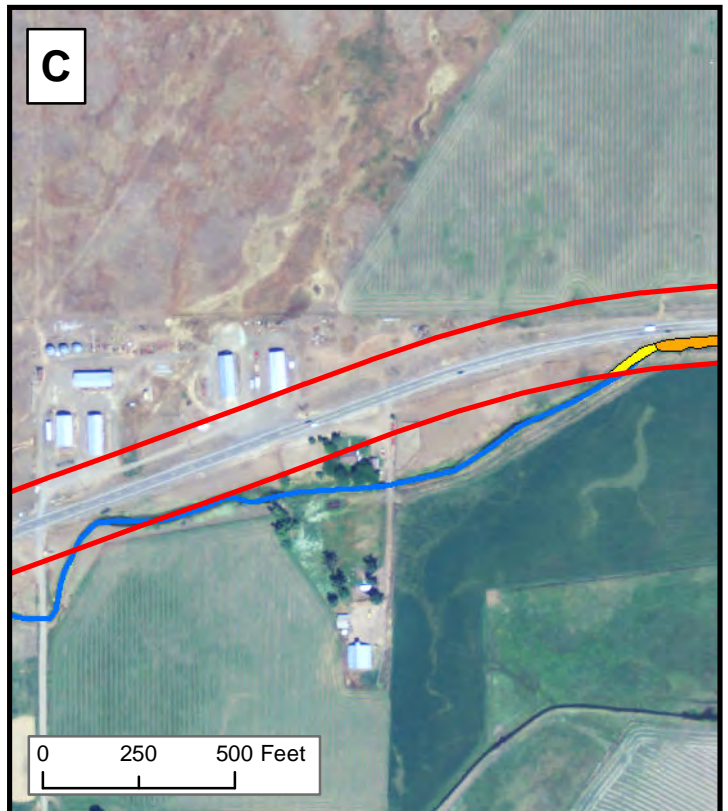
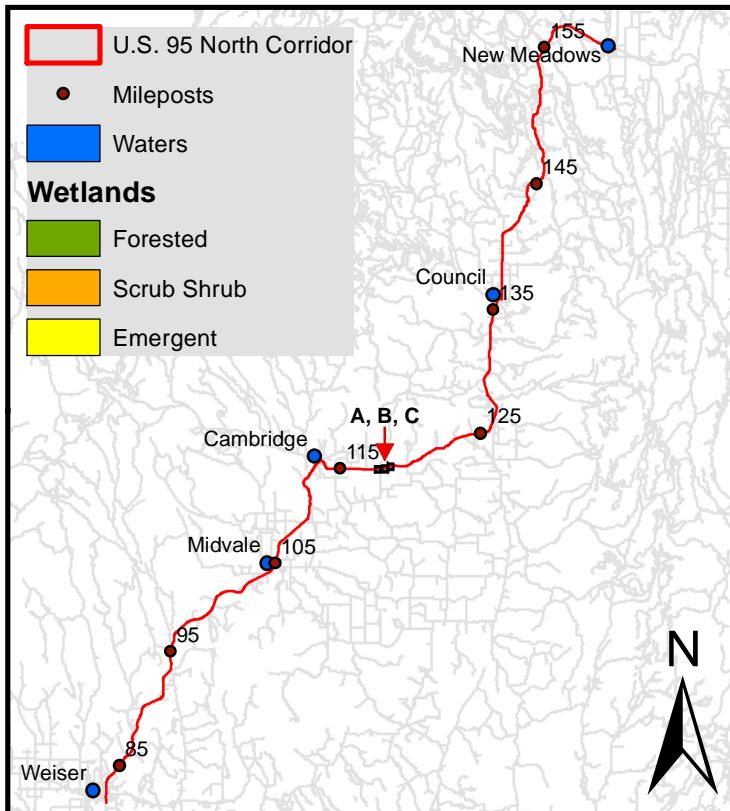
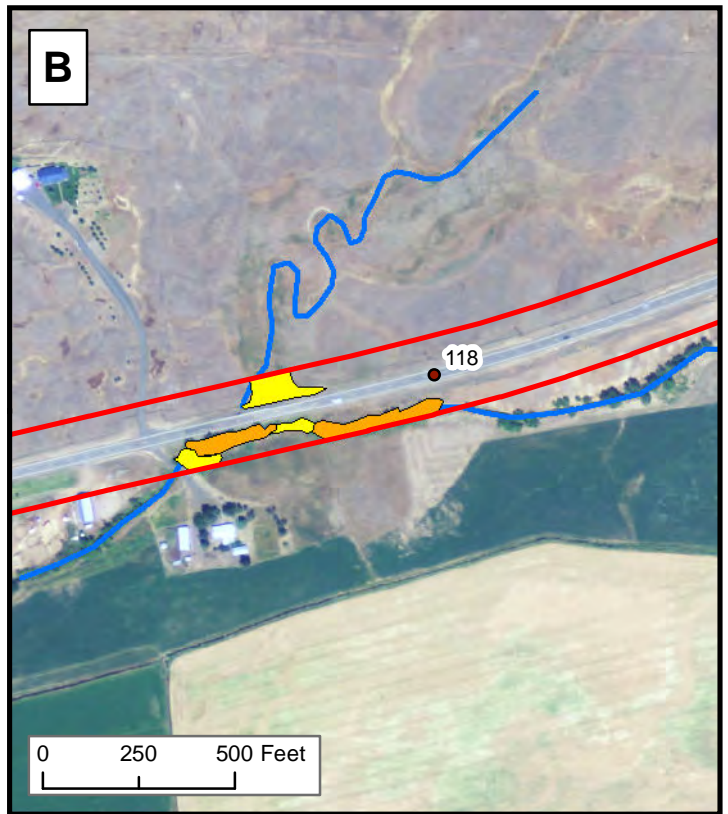
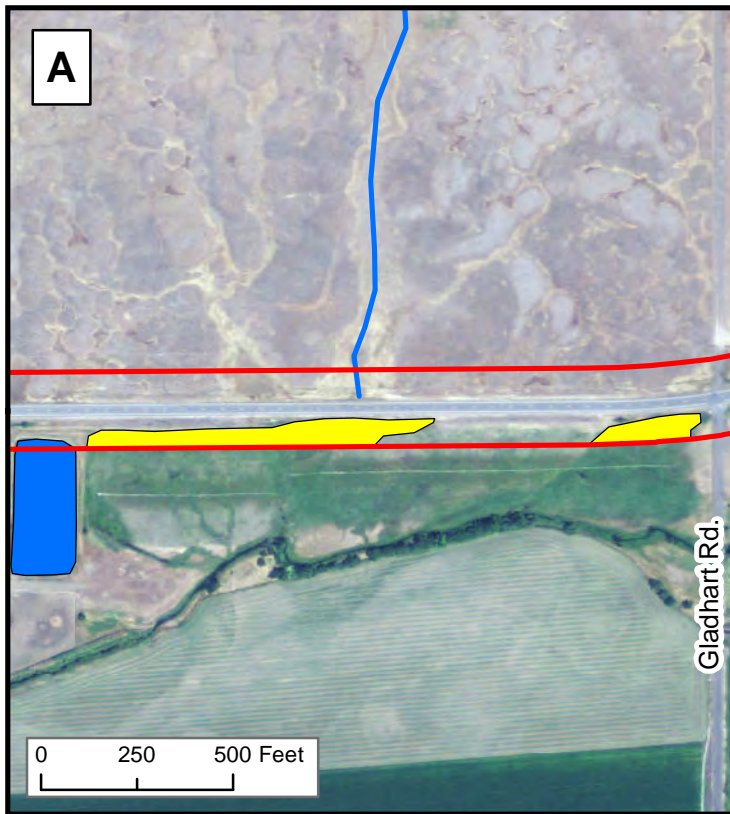
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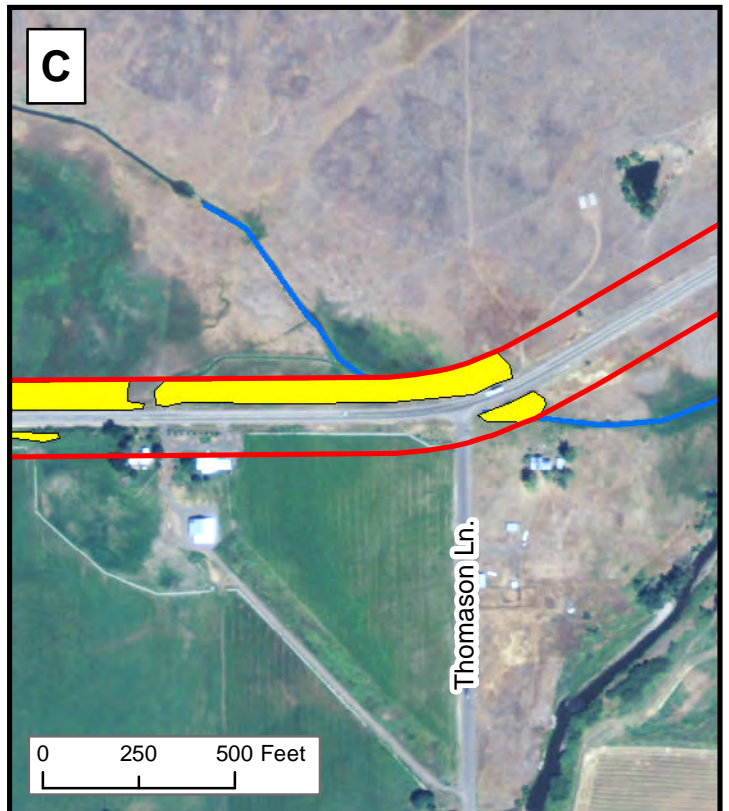
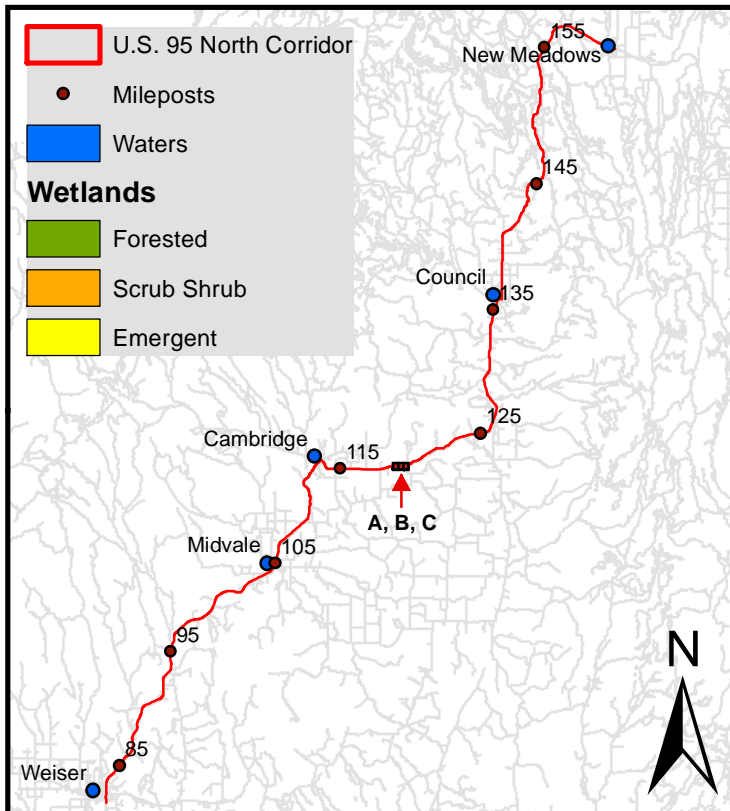
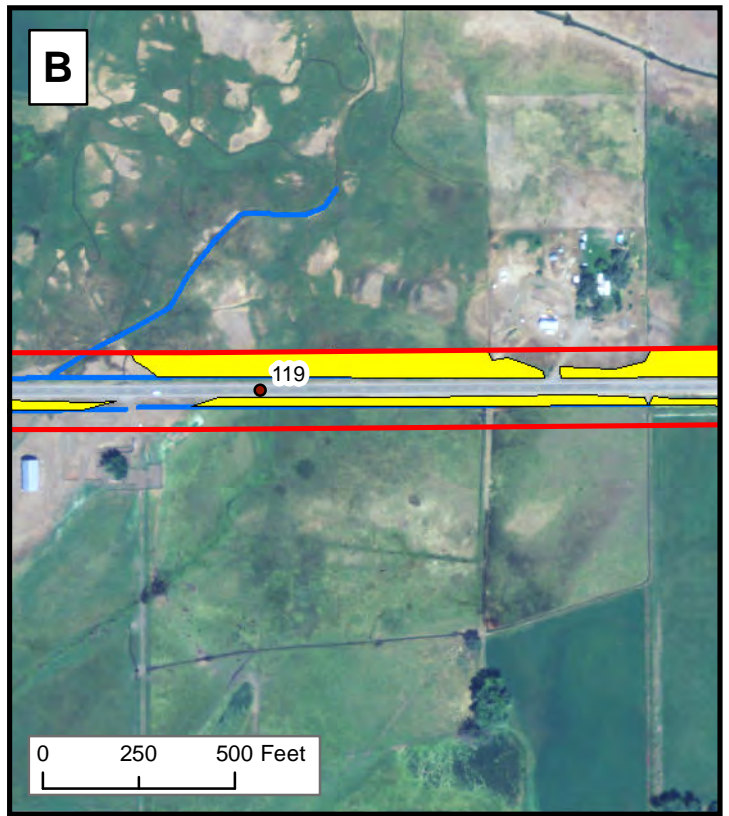
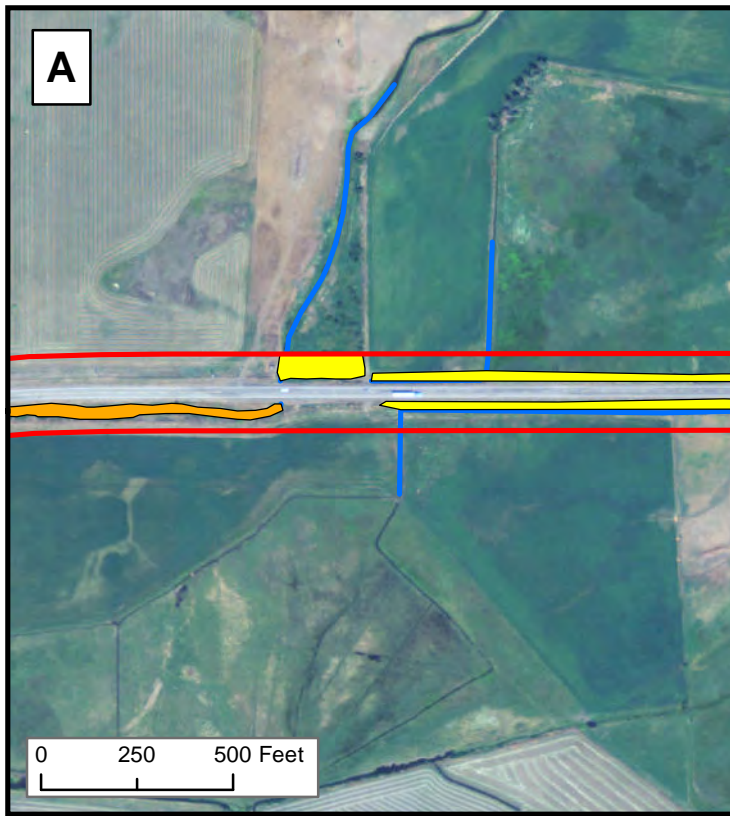
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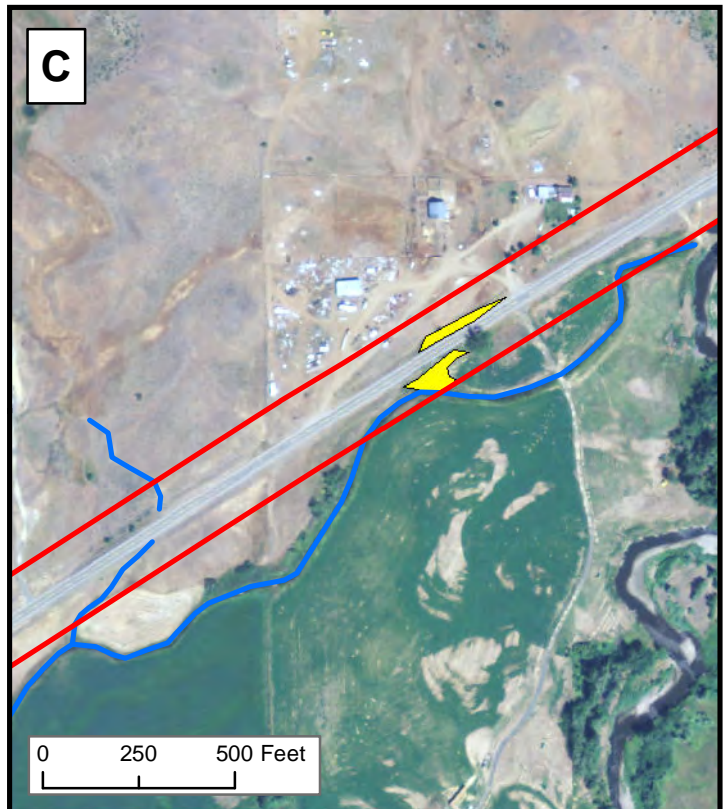
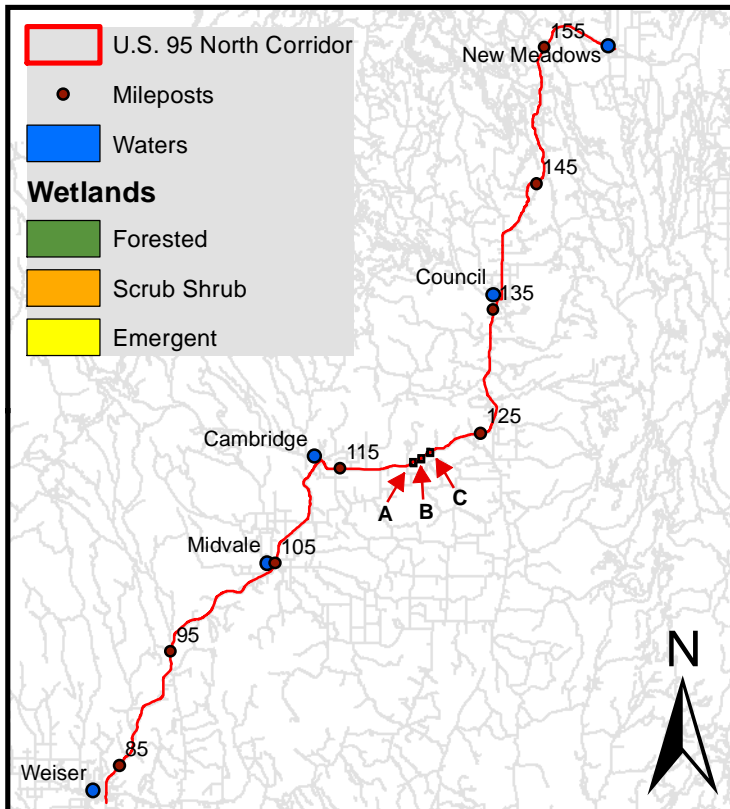
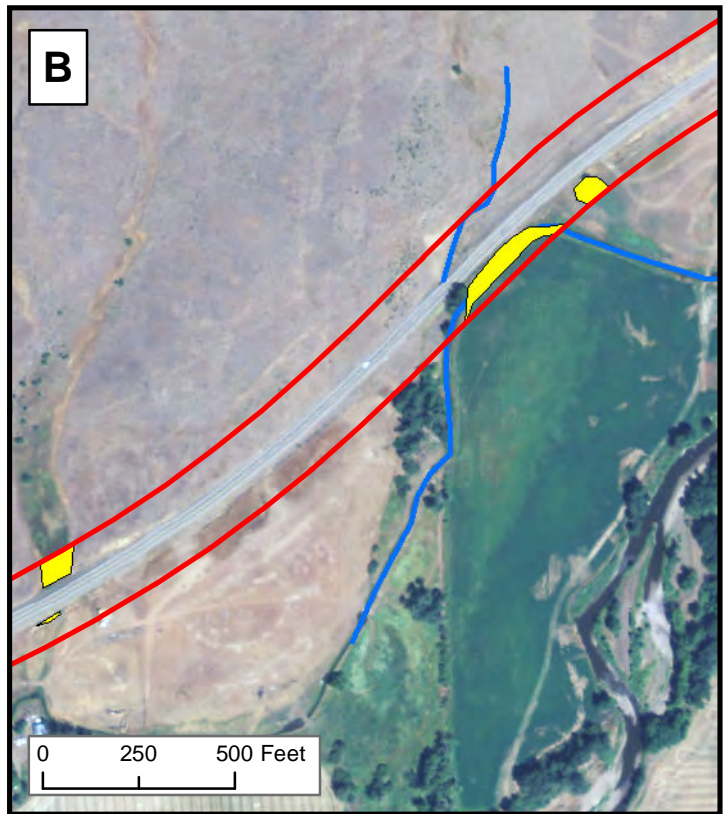
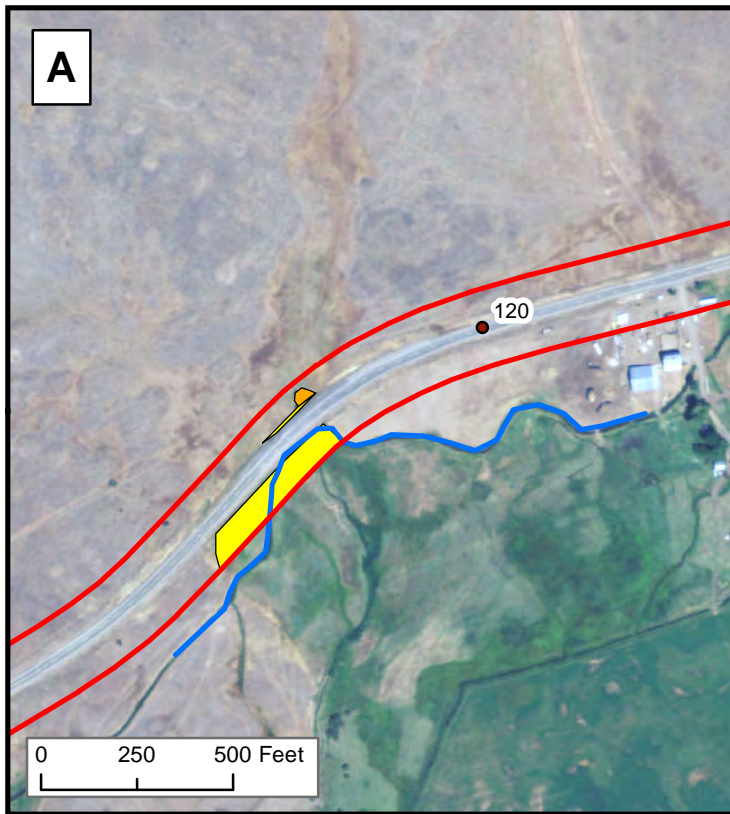
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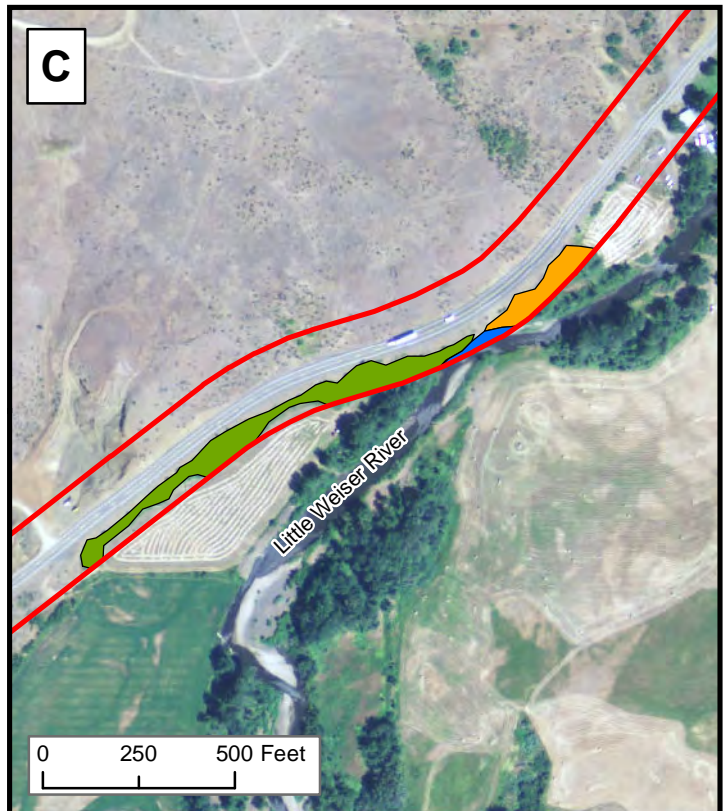
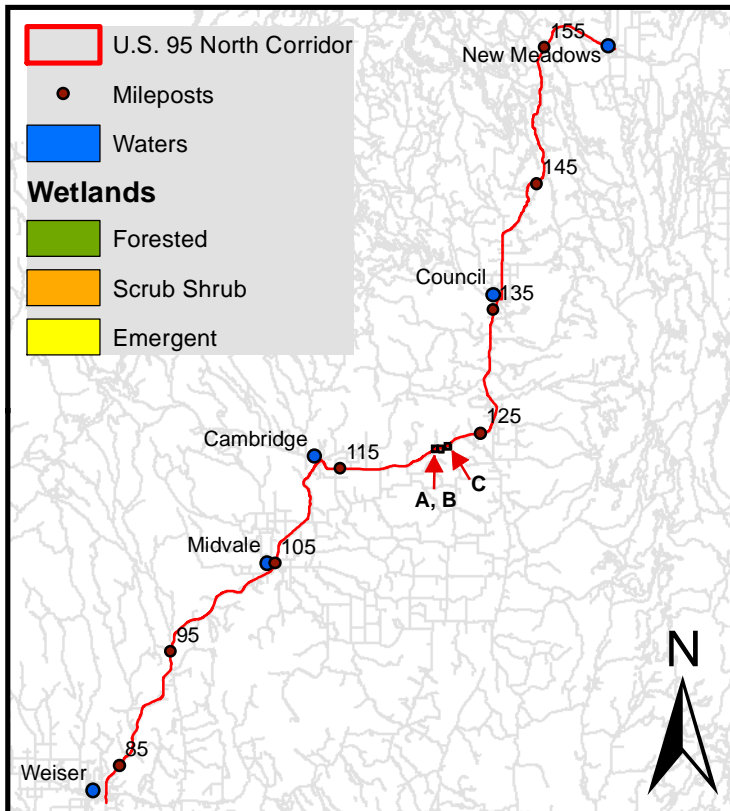
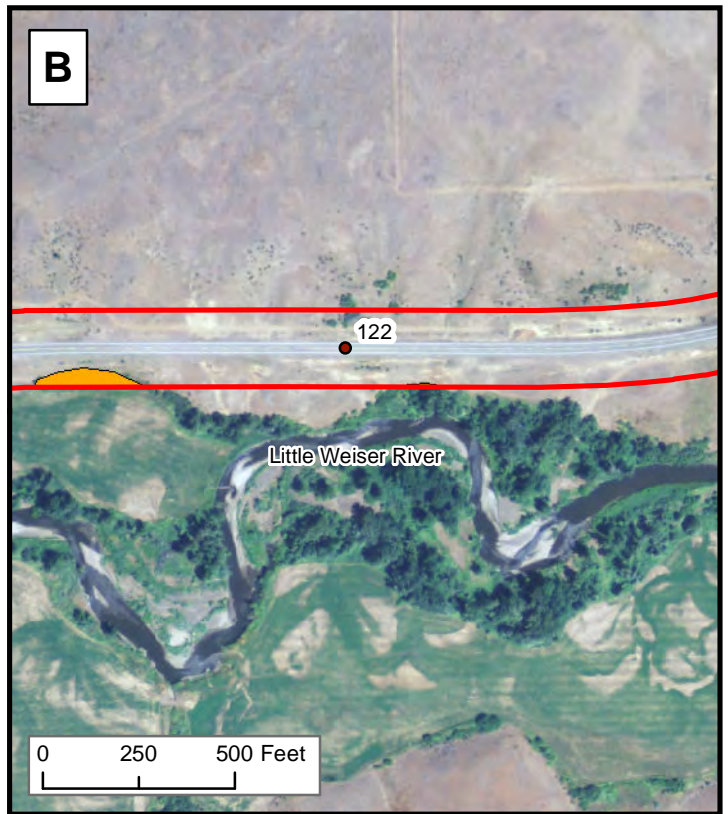
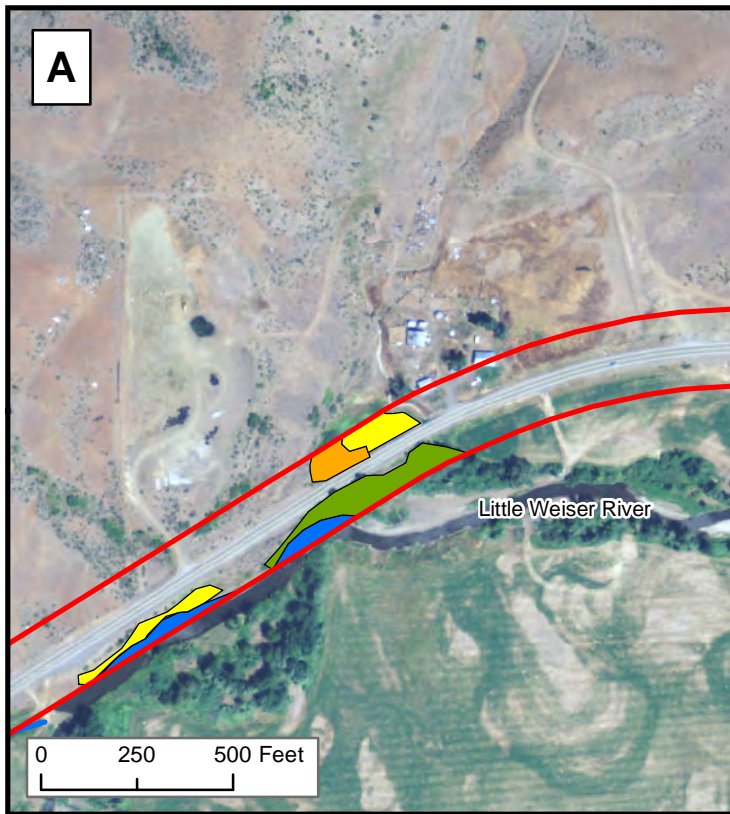
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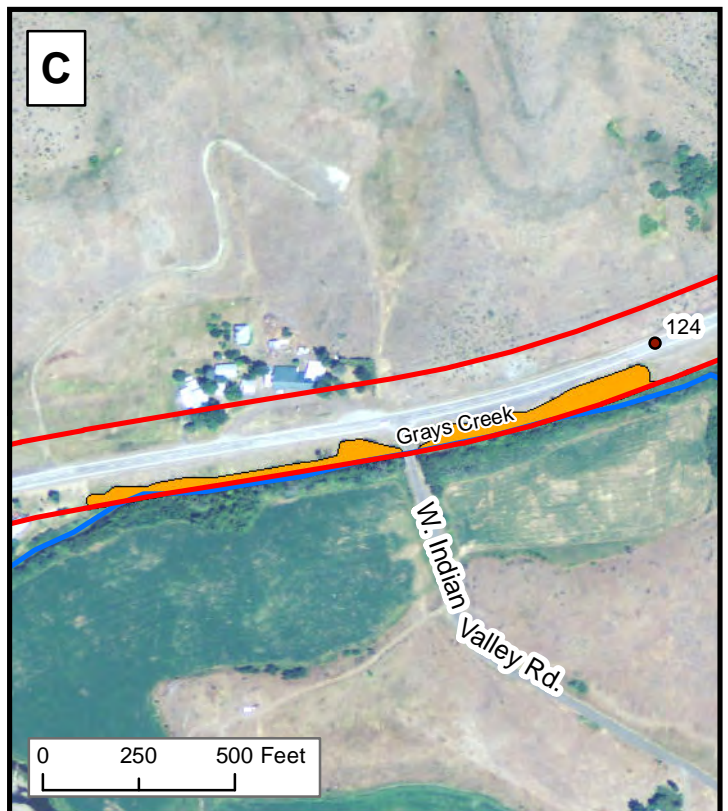
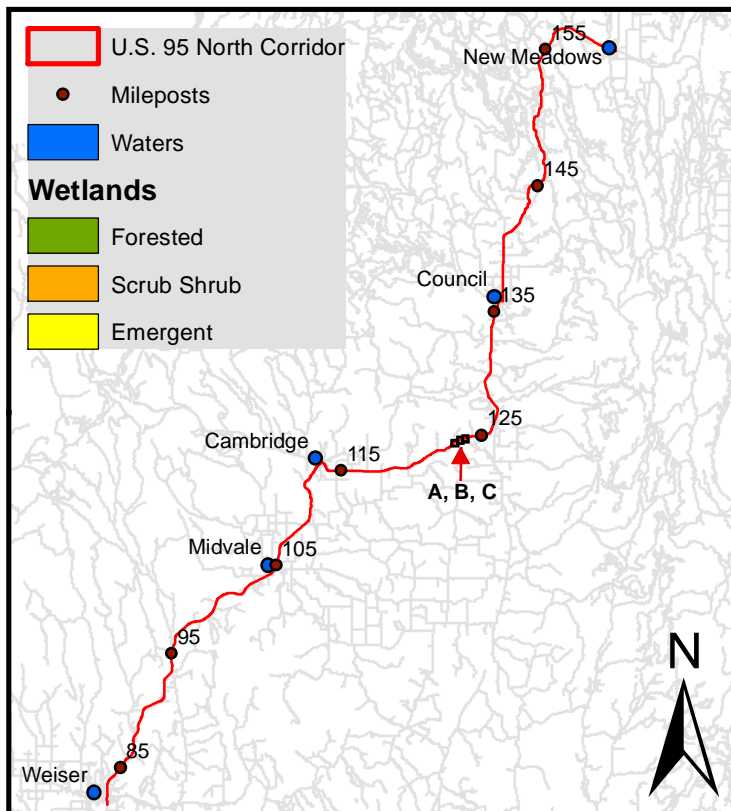
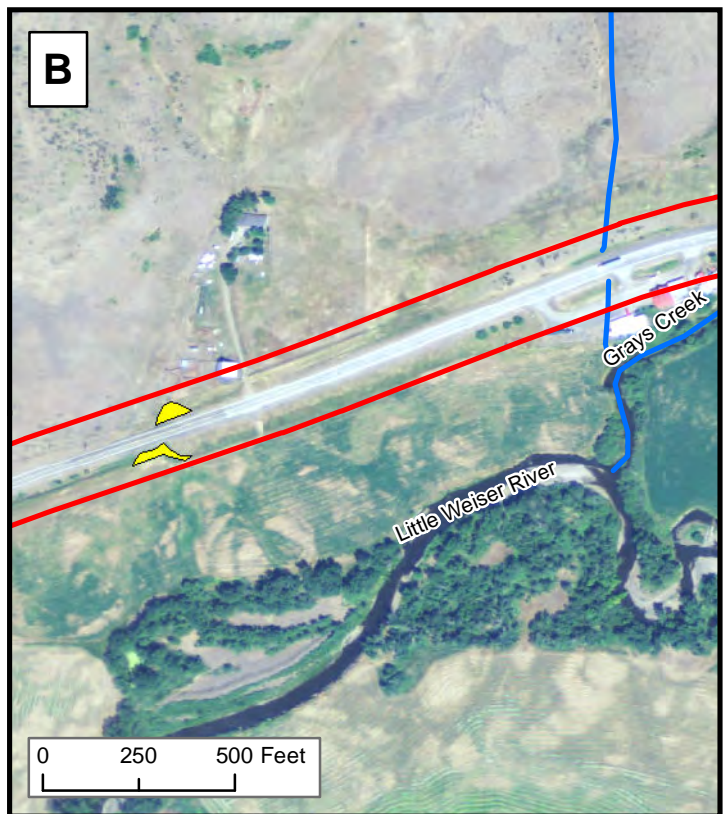
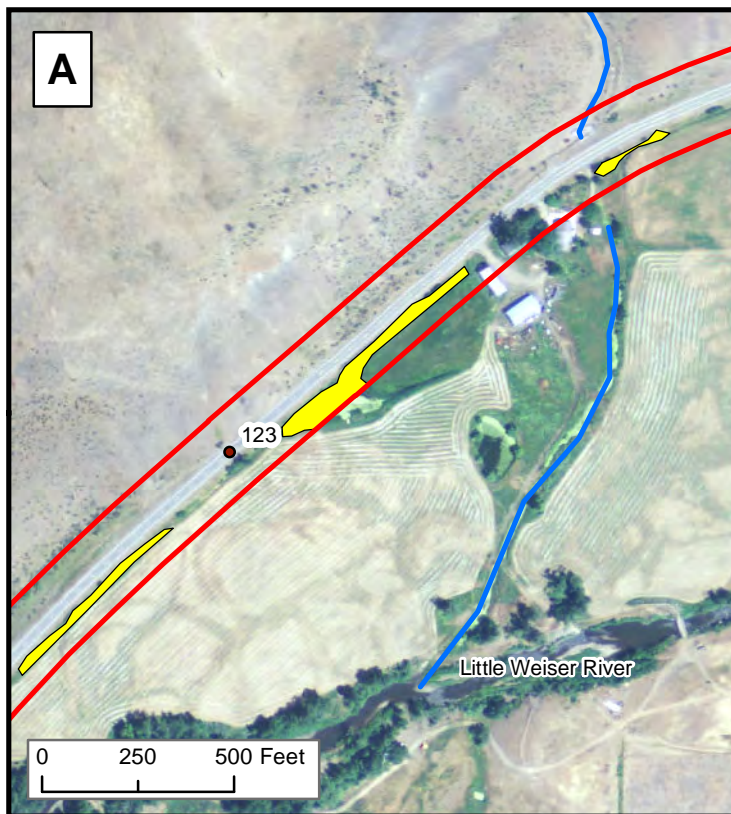
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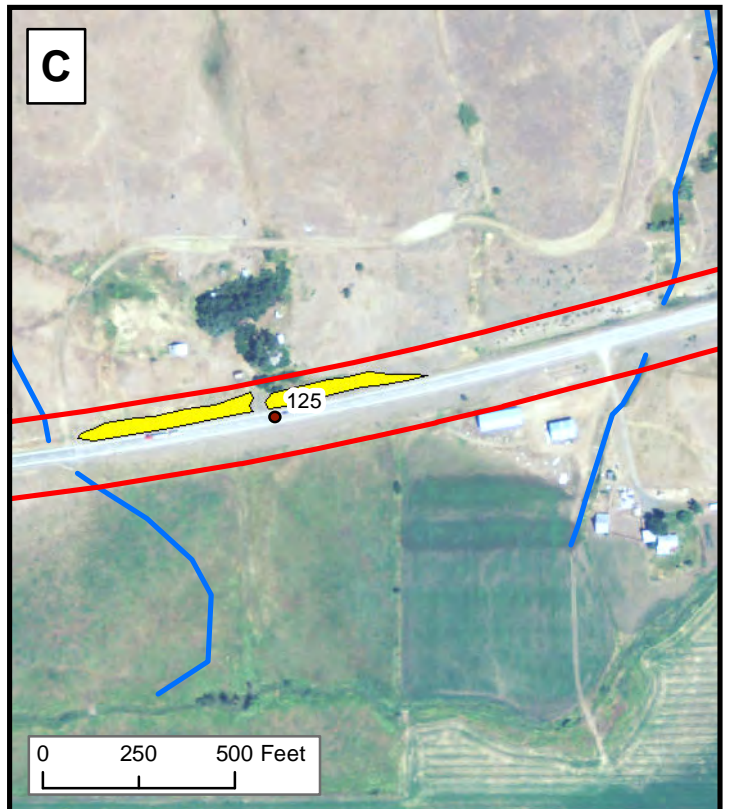
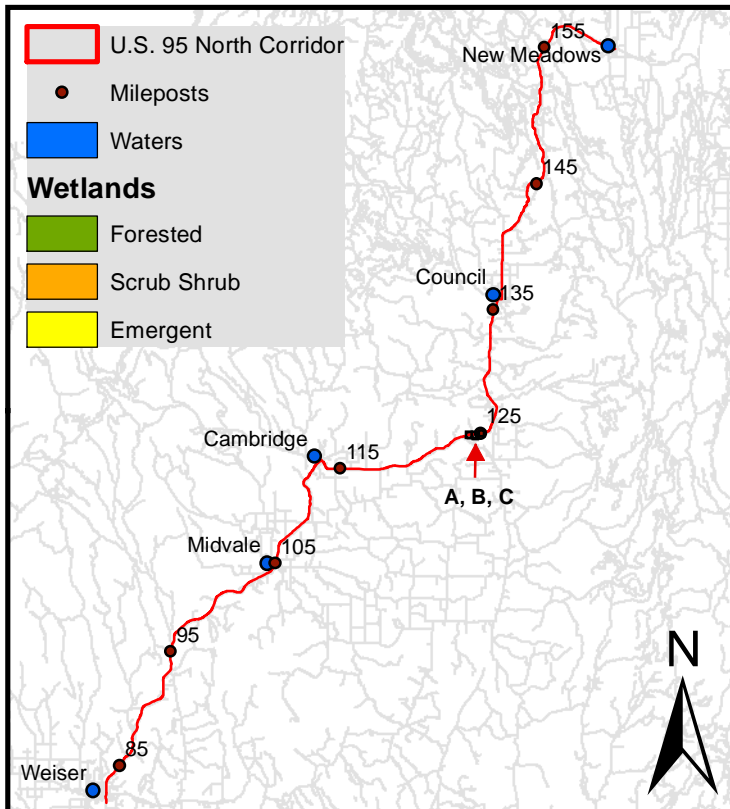
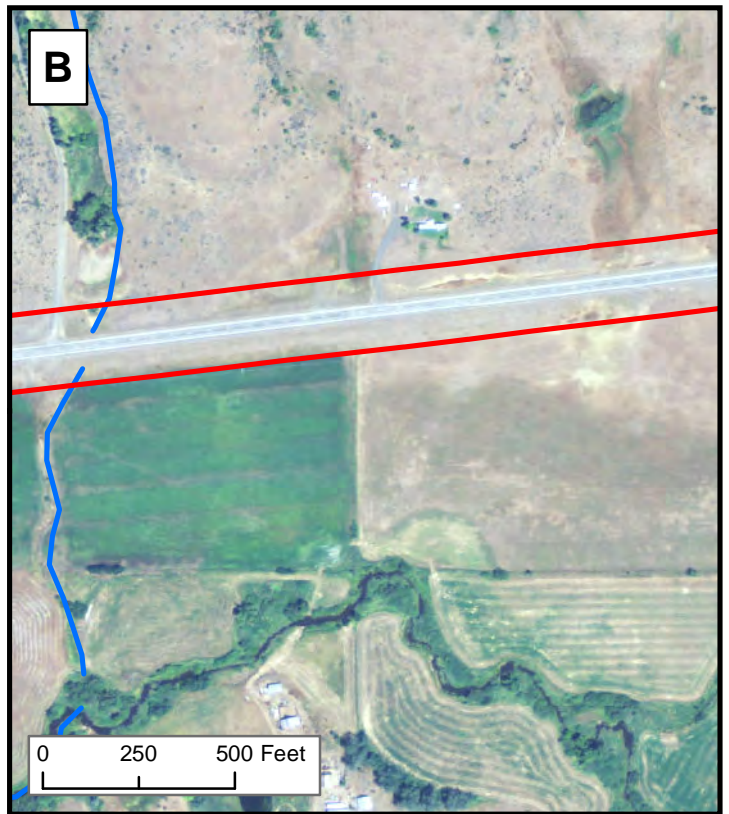
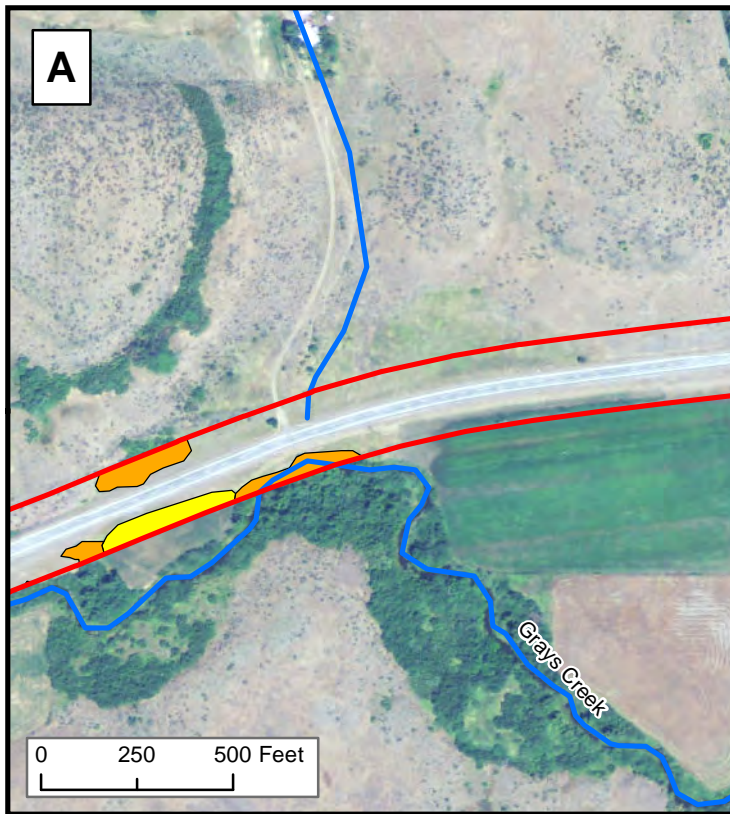
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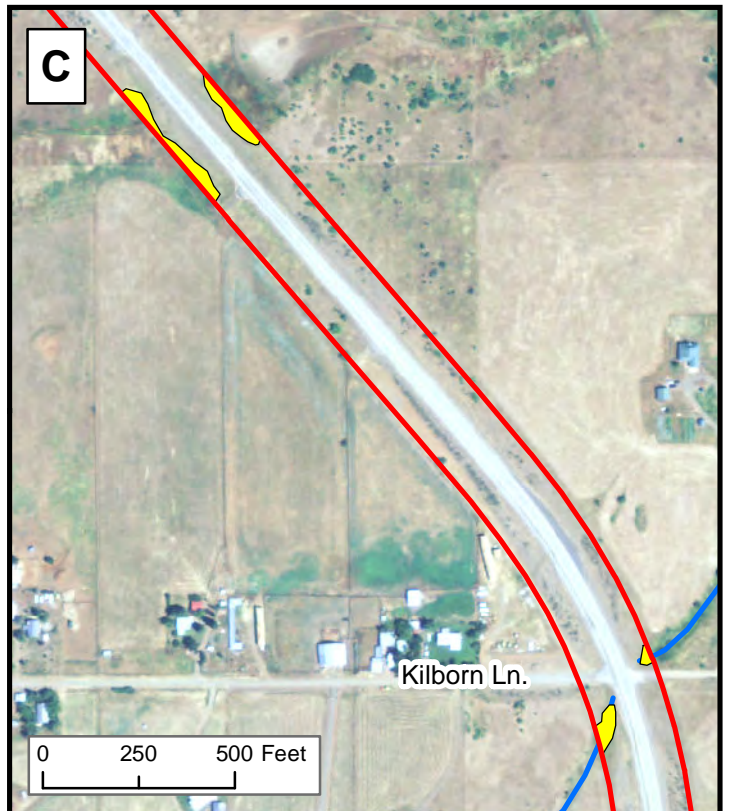
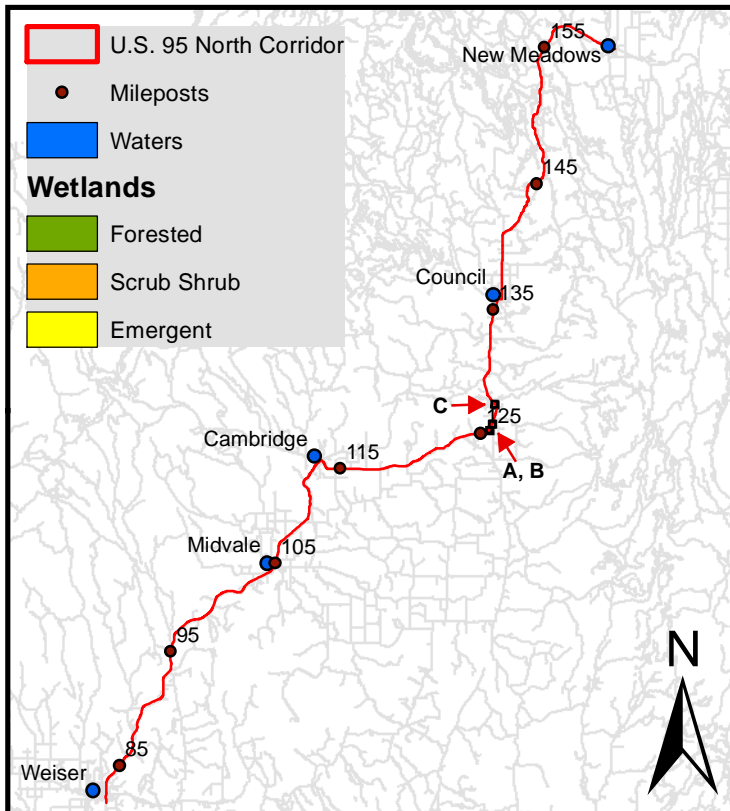
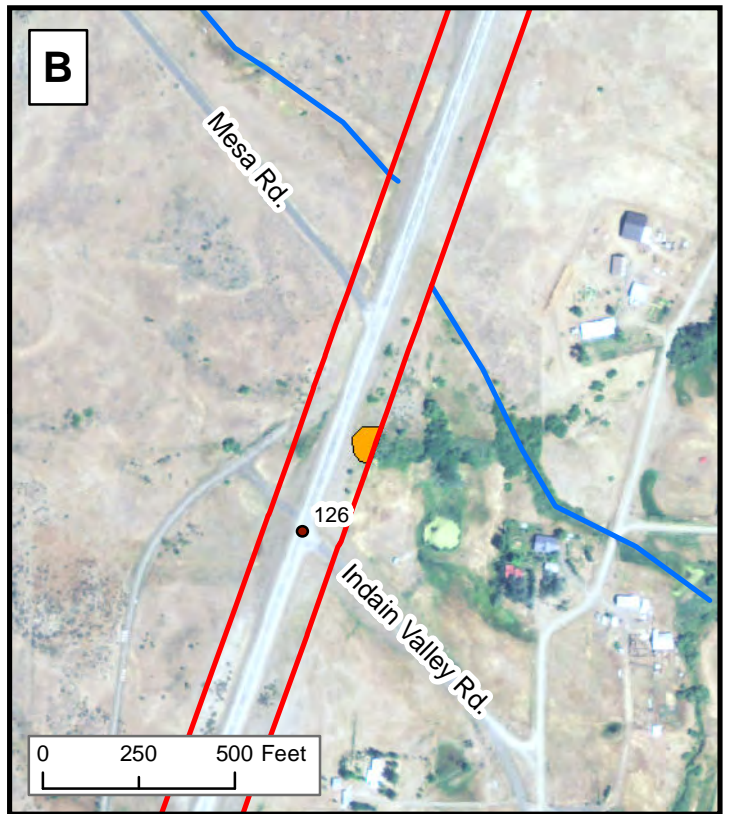
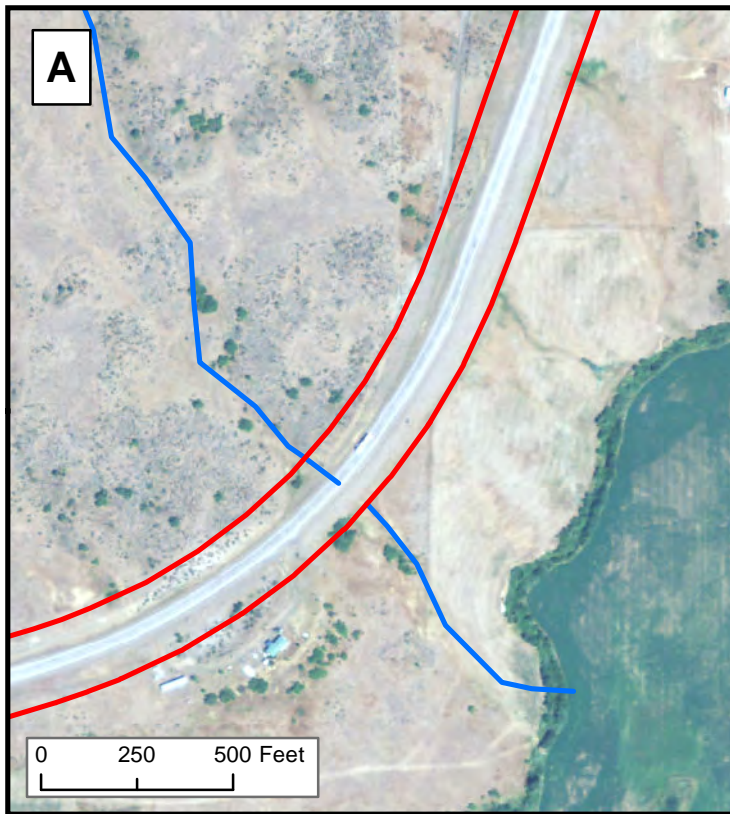
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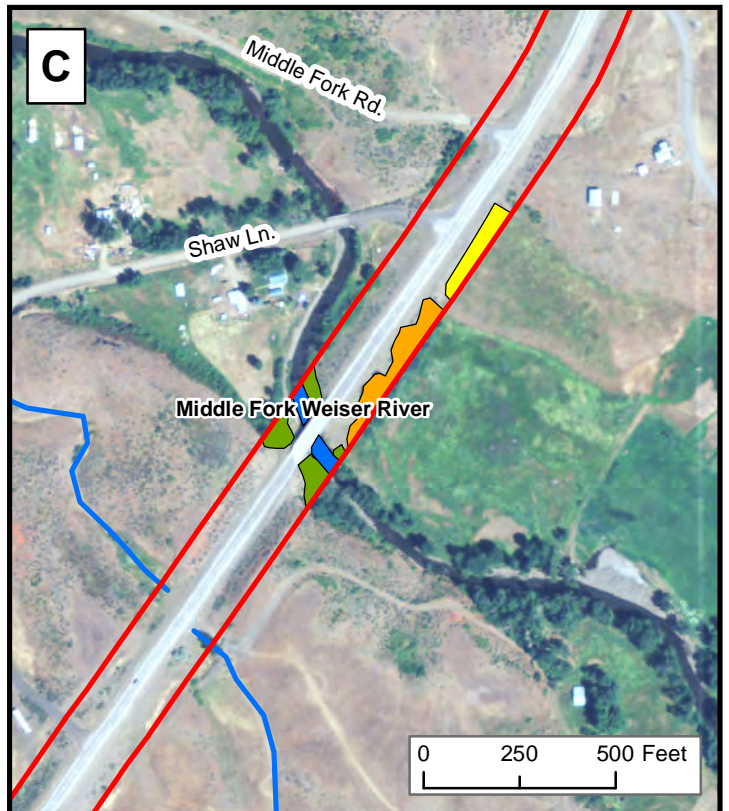
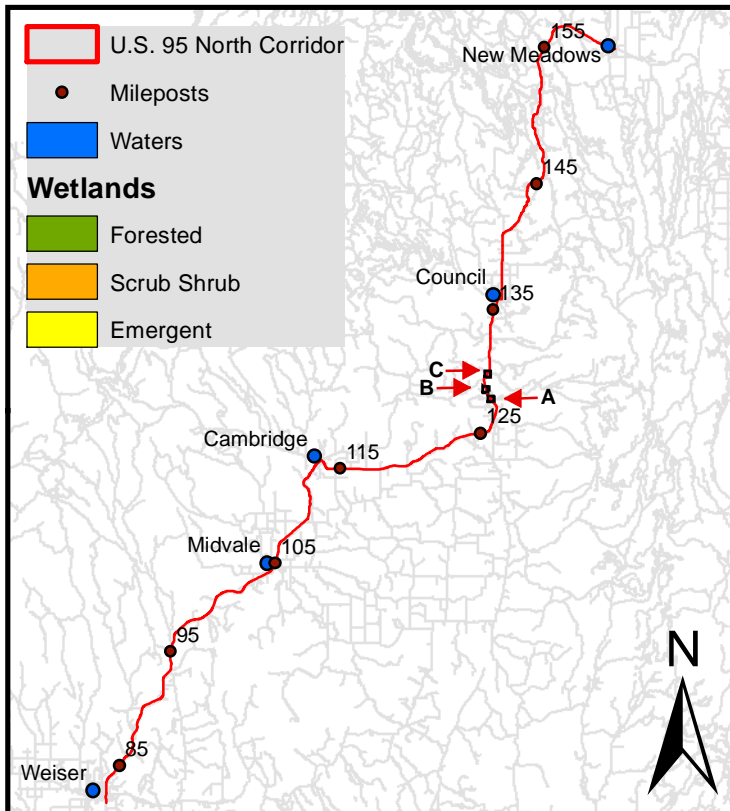
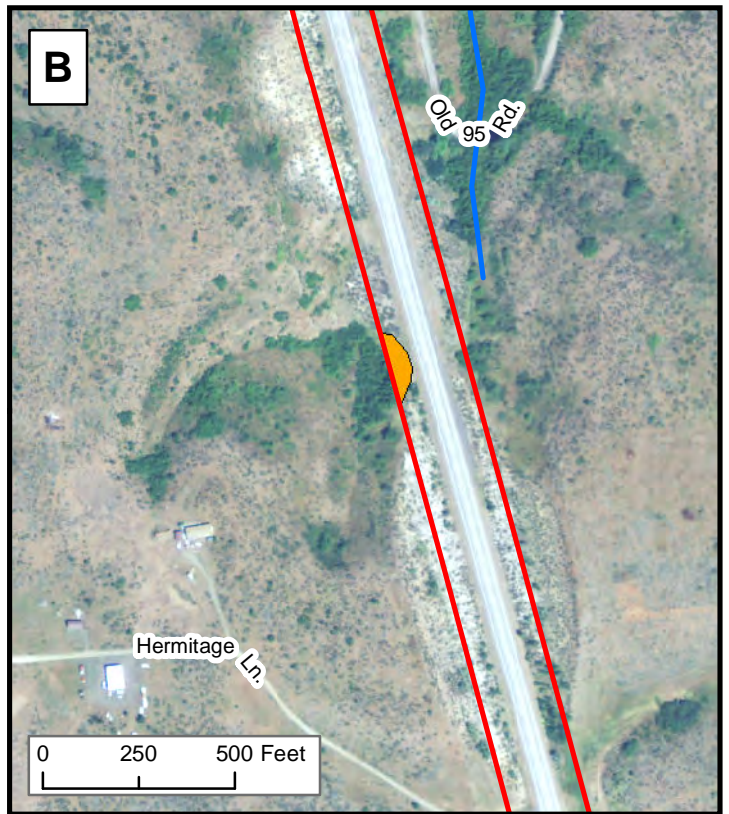
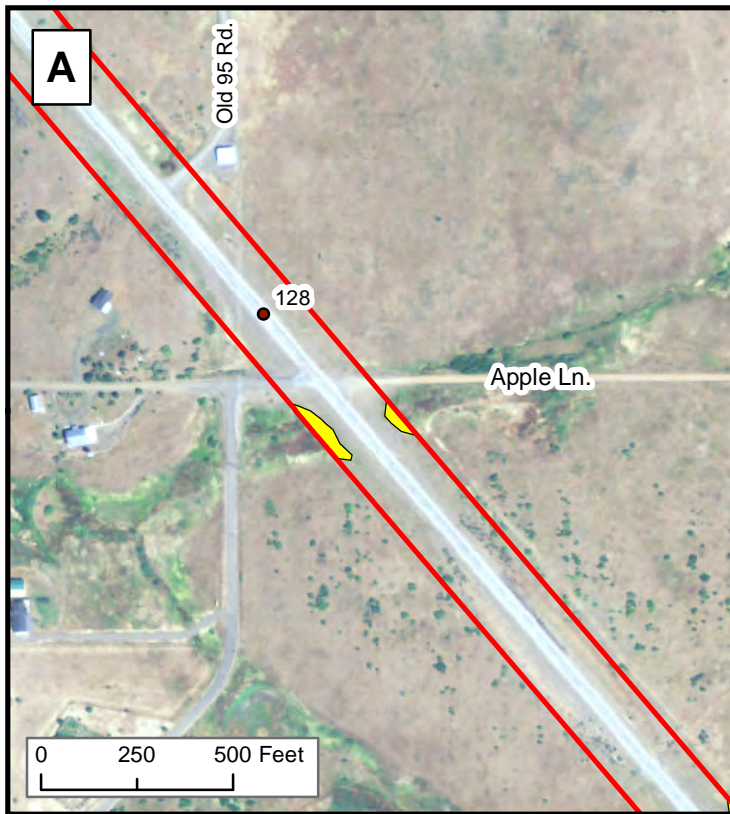
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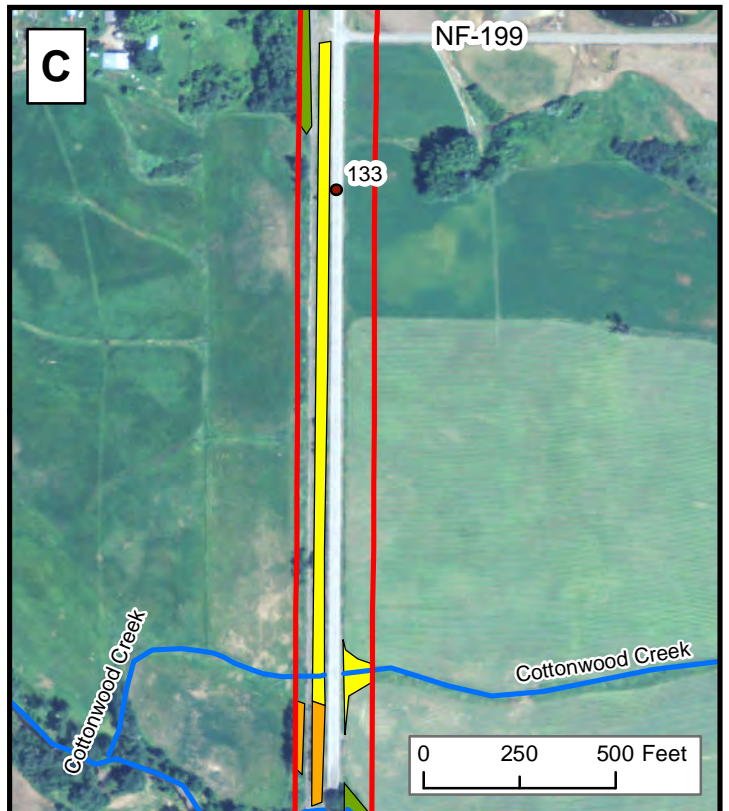
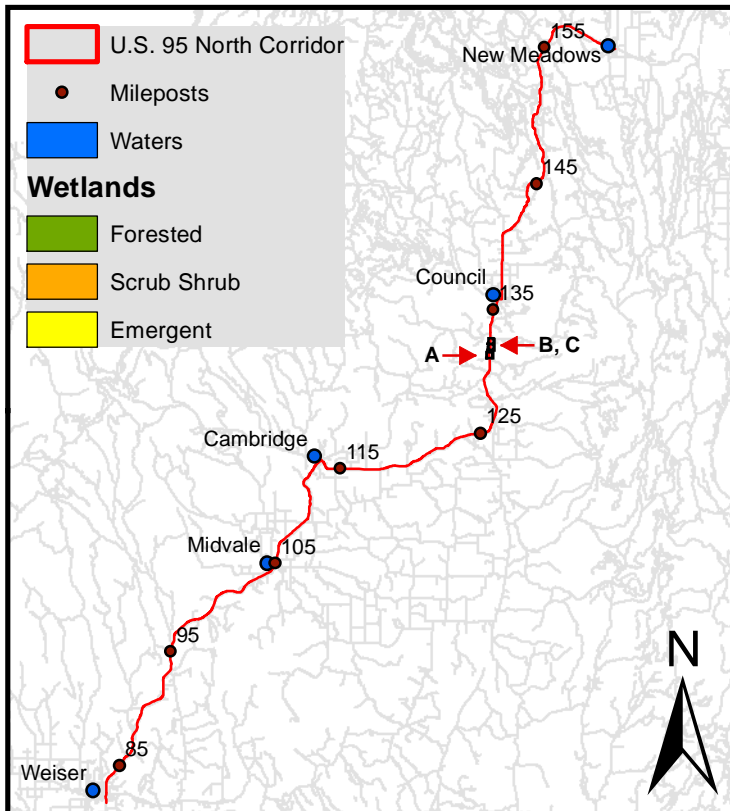
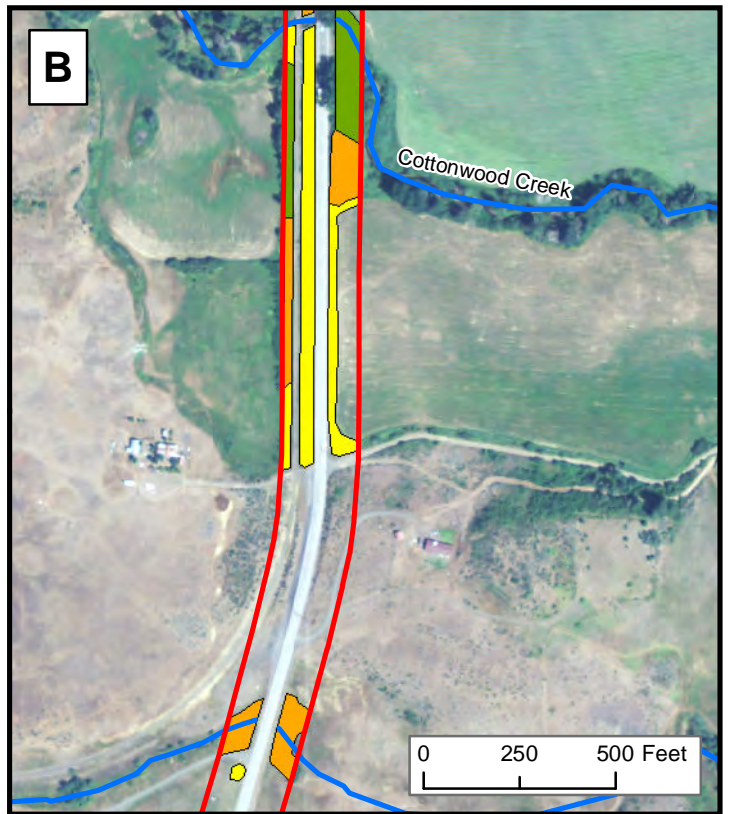
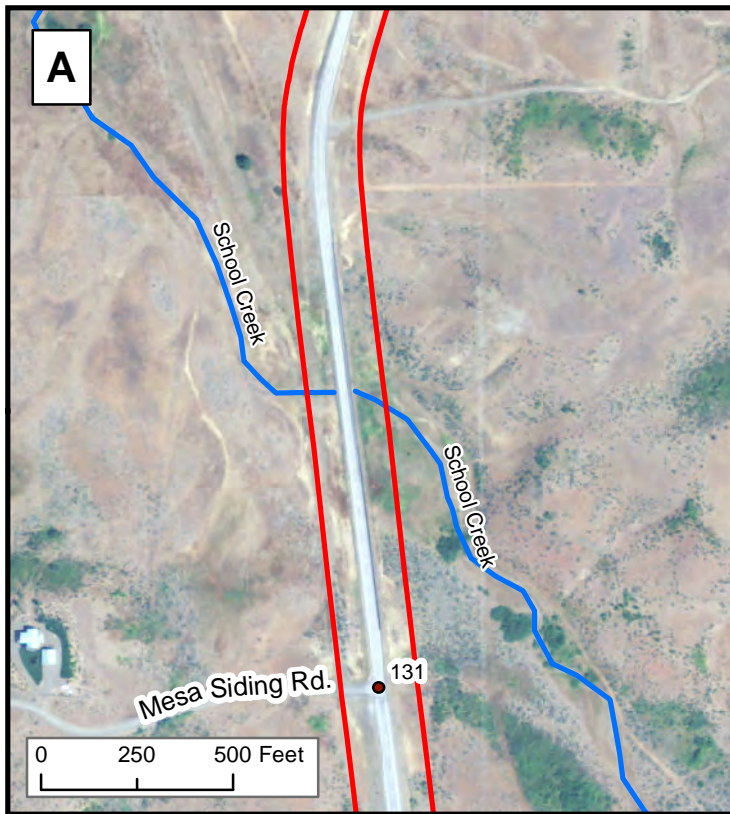
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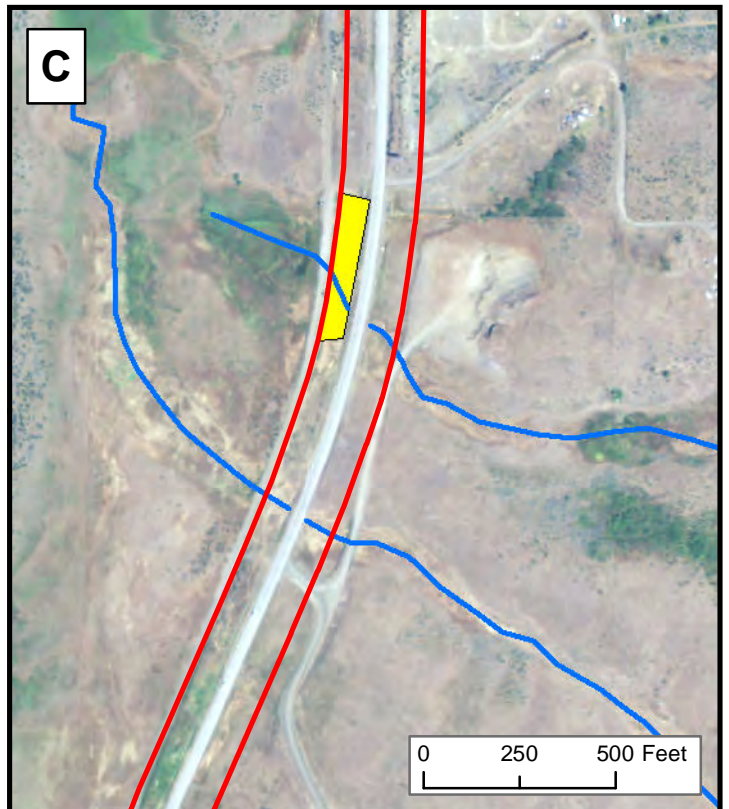
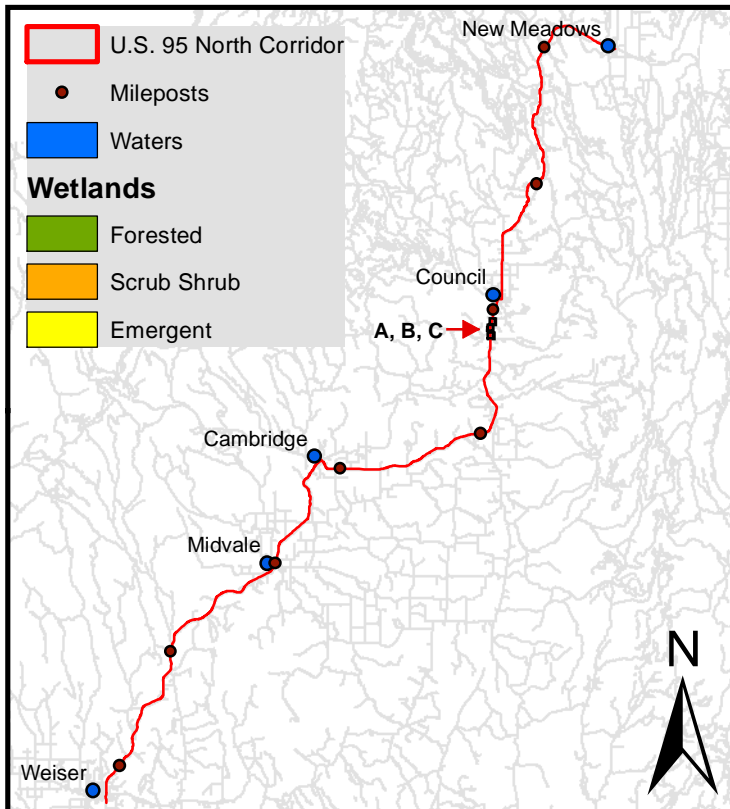
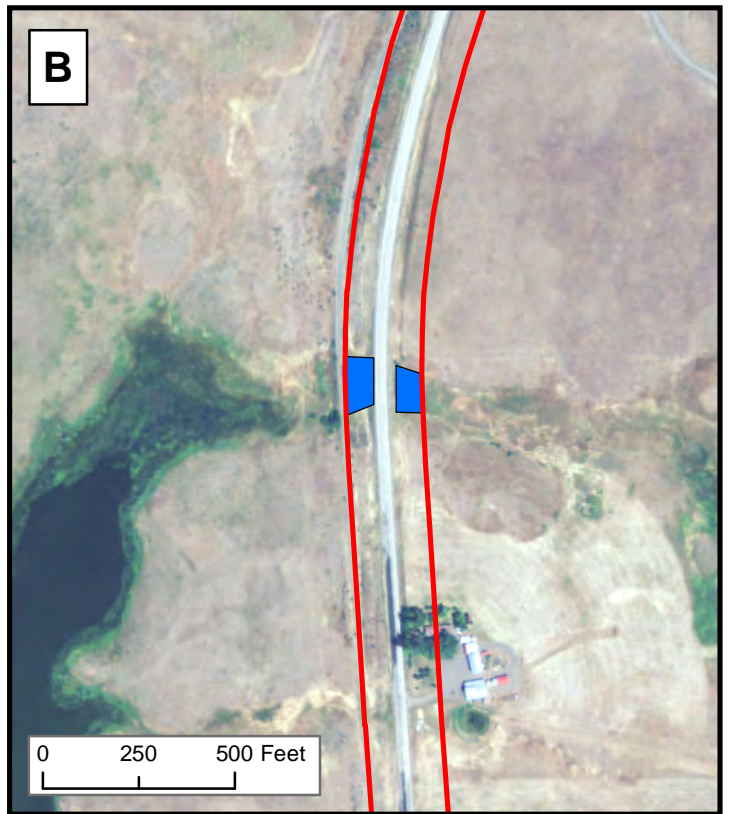
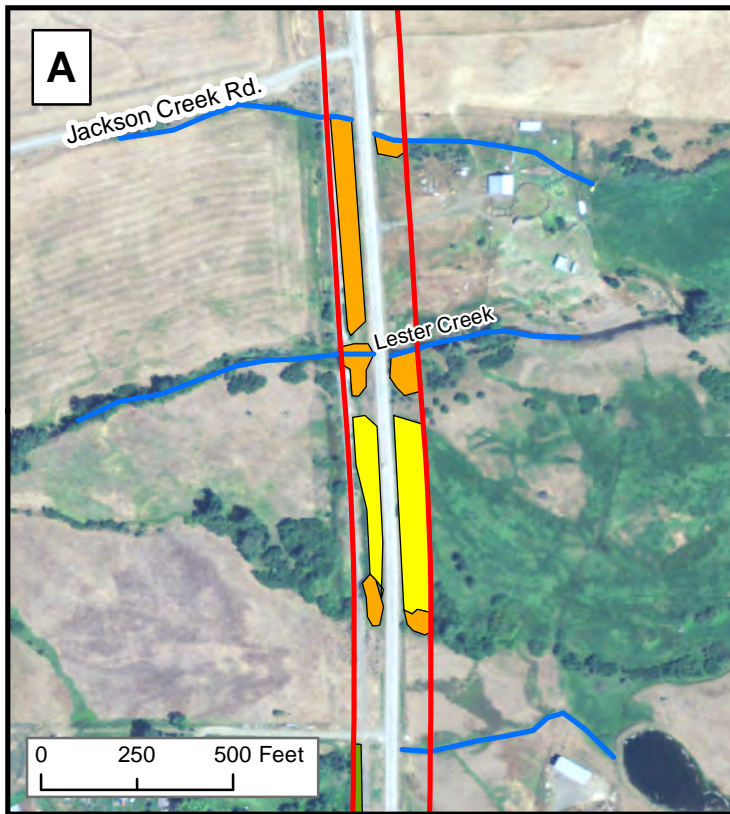
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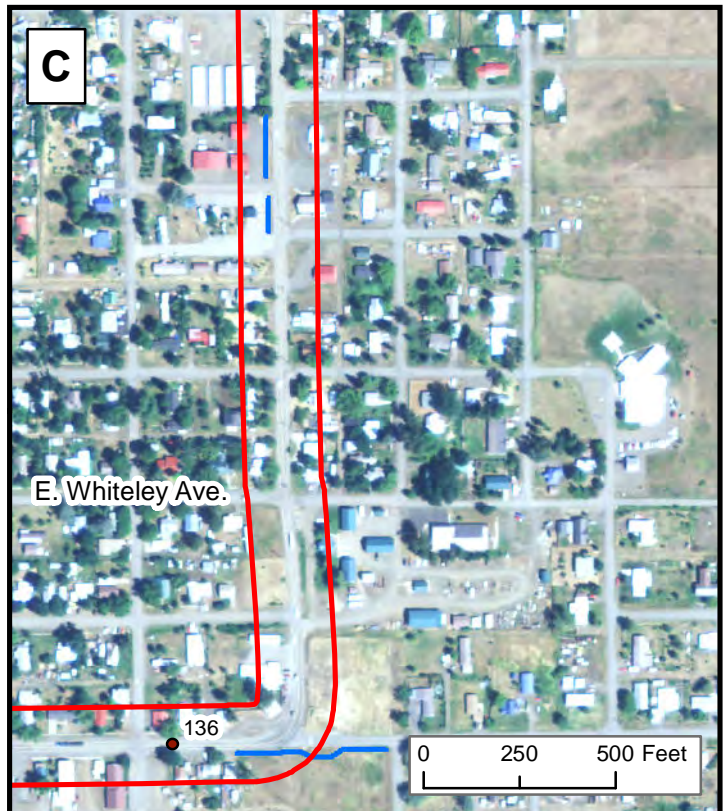
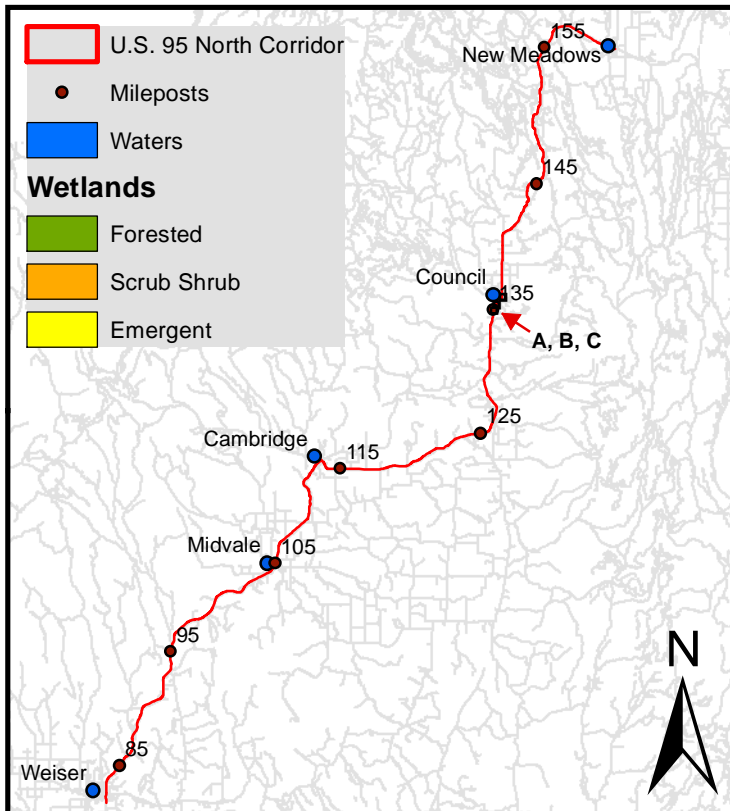
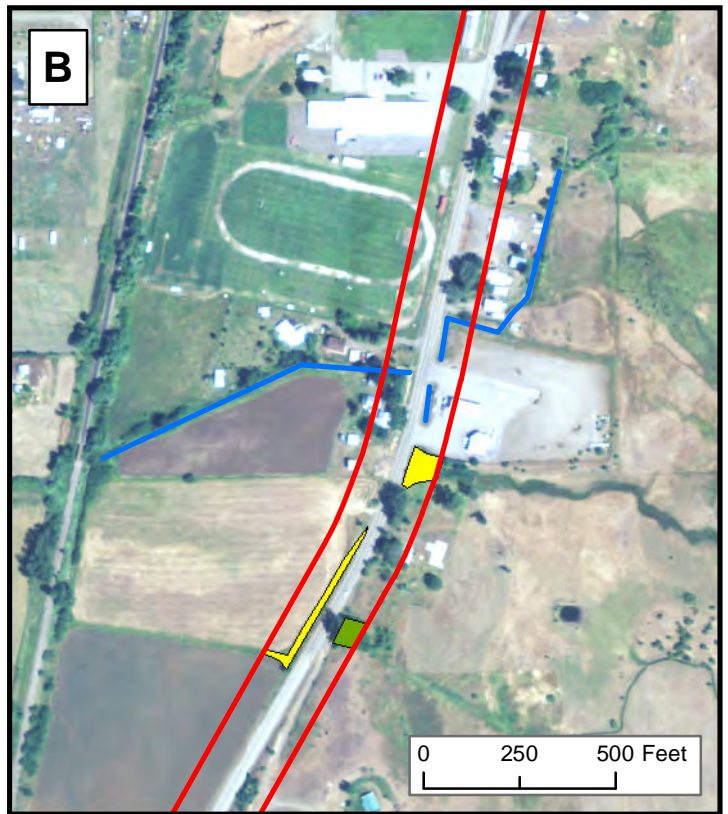
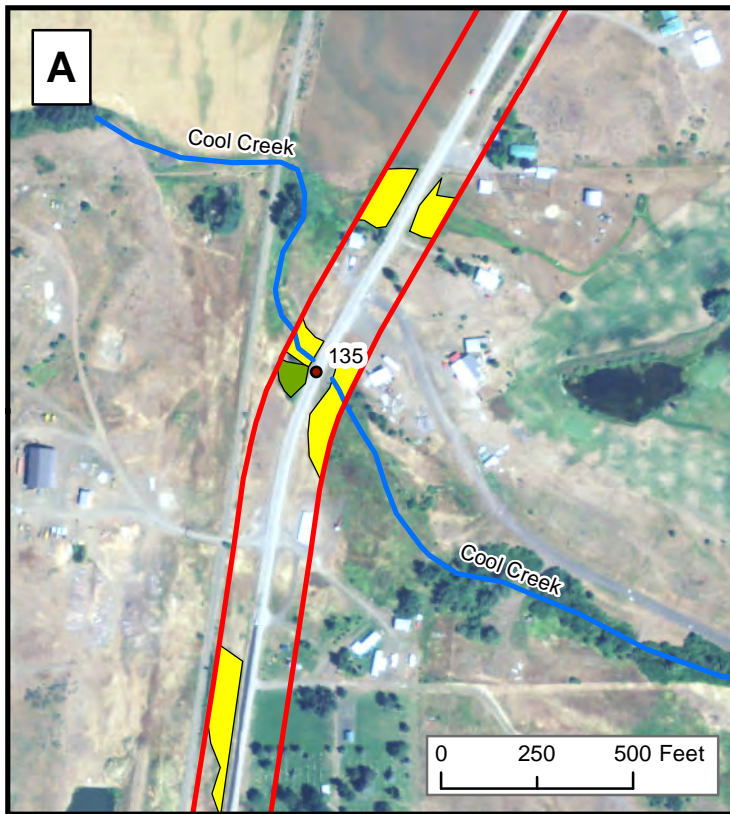
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	Date May 2014	Figure Title Surface Waters and Potential Wetlands Identified in the U.S. 95 North Corridor	Figure 4-26	



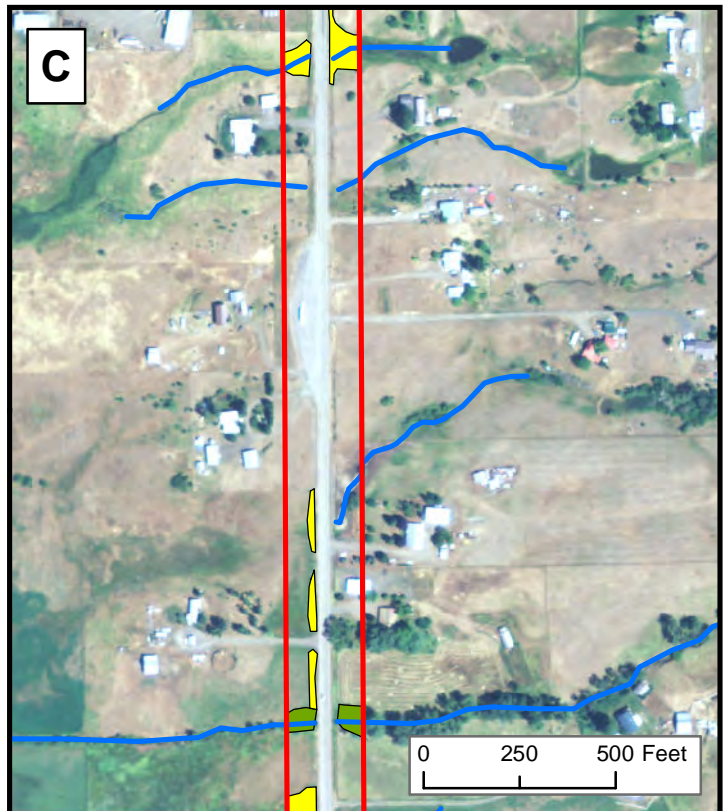
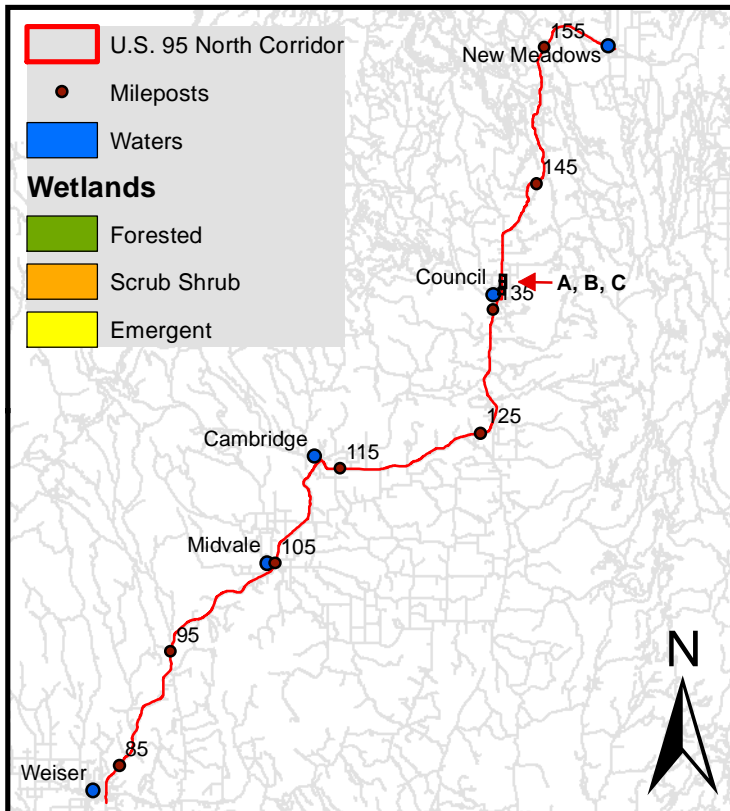
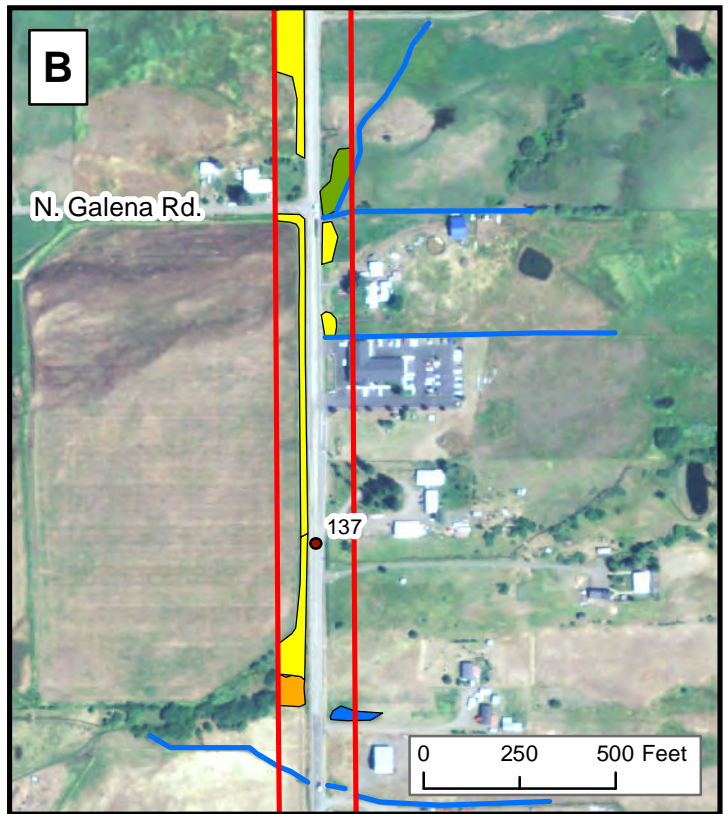
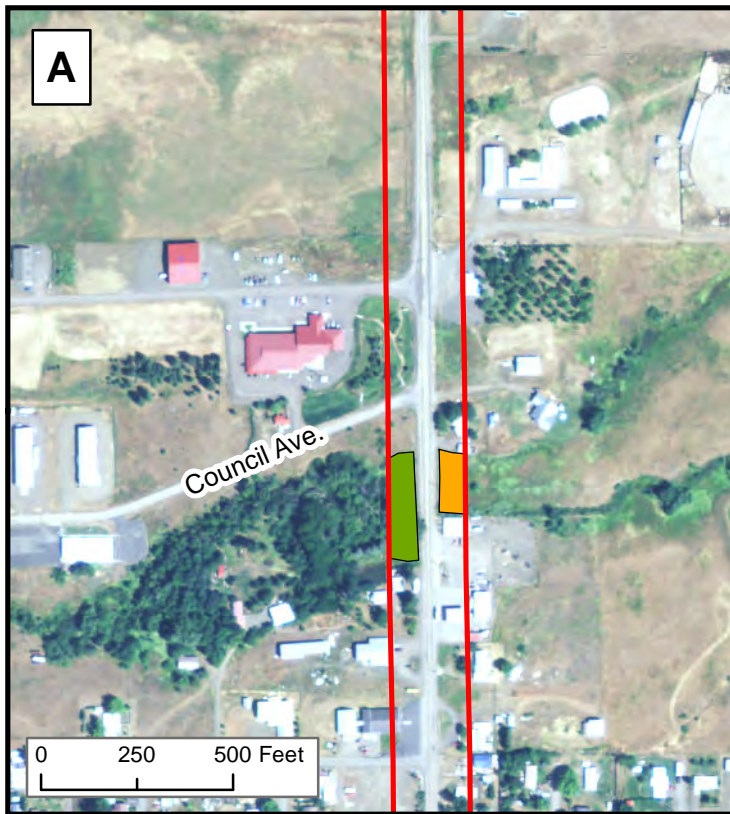
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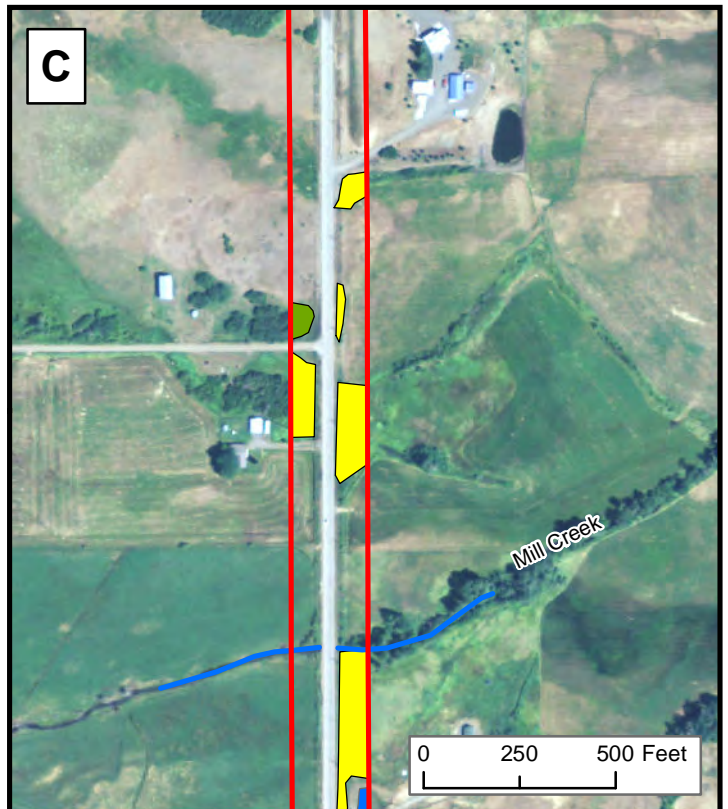
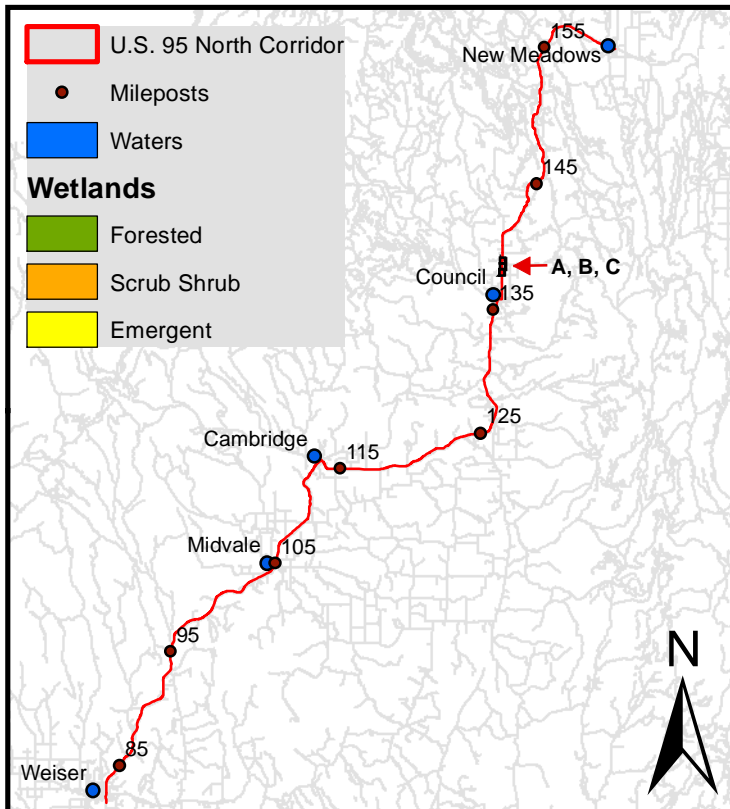
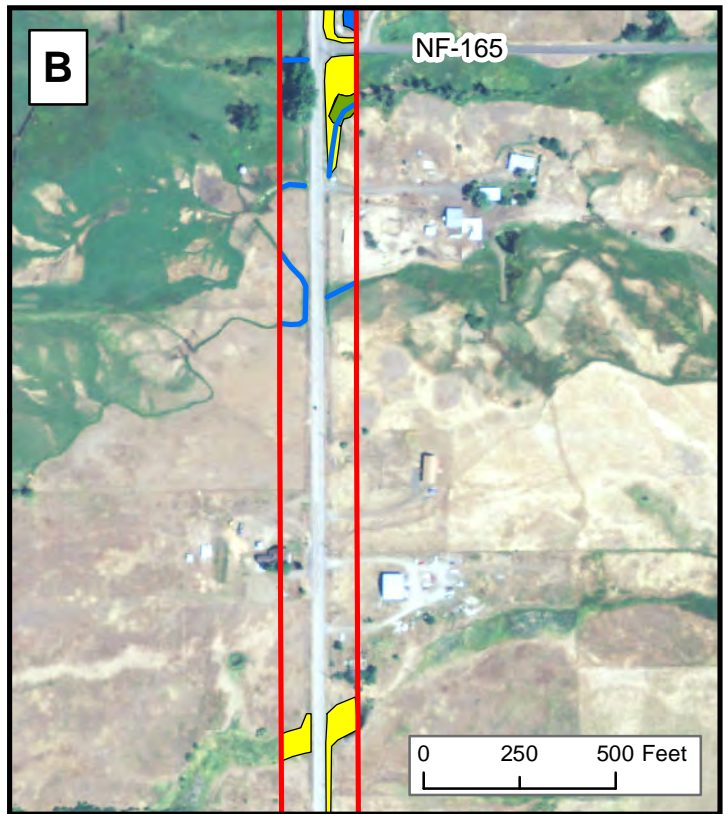
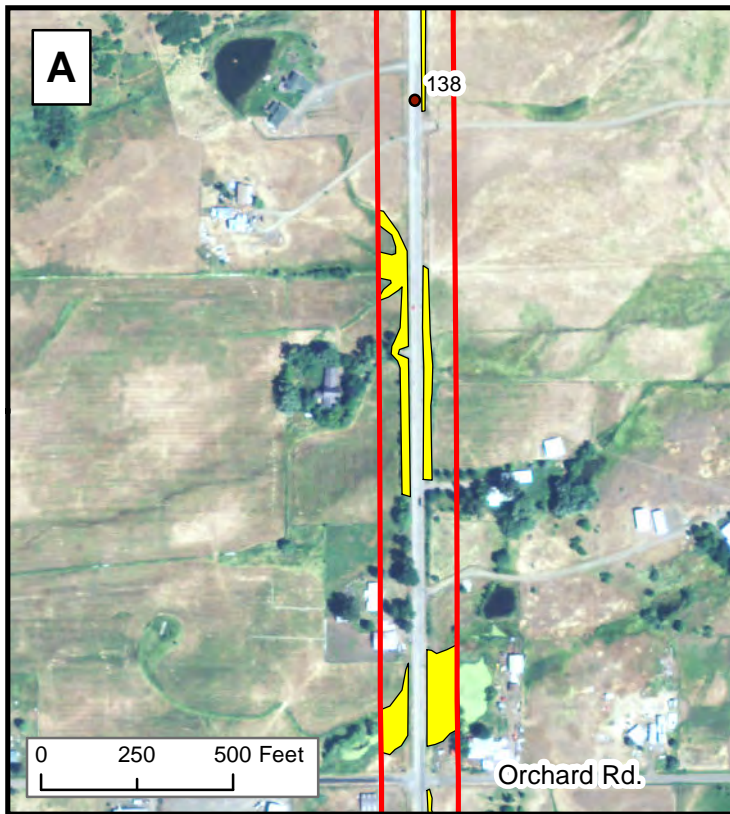
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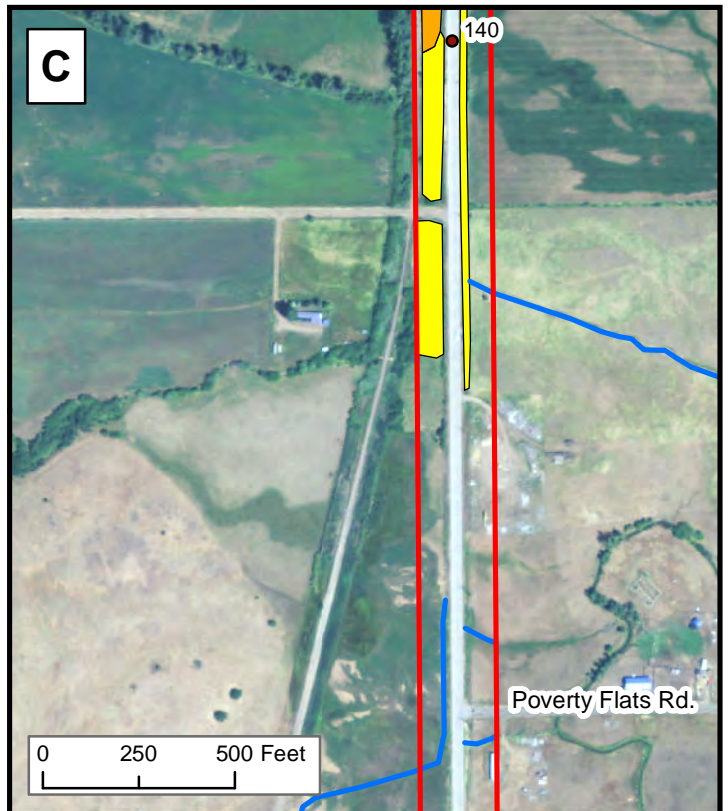
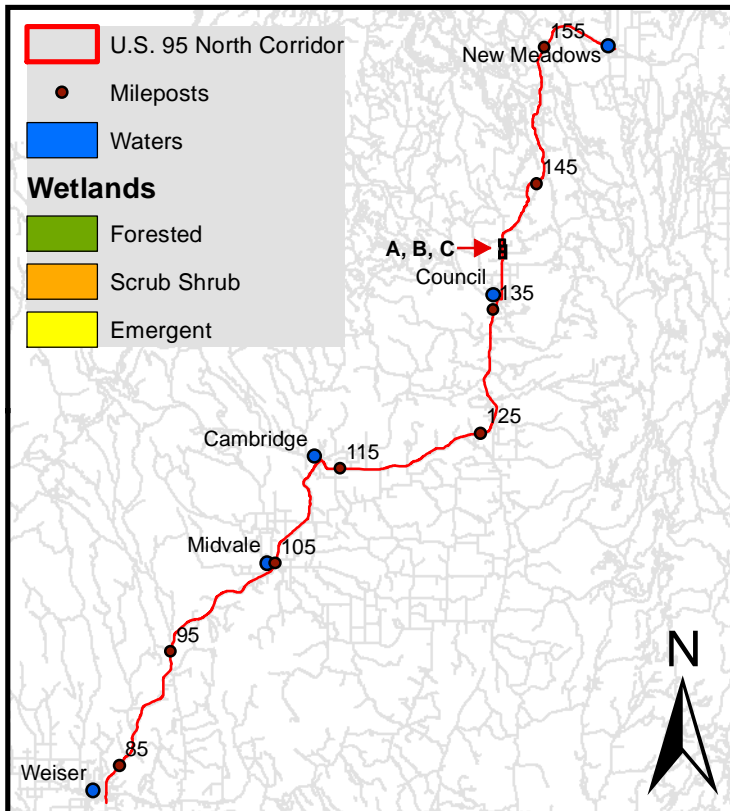
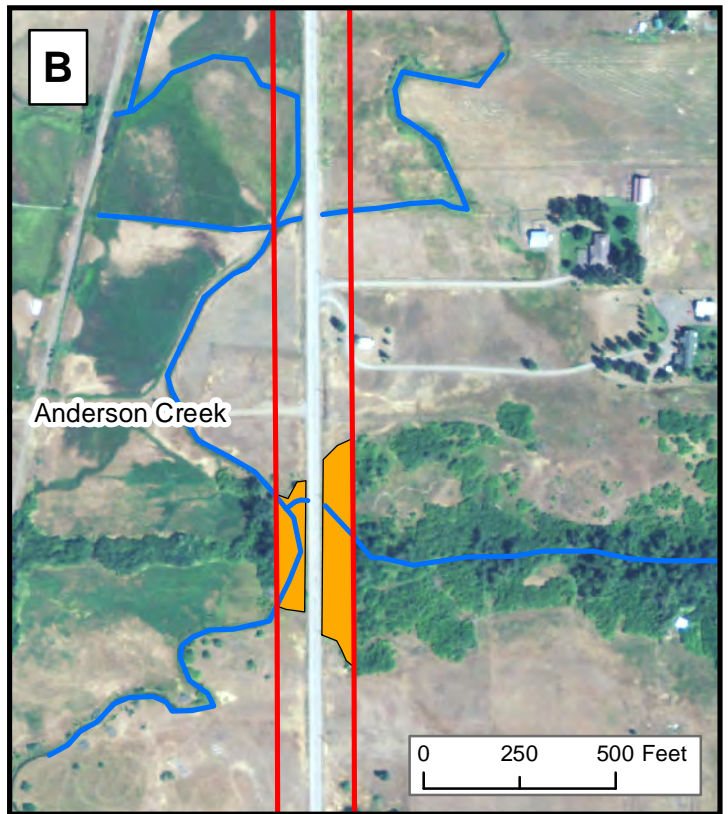
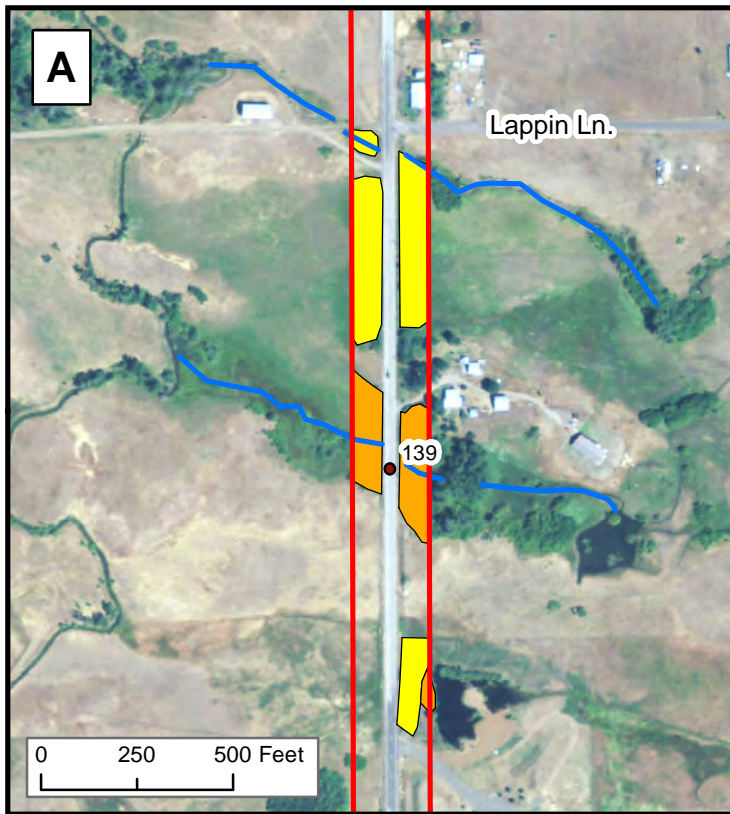
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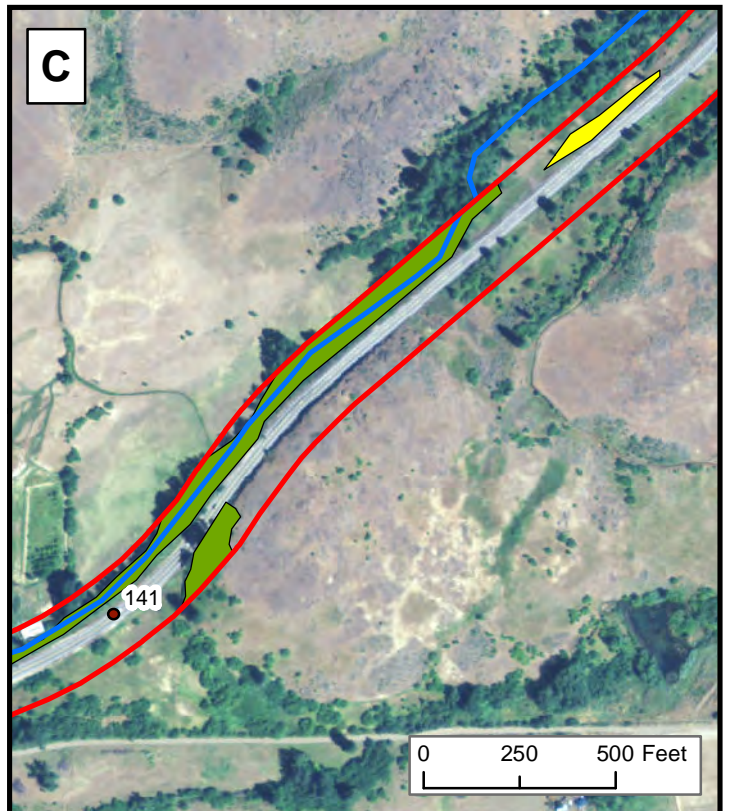
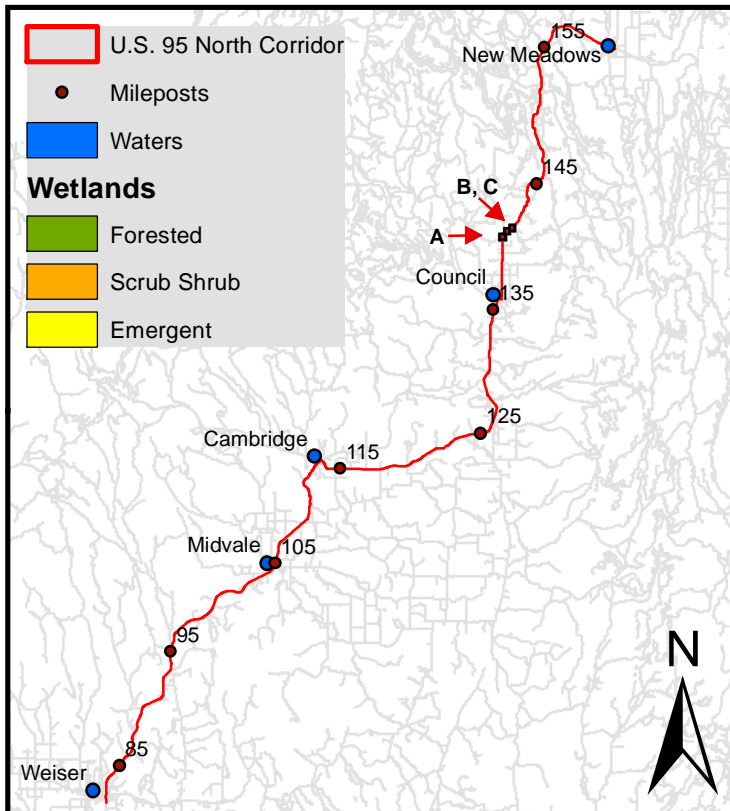
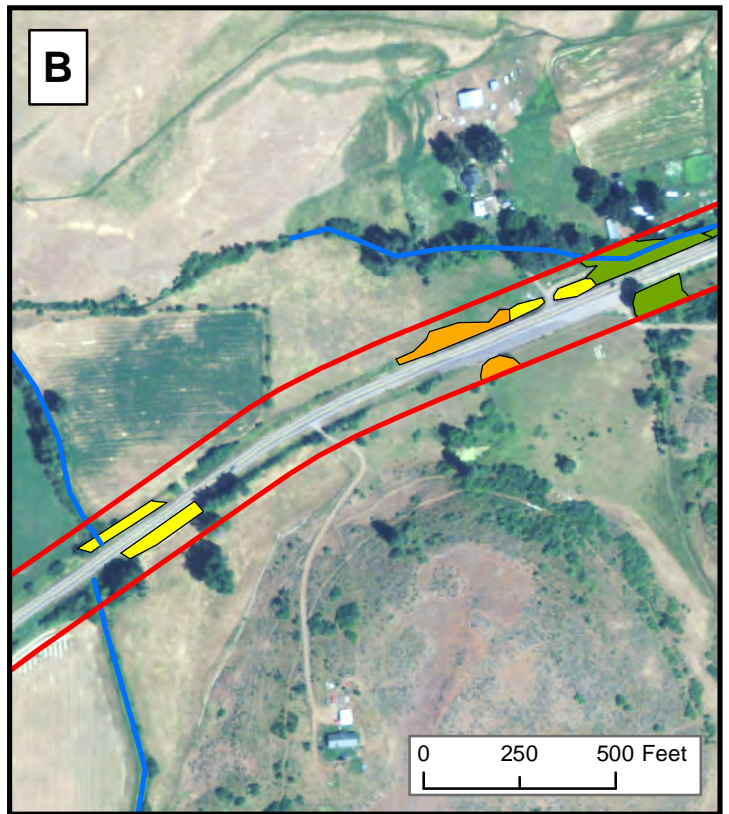
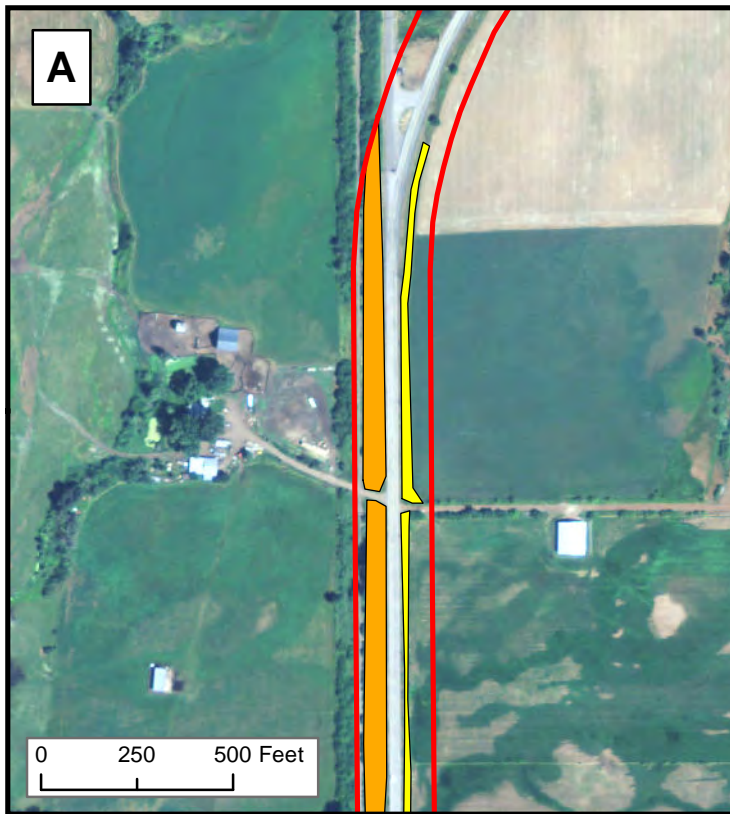
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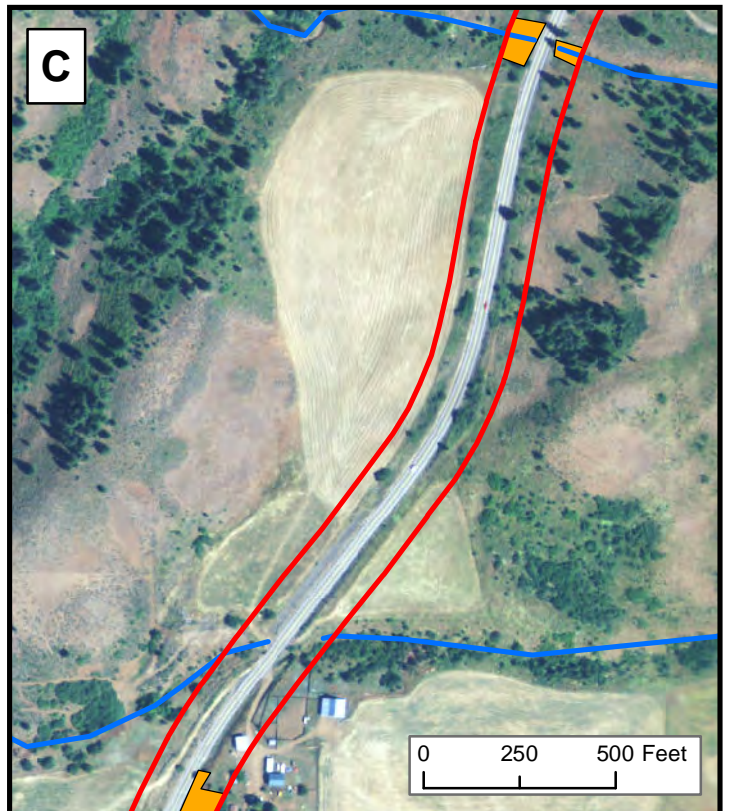
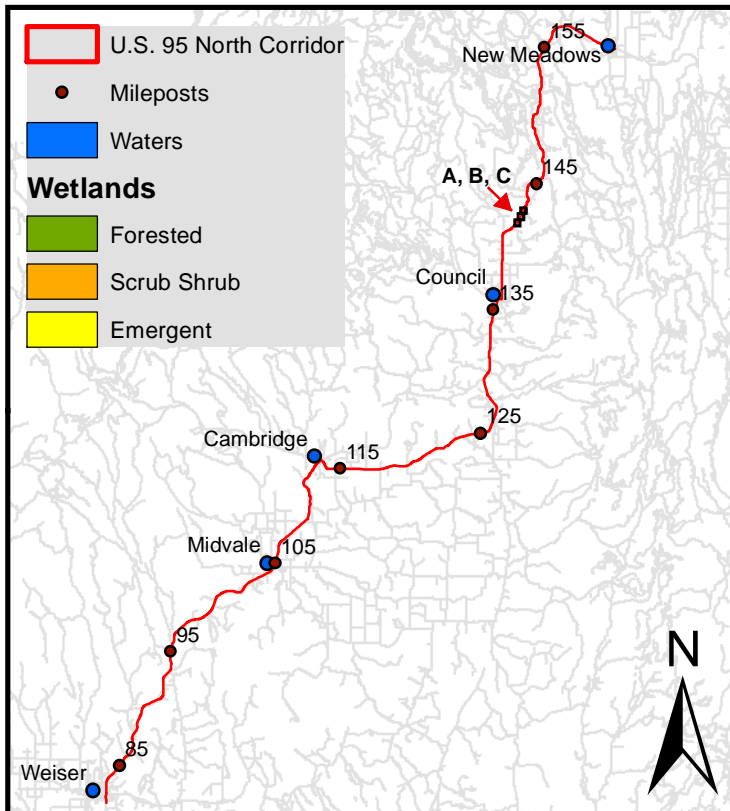
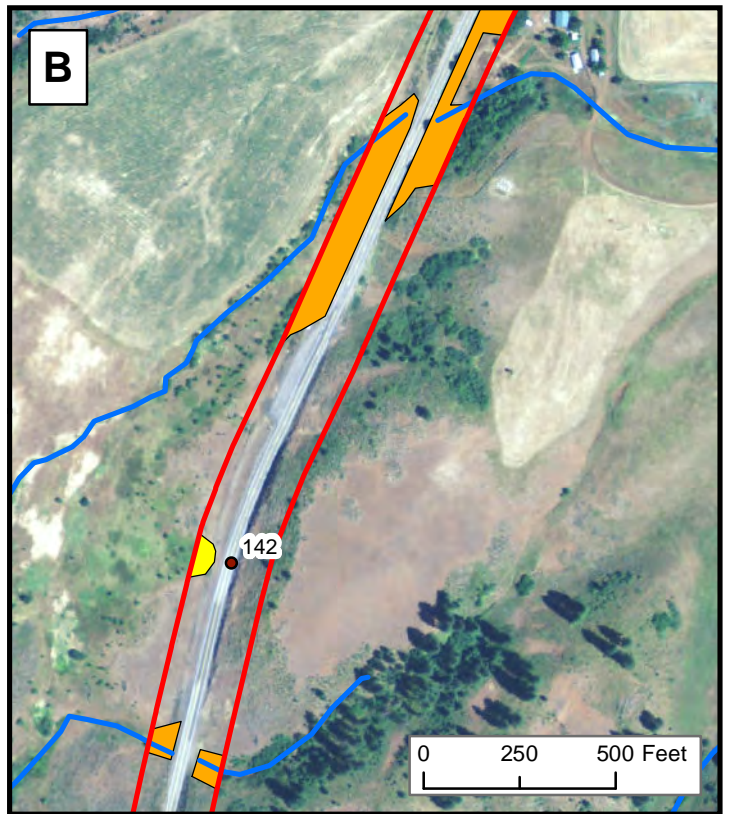
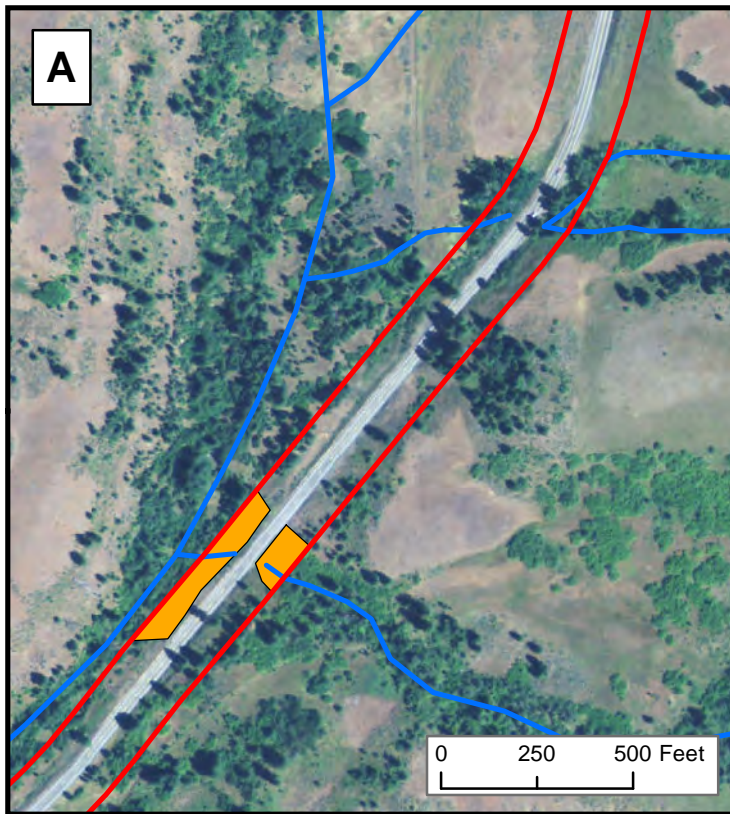
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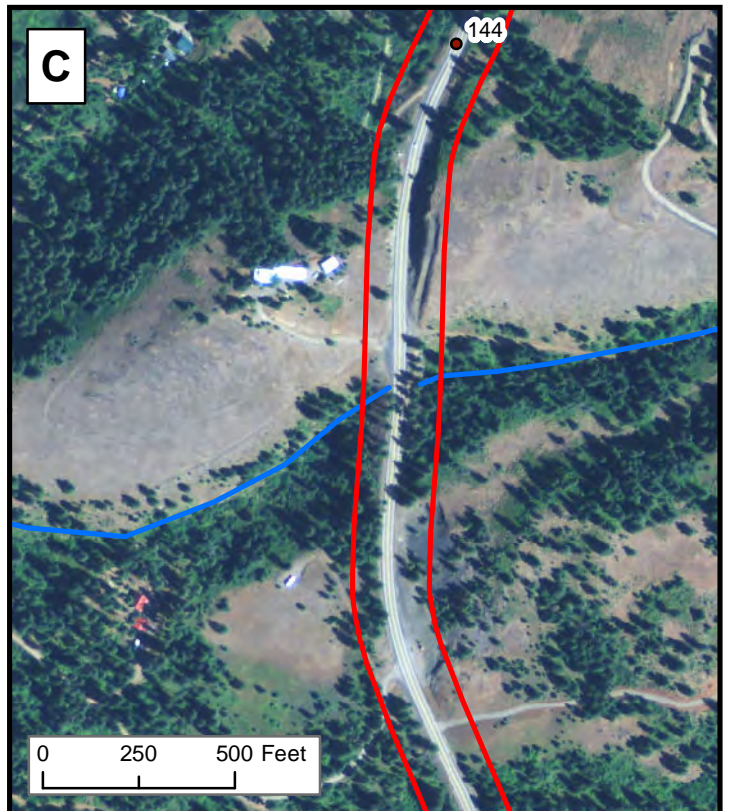
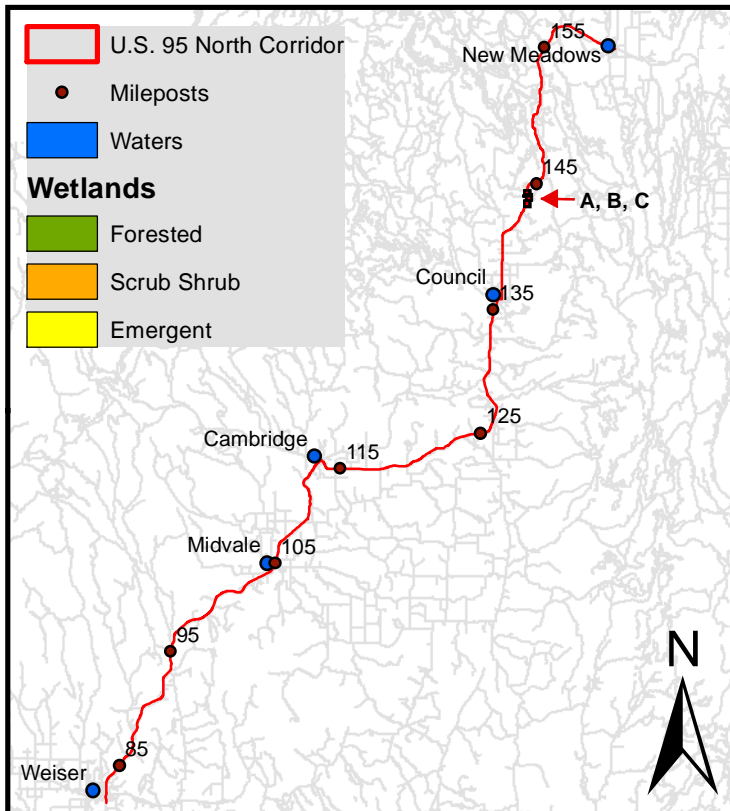
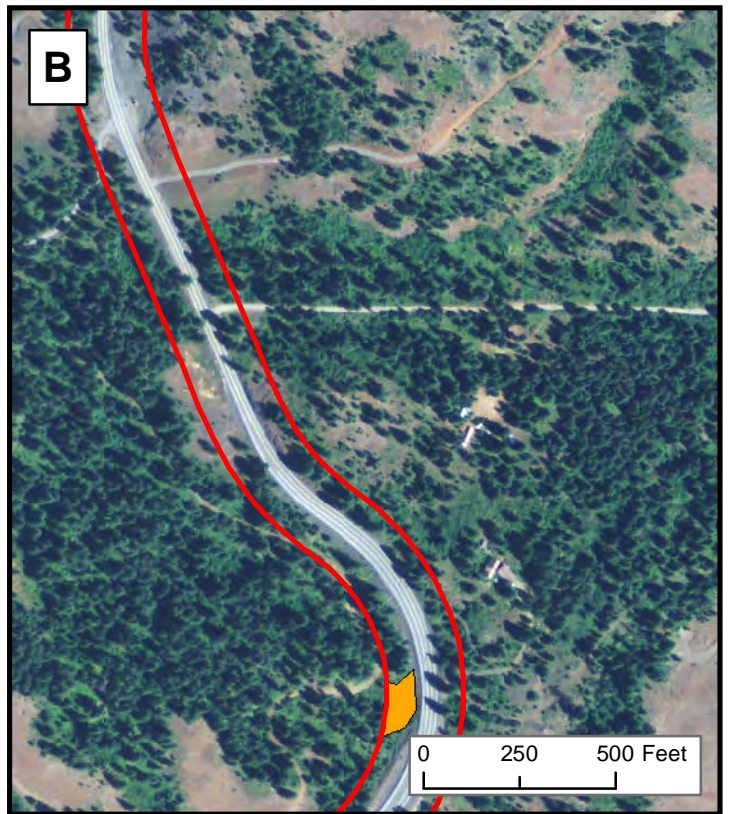
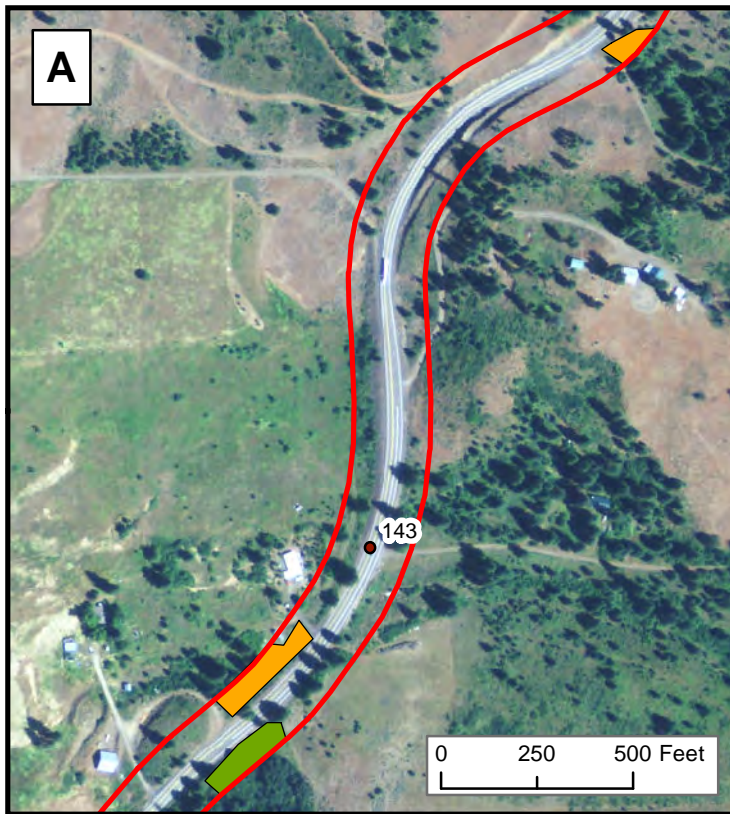
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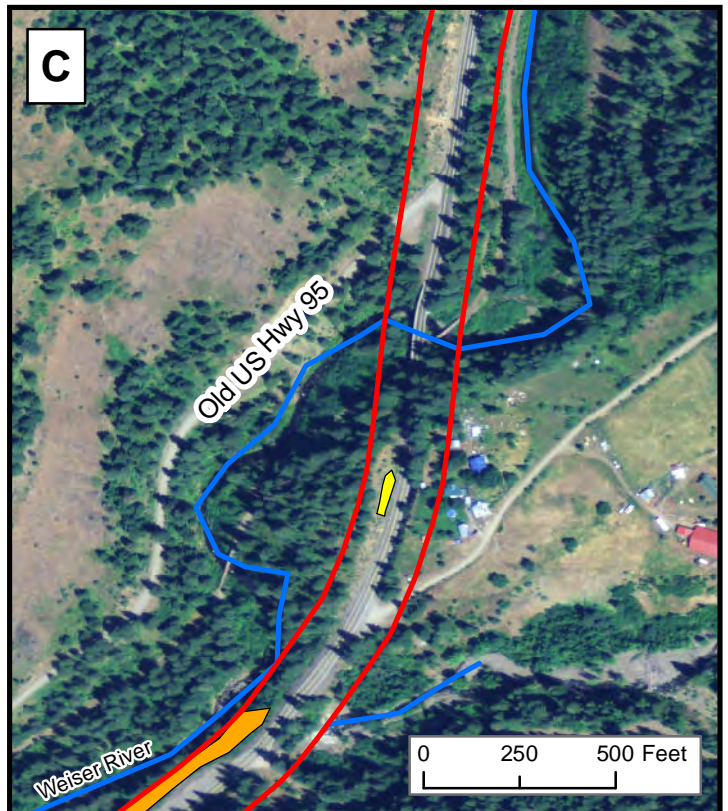
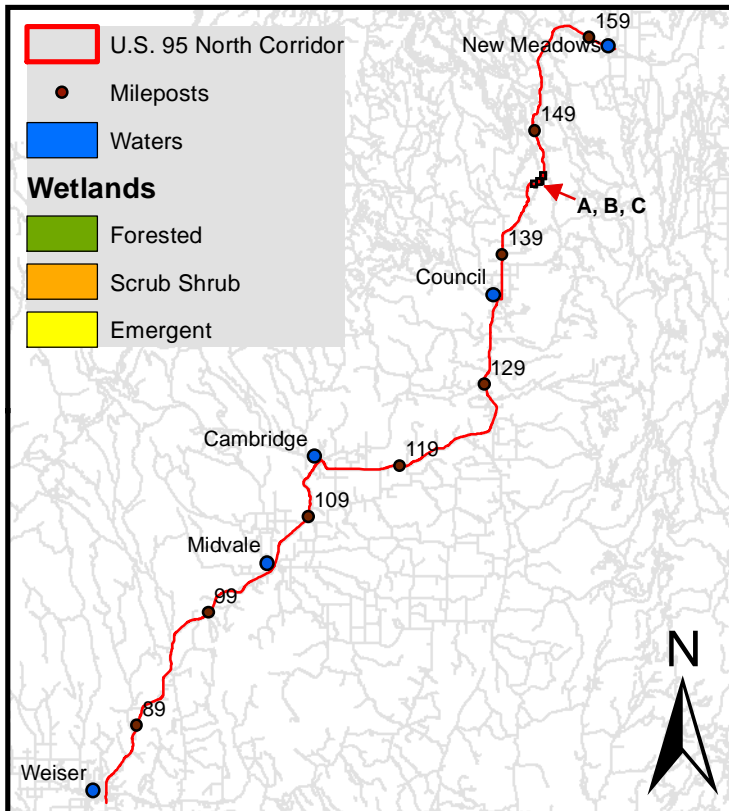
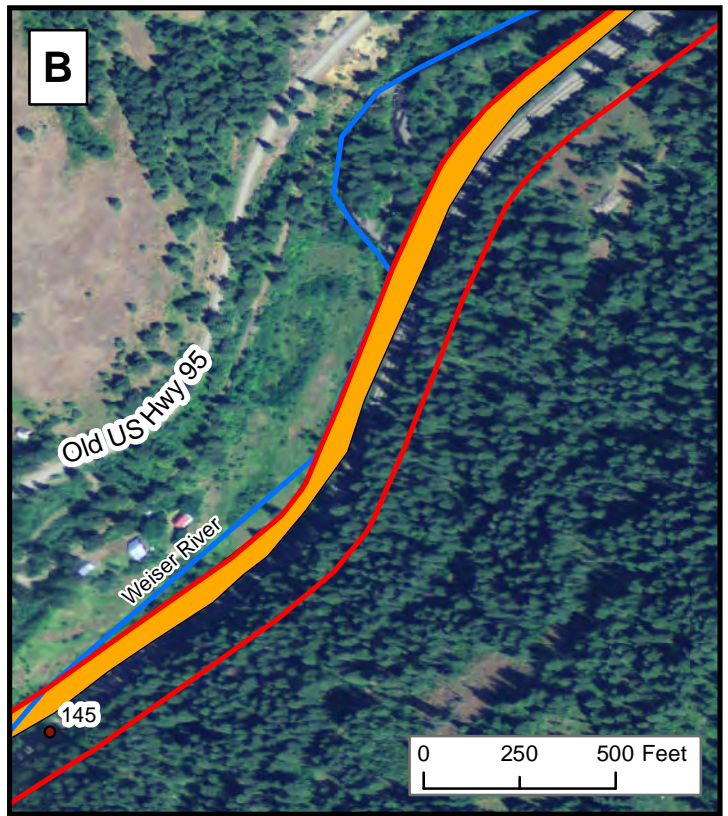
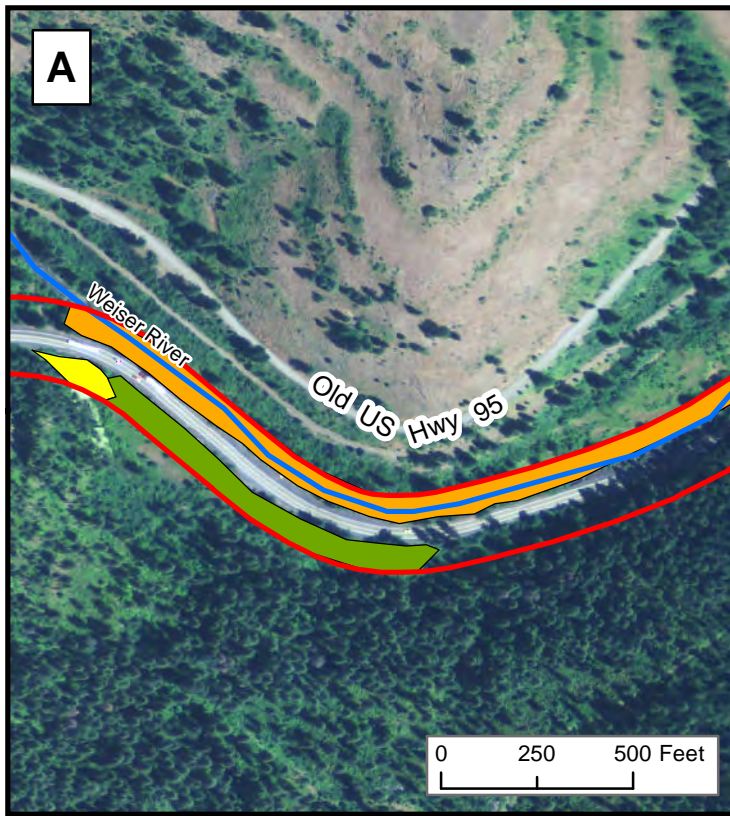
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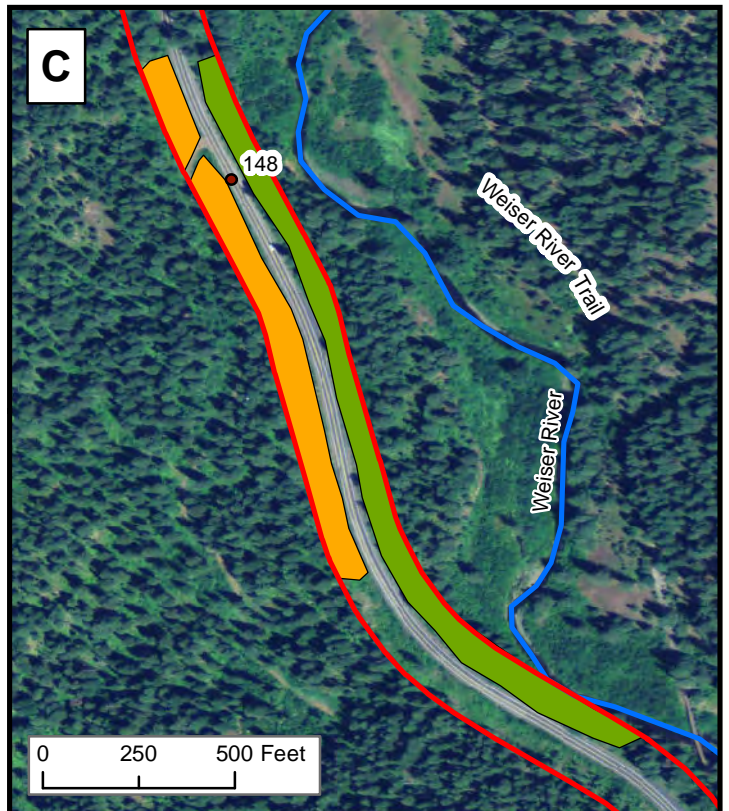
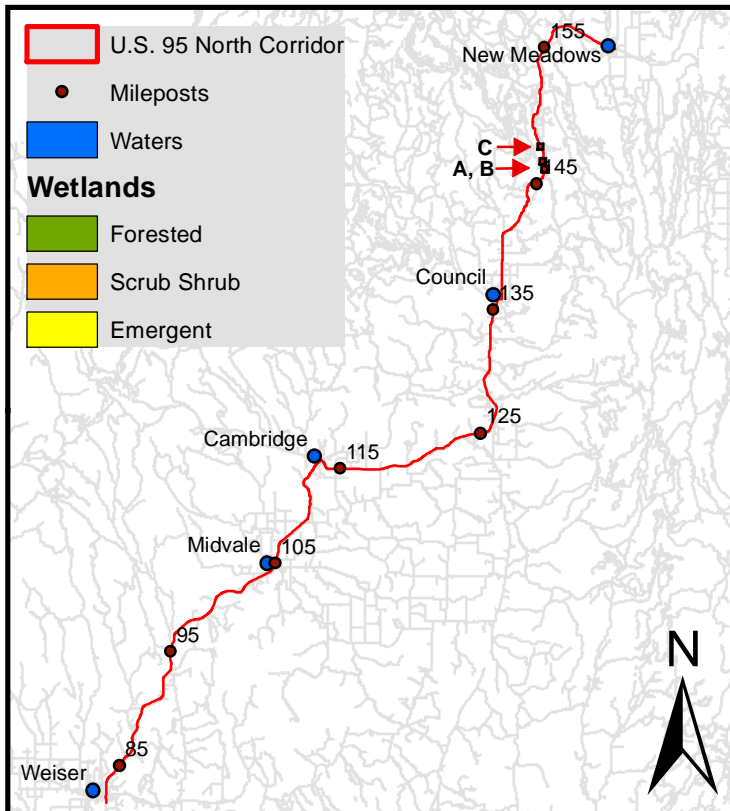
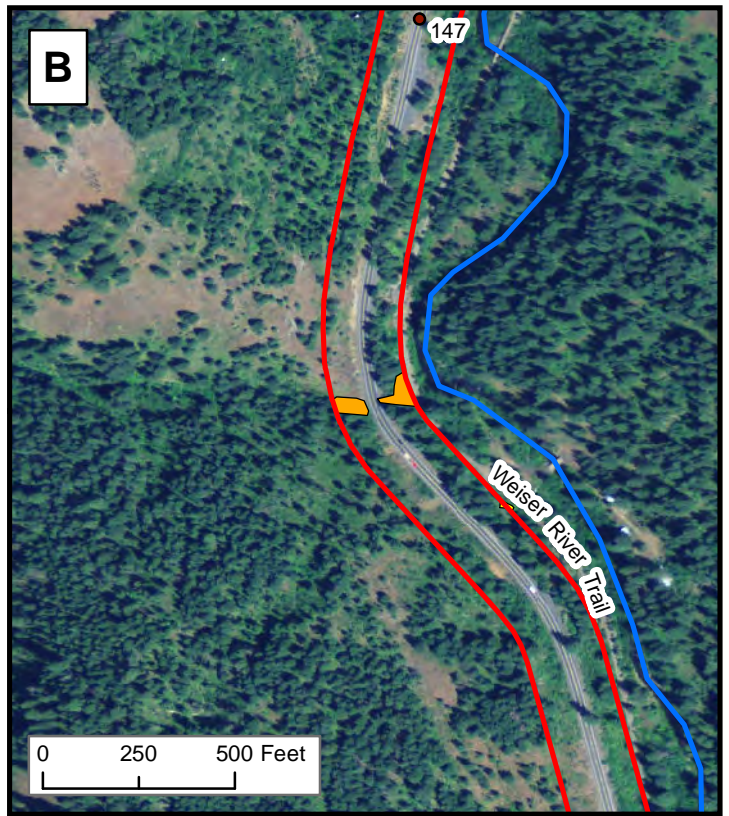
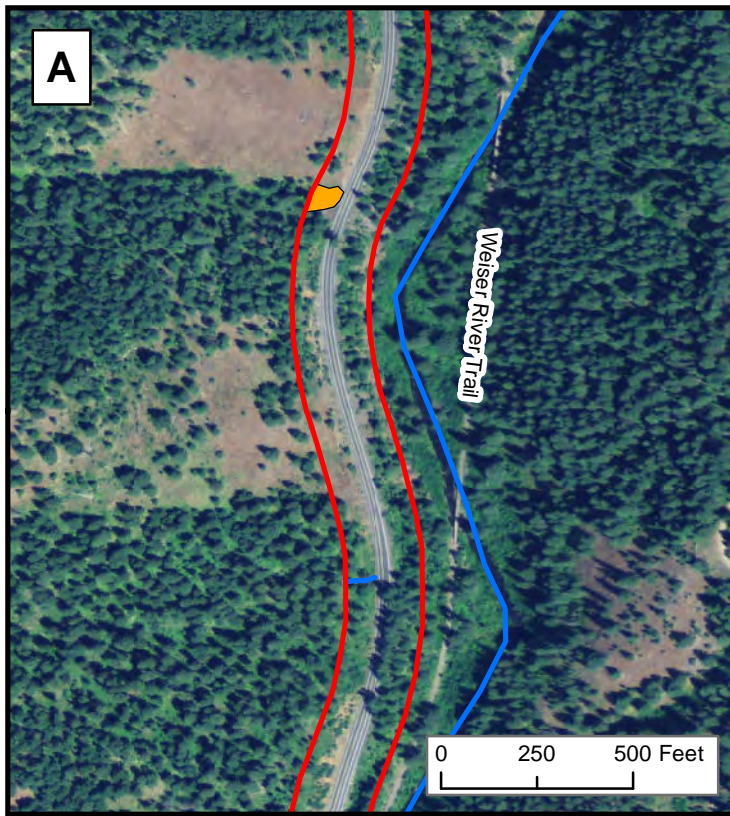
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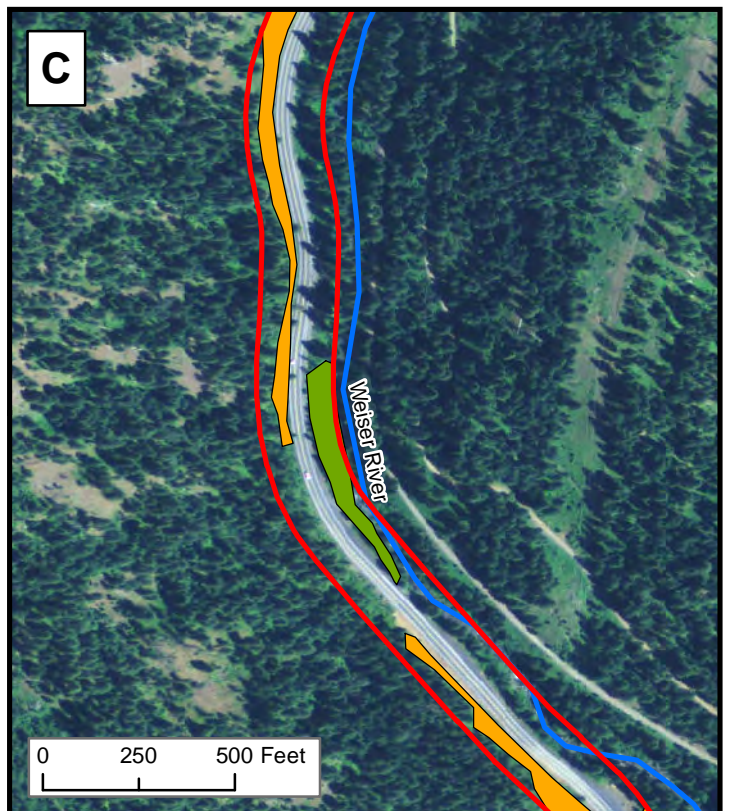
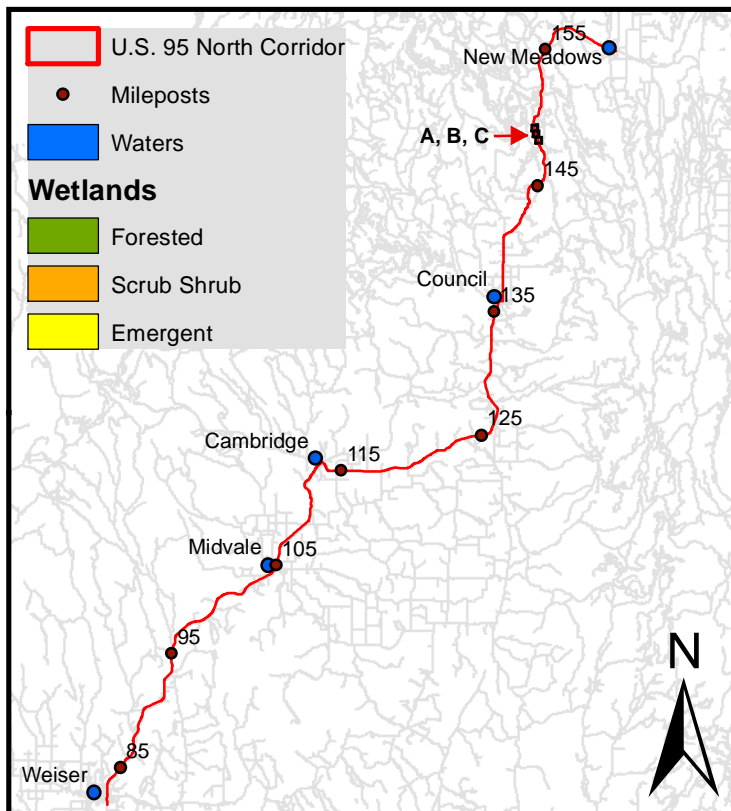
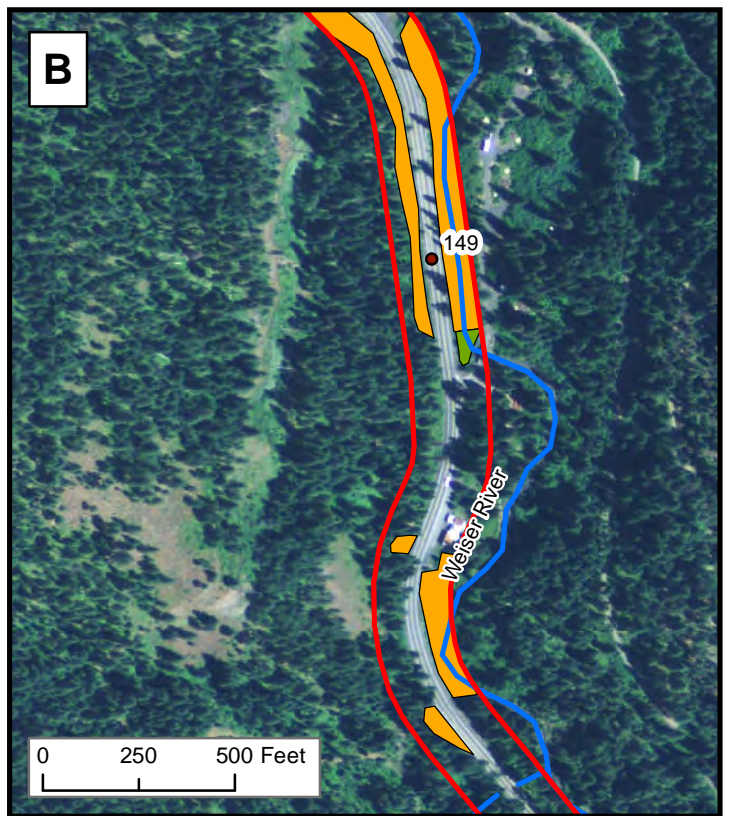
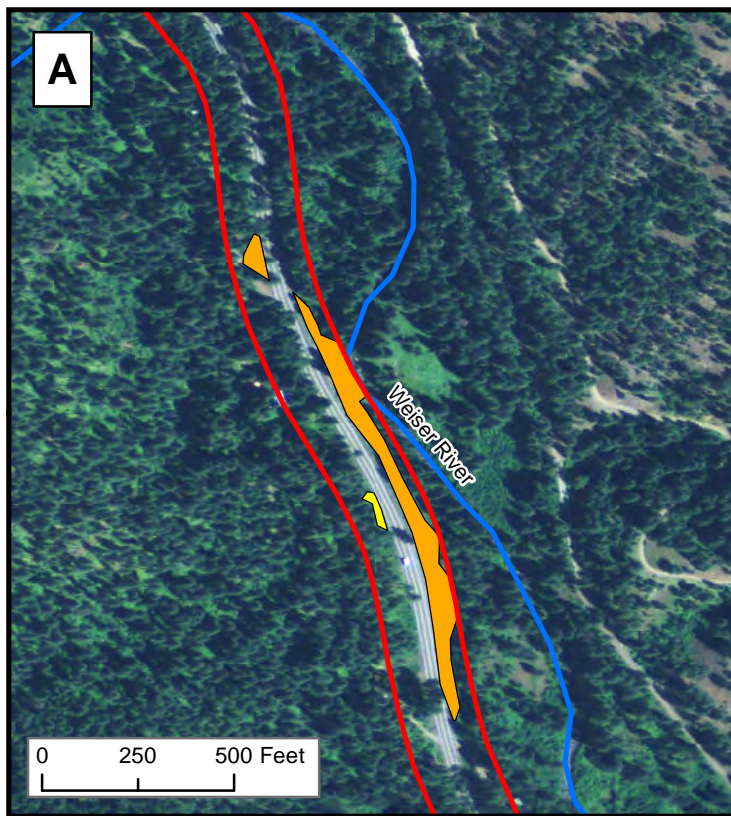
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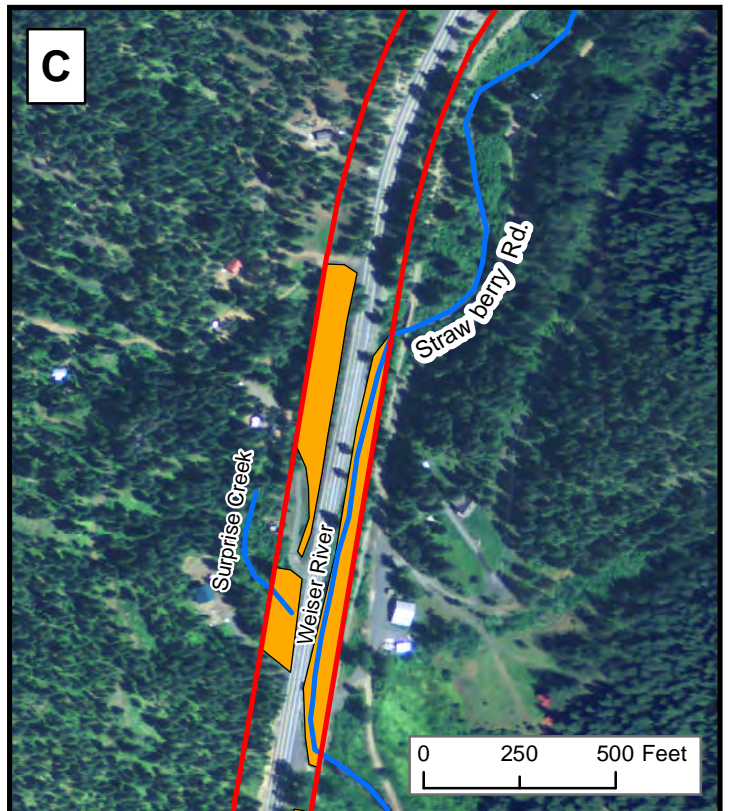
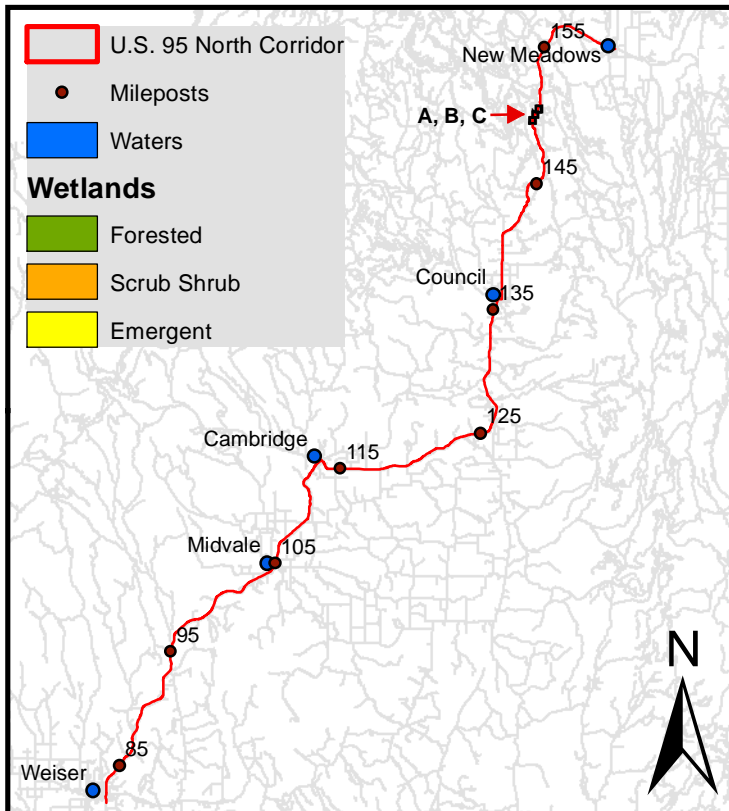
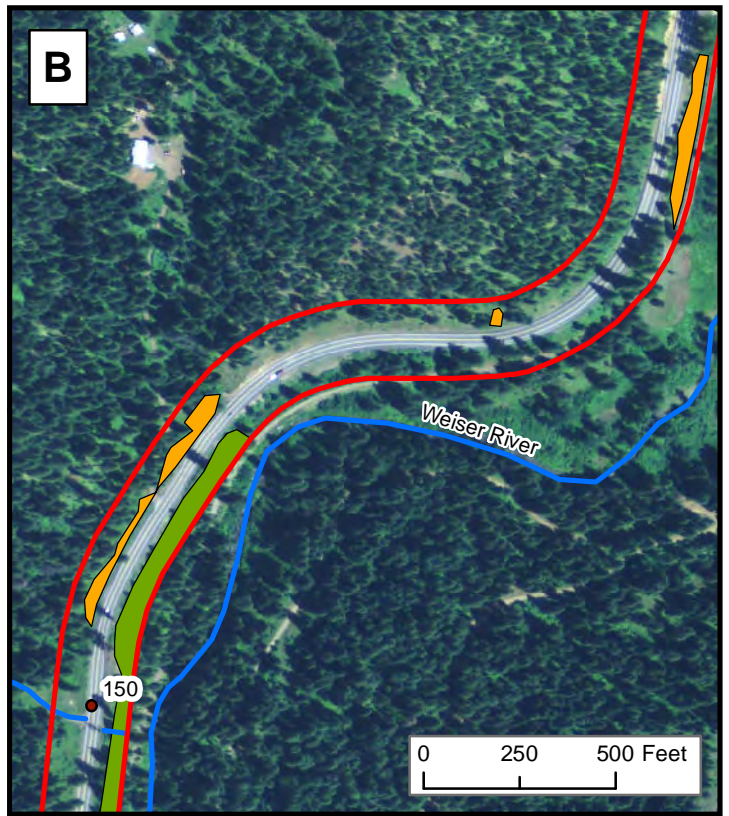
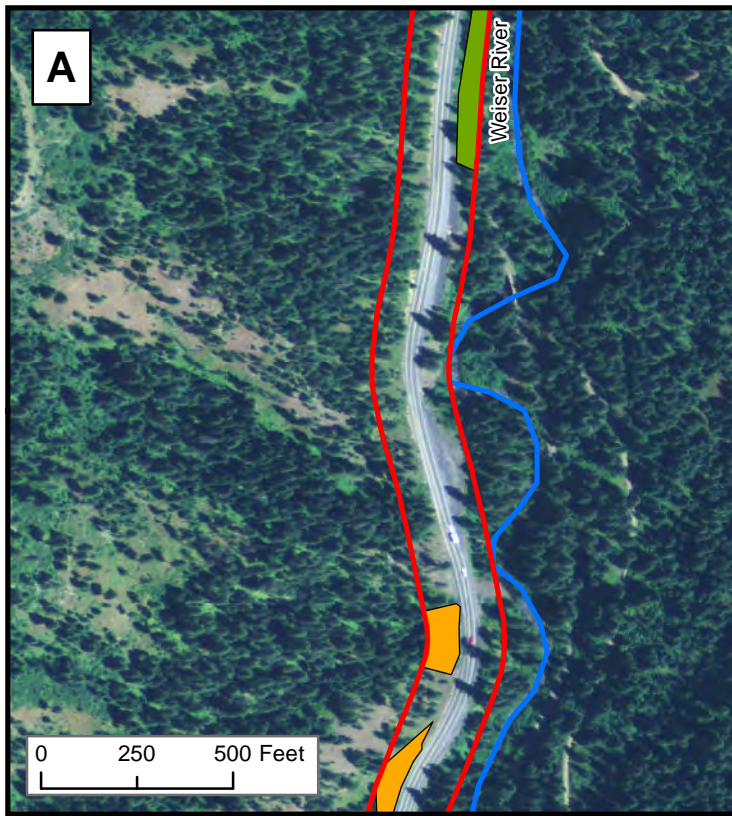
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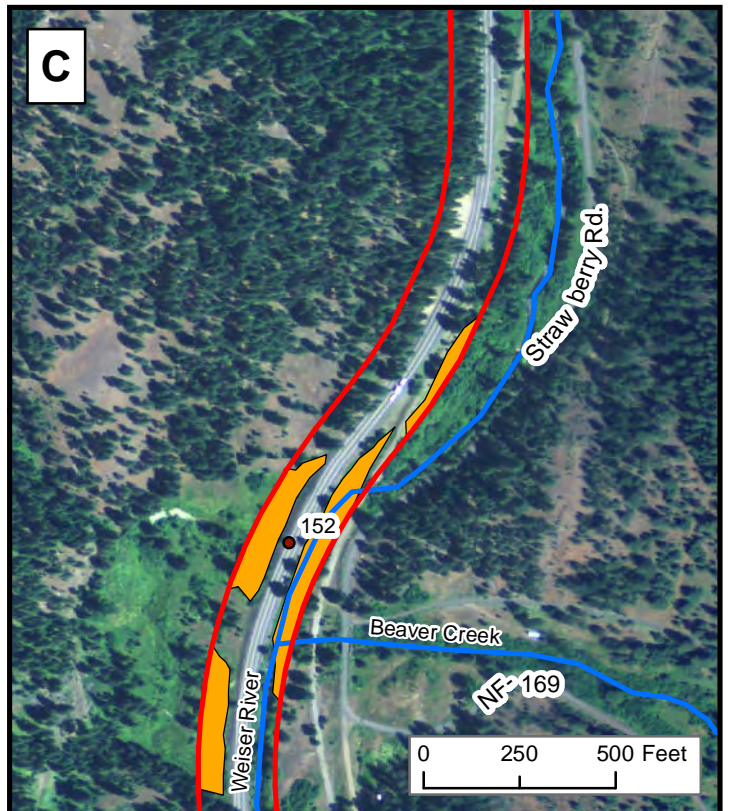
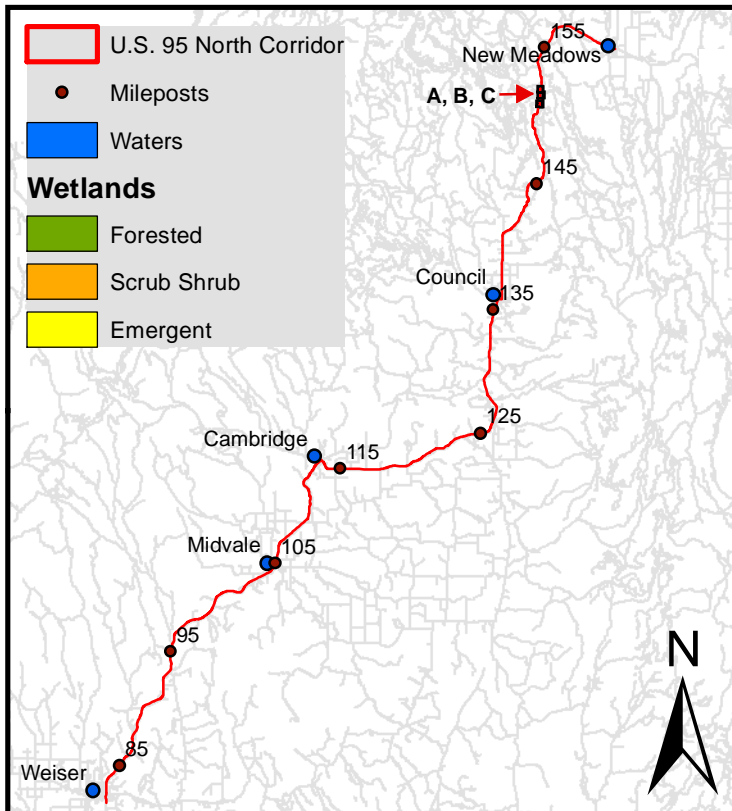
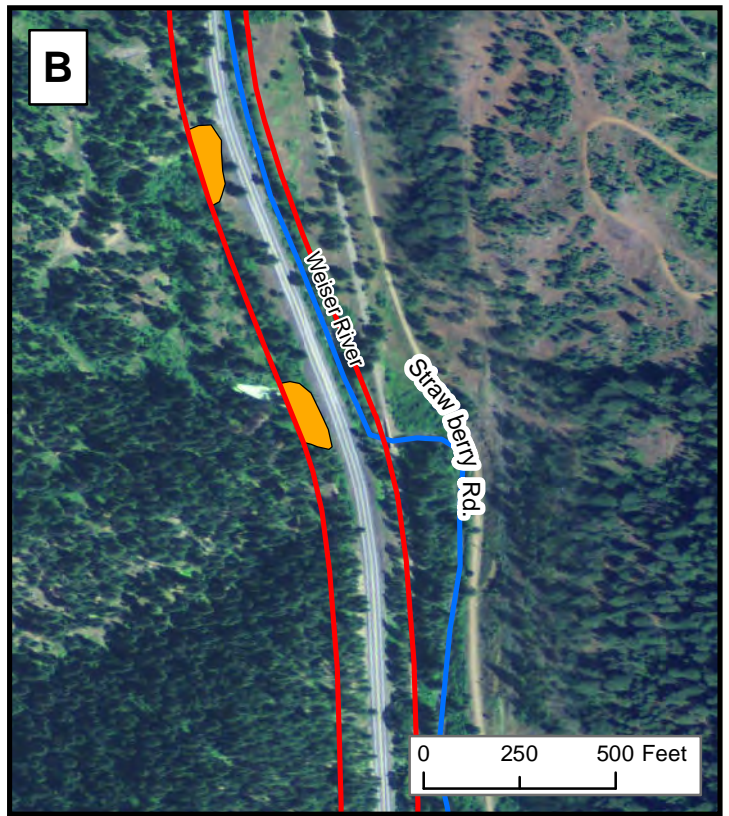
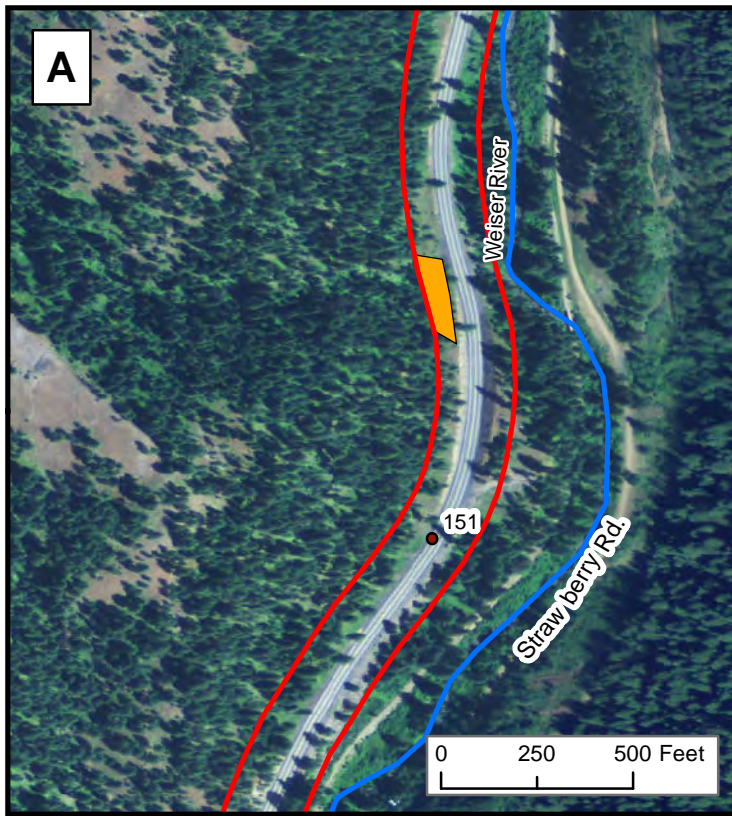
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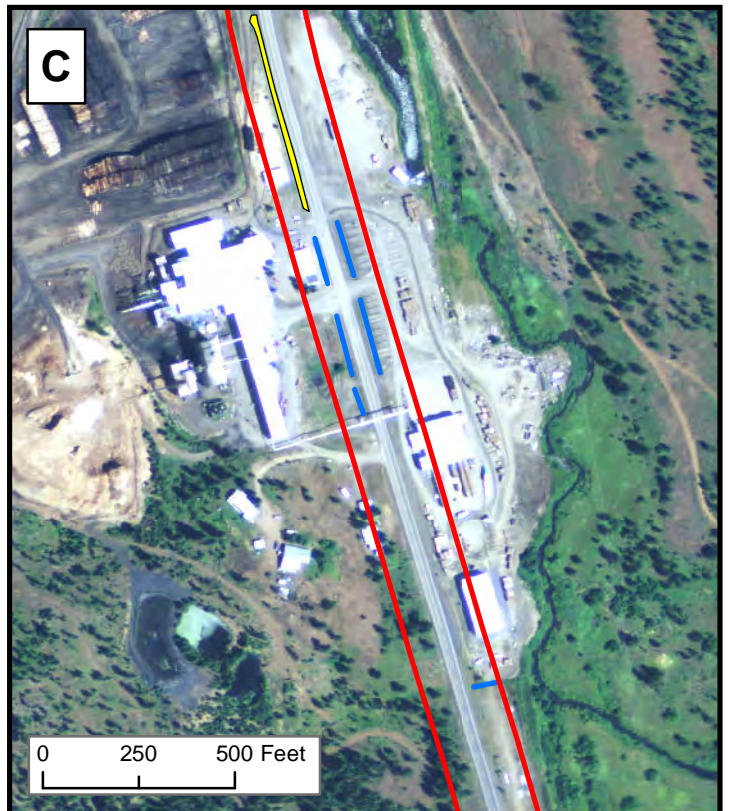
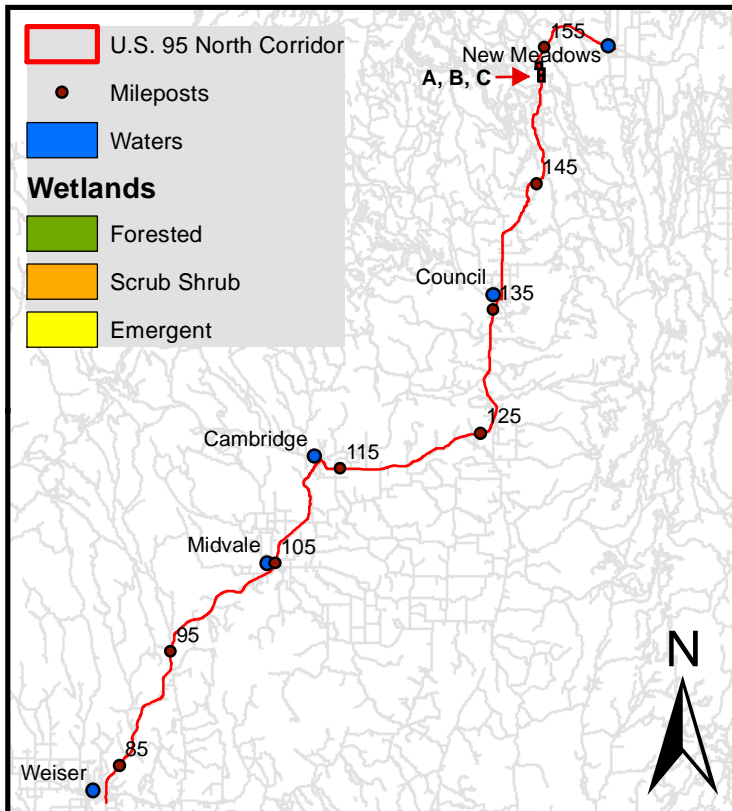
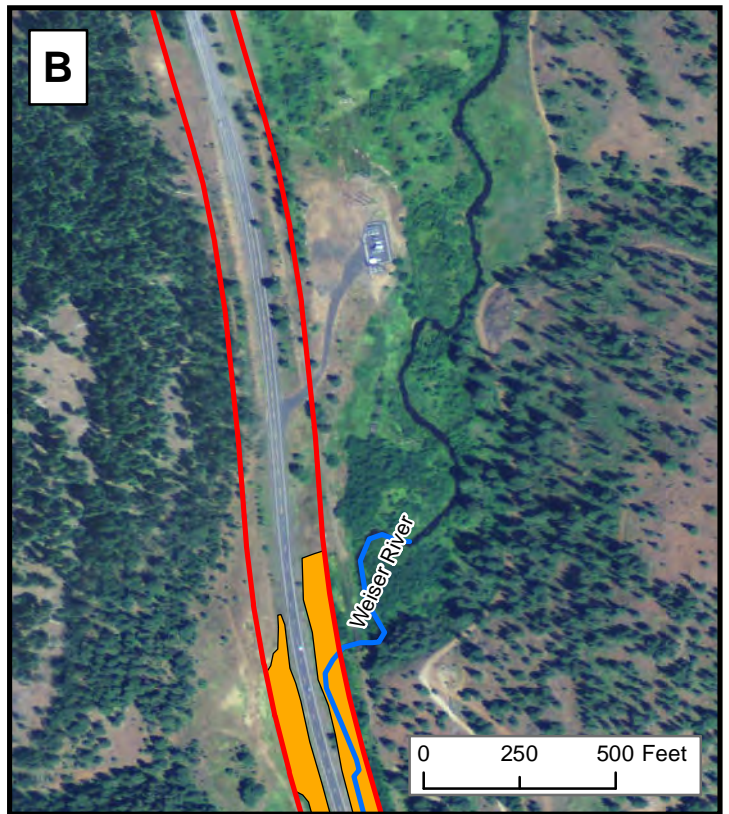
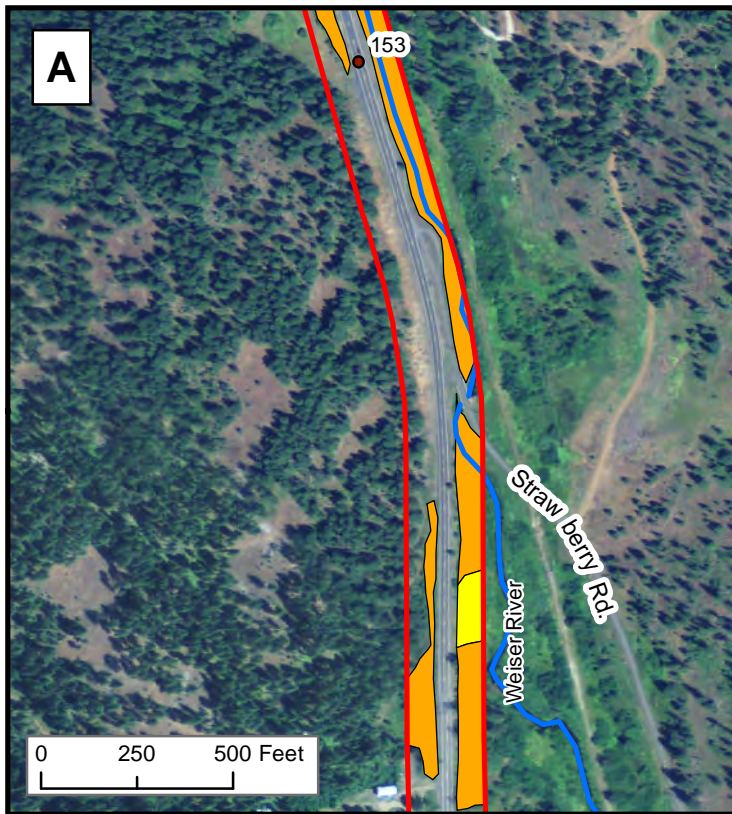
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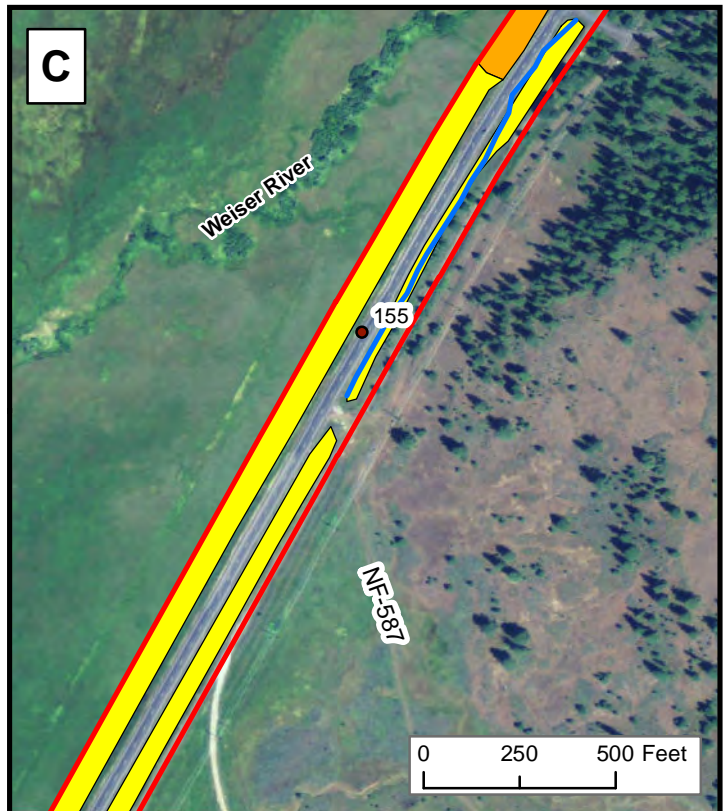
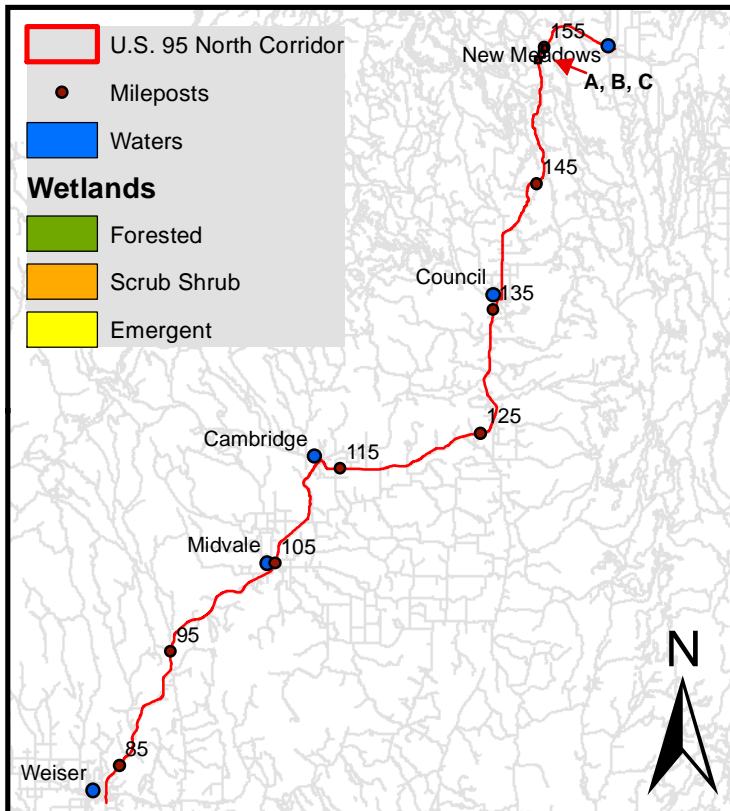
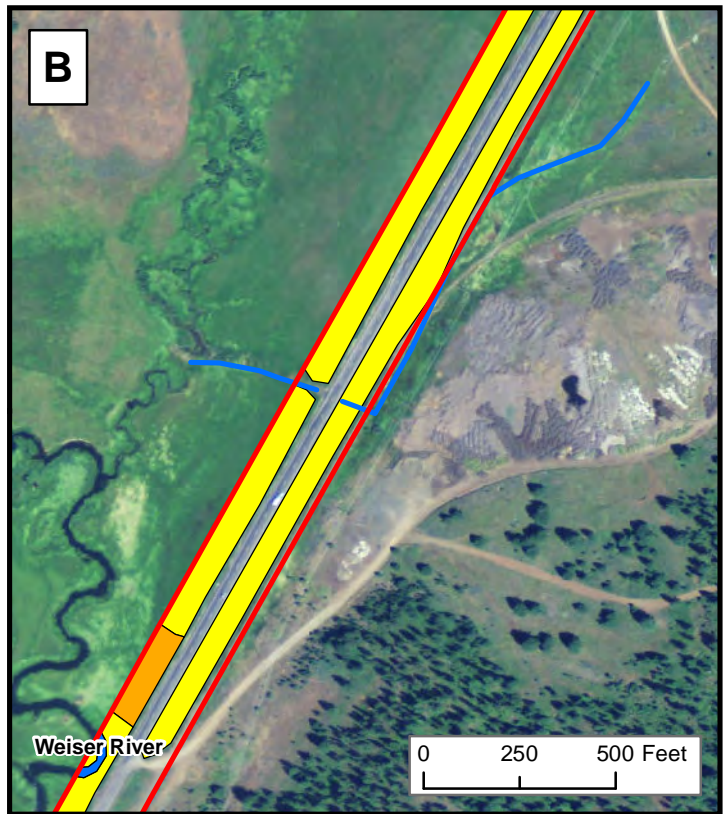
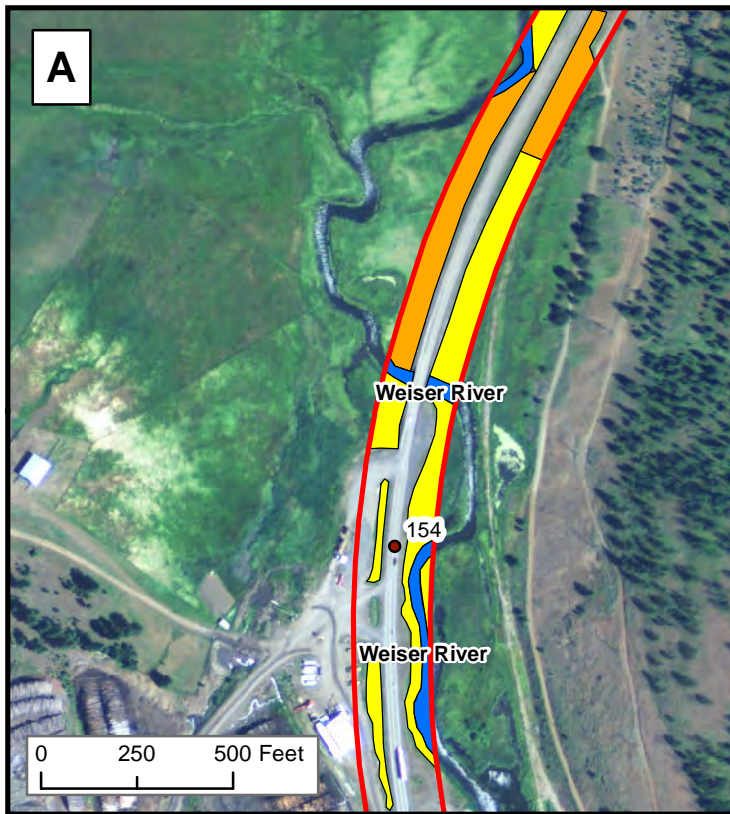
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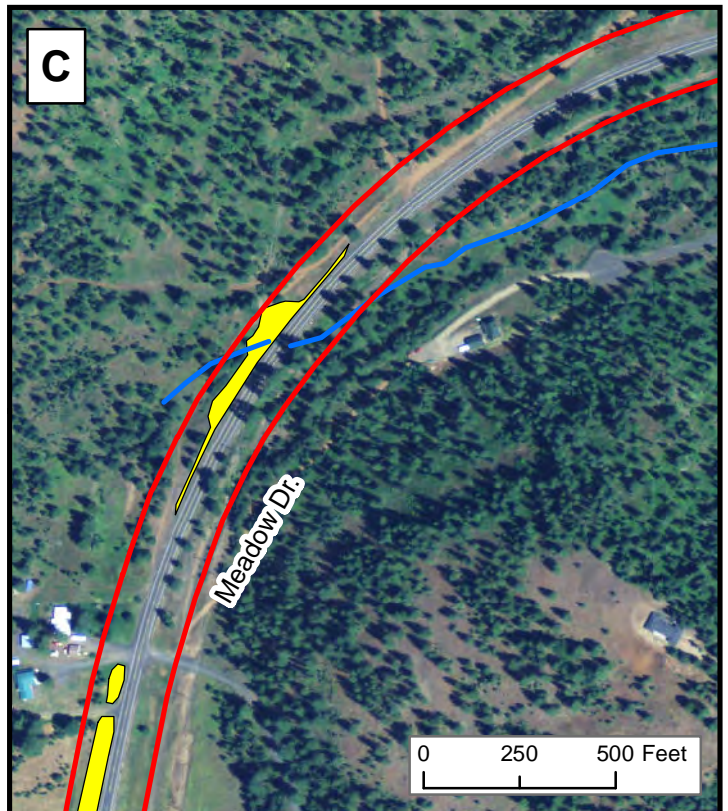
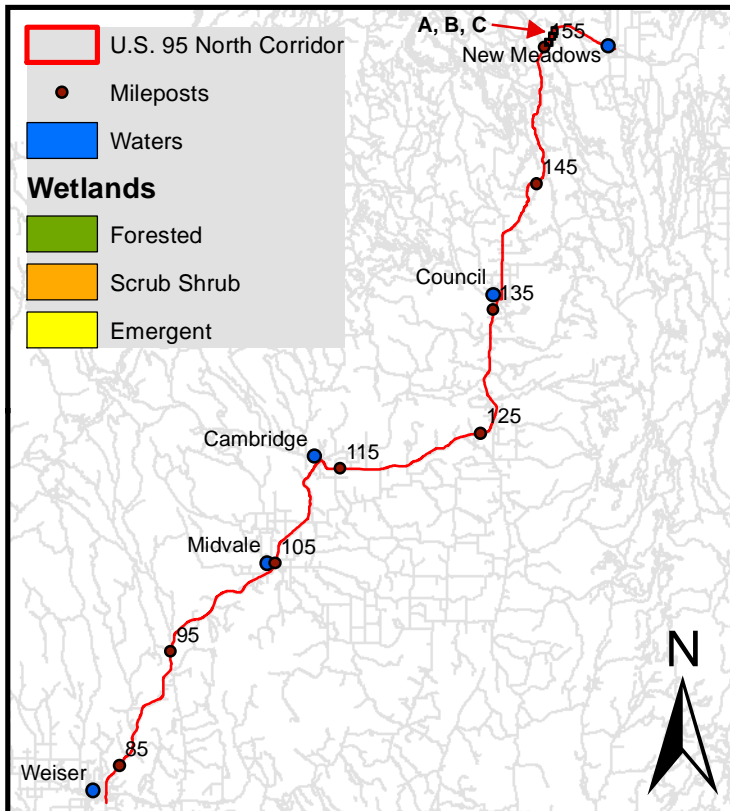
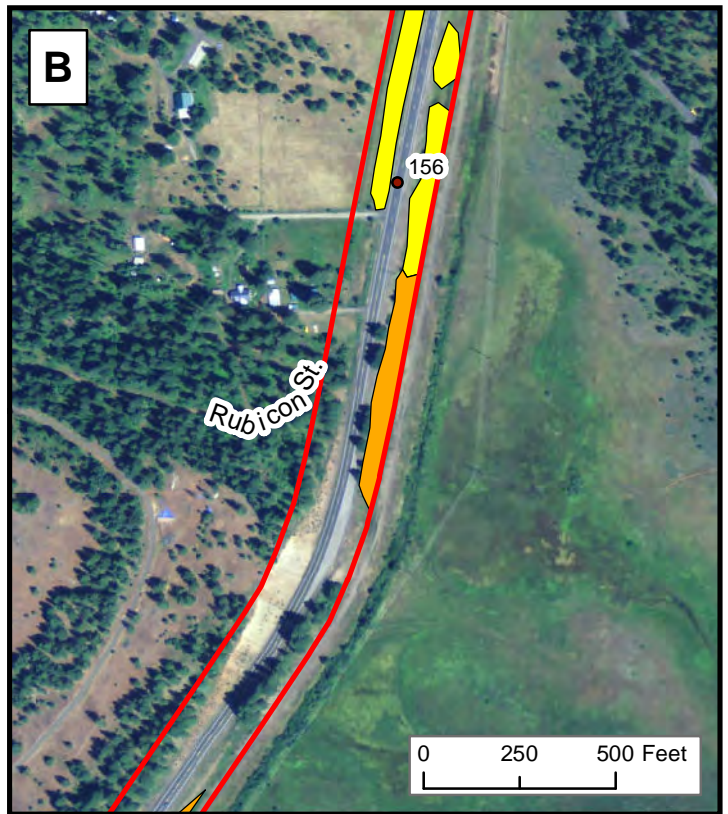
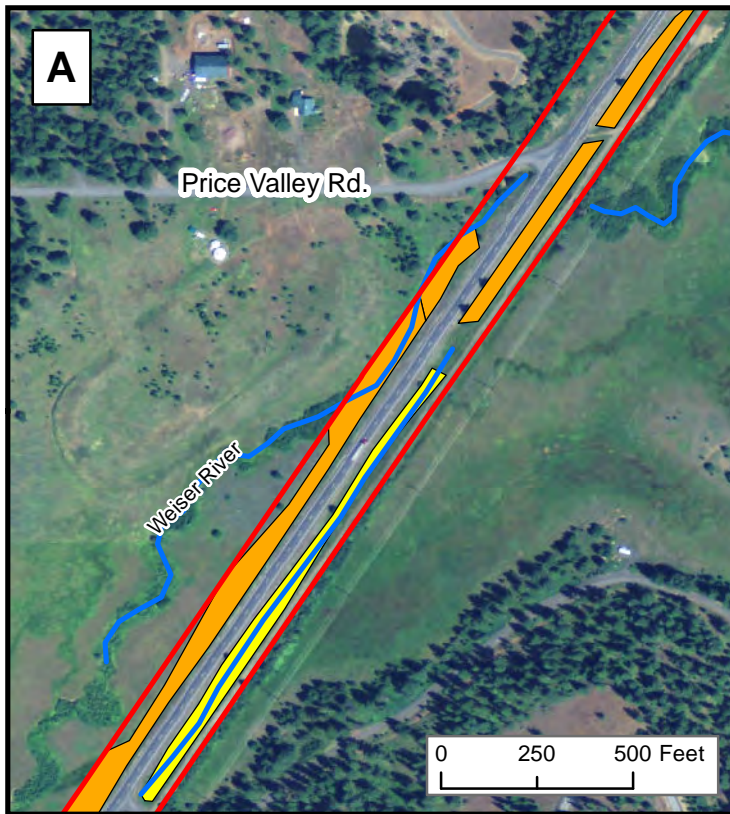
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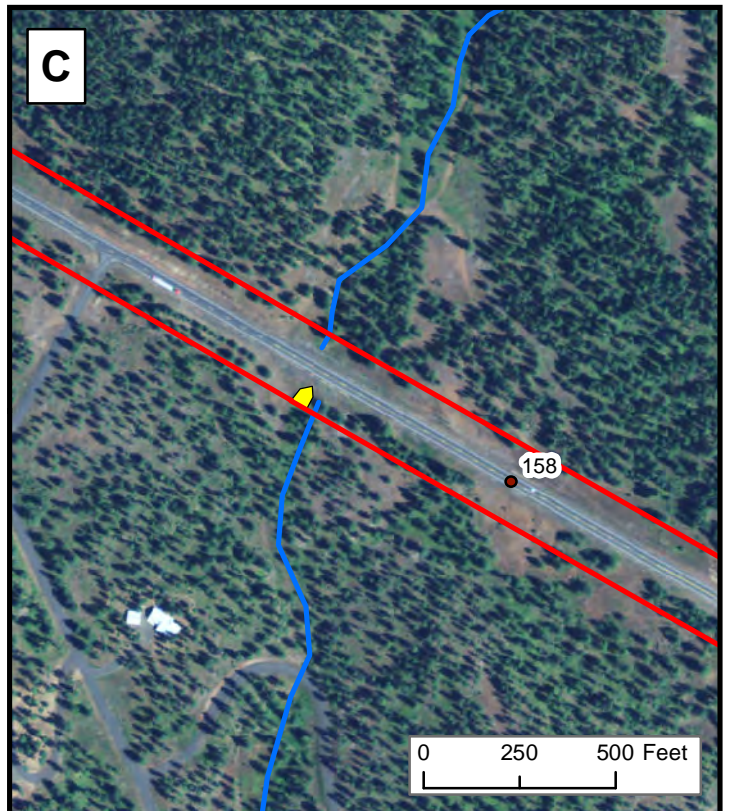
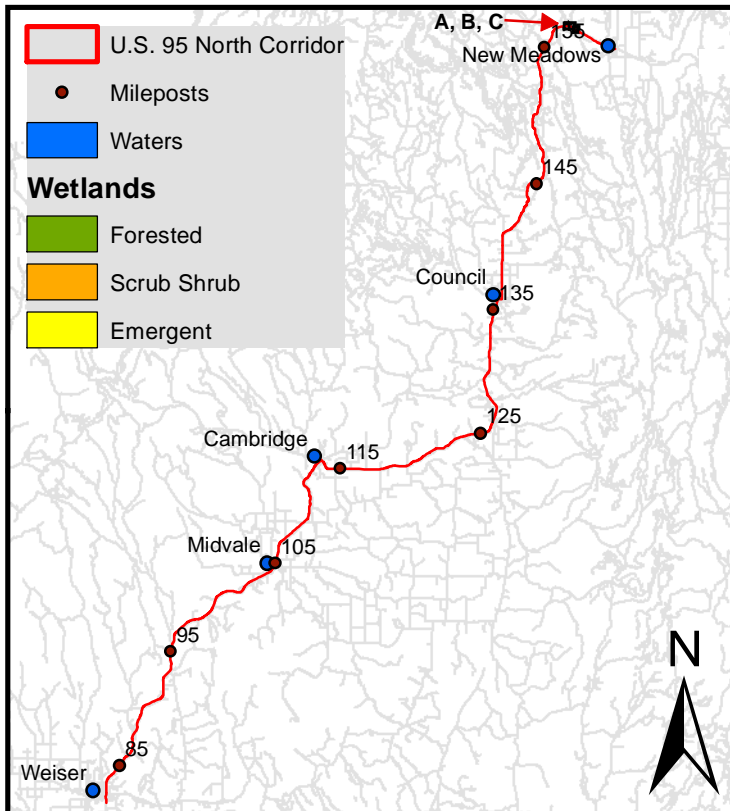
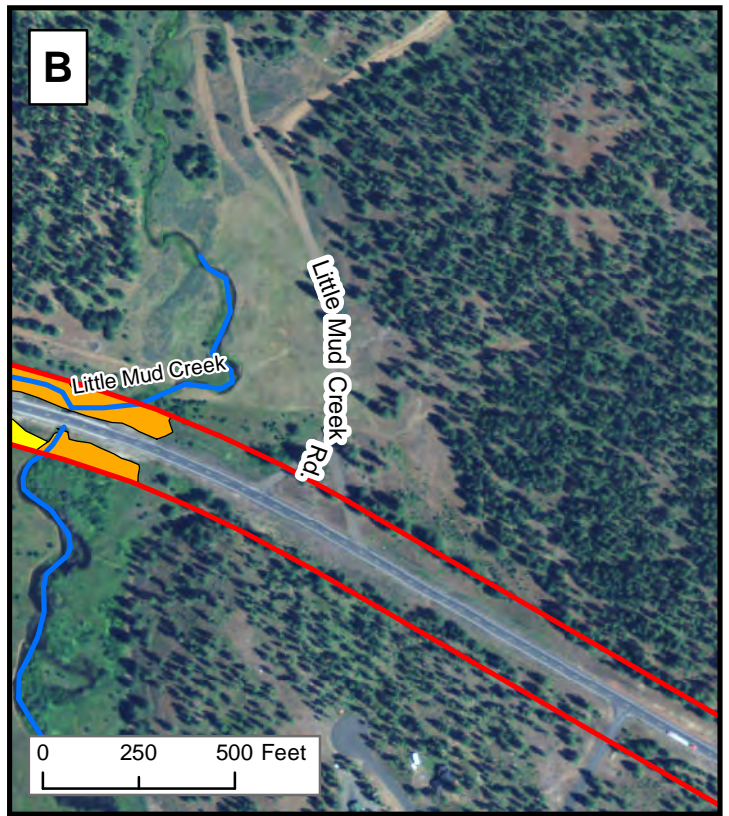
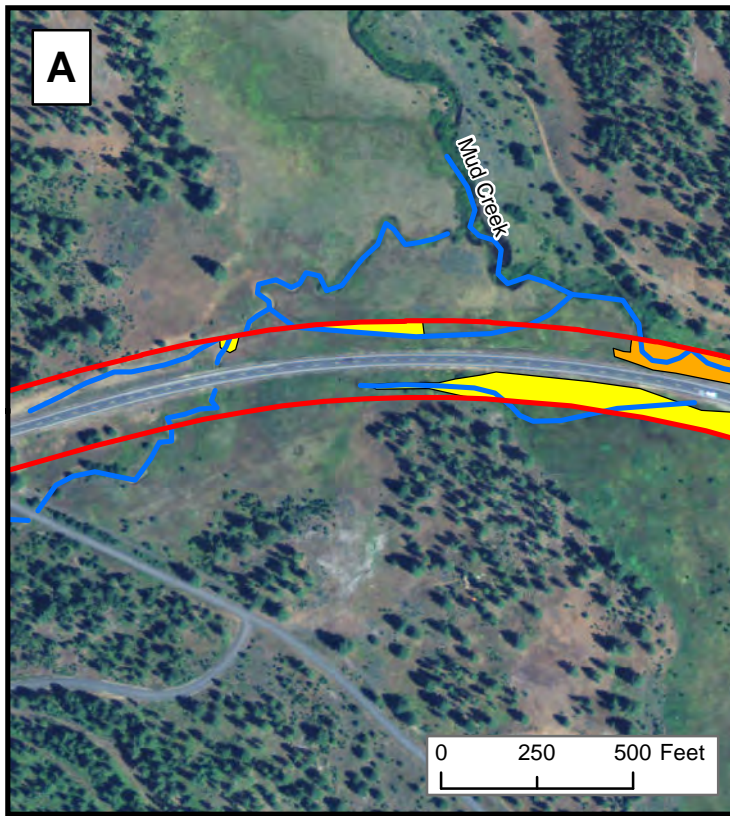
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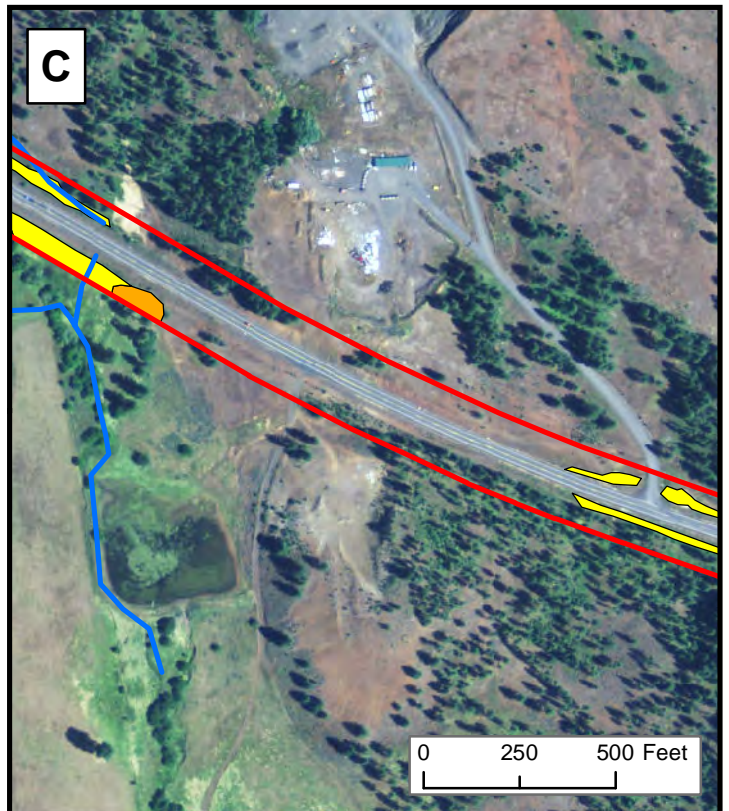
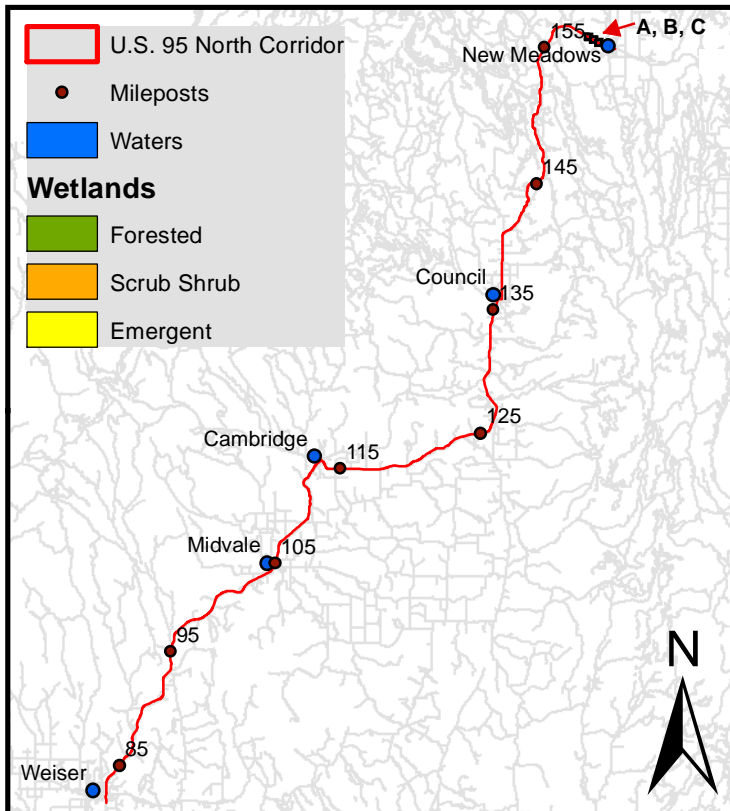
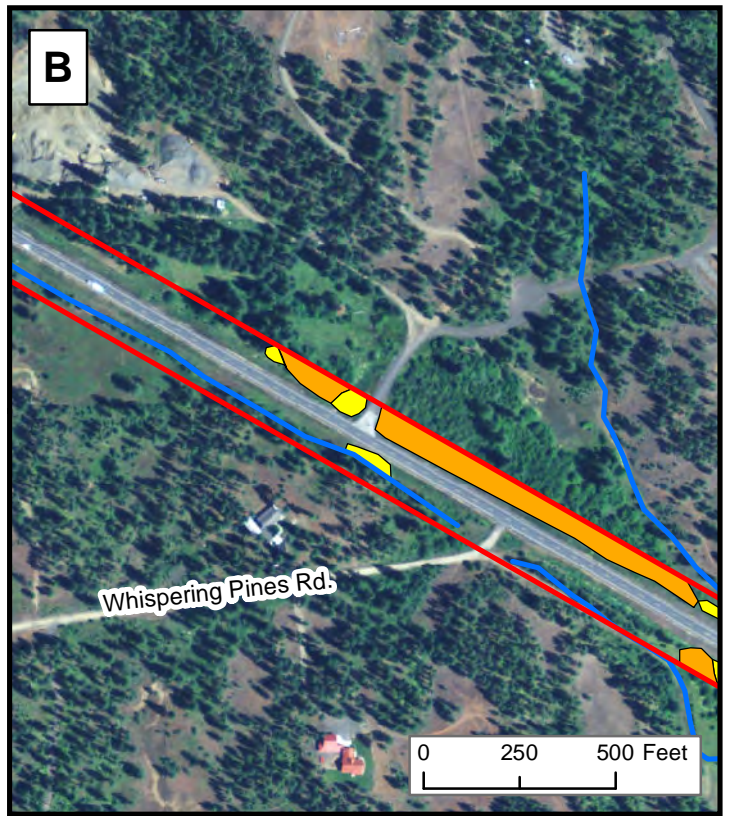
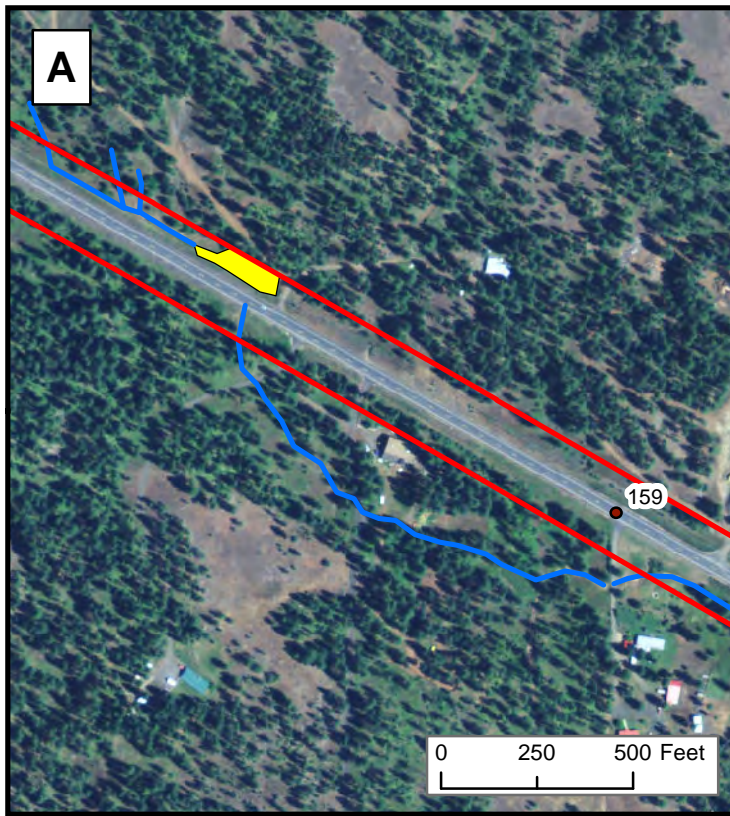
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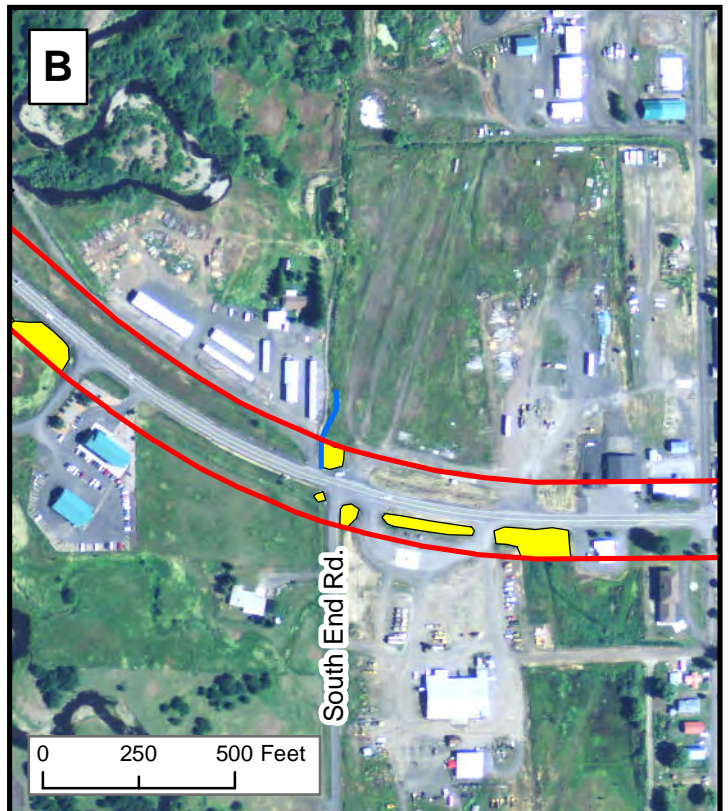
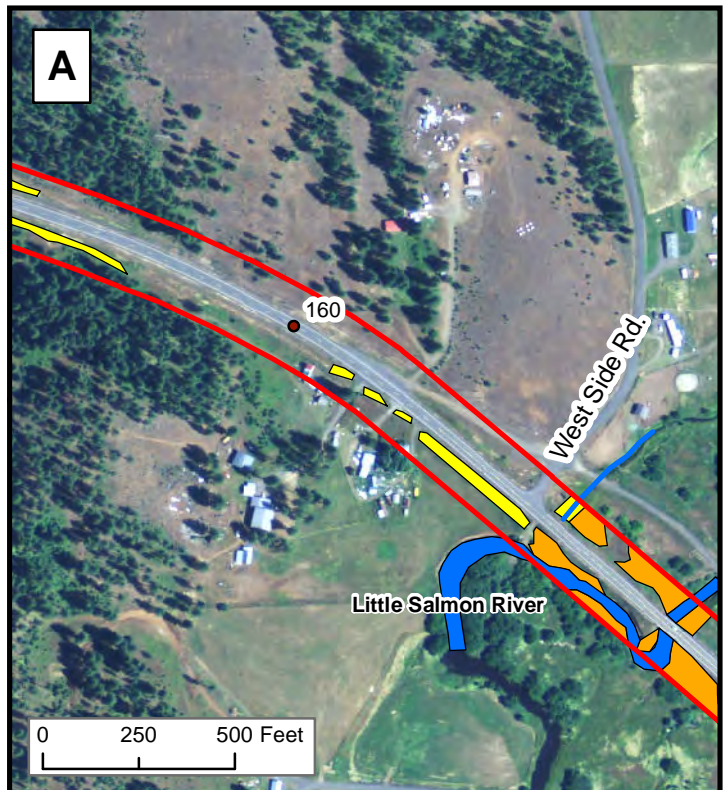
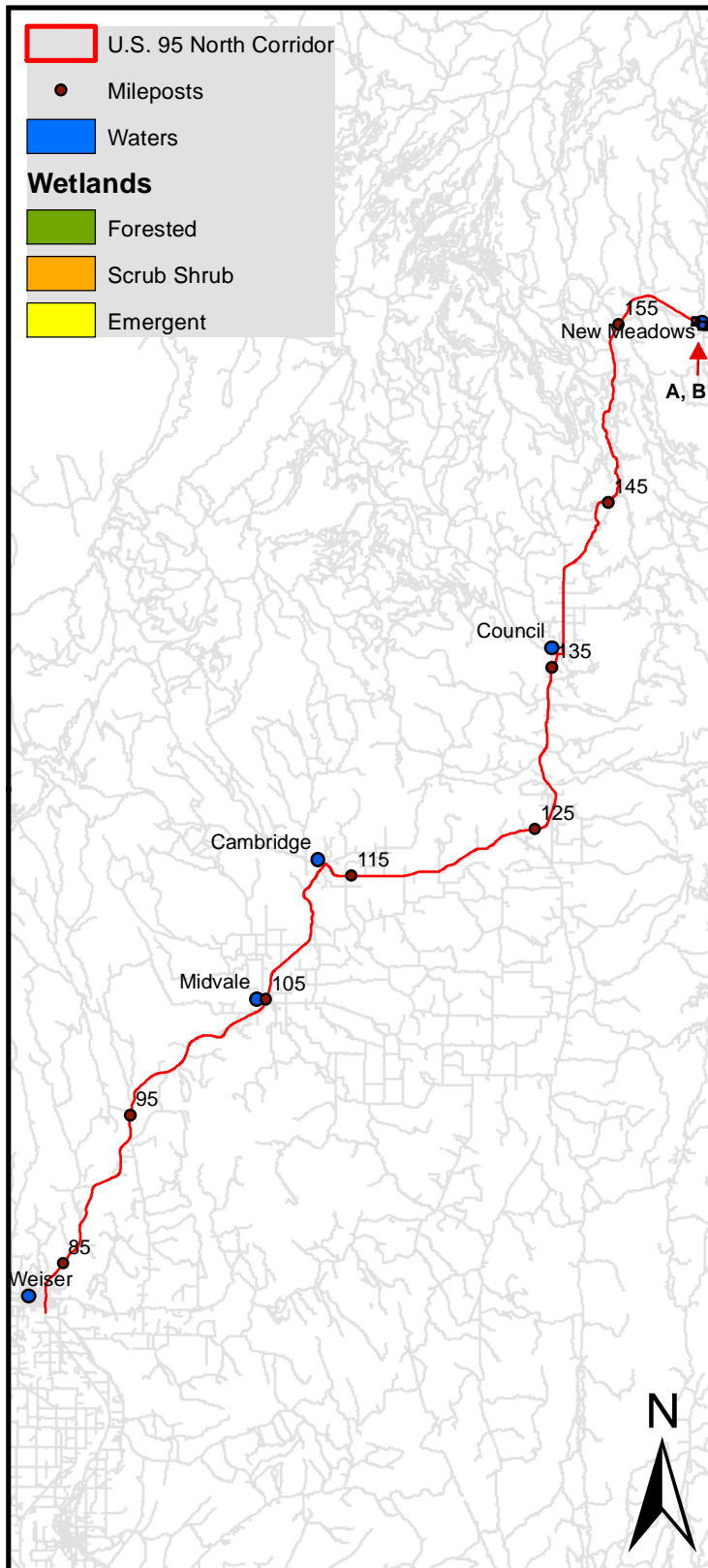
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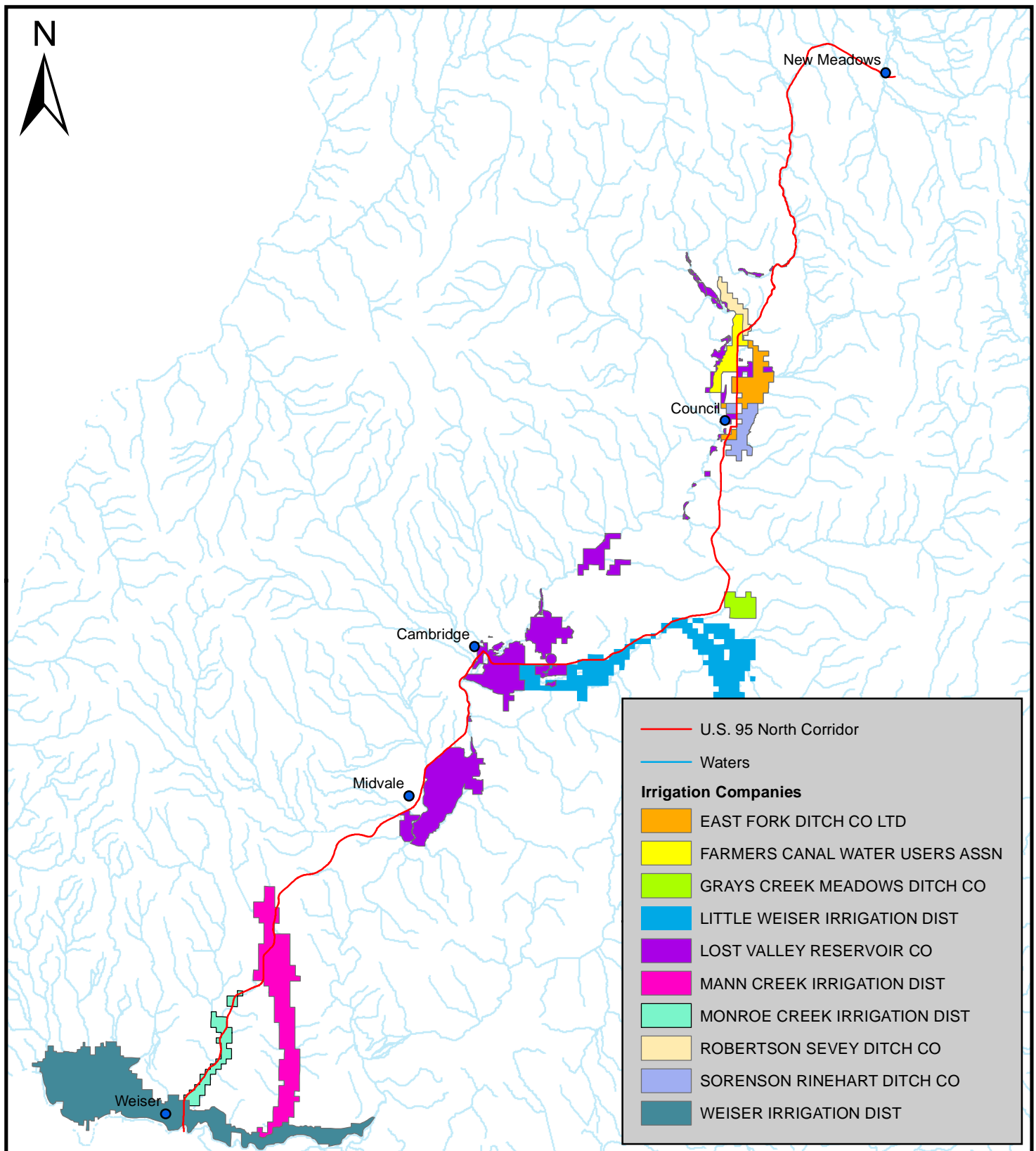
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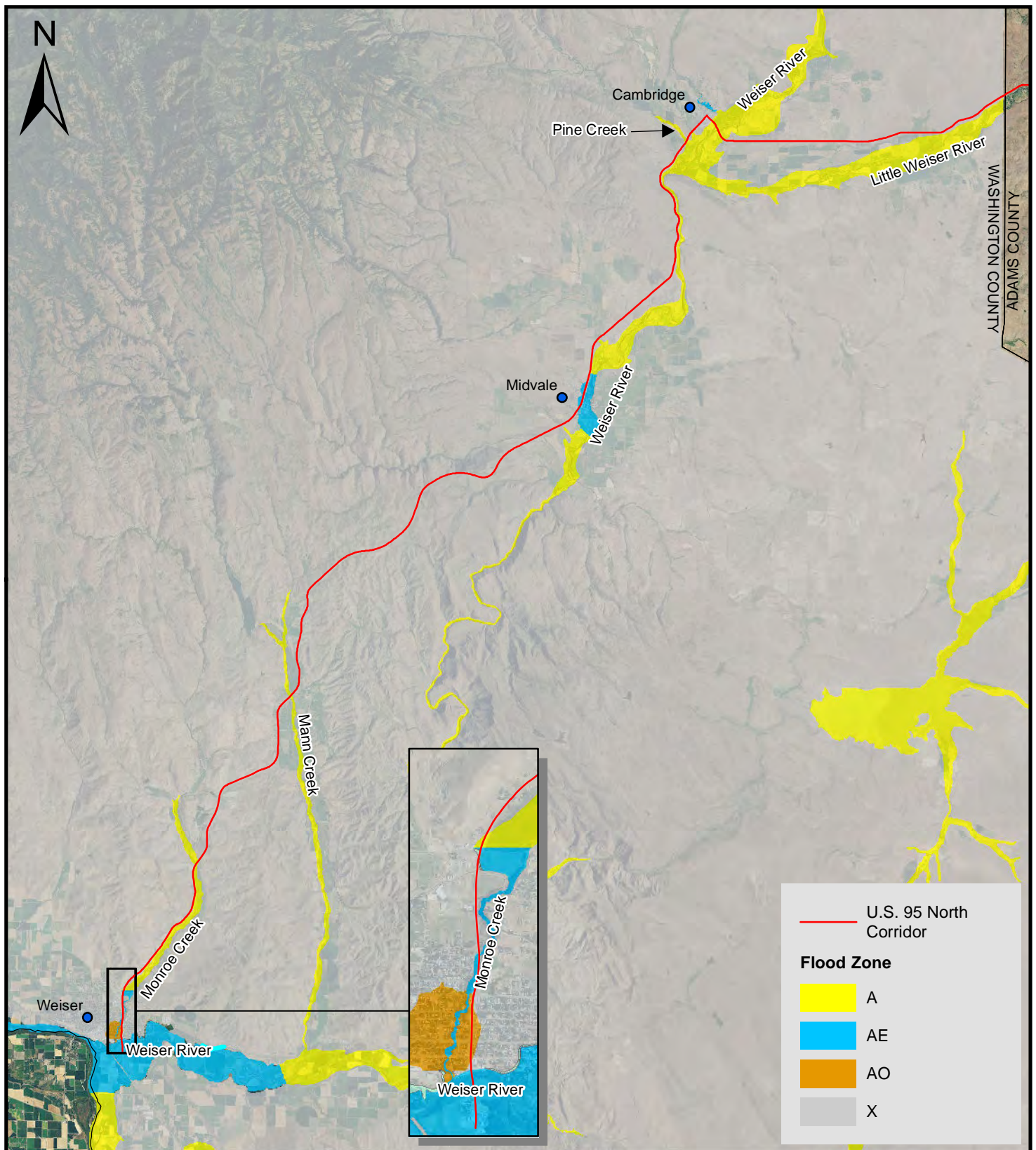
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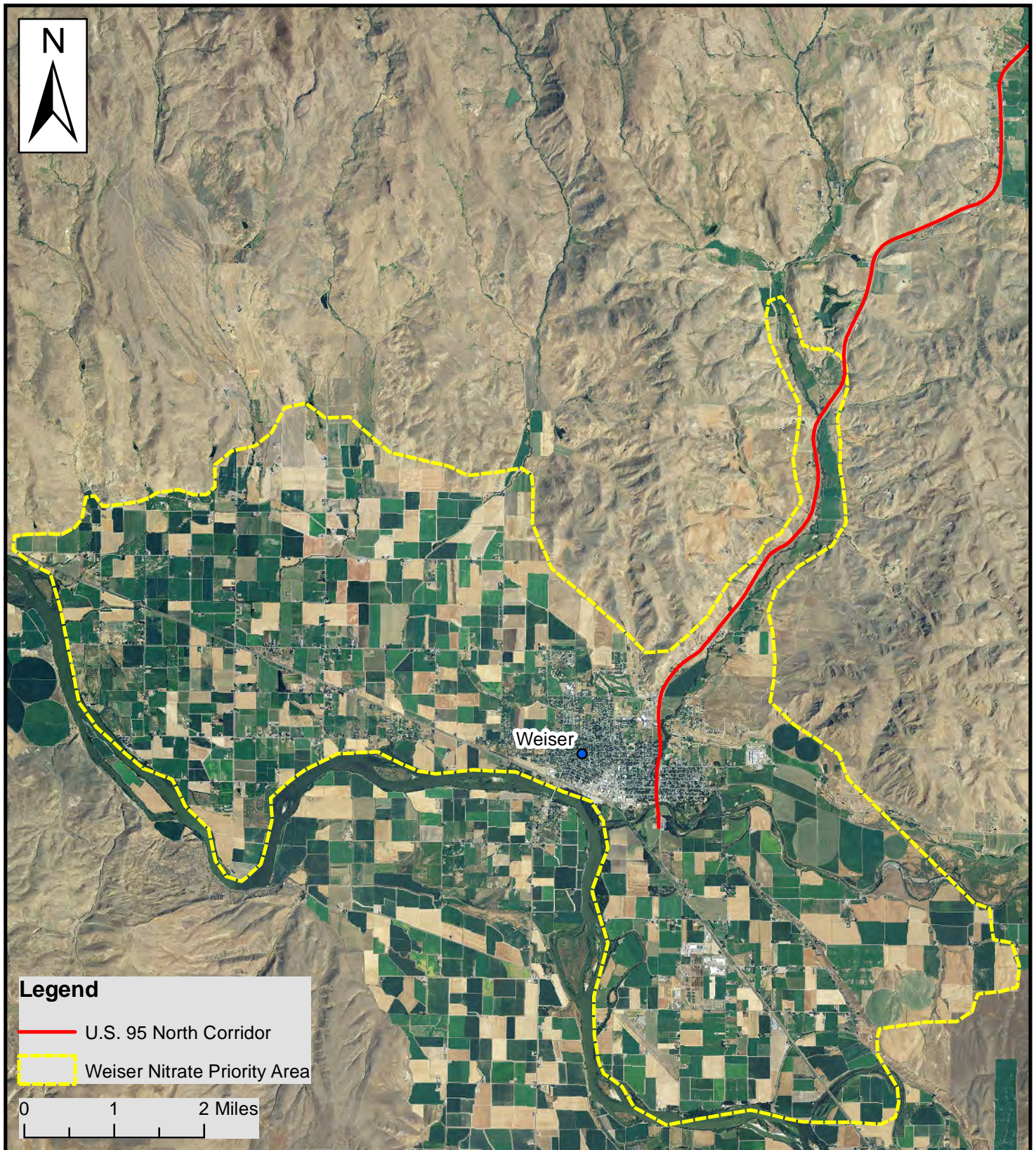
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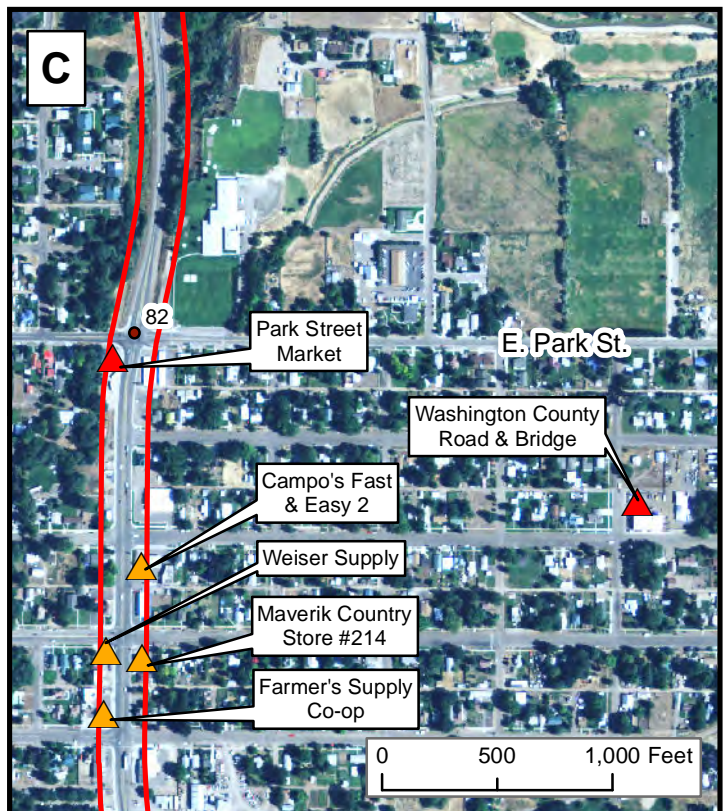
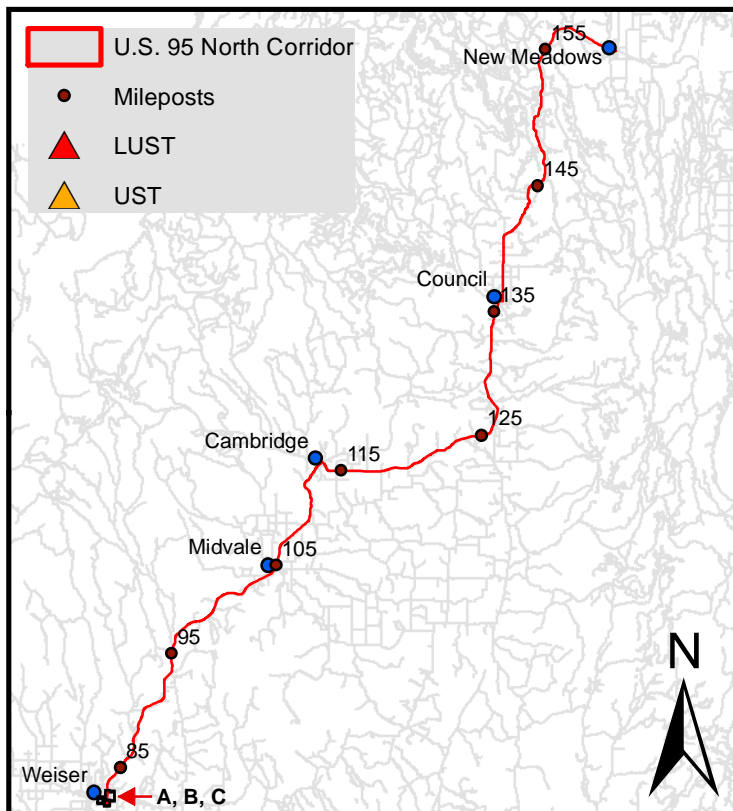
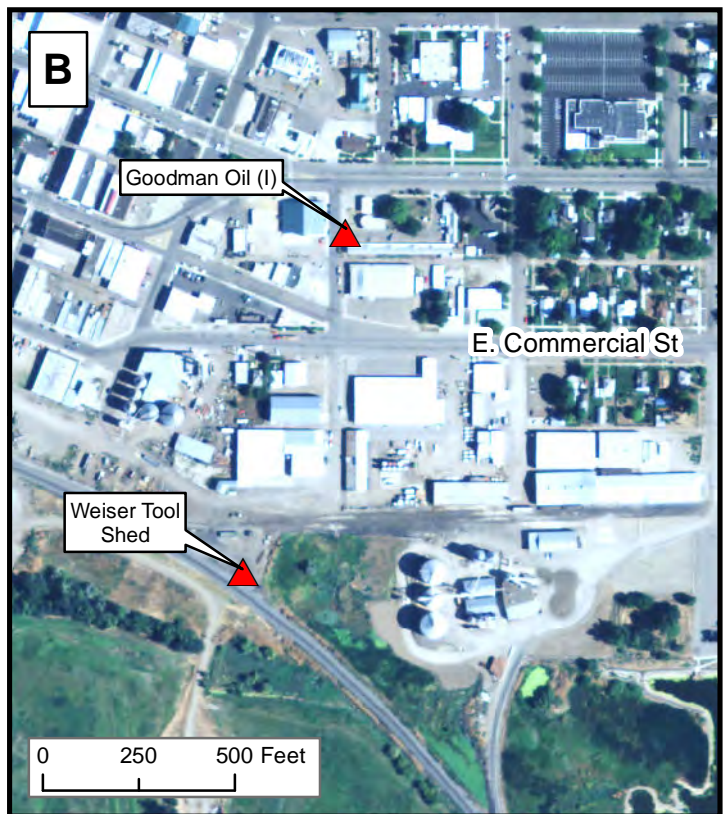
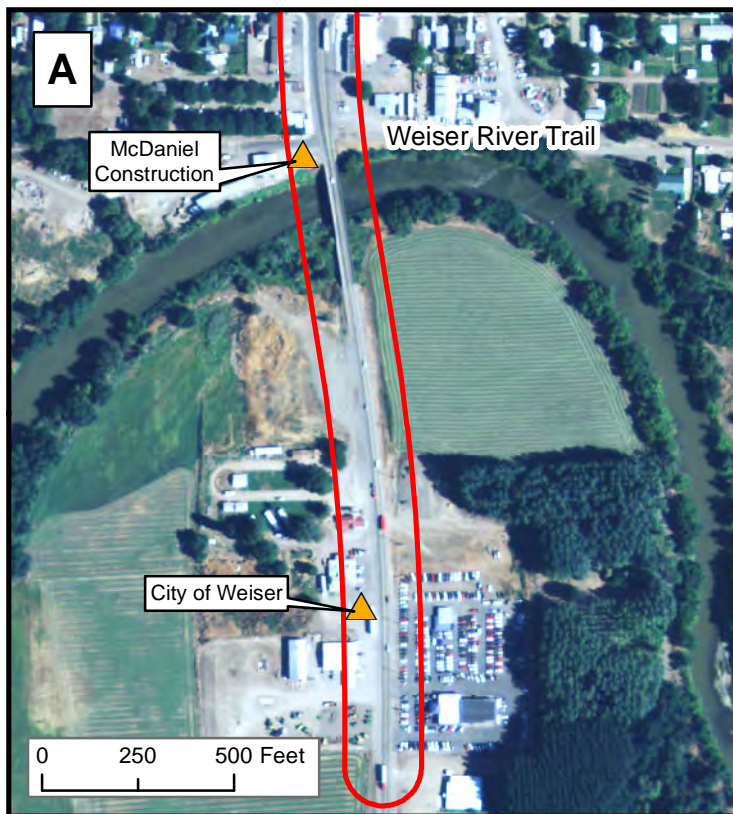
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	Date May 2014	Figure Title Irrigation Companies Identified in the U.S. 95 North Corridor	Figure 5-1	





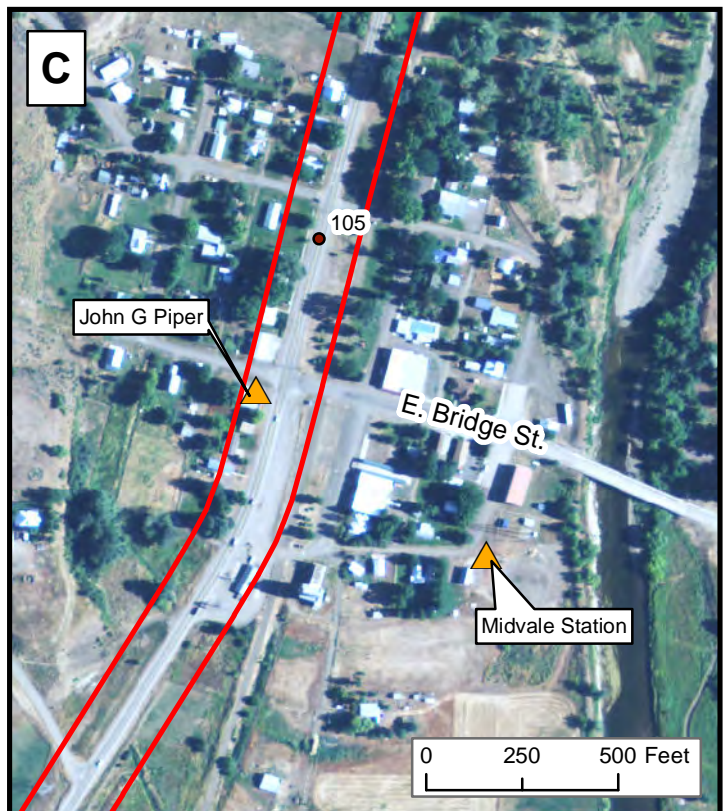
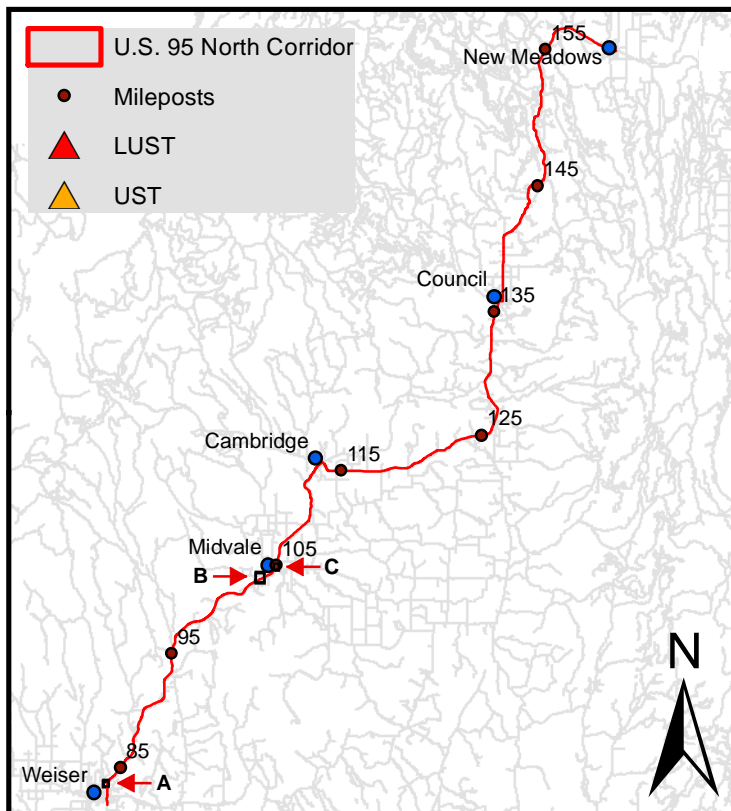
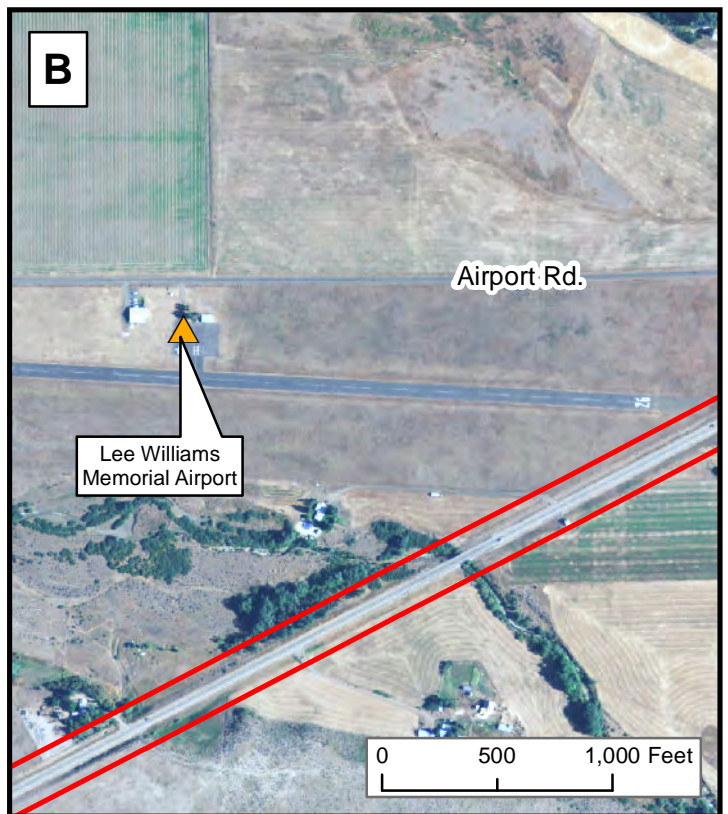
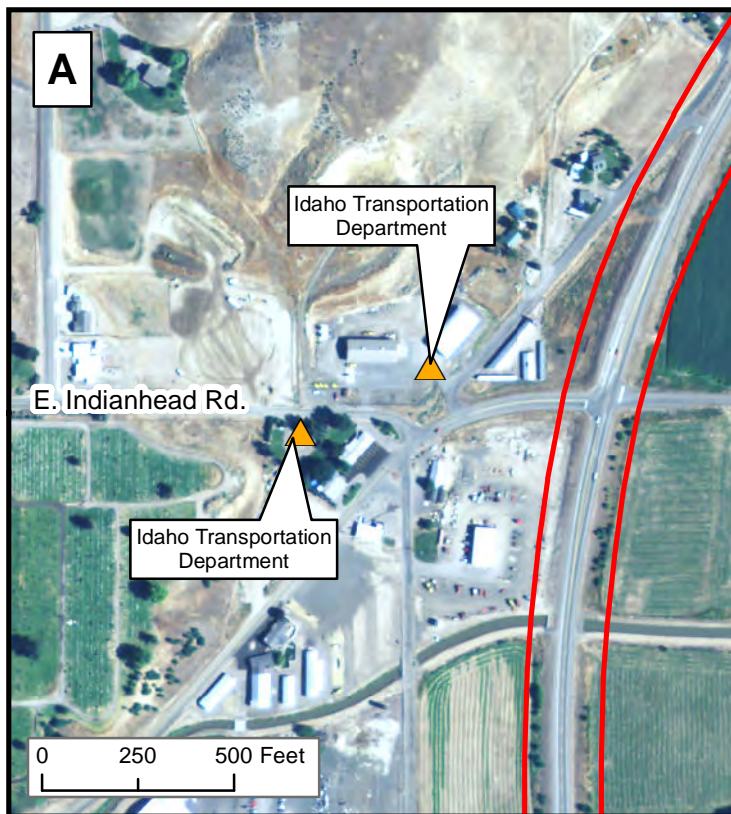
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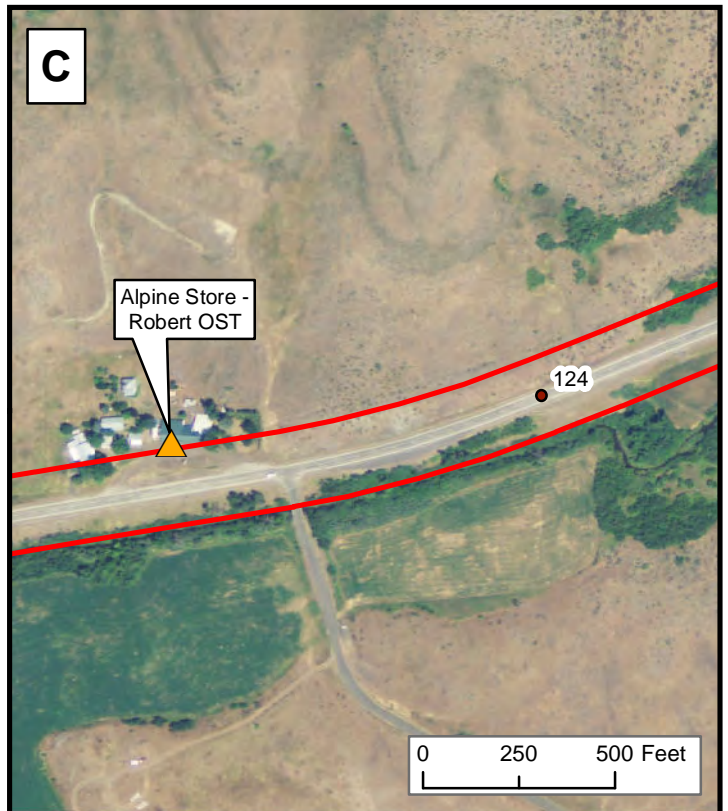
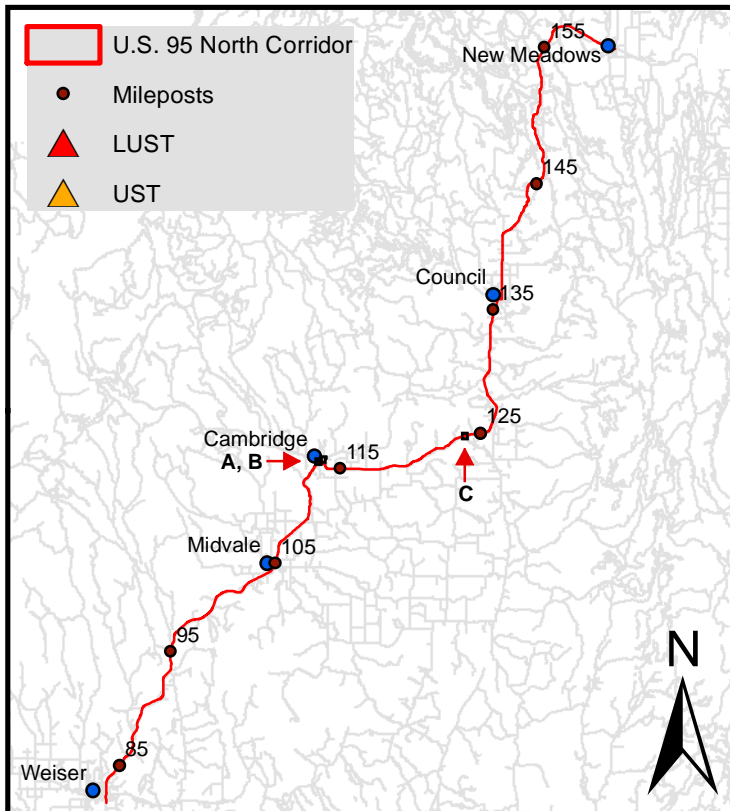
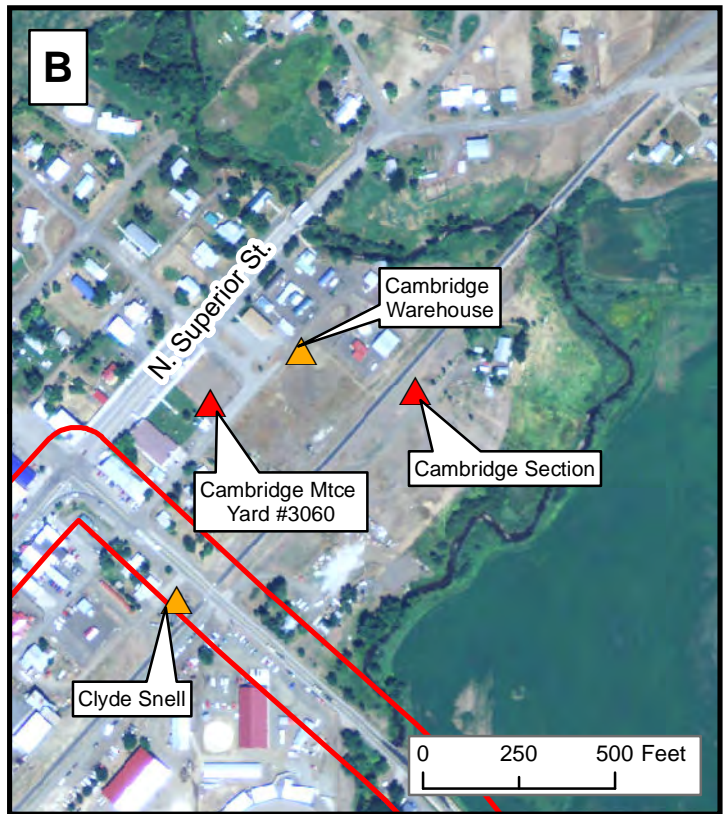
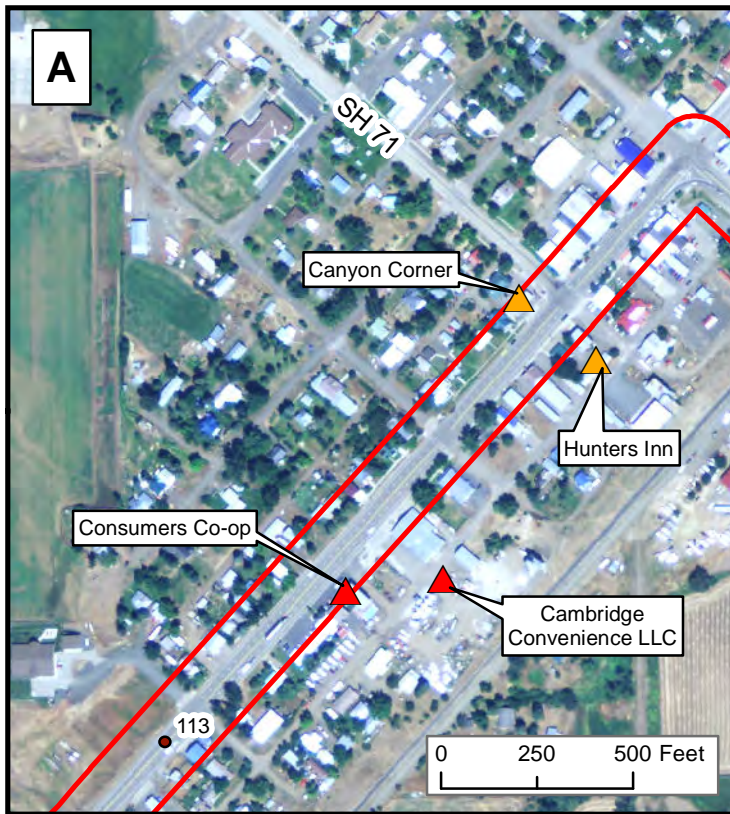
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	Date May 2014	Figure Title Nitrate Priority Area Identified in the U.S. 95 North Corridor	Figure 7-1	



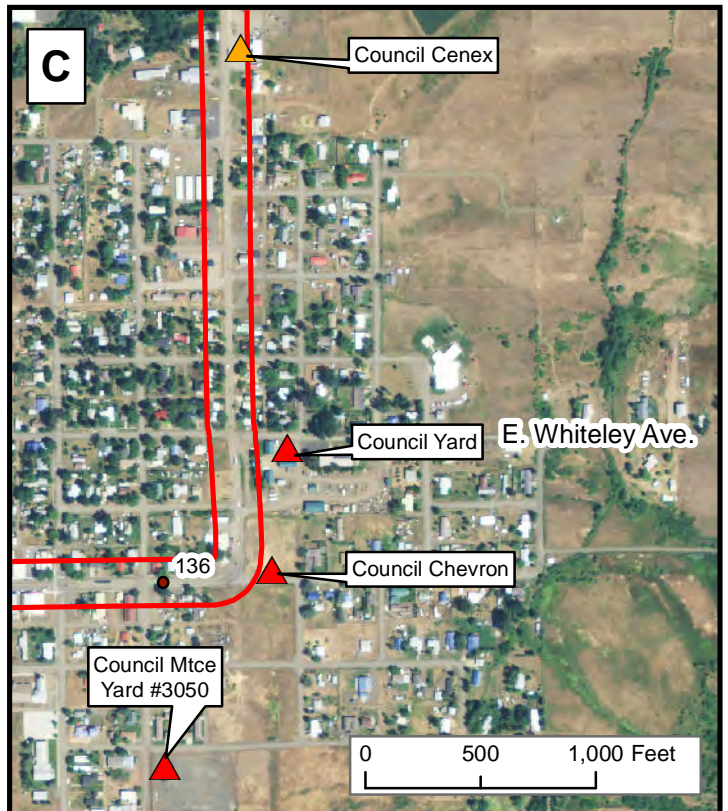
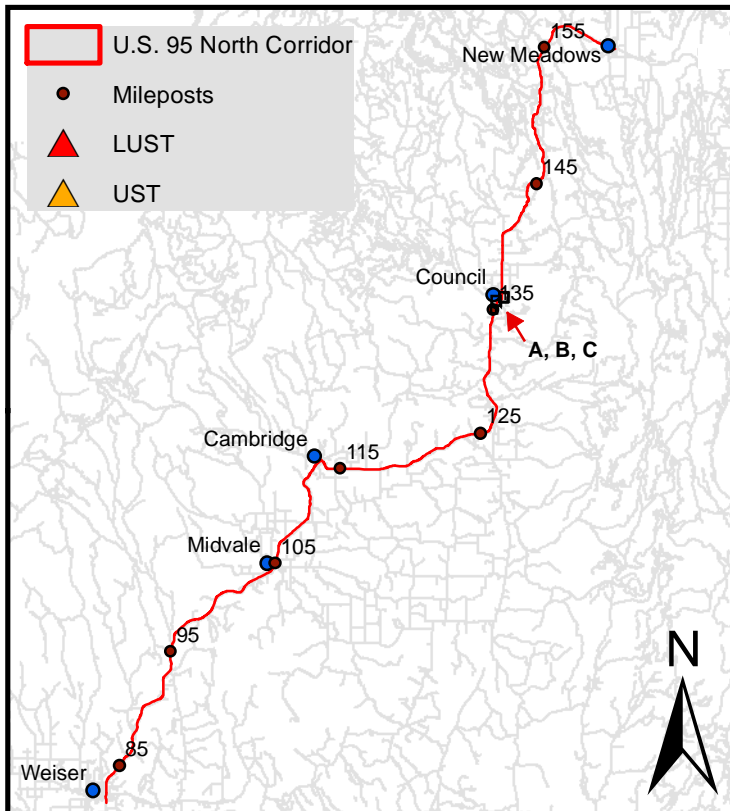
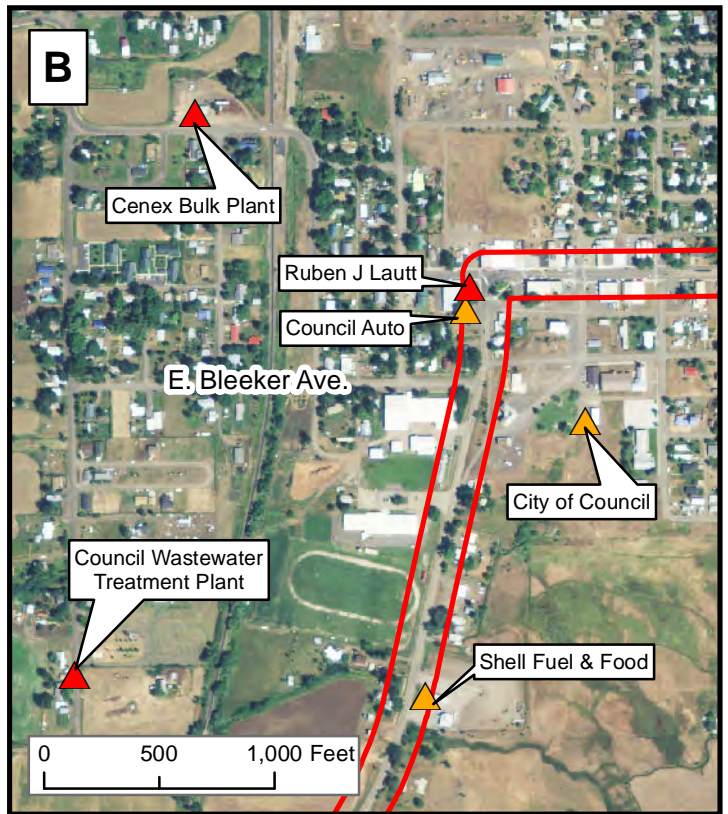
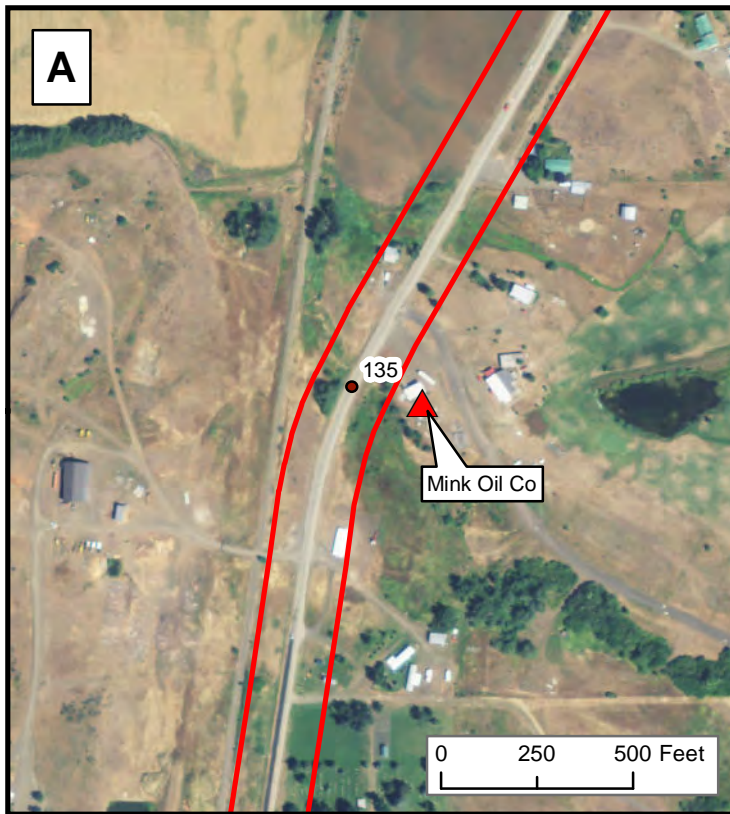
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	Date May 2014	Figure Title Hazardous Materials Sites Identified in the U.S. 95 North Corridor	Figure 8-1	



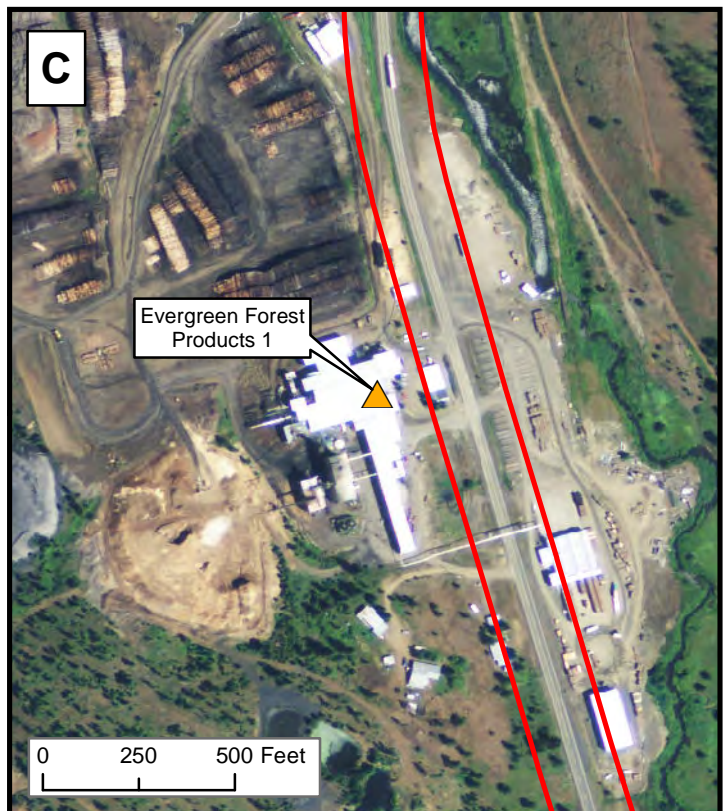
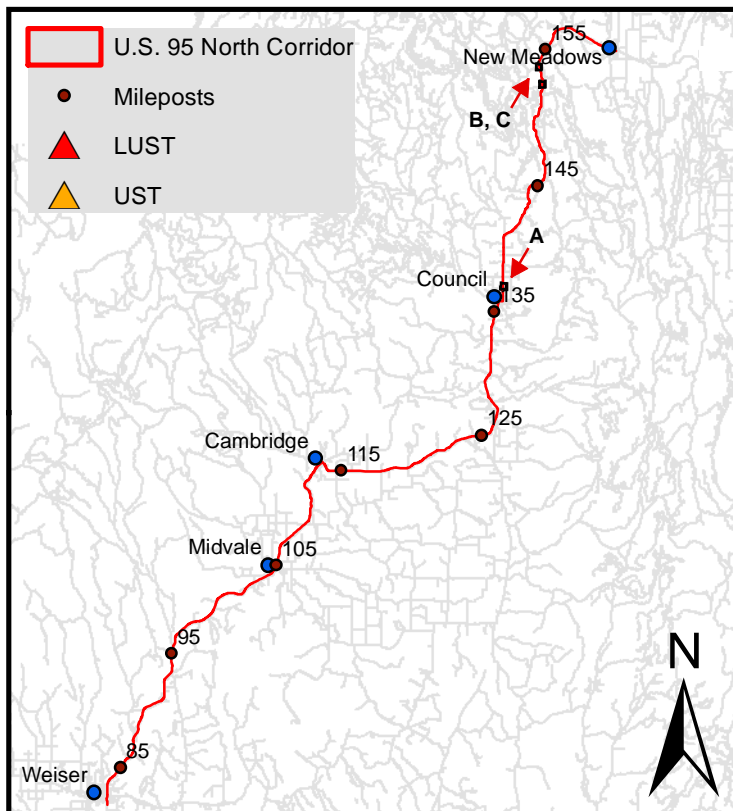
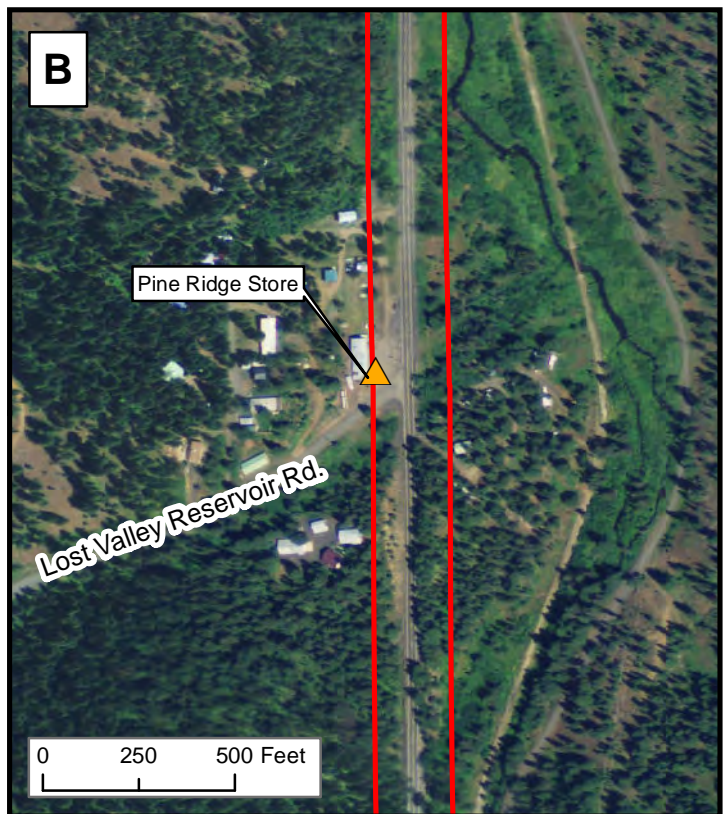
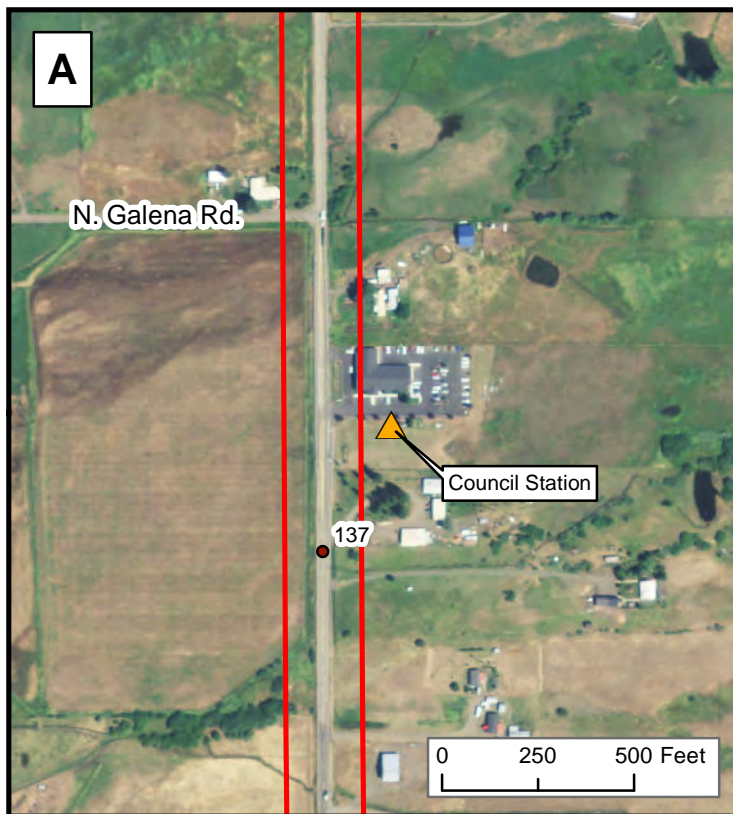
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	Date May 2014	Figure Title Hazardous Materials Sites Identified in the U.S. 95 North Corridor	Figure 8-2	





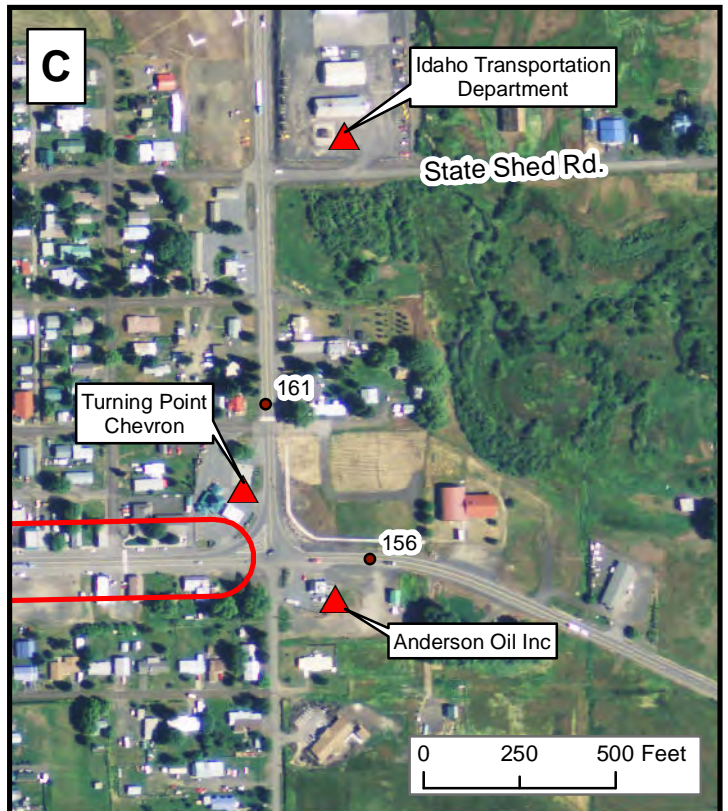
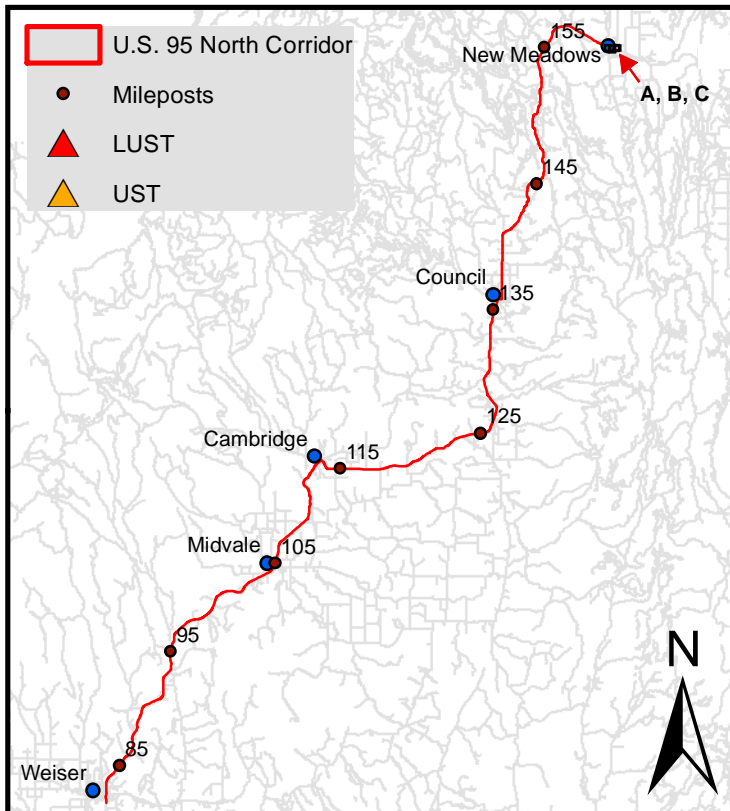
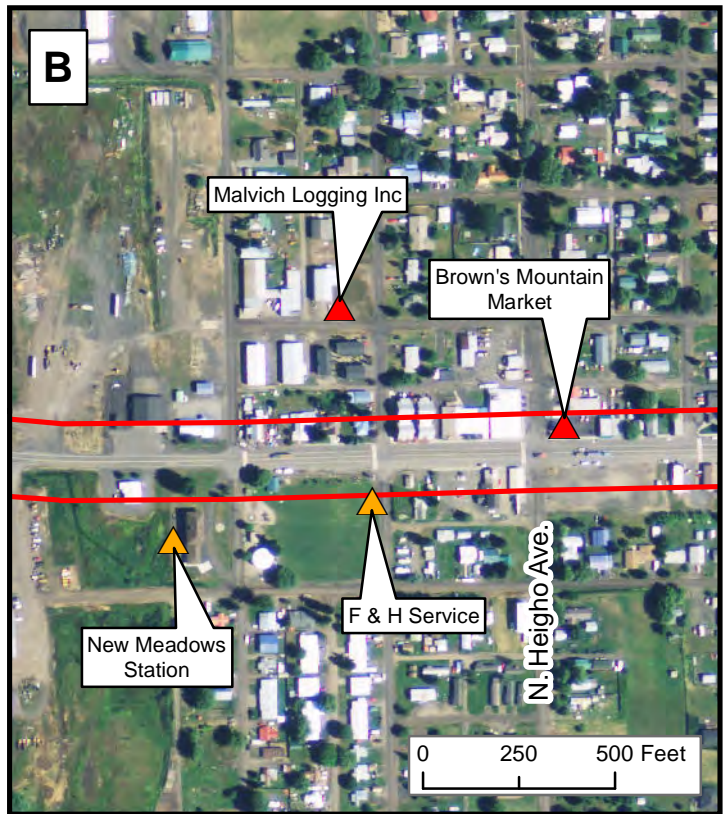
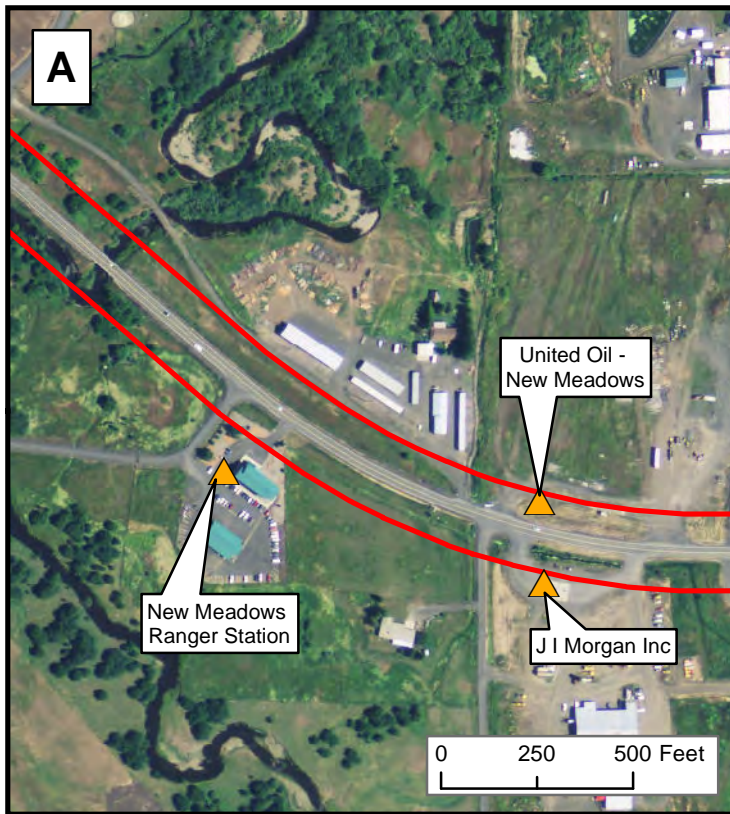
	Project No. A009(968), Key No. 09968			
	Date May 2014	Figure Title Hazardous Materials Sites Identified in the U.S. 95 North Corridor	Figure 8-3	



	Project No. A009(968), Key No. 09968			
	Date May 2014	Figure Title Hazardous Materials Sites Identified in the U.S. 95 North Corridor	Figure 8-4	



	Project No. A009(968), Key No. 09968			
	Date May 2014	Figure Title Hazardous Materials Sites Identified in the U.S. 95 North Corridor	Figure 8-5	



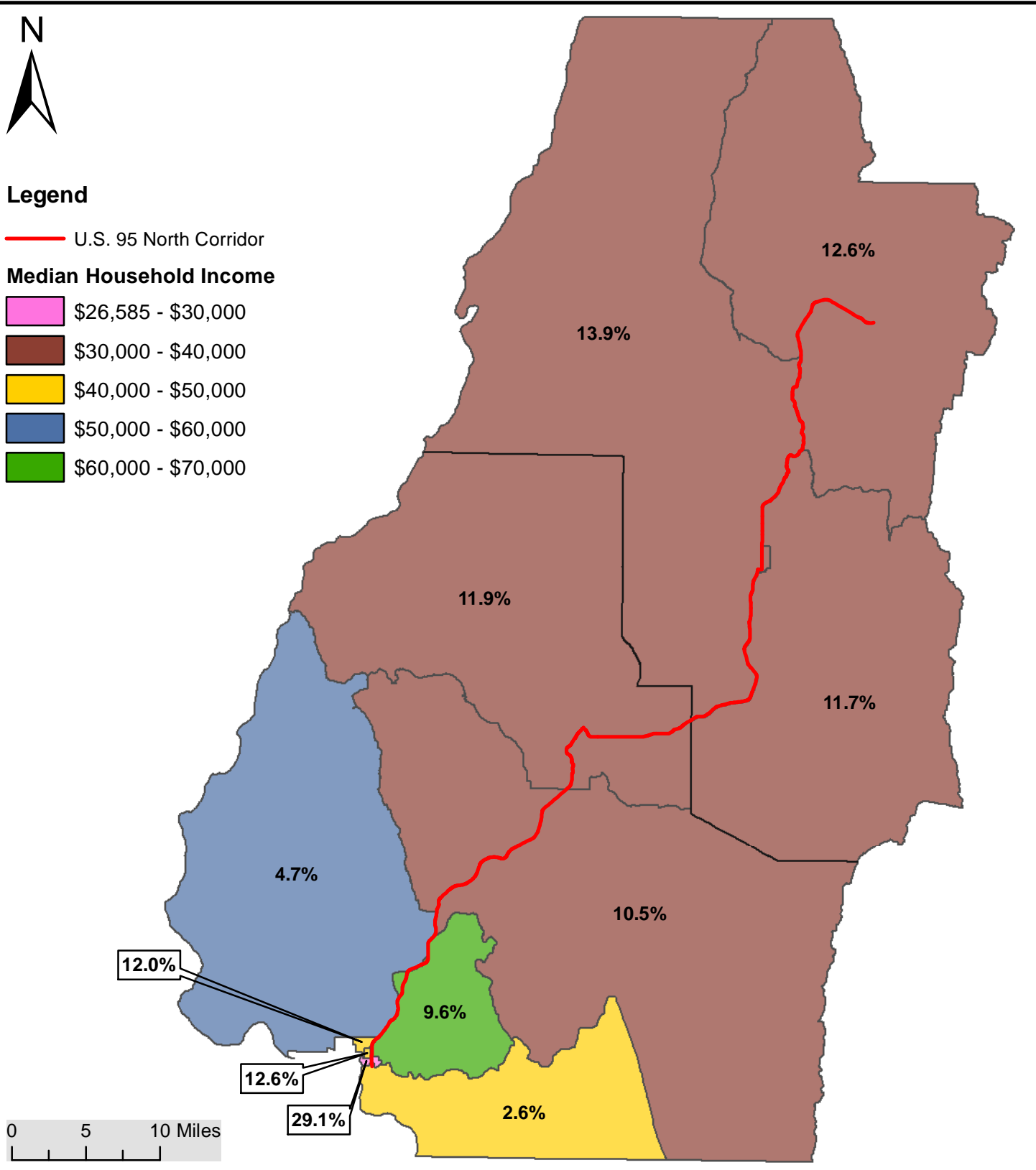
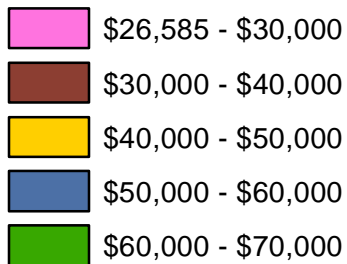
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	Date May 2014	Figure Title Hazardous Materials Sites Identified in the U.S. 95 North Corridor	Figure 8-6	



Legend

— U.S. 95 North Corridor

Median Household Income



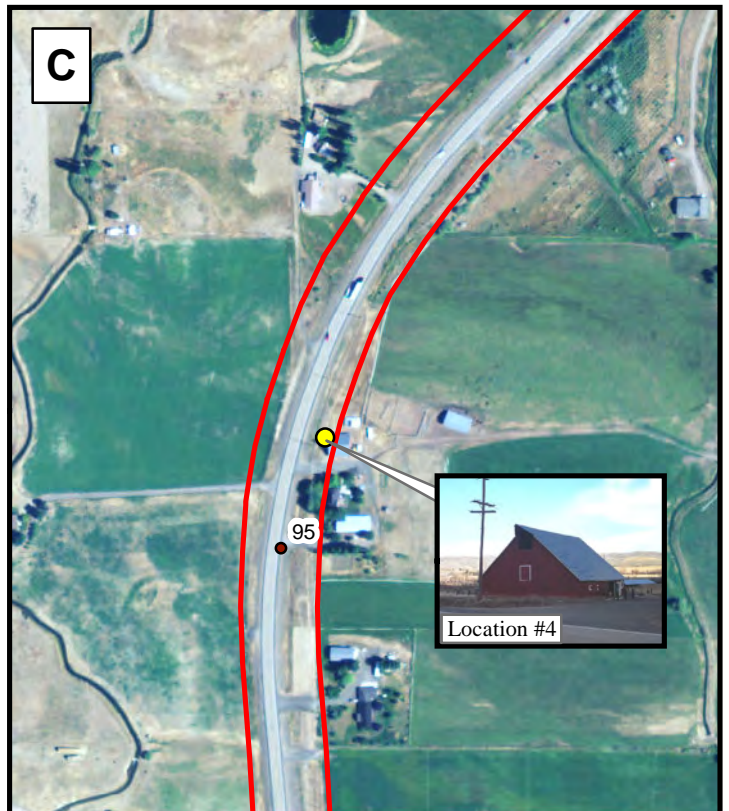
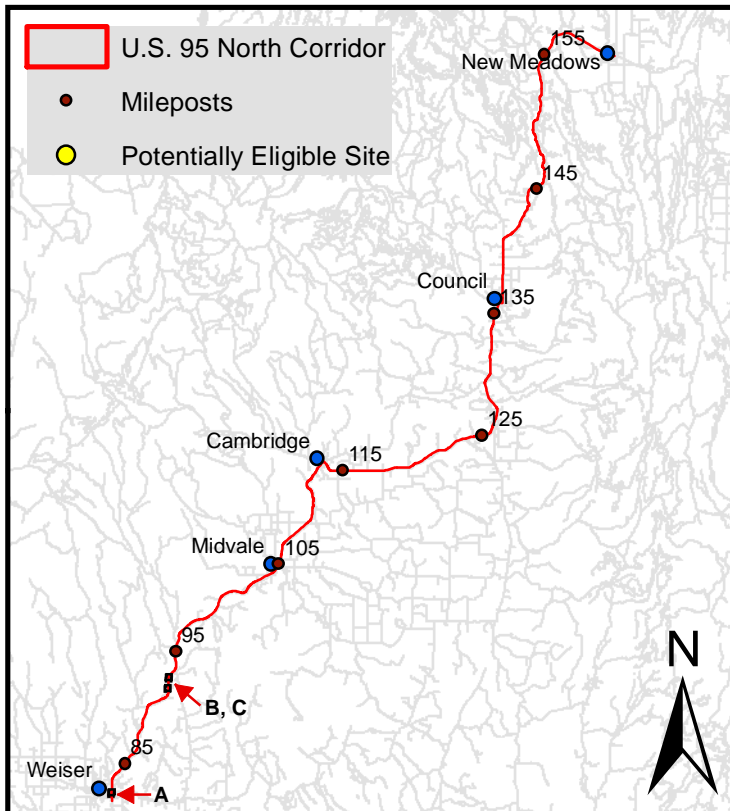
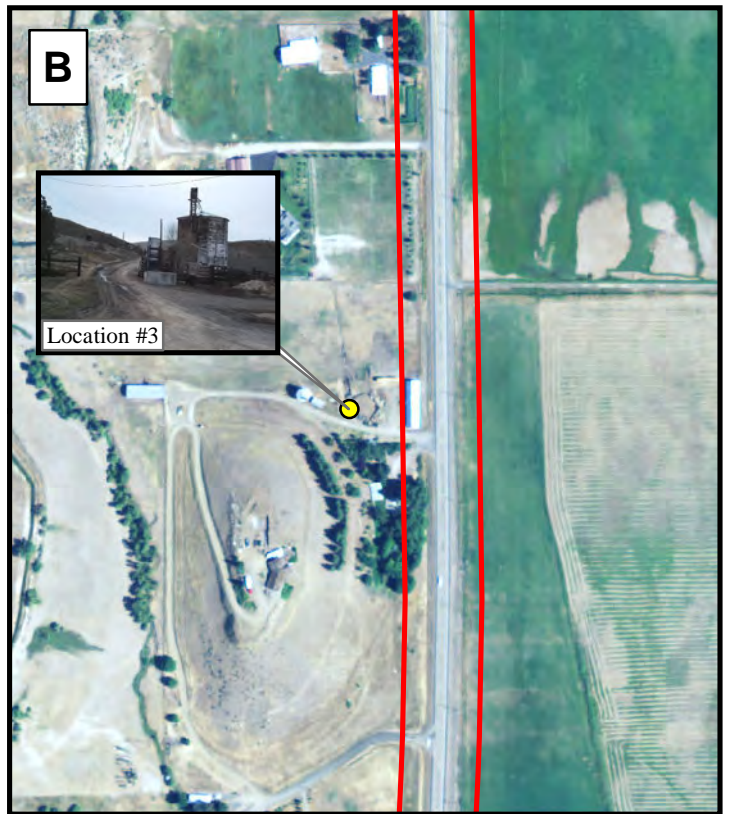
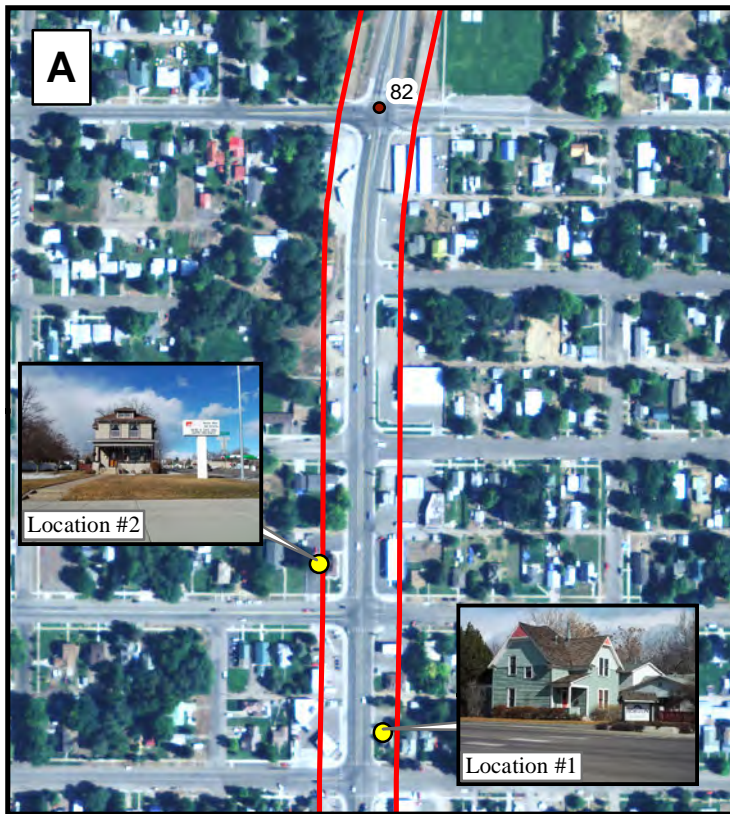
Project No. A009(968), Key No. 09968



Date
May 2014

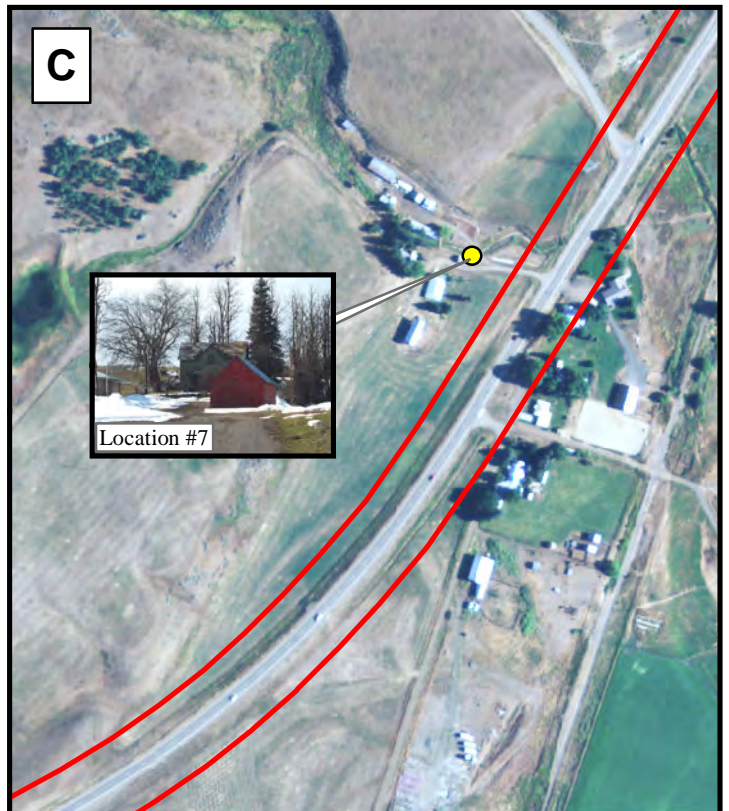
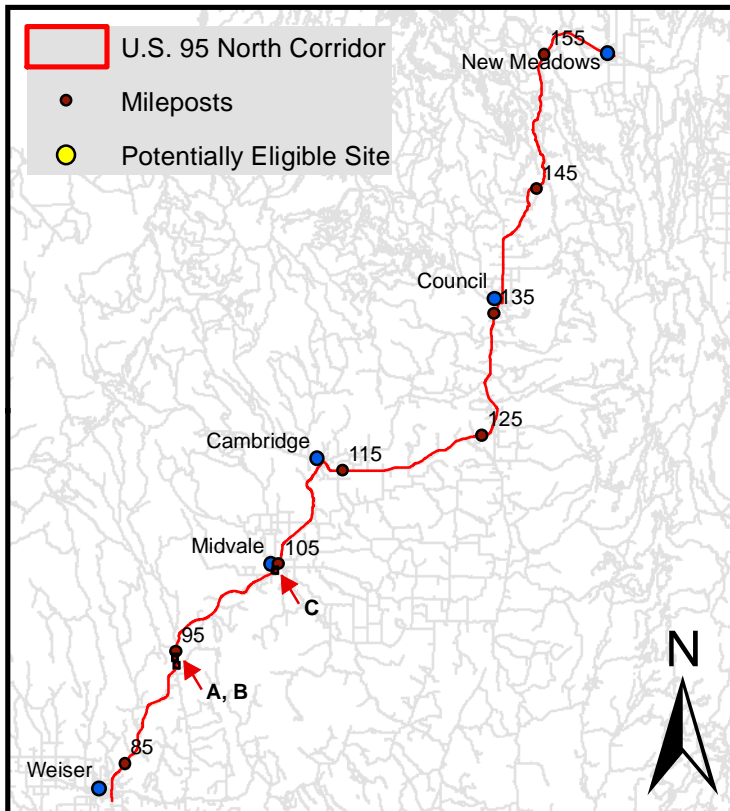
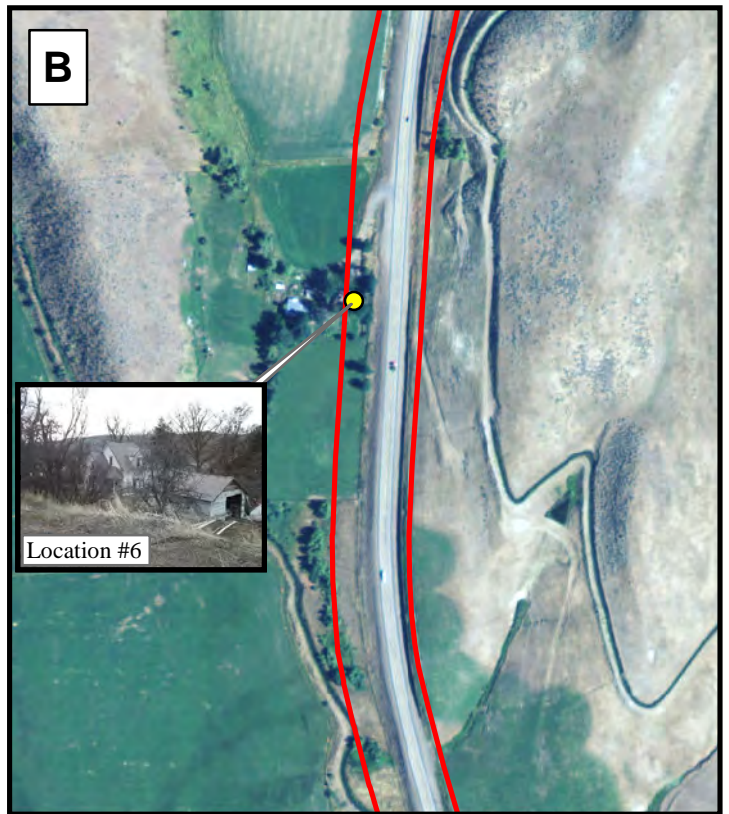
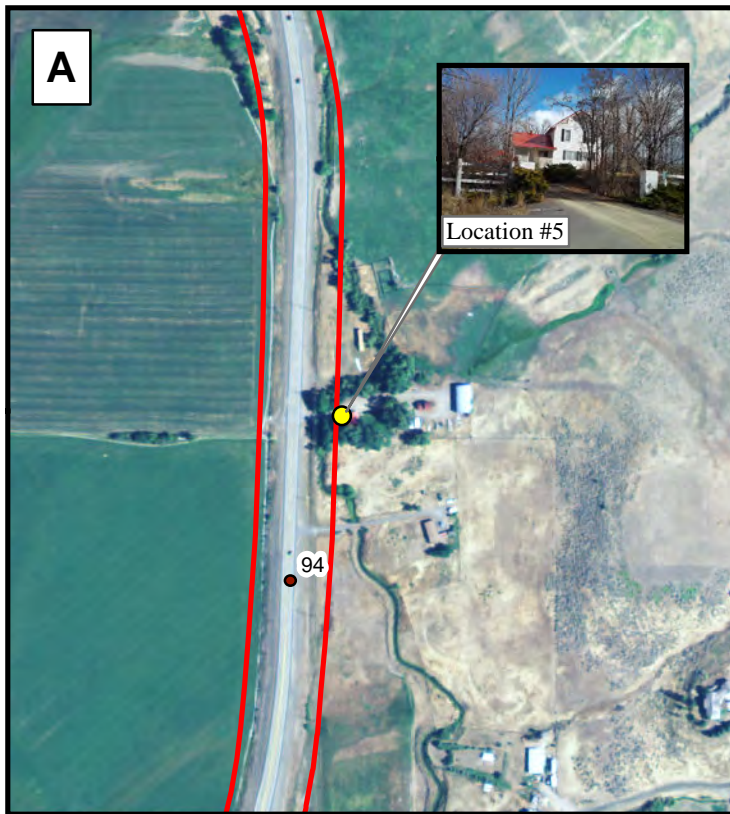
Figure Title
Median Household Income and
Population Percentage below
the Poverty Level by Census
Block Group



Figure
9-1

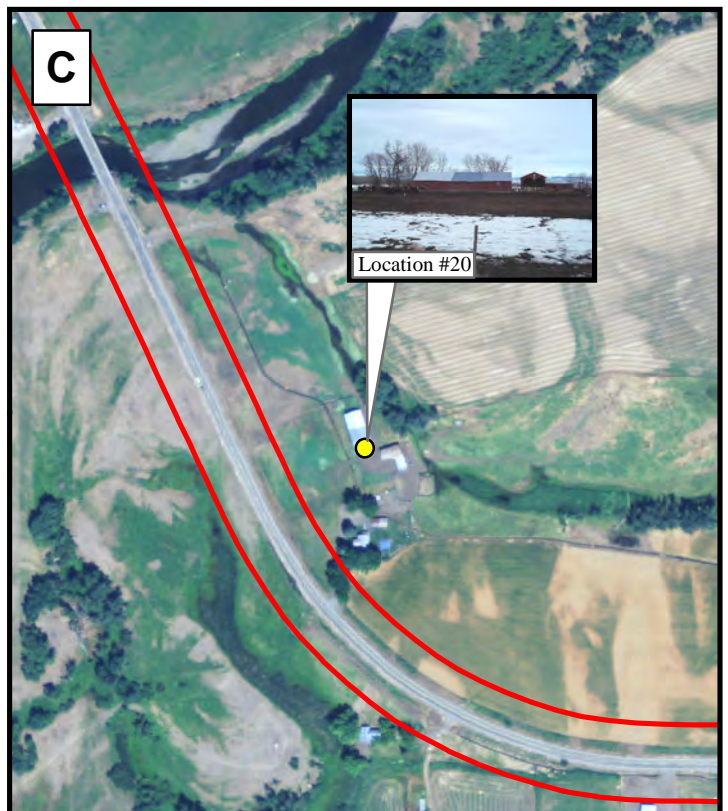
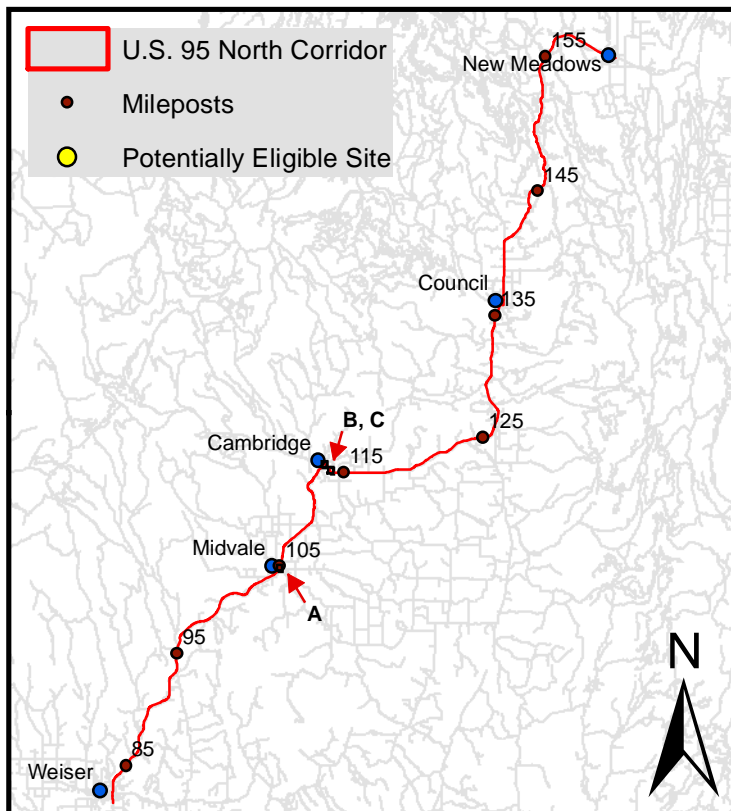
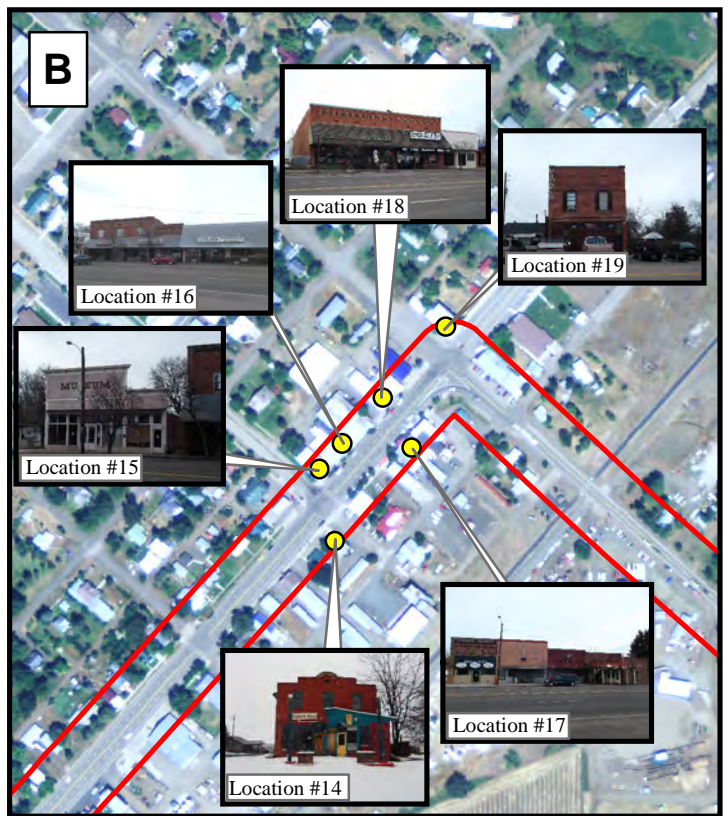
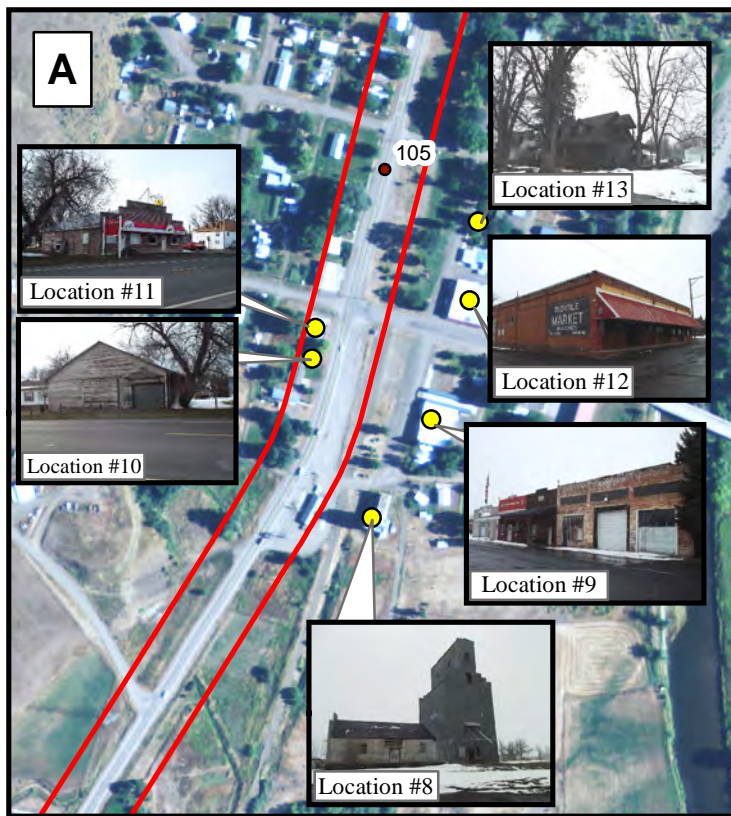




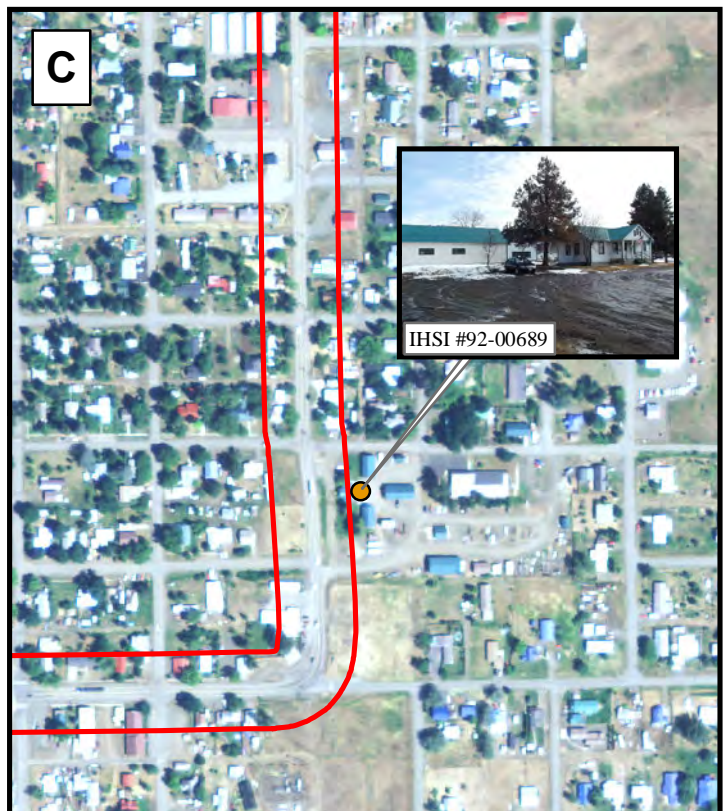
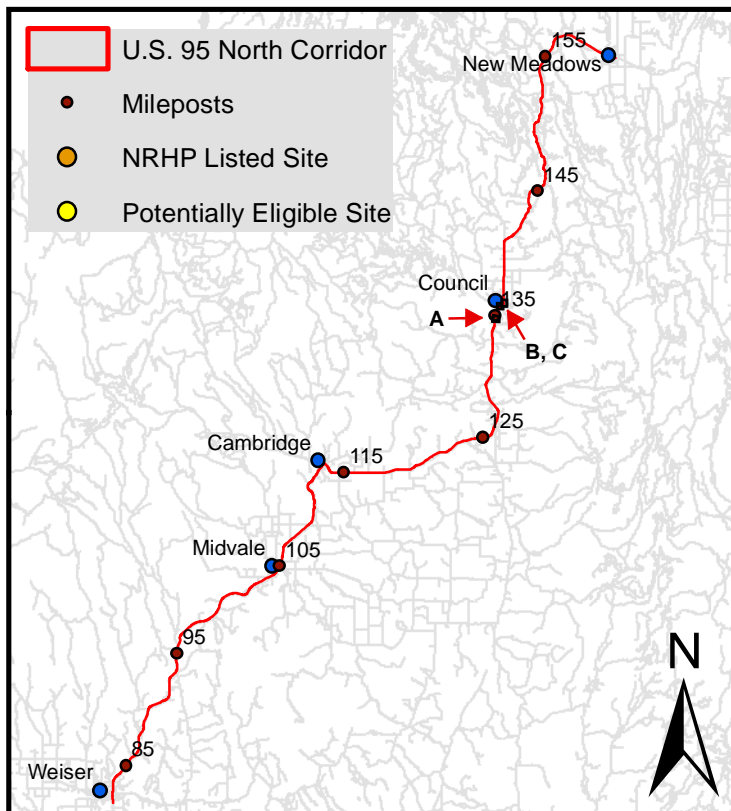
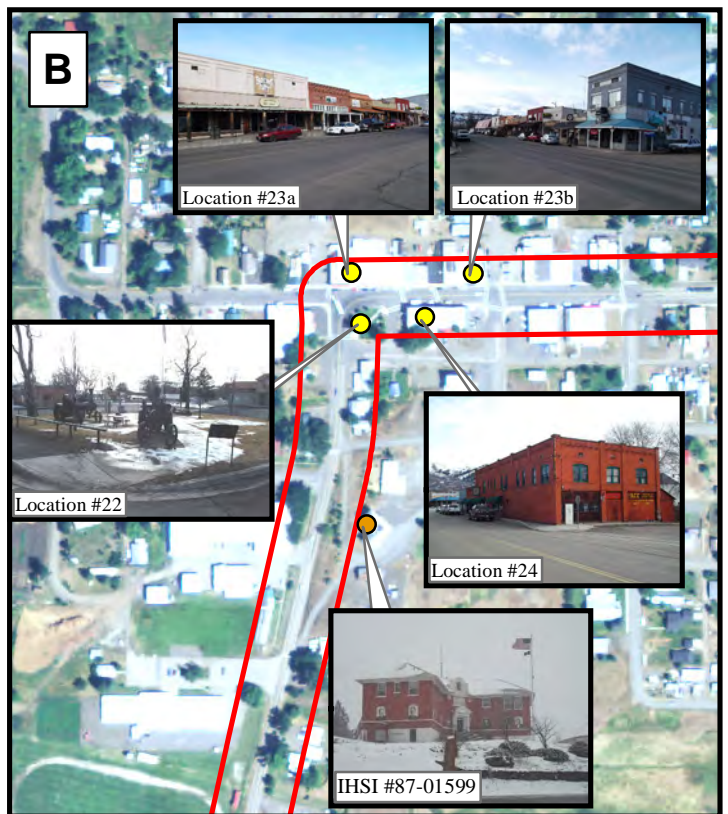
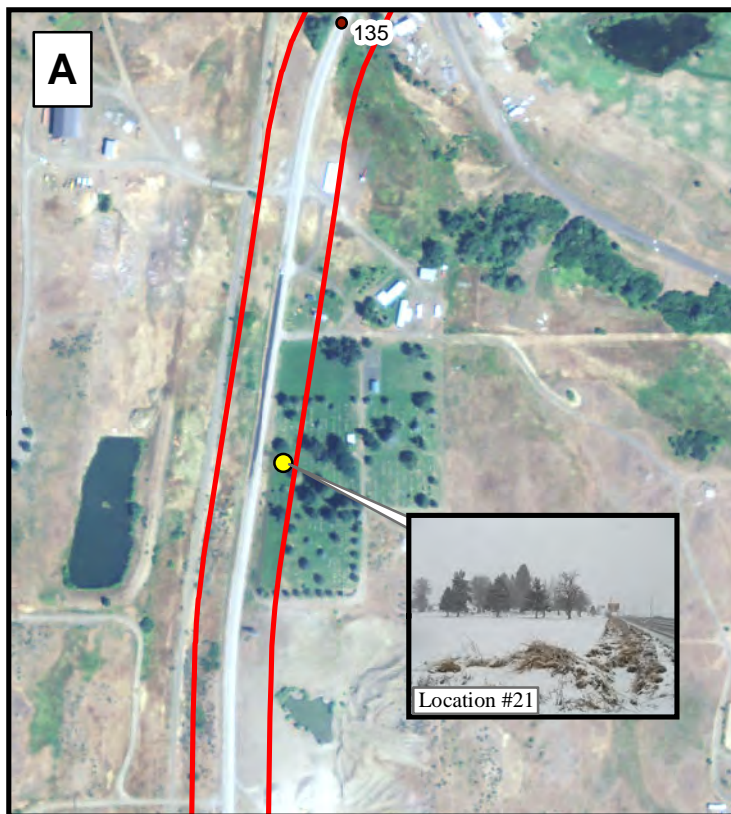
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	Date May 2014	Figure Title Potentially Historic Sites Identified in the U.S. 95 North Corridor	Figure 10-1	





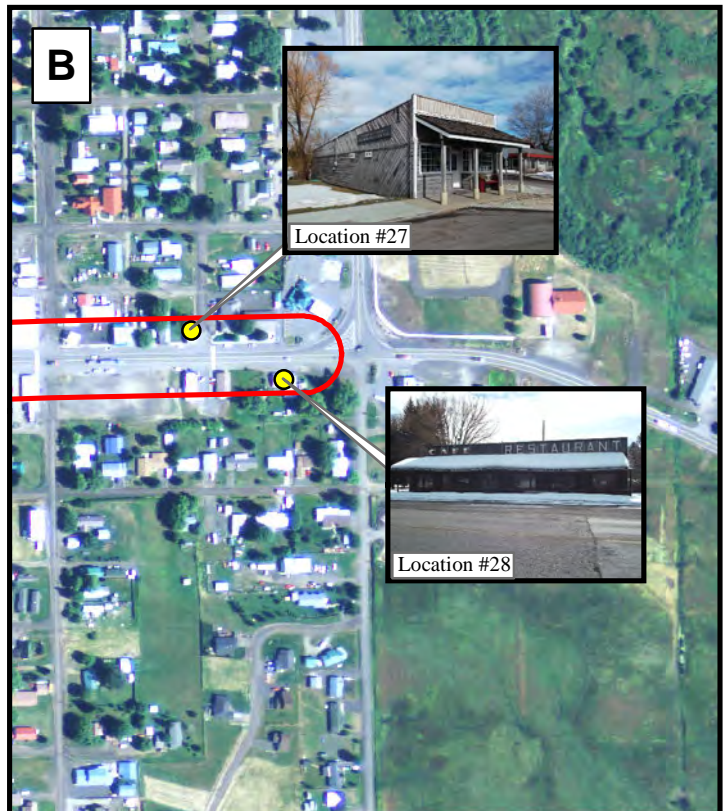
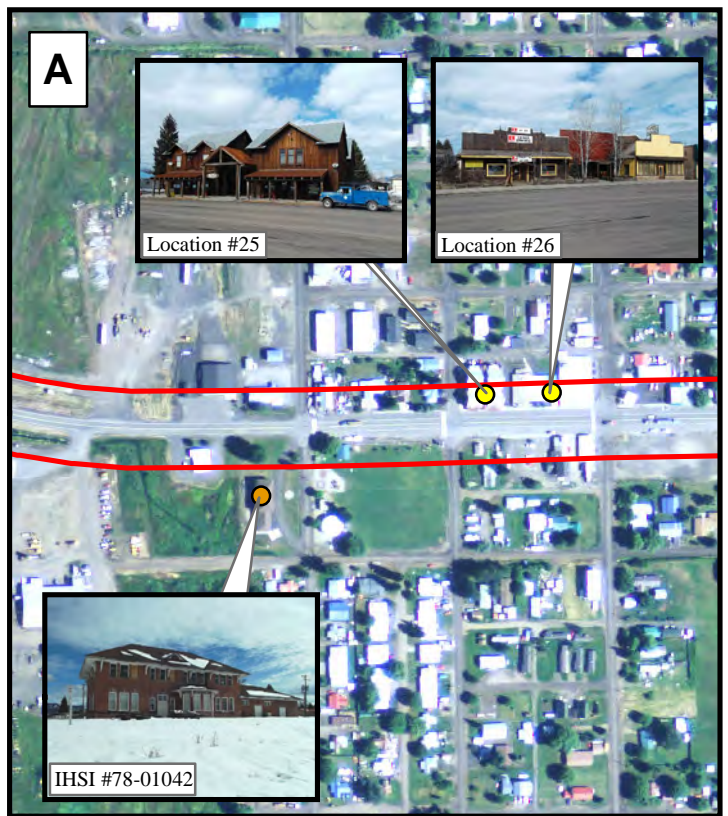
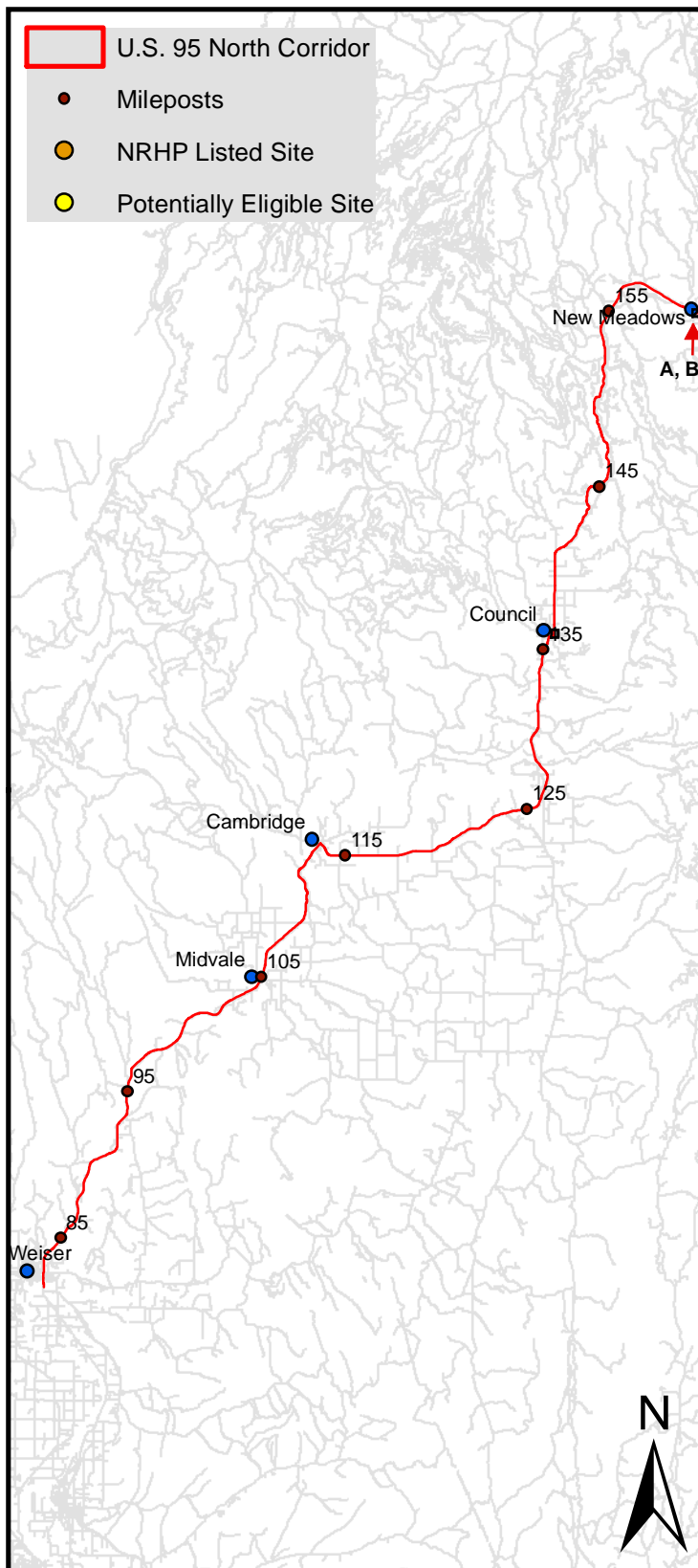
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	Date May 2014	Figure Title Potentially Historic Sites Identified in the U.S. 95 North Corridor	Figure 10-2	





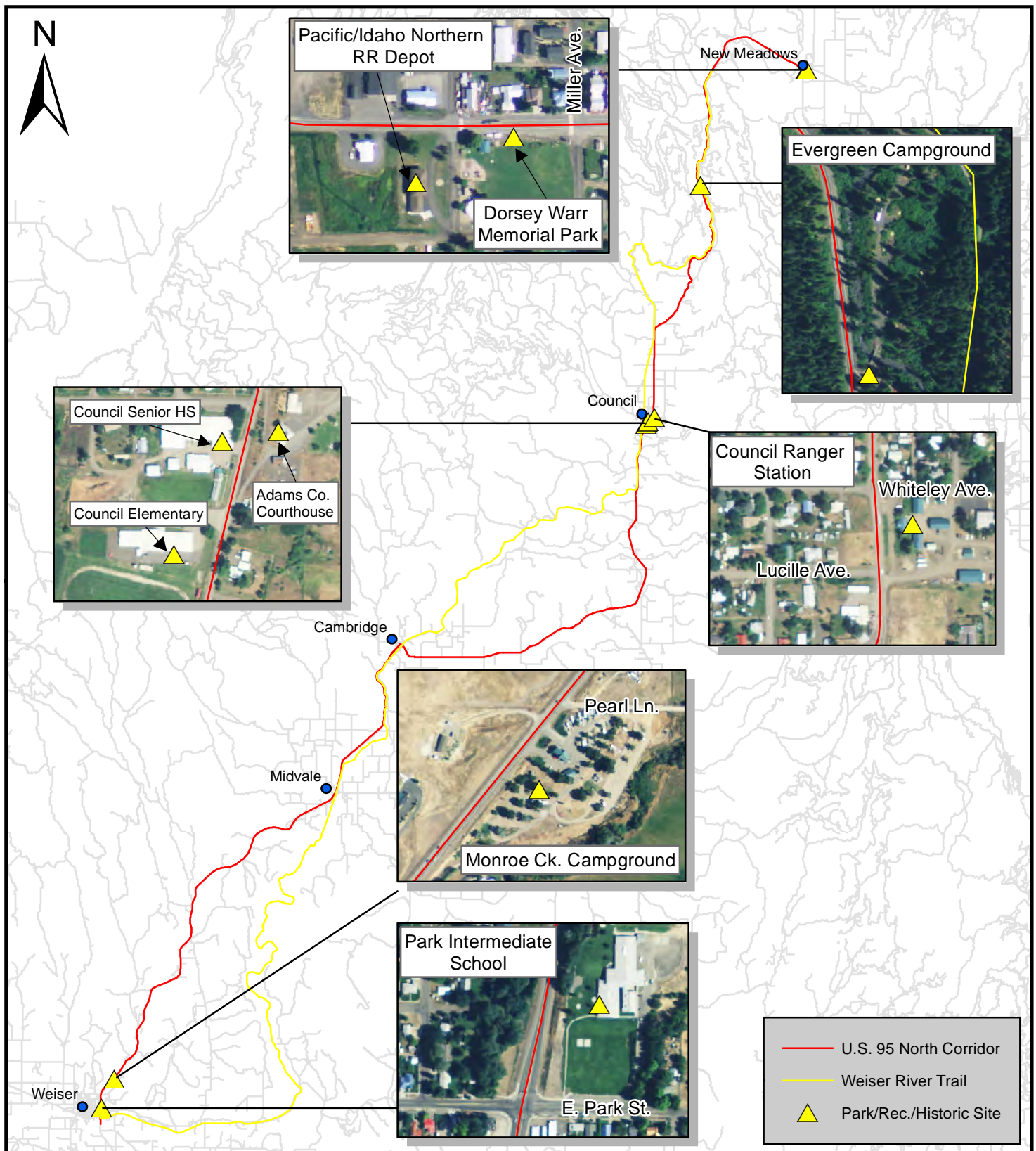
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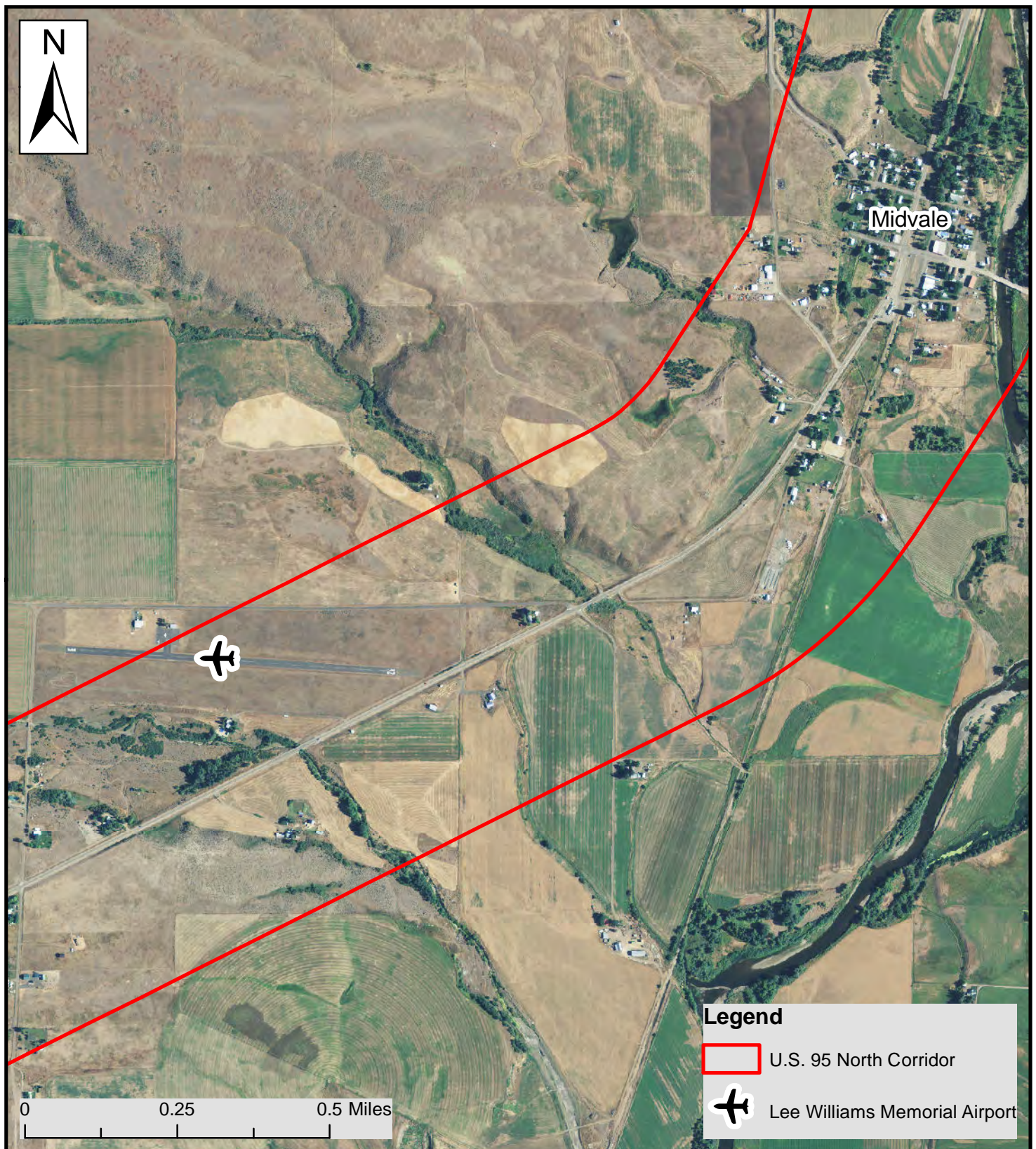
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	Date May 2014	Figure Title Potentially Historic Sites Identified in the U.S. 95 North Corridor	Figure 10-4	





	Project No. A009(968), Key No. 09968			
	Date May 2014	Figure Title Potentially Historic Sites Identified in the U.S. 95 North Corridor	Figure 10-5	



	Project No. A009(968), Key No. 09968			
	Date May 2014	Figure Title Potential Section 4(f) Resources Identified in the U.S. 95 North Corridor	Figure 11-1	



	Project No. A009(968), Key No. 09968			
	Date May 2014	Figure Title Aviation Facilities Identified in the U.S. 95 North Corridor	Figure 12-1	

U.S. 95 NORTH ENVIRONMENTAL SCAN

WEISER RIVER TO
NEW MEADOWS

MAY 2014



PINEHURST

NEW MEADOWS

COUNCIL

CAMBRIDGE



MIDVALE

WEISER

PAYETTE

FRUITLAND

PARMA

WILDER

HOMEDALE



For more information about the U.S. 95 Corridor Study, visit itd.idaho.gov and select *Projects*, *Southwest Idaho* and *U.S. 95 Corridor Study*, or contact:

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